



TECHNICAL RECONSTRUCTION ATTACHMENT

2015 Nissan Rogue EDR Report

Delray Beach, Florida

HWY23MH006

(7 pages)

IMPORTANT NOTICE: Robert Bosch LLC and the manufacturers whose vehicles are accessible using the CDR System urge end users to use the latest production release of the Crash Data Retrieval system software when viewing, printing or exporting any retrieved data from within the CDR program. Using the latest version of the CDR software is the best way to ensure that retrieved data has been translated using the most current information provided by the manufacturers of the vehicles supported by this product.

CDR File Information

User Entered VIN	5N1AT2MV7FC [REDACTED]
User	C. Reed
Case Number	23001924
EDR Data Imaging Date	02/10/2023
Crash Date	02/08/2023
Filename	23-001924 ROGUE.CDRX
Saved on	Friday, February 10 2023 at 10:40:06
Imaged with CDR version	Crash Data Retrieval Tool 23.0
Imaged with Software Licensed to (Company Name)	Delray Beach Police Department
Reported with CDR version	Crash Data Retrieval Tool 23.0
Reported with Software Licensed to (Company Name)	Delray Beach Police Department
EDR Device Type	Airbag Control Module
Event(s) recovered	None

Comments

Vehicle Vs Bright Line Train

Data Limitations

General Information:

Data limitations are intended to assist in reading event data that has been imaged from the vehicle's Air bag Control Unit (ACU). Event data should be considered in conjunction with other available physical evidence from the vehicle and scene.

Airbag Control Unit (ACU)

- The Air bag Control Unit (ACU) can store two types of events: Non-Deployment Events and Deployment.
 - A Non-Deployment Event is a crash or other physical occurrence which causes the ACU algorithm to be activated, but in which deployment thresholds are not reached.
 - A Deployment Event is a crash or other physical occurrence which causes ACU deployment thresholds to be reached or exceeded. Depending on the vehicle model, one or more of the following may be activated during a Deployment Event: front air bags, seat-mounted side airbags, roof-mounted or door-mounted curtain air bags, pretensioners, or pop-up roll bars.
- The ACU can record up to two events. If additional events occur subsequently, the older of the two events already recorded (i.e. the one which occurred first) is overwritten.
 - A Non-Deployment Event can be overwritten by another Non-Deployment event, or by a Deployment Event.
 - A Deployment Event has higher priority than a Non-Deployment Event, and cannot be interrupted or overwritten by another event.
 - The data pertaining to a Deployment Event is locked after being recorded. However, a second event can still be recorded subsequently in the portion of the event memory which is not locked.
- Event data includes both pre-crash data and crash data.
 - If the power supply to the ACU is lost during an event, all or part of the event data may not be recorded.
 - In addition to the recording of event data, the ACU has the ability to perform diagnostics and record Diagnostic Trouble Codes (DTCs).

Data Element Sign Convention:

The following table provides an explanation of the sign convention for data elements in the CDR report.

Data Element Name	Positive Sign Notation Indicates
Longitudinal Acceleration	Forward
Delta-V, Longitudinal	Forward
Maximum Delta-V, Longitudinal	Forward
Lateral Acceleration	Left to Right
Delta-V, Lateral	Left to Right
Maximum Delta-V, Lateral	Left to Right
Vehicle Roll Angle	Left to Right Rotation
Steering Input	Left Turn

- "Life Time Counter (sec)" indicates the elapsed time, in seconds, from the vehicle's first ignition activation until the start of the first recorded event. The counter is incremented whenever the vehicle's ignition is on. The counter is reset to 0 if the ACU is replaced.
- "Complete File Recorded" indicates whether a complete EDR data set has been stored after the event. "Yes" indicates that a complete data set has been recorded. "No" indicates that only a portion of the data set has been recorded, for example due to the power to the ACU being lost during the event.
- "Multi-Event, Number of Events (1, 2)" indicates the number of events which are stored during a given ignition cycle. A Multi-Event occurs

- whenever the time between Event 2 trigger threshold and Event 1 trigger threshold is less than or equal to 5 seconds during the same ignition cycle, and "2" will be recorded in this case. Otherwise, "1" will be recorded.
- "Air Bag Warning Lamp (On, Off)" indicates whether the ACU was in trouble mode or in normal operation mode at the time of the event. "On" indicates that the air bag warning lamp was illuminated at the time of the event, and the ACU was in trouble mode. "Off" indicates that the air bag warning lamp was not illuminated at the time of the event, and the ACU was in normal operation mode.
 - "Frontal Air Bag Suppression Switch Status" indicates whether front passenger air bag deployment was suppressed at the time of the event. "On" indicates that the front passenger air bag was suppressed at the time of the event (deployment inhibited). "Off" indicates that the front passenger air bag was not suppressed at the time of the event (deployment enabled). This data will not be available for all vehicles.
 - "Delta-V, Longitudinal" indicates the cumulative change in velocity along the longitudinal direction.
 - "Acceleration, Longitudinal" indicates the rate of change of velocity with time along the longitudinal direction.
 - "Delta-V, Lateral" indicates the cumulative change in velocity along the lateral direction.
 - "Acceleration, Lateral" indicates the rate of change of velocity with time along the lateral direction.
 - "Engine Throttle, % full" indicates the position of the accelerator pedal as a percentage of the fully depressed position.
 - "Service Brake (On, Off)" indicates whether the service brake is activated ("On") or not activated ("Off").
 - "Steering Input (deg)" indicates the angular displacement of the steering wheel measured in degrees. -250 deg indicates a 250 degree turn to the right of the steering wheel, 0 deg indicates the straight-ahead steering wheel position, and 250 deg indicates a 250 degree turn to the left of the steering wheel.
 - The notation "CLP" indicates that the measurement captured by a sensor exceeded the design range of the sensor.
 - "Seat Track Position Switch, Foremost, Status, Driver (Yes/No)" indicates whether the driver's seat is positioned within a designated threshold value of the most forward adjustment position. "Yes" indicates that the driver's seat is positioned within a designated threshold value of the most forward adjustment position. For all other adjustment positions, "No" is displayed. This data will not be available if the seat track position switch is not installed in the vehicle.
 - "Occupant Size Classification, Right Front Passenger, Child (Yes/No)" indicates whether or not the right front passenger is classified as a child (as defined in 49 CFR part 572, subpart N or smaller). This data will not be available for all vehicles.
 - "e-pedal ON/OFF Status" indicates whether "e-pedal" is activated (ON), or not activated (OFF). This data will not be available for all vehicles.
 - "ABS Warning lamp, on/off" indicates whether "Anti-lock Brake System" was in trouble mode or in normal operation mode at the time of the event. This data will not be available for all vehicles.
 - "AEB/FCW switch status ON/OFF (from ADAS)" indicates whether the switch of "Automatic Emergency Braking or Forward Collision Warning controlled by ADAS unit" was ON, or OFF at the time of the event. This data will not be available for all vehicles.
 - "AEB Warning lamp (from ADAS)" indicates whether "Automatic Emergency Braking controlled by ADAS unit" was in trouble mode or in normal operation mode at the time of the event. This data will not be available for all vehicles.
 - "ABS regulation status" indicates whether "Anti-lock Brake System" was activated (ABS in regulation), or not activated (no ABS regulation). This data will not be available for all vehicles.
 - "VDC switch status ON/OFF" indicates whether the switch of "Vehicle Dynamic Control" in ON, or OFF. This data will not be available for all vehicles.
 - "VDC status/warning" indicates whether "Vehicle Dynamic Control" was in normal operation mode and not activated (No failure and no control), in trouble mode and not activated (Failure), or in normal mode and activated (In active control). This data will not be available for all vehicles.
 - "Adaptive Cruise Control status" indicates whether "Intelligent Cruise Control status" was activated (ACC activated), waiting (ACC waiting), suspended (ACC suspended), or not activated (No display request). This data will not be available for all vehicles.
 - "AEB operating capability" indicates whether "Automatic Emergency Braking" was in trouble mode (Impossible to execute request) or in normal operation mode (Braking fully operational). This data will not be available for all vehicles.
 - "AEB Brake request (from ADAS)" indicates whether "Automatic Emergency Braking controlled by ADAS unit" was activated (Brake Torque AEB Maximum), or not activated (No Brake Request). This data will not be available for all vehicles.
 - "VIN retrieval from other ECU" indicates VIN data retrieval from other ECU when CDR connect to vehicle by using OBD system if available.
 - "VIN retrieval from ACU" indicates VIN data retrieval from ACU. It will not be available for all vehicles.
 - "Motor RPM" indicates RPM of motor used for vehicle drive on electric or hybrid vehicles. In case of ICE vehicles, this indicates input shaft revolution that is input to Gearbox. This data will not be available for all vehicles.
 - "Motor RPM2" indicates RPM of motor used for vehicle drive on electric vehicles. This data will not be available for all vehicles.

Hexadecimal Data:

All data that has been specified for retrieval is shown in the Hexadecimal Data section of this report. However, the Hexadecimal Data section may contain data that is not translated by the CDR tool.

Data Sources:

- Crash data is measured internally in the ACU.
- Pre-crash data is not measured internally in the ACU, but is transmitted from other control units through the Controller Area Network (CAN).
- Pre-crash data and crash data are asynchronous.

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System Status At Time Of Retrieval

VIN retrieved from ACU	Not Available
VIN Retrieval from other ECU	Not Available

DTCs at Time of Retrieval

DTC	Status	Description
U1000	Current	(CAN COMMUNICATION FAILER)
B0091	Current	B-PILLAR SATELLITE SENSOR LH [DISCONNECT]
B0096	Current	B-PILLAR SATELLITE SENSOR RH [DISCONNECT]
B0092	Current	C-PILLAR SATELLITE SENSOR LH [DISCONNECT]
B0097	Current	C-PILLAR SATELLITE SENSOR RH [DISCONNECT]
B0001	Current	DRIVER AIRBAG MODULE CIRCUIT [OPEN]
B0010	Current	ASSIST AIRBAG MODULE CIRCUIT [OPEN]
B1431	Current	FRONT PRE-TEN RH CIRCUIT [OPEN]
B1430	Current	FRONT PRE-TEN LH CIRCUIT [OPEN]
B1433	Current	FRONT PRE-TEN2 RH CIRCUIT [OPEN]
B1432	Current	FRONT PRE-TEN2 LH CIRCUIT [OPEN]
B0002	Current	DRIVER AIRBAG MODULE 2ND CIRCUIT [OPEN]
B0011	Current	ASSIST AIRBAG MODULE 2ND CIRCUIT [OPEN]
B00D5	Current	PASSENGER AIRBAG INDICATOR CIRCUIT [OPEN]
B0028	Current	SIDE AIRBAG MODULE RH CIRCUIT [OPEN]
B0020	Current	SIDE AIRBAG MODULE LH CIRCUIT [OPEN]
U1000	Past	(CAN COMMUNICATION FAILER)
B0091	Past	B-PILLAR SATELLITE SENSOR LH [DISCONNECT]
B0096	Past	B-PILLAR SATELLITE SENSOR RH [DISCONNECT]
B0092	Past	C-PILLAR SATELLITE SENSOR LH [DISCONNECT]
B0097	Past	C-PILLAR SATELLITE SENSOR RH [DISCONNECT]
B0001	Past	DRIVER AIRBAG MODULE CIRCUIT [OPEN]
B0010	Past	ASSIST AIRBAG MODULE CIRCUIT [OPEN]
B1431	Past	FRONT PRE-TEN RH CIRCUIT [OPEN]
B1430	Past	FRONT PRE-TEN LH CIRCUIT [OPEN]
B1433	Past	FRONT PRE-TEN2 RH CIRCUIT [OPEN]
B1432	Past	FRONT PRE-TEN2 LH CIRCUIT [OPEN]
B0002	Past	DRIVER AIRBAG MODULE 2ND CIRCUIT [OPEN]
B0011	Past	ASSIST AIRBAG MODULE 2ND CIRCUIT [OPEN]
B00D5	Past	PASSENGER AIRBAG INDICATOR CIRCUIT [OPEN]
B0028	Past	SIDE AIRBAG MODULE RH CIRCUIT [OPEN]
B0020	Past	SIDE AIRBAG MODULE LH CIRCUIT [OPEN]
B00A0	Trouble Diag. Record	OCCUPANT DETECTION SENSOR [POWER FAIL]
U1000	Trouble Diag. Record	(CAN COMMUNICATION FAILER)

Hexadecimal Data

DID	Data
2001	FF C0 1C D0 00 01 80 91 88 80 96 88 80 92 88 80 97 88 80 01 13 80 10 13 94 31 13 94 30 13 94 33 13 94 32 13 80 02 13 80 11 13 80 D5 13 80 28 13 80 20 13 05 FF FF FF FF 00 05 00 EF
2002	80 A0 00 FF FF 02 03 03 21 88 00 00 D0 00 01 00 00 01 11 04 99 14 00
2003	D0 00 01 00 00 01 03 12 16 61 01 01 80 91 88 00 00 01 03 12 16 61 01 01 80 96 88 00 00 01 03 12 16 61 01 01 80 92 88 00 00 01 03 12 16 61 01 01 80 97 88 00 00 01 03 12 16 61 01 01 80 01 13 00 8D 01 03 12 16 61 01 01 80 10 13 00 8D 01 03 12 16 61 01 01 94 31 13 00 8D 01 03 12 16 61 01 01 94 30 13 00 8D 01 03 12 16 61 01 01 94 33 13 00 8D 01 03 12 16 61 01 01 94 32 13 00 8D 01 03 12 16 61 01 01 80 02 13 00 8D 01 03 12 16 61 01 01 80 11 13 00 8D 01 03 12 16 61 01 01 80 D5 13 02 43 01 04 12 16 61 01 01 80 28 13 00 8D 01 04 12 16 61 01 01 80 20 13 00 8D 01 04 12 16 61 01 01
2004	00 01 01 C0 1C 00 05 FF FF FF FF 00 05 00 EF
2006	00 00
2019	00 00 00 01 00 00 00 01 00 00 00 01 00 00 00 01 00 00 00 01 00 00 00 01 00 00 00 01 00 00 00 01 00 00 00 01 00 00 00 01 00 00 00 01 00 00 00 01 00 00 00 01 00 00 00 01
201A	7F FF 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F
201B	7F FF FF
201C	7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F

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7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F
7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F
7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F FF 7F
FF 7F FF 7F FF 7F FF 7F FF 7F FF 7F FF 7F FF 7F FF 7F
FF 7F FF 7F FF 7F FF 7F FF 7F FF 7F FF 7F FF 7F FF 7F
FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
FF FF FF FF FF FF FF
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201D 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F
7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F FF FF FF FF FF
FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
FF FF FF FF FF FF FF 7F 7F 7F 7F 7F 7F 7F 7F
7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F
7F 7F
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201E 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F
7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F
7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F
7F 7F 7F 7F 7F FF FF FF FF FF FF FF FF FF FF FF
FF FF FF FF FF FF FF FF FF FF FF FF
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201F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F
7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F
7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F
7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F FF 7F
FF 7F FF 7F FF 7F FF 7F FF 7F FF 7F FF 7F FF 7F
FF 7F FF 7F FF 7F FF FF FF FF FF FF FF FF FF FF
FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
FF FF FF FF FF FF FF
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F1A0 20

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59 02 09 D0 00 01 09 80 91 88 09 80 96 88 09 80
92 88 09 80 97 88 09 80 01 13 09 80 10 13 09 94
31 13 09 94 30 13 09 94 33 13 09 94 32 13 09 80
02 13 09 80 11 13 09 80 D5 13 09 80 28 13 09 80
20 13 09
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59 02 09 D0 00 01 09 80 91 88 09 80 96 88 09 80
92 88 09 80 97 88 09 80 01 13 09 80 10 13 09 94
31 13 09 94 30 13 09 94 33 13 09 94 32 13 09 80
02 13 09 80 11 13 09 80 D5 13 09 80 28 13 09 80
20 13 09
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59 0F 08 80 A0 00 08 D0 00 01 08
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30 01 BF FF F1 E1 98 07 FF FF FF FF C1 FF 19 FF
FF C3 FF 1F DF FF FF BF FF D7 FF 08 46 32 10 00
00 3F FF FF FF FF FF 00 7F FF FF 00 FF FF FF FF FF
FF FF FF FF
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Disclaimer of Liability

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