REPORT NUMBER 114-GTL-15-006

SAFETY COMPLIANCE TESTING FOR FMVSS NO. 114 THEFT PROTECTION

FCA US LLC
2015 CHRYSLER 200, PASSENGER CAR
NHTSA NO. C20150301

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

January 14, 2016

FINAL REPORT

PREPARED FOR

U. S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
ENFORCEMENT
OFFICE OF VEHICLE SAFETY COMPLIANCE
1200 NEW JERSEY AVE., SE
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15. Supplementary Notes

16. Abstract

Compliance tests were conducted on the subject 2015 CHRYSLER 200 PASSENGER CAR in accordance with the specifications of the Office of Vehicle Safety Compliance Test Procedure No. TP-114-04 for the determination of FMVSS 114 compliance.

Test failures identified were as follows:
None

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SECTION 1

PURPOSE OF COMPLIANCE TEST

1.0 PURPOSE OF TEST

A model year 2015 CHRYSLER 200 S PASSENGER CAR was subjected to Federal Motor Vehicle Safety Standard (FMVSS) No. 114 testing to determine if the vehicle was in compliance with the requirements of the standard. FMVSS 114 specifies requirements to decrease the likelihood that a vehicle is stolen, or accidentally set in motion.

1.1 The test vehicle was a 2015 CHRYSLER 200 S PASSENGER CAR. The vehicle was identified as follows:

A. Vehicle Identification Number: 1C3CCCBB3FN647237

B. NHTSA No.: C20150301

C. Manufacturer: FCA US LLC

D. Manufacture Date: 12-14

1.2 TEST DATE

The test vehicle was subjected to FMVSS No. 114 testing on October 30, 2015.

SECTION 2

TEST PROCEDURE AND SUMMARY OF RESULTS

2.0 TEST PROCEDURE

All tests were conducted in accordance with NHTSA, Office of Vehicle Safety Compliance (OVSC) Laboratory Procedure TP-114-04 and General Testing Laboratories, Inc. (GTL) Test Procedure, TP-114-04, “Theft Protection and Rollaway Prevention”.

2.1 SUMMARY OF RESULTS

Test data indicate the FMVSS 114 requirements appear to have been satisfied. All test data resulting from the tests were recorded on test data sheets in Section 3.

SECTION 3

TEST DATA

3.0 TEST RESULTS

The following data sheets document the results of FMVSS 114 testing on the 2015 CHRYSLER 200 S PASSENGER CAR.

FMVSS 114, THEFT PROTECTION
DATA SHEET 1 – VEHICLE IDENTIFICATION

TEST DATE: 10/30/15 LAB.: General Testing Laboratories
CONTRACT: DTNH22-11-D-00244 VEH. NHTSA NO.: C20150301
VIN: 1C3CCCBB3FN647237 BUILD DATE: 12-14

MY/MAKE/MODEL/BODY STYLE: 2015 CHRYSLER 200 S PASSENGER CAR

TRANSMISSION TYPE:
Automatic X; Manual ____; Other ___ (describe: 9 SPEED)

DRIVE TRAIN TYPE:
Front Wheel X; Rear Wheel ____; 4-Wheel ____

FUEL TANK LEVEL: 100 (% OF max.) MILEAGE: 15

VEHICLE STARTING SYSTEM:

Location of the starting system:
Located on Dash to the Right Side of Steering Column.

Selectable settings:
Off, ACCY, On, Start

Explain how the system is activated:
The system is activated when the proximity key fob with the correct code is within range and the Start/Stop button is pushed.

KEY
Description of the key:
Electronic proximity Key Fob with Electronic Key Code.

STARTING SYSTEM ACTIVATION

Describe how the key is inserted into the starting system:
The key is inserted into the starting system when the start/stop button is pushed with the correct proximity key fob within range.

Describe how the key is used to activate the starting system:
The Starting System is activated to accessory or on by pressing the start/stop button while the correct proximity key fob is within range or by pressing the start/stop button while also depressing the brake pedal with the correct proximity key fob within range.

Describe how the key is removed from the starting system:
With vehicle in Park, press the start/stop button to off position.

FMVSS 114, THEFT PROTECTION
DATA SHEET 1 continued

GEAR SELECTION CONTROL

Describe the gear selection control:
The gear selection control is an electric gear selector with center console mounted selector knob.

Describe how the gear selection control is activated:
Gear selector knob is activated by turning it to the desired position after vehicle is turned on and the brake pedal is depressed.

Describe all of the selectable settings:
Park, Reverse, Neutral, Drive, Sport

IMMOBILIZER
Is the vehicle equipped with an immobilizer YES_____ NO__X__

Describe the immobilizer device and how it prevents vehicle theft (if equipped):

OPTIONAL RELEASE DEVICES

Describe if the vehicle is equipped with optional release devices:

OPTIONAL RELEASE DEVICES:

Key Removal_____ Gear Selection Control__X__ None_____ Other_____

VEHICLE FLUIDS
Check all vehicle fluids and adjust to the proper levels for operation:__Full__

VEHICLE TIRE PLACARD INFORMATION

Vehicle Mfg. Recommended Tire Inflation Pressure
(kPa): Front_260_ Rear_260_

TIRE INFLATION PRESSURES:

Measured (kPa): LF_260_ LR_260_ RF_260_ RR_260_

WEIGHT
Vehicle Curb Weight(kg):_1585_ Weight of Driver (kg):__91__ (target = 91kg)

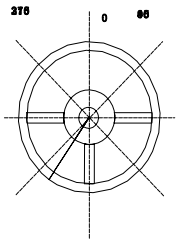
FMVSS 114, THEFT PROTECTION
DATA SHEET 2

REQUIREMENT S5.1.1	PASS	FAIL
Engine cannot be started without using the key _X_Yes ___No	X	

With key removed, steering wheel locks:
Yes: _____ No: X

Identify steering wheel locking position(s) on wheel using arrow(s)

Clockwise: _____ (degrees)
Counterclockwise:_____ (degrees)



Service brake must be depressed in order to start engine
Yes __X__ No ___

Key removal prevents forward self-mobility:
Yes:__X___ No:___

If yes describe: The vehicle will not run and the transmission is locked in park without the key.

When key is removed from the starting system, starting of the engine or motor and either steering or self mobility is prevented. Yes:_X_ No:_____	X	

REMARKS:

FMVSS 114, THEFT PROTECTION
DATA SHEET 2 continued

REQUIREMENT S5.1.3	PASS	FAIL
An audible warning is activated whenever the key is in any starting system position with the exception of “on” and “start” and the door closest to the driver’s designated seating position is opened. Yes__X__ No ____ Identify ALL key/starting system position setting: OFF, ACCY, ON, START	X	

REQUIREMENT S5.1.4	PASS	FAIL
With the vehicle engine or motor shut down and the transmission gear selection control in any position other than “park”; The steering wheel can rotate without locking? Yes__X___ No_____	X	
The vehicle is free to roll forward? Yes__X___ No_____	X	

REMARKS:

RECORDED BY: G. Farrand DATE: 10/30/15
APPROVED BY: D. Messick

FMVSS 114, ROLLAWAY PREVENTION
DATA SHEET 3
(for vehicles equipped with transmission with a “park” position)

VEH. NHTSA NO.: C20150301 TEST DATE: 10/30/15

REQUIREMENT S5.2.1	PASS	FAIL
The starting system prevents key removal in ALL gear selection control positions except “park”. Yes X No ____	X	
*If Driver’s door is opened without key within range, the key will be removed from the system. Can the gear selection control be placed between each gear selection position and will it remain there without assistance? Yes_____ No X	**X**	
If yes, can the key be removed from the starting system? Yes_____ No ____		
If the key can be removed from the vehicle starting system when the gear selection control is not locked in “park”, a mechanism shall exist which, upon key removal, the vehicle transmission or gear selection control shall become locked in “park” as the direct result of removing the key. If such a mechanism exists, describe the mechanism and its function:		

REQUIREMENT S5.2.2	PASS	FAIL
The gear selection control is locked in the “park” position when the key is removed from the starting system. Yes X No_____	X	

REMARKS:

DATA SHEET 3 continued

REQUIREMENT S5.2.3	PASS	FAIL
KEY REMOVAL OVERRIDE OPTION: The vehicle is equipped with an override device that allows the user to Remove the key from the "starting system without the transmission or gear selection control in the "park" position. Yes ____ No X If yes, describe the override device design and mode of activation: Fill in the section below that describes the condition for which the user is allowed to remove the key from the starting system without the transmission or gear selection control in the "park" position: **Note: Vehicle will not allow driver to deactivate engine with the start/stop button without the transmission first being shifted to Park. IC message: "Vehicle Not in Park"**	X	
ELECTRICAL FAILURE In the event of an electrical failure, including battery discharge, key removal from the starting system without the transmission or gear selection control locked in "park" is permitted". Yes_____ No __	N/A	
OVERRIDE DEVICE WITH NO COVER: The following condition is prevented: Steering_____ Self-Mobility_____ The device requires both the use of a tool to activate and simultaneous activation of the override device and removal of the key from the starting system Yes ___ No_____	N/A	
OVERRIDE DEVICE WITH AN OPAQUE COVER The following condition is prevented: Steering_____ Self-Mobility_____ The device is covered by an opaque surface which prevents sight of and use of the device. Yes_____ No_____ The opaque surface can only be removed by using a screwdriver or other tool: Yes_____ No_____	N/A	

REMARKS:

DATA SHEET 3 continued

REQUIREMENT S5.2.4	PASS	FAIL
GEAR SELECTION CONTROL OVERRIDE DEVICE The vehicle is equipped with an override device that allows the user to move the gear selection control from "park" after the key has been removed from the starting system. Yes__X____ No ___ If yes, select the type of override device used: Key_____ Opaque Cover__X___ No Cover_____ Describe the override device design and mode of activation (if equipped): **FILL IN THE SECTION BELOW THAT APPLIES:** OVERRIDE OPERATED WITH KEY: The key is required to operate the override device that allows the user to move the gear selection control from "park" after the key has been removed from the starting system. Yes_____ No _____ OVERRIDE DEVICE WITH NO COVER As a direct result of removing the key from the starting system, the following is prevented: Steering_____ Self-Mobility_____ The override device requires the use of a tool to operate. Yes_____ No_____ Simultaneous activation of the override device and movement of the gear selection control from "park" is required Yes_____ No_____ OVERRIDE DEVICE WITH AN OPAQUE COVER As a direct result of removing the key from the starting system, the following is prevented: Steering_____ Self-Mobility X The opaque surface cover prevents sight of and use of the device: Yes___X__ No_____ The opaque surface cover can only be removed by using a screwdriver or other tool: Yes___X___ No_____	X N/A N/A X	

REMARKS:

DATA SHEET 3 continued

REQUIREMENTS S5.2.5	PASS	FAIL
VEHICLE FACING UPHILL ON 10% GRADE With the gear selection control in “park” measure movement of the vehicle down the slope upon releasing the service brake. Test grade: 15 % (9% to 15%) Measured movement: 26 mm (150mm maximum) **NOTE:** Repeat procedure if vehicle fails on grade in excess of 10%. Test grade: _____ % (9% to 10%) Measured movement: _____ mm (150 mm maximum)	X	
VEHICLE FACING DOWNHILL ON 10% GRADE With the gear selection control in “park” measure movement of the vehicle down the slope upon releasing the service brake. Test grade: 15 % (9% to 15%) Measured movement: 30 mm (150mm maximum) **NOTE:** Repeat procedure if vehicle fails on grade in excess of 10%. Test grade: _____ % (9% to 10%) Measured movement: _____ mm (150 mm maximum)	X	

REMARKS:

DATA SHEET 3 continued

REQUIREMENTS S5.3	PASS	FAIL
With the key in the "OFF" position, the transmission will shift out of "PARK" without the service brake being applied. Yes____ No X	X	
With the key in the "ACC" position, the transmission will shift out of "PARK" without the service brake being applied. Yes____ No X	x	
With the key in the "ON" position (engine off), the transmission will shift out of "PARK" without the service brake being applied. Yes____ No X	X	
With the key in the "START" position, the transmission will shift out of "PARK" without the service brake being applied. Yes____ No X	X	
With the key in the "OTHER" position (please specify), the transmission will shift out of "PARK" without the service brake being applied. Yes____ No____	N/A	
Does the key stay between starting system positions without being held by operator? Yes____ No X If so, please describe.	X	
With the vehicle battery disconnected, the gear selection control is locked in the "PARK" position. Yes_X_ No ___	X	
Brake force readings (force required to allow the transmission to shift out of "park"):		
The vehicle is equipped with adjustable pedals: Yes___ No X		
Fore Position: Aft Position (if applicable)		
Reading 1 22.2 N Reading 1 _____ Reading 2 24.0 N Reading 2 _____ Reading 3 23.1 N Reading 3 _____ Reading 4 24.0 N Reading 4 _____ Reading 5 24.0 N Reading 5 _____ Avg. 23.6 N Avg. _____		
*For vehicles equipped with adjustable pedals, record readings for both the Fore and Aft positions. For non-adjustable pedal vehicles, use the Fore position column to record values.	X	

REMARKS:

RECORDED BY: G. Farrand DATE: 10/30/15

APPROVED BY: D. Messick

SECTION 4
TEST EQUIPMENT LIST

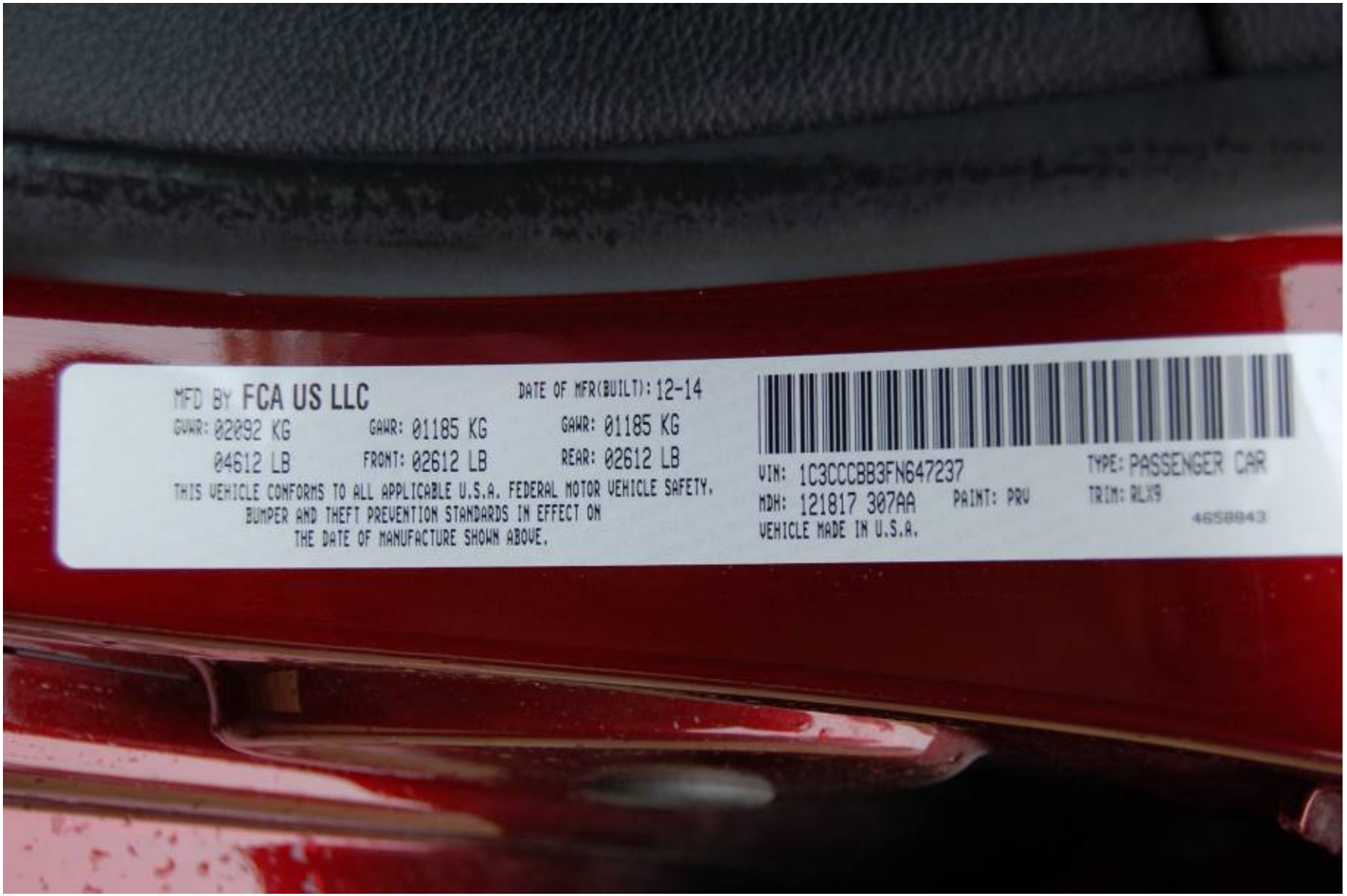
ITEM	MFR	MODEL	S/N	CAL. PERIOD	DATE OF NEXT CALIB.	REMARKS
SLR DIGITAL CAMERA	NIKON	D50	N/A	N/A	N/A	
TIRE PRESSURE GAUGE	WESKLER	45-0/100	107	12 MO.	02/16	
INCLINOMETER	MITUTOYO	PRO 360	950-315	N/A	BEFORE USE	
STEEL TAPE	STANLEY	FAT MAX	33-890	12 MO.	02/16	
WHEEL SCALES	INTERCOMP	SERIES 94	199744	12 MO.	02/16	
WHEEL SCALES	INTERCOMP	SERIES 94	199744	12 MO.	02/16	
WHEEL SCALES	INTERCOMP	SERIES 94	199744	12 MO.	02/16	
WHEEL SCALES	INTERCOMP	SERIES 94	199744	12 MO.	02/16	
SPRING SCALE	CHATILLON	DPP-10	8761	12 MO.	BEFORE USE	

SECTION 5

PHOTOGRAPHS

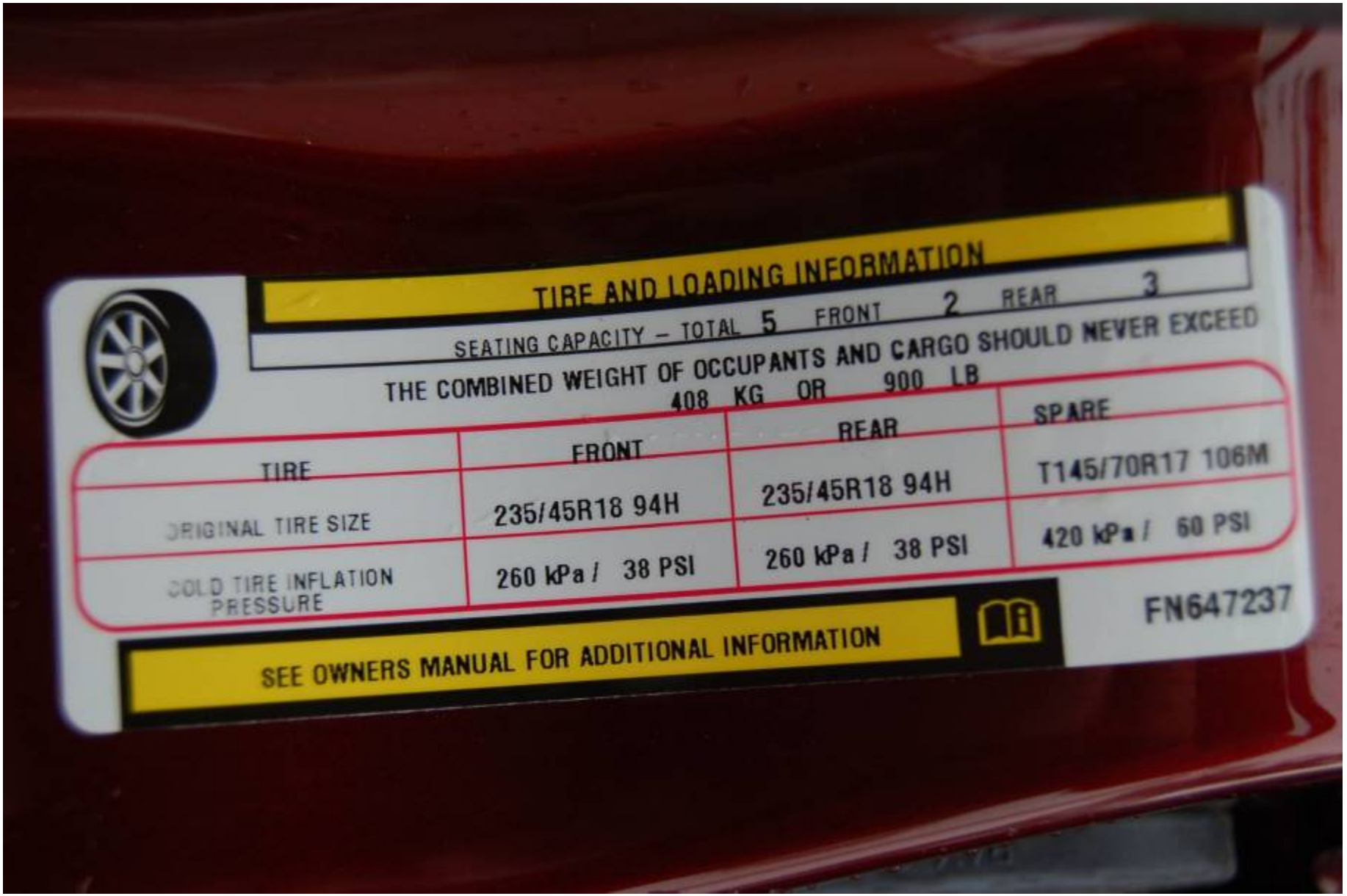
2015 CHRYSLER 200
NHTSA NO. C20150301
FMVSS NO. 114

FIGURE 5.1
¾ FRONTAL VIEW FROM LEFT SIDE OF VEHICLE



2015 CHRYSLER 200
NHTSA NO. C20150301
FMVSS NO. 114

FIGURE 5.2
VEHICLE CERTIFICATION LABEL



2015 CHRYSLER 200
NHTSA NO. C20150301
FMVSS NO. 114

FIGURE 5.3
VEHICLE TIRE INFORMATION LABEL

2015 CHRYSLER 200
NHTSA NO. C20150301
FMVSS NO. 114

FIGURE 5.4
ELECTRONIC KEY FOB

2015 CHRYSLER 200
NHTSA NO. C20150301
FMVSS NO. 114

FIGURE 5.5
VEHICLE START/STOP SWITCH

2015 CHRYSLER 200
NHTSA NO. C20150301
FMVSS NO. 114

FIGURE 5.6
CLOSE-UP VIEW OF GEAR SELECTOR CONTROL

2015 CHRYSLER 200
NHTSA NO. C20150301
FMVSS NO. 114

FIGURE 5.7
LOCATION OF GEAR SELECTOR MANUAL RELEASE

2015 CHRYSLER 200
NHTSA NO. C20150301
FMVSS NO. 114

FIGURE 5.8
CLOSE-UP OF GEAR SELECTOR MANUAL RELEASE

2015 CHRYSLER 200
NHTSA NO. C20150301
FMVSS NO. 114

FIGURE 5.9
WARNING FOR BRAKE AND START

2015 CHRYSLER 200
NHTSA NO. C20150301
FMVSS NO. 114

FIGURE 5.10
DASH WARNING FOR “KEY FOB NOT DETECTED”

2015 CHRYSLER 200
NHTSA NO. C20150301
FMVSS NO. 114

FIGURE 5.11
DASH WARNING FOR “VEHICLE NOT IN PARK”

2015 CHRYSLER 200
NHTSA NO. C20150301
FMVSS NO. 114

FIGURE 5.12
DASH WARNING FOR GEAR SELECTION

2015 CHRYSLER 200
NHTSA NO. C20150301
FMVSS NO. 114

FIGURE 5.13
DASH WARNING FOR “KEY FOB HAS LEFT THE VEHICLE”

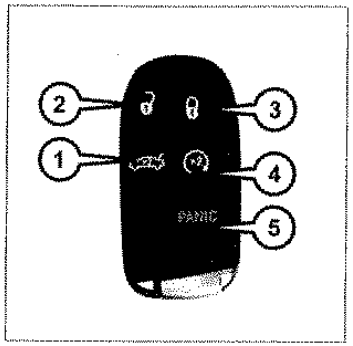
SECTION 6
VEHICLE OWNER'S MANUAL (APPLICABLE PAGES)

KEY FOB

This feature allows the driver to operate the ignition switch with the push of a button, as long as the Remote Keyless Entry (RKE) transmitter is in the passenger compartment.

The Keyless Ignition Node (KIN) has four operating positions, three of which are labeled and will illuminate when in position. The three positions are OFF, ACC, and ON/RUN. The fourth position is START, during start, RUN will illuminate.

NOTE:
In case the ignition switch does not change with the push of a button, the RKE transmitter (Key Fob) may have a low or dead battery. In this situation a back up method can be used to operate the ignition switch. Put the nose side (side opposite of the emergency key) of the Key Fob against the ENGINE START/STOP button and push to operate the ignition switch.



Key Fob

1 — Trunk Release
2 — Unlock Door(s)
3 — Lock Door(s)
4 — Remote Start
5 — Panic Alarm

Locking And Unlocking The Doors

Push and release the LOCK button on the RKE transmitter to lock all doors. The turn signal lights will flash and the horn will chirp to acknowledge the signal.

Push and release the UNLOCK button on the RKE transmitter once to unlock the driver's door or twice within five seconds to unlock all doors. The turn signal lights will flash to acknowledge the unlock signal. The illuminated entry system will also turn on.

1st Press Of Key Fob Unlocks

This feature lets you program the system to unlock either the driver's door or all doors on the first push of the UNLOCK button on the RKE transmitter. To change the current setting, refer to your Owner's Manual on the DVD for further information.

Opening The Trunk

- Push the Trunk Release button on the transmitter two times within five seconds to open the trunk.

Panic Alarm

- To turn the Panic Alarm feature ON or OFF, push and hold the PANIC button on the RKE transmitter for at least one second and release. When the Panic Alarm is on, the headlights and park lights will flash, the horn will pulse on and off and the interior lights will turn on.
- The Panic Alarm will stay on for three minutes unless you turn it off by pushing the PANIC button a second time or if the vehicle speed is 5 mph (8 km/h) or greater.

NOTE:
When you turn off the Panic Alarm by pushing the PANIC button a second time, you may have to move closer to the vehicle due to the radio frequency noises of the system.

WARNING!

- When leaving the vehicle, always make sure the ignition is in the OFF position, remove the key fob from the vehicle, and lock your vehicle.
- Never leave children alone in a vehicle, or with access to an unlocked vehicle. Allowing children to be in a vehicle unattended is dangerous for a number of reasons. A child or others could be seriously or fatally injured. Children should be warned not to touch the parking brake, brake pedal or the transmission gear selector.
- Do not leave the Key Fob in or near the vehicle (or in a location accessible to children). A child could operate power windows, other controls, or move the vehicle.

REMOTE START

- Push the REMOTE START button (x2) on the Key Fob twice within five seconds. Pushing the REMOTE START button a third time shuts the engine off.
- To drive the vehicle, push the UNLOCK button and cycle the ignition to the ON/RUN position.

With Remote Start, the engine will only run for 15 minutes (timeout) unless the ignition is cycled to the ON/RUN position.

The vehicle must be cycled to the ON/RUN position after two consecutive timeouts.

WARNING!

- Do not start or run an engine in a closed garage or confined area. Exhaust gas contains Carbon Monoxide (CO) which is odorless and colorless. Carbon Monoxide is poisonous and can cause you or others to be severely injured or killed when inhaled.
- Keep Key Fob transmitters away from children. Operation of the Remote Start System, windows, door locks or other controls could cause you and others to be severely injured or killed.

Engine Starting/Stopping

Starting

With a valid Keyless Enter-N-Go™ Key Fob inside the vehicle:

1. While pushing the brake pedal, push the ENGINE START/STOP button once. If the engine fails to start, the starter will disengage automatically after 10 seconds.

NOTE:
In case the ignition switch does not change with the push of a button, the RKE transmitter (Key Fob) may have a low or dead battery. In this situation a back up method can be used to operate the ignition switch. Put the nose side of the Key Fob (side opposite of the Emergency Key) against the ENGINE START/STOP button and push to operate the ignition switch.

Engine Start/Stop Button

Stopping

1. Bring the vehicle to a complete stop.
2. Shift the transmission to PARK (P).
3. Push the ENGINE START/STOP button once. The ignition switch will return to the OFF position.

NOTE:
If the transmission is not in PARK and the vehicle is in motion, the ENGINE START/STOP button must be held for two seconds with the vehicle speed above 5 mph (8 km/h) before the engine will shut off.

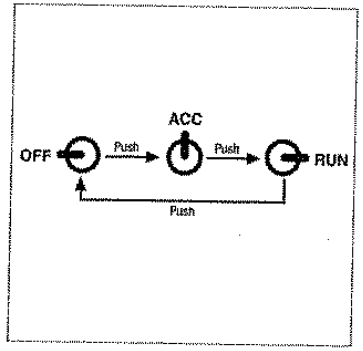
Accessory Positions With Engine Off

NOTE:
The following functions are with the driver's foot OFF the Brake Pedal (transmission in PARK).

Beginning With The Ignition Switch In The OFF Position:

- Push the ENGINE START/STOP button once to change the ignition switch to the ACC position.
- Push the ENGINE START/STOP button a second time to change the ignition switch to the ON/RUN position.
- Push the ENGINE START/STOP button a third time to return the ignition switch to the OFF position.

NOTE:
If the ignition switch is left in the ACC or ON/RUN (engine not running) position and the transmission is in PARK, the system will automatically time out after 30 minutes of inactivity and the ignition will switch to the OFF position.



Accessory Positions

Air Conditioning (A/C)

If the air conditioning button is pressed while in AUTO mode, the system will exit AUTO mode and stay in A/C. The mode and blower will be set at the closest mode and blower position that the system was operating in AUTO.

MAX A/C

MAX A/C sets the control for maximum cooling performance.

- Press and release to toggle between MAX A/C and the prior settings. The button on the touchscreen illuminates when MAX A/C is ON.

In MAX A/C, the blower level and mode position can be adjusted to desired user settings. Pressing other settings will cause the MAX A/C operation to switch to the prior settings and the MAX A/C indicator will turn off.

SYNC Temperature Button

- Press the "SYNC" button once to control driver and passenger temperatures simultaneously.
- Press the "SYNC" button a second time to control the temperatures individually.

Air Recirculation

- Use Recirculation for maximum A/C operation.
- For window defogging, turn the Recirculation button off.
- If the Recirculation button is pushed while in the AUTO mode, the indicator light may flash three times to indicate the cabin air is being controlled automatically. The Recirculation button will be greyed out in these conditions.

Heated Mirrors

The mirrors are heated to melt frost or ice. This feature is activated whenever you turn on the rear window defroster.

NINE-SPEED AUTOMATIC TRANSMISSION

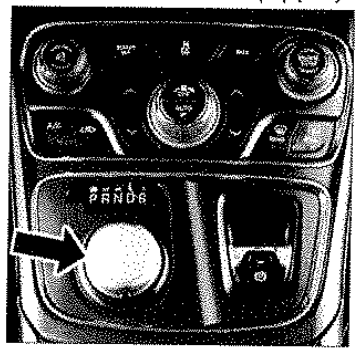
The transmission is controlled using a rotary electronic gear selector located on the center console. The transmission gear range (PRNDL/S) is displayed both above the gear selector and in the Electronic Vehicle Information Center (EVIC) or the Driver Information Display (DID).

To select a gear range, simply rotate the shifter control.

NOTE:
You must press the brake pedal to shift the transmission out of PARK or from NEUTRAL into DRIVE or REVERSE (when stopped or moving at low speeds).

Push down on the gear selector and then rotate it, to access the L or S position.

Select the DRIVE range for normal driving.

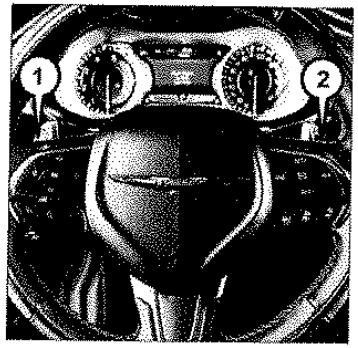


Transmission Gear Selector

WARNING!

- Never use the PARK position as a substitute for the parking brake. Always apply the parking brake fully when parked to guard against vehicle movement and possible injury or damage.
- Your vehicle could move and injure you and others if it is not in PARK. Make sure the transmission is in PARK before leaving the vehicle.
- It is dangerous to shift out of PARK or NEUTRAL if the engine speed is higher than idle speed. If your foot is not firmly pressing the brake pedal, the vehicle could accelerate quickly forward or in reverse. You could lose control of the vehicle and hit someone or something. Only shift into gear when the engine is idling normally and your foot is firmly pressing the brake pedal.
- Unintended movement of a vehicle could injure those in or near the vehicle. As with all vehicles, you should never exit a vehicle while the engine is running. Before exiting a vehicle, always apply the parking brake, shift the transmission into PARK, turn the engine OFF, and remove the key fob. When the ignition is in the OFF position, the transmission is locked in PARK, securing the vehicle against unwanted movement.
- When leaving the vehicle, always make sure the ignition is in the OFF position, remove the key fob from the vehicle, and lock the vehicle.
- Never leave children alone in a vehicle, or with access to an unlocked vehicle. Allowing children to be in a vehicle unattended is dangerous for a number of reasons. A child or others could be seriously or fatally injured. Children should be warned not to touch the parking brake, brake pedal or the transmission gear selector.
- Do not leave the key fob in or near the vehicle (or in a location accessible to children), and do not leave the ignition in the ACC or ON/RUN position. A child could operate power windows, other controls, or move the vehicle.

PADDLE SHIFT MODE



Shift Paddles

1 – (-) Paddle Shift
2 – (+) Paddle Shift

- When the transmission is in DRIVE or SPORT mode, it will operate automatically, shifting between the nine available gears.
- To activate Paddle Shift mode, simply tap one of the steering wheel-mounted shift paddles (+/-) while in DRIVE or SPORT mode. Tapping (-) to enter Paddle Shift mode will downshift the transmission to the next lower gear, while using (+) to enter Paddle Shift mode will retain the current gear. When Paddle Shift is active, the current transmission gear is displayed in the instrument cluster.
- In Paddle Shift mode, the transmission will shift up or down when (+/-) is manually selected by the driver, unless an engine lugging or overspeed condition would result. It will remain in the selected gear until another upshift or downshift is chosen, except as explained below.
- If Paddle Shift is engaged while in DRIVE mode, the transmission will automatically shift up when maximum engine speed is reached. Lack of accelerator pedal activity will cause the transmission to revert to automatic operation.
- If Paddle Shift is engaged while in SPORT mode, the transmission will remain in the selected gear even when maximum engine speed is reached (except the transmission will upshift automatically from 1st to 2nd gear at wide open throttle, if necessary). Otherwise, the transmission will upshift only when commanded by the driver.
- In either DRIVE or SPORT mode, the transmission will automatically downshift as the vehicle slows to a stop (to prevent engine lugging) and will display the current gear. Tapping the (+) paddle (at a stop) will allow starting in second gear. After a stop, the driver should manually upshift (+) the transmission as the vehicle accelerates.
- Holding the (-) paddle depressed will downshift the transmission to the lowest gear possible at the current speed.

To disengage Paddle Shift mode, press and hold the (+) shift paddle until "D" or "S" is once again indicated in the instrument cluster. You can shift in or out of Paddle Shift mode at any time without taking your foot off the accelerator pedal.

WARNING!

Do not downshift for additional engine braking on a slippery surface. The drive wheels could lose their grip and the vehicle could skid, causing a collision or personal injury.

STOP/START SYSTEM — 2.4L ENGINE

The Stop/Start function is developed to save fuel and reduce emissions. The system will stop the engine automatically during a vehicle stop if the required conditions are met. Releasing the brake pedal or pressing the accelerator pedal on an automatic transmission will start the engine.

Automatic Mode

The Stop/Start feature is enabled after every normal customer engine start. It will remain in STOP/START NOT READY until you drive forward with a vehicle speed greater than 5 mph (8 km/h). At that time, the system will go into STOP/START READY and if all other conditions are met, can go into a STOP/START AUTOSTOP ACTIVE "Autostop" mode.

To Activate The Autostop Mode, The Following Must Occur:

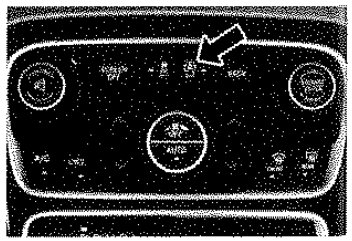
- The system must be in STOP/START READY state. A STOP/START READY message will be displayed in the Electronic Vehicle Information Center (EVIC) or Driver Information Display (DID) within the Stop/Start section. Refer to "Electronic Vehicle Information Center (EVIC)" or "Driver Information Display (DID)" in "Understanding Your Instrument Panel" in your owners manual on the DVD for further information.
- The vehicle must be completely stopped.
- The shifter must be in DRIVE or NEUTRAL and the brake pedal depressed.

The engine will shut down, the tachometer will move to the zero position and the Stop/Start telltale will illuminate indicating you are in Autostop. While in Autostop, the Climate Controls system may automatically adjust airflow to maintain cabin comfort. Customer settings will be maintained upon return to an engine running condition.

Refer to the "Stop/Start System" in the "Starting and Operating" section located in your owners manual on the DVD for further information.

To Manually Turn Off The Stop/Start System

1. Press the STOP/START Off switch (located on the switch bank). The light on the switch will illuminate.
2. The "STOP/START OFF" message will appear in Electronic Vehicle Information Center (EVIC) or Driver Information Display (DID). Refer to "Electronic Vehicle Information Center (EVIC)" or "Driver Information Display (DID)" in "Understanding Your Instrument Panel" your owners manual on the DVD for further information.
3. At the next vehicle stop (after turning off the STOP/START system) the engine will not be stopped.



STOP/START OFF Switch

4. The STOP/START system will reset itself back to an ON condition every time the key is turned off and back on.

To Manually Turn On The Stop/Start System

Press the STOP/START Off switch (located on the switch bank). The light on the switch will turn off.

For complete details on the Stop/Start System refer to the "Stop/Start System" in the "Starting and Operating" section located in your owners manual on the DVD for further information.

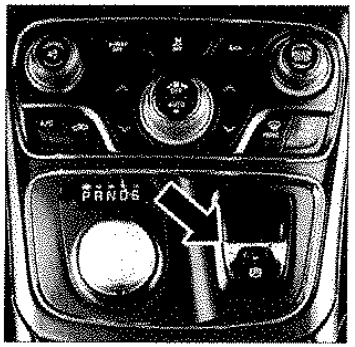
ELECTRIC PARKING BRAKE (EPB)

Your vehicle is equipped with an Electric Parking Brake System (EPB) that offers simple operation, and some additional features that make the parking brake more convenient and useful. The parking brake switch is located in the center console.

To engage the parking brake manually, pull up on the switch momentarily.

To release the parking brake manually, the ignition switch must be in the ON/RUN position. Push on the brake pedal, then push the parking brake switch down momentarily.

The parking brake will disengage automatically when the ignition switch in the RUN position, the transmission is in DRIVE or REVERSE, the driver seat belt is buckled, and an attempt is made to drive away by pressing the accelerator pedal.



Parking Brake Switch

NOTE:

- You may hear a slight whirring sound from the back of the vehicle while the parking brake engages or disengages.
- Once the parking brake is fully engaged, the BRAKE warning lamp in the instrument cluster and the LED indicator on the switch will illuminate. Once the parking brake is fully disengaged, the BRAKE warning lamp in the instrument cluster and the LED indicator on the switch will extinguish.
- If your foot is on the brake pedal while you are engaging or disengaging the parking brake, you may notice a small amount of brake pedal movement.
- The parking brake can be engaged even when the ignition switch is OFF, however, it can only be disengaged when the ignition switch is in the ON/RUN position.
- The EPB fault lamp will illuminate if the EPB switch is held for longer than 20 seconds in either the released or applied position. The light will extinguish upon releasing the switch.
- Refer to the Starting and Operating section of your vehicle's Owner's Manual on the DVD for further details.

WARNING!

- When temperatures are below the freezing point, electrolyte in a discharged battery may freeze. Do not attempt jump-starting because the battery could rupture or explode and cause personal injury. Battery temperature must be brought above the freezing point before attempting a jump-start.
- Take care to avoid the radiator cooling fan whenever the hood is raised. It can start anytime the ignition switch is on. You can be injured by moving fan blades.
- Remove any metal jewelry, such as watch bands or bracelets, that might make an inadvertent electrical contact. You could be severely injured.
- Batteries contain sulfuric acid that can burn your skin or eyes and generate hydrogen gas which is flammable and explosive. Keep open flames or sparks away from the battery.
- Do not allow vehicles to touch each other as this could establish a ground connection and personal injury could result.
- Failure to follow this procedure could result in personal injury or property damage due to battery explosion.
- Do not connect the cable to the negative post (-) of the discharged battery. The resulting electrical spark could cause the battery to explode and could result in personal injury.

FREEING A STUCK VEHICLE

If your vehicle becomes stuck in mud, sand or snow, it can often be moved by a rocking motion. Turn your steering wheel right and left to clear the area around the front wheels. Then shift back and forth between REVERSE and DRIVE. Using minimal accelerator pedal pressure to maintain the rocking motion, without spinning the wheels, is most effective.

NOTE:

- Shifts between DRIVE and REVERSE can only be achieved at wheel speeds of 5 mph (8 km/h) or less. Whenever the transmission remains in NEUTRAL for more than 2 seconds, you must press the brake pedal to engage DRIVE or REVERSE.
- To improve the vehicle's traction when starting off in deep snow, sand or gravel, it may be desirable to switch the Electronic Stability Control (ESC) to "Partial Off" mode by momentarily pressing the ESC Off switch. For further information on ESC, refer to the Owner's Manual on the DVD.

CAUTION!

- When "rocking" a stuck vehicle by shifting between REVERSE and DRIVE, do not spin the wheels faster than 15 mph (24 km/h), or drivetrain damage may result.
- Revving the engine or spinning the wheels too fast may lead to transmission overheating and failure. It can also damage the tires. Do not spin the wheels above 30 mph (48 km/h) while in gear (no transmission shifting occurring).

WARNING!

Fast spinning tires can be dangerous. Forces generated by excessive wheel speeds may cause tire damage or failure. A tire could explode and injure someone. Do not spin your vehicle's wheels faster than 30 mph (48 km/h) when you are stuck. Do not let anyone near a spinning wheel, no matter what the speed.

MANUAL PARK RELEASE

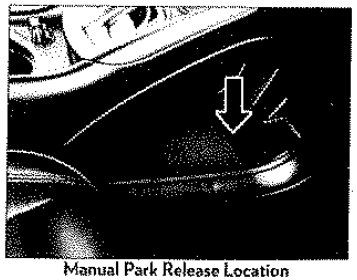
In order to move the vehicle in cases where the transmission will not shift out of PARK (such as a dead battery), a Manual Park Release is available.

WARNING!

Always secure your vehicle by fully applying the parking brake, before activating the Manual Park Release. Activating the Manual Park Release will allow your vehicle to roll away if it is not secured by the parking brake or by proper connection to a tow vehicle. Activating the Manual Park Release on an unsecured vehicle could lead to serious injury or death for those in or around the vehicle.

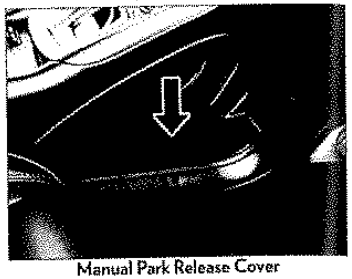
Follow these steps to activate the Manual Park Release:

1. Apply the parking brake.



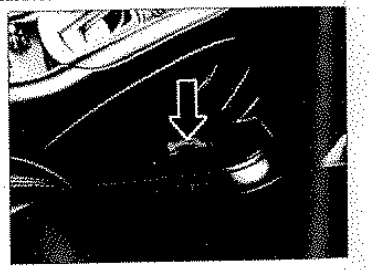
Manual Park Release Location

2. Using a small screwdriver or similar tool, remove the Manual Park Release access cover, which is underneath the rubber storage bin liner in the center console pass-through.



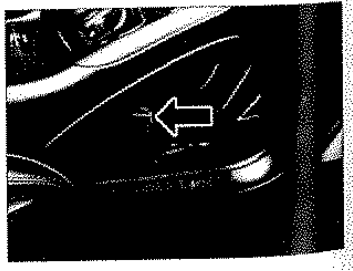
Manual Park Release Cover

3. Unsnap the tether from the Manual Park Release lever.



Manual Park Release Tether

4. Pull the tether upwards and rearward, until it locks vertically in place. Verify that the Manual Park Release lever is locked in the released position.
5. The vehicle is now out of PARK and can be moved. Release the parking brake only when the vehicle is securely connected to a tow vehicle.



Locked Position

Follow these steps to reset the Manual Park Release:

1. Pull the tether upwards to unlock the lever.
2. Rotate the Manual Park Release lever forward and down to its original position.
3. Re-install the access cover and the rubber storage bin liner.

TOWING A DISABLED VEHICLE

Model	Flat Towing (all four wheels on the ground)	Flatbed Towing (all four wheels suspended OFF the ground)	Front Wheels Raised, Rear Wheels on the Ground	Rear Wheels Raised, Front Wheels on the Ground
FWD	NOT Permitted	Recommended Method	May Be Used	NOT Permitted
AWD	NOT Permitted	Recommended Method	NOT Permitted	NOT Permitted

EVENT DATA RECORDER (EDR)

This vehicle is equipped with an Event Data Recorder (EDR). The main purpose of an EDR is to record, in certain crash or near crash-like situations, such as an air bag deployment or hitting a road obstacle, data that will assist in understanding how a vehicle's systems performed. The EDR is designed to record data related to vehicle dynamics and safety systems for a short period of time, typically 30 seconds or less. The EDR in this vehicle is designed to record such data as:

- How various systems in your vehicle were operating.
- Whether or not the driver and passenger safety belts were buckled/fastened.
- How far (if at all) the driver was depressing the accelerator and/or brake pedal.
- How fast the vehicle was traveling.

These data can help provide a better understanding of the circumstances in which crashes and injuries occur.

NOTE:
EDR data is recorded by your vehicle only if a non-trivial crash situation occurs; no data is recorded by the EDR under normal driving conditions and no personal data (e.g. name, gender, age, and crash location) is recorded. However, other parties, such as law enforcement, could combine the EDR data with the type of personally identifying data routinely acquired during a crash investigation.

To read data recorded by an EDR, special equipment is required, and access to the vehicle or the EDR is needed. In addition to the vehicle manufacturer, other parties such as law enforcement, that have the special equipment, can read the information if they have access to the vehicle or the EDR.