

FINAL REPORT NUMBER 225-MGA-05-011

SAFETY COMPLIANCE TESTING FOR FMVSS 225
"Child Restraint Anchorage Systems"

NISSAN MOTOR CO., LTD.
2005 INFINITI FX35
NHTSA No. C55205

MGA RESEARCH CORPORATION
446 Executive Drive
Troy, Michigan 48083



Test Date: July 22, 2005
Report Date: August 18, 2005

FINAL REPORT

PREPARED FOR:

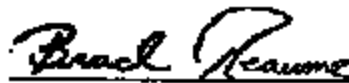
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Prepared By:



Melanie Schick, Project Engineer

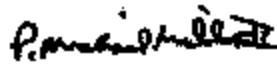


Brad Reaume, Test Personnel



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08/18/2005

FINAL REPORT ACCEPTANCE BY OVSC:

Accepted By:

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16. Abstract A compliance test was conducted on the subject 2005 Infiniti FX35, NHTSA No. C55205, 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. The tests were conducted at MGA Research Corporation in Troy, Michigan on July 22, 2005. Test failures identified were as follows: S9.2.2 (a): The lower anchor bars for the 2nd row left seating position were 76 mm behind point Z of the CRF, and the lower anchor bars for the 2nd row right seating position were 83 mm behind point Z of the CRF. The requirement is the vertical transverse plane tangent to the front surface of the anchorage must be less than 70 mm behind point Z of the CRF. The data recorded indicates that the 2005 Infiniti FX35 tested does not appear to meet the requirements of FMVSS 225.			
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1.0 PURPOSE AND PROCEDURE

PURPOSE

The child restraint anchorage testing results presented in this report are part of the Federal Motor Vehicle Safety Standard (FMVSS) No. 225 compliance test program conducted for the National Highway Traffic Safety Administration (NHTSA) by MGA Research Corporation (MGA) under Contract No. DTNH22-02-D-11043. The purpose of the testing was to determine if the subject vehicle, a 2005 Infiniti FX35, NHTSA No. C55205 meets the performance requirements of FMVSS No. 225, "Child Restraint Anchorage Systems."

PROCEDURE

This testing was conducted in accordance with NHTSA's Office of Vehicle Safety Compliance (OVSC) Laboratory Test Procedure TP-225-01 (4/11/05) and MGA's Laboratory Test Procedure, MGATP225GOV (2/24/05).

The front occupant compartment consisted of two (2) adjustable outboard bucket seats and the rear occupant compartment consisted of a 2nd row three-passenger 60/40 bench seat. Each 2nd row outboard seating position was equipped with a child restraint anchorage system (one tether and two lower anchorages). The 2nd row center seating position was equipped with a tether anchorage. The center-to-center spacing between the 2nd row outboard lower anchorages was approximately 700 mm. Each 2nd row outboard seating position was tested with the SFADII fixture.

2.0 COMPLIANCE TEST AND DATA SUMMARY

TEST SUMMARY

The testing was conducted at MGA in Troy, Michigan on July 22, 2005.

Based on the test results, the 2005 Infiniti FX35 does not appear to meet the requirements of S9.2.2 (a) of FMVSS No. 225 for this test.

The SFADII at the 2nd row left seating position sustained a maximum force of 5,085 N and held the required load for 3 seconds. The total displacement from point "X" on the SFADII for the 2nd row left seating position was 91 mm. The SFADII at the 2nd row right seating position sustained a maximum force of 5,099 N and held the required load for 3 seconds. The total displacement from point "X" on the SFADII for the 2nd row right seating position was 86 mm.

DATA SUMMARY

Strength and displacement summary data are provided below. Data for the configuration and the location of each child restraint anchorage system are provided in Section 5.0. Photographs are found in Section 6.0 and test plots are found in Section 7.0.

Table 1. Summary Data for Strength and Displacement

MGA Test #	Fixture Type	Test Configuration	Seating Position	Max. Load (N)	Displacement (mm)
SB5273	SFAD II	Lateral Right	2 nd Row Left	5,085	91
			2 nd Row Right	5,099	86

3.0 TEST VEHICLE INFORMATION

Table 2. General Test and Vehicle Parameter Data

VEH. MOD YR/MAKE/MODEL/BODY	2005 Infiniti FX35
VEH. NHTSA NO.	C55205
VIN	JNRAS08W95X207623
COLOR	Silver
VEH. BUILD DATE	11/04
TEST DATE	July 22, 2005
TEST LABORATORY	MGA Research Corporation
OBSERVERS	Melanie Schick, Brad Reaume, Kenney Godfrey

GENERAL INFORMATION:

DATA FROM VEHICLE'S CERTIFICATION LABEL:

Vehicle Manufactured By: Nissan Motor Co., Ltd.

Date of Manufacture: 11/04;

VIN: JNRAS08W95X207623

GVWR: 5351 lbs;

GAWR FRONT: 2554 lbs

GAWR REAR: 2824 lbs

DATA FROM TIRE PLACARD:

Tire Pressure with Maximum Capacity Vehicle Load:

FRONT: 32 psi REAR: 32 psi

Recommended Tire Size: P265/60R18

Recommended Cold Tire Pressure:

FRONT: 32 psi REAR: 32 psi

Size of Tire on Test Vehicle: P265/60R18

Type of Spare Tire: T175/90D18

VEHICLE CAPACITY DATA:

Type of Front Seats: Bench ____; Bucket X; Split Bench ____

Number of Occupants: Front 2; Middle N/A; Rear 3; TOTAL 5.

4.0 TEST EQUIPMENT LIST AND CALIBRATION INFORMATION

MGA Research Corporation 446 Executive Drive Troy, Michigan 48063	
Test Equipment Used for Testing	Calibration Due Date
MGA Hydraulic Test Frame	N/A
Two (2) Load Cell 10,000 lb Capability	S/N 270 (10/19/05), S/N 618 (09/03/05)
String Potentiometer	Calibrated at each use (S/N 20765, 21810)
Hydraulic Pump	N/A
MGA CRF Fixture	N/A
MGA SFADI	N/A
MGA SFADII	N/A
MGA 2-Dimensional Template	N/A
Linear Scale	S/N TPM460 (03/07/06)
MGA Data Acquisition System	N/A
Digital Calipers	S/N MGA00305 (03/22/06)
Force Gauge	S/N MGA00014 (02/02/06)
Inclinometer (Digital)	S/N MGA00050 (10/06/05)

5.0 DATA

Table 3. Child Restraint Tether Anchorage Configuration

Seating Position		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 Row		N/A	N/A	N/A	N/A
Second Row	LH	Yes	Yes	Yes	Yes
	Ctr.	Yes	Yes	Yes	Yes
	RH	Yes	Yes	Yes	Yes
Third Row		N/A	N/A	N/A	N/A

Note: AS DETERMINED USING THE PROCEDURES SPECIFIED IN TP-225-01.

REMARKS: NONE.

Table 4. Child Restraint Lower Anchorage Configuration

OBSERVED LOWER ANCHORAGE CONFIGURATION	SEAT POSITION				
		FRONT ROW	SECOND ROW		THIRD ROW
			I/B	O/B	
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 100 mm above the bar, and in the vertical longitudinal plane that passes through the center of the bar.	LH	N/A	81	85	N/A
	Ctr		N/A		
	RH		81	85	
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.	LH	N/A	No		N/A
	Ctr		N/A		
	RH		No		
Diameter of the bar (mm)	LH	N/A	5.97	5.99	N/A
	Ctr		N/A		
	RH		5.99	5.98	
Inspect if the bars are straight, horizontal and transverse	LH	N/A	Yes		N/A
	Ctr		N/A		
	RH		Yes		
Optional Marking: At least one anchorage bar (when deployed for use, if storable anchorages), one guidance fixture, or one seat marking is visible.	LH	N/A	N/A		N/A
	Ctr				
	RH				
Optional Marking: If guidance fixtures are used, the fixture(s) must be installed.	LH	N/A	N/A		N/A
	Ctr				
	RH				
Measure the distance between Point "Z" of the CRF and the front surface of the anchorage bar (mm)	LH	N/A	76*		N/A
	Ctr		N/A		
	RH		83*		
Measure the distance between the SRP to the center of the anchorage bar (mm)	LH	N/A	202		N/A
	Ctr		N/A		
	RH		214		

REMARKS: * The required displacement of the CRF must not exceed 70 mm in accordance with S9.2.2 (a) of Standard No. 225 (§571.225).

Table 4. Child Restraint Lower Anchorage Configuration (continued)

OBSERVED LOWER ANCHORAGE CONFIGURATION	SEAT POSITION				
		FRONT ROW	SECOND ROW		THIRD ROW
			I/B	O/B	
Inspect if the centroidal longitudinal axes are collinear within 5 degrees	LH	N/A	Yes		N/A
	Cr		N/A		
	RH		Yes		
Inspect if 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 60 mm in length (mm).	LH	N/A	39	39	N/A
	Cr		N/A		
	RH		37	37	
Inspect if the bars can be connected to, over their entire inside length by the connectors of child restraint system.	LH	N/A	Yes		N/A
	Cr		N/A		
	RH		Yes		
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 (mm).	LH	N/A	281		N/A
	Cr		N/A		
	RH		280		
Inspect if the bars are an integral and permanent part of the vehicle.	LH	N/A	Yes		N/A
	Cr		N/A		
	RH		Yes		
Inspect if the bars are rigidly attached to the vehicle. If feasible, hold the bar firmly with two fingers and gently pull.	LH	N/A	Yes		N/A
	Cr		N/A		
	RH		Yes		

PITCH, YAW, & ROLL INFORMATION

SEAT POSITION	PITCH (deg)	YAW (deg)	ROLL (deg)
2 nd Row Left	13	No Data	1
2 nd Row Center	N/A	N/A	N/A
2 nd Row Right	13	No Data	1

N/A indicates that there were no lower anchorages in the 2nd row center seating position.

Note: AS DETERMINED USING THE PROCEDURES SPECIFIED IN TP-225-01.

REMARKS: NONE

Table 5. Tether Location and Dimensional Measurements

SEAT POSITION FOR TETHER		TETHER ANCHORAGE LOCATION Located in the required zone?
Front Row		N/A
Second Row	LH	Yes
	Cr.	Yes
	RH	Yes
Third Row		N/A

Note: AS DETERMINED USING THE PROCEDURES SPECIFIED IN TP-225-01.

REMARKS: NONE

Table 6. Tether Anchorage Static Loading and Displacement

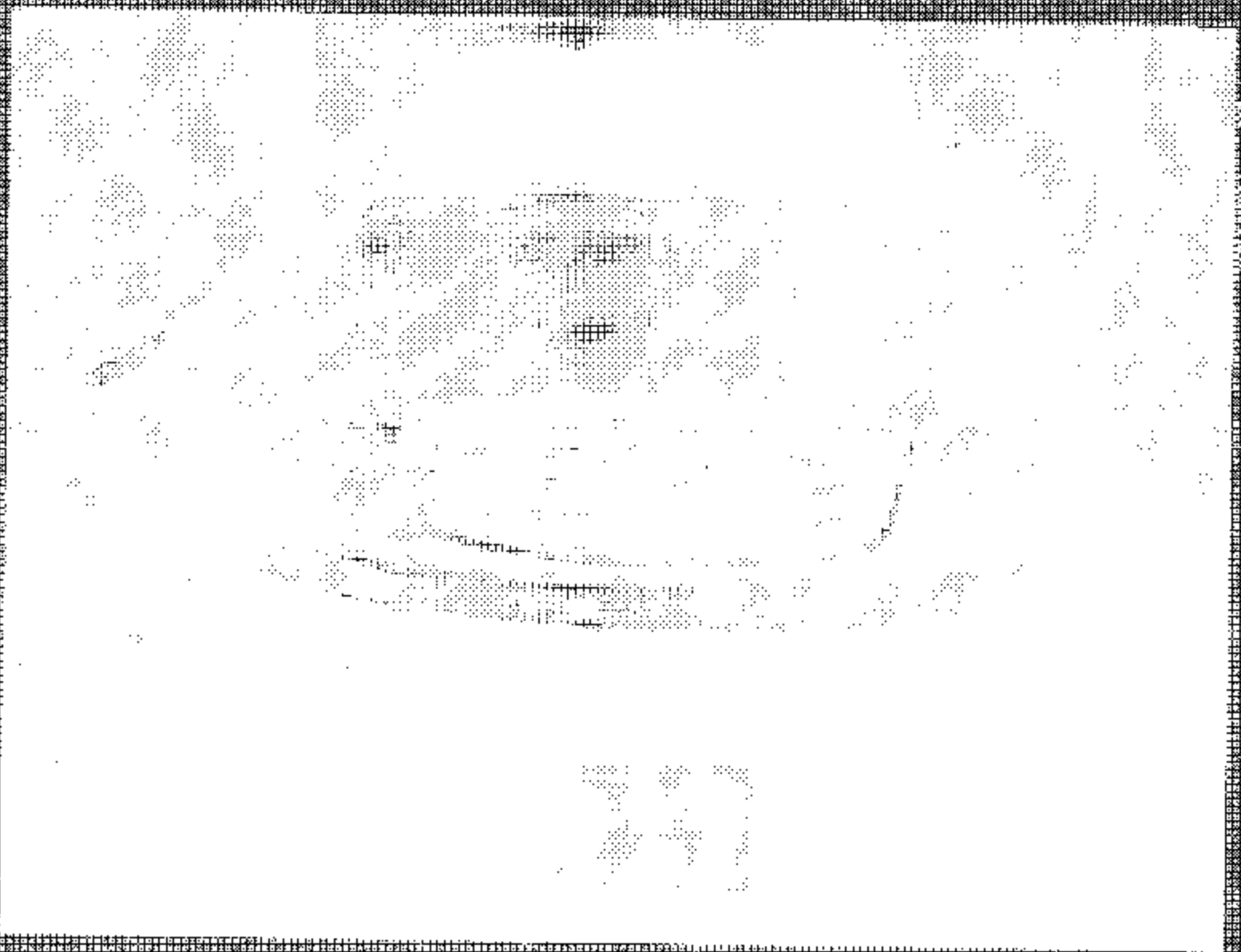
SEAT POSITION		Seat, Seat Back, & Head Restraint Positions		Type of SEAD Used	Angle (deg)	Initial Location (mm)	Onset Rate (N/sec.)	Force Applied (N)	Max. Load (N)	Final Location (mm)	Horiz. Displ. (mm)
		Seat	Seat Back								
Front Row		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Second Row	LH	Fixed	Foremost	Yes	II	0	15	167	5,000	5,085*	106
	Clr.			Yes	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	RH			Yes	II	0	23	167	5,000	5,099*	109
Third Row		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Note: (1) AS DETERMINED USING THE PROCEDURES SPECIFIED IN TP-225-01.

REMARKS: * Applied force exceeded the force specified in the test procedure.

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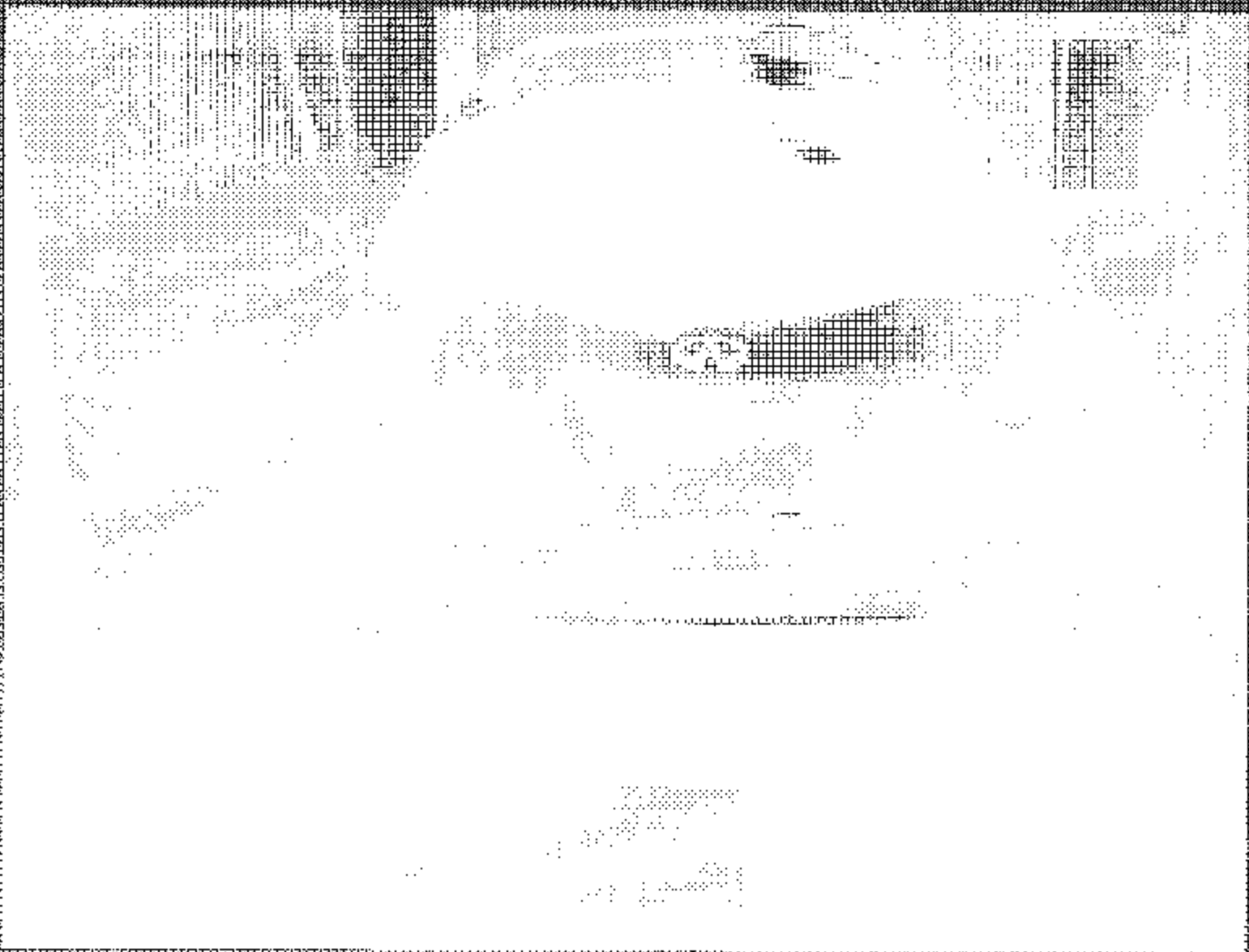
DAVID L. BROWN, JR.



Effect of Temperature on Enzyme Activity

THE UNIVERSITY OF CHICAGO

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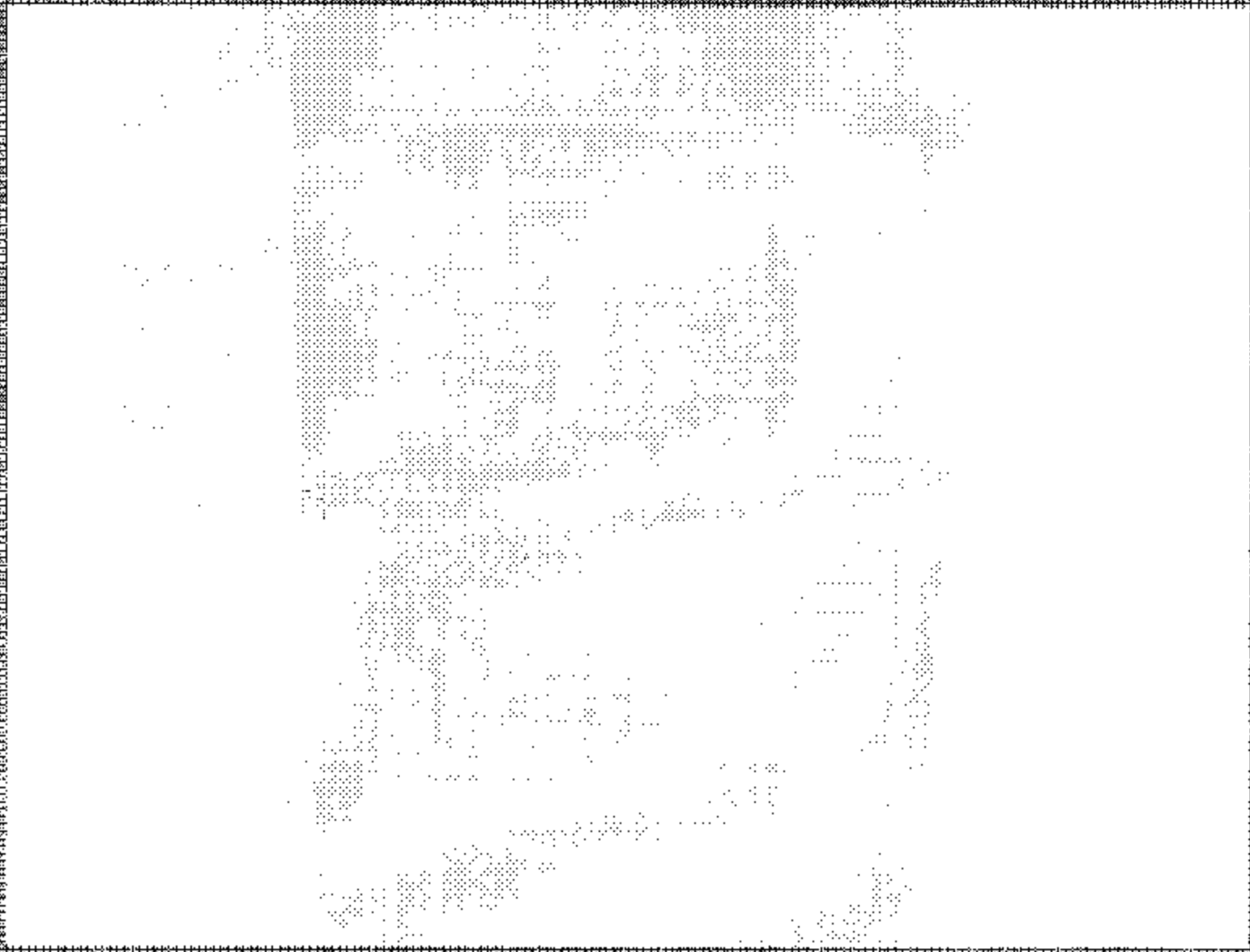


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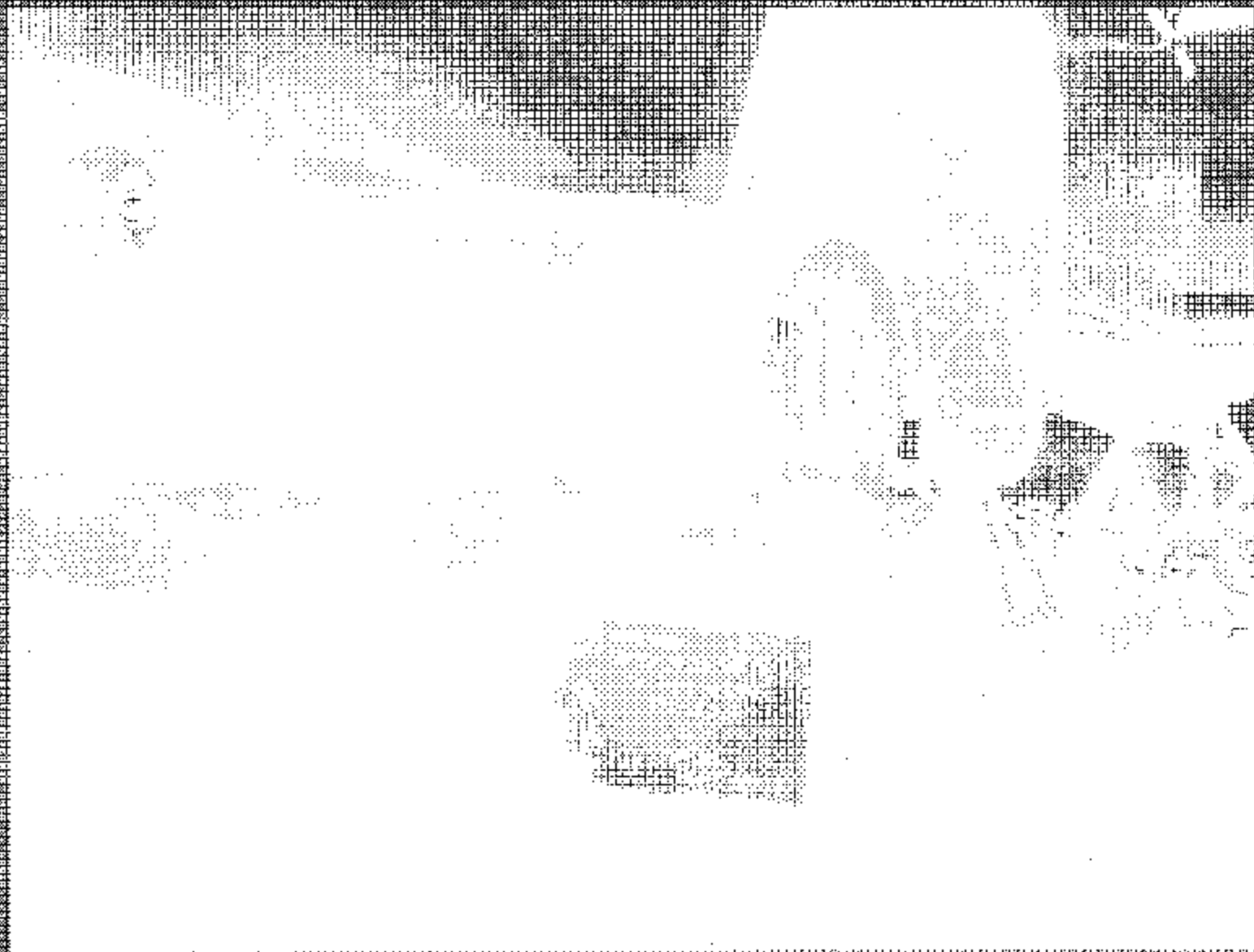
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A scatter plot showing the relationship between the year of birth (x-axis, 1940-1990) and the number of children per woman (y-axis, 0-10). The data points show a clear downward trend, indicating a decline in fertility over time.

94.

1. *Staphylococcus aureus* 2. *Staphylococcus epidermidis* 3. *Staphylococcus saprophyticus* 4. *Staphylococcus sciuri* 5. *Staphylococcus carnosus* 6. *Staphylococcus* sp.

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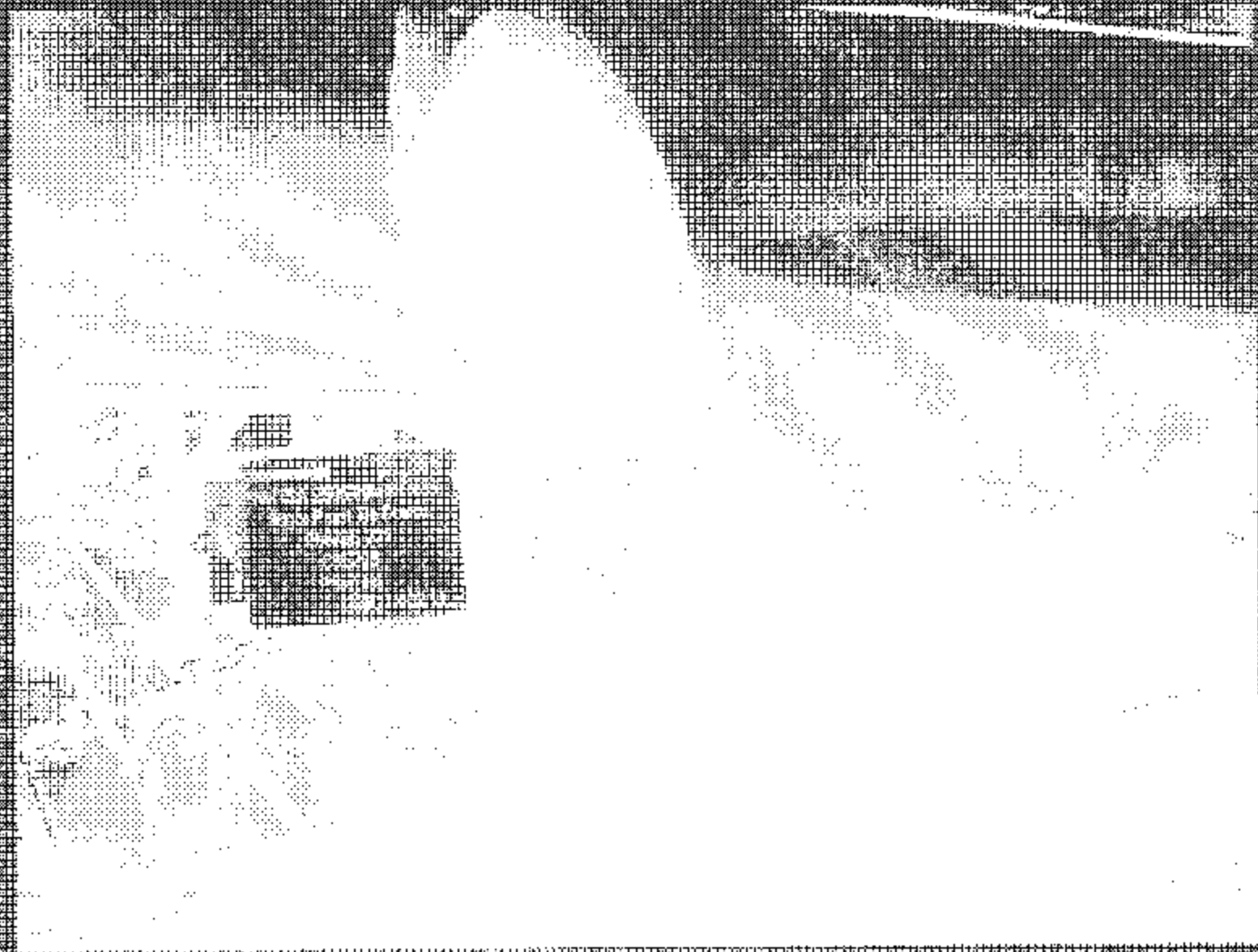
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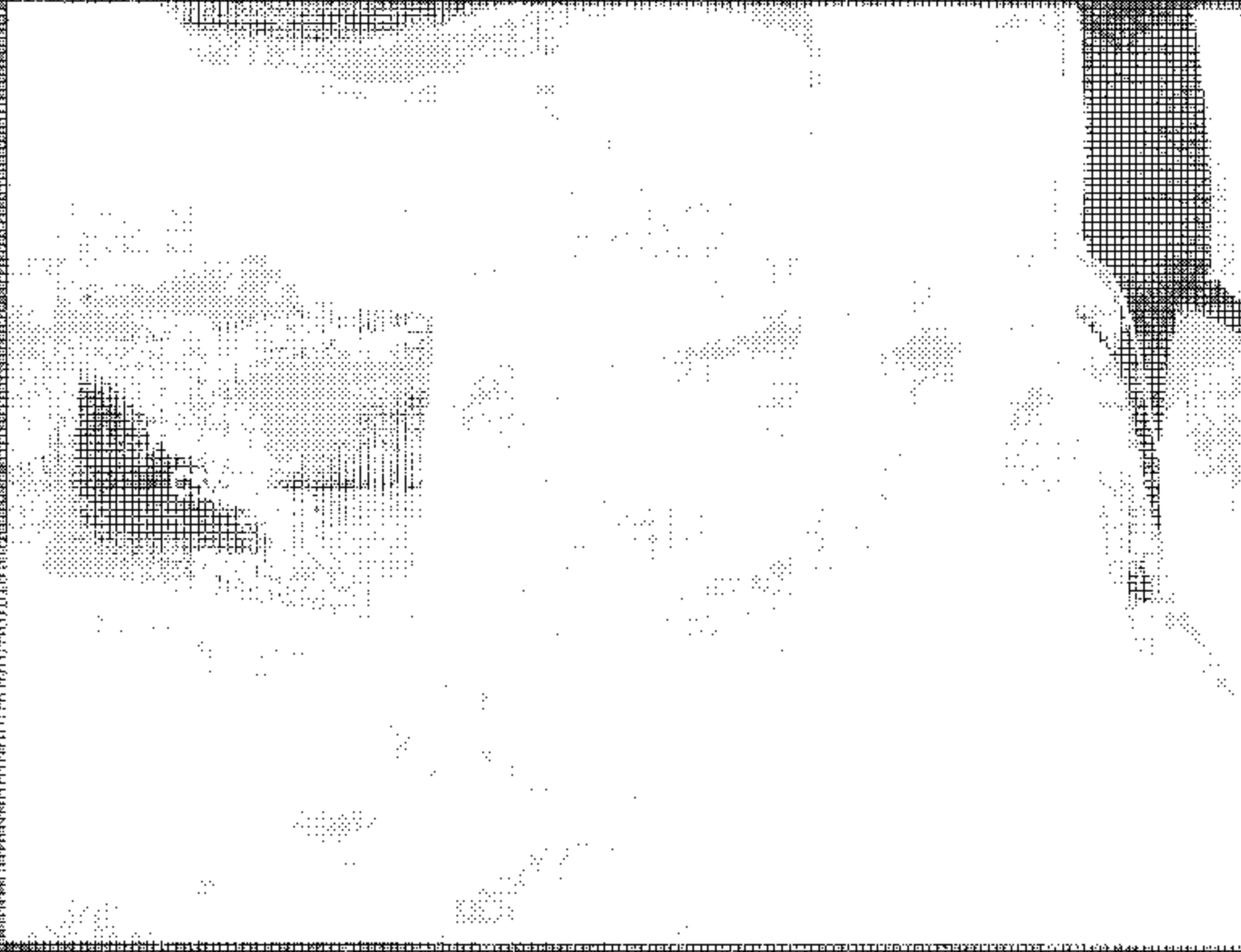
Figure 1

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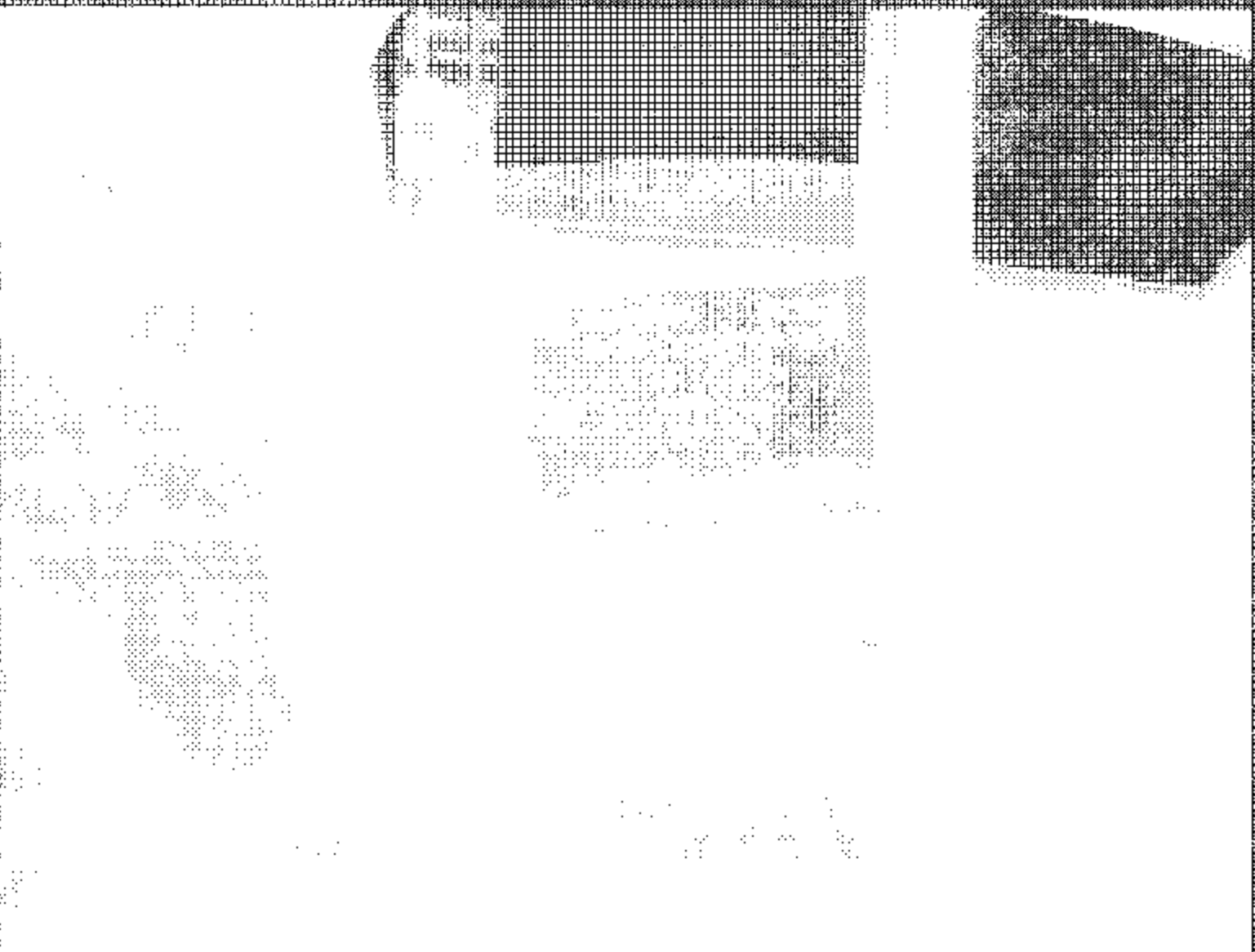
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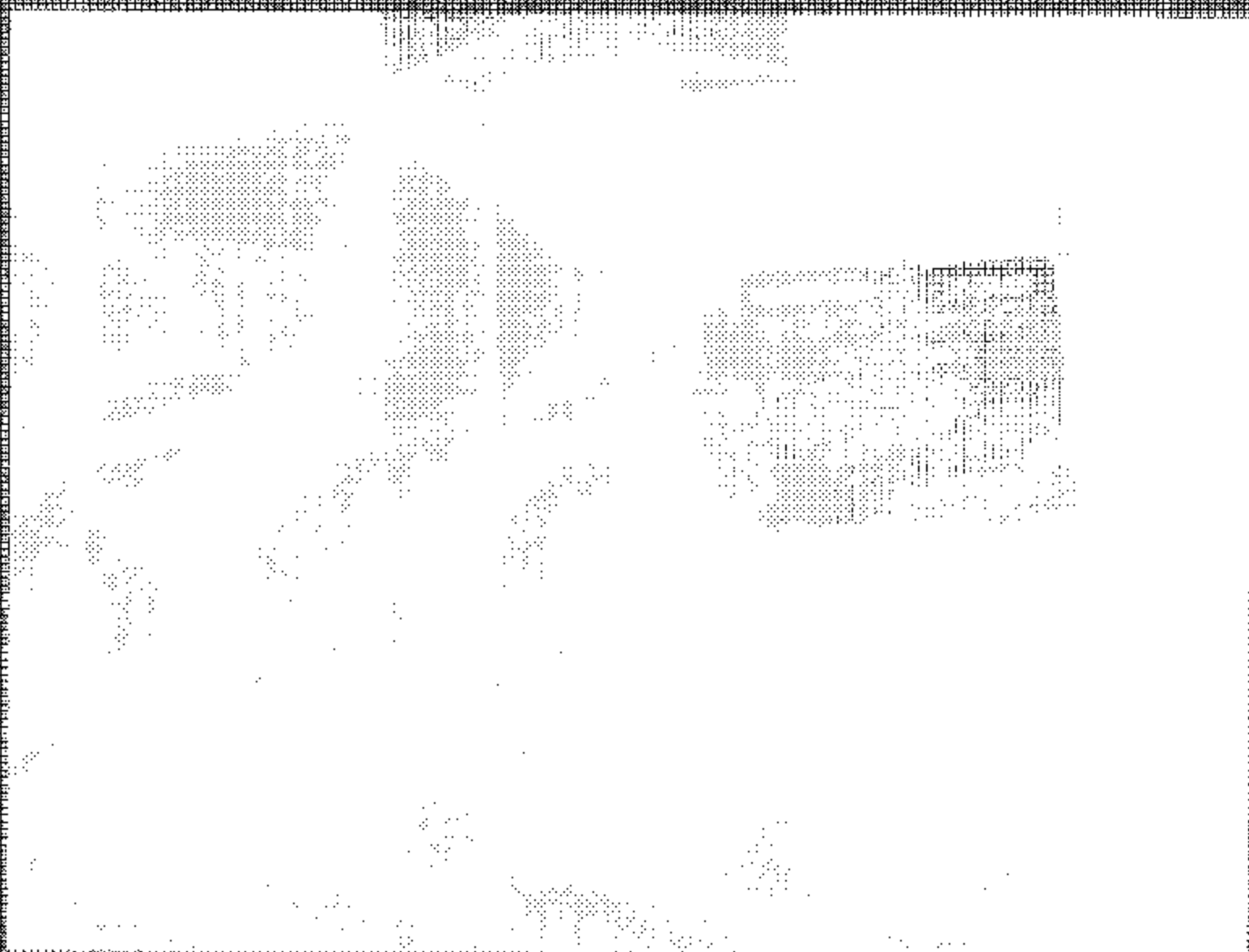
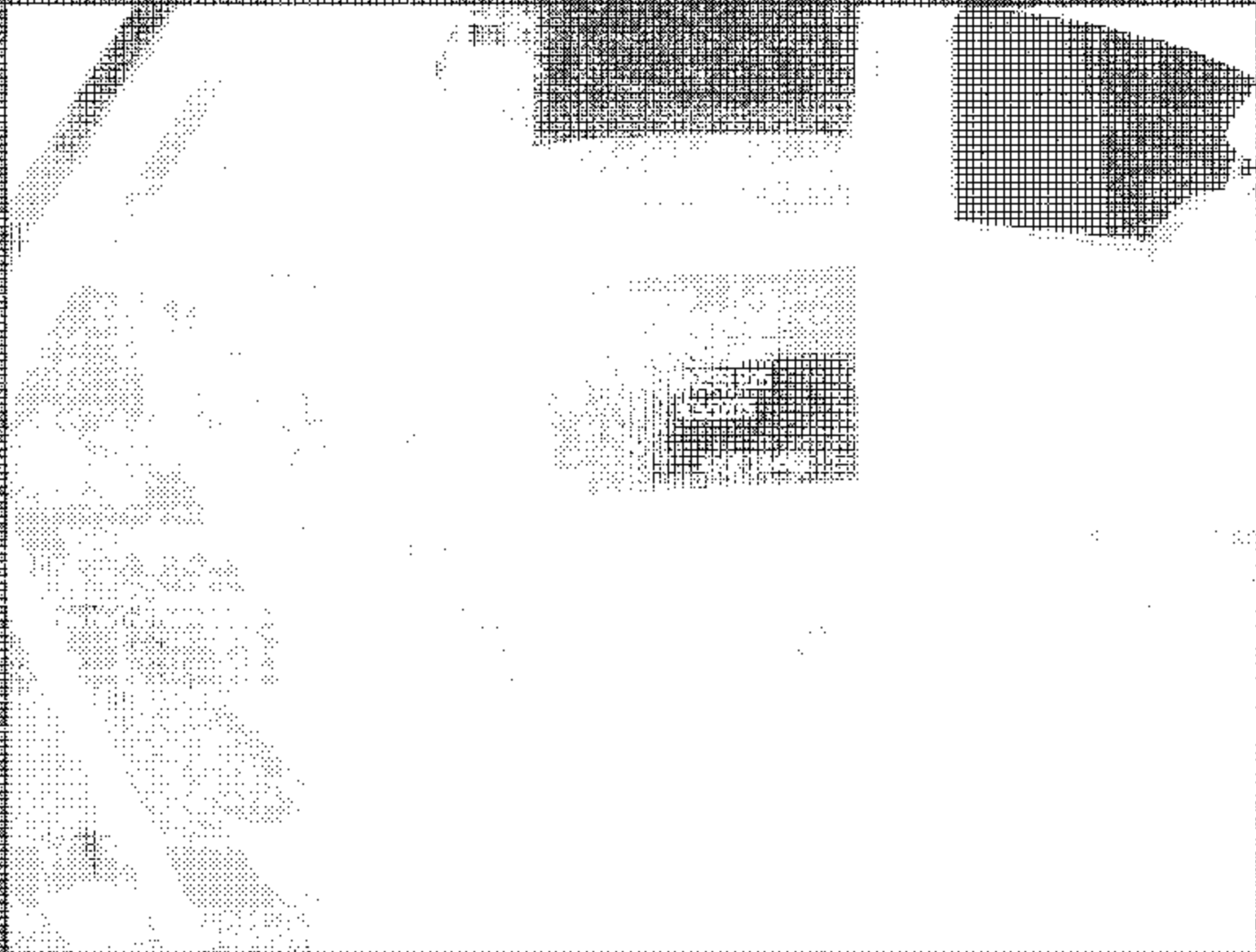


Fig. 1. Classroom situation.

Stable conditions (period 1) and 1955-57
Unstable conditions (period 2)

Stable conditions (period 1) and 1955-57
Unstable conditions (period 2)

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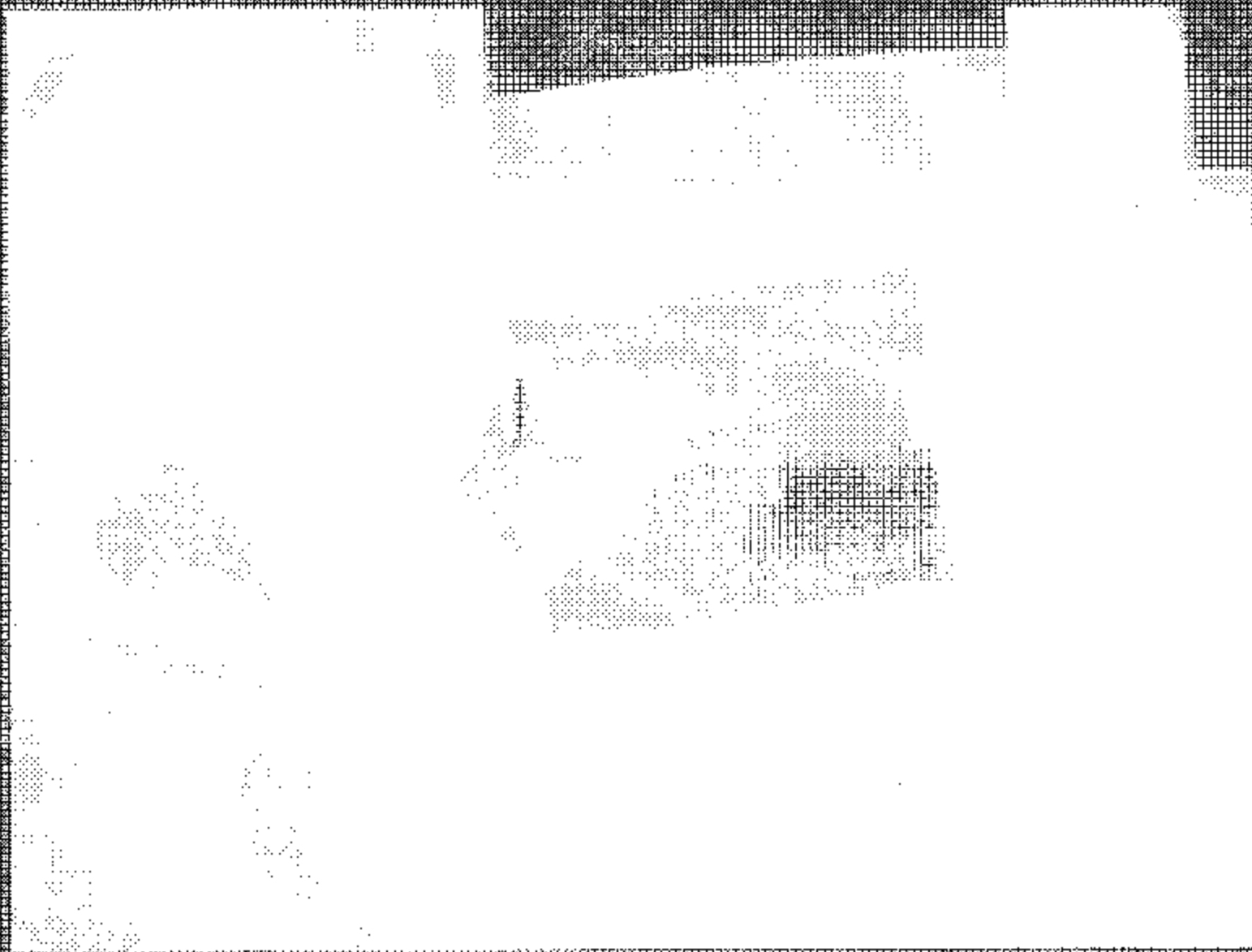
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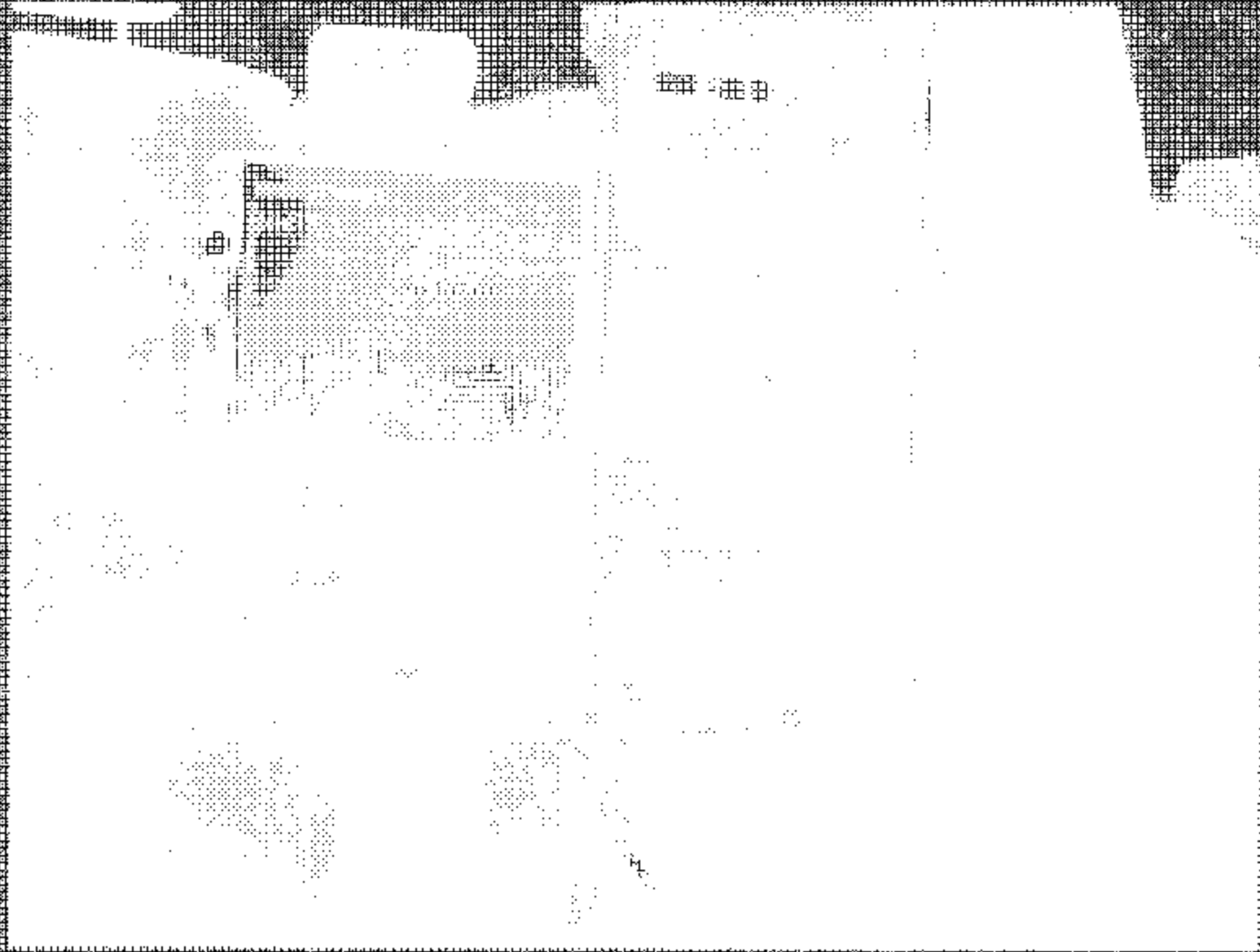
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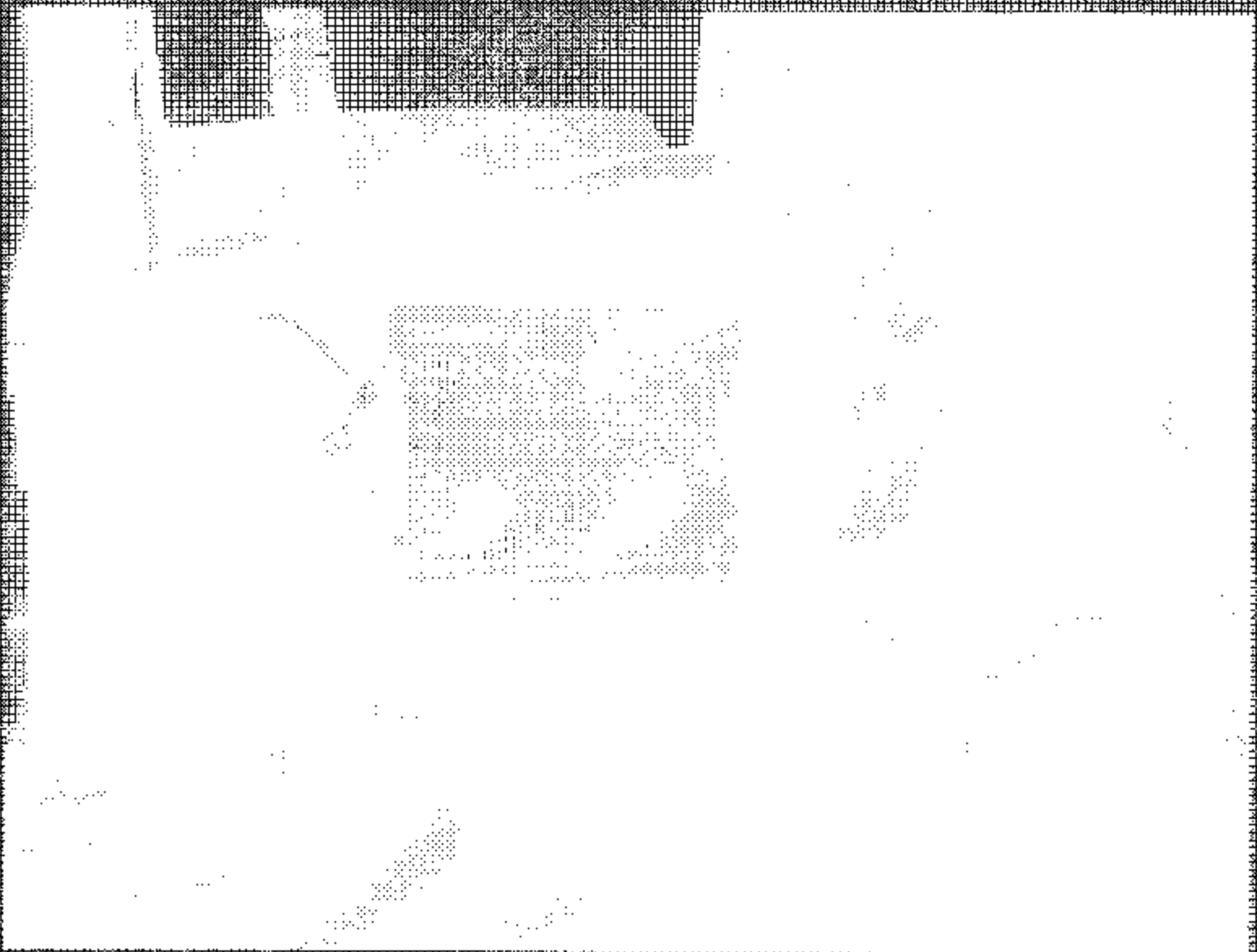
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Figure 1. Aerial photograph of the study area showing the location of the study site (indicated by a black box) and the location of the study site (indicated by a black box).

Figure 2. Aerial photograph of the study area showing the location of the study site (indicated by a black box) and the location of the study site (indicated by a black box).

Figure 1. Aerial photograph of the study area showing the location of the study site (indicated by a black box) and the location of the study site (indicated by a black box).

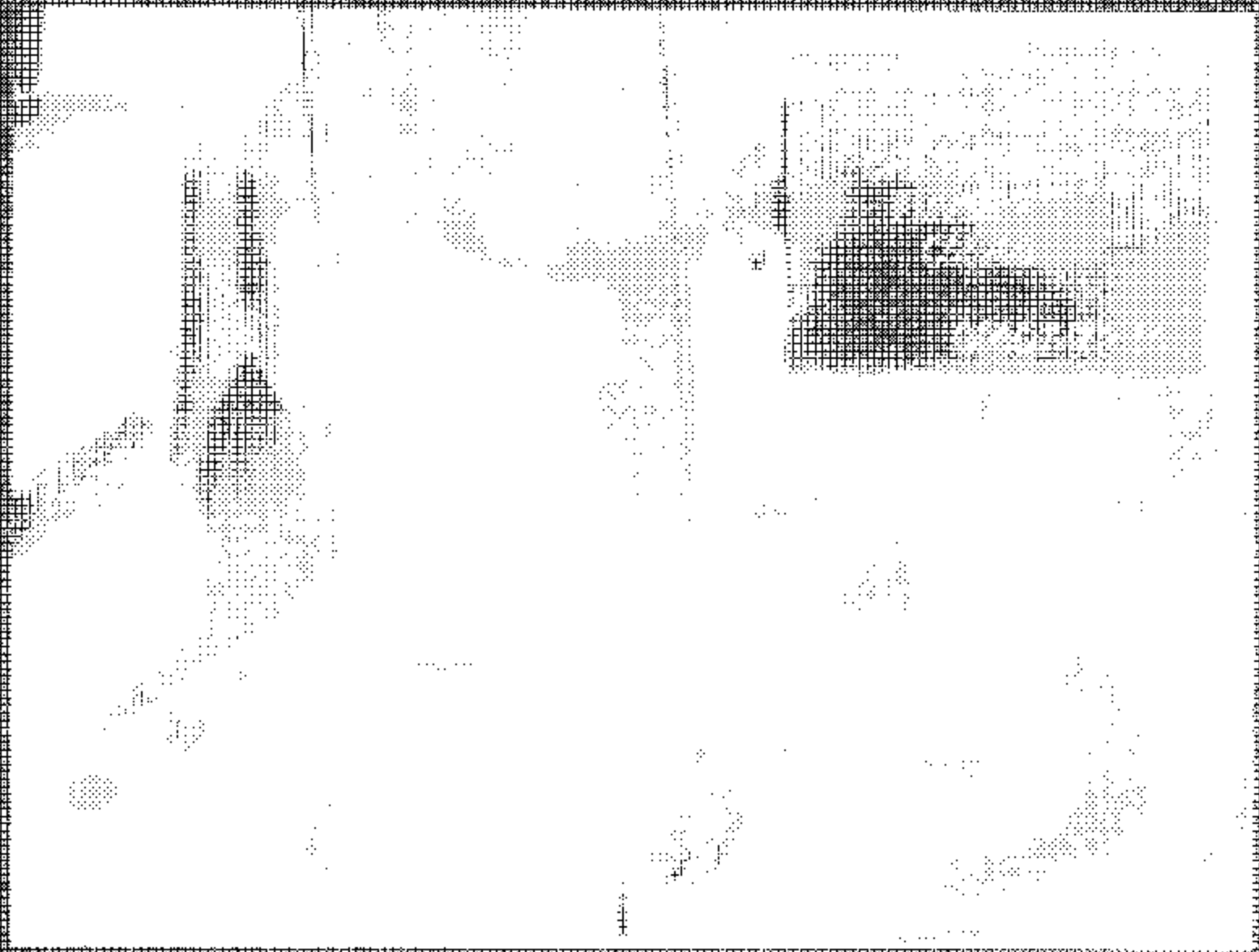
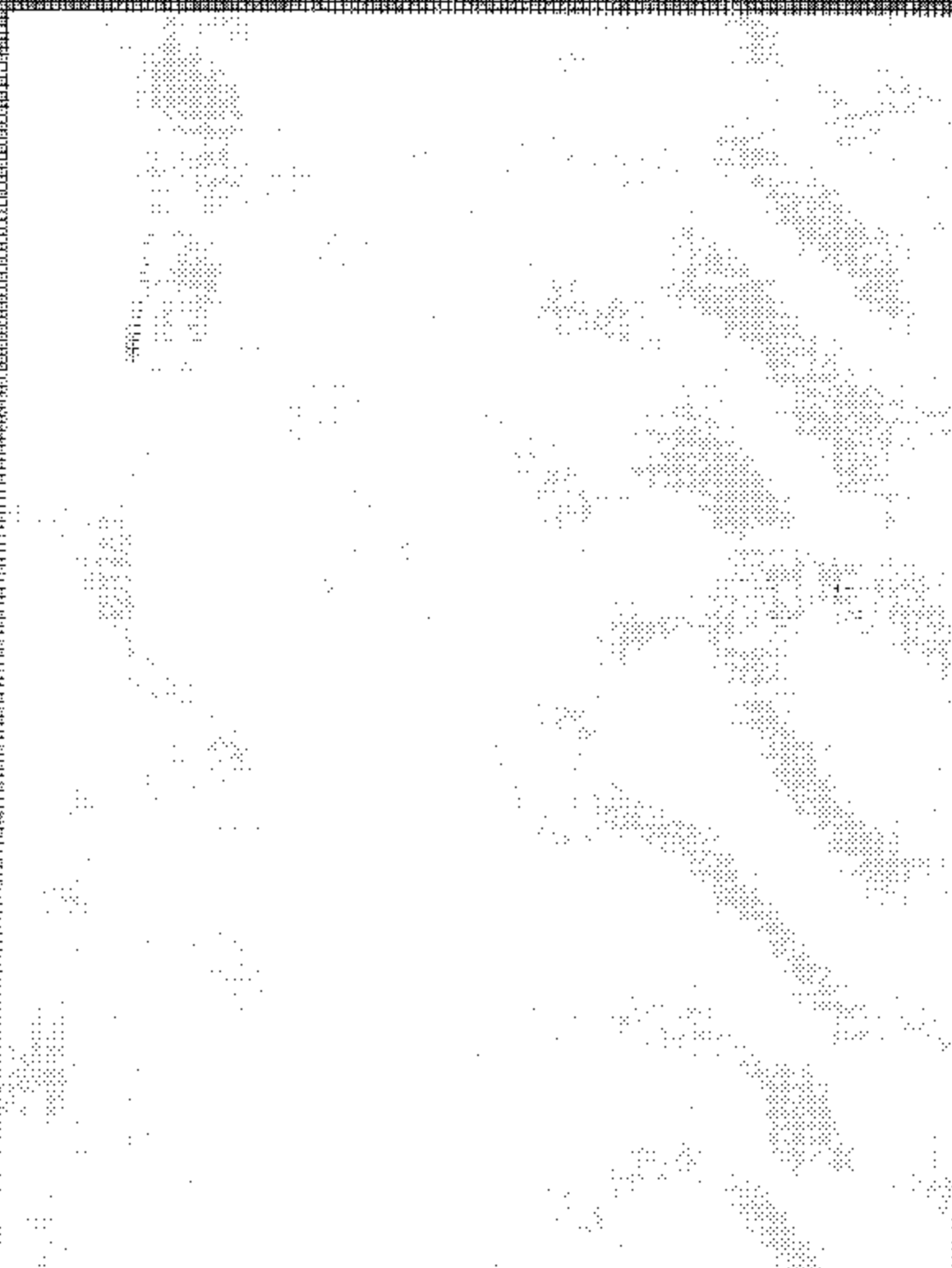


Figure 2. Aerial photograph of the study area showing the location of the study site (indicated by a black box) and the location of the study site (indicated by a black box).

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1. The first step in the process is to identify the problem or issue that needs to be addressed. This involves gathering information and understanding the context of the problem.

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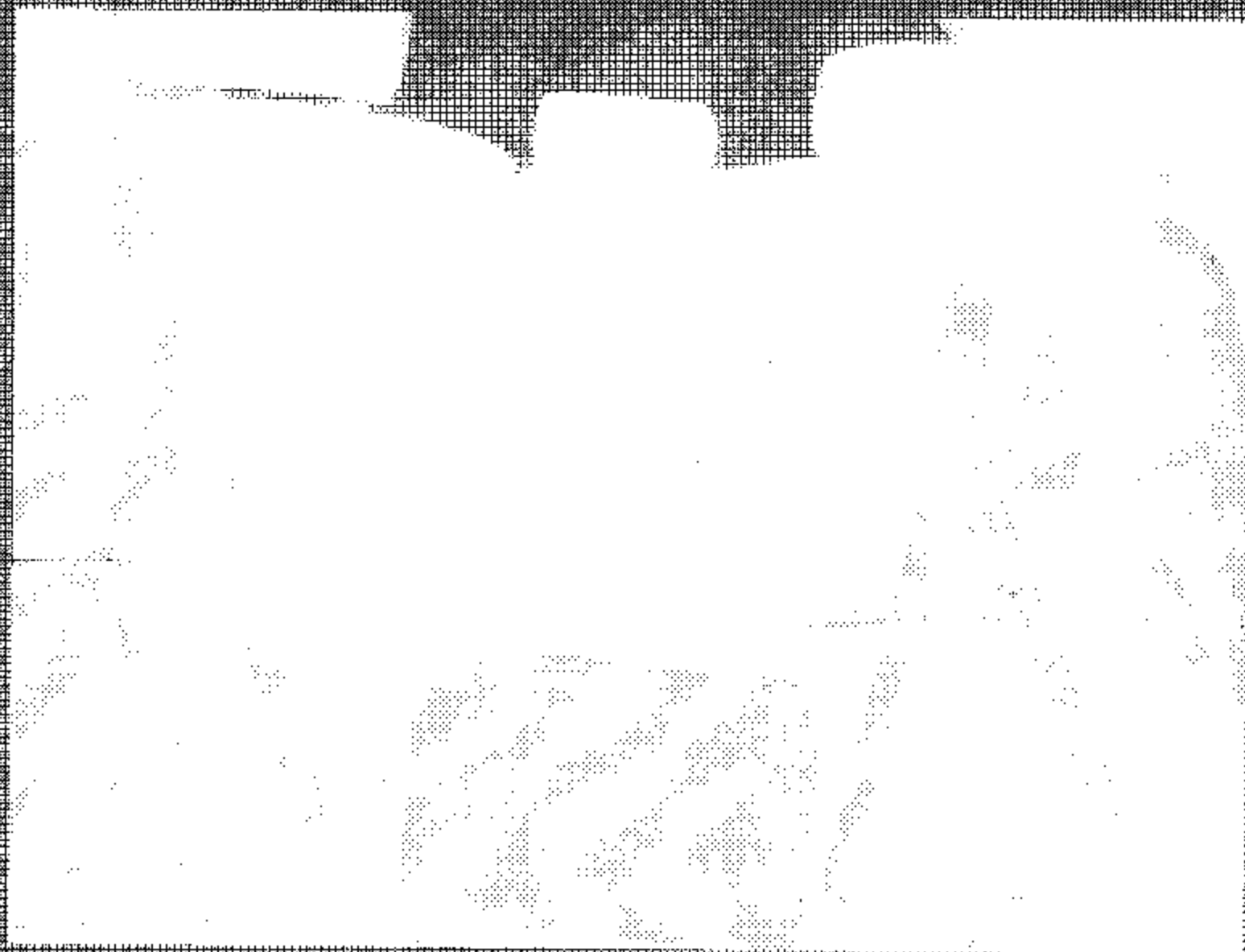


4.10. Ethical Issues in the Study and the Implications for the Field

As the study progressed, ethical issues arose.



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OUTLINE PHOTOGRAPH



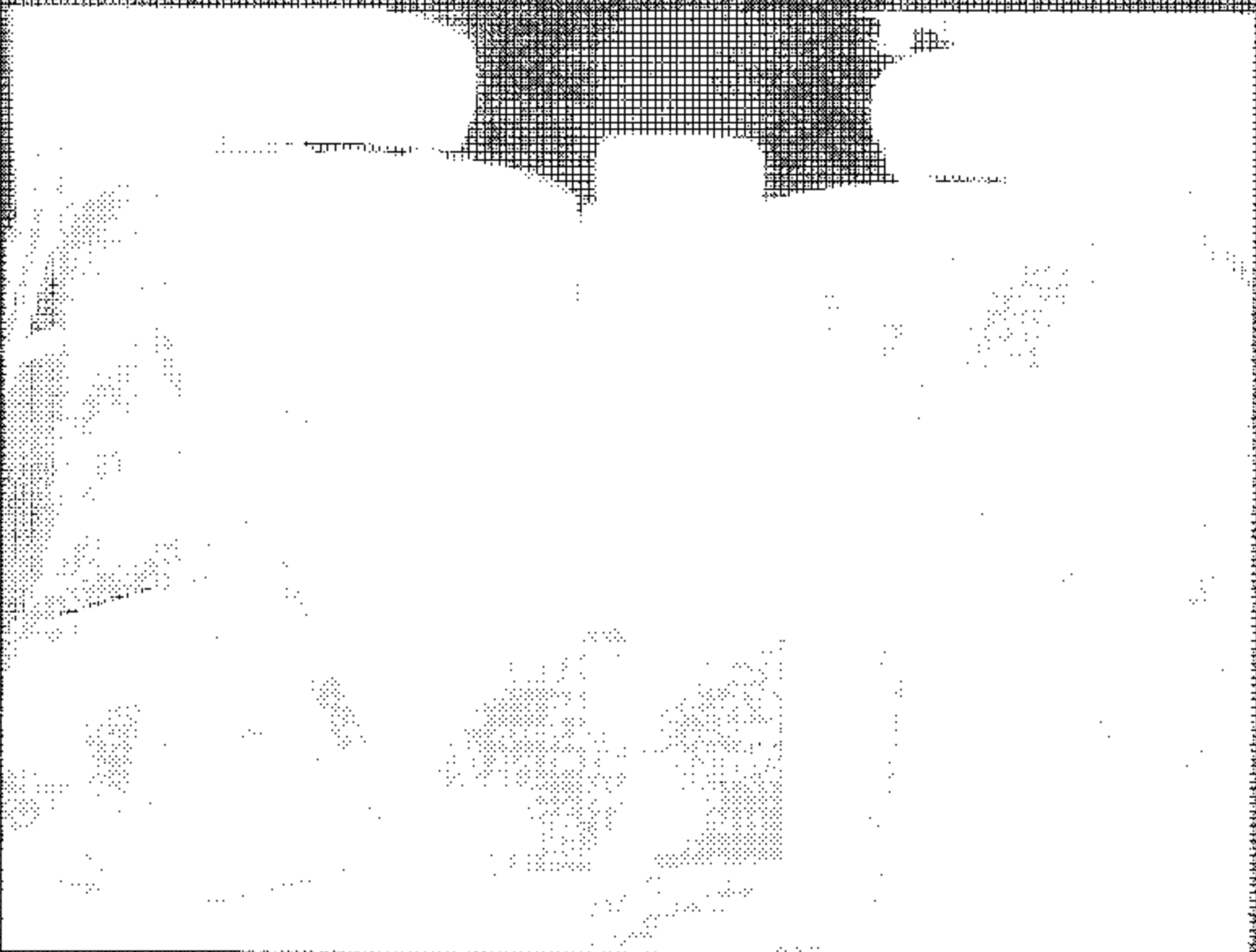
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6.1.1.2 Post-implementation of SPAD



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西華大學圖書館藏



1. The first part of the document is a list of the names of the people who were present at the meeting.

2. The second part of the document is a list of the topics that were discussed.

3. The third part of the document is a list of the actions that were taken.

Technical drawing of a mechanical component, likely a valve or actuator, showing a cross-section with various internal parts and dimensions. The drawing is oriented vertically and includes a title block at the top.

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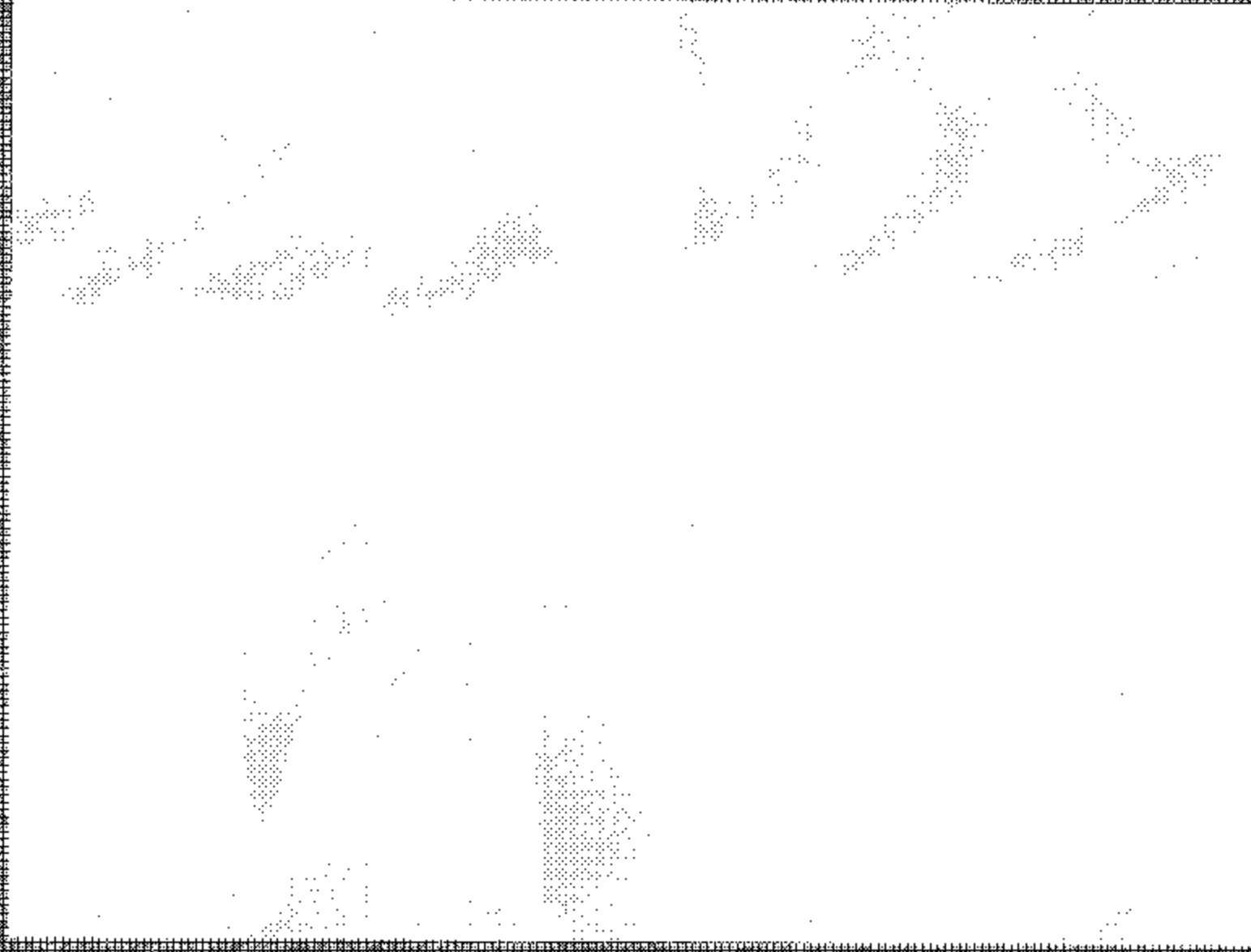


1501-1510

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反對「Pre-emptive」打擊非法移民



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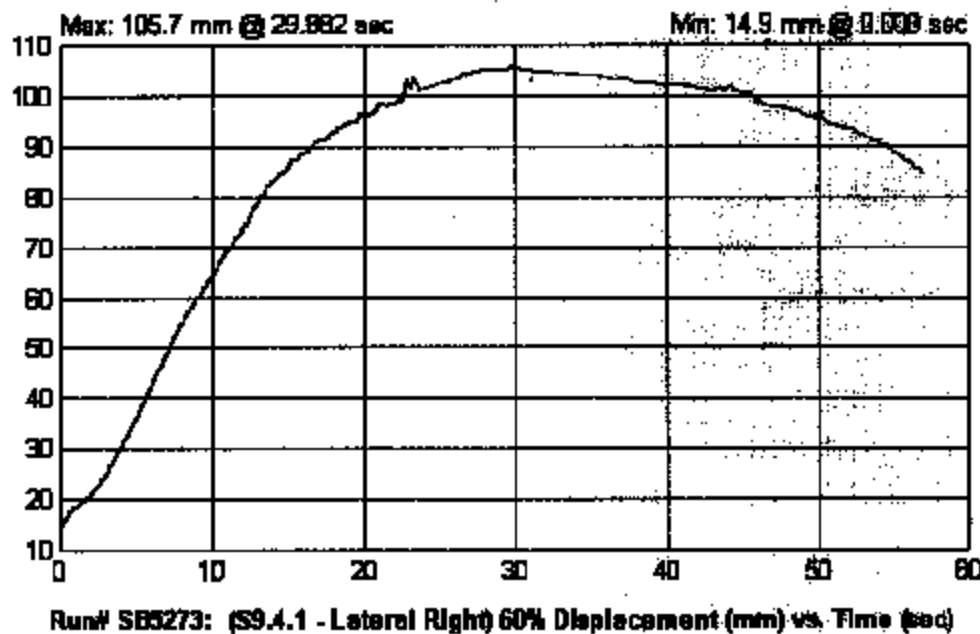
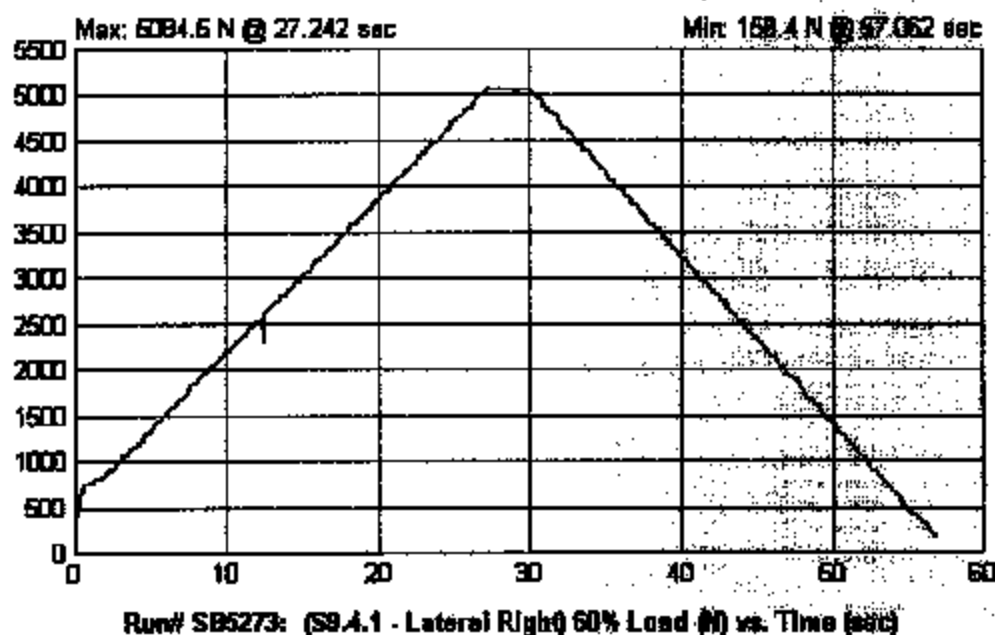
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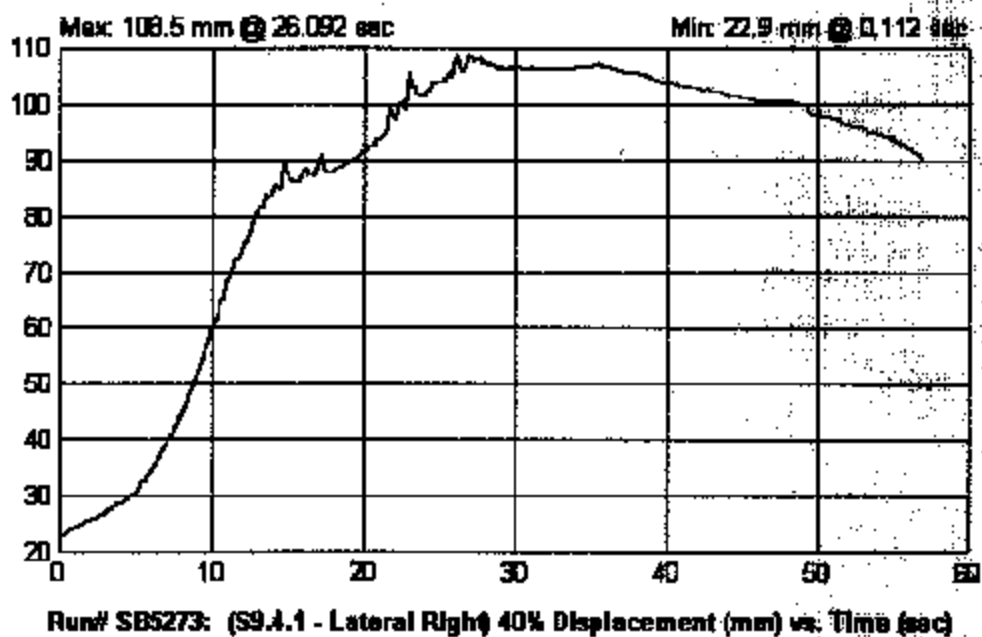
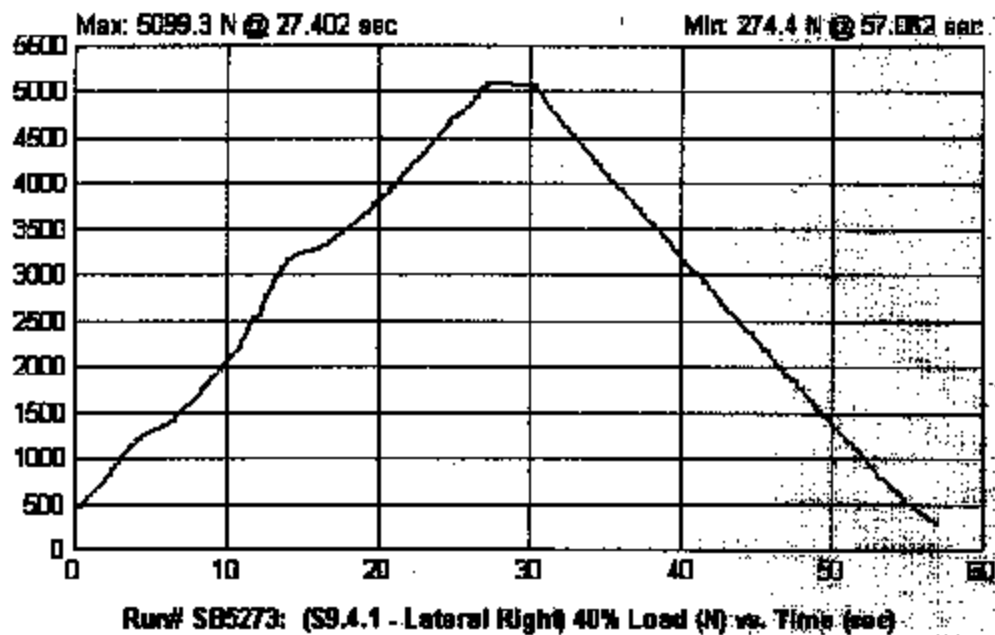
5119 Post-kill photo #9 of RFK



113572-02-1-102

7.0 PLOTS





8.0 REPORT of VEHICLE CONDITION

REPORT OF VEHICLE CONDITION AT THE COMPLETION OF TESTING

CONTRACT No.: DTNH22-02-D-11043

DATE: July 22, 2005

From: MGA Research Corporation, 446 Executive Drive, Troy, MI 48063

To: NHTSA, OVSC, NVS-220

The following vehicle has been subjected to compliance testing for FMVSS No. 201U and 225

The vehicle was inspected upon arrival at the laboratory for the test and found to contain all of the equipment listed below. All variances have been reported within 2 working days of vehicle arrival, by letter, to the NHTSA Industrial Property Manager (NAD0-30), with a copy to the OVSC COTR. The vehicle is again inspected, after the above test has been conducted, and all changes are noted below. The final condition of the vehicle is also noted in detail.

VEH. MOD YR/MAKE/MODEL/BODY: 2005 Infiniti FX35

VEH. NHTSA NO.: C55205

VIN: JNRA508W95X207623

COLOR: Silver

ODOMETER READINGS: ARRIVAL 163 miles Date: 03/17/05

COMPLETION 164 miles Date: 07/22/05

PURCHASE PRICE: N/A DEALER'S NAME: Pfeiffer Infiniti

ENGINE DATA: 6 Cylinders 3.5 Liters Cubic Inches

TRANSMISSION DATA: X Automatic Manual No. of Speeds 5

FINAL DRIVE DATA: X Rear Drive Front Drive 4 Wheel Drive

CHECK APPROPRIATE BOXES FOR VEHICLE EQUIPMENT:

TEST LABORATORY: MGA Research Corporation

OBSERVERS: Melanie Schick, Brad Reaume, Kenney Godfrey

☒	Air Conditioning	☐	Traction Control	☒	Clock
☒	Tinted Glass	☐	All Wheel Drive	☒	Roof Rack
☒	Power Steering	☒	Speed Control	☒	Console
☒	Power Windows	☒	Rear Window Defroster	☒	Driver Air Bag
☒	Power Door Locks	☒	Sun Roof or T-Top	☒	Passenger Air Bag
☒	Power Seat(s)	☒	Tachometer	☒	Front Disc Brakes
☒	Power Brakes	☒	Tilt Steering Wheel	☒	Rear Disc Brakes
☒	Antilock Brake System	☒	AM/FM/Compact Disc	☐	Other

REMARKS:

Salvage only.

Equipment that is no longer on the test vehicle as noted on previous pages:

All equipment inventoried and placed in vehicle.

Explanation for equipment removal:

Right rear door was removed before conducting the test.

Test Vehicle Condition:

Salvage only.

RECORDED BY: Melanie Schick, Kenney Godfrey

DATE: July 22, 2005

APPROVED BY: Brad Reaume

9.0 NOTICE OF TEST FAILURE

18. FORMS

78

LABORATORY NOTICE OF TEST FAILURE TO OHSO

FMVSS NO.: 225

TEST DATE: 6/23/2005

LABORATORY: MGA Research

CONTRACT NO.: DTNH22-02-D-11043 ; DELV. ORDER NO.:

LABORATORY PROJECT ENGINEER'S NAME: Melanie Schick

TEST VEHICLE MAKE/MODEL/BODY STYLE: 2005 Infiniti FX35
SUV

VEHICLE NHTSA NO.: C55205; VIN: JNRAS08W95X207623

VEHICLE MODEL YEAR: 2005 ; BUILD DATE: 11/2004

TEST FAILURE DESCRIPTION: Both 60% and 40% outboard
occupants exceeded the CRF displacement
requirement.

S225 REQUIREMENT, PARAGRAPH S9.2.2 (a)

NOTIFICATION TO NHTSA (COTR): Amanda Prescott

DATE: 6-23-05 BY: Brad Reaume

REMARKS:

APPENDIX A
OWNERS MANUAL CHILD RESTRAINT SYSTEMS



SEAT BELT MAINTENANCE

- To clean the seat belt webbing, apply a mild soap solution or any solution recommended for cleaning upholstery or carpets. Then brush the webbing, wipe it with a cloth and allow it to dry in the shade. Do not al-

low the seat belts to retract until they are completely dry.

- If dirt builds up in the shoulder belt guide of the seat belt anchors, the seat belts may retract slowly. Wipe the shoulder belt guide with a clean, dry cloth.
- Periodically check to see that the seat belt and the metal components such as buckles, tongue, retractors, flexible wires and anchors work properly. If loose parts, deterioration, cuts or other damage on the webbing is found, the entire belt assembly should be replaced.

CHILD RESTRAINTS



PRECAUTIONS ON CHILD RESTRAINTS



1-18 Safety — Seats, seat belts and supplemental restraint systems



In general, child restraints are designed to be installed with the lap portion of a lap/shoulder seat belt. In addition, this vehicle is equipped with a universal child restraint lower anchor system, referred to as the LATCH (Lower Anchors and Tethers for Children) system. Some child restraints include two rigid or webbing-mounted attachments that can be connected to these lower anchors. For details, see "LATCH (Lower Anchors and Tethers for Children) SYSTEM" later in this section.

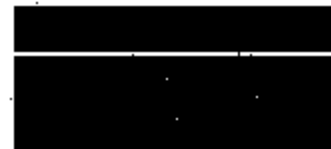
Child restraints for infants and children of various sizes are offered by several manufacturers. When selecting any child restraint, keep the following points in mind:

- choose only a restraint with a label certifying that it complies with Federal Motor Vehicle Safety Standard 213 or

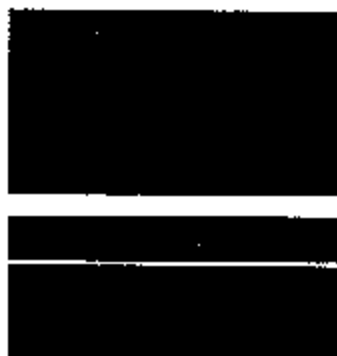
Canadian Motor Vehicle Safety Standard 213.

- check the child restraint in your vehicle to be sure it is compatible with the vehicle's seat and seat belt system.
- If the child restraint is compatible with your vehicle, place your child in the child restraint and check the various adjustments to be sure the child restraint is compatible with your child. Choose a child restraint that is designed for your child's height and weight. Always follow all recommended procedures.

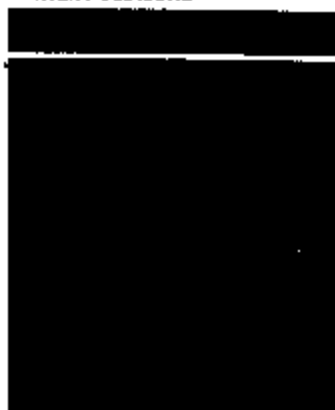
All US states and Canadian provinces require that infants and small children be restrained in approved child restraints at all times while the vehicle is being operated.



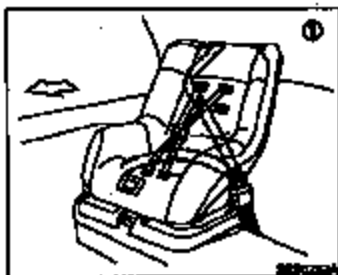
Safety — Seats, seat belts and supplemental restraint systems 1-19



**CHILD RESTRAINT INSTALLATION
ON REAR SEAT OUTBOARD OR
CENTER POSITIONS**



1-20 Safety — Seats, seat belts and supplemental restraint systems

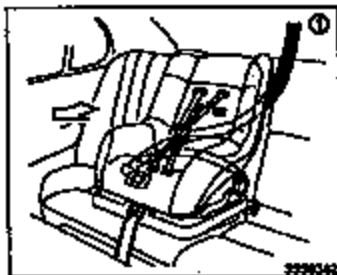


Rear outboard seat

Front facing

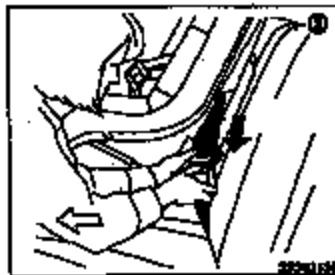
When you install a child restraint in a rear outboard or center seat, follow these steps:

1. Position the child restraint on the seat. Always follow the child restraint manufacturer's instructions. The back of the child restraint should be secured against the vehicle seatback. If necessary, adjust or remove the head restraint to obtain the correct child restraint fit. See "Head restraint adjustment" earlier in this section. If the head restraint is removed, store it in a



Rear center seat

secure place. Be sure to install the head restraint when the child restraint is removed. If the seating position does not have an adjustable head restraint and it is interfering with the proper child restraint fit, try another seating position or a different child restraint.

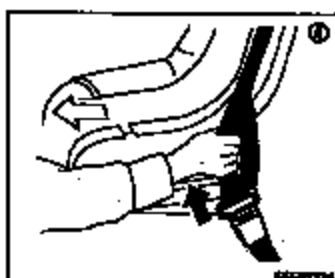


2. Route the seat belt tongue through the child restraint and insert it into the buckle until you hear and feel the latch engage. Be sure to follow the child restraint manufacturer's instructions for belt routing.

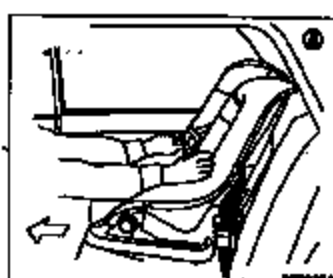
Safety — Seats, seat belts and supplemental restraint systems 1-21



3. Pull on the shoulder belt until all of the belt is fully extended. At this time, the belt retractor is in the automatic locking mode (child restraint mode). It reverts back to emergency locking mode when the belt is fully retracted.



4. Allow the seat belt to retract. Pull up on the shoulder belt to remove any slack in the belt.



5. Before placing the child in the child restraint, use force to push the child restraint from side to side, and push it forward to make sure that it is securely held in place. It should not move more than 1 inch (25 mm). If it does move more than 1 inch (25 mm), pull again on the shoulder belt to further tighten the child restraint. If unable to properly secure the restraint, move the restraint to another rear seating position and try again, or try a different child restraint. Not all child restraints fit in all types of vehicles.

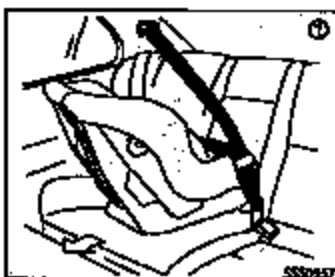
6. Check that the retractor is in the auto-

1-22 Safety — Seats, seat belts and supplemental restraint systems

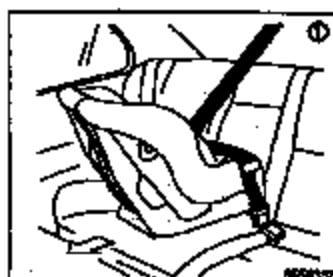
matic locking mode by trying to pull more belt out of the retractor. If you cannot pull any more belt webbing out of the retractor, the belt is in the automatic locking mode.

7. Check to make sure that the child restraint is properly secured prior to each use. If the belt is not locked, repeat steps 3 through 6.

After the child restraint is removed and the seat belt is allowed to wind back into the retractor, the automatic locking mode (child restraint mode) is canceled.



Rear outboard seat
 Rear facing



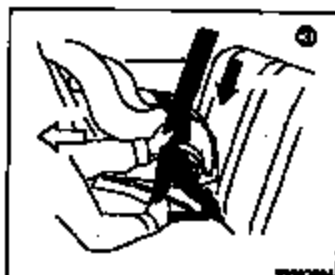
Rear center seat

When you install a child restraint in a rear outboard or center seat, follow these steps:

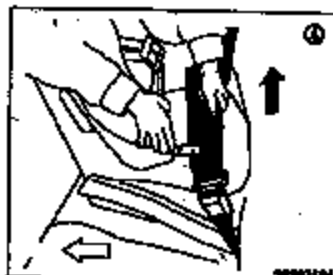
1. Position the child restraint on the seat. Always follow the restraint manufacturer's instructions.



2. Route the seat belt tongue through the child restraint and insert it into the buckle until you hear and feel the latch engage. Be sure to follow the child restraint manufacturer's instructions for belt routing.



3. Pull on the shoulder belt until all of the belt is fully extended. At this time, the belt retractor is in the automatic locking mode (child restraint mode). It reverts back to emergency locking mode when the belt is fully retracted.



4. Allow the seat belt to retract. Pull up on the shoulder belt to remove any slack in the belt.

1-24 Safety — Seats, seat belts and supplemental restraint systems

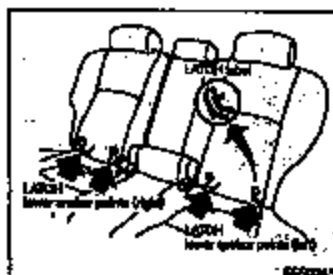


5. Before placing the child in the child restraint, use force to push the child restraint from side to side, and tug it forward to make sure that it is securely held in place. It should not move more than 1 inch (25 mm). If it does move more than 1 inch (25 mm), pull again on the shoulder belt to further tighten the child restraint. If unable to properly secure the restraint, move the restraint to another rear seating position and try again, or try a different child restraint. Not all child restraints fit in all types of vehicles.

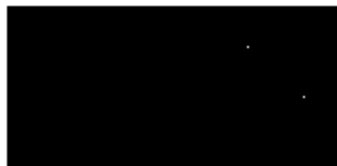
6. Check that the retractor is in the automatic locking mode by trying to pull more belt out of the retractor. If you cannot pull any more belt webbing out of the retractor, the belt is in the automatic locking mode.

7. Check to make sure that the child restraint is properly secured prior to each use. If the belt is not locked, repeat steps 3 through 6.

After the child restraint is removed and the seat belt is allowed to wind back into the retractor, the automatic locking mode (child restraint mode) is canceled.



LATCH (LOWER ANCHORS AND TETHERS FOR CHILDREN) SYSTEM



Some child restraints include two rigid or webbing-mounted attachments that can be connected to two anchors located at certain seating positions in your vehicle. This system is known as the LATCH (Lower Anchors and Tethers for Children) system. This system may also be referred to as the ISOFIX or ISOFIX compatible system. With this system, you do not have to use a vehicle seat belt to secure the child restraint. Your vehicle is equipped with special anchor points that are used with LATCH system compatible child restraints. Check your child restraint for a label stating that it is compatible with the LATCH system. This information may also be in the child restraint owner's manual. If you have such a child restraint, refer to the illustration for the rear seating positions equipped with LATCH system anchors which can be used

to secure the child restraint.

The LATCH system anchors are located at the rear of the seat cushions near the seatback. A label is attached to the seatback to help you locate the LATCH system anchors.

Some child restraints may also require the use of a top tether strap. See "Top tether strap child restraint" later in this section for installation instructions.

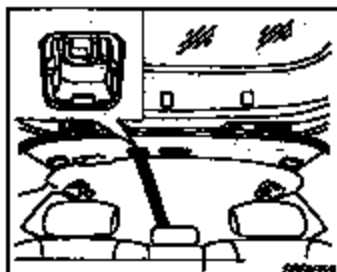
When installing a child restraint, carefully read and follow the instructions in this manual and those supplied with the child restraint.

When you install a LATCH system compatible child restraint to the lower anchor attachments in the rear seat, follow these steps.



1. To install the LATCH system compatible child restraint, adjust the height of the child restraint LATCH system anchor attachments to the anchor points in the rear seat.
2. Insert the anchor attachments into the anchor points. If the child restraint is equipped with a top tether, see "Top tether strap child restraint" later in this section for installation instructions.
3. After attaching the child restraint and before placing the child in it, use force to push the child restraint from side to side and tug it forward to make sure that the child restraint is securely held in place. It should not move more than 1 inch (25 mm).
4. Check to make sure that the child restraint is properly secured prior to each use.

1-26 Safety — Seats, seat belts and supplemental restraint systems



TOP TETHER STRAP CHILD
RESTRAINT



If your child restraint has a top tether strap, it must be secured to the anchor point provided behind its position.

First, adjust the seatback so that it is upright. Then secure the child restraint with the rear seat belt or the LATCH system (outboard position), as applicable. Remove the anchor cover from the anchor point as illustrated. Keep the removed cover in a secure place to prevent loss or damage.

Remove the head restraint from the seatback. Store it in a secure place. Position the top tether strap over the top of the seatback and secure it to the tether anchor bracket that provides the straightest installation. Tighten the tether strap according to the manufacturer's instruction to remove any slack.

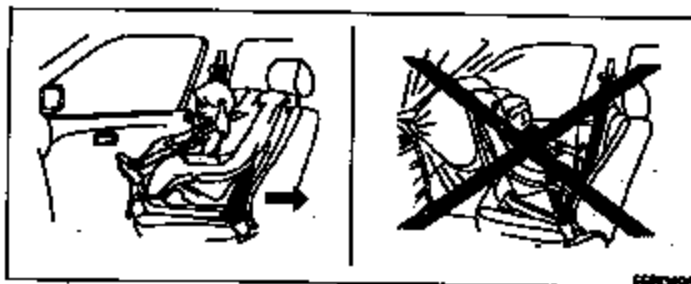
For best child restraint fit, see the child restraint installation instructions in this section and the child restraint manufacturer's instructions.

Anchor point locations

Anchor points are located on the ceiling above the luggage room.

If you have any questions when installing a top strap child restraint on the rear seat, consult an INFINITI dealer for details.

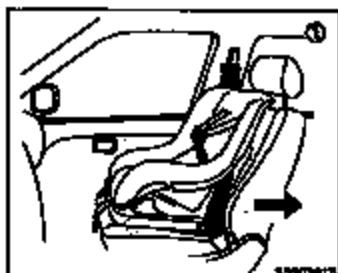
Safety — Seats, seat belts and supplemental restraint systems 1-27



CHILD RESTRAINT INSTALLATION
ON FRONT PASSENGER SEAT



1-28 Safety — Seats, seat belts and supplemental restraint systems

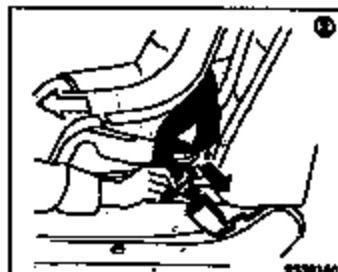


Front facing

If you must install a child restraint in the front seat, follow these steps:

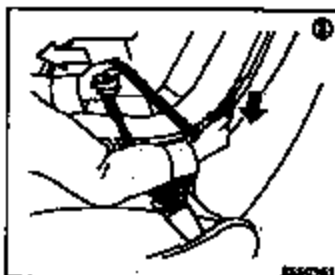
1. Position the child restraint on the front passenger seat. It should be placed in a front facing direction only. Move the seat to the rearward position. Adjust the head restraint to its highest position. Always follow the child restraint manufacturer's instructions. Child restraints for infants must be used in the rear facing direction and therefore must not be used in the front seat.

The back of the child restraint should be secured against the vehicle seatback. If necessary, adjust or remove the head restraint to obtain the correct child restraint fit. See "Head restraint adjustment" earlier in this section. If the head restraint is removed, store it in a secure place. Be sure to install the head restraint when the child restraint is removed. If the seating position does not have an adjustable head restraint and it is interfering with the proper child restraint fit, try another seating position or a different child restraint.

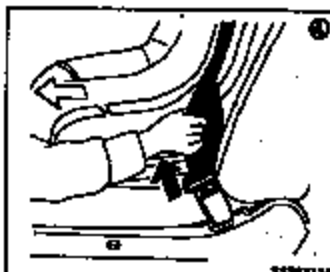


2. Route the seat belt tongue through the child restraint and insert it into the buckle until you hear and feel the latch engage. Be sure to follow the child restraint manufacturer's instructions for belt routing.

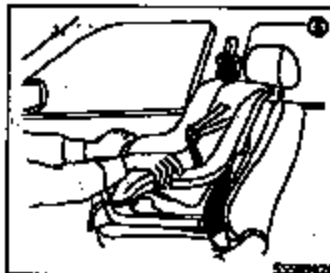
Safety — Seats, seat belts and supplemental restraint systems 1-29



3. Pull on the shoulder belt until all of the belt is fully extended. At this time, the belt retractor is in the automatic locking mode (child restraint mode). It reverts back to emergency locking mode when the belt is fully retracted.



4. Allow the seat belt to retract. Pull up on the shoulder belt to remove any slack in the belt.



5. Before placing the child in the child restraint, use force to push the child restraint from side to side, and tug it forward to make sure that it is securely held in place. It should not move more than 1 inch (25 mm). Before placing the child in the child restraint, use force to tilt the child restraint from side to side, and tug it forward to make sure that it is securely held in place. It should not move more than 1 inch (25 mm). If it does move more than 1 inch (25 mm), pull again on the shoulder belt to further tighten the child restraint. If an-

1-30 Safety — Seats, seat belts and supplemental restraint systems

BOOSTER SEATS

able to properly secure the restraint, move the restraint to another recommended position and try again, or try a different child restraint. Not all child restraints fit in all types of vehicles.

6. Check that the retractor is in the automatic locking mode by trying to pull more belt out of the retractor. If you cannot pull any more belt webbing out of the retractor, the belt is in the automatic locking mode.
7. Check to make sure that the child restraint is properly secured prior to each use. If the lap belt is not locked, repeat steps 3 through 6.

After the child restraint is removed and the seat belt is allowed to wind back into the retractor, the automatic locking mode (child restraint mode) is canceled.

PRECAUTIONS ON BOOSTER SEATS

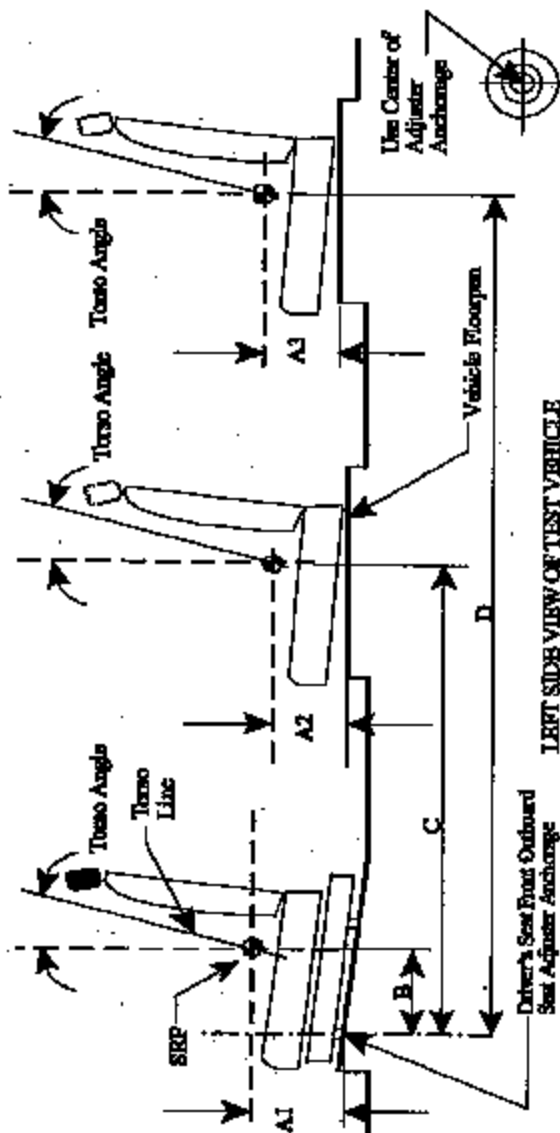


Safety — Seats, seat belts and supplemental restraint systems 1-31

APPENDIX B
MANUFACTURER'S DATA (OVSC FORM 14)

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

Model Year: 2004; Make: INFINITI; Model: S50; Body Style: WAGON
 Seat Style: SEPARATE; Front row: SPLIT; Second row: SPLIT; Third row: -



W-1183-Y
 Attachment I
 FORM 14
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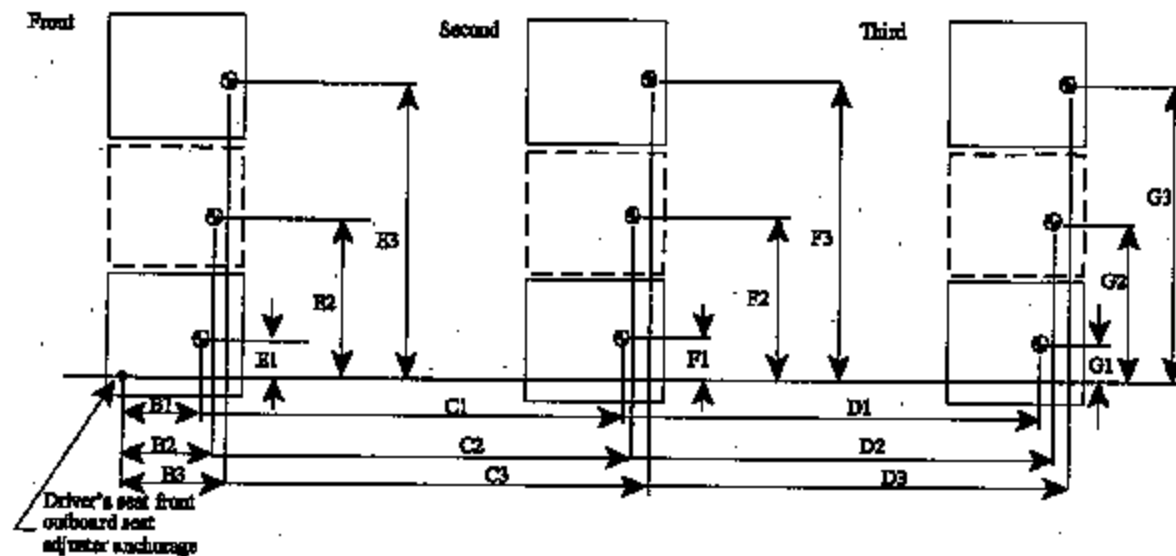
Table 1. Seating Positions¹ and Torso Angles

		Left (Driver Side)	Center (if any)	Right
A1		(Driver) 282.1		(Front Passenger) 292.1
A2		314.7	379.7	314.7
A3				
B		388.9		388.9
C		1189.4	1159.4	1189.4
D				
Torso Angle (degree)	Front Row	21°		21°
	Second Row	25°	25°	25°
	Third Row			

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: 2004 ; Make: INFINITI ; Model: S50 ; Body Style: WAGON
 Seat Style: Front row: SEPARATE ; Second row: SPLIT ; Third row: -



W-1163-Y
Attachment I
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Table 2. Seating Reference Point and Tether Anchorage Locations

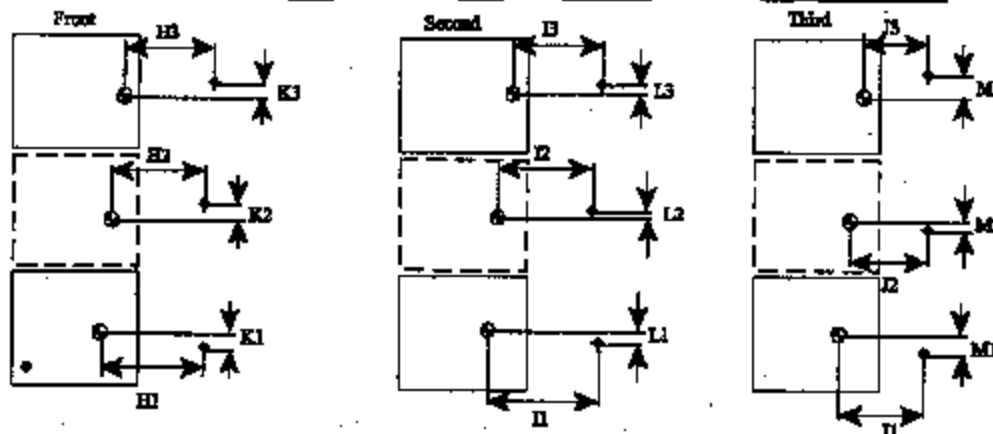
Seating Reference Point (SRP)		Distance from Driver's front outboard seat adjuster anchorage ¹
Front Row	B1	388.9
	B1	210
	B2	
	B2	
	B3	388.9
	B3	935
Second Row	C1	1189.4
	F1	245
	C2	1159.4
	F2	590
	C3	1189.4
	F3	935
Third Row	D1	
	G1	
	D2	
	G2	
	D3	
	G3	

Note: 1. Use the center of anchorage.

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

Model Year: '05MY ; Make: INFINITI ; Model: S50 ; Body Style: WAGON
 Seat Style: Front row: SEPARATE ; Second row: SPLIT ; Third row: -



⊙: SRP

⬥: Tether anchorage

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

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Attachment I
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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	645.6
	L1	70.6
	I2	676.1
	L2	125.4
	I3	676.1
	L3	70.6
Third Row	J1	
	M1	
	J2	
	M2	
	J3	
	M3	

Note: 1. Use the center of anchorage.

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)	778.4
	O2 (Center)	746
	O3 (Right)	778.4
Third Row	P1 (Left)	
	P2 (Center)	
	P3 (Right)	

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.
Front	Driver	N/A
	Center (if any)	
	Right (if any)	
Second	Left	SECTION6
	Center	SECTION6
	Right (if any)	SECTION6
Third	Left	
	Center	
	Right	
Fourth	Left	
	Center	
	Right	

Lower Anchorages

Seating Location		FMVSS Section(s) - Req.
Front	Driver	N/A
	Center (if any)	
	Right (if any)	
Second	Left	SECTION9
	Center	
	Right	SECTION9
Third	Left	
	Center	
	Right	
Fourth	Left	
	Center	
	Right	

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For each anchorage system, provide the following information:

1. **Lower Anchorage Dimensions:** Whether the anchorages are certified with S15.1.2.1 of FMVSS No. 225.

6mm±0.1

2. **Lower Anchorage Location:** Whether the anchorages are certified with S15.1.2.2 of FMVSS No. 225. If the anchorages are certified with S15.1.2.2, provide the pitch, roll and yaw angles.

Pitch 15±10°

Roll 0±5°

Yaw 0±10°

3. **Lower Anchorage Marking and Consistency:** Whether the anchorages are certified with S15.4 of FMVSS No. 225. If guidance fixtures are used, provide the location of the seating systems that are equipped with the guidance fixture.

There are four marks for indicating the location of lower anchorages on the rear seat back surface.

4. **Location of Tether Anchorage:** Applicable section of FMVSS No. 225 for the option used for its certification.

SECTION 6 . 2 . 1

5. **Number of Tether Anchorage:** Applicable section of FMVSS No. 225 for the option used for its certification

SECTION 4

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