REPORT NUMBER 225-GTL-06-010

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

FUJI HEAVY INDUSTRIES
2006 SUBARU B9 TRIBECA, MPV
NHTSA NO. C65500

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

OCTOBER 27, 2006

FINAL REPORT

PREPARED FOR

U. S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
SAFETY ENFORCEMENT
OFFICE OF VEHICLE SAFETY COMPLIANCE
400 SEVENTH STREET, SW
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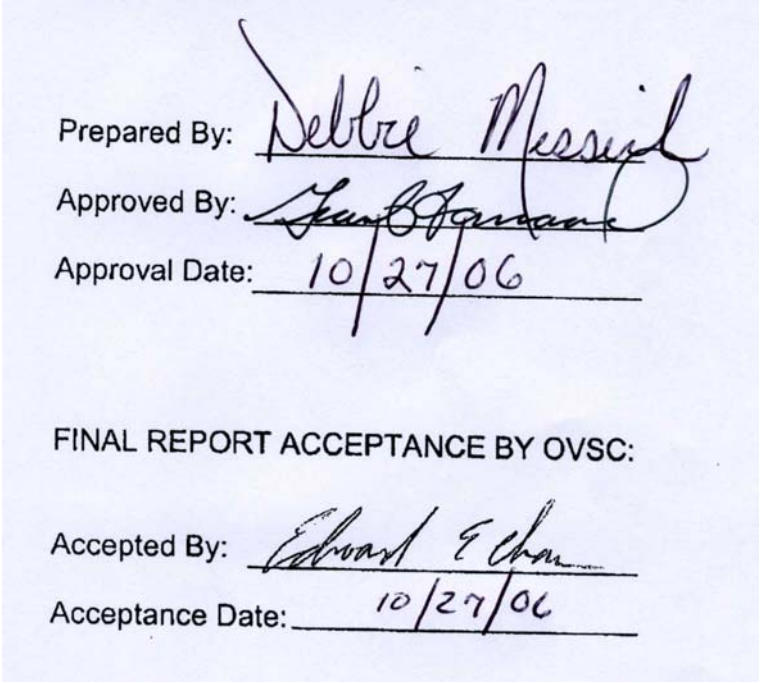

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16. Abstract Compliance tests were conducted on the subject, 2006 Subaru B9 Tribeca MPV in accordance with the specifications of the Office of Vehicle Safety Compliance Test Procedure No. TP-225-01 for the determination of FMVSS 225 compliance. Test failures identified were as follows: NONE		
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SECTION 1

PURPOSE OF COMPLIANCE TEST

1.0 PURPOSE OF COMPLIANCE TEST

A 2006 Subaru B9 Tribeca MPV 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 Subaru B9 Tribeca MPV. Nomenclature applicable to the test vehicle are:

A. Vehicle Identification Number: 4S4WX83C564403897

B. NHTSA No.: C65500

C. Manufacturer: FUJI HEAVY INDUSTRIES LTD.

D. Manufacture Date: 05/05

1.2 TEST DATE

The test vehicle was subjected to FMVSS No. 225 testing during the time period August 2 through September 29, 2006.

SECTION 2

COMPLIANCE TEST RESULTS

2.0 TEST RESULTS

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

Based on the test performed, the 2006 Subaru B9 Tribeca MPV 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 Subaru B9 Tribeca MPV.

DATA SHEET 1
SUMMARY OF RESULTS

VEH. MOD YR/MAKE/MODEL/BODY: 2006 SUBARU B9 TRIBECA MPV
VEH. NHTSA NO: C65500; VIN: 4S4WX83C564403897
VEH. BUILD DATE:05/05 ; TEST DATE: AUGUST 2 – SEPTEMBER 29, 2006
TEST LABORATORY:GENERAL TESTING LABORATORIES
OBSERVERS: GRANT FARRAND, JIMMY LATANE

A. VISUAL INSPECTION OF TEST VEHICLE

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

RESULTS: OK FOR TEST ON ROW 2 LEFT AND RIGHT SIDE SEATING POSITIONS. ROW 2 CENTER SEATING POSITION CANNOT BE TESTED DUE TO PRIOR DAMAGE TO THE ROOF MOUNTED BELT RETRACTOR MOUNTING FROM FMVSS 216 ROOF CRUSH TEST.

B. REQUIREMENTS FOR CHILD RESTRAINT SYSTEMS AND TETHER ANCHORAGES

	PASS	FAIL
DSP a	X	
DSP b	X	
DSP c	X	

C. LOCATION OF TETHER ANCHORAGES

	PASS	FAIL
DSP a	X	
DSP b	X	
DSP c	X	

D. LOWER ANCHORAGE DIMENSIONS

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

DATA SHEET 1 CONTINUED
SUMMARY OF RESULTS

E. CONSPICUITY AND MARKING OF LOWER ANCHORAGES

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

F. STRENGTH OF TETHER ANCHORAGES

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

G. STRENGTH OF LOWER ANCHORAGES (Forward Force)

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

H. STRENGTH OF LOWER ANCHORAGE (Lateral Force)

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

I. OWNER'S MANUAL

PASS	FAIL
X	

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

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

APPROVED BY: D. Messick

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

VEH. MOD YR/MAKE/MODEL/BODY: 2006 SUBARU B9 TRIBECA MPV
VEH. NHTSA NO: C65500; VIN: 4S4WX83C564403897
VEH. BUILD DATE: 05/05 ; 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? _____
If NO, does the vehicle have an air bag on-off switch or a special exemption for no passenger air bag?
If NO = FAIL If YES = PASS
If Yes, does the vehicle meet the requirements of S4.5.4.1 (b) of S208 and have and air bag on-off switch or a special exemption for no passenger air bag? ____
Record the distance between the front and rear seat back: _____
If Distance <720 mm and vehicle has an air bag on-off switch or special exemption = PASS
If Distance ≥ 720 mm or no air bag on-off switch or no special exemption = FAIL

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

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

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

DATA SHEET 2 CONTINUED

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

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

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

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

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

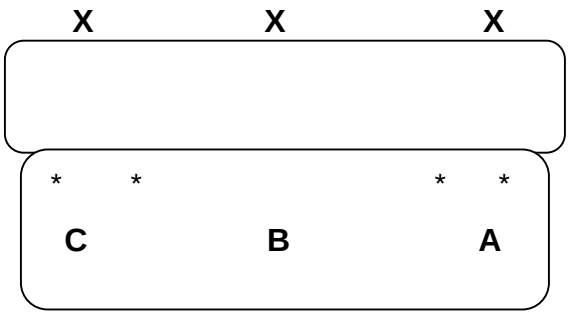
If the vehicle has 3 or more rear dsps and a non-outboard dsp, is a tether anchorage or CRAS provided at a non-outboard dsp? YES

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

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

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

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



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

RECORDED BY: G. FARRAND DATE: 08/02/06

APPROVED BY: D. MESSICK

DATA SHEET 3
LOCATION OF TETHER ANCHORAGES

VEH. MOD YR/MAKE/MODEL/BODY: 2006 SUBARU B9 TRIBECA MPV
VEH. NHTSA NO: C65500; VIN: 4S4WX83C564403897
VEH. BUILD DATE: 05/05 ; 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 of 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 SUBARU B9 TRIBECA MPV
VEH. NHTSA NO: C65500; VIN: 4S4WX83C564403897
VEH. BUILD DATE: 05/05 ; 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 rear of 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 SUBARU B9 TRIBECA MPV
VEH. NHTSA NO: C65500; VIN: 4S4WX83C564403897
VEH. BUILD DATE: 05/05 ; 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 rear of 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 3B CONTINUED

DESIGNATED SEATING POSITION: ROW 2 RIGHT SIDE DSP C)

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

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

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

COMMENTS:

RECORDED BY: G. FARRAND DATE: 08/02/06

APPROVED BY: D. MESSICK

DATA SHEET 4
LOWER ANCHORAGE DIMENSIONS

VEH. MOD YR/MAKE/MODEL/BODY: 2006 SUBARU B9 TRIBECA MPV
VEH. NHTSA NO: C65500; VIN: 4S4WX83C564403897
VEH. BUILD DATE: 05/05 ; TEST DATE: AUGUST 2, 2006
TEST LABORATORY: GENERAL TESTING LABORATORIES
OBSERVERS: GRANT FARRAND, JIMMY LATANE

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

Outboard Lower Anchorage bar diameter: 6.02 mm
6mm ± 0.1 mm = PASS Other size = FAIL (S9.1.1(a))

Inboard Lower Anchorage bar diameter: 6.02 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): 35 mm
Length ≥25mm = PASS Length <25mm = FAIL(S9.1.1(c) (i))

Length of the straight portion of the bar (inboard lower anchorage): 35 mm
Length ≥25mm = PASS Length <25mm = FAIL(S9.1.1(c) (i))

Length between the anchor bar supports (outboard lower anchorage): 46 mm
Length ≤60mm = PASS Length >60mm = FAIL(S9.1.1(c) (ii))

Length between the anchor bar supports (inboard lower anchorage): 46 mm
Length ≤60mm = PASS Length >60mm = FAIL(S9.1.1(c) (ii))

CRF Pitch angle: 9.1º
Angle = 15º±10º = PASS Angle≠15º±10º = FAIL (S9.2.1)

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

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

Distance between point Z on the CRF and the front surface of outboard anchor bar: 55 mm
Distance ≤70mm = PASS Distance > 70mm = FAIL

Distance between point Z on the CRF and the front surface of inboard anchor bar: 55 mm
Distance ≤70mm = PASS Distance > 70mm = FAIL

DATA SHEET 4 CONTINUED

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

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

Distance between SgRP and the front surface of inboard anchor bar: 173 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 4A
LOWER ANCHORAGE DIMENSIONS

VEH. MOD YR/MAKE/MODEL/BODY: 2006 SUBARU B9 TRIBECA MPV
VEH. NHTSA NO: C65500; VIN: 4S4WX83C564403897
VEH. BUILD DATE: 05/05 ; 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: 6.02 mm
6mm ± 0.1 mm = PASS Other size = FAIL (S9.1.1(a))

Inboard Lower Anchorage bar diameter: 6.02 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): 35 mm
Length ≥25mm = PASS Length <25mm = FAIL(S9.1.1(c) (i))

Length of the straight portion of the bar (inboard lower anchorage): 35 mm
Length ≥25mm = PASS Length <25mm = FAIL(S9.1.1(c) (i))

Length between the anchor bar supports (outboard lower anchorage): 46 mm
Length ≤60mm = PASS Length >60mm = FAIL(S9.1.1(c) (ii))

Length between the anchor bar supports (inboard lower anchorage): 46 mm
Length ≤60mm = PASS Length >60mm = FAIL(S9.1.1(c) (ii))

CRF Pitch angle: 9.0º
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: 55 mm
Distance ≤70mm = PASS Distance > 70mm = FAIL

Distance between point Z on the CRF and the front surface of inboard anchor bar: 55 mm
Distance ≤70mm = PASS Distance > 70mm = FAIL

DATA SHEET 4A CONTINUED

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

Distance between SgRP and the front surface of outboard anchor bar: 172 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: 08/02/06

APPROVED BY: D. MESSICK

DATA SHEET 5
CONSPICUITY AND MARKING OF LOWER ANCHORAGES

VEH. MOD YR/MAKE/MODEL/BODY: 2006 SUBARU B9 TRIBECA MPV
VEH. NHTSA NO: C65500; VIN: 4S4WX83C564403897
VEH. BUILD DATE: 05/05 ; 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: 15
Diameter ≥13mm = PASS Diameter <13mm = FAIL (S9.5(a)(1))

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

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

For circles on seat backs, vertical distance from the center of the circle to the center of the anchor bar: 80
Distance between 50&100mm = PASS Other Distance=FAIL (S9.5(a)(3))

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

Lateral distance from the center of the circle to the center of the anchor bar: 0
Distance≤25mm = PASS Distance >25mm = FAIL (S9.5(a)(3))

CONSPICUITY (No Circles)

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

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

DATA SHEET 5 CONTINUED

DESIGNATED SEATING POSITION: ROW 2 LEFT SIDE (DSP A), 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: 08/02/06

APPROVED BY: D. MESSICK

DATA SHEET 6
STRENGTH OF TETHER ANCHORAGES

VEH. MOD YR/MAKE/MODEL/BODY: 2006 SUBARU B9 TRIBECA MPV
VEH. NHTSA NO: C65500; VIN: 4S4WX83C564403897
VEH. BUILD DATE: 05/05 ; TEST DATE: SEPTEMBER 29, 2006
TEST LABORATORY: GENERAL TESTING LABORATORIES
OBSERVERS: GRANT FARRAND, JIMMY LATANE
TEST NO: 5660

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

SFAD: 2

Seat Back Angle: 23º FIXED

Location of seat back angle measurement: 2D Template

Head Restraint Position: UP

D-ring Position: N/A

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

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

Tether strap tension: 56 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 86 mm.

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

APPROVED BY: D. MESSICK

DATA SHEET 7
STRENGTH OF LOWER ANCHORAGES (Forward Force)

VEH. MOD YR/MAKE/MODEL/BODY: 2006 SUBARU B9 TRIBECA MPV
VEH. NHTSA NO: C65500; VIN: 4S4WX83C564403897
VEH. BUILD DATE: 05/05 ; TEST DATE: SEPTEMBER 29, 2006
TEST LABORATORY: GENERAL TESTING LABORATORIES
OBSERVERS: GRANT FARRAND, JIMMY LATANE
TEST NO: 5661

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

Seat Back Angle: 23º FIXED

Location of seat back angle measurement: 2D Template

Head Restraint Position: UP

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

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

Force application rate: 421 N/S

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

Maximum force (10,950 N ± 50 N): 10,973 N

Displacement, H1 (at 500 N): 0.0

Displacement, H2 (at maximum load): 44.6 mm

Displacement of Point X: 44.6 mm (H2-H1)
Displacement > 175 mm = FAIL (S9.4.1(a))

Tested simultaneously with another DSP? NO

Distance between adjacent DSP's: 370 mm

COMMENTS:

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

APPROVED BY: D. MESSICK

DATA SHEET 8
OWNER'S MANUAL

VEH. MOD YR/MAKE/MODEL/BODY: 2006 SUBARU B9 TRIBECA MPV
VEH. NHTSA NO: C65500; VIN: 4S4WX83C564403897
VEH. BUILD DATE: 05/05 ; TEST DATE: SEPTEMBER 29, 2006
TEST LABORATORY: GENERAL TESTING LABORATORIES
OBSERVERS: GRANT FARRAND, JIMMY LATANE

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

PASS X FAIL

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

PASS X FAIL

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

PASS X FAIL

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

PASS X FAIL

COMMENTS:

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

APPROVED BY: D. MESSICK

SECTION 4
INSTRUMENTATION AND EQUIPMENT LIST

TABLE 1 - INSTRUMENTATION & EQUIPMENT LIST

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

SECTION 5
PHOTOGRAPHS

2006 SUBARU B9 TRIBECA
NHTSA NO. C65500
FMVSS NO. 225

FIGURE 5.1
LEFT SIDE VIEW OF VEHICLE

2006 SUBARU B9 TRIBECA
NHTSA NO. C65500
FMVSS NO. 225

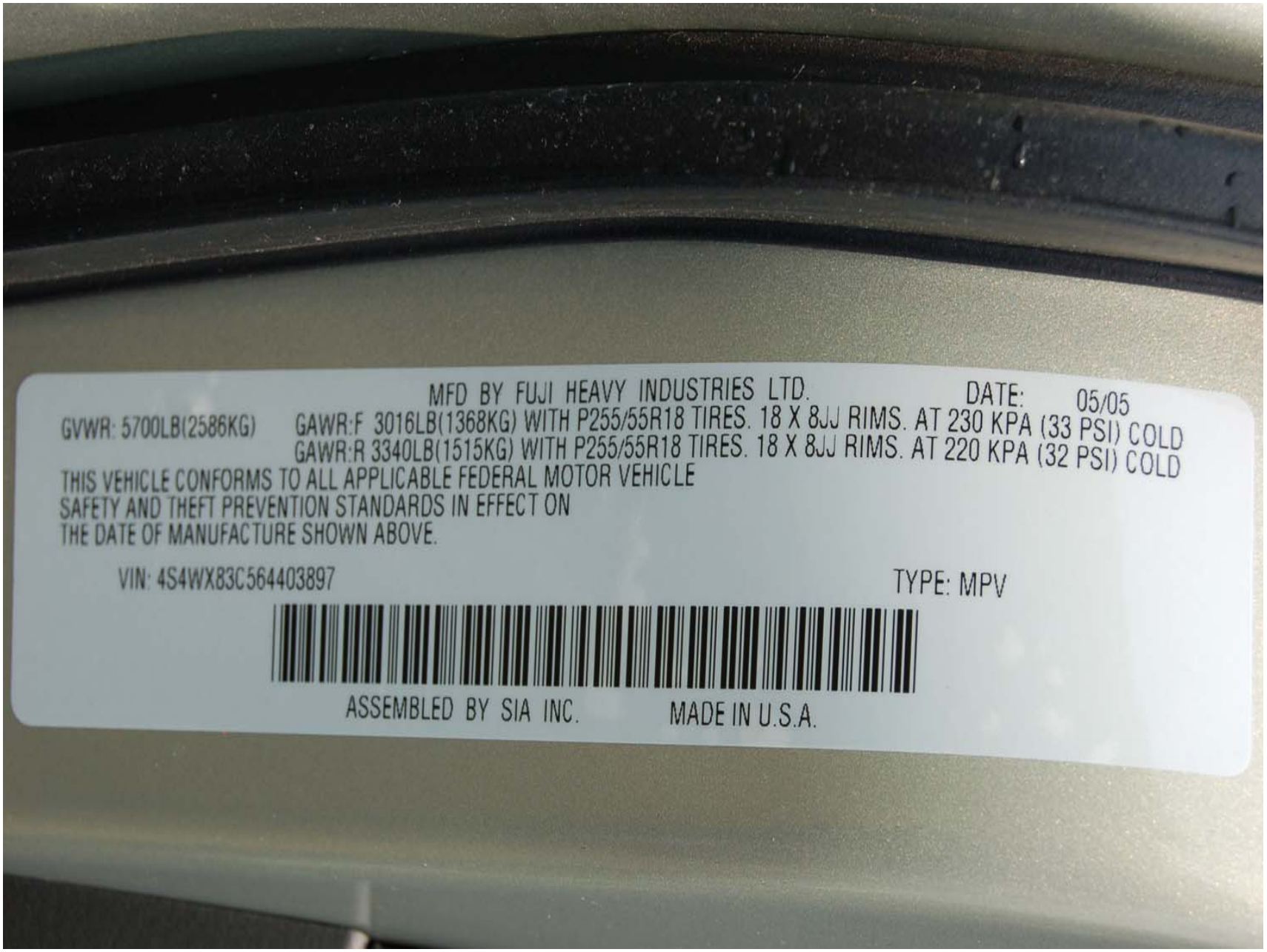
FIGURE 5.2
RIGHT SIDE VIEW OF VEHICLE

2006 SUBARU B9 TRIBECA
NHTSA NO. C65500
FMVSS NO. 225

FIGURE 5.3
¾ FRONTAL VIEW FROM LEFT SIDE OF VEHICLE

2006 SUBARU B9 TRIBECA
NHTSA NO. C65500
FMVSS NO. 225

FIGURE 5.4
¾ REAR VIEW FROM RIGHT SIDE OF VEHICLE



2006 SUBARU B9 TRIBECA
NHTSA NO. C65500
FMVSS NO. 225

FIGURE 5.5
VEHICLES CERTIFICATION LABEL

2006 SUBARU B9 TRIBECA
NHTSA NO. C65500
FMVSS NO. 225

FIGURE 5.6
VEHICLE TIRE INFORMATION LABEL

2006 SUBARU B9 TRIBECA
NHTSA NO. C65500
FMVSS NO. 225

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

2006 SUBARU B9 TRIBECA
NHTSA NO. C65500
FMVSS NO. 225

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

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NHTSA NO. C65500
FMVSS NO. 225

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

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NHTSA NO. C65500
FMVSS NO. 225

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

2006 SUBARU B9 TRIBECA
NHTSA NO. C65500
FMVSS NO. 225

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

2006 SUBARU B9 TRIBECA
NHTSA NO. C65500
FMVSS NO. 225

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

2006 SUBARU B9 TRIBECA
NHTSA NO. C65500
FMVSS NO. 225

FIGURE 5.13
ROW 2, LEFT SIDE WITH CRF

2006 SUBARU B9 TRIBECA
NHTSA NO. C65500
FMVSS NO. 225

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

2006 SUBARU B9 TRIBECA
NHTSA NO. C65500
FMVSS NO. 225

FIGURE 5.15
ROW 2, LEFT SIDE TOP TETHER ROUTING

2006 SUBARU B9 TRIBECA
NHTSA NO. C65500
FMVSS NO. 225

FIGURE 5.16
ROW 2, RIGHT SIDE WITH CRF

2006 SUBARU B9 TRIBECA
NHTSA NO. C65500
FMVSS NO. 225

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

2006 SUBARU B9 TRIBECA
NHTSA NO. C65500
FMVSS NO. 225

FIGURE 5.18
ROW 2, RIGHT SIDE TOP TETHER ROUTING

2006 SUBARU B9 TRIBECA
NHTSA NO. C65500
FMVSS NO. 225

FIGURE 5.19
ROW 2, CENTER WITH 2-D TEMPLATE

2006 SUBARU B9 TRIBECA
NHTSA NO. C65500
FMVSS NO. 225

FIGURE 5.20
ROW 2, CENTER TOP TETHER ROUTING

2006 SUBARU B9 TRIBECA
NHTSA NO. C65500
FMVSS NO. 225

FIGURE 5.21
ROW 2, RIGHT SIDE INBOARD CRF MEASUREMENT

2006 SUBARU B9 TRIBECA
NHTSA NO. C65500
FMVSS NO. 225

FIGURE 5.22
ROW 2, RIGHT SIDE OUTBOARD CRF MEASUREMENT

2006 SUBARU B9 TRIBECA
NHTSA NO. C65500
FMVSS NO. 225

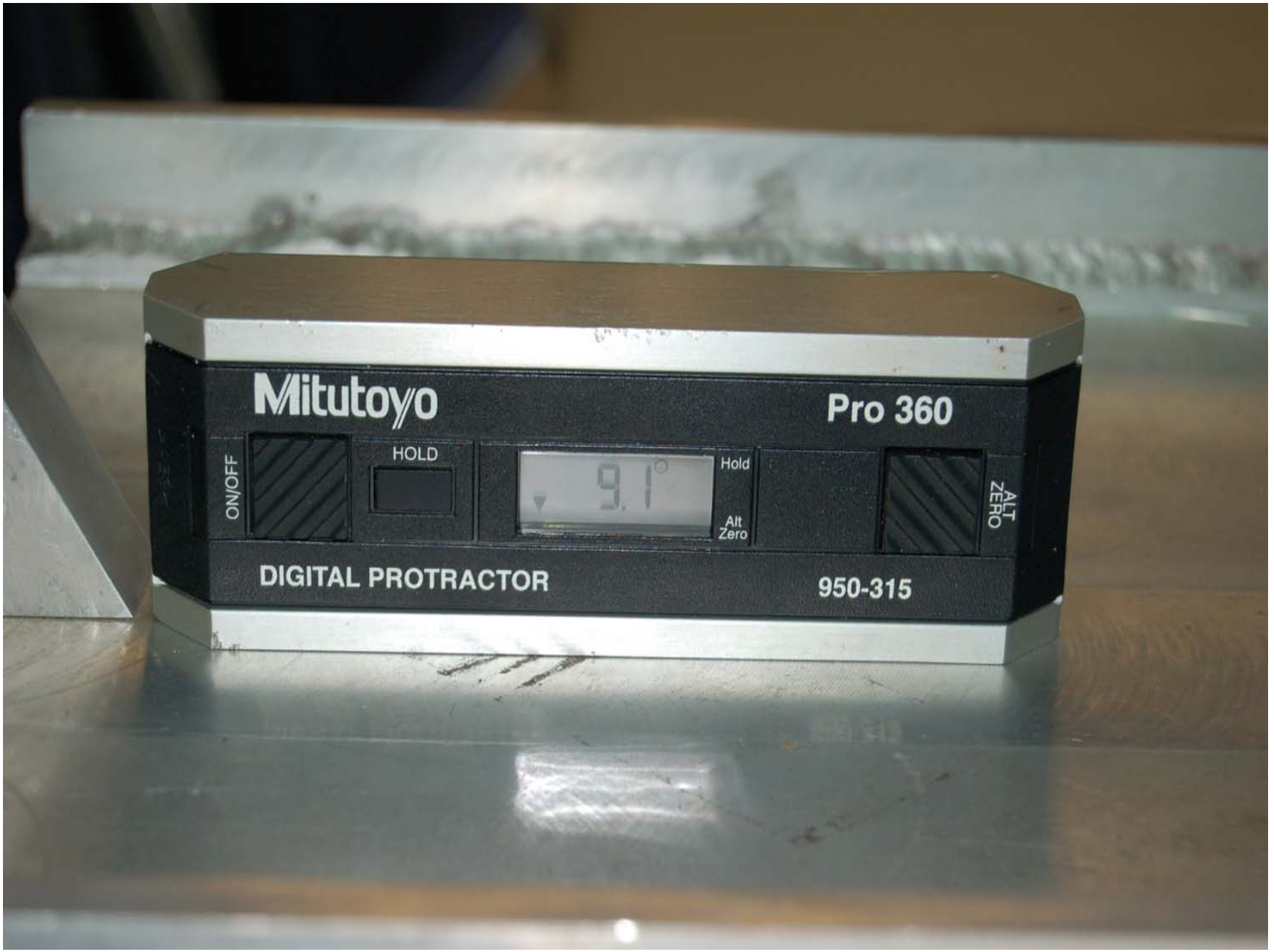
FIGURE 5.23
ROW 2, LEFT SIDE, INBOARD CRF MEASUREMENT

2006 SUBARU B9 TRIBECA
NHTSA NO. C65500
FMVSS NO. 225

FIGURE 5.24
ROW 2, LEFT SIDE, OUTBOARD CRF MEASUREMENT

2006 SUBARU B9 TRIBECA
NHTSA NO. C65500
FMVSS NO. 225

FIGURE 5.25
SYMBOL MEASUREMENT



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NHTSA NO. C65500
FMVSS NO. 225

FIGURE 5.26
ROW 2, LEFT SIDE PITCH MEASUREMENT

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NHTSA NO. C65500
FMVSS NO. 225

FIGURE 5.27
ROW 2, RIGHT SIDE CRF PITCH MEASUREMENT

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NHTSA NO. C65500
FMVSS NO. 225

FIGURE 5.28
ROW 2, LEFT SIDE OUTBOARD SRP MEASUREMENT

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NHTSA NO. C65500
FMVSS NO. 225

FIGURE 5.29
ROW 2, LEFT SIDE INBOARD SRP MEASUREMENT

2006 SUBARU B9 TRIBECA
NHTSA NO. C65500
FMVSS NO. 225

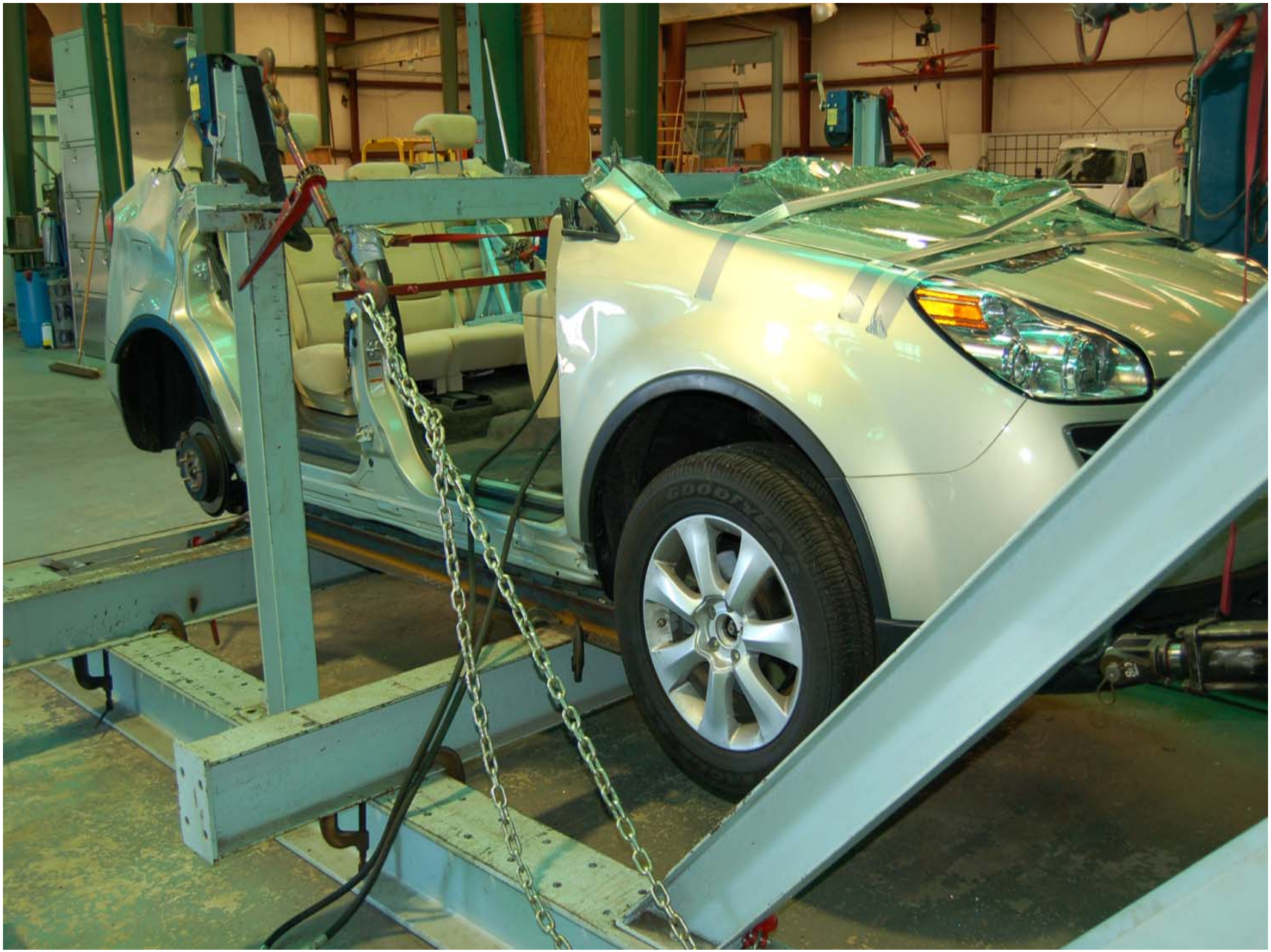
FIGURE 5.30
ROW 2, RIGHT SIDE OUTBOARD SRP MEASUREMENT

2006 SUBARU B9 TRIBECA
NHTSA NO. C65500
FMVSS NO. 225

FIGURE 5.31
ROW 2, RIGHT SIDE INBOARD SRP MEASUREMENT

2006 SUBARU B9 TRIBECA
NHTSA NO. C65500
FMVSS NO. 225

FIGURE 5.32
¾ LEFT REAR VIEW OF VEHICLE IN TEST RIG



2006 SUBARU B9 TRIBECA
NHTSA NO. C65500
FMVSS NO. 225

FIGURE 5.33
¾ RIGHT FRONT VIEW OF VEHICLE IN TEST RIG

2006 SUBARU B9 TRIBECA
NHTSA NO. C65500
FMVSS NO. 225

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

2006 SUBARU B9 TRIBECA
NHTSA NO. C65500
FMVSS NO. 225

FIGURE 5.35
PRE-TEST ROW 2, LEFT SIDE WITH SFAD 2

2006 SUBARU B9 TRIBECA
NHTSA NO. C65500
FMVSS NO. 225

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

2006 SUBARU B9 TRIBECA
NHTSA NO. C65500
FMVSS NO. 225

FIGURE 5.37
POST TEST ROW 2, LEFT SIDE WITH SFAD 2

2006 SUBARU B9 TRIBECA
NHTSA NO. C65500
FMVSS NO. 225

FIGURE 5.38
PRE-TEST ROW 2, RIGHT SIDE WITH SFAD 2

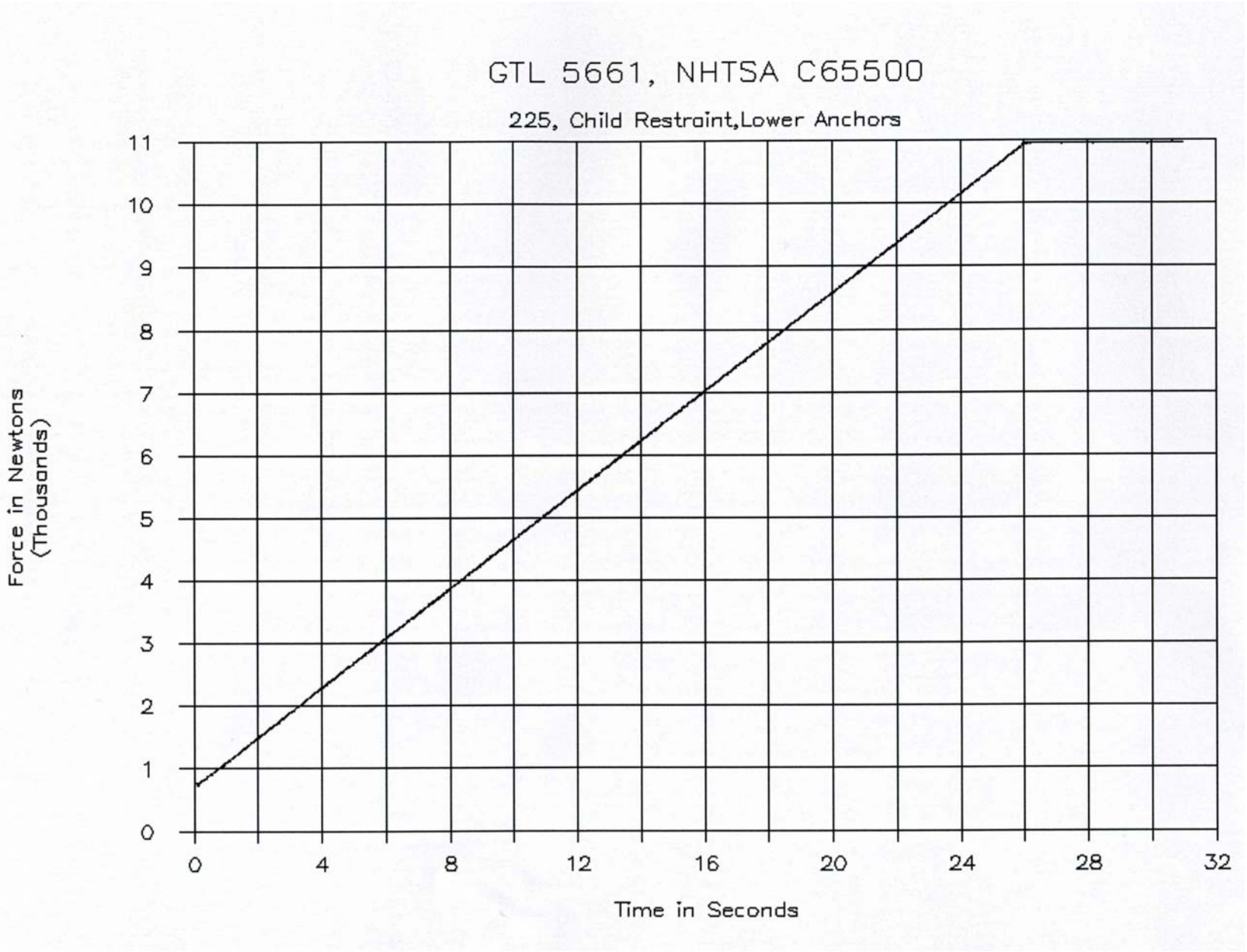
2006 SUBARU B9 TRIBECA
NHTSA NO. C65500
FMVSS NO. 225

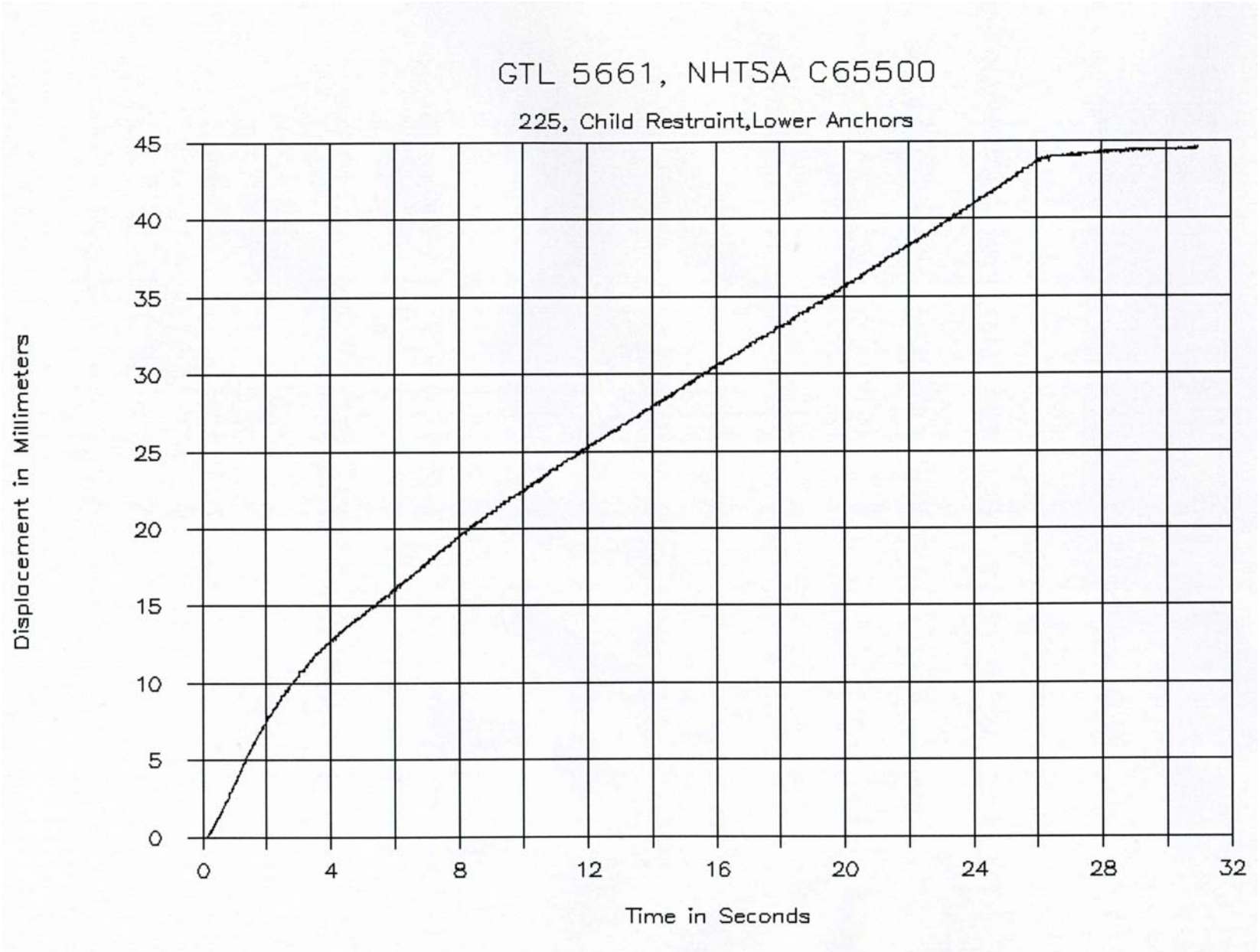
FIGURE 5.39
POST TEST ROW 2, RIGHT SIDE WITH SFAD 2

SECTION 6
PLOTS


GTL 5660, NHTSA C65500
225, Child Restraint,Top Tether,Row 2 L
Force in Newtons
(Thousands)
0
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
0
4
8
12
16
20
24
28
32
Time in Seconds


GTL 5660, NHTSA C65500
225, Child Restraint,Top Tether,Row 2 L
Displacement in Millimeters
90
80
70
60
50
40
30
20
10
0
0
4
8
12
16
20
24
28
32
Time in Seconds


GTL 5661, NHTSA C65500
225, Child Restraint,Lower Anchors
Force in Newtons
(Thousands)
11
10
9
8
7
6
5
4
3
2
1
0
0
4
8
12
16
20
24
28
32
Time in Seconds


GTL 5661, NHTSA C65500
225, Child Restraint,Lower Anchors
Displacement in Millimeters
45
40
35
30
25
20
15
10
5
0
0
4
8
12
16
20
24
28
32
Time in Seconds

APPENDIX A
OWNER'S MANUAL CHILD RESTRAINT INFORMATION

NOTE
If the front part of the vehicle is damaged in an accident to the extent that the seatbelt pretensioner does not operate, contact your SUBARU dealer as soon as possible.

■ Precautions against vehicle modification

Always consult your SUBARU dealer if you want to install any accessory parts to your vehicle.

⚠CAUTION

Do not perform any of the following modifications. Such modifications can interfere with proper operation of the seatbelt pertensioners.

- **Attachment of any equipment (bush bar, winches, snow plow, skid plate, etc.) other than genuine SUBARU accessory parts to the front end.**
- **Modification of the suspension system or front end structure.**
- **Installation of a tire of different size and construction from the tires specified on the vehicle placard attached to the door pillar or specified for individual vehicle models in this Owner's Manual.**

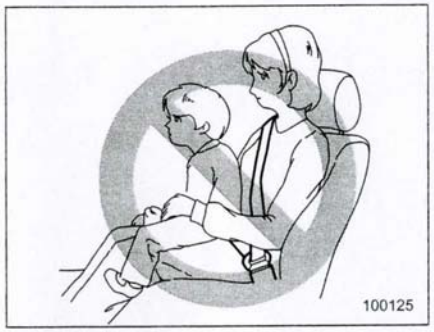
Child restraint systems

While riding in the vehicle, infants and small children should always be placed in an infant or child restraint system in one of the rear seating positions recommended in this owner's manual. You should use an infant or child restraint system that meets Federal Motor Vehicle Safety Standards or Canada Motor Vehicle Safety Standards, is compatible with your vehicle and is appropriate for the child's age and size. All child restraint systems are designed to be secured in vehicle seats by lap belts or the lap belt portion of a lap/shoulder belt (except those covered under the section in this manual, entitled "Installation of child restraint systems by use of lower and tether anchorages (LATCH)").

Children could be endangered in an accident if their child restraints are not properly secured in the vehicle. When installing the child restraint system, carefully follow the manufacturer's instructions.

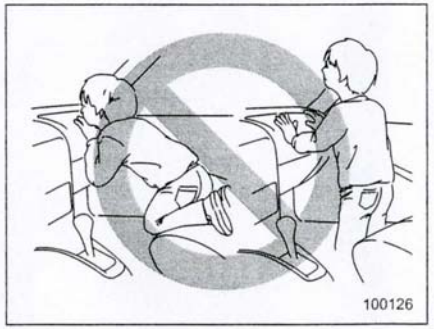
According to accident statistics, children are safer when properly restrained in the rear seating positions than in the front seating positions.

All U.S. states and Canadian provinces require that infants and small children be restrained in an approved child restraint system at all times while the vehicle is moving.



⚠WARNING

Never let a passenger hold a child on his or her lap while the vehicle is moving. The passenger cannot protect the child from injury in a collision, because the child will be caught between the passenger and objects inside the vehicle. Additionally, holding a child in your lap or arms in the front seat exposes that child to another serious danger. Since the SRS airbag deploys with considerable speed and force, the child could be injured or even killed.



⚠WARNING

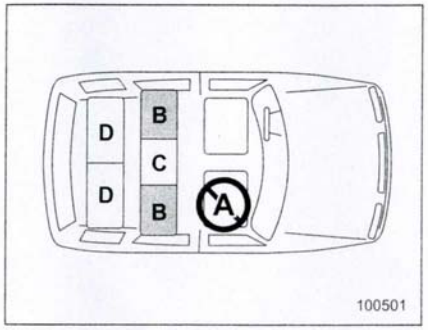
Children should be properly restrained at all times. Never allow a child to stand up, or to kneel on any seat. Unrestrained children will be thrown forward during sudden stop or in an accident and can be injured seriously.

Additionally, children standing up or kneeling on or in front of the front seat are exposed another serious danger. Since the SRS airbag deploys with considerable speed and force, the child could be injured or even killed.

■ Where to place a child restraint system

The following are SUBARU's recommendations on where to place a child restraint system in your vehicle.

– CONTINUED –



A: Front passenger's seat
You should not install a child restraint system (including a booster seat) due to the hazard to children posed by the passenger's airbag.

B: Rear outboard seats (5-seater models)/second-row outboard seats (7-seater models)
Recommended positions for all types of child restraint systems.
In these positions, Automatic/Emergency Locking Retractor (A/ELR) seatbelts and lower anchorages (bars) are provided for installing a child restraint system.
Some types of child restraints might not be able to be secured firmly due to projection of the seat cushion.
In this seating position, you should use only a child restraint system that has a bottom base that fits snugly against the contours of the seat cushion and can be securely retained using the seatbelt.

C: Rear center seat (5-seater models)/ second-row center seat (7-seater models)
Installing a child restraint system is not recommended, although the A/ELR seatbelt and an upper anchorage (tether anchorage) are provided in this position.
Some types of child restraints might not be able to be secured firmly due to projection of the seat cushion.
In this seating position, you should use only a child restraint system that has a bottom base that fits snugly against the contours of the seat cushion and can be securely retained using the seatbelt.

D: Third-row seat (7-seater models)
Installing a child restraint system is not recommended, although the A/ELR seatbelt and two upper anchorages (tether anchorages) are provided in these positions. These seating positions are not equipped with lower anchorages (bars) for installing LATCH system-type child restraints. However, child restraint devices can be used in these position using the A/ELR seatbelts and upper anchorages (tether anchorages) provided.
Some types of child restraints might not be able to be secured firmly due to projection of the seat cushion.
In this seating position, you should use only a child restraint system that has a bottom base that fits snugly against the contours of the seat cushion and can be securely retained using the seatbelt.

⚠WARNING

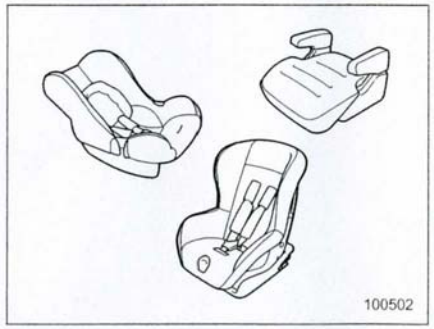
Put children aged 12 and under in the rear seat properly restrained at all times. The SRS airbag deploys with considerable speed and force and can injure or even kill children, especially if they are 12 years of age and under and are not restrained or improperly restrained. Because children are lighter and weaker than adults, their risk of being injured from deployment is greater.

For that reason, be sure to secure ALL types of child restraint devices (including forward facing child seats) in the REAR seats at all times. You should choose a restraint device which is appropriate for the child's age, height and weight. According to accident statistics, children are safer when properly restrained in the rear seating positions than in the front seating positions.

⚠WARNING

SINCE YOUR VEHICLE IS EQUIPPED WITH A PASSENGER'S SRS AIRBAG, DO NOT INSTALL A REARWARD FACING CHILD SAFETY SEAT IN THE FRONT PASSENGER'S SEAT. DOING SO RISKS SERIOUS INJURY OR DEATH TO THE CHILD BY PLACING THE CHILD'S HEAD TOO CLOSE TO THE SRS AIRBAG.

■ Choosing a child restraint system



Choose a child restraint system that is appropriate for the child's age and size (weight and height) in order to provide the child with proper protection. The child restraint system should meet all applicable requirements of Federal Motor Vehicle Safety Standards for United States or Canada Motor Vehicle Safety Standards for Canada. It can be identified by looking for the label on the child restraint system or the manufacture's statement of compliance in the document attached to the system. Also it is important for you to make sure that the child restraint system is compatible with the vehicle in which it will be used.

■ Installing child restraint systems with A/ELR seatbelt

⚠WARNING

- **Child restraint systems and seatbelts can become hot in a vehicle that has been closed up in sunny weather; they could burn a small child. Check the child restraint system before you place a child in it.**

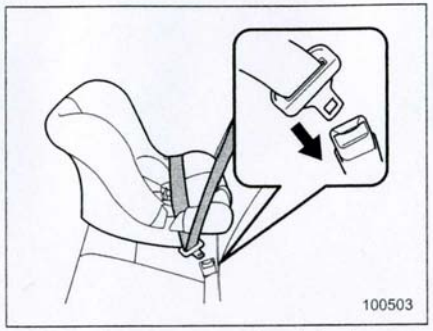
– CONTINUED –

- **Do not leave an unsecured child restraint system in your vehicle. Unsecured child restraint systems can be thrown around inside of the vehicle in a sudden stop, turn or accident; they can strike and injure vehicle occupants as well as result in serious injuries or death to the child.**

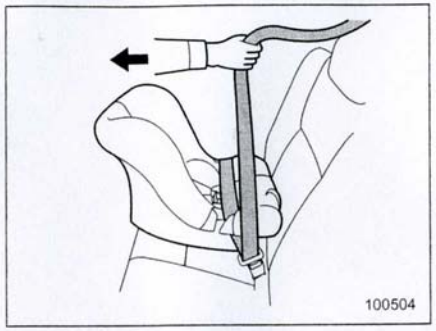
⚠CAUTION

When you install a child restraint system, follow the manufacturer's instructions supplied with it. After installing the child restraint system, check to ensure that it is held securely in position. If it is not held tight and secure, the danger of your child suffering personal injury in the event of an accident may be increased.

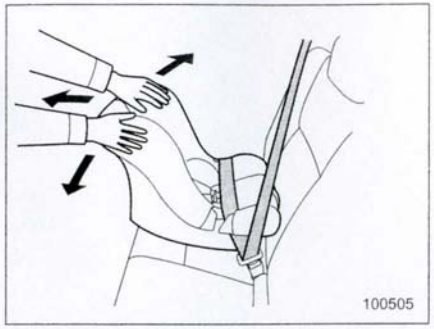
▼ Installing a rearward facing child restraint



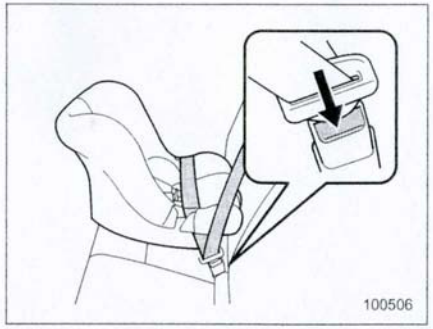
1. Slide the seat or seat pair to its rearmost position.
2. Adjust the seatback to the upright position.
3. Place the child restraint system in the rear seating position.
4. Run the lap and shoulder belt through or around the child restraint system following the instructions provided by its manufacturer.
5. Insert the tongue plate into the buckle until you hear a click.



6. Take up the slack in the lap belt.
7. Pull out the seatbelt fully from the retractor to change the retractor over from the Emergency Locking Retractor (ELR) to the Automatic Locking Retractor (ALR) function. Then, allow the belt to rewind into the retractor. As the belt is rewinding, clicks will be heard which indicate the retractor functions as ALR.



8. Push and pull the child restraint system forward and from side to side to check if it is firmly secured.
Sometimes a child restraint can be more firmly secured by pushing it down into the seat cushion and then tightening the seatbelt.
9. Pull at the shoulder portion of the belt to confirm that it cannot be pulled out (ALR properly functioning).



10.To remove the child restraint system, press the release button on the seatbelt buckle and allow the belt to retract completely. The belt will return to the ELR mode.

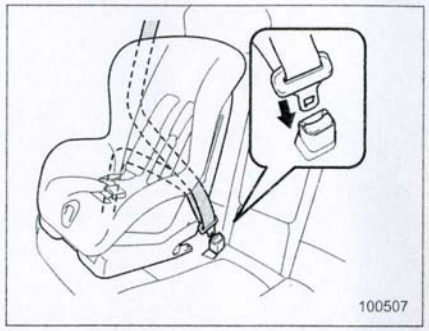
⚠WARNING

NEVER INSTALL A REARWARD FACING CHILD SEAT IN THE FRONT PASSENGER'S SEAT. DOING SO RISKS SERIOUS INJURY OR DEATH TO THE CHILD BY PLACING THE CHILD'S HEAD TOO CLOSE TO THE SRS AIRBAG.

NOTE

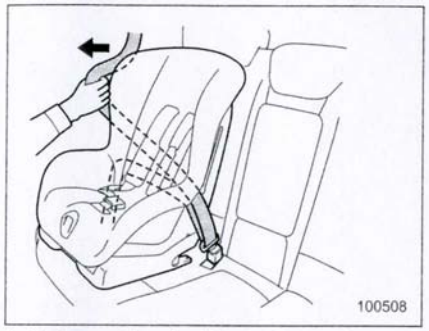
When the child restraint system is no longer in use, remove it and restore the ELR function of the retractor. That function is restored by retracting the seatbelt fully.

▼ Installing forward facing child restraint

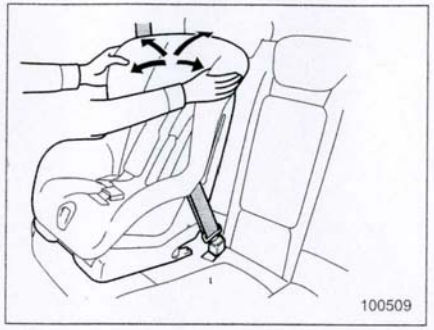


1. Slide the seat or seat pair to its rearmost position.
2. Adjust the seatback to the upright position.
3. Place the child restraint system in the seating position.
4. Run the lap and shoulder belt through or around the child restraint system following the instructions provided by its manufacturer.
5. Insert the tongue plate into the buckle until you hear a click.

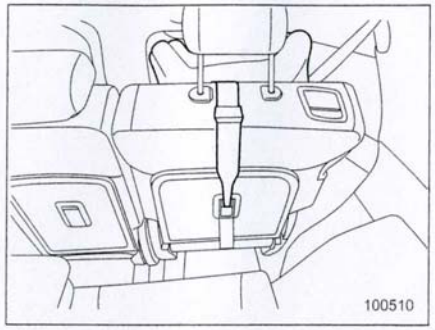
– CONTINUED –



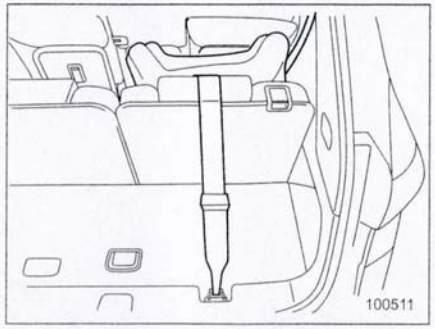
6. Take up the slack in the lap belt.
7. Pull out the seatbelt fully from the retractor to change the retractor over from the Emergency Locking Retractor (ELR) to the Automatic Locking Retractor (ALR) function. Then, allow the belt to rewind into the retractor. As the belt is rewinding, clicks will be heard which indicate the retractor functions as ALR.



8. Before having a child sit in the child restraint system, move it back and forth and right and left to check if it is firmly secured. Sometimes a child restraint can be more firmly secured by pushing it down into the seat cushion and then tightening the seatbelt.
9. Pull at the shoulder portion of the belt to confirm that it cannot be pulled out (ALR properly functioning).



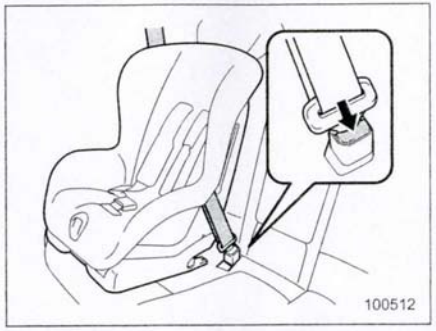
Rear seat (5-seater models)/Second-row seat (7-seater models)



Third-row seat (7-seater models)

10. If the child restraint system requires a

top tether, latch the hook onto the top tether anchor and tighten the top tether. See the "Top tether anchorages" for additional instructions.



11.To remove the child restraint system, press the release button on the seatbelt buckle and allow the belt to retract completely. The belt will return to the ELR mode.

NOTE

When the child restraint system is no longer in use, remove it and restore the ELR function of the retractor. That function is restored by allowing the seatbelt to retract fully.

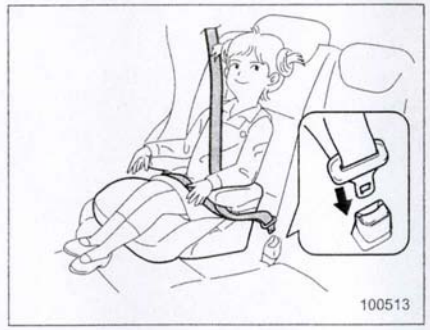
■ Installing a booster seat

⚠WARNING

- **Child restraint systems and seatbelts can become hot in a vehicle that has been closed up in sunny weather; they could burn a small child. Check the child restraint system before you place a child in it.**
- **Do not leave an unsecured child restraint system in your vehicle. Unsecured child restraint systems can be thrown around inside of the vehicle in a sudden stop, turn or accident; they can strike and injure vehicle occupants as well as result in serious injuries or death to the child.**

⚠CAUTION

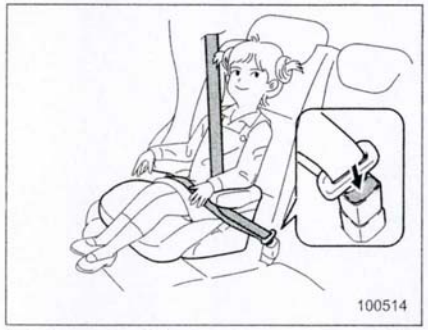
When you install a child restraint system, follow the manufacturer's instructions supplied with it. After installing the child restraint system, check to ensure that it is held securely in position. If it is not held tight and secure, the danger of your child suffering personal injury in the event of an accident may be increased.



1. Slide the seat or seat pair to its rearmost position.
2. Place the booster seat in the rear seating position and sit the child on it. The child should sit well back on the booster seat.

– CONTINUED –

3. Run the lap and shoulder belt through or around the booster seat and the child following the instructions provided by its manufacturer.
4. Insert the tongue plate into the buckle until you hear a click. Take care not to twist the seatbelt.
Make sure the shoulder belt is positioned across the center of child's shoulder and that the lap belt is positioned as low as possible on the child's hips.



5. To remove the booster seat, press the release button on the seatbelt buckle and allow the belt to retract.

⚠WARNING

- **Never use a belt that is twisted or reversed. In an accident, this can increase the risk or severity of injury to the child.**
- **Never place the shoulder belt under the child's arm or behind the child's back. If an accident occurs, this can increase the risk or severity of injury to the child.**
- **The seatbelt should fit snugly in order to provide full restraint. Loose fitting belts are not as effective in preventing or reducing injury.**
- **Place the lap belt as low as possible on the child's hips. A high-positioned lap belt will increase the risk of sliding under the lap belt and of the lap belt sliding up over the abdomen, and both can result in serious internal injury or death.**
- **Make sure the shoulder belt is positioned across the center of child's shoulder. Placing the shoulder belt over the neck may result in neck injury during sudden braking or in a collision.**

■ Installation of child restraint systems by use of lower and tether anchorages (LATCH)

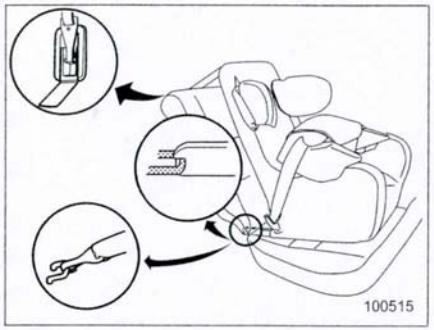
⚠WARNING

- **Child restraint systems and seatbelts can become hot in a vehicle that has been closed up in sunny weather; they could burn a small child. Check the child restraint system before you place a child in it.**
- **Do not leave an unsecured child restraint system in your vehicle. Unsecured child restraint systems can be thrown around inside of the vehicle in a sudden stop, turn or accident; they can strike and injure vehicle occupants as well as result in serious injuries or death to the child.**

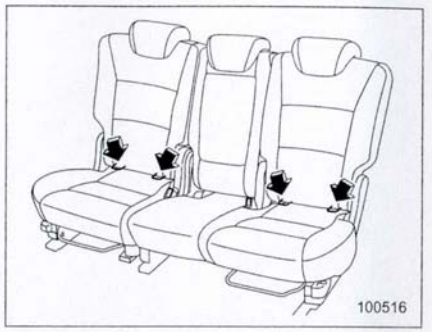
⚠CAUTION

When you install a child restraint system, follow the manufacturer's instructions supplied with it. After installing the child restraint system, check to ensure that it is held securely in position. If it is not held tight and secure, the danger of your child suffering personal injury in the event of an accident may be increased.

Some types of child restraint systems can be installed in a rear seating position of your vehicle without use of the seatbelts. Such child restraint systems are secured to the dedicated anchorages provided on the vehicle body.
The lower and tether anchorages are sometimes referred to as the LATCH system (**L**ower **A**nchors and **T**ethers for **CH**ildren).



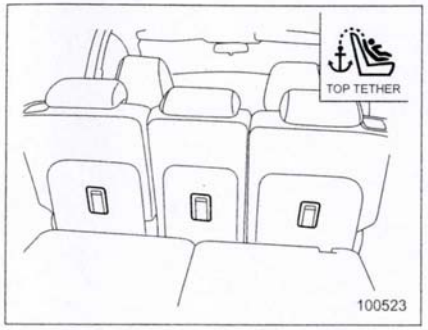
Your vehicle is provided with child restraint system anchors as follows:
• Four lower anchorages (bars) and three upper anchorages (tether anchorages) on the rear seat (5-seater model)/second-row seat (7-seater model)



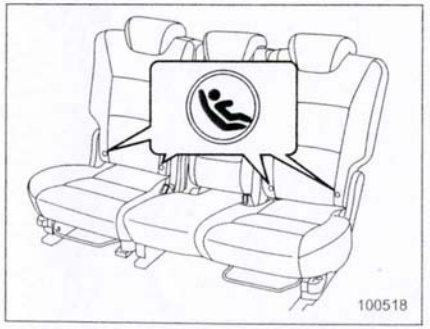
Lower anchorages for child restraints are provided in the following locations:
• 5-seater models: on the rear seats
• 7-seater models: on the second-row seats

For each window-side seating position, two lower anchorages are provided.
Each lower anchorage is located where the seat cushion meets the seatback.

– CONTINUED –



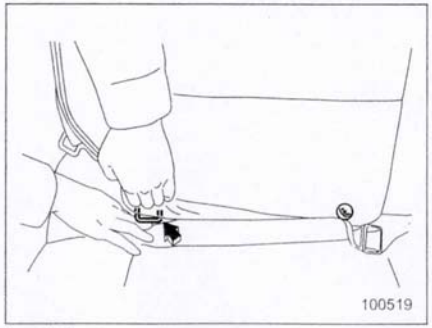
The tether anchorages (upper anchorages) are provided for all the seating positions of the rear seat (5-seater models)/ second-row seat (7-seater models).



On each outboard rear/second-row seat, you will find marks " ⓒ " at the bottom of the seatback.
Each lower anchorage is located where the seat cushion meets the seatback.

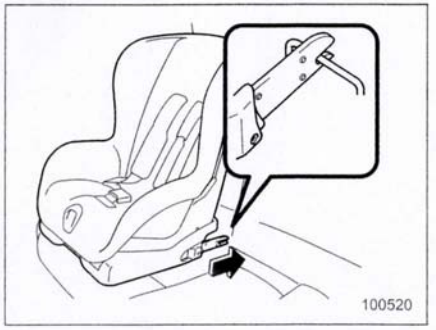
⚠CAUTION

When you install a child restraint system, follow the manufacturer's instructions supplied with it. After installing the child restraint system, check to ensure that it is held securely in position. If it is not held tight and secure, the danger of your child suffering personal injury in the event of an accident may be increased.

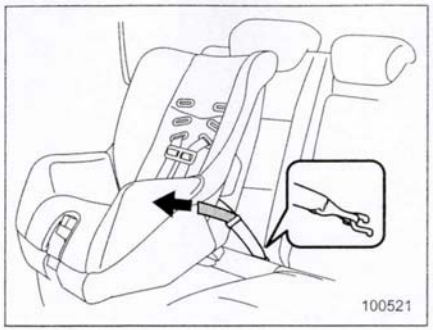


1. Slide the seat or seat pair to its rearmost position.

2. Make the clearance between the seat cushion and seatback a little wider to locate the two anchorages (bars) for the position where you want to install the child restraint system.



3. While following the instructions supplied by the child restraint system manufacturer, connect the lower hooks onto the lower anchorages located at " ⓒ " marks on the bottom of the seatback. When the hooks are connected, make sure the adjacent seatbelts are not caught.



4. [If your child restraint system is of a flexible attachment type (which uses tether belts to connect the child restraint system properly to the lower anchorages)]
While pushing the child restraint into the seat cushion, pull both left and right lower tether belts up to secure the child restraint system firmly by taking up the slack in the belt.
5. Connect the top tether hook to the tether anchorage and firmly tighten the tether. For information on how to set the top tether, read the following "Top tether anchorages".

6. Before seating a child in the child restraint system, try to move seat back and forth and left and right to verify that it is held securely in position.
7. To remove the child restraint system, follow the reverse procedures of installation.

If you have any question concerning this type of child restraint system, ask your SUBARU dealer.

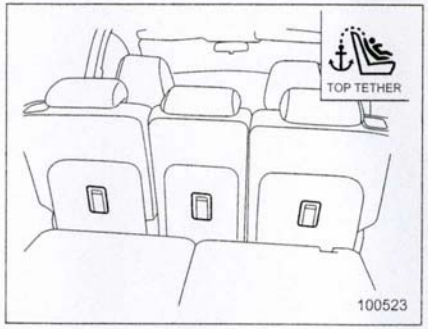
■ Top tether anchorages

Your vehicle is equipped with three top tether anchorages (five in the 7-seater models) so that a child restraint system having a top tether can be installed in a rear seating position. When installing a child restraint system using top tether, proceed as follows, while observing the instructions by the child restraint system manufacturer.

Since a top tether can provide additional stability by offering another connection between a child restraint system and the vehicle, we recommend that you use a top tether whenever one is required or available.

▼ Tether anchorage location

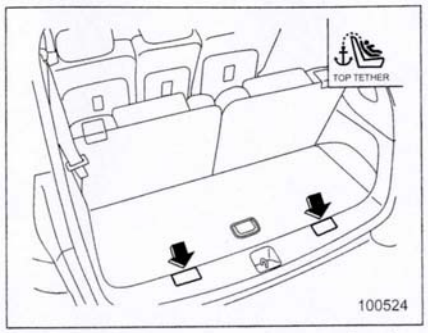
▽ Rear seat (5-seater models)/Second-row seat (7-seater models)



Three tether anchorages, i.e., ones for the right, center and left seats, are already installed on the back of each seatback. Open the cover flap to use each anchorage.

– CONTINUED –

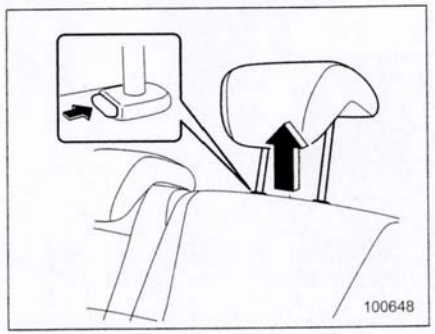
▽ **Third-row seat (7-seater models)**



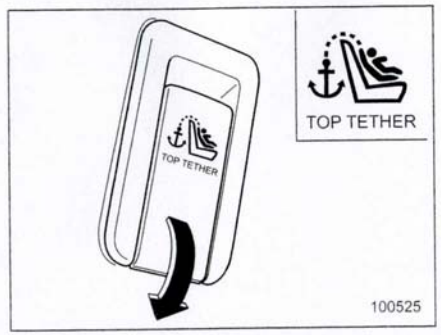
Two tether anchorages are attached to the rear edge of the cargo area.
Open the cover flap to use each anchorage.

▼ **To hook the top tether**

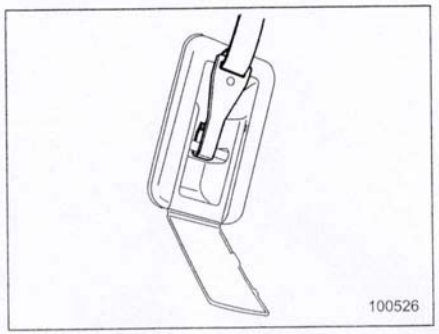
▽ **Rear seat (5-seater models)/Second-row seat (7-seater models)**



1. Raise the head restraint to the highest position at the seating position where the child seat has been installed using the seatbelt or lower anchorages; lift up the head restraint while pressing the release button.



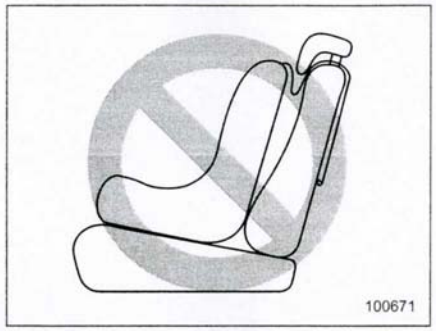
2. Open the cover flaps to use the anchorages.



3. Fasten the top tether hook of the child restraint system to the appropriate upper anchorage.
4. Tighten the top tether securely.

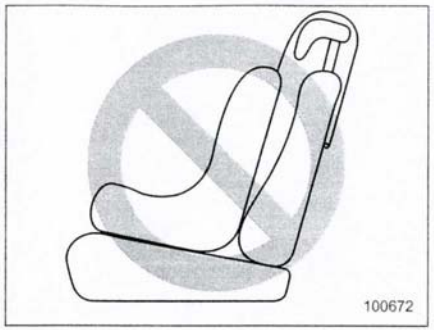
⚠CAUTION

When the child restraint system is to be secured using the top tether, pass the top tether under the head restraint between the head restraint stay posts.



⚠CAUTION

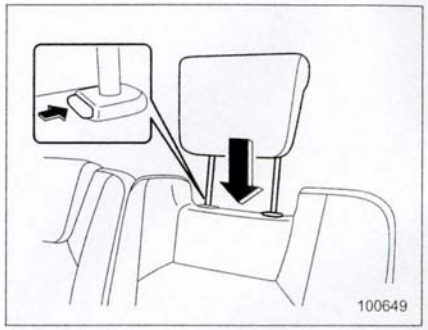
Be sure to install the top tether with the head restraint raised to the highest position. If the head restraint is in any of the lower positions, the top tether will touch the head restraint and the resulting slack will prevent its secure installation.



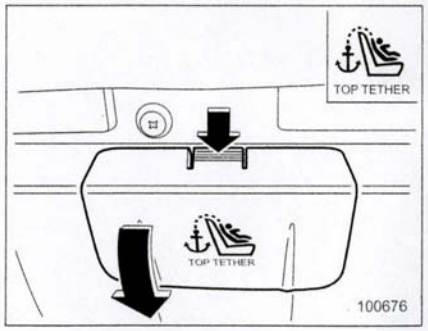
⚠CAUTION

Do not route the top tether over the head restraint. It may happen that the top tether cannot be fastened tightly.

▽ **Third-row seat (7-seater models)**



1. Lower the head restraint to its lowest position.



2. Open the lid of the cargo area, then remove the covers for the anchorages.

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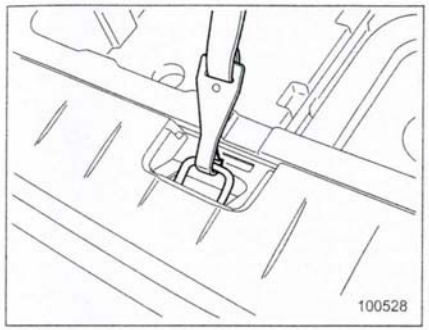
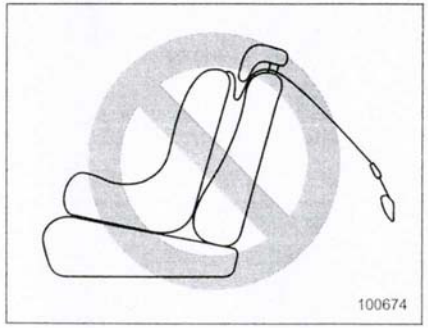
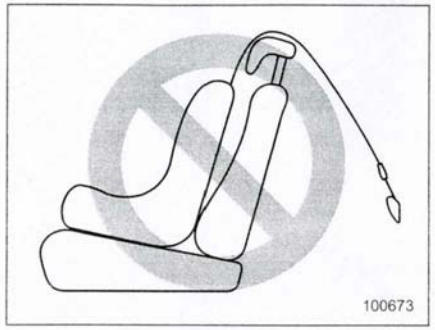


3. Fasten the top tether hook of the child restraint system to the appropriate upper anchorage.
4. Tighten the top tether securely.



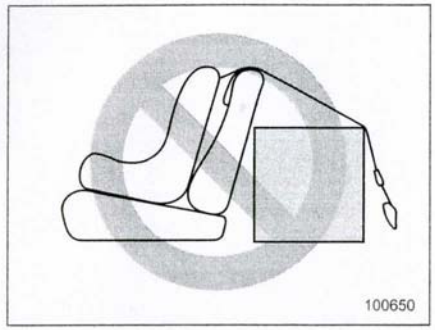
⚠CAUTION

Do not pass the top tether under the head restraint. The top tether will touch the head restraint and the resulting slack will prevent its secure installation.



⚠CAUTION

Do not use the top tether with the head restraint in a raised position, otherwise the top tether cannot be fastened tightly.



⚠CAUTION

Prevent the top tether from touching cargo in the cargo area. The top tether may become slack if the cargo changes shape or moves.

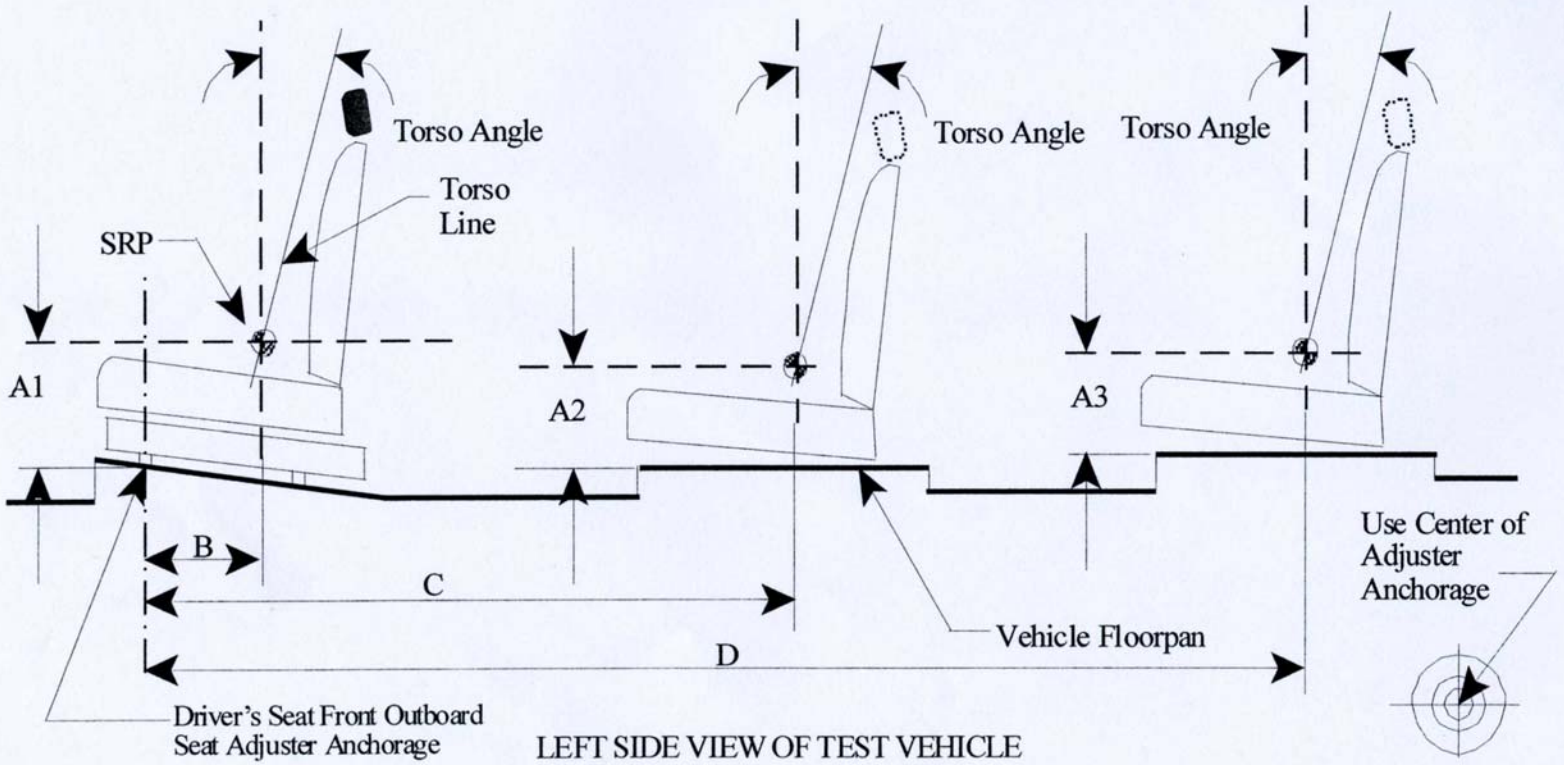
APPENDIX B
MANUFACTURER'S DATA

FORM 225
Page 1 of 9
Last Updated: 12/12/2005

SEAT REFERENCE POINT (SRP) AND TORSO ANGLE DATA FOR FMVSS 225

(All dimensions in mm[1])

Model Year: 2006 ; Make: SUBARU ; Model: B9 TRIBECA ; Body Style: MPV
Seat Style: Front row: Individual ; Second row: Contoured ; Third row: Contoured



LEFT SIDE VIEW OF TEST VEHICLE

Table 1. Seating Positions[1] and Torso Angles

		Left (Driver Side)	Center (if any)	Right
A1		(Driver) 292.4	—	(Front Passenger) 292.4
A2		340.3	350.3	340.3
A3		365.3	—	365.3
B		360.9	—	360.9
C		1134	1104	1134
D		1849	—	1849
Torso Angle (degree)	Front Row	22°	—	22°
	Second Row	23°	16°	23°
	Third Row	25°	—	25°

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: SUBARU ; Model: B9 TRIBECA ; Body Style: MPV
Seat Style: Front row: Individual ; Second row: Contoured ; Third row: Contoured

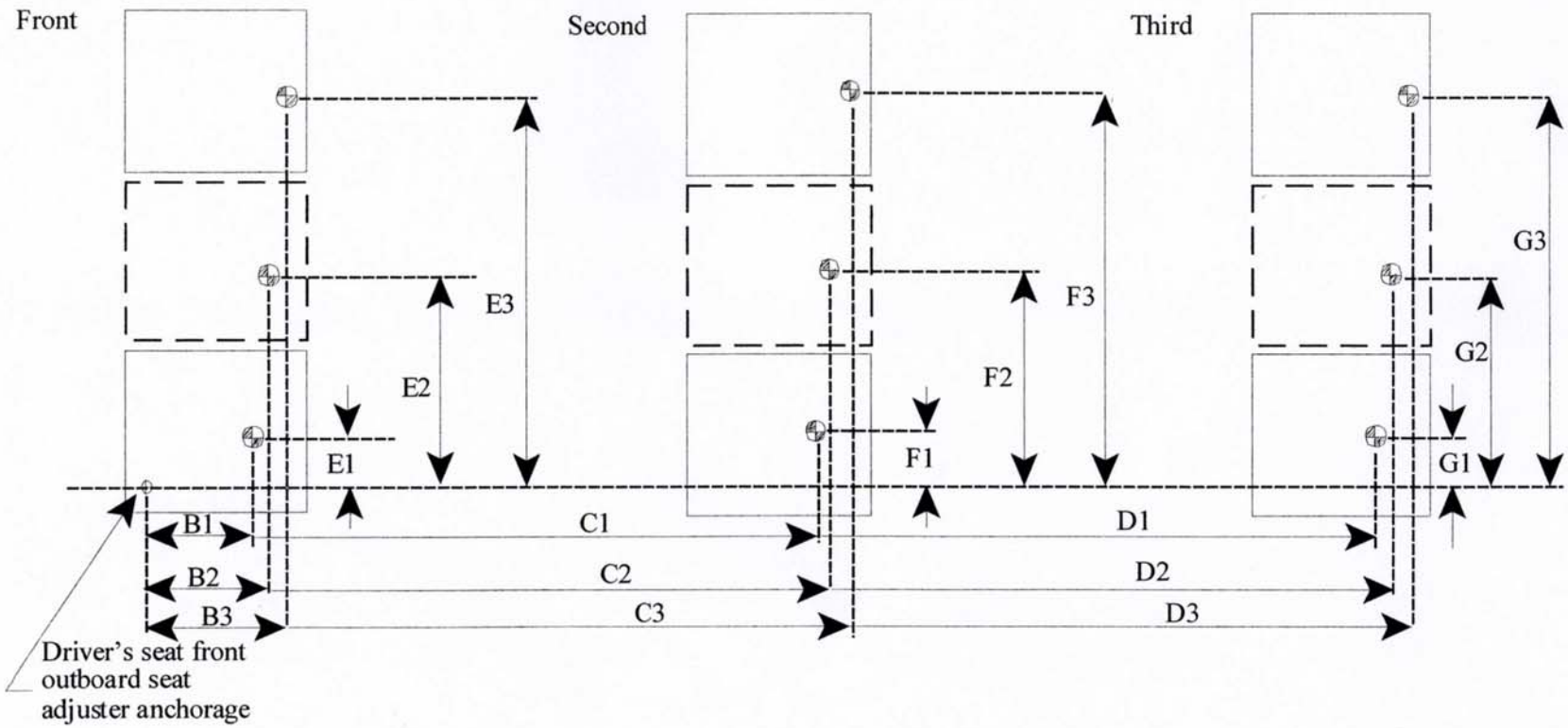


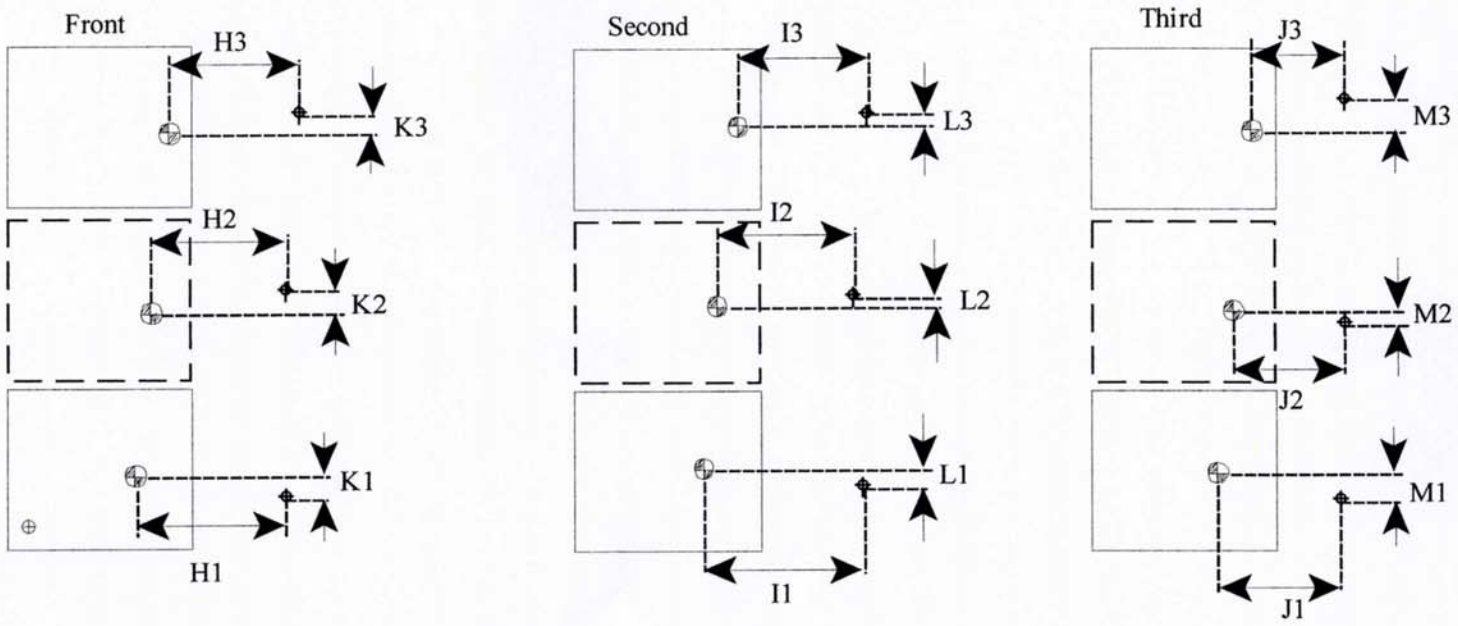
Table 2. Seating Reference Point and Tether Anchorage Locations

Seating Reference Point (SRP)		Distance from Driver's front outboard seat adjuster anchorage[1]
Front Row	B1	360.9
	E1	226.4
	B2	—
	E2	—
	B3	360.9
	E3	986.4
Second Row	C1	1134
	F1	221.4
	C2	1104
	F2	606.4
	C3	1134
	F3	991.4
Third Row	D1	1849
	G1	366.4
	D2	—
	G2	—
	D3	1849
	G3	846.4

Note: 1. Use the center of anchorage.

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

Model Year: 2006 ; Make: SUBARU ; Model: B9 TRIBECA ; Body Style: MPV
Seat Style: Front row: Individual ; Second row: Contoured ; Third row: Contoured



⊕: SRP
⊕: Tether anchorage

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

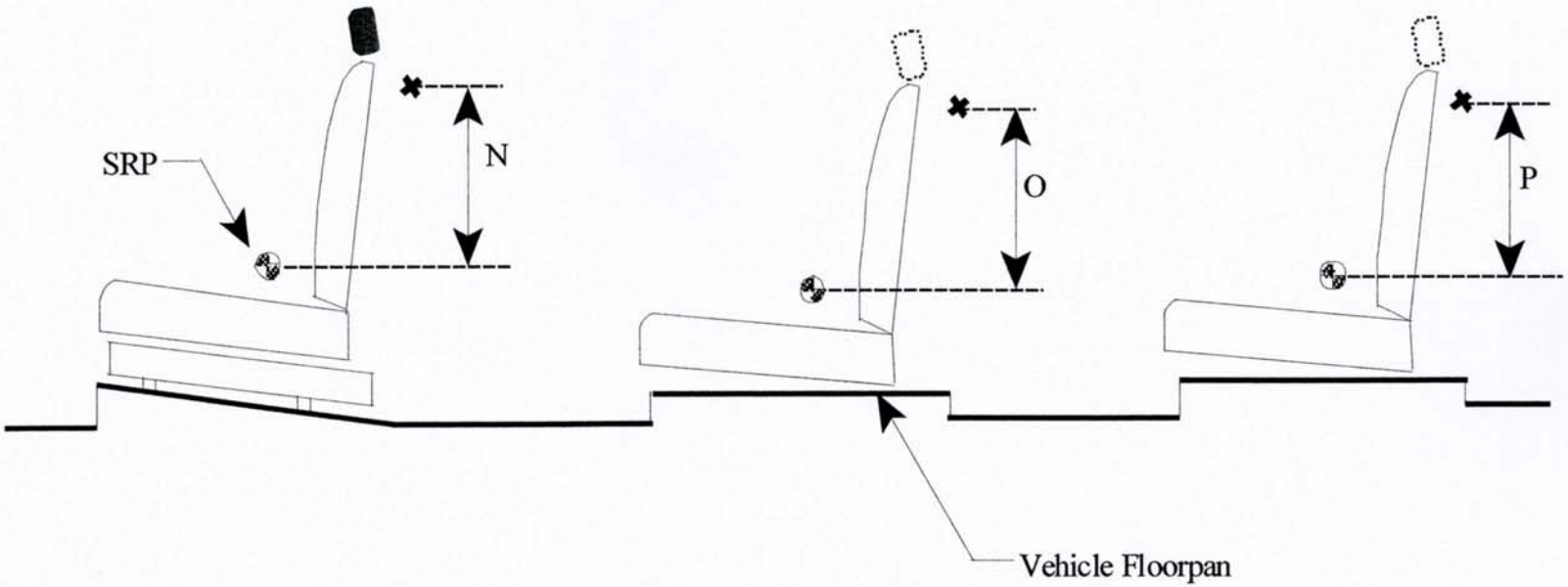
Table 3. Seating Reference Point and Tether Anchorage Locations

Seating Reference Point (SRP)	Distance from SRP	
Front Row	H1	—
	K1	—
	H2	—
	K2	—
	H3	—
	K3	—
Second Row	I1	268.1
	L1	0
	I2	298.1
	L2	0
	I3	268.1
	L3	0
Third Row	J1	692
	M1	30
	J2	—
	M2	—
	J3	692
	M3	30

Note: 1. Use the center of anchorage.

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

Model Year: 2006 ; Make: SUBARU ; Model: B9 TRIBECA ; Body Style: MPV
Seat Style: Front row: Individual ; Second row: Contoured ; Third row: Contoured



LEFT SIDE VIEW OF TEST VEHICLE

Table 4. Vertical Dimension For The Tether Anchorage

Seating Row	Vertical Distance from Seating Reference Point	
Front Row	N1 (Driver)	N/A
	N2 (Center)	—
	N3 (Right)	—
Second Row	O1 (Left)	134.1
	O2 (Center)	124.1
	O3 (Right)	134.1
Third Row	P1 (Left)	27.7
	P2 (Center)	—
	P3 (Right)	27.7

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?**

   Two types. 5 seat model and 7 seat model. The test vehicle has 5 designated seating positions.

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

   Outer seats in second row. Total 2 seats.

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

   All seats in second and third row. Total 5 seats for 7 seat models. Only 2 seats for 5 seat models since it does not have a third row.

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

   Lower anchorage markings are certified to S9.5(a) of FMVSS225.