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Center for Pet Safety 2013 Harness Crashworthiness Study Summary Report

Sponsored by Subaru of America

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Scope

In 2013 the Center for Pet Safety (CPS) and Subaru of America formed a partnership to further the CPS 2011 Harness Crashworthiness Pilot Study (size: Large) and evaluate the overall performance of harness products claiming “testing”, “crash testing” or “crash protection”. A combined testing approach including quasi-static preliminary evaluation and dynamic testing using the Federal Motor Vehicle Safety Standard (FMVSS) 213 crash conditions was used by the Center for Pet Safety to collect baseline product performance data. This data collection will be used to develop a harness performance standard and test protocols to guide safety harness manufacturers.

Background

In 2011 the Center for Pet Safety performed a Harness Crashworthiness Pilot Study to determine the crashworthiness of automotive safety harnesses used for pets. The 2011 Pilot Study indicated the likelihood of poor performance of these harness products, in general, to provide crash protection to the consumer or companion animal. In 2013 Subaru’s concern about their vehicle occupants, both two legged and four legged, propelled them to support an expansion of the 2011 study and as part of the product evaluations, they requested a determination of the best performing harness product(s).

Purpose

The purpose of the 2013 Harness Study is:

- Evaluate and rank current-state safety harness products that claim “Testing”, “Crash Testing” or “Crash Protection”.
- Collect harness performance data to be used by the Center for Pet Safety to develop a harness standard and test protocols to ensure measurable product performance and improve occupant safety should an accident occur.
- Determine top performing harness brand(s).

Borrowing from research on human occupant safety, CPS understands that proper passenger restraint is critical for successful crash protection. Harnesses that allow the companion animal to launch and project into the cabin of a vehicle are dangerous, not only for the human occupant, but also for the companion animal. Without proper restraint, the companion animal could strike a human occupant or internal vehicle structures.



Based on our 2011 Pilot Study, the CPS general interpretation of ideal harness performance would provide results where the test dog remains on the seat for the entirety of the test. Additionally, we would also welcome rotation control (fore and aft, as well as side to side) to further stabilize the spine of the dog and reduce potential neck and spinal column injury and provide some protection to passengers that are seated along side of the animal.

Setting critical excursion measurements is additionally important for standardized evaluation of product performance. For this study, we have not set head excursion measurements, however we have measured the head excursion using the collected video footage by applying a scale factor for each video to ensure accuracy. We have provided these measurements in the crash-testing summary for referential and informational purposes only.

Harness Rankings

Since there are no standards or design guidelines for safety harnesses, brands will be ranked based on the CPS interpretation of ideal harness performance. There is no “Pass” for this study. The performance of the top-performing product(s) of this study will influence the baseline of the initial version of the harness standard.

CPS considered the following when evaluating harness performance for the 2013 Harness Study:

- Does the harness brand exhibit any catastrophic failures? (Catastrophic failure, as defined by CPS, is where the harness fails in such a way that it allows the test dog to become a full projectile, or releases the test dog from the restraint.)
- Does the testing indicate uniform brand performance across all sizes? (Ensuring that the product performs successfully and uniformly across the brand [i.e.: all tested sizes] is an important indicator of the level of due diligence on the part of the manufacturer.)
- Does the test dog stay on the seat for the entirety of the crash test? (This is a critically important for overall occupant safety. Without adequate restraint, the companion animal could strike a human occupant or internal vehicle structure.)
- Does the harness have a tether that prevents adjustment to a length of 6” or less? (Long harness tethers are inherently dangerous. Products that have extension tethers that cannot be adjusted to at least 6” or less were considered more dangerous than those extension tethers that were already short or could be adjusted to a much shorter length by the consumer.)

Harness Selection Criteria for the 2013 Harness Study

- Safety Harness manufacturer must make claims of “testing”, “crash testing” or “crash protection”.
- Safety harness size selection: Small, Medium and Large (or as determined by harness brand sizing requirements to provide appropriate fit to the test dog).

A total of eleven harness brands that made claims of “testing”, “crash testing” or “crash protection” were identified by CPS and purchased at retail cost directly from the manufacturer, manufacturer’s website or via Amazon.com.



Safety Harness Products Selected for the 2013 Harness Study

(alphabetical order by Brand name)

Manufacturer	Brand Name	Claims	Where claimed
Klein Metal	AllSafe	Crash Testing	Website/Packaging
Bergan	Bergan	Testing	Website, V9DT
RC Pet	Canine Friendly	Crash Testing	Website/YouTube/Packaging
USA K9-Outfitters	Champion	Testing	Website/YouTube
Company of Animals	Clix	Crash Protection	Website/Packaging
Coastal Pet Products	EZ-Rider	Crash Testing	Packaging/YouTube
IMMI	PetBuckle	Crash Testing	Website/YouTube/Packaging
Cover Craft	Ruff Rider Roadie	Crash Testing	Website
Sleepypod	Sleepypod Clickit Utility	Crash Testing	Website
O'Donnell Industries	Snoozer Pet Safety Harness & Adapter	Crash Testing	Website/YouTube
Kurgo	Tru-Fit Enhanced Strength	Crash Testing	Website/YouTube

CPS Test Dog Development

Understanding that there is no standardized harness sizing within the pet products industry, the Center for Pet Safety performed an analysis of harness sizes and determined sizing that would be appropriate representative weights and measures for small, medium and large size dogs. There were two instances where the crash test dogs needed slight modifications to accommodate harness size variations. Those instances are noted below.

Static Test Dog Sizing

- Small Static Dog: The Center for Pet Safety developed two small static dogs used to perform preliminary testing. One represented the approximate body measurements for a typical small dog. The second was a slimmer profile to fit the size small harnesses that accommodated smaller body measurements.
- Medium Static Dog: A medium size static dog was developed and matched the body measurements of a typical medium sized dog.
- Large Static Dog: A large size static dog was developed and matched the body measurements of a typical large sized dog.

Crash Test Dog Sizing

Three realistic test dogs were developed to measure the crashworthiness of the safety harnesses. (Weights are exact, measurements are approximate). Each test device was manufactured to specifications developed by the Center for Pet Safety. These proprietary designs consisted of a cast body, with an appropriately weighted internal metal structure with the center of gravity in the appropriate location. Each device was fitted with internal instrumentation to assist in the measurement of harness performance and collect baseline performance data.



- Small: 25 lbs. (Neck circumference: 14", Chest circumference: 19")
 - A second small test dog with a slimmer body profile and weighted to 25 lbs. was developed to test the Kurgo brand of safety harness in the size small category.
 - A third small test dog was developed using the same body measurements as the original model, but instead was weighted to 20 lbs. to test the IMMI PetBuckle brand of safety harness in the size small category which claims protection for pets up to 20 lbs.
- Medium: 45 lbs. (Neck circumference: 18", Chest circumference: 28")
- Large: 75 lbs. (Neck circumference: 19.25", Chest circumference: 30")

MGA Research Corporation

MGA Research Corporation, a National Highway Traffic Safety Administration (NHTSA) contracted test facility, located in Manassas, Virginia was hired to perform independent, third party testing of the harness products.

All harness products were purchased at retail cost directly from the manufacturer, manufacturer's website or Amazon.com and shipped directly to MGA Research Corporation. MGA staff members performed all harness fitting per manufacturer instructions. A Center for Pet Safety representative was on-site to witness testing of all harness products.

Static Harness Testing

Understanding that there is no minimum performance standard or standardized test protocols for the testing of pet safety harnesses, the Center for Pet Safety worked with engineers to determine a minimum threshold of performance for preliminary testing by size of the harness products. Acceptable harness performance was defined as meeting the testing threshold and maintaining the harness structural integrity for the duration of a five-second hold period. A catastrophic break or failure of the harness or connection point was considered a failure. Those harness products that performed acceptably for all sizes within the brand and met each minimum measurement over the five second hold period would be deemed acceptable and move on to the crash-testing phase of the study. If any harness size failed to meet the minimum measurement, the brand did not proceed to crash testing.

Preliminary Test Procedures

Using quasi-static testing, each harness was fitted to the appropriate size static test dog. Depending on the design of the product and the size of the test dog, the harness would be anchored to either the reinforced floor or the to a designated fixture that is the property of MGA Research Corporation. The Center for Pet Safety requested testing to include a minimum preload, ramp up time, 5-second hold period, and continue to ultimate failure of the product. A string potentiometer was also used to measure displacement during the quasi-static testing.

The following calculation was used to determine the testing threshold for each size of harness.

$g = 25$ (represents a 25 g pulse)

m = mass of the test dog

1.05 = factor for 5% safety factor

$(g \times m) \times 1.05 = \text{lbf. Threshold}$

For a 25 lb. test dog the following would apply:

$(25 \times 25) \times 1.05 = 657 \text{ lbf. threshold}$

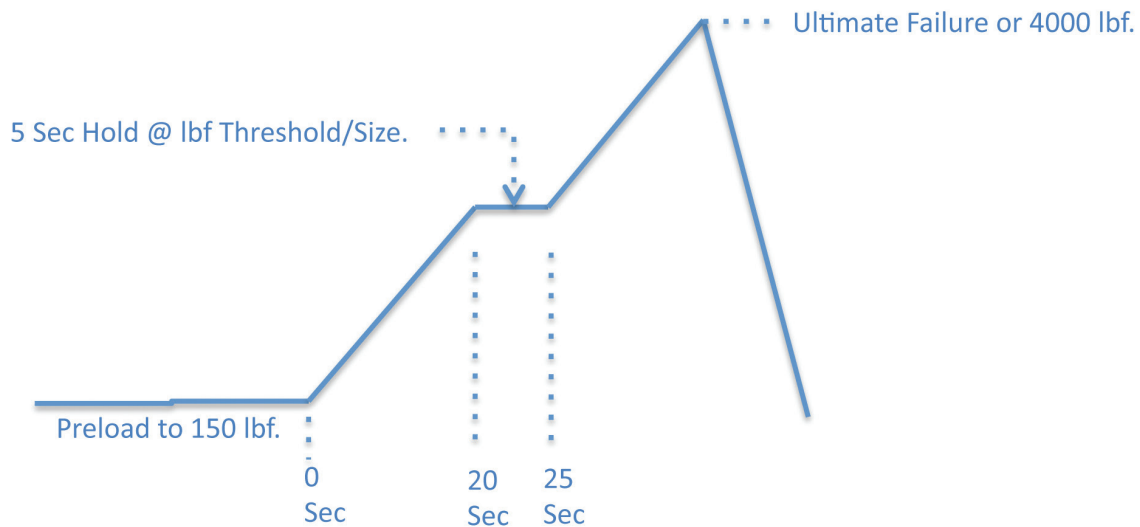
For a 45 lb. test dog the following would apply:

$(25 \times 45) \times 1.05 = 1182 \text{ lbf. threshold}$

For a 75 lb. test dog the following would apply:

$(25 \times 75) \times 1.05 = 1969 \text{ lbf. threshold}$

Quasi-Static Preliminary Test Illustrative



0 seconds – Preload (150 lbf)

0-20 seconds – ramp up to maximum threshold

20-25 seconds – hold period at maximum threshold

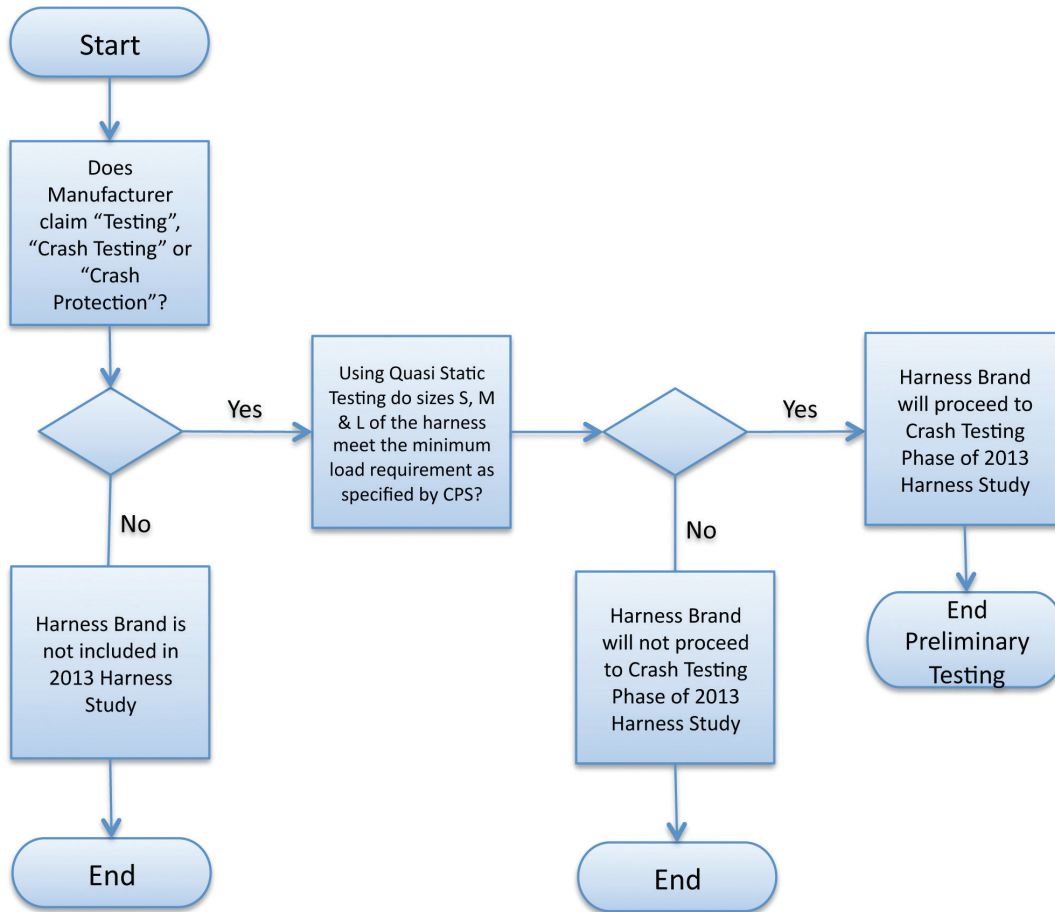
25+ seconds – ultimate failure (CPS collected the final break-point, up to 4000 lbs. of each harness product during the preliminary testing.)

Additionally a displacement measurement was collected for each harness during the preliminary testing.

Preliminary Testing Criteria for Continuation to Crash Testing Phase: The Center for Pet Safety wanted to ensure that harness products performed uniformly across each brand, regardless of size. As part of that assessment, harnesses of size Small, Medium and Large, must have all met the minimum 5-second hold period for each size. Those harness brands that failed to meet the minimum 5 second hold period for any size harness were not selected to proceed to the crash testing phase, because they were deemed insufficient in one or all of the following: strength, hardware integrity, overall design, quality control.



Workflow of Center for Pet Safety 2013 Harness Selection and Preliminary Testing



Summary of Preliminary Test Results (Alphabetical by brand name)

Preliminary test results indicate whether or not a safety harness brand qualified to move on to the crash testing phase of the study.

Klein Metal; Allsafe Dog Harness: QUALIFIED FOR CRASH TESTING

Product performed acceptably across Small, Medium and Large sizes. Qualified for Crash Testing Phase.

Bergan; Dog Auto Harness: QUALIFIED FOR CRASH TESTING

Product performed acceptably across Small, Medium and Large sizes. Qualified for Crash Testing Phase.

RC Pet; Canine Friendly: QUALIFIED FOR CRASH TESTING

Product performed acceptably across Small, Medium and Large sizes. Qualified for Crash Testing Phase.



USA K-9 Outfitters; Champion: DID NOT QUALIFY FOR CRASH TESTING

Product did not perform acceptably for the Small, Medium and Large sizes.
Product did not qualify for Crash Testing Phase.

In the Company of Animals; Clix: DID NOT QUALIFY FOR CRASH TESTING

Product performed acceptably for Small size only.
Product did not perform acceptably for the Medium and Large sizes.
Product did not qualify for Crash Testing Phase.

Coastal; EZ-Rider: DID NOT QUALIFY FOR CRASH TESTING

Product performed acceptably across Small and Medium sizes.
Product did not perform acceptably for the Large size.
Product did not qualify for Crash Testing Phase.

IMMI; PetBuckle: QUALIFIED FOR CRASH TESTING

Product performed acceptably across Small (up to 20 lbs.) and Large (over 20 lbs.) sizes.
(PetBuckle is marketed in only 2 sizes as noted above.)
Qualified for Crash Testing Phase.

Cover Craft; Ruff Rider Roadie: QUALIFIED FOR CRASH TESTING

Product performed acceptably across Small, Medium and Large sizes.
Qualified for Crash Testing Phase.

Sleepypod; Sleepypod ClickIt Utility: QUALIFIED FOR CRASH TESTING

Product performed acceptably across Small, Medium and Large sizes.
Qualified for Crash Testing Phase.

Snoozer; Pet Safety Harness & Adapter: DID NOT QUALIFY FOR CRASH TESTING

Product did not perform acceptably for the Small, Medium and Large sizes.
Product did not qualify for Crash Testing Phase.

Note: Snoozer includes an adapter buckle with their harness product. MGA Research Corporation used the adapter buckle as the attachment point because it was included with the product and was indicated for use within the harness instructions. All sizes of the Snoozer harness were tested using the included adapter buckle (a new, untested buckle for each test). CPS called and spoke with O'Donnell Industries to discuss the preliminary test results and was informed that although the harness itself was tested by the manufacturer, the adapter buckle had not been tested (as of the date of this test) by the manufacturer.

Kurgo; Tru-Fit Enhanced Strength: QUALIFIED FOR CRASH TESTING

Product performed acceptably across Small, Medium and Large sizes.
Qualified for Crash Testing Phase.



Crash Testing Procedures

At the time of this study, there are currently no performance or dynamic testing standards for pet travel safety harnesses. Harness manufacturers claim they “pass” crash testing of their product, however, CPS has concerns about the strategic marketing of these products that may leave the consumer or their pet at risk should an accident occur. CPS has discovered that manufacturers may test only one size (typically representing a 30 or 35 lb. dog) of their harness product, yet indicate on all harness sizes that their product has been crash tested. Additionally, other manufacturers have performed tensile testing, yet claim crash testing of their product. In other cases, manufacturers have not claimed crashed testing, yet retailers have embellished the product descriptions to include claims of crash testing or crash protection. CPS is concerned that all of these scenarios put the consumer and their pet at risk should an accident occur.

When considering how a “pass” should be defined for the safety harness standard, CPS is concerned not only with the integrity of the harness connection point, but also the overall functional behavior of the harness, including adjustment and hardware integrity. The excursion measurement is of particular concern because harness products that fail to control the launch of the animal at the time of impact allow the dog to project an extended distance and may allow the dog to strike a human occupant or an interior structure (back of the front seat, center console, etc.)

Federal Motor Vehicle Safety Standard 213

The Center for Pet Safety refers to the Federal Motor Vehicle Safety Standard (FMVSS) 213 crash conditions for child safety seats to establish our dynamic testing procedures for pet safety harnesses. These conditions include but are not limited to: test pulse, standardized test seat, excursion flags, and LATCH attachment points.

Many of the safety harness manufacturers¹ included in this study reference FMVSS 213 and illustrate those conditions on their website, make comparison claims on product packaging or promote the testing of their products meeting or exceeding that standard. Therefore CPS feels that these crash conditions have been widely adopted by many manufacturers in the pet products industry and therefore it is reasonable to test these pet safety harness devices using the 30 MPH crash condition of FMVSS 213.

Crash Testing Results

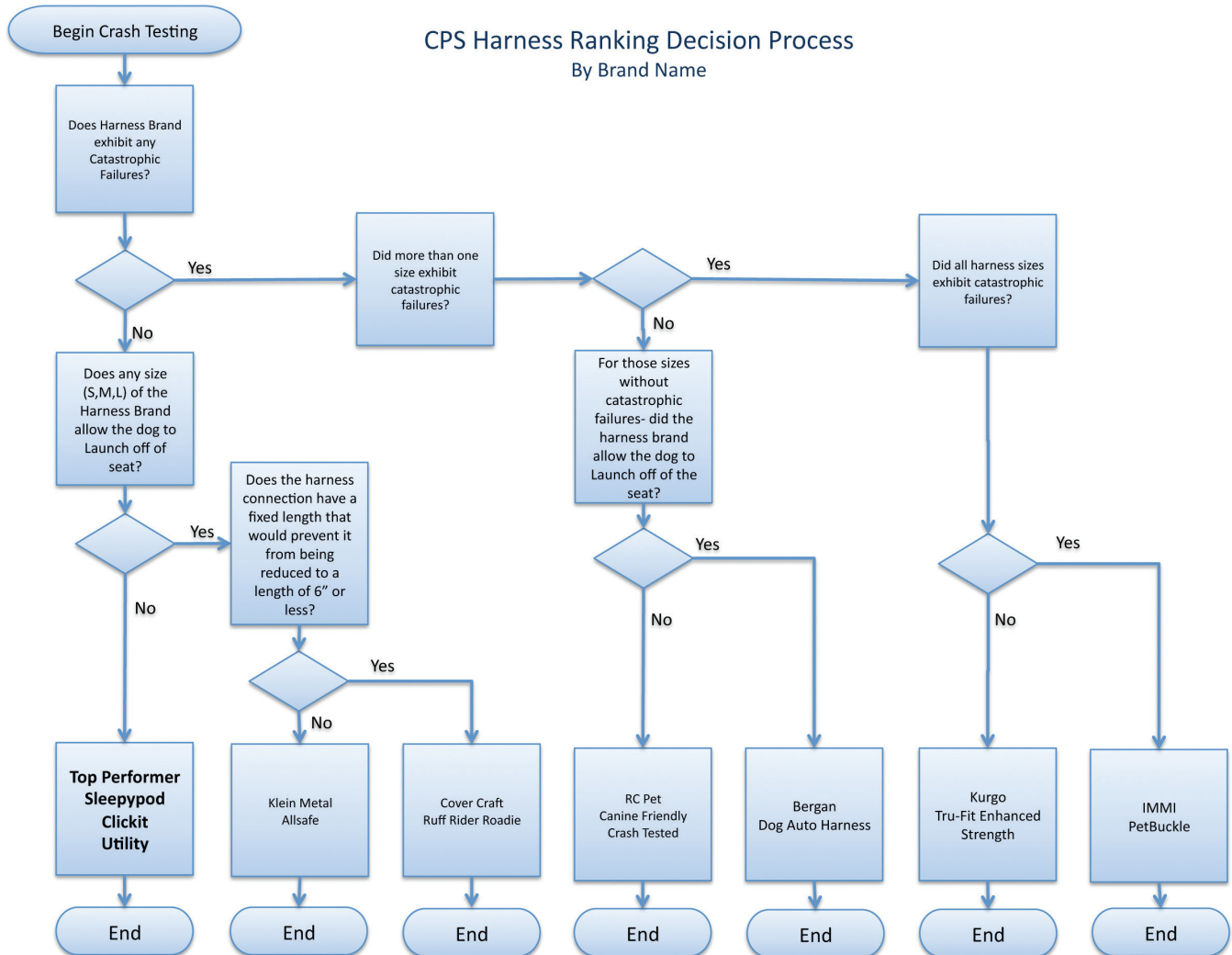
The 2013 Harness Study was used to gather baseline performance data to develop the first harness standard and determine reasonable test protocols. Therefore, as indicated below, we have provided our assessment of overall harness crashworthiness performance (as of July 2013).

All manufacturers who qualified for the crash-testing phase were issued courtesy invitations to witness the testing of their specific harness product. Those manufacturers that attended were asked to confirm that the harness was connected properly, as well as the fit of the harness. For those manufacturers who opted out of attending the testing of their product, a Center for Pet Safety representative confirmed the connection and the fit of the harness according to the instructions included with the harness.

Each test was performed using the same test equipment and each test dog was positioned in a vertical seated position in the center of the test bench on the test sled. A backup tether was attached around the waist of the test dog, however the backup tether was positioned in such a way that it did not interrupt or affect the performance of the harness product. (Backup tethers are used to protect and minimize risk to the MGA Research Corporation test equipment.)

MGA Research Corporation technicians fit all harnesses and backup tethers to the test dogs and set-up each test uniformly. Each harness installation was supervised by a Center for Pet Safety representative.

For harness products that had adjustable tethers, the tether length was positioned at 50% of the overall length and then attached to the harness. This was determined as a reasonable method to ensure consistent tether adjustment regardless of brand due to the variability of consumer use of an adjustable tether.





Center for Pet Safety 2013 Harness Crashworthiness Study Rankings

Manufacturer	Brand	Tested Weight	Crash Protection	Catastrophic Failure?	Adjustable Tether?	Head Excursion (in.) (For Reference Only)	Rating Notations (No live dogs were used for crash testing.)
Sleepypod	Clickit Utility	25		NO	NO	17.87	Top Performer. Controlled launch and rotation of test dog. Allowed test dog to remain on the seat during every test. Test dog remained restrained during every test. Head Excursion Measurement (FMVSS 213) was within limits for sizes Small and Medium and was exceeded for size Large. Manufacturer attended testing and approved setup of all tests.
Sleepypod	Clickit Utility	45		NO	NO	24.21	
Sleepypod	Clickit Utility	75		NO	NO	48	
Klein Metal	AllSafe	25		NO	YES	50.8	Exhibits integrity, however, allowed test dog to launch off of the seat risking secondary impact. Does not control rotation of test dog. Tether is adjustable. Head Excursion Measurement (FMVSS 213) is exceeded for all sizes. Manufacturer attended testing and approved setup of all tests.
Klein Metal	AllSafe	45		NO	YES	55.33	
Klein Metal	AllSafe	75		NO	YES	74.44	
Cover Craft	RuffRider Roadie	25		NO	NO	40.1	Exhibited integrity, however, allowed test dog to launch risking secondary impact. Did not control rotation of dog. Tether is not adjustable. Head Excursion Measurement (FMVSS 213) was exceeded for all sizes. Manufacturer opted out of test attendance.
Cover Craft	RuffRider Roadie	45		NO	NO	48.3	
Cover Craft	RuffRider Roadie	75		NO	NO	70.97	
RC Pet	Canine Friendly Crash Tested	25		NO	NO	23.05	Exhibited hardware integrity problems, however, test dog did not launch off of the seat for sizes Small and Medium. Did not control rotation of test dog. Head Excursion Measurement (FMVSS 213) was within limits for sizes Small and Medium. Failure of size X-large met CPS Catastrophic Failure Definition. Manufacturer opted out of test attendance.
RC Pet	Canine Friendly Crash Tested	45		NO	NO	28.63	
RC Pet	Canine Friendly Crash Tested	75		YES	NO	N/A	
Bergan	Bergan Dog Auto Harness	25		NO	YES	46.32	Exhibited severe harness deformation. Allowed dog to launch risking secondary impact. Did not control rotation of dog. Head Excursion Measurement (FMVSS 213) was exceeded for small and medium sizes. Failure of size large met CPS Catastrophic Failure Definition. Manufacturer attended testing and approved setup of all tests.
Bergan	Bergan Dog Auto Harness	45		NO	YES	60.74	
Bergan	Bergan Dog Auto Harness	75		YES	YES	N/A	
Kurgo	Tru-Fit Enhanced Strength	25		YES	NO	N/A	Exhibited tearing of neck strap and hardware deformation. Allowed dog to launch risking secondary impact. Did not control rotation of dog. Head Excursion Measurement (FMVSS 213) was exceeded for medium size. Failure of size small and large met CPS Catastrophic Failure Definition. Manufacturer attended testing and approved setup of Medium and Large sizes. Due to harness sizing differences CPS created a 25 lb. test dog with a smaller profile and testing was completed at a later date.
Kurgo	Tru-Fit Enhanced Strength	45		NO	NO	54.88	
Kurgo	Tru-Fit Enhanced Strength	75		YES	NO	N/A	
IMMI	PetBuckle	20		YES	NO	N/A	Exhibited a consistent failure of the stitching of the connection point. Failure of both sizes met CPS Catastrophic Failure Definition. Manufacturer opted out of test attendance.
IMMI	PetBuckle	75		YES	NO	N/A	
Key:		Top performer					
		Performance not optimal					
	Catastrophic Failure	Catastrophic failure, as defined by CPS, is where the harness fails in such a way that it allows the test dog to become a full projectile or releases the test dog from the restraint.					
	FMVSS 213 Head Excursion Limit	32" (Provided for referential and informational purposes only)					



Center for Pet Safety 2013 Harness Study Report Summary

Upon completion of scientific testing of pet safety harness products that claim “testing”, “crash testing” or “crash protection” CPS has determined that the SleepyPod Clickit Utility harness is the top performing pet safety harness brand of the 2013 Safety Harness Crashworthiness Study. The innovative three point connection prevents the launch and subsequent rotation of the test dog, thus improving human occupant safety and providing the dog the best possible chance of survival in the case of an accident.

Understanding that the brands included in this study claim “testing”, “crash testing” or “crash protection”, based on the data returned from this study, it is the opinion of the Center for Pet Safety that a performance standard and formal testing protocols are needed to ensure consistent and uniform performance of these safety harness products to reduce risk to consumers and their companion animals in the event of a sudden stop or accident.

About the Sponsor: Subaru of America

The Center for Pet Safety would like to thank the sponsor of the 2013 Harness Crashworthiness Study, Subaru of America for their generous support of this effort. We are grateful for Subaru’s dedication to passenger safety and sincerely appreciate their sponsorship of this study.



¹ References

Bergan: <http://v9dt.com/index.htm>

"...Unfortunately, every year pets and their owners are injured or killed in a driving accident due to a loose pet in the vehicle. Like many other activities in our lives a loose pet can cause drivers to be distracted from safe driving. Automotive pet harnesses minimize driver distraction and provide basic protection from impact forces during abrupt stops and vehicle collisions...."

Coastal: EZ Rider <http://www.youtube.com/watch?v=kkHYDDnBn-I> (4 seconds of crash test video)

Company of Animals: Clix http://www.youtube.com/watch?v=MJ_K2k-S1yQ

<http://www.companyofanimals.us/products/clix-car-safe/clix-carsafe>

"The CLIX CarSafe harness is made from approved safety-standard seat-belt material and has been designed in a continuous loop, to ensure that in the unfortunate event of an accident, maximum strength is retained."

Cover Craft: <http://www.ruffrider.com/>

"...We recently contracted with MGA Research to conduct dynamic crash testing on our Roadie harnesses using the preliminary test criteria that CPS references for a "typical" 30 mph vehicle crash..."

IMMI: <http://www.immioutdoors.com/products/petbuckle/>

"PetBuckle brand safety systems are made with seat belt buckles, latches and adjusters and are tested using the same equipment used to test child restraint component systems."

Klein Metal, Allsafe: http://www.kleinmetall.de/Homepage/Safety_harness_for_dogs

"Even automobile clubs such as the German ADAC warn about this every year: a dog that is not secured in the vehicle is not only at risk itself of being seriously injured in an accident, it can also pose a considerable hazard for all the other passengers in the car. For this reason it is important that the dog is also fastened with a seatbelt in the car. The dog can be fastened with a seatbelt on the backseat so there is no additional hazard from the rear in the event of an accident."

Allsafe (sole US Distributor 4x4 North America) <http://www.4x4northamerica.com/allsafeharness.php>

"...crash tested with a dog dummy at speeds up to 30 mph. The AllSafe Harness was also crash tested by MGA Research in the USA using the Federal Motor Vehicle Safety Standard No. 213 for Child Restraints."

Kurgo: <http://www.kurgostore.com/kurgo-enhanced-strength-tru-fit-smart-harness-passes-crash-test/>

"To determine the effectiveness of canine automotive restraints, the Kurgo® Enhanced Strength Tru-Fit Smart Harness with steel Nesting Buckles was tested at an accredited University test facility. There is no industry or government standard for testing the safety of pet restraints in vehicles, so Kurgo looked to the Federal Motor Vehicle Safety Standard for child restraint systems (FMVSS 213) and concluded that Kurgo would also use 30 mph as their testing standard. A harnessed crash-test dog was used to mimic a real 35-pound dog traveling at 30 mph. Upon impact, the harnessed crash-test dog remained strapped in the harness while the unrestrained crash-test dog launched into the front of the vehicle. To view the crash test video, visit <http://tinyurl.com/bukem6a>."

RC Pet: http://www.rcpets.com/index.php/browse/category/id/302#main_panel

"Crash test certified up to 85 lbs. at 30 mph"



Sleepypod: <http://sleepypod.com/clickit>

“Clickit Utility’s three-point design is intended for use in the rear passenger seat. Crash tested at the Federal Motor Vehicle Safety Standard (FMVSS) No. 213 standard set for child safety restraints, Clickit Utility passed the 30 m.p.h. frontal crash.”

Snoozer: <http://www.snoozerpetproducts.com/pet-safety-harness-and-adapter-p-63.html>

“The Snoozer Pet Safety Harness and Adapter together in one package the best way to secure your dog in the car. Only harness to be crash tested at the same standards of a child safety seat (30 lbs. at 30mph)”

USA K9 Outfitters: <http://usak9outfitters.com/CCSS.htm>

“During a 30 MPH collision a dog can exert a force of up to 20 times their bodyweight! (1200 lbs. for a 60 lb. dog!) Unlike most “car safety harnesses” and walking harness, the CHAMPION System is designed to handle this unusual load and protect your dog by distributing the pressure evenly on the stronger areas of the chest. The wide range of attachment options, adjustability, and swivel feature make it easy to restrain your dog, control range of movement, and prevent entanglement - a common problem with other seat belt harnesses. By delivering both easy, dependable operation and the serious protection that your dog deserves, this product has set a new standard for dog travel safety!”



About the Center for Pet Safety

The Center for Pet Safety (CPS) is a registered 501(c)(3) non-profit research and advocacy organization dedicated to companion animal and consumer safety. Our mission is to have an enduring, positive impact on the survivability, health, safety and well-being of companion animals and the consumer through scientific research and product testing.

CPS is an independent safety science entity leading a unique mission for companion animals and their owners. Through the scientific study of pet products, we establish criteria to ensure acceptable product performance.

- CPS does not use live animals in our crash testing.
- CPS is not affiliated with the pet products industry.
- CPS does not endorse products.

Revision History

Date:	Revision:	By:
10/11/13	Page 10: RC Pet notation changed to reflect XL harness. XL harness was crash tested, because the Large was not rated up to the 75# weight of the Large Crash Test Dog.	Lindsey Wolko