

Thursday, Sept. 1, 2016

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VNR: Thurs. 9/1/2016, 10:30-11 a.m. EDT; repeat 1:30-2 p.m. EDT (KU) GALAXY 17
SD transponder 24/slot 3 (dl12177V) bandwidth 6 MHz; symbol rate 3.9787 FEC $\frac{3}{4}$
HD transponder 24-upper (dl12189V) bandwidth 18 MHz; symbol rate 13.235 FEC $\frac{3}{4}$

Ratings for child seat installation hardware improve after 1 year

ARLINGTON, Va. — Buckling precious cargo into a late-model vehicle has gotten a bit easier in the past year, the Institute's LATCH ease-of-use ratings show.

IIHS launched its ratings of child seat installation hardware in vehicles in June 2015. Out of 102 vehicles rated at that time, the majority were poor or marginal. Today, a total of 170 current models have been evaluated, and most are good or acceptable. Three models — the Audi Q7, Lexus RX and Toyota Prius — earn the top rating of good+, a distinction that no vehicle achieved last year.

A properly installed, age-appropriate child restraint can protect a child much better in a crash than a safety belt alone. LATCH, which stands for Lower Anchors and Tethers for Children, is intended to make it easier for caregivers to install child restraints properly. Child restraints installed with LATCH are more likely to be put in correctly than restraints installed using the vehicle safety belt, IIHS research has shown.

Even with LATCH, installation errors are common. The Institute's ratings are based on key ease-of-use criteria that have been shown to minimize mistakes.

"Frustrating child seat installations have become a familiar rite of parenthood," says Jessica Jermakian, an IIHS senior research engineer. "Unfortunately, these frustrations lead to mistakes that can have real consequences in the event of a crash. We're pleased to see automakers taking this issue seriously and making improvements in response to our ratings."

In the IIHS ratings system, LATCH hardware is considered good if it meets the following criteria:

- The lower anchors are no more than $\frac{3}{4}$ inch deep within the seat bight or slightly deeper if there is open access around them.
- The lower anchors are easy to maneuver around. This is defined as having a clearance angle greater than 54 degrees.
- The force required to attach a standardized tool representing a child seat connector to the lower anchors is less than 40 pounds.
- Tether anchors are on the vehicle's rear deck or on the top 85 percent of the seatback. They shouldn't be at the very bottom of the seatback, under the seat, on the ceiling or on the floor.



- The area where the tether anchor is found doesn't have any other hardware that could be confused for the tether anchor. If other hardware is present, then the tether anchor must have a clear label located within 3 inches of it.

To earn a good rating, two LATCH positions in the second row must meet all five criteria, and a third tether anchor must meet both tether criteria.

The good+ rating is for vehicles that meet the criteria for a good rating and provide additional LATCH-equipped seating positions. For a two-row vehicle, that means having a third good or acceptable LATCH seating position. The third position may use either dedicated anchors or anchors borrowed from other positions. In many vehicles that have lower anchors in the second-row outboard seating positions, LATCH can be used in the center position by “borrowing” one anchor from each side. Some vehicles have one dedicated anchor for the center seat and rely on a borrowed anchor for the other side.

For a three-row vehicle to earn a good+ rating, it must have one additional good or acceptable LATCH position (without borrowing) and tether anchors in all rear seating positions. The additional tether anchors must meet at least one of the two tether anchor criteria. If the vehicle has a second-row center seating position, it must have good or acceptable LATCH there (with or without borrowing).

The good+ designation is intended to encourage manufacturers to give parents greater flexibility when seating children in a vehicle.

“We’re especially interested in making it possible for more parents to use LATCH in the second-row center position,” Jermakian says. “Parents are repeatedly told that is the safest place for children to ride, so we want them to have the option of an easy installation there.”

The second-row center is safest because it is far from the hard surfaces of the vehicle interior and from the striking vehicle in a side crash. However, a properly restrained child is very safe in any rear seating position.

See the following two pages for the full list of current LATCH ratings.

For more information, go to iihs.org

The Insurance Institute for Highway Safety is an independent, nonprofit scientific and educational organization dedicated to reducing the losses — deaths, injuries and property damage — from crashes on the nation's roads. The Institute is wholly supported by auto insurers.



Current LATCH ratings			
<i>All models are 2016 unless otherwise noted.</i>			
<i>Listed rating is the highest available for the most popular seat covering within the vehicle class.</i>			
Good+			
Audi Q7 (2017)	Lexus RX	Toyota Prius	
Good			
Audi A4 (2017)	BMW 5 series	Mercedes-Benz GL-Class	
Audi A6	Mercedes-Benz C-Class	Mercedes-Benz GLE-Class	
BMW 2 series	Mercedes-Benz E-Class	Volkswagen Passat	
Acceptable			
Acura ILX	Dodge Dart	Hyundai Santa Fe Sport (2017)	Mazda CX-5
Acura MDX	Dodge Durango	Hyundai Tucson	Mazda CX-9
Acura RDX	Dodge Grand Caravan	Hyundai Veloster	Mini Cooper Countryman
Audi A3	Ford Edge	Jeep Cherokee	Mitsubishi Outlander
Audi Q3	Ford Expedition	Jeep Compass	Mitsubishi Outlander Sport
BMW X1	Ford Explorer	Jeep Patriot	Nissan Juke
Buick Enclave	Ford Flex	Kia Forte	Nissan Maxima
Buick Encore	Ford Focus hatchback	Kia Optima	Nissan Murano
Cadillac XT5 (2017)	Ford Focus sedan	Kia Sedona	Nissan Pathfinder
Chevrolet Cruze Limited	Ford Taurus	Kia Sorento (2017)	Nissan Versa
Chevrolet Equinox	GMC Terrain	Kia Soul	Toyota Avalon
Chevrolet Impala	GMC Yukon XL	Kia Sportage (2017)	Toyota Camry
Chevrolet Malibu Limited	Honda Accord sedan	Lexus ES 350 built after 8/15	Toyota Corolla
Chevrolet Spark	Honda Civic sedan	Lexus GX 460	Toyota Sienna built after 3/16
Chevrolet Tahoe	Honda Civic coupe	Lincoln MKX	Volkswagen Golf
Chevrolet Traverse	Honda Odyssey	Lincoln MKZ	Volkswagen Tiguan
Chevrolet Trax	Honda Pilot	Mazda 3 hatchback	Volvo S60
Chrysler 300	Hyundai Elantra (2017)	Mazda 3 sedan	Volvo V60
Chrysler Town & Country	Hyundai Santa Fe (2017)	Mazda CX-3	Volvo XC90
Dodge Challenger			



Marginal			
Acura TLX	Dodge Journey	Jeep Wrangler 2-door	Scion FR-S
Audi Q5	Fiat 500X	Jeep Wrangler 4-door	Scion iA
BMW 3 series	Ford C-Max Hybrid	Kia Rio	Subaru Crosstrek
BMW X3	Ford Escape (2017)	Lexus CT 200h	Subaru Forester
BMW X5	Ford F-150 crew cab	Lexus IS	Subaru Impreza
Buick Envision	Ford F-150 extended cab	Lexus NX	Subaru Legacy
Buick LaCrosse	Ford Fusion (2017)	Lexus RC	Subaru Outback
Cadillac CTS	Ford Mustang	Lincoln Navigator	Subaru WRX
Cadillac Escalade ESV	GMC Acadia	Mazda 6	Toyota 4Runner
Cadillac SRX	Honda Accord coupe	Mini Cooper	Toyota Highlander
Chevrolet Camaro	Honda CR-V	Nissan Altima	Toyota Prius c
Chevrolet Malibu	Honda HR-V	Nissan Frontier crew cab	Toyota Prius v built after 1/16
Chevrolet Silverado 1500 ext. cab	Hyundai Accent sedan	Nissan Leaf	Toyota RAV4
Chevrolet Sonic	Hyundai Genesis	Nissan Quest	Toyota Tundra crew cab built after 4/16
Chevrolet Suburban	Hyundai Sonata	Nissan Rogue	Toyota Tundra extended cab built after 2/16
Chevrolet Volt (2017)	Infiniti QX60	Nissan Sentra	Volkswagen CC
Chrysler 200	Jeep Grand Cherokee	Ram 1500 crew cab	Volkswagen Jetta
Chrysler Pacifica (2017) built after 8/16	Jeep Renegade	Ram 1500 extended cab	Volvo XC60
Dodge Charger			
Poor			
Chevrolet Silverado 1500 crew cab	Ford Fiesta sedan	Hyundai Accent hatchback	Infiniti QX50
Ford Fiesta hatchback	GMC Sierra 1500 crew cab	Infiniti Q70	Subaru BRZ

