

Untangling Harnesses and Vests Commercial Bus (including Van) Safety Products • 7/08

This chart reports ONLY products currently manufactured and available in the U.S. It excludes wheelchair-based and lap-shoulder belt types of products.

Choosing products for compatibility requires specialized understanding of occupant protection and the specific vehicle types, user issues, regulatory distinctions, and circumstances. Chart highlights are NOT a substitute for appropriate assessments. See [Background: Regulatory Factors](#) and [Manufacturer's contacts](#).

Always read and follow manufacturer instructions in context of regulations for vehicle types! Thresholds and positions reported by this project reflect "most current" positions of these companies as of posted revision dates. Consult manufacturers directly about case-specific applications or differences with past or future product labels, marketing materials, web sites, printed instructions or previously known practices or forecasts.

All of these products are built in. Consult manufacturers to address potential installation into new vehicles or as replacement seating (retrofitting) into old vehicles. See [regulatory background: Commercial](#) about van installation availability differences before and after Sept. 1, 2007.

Manufacturer name	Seats accepting harnesses	Harness model names	Comments
C.E. White	L series seats LE series seats ADA Paratransit series seats	Integrated Child Restraint Insert, 20-60 lbs.	The 5-point harness (straps attached at shoulders, hips, crotch) insert is an option that can be built into the various seating styles listed in the column to the left.
Freedman Seating Co.	Integrated Child Seat (I.C.S) Freedman's 225 CRS (Child Restraint System) is a single built-in unit option containing lower LATCH anchors and an upper tether anchor on the seatback. Add-on harnesses/vests from other manufacturers are currently prohibited on this seating that does not have a "pass-through" seat base or crash testing for compatibility of other products with the company's 225 CRS (Child Restraint System) "hooks." The company's in-house testing is static testing of hardware or contracted dynamic testing for just its own built-in product, at right. Different testing would be needed for mixing products.	Integrated Child Seat (I.C.S.), 22-51 lbs., reflecting a change made in early spring 2008. (Earlier versions and web site reported a version that was 20-60 lbs.) This I.C.S. and seating at left form a single unit in which this passenger I.C.S. harness style is offered as one of the seating style product's (at left) potential options.	The company prefers NOT to use the term "harness" to describe its built-in I.C.S. product, to help distinguish it from other manufacturers' add-on harnesses (see Seat style note).