TECHNICAL RECONSTRUCTION ATTACHMENT

2017 Acura CDR Report

Woodlawn, Maryland

HWY23FH010

(26 pages)

CDR File Information

User Entered VIN	19UUB1F56HA▮▮▮▮
User	Cpl J Lantz 5563
Case Number	23MSP010306
EDR Data Imaging Date	03/28/2023
Crash Date	03/22/2023
Filename	19UUB1F56HA▮▮▮▮_ACM.CDRX
Saved on	Tuesday, March 28 2023 at 10:08:57
Imaged with CDR version	Crash Data Retrieval Tool 23.0.2
Imaged with Software Licensed to (Company Name)	Maryland State Police
Reported with CDR version	Crash Data Retrieval Tool 23.0.2
Reported with Software Licensed to (Company Name)	Maryland State Police
EDR Device Type	Airbag Control Module
Event(s) recovered	2

Comments

Search Warrant
2017 Acura TLX
CDR 900/789
225 55 R17

Data Limitations

General Information:
These limitations are intended to assist you in reading the event data that has been imaged from the vehicle's SRS control unit. They contain general information and are not specific to this particular event. Event data should be considered in conjunction with other available physical evidence from the vehicle and scene.

Honda and Acura passenger vehicles designated as 2013 or later model year production are designed to be compatible with the Bosch CDR tool. Only some 2012 model year vehicles are compatible with the Bosch CDR tool.

Recorded Crash Events:
Data for front, side, rear and rollover events can be recorded as either non-deployment or deployment events. Both types of events can contain pre-crash and crash data.
- A non-deployment event is recorded if the change in longitudinal or lateral velocity equals or exceeds 8km/h over a 150ms timeframe or another type of non-reversible deployable restraint device other than a front, side, or side curtain airbag (e.g. seatbelt pretensioner) is commanded to deploy. Except as indicated below, non-deployment events are not locked into memory and can be over-written by subsequent non-deployment or deployment events.
- A deployment event is recorded if front airbag(s), side airbag(s), or side curtain airbag(s) are commanded to deploy. Deployment events are locked into memory and cannot be over-written.

The SRS control unit typically records only one event. Two events can be recorded if the T0 (time zero) values for each event occur within 5 seconds of each other. Therefore, a non-deployment event can be recorded and locked if it occurs within 5 seconds of a deployment event.

T0 is established by whichever of the following occurs first: (1) the change in longitudinal velocity at the SRS control unit equals or exceeds 0.8km/h over a 20ms timeframe; or (2) the change in lateral velocity at the SRS control unit equals or exceeds 0.8km/h over a 5ms timeframe; or (3) the occupant restraint control algorithm is activated; or (4) a commanded deployment of any type of non-reversible deployable restraint device (e.g. airbag or seatbelt pretensioner). If the time to deploy equals 0, then the command to deploy occurred at T0 or the device was not commanded to deploy during the event.

TEnd (end of event) is established by whichever of the following occurs first: (1) the change in longitudinal and lateral Delta V equals or falls below 0.8km/h over a 20ms timeframe; or (2) the occupant restraint control algorithm resets; or (3) time from T0 exceeds 300ms.

Data:
- Data recorded by the SRS control unit and imaged by the CDR tool is displayed relative to T0, not the time at which the vehicle made contact with another vehicle or object.
- Pre-crash data is recorded at 2 samples per second within the 5 seconds before T0. The sampling point at 0.0 is taken at T0 and is asynchronous with the other sample points. The time between -0.5 and 0.0 is not recorded and is between 1 and 500ms.
- Delta V data is recorded at 100 samples per second from T0 to 250ms or T0 to TEnd plus 30ms.
- Acceleration data is recorded at 100 samples per second from T0 to 250ms.
- Delta V, longitudinal reflects the change in velocity that the SRS control unit experienced in the longitudinal direction during the recorded portion of the event and is not the speed the vehicle was traveling before the event.
- Depending on the severity of the event and the accelerometer characteristics, saturation of the SRS control unit longitudinal or lateral

accelerometers may occur, decreasing the recorded Delta V value.
- Time, accelerometer range exceeded is recorded if saturation of the SRS control unit longitudinal, lateral and/or normal (vertical) accelerometer occurs. The recorded data is the time at which the sensor range is first exceeded.
- The maximum recording capability of Deployment Command Data is 254ms or 255ms depending on vehicle model. A recorded value of 254ms or 255ms may indicate that the recording maximum was exceeded. In this case, the deployment command may have occurred between the recorded time and TEnd.
- Speed, vehicle indicated data is the speed indicated to the driver by the speedometer, not actual vehicle ground speed. Data accuracy can be affected by various factors, including but not limited to the following:
    - Significant changes in tire size from the factory setting
    - Wheel lockup or spin
    - Data latency or filtering and hysteresis within the speedometer module
- Accelerator pedal position, percent full is the ratio of accelerator pedal position compared to the fully depressed position.
- PCM (Powertrain Control Module) derived accelerator pedal position, percent full may differ from the accelerator pedal position, percent full under circumstances such as brake override activation or cruise control system engagement. These circumstances are based on vehicle equipment application and vary by model.
- Steering input angle is recorded in 5 degree increments.
- Side air bag suppression system status, right front passenger is recorded when the vehicle is equipped with the Occupant Position Detection System (OPDS).
- Occupant size classification, right front passenger airbag suppressed data is recorded as yes (suppressed) if the front passenger seat weight sensor system determined the passenger seat was empty or occupied by a child-size occupant.
- EV mode data records the vehicle powertrain status, not a driver selected operation mode. EV mode is recorded as On when the vehicle is moving and the internal combustion engine is not operating. EV mode may be recorded as On or Off when the vehicle is stopped.
- If power to the SRS control unit is lost during an event, all or part of the data may not be recorded.

Roll Rate Data:
- Vehicle roll rate data is recorded separately from the non-deployment and deployment events as described above. Therefore, the T0 for the roll rate data may differ from the T0 for the other data in this report.
- Roll rate recording trigger (T0) is established by whichever of the following occurs first: (1) a rollover algorithm ON judgment (SRS control unit decision to command deployment); or (2) a change in relative roll angle at the SRS control unit equal to or exceeding 30 degrees (roll angle is not measured, but is calculated from the roll rate data); or (3) the rollover algorithm is activated.
- Once a recording trigger has been met, roll rate data is recorded for one rollover event at 10 samples per second from 1 second before to 2 seconds after T0. If a roll angle trigger is satisfied without a rollover algorithm ON judgment, the recorded roll rate data is unlocked and can be over-written by a subsequent rollover event. Roll rate data triggered by or recorded during a rollover algorithm ON judgment is locked into memory and cannot be over-written.
- If roll rate is detected at the SRS control unit during a non-deployment or deployment event but the recording trigger has not been satisfied, no roll rate data will be recorded. A graph of roll rate data will only be present in this report if roll rate data is recorded.

Data Element Sign Convention:
Except as noted below, all data is displayed in SAE J211 sign convention. The following table provides an explanation of the sign notation for data elements that may be included in this CDR report. All directional references to sign notation are from the perspective of the driver when seated in the vehicle facing the direction of forward vehicle travel.

Data element name	Positive sign indicates
Longitudinal Acceleration	Forward direction acceleration
Delta-V, Longitudinal	Forward direction acceleration
Lateral Acceleration	Left to right direction acceleration
Delta-V, Lateral	Left to right direction acceleration
Normal (Vertical) Acceleration	Downward direction acceleration
Vehicle Roll Rate*	See roll rate graph and data (if recorded)
Steering Input Angle*	Left Turn

*Not SAE J211 sign convention

Data Source:
All recorded data is measured and calculated within the SRS control unit except for the following parameters (if applicable) which are transmitted via the vehicle's communication network to the SRS control unit:
- Speed, vehicle indicated
- Accelerator pedal position, percent full
- Service brake
- ABS activity
- Stability control
- Steering input angle
- Engine RPM
- PCM derived accelerator pedal position, percent full
- EV mode

Depending on vehicle feature content, capability, or conditions described above, the following items may not be recorded. If these items are not recorded, they will not be present in this document.
- ABS activity
- Stability control
- Steering input angle
- PCM derived accelerator pedal position, percent full
- Side air bag suppression system status, right front passenger
- Vehicle roll rate
- Normal acceleration

- Time, accelerometer range exceeded (longitudinal, lateral or normal)
- EV mode

Hexadecimal Data:
All data that has been specified for imaging is shown in the hexadecimal data section of this report. However, not all of this data is translated by the CDR tool. The SRS control unit may contain additional data that is not retrievable by the CDR tool.

Data Imaging:
If the SRS control unit is imaged outside of the vehicle, ensure that it is not moved, tilted or turned while connected to the CDR tool. Also, after imaging is complete, wait 3 minutes after removing the CDR tool before moving the SRS control unit. Not following this guideline could cause current non-deployment event data to be overwritten and a new event to be recorded. Current fault status could also be altered if the SRS control unit is imaged outside of the vehicle.

04001_HondaSRS_GEN1_r002

System Status at Retrieval

EDR Version	1.2.1.0

System Status at Crash Judgment

Frontal Air Bag Suppression System Status, Right Front Passenger at 1st Front Crash Judgment	Actuation Prohibited
Frontal Air Bag Suppression System Status, Right Front Passenger at 2nd Front Crash Judgment	No Crash Judgment
Frontal Air Bag Suppression System Status, Right Front Passenger at Left Side Crash Judgment	Actuation Prohibited
Frontal Air Bag Suppression System Status, Right Front Passenger at Right Side Crash Judgment	Actuation Prohibited
Frontal Air Bag Suppression System Status, Right Front passenger at Roll Over Judgment	No Crash Judgment

System Status at Event (Event Record 1)

Multi-Event, Number of Events (1, 2)	1
Complete File Recorded (Yes/No)	Yes
Ignition Cycle, Download	6942
Maximum Delta-V, Longitudinal (MPH [km/h])	-6 [-9]
Time, Maximum Delta-V, Longitudinal (msec)	85.0
Maximum Delta-V, Lateral (MPH [km/h])	7 [12]
Time, Maximum Delta-V, Lateral (msec)	75.0
Time, Maximum Delta-V, Resultant (msec)	82.5
Time, Accelerometer Range Exceeded, Longitudinal (msec)	0
Time, Accelerometer Range Exceeded, Lateral (msec)	0
Time, Accelerometer Range Exceeded, Normal (msec)	12.0

Deployment Command Data (Event Record 1)

Pretensioner Deployment, Time to Fire, Driver (msec)	42
Pretensioner Deployment, Time to Fire, Right Front Passenger (msec)	0
Frontal Air Bag Deployment, Time to Deploy First Stage, Driver (msec)	53
Frontal Air Bag Deployment, Time to Deploy First Stage, Right Front Passenger (msec)	0
Frontal Air Bag Deployment, Time to 2nd Stage, Driver (msec)	83
Frontal Air Bag Deployment, Time to 2nd Stage, Right Front Passenger (msec)	0
Knee Air Bag Deployment, Time to Deploy, Driver (msec)	42
Side Air Bag Deployment, Time to Deploy, Driver (msec)	57
Side Air Bag Deployment, Time to Deploy, Right Front Passenger (msec)	0
Side Curtain/Tube Air Bag Deployment, Time to Deploy, Driver Side (msec)	57
Side Curtain/Tube Air Bag Deployment, Time to Deploy, Right Side (msec)	0
Frontal Air Bag Deployment, nth Stage Disposal, Driver (Yes/No)	No
Frontal Air Bag Deployment, nth Stage Disposal, Right Front Passenger (Yes/No)	No

Pre-Crash Data -1 sec (Event Record 1)

Safety Belt Status, Driver	On
Safety Belt Status, Right Front Passenger	Off
Seat Track Position Switch, Foremost, Status, Driver	No
Occupant Size Classification, Right Front Passenger Airbag Suppressed (Yes/No)	Yes
Frontal Air Bag Warning Lamp (On, Off)	Off
Ignition Cycle, Crash	6938

Pre-Crash Data -5 to 0 sec [2 samples/sec] (Event Record 1)

(the most recent sampled values are recorded prior to the event)

Time Stamp (sec)	Speed, Vehicle Indicated (MPH [km/h])	Accelerator Pedal Position, % full	Service Brake (On, Off)	ABS Activity (On, Off)	Stability Control (On, Off, Engaged)	Steering Input (deg)	Engine RPM	PCM Derived Accelerator Pedal Position, % full	EV Mode (On, Off)
-5.0	121 [195]	24	Off	Off	On Non-Engaged	5	5,300	24	Off (Not EV Mode)
-4.5	120 [193]	25	Off	Off	On Non-Engaged	5	5,100	25	Off (Not EV Mode)
-4.0	121 [194]	57	Off	Off	On Non-Engaged	0	5,200	57	Off (Not EV Mode)
-3.5	119 [192]	0	Off	Off	On Non-Engaged	0	5,100	0	Off (Not EV Mode)
-3.0	119 [191]	0	On	Off	On Non-Engaged	0	5,000	0	Off (Not EV Mode)
-2.5	117 [189]	0	Off	Off	On Non-Engaged	5	5,000	0	Off (Not EV Mode)
-2.0	116 [187]	0	Off	Off	On Non-Engaged	0	4,900	0	Off (Not EV Mode)
-1.5	115 [185]	13	Off	Off	On Non-Engaged	-10	4,900	13	Off (Not EV Mode)
-1.0	116 [186]	60	Off	Off	On Non-Engaged	-5	4,900	60	Off (Not EV Mode)
-0.5	115 [185]	71	Off	Off	On Non-Engaged	-25	4,900	71	Off (Not EV Mode)
0.0	108 [174]	100	Off	On	On Engaged	-45	4,600	100	Off (Not EV Mode)

Longitudinal Delta V (Event Record 1)
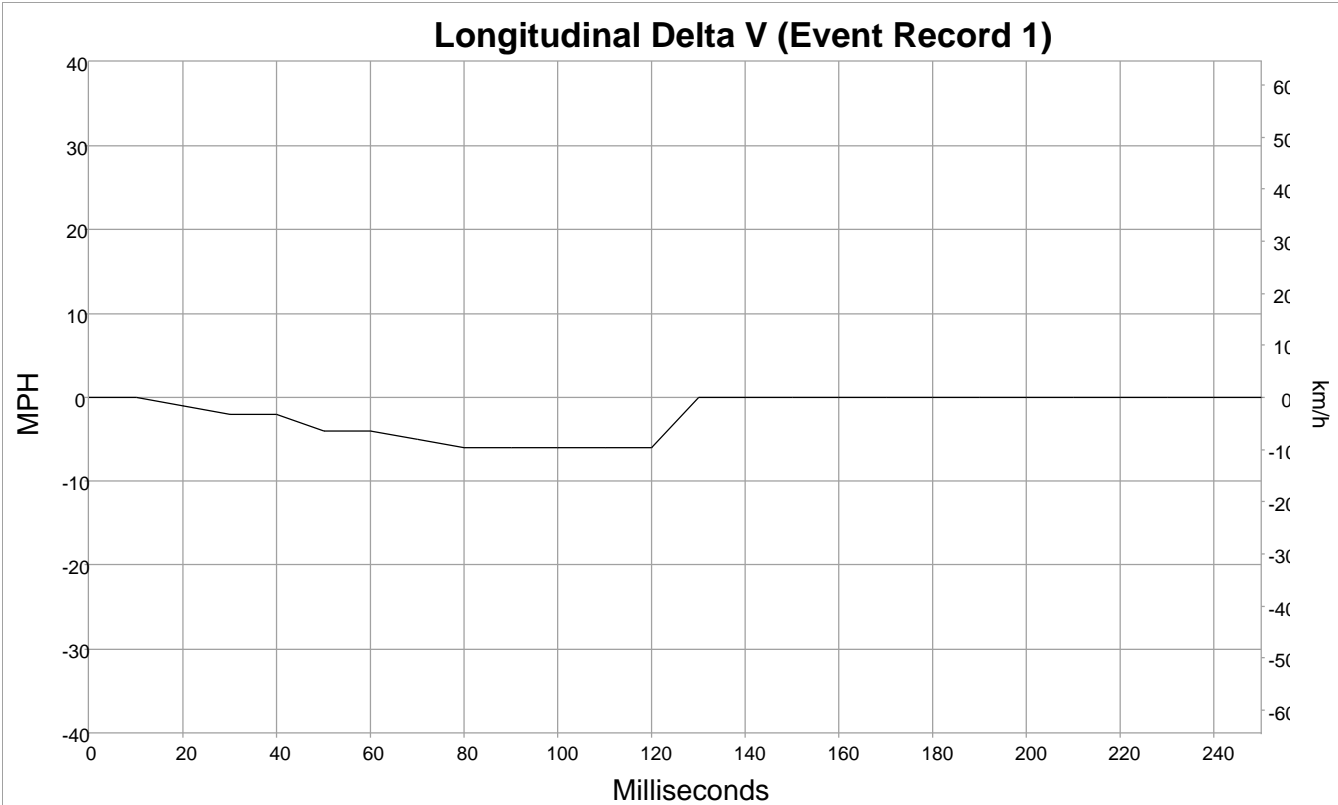
Longitudinal Delta V (Event Record 1)

Time (msec)	MPH [km/h]
0	0 [0]
10	0 [0]
20	-1 [-1]
30	-2 [-3]
40	-2 [-4]
50	-4 [-6]
60	-4 [-7]
70	-5 [-8]
80	-6 [-9]
90	-6 [-9]
100	-6 [-9]
110	-6 [-9]
120	-6 [-9]
130	0 [0]
140	0 [0]
150	0 [0]
160	0 [0]
170	0 [0]
180	0 [0]
190	0 [0]
200	0 [0]
210	0 [0]
220	0 [0]
230	0 [0]
240	0 [0]
250	0 [0]

Lateral Delta V (Event Record 1)
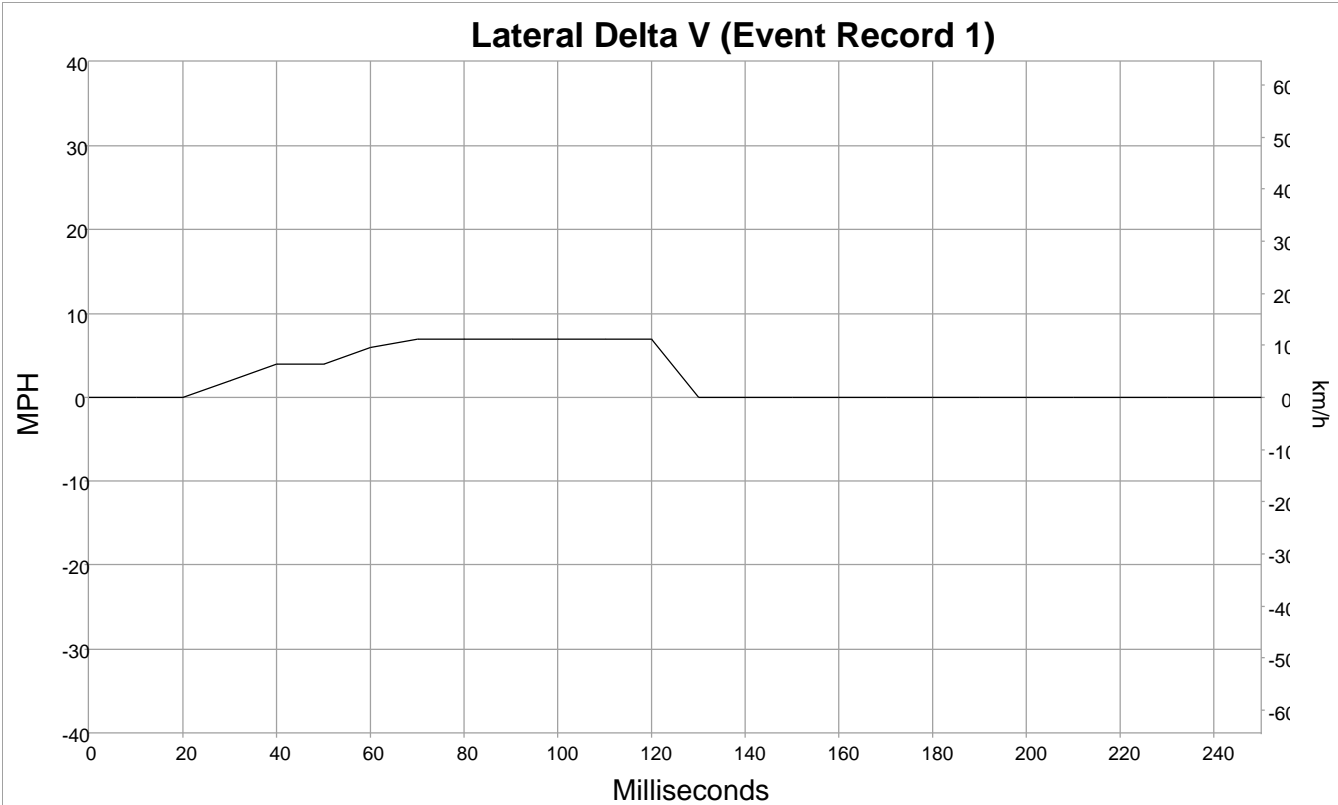
Lateral Delta V (Event Record 1)

Time (msec)	MPH [km/h]
0	0 [0]
10	0 [0]
20	0 [0]
30	2 [3]
40	4 [6]
50	4 [7]
60	6 [10]
70	7 [11]
80	7 [12]
90	7 [11]
100	7 [11]
110	7 [11]
120	7 [11]
130	0 [0]
140	0 [0]
150	0 [0]
160	0 [0]
170	0 [0]
180	0 [0]
190	0 [0]
200	0 [0]
210	0 [0]
220	0 [0]
230	0 [0]
240	0 [0]
250	0 [0]

Longitudinal Acceleration (Event Record 1)
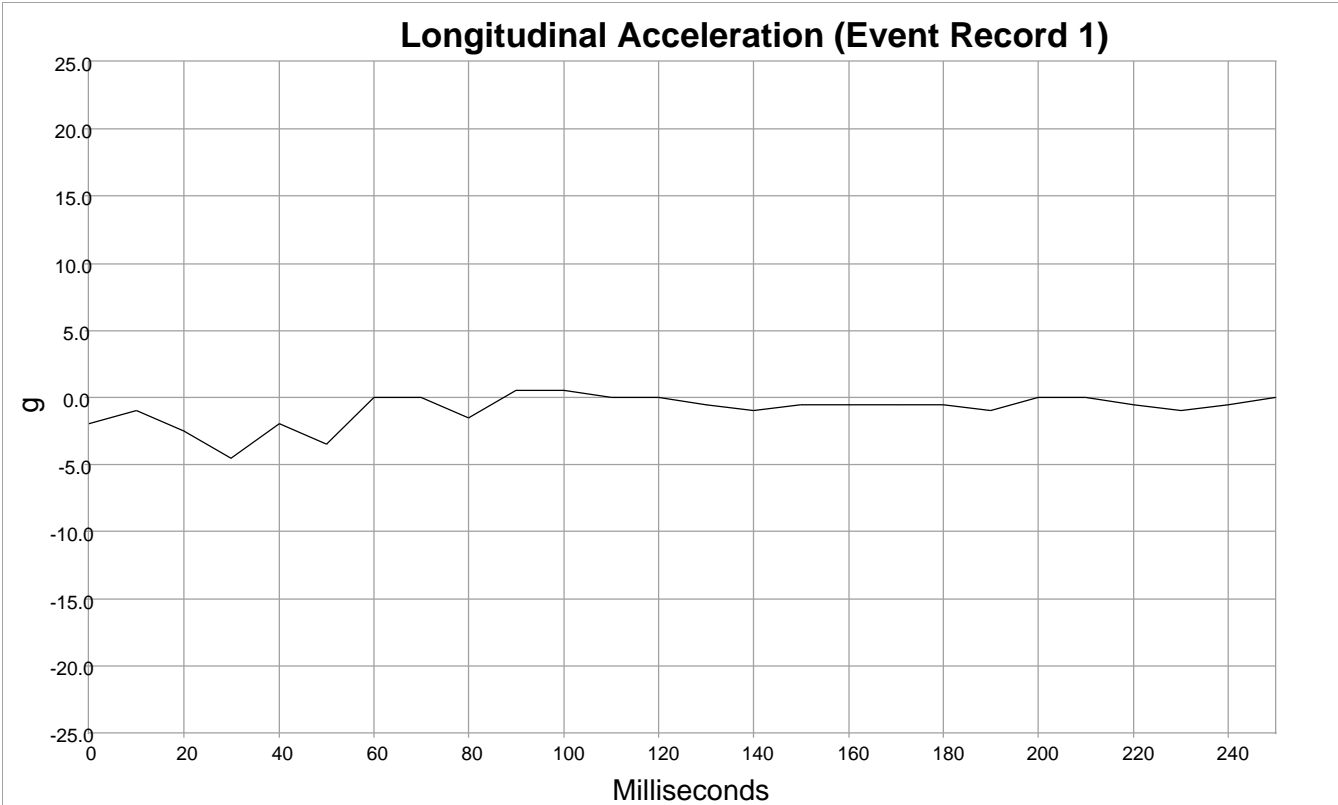
Longitudinal Acceleration (Event Record 1)

Time (msec)	g
0	-2.0
10	-1.0
20	-2.5
30	-4.5
40	-2.0
50	-3.5
60	0.0
70	0.0
80	-1.5
90	0.5
100	0.5
110	0.0
120	0.0
130	-0.5
140	-1.0
150	-0.5
160	-0.5
170	-0.5
180	-0.5
190	-1.0
200	0.0
210	0.0
220	-0.5
230	-1.0
240	-0.5
250	0.0

Lateral Acceleration (Event Record 1)
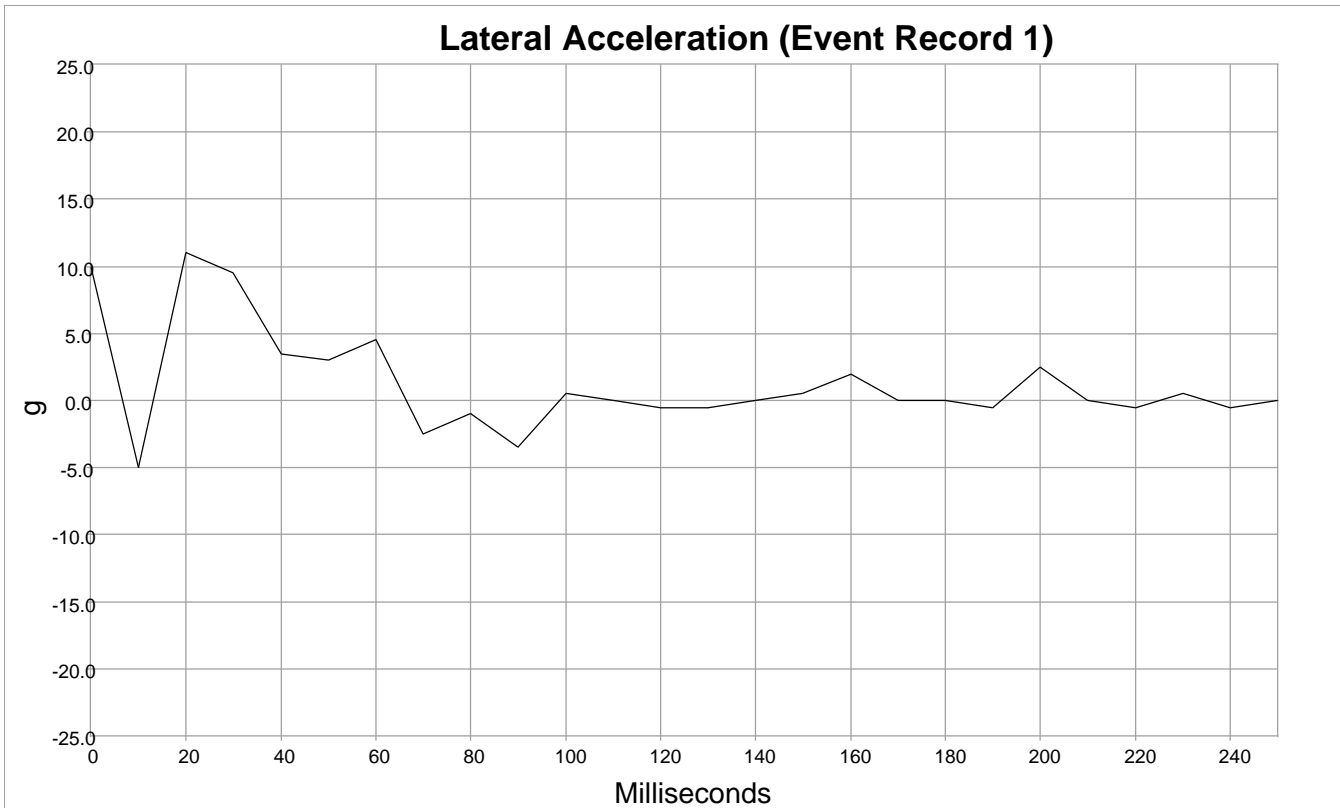
Lateral Acceleration (Event Record 1)

Time (msec)	g
0	10.0
10	-5.0
20	11.0
30	9.5
40	3.5
50	3.0
60	4.5
70	-2.5
80	-1.0
90	-3.5
100	0.5
110	0.0
120	-0.5
130	-0.5
140	0.0
150	0.5
160	2.0
170	0.0
180	0.0
190	-0.5
200	2.5
210	0.0
220	-0.5
230	0.5
240	-0.5
250	0.0

Normal Acceleration (Event Record 1)
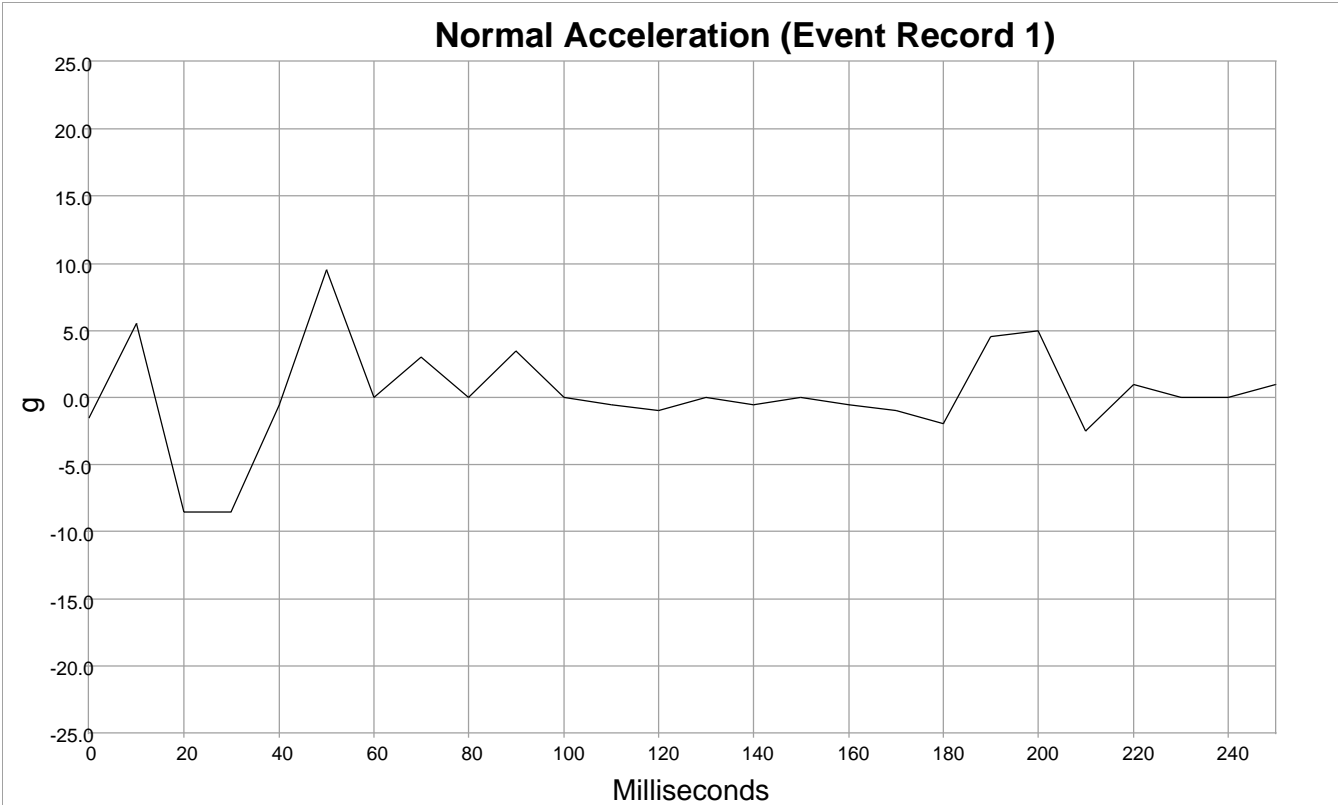
Normal Acceleration (Event Record 1)

Time (msec)	g
0	-1.5
10	5.5
20	-8.5
30	-8.5
40	-0.5
50	9.5
60	0.0
70	3.0
80	0.0
90	3.5
100	0.0
110	-0.5
120	-1.0
130	0.0
140	-0.5
150	0.0
160	-0.5
170	-1.0
180	-2.0
190	4.5
200	5.0
210	-2.5
220	1.0
230	0.0
240	0.0
250	1.0

System Status at Event (Event Record 2)

Multi-Event, Number of Events (1, 2)	2
Complete File Recorded (Yes/No)	Yes
Ignition Cycle, Download	6942
Time from Event 1 to 2 (sec)	1.5
Maximum Delta-V, Longitudinal (MPH [km/h])	-11 [-17]
Time, Maximum Delta-V, Longitudinal (msec)	90.0
Maximum Delta-V, Lateral (MPH [km/h])	14 [23]
Time, Maximum Delta-V, Lateral (msec)	75.0
Time, Maximum Delta-V, Resultant (msec)	75.0
Time, Accelerometer Range Exceeded, Longitudinal (msec)	0
Time, Accelerometer Range Exceeded, Lateral (msec)	11.0
Time, Accelerometer Range Exceeded, Normal (msec)	3.0

Deployment Command Data (Event Record 2)

Pretensioner Deployment, Time to Fire, Driver (msec)	8
Pretensioner Deployment, Time to Fire, Right Front Passenger (msec)	0
Frontal Air Bag Deployment, Time to Deploy First Stage, Driver (msec)	31
Frontal Air Bag Deployment, Time to Deploy First Stage, Right Front Passenger (msec)	0
Frontal Air Bag Deployment, Time to 2nd Stage, Driver (msec)	61
Frontal Air Bag Deployment, Time to 2nd Stage, Right Front Passenger (msec)	0
Knee Air Bag Deployment, Time to Deploy, Driver (msec)	8
Side Air Bag Deployment, Time to Deploy, Driver (msec)	34
Side Air Bag Deployment, Time to Deploy, Right Front Passenger (msec)	0
Side Curtain/Tube Air Bag Deployment, Time to Deploy, Driver Side (msec)	34
Side Curtain/Tube Air Bag Deployment, Time to Deploy, Right Side (msec)	0
Frontal Air Bag Deployment, nth Stage Disposal, Driver (Yes/No)	No
Frontal Air Bag Deployment, nth Stage Disposal, Right Front Passenger (Yes/No)	No

Pre-Crash Data -1 sec (Event Record 2)

|	
Safety Belt Status, Driver	On
Safety Belt Status, Right Front Passenger	Off
Seat Track Position Switch, Foremost, Status, Driver	No
Occupant Size Classification, Right Front Passenger Airbag Suppressed (Yes/No)	Yes
Frontal Air Bag Warning Lamp (On, Off)	On
Ignition Cycle, Crash	6938

Pre-Crash Data -5 to 0 sec [2 samples/sec] (Event Record 2)

(the most recent sampled values are recorded prior to the event)

Time Stamp (sec)	Speed, Vehicle Indicated (MPH [km/h])	Accelerator Pedal Position, % full	Service Brake (On, Off)	ABS Activity (On, Off)	Stability Control (On, Off, Engaged)	Steering Input (deg)	Engine RPM	PCM Derived Accelerator Pedal Position, % full	EV Mode (On, Off)
-5.0	119 [192]	0	Off	Off	On Non-Engaged	0	5,100	0	Off (Not EV Mode)
-4.5	119 [191]	0	On	Off	On Non-Engaged	0	5,000	0	Off (Not EV Mode)
-4.0	117 [189]	0	Off	Off	On Non-Engaged	5	5,000	0	Off (Not EV Mode)
-3.5	116 [187]	0	Off	Off	On Non-Engaged	0	4,900	0	Off (Not EV Mode)
-3.0	115 [185]	13	Off	Off	On Non-Engaged	-10	4,900	13	Off (Not EV Mode)
-2.5	116 [186]	60	Off	Off	On Non-Engaged	-5	4,900	60	Off (Not EV Mode)
-2.0	115 [185]	71	Off	Off	On Non-Engaged	-25	4,900	71	Off (Not EV Mode)
-1.5	108 [174]	100	Off	On	On Engaged	-45	4,600	100	Off (Not EV Mode)
-1.0	80 [128]	100	Off	On	On Non-Engaged	-45	4,500	100	Off (Not EV Mode)
-0.5	105 [169]	100	Off	On	On Non-Engaged	-55	5,800	100	Off (Not EV Mode)
0.0	101 [163]	100	Off	Off	On Non-Engaged	-70	5,900	100	Off (Not EV Mode)

Longitudinal Delta V (Event Record 2)
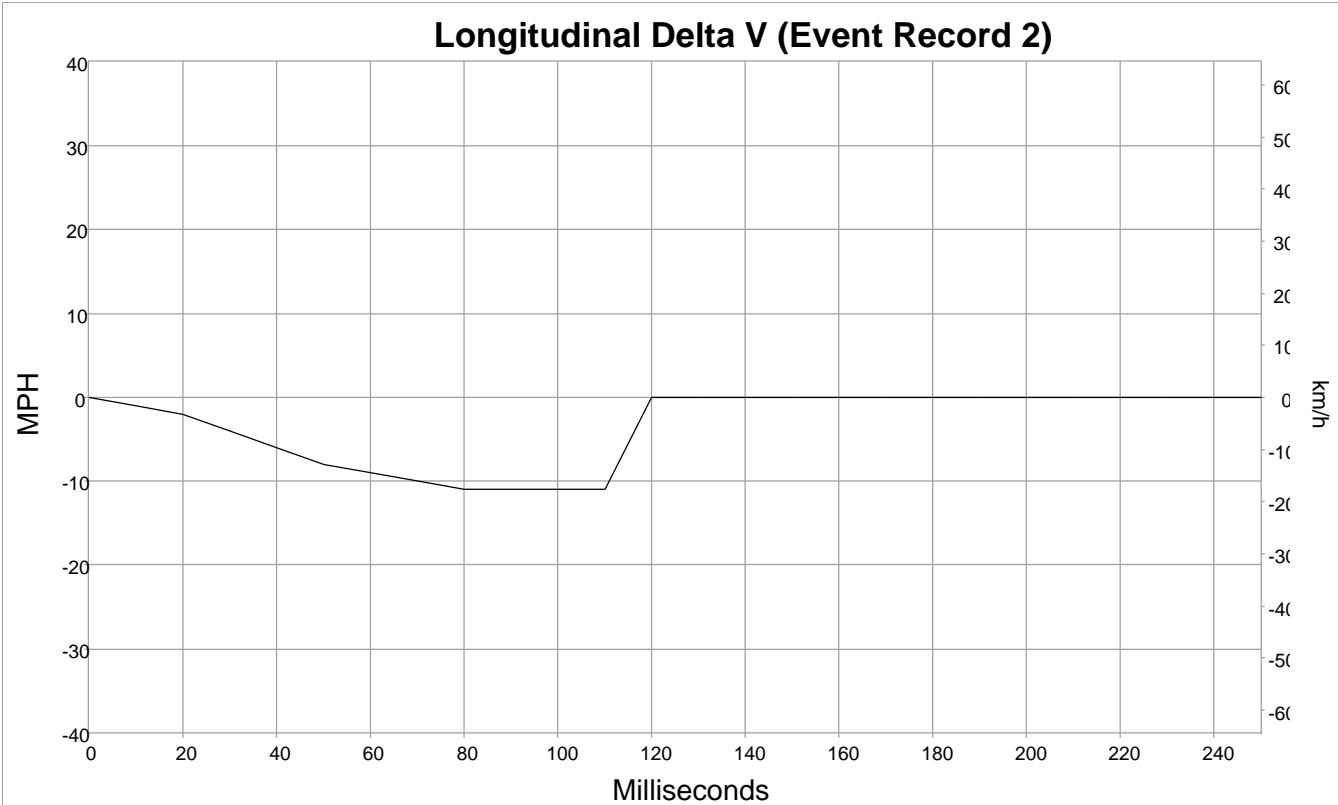
Longitudinal Delta V (Event Record 2)

Time (msec)	MPH [km/h]
0	0 [0]
10	-1 [-2]
20	-2 [-4]
30	-4 [-6]
40	-6 [-10]
50	-8 [-13]
60	-9 [-15]
70	-10 [-16]
80	-11 [-17]
90	-11 [-17]
100	-11 [-17]
110	-11 [-17]
120	0 [0]
130	0 [0]
140	0 [0]
150	0 [0]
160	0 [0]
170	0 [0]
180	0 [0]
190	0 [0]
200	0 [0]
210	0 [0]
220	0 [0]
230	0 [0]
240	0 [0]
250	0 [0]

Lateral Delta V (Event Record 2)
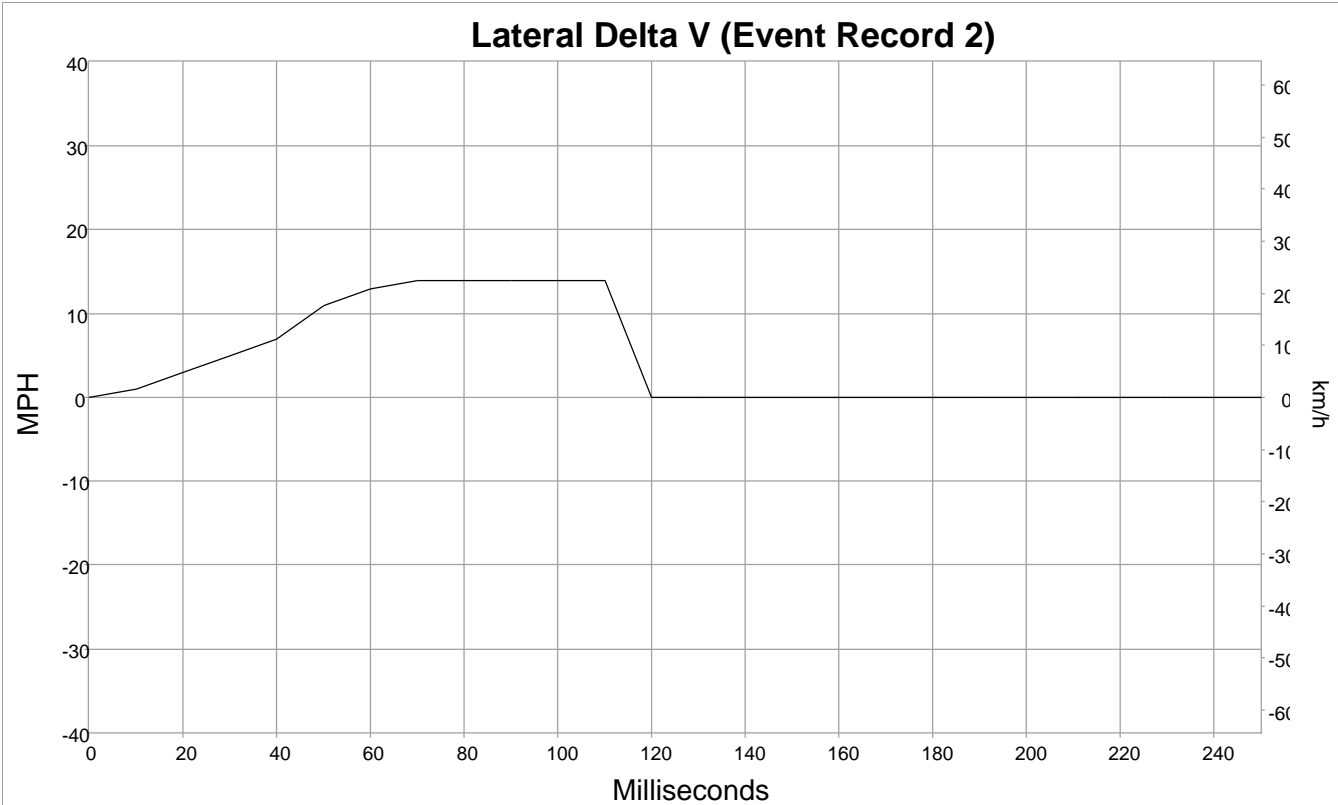
Lateral Delta V (Event Record 2)

Time (msec)	MPH [km/h]
0	0 [0]
10	1 [2]
20	3 [5]
30	5 [8]
40	7 [11]
50	11 [17]
60	13 [21]
70	14 [22]
80	14 [23]
90	14 [22]
100	14 [22]
110	14 [22]
120	0 [0]
130	0 [0]
140	0 [0]
150	0 [0]
160	0 [0]
170	0 [0]
180	0 [0]
190	0 [0]
200	0 [0]
210	0 [0]
220	0 [0]
230	0 [0]
240	0 [0]
250	0 [0]

Longitudinal Acceleration (Event Record 2)
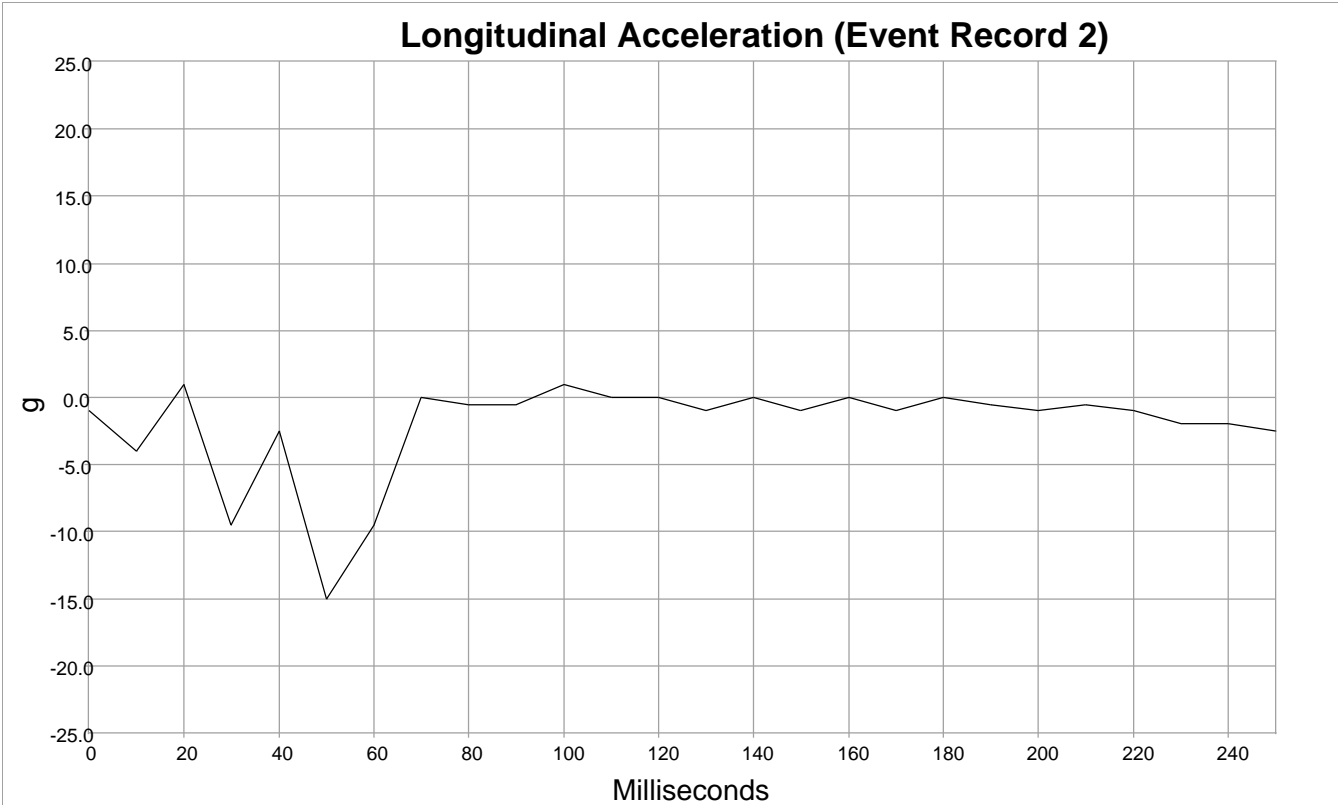
Longitudinal Acceleration (Event Record 2)

Time (msec)	g
0	-1.0
10	-4.0
20	1.0
30	-9.5
40	-2.5
50	-15.0
60	-9.5
70	0.0
80	-0.5
90	-0.5
100	1.0
110	0.0
120	0.0
130	-1.0
140	0.0
150	-1.0
160	0.0
170	-1.0
180	0.0
190	-0.5
200	-1.0
210	-0.5
220	-1.0
230	-2.0
240	-2.0
250	-2.5

Lateral Acceleration (Event Record 2)
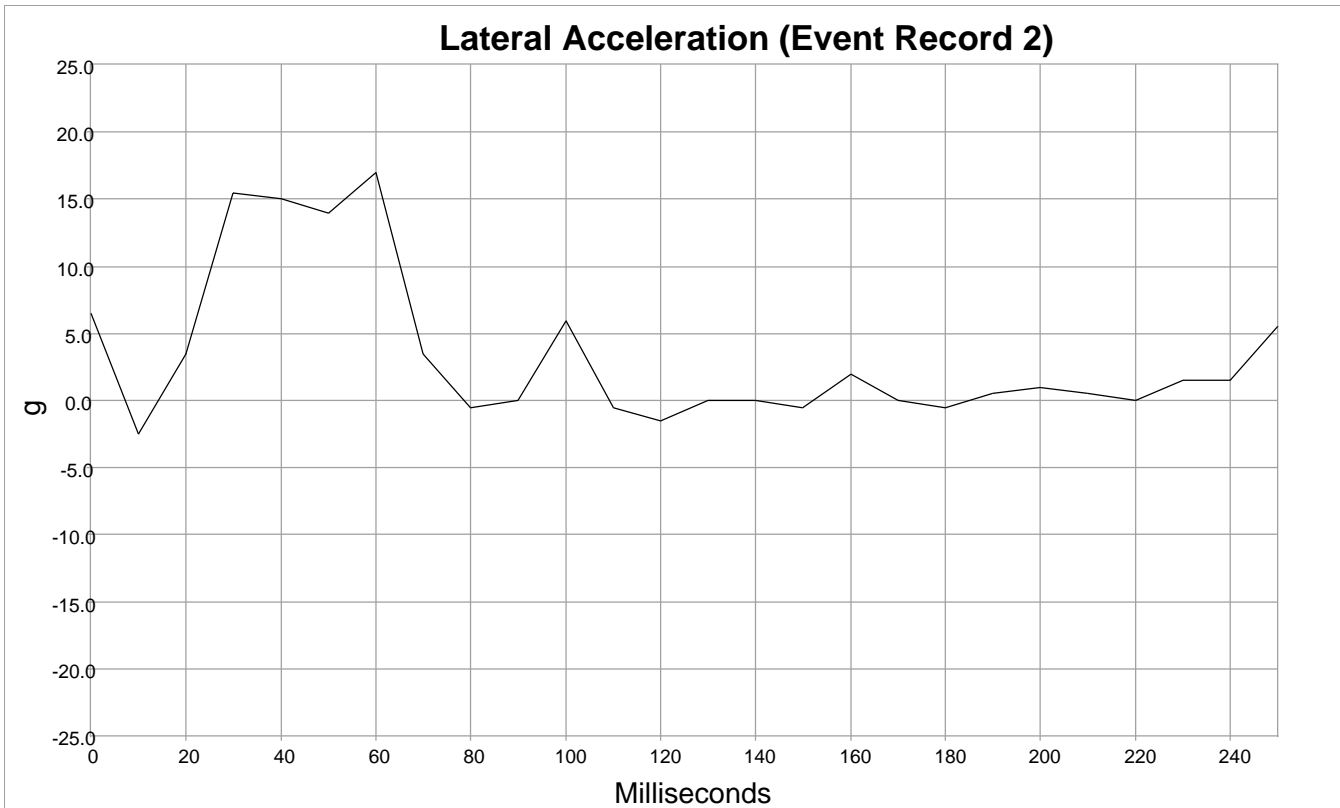
Lateral Acceleration (Event Record 2)

Time (msec)	g
0	6.5
10	-2.5
20	3.5
30	15.5
40	15.0
50	14.0
60	17.0
70	3.5
80	-0.5
90	0.0
100	6.0
110	-0.5
120	-1.5
130	0.0
140	0.0
150	-0.5
160	2.0
170	0.0
180	-0.5
190	0.5
200	1.0
210	0.5
220	0.0
230	1.5
240	1.5
250	5.5

Normal Acceleration (Event Record 2)
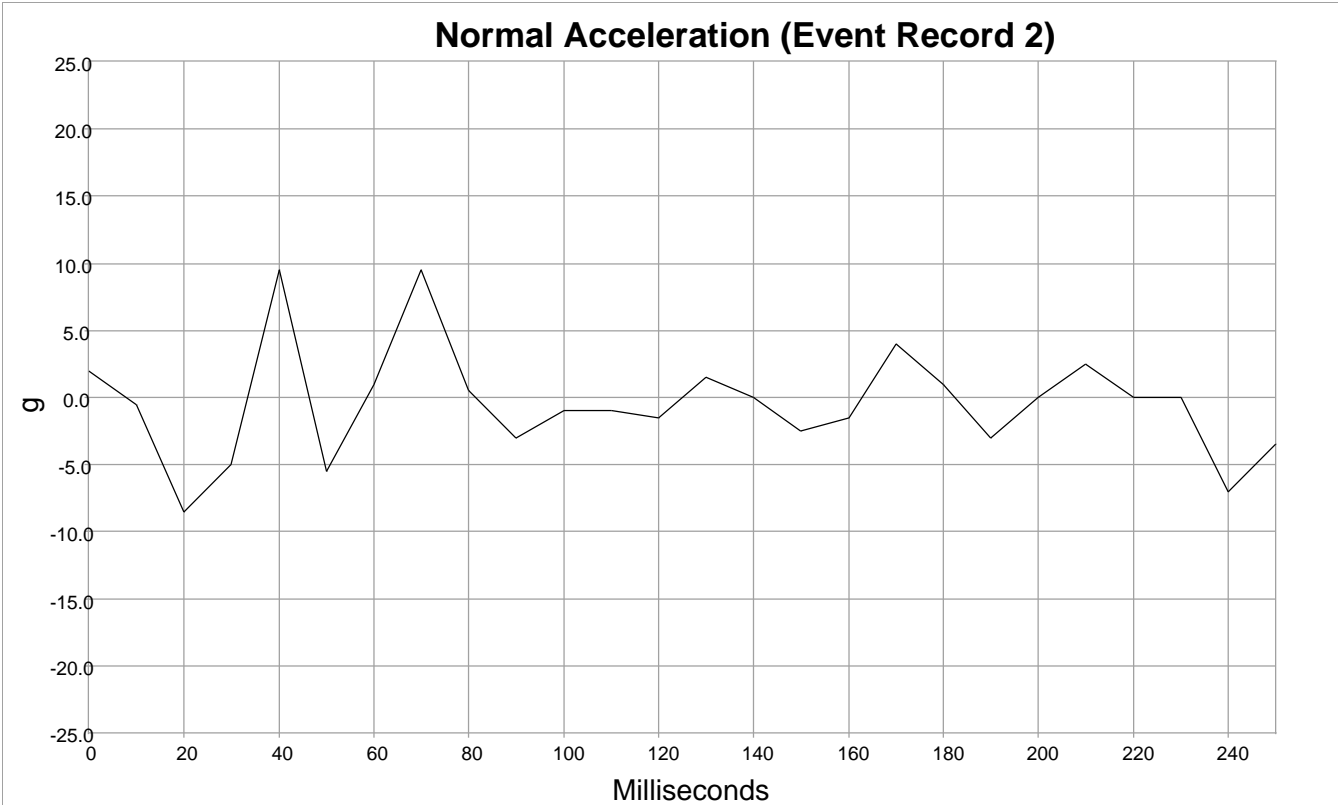
Normal Acceleration (Event Record 2)

Time (msec)	g
0	2.0
10	-0.5
20	-8.5
30	-5.0
40	9.5
50	-5.5
60	1.0
70	9.5
80	0.5
90	-3.0
100	-1.0
110	-1.0
120	-1.5
130	1.5
140	0.0
150	-2.5
160	-1.5
170	4.0
180	1.0
190	-3.0
200	0.0
210	2.5
220	0.0
230	0.0
240	-7.0
250	-3.5

Vehicle Roll Rate (Rollover Event Record)
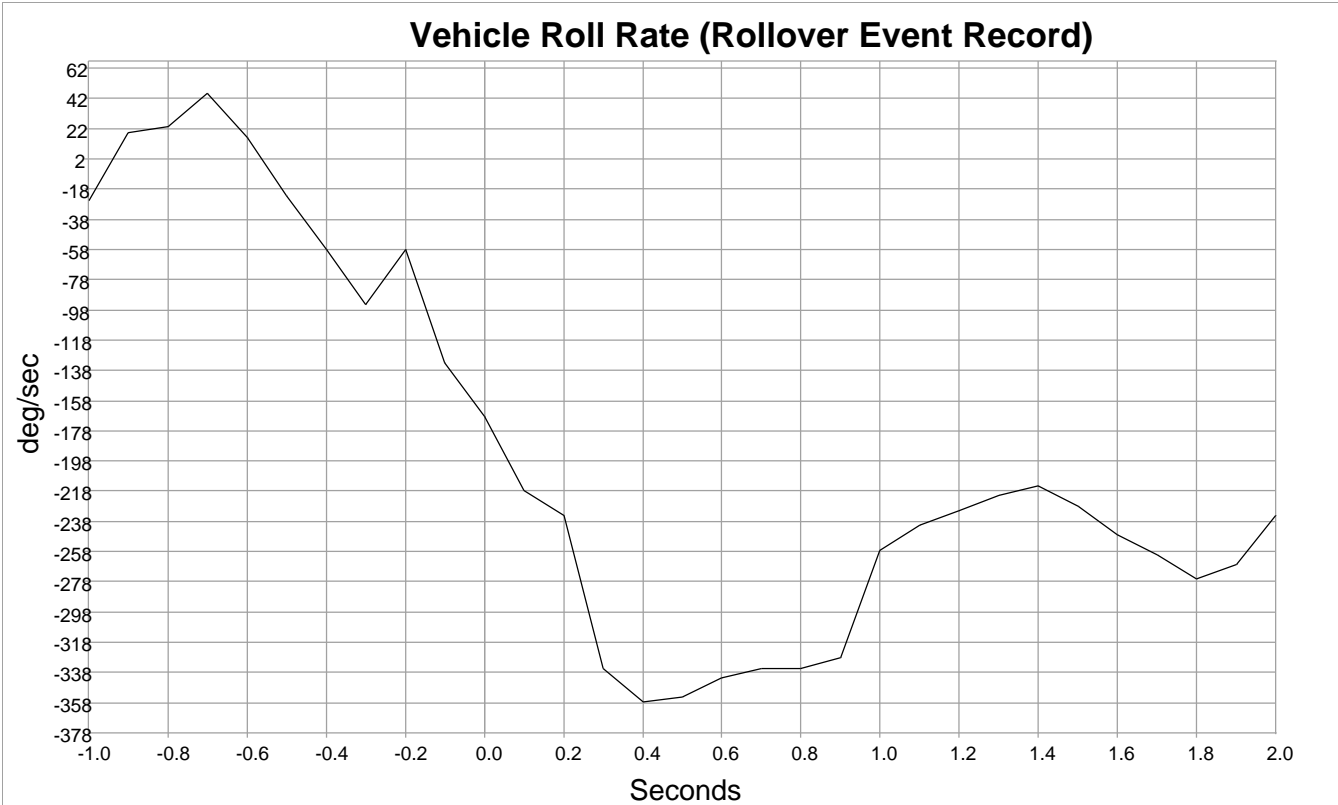
Positive roll rate indicates right-to-left (counterclockwise) rotation

Vehicle Roll Rate

Time (sec)	deg/sec	Time (sec)	deg/sec
-1.0	-26.0	0.6	-341.8
-0.9	19.5	0.7	-335.3
-0.8	22.8	0.8	-335.3
-0.7	45.6	0.9	-328.8
-0.6	16.3	1.0	-257.1
-0.5	-22.8	1.1	-240.9
-0.4	-58.6	1.2	-231.1
-0.3	-94.4	1.3	-221.3
-0.2	-58.6	1.4	-214.8
-0.1	-133.5	1.5	-227.9
0.0	-169.3	1.6	-247.4
0.1	-218.1	1.7	-260.4
0.2	-234.4	1.8	-276.7
0.3	-335.3	1.9	-266.9
0.4	-358.1	2.0	-234.4
0.5	-354.8		

Hexadecimal Data

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$8020        01 02 00 00 00 00 00 00 00 00 00 00 00 00 00 FD

$8021        AA 00 01 02 00 0F 00 00 00 00 00 44 1B 1E AA AA

$8022        AA 00 C0 7C 66 00 00 00 2A 00 00 00 00 00 00 00
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$8023        AA 00 C0 7C 66 00 00 00 08 00 00 00 00 00 00 00
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$8024        AA 00 FF 00 00 00 43 02 12 12 01 00 1B 1A 00 00
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$8026        AA 00 FF 00 35 03 01 00 00 00 00 00 00 00 00 00
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             C1 19 01 33 19 00 00 00 00 00 00 00 00 00 00 00
             C2 39 00 34 39 00 00 00 00 00 00 00 00 00 00 00
             C0 00 00 33 00 00 00 00 00 00 00 00 00 00 00 00
             BF 00 00 32 00 01 00 00 00 00 00 00 00 00 00 00
             BD 00 01 32 00 00 00 00 00 00 00 00 00 00 00 00
             BB 00 00 31 00 00 00 00 00 00 00 00 00 00 00 00
             B9 0D FE 31 0D 00 00 00 00 00 00 00 00 00 00 00
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             B9 47 FB 31 47 00 00 00 00 00 00 00 00 00 00 00
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$8027        AA 00 FF 00 35 03 01 00 00 00 00 00 00 00 00 00
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             AE 64 F7 2E 64 24 00 00 00 00 00 00 00 00 00 00
             80 64 F7 2D 64 04 00 00 00 00 00 00 00 00 00 00
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$8029        AA 00 00 FE FC FA F6 F3 F1 F0 EF EF EF EF 00 00
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$802A        AA 00 00 00 00 03 06 07 0A 0B 0C 0B 0B 0B 0B 00
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$802B         AA 00 00 02 05 08 0B 11 15 16 17 16 16 16 00 00
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$802C         AA 01 FC FE FB F7 FC F9 00 00 FD 01 01 00 00 FF
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$802D         AA 01 FE F8 02 ED FB E2 ED 00 FF FF 02 00 00 FE
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$802E         AA 01 14 F6 16 13 07 06 09 FB FE F9 01 00 FF FF
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$802F         AA 01 0D FB 07 1F 1E 1C 22 07 FF 00 0C FF FD 00
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$8031         AA 01 04 FF EF F6 13 F5 02 13 01 FA FE FE FD 03
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$8011         AA 00 C4 3F 00 00 00 00 00 00 27 16 00 00 00 16
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$8012         AA 00 51 0D DC 04 24 00 08 09 56 05 8B 0A 08 F7
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$8014         AA 00 05 00 00 08 74 00 08 0F 61 05 87 0A 0B B6
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$801B        AA 00 F8 06 07 0E 05 F9 EE E3 EE D7 CC BD B8 99
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