REPORT NUMBER 225-GTL-06-009

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

HONDA OF CANADA MFG.
A DIVISION OF HONDA CANADA INC.
2006 HONDA RIDGELINE, TRUCK
NHTSA NO. C65300

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
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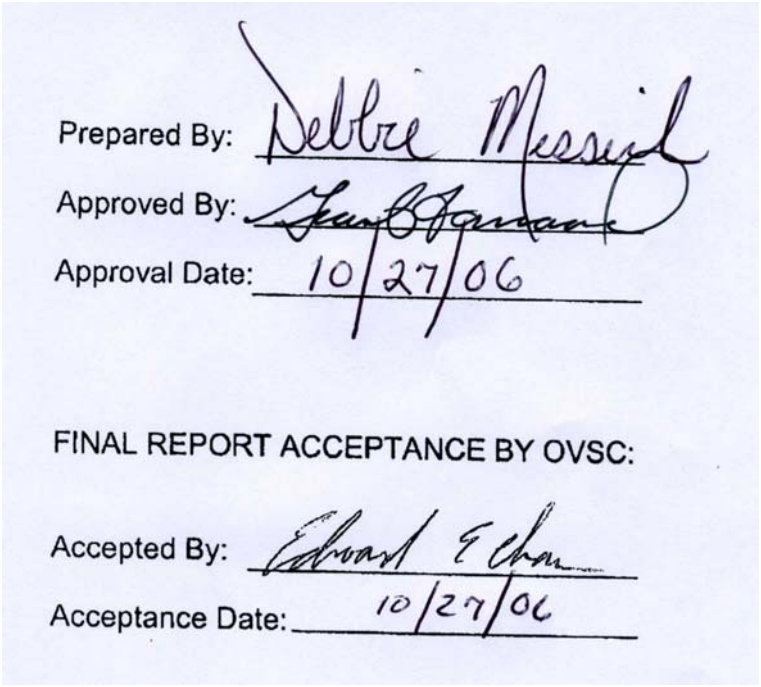
WASHINGTON, D.C. 20590



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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 July 24– September 29,2006 14. Sponsoring Agency Code NVS-220
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16. Abstract Compliance tests were conducted on the subject, 2006 Honda Ridgeline 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		
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SECTION 1

PURPOSE OF COMPLIANCE TEST

1.0 PURPOSE OF COMPLIANCE TEST

A 2006 Honda Ridgeline 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 Honda Ridgeline Truck. Nomenclature applicable to the test vehicle are:

A. Vehicle Identification Number: 2HJYK16206H531467

B. NHTSA No.: C65300

C. Manufacturer: HONDA OF CANADA MFG. A DIVISION OF HONDA CANADA INC.

D. Manufacture Date: 07/05

1.2 TEST DATE

The test vehicle was subjected to FMVSS No. 225 testing during the time period July 24 through September 29, 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 Honda Ridgeline 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 Honda Ridgeline Truck.

DATA SHEET 1
SUMMARY OF RESULTS

VEH. MOD YR/MAKE/MODEL/BODY: 2006 HONDA RIDGELINE TRUCK
VEH. NHTSA NO: C65300; VIN: 2HJYK16206H531467
VEH. BUILD DATE:07/05 ; TEST DATE: JULY 24 – SEPTEMBER 29, 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	X	
DSP c	X	

DATA SHEET 1 CONTINUED
SUMMARY OF RESULTS

E. CONSPICUITY AND MARKING OF LOWER ANCHORAGES

	PASS	FAIL
DSP a	X	
DSP b	X	
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: 09/29/06

APPROVED BY: D. Messick

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

VEH. MOD YR/MAKE/MODEL/BODY: 2006 HONDA RIDGELINE TRUCK
VEH. NHTSA NO: C65300; VIN: 2HJYK16206H531467
VEH. BUILD DATE: 07/05 ; TEST DATE: JULY 24, 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: 3

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))

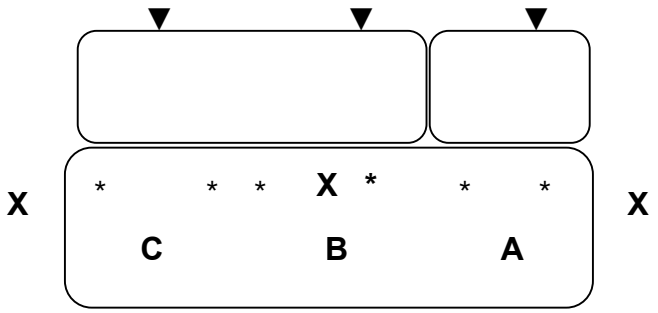
If the vehicle has 3 or more rear dsps and a non-outboard dsp, is a tether anchorage or CRAS provided at a non-outboard dsp? YES

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
▼ = Tether Routing Device

RECORDED BY: G. FARRAND DATE: 07/24/06

APPROVED BY: D. MESSICK

DATA SHEET 3
LOCATION OF TETHER ANCHORAGES

VEH. MOD YR/MAKE/MODEL/BODY: 2006 HONDA RIDGELINE TRUCK
VEH. NHTSA NO: C65300; VIN: 2HJYK16206H531467
VEH. BUILD DATE: 07/05 ; TEST DATE: JULY 24, 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:
Top Tether is routed through a rigid loop at the top of the seat back and then down to the anchorage at the outboard left side of the seat bottom.

Based on visual inspection, is the tether anchorage within the shaded zone? YES
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? NO
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? RIGID

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:
N/A (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: N/A
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: 190 mm
Greater than or equal to 100mm = PASS Less than 100mm = FAIL

COMMENTS:

RECORDED BY: G. FARRAND DATE: 07/24/06

APPROVED BY: D. MESSICK

DATA SHEET 3A
LOCATION OF TETHER ANCHORAGES

VEH. MOD YR/MAKE/MODEL/BODY: 2006 HONDA RIDGELINE TRUCK
VEH. NHTSA NO: C65300; VIN: 2HJYK16206H531467
VEH. BUILD DATE:07/05 ; TEST DATE: JULY 24, 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:
Top Tether is routed through a rigid loop at the top of the seat back and then down to the anchorage at the outboard right side of the seat bottom.

Based on visual inspection, is the tether anchorage within the shaded zone? YES
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? NO
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? RIGID

DATA SHEET 3A 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:
N/A (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: N/A
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: 190 mm
Greater than or equal to 100mm = PASS Less than 100mm = FAIL

COMMENTS:

RECORDED BY: G. FARRAND DATE: 07/24/06

APPROVED BY: D. MESSICK

DATA SHEET 3B
LOCATION OF TETHER ANCHORAGES

VEH. MOD YR/MAKE/MODEL/BODY: 2006 HONDA RIDGELINE TRUCK
VEH. NHTSA NO: C65300; VIN: 2HJYK16206H531467
VEH. BUILD DATE:07/05 ; TEST DATE: JULY 24, 2006
TEST LABORATORY:GENERAL TESTING LABORATORIES
OBSERVERS: GRANT FARRAND, JIMMY LATANE

DESIGNATED SEATING POSITION: ROW 2 CENTER (DSP B)

Detailed description of the location of the tether anchorage:
Top Tether is routed through a rigid loop at the top of the seat back and then down to the anchorage at the junction of the seat back and seat bottom cushion.

Based on visual inspection, is the tether anchorage within the shaded zone? YES
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? NO
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? RIGID

DATA SHEET 3B CONTINUED

DESIGNATED SEATING POSITION: ROW 2 CENTER (DSP B)

If the DSP has a flexible tether routing device, after installing SFAD2 record the tether strap tension:
N/A (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: N/A
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: 230 mm
Greater than or equal to 100mm = PASS Less than 100mm = FAIL

COMMENTS:

RECORDED BY: G. FARRAND DATE: 07/24/06

APPROVED BY: D. MESSICK

DATA SHEET 4
LOWER ANCHORAGE DIMENSIONS

VEH. MOD YR/MAKE/MODEL/BODY: 2006 HONDA RIDGELINE TRUCK
VEH. NHTSA NO: C65300; VIN: 2HJYK16206H531467
VEH. BUILD DATE: 07/05 ; TEST DATE: JULY 24, 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: 6.05 mm
6mm ± 0.1 mm = PASS Other size = FAIL (S9.1.1(a))

Inboard Lower Anchorage bar diameter: 6.05 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): 38 mm
Length ≤60mm = PASS Length >60mm = FAIL(S9.1.1(c) (ii))

Length between the anchor bar supports (inboard lower anchorage): 38 mm
Length ≤60mm = PASS Length >60mm = FAIL(S9.1.1(c) (ii))

CRF Pitch angle: 13.5º
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: 55 mm
Distance ≤70mm = PASS Distance > 70mm = FAIL

Distance between point Z on the CRF and the front surface of inboard anchor bar: 55 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: 161 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: 07/24/06

APPROVED BY: D. MESSICK

DATA SHEET 4A
LOWER ANCHORAGE DIMENSIONS

VEH. MOD YR/MAKE/MODEL/BODY: 2006 HONDA RIDGELINE TRUCK
VEH. NHTSA NO: C65300; VIN: 2HJYK16206H531467
VEH. BUILD DATE:07/05 ; TEST DATE: JULY 24, 2006
TEST LABORATORY:GENERAL TESTING LABORATORIES
OBSERVERS: GRANT FARRAND, JIMMY LATANE

DESIGNATED SEATING POSITION: ROW 2 CENTER (DSP B)

Outboard Lower Anchorage bar diameter: 6.07 mm
6mm ± 0.1 mm = PASS Other size = FAIL (S9.1.1(a))

Inboard Lower Anchorage bar diameter: 6.07 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): 28 mm
Length ≥25mm = PASS Length <25mm = FAIL(S9.1.1(c) (i))

Length between the anchor bar supports (outboard lower anchorage): 35 mm
Length ≤60mm = PASS Length >60mm = FAIL(S9.1.1(c) (ii))

Length between the anchor bar supports (inboard lower anchorage): 37 mm
Length ≤60mm = PASS Length >60mm = FAIL(S9.1.1(c) (ii))

CRF Pitch angle: 11.7º
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: 50 mm
Distance ≤70mm = PASS Distance > 70mm = FAIL

Distance between point Z on the CRF and the front surface of inboard anchor bar: 50 mm
Distance ≤70mm = PASS Distance > 70mm = FAIL

DATA SHEET 4A CONTINUED

DESIGNATED SEATING POSITION: ROW 2 CENTER (DSP B)

Distance between SgRP and the front surface of outboard anchor bar: 170 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: 07/24/06

APPROVED BY: D. MESSICK

DATA SHEET 4B
LOWER ANCHORAGE DIMENSIONS

VEH. MOD YR/MAKE/MODEL/BODY: 2006 HONDA RIDGELINE TRUCK
VEH. NHTSA NO: C65300; VIN: 2HJYK16206H531467
VEH. BUILD DATE:07/05 ; TEST DATE: JULY 24, 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: 6.07 mm
6mm ± 0.1 mm = PASS Other size = FAIL (S9.1.1(a))

Inboard Lower Anchorage bar diameter: 6.07 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): 38 mm
Length ≤60mm = PASS Length >60mm = FAIL(S9.1.1(c) (ii))

CRF Pitch angle: 13.5º
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: 57 mm
Distance ≤70mm = PASS Distance > 70mm = FAIL

Distance between point Z on the CRF and the front surface of inboard anchor bar: 57 mm
Distance ≤70mm = PASS Distance > 70mm = FAIL

DATA SHEET 4B CONTINUED

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

Distance between SgRP and the front surface of outboard anchor bar: 170 mm
Distance ≥ 120mm = PASS Distance < 120mm = FAIL

Distance between SgRP and the front surface of inboard anchor bar: 170 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: 07/24/06

APPROVED BY: D. MESSICK

DATA SHEET 5
CONSPICUITY AND MARKING OF LOWER ANCHORAGES

VEH. MOD YR/MAKE/MODEL/BODY: 2006 HONDA RIDGELINE TRUCK
VEH. NHTSA NO: C65300; VIN: 2HJYK16206H531467
VEH. BUILD DATE:07/05 ; TEST DATE: JULY 24, 2006
TEST LABORATORY:GENERAL TESTING LABORATORIES
OBSERVERS: GRANT FARRAND, JIMMY LATANE

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

MARKING (Circles)

Diameter of the circle: 15
Diameter ≥13mm = PASS Diameter <13mm = FAIL (S9.5(a)(1))

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

Where is the circle located? Seat back or seat Cushion: Seat Back

For circles on seat backs, vertical distance from the center of the circle to the center of the anchor bar: 68
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: 0
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? N/A
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), ROW 2 CENTER (DSP B) 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: 07/24/06

APPROVED BY: D. MESSICK

DATA SHEET 6
STRENGTH OF TETHER ANCHORAGES

VEH. MOD YR/MAKE/MODEL/BODY: 2006 HONDA RIDGELINE TRUCK
VEH. NHTSA NO: C65300; VIN: 2HJYK16206H531467
VEH. BUILD DATE: 07/05 ; TEST DATE: SEPTEMBER 29, 2006
TEST LABORATORY: GENERAL TESTING LABORATORIES
OBSERVERS: GRANT FARRAND, JIMMY LATANE
TEST NO: 5657

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

SFAD: 2

Seat Back Angle: 23º 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: 58 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 65 mm.

RECORDED BY: G. FARRAND DATE: 09/29/06

APPROVED BY: D. MESSICK

DATA SHEET 6A
STRENGTH OF TETHER ANCHORAGES

VEH. MOD YR/MAKE/MODEL/BODY: 2006 HONDA RIDGELINE TRUCK
VEH. NHTSA NO: C65300; VIN: 2HJYK16206H531467
VEH. BUILD DATE: 07/05 ; TEST DATE: SEPTEMBER 29, 2006
TEST LABORATORY: GENERAL TESTING LABORATORIES
OBSERVERS: GRANT FARRAND, JIMMY LATANE
TEST NO: 5658

DESIGNATED SEATING POSITION: ROW 2 CENTER (DSP B)

SFAD: 1

Seat Back Angle: 21º FIXED

Location of seat back angle measurement: 2D Template

Head Restraint Position: DOWN

D-ring Position: N/A

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

Lap belt tension: 58 N (SFAD 1 only)

Tether strap tension: 58 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 94.5 mm.

RECORDED BY: G. FARRAND DATE: 09/29/06

APPROVED BY: D. MESSICK

DATA SHEET 7
STRENGTH OF LOWER ANCHORAGES (Forward Force)

VEH. MOD YR/MAKE/MODEL/BODY: 2006 HONDA RIDGELINE TRUCK
VEH. NHTSA NO: C65300; VIN: 2HJYK16206H531467
VEH. BUILD DATE: 07/05 ; TEST DATE: SEPTEMBER 29, 2006
TEST LABORATORY: GENERAL TESTING LABORATORIES
OBSERVERS: GRANT FARRAND, JIMMY LATANE
TEST NO: 5659

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

Seat Back Angle: 23º 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): 10,969 N

Displacement, H1 (at 500 N): 0.0

Displacement, H2 (at maximum load): 34.5 mm

Displacement of Point X: 34.5 mm (H2-H1)
Displacement > 175 mm = FAIL (S9.4.1(a))

Tested simultaneously with another DSP? NO

Distance between adjacent DSP's: 365 mm

COMMENTS:

RECORDED BY: G. FARRAND DATE: 09/29/06

APPROVED BY: D. MESSICK

DATA SHEET 8
OWNER'S MANUAL

VEH. MOD YR/MAKE/MODEL/BODY: 2006 HONDA RIDGELINE TRUCK
VEH. NHTSA NO: C65300; VIN: 2HJYK16206H531467
VEH. BUILD DATE: 07/05 ; TEST DATE: SEPTEMBER 29, 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: 09/29/06

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 HONDA RIDGELINE
NHTSA NO. C65300
FMVSS NO. 225

FIGURE 5.1
LEFT SIDE VIEW OF VEHICLE

2006 HONDA RIDGELINE
NHTSA NO. C65300
FMVSS NO. 225

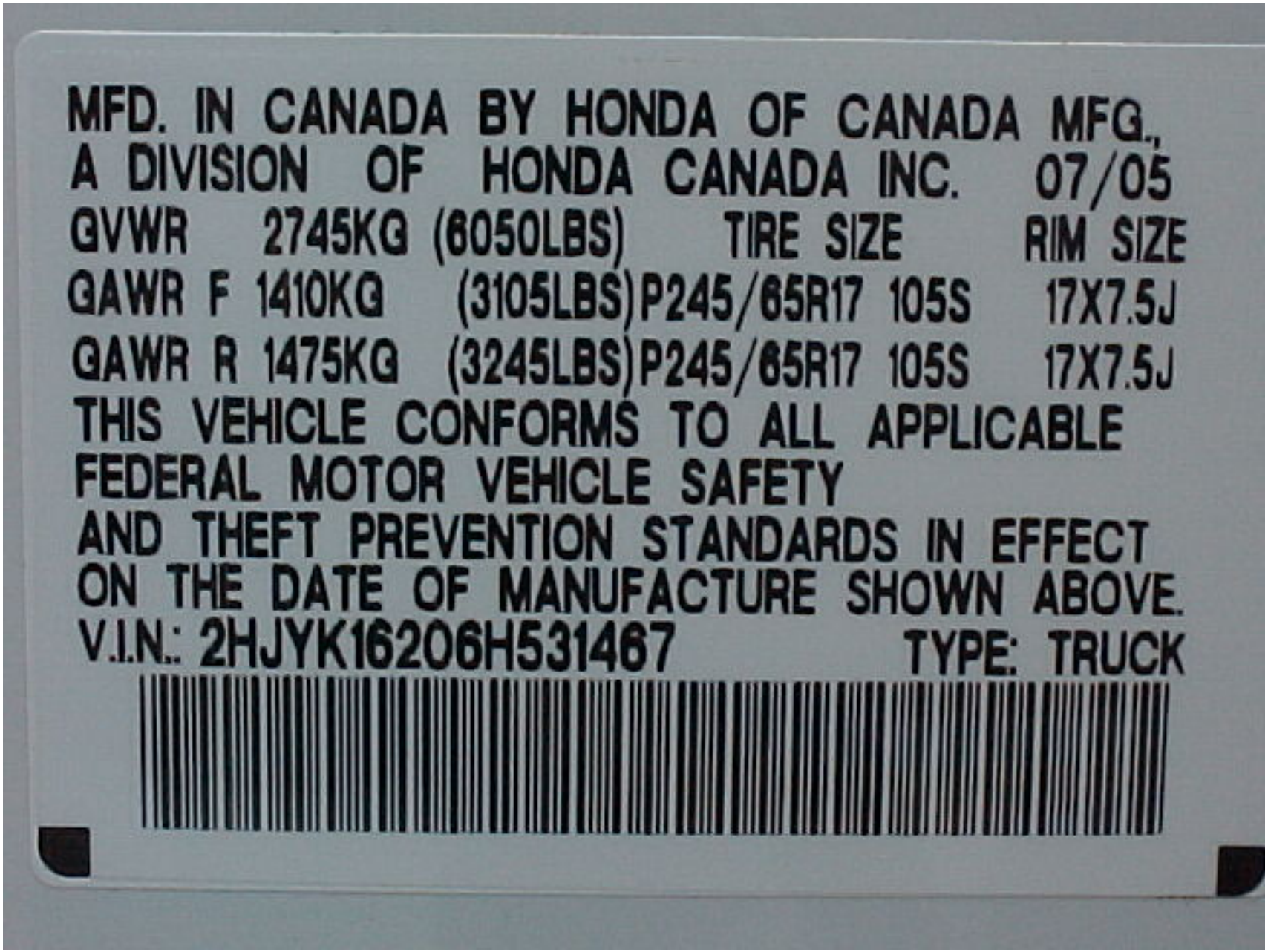
FIGURE 5.2
RIGHT SIDE VIEW OF VEHICLE

2006 HONDA RIDGELINE
NHTSA NO. C65300
FMVSS NO. 225

FIGURE 5.3
¾ FRONTAL VIEW FROM LEFT SIDE OF VEHICLE

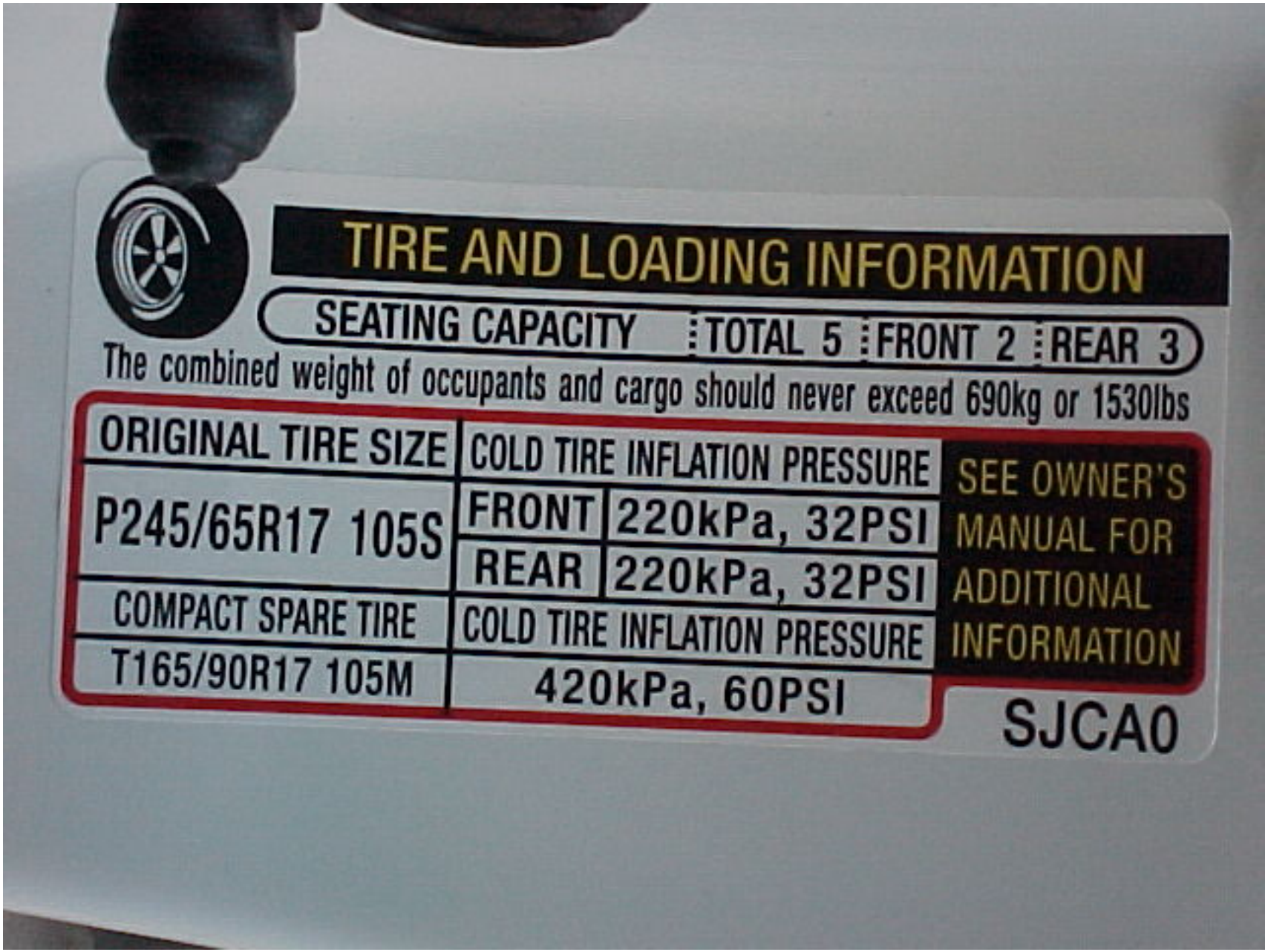
2006 HONDA RIDGELINE
NHTSA NO. C65300
FMVSS NO. 225

FIGURE 5.4
¾ REAR VIEW FROM RIGHT SIDE OF VEHICLE



2006 HONDA RIDGELINE
NHTSA NO. C65300
FMVSS NO. 225

FIGURE 5.5
CLOSE-UP VIEW OF VEHICLE CERTIFICAITON LABEL



2006 HONDA RIDGELINE
NHTSA NO. C65300
FMVSS NO. 225

FIGURE 5.6
CLOSE-UP VIEW OF TIRE INFORMATION LABEL

2006 HONDA RIDGELINE
NHTSA NO. C65300
FMVSS NO. 225

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

2006 HONDA RIDGELINE
NHTSA NO. C65300
FMVSS NO. 225

FIGURE 5.8
ROW 2,LEFT SIDE ROUTING DEVICE, PRE-TEST

2006 HONDA RIDGELINE
NHTSA NO. C65300
FMVSS NO. 225

FIGURE 5.9
ROW 2, LEFT SIDE, TOP TETHER ANCHOR,
PRE-TEST

2006 HONDA RIDGELINE
NHTSA NO. C65300
FMVSS NO. 225

FIGURE 5.10
ROW 2, CENTER, LOWER ANCHORS AND TOP TETHER ANCHOR, PRE-TEST

2006 HONDA RIDGELINE
NHTSA NO. C65300
FMVSS NO. 225

FIGURE 5.11
ROW 2 CENTER, ROUTING DEVICE, PRE-TEST

2006 HONDA RIDGELINE
NHTSA NO. C65300
FMVSS NO. 225

FIGURE 5.12
ROW 2, RIGHT SIDE, LOWER ANCHORS,
PRE-TEST

2006 HONDA RIDGELINE
NHTSA NO. C65300
FMVSS NO. 225

FIGURE 5.13
ROW 2, RIGHT SIDE ROUTING DEVICE, PRE-TEST

2006 HONDA RIDGELINE
NHTSA NO. C65300
FMVSS NO. 225

FIGURE 5.14
ROW 2, RIGHT SIDE, TOP TETHER ANCHOR,
PRE-TEST

2006 HONDA RIDGELINE
NHTSA NO. C65300
FMVSS NO. 225

FIGURE 5.15
OVERALL VIEW OF ROW 2 SEATING POSITIONS,
PRE-TEST

2006 HONDA RIDGELINE
NHTSA NO. C65300
FMVSS NO. 225

FIGURE 5.16
ROW 2, LEFT SIDE WITH CRF

2006 HONDA RIDGELINE
NHTSA NO. C65300
FMVSS NO. 225

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

2006 HONDA RIDGELINE
NHTSA NO. C65300
FMVSS NO. 225

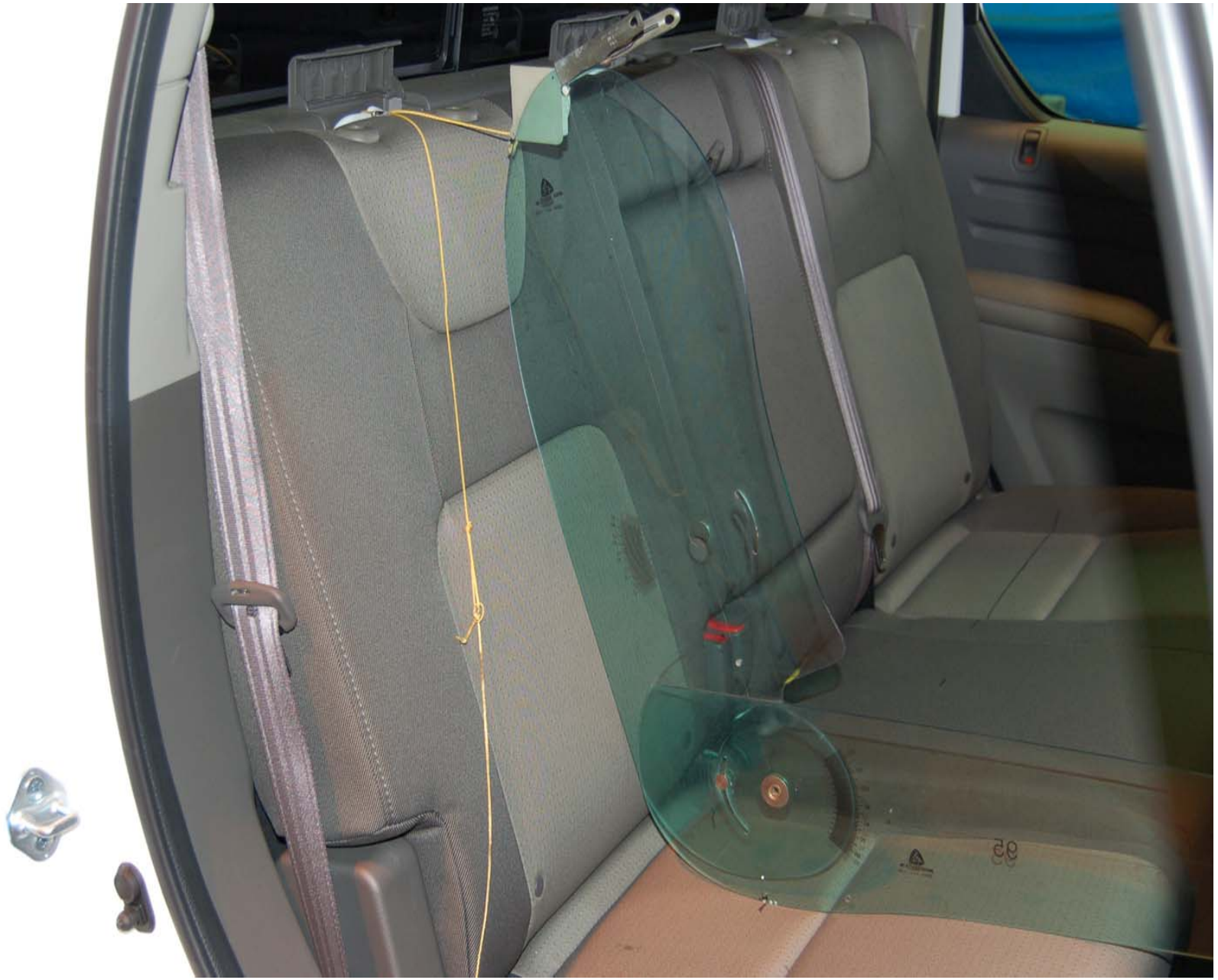
FIGURE 5.18
ROW 2, LEFT SIDE TOP TETHER ROUTING

2006 HONDA RIDGELINE
NHTSA NO. C65300
FMVSS NO. 225

FIGURE 5.19
ROW 2, LEFT SIDE TETHER ROUTING

2006 HONDA RIDGELINE
NHTSA NO. C65300
FMVSS NO. 225

FIGURE 5.20
ROW 2, RIGHT SIDE WITH CRF



2006 HONDA RIDGELINE
NHTSA NO. C65300
FMVSS NO. 225

FIGURE 5.21
ROW 2, RIGHT SIDE WITH 2-D TEMPLATE

2006 HONDA RIDGELINE
NHTSA NO. C65300
FMVSS NO. 225

FIGURE 5.22
ROW 2, RIGHT SIDE TOP TETHER ROUTING

2006 HONDA RIDGELINE
NHTSA NO. C65300
FMVSS NO. 225

FIGURE 5.23
ROW 2, RIGHT SIDE TETHER ROUTING

2006 HONDA RIDGELINE
NHTSA NO. C65300
FMVSS NO. 225

FIGURE 5.24
ROW 2, CENTER WITH CRF

2006 HONDA RIDGELINE
NHTSA NO. C65300
FMVSS NO. 225

FIGURE 5.25
ROW 2, CENTER WITH 2-D TEMPLATE

2006 HONDA RIDGELINE
NHTSA NO. C65300
FMVSS NO. 225

FIGURE 5.26
ROW 2, CENTER TETHER ROUTING

2006 HONDA RIDGELINE
NHTSA NO. C65300
FMVSS NO. 225

FIGURE 5.27
ROW 2, CENTER TETHER ROUTING

2006 HONDA RIDGELINE
NHTSA NO. C65300
FMVSS NO. 225

FIGURE 5.28
ROW 2, RIGHT SIDE INBOARD CRF MEASUREMENT

2006 HONDA RIDGELINE
NHTSA NO. C65300
FMVSS NO. 225

FIGURE 5.29
ROW 2, RIGHT SIDE OUTBOARD CRF MEASUREMENT

2006 HONDA RIDGELINE
NHTSA NO. C65300
FMVSS NO. 225

FIGURE 5.30
ROW 2, LEFT SIDE, INBOARD CRF MEASUREMENT

2006 HONDA RIDGELINE
NHTSA NO. C65300
FMVSS NO. 225

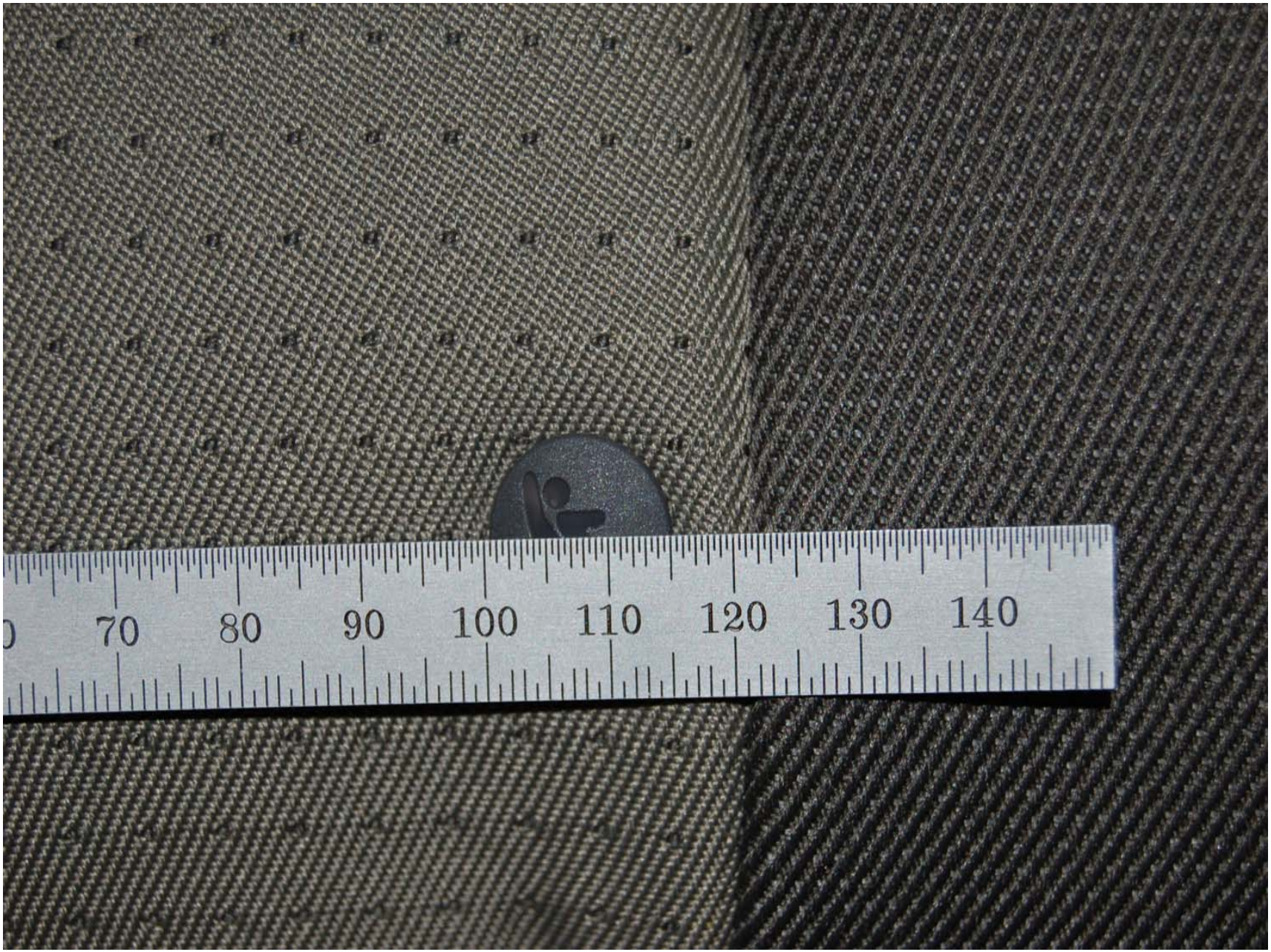
FIGURE 5.31
ROW 2, LEFT SIDE, OUTBOARD CRF MEASUREMENT

2006 HONDA RIDGELINE
NHTSA NO. C65300
FMVSS NO. 225

FIGURE 5.32
ROW 2, CENTER, LEFT SIDE CRF MEASUREMENT

2006 HONDA RIDGELINE
NHTSA NO. C65300
FMVSS NO. 225

FIGURE 5.33
ROW 2, CENTER, RIGHT SIDE CRF MEASUREMENT



2006 HONDA RIDGELINE
NHTSA NO. C65300
FMVSS NO. 225

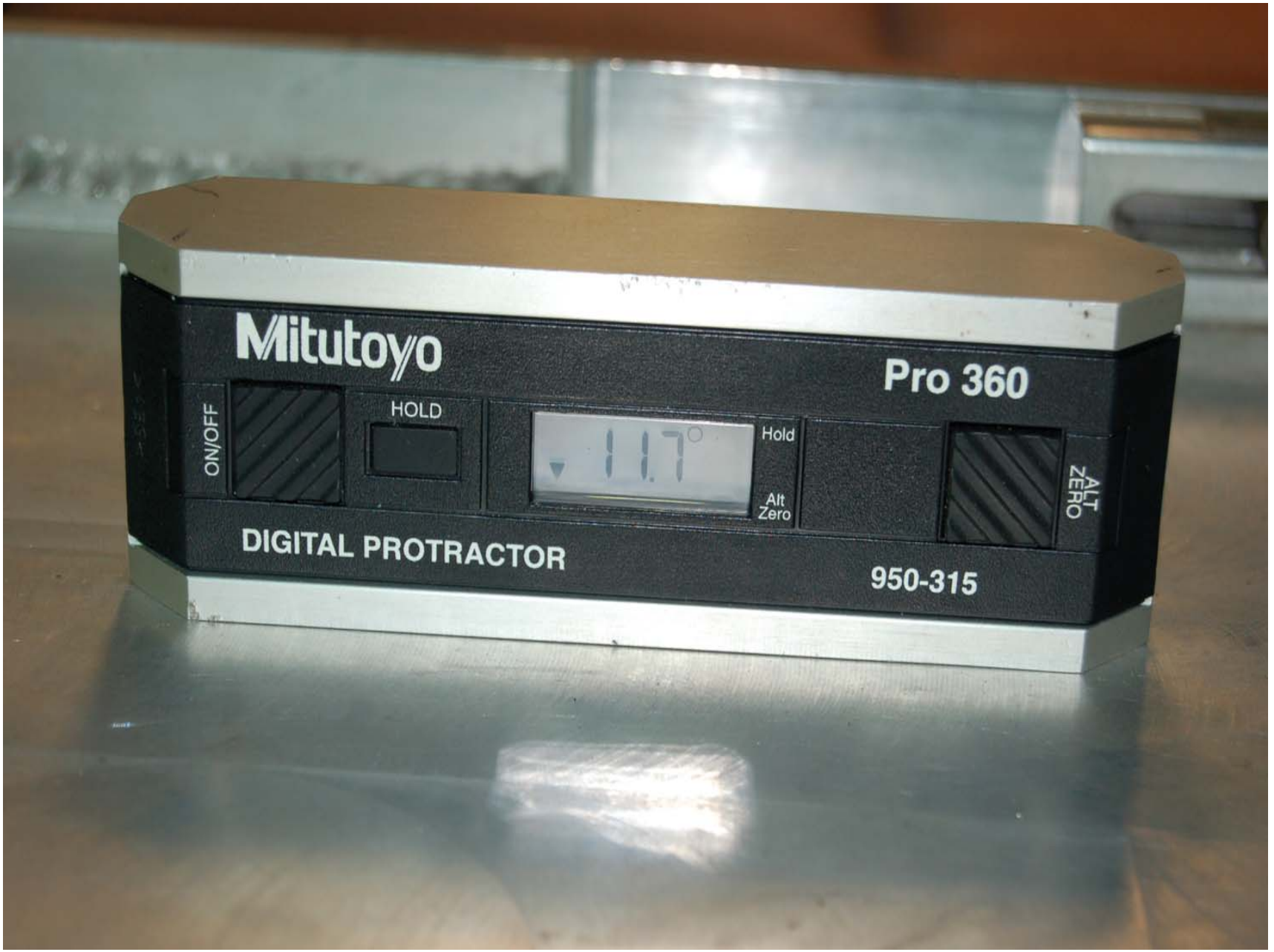
FIGURE 5.34
SYMBOL MEASUREMENT

2006 HONDA RIDGELINE
NHTSA NO. C65300
FMVSS NO. 225

FIGURE 5.35
ROW 2, LEFT SIDE CRF PITCH MEASUREMENT

2006 HONDA RIDGELINE
NHTSA NO. C65300
FMVSS NO. 225

FIGURE 5.36
ROW 2, RIGHT SIDE CRF PITCH MEASUREMENT



2006 HONDA RIDGELINE
NHTSA NO. C65300
FMVSS NO. 225

FIGURE 5.37
ROW 2, CENTER PITCH MEASUREMENT

2006 HONDA RIDGELINE
NHTSA NO. C65300
FMVSS NO. 225

FIGURE 5.38
ROW 2, LEFT SIDE OUTBOARD SRP MEASUREMENT

2006 HONDA RIDGELINE
NHTSA NO. C65300
FMVSS NO. 225

FIGURE 5.39
ROW 2, LEFT SIDE INBOARD SRP MEASUREMENT

2006 HONDA RIDGELINE
NHTSA NO. C65300
FMVSS NO. 225

FIGURE 5.40
ROW 2, RIGHT SIDE OUTBOARD SRP MEASUREMENT

2006 HONDA RIDGELINE
NHTSA NO. C65300
FMVSS NO. 225

FIGURE 5.41
ROW 2, RIGHT SIDE INBOARD SRP MEASUREMENT

2006 HONDA RIDGELINE
NHTSA NO. C65300
FMVSS NO. 225

FIGURE 5.42
ROW 2. CENTER LEFT SRP MEASUREMENT

2006 HONDA RIDGELINE
NHTSA NO. C65300
FMVSS NO. 225

FIGURE 5.43
ROW 2, CENTER RIGHT SRP MEASUREMENT

2006 HONDA RIDGELINE
NHTSA NO. C65300
FMVSS NO. 225

FIGURE 5.44
¾ LEFT REAR VIEW OF VEHICLE IN TEST RIG

2006 HONDA RIDGELINE
NHTSA NO. C65300
FMVSS NO. 225

FIGURE 5.45
¾ RIGHT FRONT VIEW OF VEHICLE IN TEST RIG

2006 HONDA RIDGELINE
NHTSA NO. C65300
FMVSS NO. 225

FIGURE 5.46
PRE-TEST ROW 2, LEFT SIDE WITH SFAD 2

2006 HONDA RIDGELINE
NHTSA NO. C65300
FMVSS NO. 225

FIGURE 5.47
POST TEST ROW 2, LEFT SIDE WITH SFAD 2

2006 HONDA RIDGELINE
NHTSA NO. C65300
FMVSS NO. 225

FIGURE 5.48
POST TEST ROW 2, LEFT SIDE WITH SFAD 2

2006 HONDA RIDGELINE
NHTSA NO. C65300
FMVSS NO. 225

FIGURE 5.49
POST TEST ROW 2, LEFT SIDE WITH SFAD 2

2006 HONDA RIDGELINE
NHTSA NO. C65300
FMVSS NO. 225

FIGURE 5.50
PRE-TEST ROW 2, RIGHT SIDE WITH SFAD 2

2006 HONDA RIDGELINE
NHTSA NO. C65300
FMVSS NO. 225

FIGURE 5.51
POST TEST ROW 2, RIGHT SIDE WITH SFAD 2

2006 HONDA RIDGELINE
NHTSA NO. C65300
FMVSS NO. 225

FIGURE 5.52
PRE-TEST ROW 2, CENTER POSITION WITH SFAD 1

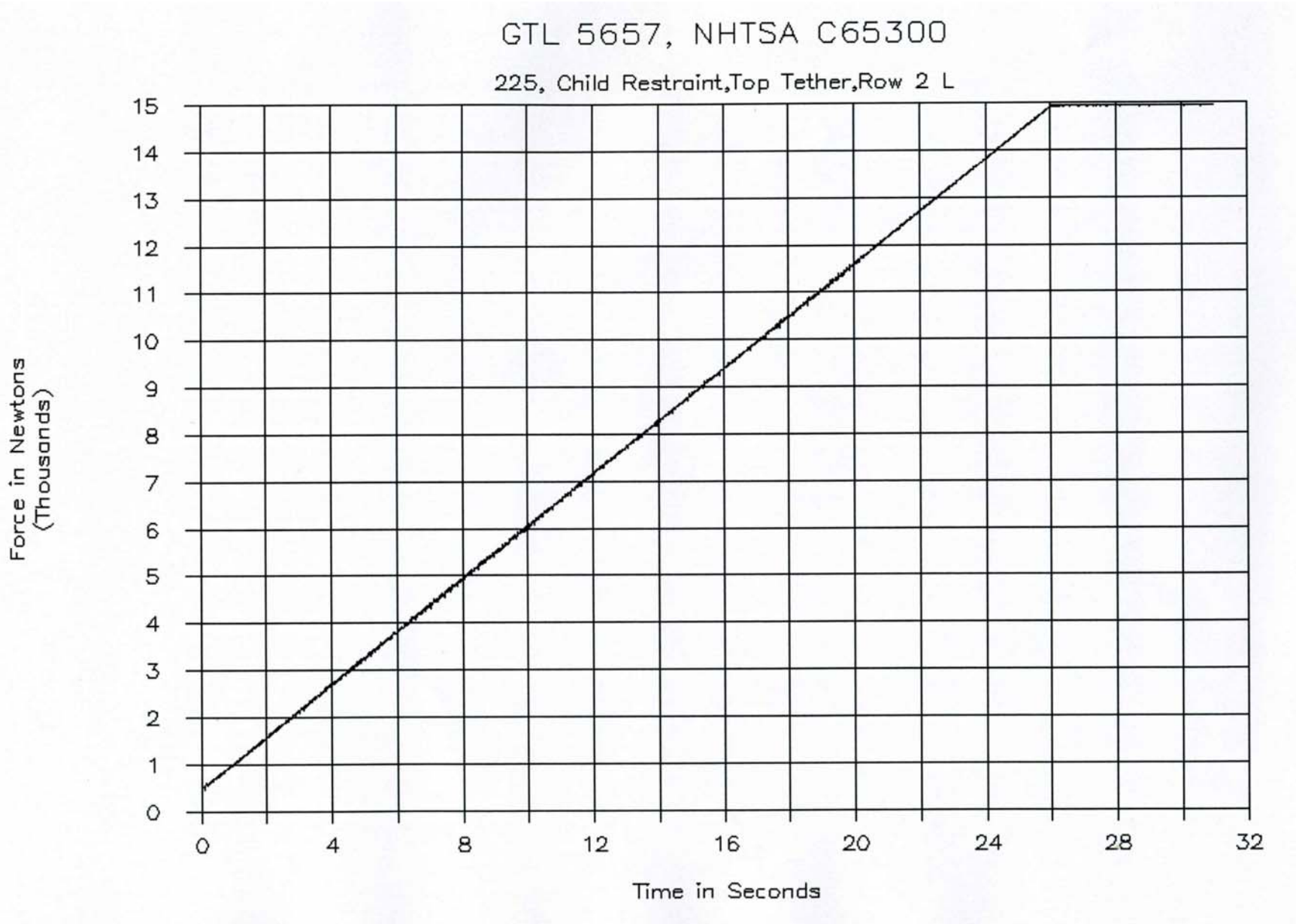
2006 HONDA RIDGELINE
NHTSA NO. C65300
FMVSS NO. 225

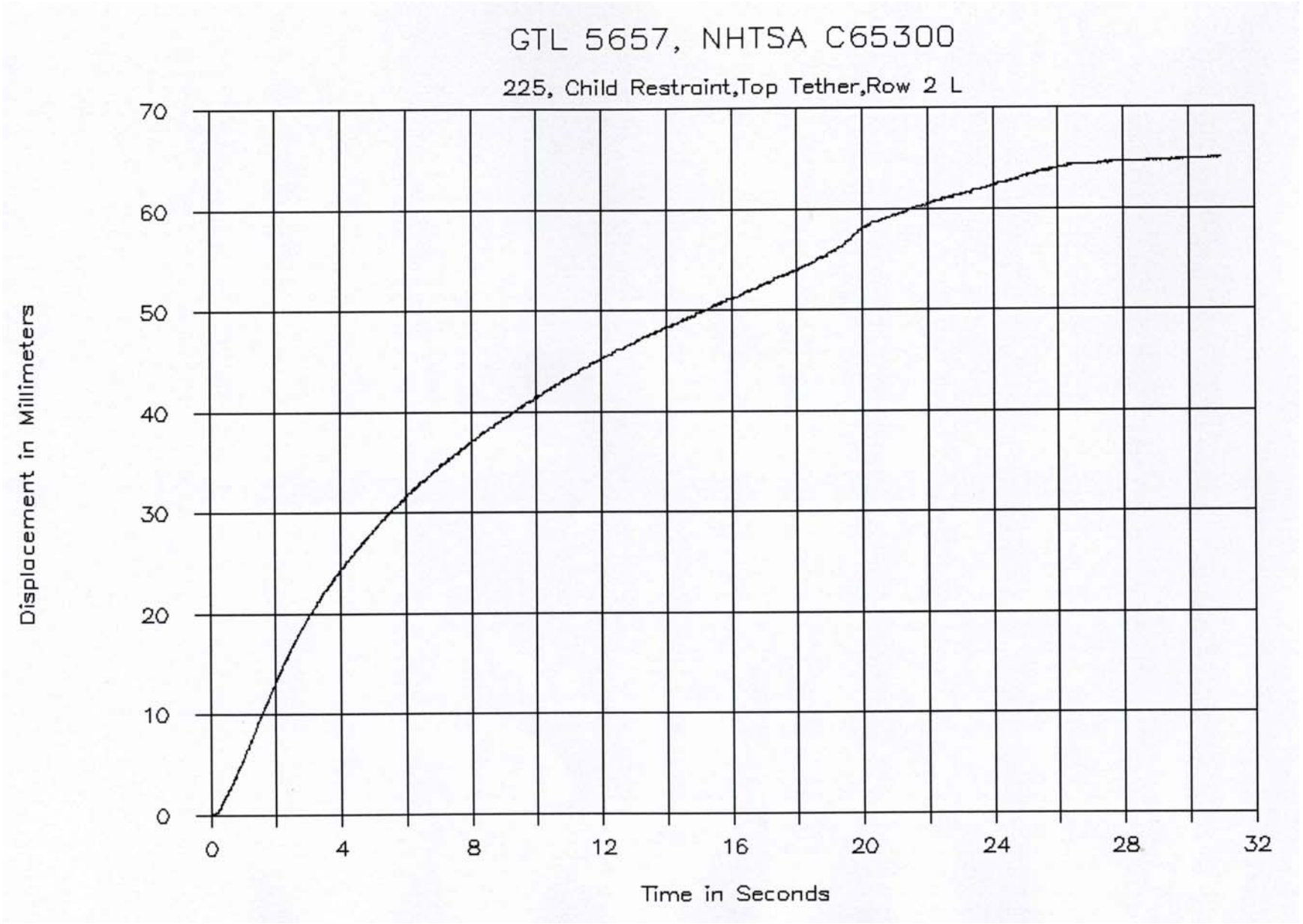
FIGURE 5.53
POST TEST ROW 2, CENTER POSITION WITH SFAD 1

2006 HONDA RIDGELINE
NHTSA NO. C65300
FMVSS NO. 225

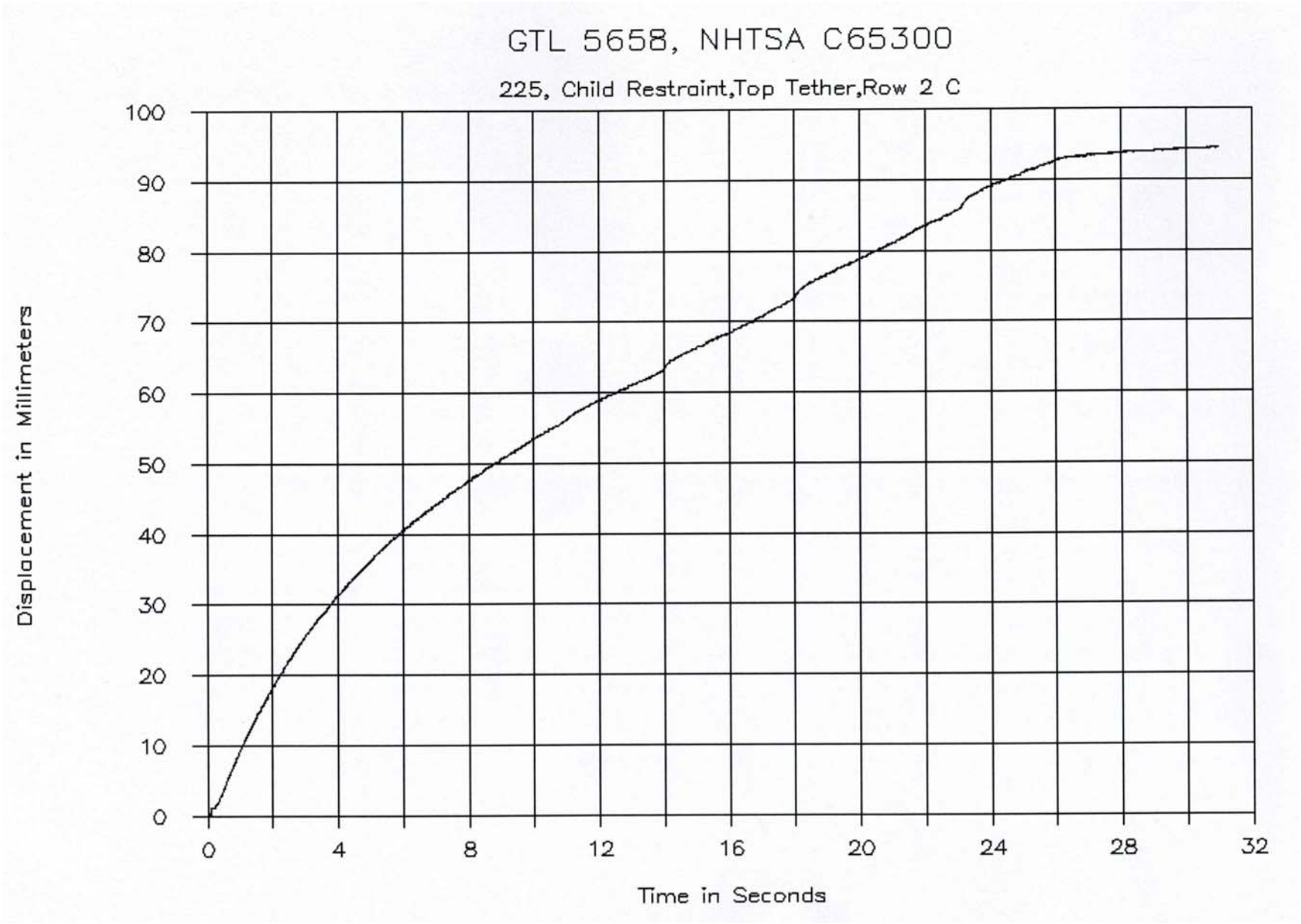
FIGURE 5.54
POST TEST ROW 2, CENTER POSITION SFAD 1

SECTION 6
PLOTS


GTL 5657, NHTSA C65300
225, Child Restraint,Top Tether,Row 2 L
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 5657, NHTSA C65300
225, Child Restraint,Top Tether,Row 2 L
Displacement in Millimeters
70
60
50
40
30
20
10
0
0
4
8
12
16
20
24
28
32
Time in Seconds


GTL 5658, NHTSA C65300
225, Child Restraint,Top Tether,Row 2 C
Force in Newtons
(Thousands)
0
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
0
4
8
12
16
20
24
28
32
Time in Seconds

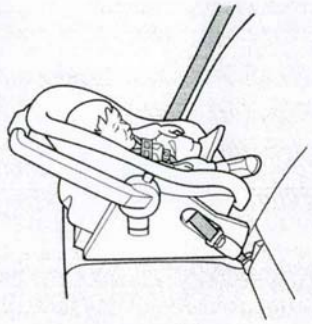

GTL 5658, NHTSA C65300
225, Child Restraint,Top Tether,Row 2 C
Displacement in Millimeters
100
90
80
70
60
50
40
30
20
10
0
0
4
8
12
16
20
24
28
32
Time in Seconds


GTL 5659, NHTSA C65300
225, Child Restraint,Lower Anchors
Force in Newtons
(Thousands)
0
1
2
3
4
5
6
7
8
9
10
11
0
4
8
12
16
20
24
28
32
Time in Seconds


GTL 5659, NHTSA C65300
225, Child Restraint,Lower Anchors
Displacement in Millimeters
40
35
30
25
20
15
10
5
0
0
4
8
12
16
20
24
28
32
Time in Seconds

APPENDIX A
OWNER'S MANUAL CHILD RESTRAINT INFORMATION

Protecting Infants



Child Seat Type
An infant must be properly restrained in a rear-facing, reclining child seat until the child reaches the seat maker's weight or height limit for the seat and the child is at least one year old.

Only a rear-facing child seat provides proper support for a baby's head, neck, and back.

Two types of seats may be used: a seat designed exclusively for infants, or a convertible seat used in the rear-facing, reclining mode.

Do not put a rear-facing child seat in a forward-facing position. If placed facing forward, an infant could be very seriously injured during a frontal collision.

Rear-facing Child Seat Placement
A rear-facing child seat can be placed in any seating position in the back seat, but not in the front. ***Never put a rear-facing child seat in the front seat.***

If the passenger's front airbag inflates, it can hit the back of the child seat with enough force to kill or seriously injure an infant.

When properly installed, a rear-facing child seat may prevent the driver or a front passenger from moving the seat as far back as recommended, or from locking the seat-back in the desired position.

CONTINUED

In either situation, we strongly recommend that you install the child seat directly behind the front passenger seat, move the seat as far forward as needed, and leave it unoccupied. Or you may wish to get a smaller rear-facing child seat.

⚠ WARNING

Placing a rear-facing child seat in the front seat can result in serious injury or death if the passenger's front airbag inflates.

Always place a rear-facing child seat in the back seat, not the front.

Protecting Small Children

Child Seat Type

A child who is at least 1 year old, and who fits within the child seat maker's weight and height limits, should be restrained in a forward-facing, upright child seat.

Of the different seats available, we recommend those that have a five-point harness system as shown.

Child Seat Placement

We strongly recommend placing a forward-facing child seat in a back seat, not the front.

Placing a forward-facing child seat in the front seat of a vehicle equipped with a passenger's airbag can be hazardous. If the vehicle seat is too far forward, or the child's head is thrown forward during a collision, an inflating airbag can strike the child with enough force to cause very serious or fatal injuries.

If it is necessary to put a forward-facing child seat in the front, move the vehicle seat as far to the rear as possible, and be sure the child seat is firmly secured to the vehicle and the child is properly strapped in the seat.

⚠ WARNING

Placing a forward-facing child seat in the front seat can result in serious injury or death if the front airbag inflates.

If you must place a forward-facing child seat in front, move the vehicle seat as far back as possible, and properly restrain the child.

Selecting a Child Seat

When buying a child seat, you need to choose either a conventional child seat, or one designed for use with the Lower Anchors and Tethers for Children (LATCH) system.

Conventional child seats must be secured to a vehicle with a seat belt, whereas LATCH-compatible seats are secured by attaching the seat to hardware built into each rear seating position in the back seat.

Since LATCH-compatible child seats are easier to install and reduce the possibility of improper installation, we recommend selecting this style.

We also recommend selecting a LATCH-compatible seat with a rigid, rather than a flexible, anchor (see page 39).

In seating positions and vehicles not equipped with LATCH, a LATCH-compatible child seat can be installed using a seat belt.

Whatever type of seat you choose, to provide proper protection, a child seat should meet three requirements:

1. ***The child seat should meet U.S. or Canadian Motor Vehicle Safety Standard 213.*** Look for FMVSS 213 or CMVSS 213 on the box.

2. ***The child seat should be of the proper type and size to fit the child.*** Rear-facing for infants, forward-facing for small children.

CONTINUED

3. ***The child seat should fit the vehicle seating position (or positions) where it will be used.***

Before purchasing a conventional child seat, or using a previously purchased one, we recommend that you test the seat in the specific vehicle seating position, or positions, where the seat will be used.

Installing a Child Seat

After selecting a proper child seat, and a good place to install the seat, there are three main steps in installing the seat:

1. ***Properly secure the child seat to the vehicle.*** All child seats must be secured to the vehicle with the lap part of a lap/shoulder belt or with the LATCH (Lower Anchors and Tethers for Children) system. A child whose seat is not properly secured to the vehicle can be endangered in a crash.

2. ***Make sure the child seat is firmly secured.*** After installing a child seat, push and pull the seat forward and from side to side to verify that it is secure.

A child seat secured with a seat belt should be installed as firmly as possible. However, it does not need to be "rock solid." Some side-to-side movement can be expected and should not reduce the child seat's effectiveness.

If the child seat is not secure, try installing it in a different seating position, or use a different style of child seat that can be firmly secured.

3. ***Secure the child in the child seat.*** Make sure the child is properly strapped in the child seat according to the child seat maker's instructions. A child who is not properly secured in a child seat can be seriously injured in a crash.

The following pages provide guidelines on how to properly install a child seat. A forward-facing child seat is used in all examples, but the instructions are the same for rear-facing child seats.

Installing a Child Seat with LATCH

Your vehicle is equipped with LATCH (Lower Anchors and Tethers for Children) at each rear seating position.

The lower anchors are located between the seat-back and seat bottom, and are to be used only with a child seat designed for use with LATCH.

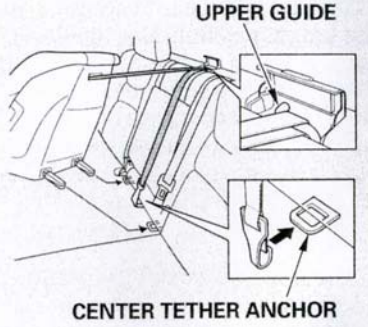
The location of each lower anchor is indicated by a small button above the anchor point.

Whenever using the center tether anchor point, make sure to push down the head restraint to the lowest position, route the strap over the seat-back, then around the upper guide before attaching the tether strap hook to the center tether anchor (see page 44).

To install a LATCH-compatible child seat:

1. If needed, move the seat belt buckle or tongue away from the lower anchors.

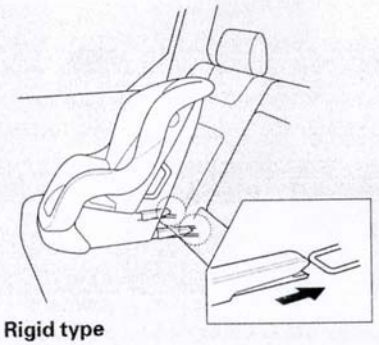
2. Make sure there are no objects near the anchors that could prevent a secure connection between the child seat and the anchors.



3. *On the center seating position*
When using the tether strap on the child seat, attach the tether strap hook to the center tether anchor before installing the child seat to the lower anchors for the LATCH system, because the center tether anchor is positioned behind the child seat.

CONTINUED

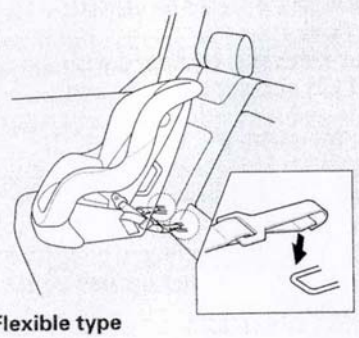
Make sure the head restraint is in the lowest position. Lift the cover, then route the tether strap around the upper guide. Route the tether strap downward properly, making sure the strap is not twisted, then attach the strap hook to the center tether anchor.



Rigid type

4. Place the child seat on the vehicle seat, then attach the seat to the lower anchors according to the child seat maker's instructions.

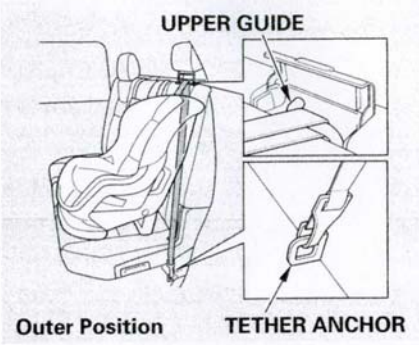
   Some LATCH-compatible seats have a rigid-type connector as shown above.



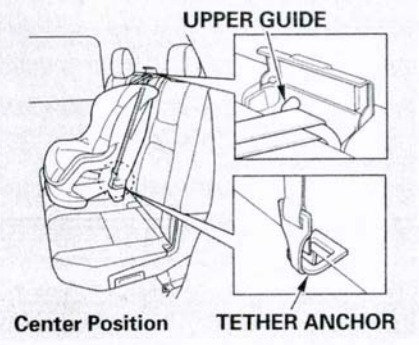
Flexible type

   Other LATCH-compatible seats have a flexible-type connector as shown above.

5. Whatever type you have, follow the child seat maker's instructions for adjusting or tightening the fit.



6. *On the outer seating position*
   Lift the head restraint (see page 99), then route the tether strap over the seat-back and through the head restraint legs.
   Lift the cover, then route the tether strap around the upper guide. Route the tether strap downward properly, making sure the strap is not twisted, then attach the strap hook to the tether anchor on the outside of the seat bottom (see page 44).



7. Tighten the strap according to the seat maker's instructions.

8. Push and pull the child seat forward and from side to side to verify that it is secure.

Installing a Child Seat with a Lap/Shoulder Belt

When not using the LATCH system, all child seats must be secured to the vehicle with the lap part of a lap/shoulder belt.

In addition, the lap/shoulder belts in all seating positions except the driver's have a locking mechanism that must be activated to secure a child seat.

If you place the child seat in the rear center seating position and use the tether strap for additional security, make sure to push down the head restraint to the lowest position and hook the tether strap hook to the anchor before securing the child seat with the lap/shoulder belt. Refer to page 44 for how to route the tether strap properly.

1. With the child seat in the desired seating position, route the belt through the child seat according to the seat maker's instructions, then insert the latch plate into the buckle.

2. To activate the lockable retractor, slowly pull the shoulder part of the belt all the way out until it stops, then let the belt feed back into the retractor.

3. After the belt has retracted, tug on it. If the belt is locked, you will not be able to pull it out. If you can pull the belt out, it is not locked, and you will need to repeat these steps.

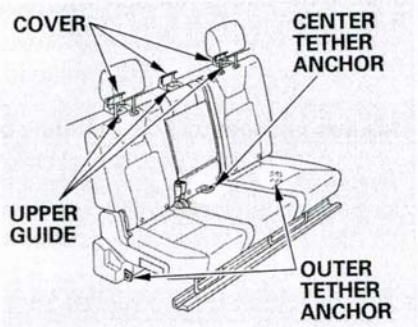
4. After confirming that the belt is locked, grab the shoulder part of the belt near the buckle, and pull up to remove any slack from the lap part of the belt. Remember, if the lap part of the belt is not tight, the child seat will not be secure.

   To remove slack, it may help to put weight on the child seat, or push on the back of the seat while pulling up on the belt.

5. Push and pull the child seat forward and from side to side to verify that it is secure enough to stay upright during normal driving maneuvers. If the child seat is not secure, unlatch the belt, allow it to retract fully, then repeat these steps.

To deactivate the locking mechanism and remove a child seat, unlatch the buckle, unroute the seat belt, and let the belt fully retract.

Installing a Child Seat with a Tether

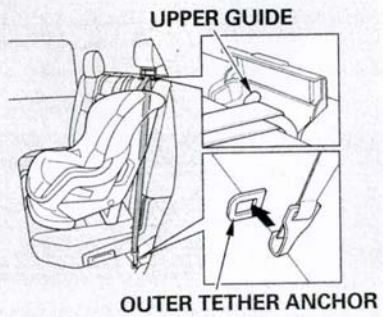


A child seat with a tether can be installed in any seating position in the rear seat.
Each outer seating position has the tether anchor at the outside of the seat bottom. The center seating position has the tether anchor between the lower anchors for the LATCH-compatible child seat. Each anchor point is shown above.

When using the tether anchor, always hook the tether strap through the upper guide to route it properly.

Since a tether can provide additional security to the lap/shoulder belt installation, we recommend using a tether whenever one is required or available.

Using an Outer Tether Anchor



1. After properly securing the child seat (see page 42), lift the head restraint, then route the tether strap over the seat-back and through the head restraint legs.

2. Lift the cover, then hook the tether strap through the upper guide as shown.

3. Route the tether strap downward properly, making sure the strap is not twisted.

4. Attach the tether strap hook to the outer tether anchor on the outside of the seat bottom.

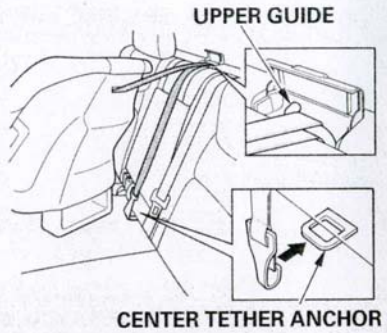
5. Tighten the strap according to the seat maker's instructions.

Using the Center Tether Anchor

Make sure to attach the tether strap hook to the anchor before installing the child seat, because the tether anchor is positioned behind the child seat.

1. Place the child seat on the rear seat.

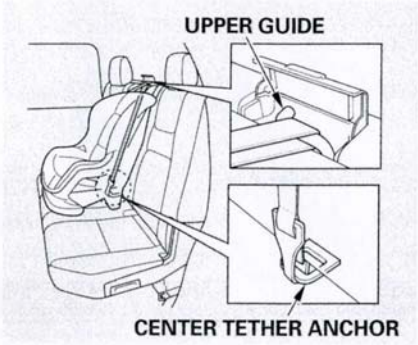
2. Push down the rear center head restraint to the lowest position.



3. Route the tether strap over the seat-back, lift the cover, then hook the tether strap through the upper guide as shown.

4. Route the tether strap downward properly along the seat-back, making sure the strap is not twisted.

CONTINUED



5. Attach the tether strap hook to the center tether anchor between the lower anchors for the LATCH-compatible child seat.

6. Properly secure the child seat (see page 42), then tighten the tether strap according to the seat maker s instructions.

Whenever using the tether strap, make sure to route the strap through the upper guide before attaching the tether strap hook to the tether anchor. If the tether strap is not routed properly and secured, the child seat may not be secured. This could lead to serious injury or death.

APPENDIX B
MANUFACTURER'S DATA

C65300

2006 Honda Ridgeline

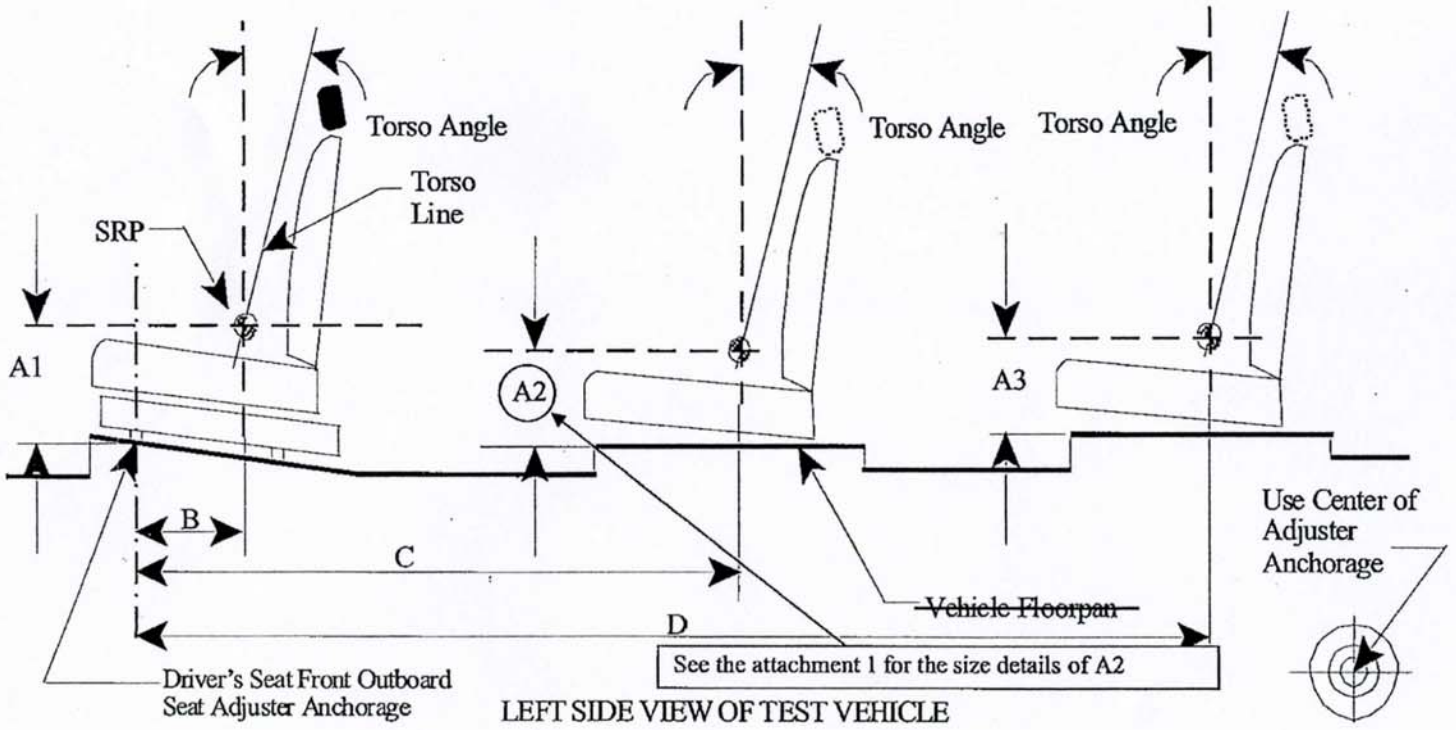
FMVSS 225

NVS-221 HTh
OA-VAR-051216L-N

American Honda Motor Co., Inc.
January 30, 2006

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

Model Year: 2006 ; Make: HONDA ; Model: RIDGELINE ; Body Style: 4Door Truck
Seat Style: Front row: Bucket ; Second row: Contoured ; Third row: N/A



LEFT SIDE VIEW OF TEST VEHICLE

Table1. Seating Reference Point and Seat Adjuster Anchorage Locations

		Left (Driver Side)	Center (if any)	Right
A1		(Driver) 356	N/A	(Front Passenger) 366
A2 *1		391	403	391
A3		N/A	N/A	N/A
B		345	N/A	339
C		1153	1122	1153
D		N/A	N/A	N/A
Torso Angle (degree)	Front Row	23 degrees	N/A	23 degrees
	Second Row	23 degrees	21 degrees	23 degrees
	Third Row	N/A	N/A	N/A

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

*1: See the attachment 1 for the size details of A2

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

Model Year: 2006 ; Make: HONDA ; Model: RIDGELINE ; Body Style: 4Door Truck
Seat Style: Front row: Bucket ; Second row: Contoured ; Third row: N/A

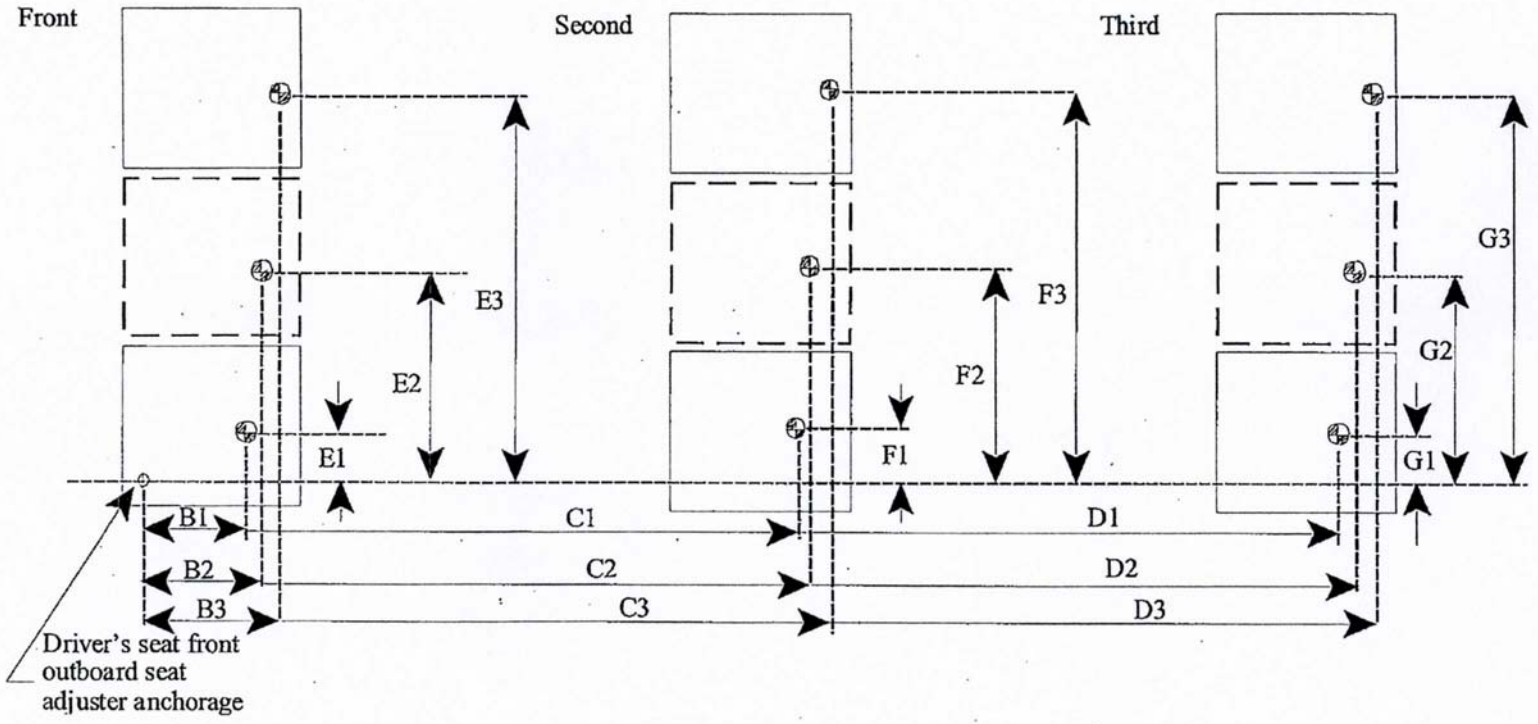


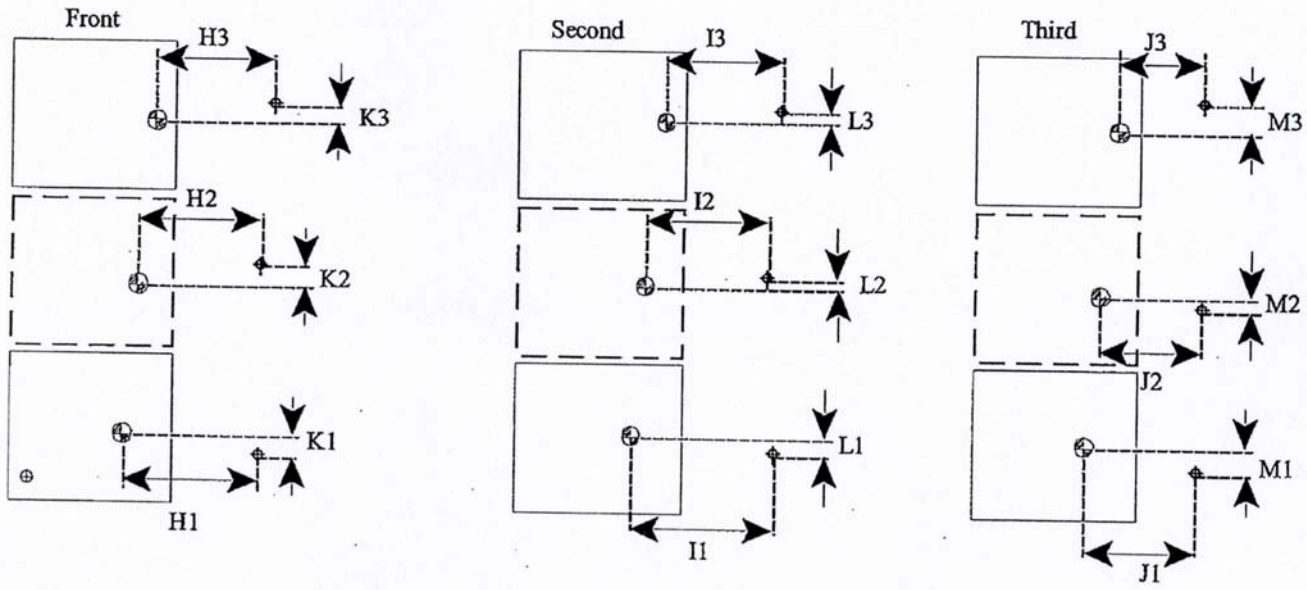
Table 2. Seating Reference Point and Seat Adjuster Anchorage Locations

Seating Reference Point (SRP)		Distance from Driver's front outboard seat adjuster anchorage[1]
Front Row	B1	345
	E1	215
	B2	N/A
	E2	N/A
	B3	339
	E3	1035
Second Row	C1	1153
	F1	210
	C2	1122
	F2	605
	C3	1153
	F3	1040
Third Row	D1	N/A
	G1	N/A
	D2	N/A
	G2	N/A
	D3	N/A
	G3	N/A

Note: 1. Use the center of anchorage.

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

Model Year: 2006 ; Make: HONDA ; Model: RIDGELINE ; Body Style: 4Door Truck
Seat Style: Front row: Bucket ; Second row: Contoured ; Third row: N/A



⊕: SRP
⊕: Tether anchorage

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

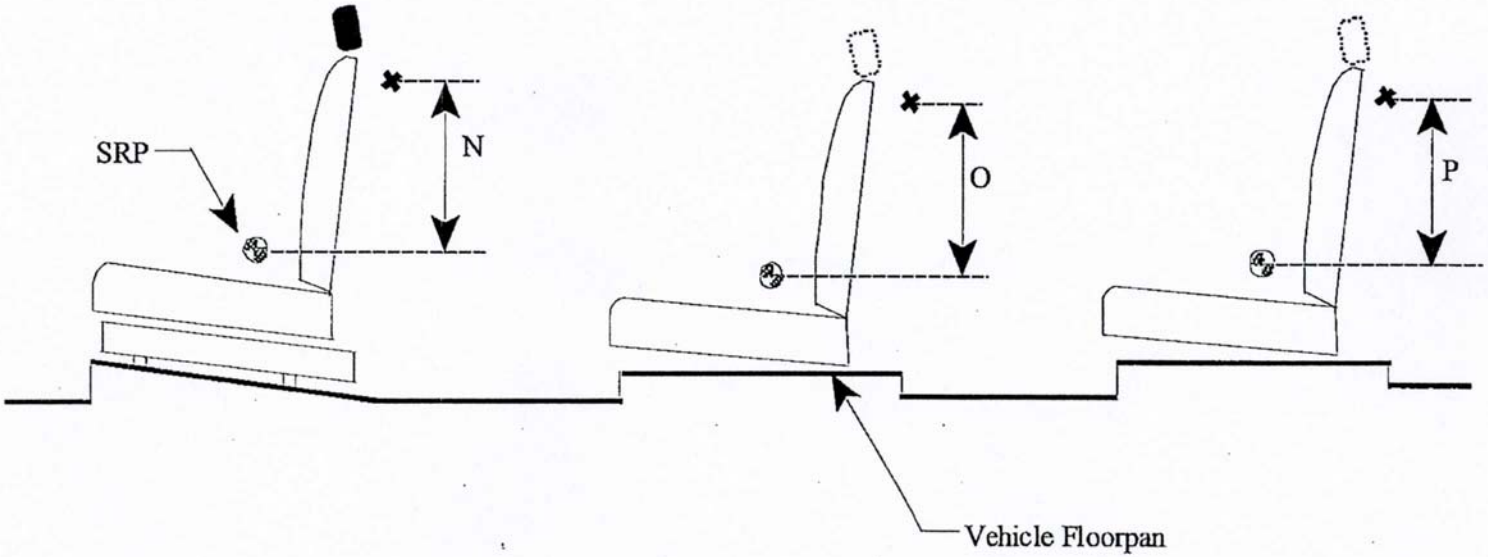
Table 3. Seating Reference Point and Tether Anchorage Locations

Seating Reference Point (SRP)	Distance from SRP	
Front Row	H1	N/A
	K1	N/A
	H2	N/A
	K2	N/A
	H3	N/A
	K3	N/A
Second Row	I1	72
	L1	226
	I2	182
	L2	0
	I3	72
	L3	226
Third Row	J1	N/A
	M1	N/A
	J2	N/A
	M2	N/A
	J3	N/A
	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: HONDA ; Model: RIDGERLINE ; Body Style: 4Door Truck
Seat Style: Front row: Bucket ; Second row: Contoured; Third row: N/A



LEFT SIDE VIEW OF TEST VEHICLE

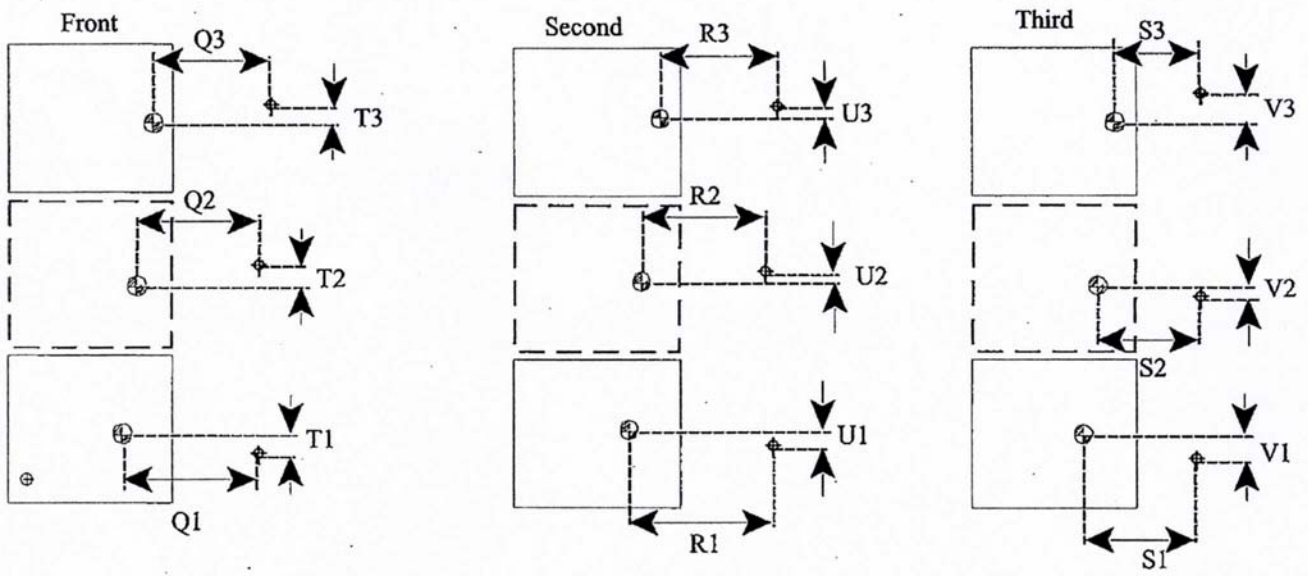
Table 4. Vertical Dimension For The Tether Anchorage

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)	-271
	O2 (Center)	-99
	O3 (Right)	-271
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.

CHILD TETHER ROUTING DEVICE LOCATIONS
FOR FMVSS 225
(All dimensions in mm)

Model Year: 2006 ; Make: HONDA ; Model: RIDGELINE ; Body Style: 4Door Truck
Seat Style: Front row: Bucket ; Second row: Contoured ; Third row: N/A



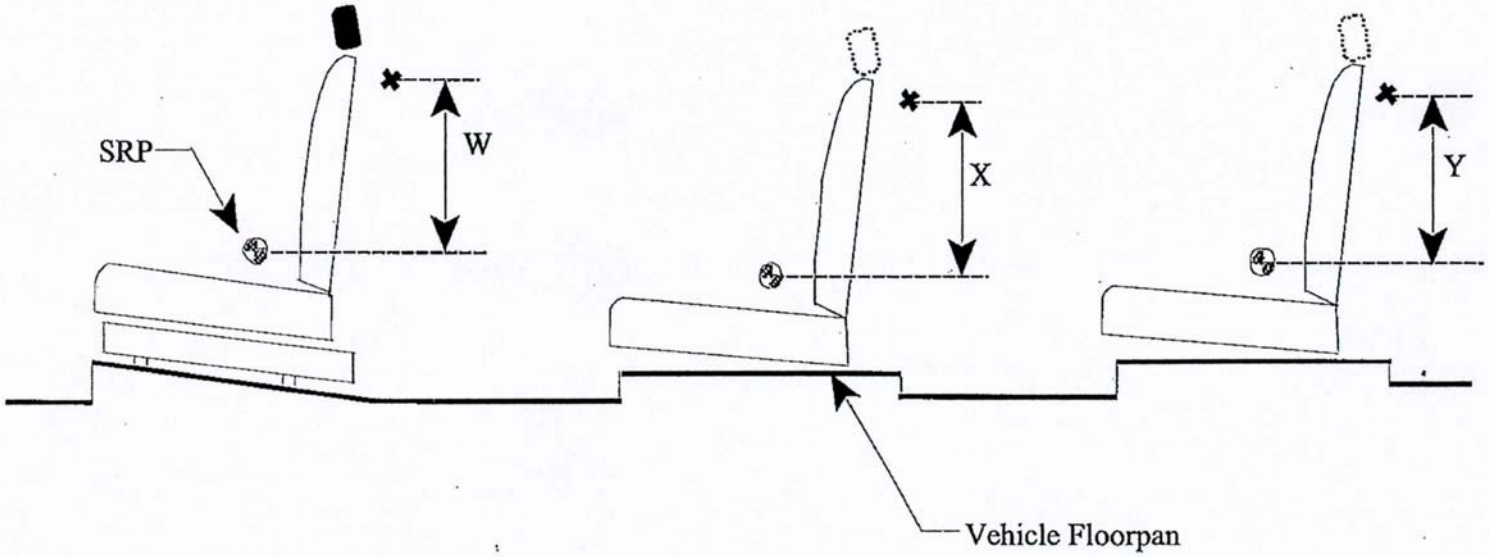
⊕: SRP
⊕: ROUTING DEVICE CENTER | See the attachment 1 for the details of routing device center.

Table 5. Seating Reference Point and Routing Device Locations

Seating Reference Point (SRP)	Distance from SRP	
Front Row	Q1	N/A
	T1	N/A
	Q2	N/A
	T2	N/A
	Q3	N/A
	T3	N/A
Second Row	R1	390
	U1	0
	R2	421
	U2	0
	R3	390
	U3	0
Third Row	S1	N/A
	V1	N/A
	S2	N/A
	V2	N/A
	S3	N/A
	V3	N/A

CHILD TETHER ROUTING DEVICE - VERTICAL
FOR FMVSS 225
(All dimensions in mm)

Model Year: 2006 ; Make: HONDA ; Model: RIDGERLINE ; Body Style: 4Door Truck
Seat Style: Front row: Bucket ; Second row: Contoured; Third row: N/A



LEFT SIDE VIEW OF TEST VEHICLE

Table 6. Vertical Dimension For The Routing Device Locations

Seating Row	Vertical Distance from Seating Reference Point	
Front Row	W1 (Driver)	N/A
	W2 (Center)	N/A
	W3 (Right)	N/A
Second Row	X1 (Left)	499
	X2 (Center)	487
	X3 (Right)	499
Third Row	Y1 (Left)	N/A
	Y2 (Center)	N/A
	Y3 (Right)	N/A

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

For each vehicle, provide the following information:

1. **How many designated seating positions exist in the vehicle?**

   Front 2 positions, Rear 3 positions, Total 5 positions

2. **How many designated seating positions are equipped with lower anchorages and tether anchorages? Specify which position(s).**

   There are three designated seating positions equipped with lower anchorages and tether anchorages in rear seats.

   Both anchorages are located in right, left and center seats. And they are fitted out a body.

3. **How many designated seating positions are equipped with tether anchorages? Specify which position(s).**

   There is no designated seating position equipped with only tether anchorages.

   (Designated seating positions equipped with both anchorages are as above facts (2)).

4. **Lower Anchorage Marking and Conspicuity:** Whether the anchorages are certified to S9.5(a) or S9.5(b) of FMVSS 225.

Lower anchorage marking and visibility are certified to S9.5(a)

attachment.1