

EUROPEAN CHILD SAFETY TEST 11/2013

**CYBEX JUNO 2-FIX IS THE STIFTUNG
WARENTEST TEST WINNER AND
RECEIVES TOP SCORE “VERY GOOD”
FROM ADAC**



The Group 1 child car seat CYBEX Juno 2-fix was rated “**VERY GOOD**” (1.4) in the latest 11/2013 test by Stiftung Warentest and ADAC. It was the only seat of a total of 16 child car seats having been tested for all age groups to comprehensively fulfil the test criteria and to be awarded the coveted “**VERY GOOD**” rating in all three disciplines: Accident Safety, Handling/Ergonomics and Substances.

We are exceptionally pleased about the great performance in test 11/2013 of the new Juno 2-fix, especially in these areas:

1. Best overall winner across all age groups
2. Highest score "very good" across all criteria
3. Attested very good handling with misuse virtually impossible

STIFTUNG WARENTEST ABOUT THE JUNO 2-FIX:

"Very good with impact shield! Belt harness is not required! Very good, light-weight car seat with impact shield for children up to approx. 4 years. Very good protection with Isofix, almost no difference in the non-Isofix version. Very easy installation, misuse virtually impossible. Plenty of space available to the child and the child has a good field of outside view. Very good workmanship, easy to clean."



CYBEX products pass hundreds of crash tests every year. And every new crash test leads to immediate improvements and further developments of our products. Various patents have been developed specifically in the core areas of child safety.

One of these innovations is the adjustable safety cushion, which has a patent pending. The CYBEX engineers worked for a long time developing a solution that ensures increased protection of a forward-facing child car seat, particularly in the case of a frontal collision (at 59% the most common type of accident*).

The problem in Group 1 (approx. 9 months to 4 years) is that the child's head is still relatively heavy in relation to its body. In a frontal collision, conventional systems with a harness system hold the shoulders back, while the head is flung forward with great force. According to our findings this can lead to acute injuries in the head and neck area. Another disadvantage of harness systems is the high risk of securing it incorrectly. Field studies and research by various independent institutions, for example the German Insurance Association (GDV), reveal that Group 1 seats with 5-point harness systems are associated with the highest rate of misuse (73%) when it comes to installing the seat in the car and securing the child. Research has shown that the worst mistakes in securing a child in a seat with a harness system are above all "harness slack in seat" and "shoulder strap outside shoulder area".**

With a safety cushion, like with an inflated airbag, the energy of the impact is distributed across the large surface area of the cushion and reduced by the energy-absorbing materials. The sensitive neck, head and shoulder area are protected. The newly designed CYBEX adjustable safety cushion allows more freedom of movement and makes it comfier for the child than conventional car seats with safety cushion.

For this reason, CYBEX uses either rear-facing systems or seats with safety cushions for all Group 1 child car seats.

Many tests by leading international consumer organisations such as Germany's "Stiftung Warentest", Britain's "Which?" and France's "que choisir", as well as tests carried out by the most important European automobile clubs including Germany's ADAC, have shown that the safest form of transporting small children is either in a rear-facing child car seat or in a seat with a safety-cushion system.

If we compare all of the Stiftung Warentest results from 2007 to 2012, the top 3 in Group 1 (9-18 kg) are child car seats with safety cushions. In the combination group 1/2/3 (9-36 kg) the superiority of the safety cushion system is also apparent: 9 seats out of the top 10 are seats featuring the safety-cushion technology. In 2012, for the first time, Stiftung Warentest and ADAC awarded a "Very Good" in Group 1 in the category Accident Safety – to the Group 1 test winner CYBEX Juno-fix, a seat with a safety cushion.

"We are extremely proud that all products in our current collection have achieved only good and very good results in the most important European safety and consumer tests by the likes of Stiftung Warentest and ADAC. There are only very few companies who have managed to garner so many awards for child safety in such a short time. The safety of a child is paramount and something we are committed to at CYBEX." Martin Pos (founder and CEO CYBEX).



*) Source: bast – Federal Highway Research Institute, Booklet F 67, 2007 "Optimisation of child safety systems in cars."

***) Source: German Insurance Association (GDV) "Compact accident research – misuse of child safety systems – an observational study 2008"

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JUNO 2-FIX



ATUMN GOLD



BLACK RIVER



LOLLIPOP



DUNE



CHARCORAL



MAHAGONY



OCEAN



OYSTER



STORM CLOUD



STRAWBERRY

ABOUT CYBEX

The German company CYBEX develops safe, innovative and lifestyle-led infant and children's products for parents. Our vision is to achieve the seemingly impossible. This finds expression in the CYBEX S.D.F. Innovation Principle, which aims to combine superior Safety and quality with distinctive Design and ingenious Functionality. For more information please visit www.cybex-online.com

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BACKGROUND EUROPEAN CHILD SAFETY TEST:



Since 2000, Europe's biggest automobile club, the German ADAC has been testing around 30 child car seats of every class at least once a year – from infant car seats to models for school children.

In 2002 ADAC was joined by Germany's leading consumer goods testing organisation Stiftung Warentest, which has been testing child car seats since 1968. ÖAMTC in Austria and the Touring Club Switzerland (TCS) are also part of the group carrying out tests for German-speaking countries. Nowadays, ADAC Technik Zentrum conducts comprehensive child seat tests under real-life conditions in cooperation with many partner clubs all over Europe (e.g. Spanish RACE, Dutch ANWB, etc.) and many European consumer protection organisations (e.g. Belgium Test-Aankoop, etc.).

The crash tests carried out by this consortium of consumer protection and automotive organizations are much tougher than the homologation tests required by law. Every organization uses the same test data but use their own evaluation system, test logo, publication, etc. However, even if the focus is put differently, the final test results are almost the same. Every child car seat undergoes several crash simulations (frontal and side-impact) involving considerably greater force. The safety of the seat construction is assessed and combination child restraint systems that grow with the child, e.g. Group 1/2/3 car seats are tested with different-sized dummies. What's more, the seats are tested for ease of handling in different vehicle types and for the risk of incorrect use. The child's comfort is also not forgotten: experts assess the leg support, padding and visibility as well as the amount of room for the child. Since 2011 the car seats are now also tested for toxic substances such as plasticizers, problematic flame retardants and formaldehyde. The testing criteria and valuations are clearly defined. Accident safety and handling/ergonomics make up 50% of the overall quality valuation respectively. If toxic substances are found, this usually leads to a downgrade of the child car seat.

The ranking follows the German school grading system, i.e. "sehr gut" (very good), "gut" (good), "befriedigend" (average), "ausreichend" (bare minimum) and "mangelhaft" (poor).