

DAKOTA MODIFYING COMPLETE & CERTIFIED VEHICLES – SAFETY STANDARDS

INFORMATION CONCERNING UNITED STATES AND CANADA SAFETY STANDARDS

The vehicle alterer is responsible for certifying the altered vehicle pursuant to Title 49 of the Code of Federal Regulations S567.7 and S568.8 in the United States or to Section 9 of the Canada Motor Vehicle Safety Regulations in Canada. In the case of 2005 Dakota pickup trucks listed in Table A (previous page), DaimlerChrysler represents that the altered vehicles will conform to the requirements of FMVSS 212 and CMVSR 212 — Windshield Mounting, FMVSS 219 and CMVSR 219 — Wind-shield Zone Intrusion, and FMVSS 301 and CMVSR 301 — Fuel System Integrity, provided the vehicle is altered only by the removal of the pickup box (including optional equipment attached to the pickup box) and rear bumper (if so equipped) and installation of a second body, according to the conditions specified below.

DaimlerChrysler makes no representations with regard to conformity of the altered vehicle to any other Federal or Canada Motor Vehicle Safety Standards or Regulations that may be affected by the vehicle alteration; it is the responsibility of the vehicle alterer to certify that the vehicle conforms to any other standards affected by the vehicle alteration. Additional information concerning United States Federal Motor Vehicle Safety Standards and Canada Motor Vehicle Safety Regulations is provided in the current *2005 Dodge Truck Body Builder's Guide*.

A pickup truck listed in Table A (previous page) will conform to the safety standards noted above provided the following conditions are satisfied:

1. The altered vehicle's unloaded vehicle weight does not exceed the value designated in the table corresponding to the pickup truck's model and engine size. "Unloaded vehicle weight," as defined in Title 49 Code of Federal Regulations, Part 571.3, means "the weight of a vehicle with maximum capacity of all fluids necessary for operation of the vehicle, but without cargo or occupants."

2. These instructions must be followed in the vehicle alteration:

* Compliance with FMVSS/CMVSR 105 — Hydraulic Brake Systems will be maintained if:

* No alterations are made to the service and parking brake systems,

* The GVWRs and GAWRs are not exceeded, and

* Rear axle must carry at least 37 percent of the vehicle weight when the front seat is ballasted as follows:

| <u>Vehicle GVWR</u> | <u>Front Seat</u> |
|---------------------|-------------------|
| <10,000 lb | 400 lb |
| ≥10,000 lb | 500 lb |

* The following windshield system components, related structural components and hardware as installed by Dodge are not to be removed, relocated, altered or modified in any way.

— Windshield and windshield mounting system

— Cab and front-end structural components including the roof, pillars, cowl, cowl reinforcements, hood, doors, fenders, hood restrictors and apron reinforcements, frame and frame reinforcements

— Door and hood mounting, hinging and latching systems

— Hood and fender ornamentation

* Any alteration or modification made to the vehicle as manufactured by Dodge and components or structure installed by the vehicle alterer do not result in any loss of windshield retention (as defined in FMVSS/CMVSR 212), or any penetration of the inner surface of the windshield or intrusion into the protected zone (as defined in Standard FMVSS/CMVSR 219), when the vehicle is impacted in any manner specified by applicable provisions of FMVSS/CMVSR 212 or 219.

* None of the following fuel system components as installed by Dodge are to be removed, replaced, relocated, altered or modified in any way:

— Fuel tank and attachment hardware, including sending unit and vapor valve

— Fuel lines, routing and attachments, excluding fuel filler cap, filler pipe, filler hose, and filler system attachment hardware

— Vapor line and carbon canister

— Fuel pump

— Leak Detection Pump

— Fuel filter and attachment

— Throttle body

— Air cleaner assembly

* No additional fuel tanks may be added.

* Any alteration or modification made to the vehicle as manufactured by DaimlerChrysler, and components or structure installed by the vehicle alterer do not result in penetration, separation, or other damage to the fuel system or any portion thereof when the vehicle is tested in any manner specified by applicable provisions of FMVSS/CMVSR 301.

* If the front bumper and bumper mounting system are removed temporarily, the front bumper and bumper mounting system must be reinstalled in accordance with the instructions provided in the current *Dodge Truck Service Manual*. If the front bumper and bumper mounting system are replaced, the replacement front bumper and bumper mounting system must not result in any loss of windshield retention (as defined in FMVSS/CMVSR 212), penetration of the inner surface of the windshield or intrusion into the protected zone (as defined in Standard FMVSS/CMVSR 219), or loss of fuel system integrity (as designed in FMVSS/CMVSR 301) when the vehicle is impacted in any manner specified by applicable provisions of FMVSS/CMVSR 212, 219, 301, 303 or 304.

Since the crash sensing of the air bag system is tuned, in part, to the front bumper, the original front bumper system (beam, brackets, and fascia) must be retained. No modifications or additions to the bumper (i.e. bumper-mounted bicycle racks) are permitted.

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SAFETY AND EMISSION REQUIREMENTS 2005 DODGE DAKOTA

INTRODUCTION

Vehicle alterers are a person or company who modifies a previously certified vehicle other than by the addition, substitution or removal of readily attachable components. Upon completion of the modified vehicle, the alterer is required by law to certify that it continues to comply with all applicable Federal and Canada Motor Vehicle Safety Standards/Regulations. In addition, the modified vehicle must continue to comply with all applicable Federal, Canada and/or California Emissions regulations. In the United States, sale of a non-complying new vehicle is illegal and is punishable by a fine of up to \$25,000 (Federal) and \$5,000 (California) per vehicle for emissions non-compliance, \$1,000 per vehicle for safety non-compliance, plus recall and other sanctions. Other penalties apply in Canada.

It should be carefully noted that DaimlerChrysler Corporation does not authorize Dodge truck dealers to remove cargo boxes from received-as-complete pickup trucks and sell the vehicle as a chassis cab model. Such a practice is illegal. Federal regulations require that chassis cab models be labeled as incomplete vehicles and that purchasers of those vehicles are provided with incomplete vehicle documents that describe the degree to which each vehicle complies with applicable safety standards and precautions that the body installer must make in completing the vehicle to ensure continued compliance. DaimlerChrysler Corporation cannot provide the required labels and incomplete vehicle documents for pickup trucks that have been shipped to dealers as complete vehicles and then subsequently converted into chassis cabs by cargo box removal.

The dealer, however, can act as a vehicle alterer, but in so doing he must complete the vehicle modification process by installing the new body, and recertify the vehicle.

This material is for informational purposes only and sets forth some general observations on this subject. Dealers and/or vehicle alterers should seek assistance from the legal counsel of their choice to aid them in understanding their specific obligations. Specific questions concerning compliance and/or certification to safety standards and emissions and related (e.g., fuel economy) regulations should be directed to the vehicle alterer's legal counsel or the United States National Highway Traffic Safety Administration (Federal Motor Vehicle Safety Standards and Federal Fuel Economy Standards and Requirements), the Canada Department of Transport/Transport Canada (Canada Motor Vehicle Safety/Regulations, including emissions and noise regulations), Industry Canada (Interference-Causing Equipment Standards), the United States Environmental Protection Agency (United States emissions and fuel vapor requirements) or the California Air Resources Board (California emissions and fuel vapor requirements).