

REPORT NUMBER 225-GTL-04-005

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

**DAIMLERCHRYSLER CORPORATION
2004 CHRYSLER PACIFICA, MPV
NHTSA NO. C40301**

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



JULY 27, 2004

FINAL REPORT

PREPARED FOR

**U. S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
SAFETY ENFORCEMENT
OFFICE OF VEHICLE SAFETY COMPLIANCE
460 SEVENTH STREET, SW
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WASHINGTON, D.C. 20590**

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

SECTION 1

PURPOSE OF COMPLIANCE TEST

1.0 PURPOSE OF COMPLIANCE TEST

A 2004 Chrysler Pacifica 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 2004 Chrysler Pacifica MPV. Nomenclature applicable to the test vehicle are:

A. Vehicle Identification Number: 2C4GM68404R [REDACTED]

B. NHTSA No.: C40301

C. Manufacturer: DAIMLERCHRYSLER CORPORATION

D. Manufacture Date: 09/03

1.2 TEST DATE

The test vehicle was subjected to FMVSS No. 225 testing during the time period June 23-28, 2004.

SECTION 2

COMPLIANCE TEST RESULTS SUMMARY

2.0 TEST RESULTS

All tests were conducted in accordance with NHTSA, Office of Vehicle Safety Compliance (OVSC) Laboratory Procedures, TP-225T dated 3 May 2001 and TP-225L dated 11, June, 2001.

Based on the test performed, the 2004 Chrysler Pacifica MPV appeared to meet the requirements of FMVSS 225 testing. Strength and displacement summary data are provided below.

Table 1. Summary Data for Strength and Displacement

GTL Test #	Fixture Type	Seating Position	Max. Load (N)	Displacement (mm)
5231	SFAD 2 Tether Strap	2 ND Row Left	9946	95.9
5232	Lower Anchorage	2 ND Row Right	7913	77.9
5233	SFAD 1 Tether Strap	3 RD Row Left	9875	103.4

Table 2. General Test and Vehicle Parameter Data

VEH. MOD YR/MAKE/MODEL BODY	2004 Chrysler Pacifica
VEH. NHTSA NO.	C40301
VIN	2C4GM68404R [REDACTED]
VEH. BUILD DATE	09/03
TEST DATE	06/23/04-06/28/04
TEST LABORATORY	GTL
OBSERVERS	Grant Farrand, Jimmy Latane, Ed Chan

GENERAL INFORMATION:

Date Received: 10/23/03 Odometer Reading: 79

DATA FROM VEHICLE'S CERTIFICATION LABEL:

Vehicle Manufactured by: DAIMLERCHRYSLER CORPORATION

Date of Manufacture: 09/03 VIN: 2C4GM68404R [REDACTED]

GVWR: 2586 kg GAWR FRONT: 1282 kg
GAWR REAR: 1315 kg

SECTION 3

COMPLIANCE TEST DATA

3.0 TEST RESULTS

The following data sheets document the results of testing on the 2004 Chrysler Pacifica MPV.

DATA SHEET 1
CHILD RESTRAINT TETHER ANCHORAGE CONFIGURATION

VEH. MOD YR/MAKE/MODEL/BODY: 2004 CHRYSLER PACIFICA MPV

VEH. NHTSA NO: C40301;

VIN: 2C4GM88404R

VEH. BUILD DATE: 09/03

TEST DATE: JUNE 23-28, 2004

TEST LABORATORY: GENERAL TESTING LABORATORIES

OBSERVERS: GRANT FARRAND, JIMMY LATANE, ED CHAN

Number of DSP's in Test Vehicle As Stated on Tire Label using Figures for Maximum Vehicle Loading:

Front Seat=	<u>2</u>
Rear Seat=	<u>2</u>
Thrd Seat=	<u>2</u>
Total=	<u>6</u>

SEATING POSITION		OBSERVED CONFIGURATION			
		Permit the attachment of a tether hook	Accessible without the need for any tool other than a screwdriver or coin	Ready for use without the need for any tools	Sealed to prevent the entry of exhaust fumes
Front	Left	N/A	N/A	N/A	N/A
	Center	N/A	N/A	N/A	N/A
	Right	NO	N/A	N/A	N/A
Second	Left	YES	YES	YES	YES
	Center	N/A	N/A	N/A	N/A
	Right	YES	YES	YES	YES
Thrd	Left	YES	YES	YES	YES
	Center	N/A	N/A	N/A	N/A
	Right	NO	N/A	N/A	N/A

REMARKS:

RECORDED BY: J. Farrand

DATE: 06/23/04

APPROVED BY: D. Mexico

DATA SHEET 2
CHILD RESTRAINT LOWER ANCHORAGES CONFIGURATION

VEH. MOD YR/MAKE/MODEL/BODY: 2004 CHRYSLER PACIFICA MPV

VEH. NHTSA NO: C40301;

VIN: 2C4GM68404R

VEH. BUILD DATE: 09/03 ;

TEST DATE: JUNE 23-28, 2004

TEST LABORATORY: GENERAL TESTING LABORATORIES

OBSERVERS: GRANT FARRAND, JIMMY LATANE, ED CHAN

OBSERVED LOWER ANCHORAGE CONFIGURATION	SEAT POSITION				
	FRONT	REAR		THIRD	
		LEFT	RIGHT	LEFT	RIGHT
Above anchorage permanently marked with a circle not less than 13 mm in Dia.; and whose color contrasts with its background; and its center is not less than 50 mm and not more than 75 mm above the bar, and in the vertical longitudinal plane that passes through the center of the bar.	Left	N/A	NO	NO	N/A
	Center	N/A	N/A		N/A
	Right	N/A	NO	NO	N/A
Each of the bars is visible, without the compression of the seat cushion or seat back, when the bar is viewed, in a vertical longitudinal plane passing through the center of the bar, along a line marking an upward 30 degree angle with a horizontal plane.	Left	N/A	YES	YES	N/A
	Center	N/A	N/A		N/A
	Right	N/A	YES	YES	N/A
Diameter of the bar (mm)	Left	N/A	6.04	6.04	N/A
	Center	N/A	N/A		N/A
	Right	N/A	6.04	6.04	N/A
Inspect if the bars are straight, horizontal and transverse	Left	N/A	YES	YES	N/A
	Center	N/A	N/A		N/A
	Right	N/A	YES	YES	N/A

DATA SHEET 2 CONTINUED
CHILD RESTRAINT LOWER ANCHORAGES CONFIGURATION

VEH. MOD YR/MAKE/MODEL/BODY: 2004 CHRYSLER PACIFICA MPV

VEH. NHTSA NO: C40301; VIN: 2C4GM68404F

VEH. BUILD DATE: 09/03; TEST DATE: JUNE 23-28, 2004

TEST LABORATORY: GENERAL TESTING LABORATORIES

OBSERVERS: GRANT FARRAND, JIMMY LATANE, ED CHAN

OBSERVED LOWER ANCHORAGE CONFIGURATION	SEAT POSITION			
		FRONT	REAR	THIRD
Inspect if the centroidal longitudinal axes are collinear within 5 degrees.	Left	N/A*	YES	N/A
	Center	N/A	N/A	N/A
	Right	N/A	YES	N/A
Inspect the inside surface of the bar that is straight and horizontal section of the bars, and determine they are not less than 25 mm, but not more than 40 mm in length.	Left	N/A*	YES 30 MM	N/A
	Center	N/A	N/A	N/A
	Right	N/A	YES 30 MM	N/A
Inspect if the bars can be connected to, over their entire inside length by the connectors of child restraint system.	Left	N/A*	YES	N/A
	Center	N/A	N/A	N/A
	Right	N/A	YES	N/A
Measure the distance between the center of the length of one bar to the center of the length of the other bar. The requirement is 280 mm $\pm$ 1 mm.	Left	N/A*	280	N/A
	Center	N/A	N/A	N/A
	Right	N/A	280	N/A
Inspect if the bars are an integral and permanent part of the vehicle.	Left	N/A*	YES	N/A
	Center	N/A	N/A	N/A
	Right	N/A	YES	N/A
Inspect if the bars are rigidly attached to the vehicle. If feasible, hold the bar firmly with two fingers and gently pull.	Left	N/A*	YES	N/A
	Center	N/A	N/A	N/A
	Right	N/A	YES	N/A

* DRIVER'S SEAT

RECORDED BY: [Signature]
 APPROVED BY: [Signature]

DATE: 08/23/04

DATA SHEET 2 CONTINUED
CHILD RESTRAINT LOWER ANCHORAGES CONFIGURATION

VEH. MOD YR/MAKE/MODEL/BODY: 2004 CHRYSLER PACIFICA MPV

VEH. NHTSA NO: C40301

VIN: 2C4GM68404F

VEH. BUILD DATE: 09/03

TEST DATE: JUNE 23-28, 2004

TEST LABORATORY: GENERAL TESTING LABORATORIES

OBSERVERS: GRANT FARRAND, JIMMY LATANE, ED CHAN

OBSERVED LOWER ANCHORAGE CONFIGURATION	SEAT POSITION			
		FRONT	REAR	THIRD
Optional Marking: At least one anchorage bar (when deployed for use, if storable anchorages), one guidance fixture, or one seat marking is visible	Left	N/A*	N/A	N/A
	Center	N/A	N/A	N/A
	Right	N/A	N/A	N/A
Optional Marking: If guidance fixtures are used, the fixture(s) must be installed.	Left	N/A*	N/A	N/A
	Center	N/A	N/A	N/A
	Right	N/A	N/A	N/A

* DRIVER'S SEAT

RECORDED BY: *G. Farrand*

DATE: 06/23/04

APPROVED BY: *D. Menick*

DATA SHEET 3
LOCATION AND DIMENSIONAL MEASUREMENTS

VEH. MOD YR/MAKE/MODEL/BODY: 2004 CHRYSLER PACIFICA MPV

VEH. NHTSA NO: C40301;

VIN: 2C4GM68404R

VEH. BUILD DATE: 09/03;

TEST DATE: JUNE 23-28, 2004

TEST LABORATORY: GENERAL TESTING LABORATORIES

OBSERVERS: GRANT FARRAND, JIMMY LATANE, ED CHAN

Number of DSP's in Test Vehicle As Stated on Tire Label using Figures for Maximum Vehicle Loading:

Front Seat=	<u>2</u>
Rear Seat=	<u>2</u>
Thlrd Seat=	<u>2</u>
Total=	<u>6</u>

SEAT POSITION FOR TETHER		LOCATION OF DSPs	TETHER ANCHORAGE LOCATION	
		TETHER OBSERVED	REQUIRED	MEASURED Is it in the required zone?
FRONT	Left	N/A	N/A	N/A
	Center	N/A	N/A	N/A
	Right	NO	NO	N/A
SECOND	Left	YES	YES	YES
	Center	N/A	N/A	N/A
	Right	YES	YES	YES
THIRD	Left	YES	YES	YES
	Center	N/A	N/A	N/A
	Right	NO	NO	N/A

RECORDED BY: *[Signature]*

DATE: 06/23/04

APPROVED BY: *[Signature]*

**DATA SHEET 3 CONTINUED
LOCATION AND DIMENSIONAL MEASUREMENTS**

VEH. MOD YR/MAKE/MODEL/BODY: 2004 CHRYSLER PACIFICA MPV

VEH. NHTSA NO: C40301; VIN: 2C4GM68404R

VEH. BUILD DATE: 09/03; TEST DATE: JUNE 23-28, 2004

TEST LABORATORY: GENERAL TESTING LABORATORIES

OBSERVERS: GRANT FARRAND, JIMMY LATANE, ED CHAN

Number of DSP's in Test Vehicle As Stated on Tire Label using Figures for Maximum Vehicle Loading: Front Seat= 2 Rear Seat 2 Third Seat= 2 Total= 6

SEAT POSITION FOR LOWER ANCHORAGE		PRESENCE OF ANCHORAGES				COMMENTS		
		REQUIRED		OBSERVED				
FRONT		NONE		NONE		N/A		
REAR		2		1		LEFT		
THIRD		NONE		NONE		N/A		
SEAT POSITIONS FOR LOWER ANCHORAGES		LOCATION OF ANCHORAGE				COMMENTS		
		MEASURED FROM "Z" (mm)		MEASURED FROM "SRP" (mm)				
		Left	Right	Left	Right	PITCH	ROLL	YAW
FRONT	Left	N/A		N/A		N/A		
	Center	N/A		N/A		N/A		
	Right	N/A		N/A		N/A		
REAR	Left	65	64	120	121	20°	0°	0°
	Center	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Right	65	65	122	122	20°	0°	0°
THIRD	Left	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Center	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Right	N/A	N/A	N/A	N/A	N/A	N/A	N/A

RECORDED BY: G. Farrand

APPROVED BY: D. H. H. H.

DATE: 06/23/04

DATA SHEET 4
ANCHORAGE STATIC LOADING

VEH. MOD YR/MAKE/MODEL/BODY: 2004 CHRYSLER PACIFICA MPV
 VEH. NHTSA NO: C40301; VIN: 2C4GM68404R
 VEH. BUILD DATE: 09/03; TEST DATE: JUNE 23-28, 2004
 TEST LABORATORY: GENERAL TESTING LABORATORIES
 OBSERVERS: GRANT FARRAND, JIMMY LATANE, ED CHAN
 TEST # 5231, 5233

TETHER ANCHORAGE- WITH SFAD:

SEATING POSITION	Seat, Seat Back & Head Restraint positions			Type of SFAD used	Angle	Initial location	Onset rate	Force Applied	Final location	Horizontal Displacement
	Seat	Seat Back	Head Restraint							
Front	Driver	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Center	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Right	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Second	Left	REAR	22°	UP	0°	0.0	385 N/SEC	9046	95.9	95.9
	Center	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Right (if any)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Third	Left	FIXED	22°	N/A	0°	0.0	385 N/SEC	9875	103.4	103.4
	Center	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Right	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

REMARKS: TESTED TO S6.3.4

RECORDED BY: *Grant Farrand*
 APPROVED BY: *N. H. Harris*

DATE: 06/28/04

DATA SHEET 5
ANCHORAGE STATIC LOADING

VEH. MOD YR/MAKE/MODEL/BODY: 2004 CHRYSLER PACIFICA MPV
 VEH. NHTSA NO: C40301; VIN: 2C4GM68404R
 VEH. BUILD DATE: 09/03; TEST DATE: JUNE 23-28, 2004
 TEST LABORATORY: GENERAL TESTING LABORATORIES
 OBSERVERS: GRANT FARRAND, JIMMY LATANE, ED CHAN

TEST # 5232

LOWER ANCHORAGE- FORWARD FORCE APPLICATION:

SEATING POSITION	Seat, Seat Back & Head Restraint positions			Measured Angles		Initial location	Onset rate	Force Applied	Final location	Displacement
	Seat	Seat Back	Head Restraint	Vertical	Horizontal					
Front	Driver	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Center	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Right	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Rear	Left	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Center	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Right (if any)	FIXED	22°	UP	10°	0.0	4000 N/SEC	7913	77.9	77.9
Third	Left	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Center	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Right	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

REMARKS:

RECORDED BY: [Signature]
 APPROVED BY: [Signature]

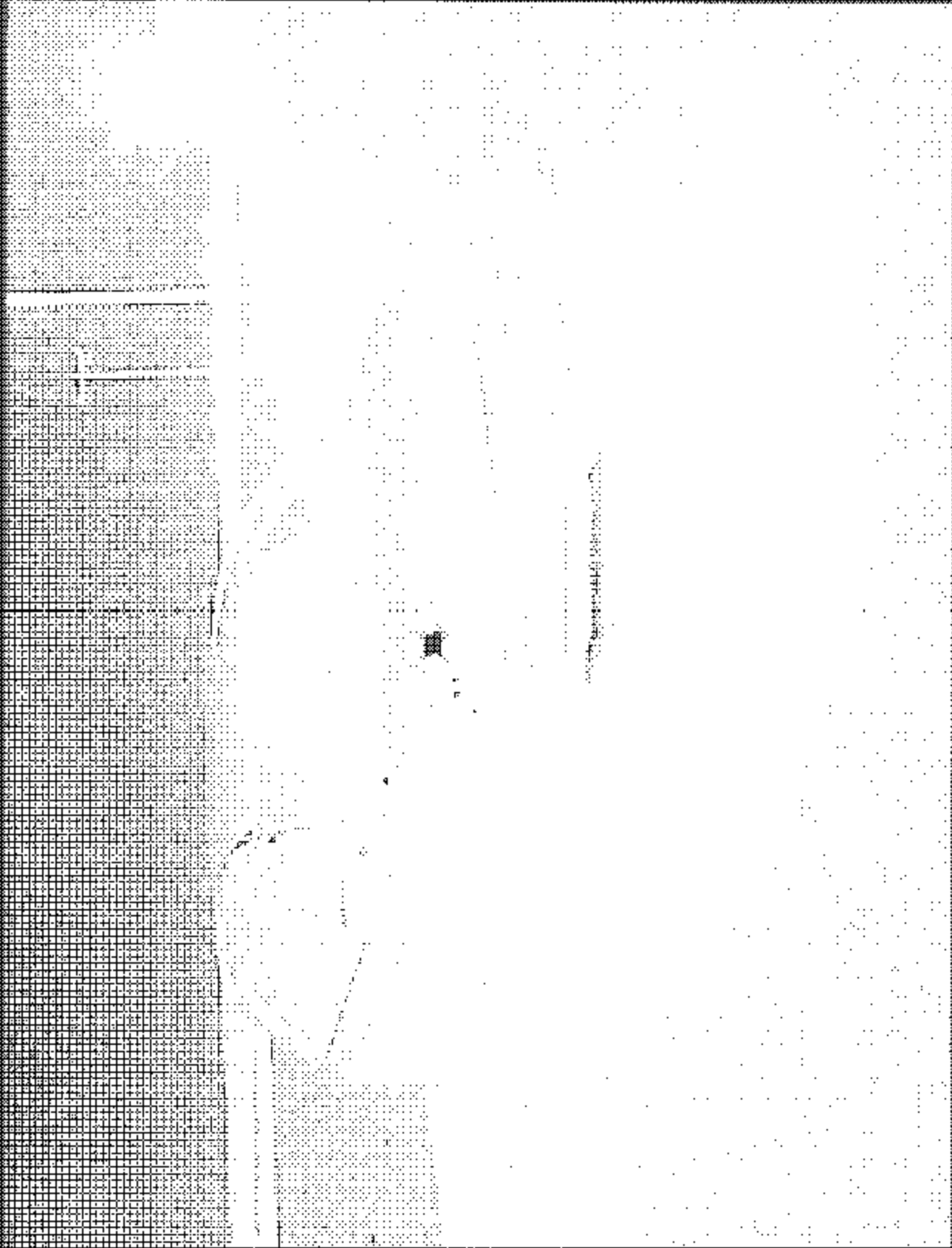
DATE: 06/24/04

SECTION 4
INSTRUMENTATION AND EQUIPMENT LIST

TABLE 1 - INSTRUMENTATION & EQUIPMENT LIST

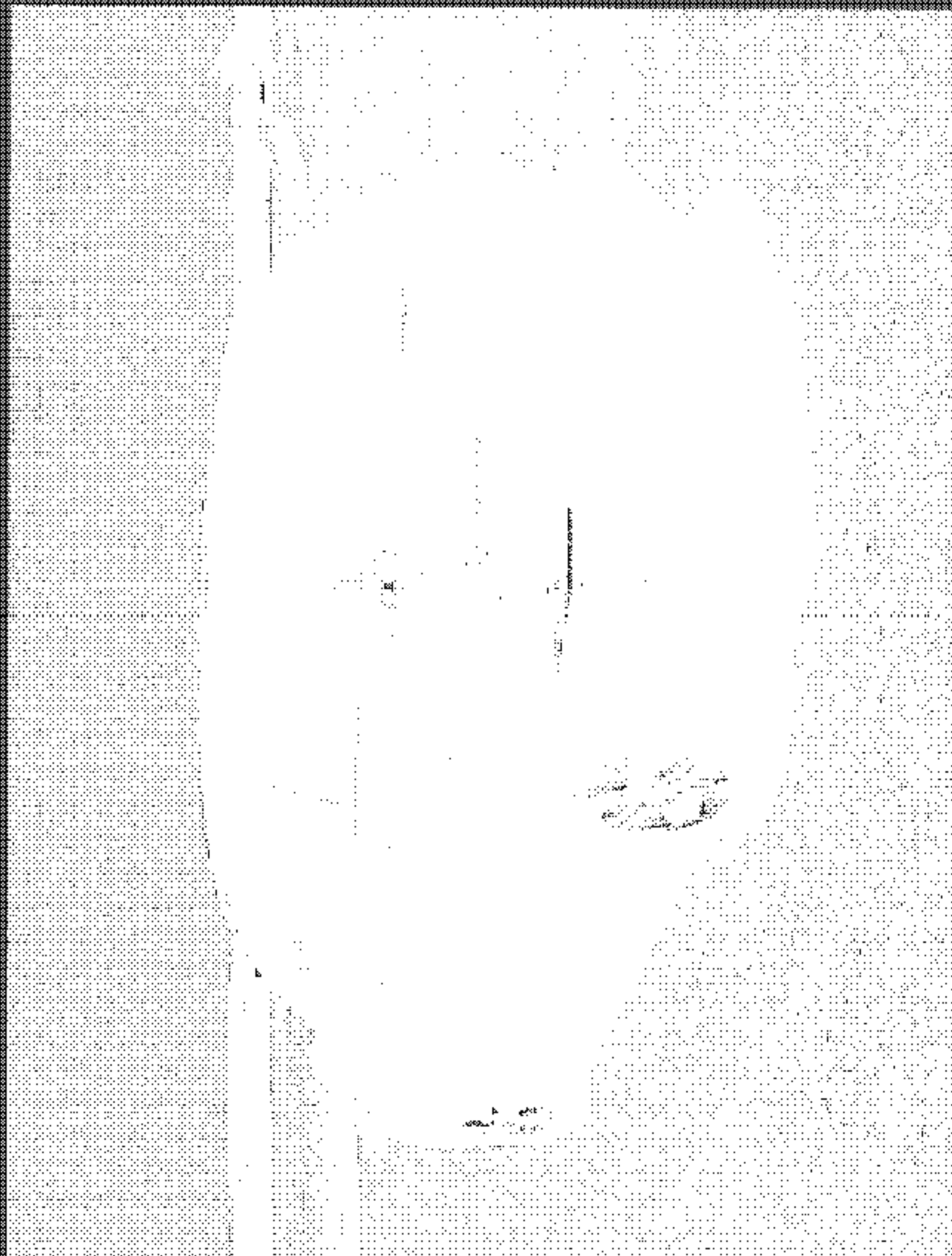
EQUIPMENT	DESCRIPTION	MODEL/ SERIAL NO.	CAL. DATE	NEXT CAL. DATE
COMPUTER	AT&T	486DX266	BEFORE USE	BEFORE USE
LOAD CELL	INTERFACE	496	06/03	06/04
LINEAR TRANSDUCER	CELESCO	69	BEFORE USE	BEFORE USE
LINEAR TRANSDUCER	CELESCO	70	BEFORE USE	BEFORE USE
LINEAR TRANSDUCER	CELESCO	72	BEFORE USE	BEFORE USE
LEVEL	STANLEY	42-449	02/04	02/05
FORCE GAUGE	CHATILLON	8761	BEFORE USE	BEFORE USE
CALIPER	N/A	Q9322365	BEFORE USE	BEFORE USE

SECTION 5
PHOTOGRAPHS



2004 CHRYSLER PACIFICA
NHTSA NO. C40301
FMVSS NO. 225

FIGURE 5-1
¾ FRONTAL RIGHT SIDE VIEW OF VEHICLE



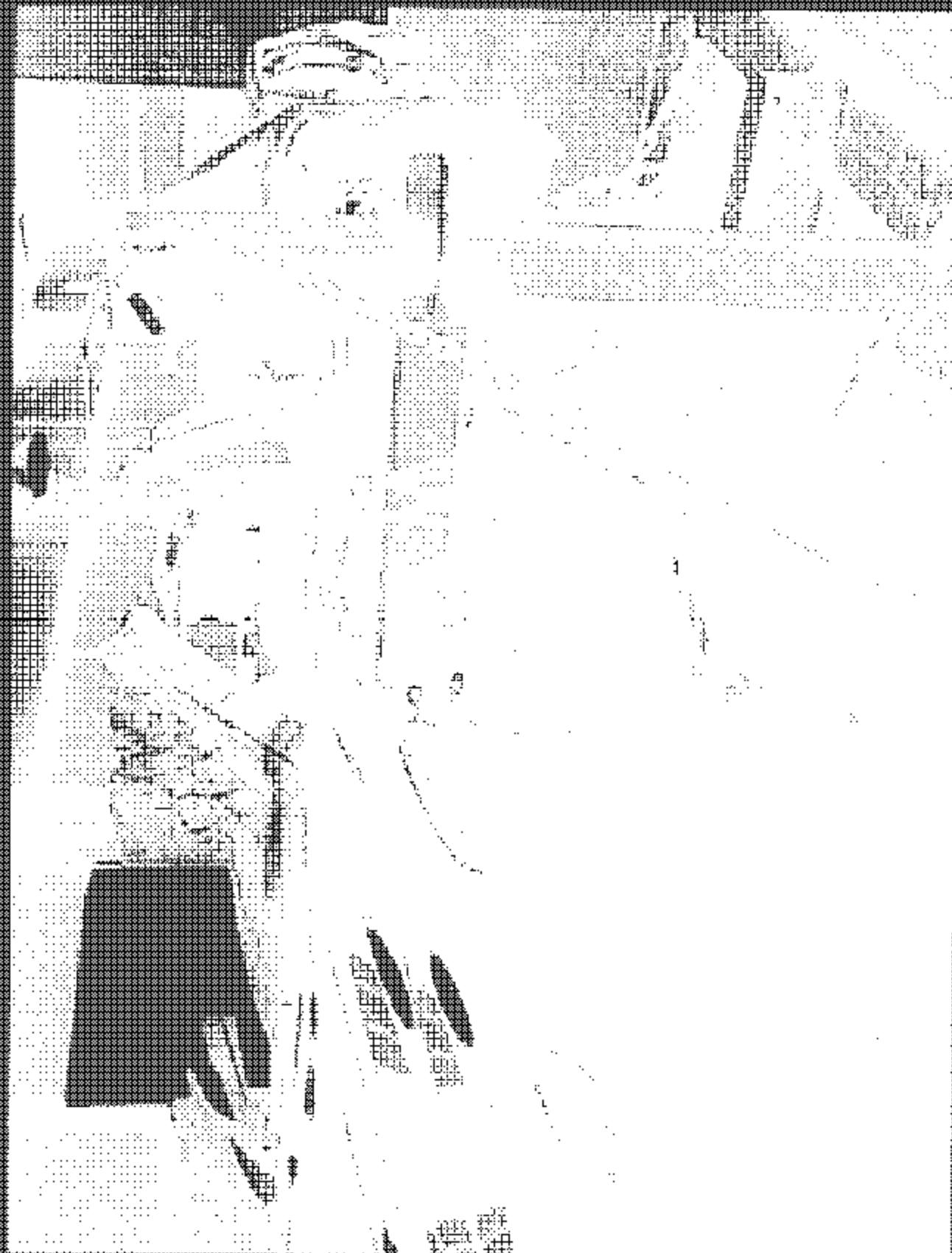
2004 CHRYSLER PACIFICA
NHTSA NO. 040301
FMVSS NO. 225

FIGURE 6.2
% REARWARD LEFT SIDE VIEW OF VEHICLE



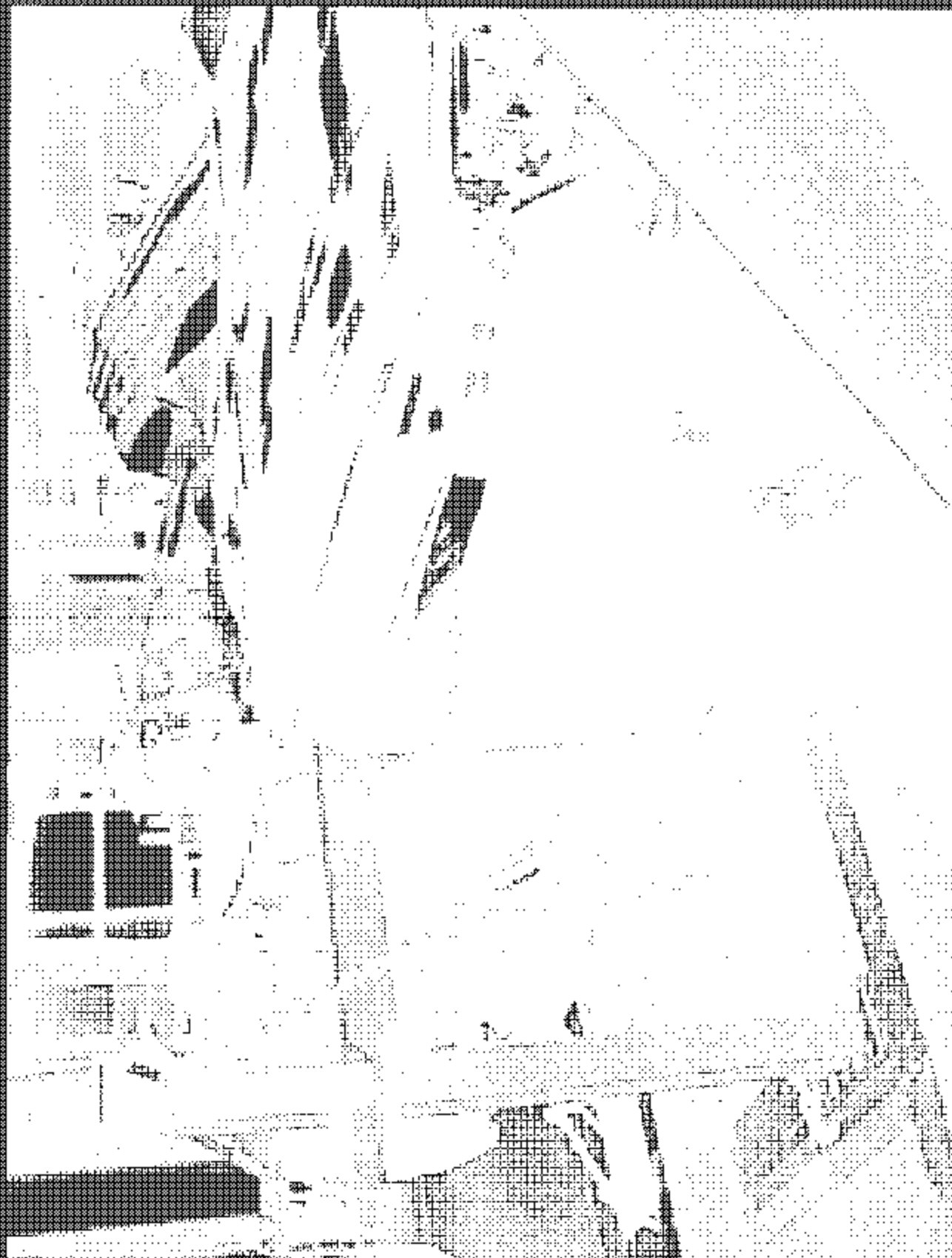
2004 CHRYSLER PACIFICA
NHTSA NO. C40301
FMVSS NO. 225

FIGURE 5.3
CLOSE-UP VIEW OF VEHICLE CERTIFICATION
AND TIRE INFORMATION LABEL



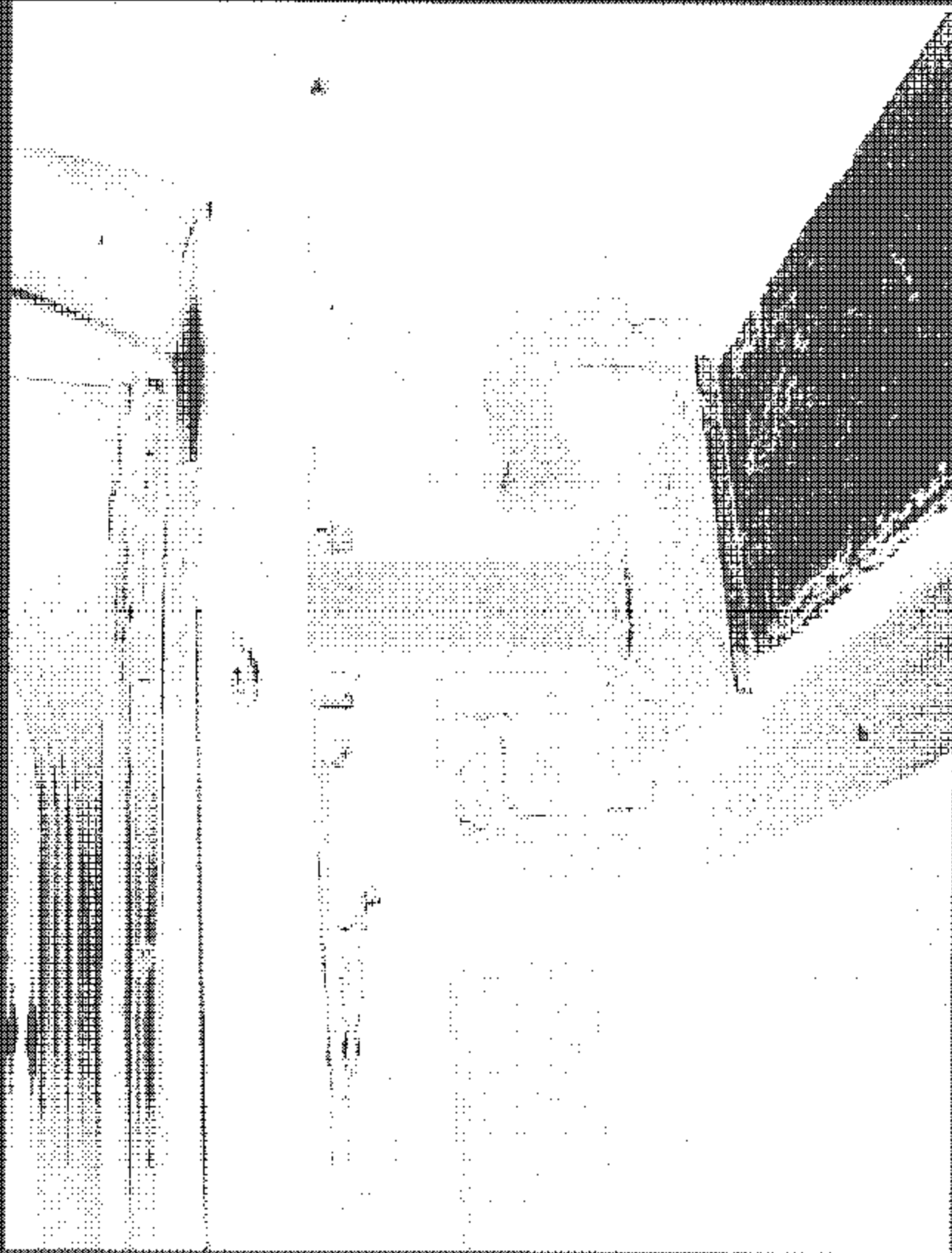
2004 CHRYSLER PACIFICA
NHTSA NO. C40301
FMVSS NO. 225

FIGURE 6.4
3/4 LEFT FRONT VIEW OF TEST VEHICLE IN TEST
RIG



2004 CHRYSLER PACIFICA
NHTSA NO. C40301
FMVSS NO. 225

FIGURE B5
3/4 RIGHT FRONT VIEW OF TEST VEHICLE IN
TEST RIG



2004 CHRYSLER PACIFICA
NHTSA NO. C40301
FMVSS NO. 225

FIGURE 5.6
RIGHT FRONT VEHICLE TIE DOWN

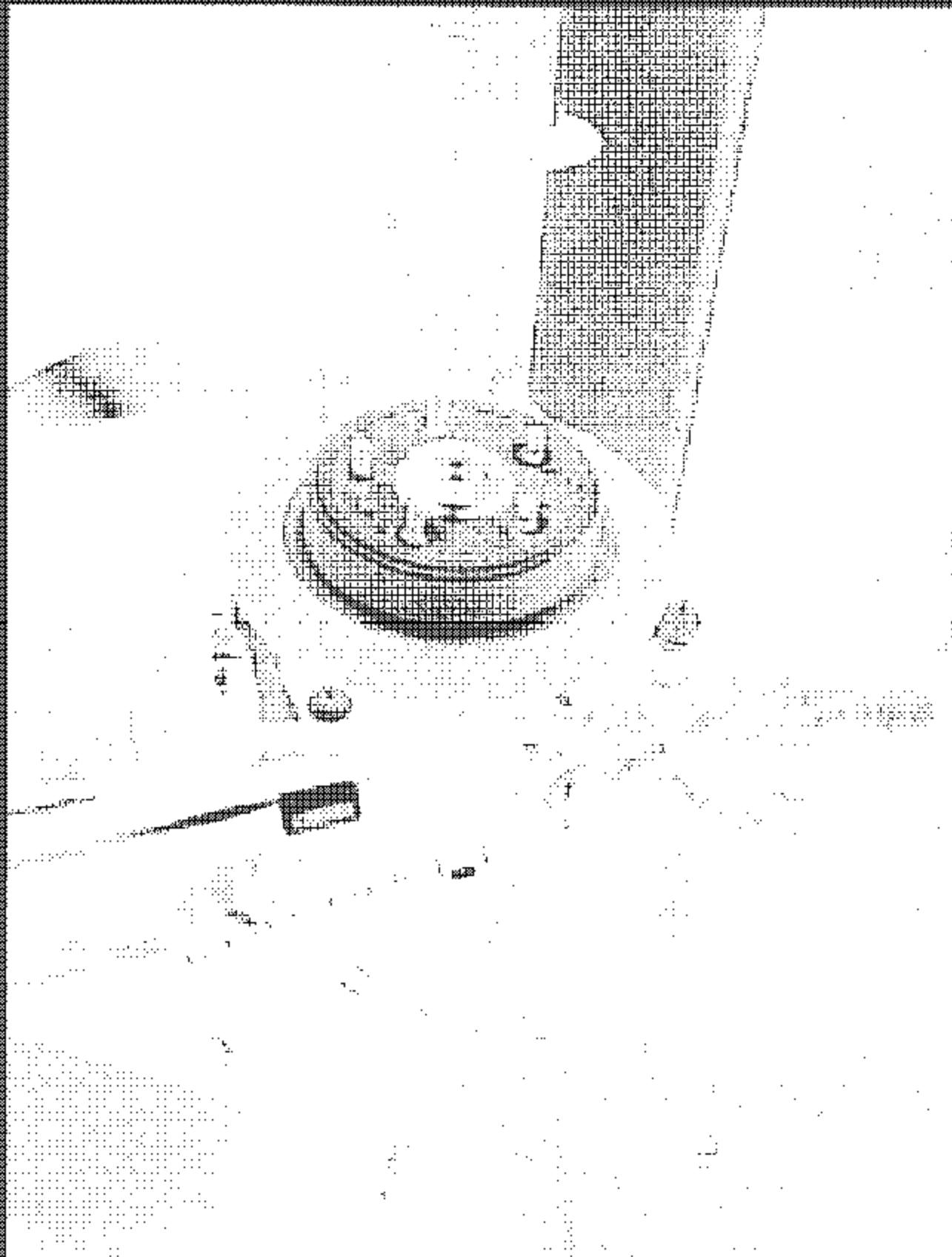
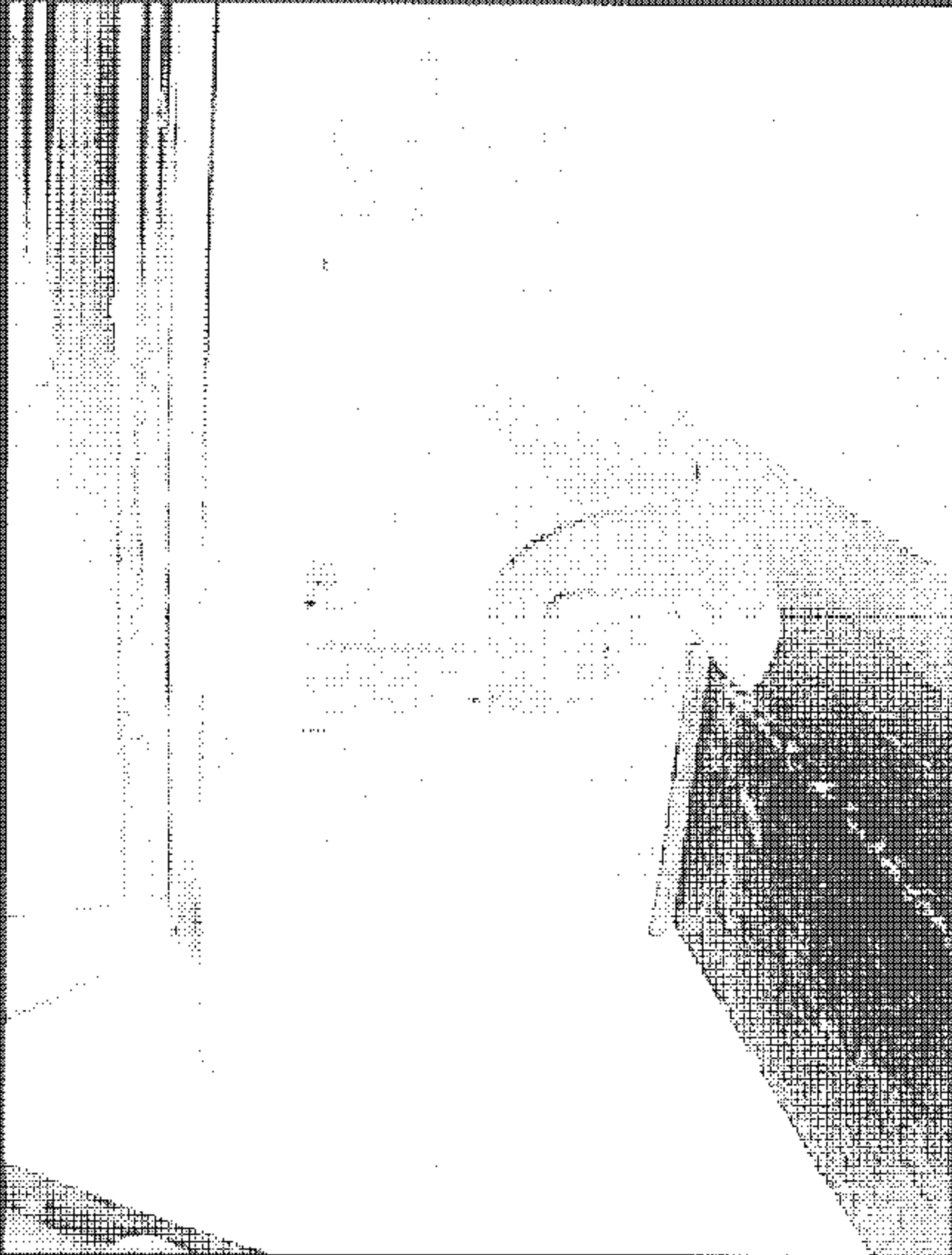


FIGURE 6.7
RIGHT REAR VEHICLE TIE DOWN

2004 CHRYSLER PACIFICA
NHTSA NO. C40304
FMVSS NO. 225



2004 CHRYSLER PACIFICA
NHTSA NO. C40397
FMVSS NO. 225

FIGURE 5.9
LEFT FRONT VEHICLE TIE DOWN

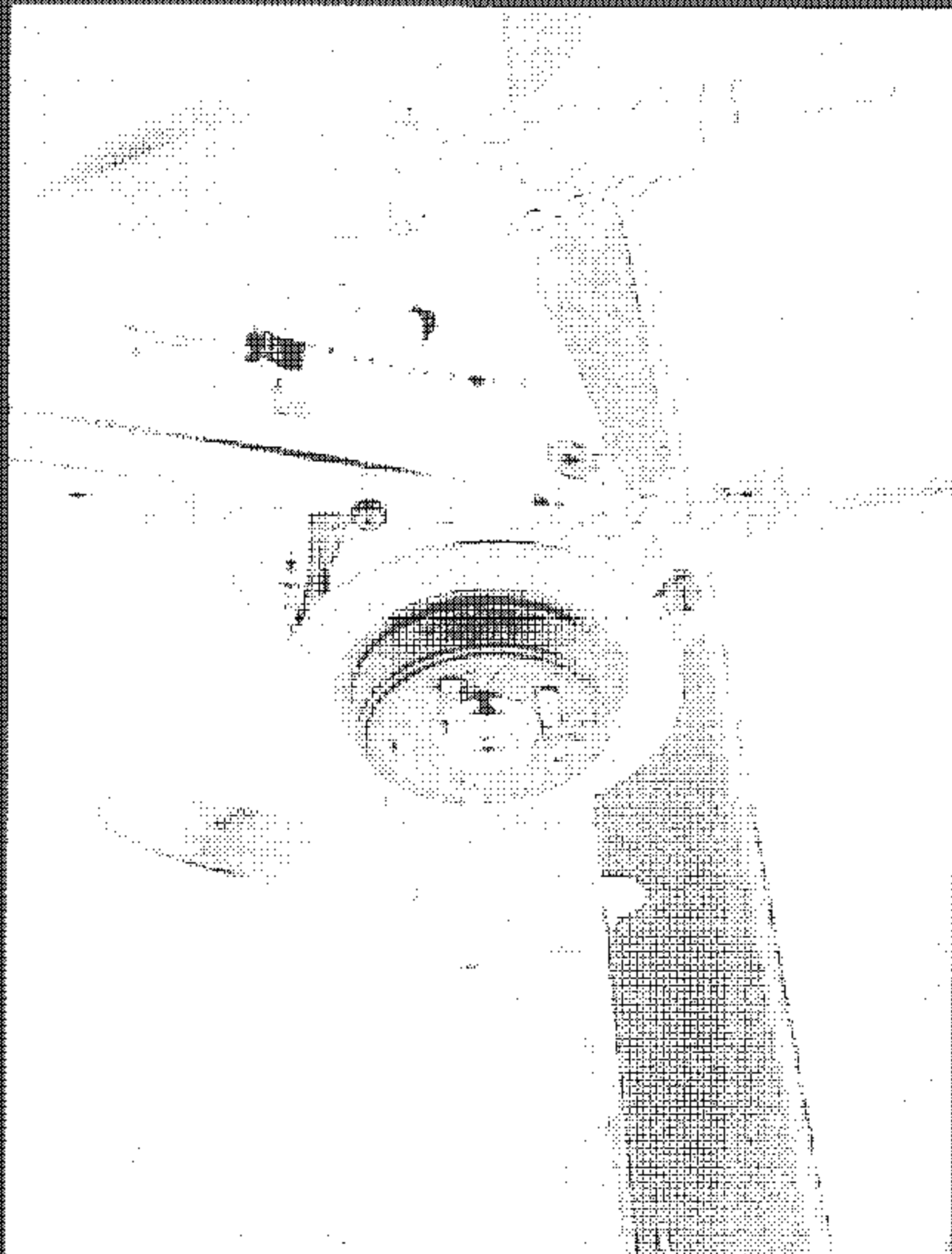
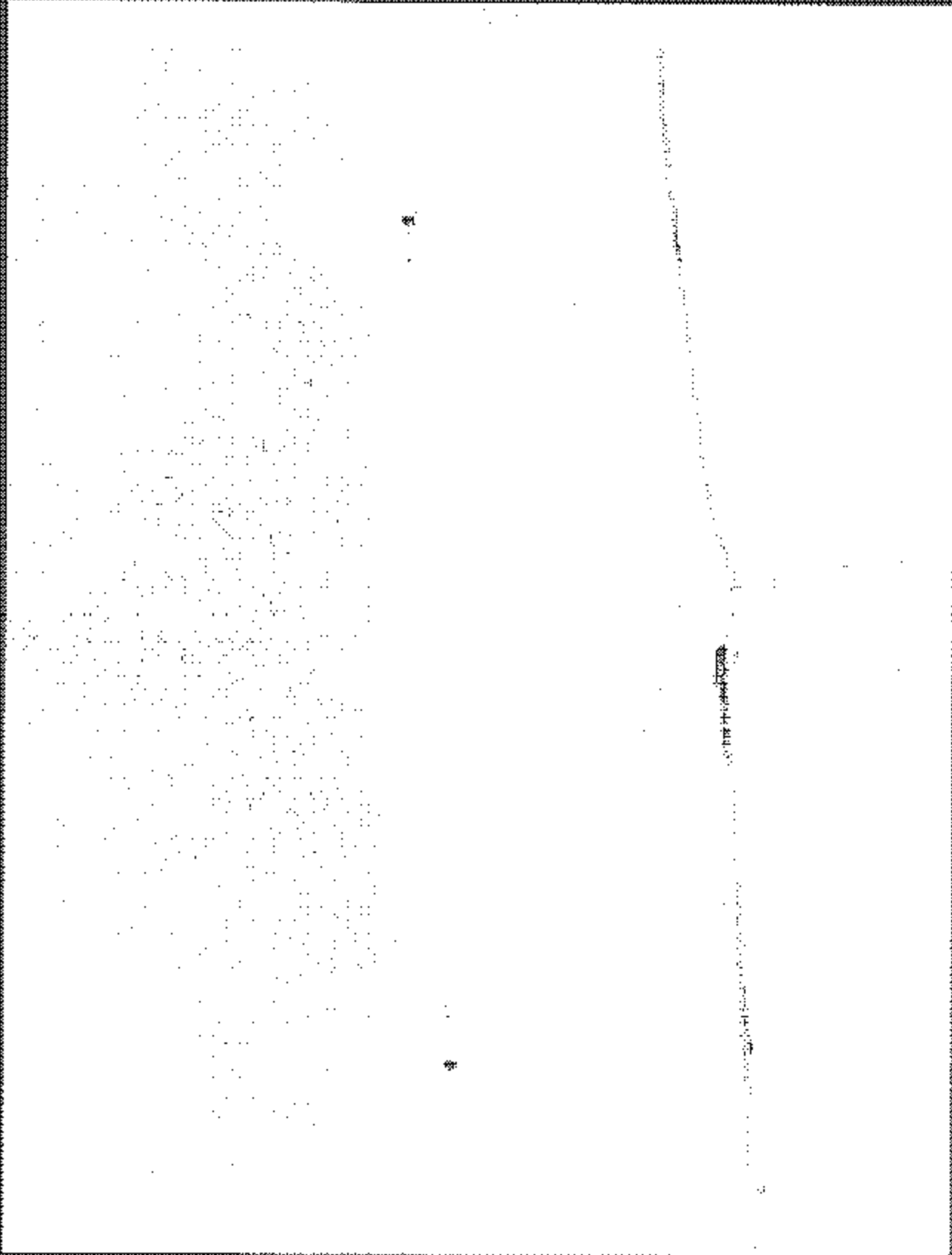


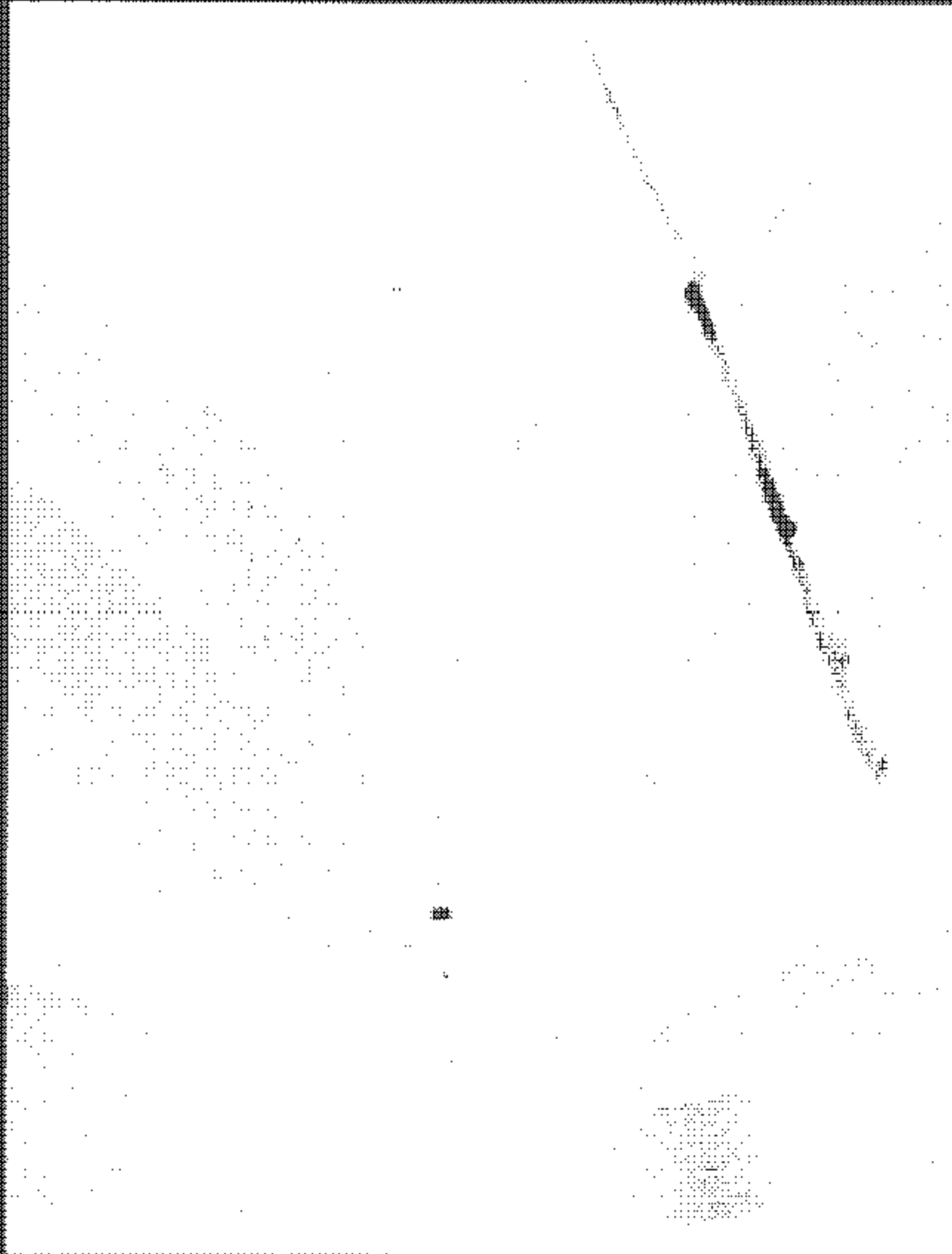
FIGURE 59
LEFT REAR VEHICLE TIE DOWN

2004 CHRYSLER PACIFICA
NHTSA NO. C40301
FMVSS NO. 225



2004 CHRYSLER PACIFICA
NHTSA NO. C40901
FMVSS NO. 226

FIGURE 5.10
PRE-TEST 2ND ROW RIGHT LOWER ANCHORS
FRONT VIEW



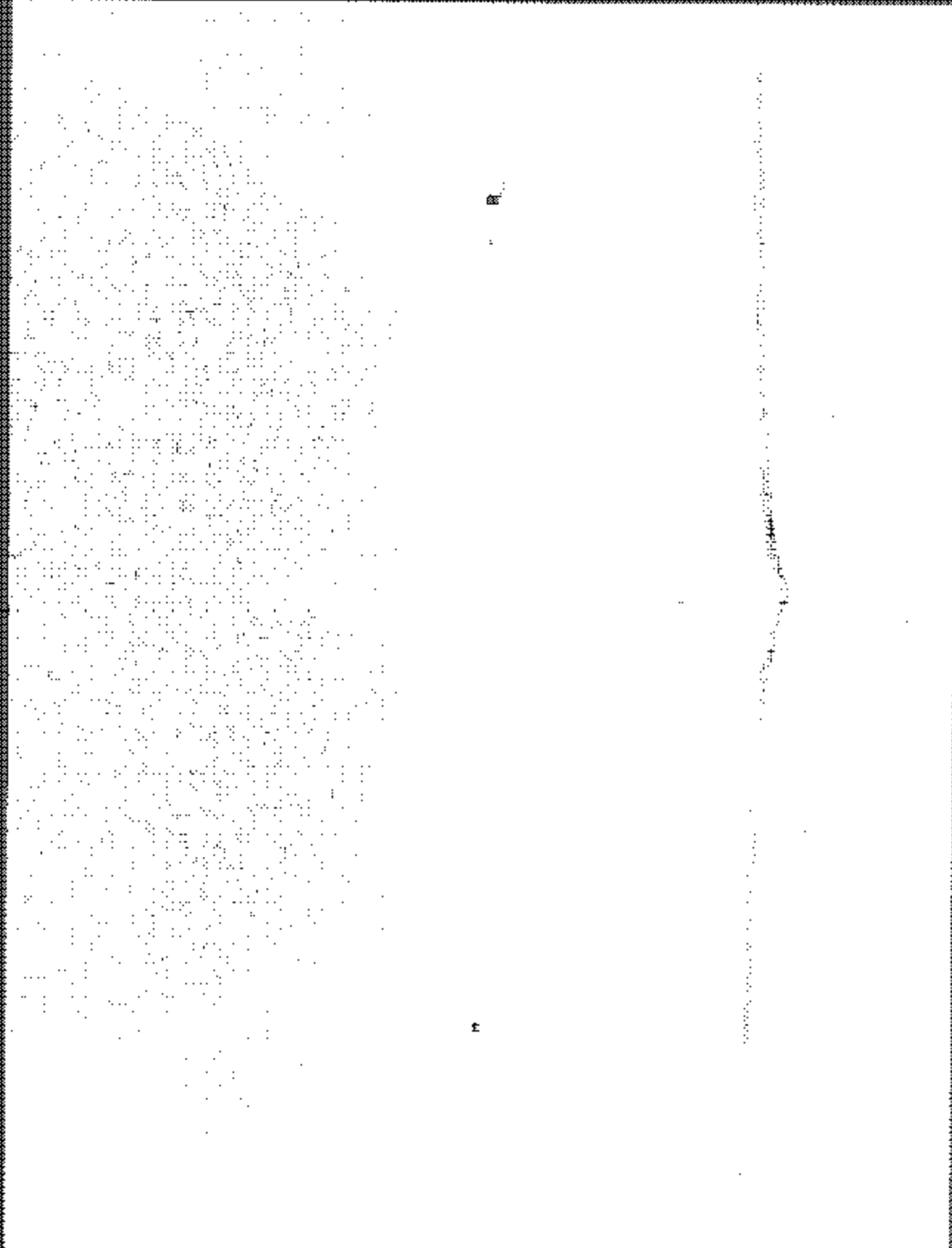
2004 CHRYSLER PACIFICA
NHTSA NO. C40301
FMVSS NO. 225

FIGURE 5.11
PRE-TEST 2ND ROW RIGHT LOWER ANCHORS
SIDE VIEW



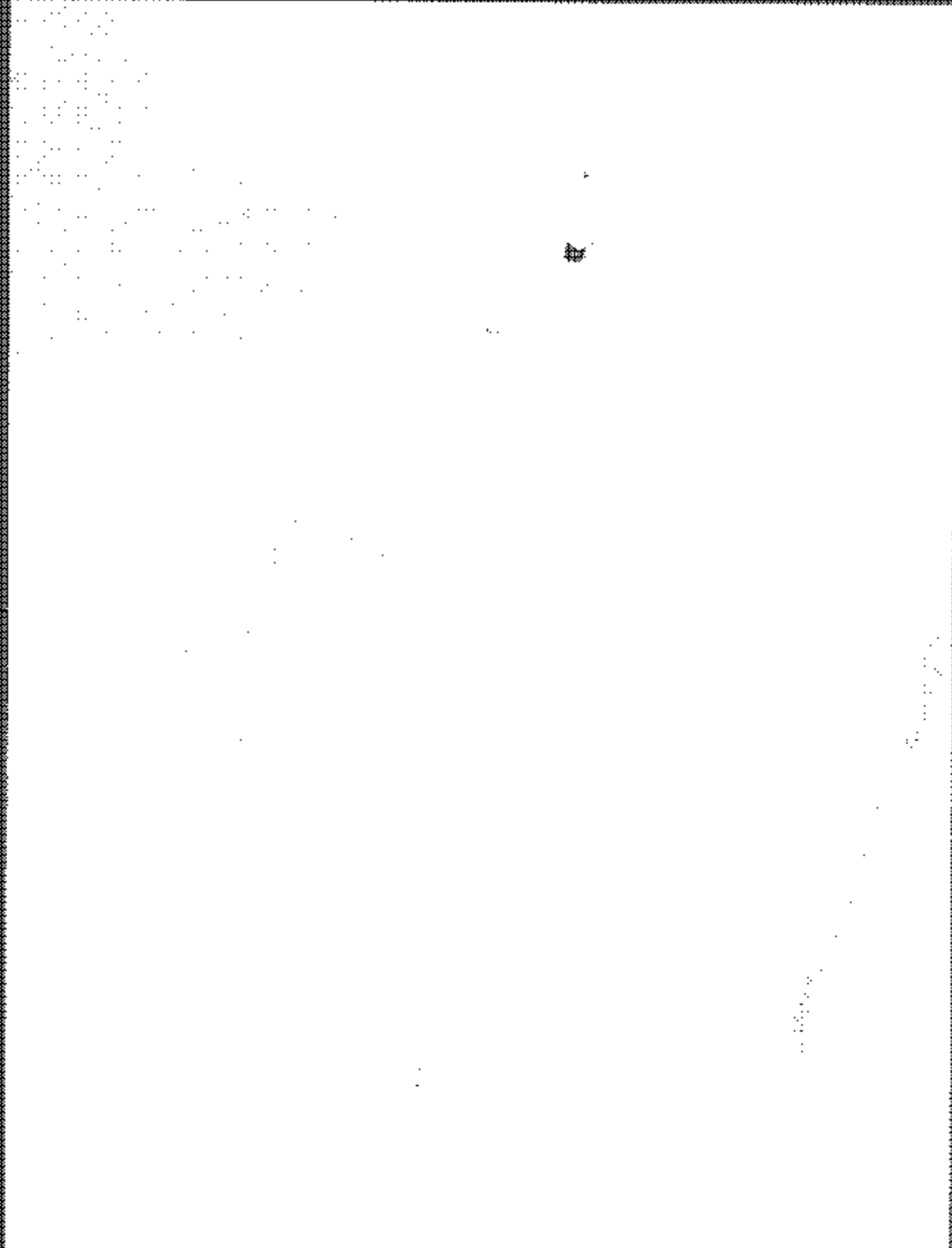
2004 CHRYSLER PACIFICA
NHTSA NO. C40301
FMVSS NO. 225

FIGURE 5.12
PRE-TEST 2ND ROW RIGHT TOP TETHER
ANCHOR



2004 CHRYSLER PACIFICA
NHTSA NO. C-40301
FMVSS NO. 226

FIGURE 5.13
PRE-TEST 2nd ROW LEFT LOWER ANCHORS
FRONT VIEW



2004 CHRYSLER PACIFICA
NHTSA NO. C40301
FMVSS NO. 226

FIGURE 5.14
PRE-TEST 2ND ROW LEFT LOWER ANCHORS
SIDE VIEW

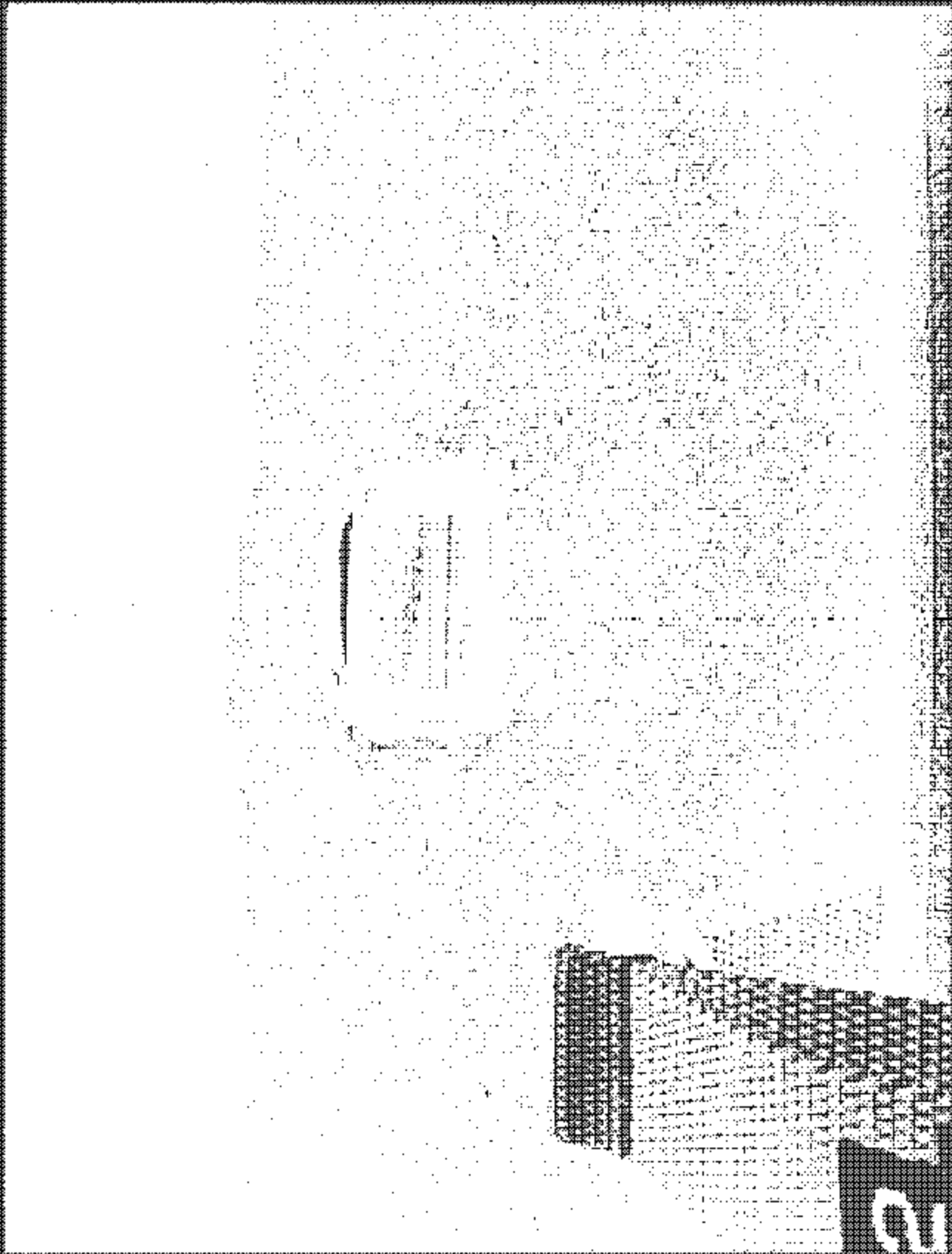
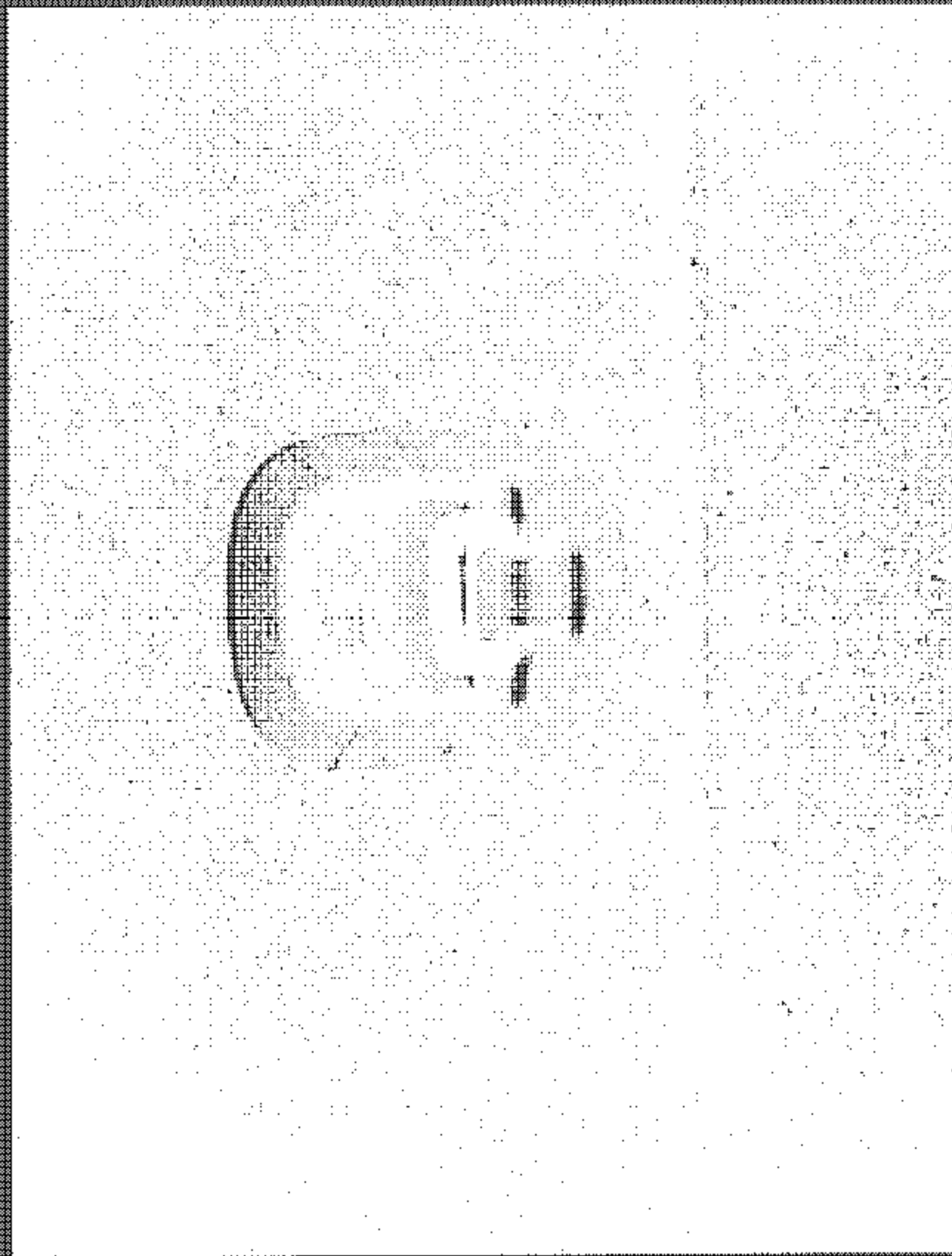


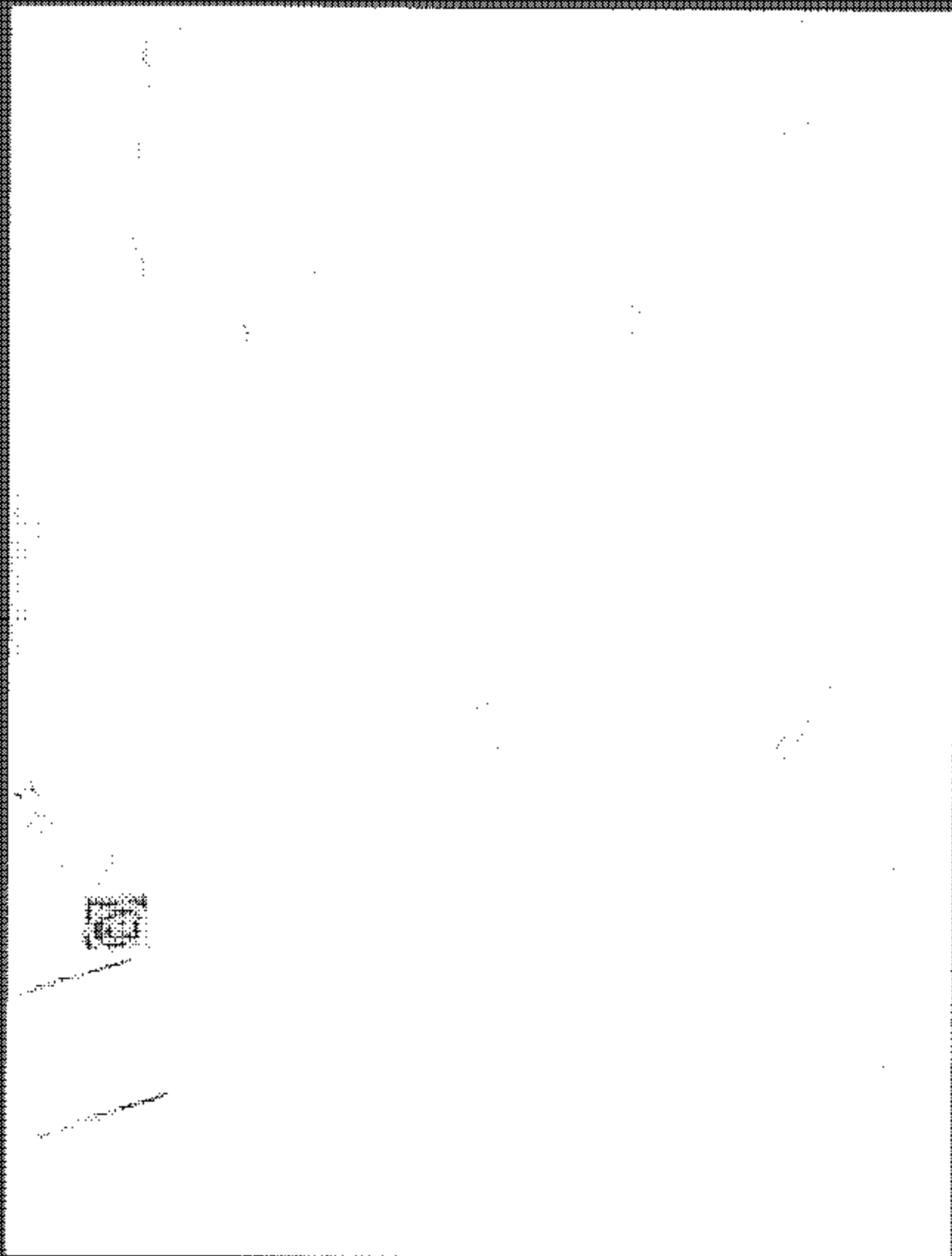
FIGURE 5-15
PRE-TEST 2ND ROW LEFT TOP TETHER
ANCHOR

2004 CHRYSLER PACIFICA
NHTSA NO. C40001
FMVSS NO. 22



2004 CHRYSLER PACIFICA
NHTSA NO. C46301
FMVSS NO. 225

FIGURE 6-18
PRE-TEST 3RD ROW LEFT TOP TETHER
ANCHOR



2004 CHRYSLER PACIFICA
NHTSA NO. C40301
FMVSS NO. 226

FIGURE 5-17
VIEW OF 2D TEMPLATE IN 2ND ROW RIGHT
SEAT

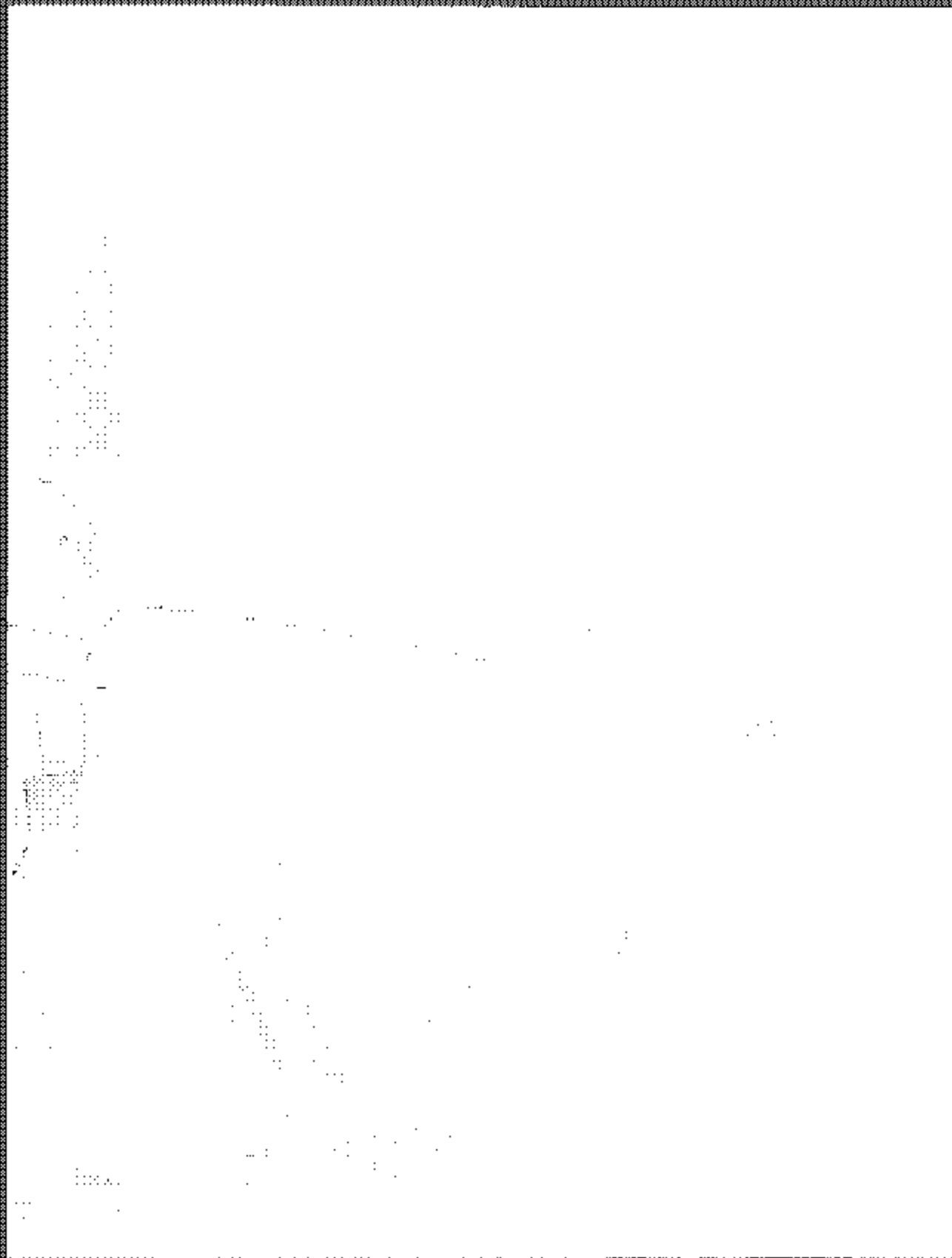


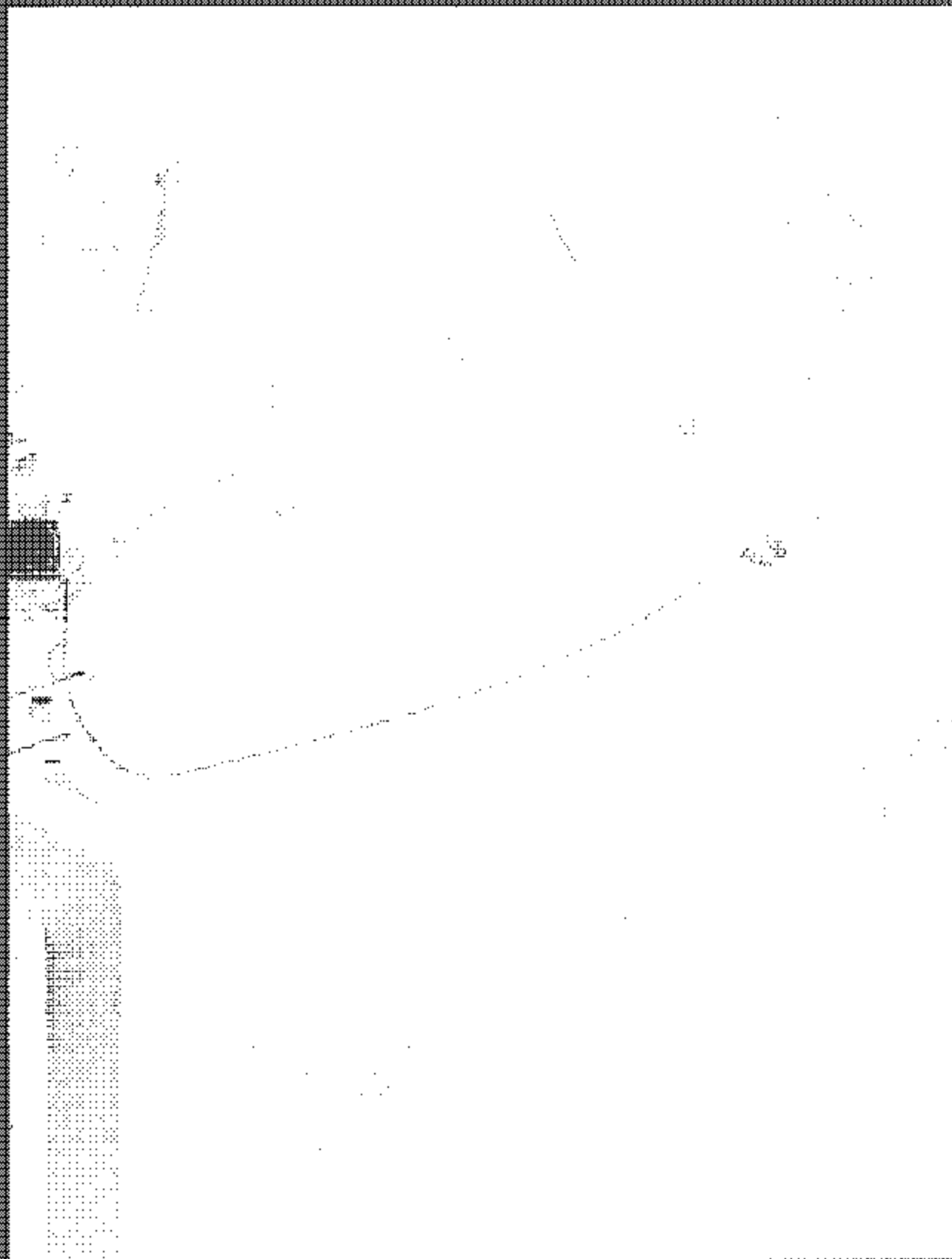
FIGURE 5.18
VIEW OF 20 TEMPLATE IN 2ND ROW RIGHT
SEAT

2004 CHRYSLER PACIFICA
NHTSA NO. C40301
FMVSS NO. 225



FIGURE 6.19
VIEW OF 2D TEMPLATE IN 2ND ROW LEFT
SEAT

2004 CHRYSLER PACIFICA
NHTSA NO. C40001
FMVSS NO. 225



2004 CHRYSLER PACIFICA
NHTSA NO. C40001
FMVSS NO. 225

FIGURE 5.20
VIEW OF 2D TEMPLATE IN 2ND ROW LEFT SEAT

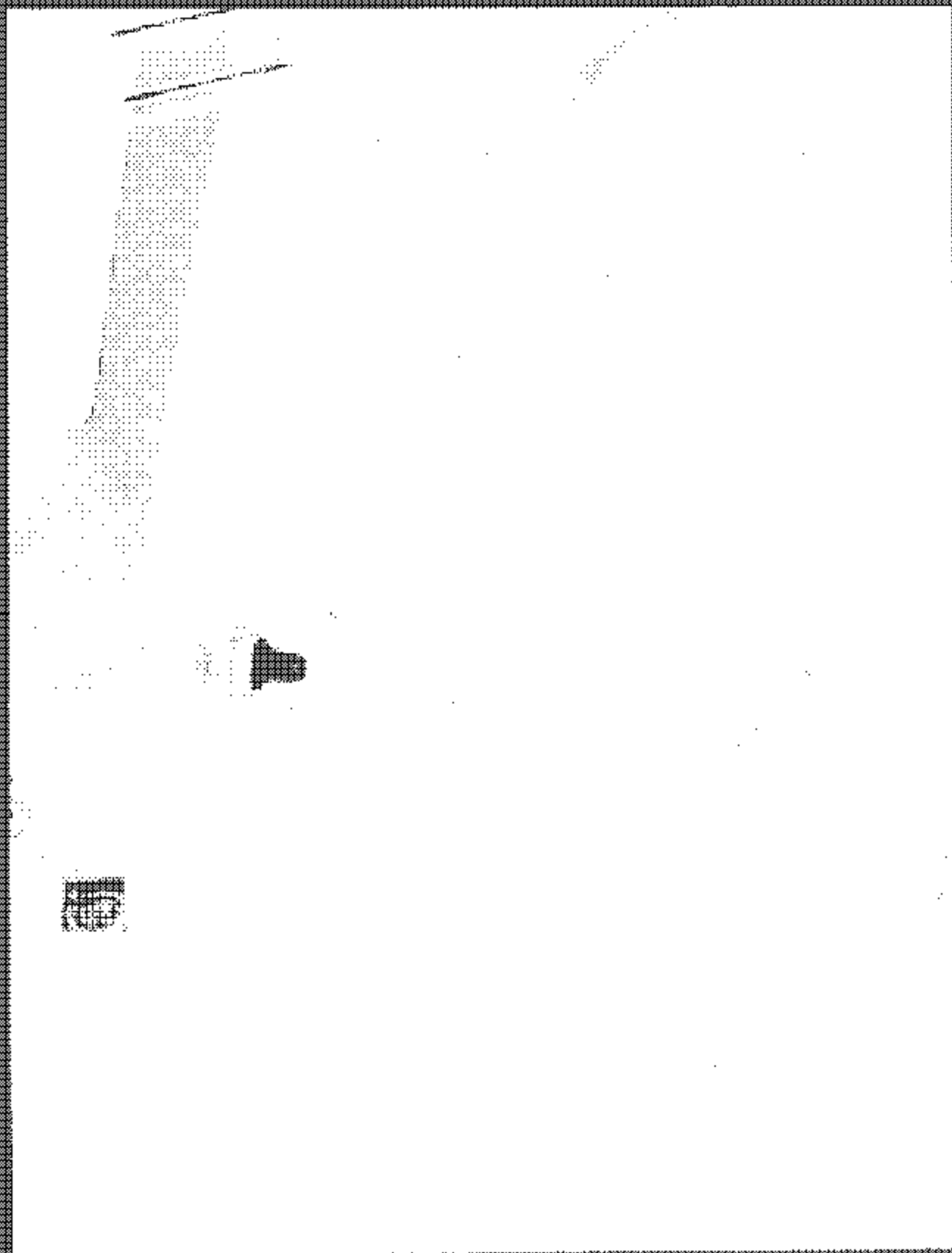


FIGURE 5.21
VIEW OF 2D TEMPLATE IN 3RD ROW LEFT SEAT

2004 CHRYSLER PACIFICA
NHTSA NO. C40301
FMVSS NO. 225

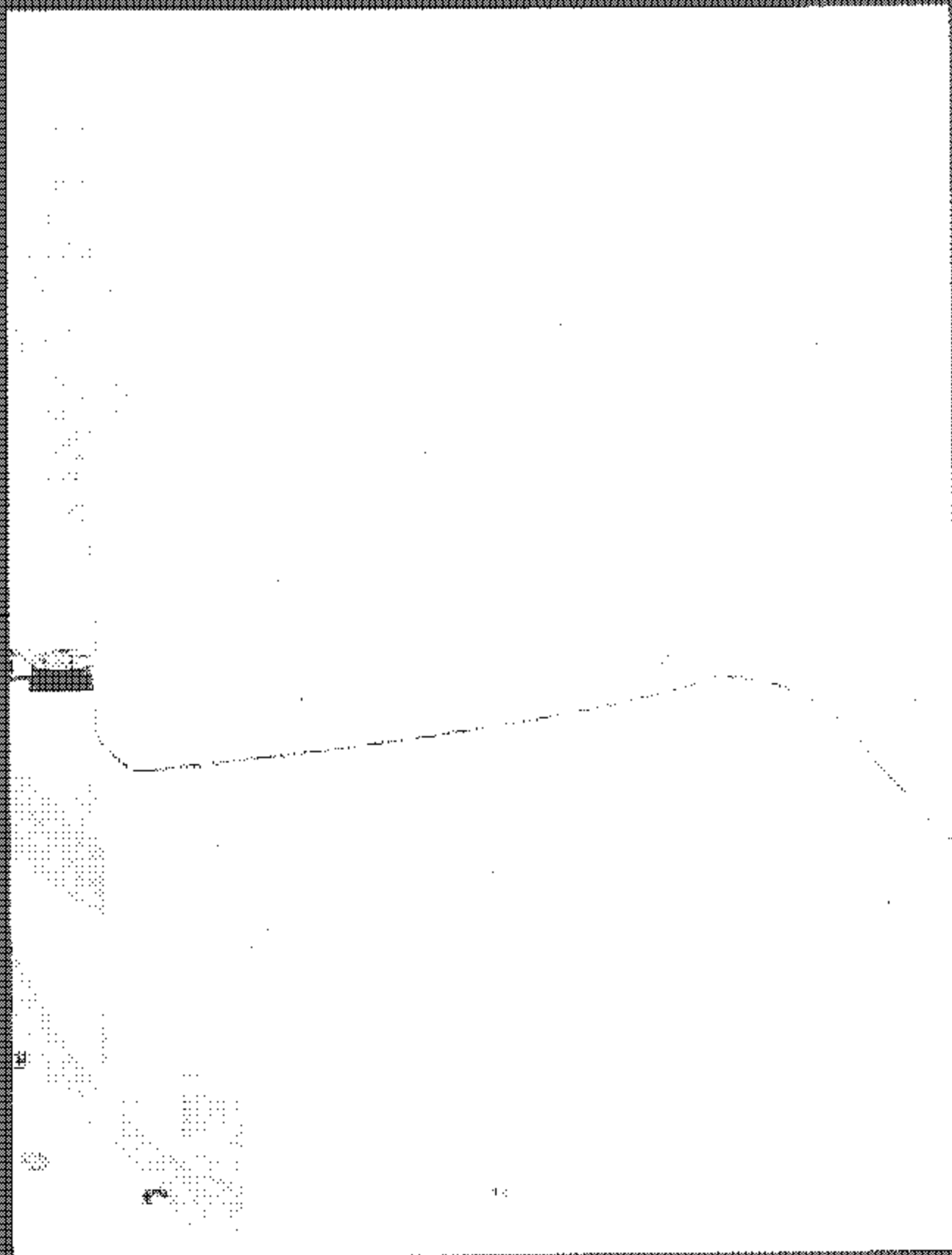


FIGURE 5.22
VIEW OF 2D TEMPLATE IN 8TH ROW LEFT SEAT

2004 CHRYSLER PACIFICA
NHTSA NO. C49391
FMVSS NO. 226

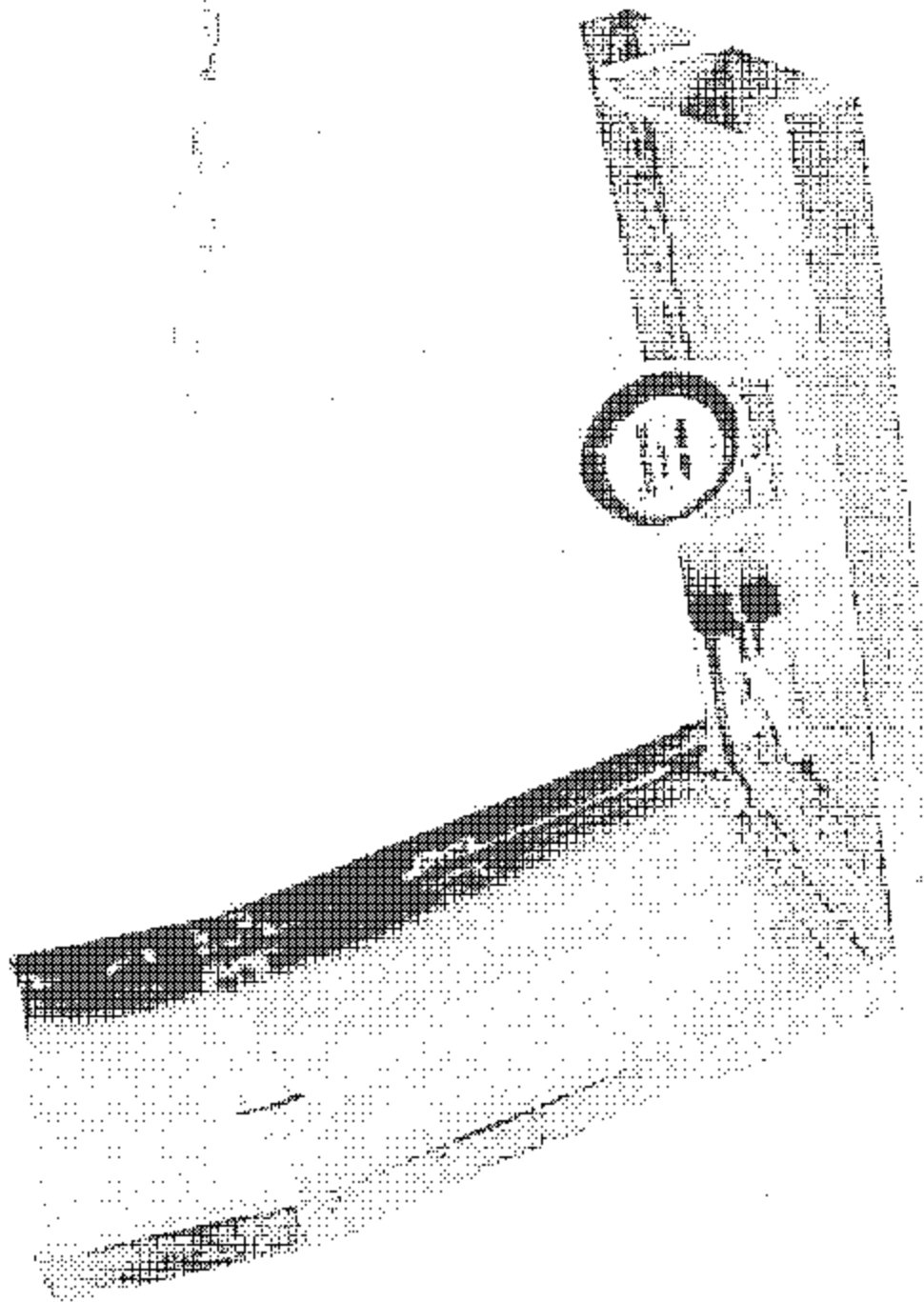


FIGURE 5.23
VIEW OF CRF IN 2ND ROW RIGHT SEAT

2004 CHRYSLER PACIFICA
NHTSA NO. C40301
FMVSS NO. 225

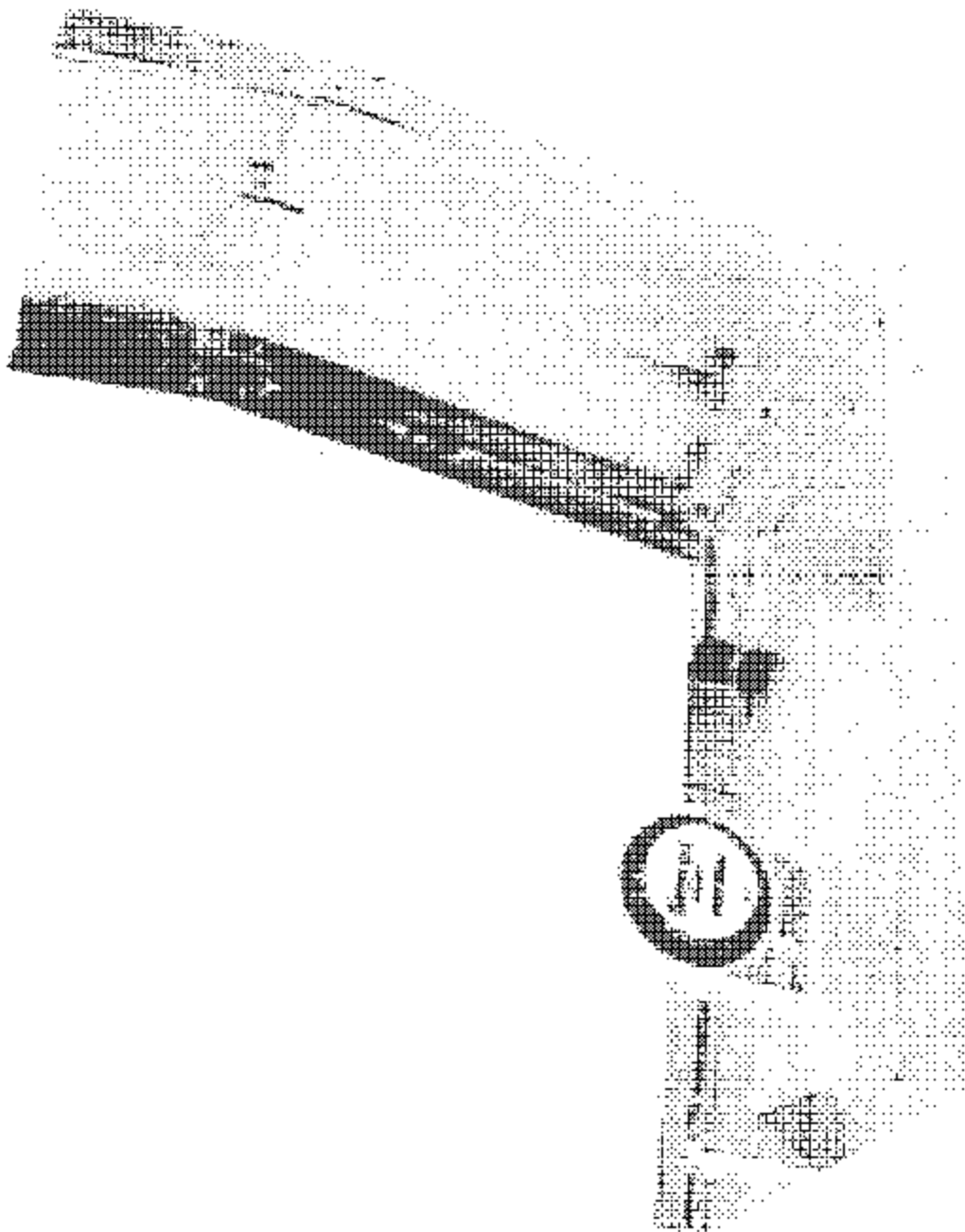


FIGURE 5.24
VIEW OF CRF IN 2ND ROW LEFT SEAT

2004 CHRYSLER PACIFICA
NHTSA NO. C40301
FMVSS NO. 225

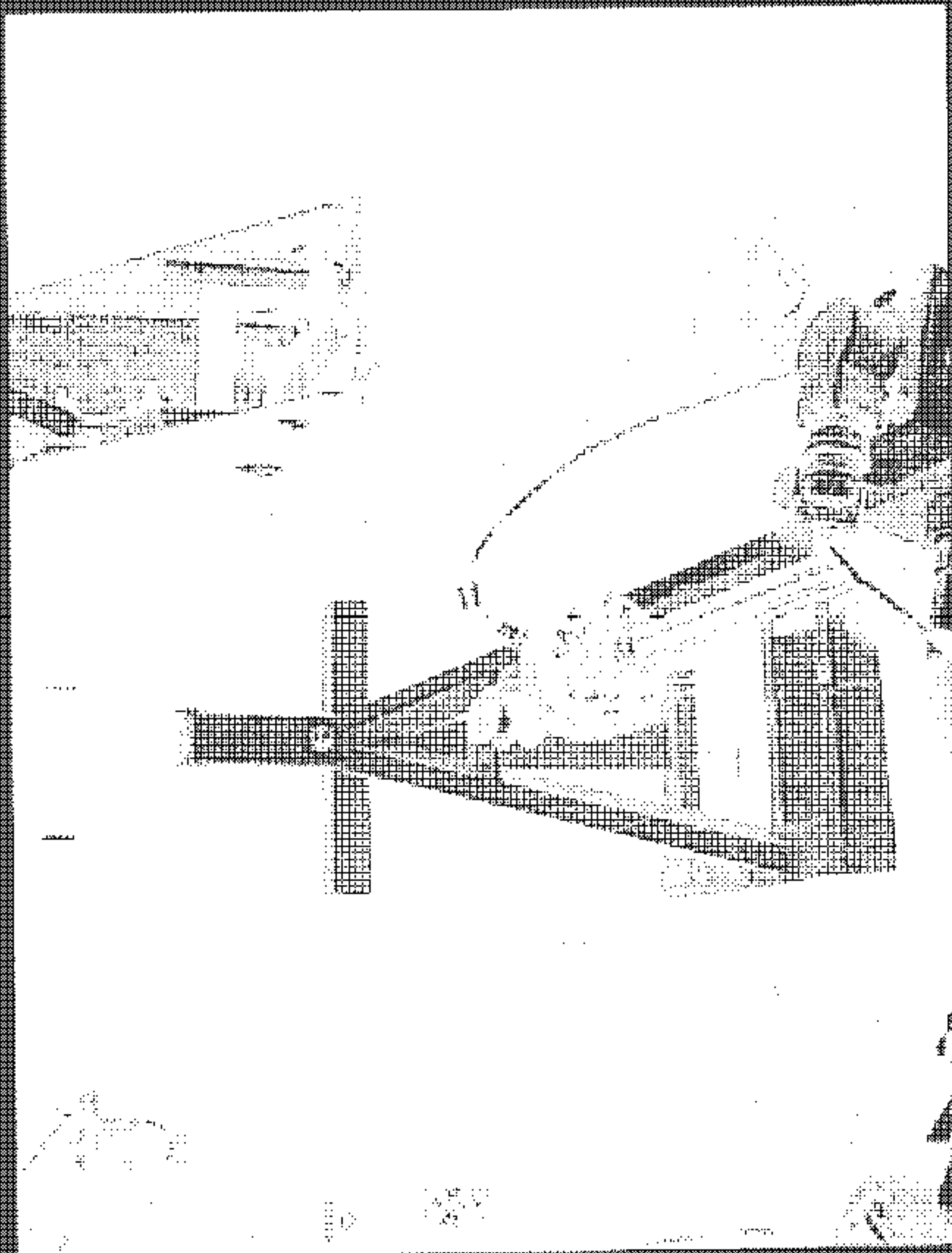
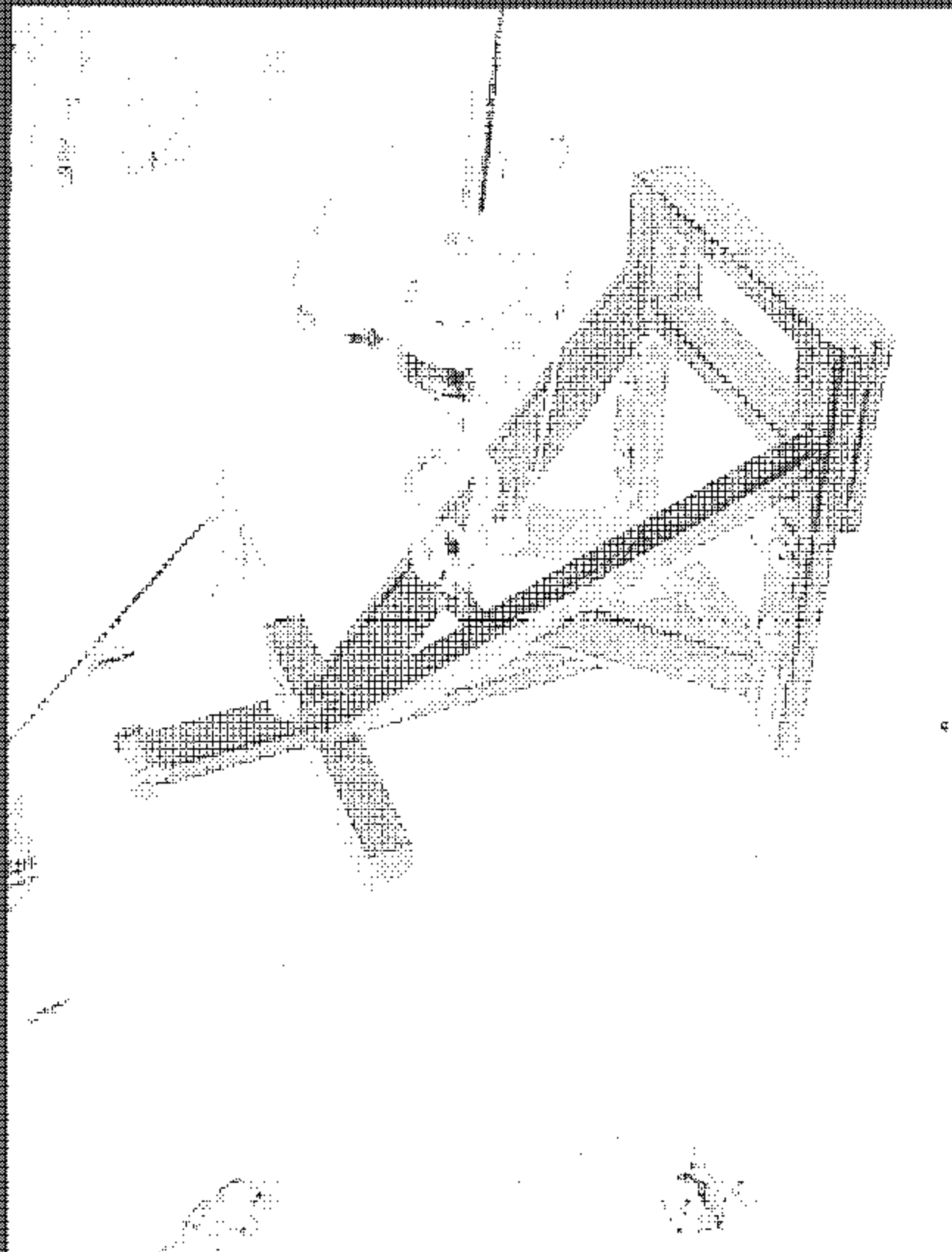


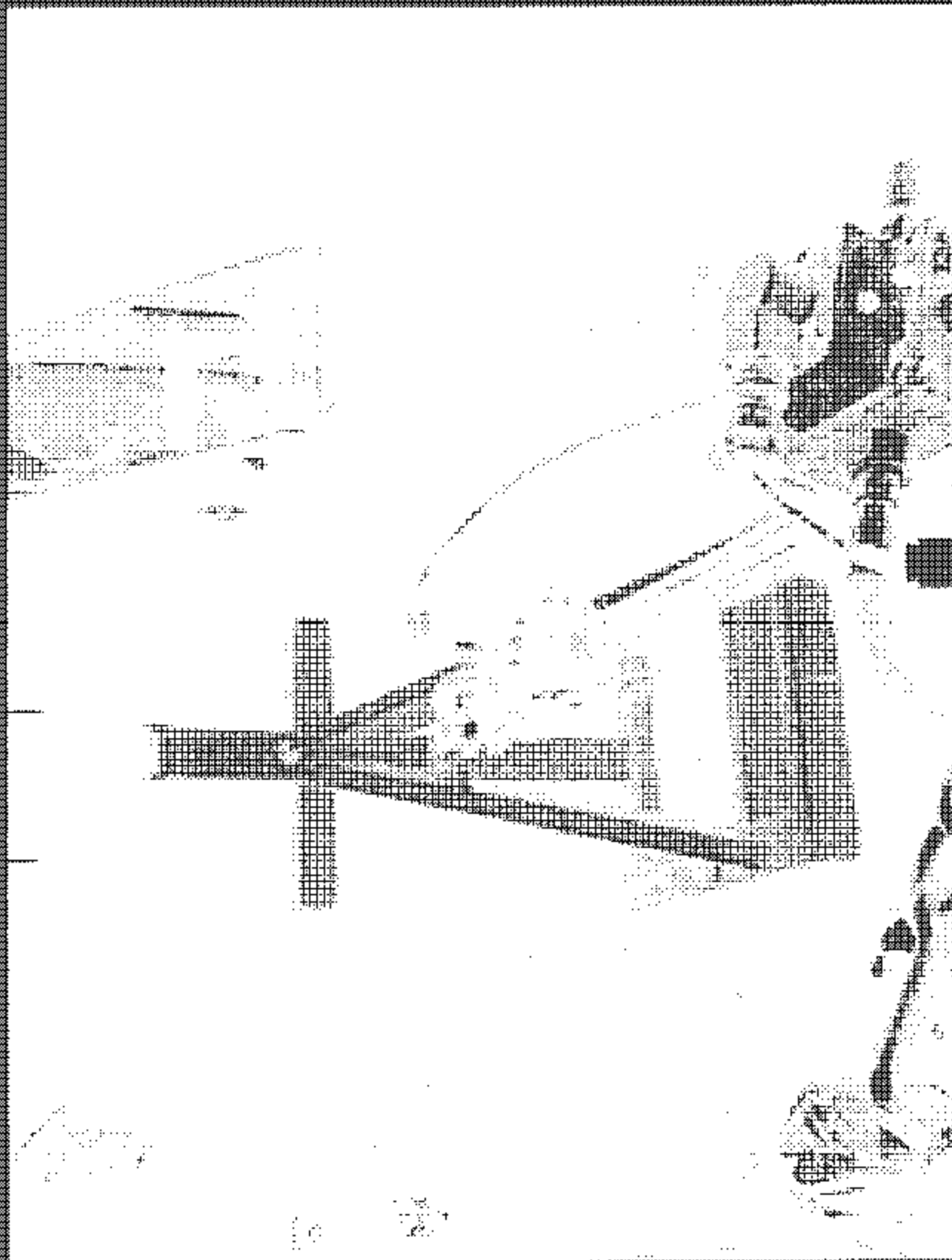
FIGURE 6.26
PRE-TEST SET-UP 2ND ROW RIGHT POSITION
FRONT VIEW

2004 CHRYSLER PACIFICA
NHTSA NO. C40801
FMVSS NO. 225



2004 CHRYSLER PACIFICA
NHTSA NO. C40301
FMVSS NO. 225

FIGURE 5.2B
PRE-TEST SET-UP 2ND ROW RIGHT POSITION
SIDE VIEW



2004 CHRYSLER PACIFICA
NHTSA NO. C46301
FMVSS NO. 225

FIGURE 3.27
POST TEST 2ND ROW RIGHT POSITION FRONT
VIEW

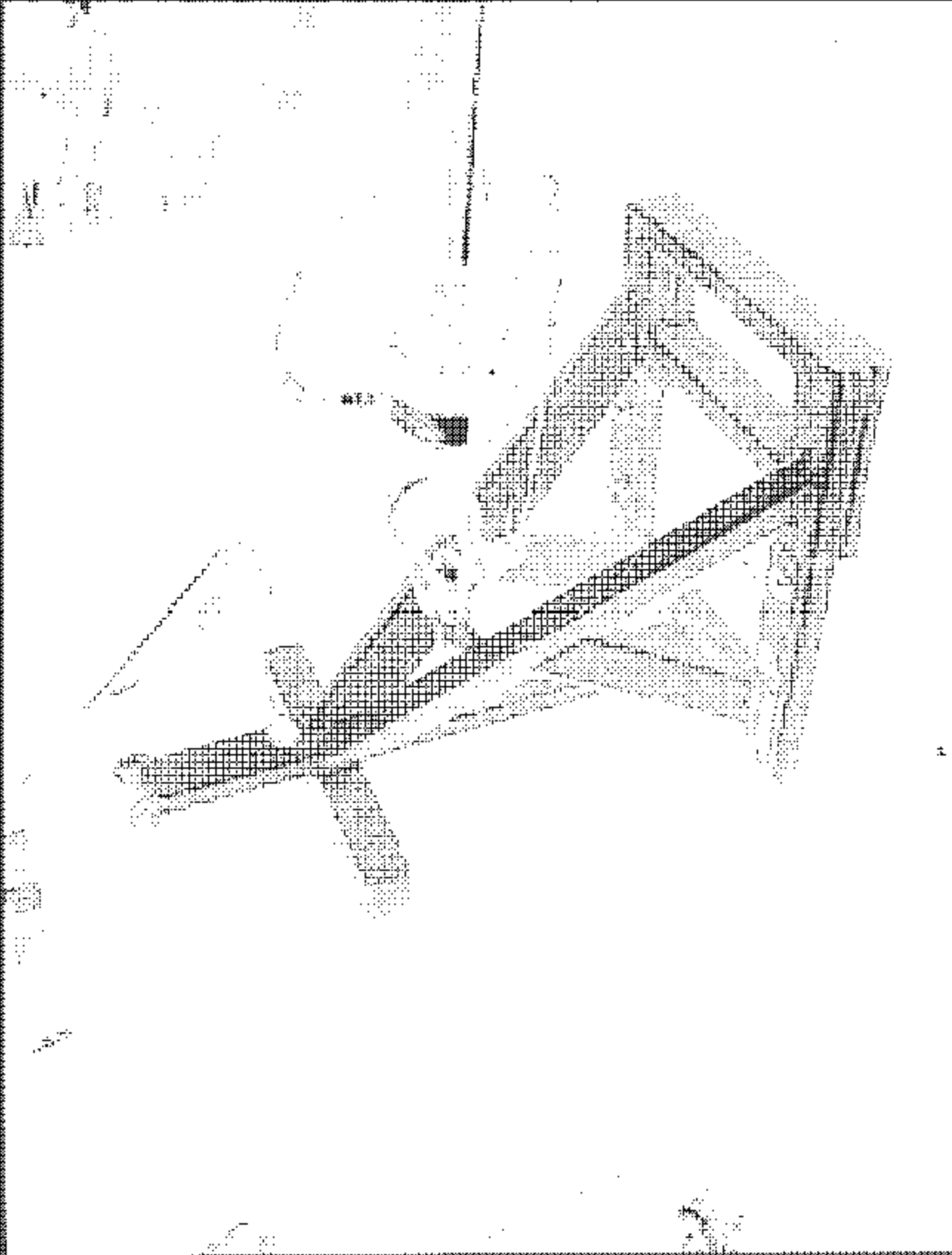


FIGURE 5.26
POST TEST 2ND ROW RIGHT POSITION SIDE
VIEW

2004 CHRYSLER PACIFICA
NHTSA NO. C40301
FMVSS NO. 225

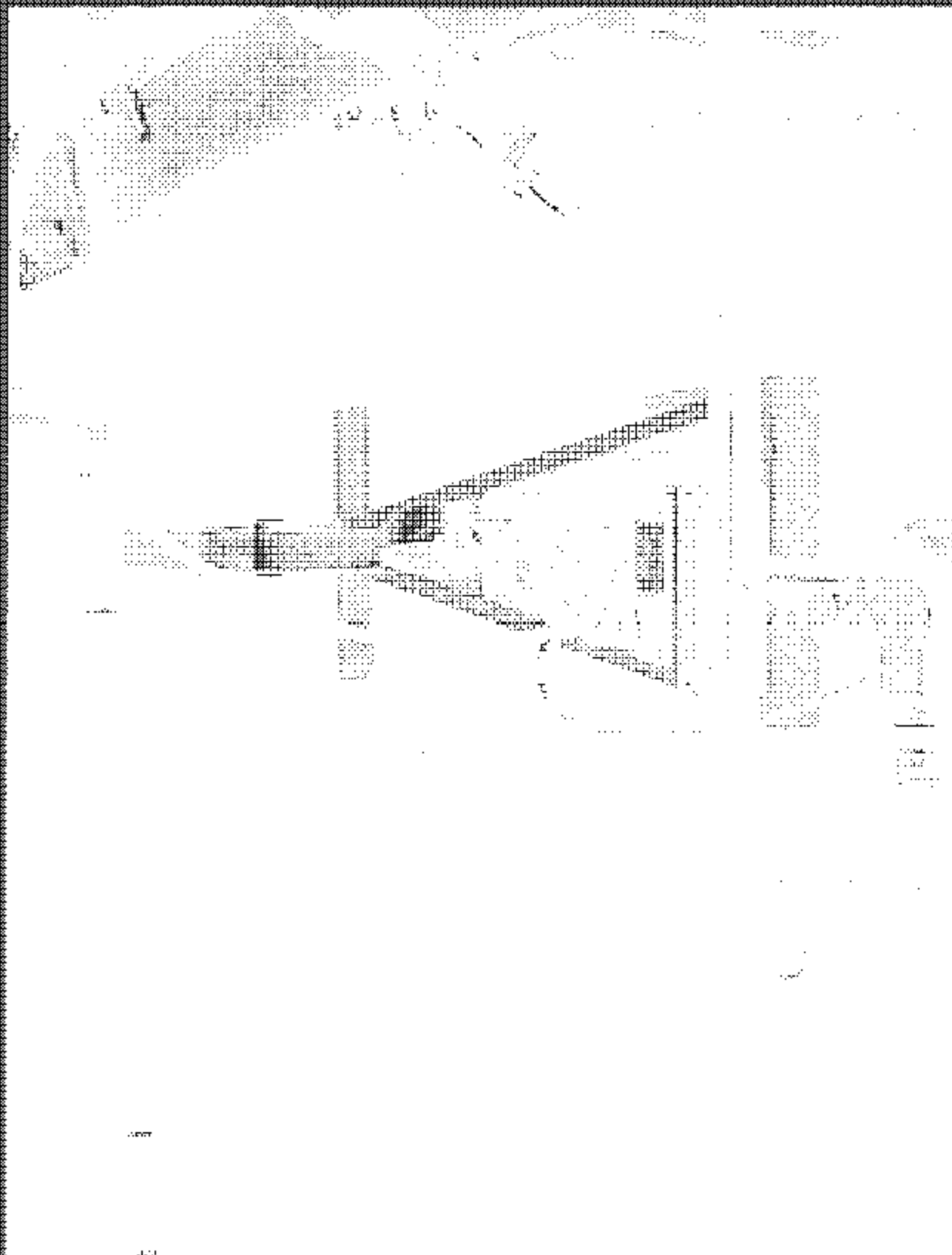
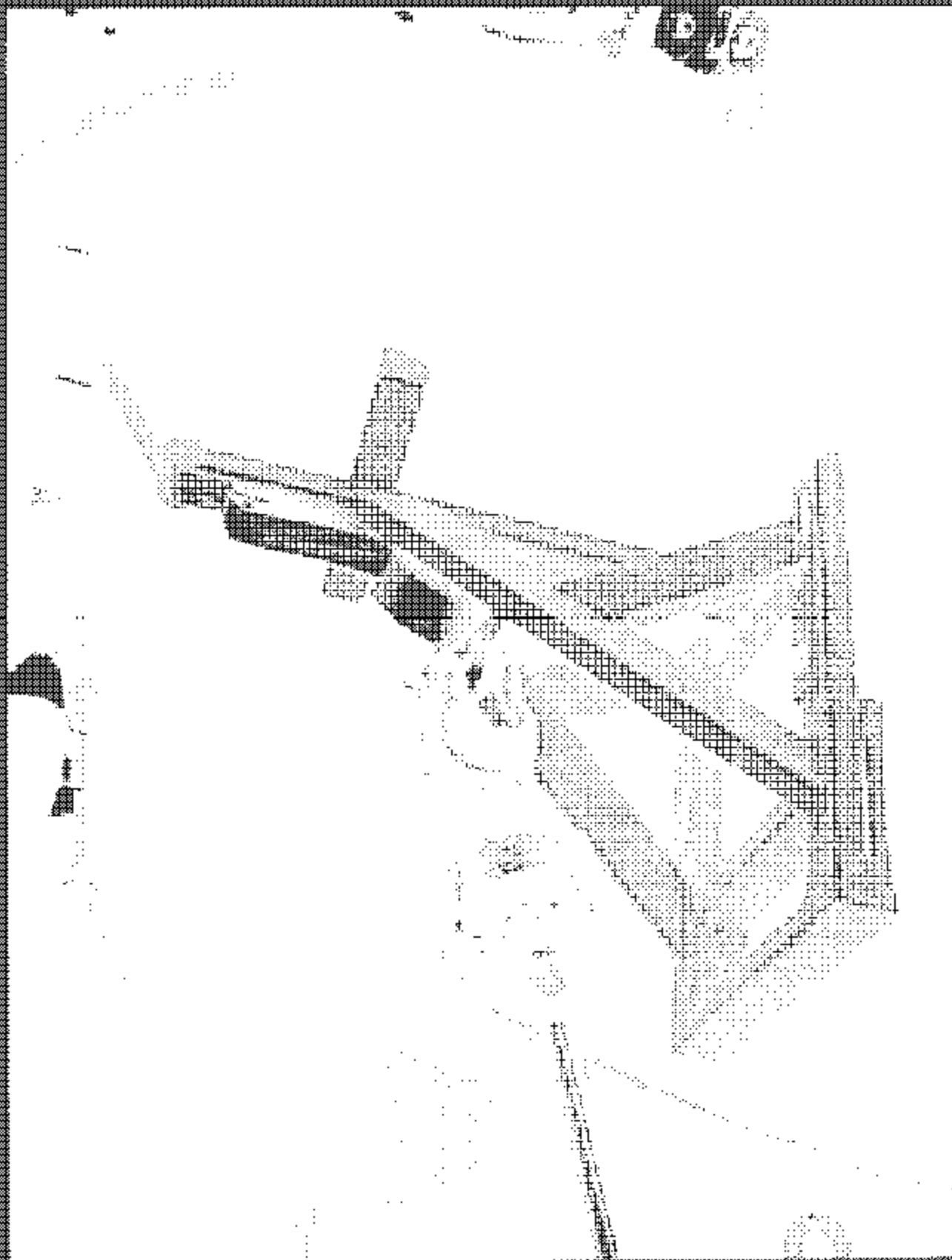


FIGURE 5.29
PRE-TEST SET-UP 2ND ROW LEFT POSITION
FRONT VIEW

2004 CHRYSLER PACIFICA
NHTSA NO. C40301
FMVSS NO. 225



2004 CHRYSLER PACIFICA
NHTSA NO. C40001
FMVSS NO. 225

FIGURE 5.30
PRE-TEST SET-UP 2ND ROW LEFT POSITION
SIDE VIEW

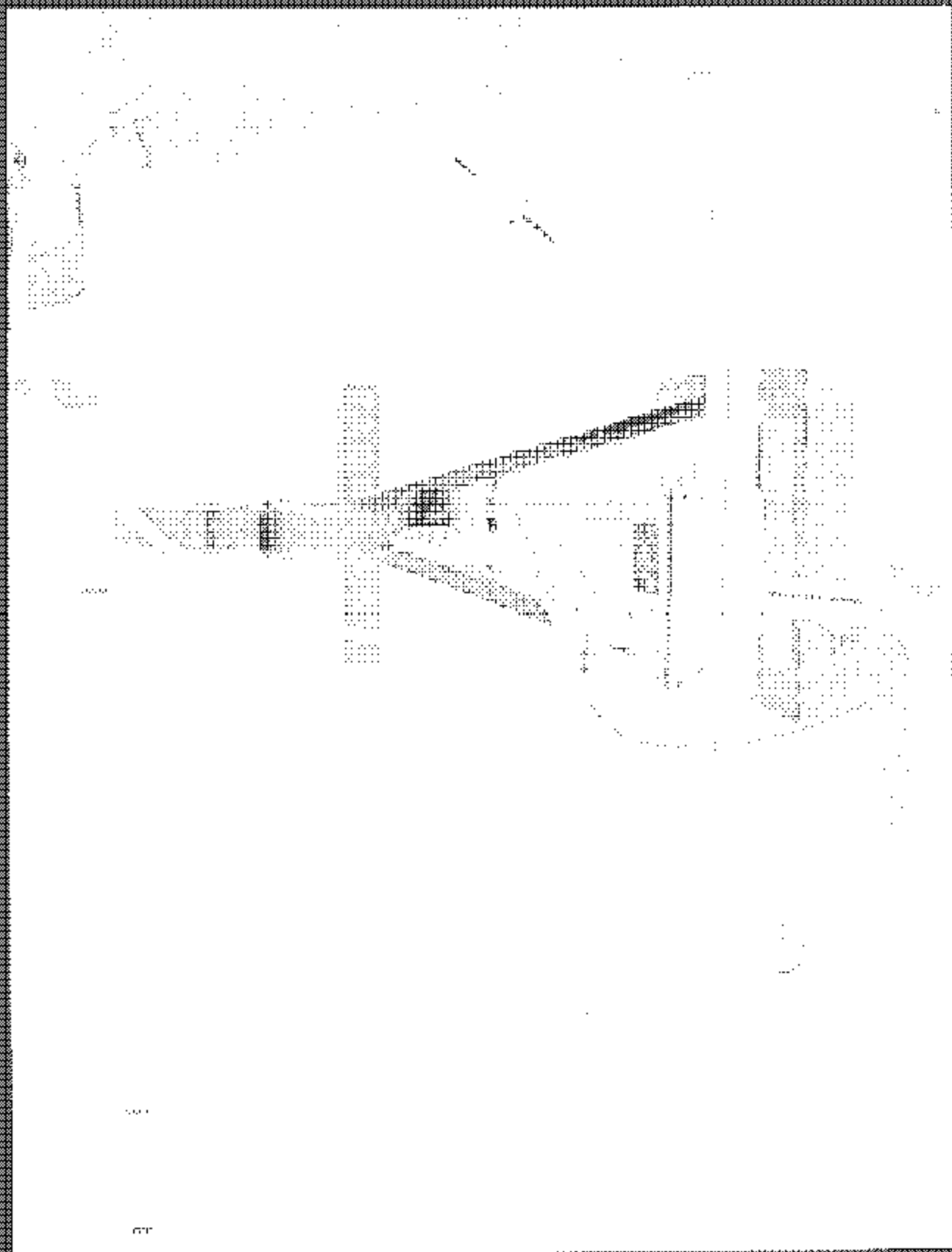


FIGURE 5.31
POST TEST 2ND ROW LEFT POSITION FRONT
VIEW

2004 CHRYSLER PACIFICA
NHTSA NO. C49391
FMVSS NO. 225

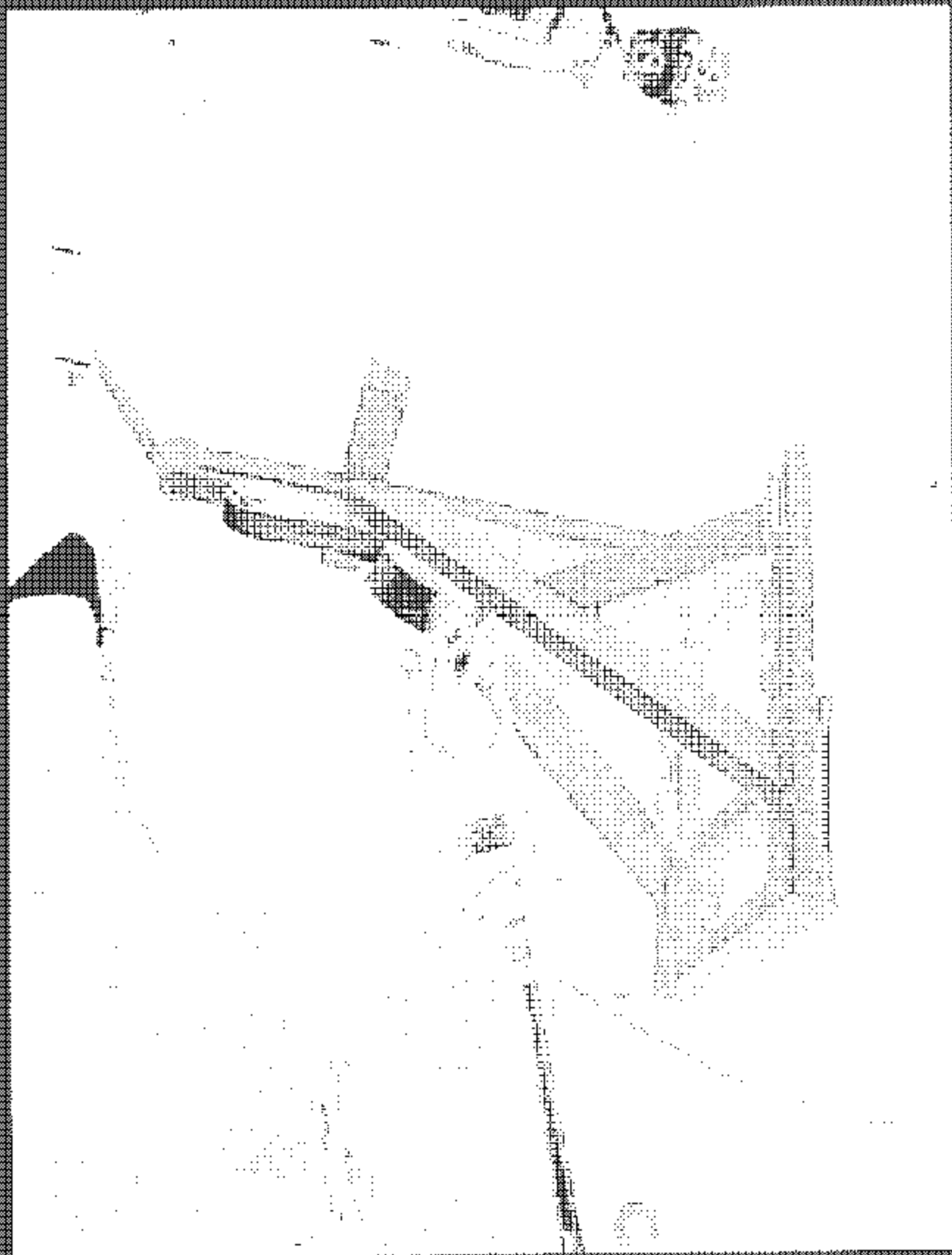


FIGURE 5.32
POST TEST 2ND ROW LEFT POSITION SIDE
VIEW

2004 CHRYSLER PACIFICA
NHTSA NO. C40301
FMVSS NO. 225

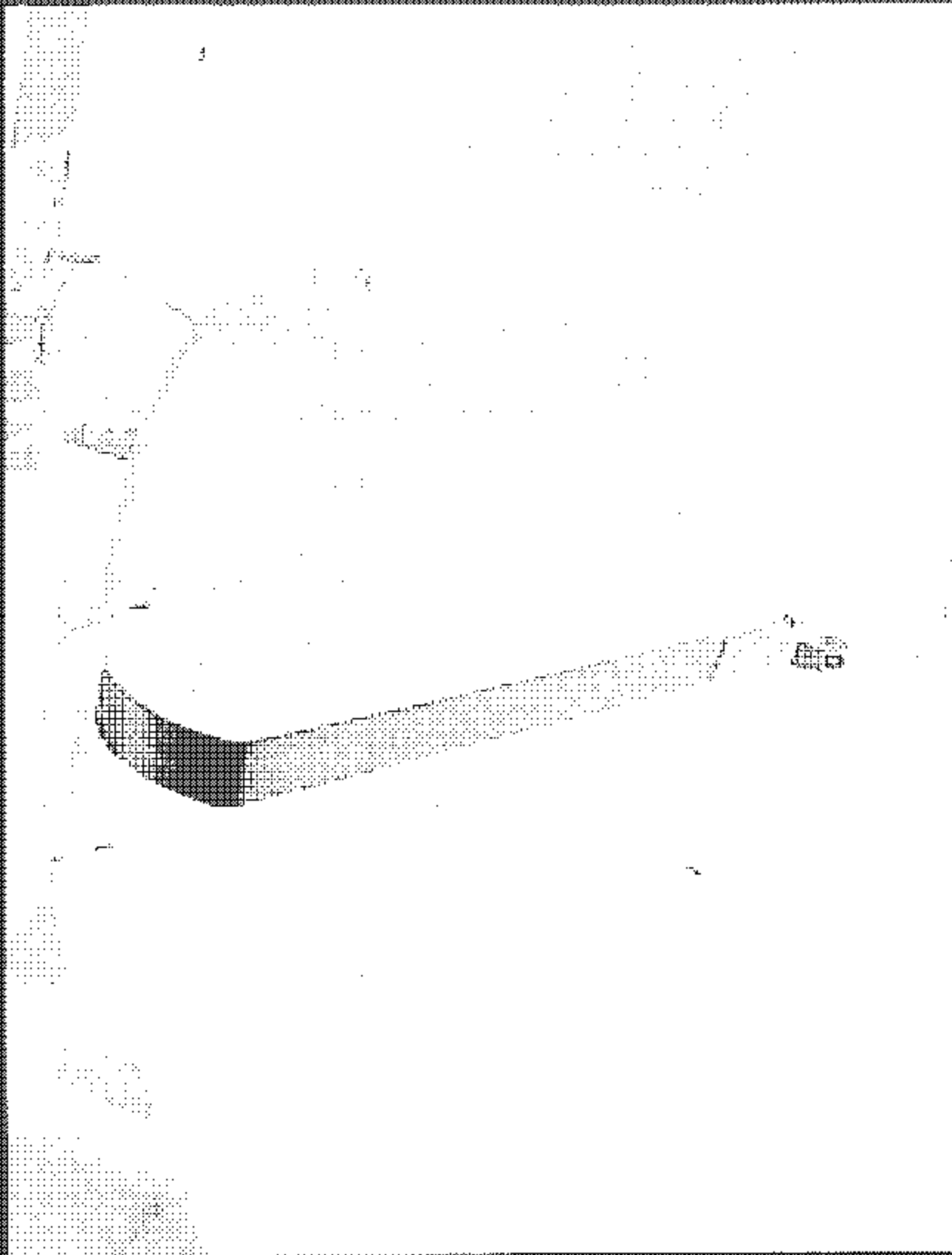
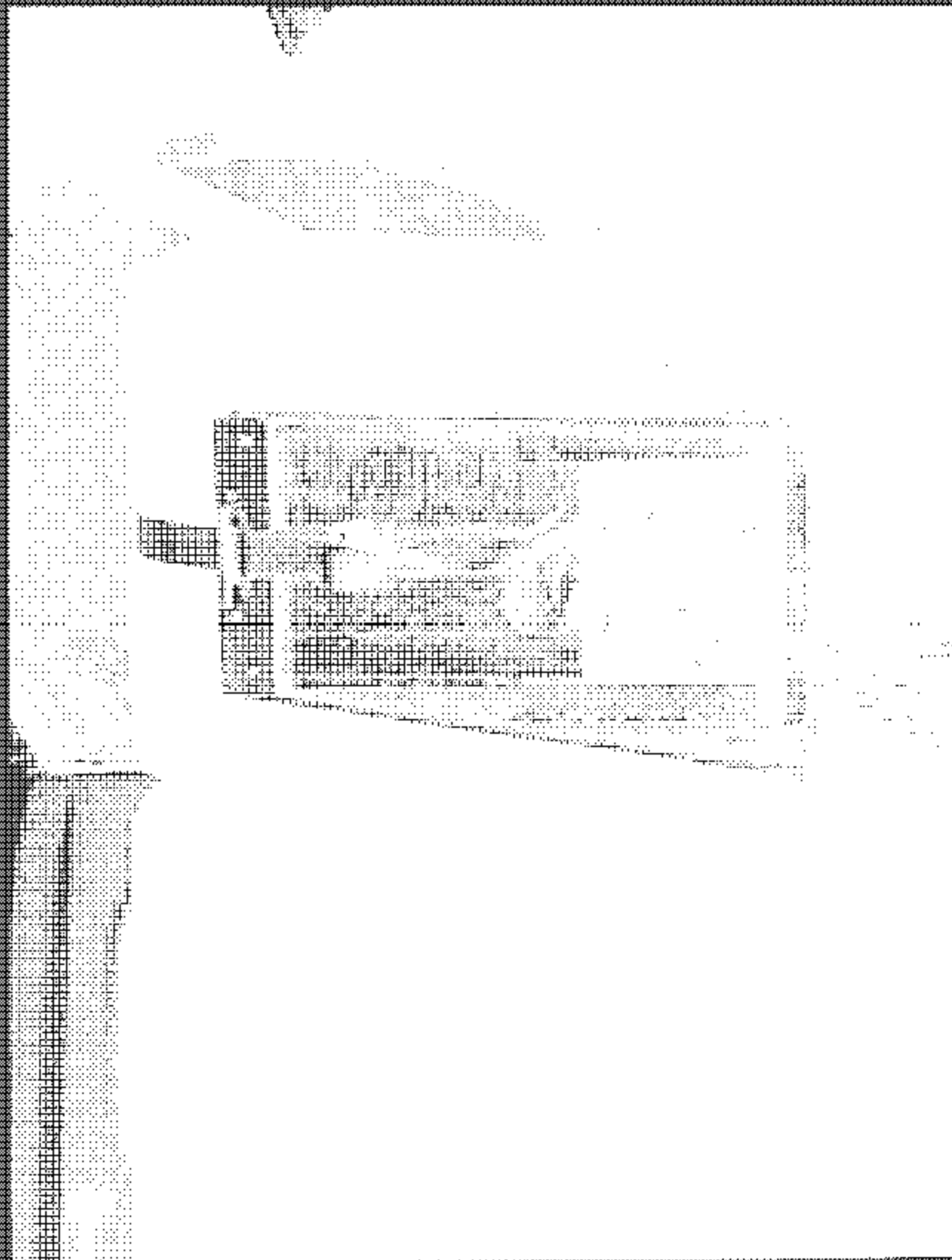


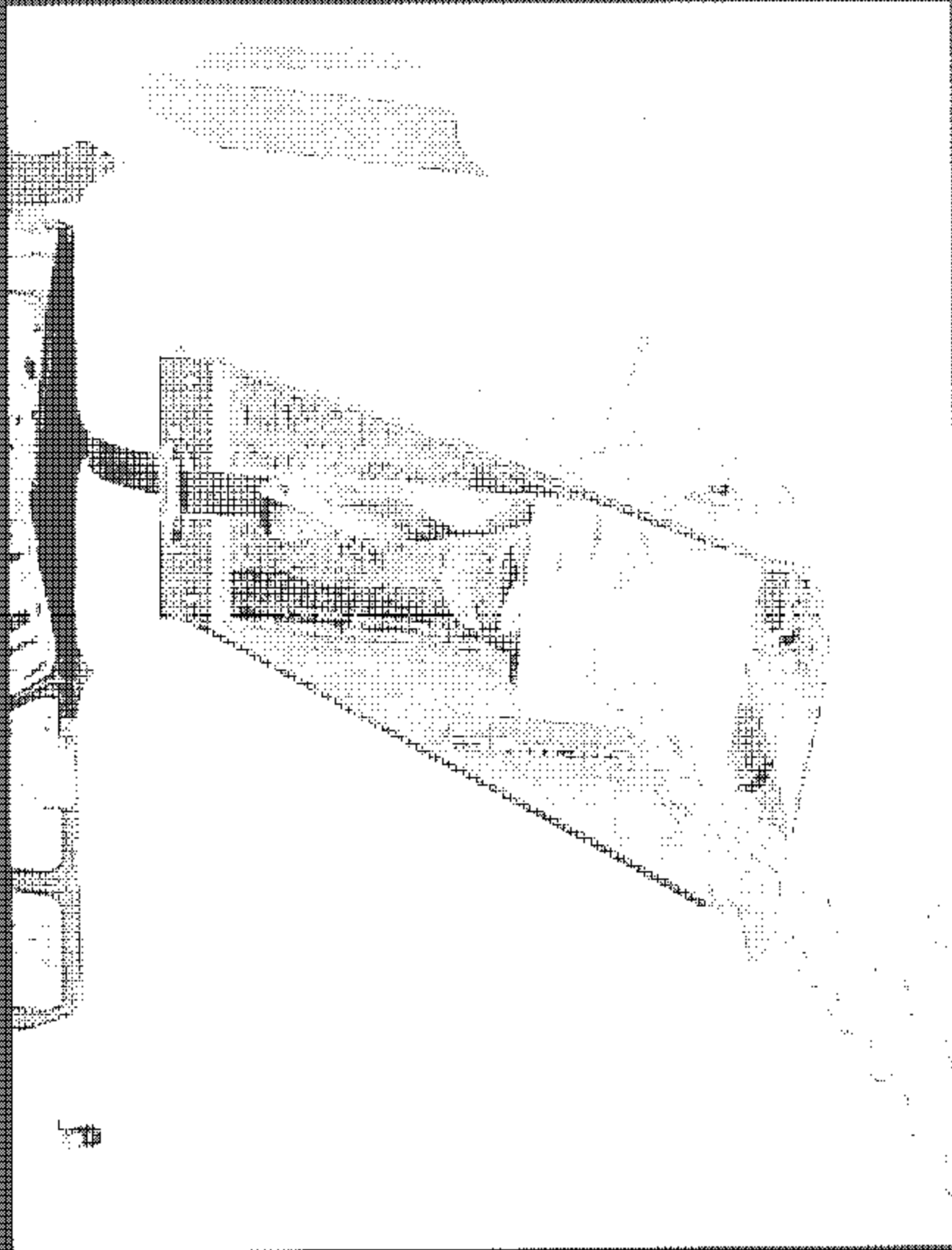
FIGURE 5.33
POST TEST 2ND ROW LEFT POSITION REAR
VIEW

2004 CHRYSLER PACIFICA
NHTSA NO. C40301
FMVSS NO. 225



2004 CHRYSLER PACIFICA
NHTSA NO. C40301
FMVSS NO. 225

FIGURE 5.34
PRE-TEST SET-UP 3RD ROW LEFT POSITION
FRONT VIEW



2004 CHRYSLER PACIFICA
NHTSA NO. C40301
FMVSS NO. 225

FIGURE 5.36
PRE-TEST SET-UP 3RD ROW LEFT POSITION
SIDE VIEW

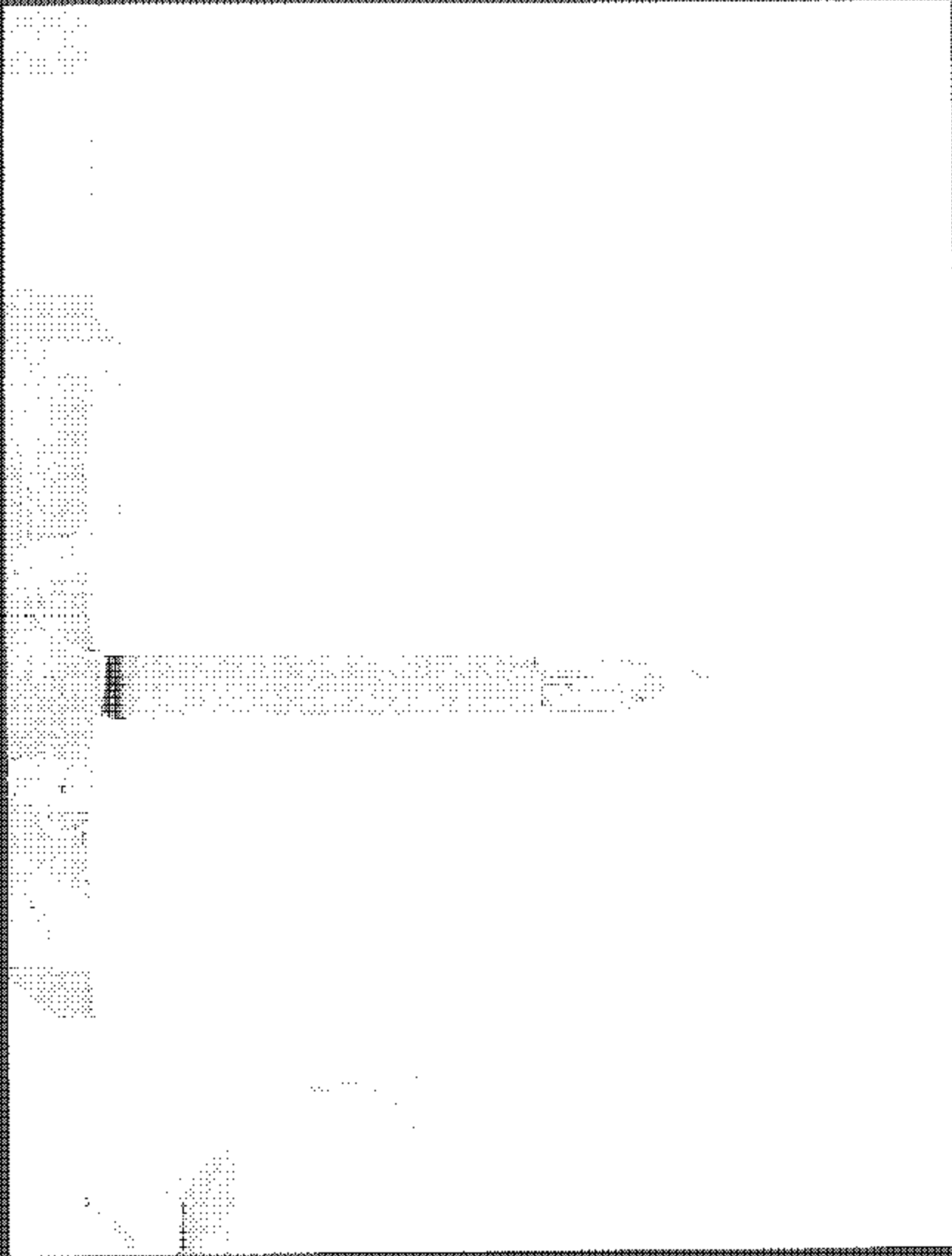
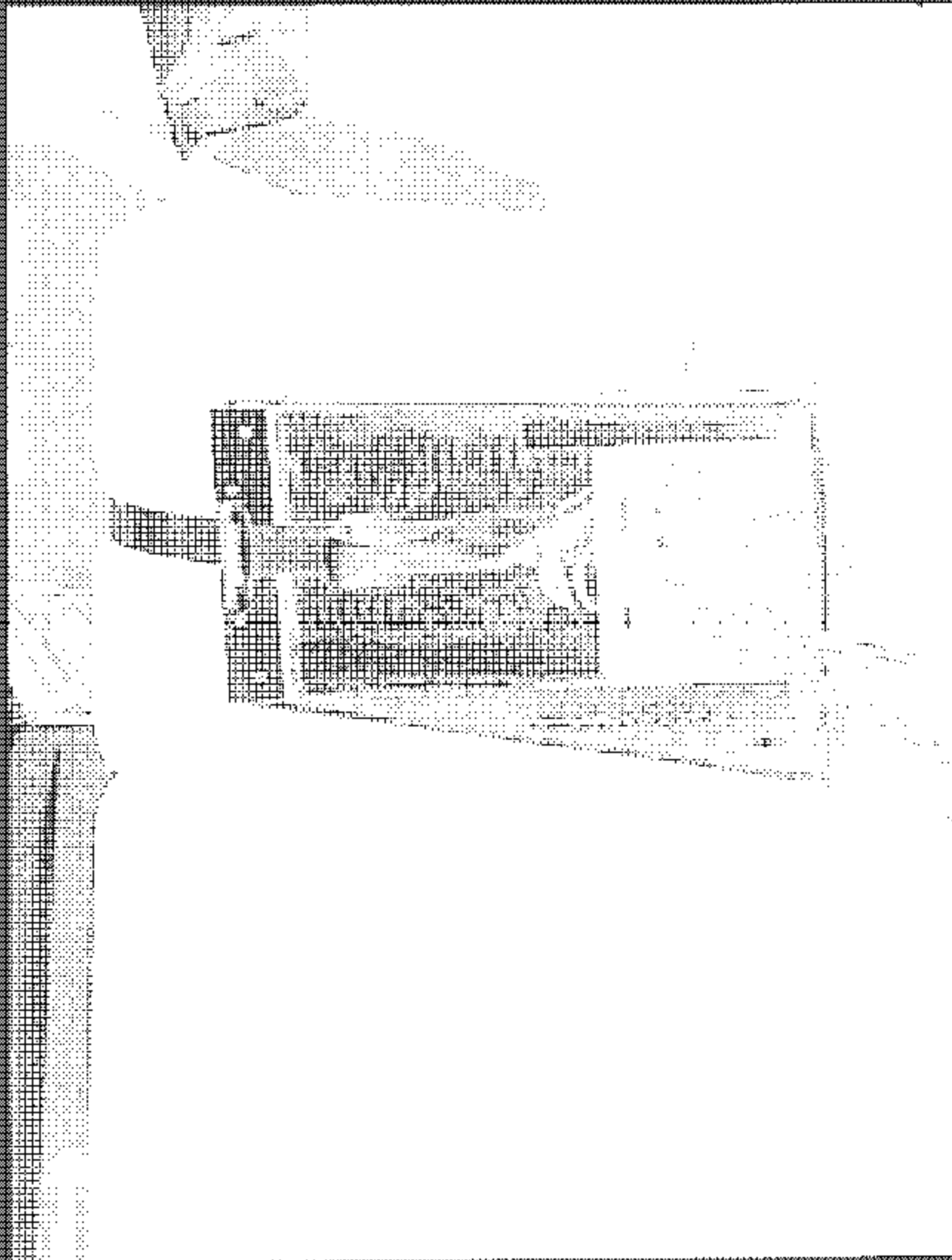


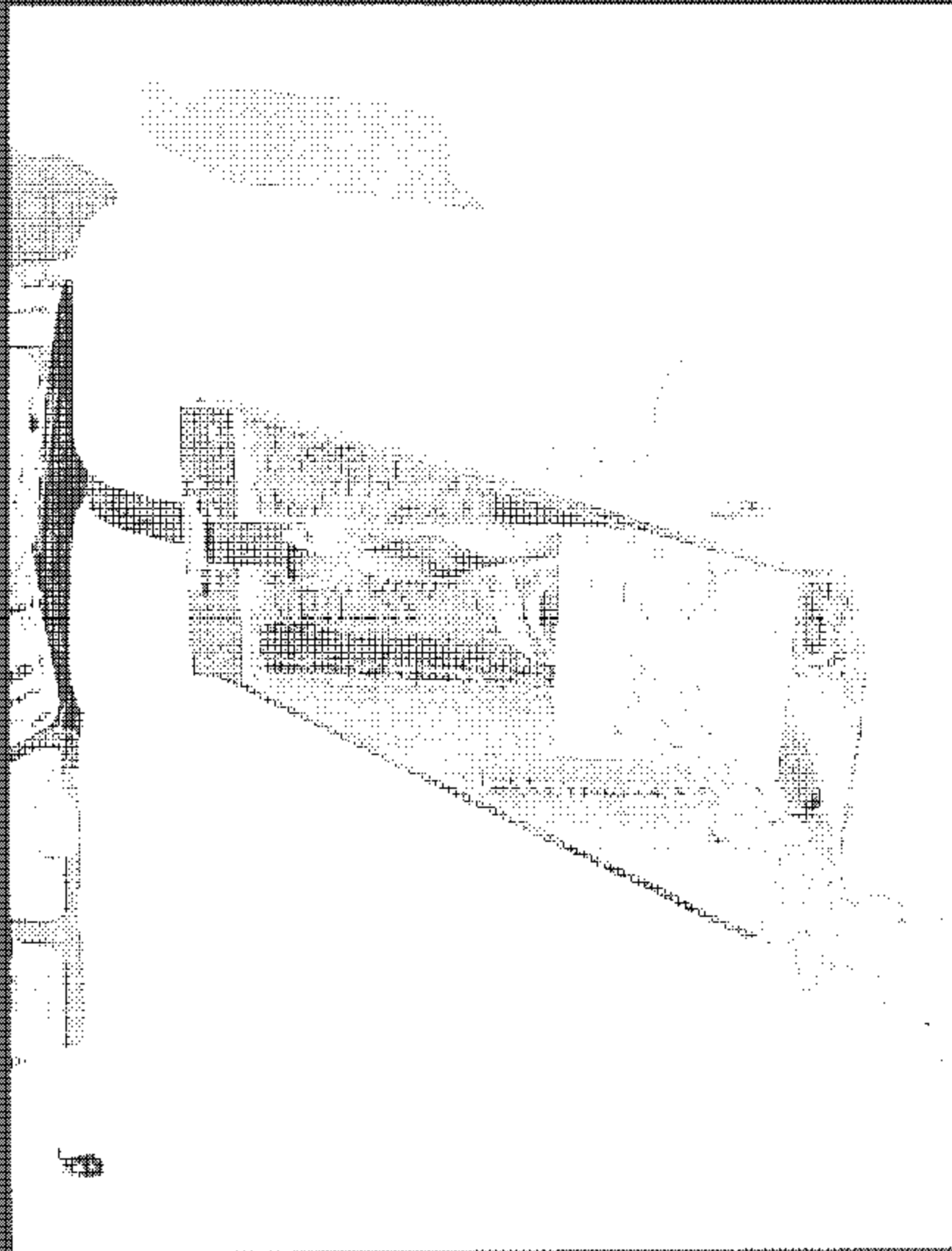
FIGURE 5.38
PRE-TEST SET-UP 3RD ROW LEFT POSITION
REAR VIEW

2004 CHRYSLER PACIFICA
NHTSA NO. C40301
FMVSS NO. 225



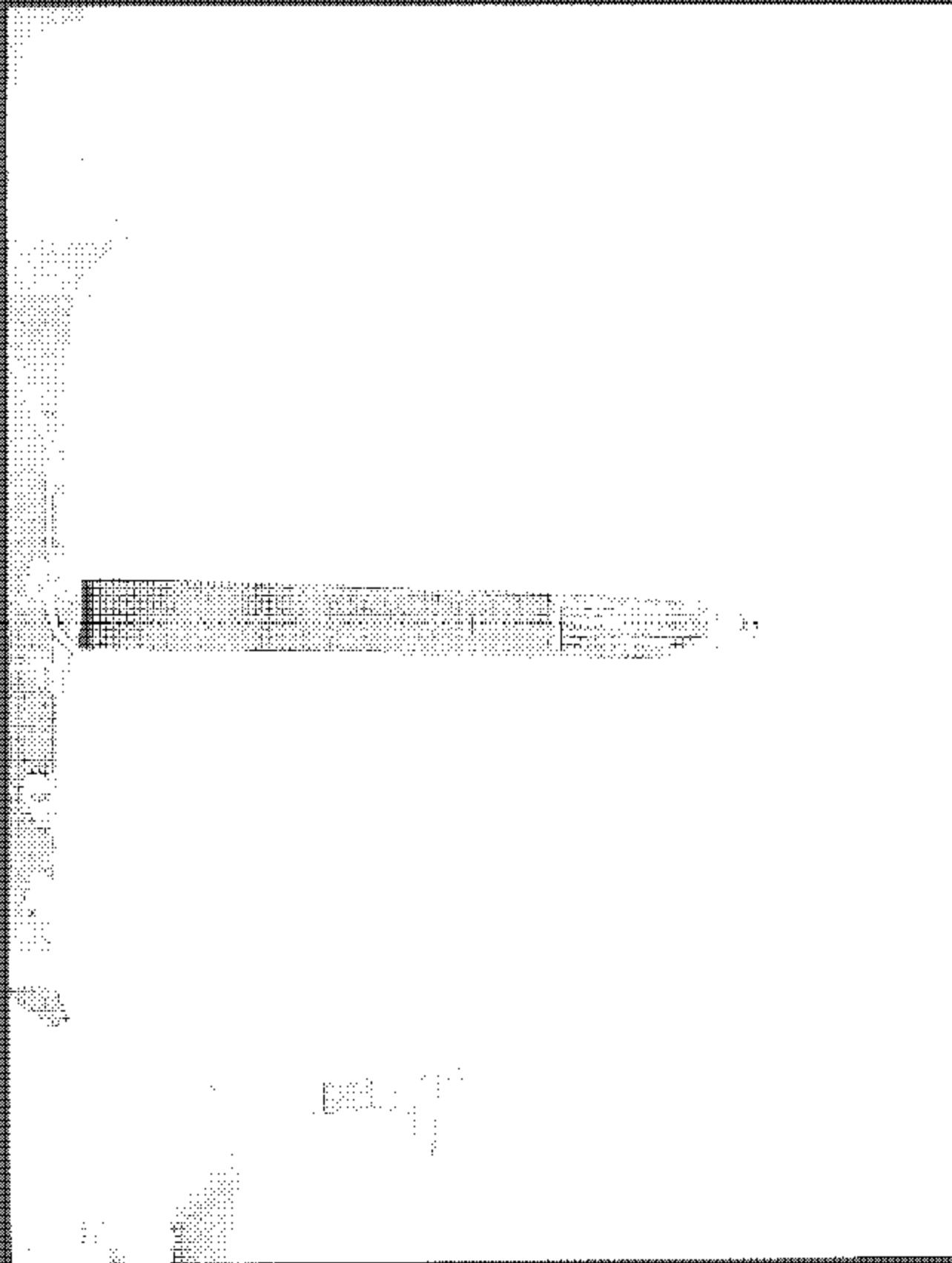
2004 CHRYSLER PACIFICA
NHTSA NO. C40301
FMVSS NO. 225

FIGURE 5-37
POST TEST 3RD ROW LEFT POSITION FRONT
VIEW



2004 CHRYSLER PACIFICA
NHTSA NO. C40301
FMVSS NO. 225

FIGURE 4.38
POST TEST 3RD ROW LEFT POSITION FRONT
VIEW



2004 CHRYSLER PACIFICA
NHTSA NO. C40301
FMVSS NO. 225

FIGURE 6.39
POST TEST 3RD ROW LEFT POSITION REAR
VIEW

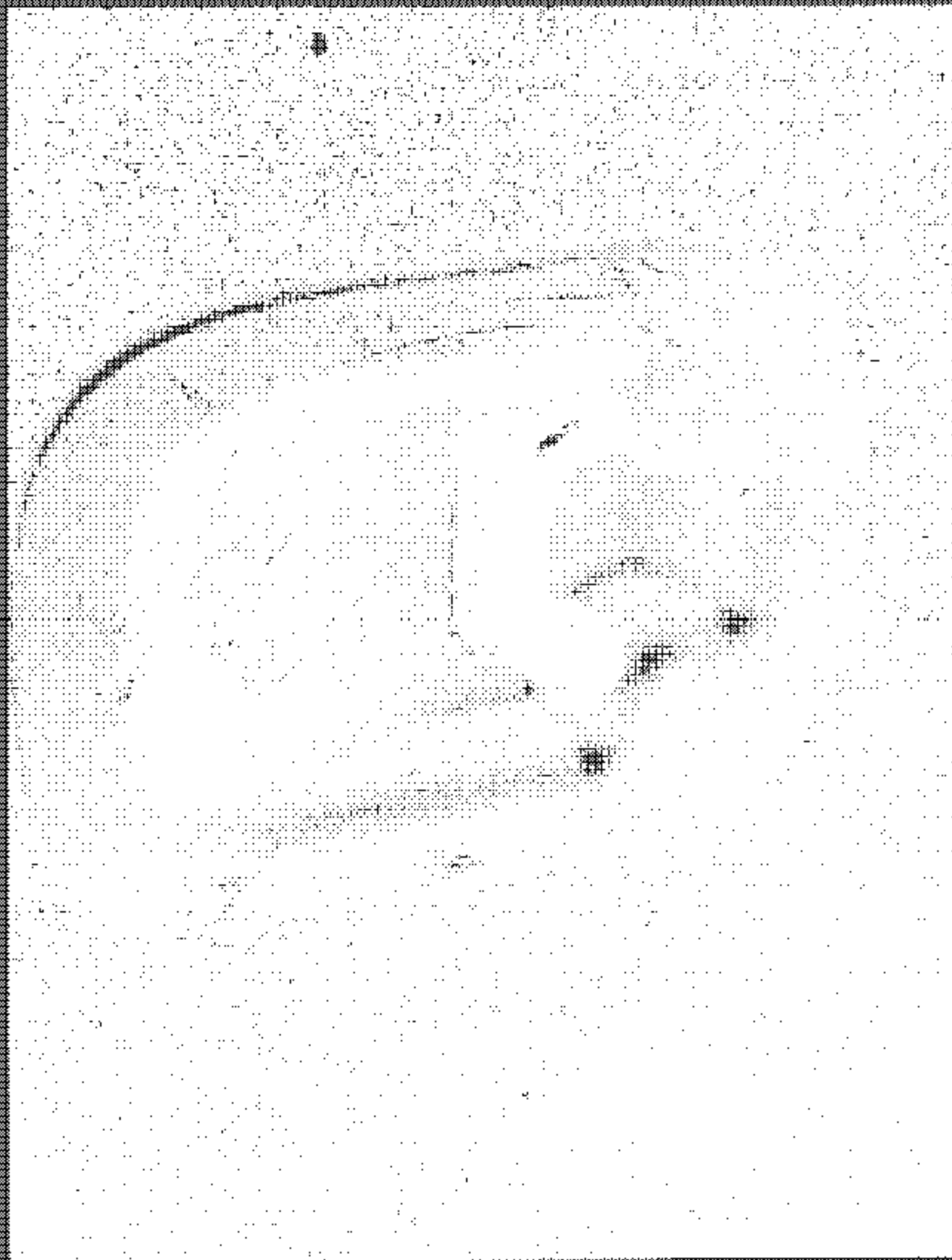


FIGURE 5.40
POST TEST 3RD ROW LEFT POSITION TOP
TETHER ANCHOR

2004 CHRYSLER PACIFICA
NHTSA NO. C40391
FMVSS NO. 225

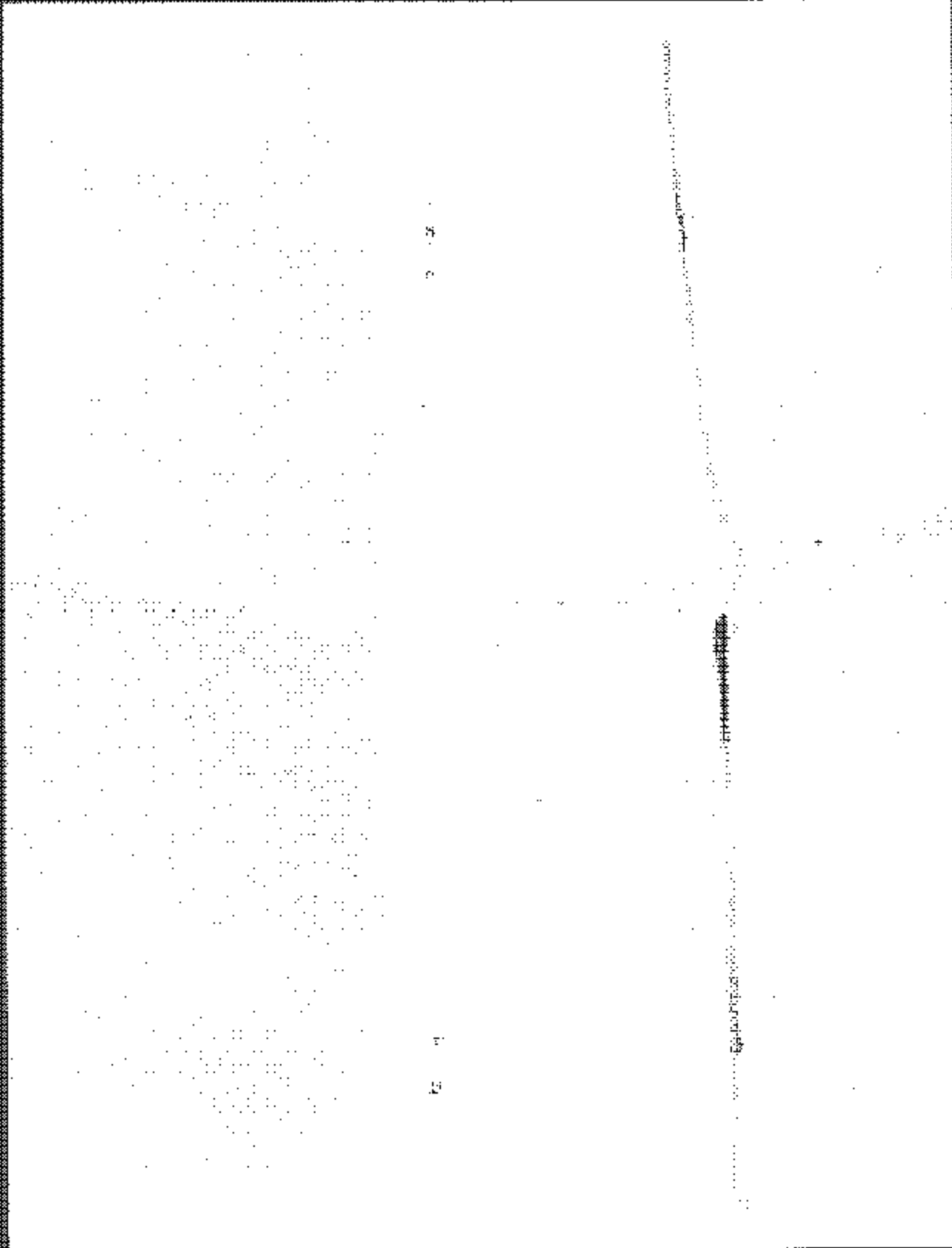


FIGURE 5.41
POST TEST 2ND ROW RIGHT LOWER ANCHORS
FRONT VIEW

2004 CHRYSLER PACIFICA
NHTSA NO. C40301
FMVSS NO. 225

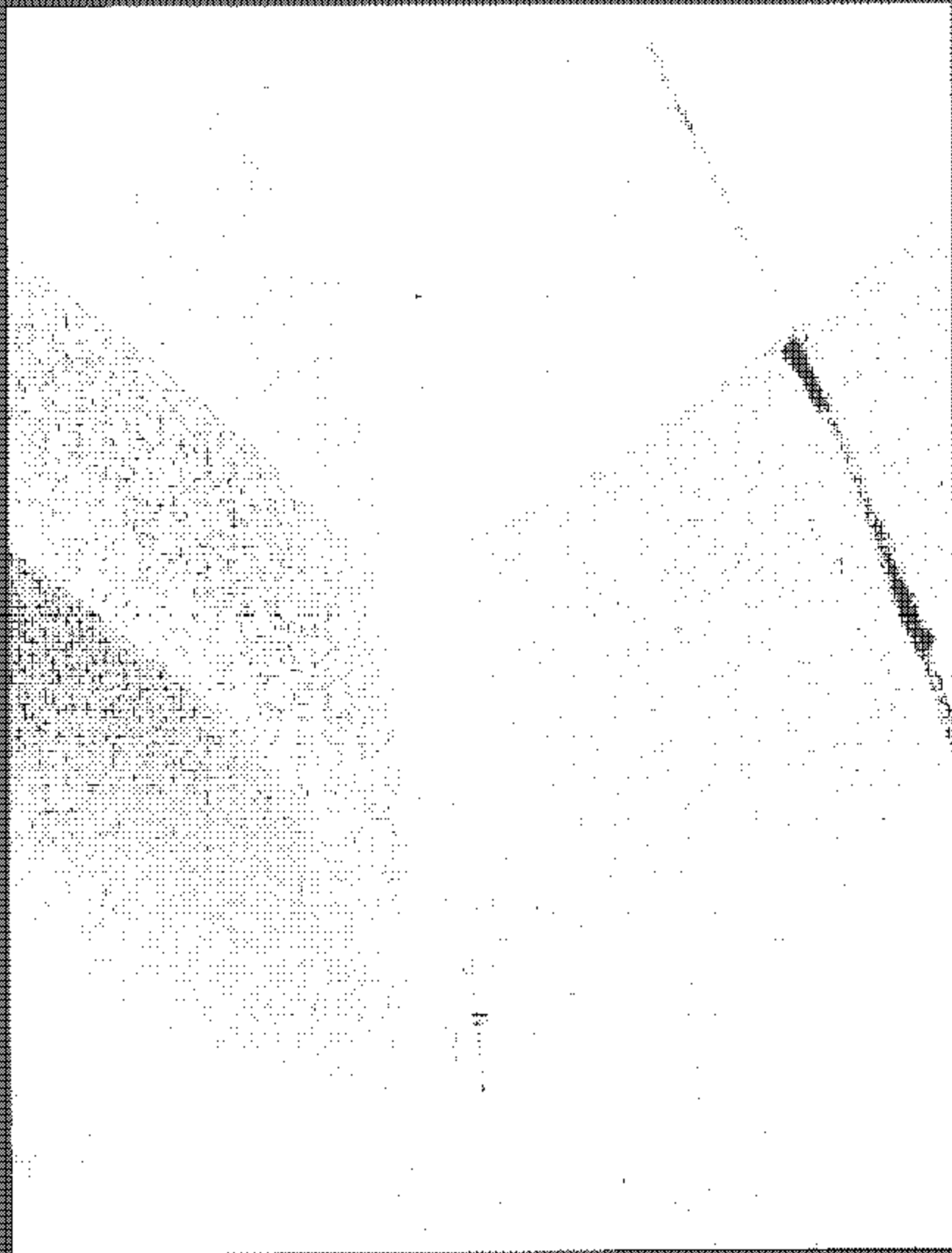


FIGURE 5.42
POST TEST 2ND ROW RIGHT LOWER ANCHORS
SIDE VIEW

2004 CHRYSLER PACIFICA
NHTSA NO. C40301
FMVSS NO. 325

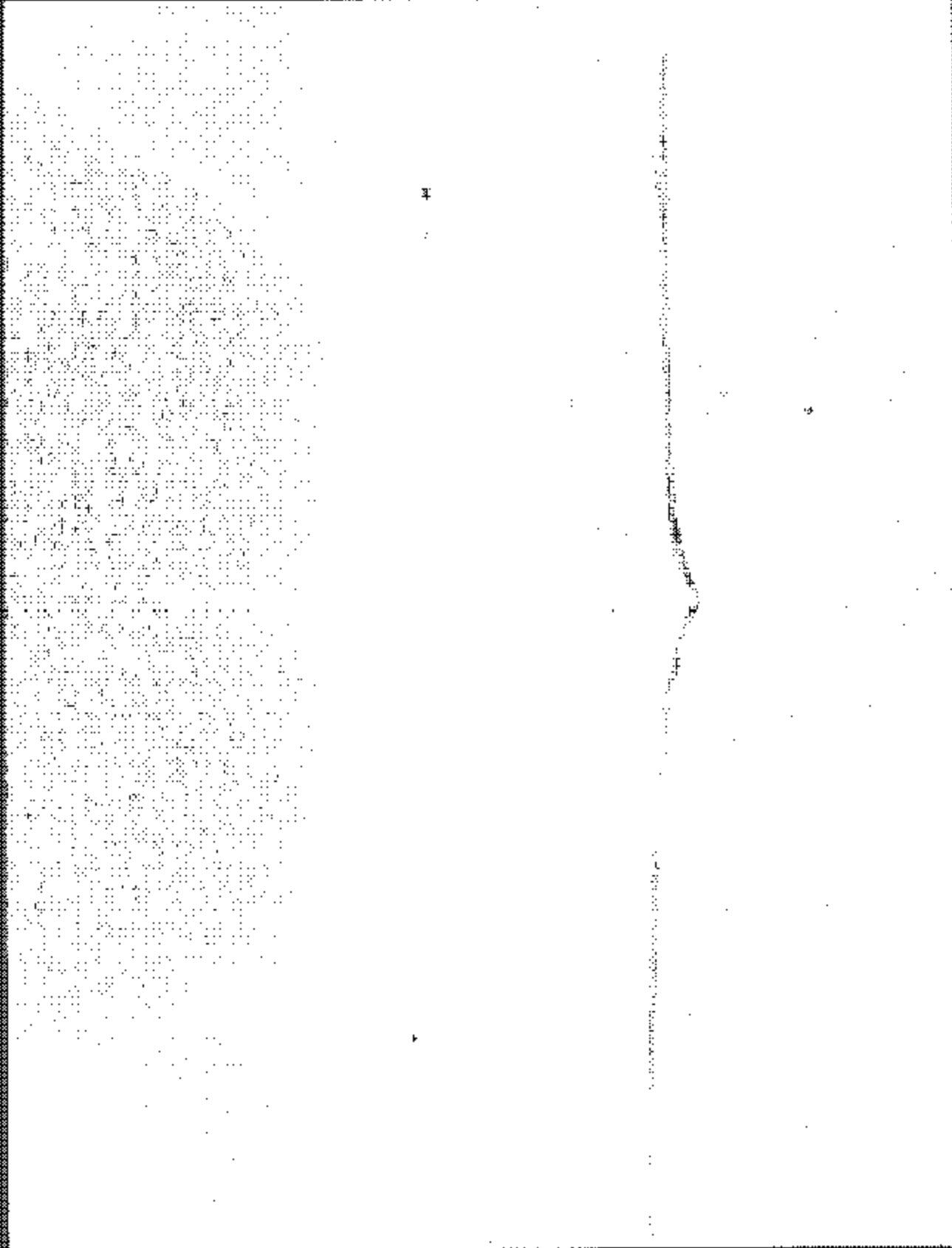


FIGURE 5.43
POST TEST 2ND ROW LEFT LOWER ANCHORS
FRONT VIEW

2004 CHRYSLER PACIFICA
NHTSA NO. C40301
FMVSS NO. 225

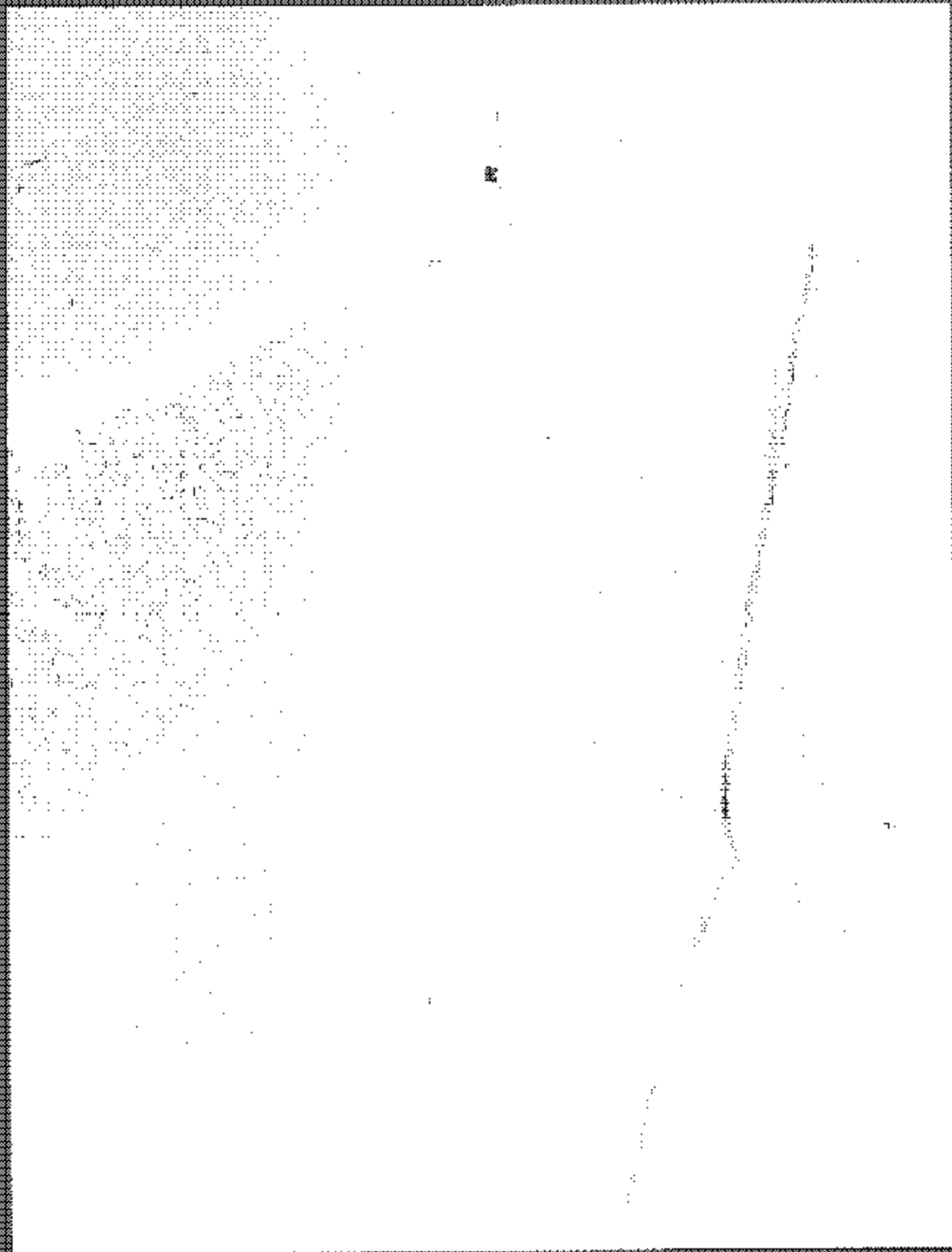
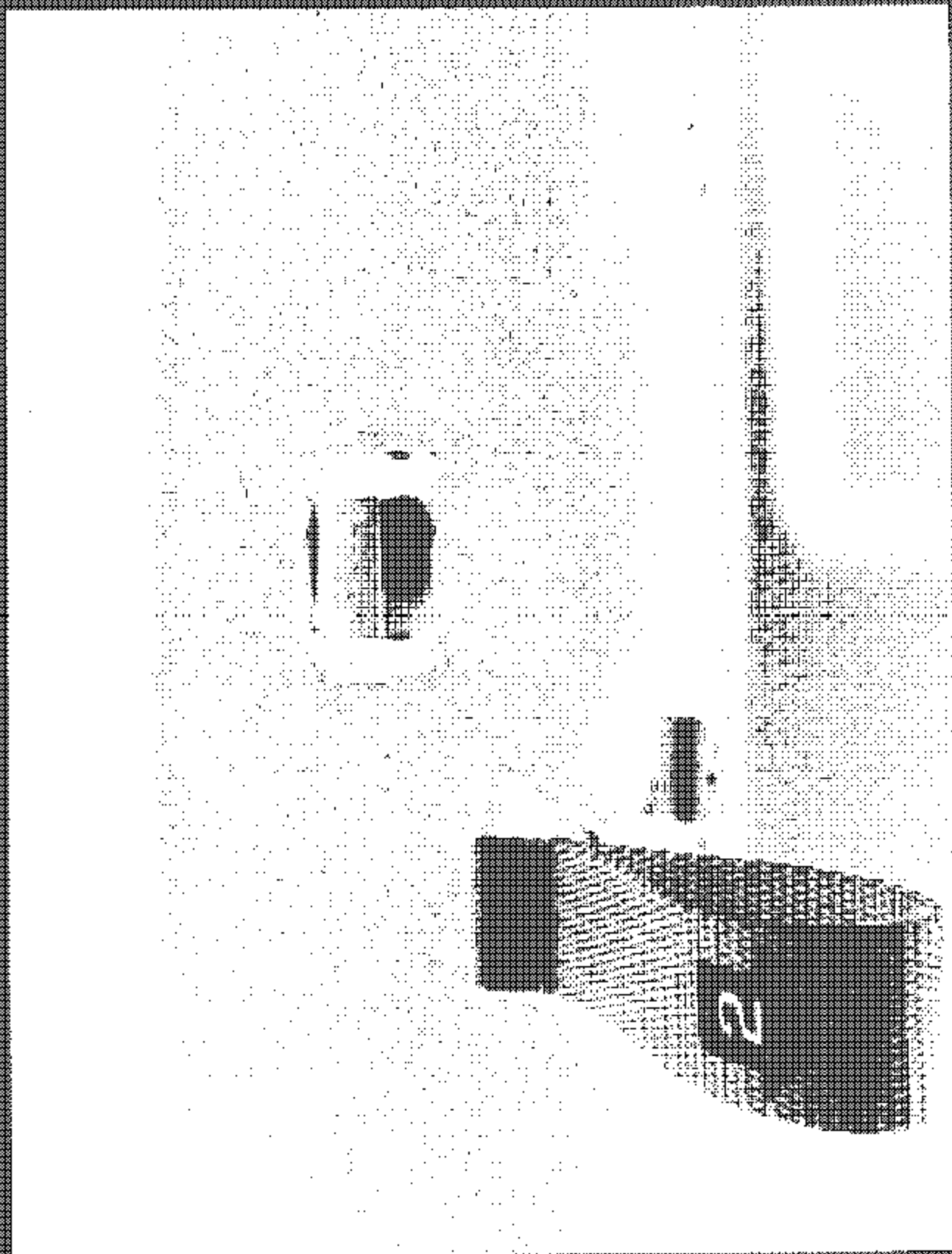


FIGURE 5-44
POST TEST 2ND ROW LEFT LOWER ANCHORS
SIDE VIEW

2004 CHRYSLER PACIFICA
NHTSA NO. C40301
FMVSS NO. 225



2004 CHRYSLER PACIFICA
NHTSA NO. C40301
FMVSS NO. 226

FIGURE 5.45
POST TEST 2ND ROW LEFT TOP TETHER
ANCHOR

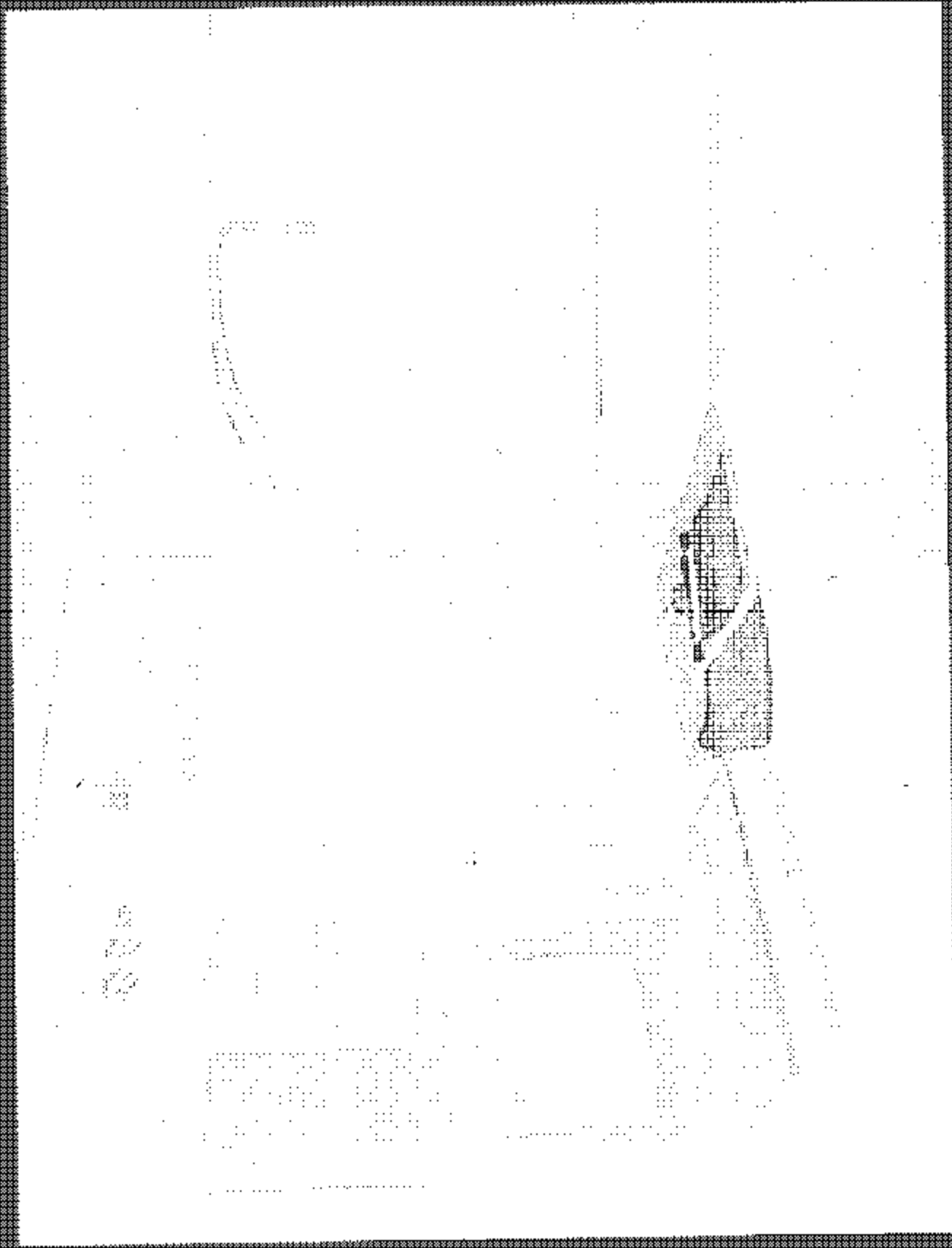


FIGURE 5.46
LOAD SYSTEM CONTROL AND DATA
RECORDING DEVICE IN POSITION

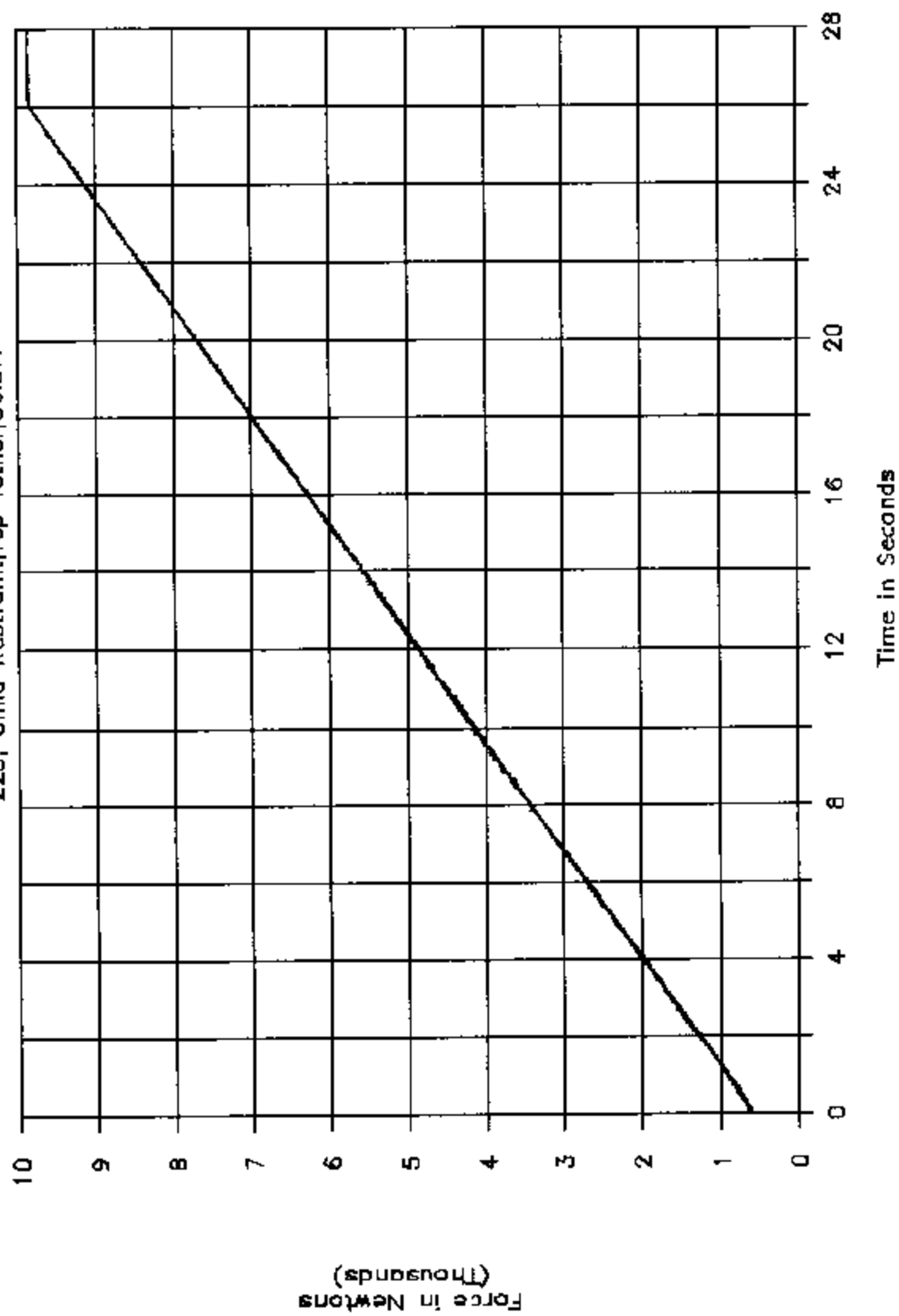
2004 CHRYSLER PACIFICA
NHTSA NO. C40301
FMVSS NO. 228

SECTION 6

PLOTS

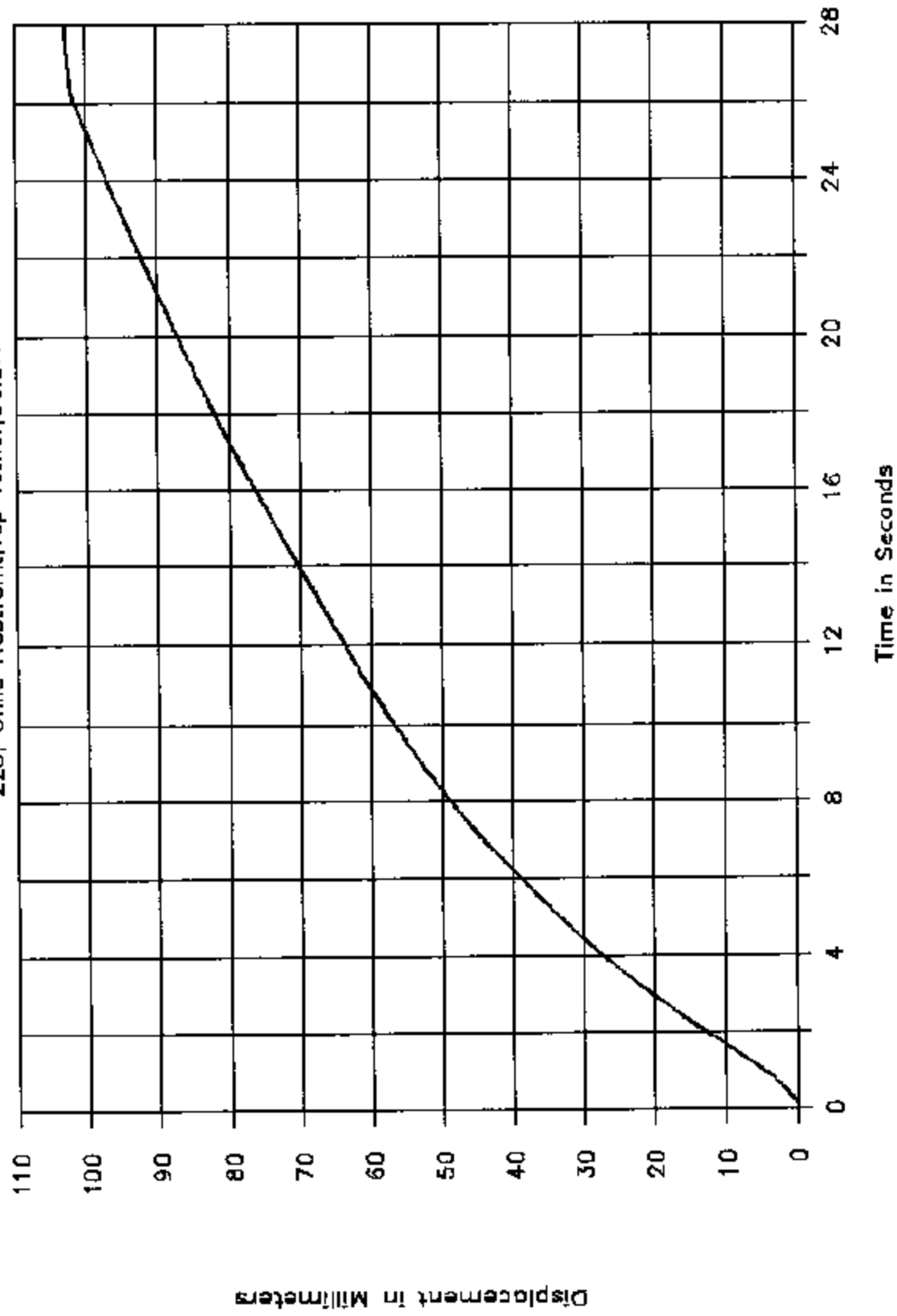
GTL 5231, NHTSA C40301

225, Child Restraint, Top Tether, S6.3.4



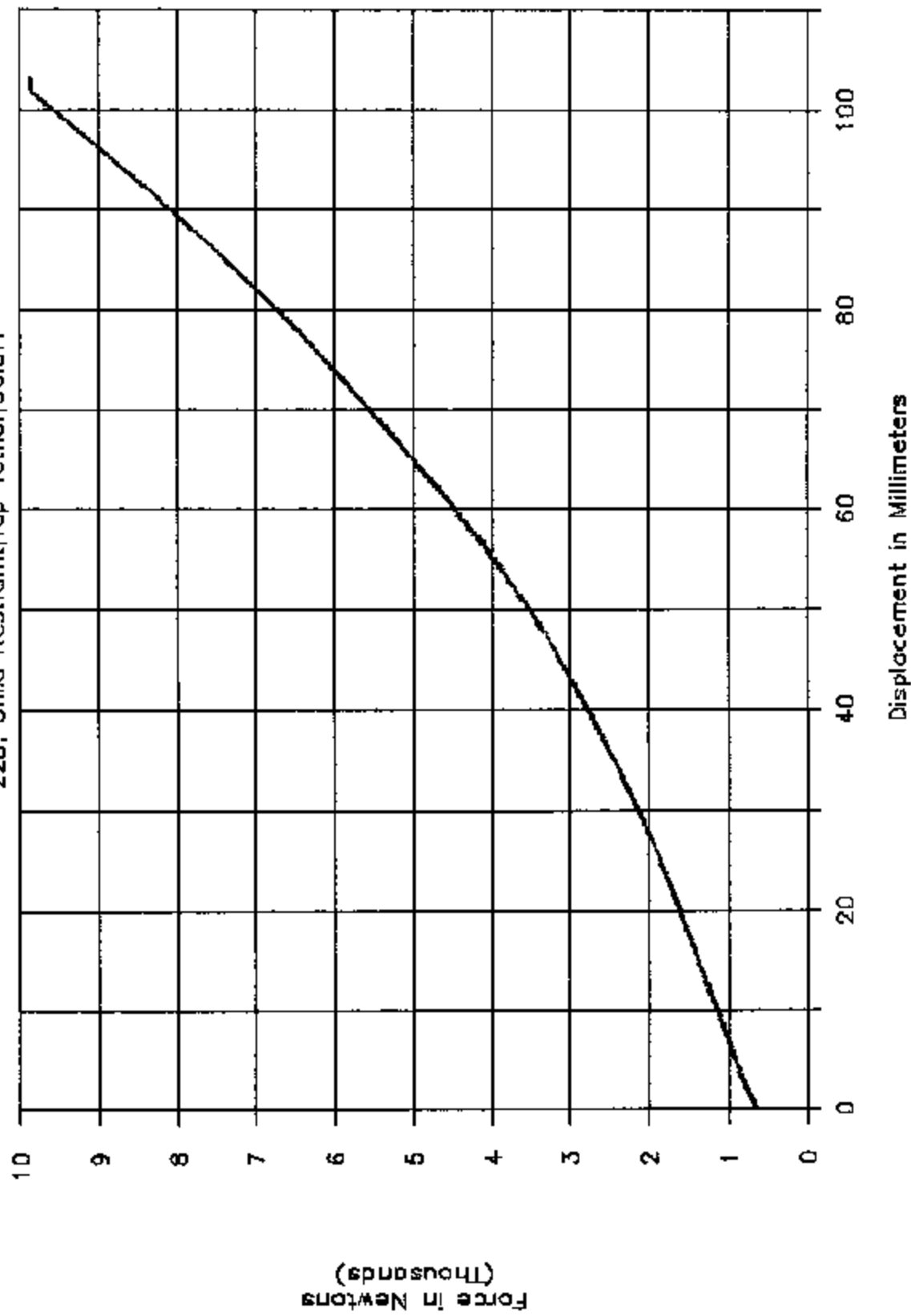
GTL 5231, NHTSA C40301

225, Child Restraint, Top Tether, S6.3.4



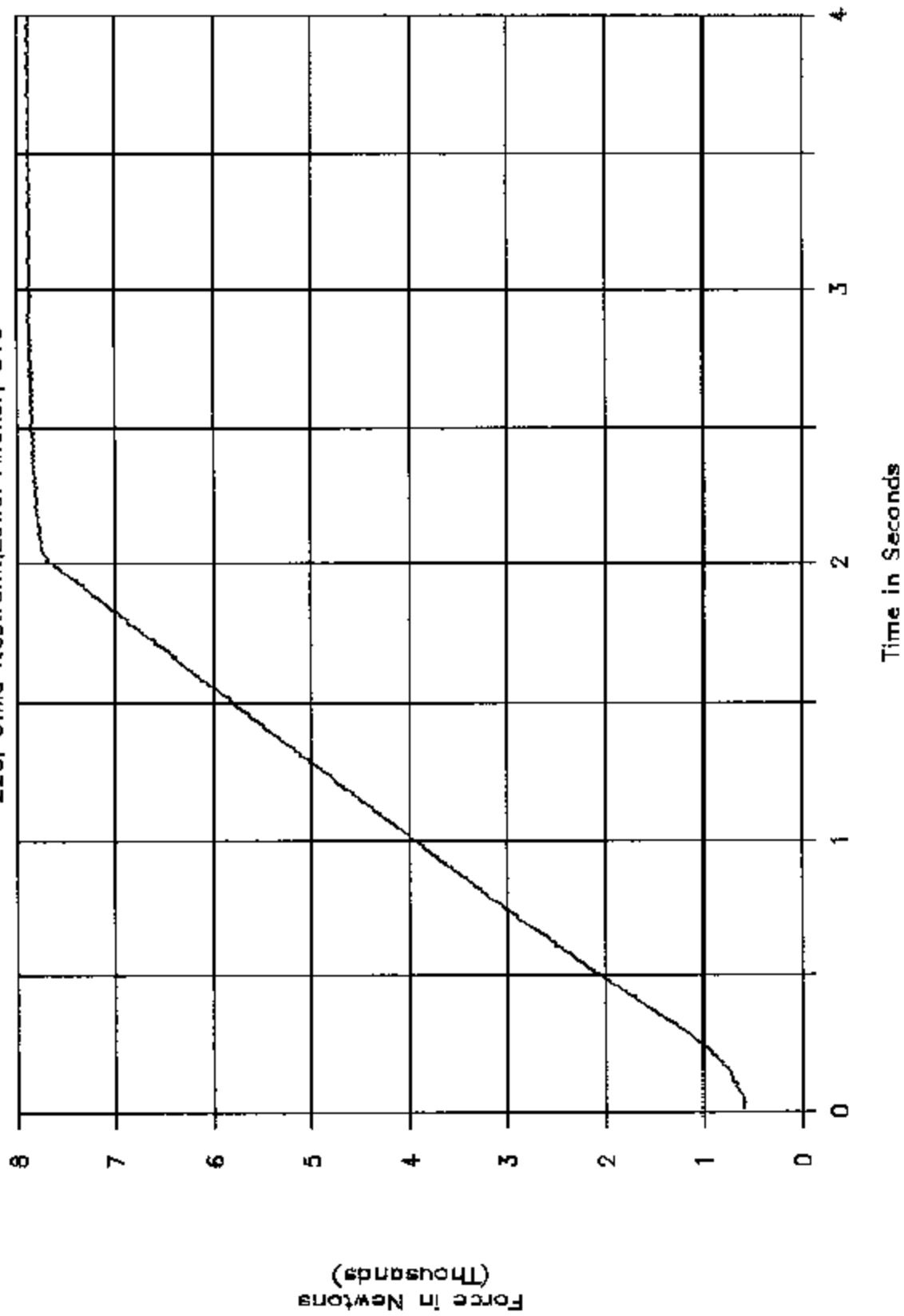
GTL 5231, NHTSA C40301

225, Child Restraint, Top Tether, S6.3.4



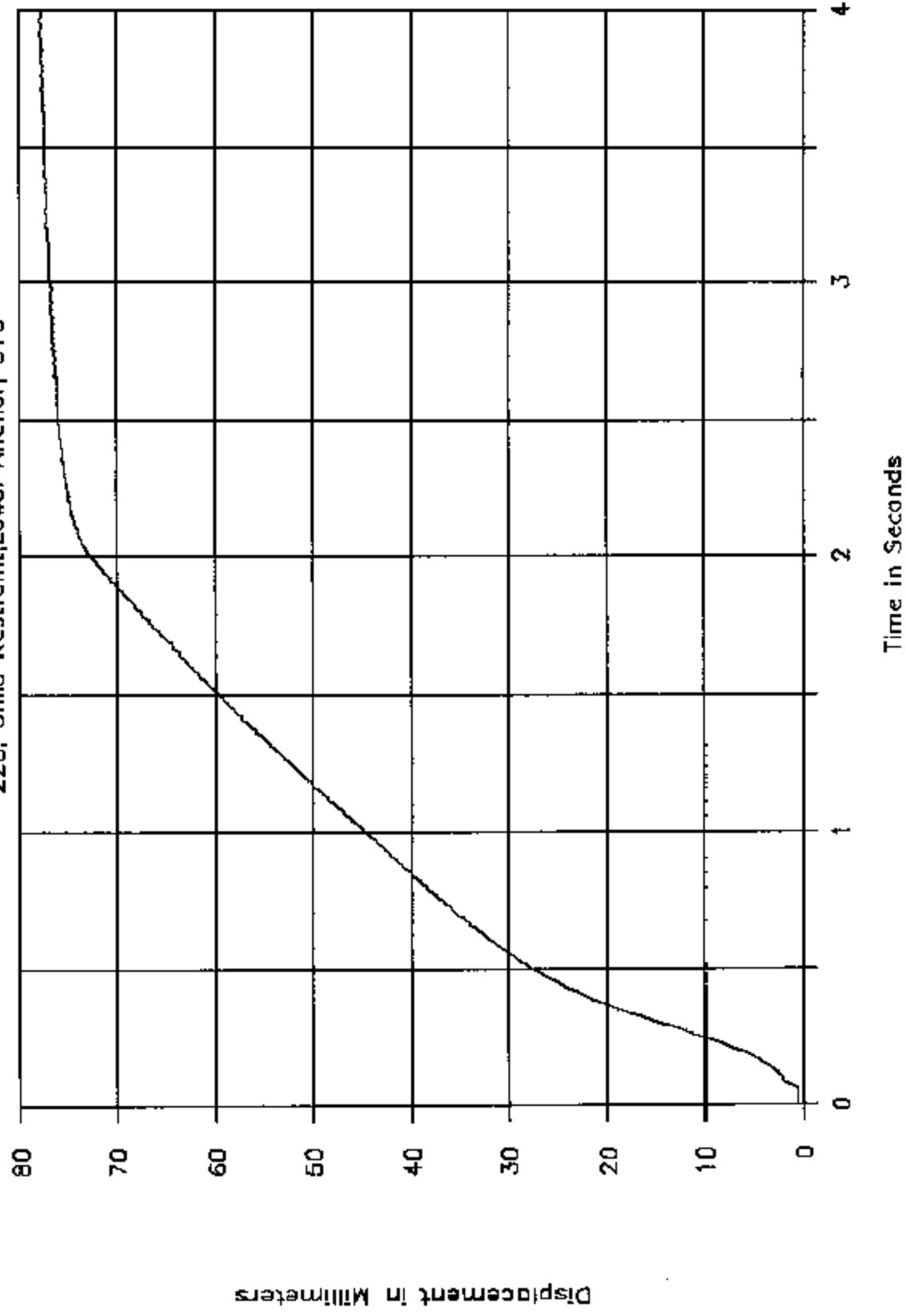
GTL 5232, NHTSA C40301

225, Child Restraint, Lower Anchor, S15



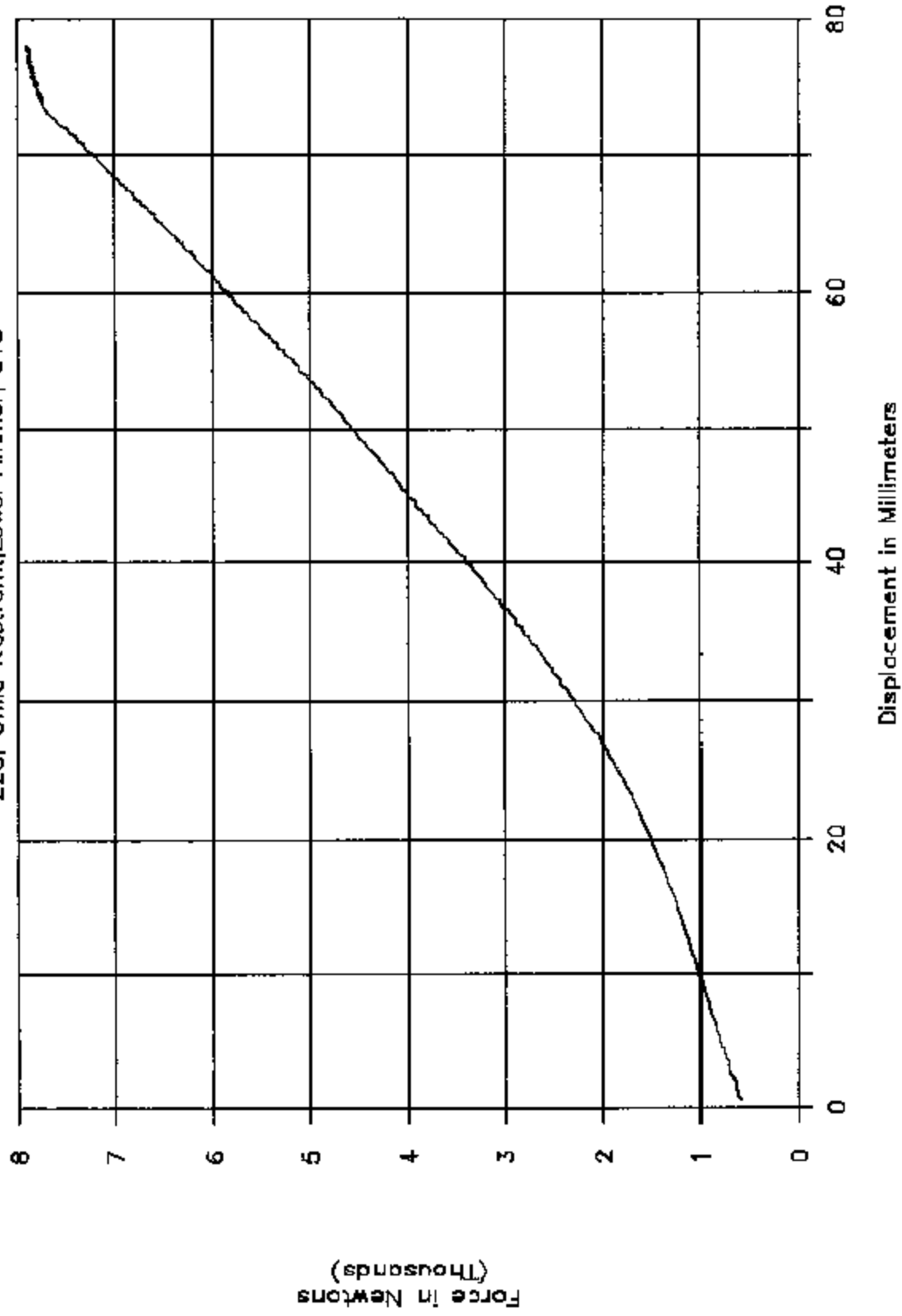
GTL 5232, NHTSA C40301

225, Child Restraint, Lower Anchor, S15



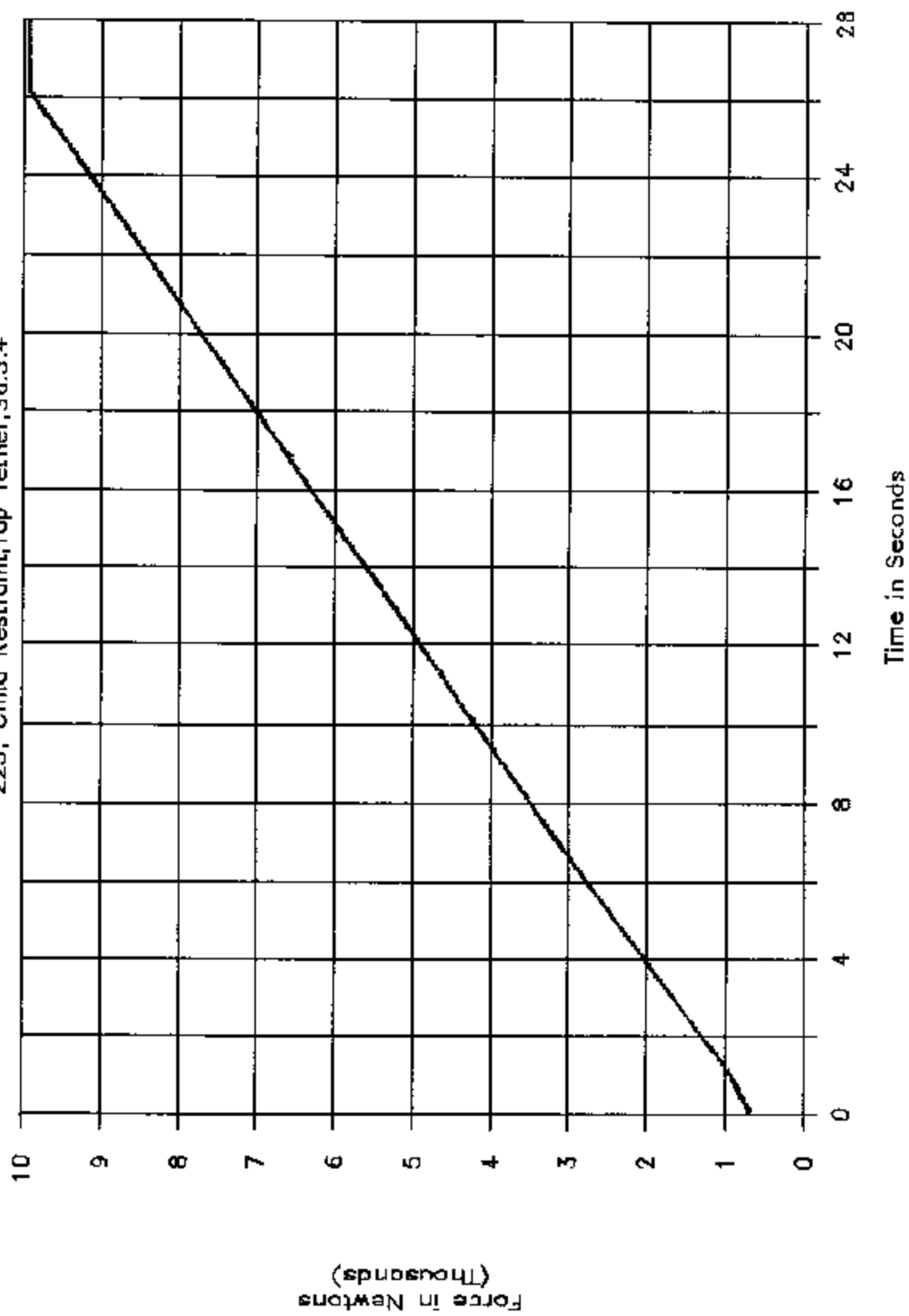
GTL 5232, NHTSA C40301

225, Child Restraint, Lower Anchor, S15



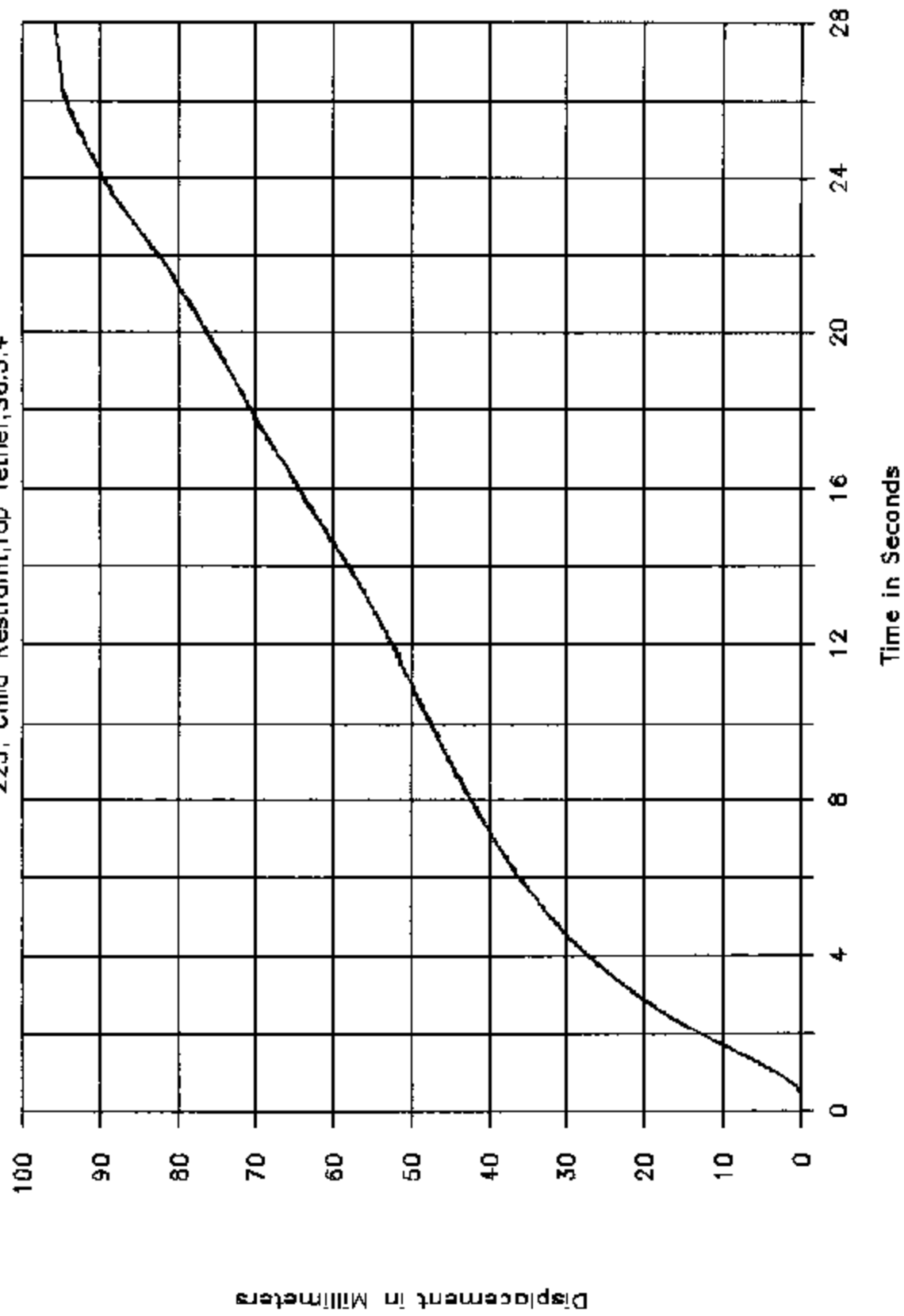
GTL 5233, NHTSA C40301

225, Child Restraint, Top Tether, S6.3.4



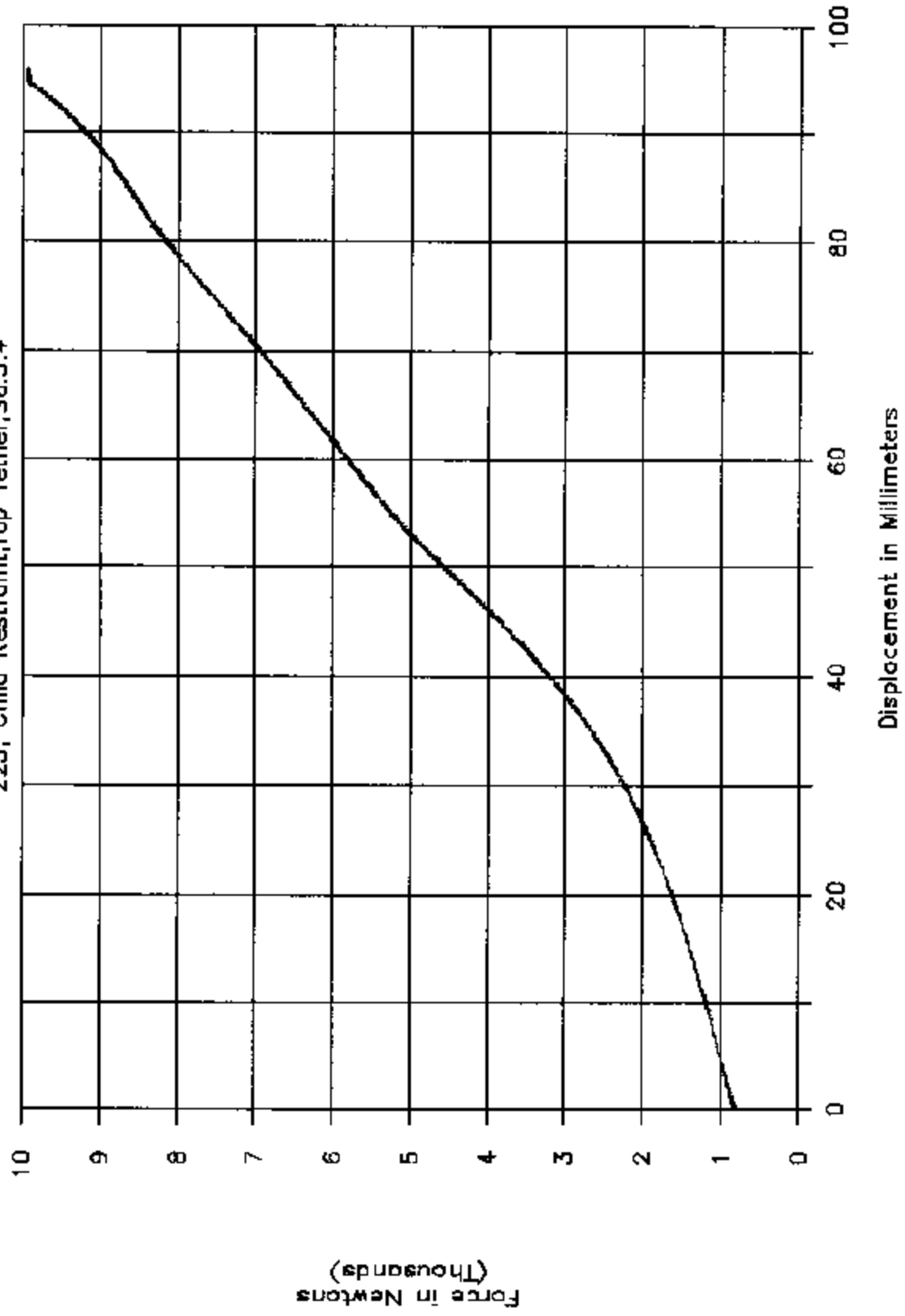
GTL 5233, NHTSA C40301

225, Child Restraint, Top Tether, S6.3.4



GTL 5233, NHTSA C40301

225, Child Restraint, Top Tether, S6.3.4



APPENDIX A

OWNER'S MANUAL CHILD RESTRAINT INFORMATION

Child Restraint

Everyone in your vehicle needs to be buckled up at all times — babies and children, too. Every state in the United States and all Canadian provinces require that small children ride in proper restraint systems. This is the law, and you can be prosecuted for ignoring it.

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

WARNING!

In a collision, an unrestrained child, even a tiny baby, can become a missile inside the vehicle. The force required to hold even an infant on your lap could become so great that you could not hold the child, no matter how strong you are. The child and others could be badly injured. Any child riding in your vehicle should be in a proper restraint for the child's size.

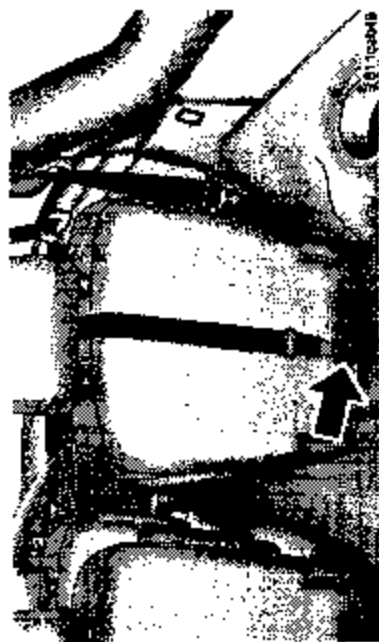
Lower Anchors and Tether for Children (LATCH)

Each vehicle, is equipped with two child restraint anchorage systems called LATCH, which stands for Lower Anchors and Tether for Children. The LATCH child restraint anchorage systems are installed on all second-row seats.

The lower anchor bars of the LATCH System are located where the seat back meets the seat cushion.



The tether anchors are located on the rear surface of the seat.



Child restraint systems designed to be compatible with the vehicles LATCH System are now available. LATCH child restraints make installation into the vehicle simple and convenient.

When using the LATCH System, always follow the child restraint manufactures installation instructions.

2

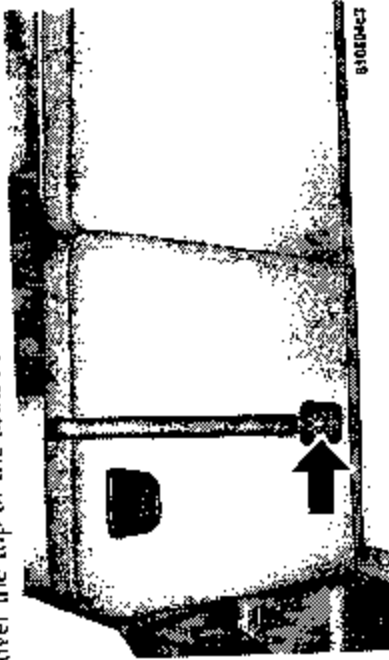


NOTE: If your child restraint seat is not LATCH compatible, install the restraint using the vehicle seat belts.

Tether Anchors

There are tether strap anchorages behind all second row seating positions and the driver's side third row seating position. The tether anchors are located in the rear surface of the seat. When using the tether anchorages in the second row seating position, ensure that the strap is routed over the top of the seatback and under the head restraint between the head restraint posts.

When the tether anchorage is used in the third row seating position, the strap should be positioned straight over the top of the seatback.



Infants and Children

There are different sizes and types of restraints for children from newborn size to the child almost large enough for an adult safety belt. Always check the child seat owner's manual to ensure you have the right seat for your child. Use the restraint that is correct for your child.

- Safety experts recommend that children ride rearward-facing in the vehicle until they are at least one year old and weigh at least 9 kg (20 lbs). Two types of child restraints can be used rearward-facing: infant carriers and "convertible" child seats. Both types of child restraints are held in the vehicle by the lap/shoulder belt or the LATCH child restraint anchorage system. Refer to "Lower Anchors and Tether for Children (LATCH)" in this section.

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

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

- Children who weigh more than 9 kg (20 lbs) and who are older than one year can ride forward-facing in the vehicle. Forward-facing child seats and convertible

child seats used in the forward-facing direction are for children who weigh 9 to 18 kg (20 to 40 lbs) and who are older than one year.

- The belt-positioning booster seat is for children weighing more than 18 kg (40 lbs), but who are still too small to fit the vehicle's seat belts properly. If the child can not sit with knees bent over the vehicle's seat cushion while the child's back is against the seat back, they should use a belt-positioning booster seat. The child and booster seat are held in the vehicle by the lap/shoulder belt. (Some booster seats are equipped with a front shield and are held in the vehicle by the lap portion.)

NOTE: For additional information refer to www.seatcheck.org.

WARNING!

- Improper installation can lead to failure of an infant or child restraint. It could come loose in a collision. The child could be badly injured or killed. Follow the manufacturer's directions exactly when installing an infant or child restraint.
- A rearward facing child restraint should only be used in a rear seat. A rearward facing child restraint in the front seat may be struck by a deploying passenger airbag which may cause severe or fatal injury to the infant.

Here are some tips on getting the most out of your child restraint:

- Before buying any restraint system, make sure that it has a label certifying that it meets all applicable Safety Standards. We also recommend that you make sure

that you can install the child restraint in the vehicle where you will use it, before you buy it.

- The restraint must be appropriate for your child's weight and height. Check the label on the restraint for weight and height limits.
- Carefully follow the instructions that come with the restraint. If you install the restraint improperly, it may not work when you need it.

The passenger seat belts are equipped with cinching latch plates, which are designed to keep the lap portion tight around the child restraint so that it is not necessary to use a locking clip. Pulling up on the shoulder portion of the lap/shoulder belt will tighten the belt. The cinching latch plate will keep the belt tight, however, any seat belt system will loosen with time, so check the belt occasionally and pull it tight if necessary.

- Buckle the child into the seat according to the child restraint manufacturer's directions.
- When your child restraint is not in use, secure it in the vehicle with the seat belt or remove it from the vehicle. Don't leave it loose in the vehicle. In a sudden stop or collision, it could strike the occupants or seatbacks and cause serious personal injury.

Installing A Child Restraint

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

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

Child restraint systems having attachments designed to connect to the lower anchorages are now available. Child restraints having tether straps and hooks for connection to the seatback tether anchorage have been available for some time. In fact, many child restraint manufacturers will provide add-on tether strap kits for some of their older products.

Because the lower anchorages are to be introduced to passenger carrying vehicles over a period of years, child restraint systems having attachments for those anchorages will continue to have features for installation in vehicles using the lap or lap/shoulder belt. They will also

have tether straps, and you are urged to take advantage of all of the available attachments provided with your child restraint in any vehicle.

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

WARNING!

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

Children Too Large For Booster Seats

Children who are large enough to wear the shoulder belt comfortably, and whose legs are long enough to bend over the front of the seat when their back is against the seatback, should use the lap/shoulder belt in a rear seat.

- Make sure that the child is upright in the seat.
- The lap portion should be low on the hips and as snug as possible.
- Check belt fit periodically. A child's squirming or slouching can move the belt out of position.
- If the shoulder belt contacts the face or neck, move the child closer to the center of the vehicle. Never allow a child to put the shoulder belt under an arm or behind their back.

APPENDIX B

MANUFACTURER'S DATA

Enclosure E

2004 Chrysler Pacifica (MPV)

FMVSS 225, NHTSA Form 14

**SEAT REFERENCE POINT (SRP) AND TORSO ANGLE DATA
FOR FMVSS 225**
(All dimensions in mm¹)

Model Year: 2004 Make: Chrysler Model: Pacifica Body Style: All
 Seat Style: Front Row: Low-Bk Second Row: Bucket Third Row: Bucket

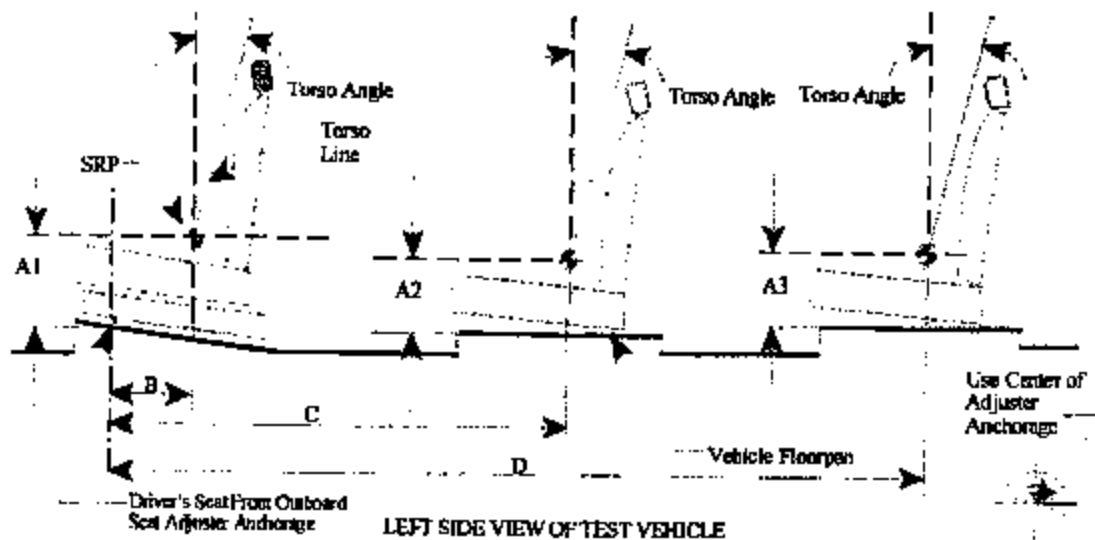


Table 1. Seating Positions¹ and Torso Angles

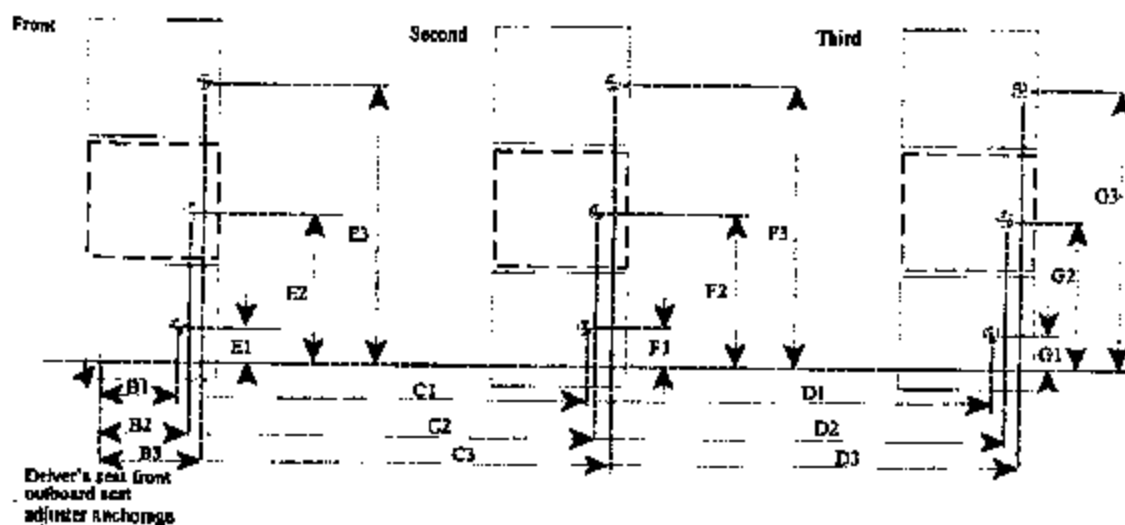
		Left (Driver Side)	Center (if any)	Right
A1		353		353
A2		292		292
A3		171		171
B		302		302
C		1186		1186
D		1981		1981
Torso Angle (degree)	Front Row	22		22
	Second Row	22		22
	Third Row	22		22

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

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

FORM 14

Model Year: 2004 Make: Chrysler Model: Pacifica Body Style: All
Seat Style: Front Row: Low-Bk Second Row: Bucket Third Row: Bucket



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

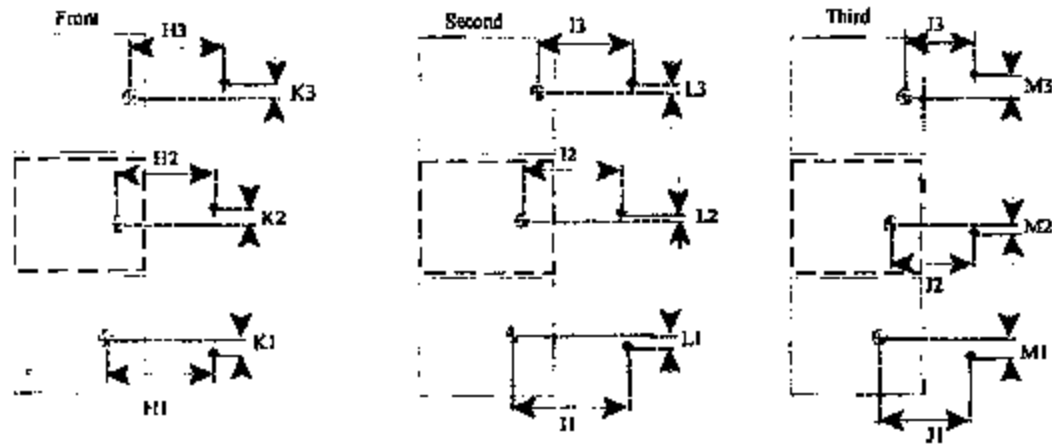
Table 2. Seating Reference Point and Tether Anchorage Locations

Seating Reference Point (SRP)		Distance from Driver's front outboard seat adjuster anchorage ¹
Front Row	B1	302
	E1	191
	B2	N/A
	E2	N/A
	B3	302
	E3	991
Second Row	C1	1186
	F1	191
	C2	N/A
	F2	N/A
	C3	1186
	F3	991
Third Row	D1	1981
	G1	343
	D2	N/A
	G2	N/A
	D3	1981
	G3	836

Note: 1. Use the center of anchorage.

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

Model Year: 2004 Make: Chrysler Model: Pacifica Body Style: All
 Seat Style: Front Row: Low-Bk Second Row: Bucket Third Row: Bucket



SRP

↑: Tether anchorage

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

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

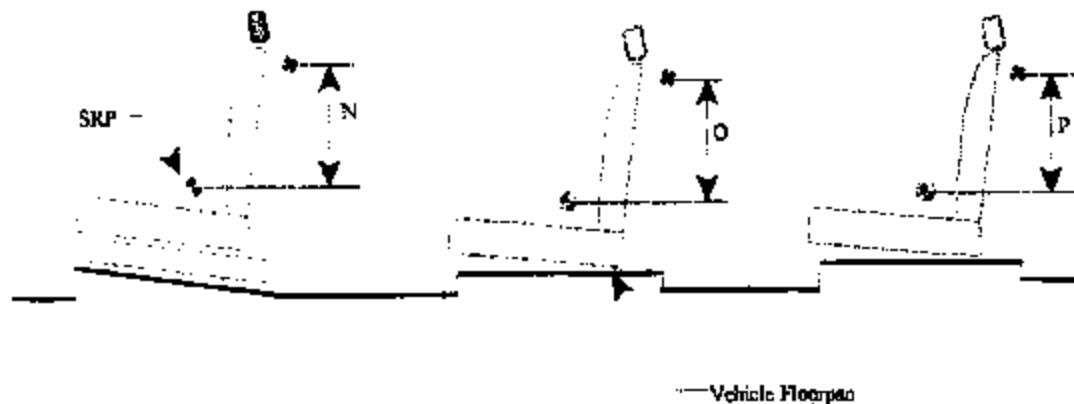
Table 3. Seating Reference Point and Tether Anchorage Locations

Seating Reference Point (SRP)	Distance from SRP	
Front Row	H1	N/A
	K1	N/A
	H2	N/A
	K2	N/A
	H3	N/A
	K3	N/A
Second Row	I1	197.2
	L1	0
	I2	N/A
	L2	N/A
	I3	197.2
	L3	0
Third Row	J1	245.6
	M1	0
	J2	N/A
	M2	N/A
	J3	N/A
	M3	N/A

Note: 1. Use the center of anchorage.

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

Model Year: 2004 Make: Chrysler Model: Pacifica Body Style: All
 Seat Style: Front Row: Low-Bk Second Row: Bucket Third Row: Bucket



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)	N/A
	N3 (Right)	N/A
Second Row	O1 (Left)	-132.4
	O2 (Center)	N/A
	O3 (Right)	-132.4
Third Row	P1 (Left)	23.1
	P2 (Center)	N/A
	P3 (Right)	N/A

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

Test Procedures Used for Compliance Tests**Tether Anchorages**

Seating Location		FMVSS Section(s) - Req.		
		Allowed until 9/1/04		Required after 9/1/04
		S6.3.4 (10 kN)	S6.3.4.1 (5.3 kN)	S6.3.1 (15 kN)
Front	Driver	N/A	N/A	N/A
	Center (if any)	N/A	N/A	N/A
	Right (if any)	None	None	None
Second	Left	Used		
	Center	N/A	N/A	N/A
	Right (if any)	Used		
Third	Left	Used		
	Center	N/A	N/A	N/A
	Right	None		
Fourth	Left	N/A	N/A	N/A
	Center	N/A	N/A	N/A
	Right	N/A	N/A	N/A

Lower Anchorages

Seating Location		FMVSS Section(s) - Req.	
		Allowed until 9/1/04	Required after 9/1/04
		S15.3 (8 kN / 5 kN)	S9.4 (11 kN / 5 kN)
Front	Driver	N/A	N/A
	Center (if any)	N/A	N/A
	Right (if any)	None	
Second	Left	Used	
	Center	N/A	N/A
	Right (if any)	Used	
Third	Left	Used	
	Center	N/A	N/A
	Right	None	
Fourth	Left	N/A	N/A
	Center	N/A	N/A
	Right	N/A	N/A

FORM 14

The red line shows the front outboard riser. Dimension A1 was calculated from this point.



FORM 14

The red line shows the bottom of the 2nd row mounting bracket. Dimension A2 calculated from this point.



FORM 14

The red line shows the bottom of the 3rd row mounting bracket. Dimension A2 calculated from this point.

