

PE16-014

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4/19/2017

ENCLOSURE 6

04-04-2017 EBRG-RS PGTIS

Test Plan PUBLIC

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8-29-13-DVP&R_rev.5_082913

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948_All_DVPR_6_11_2013

PUBLIC

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2012 CY Cold Trip Summ VIT
PUBLIC



DODGE



Jeep

SRT



2012 W-Family Cold Trip

VIT – March 07, 2012

REDACTED

REDACTED

REDACTED

REDACTED

REDACTED

REDACTED

REDACTED

REDACTED

REDACTED

REDACTED

REDACTED

REDACTED



DODGE



Jeep

SRT



CHRYSLER GROUP LLC

BACK UP

REDACTED

REDACTED

REDACTED

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REDACTED

REDACTED

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REDACTED

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4/19/2017

ENCLOSURE 6

2013 LX MPR DVPR - Cable -

68066472AD - 68146750AE

PUBLIC

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2013 LX MPR DVPR - Cable - 68066472AD - 68146750AE
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ENCLOSURE 6

2015 LA_LD_LX Slush Pit

PUBLIC



FIAT CHRYSLER AUTOMOBILES

2015 L-Family Slush Pit Test

Performed at KRC as part of 2015 L-Family Cold Trip

Ramzi Sabbagh

Body SIR – LX/LD

March 2, 2015

NAFTA
REGION



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- FH501155 – 2015 Chrysler 300C 3.6L
- FH500865 – 2015 Chrysler 300S 3.6L
- FH501128 – 2015 Chrysler 300S 5.7L
- FH731069 – 2015 Dodge Charger 3.6L
- FH501017 – 2015 Dodge Charger 5.7L
- FH500985 – 2015 Dodge Charger Pursuit 5.7L

REDACTED

REDACTED

REDACTED

REDACTED

REDACTED

REDACTED

REDACTED

Backup

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ENCLOSURE 6

2015 LA_LD_LX VI Cold Trip
Snowpack Summary PUBLIC



FIAT CHRYSLER AUTOMOBILES

2015 VI Cold Trip Snowpack Summary

David Duong, Ramzi Sabbagh

March 2, 2015

NAFTA
REGION



Jeep



: 04/19/2017 – FULL RESPONSE – COMPELLED – PE16-014 – FCA US – 000025

REDACTED

REDACTED

REDACTED

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REDACTED

REDACTED

REDACTED

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ENCLOSURE 6

2015UF_3.6L_Keyless_CP433

B_2013_12_13

Note: This Tab is for ATX vehicles w/out E-Shift. For ATX equipped with E-Shift, use data sheet in "ATX E-Shift" Tab

CP-433B BRAKE TRANSMISSION SHIFT INTERLOCK AUTOMATIC TRANSMISSION VEHICLES ONLY

TEST DATE: _____

MY _____

MAKE/MODEL/BODY STYLE: _____

VEHICLE IDENTIFICATION NUMBER (VIN): _____

CP-433B – TEST RESULTS - Sections 3.1 thru 3.5		
Action	Passes if	Status (Pass/Fail)
SECTION 3.1: KEY IN THE "OFF" POSITION		
Key inserted in ignition cylinder at "OFF", and Service Brake Pedal Undepressed. Try to shift the transmission out of "park".	The transmission does NOT shift out of "park"	
Key at "OFF" and Service Brake Pedal depressed. Try to shift the transmission out of "park".	The transmission does NOT shift out of "park"	
SECTION 3.2: KEY IN THE "ACC" POSITION		
Key at "ACC", and Service Brake Pedal Undepressed. Try to shift the transmission out of "park".	The transmission does NOT shift out of "park"	
Key at "ACC", and Service Brake Pedal depressed. Try to shift the transmission out of "park".	The transmission does NOT shift out of "park"	
SECTION 3.3: KEY IN THE "RUN" POSITION		
Key at "RUN", and Service Brake Pedal Undepressed. Try to shift the transmission out of "park".	The transmission does NOT shift out of "park"	
Key at "RUN", and Service Brake Pedal depressed. Try to shift the transmission out of "park".	The transmission shifts out of "park"	
SECTION 3.4: KEY IN THE "START" POSITION		
Key at "START", and Service Brake Pedal Undepressed. Try to shift the transmission out of "park".	The transmission does NOT shift out of "park"	
Key at "START", and Service Brake Pedal depressed. Try to shift the transmission out of "park".	The transmission shifts out of "park"	
SECTION 3.5: VEHICLE RUNNING		
Service Brake Pedal Undepressed. Try to shift the transmission out of "park".	The transmission does NOT shift out of "park"	
Service Brake Pedal depressed. Try to shift the transmission from "park" to "reverse".	The transmission shifts from "park" to "reverse"	
Service Brake Pedal depressed. Try to shift the transmission from "park" to "drive"	The transmission shifts from "park" to "drive"	

CP-433B – TEST RESULTS – SECTION 3.6 Key proximity type of system (if applicable)		
Action	Passes if	Status (Pass/Fail)
Remote key transmitter inside vehicle, Vehicle "OFF", and Service Brake Pedal Undepressed. Try to shift the transmission out of "park".	The transmission does NOT shift out of "park"	
Remote key transmitter in vehicle, Vehicle "OFF", and Service Brake Pedal depressed. Try to shift the transmission out of "park".	The transmission does NOT shift out of "park"	
Remote key transmitter in vehicle, Vehicle in "ACC" Mode, Service Brake Pedal Undepressed. Try to shift the transmission out of "park".	The transmission does NOT shift out of "park"	
Remote key transmitter in vehicle, Vehicle in "ACC" Mode, Service Brake Pedal depressed. Try to shift the transmission out of "park".	The transmission does NOT shift out of "park"	
Remote key transmitter in vehicle, Vehicle in "RUN" Mode, Service Brake Pedal Undepressed. Try to shift the transmission out of "park".	The transmission does NOT shift out of "park"	
Remote key transmitter in vehicle, Vehicle in "RUN" Mode, Service Brake Pedal depressed. Try to shift the transmission out of "park".	The transmission shifts out of "park"	

Note: This Tab is for ATX vehicles with E-Shift. For ATX equipped w/out E-Shift, use data sheet in "ATX" Tab

CP-433B BRAKE TRANSMISSION SHIFT INTERLOCK AUTOMATIC TRANSMISSION VEHICLES ONLY (E-Shift)

TEST DATE: 12/13/2013 _____

MY_2015 _____

MAKE/MODEL/BODY STYLE: UF 3.6L 2015 _____

VEHICLE IDENTIFICATION NUMBER (VIN): 1C3CCCEG6F _____

Prior to proceeding, be sure to follow CP-433B Step 3.7.1

CP-433B – TEST RESULTS - Sections 3.1 thru 3.5		
Action	Passes if	Status (Pass/Fail)
SECTION 3.1: KEY IN THE "OFF" POSITION		
Key inserted in ignition cylinder at "OFF", and Service Brake Pedal Undepressed. Try to shift the transmission out of "park".	The transmission does NOT shift out of "park"	NA
Key at "OFF" and Service Brake Pedal depressed. Try to shift the transmission out of "park". Remove foot from Service Brake pedal and monitor results for 15 seconds (See Step 3.7.1.2)	The transmission does NOT shift out of "park"	NA
SECTION 3.2: KEY IN THE "ACC" POSITION		
Key at "ACC", and Service Brake Pedal Undepressed. Try to shift the transmission out of "park".	The transmission does NOT shift out of "park"	NA
Key at "ACC", and Service Brake Pedal depressed. Try to shift the transmission out of "park".	The transmission does NOT shift out of "park"	NA
SECTION 3.3: KEY IN THE "RUN" POSITION		
Key at "RUN", and Service Brake Pedal Undepressed. Try to shift the transmission out of "park".	The transmission does NOT shift out of "park"	NA
Key at "RUN", and Service Brake Pedal depressed. Try to shift the transmission out of "park".	The transmission shifts out of "park"	NA
SECTION 3.4: KEY IN THE "START" POSITION		
Key at "START", and Service Brake Pedal Undepressed. Try to shift the transmission out of "park".	The transmission does NOT shift out of "park"	NA
Key at "START", and Service Brake Pedal depressed. Try to shift the transmission out of "park".	The transmission shifts out of "park"	NA
SECTION 3.5: VEHICLE RUNNING		
Service Brake Pedal Undepressed. Try to shift the transmission out of "park".	The transmission does NOT shift out of "park"	NA
Service Brake Pedal depressed. Try to shift the transmission from "park" to "reverse".	The transmission shifts from "park" to "reverse"	NA
Service Brake Pedal depressed. Try to shift the transmission from "park" to "drive"	The transmission shifts from "park" to "drive"	NA

CP-433B – TEST RESULTS – SECTION 3.6 Key proximity type of system (if applicable)		
Action	Passes if	Status (Pass/Fail)
Remote key transmitter inside vehicle, Vehicle "OFF", and Service Brake Pedal Undepressed. Try to shift the transmission out of "park".	The transmission does NOT shift out of "park"	Pass
Remote key transmitter in vehicle, Vehicle "OFF", and Service Brake Pedal depressed. Try to shift the transmission out of "park". Remove foot from Service Brake pedal and monitor results for 15 seconds (See Step 3.7.2.1.1)	The transmission does NOT shift out of "park"	Pass
Remote key transmitter in vehicle, Vehicle in "ACC" Mode, Service Brake Pedal Undepressed. Try to shift the transmission out of "park".	The transmission does NOT shift out of "park"	Pass
Remote key transmitter in vehicle, Vehicle in "ACC" Mode, Service Brake Pedal depressed. Try to shift the transmission out of "park".	The transmission does NOT shift out of "park"	Pass
Remote key transmitter in vehicle, Vehicle in "RUN" Mode, Service Brake Pedal Undepressed. Try to shift the transmission out of "park".	The transmission does NOT shift out of "park"	Pass
Remote key transmitter in vehicle, Vehicle in "RUN" Mode, Service Brake Pedal depressed. Try to shift the transmission out of "park".	The transmission shifts out of "park"	Pass

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ENCLOSURE 6

2015UF_3.6L_Keyless_CP941

2013-12-11

CP-094I – STARTER INTERLOCK TEST RESULTS

Automatic Transmission

Test Date: 12/11/2013

Model Year: 2015

Make/Model/Body Style: 2015 UF 3.6 L

Vehicle Identification Number (VIN): 1C3CCCEGFN

Vehicle Propulsion System tested ☒ Petrol based ☐ Electric

(denote with an 'X'): ☐ Other: describe _____

Identify means used to attempt vehicle ☐ Key in Ignition ☒ Start/Stop Button

start for test (denote with an 'X'): ☐ Other: describe _____

Following the procedure of Section 3 in CP-094I, document test results below.

Action	Passes If	Status (Pass/Fail)
SECTION 3.1.1: TRANSMISSION SHIFT POSITION IN “REVERSE”		
Parking Brake engaged, motor not in use, Service Brake Pedal depressed, and trans shift position in “reverse”. Try to start the vehicle	The engine starter is inoperative	N/A
SECTION 3.1.2 & 3.1.3: TRANS SHIFT POSITION IN FORWARD GEARS		
Parking Brake engaged, motor not in use, Service Brake Pedal depressed, and trans shift position in “drive”. Try to start the vehicle	The engine starter is inoperative	N/A
Parking Brake engaged, motor not in use, Service Brake Pedal depressed, and trans shift position in “5”. Try to start the vehicle	The engine starter is inoperative	N/A
Parking Brake engaged, motor not in use, Service Brake Pedal depressed, and trans shift position in “4”. Try to start the vehicle	The engine starter is inoperative	N/A
Parking Brake engaged, motor not in use, Service Brake Pedal depressed, and trans shift position in “3”. Try to start the vehicle	The engine starter is inoperative	N/A
Parking Brake engaged, motor not in use, Service Brake Pedal depressed, and trans shift position in “2”. Try to start the vehicle	The engine starter is inoperative	N/A
Parking Brake engaged, motor not in use, Service Brake Pedal depressed, and trans shift position in “1”. Try to start the vehicle	The engine starter is inoperative	N/A
SECTION 3.4: IDLE STOP EQUIPPED VEHICLE		
(S 3.4.1) Parking Brake engaged, motor not in use, Service Brake Pedal depressed, and trans shift position in “park”. Try to start the vehicle using the idle-stop manual override feature.	The engine starter is inoperative	
(S 3.4.2) Parking Brake engaged, motor not in use, Service Brake Pedal depressed, vehicle velocity zero mph, and trans shift position in “reverse”. Try to start the vehicle using the stop/start manual override feature.	The engine starter is inoperative	
(S 3.4.3) Parking Brake engaged, motor not in use, Service Brake Pedal depressed, vehicle velocity zero mph, and trans shift position in “drive”. Try to start the vehicle using the stop/start manual override feature.	The engine starter is inoperative	
(S 3.4.4) Parking Brake engaged, motor used for the vehicles propulsion has been activated, complete any necessary actions to activate the idle-stop feature, Service Brake Pedal depressed, vehicle velocity zero mph, and trans shift position in “drive” (use the appropriate diagnostic tool(s) to certify the transmission is in the neutral state). Try to start the vehicle using the stop/start manual override feature.	The engine starter operates	

CP-094I – STARTER INTERLOCK TEST RESULTS

Manual Transmission

Test Date: _____
 Model Year: _____
 Make/Model/Body Style: _____
 Vehicle Identification Number (VIN): _____
 Vehicle Propulsion System tested _____ Petrol based _____ Electric
 (denote with an 'X'): _____ Other: describe _____
 Identify means used to attempt vehicle start _____ Key in Ignition _____ Start/Stop Button
 for test (denote with an 'X'): _____ Other: describe _____

Following the procedure of Section 3.3 in CP-094H, document test results below.

<u>Action</u>	<u>Passes If</u>	<u>Status</u> (Pass/Fail)
SECTION 3.3.1: TRANSMISSION SHIFT POSITION IN “REVERSE”		
Parking Brake engaged, motor not in use, Service Brake Pedal depressed, Clutch Pedal undepressed, and trans shift position in “reverse”. Try to start the vehicle	The engine starter is inoperative	
SECTION 3.3.2 & 3.3.3: TRANS SHIFT POSITION IN FORWARD GEARS		
Parking Brake engaged, motor not in use, Service Brake Pedal depressed, Clutch Pedal undepressed, and trans shift position in “1st”. Try to start the vehicle	The engine starter is inoperative	
Parking Brake engaged, motor not in use, Service Brake Pedal depressed, Clutch Pedal undepressed, and trans shift position in “2nd”. Try to start the vehicle	The engine starter is inoperative	
Parking Brake engaged, motor not in use, Service Brake Pedal depressed, Clutch Pedal undepressed, and trans shift position in “3rd”. Try to start the vehicle	The engine starter is inoperative	
Parking Brake engaged, motor not in use, Service Brake Pedal depressed, Clutch Pedal undepressed, and trans shift position in “4th”. Try to start the vehicle	The engine starter is inoperative	
Parking Brake engaged, motor not in use, Service Brake Pedal depressed, Clutch Pedal undepressed, and trans shift position in “5th”. Try to start the vehicle	The engine starter is inoperative	
SECTION 3.4: IDLE STOP EQUIPPED VEHICLE		
(S 3.4.1) Parking Brake engaged, motor not in use, Service Brake Pedal depressed, and clutch pedal depressed. Try to start the vehicle using the idle-stop manual override feature.	The engine starter is inoperative	
(S 3.4.2) Parking Brake engaged, motor not in use, Service Brake Pedal depressed, vehicle velocity zero mph, and trans shift position in “reverse”. Try to start the vehicle using the stop/start manual override feature.	The engine starter is inoperative	
(S 3.4.3) Parking Brake engaged, motor not in use, Service Brake Pedal depressed, vehicle velocity zero mph, and trans shift position in “1st”. Try to start the vehicle using the stop/start manual override feature. Repeat for “2nd” thru the final forward drive gear.	The engine starter is inoperative	
(S 3.4.4) Parking Brake engaged, motor used for the vehicles propulsion has been activated, complete any necessary actions to activate the idle-stop feature, Service Brake Pedal depressed, vehicle velocity zero mph, and trans shift position in a forward drive gear (use the appropriate diagnostic tool(s) to certify the transmission is in the neutral state). Try to start the vehicle using the stop/start manual override feature.	The engine starter operates	

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ENCLOSURE 6

2017 CY Cold Trip Summ VIT
PUBLIC



FIAT CHRYSLER AUTOMOBILES

WK/WD Cold Trip Evaluation

Vehicle Validation Trip at KRC Upper Peninsula

Vehicle Integration Group

Tim Rose

Magin Perez (CIE)

Joe Carene

Mark Platt

Scott Weeks

Auburn hills, United States

3/14/2017

Nagappan Sekkappan – VIR

Doug Rutter - AR



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- Vehicle Info
- Purpose
- Snow Packing
- HVAC/Cold start/ Comfort
- Snow slush
- Tire Testing

REDACTED

REDACTED

REDACTED



FIAT CHRYSLER AUTOMOBILES

16 W Snow Packing

David Sylver – VSR

Aero Thermal

3/14/2017

REDACTED

REDACTED

REDACTED

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REDACTED

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REDACTED

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REDACTED

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Backup

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2017 DS_MPR DVPR_06-03-
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2017_948TD_RU_Trans

System

DVPR_11022016_tracking_1

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Chrysler_doc112013.7_ERS
Shifter Study PUBLIC

ERS Shifter

Usability and Acceptance

Lextant Document 112013.7

November 2013

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Executive Summary

REDACTED

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REDACTED

REDACTED

Findings:

Rotary Shifter

REDACTED

REDACTED

REDACTED

REDACTED

REDACTED

REDACTED

Findings:

Electronic Range Select (ERS)

REDACTED

REDACTED

REDACTED

REDACTED

REDACTED

REDACTED

REDACTED

REDACTED

Findings:

Electronic Parking Brake (EPB)

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REDACTED

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REDACTED

REDACTED

REDACTED

Appendix

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REDACTED

Thank You!

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ENCLOSURE 6

CP-094I Test Report - Column
Shift

CP-094I – STARTER INTERLOCK TEST RESULTS

Automatic Transmission

Test Date: 5/24/2012

Model Year: 2014

Make/Model/Body Style: DS Column Shift - 65RFE ATX

Vehicle Identification Number (VIN): DS500091

Vehicle Propulsion System tested ☒ Petrol based ☐ Electric
(denote with an 'X'): ☐ Other: describe _____

Identify means used to attempt vehicle start ☒ Key in Ignition ☐ Start/Stop Button
for test (denote with an 'X'): ☐ Other: describe _____

Following the procedure of Section 3 in CP-094I, document test results below.

<u>Action</u>	<u>Passes If</u>	<u>Status</u> (Pass/Fail)
SECTION 3.1.1: TRANSMISSION SHIFT POSITION IN “REVERSE”		
Parking Brake engaged, motor not in use, Service Brake Pedal depressed, and trans shift position in “reverse”. Try to start the vehicle	The engine starter is inoperative	Pass
SECTION 3.1.2 & 3.1.3: TRANS SHIFT POSITION IN FORWARD GEARS		
Parking Brake engaged, motor not in use, Service Brake Pedal depressed, and trans shift position in “drive”. Try to start the vehicle	The engine starter is inoperative	Pass
Parking Brake engaged, motor not in use, Service Brake Pedal depressed, and trans shift position in “5”. Try to start the vehicle	The engine starter is inoperative	Pass
Parking Brake engaged, motor not in use, Service Brake Pedal depressed, and trans shift position in “4”. Try to start the vehicle	The engine starter is inoperative	Pass
Parking Brake engaged, motor not in use, Service Brake Pedal depressed, and trans shift position in “3”. Try to start the vehicle	The engine starter is inoperative	Pass
Parking Brake engaged, motor not in use, Service Brake Pedal depressed, and trans shift position in “2”. Try to start the vehicle	The engine starter is inoperative	Pass
Parking Brake engaged, motor not in use, Service Brake Pedal depressed, and trans shift position in “1”. Try to start the vehicle	The engine starter is inoperative	Pass
SECTION 3.4: IDLE STOP EQUIPPED VEHICLE		
(S 3.4.1) Parking Brake engaged, motor not in use, Service Brake Pedal depressed, and trans shift position in “park”. Try to start the vehicle using the idle-stop manual override feature.	The engine starter is inoperative	N/A
(S 3.4.2) Parking Brake engaged, motor not in use, Service Brake Pedal depressed, vehicle velocity zero mph, and trans shift position in “reverse”. Try to start the vehicle using the stop/start manual override feature.	The engine starter is inoperative	N/A
(S 3.4.3) Parking Brake engaged, motor not in use, Service Brake Pedal depressed, vehicle velocity zero mph, and trans shift position in “drive”. Try to start the vehicle using the stop/start manual override feature.	The engine starter is inoperative	N/A
(S 3.4.4) Parking Brake engaged, motor used for the vehicles propulsion has been activated, complete any necessary actions to activate the idle-stop feature, Service Brake Pedal depressed, vehicle velocity zero mph, and trans shift position in “drive” (use the appropriate diagnostic tool(s) to certify the transmission is in the neutral state). Try to start the vehicle using the stop/start manual override feature.	The engine starter operates	N/A

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ENCLOSURE 6

CP-094I Test Report - Floor
Shift

Automatic Transmission

Test Date: 5/22/2012

Model Year: 2014

Make/Model/Body Style: DS Floor Shift - 65RFE ATX

Vehicle Identification Number (VIN): DS500090

Vehicle Propulsion System tested ☒ Petrol based

☐ Electric

(denote with an 'X'):

☐ Other: describe

Identify means used to attempt vehicle start ☐ Key in Ignition

☒ Start/Stop Button

for test (denote with an 'X'):

☐ Other: describe

Following the procedure of Section 3 in CP-094I, document test results below.

Action	Passes If	Status (Pass/Fail)
SECTION 3.1.1: TRANSMISSION SHIFT POSITION IN "REVERSE"		
Parking Brake engaged, motor not in use, Service Brake Pedal depressed, and trans shift position in "reverse". Try to start the vehicle	The engine starter is inoperative	Pass
SECTION 3.1.2 & 3.1.3: TRANS SHIFT POSITION IN FORWARD GEARS		
Parking Brake engaged, motor not in use, Service Brake Pedal depressed, and trans shift position in "drive". Try to start the vehicle	The engine starter is inoperative	Pass
Parking Brake engaged, motor not in use, Service Brake Pedal depressed, and trans shift position in "5". Try to start the vehicle	The engine starter is inoperative	Pass
Parking Brake engaged, motor not in use, Service Brake Pedal depressed, and trans shift position in "4". Try to start the vehicle	The engine starter is inoperative	Pass
Parking Brake engaged, motor not in use, Service Brake Pedal depressed, and trans shift position in "3". Try to start the vehicle	The engine starter is inoperative	Pass
Parking Brake engaged, motor not in use, Service Brake Pedal depressed, and trans shift position in "2". Try to start the vehicle	The engine starter is inoperative	Pass
Parking Brake engaged, motor not in use, Service Brake Pedal depressed, and trans shift position in "1". Try to start the vehicle	The engine starter is inoperative	Pass
SECTION 3.4: IDLE STOP EQUIPPED VEHICLE		
(S 3.4.1) Parking Brake engaged, motor not in use, Service Brake Pedal depressed, and trans shift position in "park". Try to start the vehicle using the idle-stop manual override feature.	The engine starter is inoperative	N/A
(S 3.4.2) Parking Brake engaged, motor not in use, Service Brake Pedal depressed, vehicle velocity zero mph, and trans shift position in "reverse". Try to start the vehicle using the stop/start manual override feature.	The engine starter is inoperative	N/A
(S 3.4.3) Parking Brake engaged, motor not in use, Service Brake Pedal depressed, vehicle velocity zero mph, and trans shift position in "drive". Try to start the vehicle using the stop/start manual override feature.	The engine starter is inoperative	N/A
(S 3.4.4) Parking Brake engaged, motor used for the vehicles propulsion has been activated, complete any necessary actions to activate the idle-stop feature, Service Brake Pedal depressed, vehicle velocity zero mph, and trans shift position in "drive" (use the appropriate diagnostic tool(s) to certify the transmission is in the neutral state). Try to start the vehicle using the stop/start manual override feature.	The engine starter operates	N/A

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CP-094I Test Report Form
2017_RU_non_ess

CP-094I – STARTER INTERLOCK TEST RESULTS

Automatic Transmission

Test Date: 5-Aug-15

Model Year: 2017

Make/Model/Body Style: RU 3.6L Non ESS

Vehicle Identification Number (VIN): 1C4BC1B73HA

Vehicle Propulsion System tested ☒ Petrol based ☐ Electric

(denote with an 'X'): ☐ Other: describe _____

Identify means used to attempt vehicle start ☐ Key in Ignition ☒ Start/Stop Button

for test (denote with an 'X'): ☐ Other: describe _____

Following the procedure of Section 3 in CP-094I, document test results below.

Action	Passes If	Status (Pass/Fail)
SECTION 3.1.1: TRANSMISSION SHIFT POSITION IN “REVERSE”		
Parking Brake engaged, motor not in use, Service Brake Pedal depressed, and trans shift position in “reverse”. Try to start the vehicle	The engine starter is inoperative	N/A
SECTION 3.1.2 & 3.1.3: TRANS SHIFT POSITION IN FORWARD GEARS		
Parking Brake engaged, motor not in use, Service Brake Pedal depressed, and trans shift position in “drive”. Try to start the vehicle	The engine starter is inoperative	N/A
Parking Brake engaged, motor not in use, Service Brake Pedal depressed, and trans shift position in “5”. Try to start the vehicle	The engine starter is inoperative	N/A
Parking Brake engaged, motor not in use, Service Brake Pedal depressed, and trans shift position in “4”. Try to start the vehicle	The engine starter is inoperative	N/A
Parking Brake engaged, motor not in use, Service Brake Pedal depressed, and trans shift position in “3”. Try to start the vehicle	The engine starter is inoperative	N/A
Parking Brake engaged, motor not in use, Service Brake Pedal depressed, and trans shift position in “2”. Try to start the vehicle	The engine starter is inoperative	N/A
Parking Brake engaged, motor not in use, Service Brake Pedal depressed, and trans shift position in “1”. Try to start the vehicle	The engine starter is inoperative	N/A
SECTION 3.4: IDLE STOP EQUIPPED VEHICLE		
(S 3.4.1) Parking Brake engaged, motor not in use, Service Brake Pedal depressed, and trans shift position in “park”. Try to start the vehicle using the idle-stop manual override feature.	The engine starter is inoperative	
(S 3.4.2) Parking Brake engaged, motor not in use, Service Brake Pedal depressed, vehicle velocity zero mph, and trans shift position in “reverse”. Try to start the vehicle using the stop/start manual override feature.	The engine starter is inoperative	
(S 3.4.3) Parking Brake engaged, motor not in use, Service Brake Pedal depressed, vehicle velocity zero mph, and trans shift position in “drive”. Try to start the vehicle using the stop/start manual override feature.	The engine starter is inoperative	
(S 3.4.4) Parking Brake engaged, motor used for the vehicles propulsion has been activated, complete any necessary actions to activate the idle-stop feature, Service Brake Pedal depressed, vehicle velocity zero mph, and trans shift position in “drive” (use the appropriate diagnostic tool(s) to certify the transmission is in the neutral state). Try to start the vehicle using the stop/start manual override feature.	The engine starter operates	

CP-094I – STARTER INTERLOCK TEST RESULTS

Manual Transmission

Test Date: _____
 Model Year: _____
 Make/Model/Body Style: _____
 Vehicle Identification Number (VIN): _____
 Vehicle Propulsion System tested _____ Petrol based _____ Electric
 (denote with an 'X'): _____ Other: describe _____
 Identify means used to attempt vehicle start _____ Key in Ignition _____ Start/Stop Button
 for test (denote with an 'X'): _____ Other: describe _____

Following the procedure of Section 3.3 in CP-094H, document test results below.

<u>Action</u>	<u>Passes If</u>	<u>Status</u> (Pass/Fail)
SECTION 3.3.1: TRANSMISSION SHIFT POSITION IN “REVERSE”		
Parking Brake engaged, motor not in use, Service Brake Pedal depressed, Clutch Pedal undepressed, and trans shift position in “reverse”. Try to start the vehicle	The engine starter is inoperative	
SECTION 3.3.2 & 3.3.3: TRANS SHIFT POSITION IN FORWARD GEARS		
Parking Brake engaged, motor not in use, Service Brake Pedal depressed, Clutch Pedal undepressed, and trans shift position in “1st”. Try to start the vehicle	The engine starter is inoperative	
Parking Brake engaged, motor not in use, Service Brake Pedal depressed, Clutch Pedal undepressed, and trans shift position in “2nd”. Try to start the vehicle	The engine starter is inoperative	
Parking Brake engaged, motor not in use, Service Brake Pedal depressed, Clutch Pedal undepressed, and trans shift position in “3rd”. Try to start the vehicle	The engine starter is inoperative	
Parking Brake engaged, motor not in use, Service Brake Pedal depressed, Clutch Pedal undepressed, and trans shift position in “4th”. Try to start the vehicle	The engine starter is inoperative	
Parking Brake engaged, motor not in use, Service Brake Pedal depressed, Clutch Pedal undepressed, and trans shift position in “5th”. Try to start the vehicle	The engine starter is inoperative	
SECTION 3.4: IDLE STOP EQUIPPED VEHICLE		
(S 3.4.1) Parking Brake engaged, motor not in use, Service Brake Pedal depressed, and clutch pedal depressed. Try to start the vehicle using the idle-stop manual override feature.	The engine starter is inoperative	
(S 3.4.2) Parking Brake engaged, motor not in use, Service Brake Pedal depressed, vehicle velocity zero mph, and trans shift position in “reverse”. Try to start the vehicle using the stop/start manual override feature.	The engine starter is inoperative	
(S 3.4.3) Parking Brake engaged, motor not in use, Service Brake Pedal depressed, vehicle velocity zero mph, and trans shift position in “1st”. Try to start the vehicle using the stop/start manual override feature. Repeat for “2nd” thru the final forward drive gear.	The engine starter is inoperative	
(S 3.4.4) Parking Brake engaged, motor used for the vehicles propulsion has been activated, complete any necessary actions to activate the idle-stop feature, Service Brake Pedal depressed, vehicle velocity zero mph, and trans shift position in a forward drive gear (use the appropriate diagnostic tool(s) to certify the transmission is in the neutral state). Try to start the vehicle using the stop/start manual override feature.	The engine starter operates	

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ENCLOSURE 6

CP424A 2016 WD 8HP70 07-
24-2015

**FMVSS 114, CP 424A ROLLBACK TEST
AUTOMATIC TRANSMISSION VEHICLES ONLY**

TEST DATE: 07/20/2015

MY 2016

MAKE/MODEL/BODY STYLE: 2016 WD Dodge Durango AWD VIN: GC [REDACTED]

VEHICLE CURB WEIGHT (CW): 5384 lbf

TEST WEIGHT = CW+91kg (200lbs): 5584 lbf (this includes the weight of the driver)

Trans Type	Test Vehicle VIN	Test Grade (9%-15%)	Upgrade Movement (150 mm max)	Downgrade Movement (150 mm max)	Pass/Fail
8HP70	GC [REDACTED]	10 %	43mm	35mm	Pass
8HP70	GC [REDACTED]	10 %	25mm	30mm	Pass
8HP70	GC [REDACTED]	10 %	25mm	45mm	Pass
8HP70	GC [REDACTED]	10 %	48mm	45mm	Pass
8HP70	GC [REDACTED]	10 %	42mm	20mm	Pass

This test sheet should include all transmissions available on the vehicle.

PREPARED BY: Aaron Barnes

DATE: 07/24/2015

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4/19/2017

ENCLOSURE 6

CP424A 2016 WK 8HP45 07-
27-2015

**FMVSS 114, CP 424A ROLLBACK TEST
AUTOMATIC TRANSMISSION VEHICLES ONLY**

TEST DATE: 07/27/2015

MY 2016

MAKE/MODEL/BODY STYLE: Jeep / Grand Cherokee Laredo 4x4 VIN: GC

VEHICLE CURB WEIGHT (CW): 5050 Lbs

TEST WEIGHT = CW+91kg (200lbs): 5250 Lbs (this includes the weight of the driver)

<u>Trans Type</u>	<u>Test Vehicle VIN</u>	<u>Test Grade</u> <u>(9%-15%)</u>	<u>Upgrade Movement</u> <u>(150 mm max)</u>	<u>Downgrade Movement</u> <u>(150 mm max)</u>	<u>Pass/Fail</u>
<u>8HP45</u>	<u>GC</u>	<u>10 %</u>	<u>55mm</u>	<u>40mm</u>	<u>Pass</u>
<u>8HP45</u>	<u>GC</u>	<u>10 %</u>	<u>65mm</u>	<u>50mm</u>	<u>Pass</u>
<u>8HP45</u>	<u>GC</u>	<u>10 %</u>	<u>55mm</u>	<u>55mm</u>	<u>Pass</u>
<u>8HP45</u>	<u>GC</u>	<u>10 %</u>	<u>67mm</u>	<u>40mm</u>	<u>Pass</u>
<u>8HP45</u>	<u>GC</u>	<u>10 %</u>	<u>65mm</u>	<u>55mm</u>	<u>Pass</u>

This test sheet should include all transmissions available on the vehicle.

PREPARED BY: Aaron Barnes DATE: 07/27/2015

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4/19/2017

ENCLOSURE 6

CP424A test form (2017 RU
Base)

**FMVSS 114, CP 424A ROLLBACK TEST
AUTOMATIC TRANSMISSION VEHICLES ONLY**

TEST DATE: September 10, 2015

MY 2017 MAKE/MODEL/BODY STYLE: Chrysler Town & Country (RU VP-A Base)

VEHICLE CURB WEIGHT (CW): 4640 lbs

TEST WEIGHT = CW+91kg (200lbs): 4873 lbs (this includes the weight of the driver)

Trans Type	Test Vehicle VIN	Test Grade (9%-15%)	Upgrade Movement (150 mm max)	Downgrade Movement (150 mm max)	Pass/Fail
948TE	HR [REDACTED]	10%	50.8 mm	38.1 mm	Pass
948TE	HR [REDACTED]	10%	50.8 mm	57.15 mm	Pass
948TE	HR [REDACTED]	10%	34.92 mm	44.45 mm	Pass
948TE	HR [REDACTED]	10%	19.05 mm	53.975 mm	Pass
948TE	HR [REDACTED]	10%	41.27 mm	69.85 mm	Pass

This test sheet should include all transmissions available on the vehicle.

PREPARED BY: Derrick Holmes DATE: September 10, 2015

PE16-014

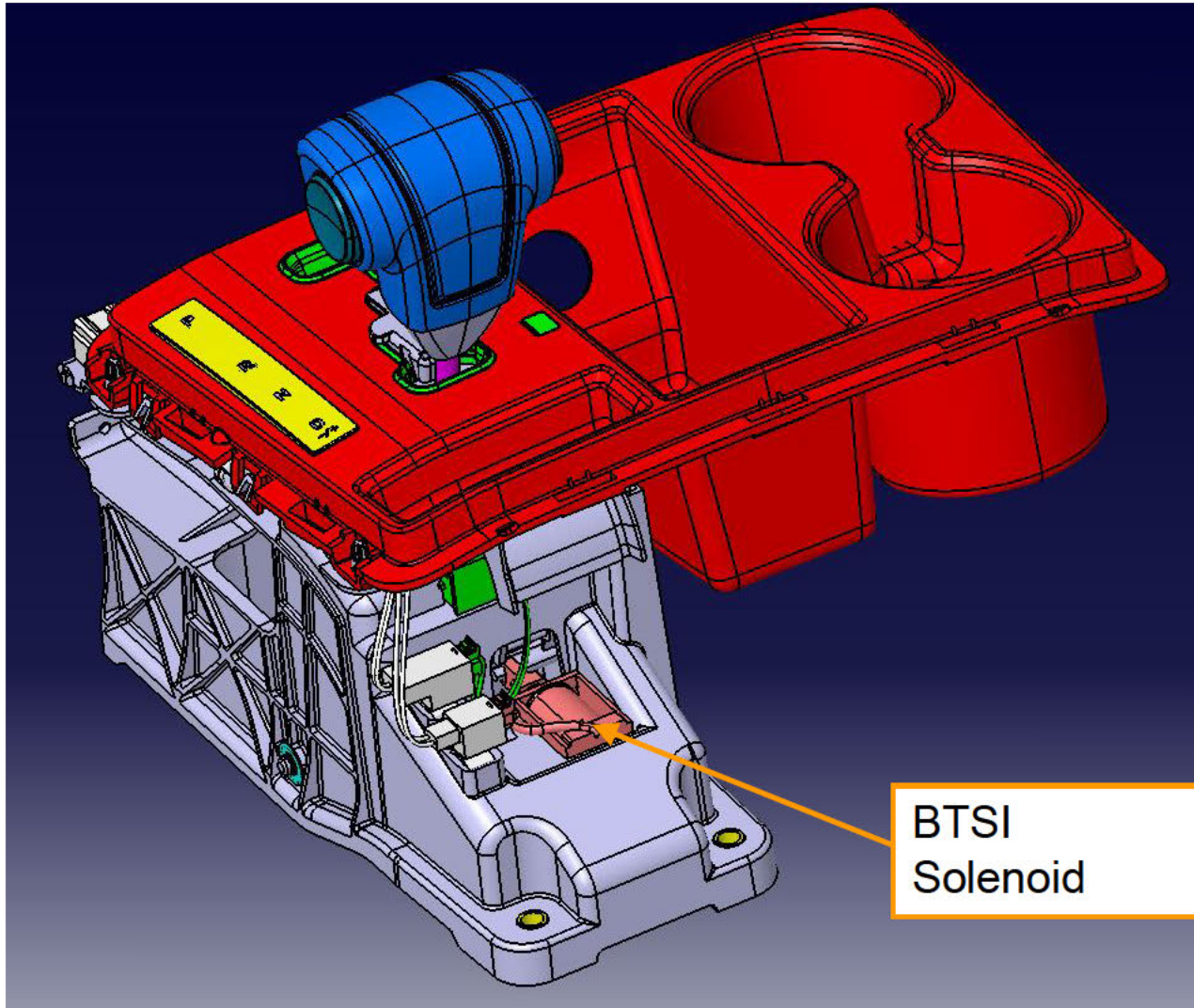
FCA

4/19/2017

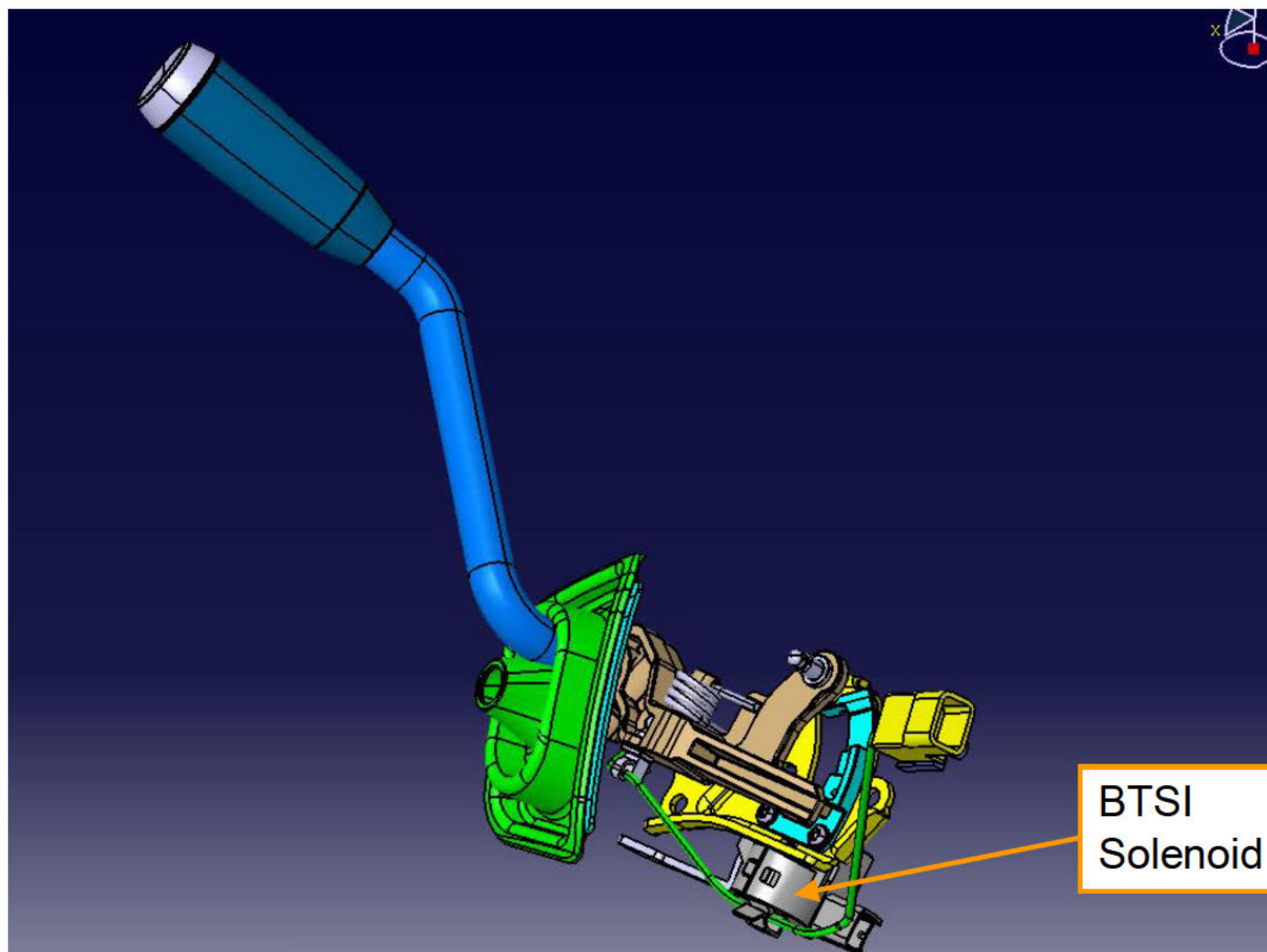
ENCLOSURE 6

CP-433 B

DS Floor Shifter



DS Column Shifter



PE16-014

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4/19/2017

ENCLOSURE 6

CP-433B Column Shift

Note: This Tab is for ATX vehicles w/out E-Shift. For ATX equipped with E-Shift, use data sheet in "ATX E-Shift" Tab

CP-433B BRAKE TRANSMISSION SHIFT INTERLOCK AUTOMATIC TRANSMISSION VEHICLES ONLY

TEST DATE: 5/24/12

MY 2013

MAKE/MODEL/BODY STYLE: DS Column Shift

VEHICLE IDENTIFICATION NUMBER (VIN): DS500091

CP-433B – TEST RESULTS - Sections 3.1 thru 3.5		
Action	Passes if	Status (Pass/Fail)
SECTION 3.1: KEY IN THE "OFF" POSITION		
Key inserted in ignition cylinder at "OFF", and Service Brake Pedal Undepressed. Try to shift the transmission out of "park".	The transmission does NOT shift out of "park"	Pass
Key at "OFF" and Service Brake Pedal depressed. Try to shift the transmission out of "park".	The transmission does NOT shift out of "park"	Pass
SECTION 3.2: KEY IN THE "ACC" POSITION		
Key at "ACC", and Service Brake Pedal Undepressed. Try to shift the transmission out of "park".	The transmission does NOT shift out of "park"	Pass
Key at "ACC", and Service Brake Pedal depressed. Try to shift the transmission out of "park".	The transmission does NOT shift out of "park"	Pass
SECTION 3.3: KEY IN THE "RUN" POSITION		
Key at "RUN", and Service Brake Pedal Undepressed. Try to shift the transmission out of "park".	The transmission does NOT shift out of "park"	Pass
Key at "RUN", and Service Brake Pedal depressed. Try to shift the transmission out of "park".	The transmission shifts out of "park"	Pass
SECTION 3.4: KEY IN THE "START" POSITION		
Key at "START", and Service Brake Pedal Undepressed. Try to shift the transmission out of "park".	The transmission does NOT shift out of "park"	Pass
Key at "START", and Service Brake Pedal depressed. Try to shift the transmission out of "park".	The transmission shifts out of "park"	Pass
SECTION 3.5: VEHICLE RUNNING		
Service Brake Pedal Undepressed. Try to shift the transmission out of "park".	The transmission does NOT shift out of "park"	Pass
Service Brake Pedal depressed. Try to shift the transmission from "park" to "reverse".	The transmission shifts from "park" to "reverse"	Pass
Service Brake Pedal depressed. Try to shift the transmission from "park" to "drive"	The transmission shifts from "park" to "drive"	Pass

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ENCLOSURE 6

CP-433B Floor Shift

Note: This Tab is for ATX vehicles w/out E-Shift. For ATX equipped with E-Shift, use data sheet in "ATX E-Shift" Tab

**CP-433B BRAKE TRANSMISSION SHIFT INTERLOCK
AUTOMATIC TRANSMISSION VEHICLES ONLY**

TEST DATE: 5/22/12

MY 2013

MAKE/MODEL/BODY STYLE: DS Floor Shift

VEHICLE IDENTIFICATION NUMBER (VIN): DS500090

CP-433B – TEST RESULTS – SECTION 3.6 Key proximity type of system (if applicable)		
<u>Action</u>	<u>Passes if</u>	<u>Status</u> (Pass/Fail)
Remote key transmitter inside vehicle, Vehicle "OFF", and Service Brake Pedal Undepressed. Try to shift the transmission out of "park".	The transmission does NOT shift out of "park"	Pass
Remote key transmitter in vehicle, Vehicle "OFF", and Service Brake Pedal depressed. Try to shift the transmission out of "park".	The transmission does NOT shift out of "park"	Pass
Remote key transmitter in vehicle, Vehicle in "ACC" Mode, Service Brake Pedal Undepressed. Try to shift the transmission out of "park".	The transmission does NOT shift out of "park"	Pass
Remote key transmitter in vehicle, Vehicle in "ACC" Mode, Service Brake Pedal depressed. Try to shift the transmission out of "park".	The transmission does NOT shift out of "park"	Pass
Remote key transmitter in vehicle, Vehicle in "RUN" Mode, Service Brake Pedal Undepressed. Try to shift the transmission out of "park".	The transmission does NOT shift out of "park"	Pass
Remote key transmitter in vehicle, Vehicle in "RUN" Mode, Service Brake Pedal depressed. Try to shift the transmission out of "park".	The transmission shifts out of "park"	Pass

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ENCLOSURE 6

CP-433B

Test_Report_2017_RU_Key_F
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e: This Tab is for ATX vehicles with E-Shift. For ATX equipped w/out E-Shift, use data sheet in "ATX" Tab

**CP-433B BRAKE TRANSMISSION SHIFT INTERLOCK
AUTOMATIC TRANSMISSION VEHICLES ONLY (E-Shift)**

TEST DATE: ____Sept 4. 2015____

MY__2017____

MAKE/MODEL/BODY STYLE: _____3.6L RU 948TE Key Fob_____

VEHICLE IDENTIFICATION NUMBER (VIN): ____1C4BC1B73HA____

Prior to proceeding, be sure to follow CP-433B Step 3.7.1

CP-433B – TEST RESULTS - Sections 3.1 thru 3.5		
<u>Action</u>	<u>Passes if</u>	<u>Status</u> (Pass/Fail)
SECTION 3.1: KEY IN THE “OFF” POSITION		
Key inserted in ignition cylinder at “OFF”, and Service Brake Pedal Undepressed. Try to shift the transmission out of “park”.	The transmission does NOT shift out of “park”	
Key at “OFF” and Service Brake Pedal depressed. Try to shift the transmission out of “park”. Remove foot from Service Brake pedal and monitor results for 15 seconds (See Step 3.7.1.2)	The transmission does NOT shift out of “park”	
SECTION 3.2: KEY IN THE “ACC” POSITION		
Key at “ACC”, and Service Brake Pedal Undepressed. Try to shift the transmission out of “park”.	The transmission does NOT shift out of “park”	
Key at “ACC”, and Service Brake Pedal depressed. Try to shift the transmission out of “park”.	The transmission does NOT shift out of “park”	
SECTION 3.3: KEY IN THE “RUN” POSITION		
Key at “RUN”, and Service Brake Pedal Undepressed. Try to shift the transmission out of “park”.	The transmission does NOT shift out of “park”	
Key at “RUN”, and Service Brake Pedal depressed. Try to shift the transmission out of “park”.	The transmission shifts out of “park”	
SECTION 3.4: KEY IN THE “START” POSITION		
Key at “START”, and Service Brake Pedal Undepressed. Try to shift the transmission out of “park”.	The transmission does NOT shift out of “park”	
Key at “START”, and Service Brake Pedal depressed. Try to shift the transmission out of “park”.	The transmission shifts out of “park”	
SECTION 3.5: VEHICLE RUNNING		
Service Brake Pedal Undepressed. Try to shift the transmission out of “park”.	The transmission does NOT shift out of “park”	
Service Brake Pedal depressed. Try to shift the transmission from “park” to “reverse”.	The transmission shifts from “park” to “reverse”	
Service Brake Pedal depressed. Try to shift the transmission from “park” to “drive”	The transmission shifts from “park” to “drive”	

CP-433B – TEST RESULTS – SECTION 3.6		
Key proximity type of system (if applicable)		
<u>Action</u>	<u>Passes if</u>	<u>Status</u> (Pass/Fail)
Remote key transmitter inside vehicle, Vehicle “OFF”, and Service Brake Pedal Undepressed. Try to shift the transmission out of “park”.	The transmission does NOT shift out of “park”	PASS
Remote key transmitter in vehicle, Vehicle “OFF”, and Service Brake Pedal depressed. Try to shift the transmission out of “park”. Remove foot from Service Brake pedal and monitor results for 15 seconds (See Step 3.7.2.1.1)	The transmission does NOT shift out of “park”	PASS
Remote key transmitter in vehicle, Vehicle in “ACC” Mode, Service Brake Pedal Undepressed. Try to shift the transmission out of “park”.	The transmission does NOT shift out of “park”	PASS
Remote key transmitter in vehicle, Vehicle in “ACC” Mode, Service Brake Pedal depressed. Try to shift the transmission out of “park”.	The transmission does NOT shift out of “park”	PASS
Remote key transmitter in vehicle, Vehicle in “RUN” Mode, Service Brake Pedal Undepressed. Try to shift the transmission out of “park”.	The transmission does NOT shift out of “park”	PASS
Remote key transmitter in vehicle, Vehicle in “RUN” Mode, Service Brake Pedal depressed. Try to shift the transmission out of “park”.	The transmission shifts out of “park”	NA

Shifter locked in "P" when engine not running

PE16-014

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4/19/2017

ENCLOSURE 6

CVVR_WD_RFHUB PUBLIC

**A document titled
CVVR_WD_RFHUB CONF BUS INFO.xlsx was SUBMITTED TO
THE NHTSA OFFICE OF CHIEF COUNSEL WITH A REQUEST FOR
CONFIDENTIAL TREATMENT**

PE16-014

FCA

4/19/2017

ENCLOSURE 6

DS Cold Trip Report Feb 2011

PUBLIC



Truck Umbrella Team

2011 DS/DD/DP Cold Trip
Jan 24th – Feb 3rd

Truck Umbrella Team: 2011 Cold Trip Report

DS/DD/DP Cold Trip - Trip Summary



Site Overview:

AET – Baudette, MN

- Cold Cells
- Slush Trough
- Split Mu Hills
- AWD course
- Off road and autocross courses

KRC – Houghton, MI

Facilities available for testing:

- Three (3) Handling Loops (1.2, 1.6, 1.8 miles)
- Snow / Ice Circles 300 ft / 600 ft / 900 ft
- Two (2) VDA (Vehicle Dynamics Area) Pads
- Ice Rink (low and split mu surfaces)
- Split Mu Slopes
- Snow Packing run on 900 Ft Circle

Truck Umbrella Team: 2011 Cold Trip Report

DS/DD/DP Cold Trip - Trip Summary



Weather:

2011 CY DS/DD/DP Cold trip					
Daily Weather History					
Date	Depart	Arrive	Temperatures (F)		Weather Condition
			High	Low	
Jan 24	Detroit	Marquette	20	9	Light Snow
Jan 25	Marquette	Baudette	22	7	Light Snow
Jan 26-29	Baudette	Baudette	25	-10	Heavy Snow
Jan 30	Baudette	Houghton	16	4	Light Snow
Jan 31- Feb 1	Houghton	Houghton	16	3	Light Snow
Feb 2	Houghton	Detroit	23	13	Overcast

REDACTED

REDACTED

REDACTED

REDACTED

REDACTED

REDACTED

REDACTED

REDACTED

REDACTED

REDACTED

REDACTED



Rear Axle Cold Weather Validation

REDACTED

REDACTED



Powertrain Synthesis – DS

REDACTED

REDACTED

REDACTED

REDACTED



Powertrain Synthesis – DD/DP

REDACTED

REDACTED

REDACTED

REDACTED

REDACTED



Top Vehicle Integration Issues and Next Steps

REDACTED

REDACTED

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Fuel Economy

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Back Up

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Snow Packing Slides

REDACTED

REDACTED

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BACKUP SLIDES

Powertrain Synthesis – DS

REDACTED

REDACTED

PE16-014

FCA

4/19/2017

ENCLOSURE 6

DS Cold Trip Report Feb 2012

PUBLIC

Truck Team

2012 DS Cold Trip
Feb 2nd – Feb 8th

REDACTED

REDACTED

KRC – Houghton, MI

- Facilities available for testing:
- Three (3) Handling Loops (1.2, 1.6, 1.8 miles)
- Snow / Ice Circles 300 ft / 600 ft / 900 ft
- Two (2) VDA (Vehicle Dynamics Area) Pads
- Snow Packing run on 900 Ft Circle

Ambient Temp Sensor in Driver Mirror Correlation to Grille Thermocouple

Presenter: Imtiaz Syed

REDACTED

REDACTED



Snow Packing Summary

Presenters: Andy Beal / Imtiaz Syed

REDACTED

REDACTED

REDACTED

REDACTED

REDACTED

REDACTED

REDACTED

Slush Pit Testing

Presenters:- Imtiaz Syed / Andy Beal

REDACTED

REDACTED

REDACTED

REDACTED

REDACTED

REDACTED

REDACTED

REDACTED

REAR AXLE PINION BEARINGS LUBE FLOW and VENTING STRATEGY

Presenter: Gjergji
Demirasi

REDACTED

REDACTED

REDACTED

REDACTED

REDACTED

REDACTED

Climate Control Systems – DS

Presenter: Alan Colandrea

REDACTED

REDACTED

REDACTED

REDACTED

REDACTED

REDACTED

Truck Umbrella Team: 2011 Cold Trip Report



Interior DVPR

Presenter: Ruben Bernardino

REDACTED

REDACTED

REDACTED

REDACTED

Aero Thermal DVPR

Presenter: Paul Dudley

REDACTED

REDACTED

REDACTED

REDACTED

REDACTED

2012 DS Cold Trip



CHRYSLER GROUP LLC

EE DVPR

REDACTED

REDACTED

REDACTED

REDACTED

REDACTED

REDACTED

REDACTED

REDACTED

REDACTED



Chassis DVPR

REDACTED



Concluding Remarks

REDACTED

Back Up Data

Backup for REAR AXLE PINION BEARINGS LUBE FLOW and VENTING STRATEGY

REDACTED

REDACTED

REDACTED

REDACTED

REDACTED

REDACTED



CHRYSLER



Aero Thermal Back Up Slides

REDACTED

REDACTED

REDACTED

2012 DS Cold Trip



CHRYSLER GROUP LLC

DVPR Items full list – Back up data

REDACTED

REDACTED

REDACTED

REDACTED

REDACTED

PE16-014

FCA

4/19/2017

ENCLOSURE 6

DS Cold Trip Report Feb 2013

PUBLIC



2014 Ram 1500 KRC Cold Trip (Feb. 2013)

Trip Leader: Mike Boar
Andrew O'Bannon

Dates: February 9 to February 14 – 2013

Auburn Hills – Marquette – Houghton – Gaylord – Auburn Hills



Agenda



- Vehicles
- Objectives
- Participants
- Cold Trip Results
- V.I. Functional Objectives Results
- Items Requiring Follow-Up

REDACTED

REDACTED

REDACTED

REDACTED

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REDACTED

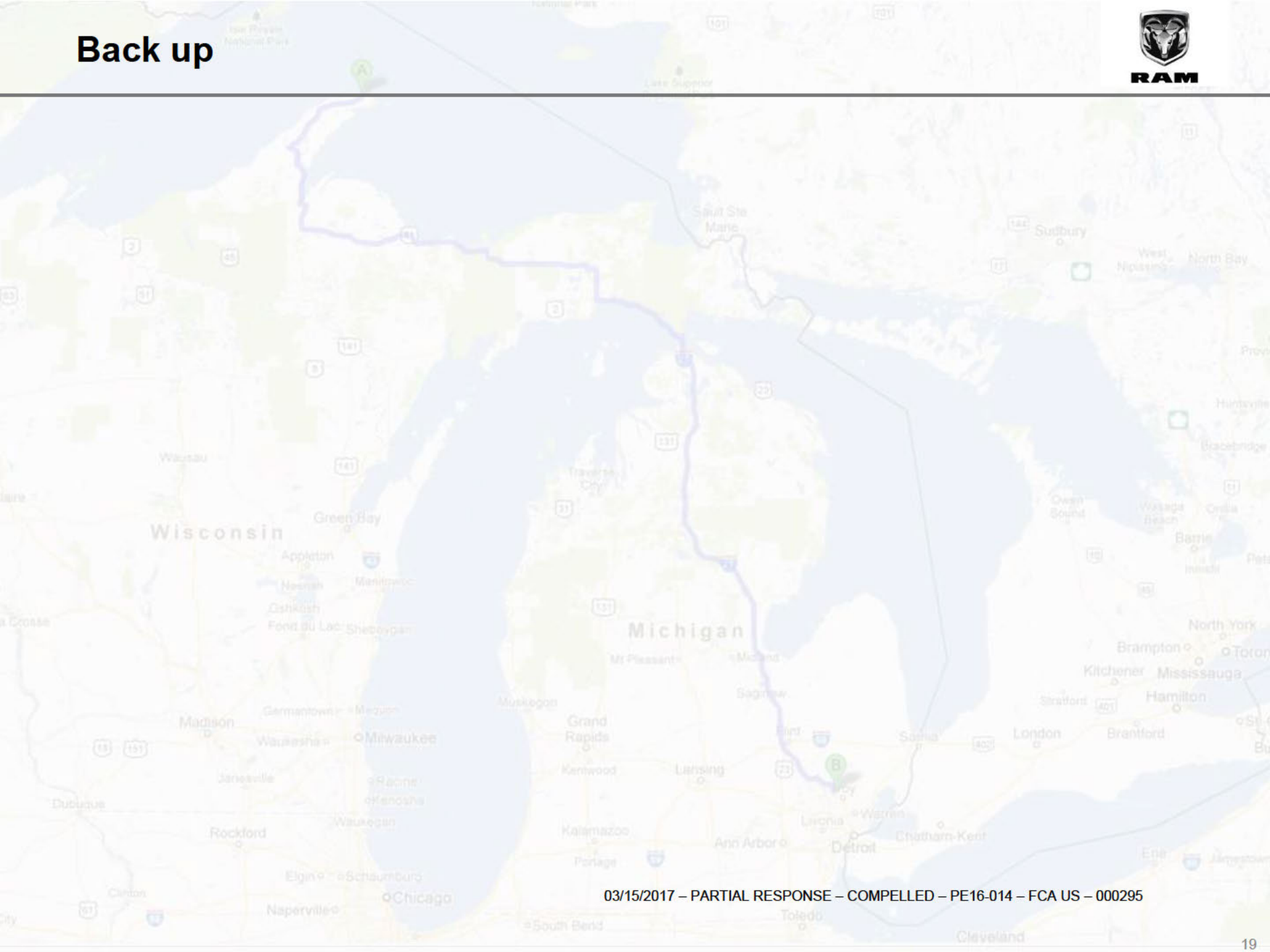
REDACTED

REDACTED

REDACTED

REDACTED

Back up



REDACTED

REDACTED

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PE16-014

FCA

4/19/2017

ENCLOSURE 6

DS Cold Trip Report Feb 2015

PUBLIC



FIAT CHRYSLER AUTOMOBILES

2015.5 Ram Rebel Validation Cold Trip

February 16- 19, 2015

Rob Frith / Mike Boar

Ram Truck Vehicle Integration

Truck VIT

DATE

NAFTA
REGION



03/15/2017 – PARTIAL RESPONSE – COMPELLED – PE16-014 – FCA US – 000312

REDACTED

REDACTED

REDACTED

REDACTED

REDACTED

REDACTED

REDACTED

BACK UP

REDACTED

REDACTED

PE16-014

FCA

4/19/2017

ENCLOSURE 6

DS Cold Trip Report Jan 2016

PUBLIC



FIAT CHRYSLER AUTOMOBILES

2016 Ram Truck Validation Cold Trip

January 19- 23, 2016

Paul Wright

Da Zheng



Truck VIT

11/3/15

NAFTA
REGION



03/15/2017 – PARTIAL RESPONSE – COMPELLED – PE16-014 – FCA US – 000323



REDACTED

REDACTED

REDACTED



DODGE 



Jeep

SRT



DS AAD Cold Trip / Slush Pit Testing Overview

01/19/16 – 01/22/16

Prepared by: Rudy Geier

REDACTED

REDACTED

REDACTED

REDACTED

REDACTED

REDACTED

REDACTED

REDACTED

PE16-014

FCA

4/19/2017

ENCLOSURE 6

DS CP424A test

**FMVSS 114, CP 424A ROLLBACK TEST
AUTOMATIC TRANSMISSION VEHICLES ONLY**

TEST DATE 8HP45: 5/15/2012 _____
TEST DATE 545RFE: 4/29/2009 _____

8HP45 MY__2013_____ MAKE/MODEL/BODY STYLE: DS _____
545RFE MY__2009_____ MAKE/MODEL/BODY STYLE: DS _____

VEHICLE CURB WEIGHT (CW): _5569lb_____

TEST WEIGHT = CW+91kg (200lbs): ____5769lbs____ (this includes the weight of the driver)

Trans Type	Test Vehicle VIN	Test Grade (9%-15%)	Upgrade Movement (150 mm max)	Downgrade Movement (150 mm max)	Pass/Fail
8HP45	DA [REDACTED]	10%	40mm 40mm 62mm 66mm 42mm 44mm 40mm 56mm	50mm 70mm 40mm 50mm 60mm 50mm 75mm 45mm	Pass
545RFE	9S [REDACTED]	10%	17mm 17mm 18mm	22mm 23mm 22mm	Pass

This test sheet should include all transmissions available on the vehicle.

PREPARED BY: ____Matt Kovach_____ DATE: ____5/16/12_____

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ENCLOSURE 6

DS_TCM_GearEngagementInte
rfaceTestReport PUBLIC

Vehicle Validation Report

Vehicle

VIN	1C6RR7JM4FS [REDACTED]
Battery	13.36000063
ECU Part #	2A2A2A2A2A
Software	11.1.99
Version	
Hardware	04800755AF
Part #	
Model Year	2015

Engineer

Name	t2642si
Generated On	17-Aug-16

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ENCLOSURE 6

DVP_VF642_Rotary_Shifter_A
utopark_DS_LX_17 PUBLIC

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FIT Testing_ 2013 DS Rotary

Shifter_DVPR_11_20_12

PUBLIC

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HMI Plano Texas Clinic Draft
Report and Data 1 PUBLIC



Jeep

DODGE



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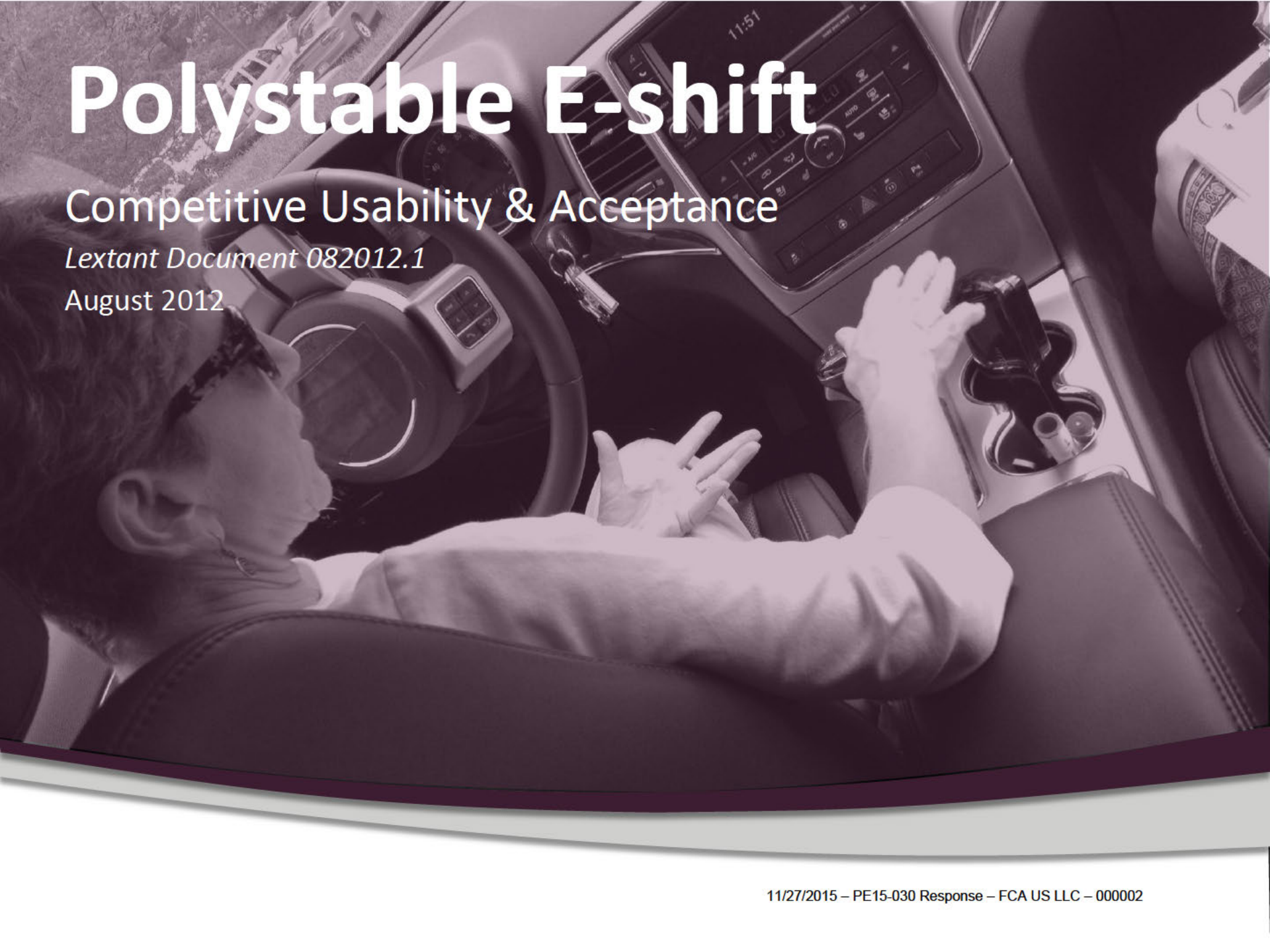
4/19/2017

ENCLOSURE 6

Lextant Document 082012

1_Polystable E-shift

Competitive_v2 PUBLIC

A grayscale photograph of a person driving a car. The person is seen from the side, wearing sunglasses and a light-colored shirt. Their right hand is on the gear shift, and their left hand is near the steering wheel. The car's interior, including the dashboard, steering wheel, and center console, is visible. The image has a dark, moody tone with a purple tint.

Polystable E-shift

Competitive Usability & Acceptance

Lextant Document 082012.1

August 2012

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EXECUTIVE SUMMARY

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THEMES BY SHIFTER

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APPENDIX

PARKING FINDINGS

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3 POINT TURN FINDINGS

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STATIC SHIFTING FINDINGS

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PARKING BRAKE FINDINGS

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Thank You!

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ENCLOSURE 6

Lextant Document 102010 0_E

Shift Competitive

Assessment_Final PUBLIC

Lextant Document 102010.0: E Shift Competitive Assessment October 2010

E Shift Report:

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E Shift Comparison: Behavior

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E Shift Comparison: Big Picture

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E Shift Comparison: Recommendations

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E Shift Comparison: Top Line Reports Per Vehicle

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Lextant_document_072011
1_Rotary_Eshift.v1 PUBLIC

Rotary E-Shift Final Report

Lextant Document 082011.0

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LP.7T047_slush pit PUBLIC



VEHICLE LEVEL TEST- SLUSH PIT

LP.7T047

FCA Italy Class: PTS

FCA US Doc. Type: LP

Page: 1/11

Date: 30-MAR-2015

HARMONIZED DOCUMENT

Change level	Date	Description of change
-	30-MAR-2015	Initial release.

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VEHICLE LEVEL TEST- SLUSH PIT

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ENCLOSURE 6

MY2017_RU_Ess_CP-094I

Test Report Form 2016-08-15

CP-094I – STARTER INTERLOCK TEST RESULTS

Automatic Transmission

Test Date: 8/15/2015

Model Year: 2017

Make/Model/Body Style: Chrysler/Pacifica equipped with Engine Start Stop

Vehicle Identification Number (VIN): HR500617

Vehicle Propulsion System tested ☒ Petrol based ☐ Electric
(denote with an 'X'): ☐ Other: describe _____

Identify means used to attempt vehicle ☐ Key in Ignition ☒ Start/Stop Button
start for test (denote with an 'X'): ☐ Other: describe _____

Following the procedure of Section 3 in CP-094I, document test results below.

Action	Passes If	Status (Pass/Fail)
SECTION 3.1.1: TRANSMISSION SHIFT POSITION IN "REVERSE"		
Parking Brake engaged, motor not in use, Service Brake Pedal depressed, and trans shift position in "reverse". Try to start the vehicle	The engine starter is inoperative	N/A Shifter locked in "P" when engine not running. This is considered a Pass
SECTION 3.1.2 & 3.1.3: TRANS SHIFT POSITION IN FORWARD GEARS		
Parking Brake engaged, motor not in use, Service Brake Pedal depressed, and trans shift position in "drive". Try to start the vehicle	The engine starter is inoperative	N/A Shifter locked in "P" when engine not running. This is considered a Pass
Parking Brake engaged, motor not in use, Service Brake Pedal depressed, and trans shift position in "5". Try to start the vehicle	The engine starter is inoperative	N/A Shifter locked in "P" when engine not running. This is considered a Pass
Parking Brake engaged, motor not in use, Service Brake Pedal depressed, and trans shift position in "4". Try to start the vehicle	The engine starter is inoperative	N/A Shifter locked in "P" when engine not running. This is considered a Pass
Parking Brake engaged, motor not in use, Service Brake Pedal depressed, and trans shift position in "3". Try to start the vehicle	The engine starter is inoperative	N/A Shifter locked in "P" when engine not running. This is considered a Pass
Parking Brake engaged, motor not in use, Service Brake Pedal depressed, and trans shift position in "2". Try to start the vehicle	The engine starter is inoperative	N/A Shifter locked in "P" when engine not running. This is considered a Pass
Parking Brake engaged, motor not in use, Service Brake Pedal depressed, and trans shift position in "1". Try to start the vehicle	The engine starter is inoperative	N/A Shifter locked in "P" when engine not running. This is considered a Pass
SECTION 3.4: IDLE STOP EQUIPPED VEHICLE		
(S 3.4.1) Parking Brake engaged, motor not in use, Service Brake Pedal depressed, and trans shift position in "park". Try to start the vehicle using	The engine starter is inoperative	Pass
(S 3.4.2) Parking Brake engaged, motor not in use, Service Brake Pedal depressed, vehicle velocity zero mph, and trans shift position in "reverse". Try to start the vehicle using the stop/start manual override feature.	The engine starter is inoperative	N/A Shifter locked in "P" when engine not running. This is considered a Pass
(S 3.4.3) Parking Brake engaged, motor not in use, Service Brake Pedal depressed, vehicle velocity zero mph, and trans shift position in "drive". Try to start the vehicle using the stop/start manual override feature.	The engine starter is inoperative	N/A Shifter locked in "P" when engine not running. This is considered a Pass
(S 3.4.4) Parking Brake engaged, motor used for the vehicles propulsion has been activated, complete any necessary actions to activate the idle-stop	The engine starter operates	Pass

CP-094I – STARTER INTERLOCK TEST RESULTS

Manual Transmission

Test Date: _____
 Model Year: _____
 Make/Model/Body Style: _____
 Vehicle Identification Number (VIN): _____
 Vehicle Propulsion System tested _____ Petrol based _____ Electric
 (denote with an 'X'): _____ Other: describe _____
 Identify means used to attempt vehicle start _____ Key in Ignition _____ Start/Stop Button
 for test (denote with an 'X'): _____ Other: describe _____

Following the procedure of Section 3.3 in CP-094H, document test results below.

<u>Action</u>	<u>Passes If</u>	<u>Status</u> (Pass/Fail)
SECTION 3.3.1: TRANSMISSION SHIFT POSITION IN “REVERSE”		
Parking Brake engaged, motor not in use, Service Brake Pedal depressed, Clutch Pedal undepressed, and trans shift position in “reverse”. Try to start the vehicle	The engine starter is inoperative	
SECTION 3.3.2 & 3.3.3: TRANS SHIFT POSITION IN FORWARD GEARS		
Parking Brake engaged, motor not in use, Service Brake Pedal depressed, Clutch Pedal undepressed, and trans shift position in “1st”. Try to start the vehicle	The engine starter is inoperative	
Parking Brake engaged, motor not in use, Service Brake Pedal depressed, Clutch Pedal undepressed, and trans shift position in “2nd”. Try to start the vehicle	The engine starter is inoperative	
Parking Brake engaged, motor not in use, Service Brake Pedal depressed, Clutch Pedal undepressed, and trans shift position in “3rd”. Try to start the vehicle	The engine starter is inoperative	
Parking Brake engaged, motor not in use, Service Brake Pedal depressed, Clutch Pedal undepressed, and trans shift position in “4th”. Try to start the vehicle	The engine starter is inoperative	
Parking Brake engaged, motor not in use, Service Brake Pedal depressed, Clutch Pedal undepressed, and trans shift position in “5th”. Try to start the vehicle	The engine starter is inoperative	
SECTION 3.4: IDLE STOP EQUIPPED VEHICLE		
(S 3.4.1) Parking Brake engaged, motor not in use, Service Brake Pedal depressed, and clutch pedal depressed. Try to start the vehicle using the idle-stop manual override feature.	The engine starter is inoperative	
(S 3.4.2) Parking Brake engaged, motor not in use, Service Brake Pedal depressed, vehicle velocity zero mph, and trans shift position in “reverse”. Try to start the vehicle using the stop/start manual override feature.	The engine starter is inoperative	
(S 3.4.3) Parking Brake engaged, motor not in use, Service Brake Pedal depressed, vehicle velocity zero mph, and trans shift position in “1st”. Try to start the vehicle using the stop/start manual override feature. Repeat for "2nd" thru the final forward drive gear.	The engine starter is inoperative	
(S 3.4.4) Parking Brake engaged, motor used for the vehicles propulsion has been activated, complete any necessary actions to activate the idle-stop feature, Service Brake Pedal depressed, vehicle velocity zero mph, and trans shift position in a forward drive gear (use the appropriate diagnostic tool(s) to certify the transmission is in the neutral state). Try to start the vehicle using the stop/start manual override feature.	The engine starter operates	

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rk_18MY PUBLIC

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ENCLOSURE 6

Parking Endurance Test
Report_Test_1

Transmission System Group
DVP&R Report Torque Converter Drain Back
Derrick Holmes
11/10/2015

P PS 7.2.4

The test is conducted on the specified grade with 100 uphill and 100 downhill cycles run in sets of 10 in each orientation, with a total of 200 pull out of park cycles being recorded. The vehicle should be stationary, and not rocking with suspension springs “completely at rest”. All brakes must be fully released when each measurement is recorded. After “pull out” the driver immediately catches the vehicle rolling down the hill with the service brake, selects park, and then removes his foot from the service brake. The vehicle will roll downhill slightly until the pawl engages the park gear. This is the dynamic engagement portion of the test which validates the system complies with FMVSS 105, and it must occur without the vehicle ratcheting down the hill.

The test shall be performed on a 30% grade. With the vehicle brake applied, shift the vehicle into the “park” position. Release the vehicle brake and allow the vehicle to stabilize. Then pull the shifter out of “park” position. Repeat this procedure 100 times with the vehicle facing downhill and 100 times with the vehicle facing uphill. This test shall be performed with vehicle weight at GVW and at normal transmission oil operating temperatures.

After the testing has been completed, evaluate torque required to rotate shift out of park with vehicle facing both upward and downward on the grade. The calculated force to shift from park shall not exceed 20 lbs. in this case.

Alternate test parameters may be accepted upon review and approval by Chrysler Engineering.

Test Procedure

Test Condition:

Date: 5/20/2015
Location: CPG
Road Grade: 30 %
Vehicle Weight: GVW 6013 lbs.
Tires: Kumho 235/65R17
Tire dynamic Radius: 14.51 inches (695 rev/mile)
Road: Dry
Worst Case scenario: GVW on 30% grade

Vehicle:

RU 2017

Vehicle Number: K7R [REDACTED]

Engine: 3.6 L

Transmission: 948TE Front Wheel Drive

Transmission FDR: 3.251

Transmission serial number: [REDACTED]

Shifter Type: EE Rotary shifter

Vehicle was tested at GVW weight of 6013 lbs. at Chelsea Proving Grounds on the 30 % grade slope using the procedure listed below.

1. Vehicle is position on the grade facing uphill
2. Pressed service brakes and shifted into park
3. The vehicle was allowed to stabilize
4. Service brake was applied slightly to allow BTSI to disengage then the vehicle was shifted out of park
5. Service brake was applied to catch vehicle rolling down hill
6. Vehicle was shifted back into park and service brake was released
 - a. This is the dynamic engagement portion of the test which validates the system complies with FMVSS 105
7. Steps 3- 6 were repeated until a total of 10 pull out were completed
8. Repeat steps 1-7 for vehicle facing downhill
9. Repeat steps 1-8 until 100 pull out for vehicle facing uphill and 100 pull outs for facing downhill are completed.

Note: Since the transmission uses EE Rotary shifter, parking pull out force measurements were not recorded

Results

The vehicle was able to successfully complete the 100 pull outs for vehicle facing uphill and 100 pull outs for vehicle facing downhill without any issue. There were no incidents of the vehicle ratcheting downhill. Inspection of the transmission did not find any excessive wear or unusual damage on the parking components or the case.



Figure 1. Parking Rod



Figure 2. Parking Rod



Figure 3. Parking Pawl



Figure 4. Parking Pin



Figure 5. Parking Gear



Figure 6. Parking Gear

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ENCLOSURE 6

Parking Endurance Test
Report_Test_2

Transmission System Group

DVP&R Report for RU 948TE Parking Endurance Test –PS 7.24

Derrick Holmes

June 15, 2015

PS 7.2.4

The test is conducted on the specified grade with 100 uphill and 100 downhill cycles run in sets of 10 in each orientation, with a total of 200 pull out of park cycles being recorded. The vehicle should be stationary, and not rocking with suspension springs “completely at rest”. All brakes must be fully released when each measurement is recorded. After “pull out” the driver immediately catches the vehicle rolling down the hill with the service brake, selects park, and then removes his foot from the service brake. The vehicle will roll downhill slightly until the pawl engages the park gear. This is the dynamic engagement portion of the test which validates the system complies with FMVSS 105, and it must occur without the vehicle ratcheting down the hill.

The test shall be performed on a 30% grade. With the vehicle brake applied, shift the vehicle into the “park” position. Release the vehicle brake and allow the vehicle to stabilize. Then pull the shifter out of “park” position. Repeat this procedure 100 times with the vehicle facing downhill and 100 times with the vehicle facing uphill. This test shall be performed with vehicle weight at GVW and at normal transmission oil operating temperatures.

After the testing has been completed, evaluate torque required to rotate shift out of park with vehicle facing both upward and downward on the grade. The calculated force to shift from park shall not exceed 20 lbs. in this case.

Alternate test parameters may be accepted upon review and approval by Chrysler Engineering.

Test Procedure

Test Condition:

Date: 6/15/2015

Location: CPG

Road Grade: 30 %

Vehicle Weight: GVW 6013 lbs.

Tires: Kumho 235/65R17

Tire dynamic Radius: 14.51 inches (695 rev/mile)

Road: Dry

Worst Case scenario: GVW on 30% grade

Vehicle:

RU 2017

Vehicle Number: K7 [REDACTED]

Engine: 3.6 L

Transmission: 948TE Front Wheel Drive

Transmission FDR: 3.251

Transmission serial number: [REDACTED]

Shifter Type: EE Rotary shifter

Vehicle was tested at GVW weight of 6013 lbs. at Chelsea Proving Grounds on the 30 % grade slope using the procedure listed below.

1. Vehicle is position on the grade facing uphill
2. Pressed service brakes and shifted into park
3. The vehicle was allowed to stabilize
4. Service brake was applied slightly to allow BTSI to disengage then the vehicle was shifted out of park
5. Service brake was applied to catch vehicle rolling down hill
6. Vehicle was shifted back into park and service brake was released
 - a. This is the dynamic engagement portion of the test which validates the system complies with FMVSS 105
7. Steps 3- 6 were repeated until a total of 10 pull out were completed
8. Repeat steps 1-7 for vehicle facing downhill
9. Repeat steps 1-8 until 100 pull out for vehicle facing uphill and 100 pull outs for facing downhill are completed.

Note: Since the transmission uses EE Rotary shifter, parking pull out force measurements were not recorded

Results

The vehicle was able to successfully complete the 100 pull outs for vehicle facing uphill and 100 pull outs for vehicle facing downhill without any issue. There were no incidents of the vehicle ratcheting downhill. Inspection of the transmission did not find any excessive wear or unusual damage on the parking components or the case.



Figure 1. Parking Rod



Figure 2. Parking Rod



Figure 3. Parking Pawl



Figure 4. Parking Pin



Figure 5. Parking Gear



Figure 6. Parking Gear

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ENCLOSURE 6

Parking Endurance Test
Report_Test_3

Transmission System Group

DVP&R Report for RU 948TE Parking Endurance Test –PS 7.24

Derrick Holmes

July 2, 2015

PS 7.2.4

The test is conducted on the specified grade with 100 uphill and 100 downhill cycles run in sets of 10 in each orientation, with a total of 200 pull out of park cycles being recorded. The vehicle should be stationary, and not rocking with suspension springs “completely at rest”. All brakes must be fully released when each measurement is recorded. After “pull out” the driver immediately catches the vehicle rolling down the hill with the service brake, selects park, and then removes his foot from the service brake. The vehicle will roll downhill slightly until the pawl engages the park gear. This is the dynamic engagement portion of the test which validates the system complies with FMVSS 105, and it must occur without the vehicle ratcheting down the hill.

The test shall be performed on a 30% grade. With the vehicle brake applied, shift the vehicle into the “park” position. Release the vehicle brake and allow the vehicle to stabilize. Then pull the shifter out of “park” position. Repeat this procedure 100 times with the vehicle facing downhill and 100 times with the vehicle facing uphill. This test shall be performed with vehicle weight at GVW and at normal transmission oil operating temperatures.

After the testing has been completed, evaluate torque required to rotate shift out of park with vehicle facing both upward and downward on the grade. The calculated force to shift from park shall not exceed 20 lbs. in this case.

Alternate test parameters may be accepted upon review and approval by Chrysler Engineering.

Test Procedure

Test Condition:

Date: 7/02/2015

Location: CPG

Road Grade: 30 %

Vehicle Weight: GVW 6008 lbs.

Tires: Kumho 235/65R17

Tire dynamic Radius: 14.51 inches (695 rev/mile)

Road: Dry

Worst Case scenario: GVW on 30% grade

Vehicle:

RU 2017

Vehicle Number: K7 [REDACTED]

Engine: 3.6 L

Transmission: 948TE Front Wheel Drive

Transmission FDR: 3.251

Transmission serial number: [REDACTED]

Shifter Type: EE Rotary shifter

Vehicle was tested at GVW weight of 6008 lbs. at Chelsea Proving Grounds on the 30 % grade slope using the procedure listed below. The test conducted on this day was the third round of testing. The components for the parking mechanism for transmission TITTJ265410666 parking system were replaced prior to testing.

1. Vehicle is position on the grade facing uphill
2. Pressed service brakes and shifted into park
3. The vehicle was allowed to stabilize
4. Service brake was applied slightly to allow BTSI to disengage then the vehicle was shifted out of park
5. Service brake was applied to catch vehicle rolling down hill
6. Vehicle was shifted back into park and service brake was released
 - a. This is the dynamic engagement portion of the test which validates the system complies with FMVSS 105
7. Steps 3- 6 were repeated until a total of 10 pull out were completed
8. Repeat steps 1-7 for vehicle facing downhill
9. Repeat steps 1-8 until 100 pull out for vehicle facing uphill and 100 pull outs for facing downhill are completed.

Note: Since the transmission uses EE Rotary shifter, parking pull out force measurements were not recorded

Results

The vehicle was able to successfully complete the 100 pull outs for vehicle facing uphill and 100 pull outs for vehicle facing downhill without any issue. There were no incidents of the vehicle ratcheting downhill. Inspection of the transmission did not find any excessive wear or unusual damage on the parking components or the case.



Figure 1. Parking Rod



Figure 2. Parking Rod



Figure 3. Parking Pawl



Figure 4. Parking Pin



Figure 5. Parking Pawl Guide



Figure 6. Parking Gear

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PS-12346_L PUBLIC

FCA US LLC
Process Standard
Category Code: V-2
EASL Requirement: Yes
Restricted: No

Document Number: PS-12346
Date Published: 2016-09-21
Change Level: L

**CYGNUS ZF EIGHT SPEED AUTOMATIC – VEHICLE ASSEMBLY
PLANT TEST PROCEDURE**

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1.0 GENERAL

1.1 Purpose

This document provides a method to test and verify the value added functions of the ZF Transmission systems.

1.2 Coverage of this Standard

The steps in this process standard shall be performed on the End of Line and Rolls Machine of the Assembly Plant.

1.3 Limitations on Usage

These tests are only intended for the ZF 8 speed automatic transmissions.

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Q6 PEER Testing Summary

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Q6 SUBJECT Testing
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r RU EPBi System

DVPR_Pretest VIN555_retest

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Rotary AutoPark Evaluation

17LX 3_6L RWD Beta

HH507369 PUBLIC

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Rotary_DVP_R_DAI_AutoPark
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RU MPR Greased Boot DVPR

2017_02_27 PUBLIC

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RU_TCM_DVP&R PUBLIC

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ENCLOSURE 6

UF 9HP48 trans roll back test
results

**FMVSS 114, CP 424A ROLLBACK TEST
AUTOMATIC TRANSMISSION VEHICLES ONLY**

TEST DATE: ____ January 10, 2014 ____

MY __2015__ MAKE/MODEL/BODY STYLE: __UF 41__

VEHICLE CURB WEIGHT (CW): _ 3896.5 lb__

TEST WEIGHT = CW+91kg (200lbs): _ 4096.5 lb_ (*this includes the weight of the driver*)

Trans Type	Test Vehicle VIN	Test Grade (9%-15%)	Upgrade Movement (150 mm max)	Downgrade Movement (150 mm max)	Pass/Fail
9HP48	FN [REDACTED]	10%	38 mm	40 mm	pass
			22 mm	62 mm	pass
			20 mm	34 mm	pass
			59 mm	35 mm	pass
			36 mm	52 mm	pass

This test sheet should include all transmissions available on the vehicle.

PREPARED BY: Jay TenBrink _____

DATE: 10 January 2014

PE16-014

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4/19/2017

ENCLOSURE 6

UF 948TE trans rollback test
report 011014

**FMVSS 114, CP 424A ROLLBACK TEST
AUTOMATIC TRANSMISSION VEHICLES ONLY**

TEST DATE: ____19 December 19, 2013____

MY__2015____MAKE/MODEL/BODY STYLE: __UF 41_____

VEHICLE CURB WEIGHT (CW): _3540.5_____

TEST WEIGHT = CW+91kg (200lbs): __3740.5____ (this includes the weight of the driver)

Trans Type	Test Vehicle VIN	Test Grade (9%-15%)	Upgrade Movement (150 mm max)	Downgrade Movement (150 mm max)	Pass/Fail
948TE	FN [REDACTED]	10%	15mm	66mm	pass
			25mm	76mm	pass
			40mm	19mm	pass
			37mm	28mm	pass
			42mm	60mm	pass

This test sheet should include all transmissions available on the vehicle.

PREPARED BY: Jay TenBrink_____

DATE: 19 December 2013

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UF_TCM_DVPR PUBLIC

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Vin555 EPB DVP test1

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VIV AutoPark Evaluation
Worksheet 17LX 3_6L AWD
Beta HH507660 PUBLIC

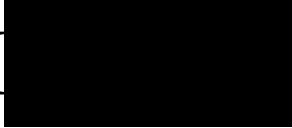
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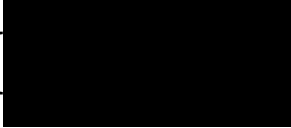
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Worksheet 17LX 6.4L SRT

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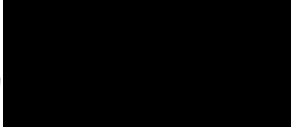
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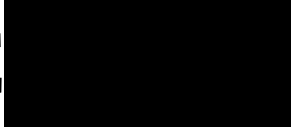
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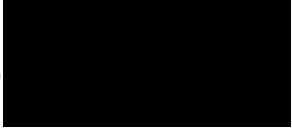
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VIV AutoPark Evaluation

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ENCLOSURE 6

WD_TCM_GearEngagementInt
erfaceTestReport PUBLIC

Vehicle Validation Report

Vehicle

VIN	1C4SDJET8GD [REDACTED]
Battery	14.14200067
ECU Part #	2A2A2A2A2A
Software	11.1.99
Version	
Hardware	68271031AA
Part #	
Model Year	2016

Engineer

Name	TIGIONG
Generated On	3-Aug-16

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