SAFETY COMPLIANCE TESTING FOR
FMVSS NO. 138
TIRE PRESSURE MONITORING SYSTEMS

DAIMLERCHRYSLER CORPORATION
2006 CHRYSLER 300 TOURING
FOUR-DOOR PASSENGER CAR
NHTSA NO. C60306

U.S. DOT SAN ANGELO TEST FACILITY
131 COMANCHE TRAIL, BUILDING 3527
GOODFELLOW AFB, TEXAS 76908

January 30, 2007

FINAL REPORT

PREPARED FOR
U. S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
ENFORCEMENT
OFFICE OF VEHICLE SAFETY COMPLIANCE
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Prepared By:  Doris Sebby

Approved By:  

Accepted By:  Theresa M. Accurate

Acceptance Date:  2/1/2007
Compliance tests were conducted on the subject 2006 Chrysler 300 Touring four-door passenger car in accordance with the specifications of the Office of Vehicle Safety Compliance Test Procedure No. TP-138-02 for the determination of FMVSS 138 compliance. Test failures identified were as follows: NONE.
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</tbody>
</table>
SECTION 1
INTRODUCTION

1.1 PURPOSE OF COMPLIANCE TEST

A 2006 Chrysler 300 Touring four-door passenger car was tested to determine if the vehicle was in compliance with the requirements of the standard. All tests were conducted in accordance with NHTSA, Office of Vehicle Safety Compliance (OVSC) Laboratory Test Procedure TP-138P-02, dated September 14, 2005.

1.2 TEST VEHICLE

The test vehicle was a 2006 Chrysler 300 Touring four-door passenger car. Nomenclatures applicable to the test vehicle are:

A. Vehicle Identification Number: 2C3KA53G06H382891

B. NHTSA No.: C60306

C. Manufacturer: DaimlerChrysler Corporation

D. Manufacture Date: 01/2006

1.3 TEST DATE

The test vehicle was tested on April 25 and 26, 2006.
SECTION 2
TEST PROCEDURE AND SUMMARY OF RESULTS

2.1 TEST PROCEDURE

Prior to test, the test vehicle was inspected for completeness, systems operability, and appropriate fuel and liquid levels, i.e. oil and coolant. The vehicle was then photographically documented as required by the DOT/NHTSA Test Procedure. Tire sidewall information was recorded. Owner’s manual was reviewed.

Subsequent events included weighing the vehicle to establish the unloaded vehicle weight (UVW) and the distribution of weight on the front and rear axles and each wheel position. The vehicle was then loaded to test weight and re-weighed. The test weight of 325 kg (718 lbs) included the weights of driver, three passengers, and equipment. The vehicle tire placard was photographed and checked for compliance to location, format, and information requirements.

The vehicle was instrumented with a Racelogic VBOX III 100 Hz GPS Data Logger to measure vehicle speed, time, and distance during the TPMS calibration and detection phases of the test. A stopwatch was also used to obtain approximate cumulative driving times during each test phase. Upon completion of each tire deflation test scenario, graph(s) were generated by VBOX software showing vehicle speed versus time for calibration and detection phase, as applicable. The cumulative driving time for each test phase was calculated by post processing the VBOX graph data and is reported in Section 3 (Test Data) as ‘Total Driving Time’.

The tire deflation test consisted of four parts:
1. Calibration phase: Tires were set at vehicle placard cold inflation pressure and the vehicle was driven for at least twenty minutes of cumulative driving time between 50-100 km/h.
2. Detection phase: Immediately after calibration phase, the selected tire(s) were deflated to seven kPa (one psi) below the Telltale Warning Activation Pressure. After one minute, the inflation pressure of only deflated tire(s) was rechecked and adjusted if necessary. Vehicle was started and driven (if necessary) between 50 -100 km/h until low tire pressure telltale illuminated.
3. Cool down phase: Vehicle was parked in test facility garage. Tires were allowed to cool down for one hour, or until all tires excluding deflated tire(s) were within seven kPa (one psi) of vehicle placard cold inflation pressure. After cool down, the vehicle was started and the low tire pressure telltale was checked for re-illumination.
4. Extinguishment phase: Tires were adjusted to vehicle placard cold inflation pressure. The vehicle was driven (if necessary) until the telltale extinguished.
Malfunction detection tests were not attempted. The vehicle’s voluntary malfunction indicator is not compliant with the April 2005 final rule.

2.2 SUMMARY OF RESULTS

Three tire deflation scenarios were run: 1. right rear tire deflated; 2. left front and right front tires deflated; 3. all four tires deflated. The data indicates compliance of the test vehicle’s tire pressure monitoring system for those tire deflation scenarios tested.
SECTION 3
TEST DATA
## FMVSS No. 138 – TEST DATA SUMMARY

**TEST DATE:** April 26, 2006  
**LAB:** US DOT San Angelo Test Facility (SATF)  
**CONTRACT:** N/A  
**VEHICLE NHTSA NUMBER:** C60306  
**VIN:** 2C3KA53G06H382891  
**CERTIFICATION LABEL BUILD DATE:** 01/2006

### REQUIREMENTS

<table>
<thead>
<tr>
<th>Requirement</th>
<th>PASS/FAIL</th>
</tr>
</thead>
</table>
| **LOW TIRE PRESSURE WARNING TELLTALE**  
S138: S4.3.1 (a), (b); S4.3.3 (a), (b) |           |
| Mounting                                                                    | PASS      |
| Symbol and color                                                            | PASS      |
| Check of lamp function                                                       | PASS      |
| **MALFUNCTION TELLTALE**  
S138: S4.4 (b) or (c)                                                       |           |
| Mounting                                                                    | N/A       |
| Symbol and color                                                            | N/A       |
| Check of lamp function                                                       | N/A       |
| **LOW TIRE PRESSURE WARNING - OPERATIONAL PERFORMANCE**  
S138: S4.2, S4.3.1 (c), S4.3.2 |           |
| Telltale illumination                                                       | PASS      |
| **MALFUNCTION INDICATOR – OPERATIONAL PERFORMANCE**  
S138: S4.4 (a)                                                             |           |
| Telltale illumination                                                       | N/A       |
| **TPMS WRITTEN INSTRUCTIONS**  
S138: S4.5                                                                  |           |
| Image of telltales                                                          | PASS      |
| Verbatim Statements                                                         | N/A       |

### REMARKS:  
Malfunction detection tests were not attempted. The FMVSS 138 malfunction performance requirements do not become effective until September 1, 2007. The test vehicle is equipped with a malfunction capability that would not correctly meet the future requirements.
TEST PREPARATION INFORMATION

TEST DATE: April 26, 2006  
LAB: US DOT San Angelo Test Facility

CONTRACT: N/A  
VEHICLE NHTSA NUMBER: C60306

VIN: 2C3KA5306H382891  
CERTIFICATION LABEL BUILD DATE: 01/2006

MY/MAKE/MODEL/BODY STYLE: 2006 Chrysler 300 Touring four-door passenger car

ENGINE: 3.5 L V-6

TIRE CONDITIONING:
( X ) Tires used more than 100 km. Actual odometer reading: 7,475 km (4,645 mi)

VEHICLE ALIGNMENT AND WHEEL BALANCING:
Alignment checked: ( ) Front  ( ) Rear  ( X ) COTR waived
Wheels balanced: ( ) Front  ( ) Rear  ( X ) COTR waived

TPMS IDENTIFICATION:
TPMS MAKE/MODEL: Schrader Electronics

TPMS TYPE: ( X ) Direct  ( ) Indirect  ( ) Other

TPMS MALFUNCTION INDICATOR TYPE:
( ) None  ( ) Dedicated Telltale  ( X ) Combination low tire pressure/malfunction telltale

Does TPMS require execution of a learning/calibration driving phase?  
☐ YES  ☑ NO

Does TPMS have a manual reset control?
☐ YES  ☑ NO

DESIGNATED TIRE SIZE(S) FROM VEHICLE LABELING AND OWNER’S MANUAL:

<table>
<thead>
<tr>
<th>Axle</th>
<th>Tire Size</th>
<th>Recommended Cold Inflation Pressure</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front</td>
<td>P215/65R17</td>
<td>210 kPa (30 psi)</td>
<td>Vehicle Placard</td>
</tr>
<tr>
<td>Rear</td>
<td>P215/65R17</td>
<td>210 kPa (30 psi)</td>
<td>Vehicle Placard</td>
</tr>
<tr>
<td>Spare</td>
<td>T135/90D17</td>
<td>420 kPa (60 psi)</td>
<td>Vehicle Placard</td>
</tr>
</tbody>
</table>
INSTALLED TIRE DATA (Use diagrams as reference):

Front Axle


Manufacturer/Tire Name: Goodyear Integrity

Sidewall Max. Load Rating: 750 kg (1653 lbs)

Max Inflation Pressure: 300 kPa (44 psi)

Sidewall Construction (number of plies and ply material): 1 ply polyester

Tread Construction (number of plies and ply material): 3 plies – 1 polyester, 2 steel

Rear Axle (if different than front axle)

Tire Size (ex. P225/65R15 89H):

Manufacturer/Tire Name:

Sidewall Max. Load Rating (kg):

Max. Inflation Press (kPa):

Sidewall Construction (number of plies and ply material):

Tread Construction (number of plies and ply material):

Do all installed tires have the same sidewall information?

✔ YES  □ NO

Are all installed tires the same as designated by the vehicle manufacturer on the Vehicle Placard?

✔ YES  □ NO
Worksheet for Determining FMVSS No. 138 Telltale Warning Activation Pressure for Tires Installed on Vehicle

<table>
<thead>
<tr>
<th>Part</th>
<th>Front Axle</th>
<th>Rear Axle</th>
</tr>
</thead>
<tbody>
<tr>
<td>(A) Recommended Inflation Pressure x .75</td>
<td>210.0 kPa x .75 = 158.0 kPa</td>
<td>210.0 kPa x .75 = 158.0 kPa</td>
</tr>
<tr>
<td>(B) Information from FMVSS 138 Table 1 below, Tire types are: Inflation pressure</td>
<td>(X) P-metric-Standard load Load Range ( ) C, ( ) D, or ( ) E</td>
<td>(X) P-metric-Standard load Load Range ( ) C, ( ) D, or ( ) E</td>
</tr>
<tr>
<td></td>
<td>Minimum activation pressures from Table 1</td>
<td>(X) Maximum or ( ) Rated 300 kPa (44 psi)</td>
</tr>
<tr>
<td></td>
<td>140 kPa (20 psi)</td>
<td>140 kPa (20 psi)</td>
</tr>
<tr>
<td>(C) Telltale Warning Activation Pressure is the higher of Part (A) or (B)</td>
<td>158.0 kPa (22.9 psi)</td>
<td>158.0 kPa (22.9 psi)</td>
</tr>
<tr>
<td>(D) Pressure at which to deflate tire(s) = (C) – 7 kPa</td>
<td>151.0 kPa (21.9 psi)</td>
<td>151.0 kPa (21.9 psi)</td>
</tr>
</tbody>
</table>

FMVSS 138 Table 1 - Low Tire Pressure Warning Telltale - Minimum Activation Pressure

<table>
<thead>
<tr>
<th>Tire Type</th>
<th>Maximum or Rated Inflation Pressure</th>
<th>Minimum Activation Pressure</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>(kPa)</td>
<td>(psi)</td>
</tr>
<tr>
<td>P-metric – Standard Load</td>
<td>240, 300, or 350</td>
<td>35, 44, or 51</td>
</tr>
<tr>
<td>P-metric – Extra Load</td>
<td>280 or 340</td>
<td>41 or 49</td>
</tr>
<tr>
<td>Load Range C</td>
<td>350</td>
<td>51</td>
</tr>
<tr>
<td>Load Range D</td>
<td>450</td>
<td>65</td>
</tr>
<tr>
<td>Load Range E</td>
<td>550</td>
<td>80</td>
</tr>
</tbody>
</table>

REMARKS: None

RECORDED BY: David K. Banks DATE: April 26, 2006
APPROVED BY: Kenneth H. Yates
DATA SHEET 2 (Sheet 1 of 2)
LOW TIRE PRESSURE WARNING AND MALFUNCTION TELLTALE

TEST DATE: April 26, 2006
LAB: US DOT San Angelo Test Facility

VEHICLE NHTSA NUMBER: C60306

TPMS Low Tire Pressure Warning Telltale:

TPMS Low Tire Pressure Warning Telltale Location: Left side instrument cluster

Telltale is mounted inside the occupant compartment in front of and in clear view of the driver?

☑ YES  ☐ NO (fail)

Telltale is part of a reconfigurable display?

☐ YES  ☑ NO

Identify Telltale Symbol Used (check box above figure).

OTHER (fail)
(describe below)

Note any words or additional symbols used.

N/A
Check Telltale Lamp Functions:

LOW TIRE PRESSURE TELLTEALE AND MALFUNCTION INDICATION, IF COMBINED

Identify position of ignition locking system when telltale illuminates.

☐ OFF/LOCK  ☐ Between OFF/LOCK and ON/RUN

☒ ON/RUN  ☐ Between OFF/RUN and START

Is the telltale yellow in color?  ☑ YES  ☐ NO (fail)

Time telltale remains illuminated: 2.67 seconds

Starter Interlocks:

Does vehicle have any starter, transmission or other interlocks that affect operation of the telltale lamp check function?

☐ YES  ☑ NO

TEST RESULTS

Low Tire Pressure Warning Telltale (PASS/FAIL)  PASS

REMARKS: None

RECORDED BY:  David K. Banks  DATE:  April 26, 2006
APPROVED BY:  Kenneth H. Yates
DATA SHEET 3 (Sheet 1 of 11)
TPMS OPERATIONAL PERFORMANCE
SCENARIO A – Right Rear Tire Deflation

TEST DATE: April 25, 2006  LAB: US DOT San Angelo Test Facility

VEHICLE NHTSA NUMBER: C60306

Time: Start: 9:30 am

Ambient: Start: 19.3°C (66.7°F)

Odometer Reading: Start: 7,475 km (4,645 mi)

Fuel Level: Start: Full

Weather Conditions: Clear, light winds

Time vehicle has remained with engine off and tires shielded from direct sunlight (1 hour minimum): Indoors, (in test facility shop overnight)

<table>
<thead>
<tr>
<th>Execution Procedure</th>
<th>LF Tire</th>
<th>LR Tire</th>
<th>RF Tire</th>
<th>RR Tire</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pre-test cold measurements after ambient soak: Inflation Pressure</td>
<td>210.0 kPa (30.5 psi)</td>
<td>210.0 kPa (30.5 psi)</td>
<td>210.0 kPa (30.5 psi)</td>
<td>210.0 kPa (30.5 psi)</td>
</tr>
</tbody>
</table>
DATA SHEET 3 (Sheet 2 of 11)
TPMS OPERATIONAL PERFORMANCE

SCENARIO A – Right Rear Tire Deflation

LLVW – Lightly Loaded Vehicle Weight
GVWR – Gross Vehicle Weight Rating
UVW – Unloaded Vehicle Weight
VCW – Vehicle Capacity Weight
DW – Driver Weight
PW – Passenger Weight
EQW – Equipment Weight

VEHICLE WEIGHT:
Vehicle Ratings from Certification Label:

GVWR:  2,246 kg  (4,950 lbs)
GVWR(front):  1,275 kg  (2,810 lbs)
GVWR(rear):  1,275 kg  (2,810 lbs)

Vehicle Capacity Weight from Placard:
Vehicle Capacity Weight  392 kg  (865 lbs)

Measured Unloaded Vehicle Weight:

<table>
<thead>
<tr>
<th>Location</th>
<th>Weight</th>
<th>lbs</th>
</tr>
</thead>
<tbody>
<tr>
<td>LF</td>
<td>450 kg</td>
<td>991 lbs</td>
</tr>
<tr>
<td>RF</td>
<td>469 kg</td>
<td>1,033 lbs</td>
</tr>
<tr>
<td>Axle</td>
<td>918 kg</td>
<td>2,024 lbs</td>
</tr>
<tr>
<td>LR</td>
<td>391 kg</td>
<td>862 lbs</td>
</tr>
<tr>
<td>RR</td>
<td>395 kg</td>
<td>871 lbs</td>
</tr>
<tr>
<td>Rear Axle</td>
<td>786 kg</td>
<td>1,733 lbs</td>
</tr>
</tbody>
</table>

Total Vehicle  1,704 kg  (3,757 lbs)

Measured Vehicle Weight:

<table>
<thead>
<tr>
<th>Location</th>
<th>Weight</th>
<th>lbs</th>
</tr>
</thead>
<tbody>
<tr>
<td>LF</td>
<td>513 kg</td>
<td>1,131 lbs</td>
</tr>
<tr>
<td>RF</td>
<td>523 kg</td>
<td>1,154 lbs</td>
</tr>
<tr>
<td>Axle</td>
<td>1,036 kg</td>
<td>2,285 lbs</td>
</tr>
<tr>
<td>LR</td>
<td>498 kg</td>
<td>1,098 lbs</td>
</tr>
<tr>
<td>RR</td>
<td>495 kg</td>
<td>1,092 lbs</td>
</tr>
<tr>
<td>Rear Axle</td>
<td>993 kg</td>
<td>2,190 lbs</td>
</tr>
</tbody>
</table>

Total Vehicle  2,029 kg  (4,475 lbs)  (not greater than UVW + VCW)

Note: This Total Vehicle Weight measures the vehicle loaded to 325 kg (718 lbs), which is 67 kg (147 lbs) less than the Vehicle Capacity Weight listed on the vehicle placard.
DATA SHEET 3 (Sheet 3 of 11)
TPMS OPERATIONAL PERFORMANCE
SCENARIO A – Right Rear Tire Deflation

Time: Start: April 26 11:21 am
Odometer Reading: Start: 7,475 km (4,645 mi)
Fuel Level: Start: Full
Outside Road Surface Temp: Start: 32.2°C (89.96°F)

TIRE INFLATION PRESSURES:

<table>
<thead>
<tr>
<th>Execution Procedure</th>
<th>LF Tire</th>
<th>LR Tire</th>
<th>RF Tire</th>
<th>RR Tire</th>
</tr>
</thead>
<tbody>
<tr>
<td>After loading vehicle for performance test and positioning vehicle at selected test start point after vehicle cool down period.</td>
<td>210.0 kPa (30.5 psi)</td>
<td>210.0 kPa (30.5 psi)</td>
<td>210.0 kPa (30.5 psi)</td>
<td>210.0 kPa (30.5 psi)</td>
</tr>
</tbody>
</table>

SYSTEM CALIBRATION/LEARNING PHASE:
(V-Box time - see Section 6 test plots)

Driving in first direction:
Starting point: San Angelo Test Facility shop
Direction: south
Cumulative vehicle driving time (5 – 10 minutes) at a vehicle speed of 75+ 25 km/h excluding time periods when brake pedal is applied.

9:44 minutes (stopwatch time) 14.5 km (9.0 mi) distance

Driving in opposite direction:
Starting point: Brodnax Road / Highway 87
Direction: north
Cumulative vehicle driving time (5 – 10 minutes) at a vehicle speed of 75+ 25 km/h excluding time periods when brake pedal is applied.

10:37 minutes (stopwatch time) 14.5 km (9.0 mi) distance

Max speed: 89.0 km/hr (55.3 mph)
Total Driving Time: 20:20 minutes (V-Box time – see test plots)

TIRE INFLATION PRESSURES AND TEMPERATURES AFTER CALIBRATION PHASE:

<table>
<thead>
<tr>
<th>Execution Procedure</th>
<th>LF Tire</th>
<th>LR Tire</th>
<th>RF Tire</th>
<th>RR Tire</th>
</tr>
</thead>
<tbody>
<tr>
<td>Immediately, after vehicle is stopped, engine off; Inflation Pressure</td>
<td>227.5 kPa (33.0 psi)</td>
<td>232.0 kPa (33.6 psi)</td>
<td>226.7 kPa (32.9 psi)</td>
<td>229.9 kPa (33.3 psi)</td>
</tr>
<tr>
<td>Tire Sidewall Temp</td>
<td>29.2°C (84.6°F)</td>
<td>30.0°C (86.0°F)</td>
<td>29.4°C (84.9°F)</td>
<td>29.0°C (84.2°F)</td>
</tr>
<tr>
<td>San Angelo Test Facility Shop Floor Temp</td>
<td>22.0°C (71.6°F)</td>
<td>22.0°C (71.6°F)</td>
<td>22.2°C (72.0°F)</td>
<td>22.2°C (72.0°F)</td>
</tr>
</tbody>
</table>
DATA SHEET 3 (Sheet 4 of 11)
TPMS OPERATIONAL PERFORMANCE
SCENARIO A – Right Rear Tire Deflation

SYSTEM DETECTION PHASE:

LOCATION AND PRESSURE OF DEFLATED TIRE:

<table>
<thead>
<tr>
<th>Execution Procedure</th>
<th>LF Tire</th>
<th>LR Tire</th>
<th>RF Tire</th>
<th>RR Tire</th>
</tr>
</thead>
<tbody>
<tr>
<td>Indicate Location of Tire(s) Deflated:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>( )LF ( )LR ( )RF ( X )RR</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Inflation Pressure</td>
<td>227.5 kPa (33.0 psi)</td>
<td>232.0 kPa (33.6 psi)</td>
<td>226.7 kPa (32.9 psi)</td>
<td>151.4 kPa (22.0 psi)</td>
</tr>
</tbody>
</table>

TELLTALE ILLUMINATION:

Did the telltale illuminate?  
☑ YES  □ NO

Illumination under 10 seconds. Driving was not required  0 distance

TELLTALE ILLUMINATES WITHIN 20 MINUTES:  
☑ YES  □ NO (fail)

Does the vehicle have a telltale that identifies which tire(s) is (are) under-inflated?  
□ YES  ☑ NO

After 5 minutes with the ignition locking system in the “Off” or “Lock” position, does the telltale re-illuminate and stay illuminated when the ignition locking system is activated to the “On” or “Run” position?  
☑ YES  □ NO (fail)
Deactivate the ignition locking system and then re-start the vehicle engine. Does the telltale re-illuminate and stay illuminated when the ignition locking system is activated to the “On” or “Run” position?  ☑️ YES ☐ NO (fail)

**TIRE INFLATION PRESSURES AND TEMPERATURES AFTER TELTTEALE ILLUMINATION:**

<table>
<thead>
<tr>
<th>Execution Procedure</th>
<th>LF Tire</th>
<th>LR Tire</th>
<th>RF Tire</th>
<th>RR Tire</th>
</tr>
</thead>
<tbody>
<tr>
<td>After vehicle cool down period:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ambient Temperature: 21.6°C (70.9°F)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vehicle cool down period: 74 minutes</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Inflation Pressure</strong></td>
<td>218.8 kPa (31.7 psi)</td>
<td>219.7 kPa (31.9 psi)</td>
<td>218.3 kPa (31.7 psi)</td>
<td>144.6 kPa (21.0 psi)</td>
</tr>
<tr>
<td><strong>Tire Sidewall Temp</strong></td>
<td>22.8°C (73.0°F)</td>
<td>22.6°C (72.7°F)</td>
<td>23.4°C (74.1°F)</td>
<td>22.8°C (73.0°F)</td>
</tr>
<tr>
<td><strong>San Angelo Test Facility Shop Floor Temp</strong></td>
<td>22.6°C (72.7°F)</td>
<td>22.0°C (71.6°F)</td>
<td>22.6°C (72.7°F)</td>
<td>22.6°C (72.7°F)</td>
</tr>
</tbody>
</table>

After the cool down period of approximately one hour, restart the vehicle engine. Does the telltale re-illuminate and stay illuminated when the ignition locking system is activated to the “On” or “Run” position?  ☑️ YES ☐ NO (fail)

**TELLTALE EXTINGUISHMENT:**

**RE-ADJUSTED TIRE INFLATION PRESSURES:**

<table>
<thead>
<tr>
<th>Execution Procedure</th>
<th>LF Tire</th>
<th>LR Tire</th>
<th>RF Tire</th>
<th>RR Tire</th>
</tr>
</thead>
<tbody>
<tr>
<td>After cool down period:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Re-adjusted Inflation Pressure:</td>
<td>218.8 kPa (31.7 psi)</td>
<td>219.7 kPa (31.9 psi)</td>
<td>218.3 kPa (31.7 psi)</td>
<td>210.2 kPa (30.5 psi)</td>
</tr>
</tbody>
</table>

Is it necessary to drive the vehicle to extinguish the telltale? ☐ YES ☑️ NO

**TEST RESULTS**

**TPMS Performance Test Results (PASS/FAIL)**  
PASS  
The right rear tire was deflated.

**REMARKS:**  None

**RECORDED BY:**  David K. Banks  
**DATE:**  April 26, 2006

**APPROVED BY:**  Kenneth H. Yates
DATA SHEET 3 (Sheet 6 of 11)
TPMS OPERATIONAL PERFORMANCE
SCENARIO B – Left Front, Right Front Tire Deflation

TEST DATE: April 26, 2006  LAB: U. S. DOT San Angelo Test Facility (SATF)

VEHICLE NHTSA NUMBER: C65804

Time: Start: 1:36 pm

Odometer Reading (km): Start: 7,504 km (4,663 mi)

Fuel Level: Start: Full

Outside Road Surface Temp: Start: 39.2°C (102.6°F)

Time vehicle has remained with engine off and tires shielded from direct sunlight
(1 hour minimum): 1 hour, 46 minutes (in test facility shop, garage door open)

Note: See Data Sheet 3 (Sheet 2 of 11) for Test Weight. See Data Sheet 3 (Sheet 5 of 11) for Tire Inflation Pressures and Temperatures before Calibration Phase (Re-Adjusted Tire Inflation Pressures).

SYSTEM CALIBRATION/LEARNING PHASE:
(V-Box time - see Section 6 test plots)

Driving in first direction:
Starting point: San Angelo Test Facility shop  Direction: south
Cumulative vehicle driving time (10 – 15 minutes) at a vehicle speed of 75+ 25 km/h
excluding time periods when brake pedal is applied.

9:57 minutes (stopwatch time)  14.5 km (9.0 mi) distance

Driving in opposite direction:
Starting point: Brodnax Road / Highway 87  Direction: north
Cumulative vehicle driving time (5 – 10 minutes) at a vehicle speed of 75+ 25 km/h
excluding time periods when brake pedal is applied.

10:11 minutes (stopwatch time)  14.5 km (9.0 mi) distance

Max speed: 87.4 km/hr (54.3 mph)
Total Driving Time: 20:11 minutes (V-Box time – see test plots)

TIRE INFLATION PRESSURES AND TEMPERATURES AFTER CALIBRATION PHASE:

<table>
<thead>
<tr>
<th>Execution Procedure</th>
<th>LF Tire</th>
<th>LR Tire</th>
<th>RF Tire</th>
<th>RR Tire</th>
</tr>
</thead>
<tbody>
<tr>
<td>Immediately, after vehicle is stopped, engine off; Inflation Pressure</td>
<td>231.2 kPa (33.5 psi)</td>
<td>236.8 kPa (34.3 psi)</td>
<td>230.6 kPa (34.3 psi)</td>
<td>224.1 kPa (32.5 psi)</td>
</tr>
<tr>
<td>Tire Sidewall Temp</td>
<td>32.4°C (90.3°F)</td>
<td>33.0°C (91.4°F)</td>
<td>32.2°C (90.0°F)</td>
<td>32.4°C (90.3°F)</td>
</tr>
<tr>
<td>San Angelo Test Facility Shop Floor Temp</td>
<td>22.2°C (72.0°F)</td>
<td>22.8°C (73.0°F)</td>
<td>22.4°C (72.3°F)</td>
<td>22.6°C (72.7°F)</td>
</tr>
</tbody>
</table>
SYSTEM DETECTION PHASE:

LOCATION AND PRESSURES OF DEFLATED TIRES:

<table>
<thead>
<tr>
<th>Execution Procedure</th>
<th>LF Tire</th>
<th>LR Tire</th>
<th>RF Tire</th>
<th>RR Tire</th>
</tr>
</thead>
<tbody>
<tr>
<td>Indicate Location of Tire(s) Deflated:</td>
<td>LF (X)</td>
<td>LR ( )</td>
<td>RF (X)</td>
<td>RR ( )</td>
</tr>
<tr>
<td>Inflation Pressure</td>
<td>151.0 kPa (21.9 psi)</td>
<td>236.8 kPa (34.3 psi)</td>
<td>151.0 kPa (21.9 psi)</td>
<td>224.1 kPa (32.5 psi)</td>
</tr>
</tbody>
</table>

TELLTALE ILLUMINATION:

Did the telltale illuminate?  YES ☑ NO □
Illumination under 10 seconds. Driving was not required 0 distance

TELLTALE ILLUMINATES WITHIN 20 MINUTES:  YES ☑ NO (fail) □

Does the vehicle have a telltale that identifies which tire(s) is (are) under-inflated? NO ☐ YES ☑

After 5 minutes with the ignition locking system in the “Off” or “Lock” position, does the telltale re-illuminate and stay illuminated when the ignition locking system is activated to the “On” or “Run” position? NO (fail) ☐ YES ☑
Deactivate the ignition locking system and then re-start the vehicle engine. Does the telltale re-illuminate and stay illuminated when the ignition locking system is activated to the “On” or “Run” position?  

☑️ YES ☐ NO (fail)

### TIRE INFLATION PRESSURES AND TEMPERATURES AFTER TELLTALE ILLUMINATION:

<table>
<thead>
<tr>
<th>Execution Procedure</th>
<th>LF Tire</th>
<th>LR Tire</th>
<th>RF Tire</th>
<th>RR Tire</th>
</tr>
</thead>
<tbody>
<tr>
<td>After vehicle cool down period:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ambient Temperature:</td>
<td>24.4°C (75.9°F)</td>
<td>Vehicle cool down period:</td>
<td>73 minutes</td>
<td></td>
</tr>
<tr>
<td>Inflation Pressure:</td>
<td>144.3 kPa (20.9 psi)</td>
<td>219.5 kPa (31.8 psi)</td>
<td>144.2 kPa (20.9 psi)</td>
<td>211.1 kPa (30.6 psi)</td>
</tr>
<tr>
<td>Tire Sidewall Temp:</td>
<td>25.4°C (77.7°F)</td>
<td>25.6°C (78.1°F)</td>
<td>25.0°C (77.0°F)</td>
<td>26.0°C (78.8°F)</td>
</tr>
<tr>
<td>San Angelo Test Facility Shop Floor Temp:</td>
<td>24.0°C (75.2°F)</td>
<td>24.5°C (76.1°F)</td>
<td>23.9°C (75.0°F)</td>
<td>24.5°C (76.1°F)</td>
</tr>
</tbody>
</table>

After the cool down period of approximately one hour, restart the vehicle engine. Does the telltale re-illuminate and stay illuminated when the ignition locking system is activated to the “On” or “Run” position?  

☑️ YES ☐ NO (fail)

### TELTTLA EXTINGUISHMENT:

### RE-ADJUSTED TIRE INFLATION PRESSURES:

<table>
<thead>
<tr>
<th>Execution Procedure</th>
<th>LF Tire</th>
<th>LR Tire</th>
<th>RF Tire</th>
<th>RR Tire</th>
</tr>
</thead>
<tbody>
<tr>
<td>After cool down period;</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Re-adjusted Inflation Pressure:</td>
<td>210.0 kPa (30.5 psi)</td>
<td>210.1 kPa (30.5 psi)</td>
<td>210.1 kPa (30.5 psi)</td>
<td>210.2 kPa (30.5 psi)</td>
</tr>
</tbody>
</table>

Is it necessary to drive the vehicle to extinguish the telltale?  ☐ YES ☑️ NO

### TEST RESULTS

TPMS Performance Test Results (PASS/FAIL)  
PASS
The left front and right front tires were deflated.

REMACKS: None
DATA SHEET 3 (Sheet 9 of 11)
TPMS OPERATIONAL PERFORMANCE
SCENARIO C – Left Front, Left Rear, Right Front, Right Rear Tire Deflation

TEST DATE: April 26, 2006 LAB: U. S. DOT San Angelo Test Facility

VEHICLE NHTSA NUMBER: C65804

Time: Start: 3:42 pm

Odometer Reading (km): Start: 7,548 km (4,690 mi)

Fuel Level: Start: Full

Outside Road Surface Temp: Start: 42.8°C (109.0°F)

Time vehicle has remained with engine off and tires shielded from direct sunlight (1 hour minimum): 1 hour, 41 minutes (in test facility shop, garage door open)

Note: See Data Sheet 3 (Sheet 2 of 11) for Test Weight. See Data Sheet 3 (Sheet 8 of 11) for Tire Inflation Pressures and Temperatures before Calibration Phase (Re-Adjusted Tire Inflation Pressures).

SYSTEM CALIBRATION/LEARNING PHASE:
(V-Box time - see Section 6 test plots)

Driving in first direction:

Starting point: San Angelo Test Facility shop Direction: south
Cumulative vehicle driving time (5 – 10 minutes) at a vehicle speed of 75+25 km/h excluding time periods when brake pedal is applied.

9:49 minutes (stopwatch time) 14.5 km (9.0 mi) distance

Driving in opposite direction:

Starting point: Brodnax Road / Highway 87 Direction: north
Cumulative vehicle driving time (5 – 10 minutes) at a vehicle speed of 75+25 km/h excluding time periods when brake pedal is applied.

10:17 minutes (stopwatch time) 14.5 km (9.0 mi) distance

Max speed: 91.8 km/hr (57.0 mph)

Total Driving Time: 20:05 minutes (V-Box time – see test plots)

TIRED INFLATION PRESSURES AND TEMPERATURES AFTER CALIBRATION PHASE:

<table>
<thead>
<tr>
<th>Execution Procedure</th>
<th>LF Tire</th>
<th>LR Tire</th>
<th>RF Tire</th>
<th>RR Tire</th>
</tr>
</thead>
<tbody>
<tr>
<td>Immediately, after vehicle is stopped, engine off;</td>
<td>221.9 kPa (32.2 psi)</td>
<td>226.2 kPa (32.8 psi)</td>
<td>221.8 kPa (32.2 psi)</td>
<td>224.8 kPa (32.6 psi)</td>
</tr>
<tr>
<td>Inflation Pressure</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tire Sidewall Temp</td>
<td>34.6°C (94.3°F)</td>
<td>36.2°C (97.2°F)</td>
<td>34.4°C (93.9°F)</td>
<td>34.8°C (94.6°F)</td>
</tr>
<tr>
<td>San Angelo Test Facility Shop Floor Temp</td>
<td>23.8°C (74.8°F)</td>
<td>24.2°C (75.6°F)</td>
<td>23.6°C (74.5°F)</td>
<td>24.2°C (75.6°F)</td>
</tr>
</tbody>
</table>
TPMS OPERATIONAL PERFORMANCE

SCENARIO C – Left Front, Left Rear, Right Front, Right Rear Tire Deflation

SYSTEM DETECTION PHASE:

LOCATION AND PRESSURES OF DEFLATED TIRES:

<table>
<thead>
<tr>
<th>Execution Procedure</th>
<th>LF Tire</th>
<th>LR Tire</th>
<th>RF Tire</th>
<th>RR Tire</th>
</tr>
</thead>
<tbody>
<tr>
<td>Indicate Location of Tire(s) Deflated:</td>
<td>151.9 kPa</td>
<td>151.0 kPa</td>
<td>151.1 kPa</td>
<td>151.9 kPa</td>
</tr>
<tr>
<td>( X )LF ( X )LR ( X )RF ( X )RR</td>
<td>(22.0 psi)</td>
<td>(21.9 psi)</td>
<td>(21.9 psi)</td>
<td>(22.0 psi)</td>
</tr>
</tbody>
</table>

Inflation Pressure

TELLTALE ILLUMINATION:

Did the telltale illuminate?  

☑️ YES  ☐ NO

Illumination under 10 seconds. Driving was not required 0 distance

TELLTALE ILLUMINATES WITHIN 20 MINUTES:  

☑️ YES  ☐ NO (fail)

Does the vehicle have a telltale that identifies which tire(s) is (are) under-inflated?  

☐ YES  ☑️ NO

After 5 minutes with the ignition locking system in the “Off” or “Lock” position, does the telltale re-illuminate and stay illuminated when the ignition locking system is activated to the “On” or “Run” position?  

☑️ YES  ☐ NO (fail)
DATA SHEET 3 (Sheet 11 of 11)
TPMS OPERATIONAL PERFORMANCE

SCENARIO C – Left Front, Left Rear, Right Front, Right Rear Tire Deflation

Deactivate the ignition locking system and then re-start the vehicle engine. Does the telltale re-illuminate and stay illuminated when the ignition locking system is activated to the “On” or “Run” position?  

☑ YES  □ NO (fail)

TIRE INFLATION PRESSURES AND TEMPERATURES AFTER TELLTALSE ILLUMINATION:

<table>
<thead>
<tr>
<th>Execution Procedure</th>
<th>LF Tire</th>
<th>LR Tire</th>
<th>RF Tire</th>
<th>RR Tire</th>
</tr>
</thead>
<tbody>
<tr>
<td>After vehicle cool down period:</td>
<td>210.0 kPa (30.5 psi)</td>
<td>209.9 kPa (30.4 psi)</td>
<td>210.0 kPa (30.5 psi)</td>
<td>210.2 kPa (30.5 psi)</td>
</tr>
</tbody>
</table>

Is it necessary to drive the vehicle to extinguish the telltale?  

□ YES  ☑ NO

TEST RESULTS

TPMS Performance Test Results (PASS/FAIL)  
PASS

The left front, left rear, right front, and right rear tires were deflated.

REMARKS: None
NOTE: Malfunction detection tests were not attempted. The FMVSS 138 malfunction performance requirements do not become effective until September 1, 2007.
DATA SHEET 5 (Sheet 1 of 2)
TPMS WRITTEN INSTRUCTIONS

TEST DATE: April 26, 2006  LAB: San Angelo Test Facility  VEHICLE NHTSA NO: C60306

Does the Owner’s Manual provide an image of the Low Tire Pressure Warning Telltale symbol (and an image of the TPMS Malfunction Telltale warning (“TPMS”), if a dedicated telltale is utilized for this function)?

☑ YES  ☐ NO

The following statement, in the English language, is provided verbatim in the Owner’s Manual.

☑ YES  ☐ NO

"Each tire, including the spare (if provided), should be checked monthly when cold and inflated to the inflation pressure recommended by the vehicle manufacturer on the vehicle placard or tire inflation pressure label. (If your vehicle has tires of a different size than the size indicated on the vehicle placard or tire inflation pressure label, you should determine the proper tire inflation pressure for those tires.)

"As an added safety feature, your vehicle has been equipped with a tire pressure monitoring system (TPMS) that illuminates a low tire pressure telltale when one or more of your tires is significantly under-inflated. Accordingly, when the low tire pressure telltale illuminates, you should stop and check your tires as soon as possible, and inflate them to the proper pressure. Driving on a significantly under-inflated tire causes the tire to overheat and can lead to tire failure. Under-inflation also reduces fuel efficiency and tire tread life, and may affect the vehicle’s handling and stopping ability.

"Please note that the TPMS is not a substitute for proper tire maintenance, and it is the driver’s responsibility to maintain correct tire pressure, even if under-inflation has not reached the level to trigger illumination of the TPMS low tire pressure telltale."
DATA SHEET 5 (Sheet 2 of 2)
TPMS WRITTEN INSTRUCTIONS

The following statement, in the English language, is provided verbatim in the Owner's Manual.

☐ YES  ☑ NO

[The following paragraph is required for all vehicles certified to the standard starting on September 1, 2007 and for vehicles voluntarily equipped with a compliant TPMS MIL before that time.] “Your vehicle has also been equipped with a TPMS malfunction indicator to indicate when the system is not operating properly. [For vehicles with a dedicated MIL telltale, add the following statement: The TPMS malfunction indicator is provided by a separate telltale, which displays the symbol "TPMS" when illuminated.] [For vehicles with a combined low tire pressure/MIL telltale, add the following statement: The TPMS malfunction indicator is combined with the low tire pressure telltale. When the system detects a malfunction, the telltale will flash for approximately one minute and then remain continuously illuminated. This sequence will continue upon subsequent vehicle start-ups as long as the malfunction exists.] When the malfunction indicator is illuminated, the system may not be able to detect or signal low tire pressure as intended. TPMS malfunctions may occur for a variety of reasons, including the installation of replacement or alternate tires or wheels on the vehicle that prevent the TPMS from functioning properly. Always check the TPMS malfunction telltale after replacing one or more tires or wheels on your vehicle to ensure that the replacement or alternate tires and wheels allow the TPMS to continue to function properly.”

DATA INDICATES COMPLIANCE: PASS/FAIL  PASS/FAIL: N/A

Does the Owner's Manual include the following (allowable) information?

☑ Significance of the low tire pressure warning telltale illuminating

☑ A description of corrective action to be undertaken

☑ Whether the tire pressure monitoring system functions with the vehicle's spare tire (if provided)

☐ How to use a reset button, if one is provided

☑ The time for the TPMS telltale(s) to extinguish once the low tire pressure condition or the malfunction is corrected

REMARKS: Because the FMVSS 138 malfunction performance requirements do not become effective until September 1, 2007, the owner’s manual statements were not required to exactly match those above.

RECORDED BY:  R.N. Gregg  DATE:  April 26, 2006

APPROVED BY:  Kenneth H. Yates
### SECTION 4
**INSTRUMENTATION AND EQUIPMENT LIST**

**TABLE 1 - INSTRUMENTATION & EQUIPMENT LIST**

<table>
<thead>
<tr>
<th>EQUIPMENT</th>
<th>DESCRIPTION</th>
<th>MODEL/ SERIAL NO</th>
<th>CAL. DATE</th>
<th>NEXT CAL. DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>STOPWATCH</td>
<td>WESTCLOX QUARTZ STOPWATCH</td>
<td>NONE</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>TEMPERATURE GAUGE, AMBIENT</td>
<td>FLUKE 50D K/J THERMOMETER</td>
<td>SERIAL #80840101</td>
<td>7/7/2005</td>
<td>7/7/2006</td>
</tr>
<tr>
<td>TEMPERATURE GAUGE (LASER) - TIRES AND GROUND</td>
<td>RAYNGER ST20 PRO NON-CONTACT INFRARED THERMOMETER</td>
<td>SERIAL #2065640101-0014</td>
<td>9/14/2005</td>
<td>9/14/2006</td>
</tr>
<tr>
<td>FLOOR SCALES (VEHICLE)</td>
<td>INTERCOMP SW DELUXE SCALES</td>
<td>SERIAL #27032382 PART #100156</td>
<td>9/13/2005</td>
<td>9/13/2006</td>
</tr>
</tbody>
</table>
SECTION 5
PHOTOGRAPHS
2006 CHRYSLER 300 TOURING
NHTSA NO. C60306
FMVSS NO. 138

FIGURE 5.1
¾ FRONTAL VIEW FROM LEFT SIDE OF VEHICLE
2006 CHRYSLER 300 TOURING  
NHTSA NO. C60306  
FMVSS NO. 138

FIGURE 5.2  
VEHICLE CERTIFICATION LABEL
<table>
<thead>
<tr>
<th>TIRE AND LOADING INFORMATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>SEATING CAPACITY — TOTAL</td>
</tr>
<tr>
<td>THE COMBINED WEIGHT OF OCCUPANTS AND CARGO SHOULD NEVER EXCEED</td>
</tr>
<tr>
<td>TIRE</td>
</tr>
<tr>
<td>ORIGINAL TIRE SIZE</td>
</tr>
<tr>
<td>COLD TIRE INFLATION PRESSURE</td>
</tr>
<tr>
<td>SEE OWNERS MANUAL FOR ADDITIONAL INFORMATION</td>
</tr>
</tbody>
</table>

FIGURE 5.3
VEHICLE PLACARD
2006 CHRYSLER 300 TOURING
NHTSA NO. C60306
FMVSS NO. 138

FIGURE 5.4
TIRE SHOWING BRAND
2006 CHRYSLER 300 TOURING
NHTSA NO. C60306
FMVSS NO. 138

FIGURE 5.5
TIRE SHOWING MODEL
2006 CHRYSLER 300 TOURING
NHTSA NO. C60306
FMVSS NO. 138

FIGURE 5.6
TIRE SHOWING SIZE
FIGURE 5.7
TIRE SHOWING SERIAL NUMBER
2006 CHRYSLER 300 TOURING
NHTSA NO. C60306
FMVSS NO. 138

FIGURE 5.8
TIRE SHOWING MAX LOAD RATING
2006 CHRYSLER 300 TOURING
NHTSA NO. C60306
FMVSS NO. 138

FIGURE 5.10
TIRE SHOWING SIDEWALL/TREAD CONSTRUCTION
FIGURE 5.11
RIM SHOWING VALVE STEM
2006 CHRYSLER 300 TOURING
NHTSA NO. C60306
FMVSS NO. 138

FIGURE 5.12
INSTRUMENT PANEL SHOWING
COMBINATION TIRE PRESSURE
WARNING AND MALFUNCTION TELLTALE
2006 CHRYSLER 300 TOURING
NHTSA NO. C60306
FMVSS NO. 138

FIGURE 5.13
TEST INSTRUMENTATION MOUNTED ON VEHICLE
2006 CHRYSLER 300 TOURING
NHTSA NO. C60306
FMVSS NO. 138

FIGURE 5.14
VEHICLE ON WEIGHT SCALES
SECTION 6
TEST PLOTS
Scenario A: Right Rear Tire
Test Date: 4/26/06
Data File Time: 26:31 minutes
Cumulative Driving Time: 20:20 minutes
Start Point: SATF Shop

Calibration Phase

2006 Chrysler 300 Touring (C60306) RR Calibration UWW, DW, 3 PW, EQW

RR Detection Phase: Telltale illuminated upon start-up. Driving was not necessary.
Scenario B: Left Front, Right Front Tires
Test Date: 4/26/06
Data File Time: 25:22 minutes
Cumulative Driving Time: 20:11 minutes
Start Point: SATF Shop

Calibration Phase

2006 Chrysler 300 Touring (C60306) LF, RF Calibration UWW, DW, 3 PW, EQW

Log Rate := 100.00 Hz

Speed Trace

RT. 388 E  Loop 306 S  U.S. 87 W  U.S. 87 E  Loop 306 N  RT. 388 W

Brake Triggers

LF, RF Detection Phase: Telltale illuminated upon start-up. Driving was not necessary.
Scenario C: Left Front, Right Front, Left Rear, Right Rear Tires
Test Date: 4/26/06
Data File Time: 25:19 minutes
Cumulative Driving Time: 20:05 minutes
Start Point: SATF Shop

Calibration Phase

2006 Chrysler 300 Touring (C60306) LF, RF, LR, RR Calibration U\W, DW, 3 PW, EQW

LF, RF, LR, RR Detection Phase: Telltale illuminated upon start-up. Driving was not necessary.