# APPENDIX A

## Data Sheets

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# DATA SHEET No.1

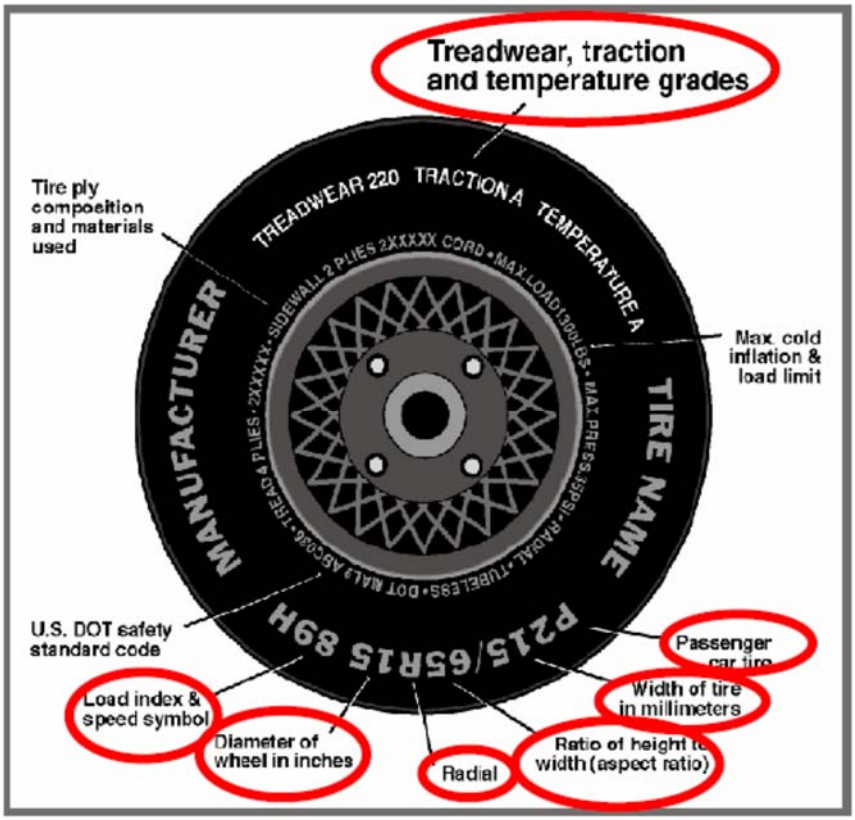
Test Vehicle Specifications

| | |
|---|---|
| MY/Make/Model | |
| VIN | |
| Build Date | |
| Initial Odometer Reading (miles) | |
| GVWR | |
| | |
| **Suspensions** | |
| Front | |
| Rear | |
| | |
| **Dimensional Data** | |
| Overall Length | |
| Overall Width | |
| Overall Height | |
| Wheel Base | |
| | |
| **Engine Data** | |
| Mfr; | |
| Type | |
| Rated Power (HP) | |
| Capacity | |
| Max. Torque Rating | |
| | |
| **Transmission Data** | |
| Mfr. | |
| Manual/Automatic | |
| Speeds | |

| | | | | |
|---|---|---|---|---|
| | | | | |
| **Axle** | **Steer** | **Drive 1** | **Drive 2** | **Lift axle** |
| Mfr | | | | |
| GAWR | | | | |
| **Brakes** | | | | |
| Make | | | | |
| Type | | | | |
| Size | | | | |
| Lining Edge Code | | | | |
| **Brake Chambers** | | | | |
| Mfr | | | | |
| Type | | | | |
| **Auto Slack Adjuster** | | | | |
| Mfr | | | | |
| Cam Rotation | | | | |
| **Tires** | | | | |
| Size | | | | |
| Make | | | | |
| Model | | | | |
| SLR (@ GVWR) | | | | |

## DATA SHEET NO. 1…..Continued
Test Vehicle Specifications

**Test Vehicle:** (MY/Make/Model)_____**NHTSA No:**_____




| Tire Placard | Steer | Drive 1 | Drive 2 | Lift Axle |
|---|---|---|---|---|
| Recommended Cold Pressure (kPa) | | | | |
| Recommended Tire Size | | | | |
| **Tire Sidewall** | | | | |
| Maximum Tire Pressure (kPa) | | | | |
| Tire Size on Vehicle | | | | |
| Tire Manufacturer Model | | | | |
| Tire Name | | | | |
| Tire Type | | | | |
| Tire Width | | | | |
| Aspect Ratio | | | | |
| Radial | | | | |
| Wheel Diameter | | | | |
| Load Index/Speed Symbol | | | | |
| Treadwear | | | | |
| Traction Grade | | | | |
| Temperature Grade | | | | |

# DATA SHEET No. 2

Achieve Test Weight (Truck Tractor)

**Test Vehicle:** (MY/Make/Model)_____**NHTSA No:**_____

**Target Test Weight Range (0.95*GVWR – GVWR)** (_____-_____) kg

**Rollover Safety Equipment:**
Weight of roll bar _____kg
Weight of outriggers _____kg

**Ballast:**
Total ballast weight placed on the Control Trailer above the tractor's king pin _____kg

The height of the center of gravity of the ballast on the control trailer above the top of the tractor's fifth-wheel hitch is _____in. (< 610 mm (24 in.))

**Test Vehicle:**

| | **As Delivered** | **Burnish** | **Actual Test Weight** |
|---|---|---|---|
| **Axle:** | | | |
| Steer | _____ | _____ | _____ |
| Drive 1 | _____ | _____ | _____ |
| Drive 2 | _____ | _____ | _____ |
| Auxiliary Axle | _____ | _____ | _____ |
| Auxiliary Axle | _____ | _____ | _____ |
| Total: | _____ | _____ | _____ |
| Control Trailer: | | _____ | _____ |
| Total: (Truck tractor and control trailer) | | _____ | _____ |

Actual Test Weight is within the Target Test Weight Range (Yes/No) _____

Note: If the Actual Test Weight does not fall within the Target Test Weight Range or GAWRs are exceeded, make adjustments to the load by adjusting the fifth wheel of the truck tractor or make other weight adjustments as appropriate. If the Actual Test Weight remains out of range or GAWRs are exceeded, consult with the COR prior to conducting the tests,

## DATA SHEET No. 2…..Continued

Achieve Test Weight (Bus)

**Test Vehicle:** (MY/Make/Model)_____**NHTSA No:**_____

**Target Test Weight Range (0.95*GVWR – GVWR)** (_____-_____) kg

**Rollover Safety Equipment:**
Weight of outriggers _____kg

**Ballast:**
Number of Designated Seated Positions (DSP) stated on the cert. label_____
Number of DSPs ballasted ____
Average weight of ballast placed at each DSP _____ kg
Total ballast weight placed in the cargo area _____ kg
Additional ballast weight _____ kg

**Test Vehicle:**

| | **As Delivered** | **Burnish** | **Actual Test Weight** |
|---|---|---|---|
| **Axle:** | | | |
| Steer | _____ | _____ | _____ |
| Drive 1 | _____ | _____ | _____ |
| Drive 2 | _____ | _____ | _____ |
| Auxiliary Axle | _____ | _____ | _____ |
| Total: | _____ | _____ | _____ |

Actual Test Weight is within the Target Test Weight Range (Yes/No) _____

Note: If the Actual Test Weight does not fall within the Target Test Weight Range or GAWRs are exceeded, make adjustments to the load by adjusting the fifth wheel of the tractor or make other weight adjustments as appropriate. If the Actual Test Weight remains out of range or GAWRs are exceeded, consult with the COR prior to conducting the tests,

**DATA SHEET No. 3**

ESC Malfunction Telltale (S5.4 & S7.8)

**Test Vehicle:** (MY/Make/Model)_____**NHTSA No:**_____

**1.** Test vehicle is equipped with malfunction telltale?_____Yes (Pass) _____No (Fail)

**2.** Describe the Location of the Telltale:_____
_____

**3.** Telltale is mounted inside the occupant compartment in front of and in clear view of the driver? ____Yes (Pass) ___No (Fail) If "No", explain_____
_____

**4.** Malfunction Telltale symbols or abbreviation required by FMVSS No. 101.

_____Vehicle uses this symbol

_____Vehicle uses this symbol

_____Vehicle uses this symbol

ESC

_____Vehicle uses this abbrv.

Note any additional symbols, words or messages used._____

**5**. Is ESC malfunction telltale also used to indicate activation of the ESC system? ___Yes___No

If yes, explain telltale operation during ESC activation:_____
_____

**6**. **CHECK-LAMP FUNCTION**

Position of starting system when the ESC malfunction telltale illuminates: _____

Is telltale yellow in color? ___ Yes ___ No (Fail)

**7. Starter Interlock:**

Does the vehicle have any starter, transmission or other interlocks that affect operation of the telltale lamp check function? ___ Yes ___ No

If "Yes", describe the interlock feature: _____

# DATA SHEET No. 4

ESC Malfunction Detection Test Results (S5.4 & S7.8)

**Test Vehicle:** (MY/Make/Model)_____**NHTSA No:**_____

**1. METHOD OF MALFUNCTION SIMULATION:**

Describe method of malfunction simulation**:**

_____

_____

**2. MALFUNCTION TELLTALE ILLUMINATION:**

a.Telltale illuminated when engine was started, no driving required. ___Yes (Pass) ___No

b.Driving was required to illuminate telltale. ___Yes ___No

c.Telltale illuminated before the test vehicle reached a speed of 48± 8 km/h (30± 5mph).

___NA ___ Yes (Pass) ___No

d. If driving required, approximate driving time below vehicle speed of 48± 8 km/h

(30± 5mph) to activate telltale. ___ Seconds

e. Driving above a vehicle speed of 48± 8 km/h (30± 5mph) was required to illuminate telltale.

___ N/A ___Yes ___No

f. If driving required, time for telltale to illuminate after starting system is activated and vehicle speed of 48± 8 km/h (30± 5mph) is reached.

___ Seconds (must be within 2 minutes) ___ Pass ___Fail

g. Did other telltales and/or warning messages activate?: ___ Yes ___ No

If “Yes”, describe the other telltales or warning messages: _____

_____

h. Did the malfunction telltale re-illuminate after the starting system was shut off for five minutes and then turned back on with the engine running? ___ Yes (Pass) ___No (Fail)

**DATA SHEET No. 4…..Continued**

ESC Malfunction Detection Test Results (S5.4 & S7.8)

**Test Vehicle:** (MY/Make/Model)_____**NHTSA No:**_____

**3. ESC SYSTEM RESTORATION:**

Describe method used to restore system to normal operation:

_____

_____

**4 .TELLTALE EXTINGUISHMENT:**

a. Telltale extinguished when engine was started, no driving required.

___ Yes (Pass) ___No

b. Driving was required to extinguish telltale. ___ Yes ___ No

c. When driving was required telltale extinguished before vehicle speed of 48 ± 8 km/h (30 ± 5mph) was reached. ___NA___ Yes (Pass) ___ No

d. If driving required, approximate driving time below vehicle speed of 48 ± 8 km/h (30 ± 5mph) to extinguish telltale. ___secs

e. Driving above a vehicle speed of 48 ± 8 km/h (30± 5mph) was required to extinguish telltale. ___NA ___ Yes ___ No

f. If driving required, time for telltale to extinguish after starting system is activated and vehicle speed of 48 ± 8 km/h (30 ± 5mph) is reached.

___ secs (must be within 2 minutes)___ Pass ___ Fail

# DATA SHEET No. 5

Burnish Data (S7.4.1.1)

**Test Vehicle:** (MY/Make/Model)_____**NHTSA No:**_____

Start Odometer Reading:_____miles
End Odometer Reading:_____miles

| Date | Snub # | Amb. Temp | Wind Speed | Initial Speed (mph) | Avg. Control Pressure (psi) | Avg. Decel (g's) | Initial Brake Temperatures (ºF) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | 1L | 1R | 2L | 2R | 3L | 3R |
| | 1 | | | | | | | | | | | |
| | 25 | | | | | | | | | | | |
| | 50 | | | | | | | | | | | |
| | 75 | | | | | | | | | | | |
| | 100 | | | | | | | | | | | |
| | 125 | | | | | | | | | | | |
| | 150 | | | | | | | | | | | |
| | 175 | | | | | | | | | | | |
| | 200 | | | | | | | | | | | |
| | 225 | | | | | | | | | | | |
| | 250 | | | | | | | | | | | |
| | 275 | | | | | | | | | | | |
| | 300 | | | | | | | | | | | |
| | 325 | | | | | | | | | | | |
| | 350 | | | | | | | | | | | |
| | 375 | | | | | | | | | | | |
| | 400 | | | | | | | | | | | |
| | 425 | | | | | | | | | | | |
| | 450 | | | | | | | | | | | |
| | 475 | | | | | | | | | | | |
| | 500 | | | | | | | | | | | |

Driver's Comments:

# DATA SHEET No. 6

Preliminary Reference Speed Determination Data – Counter clockwise Direction (S7.7.1.1)

**Test Vehicle:** (MY/Make/Model)_____**NHTSA No:**_____

| Crit.1 | Crit.2 | Crit.3 | Crit.4 | Crit.5 |
|---|---|---|---|---|
| Wheels of the test vehicle remain within the lane between the start and end gates | The ESC system must reduce the driver requested engine torque by at least 10% | The vehicle speed measured at 3.0 seconds after the vehicle crosses the start gate must not exceed 29 mph. | The vehicle speed measured at 4.0 seconds after the vehicle crosses the start gate must not exceed 28 mph. | The ESC system applies service brake pressure at any wheel. |

**J-Turn Maneuver Test Runs – Counter clockwise Direction (Test Date;_____)**

| Test Run # | Amb. Temp (ºF) | Wind Speed | Initial Brake Temperatures (ºF) | | | | | | Test Speed (mph) | Crit. 1 met (Y,N) |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1L | 1R | 2L | 2R | 3L | 3R | | |
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| Test Run # | Brake Chamber Pressure (psi) @ (time)* | | | | | | Crit. 5 met (Y,N) |
|---|---|---|---|---|---|---|---|
| | 1L | 1R | 2L | 2R | 3L | 3R | |
| 1 | 16 @ 1 sec | 16 @ 1 sec | “” | “” | “” | “” | Y |
| | | | | | | | |
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*- Maximum air pressure during a continuous 0.5 sec

Start Odometer Reading:_____miles
End Odometer Reading:_____miles

**Calculated Preliminary Reference Speed- Counter clockwise Direction: _____mph**

Driver’s Comments:

# DATA SHEET No. 7

Preliminary Reference Speed Determination Data – Clockwise Direction (S7.7.1.1)

**Test Vehicle:** (MY/Make/Model)_____**NHTSA No:**_____

| Crit.1 | Crit.2 | Crit.3 | Crit.4 | Crit.5 |
|---|---|---|---|---|
| Wheels of the test vehicle remain within the lane between the start and end gates | The ESC system must reduce the driver requested engine torque by at least 10% | The vehicle speed measured at 3.0 seconds after the vehicle crosses the start gate must not exceed 29 mph. | The vehicle speed measured at 4.0 seconds after the vehicle crosses the start gate must not exceed 28 mph. | The ESC system applies service brake pressure at any wheel. |

**J-Turn Maneuver Test Runs – Clockwise Direction (Test Date;_____)**

| Test Run # | Amb. Temp (ºF) | Wind Speed | Initial Brake Temperatures (ºF) | | | | | | Test Speed (mph) | Crit. 1 met (Y,N) |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1L | 1R | 2L | 2R | 3L | 3R | | |
| 1 | | | | | | | | | 20 | |
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| Test Run # | Brake Chamber Pressure (psi) @ (time)* | | | | | | Crit. 5 met (Y,N) |
|---|---|---|---|---|---|---|---|
| | 1L | 1R | 2L | 2R | 3L | 3R | |
| 1 | 16 @ 1 sec | 16 @ 1 sec | “” | “” | “” | “” | Y |
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*- Maximum air pressure during a continuous 0.5 sec

Start Odometer Reading:_____miles
End Odometer Reading:_____miles

**Calculated Preliminary Reference Speed- Clockwise Direction: _____mph**

Driver’s Comments:

# DATA SHEET No. 8

Reference Speed Determination Data – Counter clockwise Direction (S7.7.1)

**Test Vehicle:** (MY/Make/Model)_____**NHTSA No:**_____

| Crit.1 | Crit.2 | Crit.3 | Crit.4 | Crit.5 |
|---|---|---|---|---|
| Wheels of the test vehicle remain within the lane between the start and end gates | The ESC system must reduce the driver requested engine torque by at least 10% | The vehicle speed measured at 3.0 seconds after the vehicle crosses the start gate must not exceed 29 mph. | The vehicle speed measured at 4.0 seconds after the vehicle crosses the start gate must not exceed 28 mph. | The ESC system applies service brake pressure at any wheel. |

**J-Turn Maneuver Test Runs – Counter clockwise Direction (Test Date:_____)**

| Test Run # | Amb. Temp (ºF) | Wind Speed | Initial Brake Temperatures (ºF) | | | | | | Test Speed (mph) | Crit. 1 met (Y,N) |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1L | 1R | 2L | 2R | 3L | 3R | | |
| 1 | | | | | | | | | 20 | |
| | | | | | | | | | | |
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| Test Run # | Brake Chamber Pressure (psi) @ (time)* | | | | | | Crit. 5 met (Y,N) |
|---|---|---|---|---|---|---|---|
| | 1L | 1R | 2L | 2R | 3L | 3R | |
| 1 | 16 @ 1 sec | 16 @ 1 sec | “” | “” | “” | “” | Y |
| | | | | | | | |
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*- Maximum air pressure during a continuous 0.5 sec

Start Odometer Reading:_____miles
End Odometer Reading:_____miles

**Calculated Reference Speed:**_____

Driver’s Comments:

# DATA SHEET No. 9

Reference Speed Determination Data – Clockwise Direction (S7.7.1)

**Test Vehicle:** (MY/Make/Model)_____**NHTSA No:**_____

| Crit.1 | Crit.2 | Crit.3 | Crit.4 | Crit.5 |
|---|---|---|---|---|
| Wheels of the test vehicle remain within the lane between the start and end gates | The ESC system must reduce the driver requested engine torque by at least 10% | The vehicle speed measured at 3.0 seconds after the vehicle crosses the start gate must not exceed 29 mph. | The vehicle speed measured at 4.0 seconds after the vehicle crosses the start gate must not exceed 28 mph. | The ESC system applies service brake pressure at any wheel. |

**J-Turn Maneuver Test Runs –Clockwise Direction (Test Date:_____)**

| Test Run # | Amb. Temp (ºF) | Wind Speed | Initial Brake Temperatures (ºF) | | | | | | Test Speed (mph) | Crit. 1 met (Y,N) |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1L | 1R | 2L | 2R | 3L | 3R | | |
| 1 | | | | | | | | | 20 | |
| | | | | | | | | | | |
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| Test Run # | Brake Chamber Pressure (psi) @ (time)* | | | | | | Crit. 5 met (Y,N) |
|---|---|---|---|---|---|---|---|
| | 1L | 1R | 2L | 2R | 3L | 3R | |
| 1 | 16 @ 1 sec | 16 @ 1 sec | “” | “” | “” | “” | Y |
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*- Maximum air pressure during a continuous 0.5 sec

Start Odometer Reading:_____miles
End Odometer Reading:_____miles

**Calculated Reference Speed:**_____

Driver’s Comments:

# DATA SHEET No. 10

Engine Torque Reduction Test Data (S7.7.2)

**Test Vehicle:** (MY/Make/Model)_____**NHTSA No:**_____

| Crit.1 | Crit.2 | Crit.3 | Crit.4 | Crit.5 |
|---|---|---|---|---|
| Wheels of the test vehicle remain within the lane between the start and end gates | The ESC system must reduce the driver requested engine torque by at least 10% | The vehicle speed measured at 3.0 seconds after the vehicle crosses the start gate must not exceed 29 mph. | The vehicle speed measured at 4.0 seconds after the vehicle crosses the start gate must not exceed 28 mph. | The ESC system applies service brake pressure at any wheel. |

**J-Turn Maneuver Test Runs – Counter clockwise Direction (Test Date:_____)**

| Test Run # | Amb. Temp (ºF) | Wind Speed | Initial Brake Temperatures (ºF) | | | | | | Test Speed (mph) | Crit. 1 met (Y,N) | Crit. 2 met (Y,N) | Torque Reduced (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1L | 1R | 2L | 2R | 3L | 3R | | | | |
| 1 | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | |
| 3 | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | |

Start Odometer Reading:_____miles
End Odometer Reading:_____miles

**Criteria 1 and 2 were met for at least 2 of the 4 consecutive test runs_____(PASS, FAIL)**
**Calculated %Engine Torque Reduction:_____ (PASS, FAIL)**

**J-Turn Maneuver Test Runs – Clockwise Direction (Test Date:_____)**

| Test Run # | Amb. Temp (ºF) | Wind Speed | Initial Brake Temperatures (ºF) | | | | | | Test Speed (mph) | Crit. 1 met (Y,N) | Crit. 2 met (Y,N) | Torque Reduced (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1L | 1R | 2R | 2L | 3L | 3R | | | | |
| 1 | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | |
| 3 | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | |

Start Odometer Reading:_____miles
End Odometer Reading:_____miles

**Criteria 1 and 2 were met for at least 2 of the 4 consecutive test runs_____(PASS, FAIL)**
**Calculated %Engine Torque Reduction:_____ (PASS, FAIL)**

Driver's Comments:

# DATA SHEET No. 11

Roll Stability Control Test Data – Counter clockwise Direction (S7.7.3)

**Test Vehicle:** (MY/Make/Model)_____**NHTSA No:**_____

| Crit.1 | Crit.2 | Crit.3 | Crit.4 | Crit.5 |
|---|---|---|---|---|
| Wheels of the test vehicle remain within the lane between the start and end gates | The ESC system must reduce the driver requested engine torque by at least 10% | The vehicle speed measured at 3.0 seconds after the vehicle crosses the start gate must not exceed 29 mph. | The vehicle speed measured at 4.0 seconds after the vehicle crosses the start gate must not exceed 28 mph. | The ESC system applies service brake pressure at any wheel. |

**J-Turn Maneuver Test Runs – Counter clockwise Direction (Test Date;_____)**

| Test Run # | Amb. Temp (ºF) | Wind Speed (mph) | Initial Brake Temperatures (ºF) | | | | | | Ent Speed (mph) | Speed (mph) | | Crit. 1 met (Y,N) | Crit. 3 met (Y,N) | Crit. 4 met (Y,N) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1L | 1R | 2L | 2R | 3L | 3R | | @ 3.0 s | @ 4.0 s | | | |
| 1 | | | | | | | | | | | | | | |
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| Test Run # | Brake Chamber Pressure (psi) @ (time)* | | | | | | Crit. 5 met (Y,N) |
|---|---|---|---|---|---|---|---|
| | 1L | 1R | 2L | 2R | 3L | 3R | |
| 1 | 16 @ 1 sec | 16 @ 1 sec | “” | “” | “” | “” | Y |
| | | | | | | | |
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*- Maximum air pressure during a continuous 0.5 sec

Start Odometer Reading:_____miles
End Odometer Reading:_____miles

**Criteria 1,3,4 & 5 were met for at least 6 of 8 consecutive test runs_____(PASS, FAIL)**

Driver’s Comments:

# DATA SHEET No. 12

Roll Stability Control Test Data – Clockwise Direction (S7.7.3)

**Test Vehicle:** (MY/Make/Model)_____**NHTSA No:**_____

| Crit.1 | Crit.2 | Crit.3 | Crit.4 | Crit.5 |
|---|---|---|---|---|
| Wheels of the test vehicle remain within the lane between the start and end gates | The ESC system must reduce the driver requested engine torque by at least 10% | The vehicle speed measured at 3.0 seconds after the vehicle crosses the start gate must not exceed 29 mph. | The vehicle speed measured at 4.0 seconds after the vehicle crosses the start gate must not exceed 28 mph. | The ESC system applies service brake pressure at any wheel. |

**J-Turn Maneuver Test Runs – Clockwise Direction (Test Date;_____)**

| Test Run # | Amb. Temp (ºF) | Wind Speed (mph) | Initial Brake Temperatures (ºF) | | | | | | Ent Speed (mph) | Speed (mph) | | Crit. 1 met (Y,N) | Crit. 3 met (Y,N) | Crit. 4 met (Y,N) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1L | 1R | 2L | 2R | 3L | 3R | | @ 3.0 s | @ 4.0 s | | | |
| 1 | | | | | | | | | | | | | | |
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| Test Run # | Brake Chamber Pressure (psi) @ (time)* | | | | | | Crit. 5 met (Y,N) |
|---|---|---|---|---|---|---|---|
| | 1L | 1R | 2L | 2R | 3L | 3R | |
| 1 | 16 @ 1 sec | 16 @ 1 sec | “” | “” | “” | “” | Y |
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*- Maximum air pressure during a continuous 0.5 sec

Start Odometer Reading:_____miles
End Odometer Reading:_____miles

**Criteria 1,3,4 & 5 were met for at least 6 of 8 consecutive test runs_____(PASS, FAIL)**

Driver’s Comments:-