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Approved By: 
Digitally signed by Grant Farrand
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Approval Date: 05/20/10

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DN: cn=Edward E. Chan, c=National Highway Traffic Safety Administration, o=Office of Vehicle Safety Compliance, email=echan@dot.gov.cn
Date: 2012/3/13 15:56:04-05'00'

Accepted By: Edward E. Chan

Acceptance Date: 

Digitally signed by Edward E. Chan
DN: cn=Edward E. Chan, c=National Highway Traffic Safety Administration, o=Office of Vehicle Safety Compliance, email=echan@dot.gov.cn
Date: 2012/3/13 15:56:04-05'00'
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<td>Grant Farrand, Project Engineer Debbie Messick, Project Manager</td>
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<td>Copies of this report are available from NHTSA Technical Information Services (TIS) Room W45-212 (NPO-411) 1200 New Jersey Ave., S.E. Washington, DC 20590 Telephone No. (202) 366-4947</td>
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SECTION 1
PURPOSE OF COMPLIANCE TEST

1.0 PURPOSE OF COMPLIANCE TEST

A 2010 Kia Forte Koup Passenger Car was subjected to Federal Motor Vehicle Safety Standard (FMVSS) No. 225 testing to determine if the vehicle was in compliance with the requirements of the standard. The purpose of this standard is to establish requirements for child restraint anchorage systems to ensure their proper location and strength for the effective securing of child restraints, to reduce the likelihood of the anchorage systems’ failure and to increase the likelihood that child restraints are properly secured and thus more fully achieve their potential effectiveness in motor vehicles.

1.1 The test vehicle was a 2010 Kia Forte Koup Passenger Car. Nomenclature applicable to the test vehicle are:

A. Vehicle Identification Number: KNAFU6A26A5152934
B. NHTSA No.: CA0506
C. Manufacturer: KIA MOTORS CORPORATION
D. Manufacture Date: 10/09
E. Color: Titanium

1.2 TEST DATE

The test vehicle was subjected to FMVSS No. 225 testing during the time period April 1-7, 2010.
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 2010 Kia Forte Koup Passenger Car appears 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 2010 Kia Forte Koup Passenger Car.
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

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<th>FAIL</th>
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C. LOCATION OF TETHER ANCHORAGES

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D. LOWER ANCHORAGE DIMENSIONS

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### SUMMARY OF RESULTS

#### E. CONSPICUITY AND MARKING OF LOWER ANCHORAGES

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#### F. STRENGTH OF TETHER ANCHORAGES

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

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

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#### I. OWNER’S MANUAL

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**REMARKS:**

**NOTE:**

RECORDED BY: G. Farrand

DATE: 04/07/10

APPROVED BY: D. Messick
VEH. MOD YR/MAKE/MODEL/BODY: 2010 KIA FORTE KOUP PASSENGER CAR
VEH. NHTSA NO: CA0506;        VIN: KNAFU6A26A5152934
VEH. BUILD DATE: 10/09;        TEST DATE: APRIL 1, 2010
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 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))
If the vehicle has 3 or more rows of seats is a CRAS (lower anchorage only for convertibles/school buses) provided in the second row:  N/A
YES = PASS  NO = FAIL (S4.4(a)(1))

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

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

If the vehicle has 3 or more rear dsps and a non-outboard dsp, is a tether anchorage or CRAS provided at a non-outboard dsp?  YES
YES = PASS  NO = FAIL (S4.4 (a)(2))

Are all tether and lower anchorages available for use at all times when the seat is configured for passenger use?  YES
YES = PASS  NO = FAIL (S4.6 (b))

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

X = Top Tether
* = Lower Anchors

RECORDED BY:  G. Farrand  DATE:  04/01/10
APPROVED BY:  D. Messick
DATA SHEET 3
LOCATION OF TETHER ANCHORAGES

VEH. MOD YR/MAKE/MODEL/BODY: 2010 KIA FORTE KOUP PASSENGER CAR
VEH. NHTSA NO: CA0506; VIN: KNAFU6A26A5152934
VEH. BUILD DATE: 10/09; TEST DATE: APRIL 1, 2010
TEST LABORATORY: GENERAL TESTING LABORATORIES
OBSERVERS: GRANT FARRAND, JIMMY LATANE

DESIGNATED SEATING POSITION: ROW 2 LEFT, RIGHT AND CENTER POSITIONS

Detailed description of the location of the tether anchorage:
LOCATED ON CENTERLINE OF EACH SEATING POSITION ON THE HAT SHELF DIRECTLY
BEHIND SEAT BACK.

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

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

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

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

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

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

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

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

DESIGNATED SEATING POSITION: ROW 2 LEFT, RIGHT AND CENTER POSITIONS

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:  04/01/10
APPROVED BY:  D. Messick
DATA SHEET 4
LOWER ANCHORAGE DIMENSIONS

VEH. MOD YR/MAKE/MODEL/BODY: 2010 KIA FORTE KOUP PASSENGER CAR
VEH. NHTSA NO: CA0506; VIN: KNAFU6A26A5152934
VEH. BUILD DATE: 10/09; TEST DATE: APRIL 1, 2010
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): 33 mm
Length ≥25mm = PASS Length <25mm = FAIL (S9.1.1(c) (i))

Length of the straight portion of the bar (inboard lower anchorage): 33 mm
Length ≥25mm = PASS Length <25mm = FAIL (S9.1.1(c) (i))

Length between the anchor bar supports (outboard lower anchorage): 43 mm
Length ≤60mm = PASS Length >60mm = FAIL (S9.1.1(c) (ii))

Length between the anchor bar supports (inboard lower anchorage): 42 mm
Length ≤60mm = PASS Length >60mm = FAIL (S9.1.1(c) (ii))

CRF Pitch angle: 9.0°
Angle = 15°±10° = PASS Angle≠15°±10° = FAIL (S9.2.1)

CRF Roll angle: 0.3°
Angle = 0°±5° = PASS Angle≠0°±5° = FAIL (S9.2.1)

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

Distance between point Z on the CRF and the front surface of outboard anchor bar: 29 mm
Distance ≤70mm = PASS Distance > 70mm = FAIL

Distance between point Z on the CRF and the front surface of inboard anchor bar: 29 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: 160 mm
Distance ≥ 120mm = PASS   Distance < 120mm = FAIL

Distance between SgRP and the front surface of inboard anchor bar: 160 mm
Distance ≥ 120mm = PASS   Distance < 120mm = FAIL

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

____ NO

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

COMMENTS:

RECORDED BY: G. Farrand DATE: 04/01/10

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

VEH. MOD YR/MAKE/MODEL/BODY: 2010 KIA FORTE KOUP PASSENGER CAR
VEH. NHTSA NO: CA0506; VEH. VIN: KNAFU6A26A5152934
VEH. BUILD DATE: 10/09; TEST DATE: APRIL 1, 2010
TEST LABORATORY: GENERAL TESTING LABORATORIES
OBSERVERS: GRANT FARRAND, JIMMY LATANE

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

Outboard Lower Anchorage bar diameter: 6.01 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): 32 mm
Length ≥25mm = PASS Length <25mm = FAIL(S9.1.1(c) (i))

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

Length between the anchor bar supports (outboard lower anchorage): 43 mm
Length ≤60mm = PASS Length >60mm = FAIL(S9.1.1(c) (ii))

Length between the anchor bar supports (inboard lower anchorage): 42 mm
Length ≤60mm = PASS Length >60mm = FAIL(S9.1.1(c) (ii))

CRF Pitch angle: 10.6°
Angle = 15°±10° = PASS Angle≠15°±10° = FAIL (S9.2.1)

CRF Roll angle: 0.2°
Angle = 0°±5° = PASS Angle≠0°±5° = FAIL (S9.2.1)

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

Distance between point Z on the CRF and the front surface of outboard anchor bar: 30 mm
Distance ≤70mm = PASS Distance > 70mm = FAIL

Distance between point Z on the CRF and the front surface of inboard anchor bar: 30 mm
Distance ≤70mm = PASS Distance > 70mm = FAIL
DATA SHEET 4A CONTINUED

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

Distance between SgRP and the front surface of outboard anchor bar: 160 mm
Distance ≥ 120 mm = PASS    Distance < 120 mm = FAIL

Distance between SgRP and the front surface of inboard anchor bar: 160 mm
Distance ≥ 120 mm = PASS    Distance < 120 mm = 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: 04/01/109
APPROVED BY: D. Messick
DATA SHEET 5
CONSPICUITY AND MARKING OF LOWER ANCHORAGES

VEH. MOD YR/MAKE/MODEL/BODY: 2010 KIA FORTE KOUP PASSENGER CAR

VEH. NHTSA NO: CA0506; VIN: KNAFU6A26A5152934

VEH. BUILD DATE: 10/09; TEST DATE: APRIL 5, 2010

TEST LABORATORY: GENERAL TESTING LABORATORIES

OBSERVERS: GRANT FARRAND, JIMMY LATANE

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

MARKING (Circles)

Diameter of the circle: 15.0 mm
Diameter ≥13mm = PASS Diameter <13mm = FAIL (S9.5(a)(1))

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

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

For circles on seat backs, vertical distance from the center of the circle to the center of the anchor bar: 68 mm
Distance between 50&100mm = PASS Other Distance=FAIL (S9.5(a)(3))

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

Lateral distance from the center of the circle to the center of the anchor bar: 10 mm
Distance ≤25mm = PASS Distance >25mm = FAIL (S9.5(a)(3))

CONSPICUITY (No Circles)

Is the anchor bar or guide visible when viewed from a point 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 AND RIGHT SIDE (DSP A & 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
dl manual?
         YES = PASS   NO = FAIL (S9.5(b))
    If NO, there are no requirements for having a cover.

RECORDED BY:  G. Farrand  DATE:  04/05/10
APPROVED BY:  D. Messick
DATA SHEET 6
STRENGTH OF TETHER ANCHORAGES

VEH. MOD YR/MAKE/MODEL/BODY: 2010 KIA FORTE KOUP PASSENGER CAR
VEH. NHTSA NO: CA0506; VIN: KNAFU6A26A5152934
VEH. BUILD DATE: 10/09; TEST DATE: APRIL 7, 2010
TEST LABORATORY: GENERAL TESTING LABORATORIES
OBSERVERS: GRANT FARRAND, JIMMY LATANE
TEST NO: 6367

DESIGNATED SEATING POSITION: ROW 2 LEFT SIDE (DSP A)
SFAD: 2
Seat Back Angle: 25°
Location of seat back angle measurement: 2D Template

Head Restraint Position: UP
D-ring Position: N/A

Force at Point X (lower front crossmember for SFAD2) while securing belts and tether: 140 N
Lap belt tension: N/A (SFAD 1 only)
Tether strap tension: 60 N

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

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

Force application rate: 577 N/S
Time to reach maximum force (24-30 s): 26 sec.

Maximum force (14,950 N ± 50 N): 14,977 N

Tested simultaneously with another DSP? NO

COMMENTS:

RECORDED BY: G. FARRAND DATE: 04/07/10
APPROVED BY: D. MESSICK
DATA SHEET 6A
STRENGTH OF TETHER ANCHORAGES

VEH. MOD YR/MAKE/MODEL/BODY: 2010 KIA FORTE KOUP PASSENGER CAR
VEH. NHTSA NO: CA0506; VIN: KNAFU6A26A5152934
VEH. BUILD DATE: 10/09; TEST DATE: APRIL 7, 2010
TEST LABORATORY: GENERAL TESTING LABORATORIES
OBSERVERS: GRANT FARRAND, JIMMY LATANE
TEST NO: 6369

DESIGNATED SEATING POSITION: ROW 2 CENTER (DSP B)
SFAD: 1
Seat Back Angle: 25º
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: N/A
Lap belt tension: 60 N (SFAD 1 only)
Tether strap tension: 60 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: 577 N/S
Time to reach maximum force (24-30 s): 26 sec.
Maximum force (14,950 N ± 50 N): 14,923 N

Tested simultaneously with another DSP? NO

COMMENTS:

RECORDED BY: G. FARRAND DATE: 04/07/10
APPROVED BY: D. MESSICK
DATA SHEET 7
STRENGTH OF LOWER ANCHORAGES (Forward Force)

VEH. MOD YR/MAKE/MODEL/BODY: 2010 KIA FORTE KOUP PASSENGER CAR
VEH. NHTSA NO: CA0506; VIN: KNAFU6A26A5152934
VEH. BUILD DATE: 10/09; TEST DATE: APRIL 7, 2010
TEST LABORATORY: GENERAL TESTING LABORATORIES
OBSERVERS: GRANT FARRAND, JIMMY LATANE
TEST NO: 6368

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

Seat Back Angle: __25°__

Location of seat back angle measurement: ___2D Template____

Head Restraint Position: __N/A__

Force at lower front crossmember for SFAD2 while tightening rearward extensions: ___140 N

Angle (measured above the horizontal at 500 N): _____10°____

Force application rate: ___423 N/S____

Time to reach maximum force (24-30 s): ______26 sec.____

Maximum force (10,950 N ± 50 N): ____11,000 N____

Displacement, H1 (at 500N): ____0____

Displacement, H2 (at maximum load): ___38.4 mm___

Displacement of Point X: __38.4 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: ___04/07/10_______

APPROVED BY: ___D. MESSICK_________
Description of which DSP’s are equipped with tether anchorages and child restraint anchorage systems: YES

PASS    X    FAIL ______

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

PASS    X    FAIL ______

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

PASS    X    FAIL ______

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

PASS    X    FAIL ______

COMMENTS:

RECORDED BY: G. Farrand DATE: 04/05/10
APPROVED BY: D. Messick
### TABLE 1 - INSTRUMENTATION & EQUIPMENT LIST

<table>
<thead>
<tr>
<th>EQUIPMENT</th>
<th>DESCRIPTION</th>
<th>MODEL/SERIAL NO.</th>
<th>CAL. DATE</th>
<th>NEXT CAL. DATE</th>
</tr>
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<tbody>
<tr>
<td>COMPUTER</td>
<td>AT&amp;T</td>
<td>486DX266</td>
<td>BEFORE USE</td>
<td>BEFORE USE</td>
</tr>
<tr>
<td>LOAD CELL</td>
<td>INTERFACE</td>
<td>215709</td>
<td>02/10</td>
<td>02/11</td>
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<tr>
<td>SEAT BELT LOAD CELL</td>
<td>TRANSDUCER</td>
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<td>BEFORE USE</td>
<td>BEFORE USE</td>
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<td>SEAT BELT LOAD CELL</td>
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<td>137</td>
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<td>STANLEY</td>
<td>42-449</td>
<td>BEFORE USE</td>
<td>BEFORE USE</td>
</tr>
<tr>
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<td>CHATILLON</td>
<td>8761</td>
<td>BEFORE USE</td>
<td>BEFORE USE</td>
</tr>
<tr>
<td>CALIPER</td>
<td>N/A</td>
<td>Q9322365</td>
<td>BEFORE USE</td>
<td>BEFORE USE</td>
</tr>
<tr>
<td>CRF</td>
<td>MEASUREMENT FIXTURE</td>
<td>GTL CRF</td>
<td>BEFORE USE</td>
<td>BEFORE USE</td>
</tr>
<tr>
<td>SFAD 1</td>
<td>FORCE APPLICATION DEVICE</td>
<td>GTL SFAD 1</td>
<td>BEFORE USE</td>
<td>BEFORE USE</td>
</tr>
<tr>
<td>SFAD 2</td>
<td>FORCE APPLICATION DEVICE</td>
<td>GLT SFAD 2</td>
<td>BEFORE USE</td>
<td>BEFORE USE</td>
</tr>
</tbody>
</table>
SECTION 5
PHOTOGRAPHS
FIGURE 5.2
RIGHT SIDE VIEW OF VEHICLE
FIGURE 5.3
3/4 FRONTAL VIEW FROM LEFT SIDE OF VEHICLE
FIGURE 5.5
CLOSE-UP VIEW OF VEHICLE CERTIFICATION LABEL
### Tire and Loading Information

**Tire and Loading Information**

- **Seating Capacity**: Total 5, Front 2, Rear 3
- **Combined Weight**:
  - Occupants and Cargo: 385 kg or 849 lbs.

### Tire Specifications

<table>
<thead>
<tr>
<th>Tire Type</th>
<th>Size</th>
<th>Cold Tire Pressure</th>
</tr>
</thead>
<tbody>
<tr>
<td>FRONT AVANT</td>
<td>P205/55R16</td>
<td>220kPa, 32psi</td>
</tr>
<tr>
<td>REAR ARRIERE</td>
<td>P205/55R16</td>
<td>220kPa, 32psi</td>
</tr>
<tr>
<td>SPARE DE SECOURS</td>
<td>T125/80D15</td>
<td>420kPa, 60psi</td>
</tr>
</tbody>
</table>

See Owner's Manual for Additional Information

Voir le Manuel de l'Usager pour Plus de Renseignements

---

**Figure 5.6**

CLOSE-UP VIEW OF VEHICLE TIRE INFORMATION LABEL
FIGURE 5.7
SYMBOL FOR LOWER ANCHOR LOCATIONS
2010 KIA FORTE KOUP
NHTSA NO. CA0506
FMVSS NO. 225

FIGURE 5.8
MEASUREMENT OF LOWER ANCHOR SYMBOL
2010 KIA FORTE KOUP
NHTSA NO. CA0506
FMVSS NO. 225

FIGURE 5.9
VISIBILITY OF LOWER ANCHOR BARS
FIGURE 5.10
ROW 2, RIGHT SIDE, OUTBOARD LOWER ANCHOR, PRE-TEST
FIGURE 5.11
ROW 2, RIGHT SIDE, INBOARD LOWER ANCHOR, PRE-TEST
FIGURE 5.12
ROW 2, LEFT SIDE, OUTBOARD LOWER ANCHOR, PRE-TEST
2010 KIA FORTE KOUP
NHTSA NO. CA0506
FMVSS NO. 225

FIGURE 5.13
ROW 2, LEFT SIDE, INBOARD LOWER ANCHOR, PRE-TEST
2010 KIA FORTE KOUP
NHTSA NO. CA0506
FMVSS NO. 225

FIGURE 5.14
ROW 2, RIGHT SIDE, TOP TETHER ANCHOR PRE-TEST
2010 KIA FORTE KOUP
NHTSA NO. CA0506
FMVSS NO. 225

FIGURE 5.15
ROW 2, CENTER, TOP TETHER ANCHOR PRE-TEST
FIGURE 5.16
ROW 2, LEFT SIDE, TOP TETHER ANCHOR, PRE-TEST
2010 KIA FORTE KOUP
NHTSA NO. CA0506
FMVSS NO. 225

FIGURE 5.17
ROW 2, RIGHT SIDE OUTBOARD Z MEASUREMENT
FIGURE 5.19
ROW 2, RIGHT SIDE, PITCH MEASUREMENT
FIGURE 5.20
ROW 2, RIGHT SIDE, WITH CRF
2010 KIA FORTE KOUP
NHTSA NO. CA0506
FMVSS NO. 225

FIGURE 5.21
ROW 2, LEFT SIDE OUTBOARD Z MEASUREMENT
2010 KIA FORTE KOUP
NHTSA NO. CA0506
FMVSS NO. 225

FIGURE 5.22
ROW 2, LEFT SIDE INBOARD Z MEASUREMENT
FIGURE 5.24
ROW 2, LEFT SIDE WITH CRF
FIGURE 5.26
ROW 2, RIGHT SIDE TOP TETHER ROUTING
FIGURE 5.27
ROW 2, RIGHT SIDE OUTBOARD SRP MEASUREMENT
FIGURE 5.29
ROW 2, LEFT SIDE WITH 2-D TEMPLATE
FIGURE 5.30
ROW 2, LEFT SIDE, TOP TETHER ROUTING
2010 KIA FORTE KOUP
NHTSA NO. CA0506
FMVSS NO. 225

FIGURE 5.34
¼ RIGHT FRONT VIEW OF VEHICLE IN TEST FIXTURE
FIGURE 5.35
VEHICLE TIE DOWN
FIGURE 5.36
PRE-TEST, ROW 2, LEFT SIDE, TOP TETHER TEST WITH SFAD 2
58

FIGURE 5.37
PRE-TEST, ROW 2, LEFT SIDE, TOP TETHER TEST WITH SFAD 2
FIGURE 5.38
POST TEST, ROW 2, LEFT SIDE, TOP TETHER TEST WITH SFAD 2
FIGURE 5.39
POST TEST ROW 2, LEFT SIDE, TOP TETHER TEST WITH SFAD 2
2010 KIA FORTE KOUP
NHTSA NO. CA0506
FMVSS NO. 225

FIGURE 5.41
PRE-TEST ROW 2, CENTER, TOP TETHER TEST WITH SFAD 1
FIGURE 5.42
POST TEST ROW 2, CENTER, TOP TETHER TEST WITH SFAD 1
FIGURE 5.43
POST TEST ROW 2, CENTER TOP TETHER TEST WITH SFAD 1
FIGURE 5.45
POST TEST ROW 2, RIGHT SIDE LOWER ANCHOR TEST WITH SFAD 2
CHILD RESTRAINT SYSTEM

Children riding in the car should sit in the rear seat and must always be properly restrained to minimize the risk of injury in an accident, sudden stop or sudden maneuver. According to accident statistics, children are safer when properly restrained in the rear seats than in the front seat. Larger children who are not in a child restraint should use one of the seat belts provided.

You should be aware of the specific requirements in your state. Child and/or infant safety seats must be properly placed and installed in the rear seat. You must use a commercially available child restraint system that meets the requirements of the Federal Motor Vehicle Safety Standards (FMVSS).

Child restraint systems are designed to be secured in vehicle seats by seat belt, or by a tether anchor and/or LATCH anchors (if equipped).

Children could be injured or killed in a crash if their restraints are not properly secured. For small children and babies, a child seat or infant seat must be used. Before buying a particular child restraint system, make sure it fits your vehicle seat and seat belts, and fits your child. Follow all the instructions provided by the manufacturer when installing the child restraint system.

WARNING

A child restraint system must be placed in the rear seat. Never install a child or infant seat on the front passenger’s seat. Should an accident occur and cause the passenger-side air bag to deploy, it could severely injure or kill an infant or child seated in an infant or child seat. Thus only use a child restraint in the rear seat of your vehicle.

(Continued)

WARNING

To reduce the chance or serious or fatal injuries:

- Children of all ages are safer when restrained in the rear seat. A child riding in the front passenger seat can be forcefully struck by an inflating air bag resulting in serious or fatal injuries.
- Always follow the child restraint system manufacturer’s instructions for installation and use of the child restraint.
- Always make sure the child seat is secured properly in the vehicle and your child is securely restrained in the child seat.
- Never hold a child in your arms or lap when riding in a vehicle. The violent forces created during a crash will tear the child from your arms and throw the child against the vehicle’s interior.
- Never put a seat belt over your self and a child. During a crash, the belt could press deep into the child causing serious internal injuries.

(Continued)

(Continued)

- Never leave children unattended in a vehicle – not even for a short time. The car can heat up very quickly, resulting in serious injuries to children inside. Even very young children may inadvertently cause the vehicle to move, entangle themselves in the windows, or lock themselves or others inside the vehicle.
- Never allow two children, or any two persons, to use the same seat belt.
- Children often squirm and reposition themselves improperly. Never let a child ride with the shoulder belt under their arm or behind their back. Always properly position and secure children in rear seat.

(Continued)

(Continued)

- Never use an infant carrier or a child safety seat that “hooks” over a seat back, it may not provide adequate security in an accident.
- Seat belts can become very hot, especially when the vehicle is parked in direct sunlight. Always check the seat belt buckles before fastening them over a child.

(Continued)
Using a child restraint system

For small children and babies, the use of a child seat or infant seat is required. This child seat or infant seat should be of appropriate size for the child and should be installed in accordance with the manufacturer's instructions.

For safety reasons, we recommend that the child restraint system be used in the rear seats.

**WARNING**

Never place a rear-facing child restraint in the front passenger seat, because of the danger that an inflating passenger-side air bag could impact the rear-facing child restraint and kill the child.

Since all passenger seat belts move freely under normal conditions and only lock under extreme or emergency conditions (emergency lock mode), you must manually change these seat belts to the auto lock mode to secure a child restraint.

**WARNING - Child seat installation**

1. A child can be seriously injured or killed in a collision if the child restraint is not properly anchored to the car and the child is not properly restrained in the child restraint. Before installing the child restraint system, read the instructions supplied by the child restraint system manufacturer.
2. If the seat belt does not operate as described in this section, have the system checked immediately by your authorized KIA dealer.
3. Failure to observe this manual's instructions regarding child restraint system and the instructions provided with the child restraint system could increase the chance and/or severity of injury in an accident.

**Placing a passenger seat belt into the auto lock mode**

The auto lock mode will help prevent the normal movement of the child in the vehicle from causing the seat belt to loosen and compromise the child restraint system. To secure a child restraint system, use the following procedure:

1. To install a child restraint system on the outboard or center rear seats, do the following:
   1. Place the child restraint system in the seat and route the lap/shoulder belt around or through the restraint, following the restraint manufacturer's instructions. Be sure the seat belt webbing is not twisted.
   2. Fasten the lap/shoulder belt latch into the buckle. Listen for the distinct "click" sound.
   3. Position the release button so that it is easy to access in case of an emergency.
4. Slowly allow the shoulder portion of the seat belt to retract and listen for an audible clicking or 'hick-hicking' sound. This indicates that the retractor is in the "Auto Lock" mode. If no distinct sound is heard, repeat steps 3 and 4.

5. Remove as much slack from the belt as possible by pushing down on the child restraint system while retraction of the shoulder belt back into the retractor.

6. Push and pull on the child restraint system to confirm that the seat belt is holding it firmly in place. If it is not, release the seat belt and repeat steps 2 through 6.

7. Double check that the retractor is in the "Auto Lock" mode by attempting to pull more of the seat belt out of the retractor. If you cannot, the retractor is in the "Auto Lock" mode.

To remove the child restraint, press the release button on the buckle and then pull the lap/shoulder belt out of the restraint and allow the seat belt to retract fully.

**WARNING - Auto Lock mode**
The lap/shoulder belt automatically returns to the "emergency lock mode" whenever the belt is allowed to retract fully. Therefore, the preceding seven steps must be followed each time a child restraint is installed.

If the retractor is not in the Automatic Locking mode, the child restraint can move when your vehicle turns or stops suddenly. A child can be seriously injured or killed if the child restraint is not properly anchored to the car, including setting the retractor to the Automatic Locking mode.

When the seat belt is allowed to retract to its fully stowed position, the retractor will automatically switch from the "Auto Lock" mode to the emergency lock mode for normal adult usage.

---

**Safety features of your vehicle**

2. Connect the tether strap hook to the appropriate child restraint hook holder and tighten to secure the child restraint seat.

**WARNING**
A child can be seriously injured or killed in a collision if the child restraint is not properly anchored to the car and the child is not properly restrained in the child restraint. Always follow the child seat manufacturer's instructions for installation and use.

**WARNING - Tether strap**
Never mount more than one child restraint to a single tether or to a single lower anchorage point. The increased load caused by multiple seats may cause the latches or anchorage points to break, causing serious injury or death.

---

**Securing a child restraint seat with tether anchorage system (if equipped)**
Child restraint hook holders are located on the shell behind the rear seats.

1. Route the child restraint seat strap over the seatback. For vehicles with adjustable headrest, route the tether strap under the headrest and between the headrest post. Otherwise route the tether strap over the top of the seatback.
Safety features of your vehicle

\[ \text{WARNING - Child restraint check} \]
Check that the child restraint system is secure by pushing and pulling it in different directions. Incorrectly fitted child restraints may swing, twist, tip or separate causing death or serious injury.

\[ \text{WARNING} \]
- Child restraint anchorage
  - Child restraint anchorage are designed to withstand only those loads imposed by correctly fitted child restraint systems. Under no circumstances are they to be used for adult seat belts or harnesses or for attaching other items or equipment to the vehicle.
  - The tether strap may not work properly if attached somewhere other than the correct tether anchor.

![Image](image1)

Securing a child restraint seat with child seat lower anchor system
Some child seat manufacturers make child restraint seats that are labeled as LATCH or LATCH-compatible child restraint seats. LATCH stands for "Lower Anchors and Tethers for Children." These seats include two rigid or webbing mounted attachments that connect to two LATCH anchors at specific seating positions in your vehicle. This type of child restraint seat eliminates the need to use seat belts to attach the child seat in the rear seats.

8236001NF

Child restraint symbols are located on the left and right rear seat backs to indicate the position of the lower anchors for child restraints.

Also, test the child restraint seat before you place the child in it. Lift the seat from side to side. Also try to tug the seat forward. Check to see if the anchors hold the seat in place.

\[ \text{CAUTION} \]
Do not allow the rear seat belt webbing to get scratched or pinched by the child-seat latch and LATCH anchor during installation.

![Image](image2)

LATCH anchors have been provided in your vehicle. The LATCH anchors are located in the left and right outboard rear seating positions. Their locations are shown in the illustration. There is no LATCH anchor provided for the center rear seating position.

The LATCH anchors are located between the seatback and the seat cushion of the rear seat left and right outboard seating positions.

Follow the child seat manufacturer's instructions to properly install child restraint seats with LATCH or LATCH-compatible attachments.

Once you have installed the LATCH child restraint, assure that the seat is properly attached to the LATCH and tether anchors.

![Image](image3)

A WARNING
If the child restraint is not anchored properly, the risk of a child being seriously injured or killed in a collision greatly increases.

A WARNING - LATCH lower anchors
LATCH lower anchors are only to be used with the left and right rear outboard seating positions. Never attempt to attach a LATCH equipped seat in the center seating position. You may damage the anchors or the anchors may fail and break in a collision.

![Image](image4)

Install the child restraint seat fully rearward against the seatback with the seatback reclined two positions from the most upright latched position.

3:33
SEAT REFERENCE POINT (SRP) AND TORSO ANGLE DATA

FMVSS No. 225
(All dimensions in mm)


SEAT STYLE: FRONT ROW: BUCKET / SECOND ROW: 6-4 BACK FOLDING / THIRD ROW: 

---

LEFT SIDE VIEW OF TEST VEHICLE

Driver's Seat Front Outboard Seat Adjuster Anchorage

Use Center of Adjuster Anchorage

Vehicle Floorpan

---
Table 1. Seating Positions\(^1\) and Torso Angles

<table>
<thead>
<tr>
<th>Torso Angle (degree)</th>
<th>Front Row</th>
<th>Second Row</th>
<th>Third Row</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>23</td>
<td>27</td>
<td>-</td>
</tr>
<tr>
<td>A1</td>
<td>203.8</td>
<td>-</td>
<td>203.8</td>
</tr>
<tr>
<td>A2</td>
<td>167.9</td>
<td>-</td>
<td>167.9</td>
</tr>
<tr>
<td>A3</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>B</td>
<td>336.9</td>
<td>-</td>
<td>336.9</td>
</tr>
<tr>
<td>C</td>
<td>1134.9</td>
<td>1124.9</td>
<td>1134.9</td>
</tr>
<tr>
<td>D</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

Note: All dimensions are in mm.
SEATING REFERENCE POINT
FMVSS No. 225
(All dimensions in mm)


SEAT STYLE: FRONT ROW: BUCKET / SECOND ROW: 6:4 BACK FOLDING / THIRD ROW:

---

Driver's seat front outboard seat adjuster anchorage

FORM - 225
Table 2. Seating Reference Point and Tether Anchorage Locations

<table>
<thead>
<tr>
<th>Seating Reference Point (SRP)</th>
<th>Distance from Driver's front outboard seat adjuster anchorage¹</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front Row</td>
<td></td>
</tr>
<tr>
<td>B1</td>
<td>336.9</td>
</tr>
<tr>
<td>E1</td>
<td>204</td>
</tr>
<tr>
<td>B2</td>
<td>-</td>
</tr>
<tr>
<td>E2</td>
<td>-</td>
</tr>
<tr>
<td>B3</td>
<td>336.9</td>
</tr>
<tr>
<td>E3</td>
<td>904</td>
</tr>
<tr>
<td>Second Row</td>
<td></td>
</tr>
<tr>
<td>C1</td>
<td>1134.9</td>
</tr>
<tr>
<td>F1</td>
<td>214</td>
</tr>
<tr>
<td>C2</td>
<td>1124.9</td>
</tr>
<tr>
<td>F2</td>
<td>554</td>
</tr>
<tr>
<td>C3</td>
<td>1134.9</td>
</tr>
<tr>
<td>F3</td>
<td>894</td>
</tr>
<tr>
<td>Third Row</td>
<td></td>
</tr>
<tr>
<td>D1</td>
<td>-</td>
</tr>
<tr>
<td>G1</td>
<td>-</td>
</tr>
<tr>
<td>D2</td>
<td>-</td>
</tr>
<tr>
<td>G2</td>
<td>-</td>
</tr>
<tr>
<td>D3</td>
<td>-</td>
</tr>
<tr>
<td>G3</td>
<td>-</td>
</tr>
</tbody>
</table>

Note: Use the center of anchorage.

FORM – 225
TETHER ANCHORAGE LOCATIONS
FMVSS No. 225
(All dimensions in mm)


SEAT STYLE: FRONT ROW: BUCKET / SECOND ROW: 6:4 BACK FOLDING / THIRD ROW: __________

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

<table>
<thead>
<tr>
<th>Seating Reference Point (SRP)</th>
<th>Distance from SRP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front Row</td>
<td></td>
</tr>
<tr>
<td>H1</td>
<td>N/A</td>
</tr>
<tr>
<td>K1</td>
<td>N/A</td>
</tr>
<tr>
<td>H2</td>
<td>N/A</td>
</tr>
<tr>
<td>K2</td>
<td>N/A</td>
</tr>
<tr>
<td>H3</td>
<td>N/A</td>
</tr>
<tr>
<td>K3</td>
<td>N/A</td>
</tr>
<tr>
<td>Second Row</td>
<td></td>
</tr>
<tr>
<td>I1</td>
<td>545</td>
</tr>
<tr>
<td>L1</td>
<td>20</td>
</tr>
<tr>
<td>I2</td>
<td>555</td>
</tr>
<tr>
<td>L2</td>
<td>0</td>
</tr>
<tr>
<td>I3</td>
<td>545</td>
</tr>
<tr>
<td>L3</td>
<td>20</td>
</tr>
<tr>
<td>Third Row</td>
<td></td>
</tr>
<tr>
<td>J1</td>
<td></td>
</tr>
<tr>
<td>M1</td>
<td></td>
</tr>
<tr>
<td>J2</td>
<td></td>
</tr>
<tr>
<td>M2</td>
<td></td>
</tr>
<tr>
<td>J3</td>
<td></td>
</tr>
<tr>
<td>M3</td>
<td></td>
</tr>
</tbody>
</table>

Note: Use the center of anchorage.
NOMINAL DESIGN RIDING POSITION

For adjustable driver, passenger, 2nd row and 3rd row seat backs, describe how to position the inclinometer to measure the seat back angle. Include a description of the location of the seat back adjustment latch detent if applicable. Indicate if applicable, how the detents are numbered (is the first detent “0” or “1”?). Indicate if the seat back angle is measured with the dummy in the seat.

Seat back angle for driver’s seat = __23__ degrees.

Measurement Instructions:

When the inclinometer attached at the pole guide of head restraint, the angle should be 10 degrees.

Seat back angle for passenger’s seat = __23__ degrees.

Measurement Instructions:

Same as the driver’s seat.

Seat back angle for 2nd row seat = __27__ degrees. (side)

Measurement Instructions:

(no reclining system in the 2nd row seat)

Seat back angle for 3rd row seat = ______ degrees.

Measurement Instructions:

FORM – 225
TETHER ANCHORAGE LOCATIONS - VERTICAL
FMVSS No. 225
(All dimensions in mm)


SEAT STYLE: FRONT ROW: BUCKET / SECOND ROW: 6:4 BACK FOLDING / THIRD ROW: ____________

Vehicle Floorpan

LEFT SIDE VIEW OF TEST VEHICLE

FORM – 225
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>546</td>
</tr>
<tr>
<td>O2 (Center)</td>
<td>514</td>
</tr>
<tr>
<td>O3 (Right)</td>
<td>546</td>
</tr>
<tr>
<td>Third Row</td>
<td></td>
</tr>
<tr>
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<td></td>
</tr>
<tr>
<td>P2 (Center)</td>
<td></td>
</tr>
<tr>
<td>P3 (Right)</td>
<td></td>
</tr>
</tbody>
</table>

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

For each vehicle, provide the following information:

1. How many designated seating positions exist in the vehicle? 5

2. How many designated seating positions are equipped with lower anchorages and tether anchorages? Specify which position(s). Lower anchorages: 2 (Second Row Left/Right) Tether anchorages: 3(Second Row Left/Right/Center)

3. How many designated seating positions are equipped with tether anchorages? Specify which positions(s). 3(Second Row Left/Right/Center)

4. Lower Anchorages Marking and Conspicuity: Whether the anchorages are certified to S9.5(a) or S9.5(b) of FMVSS No. 225, S9.5(a)
SEAT REFERENCE POINT (SRP) AND TORSO ANGLE DATA
FMVSS No. 225

(All dimensions in mm)


SEAT STYLE: FRONT ROW: BUCKET / SECOND ROW: 6:4 BACK FOLDING / THIRD ROW: _______________

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

<table>
<thead>
<tr>
<th>Torso Angle (degree)</th>
<th>Front Row</th>
<th>Second Row</th>
<th>Third Row</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1</td>
<td>203.8</td>
<td>-</td>
<td>203.8</td>
</tr>
<tr>
<td>A2</td>
<td>167.9</td>
<td>-</td>
<td>167.9</td>
</tr>
<tr>
<td>A3</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>B</td>
<td>336.9</td>
<td>-</td>
<td>336.9</td>
</tr>
<tr>
<td>C</td>
<td>1134.9</td>
<td>1124.9</td>
<td>1134.9</td>
</tr>
<tr>
<td>D</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

Note: All dimensions are in mm.
SEATING REFERENCE POINT
FMVSS No. 225
(All dimensions in mm)


SEAT STYLE: FRONT ROW: BUCKET / SECOND ROW: 6:4 BACK FOLDING / THIRD ROW: ________

---

Front

Second

Third

Driver's seat front outboard seat adjuster anchorage

FORM – 225
Table 2. Seating Reference Point and Tether Anchorage Locations

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<thead>
<tr>
<th>Seating Reference Point (SRP)</th>
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</tr>
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<td>E1</td>
<td>204</td>
</tr>
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</tr>
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<td>1134.9</td>
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<tr>
<td>F1</td>
<td>214</td>
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<td>1124.9</td>
</tr>
<tr>
<td>F2</td>
<td>554</td>
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<td>1134.9</td>
</tr>
<tr>
<td>F3</td>
<td>894</td>
</tr>
<tr>
<td><strong>Third Row</strong></td>
<td></td>
</tr>
<tr>
<td>D1</td>
<td>-</td>
</tr>
<tr>
<td>G1</td>
<td>-</td>
</tr>
<tr>
<td>D2</td>
<td>-</td>
</tr>
<tr>
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<td>-</td>
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<td>D3</td>
<td>-</td>
</tr>
<tr>
<td>G3</td>
<td>-</td>
</tr>
</tbody>
</table>

Note: Use the center of anchorage.
TETHER ANCHORAGE LOCATIONS
FMVSS No. 225
(All dimensions in mm)


SEAT STYLE: FRONT ROW: BUCKET / SECOND ROW: 6:4 BACK FOLDING / THIRD ROW: ____________

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

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<td>I1</td>
<td>545</td>
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<tr>
<td>L1</td>
<td>20</td>
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<tr>
<td>I2</td>
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<td>L2</td>
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<tr>
<td>I3</td>
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<td>L3</td>
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</tr>
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<td><strong>Third Row</strong></td>
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<tr>
<td>J1</td>
<td></td>
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<tr>
<td>M1</td>
<td></td>
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</tr>
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</tbody>
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Note: Use the center of anchorage.
NOMINAL DESIGN RIDING POSITION

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Measurement Instructions:

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Seat back angle for passenger's seat = 23 degrees.

Measurement Instructions:

Same as the driver's seat

Seat back angle for 2nd row seat = 27 degrees. (side)

Measurement Instructions:

(no reclining system in the 2nd row seat)

Seat back angle for 3rd row seat = degrees.

Measurement Instructions:

______________________________

FORM – 225
TETHER ANCHORAGE LOCATIONS - VERTICAL
FMVSS No. 225
(All dimensions in mm)

MODEL YEAR: 2010 MY / MAKE: Kia / MODEL: Forte / BODY STYLE: 4DR (SEDAN)

SEAT STYLE: FRONT ROW: Bucket / SECOND ROW: 6/4 BACK FOLDING / THIRD ROW:

Vehicle Hooprun

LEFT SIDE VIEW OF TEST VEHICLE

FORM – 225
Table 4. Vertical Dimension For The Tether Anchorage

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</tr>
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<td>N2 (Center)</td>
<td>N/A</td>
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<td>N/A</td>
</tr>
<tr>
<td>Second Row</td>
<td></td>
</tr>
<tr>
<td>O1 (Left)</td>
<td>546</td>
</tr>
<tr>
<td>O2 (Center)</td>
<td>514</td>
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</tr>
</tbody>
</table>

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

For each vehicle, provide the following information:

1. How many designated seating positions exist in the vehicle? 5

2. How many designated seating positions are equipped with lower anchorages and tether anchorages? Specify which position(s). Lower anchorages: 2 (Second Row Left/Right)
   Tether anchorages: 3(Second Row Left/Right/Center)

3. How many designated seating positions are equipped with tether anchorages? Specify which position(s). 3(Second Row Left/Right/Center)

4. Lower Anchorages Marking and Conspicuity: Whether the anchorages are certified to S9.5(a) or S9.5(b) of FMVSS No. 225, S9.5(a)

FORM – 225
GTL 6367, NHTSA CA0506

225, Child Restraint, Top Tether.

<table>
<thead>
<tr>
<th>Force in Newtons (Thousands)</th>
<th>Time in Seconds</th>
</tr>
</thead>
<tbody>
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<td>0</td>
</tr>
<tr>
<td>1</td>
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<td>28</td>
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<tr>
<td>15</td>
<td>30</td>
</tr>
</tbody>
</table>
GTL 6368, NHTSA CA0506

225, Child Restraint, Lower Anchor.

Displacement in Millimeters

(Thousands) Force in Newtons
GTL 6369, NHTSA CA0506

225, Child Restraint, Top Tether.

Force in Newtons (Thousands)

Time in Seconds