Federal Motor Vehicle Safety Standard No. 213
Highlights of the Regulation for Child Restraint Systems

- Covers all types of systems (infant carriers, child seats, harnesses, and car beds) to restrain children under 80 pounds in motor vehicles.
- Requires that child restraint systems pass a 30 mph frontal sled test, which simulates a crash.
- Specifies maximum rotation during crash test for rear-facing child restraints.
- Specifies limits on child dummy measurements for forward-facing child restraints:
  - Head injury criteria (potential brain injury resulting from abrupt deceleration). Does not apply in tests with 10-year-old dummy (65-80 lbs.).
  - Head excursion (distance dummy head travels forward)
  - Force on chest
  - Knee excursion
- Requires that restraints not break during dynamic tests.
- Requires that child restraints retain a child dummy within the confines of the restraint during crash tests.
- Specifies requirements for foam padding and flame-retardant fabric.
- Requires that safety seats pass the 30 mph test secured with vehicle lap belt or lower LATCH attachments only as well as a more stringent test for forward-facing restraints with a tether anchored. Exceptions: child harnesses and products for children with special needs may be tested with top tether straps anchored. Boosters are tested with a vehicle lap-shoulder belt.
- Specifies the amount of force needed to open buckles on child restraints, so that toddlers cannot unbuckle themselves but adults can easily open the buckle. (Before crash test, minimum force is nine lbs. and maximum is 14 lbs.; after crash test, maximum is 16 lbs.)
- Requires permanent, visible labels on the restraint with the following information: certification that it conforms to standards for use in motor vehicles, basic instructions for correct installation, child weight limits (including maximum weight for use of lower LATCH attachments), name and address of manufacturer/distributor, and date made. Air bag warning label required for rear-facing restraints. The restraint must have a designated location for storing the instruction booklet or sheet. An additional label may be present to state certification for use in aircraft.
- Permits child restraint systems to be designed as an integral part of motor vehicle seats.
- Requires that the manufacturer include a registration card with the child restraint and notify consumers of product recalls.
- Requires that child restraints include LATCH attachments. FMVSS 225 requires that vehicles have LATCH anchors (FMVSS 225).

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