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Prepared By: Debra Messick
Approved By: James G. Harmon
Approval Date: 10/27/06

FINAL REPORT ACCEPTANCE BY OVSC:
Accepted By: Edward E. Brown
Acceptance Date: 10/27/06
### Abstract

Compliance tests were conducted on the subject, 2006 Dodge Ram Pickup Truck in accordance with the specifications of the Office of Vehicle Safety Compliance Test Procedure No. TP-225-01 for the determination of FMVSS 225 compliance. Test failures identified were as follows:

**NONE**

### Key Words

- Compliance Testing
- Safety Engineering
- FMVSS 225

### Distribution Statement

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### Security Classif. (of this report)

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SECTION 1

PURPOSE OF COMPLIANCE TEST

1.0      PURPOSE OF COMPLIANCE TEST

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

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

A. Vehicle Identification Number: 1D7HA18N26J102950

B. NHTSA No.: C60300

C. Manufacturer: DAIMLERCHRYSLER CORPORATION

D. Manufacture Date: 7-05

1.2 TEST DATE

The test vehicle was subjected to FMVSS No. 225 testing during the time period August 1 through September 27, 2006.
SECTION 2

COMPLIANCE TEST RESULTS

2.0 TEST RESULTS

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

Based on the test performed, the 2006 Dodge Ram Pickup Truck appeared to meet the requirements of FMVSS 225 testing.
SECTION 3
COMPLIANCE TEST DATA

3.0 TEST DATA

The following data sheets document the results of testing on the 2006 Dodge Ram Pickup Truck.
DATA SHEET 1
SUMMARY OF RESULTS

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

A. VISUAL INSPECTION OF TEST VEHICLE

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

RESULTS: OK FOR TEST

B. REQUIREMENTS FOR CHILD RESTRAINT SYSTEMS AND TETHER ANCHORAGES

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

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D. LOWER ANCHORAGE DIMENSIONS

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<td>b</td>
<td>N/A</td>
<td>N/A</td>
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<td>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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<tr>
<td>DSP b</td>
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<td>DSP c</td>
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G. STRENGTH OF LOWER ANCHORAGES (Forward Force)

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<tr>
<th></th>
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<td>N/A</td>
</tr>
<tr>
<td>DSP b</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>DSP c</td>
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H. STRENGTH OF LOWER ANCHORAGE (Lateral 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>
<td>DSP c</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

I. OWNER’S MANUAL

<table>
<thead>
<tr>
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<th>FAIL</th>
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<tbody>
<tr>
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REMARKS: DSP a = Left Rear Outboard, DSP b = Center, DSP c = Right Rear Outboard

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

APPROVED BY: D. Messick
DATA SHEET 2
REQUIREMENTS FOR CHILD RESTRAINT ANCHORAGE SYSTEMS AND TETHER ANCHORAGE SYSTEMS

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

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

Does the vehicle have a CRAS (lower anchorage only, for convertibles/school buses) installed at a front passenger seating position? ______ NO ______
If NO, skip to next question.
If YES, does the vehicle have rear designated seating positions? ______
If NO, does the vehicle have an air bag on-off switch or a special exemption for no passenger air bag?
If NO = FAIL If YES = PASS
If Yes, does the vehicle meet the requirements of S4.5.4.1 (b) of S208 and have 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):  

Is the number of provided tether anchorages greater than or equal to the number of required tether anchorages?  
YES = PASS  NO = FAIL (S4.4 (a) or (b) or (c))

If the vehicle has 3 or more rear dops 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

* * *
  c B A

X = Top Tether
* = Lower Anchors

RECORDED BY:  G. FARRAND        DATE:  08/01/06
APPROVED BY:  D. MESSICK
DATA SHEET 3
LOCATION OF TETHER ANCHORAGES

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

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

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

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

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

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

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

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

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

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

If the DSP has a tether routing device, is it flexible or rigid? FLEXIBLE
DATA SHEET 3 CONTINUED

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

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

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

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

COMMENTS:

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

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

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

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

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

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

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

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

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

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

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

If the DSP has a tether routing device, is it flexible or rigid? ____ FLEXIBLE
DESIGNATED SEATING POSITION: ROW 2 CENTER POSITION (DSP B)

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

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

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

COMMENTS:

RECORDED BY: G. FARRAND DATE: 08/01/06
APPROVED BY: D. MESSICK
DATA SHEET 3B
LOCATION OF TETHER ANCHORAGES

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

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

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

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

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

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

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

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

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

If the DSP has a tether routing device, is it flexible or rigid? FLEXIBLE
DATA SHEET 3B CONTINUED

DESIGNATED SEATING POSITION: ROW 2 RIGHT SIDE DSP C)

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

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

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

COMMENTS:

RECORDED BY: G. FARRAND          DATE: 08/01/06          
APPROVED BY: D. MESSICK
DATA SHEET 4
LOWER ANCHORAGE DIMENSIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

Distance between point Z on the CRF and the front surface of inboard anchor bar: 45 mm
Distance ≤70mm = PASS Distance > 70mm = FAIL
DESIGNATED SEATING POSITION: ROW 2 LEFT SIDE (DSP A)

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

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

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

_____ NO _____

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

COMMENTS:

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

APPROVED BY: D. MESSICK
DATA SHEET 4A
LOWER ANCHORAGE DIMENSIONS

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

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

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

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

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

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

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

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

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

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

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

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

Distance between point Z on the CRF and the front surface of inboard anchor bar: ___ 43 mm
Distance ≤70mm = PASS Distance > 70mm = FAIL
DATA SHEET 4A CONTINUED

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

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

Distance between SgRP and the front surface of inboard anchor bar: 161 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: 08/01/06
APPROVED BY: D. MESSICK
DATA SHEET 5
CONSPICUITY AND MARKING OF LOWER ANCHORAGES

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

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

MARKING (Circles)

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

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

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

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

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

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

CONSPICUITY (No Circles)

Is the anchor bar or guide visible when viewed from a point 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? N/A
YES = PASS NO = FAIL (S9.5(b))
DATA SHEET 5 CONTINUED

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

Is there a cap or cover over the anchor bar? **N/A**
   If YES, Is the cap or cover marked with words, symbols or pictograms?
      If NO = FAIL (S9.5(b))
      If YES, is the meaning of the words, symbols or pictograms explained in the owner’s manual?
         YES = PASS   NO = FAIL (S9.5(b))
   If NO, there are no requirements for having a cover. **N/A**

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

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

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

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

Seat Back Angle: 18º FIXED

Location of seat back angle measurement: 2D Template

Head Restraint Position: UP

D-ring Position: N/A

Force at Point X (lower front crossmember for SFAD2) while securing belts and tether: 135 N
Lap belt tension: N/A (SFAD 1 only)
Tether strap tension: 55 N

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

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

Force application rate: 575 N/S

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

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

Tested simultaneously with another DSP? NO

COMMENTS: Displacement at maximum load 67 mm.

RECORDED BY: G. FARRAND DATE: 09/27/06
APPROVED BY: D. MESSICK
DATA SHEET 6A
STRENGTH OF TETHER ANCHORAGES

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

DESIGNATED SEATING POSITION: ROW 2 CENTER (DSP B)

SFAD: 1

Seat Back Angle: 18º FIXED

Location of seat back angle measurement: 2D Template

Head Restraint Position: N/A

D-ring Position: N/A

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

Lap belt tension: 55 N (SFAD 1 only)

Tether strap tension: 55 N

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

Separation of tether anchorage at 500 N: NO

Force application rate: 575 N/S

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

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

Tested simultaneously with another DSP? NO

COMMENTS: Displacement at maximum load 83.5 mm.

RECORDED BY: G. FARRAND DATE: 09/27/06
APPROVED BY: D. MESSICK
DATA SHEET 7
STRENGTH OF LOWER ANCHORAGES (Forward Force)

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

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

Seat Back Angle: 18º FIXED

Location of seat back angle measurement: 2D Template

Head Restraint Position: UP

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

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

Force application rate: 421 N/S

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

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

Displacement, H1 (at 500 N): 0.0

Displacement, H2 (at maximum load): 66.7 mm

Displacement of Point X: 66.7 mm (H2-H1)

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

Tested simultaneously with another DSP? NO

Distance between adjacent DSP's: 500 mm

COMMENTS:

RECORDED BY: G. FARRAND DATE: 09/27/06
APPROVED BY: D. MESSICK
DATA SHEET 8
OWNER’S MANUAL

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

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

PASS X     FAIL ________

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

PASS X     FAIL ________

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

PASS X     FAIL ________

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

PASS X     FAIL ________

COMMENTS:

RECORDED BY: G. FARRAND        DATE: 09/27/06
APPROVED BY: D. MESSICK
## SECTION 4
### INSTRUMENTATION AND EQUIPMENT LIST

<table>
<thead>
<tr>
<th>EQUIPMENT</th>
<th>DESCRIPTION</th>
<th>MODEL/ SERIAL NO.</th>
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<th>NEXT CAL. DATE</th>
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<td>09/07</td>
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<td></td>
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<td>BEFORE USE</td>
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<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>
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<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>
FIGURE 5.2
RIGHT SIDE VIEW OF VEHICLE
2006 DODGE RAM PU
NHTSA NO. C60300
FMVSS NO. 225

FIGURE 5.3
¾ FRONTAL VIEW FROM LEFT SIDE OF VEHICLE
FIGURE 5.4
\(\frac{3}{4}\) REAR VIEW FROM RIGHT SIDE OF VEHICLE
### Tire and Loading Information

**Seating Capacity**: Total 6 - Front 3 - Rear 3

The combined weight of occupants and cargo should never exceed 733 kg or 1616 lb.

<table>
<thead>
<tr>
<th>Tire</th>
<th>Front</th>
<th>Rear</th>
<th>Spare</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Original Tire Size</strong></td>
<td>P245/70R17</td>
<td>P245/70R17</td>
<td>P245/70R17</td>
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<tr>
<td><strong>Cold Tire Inflation Pressure</strong></td>
<td>240 kPa, 35 PSI</td>
<td>240 kPa, 35 PSI</td>
<td>240 kPa, 35 PSI</td>
</tr>
</tbody>
</table>

See Owner's Manual for Additional Information

---

**2006 DODGE RAM PU**
**NHTSA No. C60300**
**FMVSS No. 225**

**FIGURE 5.6**
**VEHICLE TIRE INFORMATION LABEL**
2006 DODGE RAM PU
NHTSA NO. C60300
FMVSS NO. 225

FIGURE 5.8
ROW 2, LEFT SIDE, TOP TETHER ANCHOR,
PRE-TEST
2006 DODGE RAM PU
NHTSA NO. C60300
FMVSS NO. 225

FIGURE 5.10
ROW 2, RIGHT SIDE LOWER ANCHORS, PRE-TEST
FIGURE 5.11
ROW 2, RIGHT SIDE, TOP TETHER ANCHOR,
PRE-TEST
FIGURE 5.12
OVERALL VIEW OF ROW 2 SEATING POSITIONS,
PRE-TEST
FIGURE 5.13
ROW 2, LEFT SIDE WITH CRF
FIGURE 5.14
ROW 2, LEFT SIDE WITH 2-D TEMPLATE
ROW 2, LEFT SIDE TOP TETHER ROUTING
FIGURE 5.16
ROW 2, RIGHT SIDE WITH CRF
FIGURE 5.18
ROW 2, RIGHT SIDE TOP TETHER ROUTING

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

FIGURE 5.19
ROW 2, CENTER WITH 2-D TEMPLATE
2006 DODGE RAM PU
NHTSA NO. C60300
FMVSS NO. 225

FIGURE 5.20
ROW 2 CENTER, TOP TETHER ROUTING
2006 DODGE RAM PU
NHTSA NO. C60300
FMVSS NO. 225

FIGURE 5.22
ROW 2, RIGHT SIDE OUTBOARD CRF MEASUREMENT
2006 DODGE RAM PU
NHTSA NO. C60300
FMVSS NO. 225

FIGURE 5.23
ROW 2, LEFT SIDE, INBOARD CRF MEASUREMENT
FIGURE 5.25
ROW 2, LEFT SIDE CRF PITCH MEASUREMENT
2006 DODGE RAM PU
NHTSA NO. C60300
FMVSS NO. 225

FIGURE 5.26
ROW 2, RIGHT SIDE CRF PITCH MEASUREMENT
2006 DODGE RAM PU
NHTSA NO. C60300
FMVSS NO. 225

FIGURE 5.29
ROW 2, RIGHT SIDE OUTBOARD SRP MEASUREMENT
FIGURE 5.30
ROW 2, RIGHT SIDE INBOARD SRP MEASUREMENT
2006 DODGE RAM PU
NHTSA NO. C60300
FMVSS NO. 225

FIGURE 5.32
¾ RIGHT FRONT VIEW OF VEHICLE IN TEST RIG
FIGURE 5.33
PRE-TEST ROW 2, LEFT SIDE WITH SFAD 2

2006 DODGE RAM PU
NHTSA NO. C60300
FMVSS NO. 225
FIGURE 5.34
PRE-TEST ROW 2, LEFT SIDE WITH SFAD 2
FIGURE 5.36
POST TEST ROW 2, LEFT SIDE WITH SFAD 2
2006 DODGE RAM PU
NHTSA NO. C60300
FMVSS NO. 225

FIGURE 5.37
PRE-TEST ROW 2, RIGHT SIDE WITH SFAD 2
FIGURE 5.39
PRE-TEST ROW 2, CENTER POSITION WITH SFAD 1
2006 DODGE RAM PU
NHTSA NO. C60300
FMVSS NO. 225

FIGURE 5.40
PRE-TEST ROW 2, CENTER POSITION WITH SFAD 1
2006 DODGE RAM PU
NHTSA NO. C60300
FMVSS NO. 225

FIGURE 5.42
POST TEST ROW 2, CENTER POSITION WITH SFAD 1
Child Restraint
Everyone in your vehicle needs to be buckled up all the time — babies and children, too. Every state in the United States and all Canadian provinces require that small children ride in proper restraint systems. This is the law, and you can be prosecuted for ignoring it.

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

<table>
<thead>
<tr>
<th>WARNING!</th>
</tr>
</thead>
<tbody>
<tr>
<td>In a collision, an unrestrained child, even a tiny baby, can become a missile inside the vehicle. The force required to hold even an infant on your lap can become so great that you could not hold the child, no matter how strong you are. The child and others could be badly injured. Any child riding in your vehicle should be in a proper restraint for the child's size.</td>
</tr>
</tbody>
</table>
Infants and Small Children
There are different sizes and types of restraints for children from newborn size to the child almost large enough for an adult safety belt. Use the restraint that is correct for your child:

- Safety experts recommend that children ride rearward-facing in the vehicle until they are at least one year old and weigh at least 20 lbs (9 kg). Two types of child restraints can be used rearward-facing: infant carriers and "convertible" child seats. Both types of child restraints are held in the vehicle by the lap/shoulder belt.

- The infant carrier is only used rearward-facing in the vehicle. It is recommended for children who weigh up to about 20 lbs (9 kg). "Convertible" child seats can be used either rearward-facing or forward-facing in the vehicle. Convertible child seats often have a higher weight limit in the rearward-facing direction than infant carriers do, so they can be used rearward-facing by children who weigh more than 20 lbs (9 kg) but are less than one year old.

- Rearward-facing child seats must NEVER be used in the front seat of a vehicle with a front passenger airbag unless the airbag is turned off. An airbag deployment could cause severe injury or death to infants in this position.

- Children who weigh more than 20 lbs (9 kg) and who are older than one year can ride forward-facing in the vehicle. Forward-facing child seats and convertible child seats used in the forward-facing direction are for children who weigh 20 to 40 lbs (9 to 18 kg) and who are older than one year. These child seats are also held in the vehicle by the lap/shoulder belt.
• The belt-positioning booster seat is for children weighing more than 40 lbs (18 kg), but who are still too small to fit the vehicle’s seat belts properly. If the child cannot sit with knees bent over the vehicle’s seat cushion while the child’s back is against the seat back, they should use a belt-positioning-booster seat. The child and booster seat are held in the vehicle by the lap/shoulder belt. (Some booster seats are equipped with a front shield and are held in the vehicle by the lap portion.) For further information refer to www.seatcheck.org.

### WARNING!

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

• A rearward facing child restraint should only be used in a rear seat, or in the front seat if the passenger’s front airbag is Off. If the airbag is left On, a rearward facing child restraint in the front seat may be struck by a deploying passenger airbag which may cause severe or fatal injury to the infant.
Here are some tips for getting the most out of your child restraint:

- Before buying any restraint system, make sure that it has a label certifying that it meets all applicable Safety Standards. We also recommend that you make sure that you can install the child restraint in the vehicle where you will use it before you buy it.

- The restraint must be appropriate for your child’s weight and height. Check the label on the restraint for weight and height limits.

- Carefully follow the instructions that come with the restraint. If you install the restraint improperly, it may not work when you need it.

- The passenger seat belts are equipped with Automatic Locking Retractors (ALR), which are designed to keep the lap portion tight around the child restraint so that it is not necessary to use a locking clip.

Pull the belt from the retractor until there is enough to allow you to pass through the child restraint and slide the latch plate into the buckle. Then pull on the belt until it is all removed from the retractor. Allow the belt to return to the retractor, pulling on the excess webbing to tighten the lap portion about the child restraint. Refer to the “Automatic Locking Retractors (ALR) Mode” earlier in this section.

- In the rear seat, you may have trouble tightening the lap/shoulder belt on the child restraint because the buckle or latch plate is too close to the belt path opening on the restraint. Disconnect the latch plate from the buckle and twist the short buckle-end belt several times to shorten it. Insert the latch plate into the buckle with the release button facing out.
• If the belt still can’t be tightened, or if pulling and pushing on the restraint loosens the belt, disconnect the latch plate from the buckle, turn the latch plate around, and insert the latch plate into the buckle again. If you still can’t make the child restraint secure, try a different seating position.

• Buckle the child into the seat according to the child restraint manufacturer’s directions.

• When your child restraint is not in use, secure it in the vehicle with the seat belt or remove it from the vehicle. Do not leave it loose in the vehicle. In a sudden stop or collision, it could strike the occupants or seat backs and cause serious personal injury.

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

**WARNING!**
Improper installation can lead to failure of an infant or child restraint. It could come loose in a collision. The child could be badly injured or killed. Follow the manufacturer’s directions exactly when installing an infant or child restraint.
NOTE: For children riding in the front seat of a Standard Cab model refer to the “Passenger Airbag On/Off Switch” located in this section.
Child restraint systems having attachments designed to connect to the lower anchorages are now available. Child restraints having tether straps and hooks for connection to the seatback tether anchorage have been available for some time. In fact, many child restraint manufacturers will provide add-on tether strap kits for some of their older products.

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

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

**NOTE:** If your child restraint seat is not LATCH compatible, install the restraint using the vehicle seat belt.
Installing the Child Restraint System

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

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

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

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

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

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

WARNING!

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

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

1. Place the child restraint on the seat and adjust the tether strap so that it will reach over the seat back under the head restraint to the tether anchor directly behind the seat.
2. Lift the cover (if so equipped), and attach the hook to the square opening in the sheet metal.

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

**Regular Cab Tether Strap Mounting**

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

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

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

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

4. Route each tether strap to the anchor behind the center seat, and attach the hooks to the metal ring.
5. Place a child restraint on the center rear seat and adjust the tether strap so that it will reach under the head restraint to the tether anchor directly behind the seat and to the anchor directly behind the right seat.

6. Install each child restraint and remove the slack in the tether strap according to the child restraint manufacturer’s instructions.
THINGS TO KNOW BEFORE STARTING YOUR VEHICLE

INNER ANCHOR STRAP RING(S)

SNAP HOOK

TETHER STRAP

PASSENGER'S SIDE REAR CHILD SEAT

REAR CENTER CHILD SEAT

DRIVER'S SIDE REAR CHILD SEAT

Multiple Child Restraint Quad Cab
APPENDIX B
MANUFACTURER’S DATA
SEAT REFERENCE POINT (SRP) AND TORSO ANGLE DATA
FOR FMVSS 225
(All dimensions in mm)

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

![Diagram of seat reference points and torso angles]

LEFT SIDE VIEW OF TEST VEHICLE

---

Table 1. Seating Positions 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>302.19</td>
<td>302.19</td>
<td>302.19</td>
</tr>
<tr>
<td>A2</td>
<td>316.19</td>
<td>316.19</td>
<td>316.19</td>
</tr>
<tr>
<td>A3</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>B</td>
<td>352.14</td>
<td>352.14</td>
<td>352.14</td>
</tr>
<tr>
<td>C</td>
<td>1139.54</td>
<td>1139.54</td>
<td>1139.54</td>
</tr>
<tr>
<td>D</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Torso Angle (degrees)</th>
<th>Front Row</th>
<th>Second Row</th>
<th>Third Row</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>22 deg</td>
<td>18 deg</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>22 deg</td>
<td>18 deg</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>N/A</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.
FORM 14

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

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

Table 2. Seating Reference Point and Tether Anchorage Locations

<table>
<thead>
<tr>
<th>Seating Reference Point (SRP)</th>
<th>Distance from Driver's front outboard seat adjuster anchorage ¹</th>
<th>Seating Reference Point (SRP)</th>
<th>Distance from Driver's front outboard seat adjuster anchorage ¹</th>
<th>Seating Reference Point (SRP)</th>
<th>Distance from Driver's front outboard seat adjuster anchorage ¹</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front Row</td>
<td></td>
<td>Second Row</td>
<td></td>
<td>Third Row</td>
<td></td>
</tr>
<tr>
<td>B1</td>
<td>352.14</td>
<td>C1</td>
<td>1139.54</td>
<td>D1</td>
<td>N/A</td>
</tr>
<tr>
<td>E1</td>
<td>175</td>
<td>F1</td>
<td>175</td>
<td>G1</td>
<td>N/A</td>
</tr>
<tr>
<td>B2</td>
<td>352.14</td>
<td>C2</td>
<td>1139.54</td>
<td>D2</td>
<td>N/A</td>
</tr>
<tr>
<td>E2</td>
<td>654</td>
<td>F2</td>
<td>654</td>
<td>G2</td>
<td>N/A</td>
</tr>
<tr>
<td>B3</td>
<td>352.14</td>
<td>C3</td>
<td>1139.54</td>
<td>D3</td>
<td>N/A</td>
</tr>
<tr>
<td>E3</td>
<td>1133</td>
<td>F3</td>
<td>1133</td>
<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: 2006 ; Make: Dodge  Model: Ram 1500, 2500, 3500 ; Body Style: Quad Cab
Seat Style: Front row: 40/20/40 ; Second row: All ; Third row: N/A

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

Note: 1. Use the center of anchorage.
FORM 14

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

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

![Left Side View of Test Vehicle Diagram]

**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>510.5</td>
</tr>
<tr>
<td>O2 (Center)</td>
<td>N/A</td>
</tr>
<tr>
<td>O3 (Right)</td>
<td>510.5</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 used.
## Test Procedures Used for Compliance Tests

### Tether Anchorages

<table>
<thead>
<tr>
<th>Seating Location</th>
<th>FMVSS Section(s) - Req.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Front</strong></td>
<td></td>
</tr>
<tr>
<td>Driver</td>
<td>N/A</td>
</tr>
<tr>
<td>Center (if any)</td>
<td>N/A</td>
</tr>
<tr>
<td>Right (if any)</td>
<td>Section 6.3.1</td>
</tr>
<tr>
<td><strong>Second</strong></td>
<td></td>
</tr>
<tr>
<td>Left</td>
<td>Section 6.3.1</td>
</tr>
<tr>
<td>Center</td>
<td>N/A</td>
</tr>
<tr>
<td>Right (if any)</td>
<td>Section 6.3.1</td>
</tr>
<tr>
<td><strong>Third</strong></td>
<td></td>
</tr>
<tr>
<td>Left</td>
<td>N/A</td>
</tr>
<tr>
<td>Center</td>
<td>N/A</td>
</tr>
<tr>
<td>Right</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Fourth</strong></td>
<td></td>
</tr>
<tr>
<td>Left</td>
<td>N/A</td>
</tr>
<tr>
<td>Center</td>
<td>N/A</td>
</tr>
<tr>
<td>Right</td>
<td>N/A</td>
</tr>
</tbody>
</table>
## Lower Anchorages

<table>
<thead>
<tr>
<th>Seating Location</th>
<th>FMVSS Section(s) - Req.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Front</strong></td>
<td></td>
</tr>
<tr>
<td>Driver</td>
<td>N/A</td>
</tr>
<tr>
<td>Center (if any)</td>
<td>N/A</td>
</tr>
<tr>
<td>Right (if any)</td>
<td>Section 9.4.1</td>
</tr>
<tr>
<td><strong>Second</strong></td>
<td></td>
</tr>
<tr>
<td>Left</td>
<td>Section 9.4.1</td>
</tr>
<tr>
<td>Center</td>
<td>N/A</td>
</tr>
<tr>
<td>Right</td>
<td>Section 9.4.1</td>
</tr>
<tr>
<td><strong>Third</strong></td>
<td></td>
</tr>
<tr>
<td>Left</td>
<td>N/A</td>
</tr>
<tr>
<td>Center</td>
<td>N/A</td>
</tr>
<tr>
<td>Right</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Fourth</strong></td>
<td></td>
</tr>
<tr>
<td>Left</td>
<td>N/A</td>
</tr>
<tr>
<td>Center</td>
<td>N/A</td>
</tr>
<tr>
<td>Right</td>
<td>N/A</td>
</tr>
</tbody>
</table>
SEAT REFERENCE POINT (SRP) AND TORSO ANGLE DATA
FOR FMVSS 225
(All dimensions in mm)

Model Year: **2007**  Make: **DODGE**  Model: **PM49 (Caliber)**  Body Style: **4-Door Hatch Back**

Seat Style:  Front row:  Second row:  X  Third row:

---

Table 1. Seating Positions 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>219.71</td>
<td></td>
<td>219.71</td>
</tr>
<tr>
<td>A2</td>
<td>236.72 from front &amp;</td>
<td>236.72 from front &amp;</td>
<td>236.72 from front &amp; 274.06</td>
</tr>
<tr>
<td></td>
<td>274.06 from cushion</td>
<td>274.06 from cushion</td>
<td>274.06 from cushion attachment.</td>
</tr>
<tr>
<td>A3</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>B</td>
<td>376.42</td>
<td>376.42</td>
<td>376.42</td>
</tr>
<tr>
<td>C</td>
<td>1170.94</td>
<td>1170.94</td>
<td>1170.94</td>
</tr>
<tr>
<td>D</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Torso Angle (degree)</td>
<td>Front Row</td>
<td>23 deg</td>
<td>23 deg</td>
</tr>
</tbody>
</table>

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