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

VOLKSWAGEN DE MEXICO S.A. DE C.V.
2006 VOLKSWAGEN JETTA, PASSENGER CAR
NHTSA NO. C65800

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

OCTOBER 13, 2006
FINAL REPORT
PREPARED FOR
U. S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
SAFETY ENFORCEMENT
OFFICE OF VEHICLE SAFETY COMPLIANCE
400 SEVENTH STREET, SW
ROOM 6111 (NVS-220)
WASHINGTON, D.C. 20590
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Prepared By: Debra Messick
Approved By: [Signature]
Approval Date: 10/12/06

FINAL REPORT ACCEPTANCE BY OVSC:
Accepted By: [Signature]
Acceptance Date: 10/12/06
Compliance tests were conducted on the subject, 2006 Volkswagen Jetta 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
<table>
<thead>
<tr>
<th>SECTION</th>
<th>CONTENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Purpose of Compliance Test</td>
</tr>
<tr>
<td>2</td>
<td>Compliance Test Results</td>
</tr>
<tr>
<td>3</td>
<td>Compliance Test Data</td>
</tr>
<tr>
<td>4</td>
<td>Test Equipment List</td>
</tr>
<tr>
<td>5</td>
<td>Photographs</td>
</tr>
</tbody>
</table>

5.1 Left Side View of Vehicle  
5.2 Right Side View of Vehicle  
5.3 ¾ Frontal Left Side View of Vehicle  
5.4 ¾ Rearward Right Side View of Vehicle  
5.5 Close-up View of Vehicle Certification Label  
5.6 Close-up View of Vehicle Tire Information Label  
5.7 Row 2, Left Side, Lower Anchors Pre-Test  
5.8 Row 2, Left Side, Top Tether Anchor Pre-Test  
5.9 Row 2, Center, Top Tether Anchor Pre-Test  
5.10 Row 2, Right Side, Lower Anchors, Pre-Test  
5.11 Row 2, Right Side, Top Tether Anchor Pre-Test  
5.12 Overall View of Row 2 Seating Positions Pre-Test  
5.13 Row 2, Left Side With CRF  
5.14 Row 2, Left Side with 2-D Template  
5.15 Row 2, Left Side Top Tether Routing  
5.16 Row 2, Right Side with CRF  
5.17 Row 2, Right Side with 2-D Template  
5.18 Row 2, Right Side Top Tether Routing  
5.19 Row 2, Center with 2-D Template  
5.20 Row 2, Center Top Tether Routing  
5.21 Row 2, Right Side Inboard CRF Measurement  
5.22 Row 2, Right Side Outboard CRF Measurement  
5.23 Row 2, Left Side Inboard CRF Measurement  
5.24 Row 2, Left Side Outboard CRF Measurement  
5.25 Row 2, Left Side CRF Pitch Measurement  
5.26 Row 2, Right Side CRF Pitch Measurement  
5.27 Row 2, Left Side Outboard SRP Measurement  
5.28 Row 2, Left Side Inboard SRP Measurement  
5.29 Row 2, Right Side Outboard SRP Measurement  
5.30 Row 2, Right Side Inboard SRP Measurement  
5.31 ¾ Left Rear View of Vehicle in Test Rig  
5.32 ¾ Right Front View of Vehicle in Test Rig  
5.33 Pre-Test Row 2, Left Side with SFAD 2  
5.34 Post Test Row 2, Left Side with SFAD 2  
5.35 Pre-Test Row 2, Right Side with SFAD 2  
5.36 Post Test Row 2, Right Side with SFAD 2  
5.37 Pre-Test Row 2, Center Position SFAD 1  
5.38 Post Test Row 2, Center Position with SFAD 1
6 Plots 64

6.1 2nd Row Left Side Top Tether, GTL 5636
6.2 2nd Row Left Side Top Tether, GTL 5636
6.3 2nd Row Center Position Top Tether, GTL 5637
6.4 2nd Row Center Position Top Tether, GTL 5637
6.5 2nd Row Right Side Lower Anchor, GTL 5638
6.6 2nd Row Right Side Lower Anchor, GTL 5638

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 2006 Volkswagen Jetta 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 2006 Volkswagen Jetta Passenger Car. Nomenclature applicable to the test vehicle are:

   A. **Vehicle Identification Number**: 3VWP71K26M631244

   B. **NHTSA No.**: C65800

   C. **Manufacturer**: VOLKSWAGEN DE MEXICO S.A. DE C.V.

   D. **Manufacture Date**: 07.05

1.2 TEST DATE

The test vehicle was subjected to FMVSS No. 225 testing during the time period August 2 through September 25, 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 Volkswagen Jetta 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 2006 Volkswagen Jetta Passenger Car.
DATA SHEET 1
SUMMARY OF RESULTS

VEH. MOD YR/MAKE/MODEL/BODY: 2006 VOLKSWAGEN JETTA PASSENGER CAR
VEH. NHTSA NO: C65800; VIN: 3VWPF71K26M631244
VEH. BUILD DATE: 07.05; TEST DATE: AUGUST 2 – SEPTEMBER 25, 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

<table>
<thead>
<tr>
<th></th>
<th>PASS</th>
<th>FAIL</th>
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<tbody>
<tr>
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<td></td>
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<tr>
<td>DSP b</td>
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<td>DSP c</td>
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C. LOCATION OF TETHER ANCHORAGES

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D. LOWER ANCHORAGE DIMENSIONS

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<td>N/A</td>
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<tr>
<td>DSP c</td>
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### E. CONSPICUITY AND MARKING OF LOWER ANCHORAGES

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### F. STRENGTH OF TETHER ANCHORAGES

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<td>DSP c</td>
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### G. STRENGTH OF LOWER ANCHORAGES (Forward Force)

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<td>N/A</td>
</tr>
<tr>
<td>DSP b</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
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### H. STRENGTH OF LOWER ANCHORAGE (Lateral Force)

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<td>N/A</td>
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<td>DSP c</td>
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### I. OWNER’S MANUAL

<table>
<thead>
<tr>
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**REMARKS:** DSP a = Left Rear Outboard, DSP b = Center, DSP c = Right Rear Outboard

**RECORDED BY:** G. Farrand
**DATE:** 09/25/06
**APPROVED BY:** D. Messick
DATA SHEET 2
REQUIREMENTS FOR CHILD RESTRAINT ANCHORAGE SYSTEMS
AND TETHER ANCHORAGES

VEH. MOD YR/MAKE/MODEL/BODY: 2006 VOLKSWAGEN JETTA PASSENGER CAR
VEH. NHTSA NO: C65800; VIN: 3WPF71K26M631244
VEH. BUILD DATE: 07.05; TEST DATE: AUGUST 2, 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? NO
    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 an 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 convertibles/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))
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 as 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 X X

* * *
A B C

X = Top Tether
* = Lower Anchors

RECORDED BY:  G. FARRAND  DATE:  08/02/06
APPROVED BY:  D. MESSICK

7
DATA SHEET 3
LOCATION OF TETHER ANCHORAGES

VEH. MOD YR/MAKE/MODEL/BODY: 2006 VOLKSWAGEN JETTA PASSENGER CAR
VEH. NHTSA NO: C65800; VIN: 3VWPF71K26M631244
VEH. BUILD DATE: 07.05; TEST DATE: AUGUST 2, 2006
TEST LABORATORY: GENERAL TESTING LABORATORIES
OBSERVERS: GRANT FARRAND, JIMMY LATANE

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

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

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: G. FARRAND DATE: 08/02/06

APPROVED BY: D. MESSICK
DATA SHEET 3A
LOCATION OF TETHER ANCHORAGES

VEH. MOD YR/MAKE/MODEL/BODY: 2006 VOLKSWAGEN JETTA PASSENGER CAR
VEH. NHTSA NO: C65800; VIN: 3WVPF71K26M631244
VEH. BUILD DATE:07.05; TEST DATE: AUGUST 2, 2006
TEST LABORATORY:GENERAL TESTING LABORATORIES
OBSERVERS: GRANT FARRAND, JIMMY LATANE

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

Detailed description of the location of the tether anchorage:
Located on shelf behind seat back.

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: G. FARRAND  DATE: 08/02/06

APPROVED BY: D. MESSICK
DATA SHEET 3B
LOCATION OF TETHER ANCHORAGES

VEH. MOD YR/MAKE/MODEL/BODY: 2006 VOLKSWAGEN JETTA PASSENGER CAR
VEH. NHTSA NO: C65800; VIN: 3VWPF71K26M631244
VEH. BUILD DATE: 07.05; TEST DATE: AUGUST 2, 2006
TEST LABORATORY: GENERAL TESTING LABORATORIES
OBSERVERS: GRANT FARRAND, JIMMY LATANE

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

Detailed description of the location of the tether anchorage:
Located on shelf behind seat back.

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
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: G. FARRAND  DATE: 08/02/06

APPROVED BY: D. MESSICK
VEH. MOD YR/MAKE/MODEL/BODY: 2006 VOLKSWAGEN JETTA PASSENGER CAR
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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: 5.97 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): 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): 28 mm
Length ≤60mm = PASS Length >60mm = FAIL (S9.1.1(c) (ii))

Length between the anchor bar supports (inboard lower anchorage): 28 mm
Length ≤60mm = PASS Length >60mm = FAIL (S9.1.1(c) (ii))

CRF Pitch angle: 12.0°
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: 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 4 CONTINUED

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

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

Distance between SgRP and the front surface of inboard anchor bar: 170 mm
Distance $\geq$ 120mm = PASS Distance < 120mm = FAIL

Based on visual observation, would a 100 N load cause the anchor bar to deform more than 5 mm?

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

COMMENTS:

RECORDED BY: G. FARRAND DATE: 08/02/06
APPROVED BY: D. MESSICK
DATA SHEET 4A
LOWER ANCHORAGE DIMENSIONS

VEH. MOD YR/MAKE/MODEL/BODY: 2006 VOLKSWAGEN JETTA PASSENGER CAR

VEH. NHTSA NO: C65800; VIN: 3VWPF71K26M631244

VEH. BUILD DATE: 07.05; TEST DATE: AUGUST 2, 2006

TEST LABORATORY: GENERAL TESTING LABORATORIES

OBSERVERS: GRANT FARRAND, JIMMY LATANE

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

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

Inboard Lower Anchorage bar diameter: 5.97 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): 28 mm
Length ≤ 60mm = PASS Length > 60mm = FAIL(S9.1.1(c) (ii))

Length between the anchor bar supports (inboard lower anchorage): 28 mm
Length ≤ 60mm = PASS Length > 60mm = FAIL(S9.1.1(c) (ii))

CRF Pitch angle: 12.0º
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 RIGHT SIDE (DSP C)

Distance between SgRP and the front surface of outboard anchor bar: 178 mm
Distance ≥ 120mm = PASS Distance < 120mm = FAIL

Distance between SgRP and the front surface of inboard anchor bar: 175 mm
Distance ≥ 120mm = PASS Distance < 120mm = FAIL

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

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

COMMENTS:

RECORDED BY: G. FARRAND DATE: 08/02/06
APPROVED BY: D. MESSICK
DATA SHEET 5
CONSPICUITY AND MARKING OF LOWER ANCHORAGES

VEH. MOD YR/MAKE/MODEL/BODY: 2006 VOLKSWAGEN JETTA PASSENGER CAR
VEH. NHTSA NO: C65800; VIN: 3VWPFJ1K26M631244
VEH. BUILD DATE: 07.05; TEST DATE: AUGUST 2, 2006
TEST LABORATORY: GENERAL TESTING LABORATORIES
OBSERVERS: GRANT FARRAND, JIMMY LATANE

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

MARKING (Circles)

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

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

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

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

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

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

CONSPICUITY (No Circles)

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

If there is a guide, is it permanently attached? YES
YES = PASS NO = FAIL (S9.5(b))
DATA SHEET 5 CONTINUED

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

Is there a cap or cover over the anchor bar? __ NO ________
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. ______ NO ________

RECORDED BY: __ G. FARRAND ___________ DATE: ___08/02/06_________
APPROVED BY: ___ D. MESSICK ___________
DATA SHEET 6  
STRENGTH OF TETHER ANCHORAGES

VEH. MOD YR/MAKE/MODEL/BODY: 2006 VOLKSWAGEN JETTA PASSENGER CAR  
VEH. NHTSA NO: C65800;  VIN: 3VWPF71K26M631244  
VEH. BUILD DATE: 07.05;  TEST DATE: SEPTEMBER 25, 2006  
TEST LABORATORY: GENERAL TESTING LABORATORIES  
OBSERVERS: GRANT FARRAND, JIMMY LATANE  
TEST NO: 5636

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

Seat Back Angle: 25º 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): 14,998 N

Tested simultaneously with another DSP? NO

COMMENTS: Displacement at maximum load 42 mm.

RECORDED BY: G. FARRAND  DATE: 09/25/06

APPROVED BY: D. MESSICK
DATA SHEET 6A
STRENGTH OF TETHER ANCHORAGES

VEH. MOD YR/MAKE/MODEL/BODY: 2006 VOLKSWAGEN JETTA PASSENGER CAR
VEH. NHTSA NO: C65800; VIN: 3VWPF71K26M631244
VEH. BUILD DATE: 07.05; TEST DATE: SEPTEMBER 25, 2006
TEST LABORATORY: GENERAL TESTING LABORATORIES
OBSERVERS: GRANT FARRAND, JIMMY LATANE
TEST NO: 5637

DESIGNATED SEATING POSITION: ROW 2 CENTER (DSP B)
SFAD: 1
Seat Back Angle: 24º 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: 60 N (SFAD 1 only)

Tether strap tension: 55 N

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

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

Force application rate: 575 N/S

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

Maximum force (14,950 N ± 50 N): 14,985 N

Tested simultaneously with another DSP? NO

COMMENTS: Displacement at maximum load 67 mm.

RECORDED BY: G. FARRAND          DATE: 09/25/06

APPROVED BY: D. MESSICK
DATA SHEET 7
STRENGTH OF LOWER ANCHORAGES (Forward Force)

VEH. MOD YR/MAKE/MODEL/BODY: 2006 VOLKSWAGEN JETTA PASSENGER CAR
VEH. NHTSA NO: C65800; VIN: 3VWPF71K26M631244
VEH. BUILD DATE: 07.05; TEST DATE: SEPTEMBER 25, 2006
TEST LABORATORY: GENERAL TESTING LABORATORIES
OBSERVERS: GRANT FARRAND, JIMMY LATANE
TEST NO: 5638

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

Seat Back Angle: 25º 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): 10,982 N

Displacement, H1 (at 500 N): 0.0

Displacement, H2 (at maximum load): 42 mm

Displacement of Point X: 42 mm (H2-H1)

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

Tested simultaneously with another DSP? NO

Distance between adjacent DSP's: 350 mm

COMMENTS:

RECORDED BY: G. FARRAND DATE: 09/25/06
APPROVED BY: D. MESSICK
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: 09/25/06
APPROVED BY: D. MESSICK

23
# SECTION 4
## INSTRUMENTATION AND EQUIPMENT LIST

**TABLE 1 - INSTRUMENTATION & 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>215709</td>
<td>09/06</td>
<td>09/07</td>
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<tr>
<td>LINEAR TRANSDUCER</td>
<td>SERVO SYSTEMS</td>
<td>20</td>
<td>BEFORE USE</td>
<td>BEFORE USE</td>
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<tr>
<td>SEAT BELT LOAD CELL</td>
<td>TRANSUDCER</td>
<td>135</td>
<td>BEFORE USE</td>
<td>BEFORE USE</td>
</tr>
<tr>
<td>SEAT BELT LOAD CELL</td>
<td>TRANSUDCER</td>
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<td>BEFORE USE</td>
<td>BEFORE USE</td>
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<tr>
<td>LEVEL</td>
<td>STANLEY</td>
<td>42-449</td>
<td>02/06</td>
<td>02/07</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 DEVICE</td>
<td>GTL SFAD 1</td>
<td>BEFORE USE</td>
<td>BEFORE USE</td>
</tr>
<tr>
<td>SFAD 2</td>
<td>FORCE APPLICATION DEVICE</td>
<td>GTL SFAD 2</td>
<td>BEFORE USE</td>
<td>BEFORE USE</td>
</tr>
</tbody>
</table>
SECTION 5
PHOTOGRAPHS
2006 VOLKSWAGEN JETTA
NHTSA NO. C65800
FMVSS NO. 225

FIGURE 5.2
RIGHT SIDE VIEW OF VEHICLE
2006 VOLKSWAGEN JETTA
NHTSA NO. C65800
FMVSS NO. 225

FIGURE 5.3
¾ FRONTAL VIEW FROM LEFT SIDE OF VEHICLE
MANUFACTURED BY VOLKSWAGEN DE MEXICO S.A. DE C.V.       DATE 07.05
GVWR 4277 LBS  GAWR FRONT 2271 LBS  GAWR REAR 2116 LBS
THIS VEHICLE CONFORMS TO ALL APPLICABLE U.S. FEDERAL MOTOR VEHICLE SAFETY, BUMPER, AND THEFT PREVENTION STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE.
VEHICLE I.D. NO. 3VWPF71K26M631244       TYPE: PASSENGER CAR
COUNTRY OF ORIGIN MEXICO
**TIRE AND LOADING INFORMATION**

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

- **The combined weight of occupants and cargo should never exceed 441 kg or 972 lbs**

<table>
<thead>
<tr>
<th>Original Size</th>
<th>Cold Tire Inflation Pressure</th>
</tr>
</thead>
<tbody>
<tr>
<td>195/65 R15 91H</td>
<td>Front: 230 KPa, 33 PSI</td>
</tr>
<tr>
<td></td>
<td>Rear: 230 KPa, 33 PSI</td>
</tr>
</tbody>
</table>

- **Spare Tire**

<table>
<thead>
<tr>
<th>Original Size</th>
<th>Cold Tire Inflation Pressure</th>
</tr>
</thead>
<tbody>
<tr>
<td>195/65 R15 91H</td>
<td>230 KPa, 33 PSI</td>
</tr>
</tbody>
</table>

**SEE OWNER’S MANUAL FOR ADDITIONAL INFORMATION**

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**2006 VOLKSWAGEN JETTA**

NHTSA NO. C65800

FMVSS NO. 225

**FIGURE 5.6**

TIRE INFORMATION LABEL
2006 VOLKSWAGEN JETTA
NHTSA NO. C65800
FMVSS NO. 225

FIGURE 5.7
ROW 2, LEFT SIDE, LOWER ANCHORS, PRE-TEST
2006 VOLKSWAGEN JETTA
NHTSA NO. C65800
FMVSS NO. 225

FIGURE 5.8
ROW 2, LEFT SIDE, TOP TETHER ANCHOR,
PRE-TEST
FIGURE 5.9
ROW 2, CENTER, TOP TETHER ANCHOR,
PRE-TEST
FIGURE 5.11
ROW 2, RIGHT SIDE, TOP TETHER ANCHOR, PRE-TEST
FIGURE 5.12
OVERALL VIEW OF ROW 2 SEATING POSITIONS,
PRE-TEST
2006 VOLKSWAGEN JETTA
NHTSA NO. C65800
FMVSS NO. 225

FIGURE 5.14
ROW 2, LEFT SIDE WITH 2-D TEMPLATE
FIGURE 5.15
ROW 2, LEFT SIDE TOP TETHER ROUTING
2006 VOLKSWAGEN JETTA
NHTSA NO. C65800
FMVSS NO. 225

FIGURE 5.16
ROW 2, RIGHT SIDE WITH CRF
2006 VOLKSWAGEN JETTA
NHTSA NO. C65800
FMVSS NO. 225

FIGURE 5.18
ROW 2, RIGHT SIDE TOP TETHER ROUTING
FIGURE 5.19
ROW 2, CENTER WITH 2-D TEMPLATE
FIGURE 5.20
ROW 2, CENTER TOP TETHER ROUTING
2006 VOLKSWAGEN JETTA
NHTSA NO. C65800
FMVSS NO. 225

FIGURE 5.21
ROW 2, RIGHT SIDE INBOARD CRF MEASUREMENT
FIGURE 5.25
ROW 2, LEFT SIDE CRF PITCH MEASUREMENT
2006 VOLKSWAGEN JETTA
NHTSA NO. C65800
FMVSS NO. 225

FIGURE 5.26
ROW 2, RIGHT SIDE CRF PITCH MEASUREMENT
2006 VOLKSWAGEN JETTA
NHTSA NO. C65800
FMVSS NO. 225

FIGURE 5.27
ROW 2, LEFT SIDE OUTBOARD SRP MEASUREMENT
2006 VOLKSWAGEN JETTA
NHTSA NO. C65800
FMVSS NO. 225

FIGURE 5.29
ROW 2, RIGHT SIDE OUTBOARD SRP MEASUREMENT
2006 VOLKSWAGEN JETTA
NHTSA NO. C65800
FMVSS NO. 225

FIGURE 5.30
RIGHT SIDE INBOARD SRP MEASUREMENT
2006 VOLKSWAGEN JETTA
NHTSA NO. C65800
FMVSS NO. 225

FIGURE 5.31
¼ LEFT REAR VIEW OF VEHICLE IN TEST RIG
2006 VOLKSWAGEN JETTA
NHTSA NO. C65800
FMVSS NO. 225

FIGURE 5.32
¾ RIGHT FRONT VIEW OF VEHICLE IN TEST RIG
2006 VOLKSWAGEN JETTA
NHTSA NO. C65800
FMVSS NO. 225

FIGURE 5.33
PRE-TEST ROW 2, LEFT SIDE WITH SFAD 2
2006 VOLKSWAGEN JETTA
NHTSA NO. C65800
FMVSS NO. 225

FIGURE 5.34
POST TEST ROW 2, LEFT SIDE WITH SFAD 2
FIGURE 5.35
PRE-TEST ROW 2, RIGHT SIDE WITH SFAD 2
FIGURE 5.36
POST TEST ROW 2, RIGHT SIDE WITH SFAD 2
FIGURE 5.38
POST TEST ROW 2, CENTER POSITION WITH SFAD 1

2006 VOLKSWAGEN JETTA
NHTSA NO. C65800
FMVSS NO. 225
SECTION 6
PLOTS
GTLS 56.36, NHTSA C65800
225, Child Restraint, Top Tether, Driver.

(Thousands)
Force in Newtons

Time in Seconds
GTL 5636, NHTSA C65800

225, Child Restraint, Top Tether-Driver

Displacement in Millimeters

Time in Seconds

45 40 35 30 25 20 15 10 5 0

0 4 8 12 16 20 24 28 32
Child safety

Child Seats

Introduction

The rear seat is generally the safest place in a collision.

The physical principles of what happens when your vehicle is in a crash apply also to children—page 15, "Why safety belts?". Unlike adults and teenagers, their muscles and bones are not fully developed. In many respects children are at greater risk of serious injury in crashes than adults.

Because children’s bodies are not fully developed, they require restraint systems especially designed for their size, weight, and body structure. Many countries and all states of the United States and provinces of Canada have laws requiring the use of approved child restraint systems for infants and small children.

In a frontal crash at a speed of 20-35 mph (30-56 km/h) the forces acting on a 13-pound (6 kg) infant will be more than 20 times the weight of the child. This means the weight of the child would suddenly be more than 260 pounds (120 kg). Under these conditions, only an appropriate child restraint properly used can reduce the risk of serious injury. Child restraints, like adult safety belts, must be used properly to be effective. Used improperly, they can increase the risk of serious injury in an accident.

Consult the child seat manufacturer’s instructions to be sure the seat is right for your child’s size—page 54, “Important safety instructions for using child seats”. Please be sure to read and heed all of the important information and WARNINGS about child safety, Advanced Airbags, and the installation of child restraints in this booklet.

There is a lot you need to know about the Advanced Airbags in your vehicle and how they work when infants and children in child restraints are on the front passenger seat. Because of the large amount of important information, we cannot repeat it all here. We urge you to read the detailed information in this booklet about airbags and the Advanced Airbag System in your vehicle and the very important information about transporting children on the front passenger seat. Please be sure to heed the WARNINGS—they are extremely important for your safety and the safety of your passengers, especially infants and small children.

WARNING

• Accident statistics have shown that children are generally safer in the rear seat area than in the front seating position. Always restrain any child age 12 and under in the rear.

• All vehicle occupants and especially children must be restrained properly whenever riding in a vehicle. An unrestrained or improperly restrained child could be injured by striking the interior or by being ejected from the vehicle during a sudden maneuver or impact. An unrestrained or improperly restrained child is also at greater risk of injury or death through contact with an inflating airbag.

• A suitable child restraint properly installed and used at one of the rear seating positions provides the highest degree of protection for infants and small children in most accident situations.

WARNING

Children on the front seat of any car even with Advanced Airbags can be seriously injured or even killed when an airbag inflates.

• A child in a rearward-facing child seat installed on the front passenger seat will be seriously injured and can be killed if the front airbag inflates.

• The inflating airbag will hit the child seat or infant carrier with great force and will
Advanced front airbag system and children

Your vehicle is equipped with a dual-stage front "Advanced Airbag System" in compliance with United States Federal Motor Vehicle Safety Standard (FMVSS) 208 as applicable at the time your vehicle was manufactured.

The Advanced Airbag system in your vehicle has been certified to meet the "lowrisk" requirements for 3 and 6 year-old children on the passenger side and small adults on the driver side. The low risk deployment criteria are intended to reduce the risk of injury through interaction with the airbag that can occur, for example, by being too close to the steering wheel and instrument panel when the airbag inflates. In addition, the system has been certified to comply with the "suppression" requirements of the Safety Standard, to turn off the front airbag for infants up to 12 months who are restrained on the front passenger seat in child restraints that are listed in the Standard.

Even though your vehicle is equipped with an Advanced Airbag system, all children, especially those 12 years and younger, should always ride in the back seat properly restrained for their age and size. The airbag on the passenger side makes the front seat a potentially dangerous place for a child to ride. The front seat is not the safest place for a child in a forward-facing child seat. It can be a very dangerous place for an infant or a larger child in a rearward-facing seat.

Advanced Airbags and the weight-sensing mat in the front seat

The Advanced Airbag System in your vehicle detects the presence of an infant or child in a child restraint on the front passenger seat using the weight-sensing mat in the seat cushion and the sensor below the safety belt latch on the front passenger seat that measures the tension on the safety belt.

The weight-sensing mat measures total weight of the child and the child seat and a child blanket on the front passenger seat. The weight on the front passenger seat is related to the design of the child restraint and its "footprint," the size and shape of the bottom of the child restraint as it sits on the seat. The weight of a child restraint and its "footprint" vary for different kinds of child restraints and for different models of the same kind of child restraint offered by child restraint manufacturers.

The weight ranges for the individual types, makes and models of child restraints that the NHTSA has specified in the Safety Standard together with the weight ranges of typical infants and typical 4 year-old child, the Advanced Airbag System compares the weight measured by the weight-sensing mat with the information stored in the electronic control unit.

The electronic control unit also registers the tension on the front passenger seat belt. The tension on the safety belt for the front passenger seat will be different for an adult who is properly using the safety belt as compared to the tension on the belt when it is used to attach a child restraint to the seat. The sensor below the latch for the safety belt for the front passenger seat measures the tension on the belt. The input from this sensor is then used with the weight to "decide," whether there is a child restraint with a typical 4 year-old child on the front passenger seat and whether or not the airbag must be turned off.

Child restraints and Advanced Airbags

Regardless of the child restraint that you use, make sure that it has been certified to meet United States Federal Motor Vehicle Safety Standard 213 and has been certified by its manufacturer for use with an airbag. Always be sure that the child restraint is properly installed at one of the rear seating positions, if in exceptional circumstances you must use it on the front passenger seat, carefully read all of the information on child safety and Advanced Airbags and heed all of the applicable WARNINGS. Make certain that the child restraint is correctly recognized by the weight-sensing mat inside the front passenger seat, that the front passenger airbag is turned off and that the airbag status is always correctly signaled by the PASSENGER AIR BAG OFF light.

Many types and models of child restraints have been available over the years, new models are introduced regularly incorporating new and improved designs and older models are taken out of production. Child restraints are not standardized. Child restraints of the same type typically have different weights and sizes and different "footprints," the size and shape of the bottom of the child restraint that sits on the seat, when they are installed on a vehicle seat. These differences make it virtually impossible to certify compliance with the requirements for advanced airbags with each and every child restraint that has ever been sold in the past or will be sold over the course of the useful life of your vehicle.

For this reason, the United States National Highway Traffic Safety Administration has published a list of specific type, makes and models of child restraints that must be used to certify compliance of the Advanced Airbag System in your vehicle with the suppression requirements of Federal Motor Vehicle Safety Standard 213. These child restraints are:

- Cosco Dream Ride 62-719
- Cosco Dream Ride 62-719
B. Rear facing child restraint systems, manufactured on or after December 1, 1995:
(Where the restraint system comes equipped with a removable base, compliance has to be certified with or without the base).
- Britax Handle with Care 391
- Century Assura 4551
- Century Smart Fit 4543
- Cosco Arista 05127
- Evenflo Discovery Adjustable Right 212
- Evenflo First Choice 204
- Graco Infant 8457

C. Forward-facing convertible child restraint systems, manufactured on or after December 1, 1999:
- Britax Roundabout 101
- Britax Expressway ISOFIX
- Century Encore 4011
- Century STR 9000 4116
- Cosco Olympian 62803
- Cosco Touringa 02519

**WARNING**
To reduce the risk of serious injury, make sure that the PASSENGER AIR BAG OFF light comes on and stays on whenever a child restraint is installed on the front passenger seat and the ignition is switched on.
- Take the child restraint off the front passenger seat and install it properly at one of the rear seat positions if the PASSENGER AIR BAG OFF light does not stay on.
- Have the airbag system inspected by your authorized Volkswagen dealer immediately.

**Important safety instructions for using child seats**

**Correct use of child seats substantially reduces the risk of injury in an accident!**

- Always use the right child seat for each child and always use it properly – page 51.
- Always carefully follow the child seat manufacturer’s instructions on how to route the safety belt properly through the child seat.
- When using the vehicle safety belt to install a child seat, you must first activate the switchable locking feature on the safety belt to prevent the child seat from moving – page 60.
- Push the child seat down with your full weight to get the safety belt really tight so that the seat cannot move forward or sideways more than one inch (2.5 cm).

- If a strap or tether is being used to tie the child seat to the front passenger seat, make sure that it is not so tight that it causes the weight-sensing mat to measure more weight than is actually on the seat.

**Always remember:** Even though your vehicle is equipped with an Advanced Airbag system, all children, especially those 12 years and younger, should always ride in the back seat properly restrained for their age and size.

**WARNING**
Not using a child seat, using the wrong child seat or improperly installing a child restraint increases the risk of serious personal injury and death.
- All vehicle occupants and especially children must always be restrained properly whenever riding in a vehicle.
  - An unrestrained or improperly restrained child can be injured or killed by being thrown against the inside of the vehicle or by being ejected from it during a sudden maneuver or impact.
  - An unrestrained or improperly restrained child is at much greater risk of injury or death by being struck by an inflating airbag.

- Commercially available child seats are required to comply with U.S. Federal Motor Vehicle Safety Standard (FMVSS) 213 (in Canada CMVSS 213).
- When buying a child restraint, select one that fits your child and the vehicle.
  - Only use child restraint systems that fully contact the flat portion of the seat cushion. The child restraint must not tip or lean to either side. Volkswagen does not recommend using child seats that rest on legs or tube-like frames. They do not provide adequate contact with the seat.
  - Always heed all legal requirements pertaining to the installation and use of child seats and carefully follow the instructions provided by the manufacturer of the seat you are using.
  - Never allow children under 4 ft 9 in (1.5 meters) to use a normal safety belt. They must always be restrained by a proper child restraint system. Otherwise, they could sustain injuries to the abdomen and neck areas during sudden breaking maneuvers or accidents.
- Never let more than one child occupy a child seat.
- Never let babies or older children ride in a vehicle while sitting on the lap of another passenger.
- Holding a child in your arms is never a substitute for a child restraint system.
- The strongest person could not hold the child with the forces that exist in an accident. The child will strike the interior of the vehicle and can also be struck by the passenger.
- The child and the passenger can also injure each other in an accident.
- Never install rear-facing child seats or infant carriers on the front passenger seat. A child will be seriously injured and can be killed when the passenger airbag inflates – even with an Advanced Airbag System.
- The inflating airbag will hit the child seat or infant carrier with great force and will smash the child seat and child against the backrest, center arm rest, door or roof.
- Always install rear-facing child seats or infant carriers on the rear seat.
- Rear-facing child seats installed on the front passenger seat can interfere with the airbag when it inflates and cause serious injury to the child. Always install forward-facing child seats on the rear seat.
- If exceptional circumstances require the use of a forward-facing child restraint on the front passenger seat, the child's safety and well-being require that the following special precautions be taken:
  - Make sure the forward-facing seat has been designed and certified by its manufacturer for use on a front seat with a passenger front and side airbag.
  - Always carefully follow the manufacturer's instructions provided with the child seat or carrier.
  - Always move the front passenger seat into the rearmost position of the passenger
Infant seats

Babies and infants up to about one year old that weigh at least 20 - 22 lbs. (9 - 10 kg) must sit in rearward-facing child restraints that support the back, neck and head in a collision.

- If a strap or tether is being used to tie the child seat to the front passenger seat, make sure that it is not too tight that it causes the weight-sensing mat to measure more weight than is actually on the seat.

Infants up to about one year old (up to 22 lbs. or 10 kg) are best protected in special infant carriers and child seats designed for their age group.

Many experts believe that infants and small children should ride only in special restraints in which the child faces the back of the vehicle. These infant seats support the baby's back, neck and head in a collision. These child seats can be used safely only on the rear seat of your Volkswagen — fig. 31.

- When using the vehicle safety belt to install a child seat, you must first activate the switchable locking feature on the safety belt to prevent the child seat from moving — page 56.

**WARNING**

Not using a child seat, using the wrong child seat or improperly installing a child restraint increases the risk of serious personal injury and death in a collision.

- Never install rear-facing child seats or infant carriers on the front passenger seat — even

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Convertible child seats

Properly used convertible child seats can help protect toddlers and children over age one who weigh between 20 and 40 lbs. (9 and 18 kg) in a crash.

- Fasten the safety belt that is part of the child restraint system securely and pull it tight so that you can only slip one finger underneath the shoulder belt portion at the child's chest.

- If a strap or tether is being used to tie the child seat to the front passenger seat, make sure that it is not too tight that it causes the weight-sensing mat to measure more weight than is actually on the seat.

A toddler or child is usually too large for an infant restraint, if it is more than one year old and weighs more than 22 lbs. (10 kg).

Toddlers and children between one and about four years old and weigh between 22 lbs. (10 kg) and 40 lbs. (18 kg) must always be properly restrained in a child seat certified for their size and weight — fig. 32.

The airbag on the passenger side makes the front seat a potentially dangerous place for a child to ride. The front seat is not the safest place for a child in a forward-facing child seat. It is a very dangerous place for an infant or a larger child in a rearward-facing seat.
**WARNING**
Not using a child seat, using the wrong child seat or improperly installing a child restraint increases the risk of serious personal injury and death in a collision or other emergency situation.
- Children on the front seat of any car, even with Advanced Airbags, can be seriously injured or even killed when an airbag inflates. A child in a rearward-facing child seat installed on the front passenger seat will be seriously injured and can be killed if the front airbag inflates— even with an Advanced Airbag System.
- The inflating airbag will hit the child seat or infant carrier with great force and will smash the child seat and child against the backrest, center armrest, door or roof.
- Always install rear-facing child seats on the rear seat.
- If you must install a rearward facing child seat on the front passenger seat because of exceptional circumstances and the PASSENGER AIR BAG OFF light does not come on and stay on, immediately install the rear-facing child seat in a rear seating position and have the airbag system inspected by your Volkswagen dealer.
- Always read and heed all WARNINGs whenever using a child restrained in a vehicle and refer to your Volkswagen dealer.

**WARNING** (continued)
- Facing child restraint on the front passenger's seat:
  - Forward-facing child seats installed on the front passenger's seat may interfere with the deployment of the airbag and cause serious personal injury to the child.
  - Always make sure the forward-facing seat has been designed and certified by its manufacturer for use on a front seat with a passenger front and side airbag.
  - Always carefully follow the manufacturer's instructions provided with the child seat or carrier.
  - Never put the forward-facing child restraint up against or very near the instrument panel.
  - Always move the passenger seat into its rearmost position in the seat's fore and aft adjustment range, as far away from the airbag as possible before installing the forward-facing child restraint. The backrest must be adjusted to an upright position.
  - Always make sure that nothing prevents the front passenger's seat from being moved to the rearmost position in its fore and aft adjustment range.
  - Never place additional items on the seat that can increase the total weight registered by the weight-sensing mat and can cause injury in a crash.
- Make sure that the PASSENGER AIR BAG OFF light comes on and stays on all the time whenever the ignition is switched on.
- If the PASSENGER AIR BAG OFF light does not come on and stay on, immediately install the forward-facing child seat in a rear seating position and have the airbag system inspected by your Volkswagen dealer.

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**Booster seats and safety belts**
Properly used booster seats can help protect children who weigh more than 40 lbs. (18 kg) who are less than 4 ft. 9 in. (1.5 m) tall in a collision.

Children up to 6 years old (over 40 lbs. or 18 kg) are best protected in child safety seats designed for their age and weight [fig. 33]. Experts say that the skeletal structure, particularly the pelvis, of these children is not fully developed, and they should not use the vehicle's safety belts without a suitable child restraint.

Children who weigh more than about 40 lbs. and are at least 4 ft. 9 in. (1.5 m) tall can generally use the vehicle's three-point lap and shoulder belts. The child's safety absolutely requires that a lap belt portion of the safety belt be fastened snugly and as low as possible around the pelvis. Never let the lap belt portion of the safety belt pass over the child's stomach or abdomen.

It is usually best to put these children in appropriate booster seats. Be sure the booster seat meets all applicable safety standards.

Booster seats raise the seating position of the child and reposition both the lap and shoulder parts of the safety belt so that they pass across the child's body in the right places. The routing of the belt over the child's body is very important for the child's protection, whether or not a booster seat is used. Children age 4 and under should always ride in the rear seat. In a collision, airbags must inflate within a blink of an eye and with considerable force. In order to do its job, the airbag needs room to inflate so that it will be there to protect the occupant as the occupant moves forward into the airbag.

A vehicle occupant who is out of position and too close to the airbag gets in the way of an inflating airbag. When an occupant is too close, he or she will be struck violently and will receive serious or possibly even fatal injury.

In order for the airbag to offer protection, it is important that all vehicle occupants, especially any children who must be in the front seat be
Installing child restraint with a safety belt

Important things to know

Safety belts for the rear seats and the front passenger seat can be locked with the switchable locking feature to properly secure child seats.

The retractors for the rear seat safety belts and the front passenger safety belt have a switchable locking feature for child restraints in addition to the emergency locking feature. If you need to install a child seat at one of these seating positions, you must first route the safety belts as directed by the manufacturer of the child seat that you are using and then activate the convertible locking feature.

Whenever a child restraint is installed with a safety belt, the safety belt must be locked so that belt webbing cannot be retracted. The switchable locking feature lets you lock the belt so that a child restraint can be properly installed and, for example, so that it can't tip to the side when the vehicle goes around a corner.

Always remember: Even though your vehicle is equipped with an Advanced Airbag System, all children, especially those 12 years and younger, should always ride in the back seat properly restrained for their age and size.

**WARNING** Improperly installed child seats increase the risk of serious personal injury and death in a collision.

- Make sure that the safety belt retractor is locked when installing a child seat.
- An unlocked safety belt retractor cannot hold the child seat in place during normal driving or in a crash.
- Always buckle the child seat firmly in place even if the child is not sitting in it. A loose child seat can fly around during a sudden stop or in a collision.
- Always make sure that the rear seat backrest to which the center rear safety belt is attached is securely latched whenever the rear center safety belt is being used to secure a child restraint (see booklet 3.1, chapter "Rear seat belt").
- Never install rear-facing child seats or infant carriers on the front passenger seat. A child will be seriously injured and can be killed when the passenger airbag inflates.
- The inflating airbag will hit the child seat or infant carrier with great force and will smash the child seat and child against the backrest, center armrest, door or roof.
- Always install rear-facing child seats or infant carriers on the rear seat.
- If the rear seat is not securely latched, the child and child restraint will be thrown forward together with the backrest and will strike parts of the vehicle interior. The child can be seriously injured or killed.
- Never install rear-facing child seats or infant carriers on the front passenger seat.
- The inflating airbag will hit the child seat or infant carrier with great force and will smash the child seat and child against the backrest, center armrest, door or roof.

**WARNING** Rearward-facing child restraints:

- A child in a rearward-facing child seat installed on the front passenger seat will be seriously injured and can be killed if the front airbag inflates - even with an Advanced Airbag System.
- The inflatable airbag will hit the child seat or infant carrier with great force and will smash the child seat and child against the backrest, center armrest, door or roof.
- Always be especially careful if you must install a rearward facing child seat on the front passenger seat in exceptional circumstances.
- A tight tether strap on a rearward-facing child restraint attached to the front passenger seat can put too much pressure on the weight-mat in the seat and register a heavier weight in the Advanced Airbag System. The heavier weight registered can make the system work as though an adult were on the seat and deploy the Advanced Airbag when it most be suppressed causing serious or even fatal injury to the child.
- Make sure that the PASSENGER AIR BAG OFF light comes on and stays on all the time whenever the ignition is switched on.
- If the PASSENGER AIR BAG OFF light does not come on and stay on, immediately install the rear-facing child seat in a rear seating position and have the airbag system inspected by your Volkswagen dealer.
Activating the switchable locking feature

**Use the switchable locking feature to properly secure a child restraint**

Always carefully follow the child seat manufacturer’s instructions when installing a child restraint in your vehicle. To activate the switchable locking feature:

- Place the child restraint on a seat, preferably on the rear seat.
- Route the safety belt around or through the child restraint using the proper path for the safety belt as specified by the child restraint manufacturer.
- Insert the belt tongue into the buckle for that seating position.
- Make sure that the red release button is facing away from the child restraint so that it can be unbuckled quickly.
- Push the child seat down with your full weight to get the safety belt really tight.
- Slowly pull the belt all the way out.
- Guide the safety belt back into the retractor until the belt lies flat and snug on the child seat. You should hear a "clicking" noise as the belt winds back into the inertia reel of the safety belt retractor. Test the switchable locking feature by pulling on the belt. You should no longer be able to pull the belt out of the retractor. The switchable locking feature is now active.
- If a strap or tether is being used to tie the child seat to the front passenger seat, make sure that it is not so tight that it causes the weight-sensing mat to measure more weight than is actually on the seat.
- Pull on the safety belt to make sure that it is properly fastened and tight.
- Check the child seat for proper installation by pulling on the child seat. The child seat should not move forward or sideways by more than one inch (2.5 cm).

Deactivating the switchable locking feature

_The switchable locking feature for child restraints will be deactivated automatically when the belt is wound all the way back into the retractor._

- Press the red button on the safety belt buckle. The belt tongue will pop out of the buckle.
- Guide the safety belt back by hand so that it rolls easily onto the retractor and the trim around the retractor will not be damaged.

Always let the safety belt retract completely into its stowed position. The safety belt can now be used as an ordinary safety belt without the switchable locking feature for child restraints.

If the switchable locking feature is activated inadvertently, the safety belt must be unfastened and guided completely back into its stowed position to deactivate this feature. If the switchable locking feature is not deactivated, the safety belt will gradually become tighter and uncomfortable to wear.

**WARNING**

- Always make sure the seat backrest to which the child restraint is installed is in an upright position and securely latched into place and cannot fold forward. Otherwise, the seat back with the child seat attached to it could fly forward in the event of a collision or other emergency situation.
- Always read and heed all WARNINGS whenever using a child restrained in a vehicle which is being used as a child passenger seat. Special precautions apply when installing a child seat on the front passenger seat. Always read and heed all WARNINGS whenever using a child restrained in a vehicle which is being used as a child passenger seat. Special precautions apply when installing a child seat on the front passenger seat. - Always make sure that the safety belt retractor is locked when installing a child seat. An unlocked safety belt retractor cannot hold the child seat in place during normal driving or in a crash. Always buckle the child seat firmly in place even if a child is sitting in it. A loose child seat can fly around during a sudden stop or in a collision.
Additional Information

What types of Child Restraint System anchors are available and how are they related to child safety?

For years, Child Restraint Systems (CRS) have been installed using the safety belts already present in every vehicle.

Since September 1, 1999, CRS manufacturers have been providing tether straps that attach the top of the CRS to the vehicle's structure, on most of their forward-facing systems, in order to comply with U.S. Federal regulations for CRS performance in a crash. Vehicle manufacturers were required to phase-in tether anchorages for attachment of the tether strap in their U.S. vehicles beginning September 1, 1999.

The combination of the tether anchorages and the lower anchorages is now generally called the LATCH system for "Lower Anchor and Tether for CHildren".

(The term "ISO-FIX" regarding lower anchorages had been used by Volkswagen and other manufacturers in the past, but LATCH is now the standard name for the new child restraint anchorage system.)

Some CRS manufacturers have been providing tether straps on certain models of their CRSs, either as standard equipment or as a retrofit, for several years. Check with the manufacturer of the CRS for tether strap availability.

To provide a simpler and more practical way to attach the CRS on the vehicle seat, U.S. Federal regulations required the phase-in of lower anchorages in vehicles and devices on new CRSs to attach to the vehicle anchorages.

CRS manufacturers will probably offer two kinds of lower anchorages on their child seats:

They could come with:

- hook-on or push-on connectors attached to adjustable straps or
- rigid latches on bars that extend out the back of the CRS and are released with release buttons at the bottom of the CRS.

In addition to the LATCH lower anchorages, both of these child restraint systems use tether straps to help keep the CRS firmly in place.

Tether anchors

Beginning with model year 2000, Volkswagen vehicles have tether anchors as standard equipment.

Fig. 34 Tether anchors for the rear seating positions on the hot shell

⚠️ WARNING (continued)

- Never mount two child restraint systems on one LATCH lower anchor point.
- Never attach two child restraint systems to one tether strap or tether anchor.
- Always follow the instructions provided by the manufacturer of the child restraint you intend to install in your Volkswagen.
- Never use child restraint tether anchorages to secure safety belts or other kinds of occupant restraints.
- Never attach a tether strap to a tie-down hook in the luggage compartment.
- Never secure or attach any luggage or other items to the LATCH lower anchorages or to the tether anchors.
- If a tether or other strap is used to attach a child restraint to the front passenger seat, make sure that it is not so tight, that it causes the weight-sensing mat to measure more weight than is actually on the seat.
- The heavier weight registered can make the Advanced Airbag System work as though an adult were on the seat and deploy the Advanced Airbag when it is not needed, possibly causing serious or even fatal injury to the child.

Tether strap

A tether is a straight or V-shaped strap that attaches the top part of a CRS to special anchorage points in the vehicle.

The purpose of the tether is to reduce the forward movement of the CRS in a crash, in order to help reduce the risk of head injury that could be caused by striking the vehicle interior.

Forward-facing CRSs manufactured after September 1, 1999, are required by U.S. Federal regulations to comply with child head movement performance requirements. These new performance requirements make a tether necessary on most new child seats.

⚠️ WARNING

Improper installation of child restraints will increase the risk of injury in a collision.

- Never attach a child seat tether strap to a tie-down hook in the luggage compartment.
- Never secure or attach any luggage or other items to the LATCH lower anchorages or to the tether.
Using tethers on rear-facing CRSs

Currently, few rear-facing CRSs come with a tether. Please read and heed the CRS manufacturer's instructions carefully to determine how to properly install the tether.

**WARNING**

A child in a rearward-facing child seat installed on the front passenger seat will be seriously injured and can be killed if the front airbag inflates—even with an Advanced Airbag System.

- The inflating airbag will hit the child seat or infant carrier with great force and will smash the child seat and child against the buckle, center armrest, or door.
- A tight tether or other strap on a rearward-facing child restraint attached to the front passenger seat can put too much pressure on the child and contribute to injuries.

How to install the upper tether strap to the anchorage.

**Installing the tether strap**

- Release or deploy the tether strap on the child restraint according to the child restraint manufacturer's instructions.
- Guide the upper tether strap under the rear head restraint (raise the head restraint if necessary).
- Locate the tether anchor on top of the hat shelf.
- Attach the tether strap anchorage hook into the opening of the tether anchorage.
- Pull on the tether strap hook so that the spring catch of the hook is engaged.

**WARNING (continued)**

- The heavier weight registered can make the system work as though an adult were on the seat and deploy the Advanced Airbag when it must be suppressed causing serious or even fatal injury to the child.

Lower anchorages (Canada vehicles: lower universal anchorage bars)

**Description**

The LATCH lower anchorages for the rear outboard seating positions are welded into the vehicle at the factory.

**Fig. 36 Location of lower anchorages**

The lower anchorage attachment points are located between the rear seatback and rear seat cushion (Fig. 36). Lower anchorages secure the CRS in the seat without using the vehicle's safety belts. Anchorages provide a secure and easy-to-use attachment and minimize the possibility of improper CRS installation.

**WARNING**

Improper installation of child restraints will increase the risk of injury in an accident.

- Never attach a child seat tether strap to a tie-down hook in the luggage compartment.
- Never secure or attach any luggage or other items to the LATCH lower anchorages or to the tether anchors.
Mounting and releasing hook-on or push-on connectors of CRS that have connectors or other latches attached to adjustable straps

**Mounting**
- **LATCH** lower anchorage attachment points are on the vehicle body between the rear seatback and rear seat cushion.
- 

**WARNING**

Improper installation of child restraints will increase the risk of injuries in a collision.

- Always refer to the CRS manufacturer's instructions for proper installation of the CRS and proper use of tether straps as well as the lower anchorages or safety belts in your vehicle.

Guide fixtures for LATCH lower anchorages

Guide fixtures permanently attached to the lower anchorages make it easier to install child restraint systems that have rigid latches on bars that extend out the back of the CRS or push-on connectors attached to adjustable straps.

**WARNING**

Improper use of tether anchorages or lower anchorages can cause serious personal injury in an accident.

- Always follow the CRS manufacturer's instructions for proper installation and use of child restraint systems.
- Never use the LATCH or tether anchorages to attach safety belts or other kinds of occupant restraint systems.
- CRS tether anchorages and the lower anchorages are only designed to secure a CRS

**WARNING (continued)**

that has been equipped to use these anchorages.

- Tether anchorages and the lower anchorages are designed to withstand only those loads imposed by correctly fitted child restraints. Under no circumstances can they be used safely for adult or child seat belts or harnesses.
- Never mount more than one CRS in a single tether or to a lower anchorage point. Attaching two child restraints to a single anchorage point can cause the anchorage to fail and cause serious personal injury in an accident.
- Never use the tether anchorages and lower anchorages to install three child restraints in your Volkswagen.
- Never use the lower inboard anchorages from the left and right rear seating positions to install a CRS at the center seating position of the rear seat. The distance between the inboard anchors will not allow a CRS to be properly installed to be able to withstand the high forces that are generated in a crash.
- If you must install three child restraints on the rear seat of a Volkswagen with three seating positions in the rear, you must use the vehicle safety belt to install the child restraint in the center seating position.

**Installing a CRS using the “LATCH” system**

Whenever you install a CRS always refer to the CRS manufacturer's instructions.

There are two possibilities to attach a LATCH-CRS to the lower anchorages for the outboard seating position:

**Rigid connectors on bars that extend from the back of the CRS:**
- Make sure the seat back of the rear seat bench is in the upright position and securely latched in place.
- Attach the connectors onto the LATCH lower anchorages.
- Make sure you hear the CRS click securely into place.
- Release or deploy the child restraint tether strap.
- Guide the upper tether strap under the rear head restraint (raise the head restraint if necessary).
- Attach the tether strap anchorage hook into the opening of the tether anchorage.
- Pull on both sides of the CRS once you've mounted it to make certain it is secure and properly attached.

**Releasing**
- Release the lower latch from the LATCH lower anchorages following the CRS manufacturer's instructions.
- Release the tether strap.

**Hooks attached to adjustable straps (hook-on connectors)**
- Make sure the seat back of the rear seat bench is in the upright position and securely latched in place.
- Press the hook-on connector with the spring catch release onto the lower anchorage so that the connector locks into place.
- Pull on the connector to make sure that it is properly attached to the lower anchorage.
- Attach both straps with hook-on connectors on the CRS securely to the lower anchorages.
- Pull straps tight following the CRS manufacturer's instructions.
- Release or deploy the child restraint tether strap.
- Guide the upper tether strap under the rear head restraint (raise the head restraint if necessary).
- Attach the tether strap anchorage hook into the opening of the tether anchorage.
- Pull on both of the adjustable straps on the CRS and pull also on the tether strap once you've mounted the CRS to make certain it's secure and properly attached.
Releasing

- Loosen the tension on the strap following the CRS manufacturer’s instructions.
- Depress the spring catch on the hook.
- Hold the spring catch in the depressed position.
- Move the hook in direction of the vehicle floor so that there is enough space to release the connector from the lower anchorage.
- Release the tether strap

⚠️ WARNING
Improper use of the LATCH system can increase the risk of serious personal injury and death in an accident.

⚠️ WARNING
- These anchors were developed solely for child seats using the “LATCH” system.
- Never attach other child seats, belts or other objects to these anchors.
- Always make sure that you hear a click when latching the seat in place. If you do not hear a click the seat is not secure and could fly forward and hit the interior of the vehicle, or be ejected from the vehicle.

Where can I get additional information about child restraints and their use?

There are a number of sources of additional information about CRS selection, installation and use:

NHTSA advises that the best child safety seat is the one that fits your child and fits in your vehicle, and that you will use correctly and consistently.

Try before you buy!

National Highway Traffic Safety Administration
Tel.: (888) 328-4249
www.nhtsa.dot.gov

Program Professionals
Tel.: (734) 324-7550

www.programprofessionals.org

National SAFE KIDS Campaign
Tel.: (202) 662-0660
www.safekids.org

Safety BeltSafe U.S.A
Tel.: (800) 745-SAFE (English)
Tel.: (800) 745-SANO (Spanish)
www.carseat.org

Volkswagen Customer CARE
Tel.: (800) 822-8888

Transport Canada
Tel.: (888) 625-6963
www.tc.gc.ca

wwwCHILD_SAFETY.ORG
APPENDIX B
MANUFACTURER’S DATA
SEAT REFERENCE POINT (SRP) AND TORSO ANGLE DATA
FOR FMVSS 225
(All dimensions in mm)

Model Year: 2006; Make: Volkswagen; Model: Jetta; Body Style: Sedan
Seat Style: Front row: Standard; Second row: Bench; Third row: 

LEFT SIDE VIEW OF TEST VEHICLE
Table 1. Seating Positions\(^1\) and Torso Angles

<table>
<thead>
<tr>
<th></th>
<th>Left (Driver Side)</th>
<th>Center (if any)</th>
<th>Right</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1</td>
<td>(Driver) 205.2</td>
<td>---</td>
<td>(Front Passenger) 205.2</td>
</tr>
<tr>
<td>A2</td>
<td>105.4</td>
<td>137.4</td>
<td>105.4</td>
</tr>
<tr>
<td>A3</td>
<td>---</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>B</td>
<td>335.65</td>
<td>---</td>
<td>335.65</td>
</tr>
<tr>
<td>C</td>
<td>1138.65</td>
<td>1093.65</td>
<td>1138.65</td>
</tr>
<tr>
<td>D</td>
<td>---</td>
<td>---</td>
<td>---</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Torso Angle (degree)</th>
<th>Front Row</th>
<th>Second Row</th>
<th>Third Row</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>25°</td>
<td>24°</td>
<td>---</td>
</tr>
</tbody>
</table>

Note: 1. All dimensions are in mm. If not, provide the unit used.
SEATING REFERENCE POINT
FOR FMVSS 225
(All dimensions in mm)

Model Year: 2006; Make: Volkswagen; Model: Jetta; Body Style: Sedan
Seat Style: Front row: Standard; Second row: Bench; Third row: 

Driver's seat front outboard seat adjuster anchorage
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 anchorage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front Row</td>
<td></td>
</tr>
<tr>
<td>Front Row</td>
<td></td>
</tr>
<tr>
<td>Front Row</td>
<td></td>
</tr>
<tr>
<td>B1</td>
<td>335.65</td>
</tr>
<tr>
<td>E1</td>
<td>270</td>
</tr>
<tr>
<td>B2</td>
<td>---</td>
</tr>
<tr>
<td>E2</td>
<td>---</td>
</tr>
<tr>
<td>B3</td>
<td>335.65</td>
</tr>
<tr>
<td>E3</td>
<td>960</td>
</tr>
<tr>
<td>Second Row</td>
<td></td>
</tr>
<tr>
<td>Second Row</td>
<td></td>
</tr>
<tr>
<td>Second Row</td>
<td></td>
</tr>
<tr>
<td>C1</td>
<td>1138.65</td>
</tr>
<tr>
<td>F1</td>
<td>265</td>
</tr>
<tr>
<td>C2</td>
<td>1093.65</td>
</tr>
<tr>
<td>F2</td>
<td>615</td>
</tr>
<tr>
<td>C3</td>
<td>1138.65</td>
</tr>
<tr>
<td>F3</td>
<td>965</td>
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<tr>
<td>Third Row</td>
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</tr>
<tr>
<td>Third Row</td>
<td></td>
</tr>
<tr>
<td>Third Row</td>
<td></td>
</tr>
<tr>
<td>D1</td>
<td>---</td>
</tr>
<tr>
<td>G1</td>
<td>---</td>
</tr>
<tr>
<td>D2</td>
<td>---</td>
</tr>
<tr>
<td>G2</td>
<td>---</td>
</tr>
<tr>
<td>D3</td>
<td>---</td>
</tr>
<tr>
<td>G3</td>
<td>---</td>
</tr>
</tbody>
</table>

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

Model Year: _2006____; Make: Volkswagen_; Model: _Jetta_________; Body Style: _Sedan

Φ: 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

<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>---</td>
</tr>
<tr>
<td>K1</td>
<td>---</td>
</tr>
<tr>
<td>H2</td>
<td>---</td>
</tr>
<tr>
<td>K2</td>
<td>---</td>
</tr>
<tr>
<td>H3</td>
<td>---</td>
</tr>
<tr>
<td>K3</td>
<td>---</td>
</tr>
<tr>
<td>Second Row</td>
<td></td>
</tr>
<tr>
<td>I1</td>
<td>581.0</td>
</tr>
<tr>
<td>L1</td>
<td>4.0</td>
</tr>
<tr>
<td>I2</td>
<td>626.0</td>
</tr>
<tr>
<td>L2</td>
<td>0.0</td>
</tr>
<tr>
<td>I3</td>
<td>581.0</td>
</tr>
<tr>
<td>L3</td>
<td>4.0</td>
</tr>
<tr>
<td>Third Row</td>
<td></td>
</tr>
<tr>
<td>J1</td>
<td>---</td>
</tr>
<tr>
<td>M1</td>
<td>---</td>
</tr>
<tr>
<td>J2</td>
<td>---</td>
</tr>
<tr>
<td>M2</td>
<td>---</td>
</tr>
<tr>
<td>J3</td>
<td>---</td>
</tr>
<tr>
<td>M3</td>
<td>---</td>
</tr>
</tbody>
</table>

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

Model Year: 2006; Make: Volkswagen; Model: Jetta; Body Style: Sedan

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>---</td>
</tr>
<tr>
<td>N3 (Right)</td>
<td>---</td>
</tr>
<tr>
<td>Second Row</td>
<td></td>
</tr>
<tr>
<td>O1 (Left)</td>
<td>533.6</td>
</tr>
<tr>
<td>O2 (Center)</td>
<td>501.6</td>
</tr>
<tr>
<td>O3 (Right)</td>
<td>533.6</td>
</tr>
<tr>
<td>Third Row</td>
<td></td>
</tr>
<tr>
<td>P1 (Left)</td>
<td>---</td>
</tr>
<tr>
<td>P2 (Center)</td>
<td>---</td>
</tr>
<tr>
<td>P3 (Right)</td>
<td>---</td>
</tr>
</tbody>
</table>

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?**
   
   Five (5) designated seating positions.

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

3. **How many designated seating positions are equipped with tether anchorages? Specify which position(s).**
   
   All seating positions in the second row (left, center and right) are equipped with tether anchorages.

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

   The anchorage are certified to S9.5(b) of FMVSS 225.