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

TOYOTA MOTOR CORPORATION
2005 SCION TC, PASSENGER CAR
NHTSA NO. C55100

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

NOVEMBER 2, 2005
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 (NV5-220)
WASHINGTON, D.C. 20590
This publication is distributed by the U.S. Department of Transportation, National Highway Traffic Safety Administration, in the interest of information exchange. The opinions, findings and conclusions expressed in this publication are those of the author(s) and not necessarily those of the Department of Transportation or the National Highway Traffic Safety Administration. The United States Government assumes no liability for its contents or use thereof. If trade or manufacturers' names or products are mentioned, it is only because they are considered essential to the object of the publication and should not be construed as an endorsement. The United States Government does not endorse products or manufacturers.

Prepared By: ____________________

Approved By: ____________________

Approval Date: ____________________

FINAL REPORT ACCEPTANCE BY OVSC:

Accepted By: ____________________

Acceptance Date: 12/20/05
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>225-GTL-05-005</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>NHTSA No. C55100</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>7. Author(s)</th>
<th>8. Performing Organ. Rep#</th>
</tr>
</thead>
<tbody>
<tr>
<td>Grant Farrand, Project Engineer</td>
<td>GTL-DOT-05-225-005</td>
</tr>
<tr>
<td>Debbie Messick, Project Manager</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>9. Performing Organization Name and Address</th>
<th>10. Work Unit No. (TRAIS)</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Testing Laboratories, Inc.</td>
<td>N/A</td>
</tr>
<tr>
<td>1623 Leedstown Road</td>
<td></td>
</tr>
<tr>
<td>Colonial Beach, Va 22443</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>11. Contract or Grant No.</th>
<th>12. Sponsoring Agency Name and Address</th>
<th>13. Type of Report and Period Covered</th>
</tr>
</thead>
<tbody>
<tr>
<td>DTNH22-02-D-01043</td>
<td>U.S. Department of Transportation</td>
<td>Final Test Report</td>
</tr>
<tr>
<td></td>
<td>National Highway Traffic Safety Admin.</td>
<td>September 30</td>
</tr>
<tr>
<td></td>
<td>Safety Enforcement</td>
<td>October 3, 2005</td>
</tr>
<tr>
<td></td>
<td>Office of Vehicle Safety Compliance (NVS-220)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>400 7th Street, S.W., Room 6111</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Washington, DC 20590</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>NVS-220</td>
<td>NONE</td>
</tr>
</tbody>
</table>

16. Abstract
Compliance tests were conducted on the subject, 2005 Scion TC Passenger Car 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

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>UNCLASSIFIED</td>
<td>107</td>
<td></td>
</tr>
</tbody>
</table>

20. Security Classif. (of this page)
UNCLASSIFIED

Form DOT F 1700.7 (8-72)
<table>
<thead>
<tr>
<th>SECTION</th>
<th>PAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Purpose of Compliance Test</td>
<td>1</td>
</tr>
<tr>
<td>Compliance Test Results</td>
<td>2</td>
</tr>
<tr>
<td>Compliance Test Data</td>
<td>3</td>
</tr>
<tr>
<td>Test Equipment List</td>
<td>26</td>
</tr>
<tr>
<td>Photographs</td>
<td>27</td>
</tr>
<tr>
<td>5.1 Left Side View of Vehicle</td>
<td></td>
</tr>
<tr>
<td>5.2 Right Side View of Vehicle</td>
<td></td>
</tr>
<tr>
<td>5.3 ¾ Frontal Right Side View of Vehicle</td>
<td></td>
</tr>
<tr>
<td>5.4 ¾ Rearward Left Side View of Vehicle</td>
<td></td>
</tr>
<tr>
<td>5.5 Close-up View of Vehicle Certification Label</td>
<td></td>
</tr>
<tr>
<td>5.6 Close-up View of Vehicle Tire Information Label</td>
<td></td>
</tr>
<tr>
<td>5.7 View of Row 2 Seating with Child Restraint Anchors</td>
<td></td>
</tr>
<tr>
<td>5.8 View of Row 2 Seating Top Tether Anchors</td>
<td></td>
</tr>
<tr>
<td>5.9 Row 2, Left Side Lower Anchors</td>
<td></td>
</tr>
<tr>
<td>5.10 Row 2, Left Side Top Tether Anchor</td>
<td></td>
</tr>
<tr>
<td>5.11 Row 2, Center Position Top Tether Anchor</td>
<td></td>
</tr>
<tr>
<td>5.12 Row 2, Right Side Lower Anchors</td>
<td></td>
</tr>
<tr>
<td>5.13 Row 2, Right Side Top Tether Anchor</td>
<td></td>
</tr>
<tr>
<td>5.14 View of Top Tether Anchor Cover</td>
<td></td>
</tr>
<tr>
<td>5.15 Measurement of Circle Identifying Lower Anchor Bar</td>
<td></td>
</tr>
<tr>
<td>5.16 Row 2, Left Side with CRF</td>
<td></td>
</tr>
<tr>
<td>5.17 Row 2, Left Side Pitch Measurement</td>
<td></td>
</tr>
<tr>
<td>5.18 Row 2, Left Side Outboard “Z” Measurement</td>
<td></td>
</tr>
<tr>
<td>5.19 Row 2, Left Side Inboard “Z” Measurement</td>
<td></td>
</tr>
<tr>
<td>5.20 Row 2, Right Side with CRF</td>
<td></td>
</tr>
<tr>
<td>5.21 Row 2, Right Side Pitch Measurement</td>
<td></td>
</tr>
<tr>
<td>5.22 Row 2, Right Side Inboard “Z” Measurement</td>
<td></td>
</tr>
<tr>
<td>5.23 Row 2, Right Side Outboard “Z” Measurement</td>
<td></td>
</tr>
<tr>
<td>5.24 Row 2, Left Side with 2-D Template</td>
<td></td>
</tr>
<tr>
<td>5.25 Row 2, Left Side with 2-D Template</td>
<td></td>
</tr>
<tr>
<td>5.26 Row 2, Left Side Outboard SRP Measurement</td>
<td></td>
</tr>
<tr>
<td>5.27 Row 2, Left Side Inboard SRP Measurement</td>
<td></td>
</tr>
<tr>
<td>5.28 Row 2, Center Position with 2-D Template</td>
<td></td>
</tr>
<tr>
<td>5.29 Row 2, Center Position with 2-D Template</td>
<td></td>
</tr>
<tr>
<td>5.30 Row 2, Right Side with 2-D Template</td>
<td></td>
</tr>
<tr>
<td>5.31 Row 2, Right Side with 2-D Template</td>
<td></td>
</tr>
<tr>
<td>5.32 Row 2, Right Side Inboard SRP Measurement</td>
<td></td>
</tr>
<tr>
<td>5.33 Row 2, Right Side Outboard SRP Measurement</td>
<td></td>
</tr>
<tr>
<td>5.34 ¾ Left Front View of Vehicle in Test Rig</td>
<td></td>
</tr>
<tr>
<td>5.35 ¾ Right Front View of Vehicle in Test Rig</td>
<td></td>
</tr>
<tr>
<td>5.36 ¾ Right Rear View of Vehicle in Test Rig</td>
<td></td>
</tr>
<tr>
<td>5.37 ¾ Left Rear View of Vehicle in Test Rig</td>
<td></td>
</tr>
</tbody>
</table>
TABLE OF CONTENTS (continued)

5.38 Pre-Test Row 2, Left Side with SFAD 2
5.39 Pre-Test Row 2, Left Side with SFAD 2
5.40 Post Test Row 2, Left Side with SFAD 2
5.41 Post Test Row 2, Left Side with SFAD 2
5.42 Pre-Test Row 2, Right Side with SFAD 2
5.43 Post Test Row 2, Right Side with SFAD 2
5.44 Pre-Test Row 2, Center Position with SFAD 1
5.45 Pre-Test Row 2, Center Position with SFAD 1
5.46 Post Test Row 2, Center Position with SFAD 1
5.47 Post Test Row 2, Center Position with SFAD 1

6 Plots

6.1 2nd Row Left Side Top Tether, GTL 5328
6.2 2nd Row Left Side Top Tether, GTL 5328
6.3 2nd Row Right Side Lower Anchor, GTL 5329
6.4 2nd Row Right Side Lower Anchor, GTL 5329
6.5 2nd Row Center Position Top Tether, GTL 5330
6.6 2nd Row Center Position Top Tether, GTL 5330

Appendix A – Owner’s Manual Child Restraint Information
Appendix B – Manufacturer’s Data
SECTION 1

PURPOSE OF COMPLIANCE TEST

1.0 PURPOSE OF COMPLIANCE TEST

A 2005 Scion TC Passenger Car 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 2005 Scion TC Passenger Car. Nomenclature applicable to the test vehicle are:

A. Vehicle Identification Number: JTKDE177450002006

B. NHTSA No.: C55100

C. Manufacturer: TOYOTA MOTOR CORPORATION

D. Manufacture Date: 05/04

1.2 TEST DATE

The test vehicle was subjected to FMVSS No. 225 testing during the time period September 30 through October 3, 2005.
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 2005 SCION TC Passenger Car 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 2005 Scion TC Passenger Car.
DATA SHEET 1
SUMMARY OF RESULTS

VEH. MOD YR/MAKE/MODEL/BODY: 2005 SCION TC PASSENGER CAR
VEH. NHTSA NO: C55100; VIN: JTKDE177450002006
VEH. BUILD DATE: 05/04; TEST DATE: SEPTEMBER 30-OCTOBER 3, 2005
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

<table>
<thead>
<tr>
<th></th>
<th>PASS</th>
<th>FAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>DSP a</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>DSP b</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>DSP c</td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>

C. LOCATION OF TETHER ANCHORAGES

<table>
<thead>
<tr>
<th></th>
<th>PASS</th>
<th>FAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>DSP a</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>DSP b</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>DSP c</td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>

D. LOWER ANCHORAGE DIMENSIONS

<table>
<thead>
<tr>
<th></th>
<th>PASS</th>
<th>FAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>DSP a</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>DSP b</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>DSP c</td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>
**DATA SHEET 1 CONTINUED**
**SUMMARY OF RESULTS**

### E. CONSPICUITY AND MARKING OF LOWER ANCHORAGES

<table>
<thead>
<tr>
<th></th>
<th>PASS</th>
<th>FAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>DSP a</td>
<td>✗</td>
<td></td>
</tr>
<tr>
<td>DSP b</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>DSP c</td>
<td>✗</td>
<td></td>
</tr>
</tbody>
</table>

### F. STRENGTH OF TETHER ANCHORAGES

<table>
<thead>
<tr>
<th></th>
<th>PASS</th>
<th>FAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>DSP a</td>
<td>✗</td>
<td></td>
</tr>
<tr>
<td>DSP b</td>
<td>✗</td>
<td></td>
</tr>
<tr>
<td>DSP c</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

### G. STRENGTH OF LOWER ANCHORAGES (Forward Force)

<table>
<thead>
<tr>
<th></th>
<th>PASS</th>
<th>FAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>DSP a</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>DSP b</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>DSP c</td>
<td>✗</td>
<td></td>
</tr>
</tbody>
</table>

### H. STRENGTH OF LOWER ANCHORAGE (Lateral Force)

<table>
<thead>
<tr>
<th></th>
<th>PASS</th>
<th>FAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>DSP a</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>DSP b</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>DSP c</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

### I. OWNER'S MANUAL

<table>
<thead>
<tr>
<th></th>
<th>PASS</th>
<th>FAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>✗</td>
<td></td>
</tr>
</tbody>
</table>

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

**RECORDED BY:** __________________________  **DATE:** 09/30/05  **APPROVED BY:** __________________________
DATA SHEET 2
REQUIREMENTS FOR CHILD RESTRAINT ANCHORAGE SYSTEMS
AND TETHER ANCHORAGES

VEH. MOD YR/MAKE/MODEL/BODY: 2005 SCION TC PASSENGER CAR
VEH. NHTSA NO: C55100; VIN: JTKDE177450002006
VEH. BUILD DATE: 05/04; TEST DATE: SEPTEMBER 30, 2005
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): 1
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 (§4.4(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 (§4.4 (a) or (b) or (c))

If the vehicle has 3 or more rear dsp's and a non-outboard dsp, is a tether anchorage or CRAS provided at a non-outboard dsp? YES
YES = PASS  NO = FAIL (§4.4 (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 (§4.6 (b))

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

![Diagram]

X = Top Tether
* = Lower Anchors

RECORDED BY: ___________________________ DATE: 09/30/05

APPROVED BY: ___________________________
DATA SHEET 3
LOCATION OF TETHER ANCHORAGES

VEH. MOD YR/MAKE/MODEL/BODY: 2005 SCION TC PASSENGER CAR
VEH. NHTSA NO: C55100; VIN: JTKDE177450002006
VEH. BUILD DATE: 05/04; TEST DATE: SEPTEMBER 30, 2005
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 on floor behind seat.

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? __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? ____N/A____
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: _______ N/A _______

 Greater than or equal to 100mm = PASS Less than 100mm = FAIL

COMMENTS:

RECORDED BY: ___________________________ DATE: __09/30/05________________

APPROVED BY: ___________________________
DATA SHEET 3A
LOCATION OF TETHER ANCHORAGES

VEH. MOD YR/MAKE/MODEL/BODY: 2005 SCION TC PASSENGER CAR
VEH. NHTSA NO: C55100; VIN: JTKDE177450002006
VEH. BUILD DATE: 05/04 ; TEST DATE: SEPTEMBER 30, 2005
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 on floor behind seat.

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? 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? N/A
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: 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: N/A

  Greater than or equal to 100mm = PASS  Less than 100mm = FAIL

COMMENTS:

RECORDED BY: ___________________________  DATE: 09/30/05

APPROVED BY: ___________________________
DATA SHEET 3B
LOCATION OF TETHER ANCHORAGES

VEH. MOD YR/MAKE/MODEL/BODY: 2005 SCION TC PASSENGER CAR
VEH. NHTSA NO: C55100; VIN: JTKDE177450002006
VEH. BUILD DATE: 05/04; TEST DATE: SEPTEMBER 30, 2005
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 on floor behind seat.

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? 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? N/A
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:

_____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: _____N/A____
  Greater than or equal to 100mm = PASS  Less than 100mm = FAIL

COMMENTS:

RECORDED BY: ________________________  DATE: ___09/30/05_______

APPROVED BY: ________________________
DATA SHEET 4
LOWER ANCHORAGE DIMENSIONS

VEH. MOD YR/MAKE/MODEL/BODY: 2005 SCION TC PASSENGER CAR

VEH. NHTSA NO: C55100; VEH. VIN: JTKDE177450002006

VEH. BUILD DATE: 05/04_; TEST DATE: SEPTEMBER 30, 2005

TEST LABORATORY: GENERAL TESTING LABORATORIES

OBSERVERS: GRANT FARRAND, JIMMY LATANE

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

Outboard Lower Anchorage bar diameter: 5.97 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): 32 mm
Length ≥25mm = PASS Length <25mm = FAIL(S9.1.1(c) (i))

Length of the straight portion of the bar (inboard lower anchorage): 32 mm
Length ≥25mm = PASS Length <25mm = FAIL(S9.1.1(c) (i))

Length between the anchor bar supports (outboard lower anchorage): 40 mm
Length ≤60mm = PASS Length >60mm = FAIL(S9.1.1(c) (ii))

Length between the anchor bar supports (inboard lower anchorage): 40 mm
Length ≤60mm = PASS Length >60mm = FAIL(S9.1.1(c) (ii))

CRF Pitch angle: 8.7°
Angle = 15°±10° = PASS Angle≠15°±10° = FAIL (S9.2.1)

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

CRF Yaw angle: 0.0
Angle = 0°±10° = PASS Angle≠0°±10° = 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: 168 mm
Distance ≥ 120mm = PASS   Distance < 120mm = FAIL

Distance between SgRP and the front surface of inboard anchor bar: 165 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:_______________________   DATE: 09/30/05

APPROVED BY:_______________________
DATA SHEET 4A
LOWER ANCHORAGE DIMENSIONS

VEH. MOD YR/MAKE/MODEL/BODY: 2005 SCION TC PASSENGER CAR
VEH. NHTSA NO: C55100; VIN: JTKDE177450002006
VEH. BUILD DATE: 05/04; TEST DATE: SEPTEMBER 27, 2005
TEST LABORATORY: GENERAL TESTING LABORATORIES
OBSERVERS: GRANT FARRAND, JIMMY LATANE

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

Outboard Lower Anchorage bar diameter: 5.97 mm
6mm ± 0.1 mm = PASS  Other size = FAIL (S9.1.1(a))

Inboard Lower Anchorage bar diameter: 5.97 mm
6mm ± 0.1 mm = 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): 32 mm
Length ≥25mm = PASS  Length <25mm = FAIL(S9.1.1(c) (i))

Length of the straight portion of the bar (inboard lower anchorage): 32 mm
Length ≥25mm = PASS  Length <25mm = FAIL(S9.1.1(c) (i))

Length between the anchor bar supports (outboard lower anchorage): 40 mm
Length ≤60mm = PASS  Length >60mm = FAIL(S9.1.1(c) (ii))

Length between the anchor bar supports (inboard lower anchorage): 40 mm
Length ≤60mm = PASS  Length >60mm = FAIL(S9.1.1(c) (ii))

CRF Pitch angle: 9.2°
Angle = 10°±10° = PASS  Angle≠10°±10° = FAIL (S9.2.1)

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

CRF Yaw angle: 0.0°
Angle = 0°±10° = PASS  Angle≠0°±10° = 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: 160 mm
Distance ≥ 120mm = PASS     Distance < 120mm = FAIL

Distance between SgRP and the front surface of inboard anchor bar: 160 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: ___________________________     DATE: 09/30/05
APPROVED BY: ___________________________
DATA SHEET 5
CONSPICUITY AND MARKING OF LOWER ANCHORAGES

VEH. MOD YR/MAKE/MODEL/BODY: 2005 SCION TC PASSENGER CAR

VEH. NHTSA NO: C55100; VIN: JTKDE177450002006

VEH. BUILD DATE: 05/04 ; TEST DATE: SEPTEMBER 30, 2005

TEST LABORATORY: GENERAL TESTING LABORATORIES

OBSERVERS: GRANT FARRAND, JIMMY LATANE

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

MARKING (Circles)

Diameter of the circle: _____ 15 mm

Diameter \( \geq 13 \text{ mm} \) = PASS

Diameter \( <13 \text{ mm} \) = FAIL (S9.5(a)(1))

Does the circle have words, symbols or pictograms? _____ YES

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: _____ 60 mm

Distance between 50\&100 mm = 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\&125 mm= PASS Other Distance=FAIL (S9.5(a)(3))

Lateral distance from the center of the circle to the center of the anchor bar: _____ 5 mm

Distance \( \leq 25 \text{ mm} \) = PASS

Distance \( >25 \text{ mm} \) = FAIL (S9.5(a)(3))

CONSPICUITY (No Circles)

Is the anchor bar or guide visible when viewed from a point 30° 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))
DESIGNATED SEATING POSITION: ROW 2 LEFT SIDE (DSP A)

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. __________

RECORDED BY: ___________________________  DATE: __09/30/05___________

APPROVED BY: ___________________________
DATA SHEET 5A
CONSPICUITY AND MARKING OF LOWER ANCHORAGES

VEH. MOD YR/MAKE/MODEL/BODY: 2005 SCION TC PASSENGER CAR
VEH. NHTSA NO: C55100; VIN: JTKDE177450002006
VEH. BUILD DATE: 05/04; TEST DATE: SEPTEMBER 30, 2005
TEST LABORATORY: GENERAL TESTING LABORATORIES
OBSERVERS: GRANT FARRAND, JIMMY LATANE

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

MARKING (Circles)

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

Does the circle have words, symbols or pictograms? YES
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: 55 mm
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: 5 mm
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 30° 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))
DESIGNATED SEATING POSITION: __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. ____________

RECORDED BY: ______________________ DATE: __09/30/05________

APPROVED BY: ______________________
DATA SHEET 6
STRENGTH OF TETHER ANCHORAGES

VEH. MOD YR/MAKE/MODEL/BODY: 2005 SCION TC PASSENGER CAR
VEH. NHTSA NO: C55100; VIN: JTKDE177450002006
VEH. BUILD DATE: 05/04; TEST DATE: OCTOBER 3, 2005
TEST LABORATORY: GENERAL TESTING LABORATORIES
OBERVERS: GRANT FARRAND, JIMMY LATANE
TEST NO: 5328

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

Seat Back Angle: 24°

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: 60 N

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

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

Maximum force (14,950 N ± 50 N): 14,936 N

Tested simultaneously with another DSP? NO

COMMENTS: Displacement at maximum load 51 mm.

RECORDED BY: ___________________________ DATE: 10/03/05
APPROVED BY: ___________________________
DATA SHEET 6A
STRENGTH OF TETHER ANCHORAGES

VEH. MOD YR/MAKE/MODEL/BODY: 2005 SCION TC PASSENGER CAR
VEH. NHTSA NO: C55100; VIN: JTKDE177450002006
VEH. BUILD DATE: 05/04 ; TEST DATE: OCTOBER 3, 2005
TEST LABORATORY: GENERAL TESTING LABORATORIES
OBSERVERS: GRANT FARRAND, JIMMY LATANE
TEST NO: 5330

DESIGNATED SEATING POSITION: ROW 2 CENTER (DSP B)
SFAD: 1

Seat Back Angle: 25°

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: 65 N (SFAD 1 only)

Tether strap tension: 65 N

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

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

Maximum force (14,950 N ± 50 N): 14,954 N

Tested simultaneously with another DSP? NO

COMMENTS: Displacement at maximum load 116 mm.

RECORDED BY: ___________________________ DATE: 10/03/05
APPROVED BY: ___________________________
DATA SHEET 7
STRENGTH OF LOWER ANCHORAGES (Forward Force)

VEH. MOD YR/MAKE/MODEL/BODY: 2005 SCION TC PASSENGER CAR

VEH. NHTSA NO: C55100; VIN: JTKDE177450002006

VEH. BUILD DATE: 05/04; TEST DATE: OCTOBER 3, 2005

TEST LABORATORY: GENERAL TESTING LABORATORIES

OBSERVERS: GRANT FARRAND, JIMMY LATANE

TEST NO: 5329

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

Seat Back Angle: 24°

Location of seat back angle measurement: 2D Template

Head Restraint Position: N/A

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

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

Force application rate: 423 N/S

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

Maximum force (10,950 N ± 50 N): 10,989 N

Displacement, H1 (at 500 N): 0.0

Displacement, H2 (at maximum load): 36 mm

Displacement of Point X: 36 mm (H2-H1)

Displacement > 175 mm = FAIL (S9.4.1(a))

Tested simultaneously with another DSP? NO

Distance between adjacent DSP’s: 320

COMMENTS:

RECORDED BY: ___________________________ DATE: 10/03/05

APPROVED BY: ___________________________
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:  
DATE:  09/30/05  
APPROVED BY:  

# SECTION 4

## INSTRUMENTATION AND EQUIPMENT LIST

<table>
<thead>
<tr>
<th>EQUIPMENT</th>
<th>DESCRIPTION</th>
<th>MODEL/ SERIAL NO.</th>
<th>CAL. DATE</th>
<th>NEXT CAL. DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>COMPUTER</td>
<td>AT&amp;T</td>
<td>486DX266</td>
<td>BEFORE USE</td>
<td>BEFORE USE</td>
</tr>
<tr>
<td>LOAD CELL</td>
<td>INTERFACE</td>
<td>496</td>
<td>01/05</td>
<td>01/06</td>
</tr>
<tr>
<td>LINEAR TRANSDUCER</td>
<td>SERVO SYSTEMS</td>
<td>20</td>
<td>BEFORE USE</td>
<td>BEFORE USE</td>
</tr>
<tr>
<td>SEAT BELT LOAD CELL</td>
<td>TRANSDUCER</td>
<td>135</td>
<td>BEFORE USE</td>
<td>BEFORE USE</td>
</tr>
<tr>
<td>SEAT BELT LOAD CELL</td>
<td>TRANSDUCER</td>
<td>137</td>
<td>BEFORE USE</td>
<td>BEFORE USE</td>
</tr>
<tr>
<td>LEVEL</td>
<td>STANLEY</td>
<td>42-449</td>
<td>02/05</td>
<td>02/06</td>
</tr>
<tr>
<td>FORCE GAUGE</td>
<td>CHATILLON</td>
<td>8761</td>
<td>BEFORE USE</td>
<td>BEFORE USE</td>
</tr>
<tr>
<td>CALIPER</td>
<td>N/A</td>
<td>Q9322365</td>
<td>BEFORE USE</td>
<td>BEFORE USE</td>
</tr>
<tr>
<td>CRF</td>
<td>MEASUREMENT FIXTURE</td>
<td>GTL CRF</td>
<td>BEFORE USE</td>
<td>BEFORE USE</td>
</tr>
<tr>
<td>SFAD 1</td>
<td>FORCE APPLICATION</td>
<td>GTL SFAD 1</td>
<td>BEFORE USE</td>
<td>BEFORE USE</td>
</tr>
<tr>
<td>SFAD 2</td>
<td>FORCE APPLICATION</td>
<td>GTL SFAD 2</td>
<td>BEFORE USE</td>
<td>BEFORE USE</td>
</tr>
</tbody>
</table>
SECTION 5
PHOTOGRAPHS
MFD. BY: TOYOTA MOTOR CORPORATION 05/04
GVWR 3945LB GAWR FR 2130LB RR 1835LB
THIS VEHICLE CONFORMS TO ALL APPLICABLE
FEDERAL MOTOR VEHICLE SAFETY, BUMPER, AND
THEFT PREVENTION STANDARDS IN EFFECT ON
THE DATE OF MANUFACTURE SHOWN ABOVE.
JTKDE177450002006 PASS CAR

C/TR: 3P2/FA14 ANTIOL A/TL - ALMGKA
A/TM: -02A/E350 MADE IN JAPAN 609 A

C55100

FIGURE 3.5
CLOSE-UP VIEW OF VEHICLE CERTIFICATION
LABEL.
**FIGURE 5.6**
CLOSE-UP VIEW OF VEHICLE TIRE INFORMATION LABEL

---

### Tire and Load Information

**Seating Capacity:** Total: 5
- Front: 2
- Rear: 3

**Combined Weight of Occupants and Cargo:** Should not exceed 50 kg (110 lb) or 650 lbs.

**Original Tire Size:**

<table>
<thead>
<tr>
<th>Type</th>
<th>Front</th>
<th>Rear</th>
</tr>
</thead>
<tbody>
<tr>
<td>Size</td>
<td>215/45Z17</td>
<td>215/45Z17</td>
</tr>
<tr>
<td>Load Range</td>
<td>230kPa (34psi)</td>
<td>230kPa (34psi)</td>
</tr>
<tr>
<td>Tread Depth</td>
<td>420kPa (60psi)</td>
<td>420kPa (60psi)</td>
</tr>
</tbody>
</table>

**Compact Spare Tire:**

<table>
<thead>
<tr>
<th>Type</th>
<th>FRONT</th>
<th>REAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Size</td>
<td>255/70D17</td>
<td>115/70D17</td>
</tr>
<tr>
<td>Load Range</td>
<td>420kPa (60psi)</td>
<td>420kPa (60psi)</td>
</tr>
</tbody>
</table>

**C55100**
FIGURE 5.15
MEASUREMENT OF CIRCLE IDENTIFYING LOWER ANCHOR BAR

2005 SCION tC
NHTSA NO. CS5100
FMVSS NO. 225
FIGURE 8.40
POST TEST ROW 2, LEFT SIDE WITH SPAD 2
SECTION 6
PLOTS
GTL 532B, NHTSA C55100

225, Top Tether, Row 2 Left Side.

(Thousands) Force in Newtons

Displacement in Millimeters
GTL 5329, NHTSA C55100

225, Lower Anchor, Row 2 Right Side.

Force in Newtons (Thousands)

Time in Seconds
GTL 5330, NHTSA C55100

225, Top Tether, Row 2 Center Position.
225, Top Tether, Row 2 Center Position.
APPENDIX A
OWNER'S MANUAL CHILD RESTRAINT INFORMATION
Child restraint—
—Child restraint precautions

Scion strongly urges the use of appropriate child restraint systems for children.
The laws of all 50 states in the U.S.A. now require the use of a child restraint system.
Your vehicle conforms to SAE J1819.

If a child is too large for a child restraint system, the child should sit in the rear seat and must be restrained using the vehicle’s seat belt. See “Seat belts” on page 36 for details.

- **CAUTION**

  - For effective protection in automobile accidents and sudden stops, a child must be properly restrained, using a seat belt or child restraint system depending on the age and size of the child. Holding a child in your arms is not a substitute for a child restraint system. In an accident, the child can be crushed against the windshield, or between you and the vehicle’s interior.

  - Scion strongly urges use of a proper child restraint system which conforms to the size of the child, installed on the rear seat. According to accident statistics, the child is safer when properly restrained in the rear seat than in the front seat.

  - Never install a rear-facing child restraint system on the front passenger seat. In the event of an accident, the force of the rapid inflation of the front passenger airbag can cause death or serious injury to the child if the rear-facing child restraint system is put on the front passenger seat.

  - A forward-facing child restraint system should be allowed to be installed on the front passenger seat only when it is unavoidable. Always move the seat as far back as possible, because the front passenger airbag could inflate with considerable speed and force. Otherwise, the child may be killed or seriously injured.

  - On vehicles with side airbags and curtain shield airbags, do not allow the child to lean his/her head or any part of his/her body against the door or the area of the seat, front or rear pillar or roof side rail from which the side airbags or curtain shield airbags deploy even if the child is seated in the child restraint system. It is dangerous if the side airbag and curtain shield airbag inflate, and the impact could cause death or serious injury to the child.

  - Do not use the seat belt extender when installing a child restraint system on the front or rear passenger seat. If installing a child restraint system with the seat belt extender connected to the seat belt, the seat belt will not securely hold the child restraint system, which could cause death or serious injury to the child or other passengers in the event of collision.

—Child restraint system

A child restraint system for a small child or baby must itself be properly restrained on the seat with the lap portion of the lap/shoulder belt. You must carefully consult the manufacturer’s instructions which accompany the child restraint system.

To provide proper restraint, use a child restraint system following the manufacturer’s instructions about the appropriate age and size of the child for the child restraint system.

Install the child restraint system correctly following the instructions provided by its manufacturer. General directions are also provided under the following illustrations.

The child restraint system should be installed on the rear seat. According to accident statistics, the child is safer when properly restrained in the rear seat than in the front seat.

When not using the child restraint system, keep it secured with the seat belt or place it somewhere other than the passenger compartment. This will prevent it from injuring passengers in the event of a sudden stop or accident.

—Types of child restraint system

Child restraint systems are classified into the following 3 types depending on the child’s age and size.

(A) Infant seat
(B) Convertible seat
(C) Booster seat

Install the child restraint system following the instructions provided by its manufacturer.

Your vehicle has anchor brackets for securing the top strap of a child restraint system.

For instructions about how to use the anchor bracket, see “—Using a top strap” on page 70.

The child restraint lower anchorages approved for your vehicle may also be used. See “—Installation with child restraint lower anchorages” on page 72.
Installation with seat belt

(A) Infant seat

(B) Convertible seat

(C) Booster seat

(A) INFANT SEAT INSTALLATION

An infant seat must be used in rear-facing position only.

CAUTION

- Never install a rear-facing child restraint system on the front passenger seat. In the event of an accident, the force of the rapid inflation of the front passenger airbag can cause death or serious injury to the child if the rear-facing child restraint system is installed on the front passenger seat.

- Do not install a child restraint system on the rear seat if it interferes with the lock mechanism of the front seats. Otherwise, the child or front seat occupant(s) may be killed or seriously injured in case of sudden braking or a collision.

- If the driver’s seat position does not allow sufficient space for safe installation, install the child restraint system on the rear right seat.

1. Run the lap and shoulder belt through or around the infant seat following the instructions provided by its manufacturer and insert the tab into the buckle taking care not to twist the belt. Keep the lap portion of the belt tight.
**CAUTION**

- After inserting the tab, make sure the tab and buckle are locked and that the lap and shoulder portions of the belt are not twisted.
- Do not insert coins, clips, etc. in the buckles as this may prevent your child from properly latching the tab and buckle.
- If the seat belt does not function normally, it cannot protect your child from death or serious injury. Contact your Scion dealer immediately. Do not install the child restraint system on the seat until the seat belt is fixed.

2. Fully extend the shoulder belt to put it in the lock mode. When the belt is then retracted even slightly, it cannot be extended. To hold the infant seat securely, make sure the belt is in the lock mode before letting the belt retract.

3. While pressing the infant seat firmly against the seat cushion and seatback, let the shoulder belt retract as far as it will go to hold the infant seat securely.

4. To remove the infant seat, press the buckle release button and allow the belt to retract completely. The belt will move freely again and be ready to work for an adult or older child passenger.

**CAUTION**

Push and pull the child restraint system in different directions to be sure it is secure. Follow all the installation instructions provided by its manufacturer.

**(B) CONVERTIBLE SEAT INSTALLATION**

A convertible seat must be used in forward-facing or rear-facing position depending on the age and size of the child. When installing, follow the manufacturer's instructions about the applicable age and size of the child as well as directions for installing the child restraint system.
**CAUTION**

- Never install a rear-facing child restraint system on the front passenger seat. In the event of an accident, the force of the rapid inflation of the front passenger airbag can cause death or serious injury to the child if the rear-facing child restraint system is installed on the front passenger seat.

- A forward-facing child restraint system should be allowed to be installed on the front passenger seat only when it is unavoidable. Always move the seat as far back as possible, because the front passenger airbag could inflate with considerable speed and force. Otherwise, the child may be killed or seriously injured.

- On vehicles with side airbags and curtain shield airbags, do not allow the child to lean his/her head or any part of his/her body against the door or the area of the seat, front or rear pillar or roof side rail from which the side airbags or curtain shield airbags deploy even if the child is seated in the child restraint system. It is dangerous if the side airbag and curtain shield airbag inflate, and the impact could cause death or serious injury to the child.

---

**CAUTION**

- Do not install a child restraint system on the rear seat if it interferes with the lock mechanism of the front seats. Otherwise, the child or front seat occupant(s) may be killed or seriously injured in case of sudden braking or a collision.

- If the driver's seat position does not allow sufficient space for safe installation, install the child restraint system on the rear right seat.

- Do not insert coins, clips, etc. in the buckle as this may prevent your child from properly latching the tab and buckle.

- If the seat belt does not function normally, it cannot protect your child from death or serious injury. Contact your Scion dealer immediately. Do not install the child restraint system on the seat until the seat belt is fixed.

---

1. Run the lap and shoulder belt through or around the convertible seat following the instructions provided by its manufacturer and insert the tab into the buckle taking care not to twist the belt. Keep the lap portion of the belt tight.
2. Fully extend the shoulder belt to put it in the lock mode. When the belt is then retracted even slightly, it cannot be extended.

To hold the convertible seat securely, make sure the belt is in the lock mode before letting the belt retract.

3. While pressing the convertible seat firmly against the seat cushion and seatback, let the shoulder belt retract as far as it will go to hold the convertible seat securely.

**CAUTION**

Push and pull the child restraint system in different directions to be sure it is secure. Follow all the installation instructions provided by its manufacturer.

---

- **On vehicles with side airbags and curtain shield airbags, do not allow the child to lean his/her head or any part of his/her body against the door or the area of the seat, front or rear pillar or roof side rail from which the side airbags or curtain shield airbags deploy even if the child is seated in the child restraint system. It is dangerous if the side airbag and curtain shield airbag inflate, and the impact could cause death or serious injury to the child.**

---

- **CAUTION**

  - Always make sure the shoulder belt is positioned across the center of child's shoulder. The belt should be kept away from child's neck, but not falling off the child's shoulder. Otherwise, the child may be killed or seriously injured in case of sudden braking or a collision.
  - Both high–positioned lap belts and loose–fitting belts could cause death or serious injuries due to sliding under the lap belt during a collision or other unintended event. Keep the lap belt positioned as low on a child’s hips as possible.
  - For child’s safety, do not place the shoulder belt under the child’s arm.
  - After inserting the tab, make sure the tab and buckle are locked and that the lap and shoulder portions of the belt are not twisted.
  - Do not insert coins, clips, etc. in the buckle as this may prevent your child from properly latching the tab and buckle.
On vehicles with side airbags and curtain shield airbags, do not allow the child to lean his/her head or any part of his/her body against the door or the area of the seat, front or rear pillar or roof side rail from which the side airbags or curtain shield airbags deploy even if the child is seated in the child restraint system. It is dangerous if the side airbag and curtain shield airbag inflate, and the impact could cause death or serious injury to the child.

1. Sit the child on a booster seat. Run the lap and shoulder belt through or around the booster seat and across the child following the instructions provided by its manufacturer and insert the tab into the buckle, taking care not to twist the belt.

Make sure the shoulder belt is correctly across the child's shoulder and that the lap belt is positioned as low as possible on the child's hips. See "Seat belts" on page 36 for details.

If the seat belt does not function normally, it cannot protect your child from death or serious injury. Contact your Scion dealer immediately. Do not install the child restraint system on the seat until the seat belt is fixed.

2. To remove the child restraint system, press the buckle release button and allow the belt to retract.

Follow the procedure below for a child restraint system that requires the use of a top strap.

Before using the top strap, fold the seatback forward once, then push it back to the initially locked position.

**CAUTION**

- Always make sure the shoulder belt is positioned across the center of the child's shoulder. The belt should be kept away from child's neck, but not falling off the child's shoulder. Otherwise, the child may be killed or seriously injured in case of sudden braking or a collision.
- Both high-positioned lap belts and loose-fitting belts could cause death or serious injuries due to sliding under the lap belt during a collision or other unintended event. Keep the lap belt positioned as low on a child's hips as possible.
- For child's safety, do not place the shoulder belt under the child's arm.
- After inserting the tab, make sure the tab and buckle are locked and that the lap and shoulder portions of the belt are not twisted.
- Do not insert coins, clips, etc. in the buckle as this may prevent your child from properly latching the tab and buckle.

---

Using a top strap...
Use the anchor brackets in the luggage compartment to attach the top strap. Anchor brackets are installed for each rear seating position. This symbol indicates the location of the anchor brackets.

TO USE THE ANCHOR BRACKET:
1. Remove the head restraint.

2. Push the lid of the anchor bracket to open it.

3. Fix the child restraint system with the seat belt.
4. Latch the hook onto the anchor bracket and tighten the top strap.

For instructions to install the child restraint system, see "Child restraint" on page 59.

---

Installation with child restraint lower anchorages

5. Replace the head restraint.
Be sure to close the lid when the anchor bracket is not in use.

The lower anchorages for the child restraint system interfaced with the FMVSS225 specification are installed in the rear seat.
The anchorages are installed behind the slits in the seat cushion of both outside rear seats.
Child restraint system interfaced with the FMVSS225 specification can be fixed with these anchorages. In this case, it is not necessary to fix the child restraint system with a seat belt on the vehicle.

---

CAUTION
Make sure the top strap is securely latched, and check that the child restraint system is secure by pushing and pulling it in different directions. Follow all the installation instructions provided by its manufacturer.
CHILD RESTRAINT SYSTEM INSTALLATION

Type A—
1. Widen the slits in the seat cushion slightly and confirm the position of
   the lower anchorages below the symbol in the seatback.
2. Latch the hooks of lower straps onto
   the anchorages and tighten the lower
   straps.

Type B—
1. Widen the slits in the seat cushion
   slightly and confirm the position of
   the lower anchorages below the sym-
   bol in the seatback.
2. Latch the buckles onto the anchor-
   ages.

If your child restraint system has a top
strap, it should be anchored. (For the
installation of the top strap, see "—Using
a top strap" on page 70.)

For installation details, refer to the instruc-
tion manual equipped with each product.

---

<table>
<thead>
<tr>
<th>CAUTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>• When using the lower anchorages for the child restraint system, be sure that there are no irregular objects around the anchorages or that the seat belt is not caught.</td>
</tr>
<tr>
<td>• Push and pull the child restraint system in different directions to be sure it is secure. Follow all the installation instructions provided by its manufacturer.</td>
</tr>
<tr>
<td>• Do not install a child restraint system on the rear seat if it interferes with the lock mechanism of the front seats. Otherwise, the child or front seat occupant(s) may be killed or seriously injured in case of sudden braking or a collision.</td>
</tr>
</tbody>
</table>
APPENDIX B
MANUFACTURER'S DATA
SEAT REFERENCE POINT (SRP) AND TORSO ANGLE DATA
FOR FMVSS 225

(All dimensions in mm)

Model Year: 2005; Make: TOYOTA; Model: Scion tC; Body Style: 3Door Hatchback
Seat Style: Front row: Separate; Second row: 6:4 Split Bench; Third row: N/A

LEFT SIDE VIEW OF TEST VEHICLE
Table 1. Seating Positions¹ and Torso Angles

<table>
<thead>
<tr>
<th></th>
<th>Left (Driver Side)</th>
<th>Center (if any)</th>
<th>Right (Front Passenger)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1</td>
<td>(Driver) 192</td>
<td>N/A</td>
<td>192</td>
</tr>
<tr>
<td>A2</td>
<td>74</td>
<td>143</td>
<td>74</td>
</tr>
<tr>
<td>A2' (*)</td>
<td>206</td>
<td>275</td>
<td>206</td>
</tr>
<tr>
<td>A3</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>B</td>
<td>378</td>
<td>N/A</td>
<td>378</td>
</tr>
<tr>
<td>C</td>
<td>1192</td>
<td>1183</td>
<td>1192</td>
</tr>
<tr>
<td>D</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Torso Angle</td>
<td>Front Row</td>
<td>21</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>Second Row</td>
<td>25</td>
<td>25</td>
</tr>
<tr>
<td></td>
<td>Third Row</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

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

(*) A2' are the dimensions from the driver's seat front outboard seat adjuster anchorage.
NOMINAL DESIGN RIDING POSITION -
For adjustable driver, passenger, 2nd row and 3rd row seat backs, describe how to position the inclinometer to measure the seat back angle. Include description of the location of the adjustment latch detent if applicable. Indicate if applicable, how the detents are numbered (is the first detent “0” or “1”?). Indicate if the seat back angle is measured with the dummy in the seat.

Seat back angle for driver's seat = ___ degrees
Measurement Instructions:

See Attachment 2-2

Seat back angle for passenger's seat = ___ degrees
Measurement Instructions:

See Attachment 2-2

Seat back angle for 2nd row seat = ___ degrees
Measurement Instructions:

See Attachment 2-2

Seat back angle for 3rd row seat = ___ degrees
Measurement Instructions:

N/A
SEATING REFERENCE POINT
FOR FMVSS 225
(All dimensions in mm)
(Note: The Child Restraint Anchorage Location determines the 225 SRP locations)

Model Year: 2005; Make: TOYOTA; Model: Scion tC; Body Style: 3Door Hatchback
Seat Style: Front row: Separate; Second row: 6:4 Split Bench; Third row: N/A

Diagram showing seating arrangement with labels for B1, B2, B3, E1, E2, E3, F1, F2, F3, C1, C2, C3, D1, D2, D3, G1, G2, G3.
Table 2. Seating Reference Point and Tether Anchorage Locations

<table>
<thead>
<tr>
<th>Seating Reference Point (SRP)</th>
<th>Distance from Driver’s front outboard seat adjuster anchorage¹</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front Row</td>
<td></td>
</tr>
<tr>
<td>B1</td>
<td>378</td>
</tr>
<tr>
<td>E1</td>
<td>202</td>
</tr>
<tr>
<td>B2</td>
<td>N/A</td>
</tr>
<tr>
<td>E2</td>
<td>N/A</td>
</tr>
<tr>
<td>B3</td>
<td>378</td>
</tr>
<tr>
<td>E3</td>
<td>907</td>
</tr>
<tr>
<td>Second Row</td>
<td></td>
</tr>
<tr>
<td>C1</td>
<td>1192</td>
</tr>
<tr>
<td>F1</td>
<td>235</td>
</tr>
<tr>
<td>C2</td>
<td>1183</td>
</tr>
<tr>
<td>F2</td>
<td>555</td>
</tr>
<tr>
<td>C3</td>
<td>1192</td>
</tr>
<tr>
<td>F3</td>
<td>875</td>
</tr>
<tr>
<td>Third Row</td>
<td></td>
</tr>
<tr>
<td>D1</td>
<td>N/A</td>
</tr>
<tr>
<td>G1</td>
<td>N/A</td>
</tr>
<tr>
<td>D2</td>
<td>N/A</td>
</tr>
<tr>
<td>G2</td>
<td>N/A</td>
</tr>
<tr>
<td>D3</td>
<td>N/A</td>
</tr>
<tr>
<td>G3</td>
<td>N/A</td>
</tr>
</tbody>
</table>

Note: 1. Use the center of anchorage.
TETHER ANCHORAGE LOCATIONS
FOR FMVSS 225
(All dimensions in mm)

Model Year: 2005 ; Make: TOYOTA ; Model: Scion tC ; Body Style: 3Door Hatchback
Seat Style: Front row: Separate ; Second row: 6:4 Split Bench ; Third row: N/A

Φ: SRP
†: Tether anchorage

Note: 1. The location shall be measured at the center of anchorage.
Table 3. Seating Reference Point and Tether Anchorage Locations

<table>
<thead>
<tr>
<th>Seating Reference Point (SRP)</th>
<th>Distance from SRP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front Row</td>
<td></td>
</tr>
<tr>
<td>H1</td>
<td>N/A</td>
</tr>
<tr>
<td>K1</td>
<td>N/A</td>
</tr>
<tr>
<td>H2</td>
<td>N/A</td>
</tr>
<tr>
<td>K2</td>
<td>N/A</td>
</tr>
<tr>
<td>H3</td>
<td>N/A</td>
</tr>
<tr>
<td>K3</td>
<td>N/A</td>
</tr>
<tr>
<td>Second Row</td>
<td></td>
</tr>
<tr>
<td>J1</td>
<td>446</td>
</tr>
<tr>
<td>L1</td>
<td>45</td>
</tr>
<tr>
<td>I2</td>
<td>455</td>
</tr>
<tr>
<td>L2</td>
<td>0</td>
</tr>
<tr>
<td>I3</td>
<td>446</td>
</tr>
<tr>
<td>L3</td>
<td>45</td>
</tr>
<tr>
<td>Third Row</td>
<td></td>
</tr>
<tr>
<td>J1</td>
<td>N/A</td>
</tr>
<tr>
<td>M1</td>
<td>N/A</td>
</tr>
<tr>
<td>J2</td>
<td>N/A</td>
</tr>
<tr>
<td>M2</td>
<td>N/A</td>
</tr>
<tr>
<td>J3</td>
<td>N/A</td>
</tr>
<tr>
<td>M3</td>
<td>N/A</td>
</tr>
</tbody>
</table>

Note: 1. Use the center of anchorage.
TETHER ANCHORAGE LOCATIONS - VERTICAL
FOR FMVSS 225
(All dimensions in mm)

Model Year: 2005; Make: TOYOTA; Model: Scion tC; Body Style: 3Door Hatchback
Seat Style: Front row: Separate; Second row: 6:4 Split Bench; Third row: N/A

LEFT SIDE VIEW OF TEST VEHICLE
Table 4. Vertical Dimension For The Tether Anchorage

<table>
<thead>
<tr>
<th>Seating Row</th>
<th>Vertical Distance from Seating Reference Point</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front Row</td>
<td></td>
</tr>
<tr>
<td>N1 (Driver)</td>
<td>N/A</td>
</tr>
<tr>
<td>N2 (Center)</td>
<td>N/A</td>
</tr>
<tr>
<td>N3 (Right)</td>
<td>N/A</td>
</tr>
<tr>
<td>Second Row</td>
<td></td>
</tr>
<tr>
<td>O1 (Left)</td>
<td>73</td>
</tr>
<tr>
<td>O2 (Center)</td>
<td>4</td>
</tr>
<tr>
<td>O3 (Right)</td>
<td>73</td>
</tr>
<tr>
<td>Third Row</td>
<td></td>
</tr>
<tr>
<td>P1 (Left)</td>
<td>N/A</td>
</tr>
<tr>
<td>P2 (Center)</td>
<td>N/A</td>
</tr>
<tr>
<td>P3 (Right)</td>
<td>N/A</td>
</tr>
</tbody>
</table>

Note: 1. All dimensions are in mm. If not, provide the unit anchorage.
# Test Procedures Used for Compliance Tests

## Lower Anchorages

<table>
<thead>
<tr>
<th>Block 1</th>
<th>Lower anchorage dimension certification method used (Enter applicable section used in block 1 of each position by circling A or B)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>A) 9.1.1 or B) 15.1.2.1</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Block 2</th>
<th>Lower anchorage location (Enter applicable section used in block 2 by circling A or B) (also provide roll and yaw angles)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>A) 9.2.1 or B) 15.1.2.2</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Pitch</th>
<th>Roll</th>
<th>Yaw</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Block 3</th>
<th>Lower anchorage marking (Enter applicable section used in block 3 by circling A or B)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>A) 9.5 or B) 15.4</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Block 4</th>
<th>Strength requirement (Enter applicable section used in block 4 by circling A or B)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>A) Section 9 or B) Section 15</td>
</tr>
</tbody>
</table>

### Front

<table>
<thead>
<tr>
<th>Driver</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>Center (if any)</td>
<td>Block 1</td>
</tr>
<tr>
<td></td>
<td>A</td>
</tr>
<tr>
<td></td>
<td>B</td>
</tr>
<tr>
<td></td>
<td>Pitch</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| Right (if any) | Block 1 | Block 2 | Block 3 | Block 4 |
|                | A       | A       | A       | A       |
|                | B       | B       | B       | B       |
|                | Pitch   | Roll    | *, Yaw  |         |
|                |         |         |         |         |

### Second

<table>
<thead>
<tr>
<th>Left</th>
<th>Block 1</th>
<th>Block 2</th>
<th>Block 3</th>
<th>Block 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Center</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td></td>
<td>B</td>
<td>B</td>
<td>B</td>
<td>B</td>
</tr>
<tr>
<td></td>
<td>Pitch</td>
<td>Roll</td>
<td>*, Yaw</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| Right (if any) | Block 1 | Block 2 | Block 3 | Block 4 |
|                | A       | A       | A       | A       |
|                | B       | B       | B       | B       |
|                | Pitch   | Roll    | *, Yaw  |         |
|                |         |         |         |         |

### Third

<table>
<thead>
<tr>
<th>Left</th>
<th>Block 1</th>
<th>Block 2</th>
<th>Block 3</th>
<th>Block 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Center</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td></td>
<td>B</td>
<td>B</td>
<td>B</td>
<td>B</td>
</tr>
<tr>
<td></td>
<td>Pitch</td>
<td>Roll</td>
<td>*, Yaw</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Right</th>
<th>Block 1</th>
<th>Block 2</th>
<th>Block 3</th>
<th>Block 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Center</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td></td>
<td>B</td>
<td>B</td>
<td>B</td>
<td>B</td>
</tr>
<tr>
<td></td>
<td>Pitch</td>
<td>Roll</td>
<td>*, Yaw</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Fourth

<table>
<thead>
<tr>
<th>Left</th>
<th>Block 1</th>
<th>Block 2</th>
<th>Block 3</th>
<th>Block 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Center</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td></td>
<td>B</td>
<td>B</td>
<td>B</td>
<td>B</td>
</tr>
<tr>
<td></td>
<td>Pitch</td>
<td>Roll</td>
<td>*, Yaw</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Right</th>
<th>Block 1</th>
<th>Block 2</th>
<th>Block 3</th>
<th>Block 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Center</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td></td>
<td>B</td>
<td>B</td>
<td>B</td>
<td>B</td>
</tr>
<tr>
<td></td>
<td>Pitch</td>
<td>Roll</td>
<td>*, Yaw</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## Test Procedures Used for Compliance Tests

### Tether Anchorages

<table>
<thead>
<tr>
<th>Block 1</th>
<th>FMVSS Section(s) - Req.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tether anchorage location certification method used (Enter applicable section used in block 1 by circling A, B, C, D, E or F)</td>
<td></td>
</tr>
<tr>
<td>A) 6.2.1 B) 6.2.1.1 C) 6.2.1.2 D) 6.2.2 E) 6.2.2.1 F) 6.2.2.2</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Block 2</th>
<th>Number of tether anchorages based upon the applicable section (Enter applicable section used in block 2 by circling A or B)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A) 4.4  B) 4.5</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Block 3</th>
<th>Tether anchorage strength requirement (Enter applicable section used in block 3 by circling A, B, or C)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A) 6.3.1 B) 6.3.2 C) 6.3.4</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Front</th>
<th>Driver</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>Center (if any)</td>
<td>Block 1 A B C D E F</td>
<td>Block 2 A B</td>
</tr>
<tr>
<td>Right (if any)</td>
<td>Block 1 A B C D E F</td>
<td>Block 2 A B</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Second</th>
<th>Left</th>
<th>Block 1 A B C D E F</th>
<th>Block 2 A B</th>
<th>Block 3 A B C</th>
</tr>
</thead>
<tbody>
<tr>
<td>Center</td>
<td>Block 1 A B C D E F</td>
<td>Block 2 A B</td>
<td>Block 3 A B C</td>
<td></td>
</tr>
<tr>
<td>Right</td>
<td>Block 1 A B C D E F</td>
<td>Block 2 A B</td>
<td>Block 3 A B C</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Third</th>
<th>Left</th>
<th>Block 1 A B C D E F</th>
<th>Block 2 A B</th>
<th>Block 3 A B C</th>
</tr>
</thead>
<tbody>
<tr>
<td>Center</td>
<td>Block 1 A B C D E F</td>
<td>Block 2 A B</td>
<td>Block 3 A B C</td>
<td></td>
</tr>
<tr>
<td>Right</td>
<td>Block 1 A B C D E F</td>
<td>Block 2 A B</td>
<td>Block 3 A B C</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Fourth</th>
<th>Left</th>
<th>Block 1 A B C D E F</th>
<th>Block 2 A B</th>
<th>Block 3 A B C</th>
</tr>
</thead>
<tbody>
<tr>
<td>Center</td>
<td>Block 1 A B C D E F</td>
<td>Block 2 A B</td>
<td>Block 3 A B C</td>
<td></td>
</tr>
<tr>
<td>Right</td>
<td>Block 1 A B C D E F</td>
<td>Block 2 A B</td>
<td>Block 3 A B C</td>
<td></td>
</tr>
</tbody>
</table>