REPORT NUMBER 138-STF-08-002

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

SUZUKI MOTOR CORPORATION
2008 SUZUKI SX4 AWD
FOUR-DOOR MPV
NHTSA NO. C80500

US DOT SAN ANGELO TEST FACILITY
131 COMANCHE TRAIL, BUILDING 3527
GOODFELLOW AFB, TEXAS 76908

January 22, 2008

FINAL REPORT

PREPARED FOR

U. S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
ENFORCEMENT
NVS-220
OFFICE OF VEHICLE SAFETY COMPLIANCE
1200 NEW JERSEY AVENUE, SE
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16. Abstract Compliance tests were conducted on the subject 2008 Suzuki SX4 AWD four-door passenger car in accordance with the specifications of the Office of Vehicle Safety Compliance Test Procedure No. TP-138-03 for the determination of FMVSS 138 compliance. Test failures identified were as follows: NONE.		
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INTRODUCTION

1.1 PURPOSE OF COMPLIANCE TEST

A 2008 Suzuki SX4 AWD four-door passenger car was tested to determine if the vehicle was in compliance with the requirements of FMVSS 138. All tests were conducted in accordance with NHTSA/Office of Vehicle Safety Compliance (OVSC) Laboratory Test Procedure TP-138-03 dated July 12, 2007.

1.2 TEST VEHICLE

The test vehicle was a 2008 Suzuki SX4 AWD four-door passenger car. Nomenclatures applicable to the test vehicle are:

A. Vehicle Identification Number: JS2YB413485100278

B. NHTSA Number: C80500

C. Manufacturer: Suzuki Motor Corporation

D. Manufacture Date: 06/2007

1.3 TEST DATE

The test vehicle was tested during the time period November 8 through November 21, 2007.

SECTION 2

TEST PROCEDURE AND SUMMARY OF RESULTS

2.1 TEST PROCEDURE AND RESULTS

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 NHTSA/OVSC Test Procedure. Tire sidewall information was recorded. The owner's manual was reviewed, and pertinent tire and TPMS information were noted. Telltale's symbol, color, location and lamp function were checked.

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 loaded to its Lightly Loaded Vehicle Weight (LLVW) for four tire deflation scenarios. This LLVW included the weights of driver, one passenger, and test equipment. The vehicle was loaded to its Vehicle Capacity Weight (VCW) for four additional tire deflation scenarios. The VCW included the weights of driver, one passenger, test equipment, ballast in the rear seat, and ballast in the internal cargo area. For determination of the telltale warning activation pressure, the recommended cold inflation pressure was identified from the vehicle placard.

The vehicle was instrumented with a Racelogic VBOX III 100 Hz GPS Data Logger and brake pedal trigger. The VBOX uses GPS to measure vehicle speed, time, and distance. Test data were recorded to a compact flash card. During the test, a stopwatch was used to determine the approximate "cumulative driving time" during each test phase. Cumulative driving time does not include time during the brake application or when the vehicle speed was below 50 km/h or above 100 km/h. Upon completion of a tire deflation detection test phase, graphs were generated by VBOX software showing vehicle speed versus time during the test procedure calibration phase. The graphs furnish a second-by-second analysis of each calibration phase run. The cumulative driving time for each test was calculated by post processing the VBOX graph data and is reported in Section 3 (Test Data) as 'Total Cumulative 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(s) of only deflated tire(s) were rechecked and adjusted if necessary. Vehicle was started and low tire pressure telltale illuminated either after driving a short distance or without driving. In all instances there was no cumulative driving time between 50 and 100 km/h.

3. Cool down phase: Vehicle was parked in the San Angelo Test Facility (SATF) open bay. Tires were allowed to cool down for a minimum of one hour. 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. For all scenarios telltale extinguished after driving a short distance. In all instances there was no cumulative driving time between 50 and 100 km/h.

A malfunction detection scenario was performed with the vehicle loaded to its LLVW. A malfunction was simulated by placing the compact spare tire (with no TPMS sensor) on the left front wheel position. The vehicle was driven until telltale illumination was attained. Upon completion, a graph was generated by VBOX software showing vehicle speed versus time during the malfunction simulation.

2.2 SUMMARY OF RESULTS

Four tire deflation scenarios were performed on the test vehicle at LLVW:

A. Left front
B. Right rear
C. Left rear, right front
D. Left front, left rear, right rear, right front

Four tire deflation scenarios were performed on the test vehicle at GVWR:

E. Left rear
F. Right front
G. Left rear, right rear
H. Left front, left rear, right rear, right front

The data indicate compliance of the test vehicle's tire pressure monitoring system for the eight tire deflation scenarios tested.

One malfunction detection scenario was performed on the test vehicle at LLVW. The vehicle's combination malfunction telltale indicated a malfunction per the standard's requirements effective September 1, 2007.

SECTION 3

TEST DATA

FMVSS No. 138 – TEST DATA SUMMARY

TEST DATES: November 8 – November 21, 2007 LAB: U. S. DOT San Angelo Test Facility (SATF)

VIN: JS2YB413485100278 VEHICLE NHTSA NUMBER: C80500

CERTIFICATION LABEL BUILD DATE: 06/2007

REQUIREMENTS	PASS/FAIL
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	**PASS**
Symbol and color	**PASS**
Check of lamp function	**PASS**
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	**PASS**
TPMS WRITTEN INSTRUCTIONS S138: S4.5	
Image of telltales	**PASS**
Verbatim statements	**PASS**

REMARKS: None

DATA SHEET 1 (Sheet 1 of 3)
TEST PREPARATION INFORMATION

TEST DATE: November 8, 2007 LAB: U. S. DOT San Angelo Test Facility

VEHICLE NHTSA NUMBER: C80500 VIN: JS2YB413485100278

CERTIFICATION LABEL BUILD DATE: 06/2007 ENGINE: 2.0L DOHC I-4

MY/MAKE/MODEL/BODY STYLE: 2008 Suzuki SX4 AWD four-door passenger car

TIRE CONDITIONING:

(X) Tires used more than 100 km. Actual odometer reading : 154.5 km (96.0 mi)

VEHICLE ALIGNMENT AND WHEEL BALANCING:

Alignment checked: ( ) Front ( ) Rear (X) COTR waived

Wheels balanced: ( ) Front ( ) Rear (X) COTR waived

TPMS IDENTIFICATION:

TPMS SENSOR MAKE/MODEL: Calsonic Kansei 43130-54J20

Source: Manufacturer Information/Test Specifications Form 138

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 (X)NO

Source: Manufacturer Information/Test Specifications Form 138

Does TPMS have a manual reset control? ( )YES (X)NO

DATA SHEET 1 (Sheet 2 of 3)
TEST PREPARATION INFORMATION

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

Axle	Tire Size	Recommended Cold Inflation Pressure	Source
Front	P205/60R16 89H	230 kPa (33 psi)	Vehicle placard
Rear	P205/60R16 89H	230 kPa (33 psi)	Vehicle placard
Spare	T135/90D16	420 kPa (60 psi)	Vehicle placard

INSTALLED TIRE DATA (Use diagrams as reference):

Diagram - Passenger Car Tire Labeling

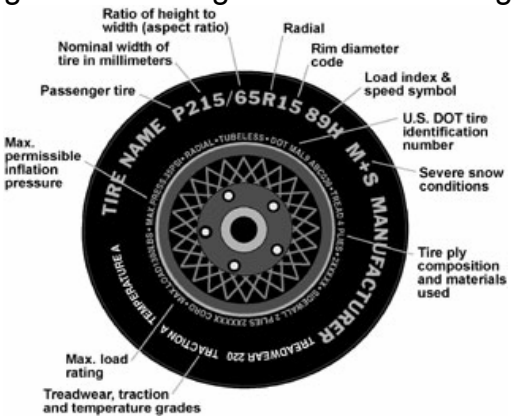
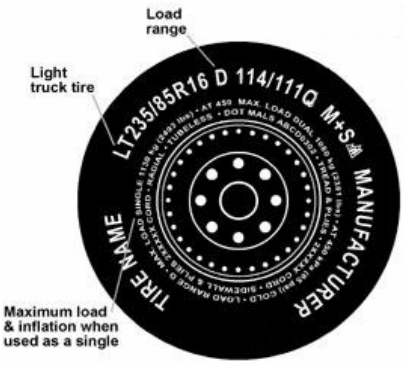


Diagram - Other Markings on Light Trucks



Front and Rear Axles

Tire Size (ex. P225/65R15 89H): P205/60R16 91H

Manufacturer/Tire Name: Bridgestone Turanza

Sidewall Max Load Rating: 615 kg (1,356 lbs)

Max Inflation Pressure: 300 kPa (44 psi)

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

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

Do all installed tires have the same sidewall information? (X)YES ( )NO

Are all installed tires the same as designated by the vehicle manufacturer?
(X)YES ( )NO

DATA SHEET 1 (Sheet 3 of 3)
TEST PREPARATION

Worksheet for Determining FMVSS No. 138 Telltale Warning Activation Pressure for Tires Installed on Vehicle		
Part	**Front Axle**	**Rear Axle**
(A) Recommended Inflation Pressure x .75	230 kPa x .75 = 172.5 kPa	230 kPa x .75 = 172.5 kPa
(B) Information from FMVSS 138 Table 1 below, Tire types are: Inflation pressure Minimum activation pressures from Table 1	(X) P-metric-Standard load ( ) P-metric-Extra Load Load Range ( ) C, ( ) D, or ( ) E (X) Maximum or ( ) Rated 300 kPa (44 psi) 140 kPa (20 psi)	(X) P-metric-Standard load ( ) P-metric-Extra Load Load Range ( ) C, ( ) D, or ( ) E (X) Maximum or ( ) Rated 300 kPa (44 psi) 140 kPa (20 psi)
(C) Telltale Warning Activation Pressure is the higher of Part (A) or (B)	172.5 kPa (25.0 psi)	172.5 kPa (25.0 psi)
(D) Pressure at which to deflate tire(s) = (C) – 7 kPa	165.5 kPa (24.0 psi)	165.5 kPa (24.0 psi)

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

Tire Type	**Maximum or Rated Inflation Pressure**		**Minimum Activation Pressure**	
	(kPa)	**(psi)**	**(kPa)**	**(psi)**
P-metric -- Standard Load	240, 300, or 350	35, 44, or 51	140 140 140	20 20 20
P-metric - Extra Load	280 or 340	41 or 49	160 160	23 23
Load Range C	350	51	200	29
Load Range D	450	65	240	35
Load Range E	550	80	240	35

REMARKS: None

RECORDED BY: Jack R. Stewart DATE: November 8, 2007

APPROVED BY: Kenneth H. Yates

DATA SHEET 2 (Sheet 1 of 2)
LOW TIRE PRESSURE WARNING AND MALFUNCTION TELLTALE

TEST DATE: November 8, 2007 LAB: U. S. DOT San Angelo Test Facility

VEHICLE NHTSA NUMBER: C80500

TPMS Low Tire Pressure Warning Telltale

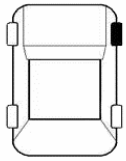
TPMS Low Tire Pressure Warning Telltale Location: Adjacent to upper right side of speedometer

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

(X)YES ( )NO (fail)

Identify Telltale Symbol Used (check box above figure).

[X] 

[ ] 

[ ] OTHER (fail)
(describe below)

Note any words or additional symbols used.

None

Telltale is part of a reconfigurable display? ( )YES (X)NO

TPMS Malfunction Telltale

( ) None ( ) Dedicated stand-alone (X) Combined with low tire pressure telltale

Note any words or additional symbols used.

None

DATA SHEET 2 (Sheet 2 of 2)
LOW TIRE PRESSURE WARNING AND MALFUNCTION TELLTALE

Check Telltale Lamp Functions:

LOW TIRE PRESSURE TELLTALE AND MALFUNCTION INDICATION, IF COMBINED

Identify position of ignition locking system when telltale illuminates.

[ ]	OFF/LOCK	[ ]	Between OFF/LOCK and ON/RUN
[ ]	ON/RUN	[X]	Between OFF/RUN and START

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

Time telltale remains illuminated 2.3 seconds.

Starter Interlocks:

Does vehicle have any starter, transmission or other interlocks that affect operation of the telltale lamp check function? ( )YES (X)NO

TEST RESULTS

Low Tire Pressure Warning Telltale (PASS/FAIL) **PASS**

REMARKS: None

RECORDED BY: Jack R. Stewart DATE: November 8, 2007

APPROVED BY: Kenneth H. Yates

DATA SHEET 3 (Sheet 1 of 28)
TPMS OPERATIONAL PERFORMANCE

VEHICLE WEIGH-IN FOR LLVW

TEST DATE: November 9, 2007 LAB: US DOT San Angelo Test Facility

VEHICLE NHTSA NUMBER: C80500

Time: Start: 10:41 am End: 11:00 am

Ambient Temperature: Start: 22.5°C (72.5°F) End: 24.5°C (76.1°F)

Odometer Reading: Start: 154 km (96.0 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): overnight

PRE-TEST TIRE INFLATION PRESSURES AND TIRE/SURFACE TEMPERATURES:

Execution Procedure	LF Tire	LR Tire	RR Tire	RF Tire
Pre-test cold measurements after ambient soak: Inflation Pressure	230.1 kPa (33.4 psi)	230.1 kPa (33.4 psi)	230.0 kPa (33.4 psi)	230.1 kPa (33.4 psi)
Tire Sidewall Temp	23.4°C (74.1°F)	24.6°C (76.3°F)	24.6°C (76.3°F)	23.4°C (74.1°F)

DATA SHEET 3 (Sheet 2 of 28)
TPMS OPERATIONAL PERFORMANCE

VEHICLE WEIGH-IN FOR LLVW

VEHICLE WEIGHT:

Vehicle Ratings from Certification Label:

GVWR: 1,725 kg (3,803 lbs)

GAWR (front): 940 kg (2,072 lbs)

GAWR (rear): 840 kg (1,852 lbs)

Vehicle Capacity Weight:

Vehicle Capacity Weight 370 kg (815 lbs)

Measured Unloaded Vehicle Weight:

LF	414.1 kg (913 lbs)	LR	269.0 kg (593 lbs)
RF	408.2 kg (900 lbs)	RR	262.2 kg (578 lbs)
Front Axle	822.3 kg (1,813 lbs)	Rear Axle	531.2 kg (1,171 lbs)

Total Vehicle 1,353.5 kg (2,984 lbs)

Measured Test Weight: (X) LLVW (+50, -0 kg) ( ) GVWR (+0, -50 kg)

LF	463.6 kg (1,022 lbs)		LR	317.5 kg (700 lbs)	
RF	461.8 kg (1,018 lbs)		RR	313.0 kg (690 lbs)	
Front Axle	925.4 kg (2,040 lbs)	(≤ GAWR)	Rear Axle	630.5 kg (1,390 lbs)	(≤ GAWR)

Total Vehicle 1,555.9 kg (3,430 lbs) (not greater than GVWR)

Note: For scenarios A, B, C, D, and I, this total vehicle weight measures the vehicle loaded to Lightly Loaded Vehicle Weight (LLVW), 202.3 kg (446 lbs) of driver, passenger, and test equipment.

DATA SHEET 3 (Sheet 3 of 28)
TPMS OPERATIONAL PERFORMANCE

SCENARIO A - Left Front Tire Deflation at LLVW

TEST DATE: November 13, 2007 LAB: U. S. DOT San Angelo Test Facility

VEHICLE NHTSA NUMBER: C80500

Note: See Data Sheet 3 (Sheet 2 of 28) for Test Weight.

TIRE INFLATION PRESSURES AND TIRE/SURFACE TEMPERATURES BEFORE CALIBRATION PHASE:

Execution Procedure	LF Tire	LR Tire	RR Tire	RF Tire
After loading vehicle to lightly loaded vehicle weight, positioning vehicle at selected test start point, and vehicle cool down period: Ambient Temperature: 20.8°C (69.4°F) Vehicle cool down period: overnight				
Inflation Pressure	230.0 kPa (33.4 psi)	230.1 kPa (33.4 psi)	230.1 kPa (33.4 psi)	230.1 kPa (33.4 psi)
Tire Sidewall Temp	20.4°C (68.7°F)	20.8°C (69.4°F)	20.2°C (68.4°F)	20.0°C (68.0°F)
San Angelo Test Facility Shop Floor Temp	20.4°C (68.7°F)	20.8°C (69.4°F)	20.6°C (69.1°F)	20.4°C (68.7°F)

SYSTEM CALIBRATION/LEARNING PHASE:
(VBox time – see Section 6 test plots)

Time:	Start:	16:02:11 UTC	End:	16:25:46 UTC
Odometer Reading:	Start:	156.4 km (97.2 mi)	End:	183.8 km (114.2 mi)
Ambient Temperature:	Start:	20.8°C (69.4°F)	End:	22.5°C (72.5°F)
Roadway Temperature:	Start:	24.4°C (75.9°F)	End:	25.6°C (78.1°F)

Driving in first direction:

Starting point: Goodfellow Air Force Base (GAFB) north gate Direction: south

10:22 minutes (stopwatch time) 13.7 km (8.5 mi) distance

Driving in opposite direction:

Starting point: Brodnax Lane Direction: north

10:19 minutes (stopwatch time) 13.7 km (8.5 mi) distance

Max speed: 88.9 km/hr (55.2 mph)

Total Driving Time: 20:42 minutes (VBox time)

DATA SHEET 3 (Sheet 4 of 28)
TPMS OPERATIONAL PERFORMANCE

SCENARIO A - Left Front Tire Deflation at LLVW

TIRE INFLATION PRESSURES AND TEMPERATURES AFTER CALIBRATION PHASE:

Execution Procedure	LF Tire	LR Tire	RR Tire	RF Tire
Immediately, after vehicle is stopped, engine off: Inflation Pressure	255.1 kPa (37.0 psi)	249.2 kPa (36.1 psi)	250.8 kPa (36.4 psi)	255.2 kPa (37.0 psi)
Tire Sidewall Temp	36.8°C (98.2°F)	32.2°C (90.0°F)	32.2°C (90.0°F)	35.6°C (96.1°F)
San Angelo Test Facility Shop Floor Temp	20.2°C (68.4°F)	20.4°C (68.7°F)	20.4°C (68.7°F)	20.6°C (69.1°F)

SYSTEM DETECTION PHASE:

LOCATION AND PRESSURE(S) OF DEFLATED TIRE(S):

Execution Procedure	LF Tire	LR Tire	RR Tire	RF Tire
Indicate Location of Tire(s) Deflated: (X)LF ( )LR ( )RR ( )RF Inflation Pressure	165.5 kPa (24.0 psi)			

TELLTALE ILLUMINATION:

Driving in first direction:

Starting point: San Angelo Test Facility shop Direction west

1:42 minutes (stopwatch time – non-cumulative) 0.2 km (0.1 mi) distance

Max speed: 26.9 km/hr (16.7 mph)

Total Driving Time: 0:00 minutes (VBox time)

TELLTALE ILLUMINATES WITHIN 20 MINUTES: (X)YES ( )NO (fail)

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

DATA SHEET 3 (Sheet 5 of 28)
TPMS OPERATIONAL PERFORMANCE

SCENARIO A - Left Front Tire Deflation at LLVW

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? (X)YES ( )NO (fail)

TIRE INFLATION PRESSURES AND TEMPERATURES AFTER TELLTALE ILLUMINATION:

Execution Procedure	LF Tire	LR Tire	RR Tire	RF Tire
After vehicle cool down period: Ambient Temperature: 24.4°C (75.9°F) Vehicle cool down period: 61 minutes				
Inflation Pressure	156.9 kPa (22.8 psi)	237.3 kPa (34.4 psi)	238.0 kPa (34.5 psi)	240.7 kPa (34.9 psi)
Tire Sidewall Temp	25.8°C (78.4°F)	25.6°C (78.1°F)	25.6°C (78.1°F)	25.8°C (78.4°F)
San Angelo Test Facility Shop Floor Temp	22.4°C (72.3°F)	22.8°C (73.0°F)	22.8°C (73.0°F)	22.6°C (72.7°F)

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? (X)YES ( )NO (fail)

TELLTALE EXTINGUISHMENT:

RE-ADJUSTED TIRE INFLATION PRESSURES:

Execution Procedure	LF Tire	LR Tire	RR Tire	RF Tire
After cool down period: Re-adjusted Inflation Pressure:	230.1 kPa (33.4 psi)	230.1 kPa (33.4 psi)	230.1 kPa (33.4 psi)	230.1 kPa (33.4 psi)

Is it necessary to drive the vehicle to extinguish the telltale? (X)YES ( )NO

Driving direction:

Starting point: San Angelo Test Facility shop Direction: west

1:46 minutes (stopwatch time – non-cumulative) 0.3 km (0.2 mi) distance

TEST RESULTS

TPMS Performance Test Results (PASS/FAIL) **PASS**
Left front tire was deflated at LLVW.

REMARKS: None

RECORDED BY: Jack R. Stewart DATE: November 13, 2007

APPROVED BY: Kenneth H. Yates

DATA SHEET 3 (Sheet 6 of 28)
TPMS OPERATIONAL PERFORMANCE

SCENARIO B – Right Rear Tire Deflation at LLVW

TEST DATE: November 13, 2007 LAB: US DOT San Angelo Test Facility

VEHICLE NHTSA NUMBER: C80500

Note: See Data Sheet 3 (Sheet 2 of 28) for Test Weight.

TIRE INFLATION PRESSURES AND TIRE/SURFACE TEMPERATURES BEFORE CALIBRATION PHASE:

Execution Procedure	LF Tire	LR Tire	RR Tire	RF Tire
After loading vehicle to lightly loaded vehicle weight, positioning vehicle at selected test start point, and vehicle cool down period: Ambient Temperature: 26.2°C (79.2°F) Vehicle cool down period: 60 minutes				
Inflation Pressure	230.1 kPa (33.4 psi)	230.1 kPa (33.4 psi)	230.0 kPa (33.4 psi)	230.1 kPa (33.4 psi)
Tire Sidewall Temp	25.8°C (78.4°F)	25.8°C (78.4°F)	26.0°C (78.8°F)	25.8°C (78.4°F)
San Angelo Test Facility Shop Floor Temp	22.6°C (72.7°F)	23.0°C (73.4°F)	22.6°C (72.7°F)	22.2°C (72.0°F)

SYSTEM CALIBRATION/LEARNING PHASE:
(VBox time – see Section 6 test plots)

Time:	Start:	19:43:03 UTC	End:	20:06:16 UTC
Odometer Reading:	Start:	186.8 km (116.1 mi)	End:	214.2 km (133.1 mi)
Ambient Temperature:	Start:	26.2°C (79.2°F)	End:	28.4°C (83.1°F)
Roadway Temperature:	Start:	31.8°C (89.2°F)	End:	33.8°C (92.8°F)

Driving in first direction:

Starting point: GAFB north gate Direction: south

10:23 minutes (stopwatch time) 13.7 km (8.5 mi) distance

Driving in opposite direction:

Starting point: Brodnax Lane Direction: north

10:12 minutes (stopwatch time) 13.7 km (8.5 mi) distance

Max speed: 86.7 km/hr (53.9 mph)

Total Driving Time: 20:45 minutes (VBox time)

DATA SHEET 3 (Sheet 7 of 28)
TPMS OPERATIONAL PERFORMANCE

SCENARIO B – Right Rear Tire Deflation at LLVW

TIRE INFLATION PRESSURES AND TEMPERATURES AFTER CALIBRATION PHASE:

Execution Procedure	LF Tire	LR Tire	RR Tire	RF Tire
Immediately, after vehicle is stopped, engine off: Inflation Pressure	247.7 kPa (35.9 psi)	244.6 kPa (35.5 psi)	246.8 kPa (35.8 psi)	248.0 kPa (36.0 psi)
Tire Sidewall Temp	39.6°C (103.3°F)	35.4°C (95.7°F)	37.0°C (98.6°F)	40.0°C (104.0°F)
San Angelo Test Facility Shop Floor Temp	22.8°C (73.0°F)	23.6°C (74.5°F)	23.4°C (74.1°F)	22.6°C (72.7°F)

SYSTEM DETECTION PHASE:

LOCATION AND PRESSURE(S) OF DEFLATED TIRE(S):

Execution Procedure	LF Tire	LR Tire	RR Tire	RF Tire
Indicate Location of Tire(s) Deflated: ( )LF ( )LR (X)RR ( )RF Inflation Pressure			165.5 kPa (24.0 psi)	

TELLTALE ILLUMINATION:

Starting point: San Angelo Test Facility shop

Did the telltale illuminate? (X)YES ( )NO

Time to Illuminate:

Illumination in 90 seconds. Driving was not required.

TELLTALE ILLUMINATES WITHIN 20 MINUTES: (X)YES ( )NO (fail)

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

DATA SHEET 3 (Sheet 8 of 28)
TPMS OPERATIONAL PERFORMANCE

SCENARIO B – Right Rear Tire Deflation at LLVW

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? (X)YES ( )NO (fail)

TIRE INFLATION PRESSURES AND TEMPERATURES AFTER TELLTALE ILLUMINATION:

Execution Procedure	LF Tire	LR Tire	RR Tire	RF Tire
After vehicle cool down period: Ambient Temperature: 26.6°C (79.9°F) Vehicle cool down period: 60 minutes				
Inflation Pressure	233.1 kPa (33.8 psi)	234.1 kPa (34.0 psi)	157.9 kPa (22.9 psi)	233.3 kPa (33.8 psi)
Tire Sidewall Temp	29.8°C (85.6°F)	29.6°C (85.3°F)	29.8°C (85.6°F)	29.6°C (85.3°F)
San Angelo Test Facility Shop Floor Temp	23.4°C (74.1°F)	23.8°C (74.8°F)	23.6°C (74.5°F)	23.0°C (73.4°F)

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? (X)YES ( )NO (fail)

TELLTALE EXTINGUISHMENT:
RE-ADJUSTED TIRE INFLATION PRESSURES:

Execution Procedure	LF Tire	LR Tire	RR Tire	RF Tire
After cool down period: Re-adjusted Inflation Pressure:	230.1 kPa (33.4 psi)	230.1 kPa (33.4 psi)	230.0 kPa (33.4 psi)	230.1 kPa (33.4 psi)

Is it necessary to drive the vehicle to extinguish the telltale? (X)YES ( )NO

Starting point: San Angelo Test Facility shop Direction: west

1:57 minutes (stopwatch time – non-cumulative) 0.5 km (0.3 mi) distance

TEST RESULTS

TPMS Performance Test Results (PASS/FAIL) **PASS**
Right rear tire was deflated at LLVW.

REMARKS: None

RECORDED BY: Jack R. Stewart DATE: November 13, 2007

APPROVED BY: Kenneth H. Yates

DATA SHEET 3 (Sheet 9 of 28)
TPMS OPERATIONAL PERFORMANCE

SCENARIO C – Left Rear and Right Front Tire Deflation at LLVW

TEST DATE: November 14, 2007 LAB: US DOT San Angelo Test Facility

VEHICLE NHTSA NUMBER: C80500

Note: See Data Sheet 3 (Sheet 2 of 28) for Test Weight.

TIRE INFLATION PRESSURES AND TIRE/SURFACE TEMPERATURES BEFORE CALIBRATION PHASE:

Execution Procedure	LF Tire	LR Tire	RR Tire	RF Tire
After loading vehicle to lightly loaded vehicle weight, positioning vehicle at selected test start point, and vehicle cool down period: Ambient Temperature: 21.0°C (69.8°F) Vehicle cool down period: overnight				
Inflation Pressure	230.0 kPa (33.4 psi)	230.0 kPa (33.4 psi)	230.1 kPa (33.4 psi)	230.0 kPa (33.4 psi)
Tire Sidewall Temp	20.6°C (69.1°F)	20.8°C (69.4°F)	20.6°C (69.1°F)	20.6°C (69.1°F)
San Angelo Test Facility Shop Floor Temp	20.6°C (69.1°F)	21.0°C (69.8°F)	21.0°C (69.8°F)	20.6°C (69.1°F)

SYSTEM CALIBRATION/LEARNING PHASE:
(VBox time – see Section 6 test plots)

Time:	Start:	16:09:29 UTC	End:	16:32:42 UTC
Odometer Reading:	Start:	217.9 km (135.4 mi)	End:	245.3 km (152.4 mi)
Ambient Temperature:	Start:	21.2°C (70.2°F)	End:	23.3°C (73.9°F)
Roadway Temperature:	Start:	23.2°C (73.8°F)	End:	27.0°C (80.6°F)

Driving in first direction:

Starting point: GAFB north gate Direction: south

10:26 minutes (stopwatch time) 13.7 km (8.5 mi) distance

Driving in opposite direction:

Starting point: Brodnax Lane Direction: north

10:18 minutes (stopwatch time) 13.7 km (8.5 mi) distance

Max speed: 86.3 km/hr (53.6 mph)

Total Driving Time: 20:45 minutes (VBox time)

DATA SHEET 3 (Sheet 10 of 28)
TPMS OPERATIONAL PERFORMANCE

SCENARIO C – Left Rear and Right Front Tire Deflation at LLVW

TIRE INFLATION PRESSURES AND TEMPERATURES AFTER CALIBRATION PHASE:

Execution Procedure	LF Tire	LR Tire	RR Tire	RF Tire
Immediately, after vehicle is stopped, engine off: Inflation Pressure	254.8 kPa (37.0 psi)	248.8 kPa (36.1 psi)	250.1 kPa (36.3 psi)	255.0 kPa (37.0 psi)
Tire Sidewall Temp	39.2°C (102.6°F)	33.2°C (91.8°F)	33.2°C (91.8°F)	37.2°C (99.0°F)
San Angelo Test Facility Shop Floor Temp	21.6°C (70.9°F)	21.8°C (71.2°F)	22.2°C (72.0°F)	21.6°C (70.9°F)

SYSTEM DETECTION PHASE:

LOCATION AND PRESSURE(S) OF DEFLATED TIRE(S):

Execution Procedure	LF Tire	LR Tire	RR Tire	RF Tire
Indicate Location of Tire(s) Deflated: ( )LF (X)LR ( )RR (X)RF Inflation Pressure		165.5 kPa (24.0 psi)		165.5 kPa (24.0 psi)

TELLTALE ILLUMINATION:

Starting point: San Angelo Test Facility shop

Did the telltale illuminate? (X)YES ( )NO

Time to Illuminate:

Illumination in 90 seconds. Driving was not required.

TELLTALE ILLUMINATES WITHIN 20 MINUTES: (X)YES ( )NO (fail)

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

DATA SHEET 3 (Sheet 11 of 28)
TPMS OPERATIONAL PERFORMANCE

SCENARIO C – Left Rear and Right Front Tire Deflation at LLVW

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? (X)YES ( )NO (fail)

TIRE INFLATION PRESSURES AND TEMPERATURES AFTER TELLTALE ILLUMINATION:

Execution Procedure	LF Tire	LR Tire	RR Tire	RF Tire
After vehicle cool down period: Ambient Temperature: 25.2°C (77.4°F) Vehicle cool down period: 60 minutes				
Inflation Pressure	239.9 kPa (34.8 psi)	158.1 kPa (22.9 psi)	236.4 kPa (34.3 psi)	156.6 kPa (22.7 psi)
Tire Sidewall Temp	26.4°C (79.5°F)	26.4°C (79.5°F)	25.8°C (78.4°F)	25.8°C (78.4°F)
San Angelo Test Facility Shop Floor Temp	22.8°C (73.0°F)	23.6°C (74.5°F)	23.4°C (74.1°F)	23.0°C (73.4°F)

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? (X)YES ( )NO (fail)

TELLTALE EXTINGUISHMENT:
RE-ADJUSTED TIRE INFLATION PRESSURES:

Execution Procedure	LF Tire	LR Tire	RR Tire	RF Tire
After cool down period: Re-adjusted Inflation Pressure:	230.1 kPa (33.4 psi)	230.1 kPa (33.4 psi)	230.1 kPa (33.4 psi)	230.1 kPa (33.4 psi)

Is it necessary to drive the vehicle to extinguish the telltale? (X)YES ( )NO

Starting point: San Angelo Test Facility shop Direction: west

2:32 minutes (stopwatch time – non-cumulative) 0.5 km (0.3 mi) distance

TEST RESULTS

TPMS Performance Test Results (PASS/FAIL) **PASS**
Left rear and right front tires were deflated at LLVW.

REMARKS: None

RECORDED BY: Jack R. Stewart DATE: November 14, 2007

APPROVED BY: Kenneth H. Yates

DATA SHEET 3 (Sheet 12 of 28)
TPMS OPERATIONAL PERFORMANCE

SCENARIO D – Left Front, Left Rear, Right Rear, and Right Front Tire Deflation at LLVW

TEST DATE: November 15, 2007 LAB: US DOT San Angelo Test Facility

VEHICLE NHTSA NUMBER: C80500

Note: See Data Sheet 3 (Sheet 2 of 28) for Test Weight.

TIRE INFLATION PRESSURES AND TIRE/SURFACE TEMPERATURES BEFORE CALIBRATION PHASE:

Execution Procedure	LF Tire	LR Tire	RR Tire	RF Tire
After loading vehicle to lightly loaded vehicle weight, positioning vehicle at selected test start point, and vehicle cool down period: Ambient Temperature: 10.3°C (50.5°F) Vehicle cool down period: overnight				
Inflation Pressure	230.1 kPa (33.4 psi)	230.1 kPa (33.4 psi)	230.0 kPa (33.4 psi)	230.0 kPa (33.4 psi)
Tire Sidewall Temp	12.4°C (54.3°F)	12.2°C (54.0°F)	11.8°C (53.2°F)	12.4°C (54.3°F)
San Angelo Test Facility Shop Floor Temp	16.2°C (61.2°F)	16.0°C (60.8°F)	15.8°C (60.4°F)	16.2°C (61.2°F)

SYSTEM CALIBRATION/LEARNING PHASE:
(VBox time – see Section 6 test plots)

Time:	Start:	14:49:35 UTC	End:	15:12:58 UTC
Odometer Reading:	Start:	247.8 km (154.0 mi)	End:	275.4 km (171.1 mi)
Ambient Temperature:	Start:	10.3°C (50.5°F)	End:	11.5°C (52.7°F)
Roadway Temperature:	Start:	11.6°C (52.9°F)	End:	14.8°C (58.6°F)

Driving in first direction:

Starting point: GAFB north gate Direction: south

10:23 minutes (stopwatch time) 13.7 km (8.5 mi) distance

Driving in opposite direction:

Starting point: Brodnax Lane Direction: north

10:11 minutes (stopwatch time) 13.8 km (8.6 mi) distance

Max speed: 83.5 km/hr (51.9 mph)

Total Driving Time: 20:46 minutes (VBox time)

DATA SHEET 3 (Sheet 13 of 28)
TPMS OPERATIONAL PERFORMANCE

SCENARIO D – Left Front, Left Rear, Right Rear, and Right Front Tire Deflation at LLVW

TIRE INFLATION PRESSURES AND TEMPERATURES AFTER CALIBRATION PHASE:

Execution Procedure	LF Tire	LR Tire	RR Tire	RF Tire
Immediately, after vehicle is stopped, engine off: Inflation Pressure	249.9 kPa (36.2 psi)	246.4 kPa (35.7 psi)	245.7 kPa (35.6 psi)	250.4 kPa (36.3 psi)
Tire Sidewall Temp	26.2°C (79.2°F)	21.6°C (70.9°F)	21.4°C (70.5°F)	26.2°C (79.2°F)
San Angelo Test Facility Shop Floor Temp	17.2°C (63.0°F)	17.2°C (63.0°F)	16.8°C (62.2°F)	17.0°C (62.6°F)

SYSTEM DETECTION PHASE:

LOCATION AND PRESSURE(S) OF DEFLATED TIRE(S):

Execution Procedure	LF Tire	LR Tire	RR Tire	RF Tire
Indicate Location of Tire(s) Deflated: (X)LF (X)LR (X)RR (X)RF Inflation Pressure	165.5 kPa (24.0 psi)	165.5 kPa (24.0 psi)	165.5 kPa (24.0 psi)	165.6 kPa (24.0 psi)

TELLTALE ILLUMINATION:

Starting point: San Angelo Test Facility shop

Did the telltale illuminate? (X)YES ( )NO

Time to Illuminate:

Illumination in 70 seconds. Driving was not required.

TELLTALE ILLUMINATES WITHIN 20 MINUTES: (X)YES ( )NO (fail)

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

DATA SHEET 3 (Sheet 14 of 28)
TPMS OPERATIONAL PERFORMANCE

SCENARIO D – Left Front, Left Rear, Right Rear, and Right Front Tire Deflation at LLVW

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? (X)YES ( )NO (fail)

TIRE INFLATION PRESSURES AND TEMPERATURES AFTER TELLTALE ILLUMINATION:

Execution Procedure	LF Tire	LR Tire	RR Tire	RF Tire
After vehicle cool down period: Ambient Temperature: 13.6°C (56.5°F) Vehicle cool down period: 60 minutes				
Inflation Pressure	159.1 kPa (23.1 psi)	160.0 kPa (23.2 psi)	160.2 kPa (23.2 psi)	159.1 kPa (23.1 psi)
Tire Sidewall Temp	17.8°C (64.0°F)	16.8°C (62.2°F)	16.8°C (62.2°F)	17.6°C (63.7°F)
San Angelo Test Facility Shop Floor Temp	17.8°C (64.0°F)	17.6°C (63.7°F)	17.6°C (63.7°F)	17.6°C (63.7°F)

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? (X)YES ( )NO (fail)

TELLTALE EXTINGUISHMENT:
RE-ADJUSTED TIRE INFLATION PRESSURES:

Execution Procedure	LF Tire	LR Tire	RR Tire	RF Tire
After cool down period: Re-adjusted Inflation Pressure:	230.0 kPa (33.4 psi)	230.0 kPa (33.4 psi)	230.0 kPa (33.4 psi)	230.0 kPa (33.4 psi)

Is it necessary to drive the vehicle to extinguish the telltale? (X)YES ( )NO

Starting point: San Angelo Test Facility shop Direction: west

3:23 minutes (stopwatch time – non-cumulative) 1.3 km (0.8 mi) distance

TEST RESULTS

TPMS Performance Test Results (PASS/FAIL) **PASS**
Left front, left rear, right rear, and right front tires were deflated at LLVW.

REMARKS: None

RECORDED BY: Jack R. Stewart DATE: November 15, 2007

APPROVED BY: Kenneth H. Yates

DATA SHEET 3 (Sheet 15 of 28)
TPMS OPERATIONAL PERFORMANCE

VEHICLE WEIGH-IN FOR GVWR

TEST DATE: November 16, 2007 LAB: US DOT San Angelo Test Facility

VEHICLE NHTSA NUMBER: C80500

Time: Start: 8:38 am End: 10:50 am

Ambient Temperature: Start: 12.8°C (55.0°F) End: 17.2°C (63.0°F)

Odometer Reading: Start: 308.5 km (191.7 mi)

Fuel Level: Start: Full

Weather Conditions: Partly cloudy, 12 – 19 mph wind

Time vehicle has remained with engine off and tires shielded from direct sunlight (1 hour minimum): overnight (inside the SATF open bay)

PRE-TEST TIRE INFLATION PRESSURES AND TIRE/SURFACE TEMPERATURES:

Execution Procedure	LF Tire	LR Tire	RR Tire	RF Tire
Pre-test cold measurements after ambient soak: Inflation Pressure	230.0 kPa (33.4 psi)	230.1 kPa (33.4 psi)	230.0 kPa (33.4 psi)	230.1 kPa (33.4 psi)
Tire Sidewall Temp	13.6°C (56.5°F)	13.6°C (56.5°F)	14.2°C (57.6°F)	13.8°C (56.8°F)

DATA SHEET 3 (Sheet 16 of 28)
TPMS OPERATIONAL PERFORMANCE

VEHICLE WEIGH-IN FOR GVWR

VEHICLE WEIGHT:

Vehicle Ratings from Certification Label:

GVWR: 1,725 kg (3,803 lbs)

GAWR (front): 940 kg (2,072 lbs)

GAWR (rear): 840 kg (1,852 lbs)

Vehicle Capacity Weight:

Vehicle Capacity Weight 370 kg (815 lbs)

Measured Unloaded Vehicle Weight:

LF	411.9 kg (908 lbs)	LR	270.8 kg (597 lbs)
RF	409.1 kg (902 lbs)	RR	261.3 kg (576 lbs)
Front Axle	821.0 kg (1,810 lbs)	Rear Axle	532.1 kg (1,173 lbs)

Total Vehicle 1,353.1 kg (2,983 lbs)

Measured Test Weight: ( ) LLVW (+50, -0 kg) (X) GVWR (+0, -50 kg)

LF	468.6 kg (1,033 lbs)		LR 393.3 kg (867 lbs)	
RF	469.0 kg (1,034 lbs)		RR 391.5 kg (863 lbs)	
Front Axle	937.6 kg (2,067 lbs)	(≤ GAWR)	Rear Axle 784.8 kg (1,730 lbs)	(≤ GAWR)

Total Vehicle 1,722.4 kg (3,797 lbs) (not greater than GVWR)

Note: For scenarios E, F, G, and H, this Total Vehicle Weight measures the vehicle loaded to Gross Vehicle Capacity Weight (GVWR), 369.2 kg (814 lbs) of driver, passenger, test equipment, and ballast.

DATA SHEET 3 (Sheet 17 of 28)
TPMS OPERATIONAL PERFORMANCE

SCENARIO E – Left Rear Tire Deflation at GVWR

TEST DATE: November 19, 2007 LAB: US DOT San Angelo Test Facility

VEHICLE NHTSA NUMBER: C80500

Note: See Data Sheet 3 (Sheet 16 of 28) for Test Weight.

TIRE INFLATION PRESSURES AND TIRE/SURFACE TEMPERATURES BEFORE CALIBRATION PHASE:

Execution Procedure	LF Tire	LR Tire	RR Tire	RF Tire
After loading vehicle to vehicle capacity weight, positioning vehicle at selected test start point, and vehicle cool down period: Ambient Temperature: 23.9°C (75.0°F) Vehicle cool down period: overnight				
Inflation Pressure	230.0 kPa (33.4 psi)	230.0 kPa (33.4 psi)	230.0 kPa (33.4 psi)	230.0 kPa (33.4 psi)
Tire Sidewall Temp	22.4°C (72.3°F)	23.6°C (74.5°F)	22.4°C (72.3°F)	21.4°C (70.5°F)
San Angelo Test Facility Shop Floor Temp	20.6°C (69.1°F)	21.2°C (70.2°F)	21.4°C (70.5°F)	20.2°C (68.4°F)

SYSTEM CALIBRATION/LEARNING PHASE:
(VBox time – see Section 6 test plots)

Time:	Start:	19:14:44 UTC	End:	19:37:46 UTC
Odometer Reading:	Start:	309.2 km (192.1 mi)	End:	336.5 km (209.1 mi)
Ambient Temperature:	Start:	23.9°C (75.0°F)	End:	24.3°C (75.7°F)
Roadway Temperature:	Start:	30.8°C (87.4°F)	End:	34.0°C (93.2°F)

Driving in first direction:

Starting point: GAFB north gate Direction: south

10:20 minutes (stopwatch time) 13.7 km (8.5 mi) distance

Driving in opposite direction:

Starting point: Brodnax Lane Direction: north

10:24 minutes (stopwatch time) 13.7 km (8.5 mi) distance

Max speed: 84.7 km/hr (52.6 mph)

Total Driving Time: 20:44 minutes (VBox time)

DATA SHEET 3 (Sheet 18 of 28)
TPMS OPERATIONAL PERFORMANCE

SCENARIO E – Left Rear Tire Deflation at GVWR

TIRE INFLATION PRESSURES AND TEMPERATURES AFTER CALIBRATION PHASE:

Execution Procedure	LF Tire	LR Tire	RR Tire	RF Tire
Immediately, after vehicle is stopped, engine off; Inflation Pressure	254.9 kPa (37.0 psi)	250.5 kPa (36.3 psi)	252.7 kPa (36.7 psi)	254.6 kPa (36.9 psi)
Tire Sidewall Temp	37.8°C (100.0°F)	34.6°C (94.3°F)	34.6°C (94.3°F)	36.2°C (97.2°F)
San Angelo Test Facility Shop Floor Temp	21.6°C (70.9°F)	21.6°C (70.9°F)	21.4°C (70.5°F)	21.6°C (70.9°F)

SYSTEM DETECTION PHASE:

LOCATION AND PRESSURE(S) OF DEFLATED TIRE(S):

Execution Procedure	LF Tire	LR Tire	RR Tire	RF Tire
Indicate Location of Tire(s) Deflated: ( )LF (X)LR ( )RR ( )RF Inflation Pressure		165.6 kPa (24.0 psi)		

TELLTALE ILLUMINATION:

Driving in first direction:

Starting point: San Angelo Test Facility shop Direction: west

01:37 minutes (stopwatch time – non-cumulative) 0.2 km (0.1 mi) distance

Max speed: 27.1 km/hr (16.8 mph)

Total Driving Time: 0:00 minutes (VBox time)

TELLTALE ILLUMINATES WITHIN 20 MINUTES: (X)YES ( )NO (fail)

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

DATA SHEET 3 (Sheet 19 of 28)
TPMS OPERATIONAL PERFORMANCE

SCENARIO E – Left Rear Tire Deflation at GVWR

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? (X)YES ( )NO (fail)

TIRE INFLATION PRESSURES AND TEMPERATURES AFTER TELLTALE ILLUMINATION:

Execution Procedure	LF Tire	LR Tire	RR Tire	RF Tire
After vehicle cool down period: Ambient Temperature: 26.0°C (78.8°F) Vehicle cool down period: 60 minutes				
Inflation Pressure	240.3 kPa (34.9 psi)	157.6 kPa (22.9 psi)	237.8 kPa (34.5 psi)	240.6 kPa (34.9 psi)
Tire Sidewall Temp	27.2°C (81.0°F)	27.4°C (81.3°F)	27.4°C (81.3°F)	27.0°C (80.6°F)
San Angelo Test Facility Shop Floor Temp	22.4°C (72.3°F)	22.6°C (72.7°F)	22.4°C (72.3°F)	22.2°C (72.0°F)

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? (X)YES ( )NO (fail)

TELLTALE EXTINGUISHMENT:
RE-ADJUSTED TIRE INFLATION PRESSURES:

Execution Procedure	LF Tire	LR Tire	RR Tire	RF Tire
After cool down period: Re-adjusted Inflation Pressure:	230.1 kPa (33.4 psi)	230.0 kPa (33.4 psi)	230.1 kPa (33.4 psi)	230.1 kPa (33.4 psi)

Is it necessary to drive the vehicle to extinguish the telltale? (X)YES ( )NO

Starting point: San Angelo Test Facility shop Direction: west

2:39 minutes (stopwatch time – non-cumulative) 0.3 km (0.2 mi) distance

TEST RESULTS

TPMS Performance Test Results (PASS/FAIL) **PASS**
Left rear tire was deflated at GVWR.

REMARKS: None

RECORDED BY: Jack R. Stewart DATE: November 19, 2007

APPROVED BY: Kenneth H. Yates

DATA SHEET 3 (Sheet 20 of 28)
TPMS OPERATIONAL PERFORMANCE

SCENARIO F – Right Front Tire Deflation at GVWR

TEST DATE: November 20, 2007 LAB: US DOT San Angelo Test Facility

VEHICLE NHTSA NUMBER: C80500

Note: See Data Sheet 3 (Sheet 16 of 28) for Test Weight.

TIRE INFLATION PRESSURES AND TIRE/SURFACE TEMPERATURES BEFORE CALIBRATION PHASE:

Execution Procedure	LF Tire	LR Tire	RR Tire	RF Tire
After loading vehicle to vehicle capacity weight, positioning vehicle at selected test start point, and vehicle cool down period: Ambient Temperature: 19.0°C (66.2°F) Vehicle cool down period: overnight				
Inflation Pressure	230.0 kPa (33.4 psi)	230.0 kPa (33.4 psi)	230.0 kPa (33.4 psi)	230.0 kPa (33.4 psi)
Tire Sidewall Temp	19.6°C (67.3°F)	19.8°C (67.6°F)	19.8°C (67.6°F)	19.8°C (67.6°F)
San Angelo Test Facility Shop Floor Temp	20.0°C (68.0°F)	20.2°C (68.4°F)	20.2°C (68.4°F)	20.2°C (68.4°F)

SYSTEM CALIBRATION/LEARNING PHASE:
(VBox time – see Section 6 test plots)

Time:	Start:	13:41:00 UTC	End:	14:04:23 UTC
Odometer Reading:	Start:	339.6 km (211.0 mi)	End:	367.1 km (228.1 mi)
Ambient Temperature:	Start:	19.0°C (66.2°F)	End:	19.2°C (66.6°F)
Roadway Temperature:	Start:	18.4°C (65.1°F)	End:	19.2°C (66.6°F)

Driving in first direction:

Starting point: GAFB north gate Direction: south

10:24 minutes (stopwatch time) 13.7 km (8.5 mi) distance

Driving in opposite direction:

Starting point: Brodnax Lane Direction: north

10:22 minutes (stopwatch time) 13.8 km (8.6 mi) distance

Max speed: 83.4 km/hr (51.8 mph)

Total Driving Time: 20:46 minutes (VBox time)

DATA SHEET 3 (Sheet 21 of 28)
TPMS OPERATIONAL PERFORMANCE

SCENARIO F – Right Front Tire Deflation at GVWR

TIRE INFLATION PRESSURES AND TEMPERATURES AFTER CALIBRATION PHASE:

Execution Procedure	LF Tire	LR Tire	RR Tire	RF Tire
Immediately, after vehicle is stopped, engine off: Inflation Pressure	249.0 kPa (36.1 psi)	245.0 kPa (34.3 psi)	246.0 kPa (34.2 psi)	249.2 kPa (33.9 psi)
Tire Sidewall Temp	32.0°C (89.6°F)	27.8°C (82.0°F)	28.0°C (82.4°F)	30.8°C (87.4°F)
San Angelo Test Facility Shop Floor Temp	20.2°C (68.4°F)	20.4°C (68.7°F)	20.4°C (68.7°F)	20.2°C (68.4°F)

SYSTEM DETECTION PHASE:

LOCATION AND PRESSURE(S) OF DEFLATED TIRE(S):

Execution Procedure	LF Tire	LR Tire	RR Tire	RF Tire
Indicate Location of Tire(s) Deflated: ( )LF ( )LR ( )RR (X)RF Inflation Pressure				165.5 kPa (24.0 psi)

TELLTALE ILLUMINATION:

Starting point: San Angelo Test Facility shop

Did the telltale illuminate? (X)YES ( )NO

Time to Illuminate:

Illumination in 60 seconds. Driving was not required.

TELLTALE ILLUMINATES WITHIN 20 MINUTES: (X)YES ( )NO (fail)

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

DATA SHEET 3 (Sheet 22 of 28)
TPMS OPERATIONAL PERFORMANCE

SCENARIO F – Right Front Tire Deflation at GVWR

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? (X)YES ( )NO (fail)

TIRE INFLATION PRESSURES AND TEMPERATURES AFTER TELLTALE ILLUMINATION:

Execution Procedure	LF Tire	LR Tire	RR Tire	RF Tire
After vehicle cool down period: Ambient Temperature: 20.2°C (68.4°F) Vehicle cool down period: 60 minutes				
Inflation Pressure	235.5 kPa (34.2 psi)	232.1 kPa (33.7 psi)	233.2 kPa (33.8 psi)	157.5 kPa (22.8 psi)
Tire Sidewall Temp	23.4°C (74.1°F)	22.2°C (72.0°F)	23.0°C (73.4°F)	24.4°C (75.9°F)
San Angelo Test Facility Shop Floor Temp	20.6°C (69.1°F)	20.8°C (69.4°F)	20.8°C (69.4°F)	20.6°C (69.1°F)

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? (X)YES ( )NO (fail)

TELLTALE EXTINGUISHMENT:
RE-ADJUSTED TIRE INFLATION PRESSURES:

Execution Procedure	LF Tire	LR Tire	RR Tire	RF Tire
After cool down period: Re-adjusted Inflation Pressure:	230.1 kPa (31.9 psi)	230.0 kPa (31.9 psi)	230.1 kPa (31.9 psi)	230.0 kPa (31.9 psi)

Is it necessary to drive the vehicle to extinguish the telltale? (X)YES ( )NO

Starting point: San Angelo Test Facility shop Direction: west

2:16 minutes (stopwatch time – non-cumulative) 0.5 km (0.3 mi) distance

TEST RESULTS

TPMS Performance Test Results (PASS/FAIL) **PASS**
Right front tire was deflated at GVWR.

REMARKS: None

RECORDED BY: Jack R. Stewart DATE: November 20, 2007

APPROVED BY: Kenneth H. Yates

DATA SHEET 3 (Sheet 23 of 28)
TPMS OPERATIONAL PERFORMANCE

SCENARIO G – Left Rear, Right Rear Tire Deflation at GVWR

TEST DATE: November 20, 2007 LAB: US DOT San Angelo Test Facility

VEHICLE NHTSA NUMBER: C80500

Note: See Data Sheet 3 (Sheet 16 of 28) for Test Weight.

TIRE INFLATION PRESSURES AND TIRE/SURFACE TEMPERATURES BEFORE CALIBRATION PHASE:

Execution Procedure	LF Tire	LR Tire	RR Tire	RF Tire
After loading vehicle to vehicle capacity weight, positioning vehicle at selected test start point, and vehicle cool down period: Ambient Temperature: 22.3°C (72.1°F) Vehicle cool down period: 64 minutes				
Inflation Pressure	230.1 kPa (33.4 psi)	230.1 kPa (33.4 psi)	230.1 kPa (33.4 psi)	230.1 kPa (33.4 psi)
Tire Sidewall Temp	22.4°C (72.3°F)	22.0°C (71.6°F)	22.2°C (72.0°F)	22.2°C (72.0°F)
San Angelo Test Facility Shop Floor Temp	20.6°C (69.1°F)	20.8°C (69.4°F)	21.0°C (69.8°F)	20.0°C (68.0°F)

SYSTEM CALIBRATION/LEARNING PHASE:
(VBox time – see Section 6 test plots)

Time:	Start:	17:04:51 UTC	End:	17:28:04 UTC
Odometer Reading:	Start:	369.3 km (229.5 mi)	End:	396.9 km (246.6 mi)
Ambient Temperature:	Start:	22.3°C (72.1°F)	End:	24.5°C (76.1°F)
Roadway Temperature:	Start:	25.2°C (77.4°F)	End:	29.6°C (85.3°F)

Driving in first direction:

Starting point: GAFB north gate Direction: south

10:23 minutes (stopwatch time) 13.7 km (8.5 mi) distance

Driving in opposite direction:

Starting point: Brodnax Lane Direction: north

10:17 minutes (stopwatch time) 13.7 km (8.5 mi) distance

Max speed: 83.8 km/hr (52.1 mph)

Total Driving Time: 20:41 minutes (VBox time)

DATA SHEET 3 (Sheet 24 of 28)
TPMS OPERATIONAL PERFORMANCE

SCENARIO G – Left Rear, Right Rear Tire Deflation at GVWR

TIRE INFLATION PRESSURES AND TEMPERATURES AFTER CALIBRATION PHASE:

Execution Procedure	LF Tire	LR Tire	RR Tire	RF Tire
Immediately, after vehicle is stopped, engine off: Inflation Pressure	251.4 kPa (36.5 psi)	249.5 kPa (36.2 psi)	251.0 kPa (36.4 psi)	251.2 kPa (36.4 psi)
Tire Sidewall Temp	38.4°C (101.1°F)	34.8°C (94.6°F)	36.6°C (97.9°F)	38.0°C (100.4°F)
San Angelo Test Facility Shop Floor Temp	22.2°C (72.0°F)	22.4°C (72.3°F)	22.4°C (72.3°F)	22.2°C (72.0°F)

SYSTEM DETECTION PHASE:

LOCATION AND PRESSURE(S) OF DEFLATED TIRE(S):

Execution Procedure	LF Tire	LR Tire	RR Tire	RF Tire
Indicate Location of Tire(s) Deflated: ( )LF (X)LR (X)RR ( )RF Inflation Pressure		165.5 kPa (24.0 psi)	165.5 kPa (24.0 psi)	

TELLTALE ILLUMINATION:

Starting point: San Angelo Test Facility shop

Did the telltale illuminate? (X)YES ( )NO

Time to Illuminate:

Illumination in 126 seconds. Driving was not required.

TELLTALE ILLUMINATES WITHIN 20 MINUTES: (X)YES ( )NO (fail)

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

DATA SHEET 3 (Sheet 25 of 28)
TPMS OPERATIONAL PERFORMANCE

SCENARIO G – Left Rear, Right Rear Tire Deflation at GVWR

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? (X)YES ( )NO (fail)

TIRE INFLATION PRESSURES AND TEMPERATURES AFTER TELLTALE ILLUMINATION:

Execution Procedure	LF Tire	LR Tire	RR Tire	RF Tire
After vehicle cool down period: Ambient Temperature: 25.2°C (77.4°F) Vehicle cool down period: 71 minutes				
Inflation Pressure	235.7 kPa (34.2 psi)	156.5 kPa (22.7 psi)	155.8 kPa (22.6 psi)	235.3 kPa (34.1 psi)
Tire Sidewall Temp	26.6°C (79.9°F)	26.2°C (79.2°F)	26.4°C (79.5°F)	26.0°C (78.8°F)
San Angelo Test Facility Shop Floor Temp	22.6°C (72.7°F)	23.0°C (73.4°F)	22.8°C (73.0°F)	22.6°C (72.7°F)

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? (X)YES ( )NO (fail)

TELLTALE EXTINGUISHMENT:
RE-ADJUSTED TIRE INFLATION PRESSURES:

Execution Procedure	LF Tire	LR Tire	RR Tire	RF Tire
After cool down period: Re-adjusted Inflation Pressure:	230.1 kPa (33.4 psi)	230.1 kPa (33.4 psi)	230.1 kPa (33.4 psi)	230.1 kPa (33.4 psi)

Is it necessary to drive the vehicle to extinguish the telltale? (X)YES ( )NO

Starting point: San Angelo Test Facility shop Direction: west

2:49 minutes (stopwatch time – non-cumulative) 0.5 km (0.3 mi) distance

TEST RESULTS

TPMS Performance Test Results (PASS/FAIL) **PASS**
Left rear, right rear tires were deflated at GVWR.

REMARKS: None

RECORDED BY: Jack R. Stewart DATE: November 20, 2007

APPROVED BY: Kenneth H. Yates

DATA SHEET 3 (Sheet 26 of 28)
TPMS OPERATIONAL PERFORMANCE

SCENARIO H – Left Front, Left Rear, Right Rear, and Right Front Tire Deflation at GVWR

TEST DATE: November 21, 2007 LAB: US DOT San Angelo Test Facility

VEHICLE NHTSA NUMBER: C80500

Note: See Data Sheet 3 (Sheet 16 of 28) for Test Weight.

TIRE INFLATION PRESSURES AND TIRE/SURFACE TEMPERATURES BEFORE CALIBRATION PHASE:

Execution Procedure	LF Tire	LR Tire	RR Tire	RF Tire
After loading vehicle to vehicle capacity weight, positioning vehicle at selected test start point, and vehicle cool down period: Ambient Temperature: 17.0°C (62.6°F) Vehicle cool down period: overnight				
Inflation Pressure	230.0 kPa (33.4 psi)	230.1 kPa (33.4 psi)	230.1 kPa (33.4 psi)	230.0 kPa (33.4 psi)
Tire Sidewall Temp	18.6°C (65.5°F)	18.8°C (65.8°F)	18.6°C (65.5°F)	18.6°C (65.5°F)
San Angelo Test Facility Shop Floor Temp	20.2°C (68.4°F)	20.2°C (68.4°F)	20.2°C (68.4°F)	20.2°C (68.4°F)

SYSTEM CALIBRATION/LEARNING PHASE:
(VBox time – see Section 6 test plots)

Time:	Start:	13:58:02 UTC	End:	14:21:04 UTC
Odometer Reading:	Start:	400.4 km (248.8 mi)	End:	427.8 km (265.8 mi)
Ambient Temperature:	Start:	15.8°C (60.4°F)	End:	14.4°C (57.9°F)
Roadway Temperature:	Start:	17.0°C (62.6°F)	End:	17.2°C (63.0°F)

Driving in first direction:

Starting point: GAFB north gate Direction: south

10:19 minutes (stopwatch time) 13.7 km (8.5 mi) distance

Driving in opposite direction:

Starting point: Brodnax Lane Direction: north

10:23 minutes (stopwatch time) 13.7 km (8.5 mi) distance

Max speed: 82.7km/hr (51.4 mph)

Total Driving Time: 20:42 minutes (VBox time)

DATA SHEET 3 (Sheet 27 of 28)
TPMS OPERATIONAL PERFORMANCE

SCENARIO H – Left Front, Left Rear, Right Rear, and Right Front Tire Deflation at GVWR

TIRE INFLATION PRESSURES AND TEMPERATURES AFTER CALIBRATION PHASE:

Execution Procedure	LF Tire	LR Tire	RR Tire	RF Tire
Immediately, after vehicle is stopped, engine off: Inflation Pressure	246.3 kPa (35.7 psi)	244.1 kPa (35.4 psi)	243.9 kPa (35.4 psi)	247.6 kPa (35.9 psi)
Tire Sidewall Temp	28.2°C (82.8°F)	24.8°C (76.6°F)	24.6°C (76.3°F)	27.4°C (81.3°F)
San Angelo Test Facility Shop Floor Temp	20.2°C (68.4°F)	20.2°C (68.4°F)	20.4°C (68.7°F)	20.4°C (68.7°F)

SYSTEM DETECTION PHASE:

LOCATION AND PRESSURE(S) OF DEFLATED TIRE(S):

Execution Procedure	LF Tire	LR Tire	RR Tire	RF Tire
Indicate Location of Tire(s) Deflated: (X)LF (X)LR (X)RR (X)RF Inflation Pressure	165.5 kPa (24.0 psi)	165.6 kPa (24.0 psi)	165.6 kPa (24.0 psi)	165.5 kPa (24.0 psi)

TELLTALE ILLUMINATION:

Starting point: San Angelo Test Facility shop

Did the telltale illuminate? (X)YES ( )NO

Time to Illuminate:

Illumination in 68 seconds. Driving was not required.

TELLTALE ILLUMINATES WITHIN 20 MINUTES: (X)YES ( )NO (fail)

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

DATA SHEET 3 (Sheet 28 of 28)
TPMS OPERATIONAL PERFORMANCE

SCENARIO H – Left Front, Left Rear, Right Rear, and Right Front Tire Deflation at GVWR

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? (X)YES ( )NO (fail)

TIRE INFLATION PRESSURES AND TEMPERATURES AFTER TELLTALE ILLUMINATION:

Execution Procedure	LF Tire	LR Tire	RR Tire	RF Tire
After vehicle cool down period: Ambient Temperature: 12.3°C (54.1°F) Vehicle cool down period: 63 minutes				
Inflation Pressure	156.3 kPa (22.7 psi)	156.3 kPa (22.7 psi)	156.3 kPa (22.7 psi)	156.2 kPa (22.7 psi)
Tire Sidewall Temp	18.4°C (65.1°F)	17.4°C (63.3°F)	17.2°C (63.0°F)	18.2°C (64.8°F)
San Angelo Test Facility Shop Floor Temp	19.6°C (67.3°F)	19.6°C (67.3°F)	19.6°C (67.3°F)	19.8°C (67.6°F)

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? (X)YES ( )NO (fail)

TELLTALE EXTINGUISHMENT:
RE-ADJUSTED TIRE INFLATION PRESSURES:

Execution Procedure	LF Tire	LR Tire	RR Tire	RF Tire
After cool down period: Re-adjusted Inflation Pressure:	230.0 kPa (33.4 psi)	230.1 kPa (33.4 psi)	230.1 kPa (33.4 psi)	230.1 kPa (33.4 psi)

Is it necessary to drive the vehicle to extinguish the telltale? (X)YES ( )NO

Starting point: San Angelo Test Facility shop Direction: west

3:23 minutes (stopwatch time – non-cumulative) 0.8 km (0.5 mi) distance

TEST RESULTS

TPMS Performance Test Results (PASS/FAIL) **PASS**
Left front, left rear, right rear, and right front tires were deflated at GVWR.

REMARKS: None

RECORDED BY: Jack R. Stewart DATE: November 21, 2007

APPROVED BY: Kenneth H. Yates

DATA SHEET 4 (Sheet 1 of 2)
SCENARIO I – Malfunction Detection Test at LLVW

TEST DATE: November 15, 2007 LAB: SATF VEHICLE NHTSA NO: C80500

Time:	Start:	17:34:50 UTC	End:	17:44:37 UTC
Odometer Reading:	Start:	277.8 km (173.6 mi)	End:	293.4 km (182.3 mi)
Ambient Temperature:	Start:	15.6°C (60.1°F)		
Roadway Temperature:	Start:	24.2°C (75.6°F)		
Fuel Level:	Start:	Full		

Note: See Data Sheet 3 (Sheet 2 of 28) for Test Weight.

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

TPMS MALFUNCTION TELLTALE:
( )Dedicated stand-alone (X)Combination low tire pressure warning/malfunction telltale

METHOD OF MALFUNCTION SIMULATION:

Describe method of malfunction simulation: Compact spare tire assembly without sensor was installed on left front wheel position.

MALFUNCTION TELLTALE ILLUMINATION
(after ignition locking system is activated to "On" ("Run") position):

Combination Malfunction Telltale

Driving in first direction:

Starting point: San Angelo Test Facility shop Direction: south

Did the telltale illuminate? (X)YES ( )NO

9:47 minutes (stopwatch time) 12.9 km (8.0 mi) distance

Max speed: 88.4 km/hr (54.9 mph)
Total Driving Time: 9:47 minutes (VBox time)

COMBINATION MALFUNCTION TELLTALE ILLUMINATES (FLASHING AND ILLUMINATION SEQUENCE) WITHIN 20 MINUTES:
(X)YES ( )NO

After 5 minutes with the ignition locking system in the “Off” or “Lock” position, does the combination low tire pressure/malfunction telltale flash for a period of at least 60 seconds but no longer than 90 seconds, and then remain illuminated when the ignition locking system is activated to the “On” or “Run” position? (X)YES ( )NO (fail)

Time it takes before telltale starts flashing 3.5 seconds

Time telltale remains flashing 6.0 seconds

Time telltale remains illuminated 60+ seconds
(Verified for a minimum of 60 seconds)

Deactivate the ignition locking system and then re-start the vehicle engine. Does the telltale’s illumination sequence repeat when the ignition locking system is activated and the engine running? (X)YES ( )NO (fail)

Extinguishment Phase:

Restore the TPMS to normal operation. Is it necessary to drive the vehicle to extinguish the telltale indicator? (X)YES ( )NO (fail)

Starting point: San Angelo Test Facility shop Direction: west

2:11 minutes (stopwatch time – non-cumulative) 0.3 km (0.2 mi) distance

COMBINATION MALFUNCTION TELLTALE EXTINGUISHED:
(X)YES ( )NO

TPMS MALFUNCTION PERFORMANCE TEST RESULTS (PASS/FAIL) **PASS**
Compact spare tire assembly was installed on left front wheel position at LLVW.

REMARKS: None

RECORDED BY: Jack R. Stewart DATE: November 15, 2007

APPROVED BY: Kenneth H. Yates

DATA SHEET 5 (Sheet 1 of 3)
TPMS WRITTEN INSTRUCTIONS

TEST DATE: November 8, 2007 LAB: San Angelo Test Facility VEHICLE NHTSA NO: C80500

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)? (X)YES ( )NO (fail)

The following statement, in the English language, is provided verbatim in the Owner's Manual. (X)YES ( )NO (fail)

"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 3)
TPMS WRITTEN INSTRUCTIONS

As specified, the following sections, in the English language, are required verbatim in paragraph form in the Owner's Manual:

The following statement 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.

The above statement in the English language is provided verbatim in owner's manual:
(X)YES ( )NO

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.

The above statement in the English language is provided verbatim in owner's manual:
( )YES ( )NO (X)N/A

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.

The above statement in the English language is provided verbatim in owner's manual:
(X)YES ( )NO ( )N/A

The following statement 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.

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."

The above statement in the English language is provided verbatim in owner's manual:
(X)YES ( )NO

DATA INDICATES COMPLIANCE: PASS/FAIL PASS/FAIL: **PASS**

DATA SHEET 5 (Sheet 3 of 3)
TPMS WRITTEN INSTRUCTIONS

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: None

RECORDED BY: Jack R. Stewart DATE: November 8, 2007

APPROVED BY: Kenneth H. Yates

SECTION 4

TEST EQUIPMENT LIST AND CALIBRATION INFORMATION

TABLE 1 - INSTRUMENTATION AND TEST EQUIPMENT INFORMATION LIST

EQUIPMENT	DESCRIPTION	MODEL/ SERIAL NO	CAL. DATE	NEXT CAL. DATE
STOPWATCH	WESTCLOX QUARTZ STOPWATCH	NONE	N/A	N/A
VBOX RECORDING DEVICE	RACELOGIC VBOX III	SERIAL #030209	2/28/2007	2/27/2008
LASER TEMPERATURE GAUGE (TIRES AND GROUND)	RAYNGER ST20 PRO NON-CONTACT INFRARED THERMOMETER	SERIAL #2065640101-0014	8/14/2007	8/14/2008
AIR PRESSURE GAUGE	ASHCROFT GENERAL PURPOSE DIGITAL GAUGE	MODEL #D1005PS 02L 100 PSI SERIAL #20017398-01	12/20/2006	12/20/2007
FLOOR SCALES (VEHICLE)	INTERCOMP SW DELUXE SCALES	PART #100156 SERIAL #27032382	8/14/2007	8/14/2008
PLATFORM SCALE (BALLAST)	HOWE RICHARDSON	MODEL #6401 SERIAL #0181-5509-26	8/14/2007	8/14/2008

SECTION 5

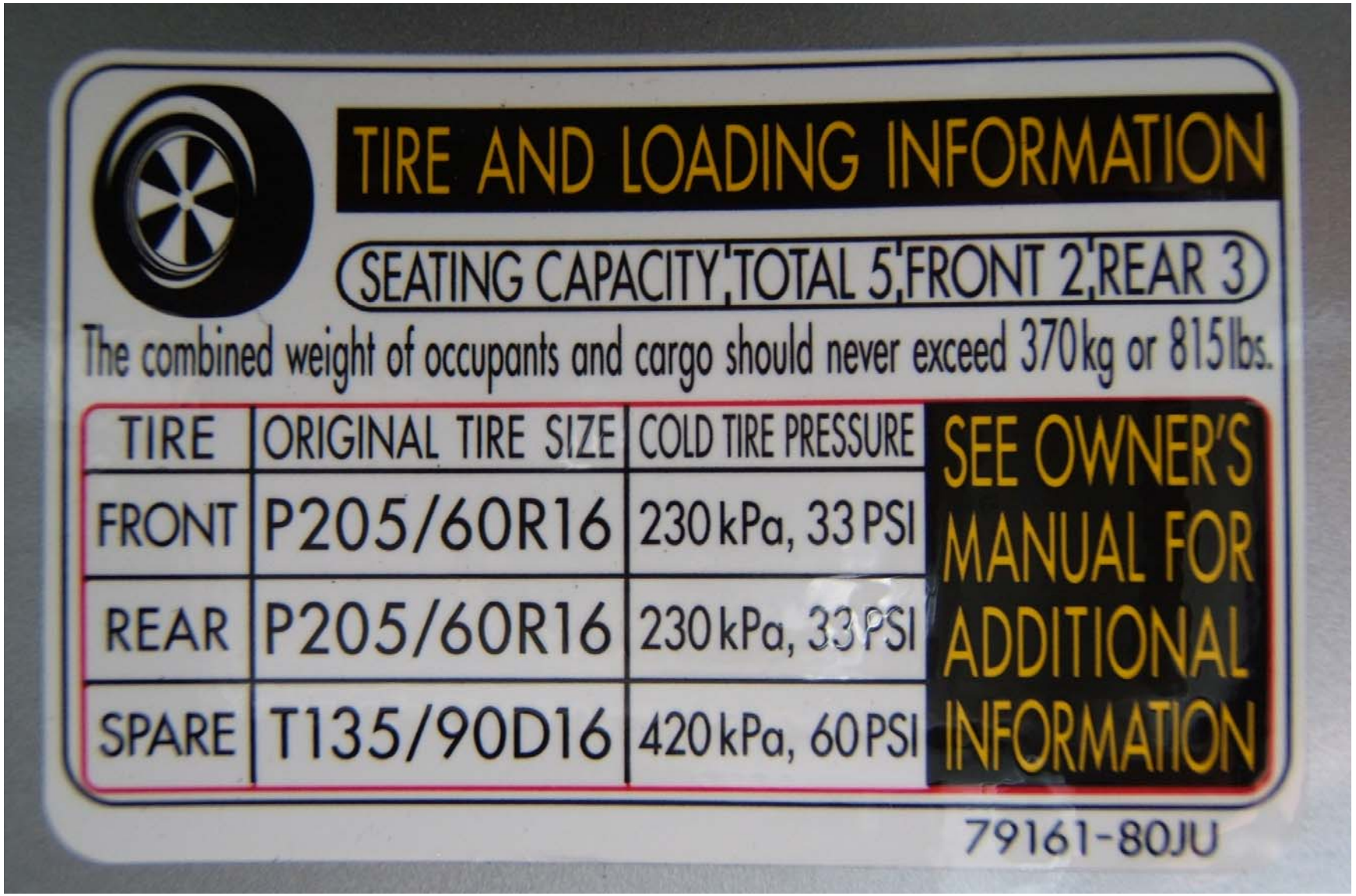
PHOTOGRAPHS

2008 SUZUKI SX4
NHTSA NO. C80500
FMVSS NO.138

FIGURE 5.1
¾ FRONTAL VIEW FROM LEFT SIDE OF VEHICLE

2008 SUZUKI SX4
NHTSA NO. C80500
FMVSS NO. 138

FIGURE 5.2
VEHICLE CERTIFICATION LABEL



2008 SUZUKI SX4
NHTSA NO. C80500
FMVSS NO. 138

FIGURE 5.3
VEHICLE PLACARD

2008 SUZUKI SX4
NHTSA NO. C80500
FMVSS NO. 138

FIGURE 5.4
TIRE SHOWING BRAND

2008 SUZUKI SX4
NHTSA NO. C80500
FMVSS NO. 138

FIGURE 5.5
TIRE SHOWING MODEL

2008 SUZUKI SX4
NHTSA NO. C80500
FMVSS NO. 138

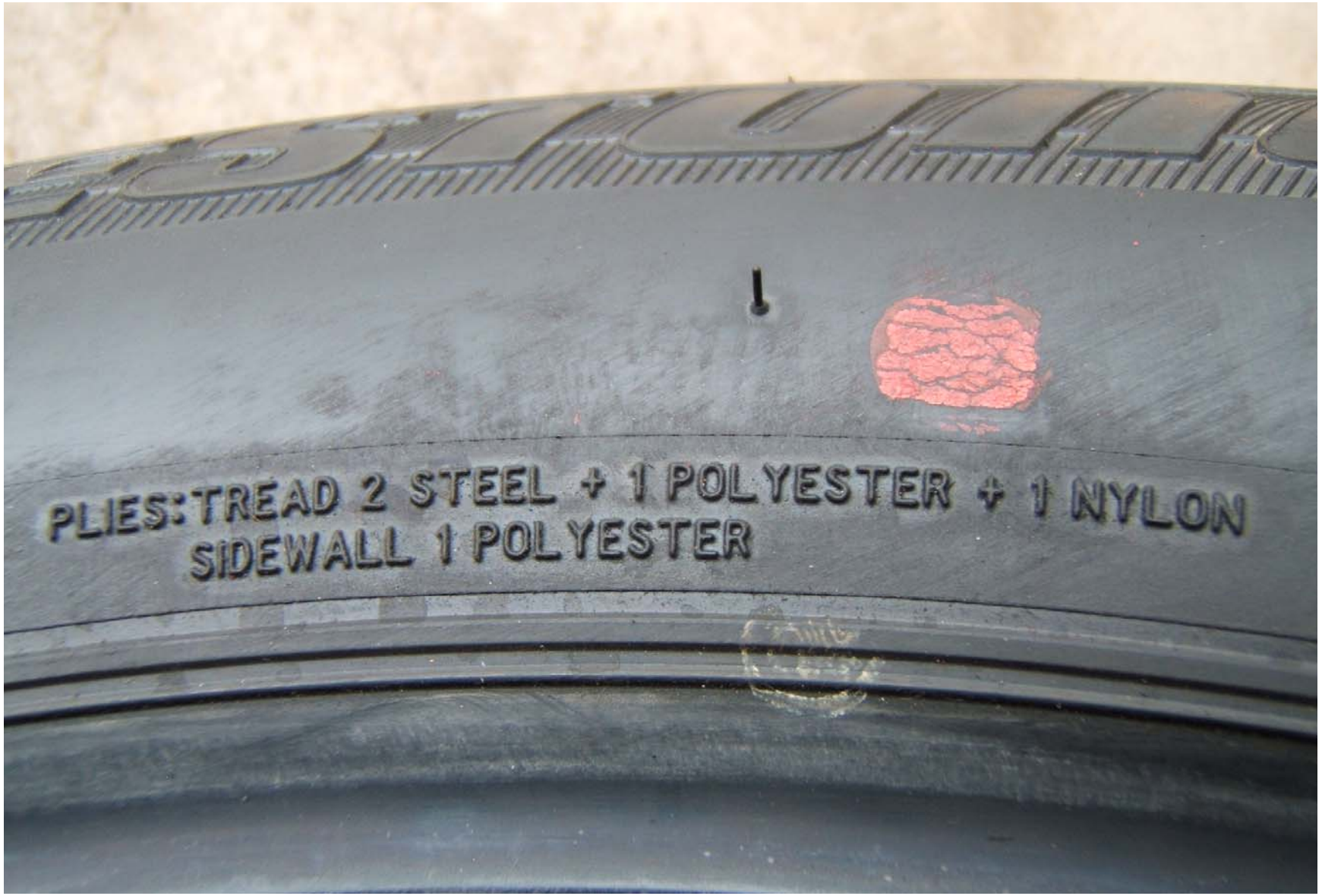
FIGURE 5.6
TIRE SHOWING SIZE, LOAD INDEX, AND SPEED RATING

2008 SUZUKI SX4
NHTSA NO. C80500
FMVSS NO. 138

FIGURE 5.7
TIRE SHOWING DOT SERIAL NUMBER

2008 SUZUKI SX4
NHTSA NO. C80500
FMVSS NO. 138

FIGURE 5.8
TIRE SHOWING MAX LOAD RATING AND
MAX COLD INFLATION PRESSURE



2008 SUZUKI SX4
NHTSA NO. C80500
FMVSS NO. 138

FIGURE 5.9
TIRE SHOWING SIDEWALL/TREAD CONSTRUCTION

2008 SUZUKI SX4
NHTSA NO. C80500
FMVSS NO. 138

FIGURE 5.10
RIM SHOWING VALVE STEM

2008 SUZUKI SX4
NHTSA NO. C80500
FMVSS NO. 138

FIGURE 5.11
INSTRUMENT PANEL LAMP CHECK SHOWING COMBINATION
LOW TIRE PRESSURE WARNING / MALFUNCTION TELLTALE

2008 SUZUKI SX4
NHTSA NO. C80500
FMVSS NO 138

FIGURE 5.12
TEST INSTRUMENTATION ON VEHICLE

2008 SUZUKI SX4
NHTSA NO. C80500
FMVSS NO. 138

FIGURE 5.13
VEHICLE REAR SEAT BALLASTED
FOR GVWR LOAD

2008 SUZUKI SX4
NHTSA NO. C80500
FMVSS NO. 138

FIGURE 5.14
REAR OF VEHICLE BALLASTED
FOR GVWR LOAD

2008 SUZUKI SX4
NHTSA NO. C80500
FMVSS NO. 138

FIGURE 5.15
VEHICLE ON WEIGHT SCALES

2008 SUZUKI SX4
NHTSA NO. C80500
FMVSS NO. 138

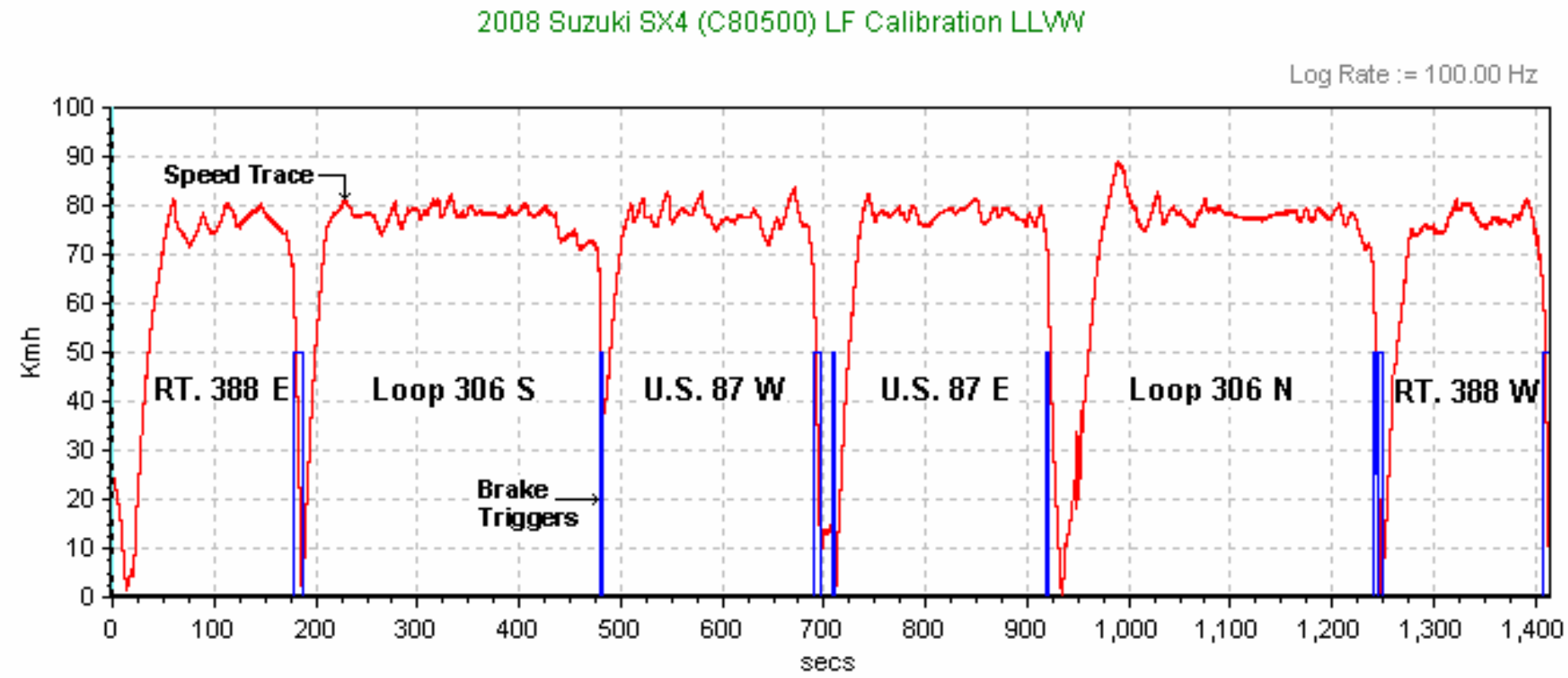
FIGURE 5.16
SPARE INSTALLED ON LEFT FRONT POSITION
FOR MALFUNCTION DETECTION TEST

SECTION 6

TEST PLOTS

Scenario A:	Left Front Tire
Test Date:	11/13//07
Data File Time:	23:35 minutes
Cumulative Driving Time:	20:42 minutes
Start Point:	GAFB North Gate

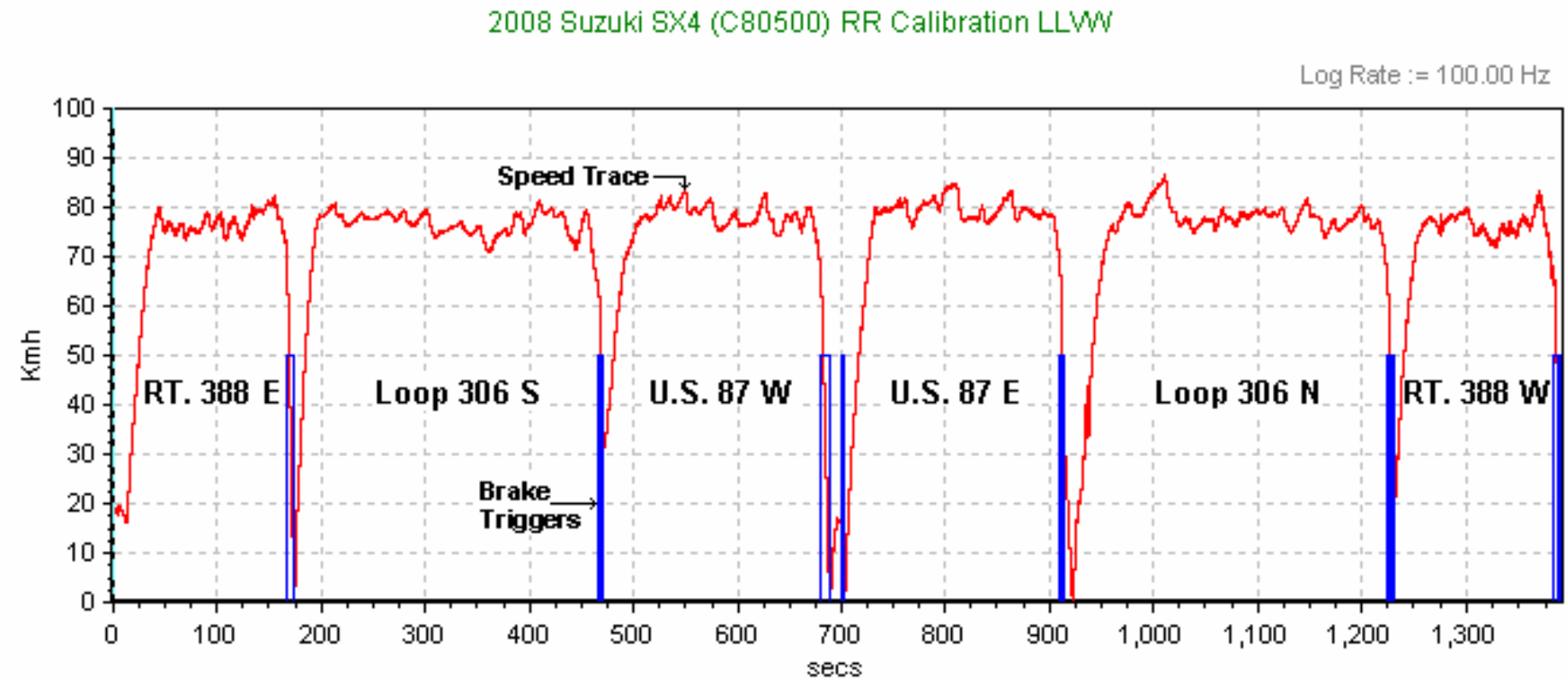
Calibration Phase:



LF Detection Phase: Telltale illumination in 1:42 minutes. There was no cumulative driving time above 50 mph.

Scenario B:	Right Rear Tire
Test Date:	11/13/07
Data File Time:	23:13 minutes
Cumulative Driving Time:	20:45 minutes
Start Point:	GAFB North Gate

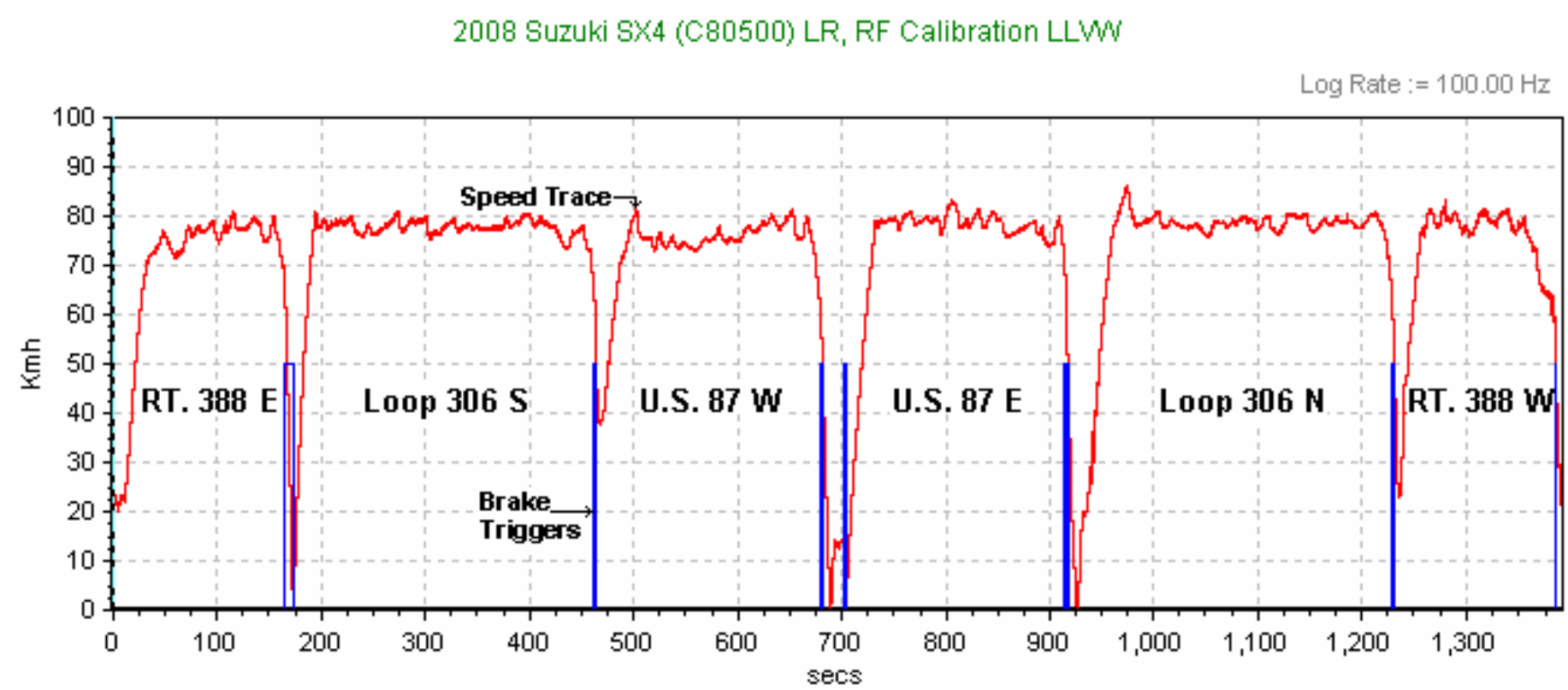
Calibration Phase:



RR Detection Phase: Illumination in 90 seconds. Driving was not required.

Scenario C:	Left Rear, Right Front Tires
Test Date:	11/14/07
Data File Time:	23:13 minutes
Cumulative Driving Time:	20:45 minutes
Start Point:	GAFB North Gate

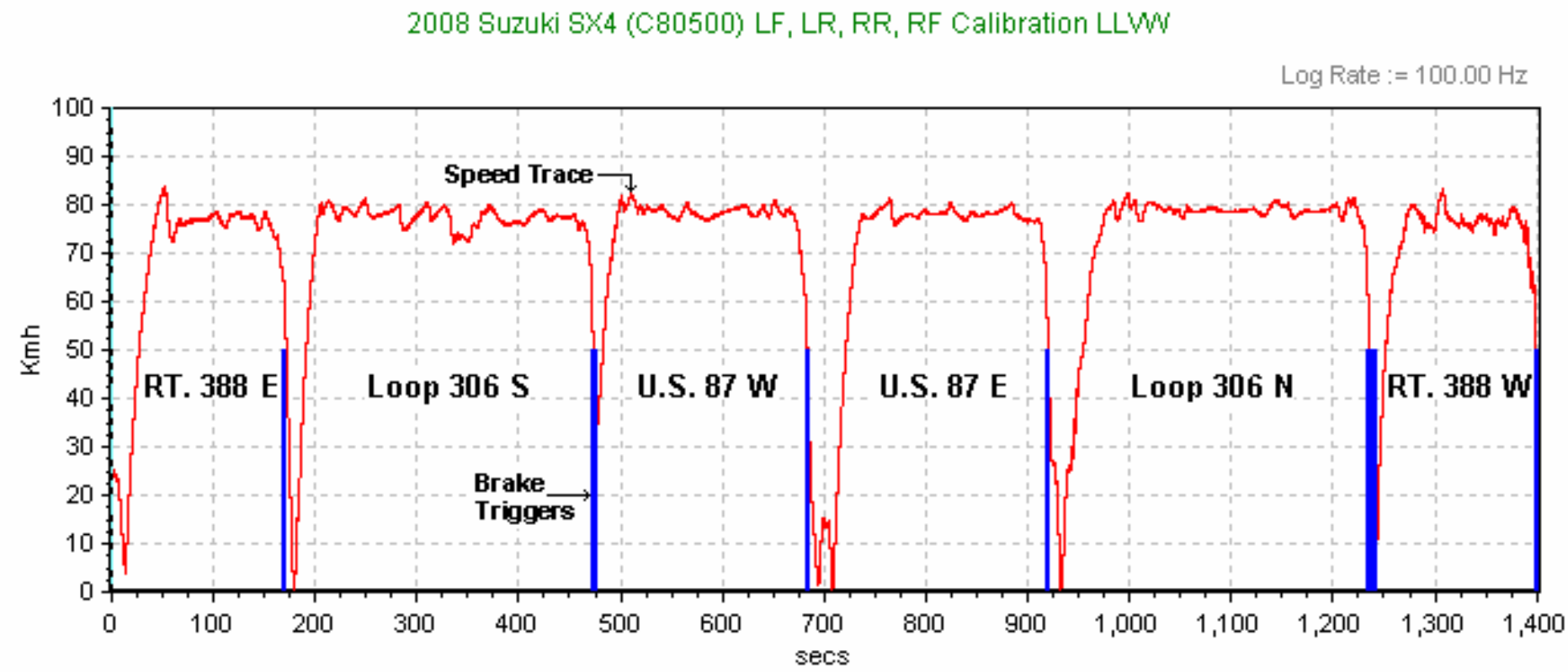
Calibration Phase:



LR, RF Detection Phase: Illumination 90 seconds. Driving was not required.

Scenario D:	Left Front, Left Rear, Right Rear, Right Front Tire
Test Date:	11/15/07
Data File Time:	23:23 minutes
Cumulative Driving Time:	20:46 minutes
Start Point:	GAFB North Gate

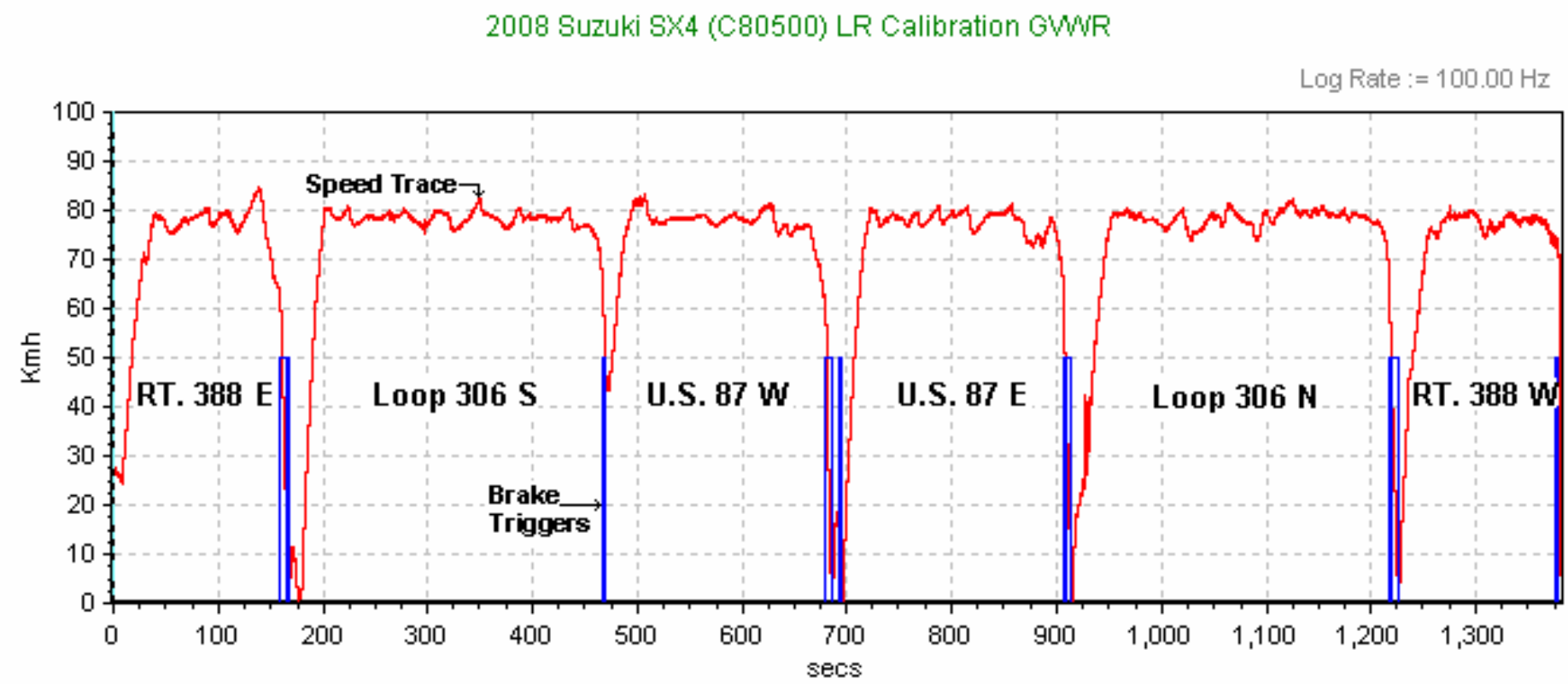
Calibration Phase:



LF, LR, RR, RF Detection Phase: Illumination in 70 seconds. Driving was not required.

Scenario E:	Left Rear Tire
Test Date:	11/19/07
Data File Time:	23:02 minutes
Cumulative Driving Time:	20:44 minutes
Start Point:	GAFB North Gate

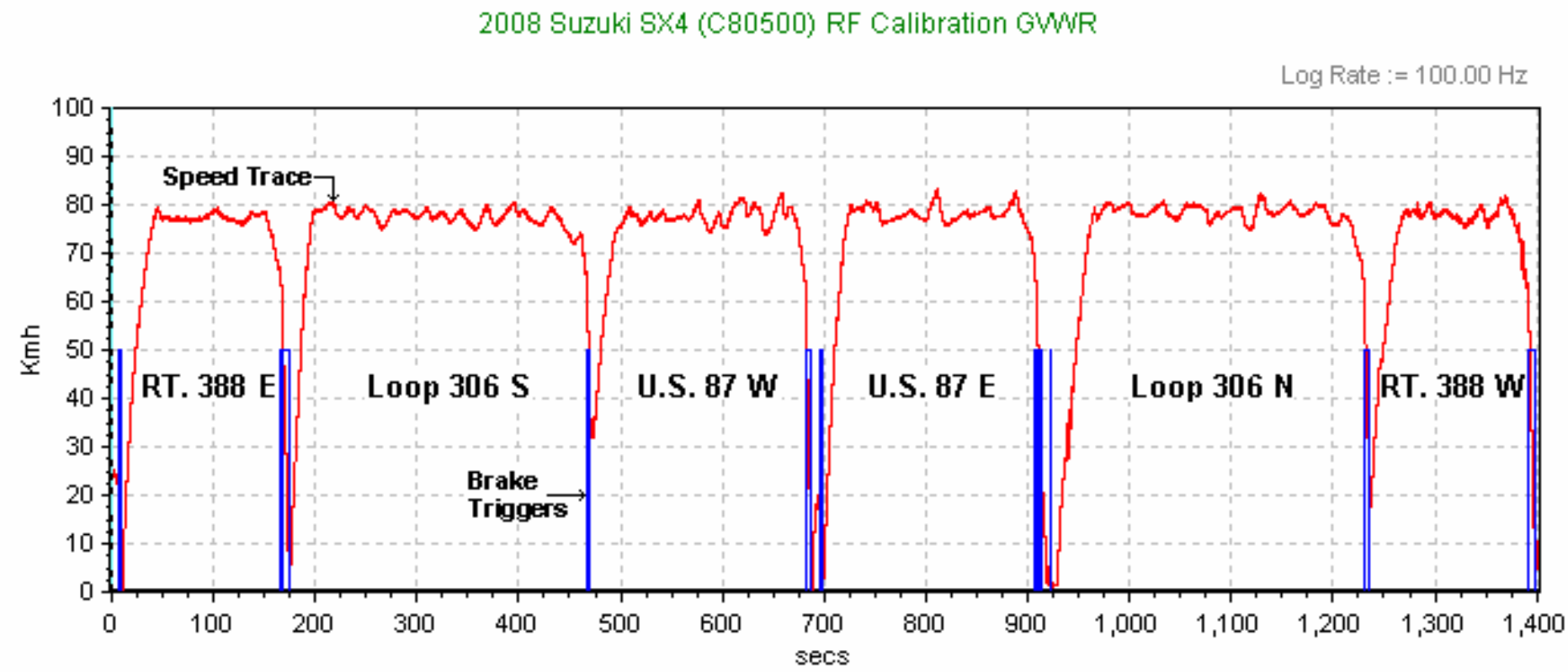
Calibration Phase:



LR Detection Phase: Telltale illumination in 97 seconds. There was no cumulative driving time above 50 mph.

Scenario F: Right Front Tire
Test Date: 11/20/07
Data File Time: 23:23 minutes
Cumulative Driving Time: 20.46 minutes
Start Point: GAFB North Gate

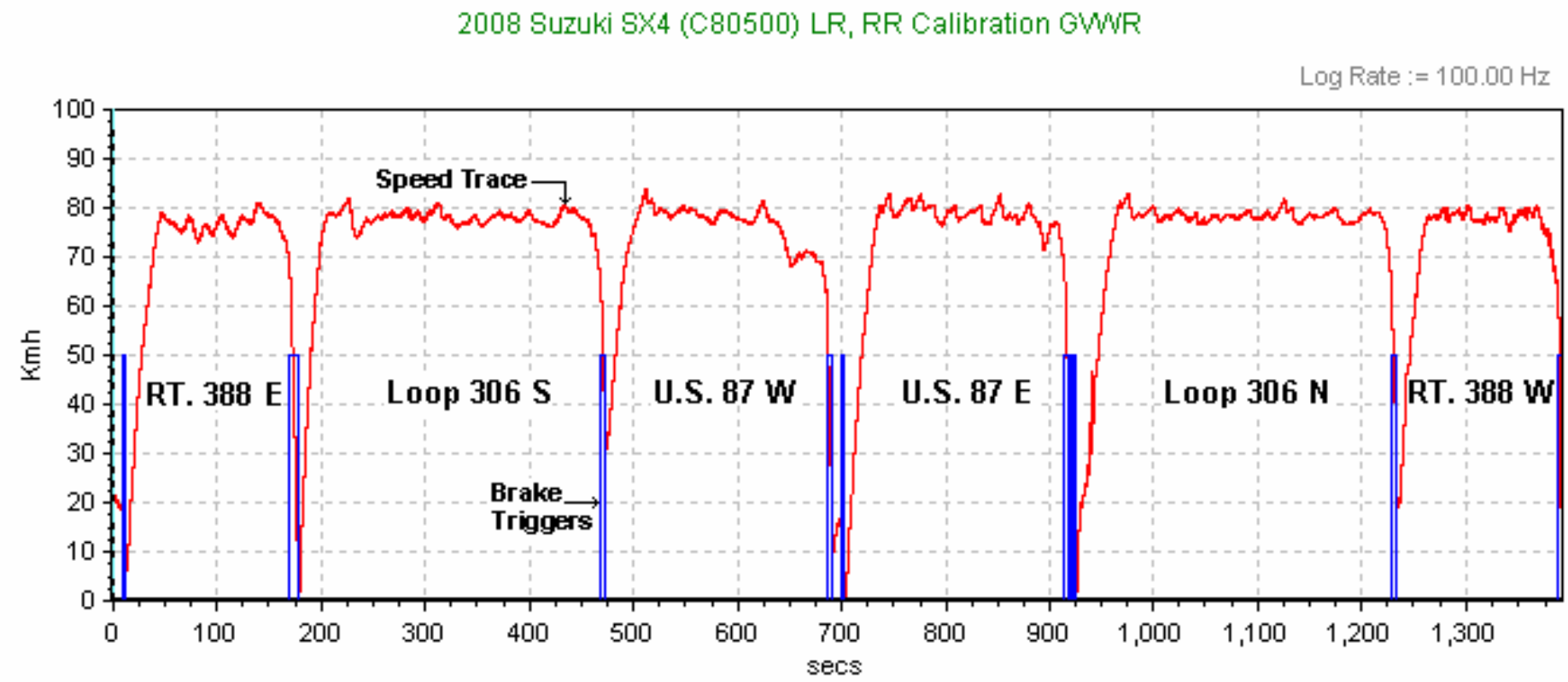
Calibration Phase:



RF Detection Phase: Illumination in 60 seconds. Driving was not required.

Scenario G:	Left Rear, Right Rear Tires
Test Date:	11/20/07
Data File Time:	23:13 minutes
Cumulative Driving Time:	20:41 minutes
Start Point:	GAFB North Gate

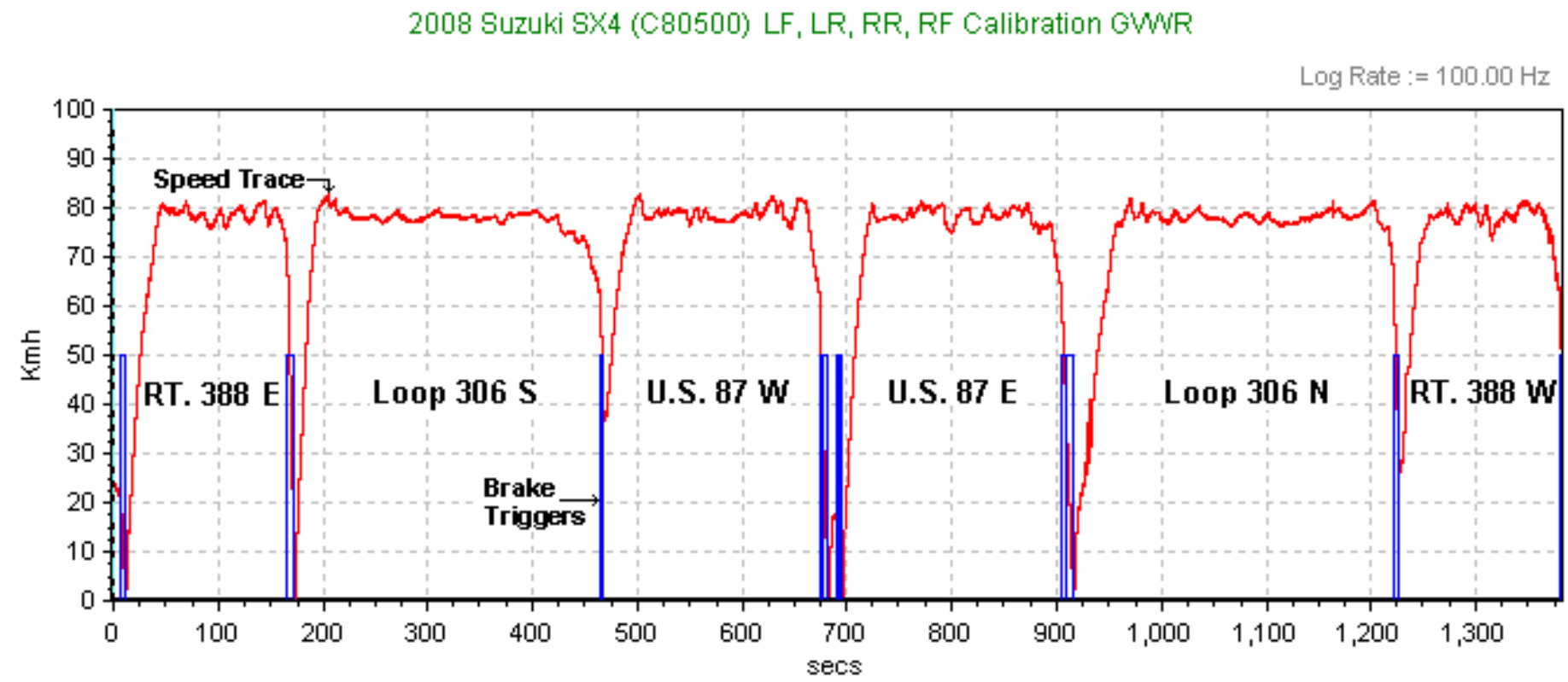
Calibration Phase:



LR, RR Detection Phase: Illumination in 2:06 minutes. Driving was not required.

Scenario H:	Left Front, Left Rear, Right Rear, Right Front Tires
Test Date:	11/21/07
Data File Time:	23:02 minutes
Cumulative Driving Time:	20:42 minutes
Start Point:	GAFB North Gate

Calibration Phase:



LF, LR, RR, RF Detection Phase: Illumination in 68 seconds. Driving was not required.

Scenario I:	Compact Spare without Sensor Installed on Left Front Position at LLVW
Test Date:	11/15/07
Data File Time:	13:40 minutes
Cumulative Driving Time to Illumination:	9:47 minutes
Start Point:	San Angelo Test Facility Shop

Malfunction Detection Test: