REPORT NUMBER 225-GTL-06-005

SAFETY COMPLIANCE TESTING FOR FMVSS NO. 225 CHILD RESTRAINT ANCHORAGE SYSTEMS LOWER AND TETHER ANCHORAGES

DAIMLERCHRYSLER CORPORATION
2006 DODGE RAM PICKUP TRUCK
NHTSA NO. C60300

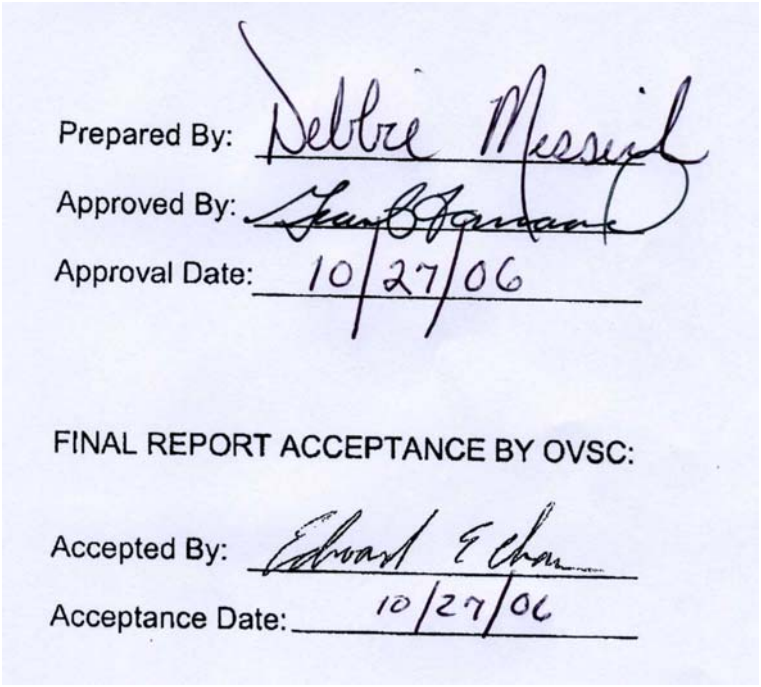
GENERAL TESTING LABORATORIES, INC.
1623 LEEDSTOWN ROAD
COLONIAL BEACH, VIRGINIA 22443

OCTOBER 27, 2006

FINAL REPORT

PREPARED FOR

U. S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
SAFETY ENFORCEMENT
OFFICE OF VEHICLE SAFETY COMPLIANCE
400 SEVENTH STREET, SW
ROOM 6111 (NVS-220)
WASHINGTON, D.C. 20590



Technical Report Documentation Page

1. Report No. 225-GTL-06-005	2. Government Accession No. N/A	3. Recipient's Catalog No. N/A
4. Title and Subtitle Final Report of FMVSS 225 Compliance Testing of 2006 DODGE RAM PICKUP TRUCK NHTSA No. C60300		5. Report Date October 27, 2006 6. Performing Organ. Code GTL
7. Author(s) Grant Farrand, Project Engineer Debbie Messick, Project Manager		8. Performing Organ. Rep# GTL-DOT-06-225-005
9. Performing Organization Name and Address General Testing Laboratories, Inc. 1623 Leedstown Road Colonial Beach, Va 22443		10. Work Unit No. (TRAIS) N/A 11. Contract or Grant No. DTNH22-02-D-01043
12. Sponsoring Agency Name and Address U.S. Department of Transportation National Highway Traffic Safety Admin. Safety Enforcement Office of Vehicle Safety Compliance (NVS-220) 400 7th Street, S.W., Room 6111 Washington, DC 20590		13. Type of Report and Period Covered Final Test Report August 1– September 27,2006 14. Sponsoring Agency Code NVS-220
15. Supplementary Notes		
16. Abstract Compliance tests were conducted on the subject, 2006 Dodge Ram Pickup Truck in accordance with the specifications of the Office of Vehicle Safety Compliance Test Procedure No. TP-225-01 for the determination of FMVSS 225 compliance. Test failures identified were as follows: NONE		
17. Key Words Compliance Testing Safety Engineering FMVSS 225	18. Distribution Statement Copies of this report are available from NHTSA Technical Reference Div., Rm. PL-403 (NPO-230) 400 7th St., S.W. Washington, DC 20590 Telephone No. (202) 366-4946	
19. Security Classif. (of this report) UNCLASSIFIED	21. No. of Pages 100	22. Price
20. Security Classif. (of this page) UNCLASSIFIED		

Form DOT F 1700.7 (8-72)

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SECTION 1

PURPOSE OF COMPLIANCE TEST

1.0 PURPOSE OF COMPLIANCE TEST

A 2006 Dodge Ram Pickup Truck was subjected to Federal Motor Vehicle Safety Standard (FMVSS) No. 225 testing to determine if the vehicle was in compliance with the requirements of the standard. The purpose of this standard is to establish requirements for child restraint anchorage systems to ensure their proper location and strength for the effective securing of child restraints, to reduce the likelihood of the anchorage systems' failure and to increase the likelihood that child restraints are properly secured and thus more fully achieve their potential effectiveness in motor vehicles.

1.1 The test vehicle was a 2006 Dodge Ram Pickup Truck. Nomenclature applicable to the test vehicle are:

A. Vehicle Identification Number: 1D7HA18N26J102950

B. NHTSA No.: C60300

C. Manufacturer: DAIMLERCHRYSLER CORPORATION

D. Manufacture Date: 7-05

1.2 TEST DATE

The test vehicle was subjected to FMVSS No. 225 testing during the time period August 1 through September 27, 2006.

SECTION 2

COMPLIANCE TEST RESULTS

2.0 TEST RESULTS

All tests were conducted in accordance with NHTSA, Office of Vehicle Safety Compliance (OVSC) Laboratory Procedures, TP-225-01 dated 11 April 2005.

Based on the test performed, the 2006 Dodge Ram Pickup Truck appeared to meet the requirements of FMVSS 225 testing.

SECTION 3

COMPLIANCE TEST DATA

3.0 TEST DATA

The following data sheets document the results of testing on the 2006 Dodge Ram Pickup Truck.

DATA SHEET 1
SUMMARY OF RESULTS

VEH. MOD YR/MAKE/MODEL/BODY: 2006 DODGE RAM PICKUP TRUCK
VEH. NHTSA NO: C60300; VIN: 1D7HA18N26J102950
VEH. BUILD DATE: 7-05 ; TEST DATE: AUGUST 1 – SEPTEMBER 27, 2006
TEST LABORATORY: GENERAL TESTING LABORATORIES
OBSERVERS: GRANT FARRAND, JIMMY LATANE

A. VISUAL INSPECTION OF TEST VEHICLE

Upon receipt for completeness, function, and discrepancies or damage which might influence the testing.

RESULTS: OK FOR TEST

B. REQUIREMENTS FOR CHILD RESTRAINT SYSTEMS AND TETHER ANCHORAGES

	PASS	FAIL
DSP a	X	
DSP b	X	
DSP c	X	

C. LOCATION OF TETHER ANCHORAGES

	PASS	FAIL
DSP a	X	
DSP b	X	
DSP c	X	

D. LOWER ANCHORAGE DIMENSIONS

	PASS	FAIL
DSP a	X	
DSP b	N/A	N/A
DSP c	X	

DATA SHEET 1 CONTINUED
SUMMARY OF RESULTS

E. CONSPICUITY AND MARKING OF LOWER ANCHORAGES

	PASS	FAIL
DSP a	X	
DSP b	N/A	N/A
DSP c	X	

F. STRENGTH OF TETHER ANCHORAGES

	PASS	FAIL
DSP a	X	
DSP b	X	
DSP c	N/A	N/A

G. STRENGTH OF LOWER ANCHORAGES (Forward Force)

	PASS	FAIL
DSP a	N/A	N/A
DSP b	N/A	N/A
DSP c	X	

H. STRENGTH OF LOWER ANCHORAGE (Lateral Force)

	PASS	FAIL
DSP a	N/A	N/A
DSP b	N/A	N/A
DSP c	N/A	N/A

I. OWNER'S MANUAL

PASS	FAIL
X	

REMARKS: DSP a = Left Rear Outboard, DSP b = Center, DSP c = Right Rear Outboard

RECORDED BY: G. Farrand DATE: 09/27/06

APPROVED BY: D. Messick

DATA SHEET 2
REQUIREMENTS FOR CHILD RESTRAINT ANCHORAGE SYSTEMS
AND TETHER ANCHORAGES

VEH. MOD YR/MAKE/MODEL/BODY: 2006 DODGE RAM PICKUP TRUCK
VEH. NHTSA NO: C60300; VIN: 1D7HA18N26J102950
VEH. BUILD DATE: 7-05 ; TEST DATE: AUGUST 1, 2006
TEST LABORATORY: GENERAL TESTING LABORATORIES
OBSERVERS: GRANT FARRAND, JIMMY LATANE

Number of rows of seats: 2
Number of rear, forward-facing designated seating positions: 3
Number of required CRAS (lower anchorages only, for convertibles/school buses): 2
Number of required tether anchorages (can be additional CRAS): 3
Is the vehicle a convertible? NO
Is the vehicle a school bus? NO

Does the vehicle have a CRAS (lower anchorage only, for convertibles/school buses) installed at a front passenger seating position? NO

If NO, skip to next question.
If YES, does the vehicle have rear designated seating positions? _____
If NO, does the vehicle have an air bag on-off switch or a special exemption for no passenger air bag?
If NO = FAIL If YES = PASS
If Yes, does the vehicle meet the requirements of S4.5.4.1 (b) of S208 and have and air bag on-off switch or a special exemption for no passenger air bag?____
Record the distance between the front and rear seat back:_____
If Distance <720 mm and vehicle has an air bag on-off switch or special exemption = PASS
If Distance ≥ 720 mm or no air bag on-off switch or no special exemption = FAIL

Does the vehicle have rear designated seating position(s) where the lower bars of a CRAS are prevented from being located because of transmission and/or suspension component interference?
NO
If NO, skip to next question.
If YES, does the vehicle have a tether anchorage at a front passenger seating position?
YES = PASS NO = FAIL (S5(e))

Number of provided CRAS (lower anchorage only, for convertibles/school buses), indicate if a built-in child restraint is counted as a CRAS: 2

Is the number of provided CRAS (lower anchorages only, for convertible/school buses) greater than or equal to the number of required CRAS (lower anchorages only, for convertibles/school buses)?
YES
YES = PASS NO = FAIL (S4.4(a) or (b) or (c))

DATA SHEET 2 CONTINUED

If the vehicle has 3 or more rows of seats is a CRAS (lower anchorage only for convertibles/school buses) provided in the second row: N/A

YES = PASS NO = FAIL (S4.4(a)(1))

Number of provided tether anchorages (can be additional CRAS) indicate if a built-in child restraint is counted a s tether anchorage (NOTE: a built-in child restraint can only be counted toward either the required number of CRAS or tether anchorages, not both): 3

Is the number of provided tether anchorages greater than or equal to the number of required tether anchorages? YES

YES = PASS NO = FAIL (S4.4 (a) or (b) or (c))

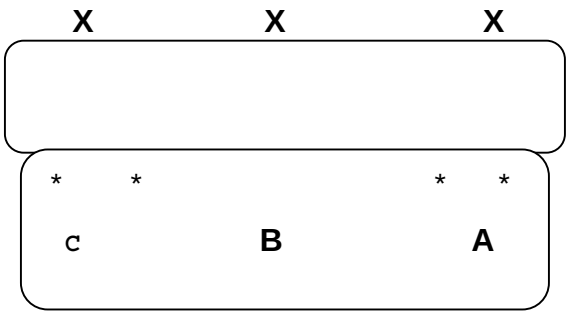
If the vehicle has 3 or more rear dsps and a non-outboard dsp, is a tether anchorage or CRAS provided at a non-outboard dsp? YES

YES = PASS NO = FAIL (S4.4 (a)(2))

Are all tether and lower anchorages available for use at all times when the seat is configured for passenger use? YES

YES = PASS NO = FAIL (S4.6 (b))

Provide a diagram showing the location of lower anchorages and/or tether anchorages.



X = Top Tether
***** = Lower Anchors

RECORDED BY: G. FARRAND DATE: 08/01/06

APPROVED BY: D. MESSICK

DATA SHEET 3
LOCATION OF TETHER ANCHORAGES

VEH. MOD YR/MAKE/MODEL/BODY: 2006 DODGE RAM PICKUP TRUCK
VEH. NHTSA NO: C60300; VIN: 1D7HA18N26J102950
VEH. BUILD DATE: 7-05 ; TEST DATE: AUGUST 1, 2006
TEST LABORATORY: GENERAL TESTING LABORATORIES
OBSERVERS: GRANT FARRAND, JIMMY LATANE

DESIGNATED SEATING POSITION: ROW 2 LEFT SIDE (DSP A)

Detailed description of the location of the tether anchorage:
Located behind seat back on cab rear wall.

Based on visual inspection, is the tether anchorage within the shaded zone? NO
If YES = PASS, skip to next section
If NO, After constructing the shaded zone, is the tether anchorage within the shaded zone?

If YES = PASS, skip to next section
If NO, Is it possible to locate a tether anchorage within the shaded zone without removing a seating component?
If YES = FAIL (S6.2.1)
If NO, Is a tether routing device provided?
If YES = PASS
IF NO = FAIL (S6.2.1.2)

Is the tether anchorage recessed? YES
If NO, skip to next question
If YES, is it outside of the tether strap wraparound area? YES
YES = PASS NO = FAIL (S6.2.1)

Does the tether anchorage permit attachment of a tether hook? YES
YES = PASS NO = FAIL (S6.1(a))

Is the tether anchorage accessible without the need for any tools other than a screwdriver or coin?
YES
YES = PASS NO = FAIL (S6.1(b))

After the tether anchorage is accessed, is it ready for use without the need for tools? YES
YES = PASS NO = FAIL (S6.1(c)

Is the tether anchorage sealed to prevent the entry of exhaust fumes into the passenger compartment? YES
YES = PASS NO = FAIL (S6.1(d))

If the DSP has a tether routing device, is it flexible or rigid? FLEXIBLE

DATA SHEET 3 CONTINUED

DESIGNATED SEATING POSITION: ROW 2 LEFT SIDE (DSP A)

If the DSP has a flexible tether routing device, after installing SFAD2 record the tether strap tension:
60 N (Must be 60 N ± 5 N)

If the DSP has a flexible tether routing device, record the horizontal distance between the torso reference plane and the routing device: 100 mm
Greater than or equal to 65mm = PASS Less than 65mm = FAIL

If the DSP has a rigid tether routing device, record the horizontal distance between the torso reference plane and the routing device: N/A
Greater than or equal to 100mm = PASS Less than 100mm = FAIL

COMMENTS:

RECORDED BY: G. FARRAND DATE: 08/01/06

APPROVED BY: D. MESSICK

DATA SHEET 3A
LOCATION OF TETHER ANCHORAGES

VEH. MOD YR/MAKE/MODEL/BODY: 2006 DODGE RAM PICKUP TRUCK
VEH. NHTSA NO: C60300; VIN: 1D7HA18N26J102950
VEH. BUILD DATE: 7-05 ; TEST DATE: AUGUST 1, 2006
TEST LABORATORY: GENERAL TESTING LABORATORIES
OBSERVERS: GRANT FARRAND, JIMMY LATANE

DESIGNATED SEATING POSITION: ROW 2 CENTER POSITION (DSP B)

Detailed description of the location of the tether anchorage:
Located behind seat back on cab rear wall.

Based on visual inspection, is the tether anchorage within the shaded zone? NO
If YES = PASS, skip to next section
If NO, After constructing the shaded zone, is the tether anchorage within the shaded zone? NO
If YES = PASS, skip to next section
If NO, Is it possible to locate a tether anchorage within the shaded zone without removing a seating component? NO
If YES = FAIL (S6.2.1)
If NO, Is a tether routing device provided? YES
If YES = PASS
IF NO = FAIL (S6.2.1.2)

Is the tether anchorage recessed? NO
If NO, skip to next question
If YES, is it outside of the tether strap wraparound area? _____
YES = PASS NO = FAIL (S6.2.1)

Does the tether anchorage permit attachment of a tether hook? YES
YES = PASS NO = FAIL (S6.1(a))

Is the tether anchorage accessible without the need for any tools other than a screwdriver or coin? YES
YES = PASS NO = FAIL (S6.1(b))

After the tether anchorage is accessed, is it ready for use without the need for tools? YES
YES = PASS NO = FAIL (S6.1(c)

Is the tether anchorage sealed to prevent the entry of exhaust fumes into the passenger compartment? YES
YES = PASS NO = FAIL (S6.1(d))

If the DSP has a tether routing device, is it flexible or rigid? FLEXIBLE

DATA SHEET 3A CONTINUED

DESIGNATED SEATING POSITION: ROW 2 CENTER POSITION (DSP B)

If the DSP has a flexible tether routing device, after installing SFAD2 record the tether strap tension:
60 N/ (Must be 60 N ± 5 N)

If the DSP has a flexible tether routing device, record the horizontal distance between the torso reference plane and the routing device: 100 mm
Greater than or equal to 65mm = PASS Less than 65mm = FAIL

If the DSP has a rigid tether routing device, record the horizontal distance between the torso reference plane and the routing device: N/A
Greater than or equal to 100mm = PASS Less than 100mm = FAIL

COMMENTS:

RECORDED BY: G. FARRAND DATE: 08/01/06

APPROVED BY: D. MESSICK

DATA SHEET 3B
LOCATION OF TETHER ANCHORAGES

VEH. MOD YR/MAKE/MODEL/BODY: 2006 DODGE RAM PICKUP TRUCK
VEH. NHTSA NO: C60300; VIN: 1D7HA18N26J102950
VEH. BUILD DATE: 7-05 ; TEST DATE: AUGUST 1, 2006
TEST LABORATORY: GENERAL TESTING LABORATORIES
OBSERVERS: GRANT FARRAND, JIMMY LATANE

DESIGNATED SEATING POSITION: ROW 2 RIGHT SIDE (DSP C)

Detailed description of the location of the tether anchorage:
Located behind seat back on cab rear wall.

Based on visual inspection, is the tether anchorage within the shaded zone? NO
If YES = PASS, skip to next section
If NO, After constructing the shaded zone, is the tether anchorage within the shaded zone?
NO
If YES = PASS, skip to next section
If NO, Is it possible to locate a tether anchorage within the shaded zone without removing a seating component? NO
If YES = FAIL (S6.2.1)
If NO, Is a tether routing device provided? YES
If YES = PASS
IF NO = FAIL (S6.2.1.2)

Is the tether anchorage recessed? NO
If NO, skip to next question
If YES, is it outside of the tether strap wraparound area? _____
YES = PASS NO = FAIL (S6.2.1)

Does the tether anchorage permit attachment of a tether hook? YES
YES = PASS NO = FAIL (S6.1(a))

Is the tether anchorage accessible without the need for any tools other than a screwdriver or coin?
YES
YES = PASS NO = FAIL (S6.1(b))

After the tether anchorage is accessed, is it ready for use without the need for tools? YES
YES = PASS NO = FAIL (S6.1(c)

Is the tether anchorage sealed to prevent the entry of exhaust fumes into the passenger compartment? YES
YES = PASS NO = FAIL (S6.1(d))

If the DSP has a tether routing device, is it flexible or rigid? FLEXIBLE

DATA SHEET 3B CONTINUED

DESIGNATED SEATING POSITION: ROW 2 RIGHT SIDE DSP C)

If the DSP has a flexible tether routing device, after installing SFAD2 record the tether strap tension:
60 N (Must be 60 N ± 5 N)

If the DSP has a flexible tether routing device, record the horizontal distance between the torso reference plane and the routing device: 100 mm
Greater than or equal to 65mm = PASS Less than 65mm = FAIL

If the DSP has a rigid tether routing device, record the horizontal distance between the torso reference plane and the routing device: N/A
Greater than or equal to 100mm = PASS Less than 100mm = FAIL

COMMENTS:

RECORDED BY: G. FARRAND DATE: 08/01/06

APPROVED BY: D. MESSICK

DATA SHEET 4
LOWER ANCHORAGE DIMENSIONS

VEH. MOD YR/MAKE/MODEL/BODY: 2006 DODGE RAM PICKUP TRUCK
VEH. NHTSA NO: C60300; VIN: 1D7HA18N26J102950
VEH. BUILD DATE: 7-05 ; TEST DATE: AUGUST 1, 2006
TEST LABORATORY: GENERAL TESTING LABORATORIES
OBSERVERS: GRANT FARRAND, JIMMY LATANE

DESIGNATED SEATING POSITION: ROW 2 LEFT SIDE (DSP A)

Outboard Lower Anchorage bar diameter: 5.99 mm
6mm ± 0.1 mm = PASS Other size = FAIL (S9.1.1(a))

Inboard Lower Anchorage bar diameter: 5.99 mm
6mm ± 0.1mm = PASS Other size = FAIL (S9.1.1(a))

Are the bars straight, horizontal and transverse? YES
YES = PASS NO = FAIL

Length of the straight portion of the bar (outboard lower anchorage): 28 mm
Length ≥25mm = PASS Length <25mm = FAIL(S9.1.1(c) (i))

Length of the straight portion of the bar (inboard lower anchorage): 30 mm
Length ≥25mm = PASS Length <25mm = FAIL(S9.1.1(c) (i))

Length between the anchor bar supports (outboard lower anchorage): 36 mm
Length ≤60mm = PASS Length >60mm = FAIL(S9.1.1(c) (ii))

Length between the anchor bar supports (inboard lower anchorage): 36 mm
Length ≤60mm = PASS Length >60mm = FAIL(S9.1.1(c) (ii))

CRF Pitch angle: 10.5º
Angle = 15º±10º = PASS Angle≠15º±10º = FAIL (S9.2.1)

CRF Roll angle: 0.0
Angle = 0º±5º = PASS Angle≠0º±5º = FAIL (S9.2.1)

CRF Yaw angle: 0.0
Angle = 0º±10º = PASS Angle≠0º±10º = FAIL (S9.2.1)

Distance between point Z on the CRF and the front surface of outboard anchor bar: 45 mm
Distance ≤70mm = PASS Distance > 70mm = FAIL

Distance between point Z on the CRF and the front surface of inboard anchor bar: 45 mm
Distance ≤70mm = PASS Distance > 70mm = FAIL

DATA SHEET 4 CONTINUED

DESIGNATED SEATING POSITION: ROW 2 LEFT SIDE (DSP A)

Distance between SgRP and the front surface of outboard anchor bar: 173 mm
Distance ≥ 120mm = PASS Distance < 120mm = FAIL

Distance between SgRP and the front surface of inboard anchor bar: 172 mm
Distance ≥ 120mm = PASS Distance < 120mm = FAIL

Based on visual observation, would a 100 N load cause the anchor bar to deform more than 5 mm?
NO

If NO = PASS
If YES = FAIL (S9.1.1(g)), Provide further description of the attachment of the anchor bar:

COMMENTS:

RECORDED BY: G. FARRAND DATE: 08/01/06

APPROVED BY: D. MESSICK

DATA SHEET 4A
LOWER ANCHORAGE DIMENSIONS

VEH. MOD YR/MAKE/MODEL/BODY: 2006 DODGE RAM PICKUP TRUCK
VEH. NHTSA NO: C60300; VIN: 1D7HA18N26J102950
VEH. BUILD DATE: 7-05 ; TEST DATE: AUGUST 1, 2006
TEST LABORATORY: GENERAL TESTING LABORATORIES
OBSERVERS: GRANT FARRAND, JIMMY LATANE

DESIGNATED SEATING POSITION: ROW 2 RIGHT SIDE (DSP C)

Outboard Lower Anchorage bar diameter: 5.99 mm
6mm ± 0.1 mm = PASS Other size = FAIL (S9.1.1(a))

Inboard Lower Anchorage bar diameter: 5.99 mm
6mm ± 0.1mm = PASS Other size = FAIL (S9.1.1(a))

Are the bars straight, horizontal and transverse? YES
YES = PASS NO = FAIL

Length of the straight portion of the bar (outboard lower anchorage): 30 mm
Length ≥25mm = PASS Length <25mm = FAIL(S9.1.1(c) (i))

Length of the straight portion of the bar (inboard lower anchorage): 30 mm
Length ≥25mm = PASS Length <25mm = FAIL(S9.1.1(c) (i))

Length between the anchor bar supports (outboard lower anchorage): 36 mm
Length ≤60mm = PASS Length >60mm = FAIL(S9.1.1(c) (ii))

Length between the anchor bar supports (inboard lower anchorage): 36 mm
Length ≤60mm = PASS Length >60mm = FAIL(S9.1.1(c) (ii))

CRF Pitch angle: 12.5º
Angle = 15º±10º = PASS Angle≠15º±10º = FAIL (S9.2.1)

CRF Roll angle: 0.0
Angle = 0º±5º = PASS Angle≠0º±5º = FAIL (S9.2.1)

CRF Yaw angle: 0.0
Angle = 0º±10º = PASS Angle≠0º±10º = FAIL (S9.2.1)

Distance between point Z on the CRF and the front surface of outboard anchor bar: 43 mm
Distance ≤70mm = PASS Distance > 70mm = FAIL

Distance between point Z on the CRF and the front surface of inboard anchor bar: 43 mm
Distance ≤70mm = PASS Distance > 70mm = FAIL

DATA SHEET 4A CONTINUED

DESIGNATED SEATING POSITION: ROW 2 RIGHT SIDE (DSP C)

Distance between SgRP and the front surface of outboard anchor bar: 162 mm
Distance ≥ 120mm = PASS Distance < 120mm = FAIL

Distance between SgRP and the front surface of inboard anchor bar: 161 mm
Distance ≥ 120mm = PASS Distance < 120mm = FAIL

Based on visual observation, would a 100 N load cause the anchor bar to deform more than 5 mm?
NO

If NO = PASS
If YES = FAIL (S9.1.1(g)), Provide further description of the attachment of the anchor bar:

COMMENTS:

RECORDED BY: G. FARRAND DATE: 08/01/06

APPROVED BY: D. MESSICK

DATA SHEET 5
CONSPICUITY AND MARKING OF LOWER ANCHORAGES

VEH. MOD YR/MAKE/MODEL/BODY: 2006 DODGE RAM PICKUP TRUCK
VEH. NHTSA NO: C60300; VIN: 1D7HA18N26J102950
VEH. BUILD DATE: 7-05 ; TEST DATE: AUGUST 1, 2006
TEST LABORATORY: GENERAL TESTING LABORATORIES
OBSERVERS: GRANT FARRAND, JIMMY LATANE

DESIGNATED SEATING POSITION: ROW 2 LEFT SIDE (DSP A), AND ROW 2 RIGHT SIDE (DSP C)

MARKING (Circles)

Diameter of the circle: N/A
Diameter ≥13mm = PASS Diameter <13mm = FAIL (S9.5(a)(1))

Does the circle have words, symbols or pictograms? NO
NO skip to next question
YES, are the meaning of the words, symbols or pictograms explained in the owner's manual? N/A
YES = PASS NO = FAIL (S9.5(a)(2))

Where is the circle located? Seat back or seat Cushion: N/A

For circles on seat backs, vertical distance from the center of the circle to the center of the anchor bar: N/A
Distance between 50&100mm = PASS Other Distance=FAIL (S9.5(a)(3))

For circles on seat cushions, horizontal distance from the center of the circle to the center of the bar: N/A
Distance between 75&125mm= PASS Other Distance=FAIL (S9.5(a)(3))

Lateral distance from the center of the circle to the center of the anchor bar: N/A
Distance≤25mm = PASS Distance >25mm = FAIL (S9.5(a)(3))

CONSPICUITY (No Circles)

Is the anchor bar or guide visible when viewed from a point 30º above the horizontal in a vertical longitudinal plane bisecting the anchor bar or guide? YES
YES = PASS NO = FAIL (S9.5(b))

If there is a guide, is it permanently attached? N/A
YES = PASS NO = FAIL (S9.5(b))

DATA SHEET 5 CONTINUED

DESIGNATED SEATING POSITION: ROW 2 LEFT SIDE (DSP A), AND ROW 2 RIGHT SIDE (DSP C)

Is there a cap or cover over the anchor bar? N/A

If YES, Is the cap or cover marked with words, symbols or pictograms? _____

If NO = FAIL (S9.5(b))

If YES, is the meaning of the words, symbols or pictograms explained in the owner's manual?

YES = PASS NO = FAIL (S9.5(b))

If NO, there are no requirements for having a cover. N/A

RECORDED BY: G. FARRAND DATE: 08/01/06

APPROVED BY: D. MESSICK

DATA SHEET 6
STRENGTH OF TETHER ANCHORAGES

VEH. MOD YR/MAKE/MODEL/BODY: 2006 DODGE RAM PICKUP TRUCK
VEH. NHTSA NO: C60300; VIN: 1D7HA18N26J102950
VEH. BUILD DATE: 7-05 ; TEST DATE: SEPTEMBER 27, 2006
TEST LABORATORY: GENERAL TESTING LABORATORIES
OBSERVERS: GRANT FARRAND, JIMMY LATANE
TEST NO: 5644

DESIGNATED SEATING POSITION: ROW 2 LEFT SIDE (DSP A)

SFAD: 2

Seat Back Angle: 18º FIXED

Location of seat back angle measurement: 2D Template

Head Restraint Position: UP

D-ring Position: N/A

Force at Point X (lower front crossmember for SFAD2) while securing belts and tether: 135 N

Lap belt tension: N/A (SFAD 1 only)

Tether strap tension: 55 N

Angle (measured above the horizontal at 500 N): 10º

Separation of tether anchorage at 500 N: NO
NO = PASS YES = FAIL (S6.3.1)

Force application rate: 575 N/S

Time to reach maximum force (24-30 s): 26 sec.

Maximum force (14,950 N ± 50 N): 14,950 N

Tested simultaneously with another DSP? NO

COMMENTS: Displacement at maximum load 67 mm.

RECORDED BY: G. FARRAND DATE: 09/27/06

APPROVED BY: D. MESSICK

DATA SHEET 6A
STRENGTH OF TETHER ANCHORAGES

VEH. MOD YR/MAKE/MODEL/BODY: 2006 DODGE RAM PICKUP TRUCK
VEH. NHTSA NO: C60300; VIN: 1D7HA18N26J102950
VEH. BUILD DATE: 7-05 ; TEST DATE: SEPTEMBER 27, 2006
TEST LABORATORY: GENERAL TESTING LABORATORIES
OBSERVERS: GRANT FARRAND, JIMMY LATANE
TEST NO: 5645

DESIGNATED SEATING POSITION: ROW 2 CENTER (DSP B)

SFAD: 1

Seat Back Angle: 18º FIXED

Location of seat back angle measurement: 2D Template

Head Restraint Position: N/A

D-ring Position: N/A

Force at Point X (lower front crossmember for SFAD2) while securing belts and tether: 135 N

Lap belt tension: 55 N (SFAD 1 only)

Tether strap tension: 55 N

Angle (measured above the horizontal at 500 N): 10º

Separation of tether anchorage at 500 N: NO
NO = PASS YES = FAIL (S6.3.1)

Force application rate: 575 N/S

Time to reach maximum force (24-30 s): 26 sec.

Maximum force (14,950 N ± 50 N): 14,950 N

Tested simultaneously with another DSP? NO

COMMENTS: Displacement at maximum load 83.5 mm.

RECORDED BY: G. FARRAND DATE: 09/27/06

APPROVED BY: D. MESSICK

DATA SHEET 7
STRENGTH OF LOWER ANCHORAGES (Forward Force)

VEH. MOD YR/MAKE/MODEL/BODY: 2006 DODGE RAM PICKUP TRUCK
VEH. NHTSA NO: C60300; VIN: 1D7HA18N26J102950
VEH. BUILD DATE: 7-05 ; TEST DATE: SEPTEMBER 27, 2006
TEST LABORATORY: GENERAL TESTING LABORATORIES
OBSERVERS: GRANT FARRAND, JIMMY LATANE
TEST NO: 5646

DESIGNATED SEATING POSITION: ROW 2 RIGHT SIDE (DSP C)

Seat Back Angle: 18º FIXED

Location of seat back angle measurement: 2D Template

Head Restraint Position: UP

Force at lower front crossmember for SFAD2 while tightening rearward extensions: 135 N

Angle (measured above the horizontal at 500 N): 10º

Force application rate: 421 N/S

Time to reach maximum force (24-30 s): 26 sec.

Maximum force (10,950 N ± 50 N): 10,968 N

Displacement, H1 (at 500 N): 0.0

Displacement, H2 (at maximum load): 66.7 mm

Displacement of Point X: 66.7 mm (H2-H1)
Displacement > 175 mm = FAIL (S9.4.1(a))

Tested simultaneously with another DSP? NO

Distance between adjacent DSP's: 500 mm

COMMENTS:

RECORDED BY: G. FARRAND DATE: 09/27/06

APPROVED BY: D. MESSICK

DATA SHEET 8
OWNER'S MANUAL

VEH. MOD YR/MAKE/MODEL/BODY: 2006 DODGE RAM PICKUP TRUCK
VEH. NHTSA NO: C60300; VIN: 1D7HA18N26J102950
VEH. BUILD DATE: 7-05 ; TEST DATE: SEPTEMBER 27, 2006
TEST LABORATORY: GENERAL TESTING LABORATORIES
OBSERVERS: GRANT FARRAND, JIMMY LATANE

Description of which DSP's are equipped with tether anchorages and child restraint anchorage systems: YES

PASS X FAIL

Step-by-step instructions for properly attaching a child restraint system's tether strap to the tether anchorage. Diagrams are required. YES

PASS X FAIL

Description of how to properly use the tether anchorage and lower anchor bars: YES

PASS X FAIL

If the lower anchor bars are marked with a circle, an explanation of what the circle indicates as well as any words or pictograms: YES

PASS X FAIL

COMMENTS:

RECORDED BY: G. FARRAND DATE: 09/27/06

APPROVED BY: D. MESSICK

SECTION 4
INSTRUMENTATION AND EQUIPMENT LIST

TABLE 1 - INSTRUMENTATION & EQUIPMENT LIST

EQUIPMENT	DESCRIPTION	MODEL/ SERIAL NO.	CAL. DATE	NEXT CAL. DATE
COMPUTER	AT&T	486DX266	BEFORE USE	BEFORE USE
LOAD CELL	INTERFACE	215709	09/06	09/07
LINEAR TRANSDUCER	SERVO SYSTEMS	20	BEFORE USE	BEFORE USE
SEAT BELT LOAD CELL	TRANSDUCER	135	BEFORE USE	BEFORE USE
SEAT BELT LOAD CELL	TRANSDUCER	137	BEFORE USE	BEFORE USE
LEVEL	STANLEY	42-449	02/06	02/07
FORCE GAUGE	CHATILLON	8761	BEFORE USE	BEFORE USE
CALIPER	N/A	Q9322365	BEFORE USE	BEFORE USE
CRF	MEASUREMENT FIXTURE	GTL CRF	BEFORE USE	BEFORE USE
SFAD 1	FORCE APPLICATION DEVICE	GTL SFAD 1	BEFORE USE	BEFORE USE
SFAD 2	FORCE APPLICATION DEVICE	GTL SFAD 2	BEFORE USE	BEFORE USE

SECTION 5
PHOTOGRAPHS

2006 DODGE RAM PU
NHTSA NO. C60300
FMVSS NO. 225

FIGURE 5.1
LEFT SIDE VIEW OF VEHICLE

2006 DODGE RAM PU
NHTSA NO. C60300
FMVSS NO. 225

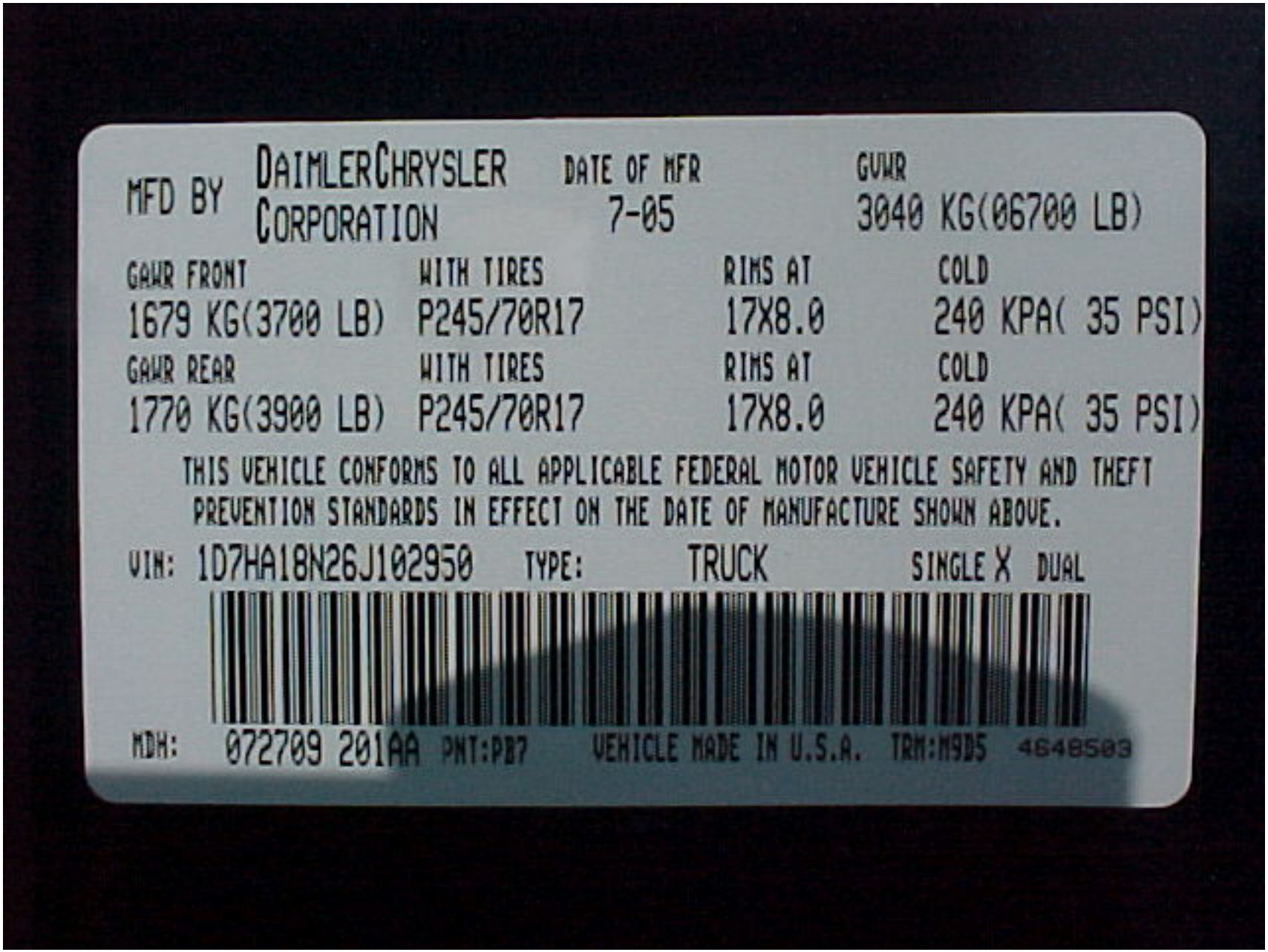
FIGURE 5.2
RIGHT SIDE VIEW OF VEHICLE

2006 DODGE RAM PU
NHTSA NO. C60300
FMVSS NO. 225

FIGURE 5.3
¾ FRONTAL VIEW FROM LEFT SIDE OF VEHICLE

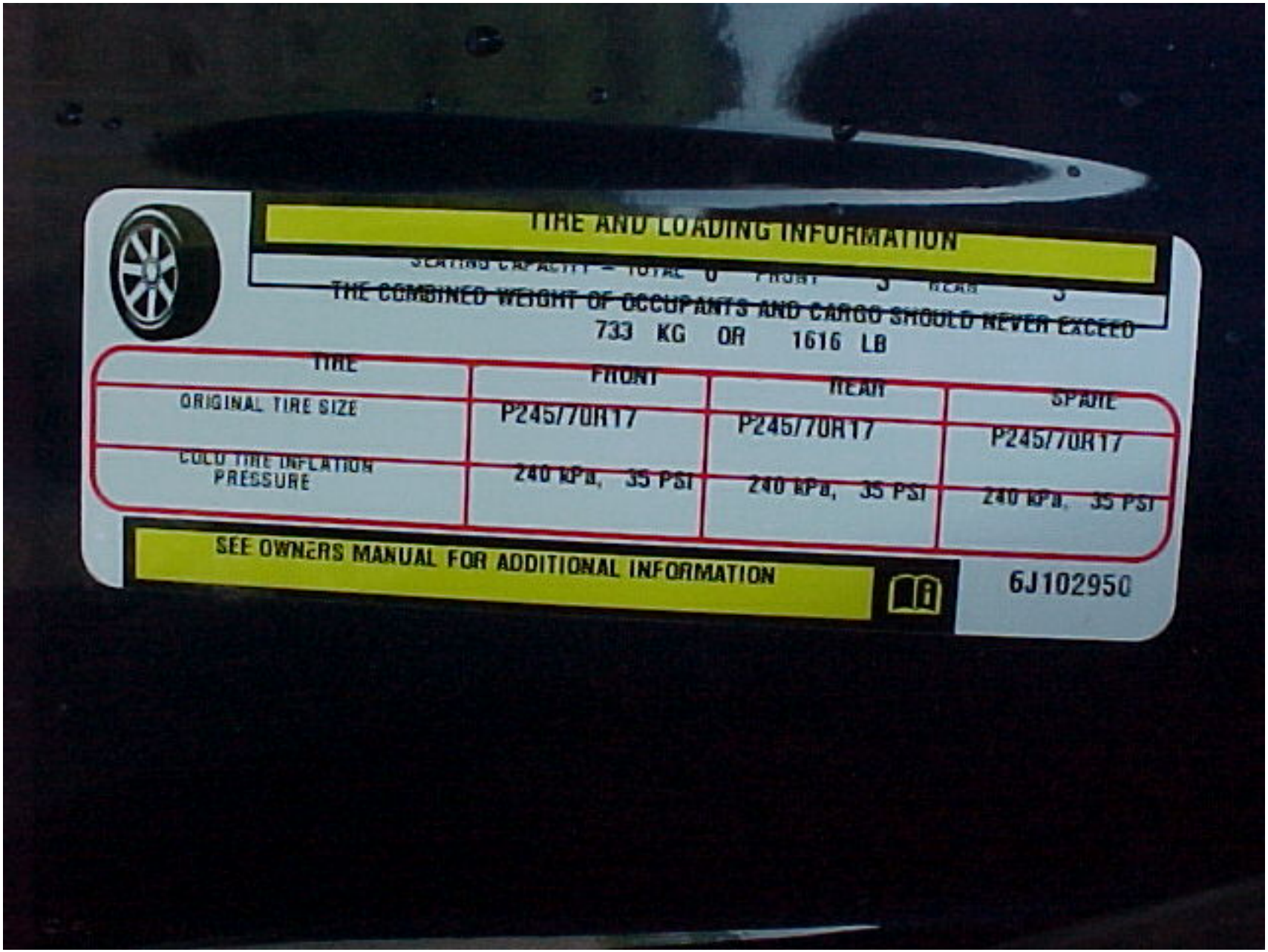
2006 DODGE RAM PU
NHTSA NO. C60300
FMVSS NO. 225

FIGURE 5.4
¾ REAR VIEW FROM RIGHT SIDE OF VEHICLE



2006 DODGE RAM PU
NHTSA NO. C60300
FMVSS NO. 225

FIGURE 5.5
VEHICLE CERTIFICATION LABEL



2006 DODGE RAM PU
NHTSA NO. C60300
FMVSS NO. 225

FIGURE 5.6
VEHICLE TIRE INFORMATION LABEL

2006 DODGE RAM PU
NHTSA NO. C60300
FMVSS NO. 225

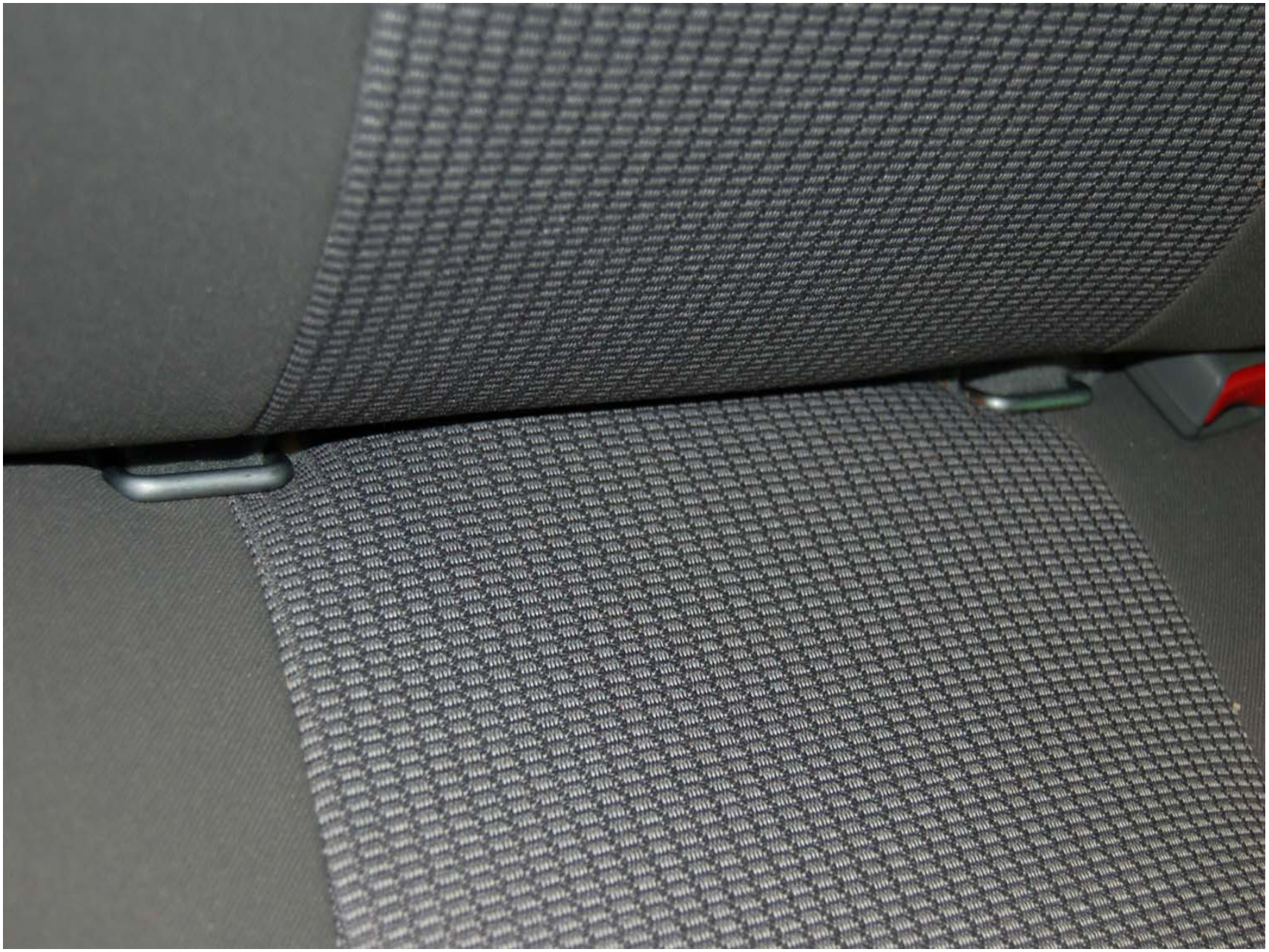
FIGURE 5.7
ROW 2, LEFT SIDE, LOWER ANCHORS, PRE-TEST

2006 DODGE RAM PU
NHTSA NO. C60300
FMVSS NO. 225

FIGURE 5.8
ROW 2, LEFT SIDE, TOP TETHER ANCHOR,
PRE-TEST

2006 DODGE RAM PU
NHTSA NO. C60300
FMVSS NO. 225

FIGURE 5.9
ROW 2, CENTER, TOP TETHER ANCHOR
PRE-TEST



2006 DODGE RAM PU
NHTSA NO. C60300
FMVSS NO. 225

FIGURE 5.10
ROW 2, RIGHT SIDE LOWER ANCHORS, PRE-TEST

2006 DODGE RAM PU
NHTSA NO. C60300
FMVSS NO. 225

FIGURE 5.11
ROW 2, RIGHT SIDE, TOP TETHER ANCHOR,
PRE-TEST

2006 DODGE RAM PU
NHTSA NO. C60300
FMVSS NO. 225

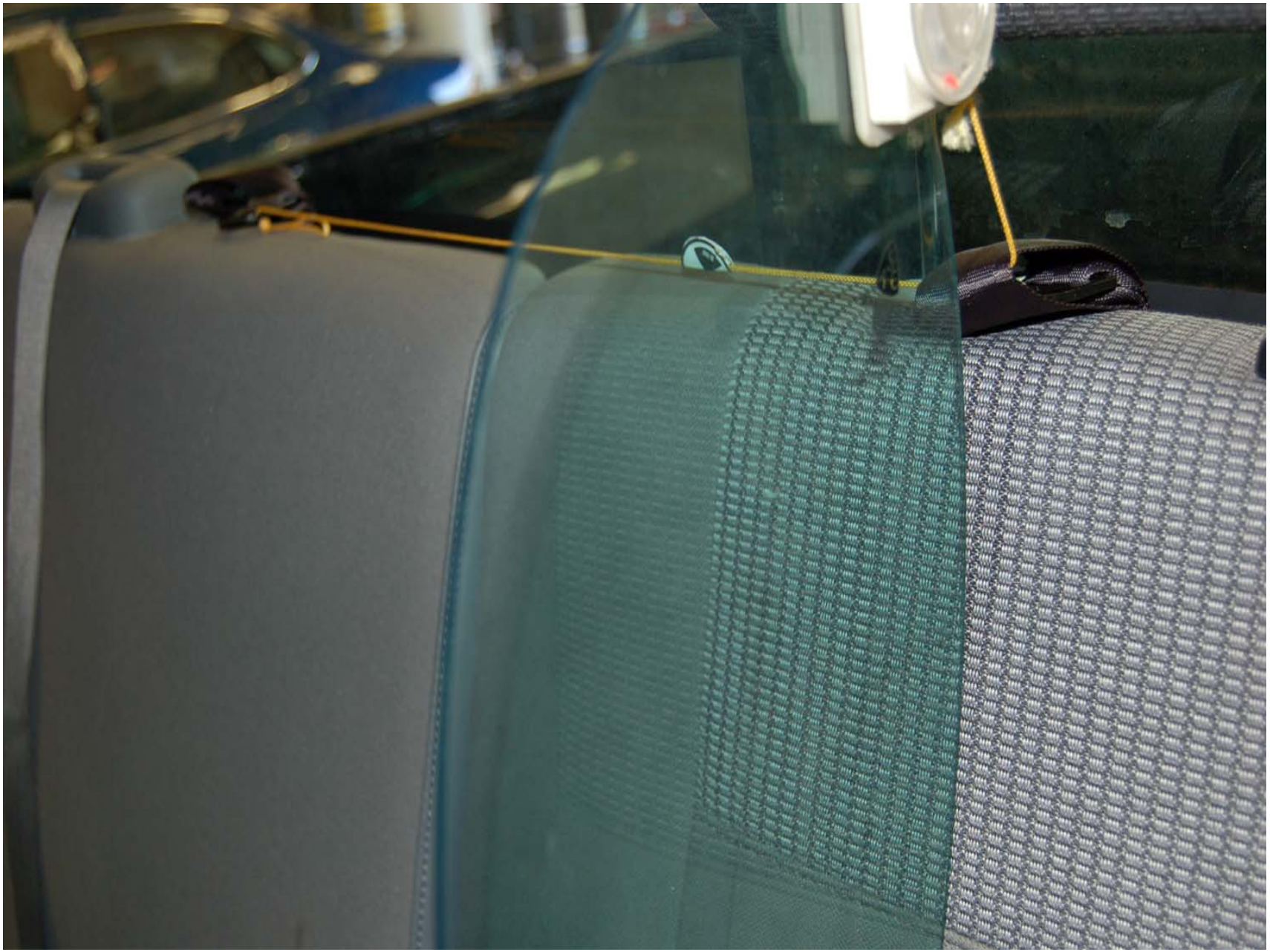
FIGURE 5.12
OVERALL VIEW OF ROW 2 SEATING POSITIONS,
PRE-TEST

2006 DODGE RAM PU
NHTSA NO. C60300
FMVSS NO. 225

FIGURE 5.13
ROW 2, LEFT SIDE WITH CRF

2006 DODGE RAM PU
NHTSA NO. C60300
FMVSS NO. 225

FIGURE 5.14
ROW 2, LEFT SIDE WITH 2-D TEMPLATE



2006 DODGE RAM PU
NHTSA NO. C60300
FMVSS NO. 225

FIGURE 5.15
ROW 2, LEFT SIDE TOP TETHER ROUTING

2006 DODGE RAM PU
NHTSA NO. C60300
FMVSS NO. 225

FIGURE 5.16
ROW 2, RIGHT SIDE WITH CRF

2006 DODGE RAM PU
NHTSA NO. C60300
FMVSS NO. 225

FIGURE 5.17
ROW 2, RIGHT SIDE WITH 2-D TEMPLATE

2006 DODGE RAM PU
NHTSA NO. C60300
FMVSS NO. 225

FIGURE 5.18
ROW 2, RIGHT SIDE TOP TETHER ROUTING

2006 DODGE RAM PU
NHTSA NO. C60300
FMVSS NO. 225

FIGURE 5.19
ROW 2, CENTER WITH 2-D TEMPLATE

2006 DODGE RAM PU
NHTSA NO. C60300
FMVSS NO. 225

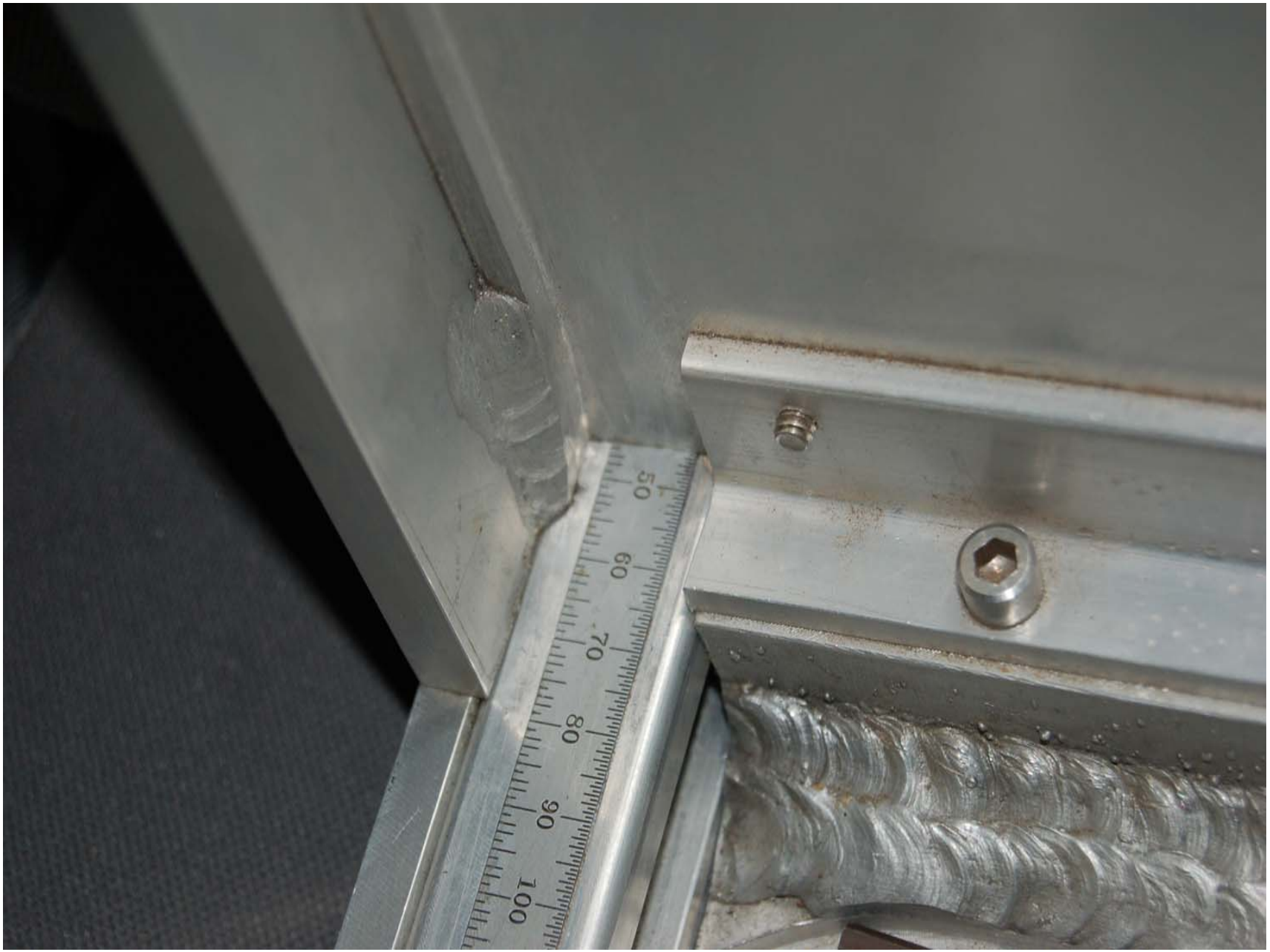
FIGURE 5.20
ROW 2 CENTER, TOP TETHER ROUTING

2006 DODGE RAM PU
NHTSA NO. C60300
FMVSS NO. 225

FIGURE 5.21
ROW 2, RIGHT SIDE INBOARD CRF MEASUREMENT

2006 DODGE RAM PU
NHTSA NO. C60300
FMVSS NO. 225

FIGURE 5.22
ROW 2, RIGHT SIDE OUTBOARD CRF MEASUREMENT

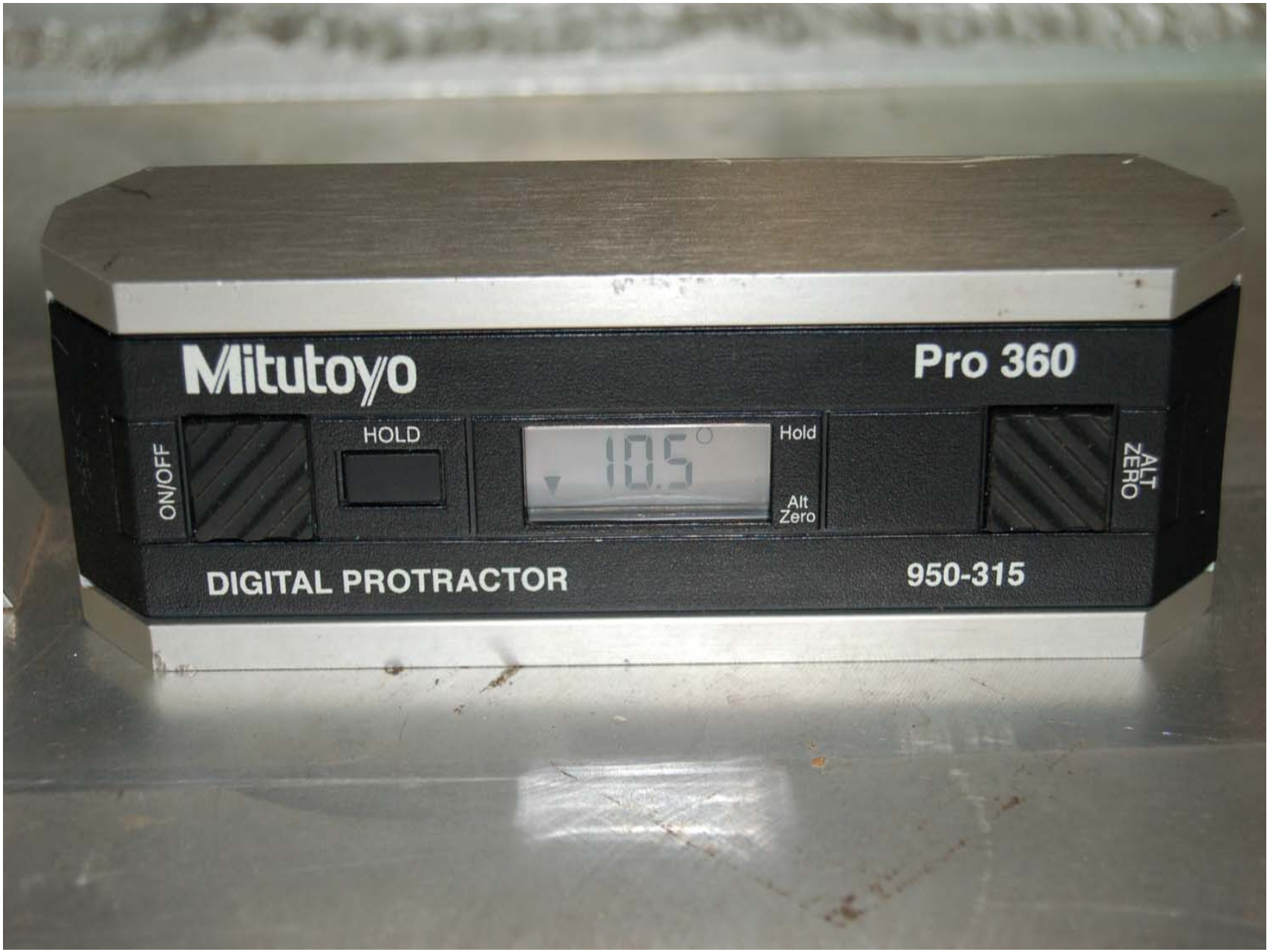


2006 DODGE RAM PU
NHTSA NO. C60300
FMVSS NO. 225

FIGURE 5.23
ROW 2, LEFT SIDE, INBOARD CRF MEASUREMENT

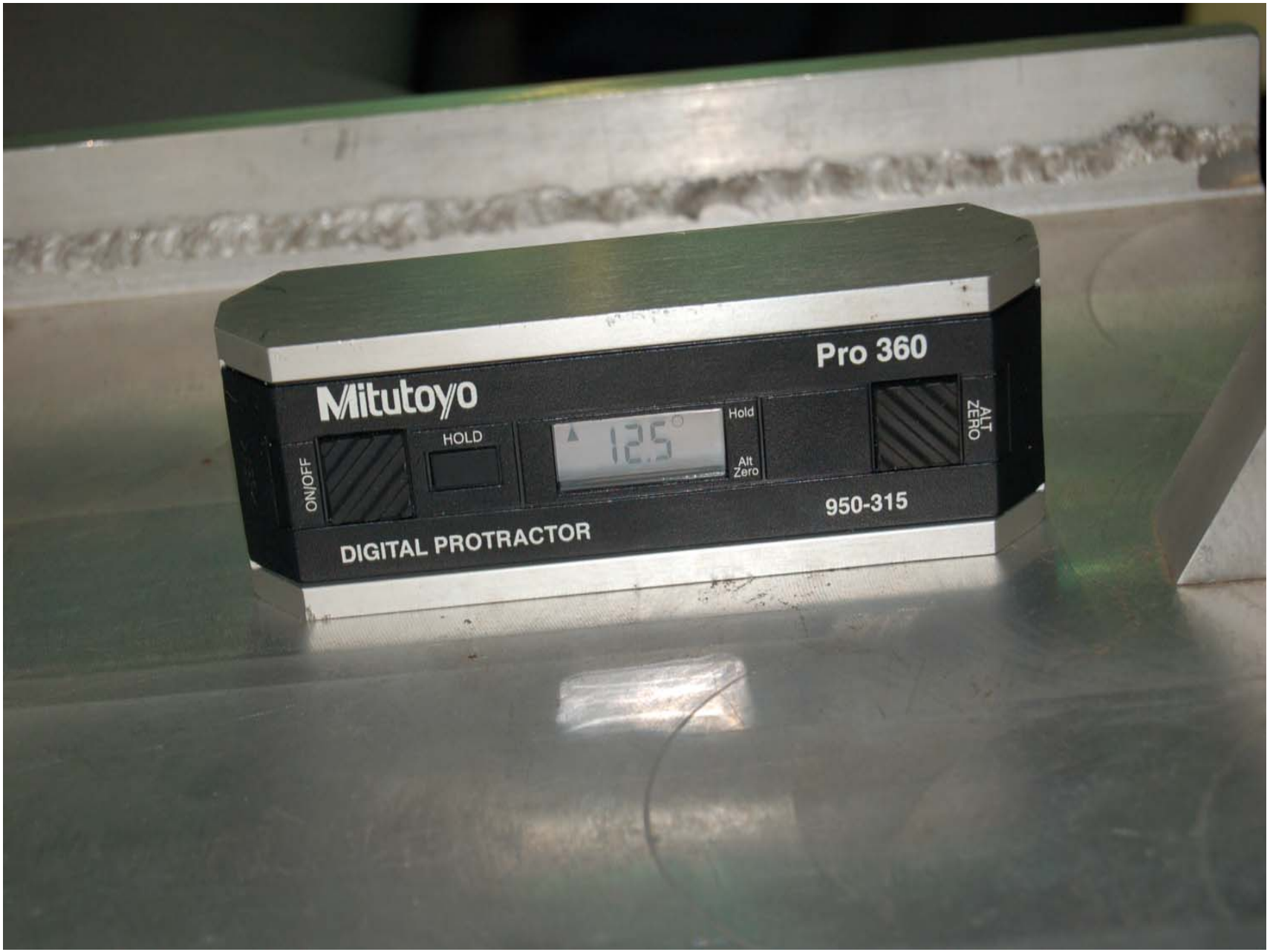
2006 DODGE RAM PU
NHTSA NO. C60300
FMVSS NO. 225

FIGURE 5.24
ROW 2, LEFT SIDE, OUTBOARD CRF MEASUREMENT



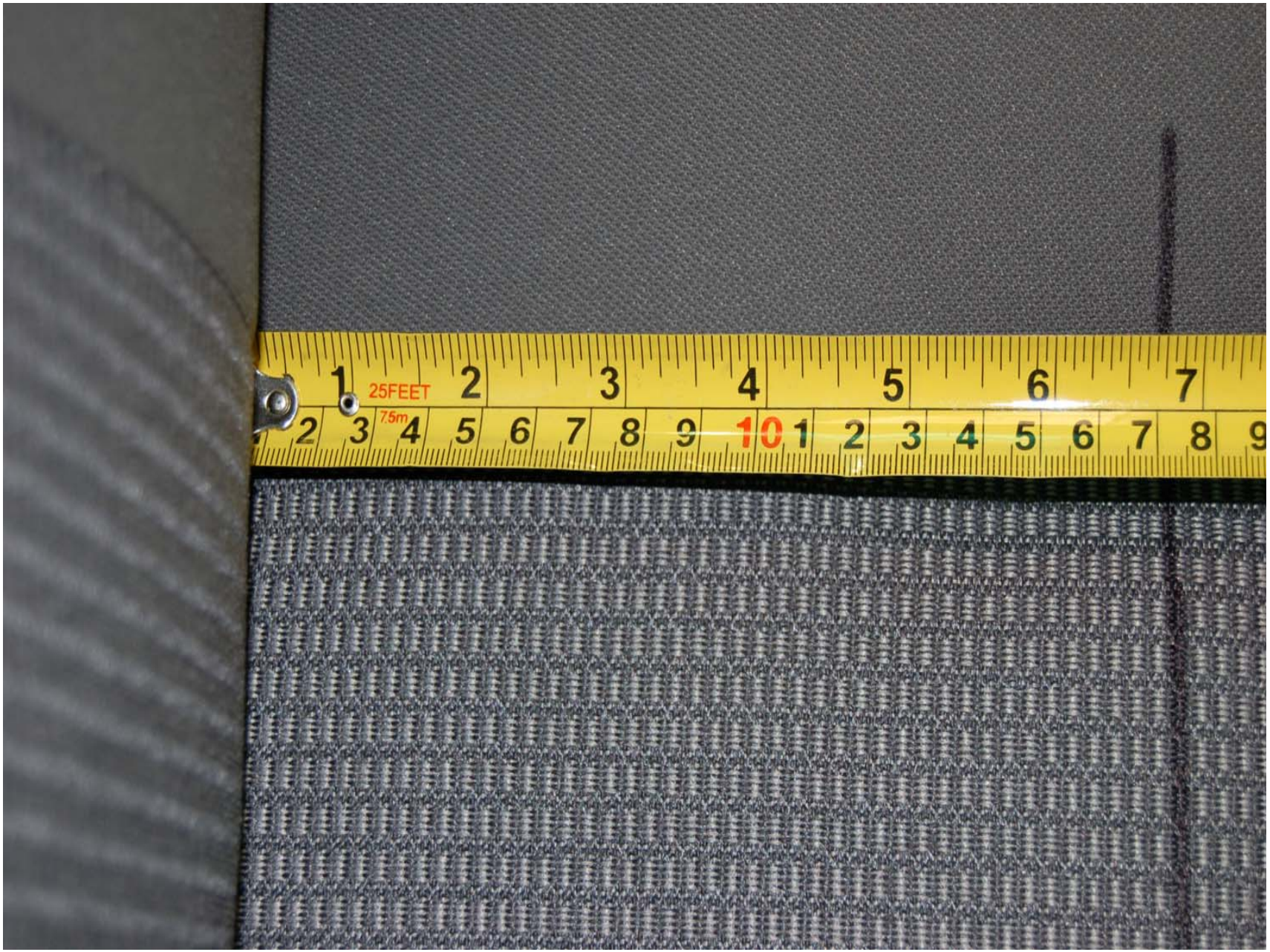
2006 DODGE RAM PU
NHTSA NO. C60300
FMVSS NO. 225

FIGURE 5.25
ROW 2, LEFT SIDE CRF PITCH MEASUREMENT



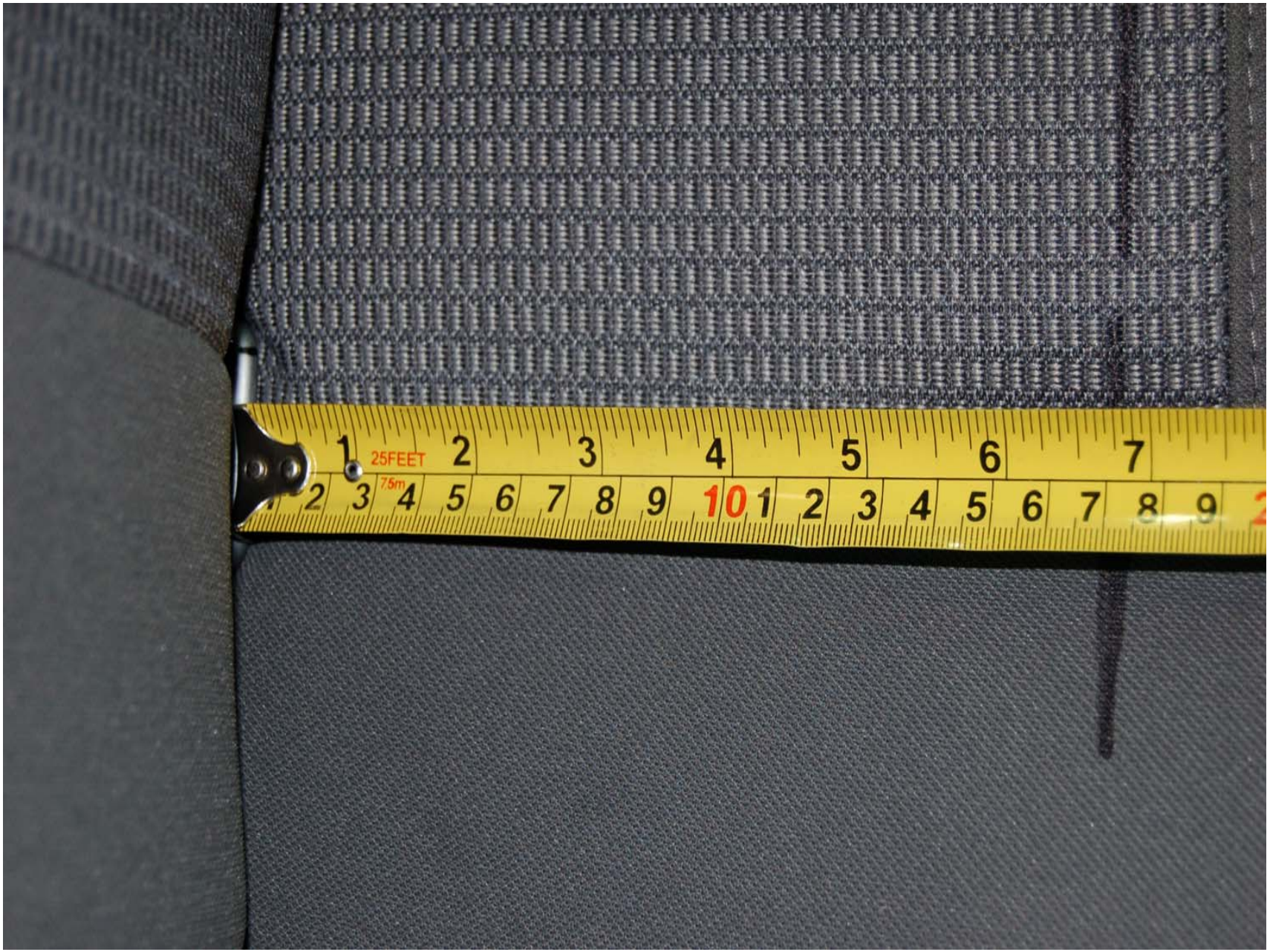
2006 DODGE RAM PU
NHTSA NO. C60300
FMVSS NO. 225

FIGURE 5.26
ROW 2, RIGHT SIDE CRF PITCH MEASUREMENT



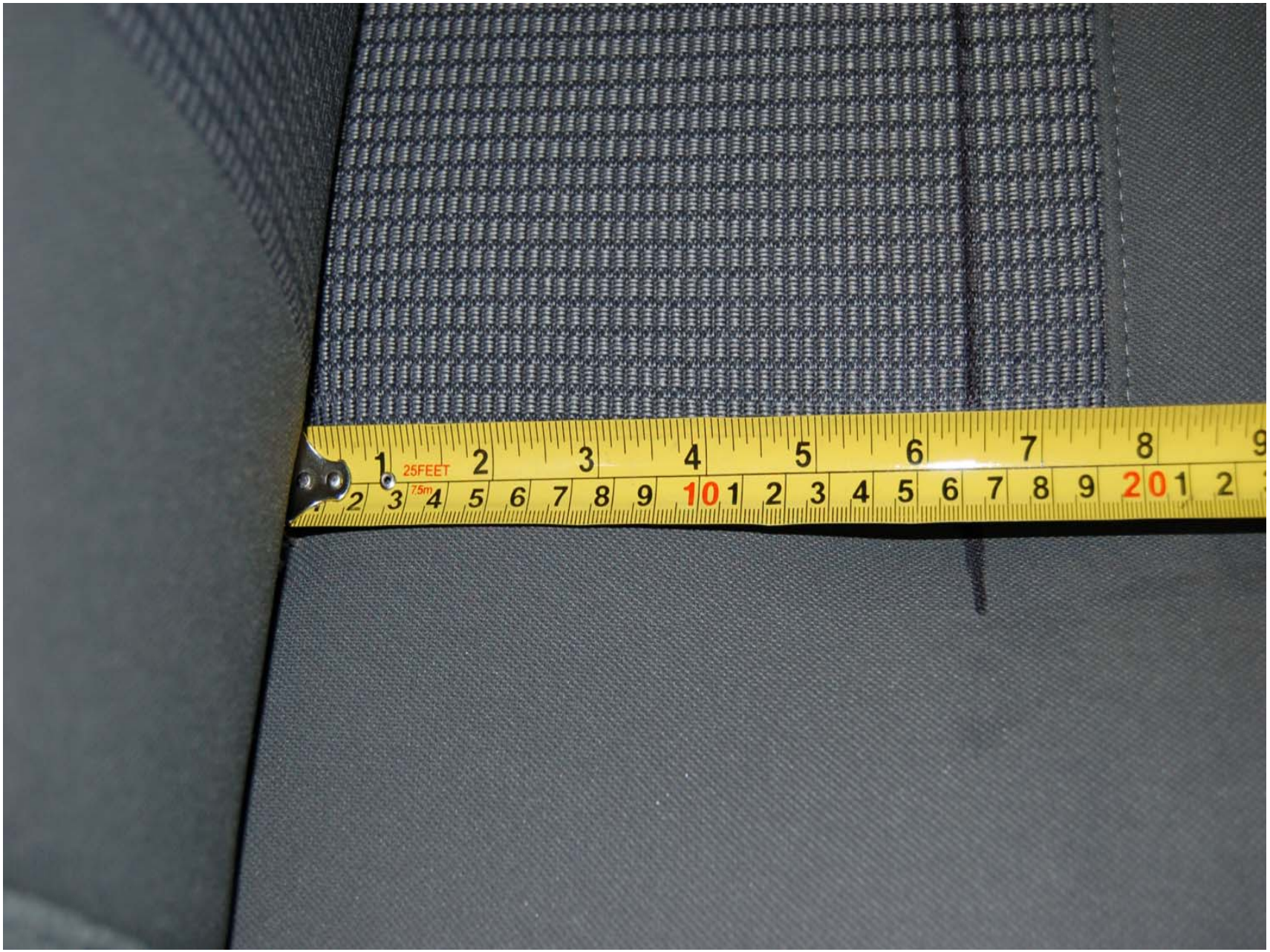
2006 DODGE RAM PU
NHTSA NO. C60300
FMVSS NO. 225

FIGURE 5.27
ROW 2, LEFT SIDE OUTBOARD SRP MEASUREMENT



2006 DODGE RAM PU
NHTSA NO. C60300
FMVSS NO. 225

FIGURE 5.28
ROW 2 LEFT SIDE INBOARD SRP MEASUREMENT



2006 DODGE RAM PU
NHTSA NO. C60300
FMVSS NO. 225

FIGURE 5.29
ROW 2, RIGHT SIDE OUTBOARD SRP MEASUREMENT

2006 DODGE RAM PU
NHTSA NO. C60300
FMVSS NO. 225

FIGURE 5.30
ROW 2, RIGHT SIDE INBOARD SRP MEASUREMENT

2006 DODGE RAM PU
NHTSA NO. C60300
FMVSS NO. 225

FIGURE 5.31
¾ LEFT REAR VIEW OF VEHICLE IN TEST RIG

2006 DODGE RAM PU
NHTSA NO. C60300
FMVSS NO. 225

FIGURE 5.32
¾ RIGHT FRONT VIEW OF VEHICLE IN TEST RIG

2006 DODGE RAM PU
NHTSA NO. C60300
FMVSS NO. 225

FIGURE 5.33
PRE-TEST ROW 2, LEFT SIDE WITH SFAD 2

2006 DODGE RAM PU
NHTSA NO. C60300
FMVSS NO. 225

FIGURE 5.34
PRE-TEST ROW 2, LEFT SIDE WITH SFAD 2

2006 DODGE RAM PU
NHTSA NO. C60300
FMVSS NO. 225

FIGURE 5.35
POST TEST ROW 2, LEFT SIDE WITH SFAD 2

2006 DODGE RAM PU
NHTSA NO. C60300
FMVSS NO. 225

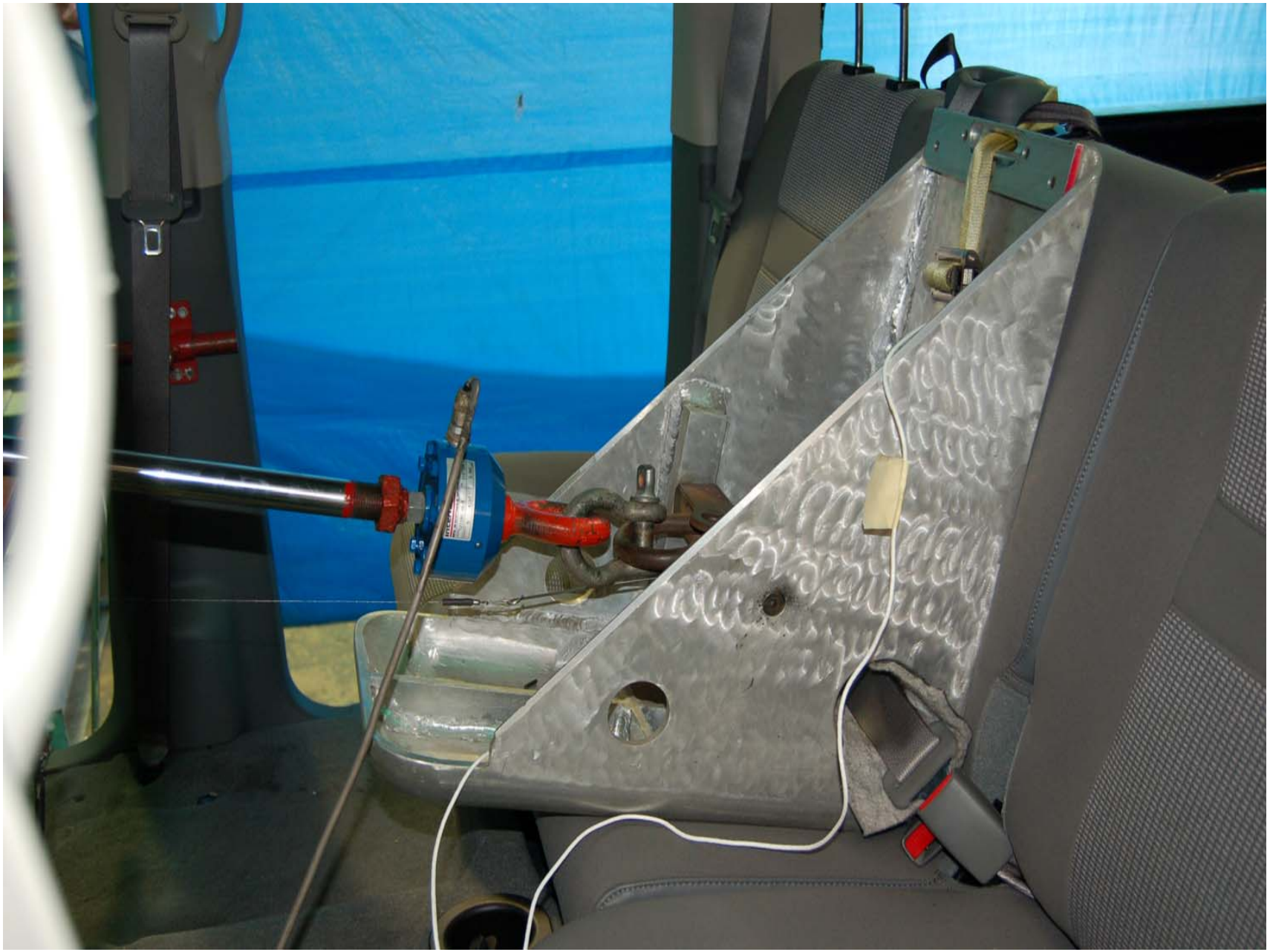
FIGURE 5.36
POST TEST ROW 2, LEFT SIDE WITH SFAD 2

2006 DODGE RAM PU
NHTSA NO. C60300
FMVSS NO. 225

FIGURE 5.37
PRE-TEST ROW 2, RIGHT SIDE WITH SFAD 2

2006 DODGE RAM PU
NHTSA NO. C60300
FMVSS NO. 225

FIGURE 5.38
POST TEST ROW 2, RIGHT SIDE WITH SFAD 2



2006 DODGE RAM PU
NHTSA NO. C60300
FMVSS NO. 225

FIGURE 5.39
PRE-TEST ROW 2, CENTER POSITION WITH SFAD 1

2006 DODGE RAM PU
NHTSA NO. C60300
FMVSS NO. 225

FIGURE 5.40
PRE-TEST ROW 2, CENTER POSITION WITH SFAD 1

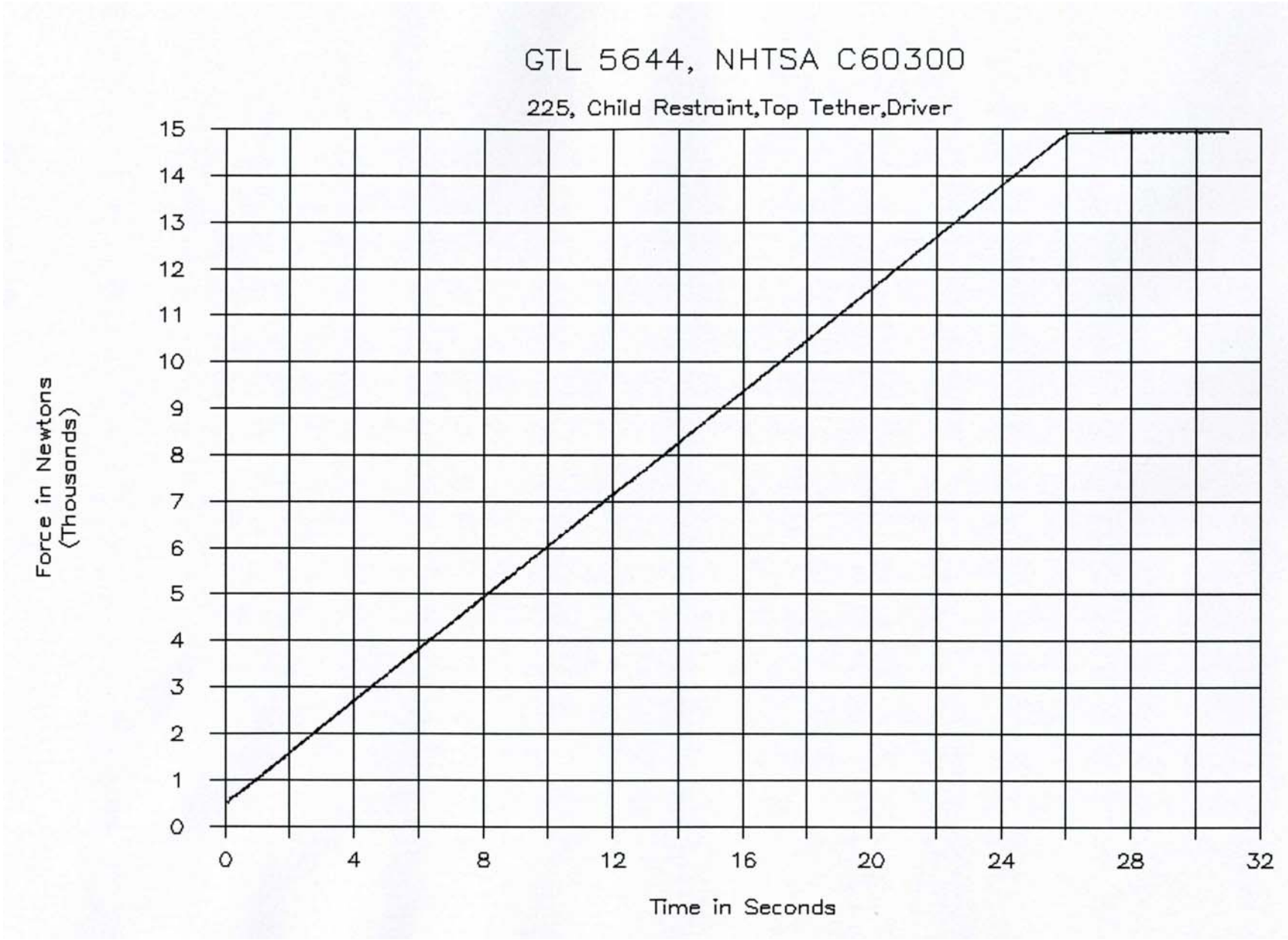
2006 DODGE RAM PU
NHTSA NO. C60300
FMVSS NO. 225

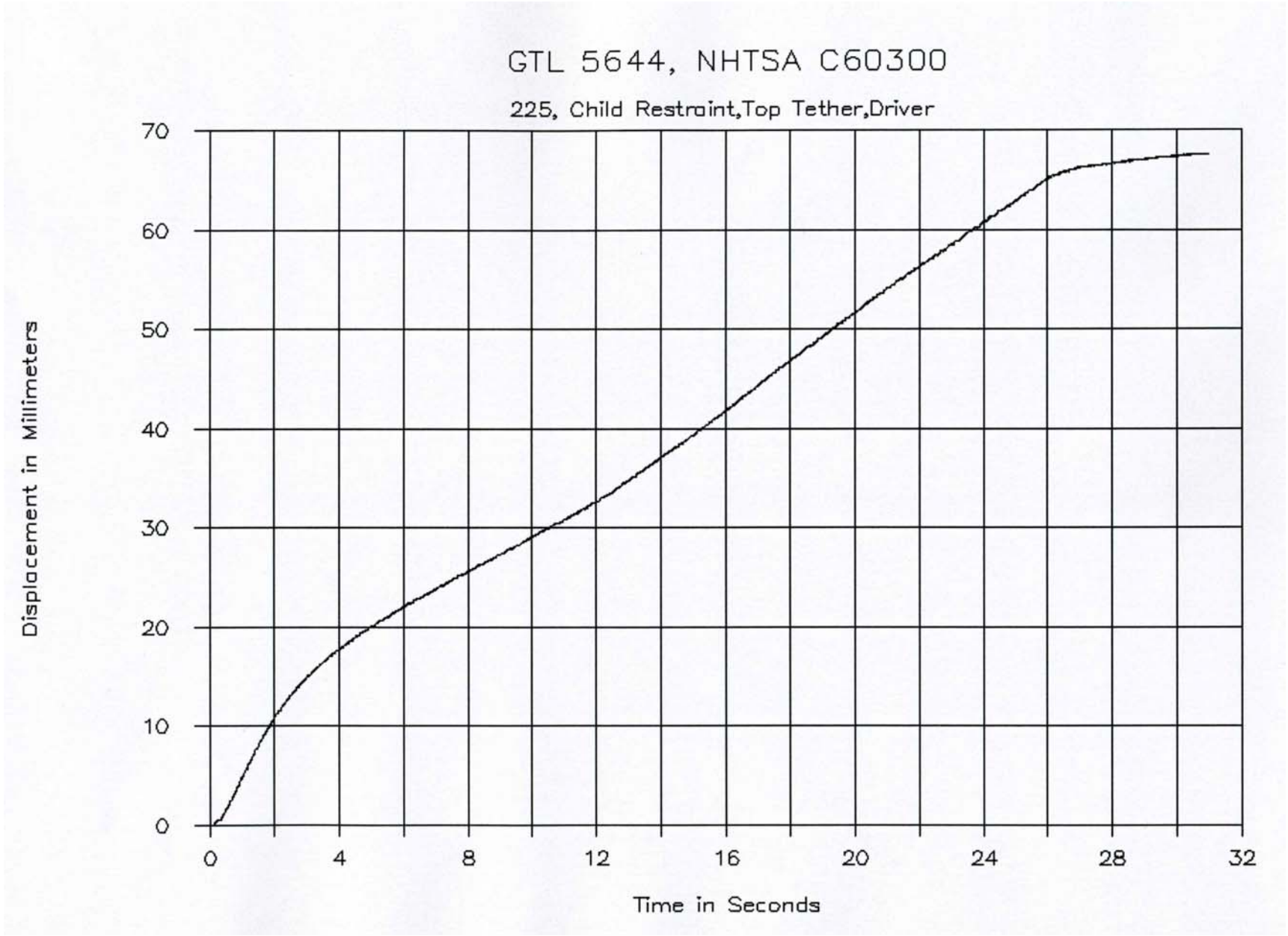
FIGURE 5.41
POST TEST ROW 2, CENTER POSITION SFAD 1

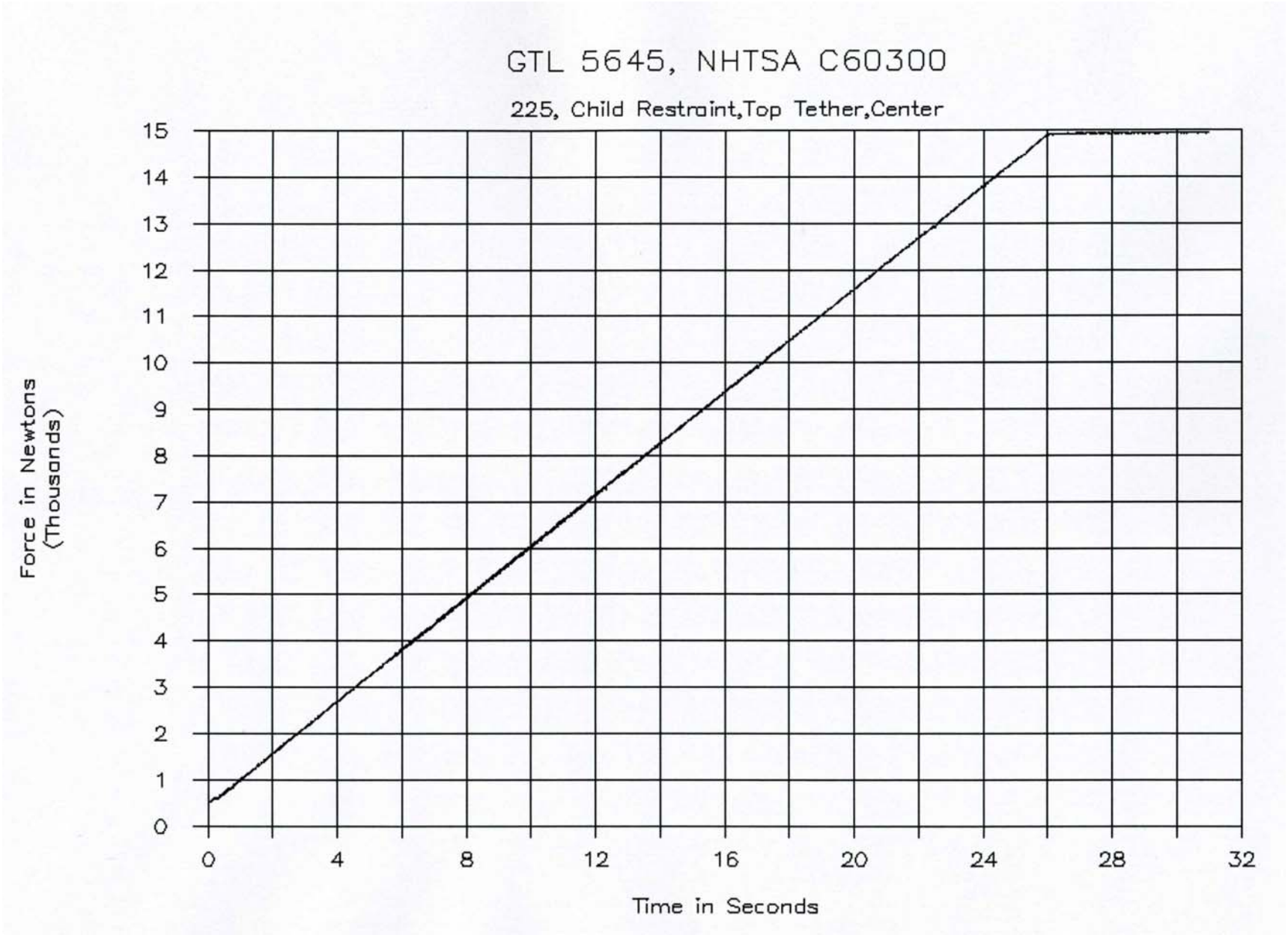
2006 DODGE RAM PU
NHTSA NO. C60300
FMVSS NO. 225

FIGURE 5.42
POST TEST ROW 2, CENTER POSITION WITH
SFAD 1

SECTION 6
PLOTS

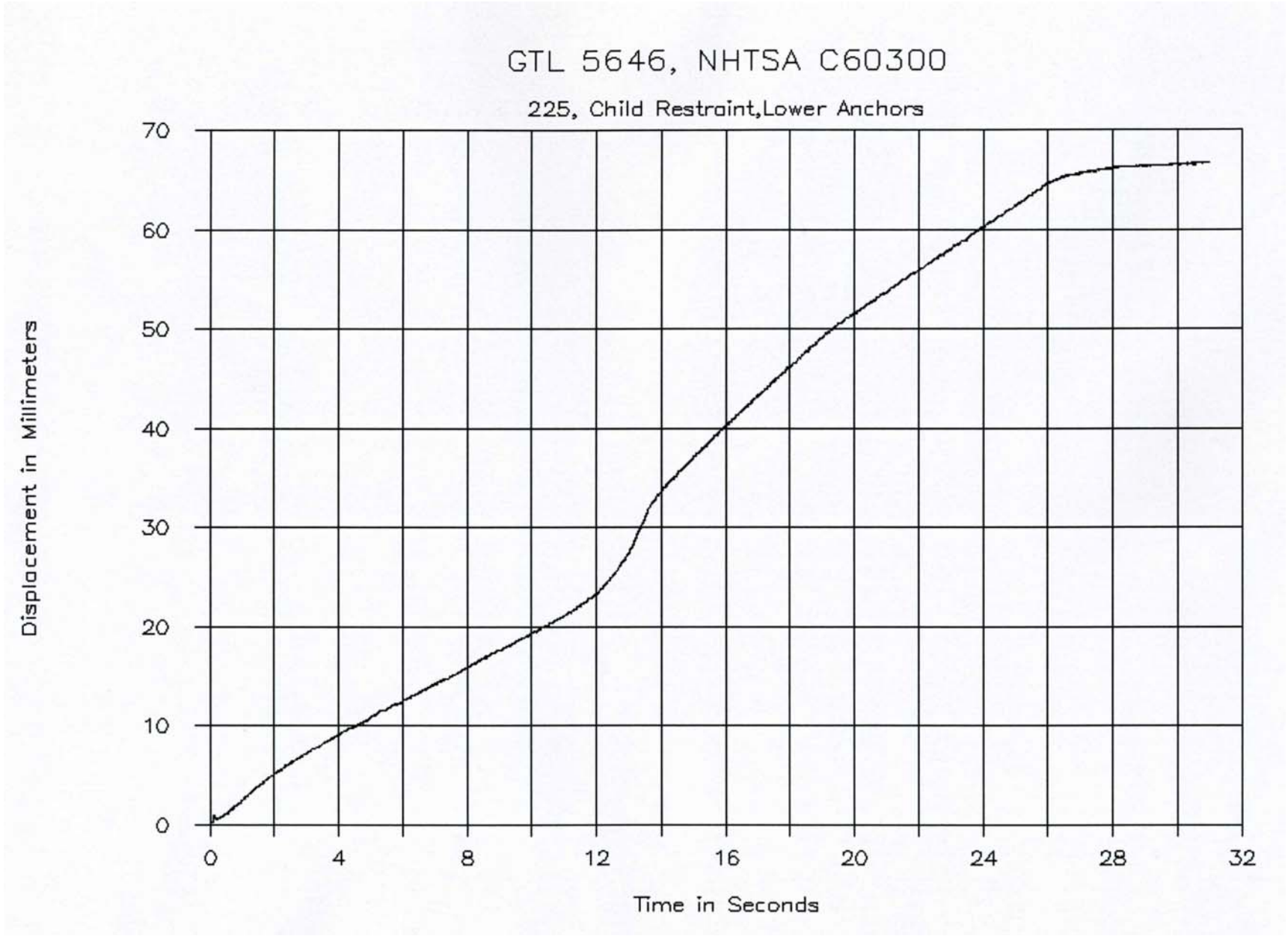

GTL 5644, NHTSA C60300
225, Child Restraint,Top Tether,Driver
Force in Newtons
(Thousands)
15
14
13
12
11
10
9
8
7
6
5
4
3
2
1
0
0
4
8
12
16
20
24
28
32
Time in Seconds


GTL 5644, NHTSA C60300
225, Child Restraint,Top Tether,Driver
Displacement in Millimeters
70
60
50
40
30
20
10
0
0
4
8
12
16
20
24
28
32
Time in Seconds


GTL 5645, NHTSA C60300
225, Child Restraint,Top Tether,Center
Force in Newtons
(Thousands)
15
14
13
12
11
10
9
8
7
6
5
4
3
2
1
0
0
4
8
12
16
20
24
28
32
Time in Seconds


GTL 5645, NHTSA C60300
225, Child Restraint,Top Tether,Center
Displacement in Millimeters
90
80
70
60
50
40
30
20
10
0
0
4
8
12
16
20
24
28
32
Time in Seconds


GTL 5646, NHTSA C60300
225, Child Restraint,Lower Anchors
Force in Newtons
(Thousands)
11
10
9
8
7
6
5
4
3
2
1
0
0
4
8
12
16
20
24
28
32
Time in Seconds


GTL 5646, NHTSA C60300
225, Child Restraint,Lower Anchors
Displacement in Millimeters
70
60
50
40
30
20
10
0
0
4
8
12
16
20
24
28
32
Time in Seconds

APPENDIX A
OWNER'S MANUAL CHILD RESTRAINT INFORMATION

Child Restraint

Everyone in your vehicle needs to be buckled up all the time — babies and children, too. Every state in the United States and all Canadian provinces require that small children ride in proper restraint systems. This is the law, and you can be prosecuted for ignoring it.

Children 12 years and under should ride properly buckled up in a rear seat, if available. According to crash statistics, children are safer when properly restrained in the rear seats rather than in the front.

WARNING!

In a collision, an unrestrained child, even a tiny baby, can become a missile inside the vehicle. The force required to hold even an infant on your lap can become so great that you could not hold the child, no matter how strong you are. The child and others could be badly injured. Any child riding in your vehicle should be in a proper restraint for the child's size.

Infants and Small Children

There are different sizes and types of restraints for children from newborn size to the child almost large enough for an adult safety belt. Use the restraint that is correct for your child:

- Safety experts recommend that children ride rearward-facing in the vehicle until they are at least one year old and weigh at least 20 lbs (9 kg). Two types of child restraints can be used rearward-facing: infant carriers and "convertible" child seats. Both types of child restraints are held in the vehicle by the lap/shoulder belt.
- The infant carrier is only used rearward-facing in the vehicle. It is recommended for children who weigh up to about 20 lbs (9 kg). "Convertible" child seats can be used either rearward-facing or forward-facing in the vehicle. Convertible child seats often have a higher weight limit in the rearward-facing direction than infant carriers do, so they can be used rearward-facing by children who weigh more than 20 lbs (9 kg) but are less than one year old.
- Rearward-facing child seats must **NEVER** be used in the front seat of a vehicle with a front passenger airbag unless the airbag is turned off. An airbag deployment could cause severe injury or death to infants in this position.
- Children who weigh more than 20 lbs (9 kg) and who are older than one year can ride forward-facing in the vehicle. Forward-facing child seats and convertible child seats used in the forward-facing direction are for children who weigh 20 to 40 lbs (9 to 18 kg) and who are older than one year. These child seats are also held in the vehicle by the lap/shoulder belt.

- The belt-positioning booster seat is for children weighing more than 40 lbs (18 kg), but who are still too small to fit the vehicle's seat belts properly. If the child cannot sit with knees bent over the vehicle's seat cushion while the child's back is against the seat back, they should use a belt-positioning-booster seat. The child and booster seat are held in the vehicle by the lap/shoulder belt. (Some booster seats are equipped with a front shield and are held in the vehicle by the lap portion.) For further information refer to www.seatcheck.org.

WARNING!

- **Improper installation can lead to failure of an infant or child restraint. It could come loose in a collision. The child could be badly injured or killed. Follow the manufacturer's directions exactly when installing an infant or child restraint.**
- **A rearward facing child restraint should only be used in a rear seat, or in the front seat if the passenger's front airbag is Off. If the airbag is left On, a rearward facing child restraint in the front seat may be struck by a deploying passenger airbag which may cause severe or fatal injury to the infant.**

Here are some tips for getting the most out of your child restraint:

- Before buying any restraint system, make sure that it has a label certifying that it meets all applicable Safety Standards. We also recommend that you make sure that you can install the child restraint in the vehicle where you will use it before you buy it.
- The restraint must be appropriate for your child's weight and height. Check the label on the restraint for weight and height limits.
- Carefully follow the instructions that come with the restraint. If you install the restraint improperly, it may not work when you need it.
- The passenger seat belts are equipped with Automatic Locking Retractors (ALR), which are designed to keep the lap portion tight around the child restraint so that it is not necessary to use a locking clip. Pull the belt from the retractor until there is enough to allow you to pass through the child restraint and slide the latch plate into the buckle. Then pull on the belt until it is all removed from the retractor. Allow the belt to return to the retractor, pulling on the excess webbing to tighten the lap portion about the child restraint. Refer to the "Automatic Locking Retractors (ALR) Mode" earlier in this section.
- In the rear seat, you may have trouble tightening the lap/shoulder belt on the child restraint because the buckle or latch plate is too close to the belt path opening on the restraint. Disconnect the latch plate from the buckle and twist the short buckle-end belt several times to shorten it. Insert the latch plate into the buckle with the release button facing out.

- If the belt still can't be tightened, or if pulling and pushing on the restraint loosens the belt, disconnect the latch plate from the buckle, turn the latch plate around, and insert the latch plate into the buckle again. If you still can't make the child restraint secure, try a different seating position.
- Buckle the child into the seat according to the child restraint manufacturer's directions.
- When your child restraint is not in use, secure it in the vehicle with the seat belt or remove it from the vehicle. Do not leave it loose in the vehicle. In a sudden stop or collision, it could strike the occupants or seat backs and cause serious personal injury.

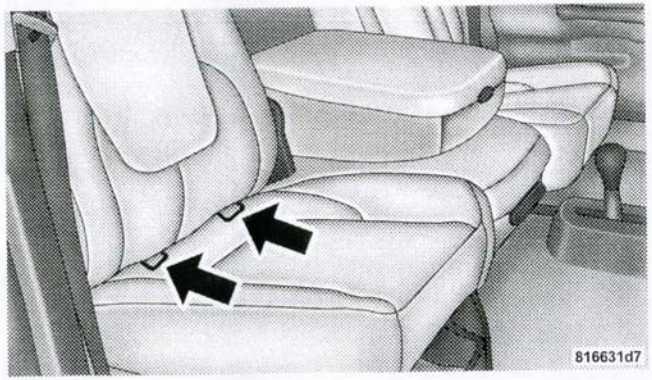
WARNING!

Improper installation can lead to failure of an infant or child restraint. It could come loose in a collision. The child could be badly injured or killed. Follow the manufacturer's directions exactly when installing an infant or child restraint.

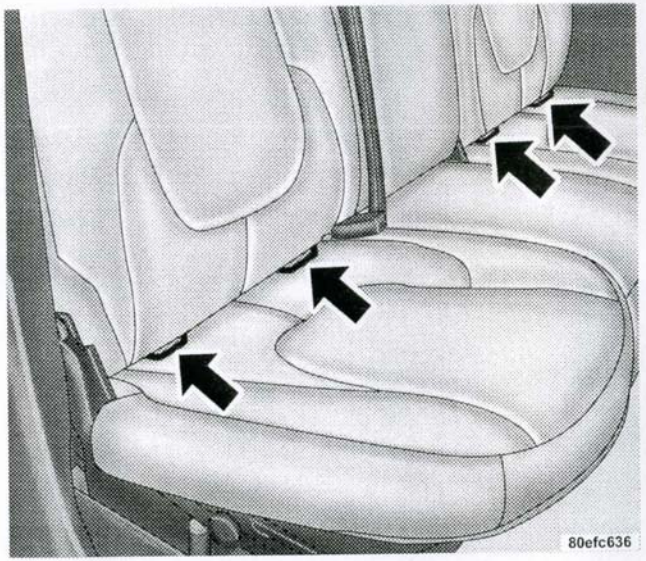
Lower Anchors and Tether for CHildren (LATCH)

Each vehicle is equipped with the child restraint anchorage system called LATCH, which stands for Lower Anchors and Tether for CHildren. LATCH child restraint anchorage systems are installed in the Standard Cab passenger seat position and the Quad Cab rear seat outboard positions. LATCH equipped seating positions feature both lower anchor bars, located at the back of the seat cushion, and tether strap anchorages, located behind the seatback (refer to Child Restraint Tether Anchor later in this section).

NOTE: For children riding in the front seat of a Standard Cab model refer to the "Passenger Airbag On/Off Switch" located in this section.



Standard Cab Passenger Seat



Quad Cab Rear Outboard Seats

Child restraint systems having attachments designed to connect to the lower anchorages are now available. Child restraints having tether straps and hooks for connection to the seatback tether anchorage have been available for some time. In fact, many child restraint manufacturers will provide add-on tether strap kits for some of their older products.

Because the lower anchorages are to be introduced to passenger carrying vehicles over a period of years, child restraint systems having attachments for those anchorages will continue to have features for installation in vehicles using the lap or lap/shoulder belt. They will also have tether straps, and you are urged to take advantage of all of the available attachments provided with your child restraint in any vehicle.

NOTE: When using the LATCH attaching system to install a child restraint, please ensure that all seat belts not being used for occupant restraints are stowed and out of reach of children. It is recommended that before installing the child restraint, buckle the seat belt so the seat belt is tucked behind the child restraint and out of reach. If the buckled seat belt interferes with the child restraint installation, instead of tucking the seat belt behind the child restraint, route the seat belt through the child restraint belt path and then buckle it. This should stow the seat belt out of the reach of an inquisitive child. Remind all children in the vehicle that the seat belts are not toys and should not be played with, and never leave your child unattended in the vehicle.

NOTE: If your child restraint seat is not LATCH compatible, install the restraint using the vehicle seat belt.

Installing the Child Restraint System

WARNING!

Do not install child restraint systems equipped with LATCH attachments in the center position of a Quad Cab model rear seat. The LATCH anchorages in this seat are designed for the two outboard seating positions only. A child may be placed in the rear center seating position of a Quad Cab model using the seat belt and child tether anchorage. Failure to follow this may result in serious or fatal injury.

We urge that you carefully follow the directions of the manufacturer when installing your child restraint. Many, but not all, restraint systems will be equipped with separate straps on each side, with each having a hook or connector and a means for adjusting the tension in the strap. Forward-facing toddler restraints and some rearward-facing infant restraints will also be equipped with a tether strap, a hook and means for adjusting the tension in the strap.

In general, you will first loosen the adjusters on the lower straps and tether straps so that you can more easily attach the hook or connector to the lower anchorages and tether anchorages. Then tighten all three straps as you push the child restraint rearward and downward into the seat.

Not all child restraint systems will be installed as we have described here. Again, carefully follow the instructions that come with the child restraint system.

WARNING!

Improper installation of a child restraint to the LATCH anchorages can lead to failure of an infant or child restraint. The child could be badly injured or killed. Follow the manufacturer's directions exactly when installing an infant or child restraint.

Child Restraint Tether Anchor

Child restraints having tether straps and hooks for connection to tether anchors have been available for some time. In fact, many child restraint manufacturers will provide add-on tether strap kits for their older products. Regular Cab models of Ram Pickups have two tether anchorages, one each behind the front center and right seats. Quad Cab models have three anchorages, one behind each of the rear seats.

WARNING!

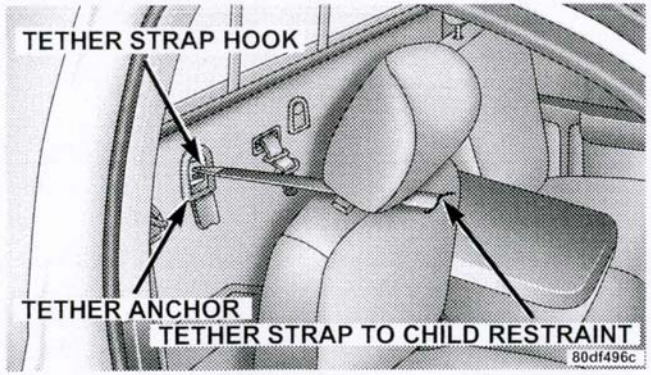
An incorrectly anchored tether strap could lead to seat failure and injury to the child. In a collision, the seat could come loose and allow the child to crash into the inside of the vehicle or other passengers, or even be thrown from the vehicle. Use only the anchor positions directly behind the child seat to secure a child restraint top tether strap. Follow the instructions below. See your dealer for help if necessary.

Tether Anchorage Points at the Right and Center Front Seat (Regular Cab - All Seats)

1. Place the child restraint on the seat and adjust the tether strap so that it will reach over the seat back under the head restraint to the tether anchor directly behind the seat.

2. Lift the cover (if so equipped), and attach the hook to the square opening in the sheet metal.

3. Install the child restraint and remove the slack in the tether strap according to the manufacturer's instructions.



Regular Cab Tether Strap Mounting

Multiple Child Restraint Installation Sequence - (Quad Cab Rear Seats)

1. Obtain tether straps by raising the head restraints and reaching between the rear glass and rear seat. The tether strap may be retained with an elastic band. Accessibility to the tether strap is greatly improved by raising the seat cushion to the "up" position. Remove the elastic before use.

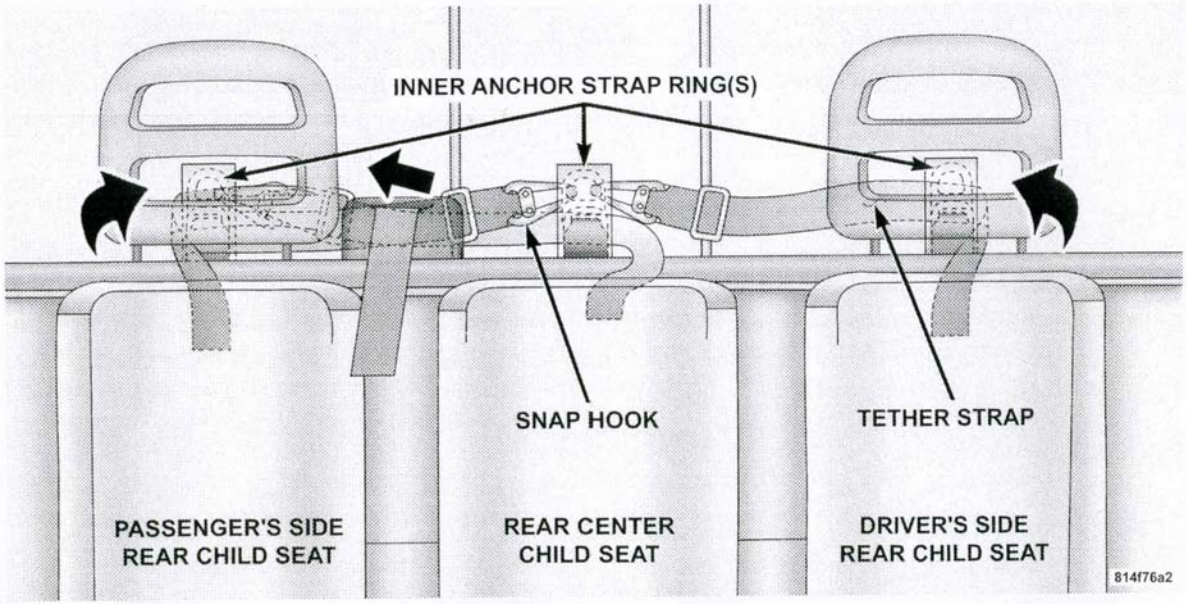
2. Place a child restraint on each outboard rear seat and adjust the tether strap so that it will reach under the head restraint to the tether anchor directly behind the seat and then to the anchor directly behind the center rear seat.

3. Pass each tether strap hook under the head restraint and through the loop of webbing behind the child seat.

4. Route each tether strap to the anchor behind the center seat, and attach the hooks to the metal ring.

5. Place a child restraint on the center rear seat and adjust the tether strap so that it will reach under the head restraint to the tether anchor directly behind the seat and to the anchor directly behind the right seat.

6. Install each child restraint and remove the slack in the tether strap according to the child restraint manufacturer's instructions.



Multiple Child Restraint Quad Cab

APPENDIX B
MANUFACTURER'S DATA

FORM 14

SEAT REFERENCE POINT (SRP) AND TORSO ANGLE DATA
FOR FMVSS 225
(All dimensions in mm[1])

Model Year: 2006 ; Make: Dodge Model: Ram 1500, 2500, 3500 ; Body Style: Quad Cab
Seat Style: Front row: 40/20/40 ; Second row: All ; Third row: N/A .

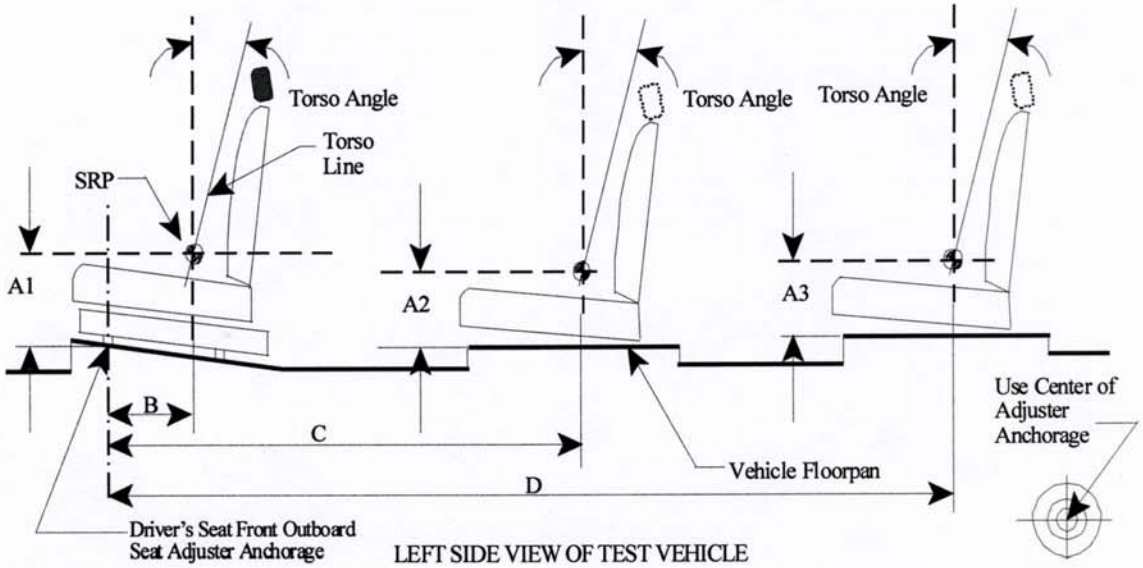


Table 1. Seating Positions[1] and Torso Angles

		Left (Driver Side)	Center (if any)	Right
A1		302.19	302.19	302.19
A2		316.19	316.19	316.19
A3		N/A	N/A	N/A
B		352.14	352.14	352.14
C		1139.54	1139.54	1139.54
D		N/A	N/A	N/A
Torso Angle (degrees)	Front Row	22 deg	22 deg	22 deg
	Second Row	18 deg	18 deg	18 deg
	Third Row	N/A	N/A	N/A

Note: 1. All dimensions are in mm. If not, provide the unit used.

FORM 14

SEATING REFERENCE POINT
FOR FMVSS 225
(All dimensions in mm)

Model Year: 2006 ; Make: Dodge Model: Ram 1500, 2500, 3500 ; Body Style: Quad Cab
Seat Style: Front row: 40/20/40 ; Second row: All ; Third row: N/A .

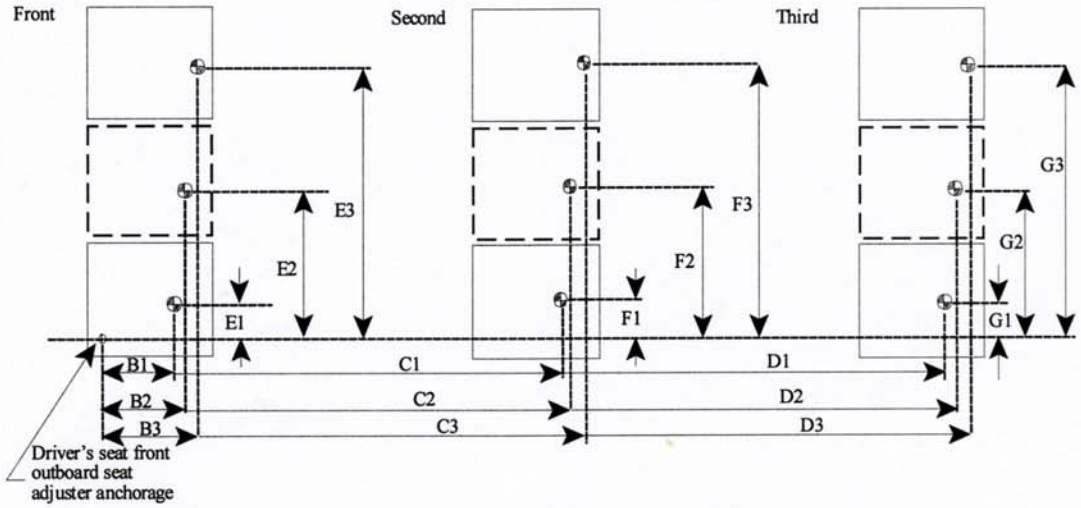


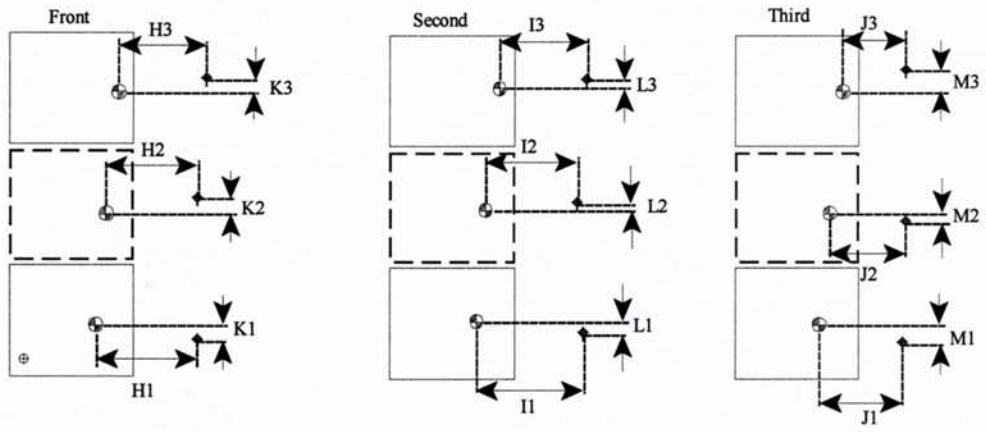
Table 2. Seating Reference Point and Tether Anchorage Locations

Seating Reference Point (SRP)		Distance from Driver's front outboard seat adjuster anchorage[1]	Seating Reference Point (SRP)		Distance from Driver's front outboard seat adjuster anchorage[1]	Seating Reference Point (SRP)		Distance from Driver's front outboard seat adjuster anchorage[1]
Front Row	B1	352.14	Second Row	C1	1139.54	Third Row	D1	N/A
	E1	175		F1	175		G1	N/A
	B2	352.14		C2	1139.54		D2	N/A
	E2	654		F2	654		G2	N/A
	B3	352.14		C3	1139.54		D3	N/A
	E3	1133		F3	1133		G3	N/A

Note: 1. Use the center of anchorage.

TETHER ANCHORAGE LOCATIONS
FOR FMVSS 225
(All dimensions in mm)

Model Year: 2006 ; Make: Dodge Model: Ram 1500, 2500, 3500 ; Body Style: Quad Cab
Seat Style: Front row: 40/20/40 ; Second row: All ; Third row: N/A .



⊕: SRP
✦: Tether anchorage

Note: 1. The location shall be measured at the center of the bar.

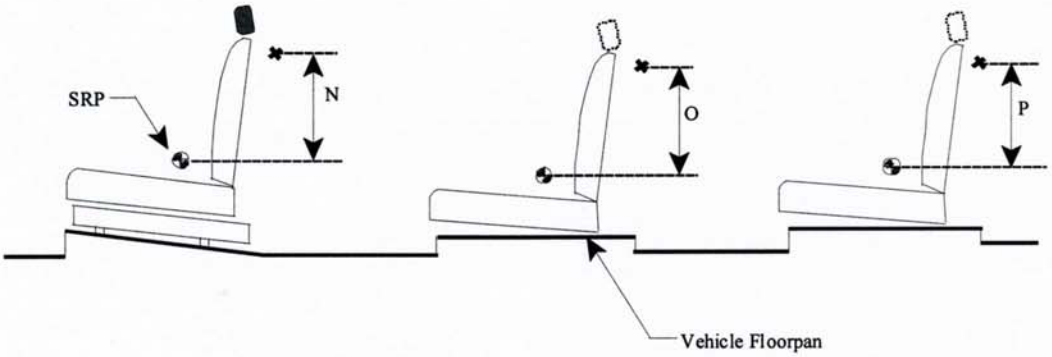
Table 3. Seating Reference Point and Tether Anchorage Locations

Seating Reference Point (SRP)		Distance from SRP	Seating Reference Point (SRP)		Distance from SRP	Seating Reference Point (SRP)		Distance from SRP
Front Row	H1	N/A	Second Row	I1	294.5	Third Row	J1	N/A
	K1	N/A		L1	22.0		M1	N/A
	H2	N/A		I2	N/A		J2	N/A
	K2	N/A		L2	N/A		M2	N/A
	H3	N/A		I3	294.5		J3	N/A
	K3	N/A		L3	- 22.0		M3	N/A

Note: 1. Use the center of anchorage.

TETHER ANCHORAGE LOCATIONS - VERTICAL
FOR FMVSS 225
(All dimensions in mm)

Model Year: 2006 ; Make: Dodge Model: Ram 1500, 2500, 3500 ; Body Style: Quad Cab
Seat Style: Front row: 40/20/40 ; Second row: All ; Third row: N/A .



LEFT SIDE VIEW OF TEST VEHICLE

Table 4. Vertical Dimension For The Tether Anchorage

Seating Row	Vertical Distance from Seating Reference Point	
Front Row	N1 (Driver)	N/A
	N2 (Center)	N/A
	N3 (Right)	N/A
Second Row	O1 (Left)	510.5
	O2 (Center)	N/A
	O3 (Right)	510.5
Third Row	P1 (Left)	N/A
	P2 (Center)	N/A
	P3 (Right)	N/A

Note: 1. All dimensions are in mm. If not, provide the unit used.

Test Procedures Used for Compliance Tests

Tether Anchorages

Seating Location		FMVSS Section(s) - Req.
Front	Driver	N/A
	Center (if any)	N/A
	Right (if any)	Section 6.3.1
Second	Left	Section 6.3.1
	Center	N/A
	Right (if any)	Section 6.3.1
Third	Left	N/A
	Center	N/A
	Right	N/A
Fourth	Left	N/A
	Center	N/A
	Right	N/A

Lower Anchorages

Seating Location		FMVSS Section(s) - Req.
Front	Driver	N/A
	Center (if any)	N/A
	Right (if any)	Section 9.4.1
Second	Left	Section 9.4.1
	Center	N/A
	Right	Section 9.4.1
Third	Left	N/A
	Center	N/A
	Right	N/A
Fourth	Left	N/A
	Center	N/A
	Right	N/A

SEAT REFERENCE POINT (SRP) AND TORSO ANGLE DATA
FOR FMVSS 225
(All dimensions in mm[1])

Model Year: **2007** Make: **DODGE** Model: **PM49 (Caliber)** Body Style: **4-Door Hatch Back**
Seat Style: Front row: Second row: X Third row:

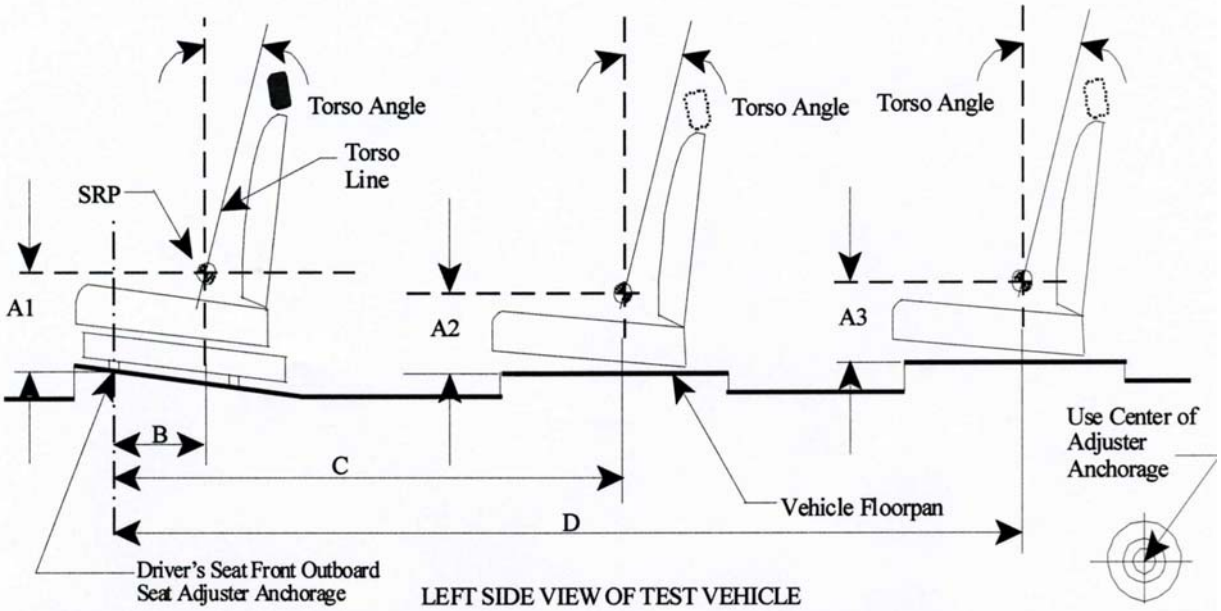


Table 1. Seating Positions[1] and Torso Angles

		Left (Driver Side)	Center (if any)	Right
A1		219.71		219.71
A2		236.72 from front & 274.06 from cushion attachment.	236.72 from front & 274.06 from cushion attachment.	236.72 from front & 274.06 from cushion attachment.
A3				
B		376.42	376.42	376.42
C		1170.94	1170.94	1170.94
D				
Torso Angle (degree)	Front Row			
	Second Row	23 deg	23 deg	23 deg
	Third Row			

Note: 1. All dimensions are in mm. If not, provide the unit used.