Chard Safety BV

Deceleration responsive Seats (DRS)

FP-7-SME-2012: 315175 DRS ALBATROSS

Evaluation

Scientific

- Proposal touches aspects of high relevance
- Concept is worthwhile (not in detail)
- Certification and market trust gain objectives are measurable and well focused
- Other items (economical and organizational) insufficient

Quality and efficiency

- Insufficient

Evaluation

Potential impact

- Project has potential to increase automobile safety
- Project has potential to improve industrial competitiveness across EU
- Project has transnational features & potential to increase cooperation at EU level
- Other items (economic and organizational) insufficient

Evaluation

“The proposal is not on the main list of proposals and we will open negotiations with you.”

Economical claims

- Cost savings when reducing injury-numbers is not worth studying by the consortium, as they are billions (insurances, hospitals, etc.)
- Influence in creating jobs we cannot answer because we can only hope to restrict job losses for Europe in the future.

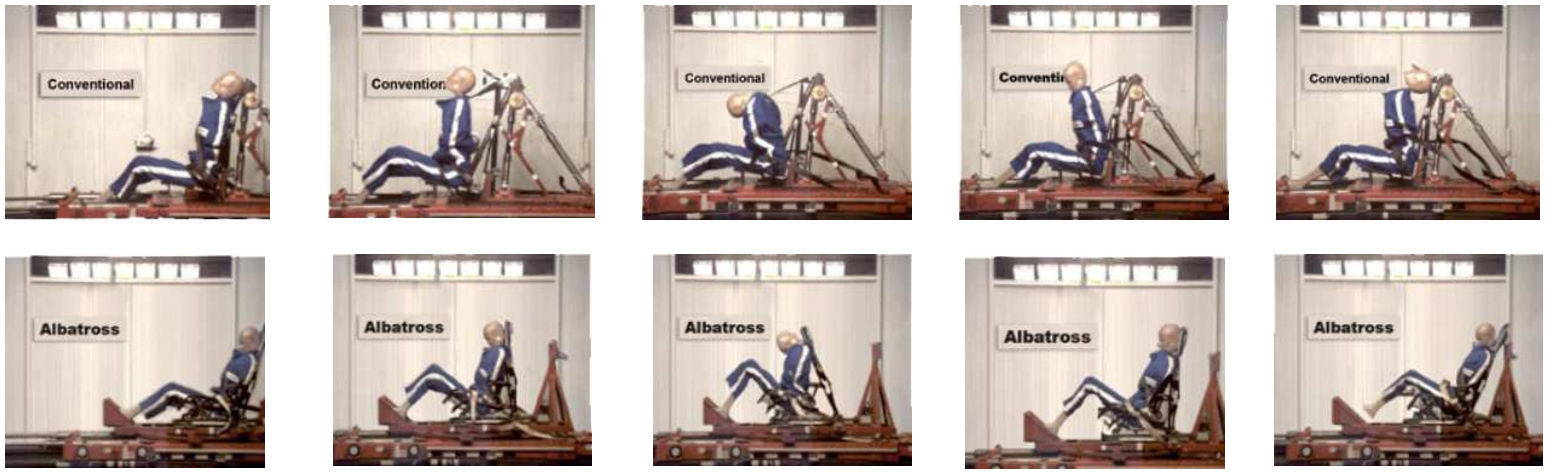
DRS Albatross

DRS's are simple seatbelt approaches by principle;

- Light weight (lower costs)
- High comfort
- High safety

DRS Albatross

- Not something to crash into, but crashing *with* the belt; finds protection from the seat sections as they stay with the occupant at all times.
- Includes latest features (pretentioners, load limiters, side impact protection, whiplash prevention, etc.)



DRS Albatross

Not M1; not foreseen for short-term as it makes a big part of modern crash safety obsolete and it requires new training and education.

But M2 & M3, low barrier because of retrofit market. Also, because current regulations cause lots of problematic aspects; (1) Size-adjustments, (2) retracting forces, (3) obstacles in retracting route, (4) stronger seats, (5) comfort on long journeys, (6) weak side constructions.

Program

Current M2 & M3 developments by Chard retrofit to regulations, giving the concept legitimacy.

The program will prove the fit into regulations. As opposed to former developments, *also* test the DRS under realistic M2 and M3 conditions, comparing results with the conventional chair.

The program will enable the creation of independent scientifically acceptable evidence to gain faith and support from the crash safety industry.

Main goal

“In the set 2 years, let scientists complete the testing program as listed, and with the evidence show the automotive world that it is their task to make a collective effort with their crash safety engineers.”

Provisional financial support

We are in need of some financial support to maintain patent position and complete the first stages of the proposed program for preparations.