



TECHNICAL RECONSTRUCTION ATTACHMENT

2015 Dodge Charger EDR Report

Phoenix, Arizona

HWY21MH008

(46 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	2C3CDXBG5FH [REDACTED]
User	S. O'Bryant #5501
Case Number	I21031311
EDR Data Imaging Date	07/08/2021
Crash Date	06/09/2021
Filename	2C3CDXBG5FH [REDACTED].ACM.CDRX
Saved on	Thursday, July 8 2021 at 08:11:55
Imaged with CDR version	Crash Data Retrieval Tool 21.1.1
Imaged with Software Licensed to (Company Name)	Arizona DPS
Reported with CDR version	Crash Data Retrieval Tool 21.1.1
Reported with Software Licensed to (Company Name)	Arizona DPS
EDR Device Type	Airbag Control Module
Event(s) recovered	Most Recent Event, Deployment 1st Prior Event, Deployment

Comments

Image Authority: Warrant #SW2021-081887

Type of image: Direct to module

Power supply: Vehicle Power With Jump pack

Vehicle Cable Used: F00K108598

Adapter Used (if any): F00K108387, Serial to USB Adapter

Tires on Vehicle: Both Front 265/35R22
Both Rear 265/35R22

Recommended Tire Size: Front 225/45R18
Rear 245/40R18

People present: S. O'Bryant #5501, T Petersen #7075, D. Pereira NTSB

Data Limitations

AIRBAG CONTROL MODULE (ACM) DATA LIMITATIONS:

GENERAL INFORMATION:

CAUTION: During direct-to-module imaging where the Airbag Control Module (ACM) is disconnected and removed from a vehicle, make sure the ACM is not moved, tilted or turned over while connected to and powered by the CDR Interface Module (with appropriate adaptors in place, where required). Also, after a CDR imaging process, wait 2 minutes after power is removed from the ACM before attempting to move the module. Not following these general ACM guidelines for direct-to-module imaging may cause new events to be recorded in the ACM.

- For additional definitions, please refer to the CDR Help File Glossary.
- As the VIN may be used to determine the configuration of the restraint system, it is imperative that the correct VIN be entered into the CDR Tool during the imaging process.
- If a DLC adapter has to be used with the CDR Tool, the "Read VIN from Vehicle" feature in the CDR Tool will not work. The VIN will have to be manually entered.
- If a 2021 or later MY Dodge Durango was imaged with a CDR Tool version 19.4 or older, the ACM will need to be reimaged as not all the peripheral sensor data will have been retrieved.
- The 2019 MY RAM 1500 may take up to 30 minutes to retrieve the EDR data. The ignition will time out within 20 minutes so the vehicle flashers must be turned on within 20 minutes to keep the ignition and communication bus active.
- Lateral Delta V will not be displayed for the 2013 MY Jeep Compass and Patriot.
- Ignition Cycle, download/crash
 - For RAMs and Dodge Vipers, there are 2 internal ignition counters in the ACM. It is possible for the ignition cycles at download to be different

than the ignition cycles at event due to the 2 different counters.

- Note that the ignition cycle count in an ACM may differ from the ignition cycle count in a Pedestrian Protection Module (PPM) in the same vehicle due to the fact that the ACM has an energy reserve while the PPM does not.

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 Notation Indicates
Delta-V, Longitudinal	Forward
Maximum Delta-V, Longitudinal	Forward
Delta-V, Lateral	Left to Right
Maximum Delta-V, Lateral	Left to Right
Angular Rate	Clockwise rotation around the longitudinal axis
Peripheral Sensors, X and Y	Outside to Inside
Pressure Sensors	Compression of air
Internal Y Acceleration	Left to Right
Low-g Z Acceleration	Downward
Steering Input	Steering wheel turned counter clockwise
Yaw Rate	Counter clockwise rotation

CDR FILE INFORMATION:

- An event will be stored when the delta V is approximately 5 mph (8 km/h) or greater within a 150 ms interval.
- For non-NAFTA ACMs that control pedestrian protection devices, a non-deployment event will be stored when the pedestrian protection devices are activated.
- A non-deployment event may be stored with activation of the Active Head Restraints. See AHR explanation under System Configuration at Retrieval/Event section.

Event(s) Recovered definitions:

- None - There are no stored events in the ACM
- Not Retrievable - Event Data may be stored in the ACM but is not retrievable by the CDR Tool.
- Most Recent Event - Data of the most recent event is displayed in the report
- 1st Prior Event - Two events are stored in the ACM, Data displayed is of the first prior event.
- 2nd Prior Event - Three events are stored in the ACM, Data displayed is of the second prior event.
- For 2013 and 2014 MY Dodge Journey and Fiat Freemont:
 - Event Record 1 - Data from an event is stored in the ACM (not necessarily in chronological order)
 - Event Record 2 - Data from another event is stored in the ACM (not necessarily in chronological order)
- For TRW modules:
 - If there is a side impact, two EDR events may be stored for the one side impact event. The second event may be recorded due to the Lateral Delta V exceeding 5 mph (8 km/h) within a 150 ms interval after the side deployment occurred.
- For some Fiat vehicles:
 - Two EDR events may be stored for one impact event. The second event may be recorded due to the deployment of the frontal airbag, 3rd stage passenger.
- During an event, if power to the ACM is lost, all or part of the event data record may not be recorded. An indication may be observed in the recorded data under this condition: The restraint data is recorded first and then the vehicle data.
 - "None" may be displayed in the "Event(s) Recovered" section of the report indicating no pre-crash vehicle data.
 - An event may be displayed in the "Event(s) Recovered" section of the report and "Interrupted" will be displayed for Pre-Crash Recorder Status.

SYSTEM STATUS AT RETRIEVAL:

- Original VIN - The VIN is captured by the ACM and then recorded as the Original VIN after 10 consecutive ignition cycles of capturing the same number. Once it has been recorded, this number cannot be changed.

SYSTEM CONFIGURATION AT RETRIEVAL/EVENT:

- The System Configuration data tables indicate the components that the ACM for a particular vehicle monitors and/or controls.
- Active Head Restraint (AHR) - This refers to some active head restraint systems that are electronically controlled by the ACM. AHRs may activate but not store an EDR Record if the delta V does not exceed the minimum delta V threshold. It is possible that the AHRs may activate after the EDR record has been stored and written, based on achieving the minimum delta V. This condition will result in an EDR but no record of the AHR activation in the CDR report. Activation of only the AHRs, if stored, will be a non-deployment event.

SYSTEM STATUS AT EVENT:

- Number, Total Events - Cumulative number of events that the ACM has recorded, including those non-deployment events that have been overwritten by a subsequent event.
- Occupant Size Classification, Outboard Front Passenger - "Child" status may be used to indicate anything weighing less than a 5th percentile female adult crash dummy, including an empty seat; "Not Child" indicates anything weighing the same as or more than a 5th percentile female adult crash dummy. "SNA" indicates undetermined;
 - For some non-North American applications, "Empty" indicates an empty seat;
- Odometer at Event - Vehicle odometer at the time of the event
- Operation via Energy Reserve Only - "Yes" indicates that the ACM had lost power at or before T0 and was only operating on energy reserve at T0.
- Safety Belt Status, Outboard Front Passenger - For vehicles sold outside of North America which do not contain a buckle switch for the outboard front passenger, the safety belt status, outboard front passenger will default to "not buckled/unbuckled".
- System Voltage at Event, ACM - Voltage at the ACM as measured by the ACM.
- System Voltage at Event, Bused - Voltage of the vehicle system, communicated on the communication bus to other electronic modules in the vehicle.
- Temperature, Outside - Ambient Air Temperature.
- Time, Airbag Warning Lamp On - This is a cumulative time. It indicates the total amount of time that the ACM has requested the Airbag Warning Lamp be turned on.
 - This time does not include the warning lamp bulb check time, which occurs at every ignition cycle
 - For 2013 MY Minivans and new 2017+ MY Jeep Compass, this time is only cumulative for the past 10 ignition cycles.
- Time from event 1 to 2 -
 - If only one event is stored, either a value of 0 or >5 may be displayed for this data element.
 - For the 2018+ MY Promaster and 2019+ MY RAM 1500, a value of 0 may be displayed for the first event or for events >5 seconds apart.
 - If multiple events exist in the EDR, the time from event 1 to event 2 is defined as:
 - For Bosch and TRW modules, the time from the prior recorded event (even if it has been overwritten) to the current recorded event.
 - For Continental modules, the time from the prior existing recorded event (as long as it is still displayed in the CDR report) to the current recorded event. If the prior event in a multi-event condition is overwritten by a subsequent event, the multi-event status will no longer be displayed.
 - For the 2019+ MY RAM 1500, the time from event 1 to 2 may utilize a non-stored event as event 1. In this case, the total number of events and multi-event data elements will not include the non-stored event in the number of events. However, the time from event 1 to 2 will be shown as time from that non-stored event.
- Time, Operation System Time - This is a cumulative lifetime timer for the ACM. It indicates the total amount of time the ACM has been powered up.
 - For 2019 and later MY RAMs, this time is only cumulative for the current ignition cycle.
- Tire Pressure Indicator Lamp at Event "On" indicates a fault in the tire pressure monitoring system at the time of the event. The TPM module DTCs should be read and recorded for final system interpretation.
- Tire Pressure at Event, LF, RF, RR See "Tire Information" under Pre-Crash Data section for details.
- VIN at Event, Last 8 Digits- Last 8 digits of the VIN of the vehicle at the time the ACM records the event.

DEPLOYMENT COMMAND DATA:

- A "Yes" for a particular item indicates that the ACM commanded the deployment /activation of the associated device.
- The phrase "Exceeded Storage Range" for a particular time to deploy indicates that the deployment time is equal to or greater than the 255 milliseconds that can be stored.
- If a device is not deployed, the "time to deploy" for that device will display 0, SNA, N/A or 255.
- In vehicles with Bosch ACMs, once a device has been deployed in an ignition cycle, it is possible that the ACM will not attempt to re-deploy any already deployed device during subsequent events in that same ignition cycle.

DTCs PRESENT AT START OF EVENT:

- If any DTCs (diagnostic trouble codes) are present in the ACM at the start of the event, these will be listed in this section. A dealership service manual can be used to decode the DTCs.
 - DTCs Present at Start of Event are not present in the Alfa Romeo Giulia, Fiat 500X, and the Jeep Renegade.
- For the 2021 MY+ Jeep Grand Cherokee L, the DTCs will not be updated for the subsequent events within the same ignition cycle.

SENSOR DATA:

- The design range for the angular rate data is:
 - +/- 240 deg/sec for Bosch ACMs, unless specifically called out below
 - +/- 300 deg/sec for TRW ACMs, the 2019 MY RAM 1500, and the 2018+ MY Dodge Journey
 - +/- 290 deg/sec for 2008+ MY minivans and 2009-2017 MY Dodge Journey
 - +/- 340 deg/sec for 2017+ MY Chrysler Pacifica and new 2017+ MY Jeep Compass
 - -416.67 deg/sec to +413.41 deg/sec for 2014+ MY Jeep Cherokee
- For vehicles that store peripheral sensor data, t0 for the peripheral sensors is the same as the t0 for the delta V.
- Internal y acceleration is stored prior to t0 so the internal y acceleration data will usually be zero unless the rollover sensing algorithm has triggered storage of the EDR event.
- The words "Sensor Design Range Exceeded" and a vertical line will be displayed on the Longitudinal and Lateral Delta-V graphs the first time the applicable sensor range is exceeded.
- For the 2010-2012 MY Chrysler Town and Country, Dodge Caravan, Dodge Grand Caravan, and Dodge Journey and the 2010-2011 MY

Grand Voyager, the angular rate will only be displayed if it is non-zero.

PRE-CRASH DATA:

- The recorded Event may contain Pre-Crash data. Pre-Crash data from the various electronic control modules in the vehicle is transmitted to the Airbag Control Module via the vehicle's communication bus.
- In the Pre-Crash Data graph, data transmitted at a rate other than 0.1 seconds will be shown as dots for each available data point. Only data transmitted at a rate of 0.1 seconds will have the dots connected by a line.
- (if equip.) - If a parameter name is followed by the words (if equip.), then the parameter is only valid for vehicles equipped with the associated parameter/vehicle system.
- The MIL (Malfunction Indicator Lamp) Status for the various recorded systems indicates the requested state of the applicable malfunction indicator lamp at the time that the data was captured. Note: Some fault codes could be stored due to component/system damage from the accident. The appropriate diagnostic tool should be used to read any stored Diagnostic Trouble Codes (DTC's) in the various electronic modules (ACM, PCM, ABS, TCM, etc., where applicable) for use in interpretation of some vehicle specific recorded data.
- ABS Activity - "Yes" indicates an active ABS event in which the ABS is actively controlling the brakes.
- ABS MIL- This indicates the ABS fault indicator lamp status. It will only be "On" when there is a fault in the ABS system. The Electronic brake module DTC's should be read and recorded for final system interpretation.
- Accelerator Pedal, % Full - This indicates the actual position of the accelerator pedal. It will be "SNA" if the vehicle is in the power free mode which limits acceleration.
- Accelerator Pedal (Derived), % Full - This indicates the calculated value of the accelerator pedal for battery electric vehicles only.
- Accelerator Pedal/Engine Throttle, % Full - This indicates the actual position of the accelerator pedal unless the cruise control is engaged. If the cruise control is engaged, this indicates the actual position of the engine throttle blade.
- Brake Pedal Position This indicates the percentage of brake pedal depression by the driver.
- Brake Torque This indicates the calculated amount of brake torque the system is producing at the wheels.
- Brake Torque Driver This indicates the calculated amount of brake torque that the driver is requesting.
- Braking System, Maximum Braking -- "Yes" indicates that ABS is active on all 4 wheels at the same time.
- Cruise Control:
 - Note that the following two Cruise Control data elements are only valid for vehicles not equipped with Adaptive Cruise Control (ACC). For vehicles equipped with ACC, the ACC data elements are used for both regular Cruise Control and ACC.
 - Cruise Control System/Lamp Status -"On" indicates that the Cruise Control system is turned on.
 - Cruise Control Status "Off" indicates that all cruise control functionality is disabled; "NCC_On" indicates that the Normal Cruise Control system is turned on; "NCC_Engaged" indicates the Normal Cruise Control is actively controlling vehicle speed; "ACC_On" indicates that ACC is turned on; "ACC_Engaged" indicates that the ACC is actively controlling vehicle speed.
 - Cruise Control Engaged Status/Active - "Engaged"/"Yes" indicates the Cruise Control system is actively controlling vehicle speed. "Not Engaged"/"No" indicates the system is NOT controlling vehicle speed.
 - Cruise Control Override "Active" indicates that the driver has overridden the set speed. "Not Active" indicates that the cruise control is either not turned on or is not being overridden.
 - Adaptive Cruise Control (ACC) Status (if equip.)- "Off" indicates that all cruise control functionality is disabled; "NCC_On" indicates that the Normal Cruise Control system is turned on; "NCC_Set" indicates the Normal Cruise Control is actively controlling vehicle speed; "ACC_On" indicates that ACC is turned on; "ACC_Set" indicates that the ACC is actively controlling vehicle speed. If the value is SNA for all time stamps, then the vehicle is not equipped with ACC.
 - Set Speed (if equip.)- This indicates the desired speed in mph that was input by the driver for the cruise control system.
 - ACC Faulted - "Yes" indicates that the ACC system will not function and the ACC warning lamp is lit; "No" indicates that the ACC system is functional and the ACC warning lamp is off;
 - For new 2017+ MY Jeep Compass, cruise control data elements are only available for vehicles NOT equipped with ACC.
- Drive Mode - This indicates the driver selected mode of operation (e.g. normal, sport, track, ...)
- Electronic Brake/Stability Control information:
 - Stability Control - This is the status of the ESC symbol - "car with squiggly lines" indicator lamp. "On" indicates that the ESC system is functional. "Off" indicates that the ESC system was turned off either by the driver or due to a fault or thermal mode shutdown. "Engaged" indicates an active ESC/TCS event. "Partial Off" indicates that engine management has been turned off but brake traction control is still functional.
 - For the Jeep Renegade, if the Stability Control is "Off", the ESC Button Status is "Disabled", and the vehicle speed exceeds 40 mph, the stability control system will operate in a reduced functionality mode with traction control turned off ("partial off" mode) even though the user disabled it. For all other conditions, when the Stability Control is "Off", the stability control system will be off.
 - ESC Button Status - This indicates the driver selected mode for the ESC system. "Disabled" indicates that the driver pressed the ESC Button to disable engine management. "Enabled" is the default state for the ESC system.
 - SRT and some Fiat products have the ability to fully disable the ESC system if the ESC button has been pressed and held for a specific amount of time. Additional system analysis is required.
 - ESP Feature is Completely Disabled - This indicates that the stability control system has turned off engine management, traction control, and stability control.
 - ESC/ESP MIL - This indicates the ESC/ESP fault indication lamp status. It will only be "On" when there is a fault or thermal mode shutdown in the ESC/ESP system. The ESC/ESP module DTC's should be read and recorded for final system interpretation.
 - Brake Intervention by ESP - "Yes" indicates that the stability control system has engaged the brakes.
 - Engine Torque Applied - "No" indicates no engine torque output was applied (as in Park/Neutral for Automatic transmissions or clutch depressed on manual or during an ESP/Traction Control event). If "Yes", then engine torque output was applied.
 - Traction Control Active - "Yes" indicates that the traction control system is actively controlling the vehicle's wheels.
- Electronic Park Brake (EPB):
 - Park Brake Engaged - "Yes" indicates that the park brake is applied.
 - EPB MIL - "On" indicates that there is a fault in the Electronic Park Brake System.
- Engine RPM - For the RAM ProMaster City, the minimum resolution for Engine RPM is 32 rpm.

- Engine Throttle, % Full - This indicates the actual position of the Engine Throttle blade. This data element is not supported by vehicles with diesel engines. Thus a value of "SNA" will be displayed if the vehicle has a diesel engine.
- ETC Lamp - Lamp "ON" indicates there is an active Electronic Throttle DTC.
- ETC Lamp Flashing - "Yes" indicates that the ETC is in the limp-in mode.
- Forward Collision Warning (FCW) (if equip.):
 - Object of Interest Distance - This indicates the actual forward distance to the main object being tracked by the FCW system. "FCW present but not tracking/No Object" indicates that the FCW system is not currently tracking an object. If the value is SNA for all time stamps, then the vehicle is not equipped with FCW.
 - FCW System Operating State - "Off" indicates that the FCW system is off and the FCW Warning Lamp will be "On"; "On" indicates that the FCW system is fully on with active braking as well as the audible and visual warnings enabled.
 - FCW System Status - "Off" indicates that the FCW system is off and the FCW Warning Lamp will be "On". "On-braking" indicates that the FCW system is on with active braking enabled but there will no FCW audible or visual warnings in an FCW event. "On-warning" indicates that the FCW system is on but active braking is disabled. In an FCW event, the driver will only receive FCW audible and visual warnings. "On-full" indicates that the FCW system is fully on with active braking as well as the audible and visual warnings enabled. SNA indicates that the vehicle is not equipped with FCW.
- Gear Position/Current Gear - For all vehicles except the RAM ProMaster City, this indicates the current transmission gear. For the RAM ProMaster City, this indicates the status of the gear shift lever.
- Estimate Regenerative Braking Axle Torque (HEV only) This indicates the calculated braking torque applied by the HEV system to the drive axles in Nm.
- Driver Intended Axle Torque (HEV only) This indicates the calculated value of torque in Nm being applied to the drive axles based on accelerator pedal position.
- Trans torque request (HEV only) "Yes" indicates that the transmission controller has requested a torque reduction when shifting from one gear to another.
- Static Axle Torque (HEV only) This indicates the torque in Nm at the axle when the speed of the axle is constant.
- HEV Battery Pack Contactor State (HEV only) "Closed" indicates that the HEV battery pack is connected to the vehicles electrical system. "Open" indicates that the HEV battery pack is disconnected from the vehicles electrical system. "Pre-Charging" indicates that the inverter internal capacitor is charging. "Pre-Charge Failed" indicates that the attempt to charge an internal capacitor failed. "Pre-Charge Inhibited" indicates that an attempt to charge an internal capacitor was not made.
- HEV Lamp Request (HEV only) This indicates the HEV indicator lamp status. It will only be "On" when there is a fault in the HEV system. The vehicle DTCs should be read and recorded for final system interpretation.
- Master Cylinder Pressure - This indicates the brake pressure applied to the brakes through the brake pedal.
- PCM MIL - This indicates the PCM fault indicator lamp status. It will only be "On" when there is a fault in the PCM. "Flashing" indicates misfire detection. The Powertrain Control Module DTC's should be read and recorded for final system interpretation.
- Pre-Crash Recorder Complete - Due to the interruption of data recording in one section, this data element may display "Interrupted" for all sections when some data sections are actually complete.
 - For the 2014 MY Jeep Grand Cherokee and Dodge Durango, if recording of angular rate data is interrupted, the entire EDR record will display "Interrupted" even though the rest of the data may be complete.
- PRND/PRNDL/PRNDS Status - This indicates the status of the Shifter Position.
- Raw Manifold Pressure - This indicates engine load in kPa.
- Reverse Gear - For manual transmission vehicles only, "Yes" indicates the transmission is in the reverse gear.
- Service Brake - "On" indicates that the brake pedal is physically depressed. Braking from the ABS or FCW systems will not be reported in this data element.
- Shift Selector Position - This indicates the status of the gear shift selector.
- Speed, Vehicle Indicated - This indicates the average of the wheel speeds of the drive wheels.
 - The reporting resolution for Speed, Vehicle Indicated is 1 km/h.
 - To display this data element in mph, the CDR Tool converts the km/h to mph and reports a rounded value in mph.
 - The accuracy of the recorded Speed, Vehicle Indicated may be affected by a significant change of the tire size for the drive wheels or the final drive axle ratio of the transmission from the factory build specifications, wheel lockup, wheel slip, or wheel spin.
 - On some vehicles capable of speeds in excess of 255km/h (about 158mph), the actual vehicle speed may have exceeded the reporting range. It is always prudent to check the reported wheel speeds and other parameters to confirm the Speed, Vehicle Indicated value(s).
- Tire Information:
 - XX where LF = Left Front Tire, RF = Right Front Tire, LR = Left Rear Tire, and RR = Right Rear Tire.
 - Tire X Location - This indicates the location of the tire pressure sensor data being displayed for that time stamp. Default is used to indicate that the location of the tire pressure sensor is unknown or there is no tire pressure sensor in that wheel. Vehicles with Base Tire Pressure Monitoring systems will display SNA for both Tire Locations as these vehicles do not send actual pressure values across the communication bus.
 - Tire X Pressure/Tire Pressure Status, XX -This indicates the actual pressure status of the Tire Location defined in the previous column (Tire X Location) or by the values for XX. Possible values are LOW, NORMAL, HIGH, or SNA for this parameter. Vehicles with Base Tire Pressure Monitoring systems may display NORMAL even though these vehicles do not send actual pressure values across the communication bus.
 - Tire X Pressure/Tire Pressure Value, XX (psi) - This indicates the actual tire pressure value of the Tire Location defined in the previous column (Tire X Location) or by the values for XX. Vehicles with Base Tire Pressure Monitoring systems will display N/A for this parameter as these vehicles do not send actual pressure values across the communication bus.
 - For the following vehicles, the tire location, if displayed, may not be accurate if the tires have been rotated:
 - 2013 MY Ram
 - 2013-2017 MY Jeep Patriot
 - 2013-2014 MY Chrysler 200
 - 2013-2017 MY Jeep Compass
 - 2013-2016 MY Dodge Dart
 - For the 2013 MY Ram, if the values for tire pressure status and the tire pressure are SNA, the EDR does not store tire pressure monitoring data.
 - Tire pressure is not stored in the EDR for the following vehicles:
 - 2014-2018 MY RAM 1500

- 2014+ MY RAM (all but 1500)
- 2013+ MY Jeep Wrangler
- 2013 MY Jeep Grand Cherokee
- 2013 MY Dodge Durango
- 2013-2014 MY Dodge Challenger
- 2013-2016 MY Chrysler Town and Country
- 2013+ MY Dodge Grand Caravan
- 2015+ MY Fiat 500
- Wheel Speed, XX - This indicates the speed value of a particular tire as denoted by XX.
- Tire Pressure Monitor Indicator Lamp/Faults - "On" indicates a fault in the tire pressure monitoring system. The TPM module DTC's should be read and recorded for final system interpretation.
- "T0" ("Time zero" where '0' is seen as subscript) is defined as "beginning of the crash event". T0 is the time at which the ACM algorithm is activated, a specific Delta-V is exceeded, or a non-reversible restraint device is deployed. T0 may be defined differently for front, side, rear and roll-over events.
 - If multiple algorithm decisions (i.e.: frontal, side, rear and/or rollover) are made before the first recorded event ends, all of those events are part of the same event record and "T0" is defined as the "T0" from the first recorded event.
 - In the Pre-Crash data tables, the relative time marker "-0.1s" or "-0.25s" respectively represents the last set of data captured in the buffer prior to "T0."
- Torque Information:
 - Axle Torque - This indicates the E-Motor Torque multiplied by the gear ratio for battery electric vehicles only.
 - E-Motor Torque - This indicates the calculated torque from the output shaft of the electric motor in battery electric vehicles only.
- Traction Control Intervention Active - "Active" indicates wheel slippage was occurring during vehicle acceleration.

APPLICATION INFORMATION:

- Alfa Romeo Giulia, Alfa Romeo Stelvio, Fiat 500L, Fiat 500X, and Jeep Renegade are only CDR supported in the United States, Canada, and Saudi Arabia markets.
- Fiat 500/500e is only CDR supported in the United States, Canada, Mexico, and Brazil markets.

03002_Chrysler_r044

System Status at Retrieval

Original VIN	2C3CDXBG5FH [REDACTED]
Ignition Cycle, Download	13691
ACM Part Number	68226173AC
ECU Serial Number	T52MD331404712
ACM Supplier	Bosch
ECU Supply Voltage at Time of Retrieval	12.1

System Configuration at Retrieval

Configured for Driver Frontal Airbag	Yes
Configured for Driver Knee Airbag	Yes
Configured for Driver Buckle Pretensioner	Yes
Configured for Driver Retractor Pretensioner	Yes
Configured for Driver Seat Seatbelt Switch	Yes
Configured for Driver Seat Track Position Switch	Yes
Configured for Left Side Curtain Airbag	Yes
Configured for Left Side Seat Airbag	Yes
Configured for Passenger Frontal Airbag	Yes
Configured for Passenger Buckle Pretensioner	Yes
Configured for Passenger Retractor Pretensioner	Yes
Configured for Passenger Seat Seatbelt Switch	Yes
Configured for Passenger Seat Track Position Switch	No
Configured for Right Side Curtain Airbag	Yes
Configured for Right Side Seat Airbag	Yes
Configured for Rollover Sensing	Yes

System Status at Event (Most Recent Event)

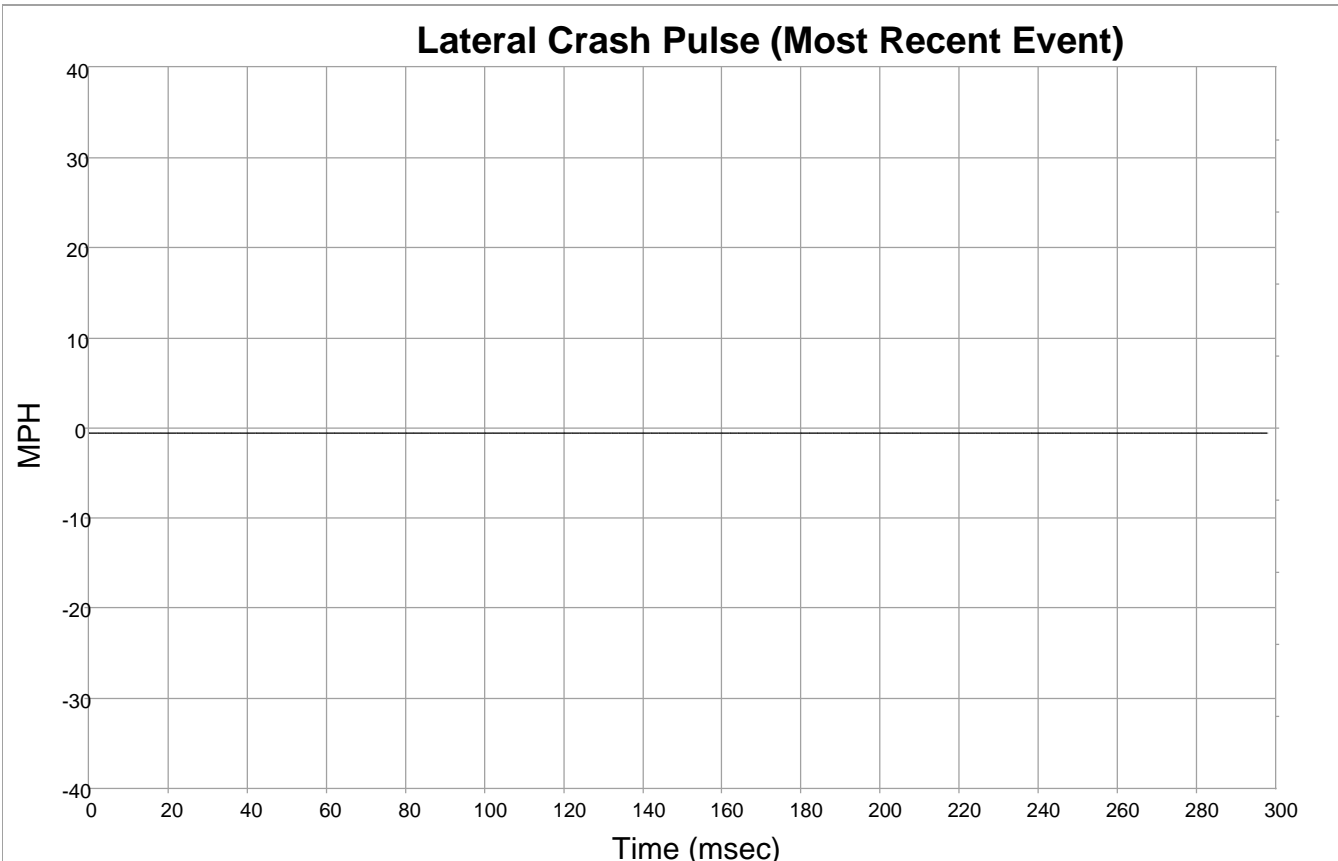
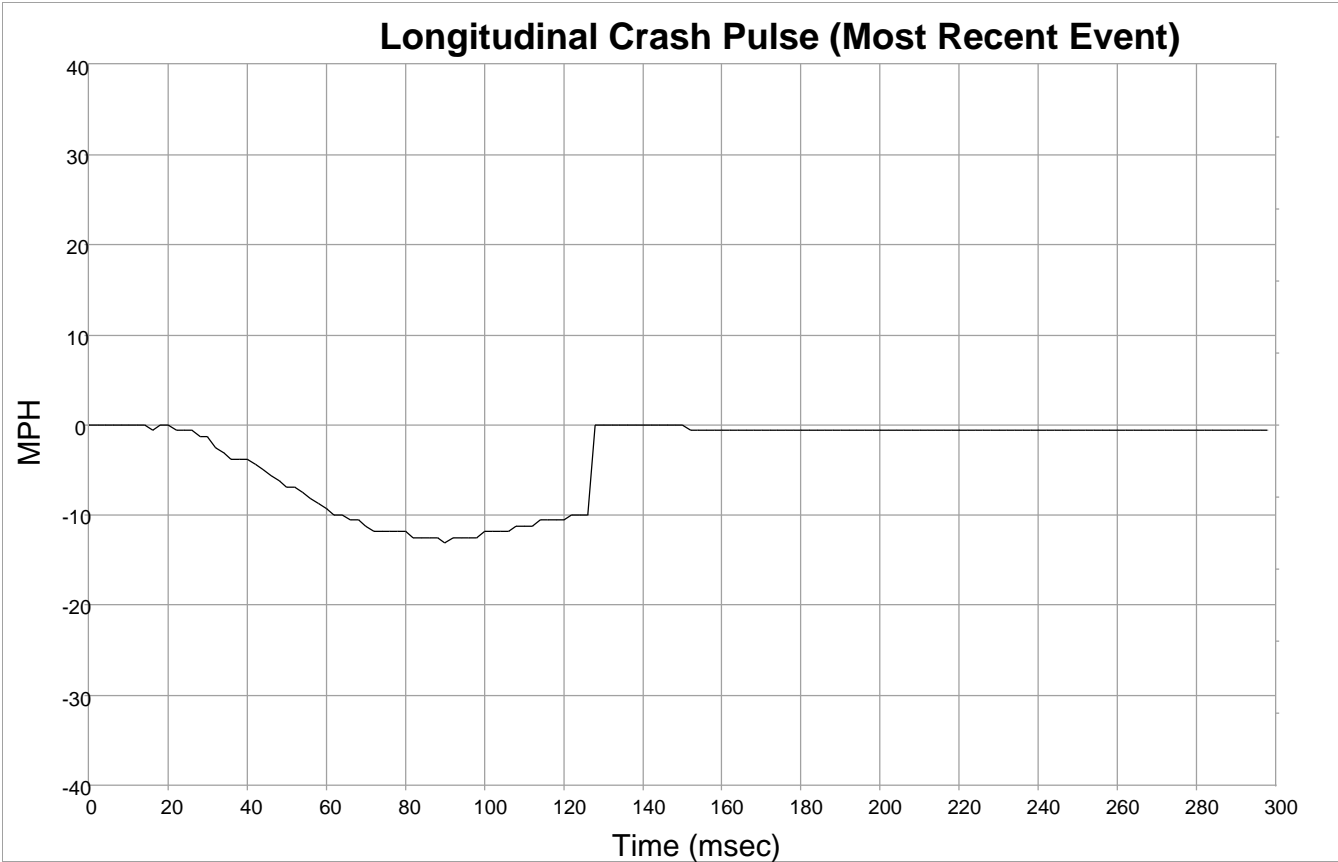
Complete File Recorded	No
Safety Belt Status, Driver	Not Buckled
Safety Belt Status, Outboard Front Passenger	Buckled
Airbag Warning Lamp, On/Off	Off
Seat Track Position Switch, Foremost, Status, Driver	No
Seat Track Position Switch, Foremost, Status, Outboard Front Passenger	Not Present
Maximum Delta-V Longitudinal (MPH [km/h])	-13.0 [-21]
Time, Maximum Delta-V, Longitudinal (msec)	90
Maximum Delta-V Lateral (MPH [km/h])	-0.6 [-1]
Time, Maximum Delta-V, Lateral (msec)	0
Clipping Flag Status	Set
Clipping Flag Time Stamp, Lateral	300
Clipping Flag Time Stamp, Longitudinal	300
Time, Operation System Time (sec)	17609625
Time, Airbag Warning Lamp On (min)	0
Event Number	2
Multi-Event, Number of Events (1,2)	2
Time from Event 1 to 2 (sec)	0.3
Operation Via Energy Reserve Only (Yes, No)	No
Supply Voltage at Event, ECU (V)	13.7
Temperature, Outside (deg C)	41
Event Signal Transmission, Complete (Yes, No)	Yes
Odometer at Event (Miles[km])	118890.1 [191335]
Ignition Cycle, Crash	13689
VIN, Original	2C3CDXBG5FH [REDACTED]
VIN Recorded at Event (last 8 characters)	FH [REDACTED]

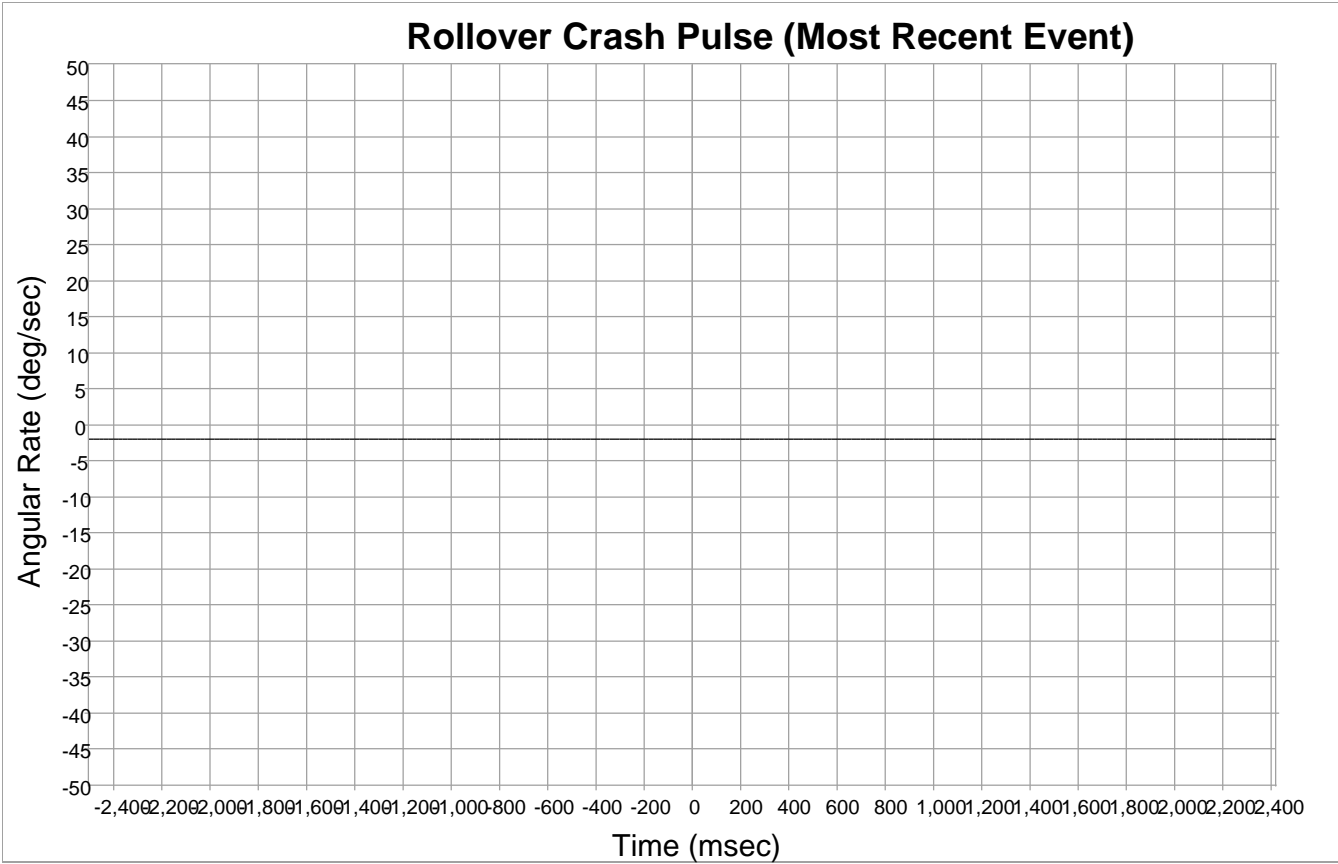
Deployment Command Data (Most Recent Event)

Frontal Airbag Deployment, Time to Deploy 1st Stage, Driver (msec)	28
Frontal Airbag Deployment, 1st Stage, Driver	Yes
Frontal Airbag Deployment, Time to Deploy 2nd Stage, Driver (msec)	58
Frontal Airbag Deployment, 2nd Stage, Driver	Yes
Frontal Airbag, Time to Deploy 1st Stage, Passenger (msec)	28
Frontal Airbag, Deployment 1st Stage, Passenger	Yes
Front Airbag, Time to Deploy 2nd Stage, Passenger (msec)	48
Front Airbag, Deployment 2nd Stage, Passenger	Yes
Buckle Pretensioner Deployment, Driver	No
Retractor Pretensioner Deployment, Driver	No
Buckle Pretensioner Deployment, Passenger	No
Retractor Pretensioner Deployment, Passenger	No
Side Seat Airbag Deployment, Front Left	No
Side Curtain Airbag Deployment, Left	No
Side Seat Airbag Deployment, Front Right	No
Side Curtain Airbag Deployment, Right	No

DTCs Present at Start of Event (Most Recent Event)

No DTCs Present





Longitudinal Crash Pulse (Most Recent Event)

Time (msec)	Delta-V, Longitudinal (MPH [km/h])
0	0.0 [0]
2	0.0 [0]
4	0.0 [0]
6	0.0 [0]
8	0.0 [0]
10	0.0 [0]
12	0.0 [0]
14	0.0 [0]
16	-0.6 [-1]
18	0.0 [0]
20	0.0 [0]
22	-0.6 [-1]
24	-0.6 [-1]
26	-0.6 [-1]
28	-1.2 [-2]
30	-1.2 [-2]
32	-2.5 [-4]
34	-3.1 [-5]
36	-3.7 [-6]
38	-3.7 [-6]
40	-3.7 [-6]
42	-4.3 [-7]
44	-5.0 [-8]
46	-5.6 [-9]
48	-6.2 [-10]
50	-6.8 [-11]
52	-6.8 [-11]
54	-7.5 [-12]
56	-8.1 [-13]
58	-8.7 [-14]
60	-9.3 [-15]
62	-9.9 [-16]
64	-9.9 [-16]
66	-10.6 [-17]
68	-10.6 [-17]
70	-11.2 [-18]
72	-11.8 [-19]
74	-11.8 [-19]
76	-11.8 [-19]
78	-11.8 [-19]
80	-11.8 [-19]
82	-12.4 [-20]
84	-12.4 [-20]
86	-12.4 [-20]
88	-12.4 [-20]
90	-13.0 [-21]
92	-12.4 [-20]
94	-12.4 [-20]
96	-12.4 [-20]
98	-12.4 [-20]

Time (msec)	Delta-V, Longitudinal (MPH [km/h])
100	-11.8 [-19]
102	-11.8 [-19]
104	-11.8 [-19]
106	-11.8 [-19]
108	-11.2 [-18]
110	-11.2 [-18]
112	-11.2 [-18]
114	-10.6 [-17]
116	-10.6 [-17]
118	-10.6 [-17]
120	-10.6 [-17]
122	-9.9 [-16]
124	-9.9 [-16]
126	-9.9 [-16]
128	0.0 [0]
130	0.0 [0]
132	0.0 [0]
134	0.0 [0]
136	0.0 [0]
138	0.0 [0]
140	0.0 [0]
142	0.0 [0]
144	0.0 [0]
146	0.0 [0]
148	0.0 [0]
150	0.0 [0]
152	-0.6 [-1]
154	-0.6 [-1]
156	-0.6 [-1]
158	-0.6 [-1]
160	-0.6 [-1]
162	-0.6 [-1]
164	-0.6 [-1]
166	-0.6 [-1]
168	-0.6 [-1]
170	-0.6 [-1]
172	-0.6 [-1]
174	-0.6 [-1]
176	-0.6 [-1]
178	-0.6 [-1]
180	-0.6 [-1]
182	-0.6 [-1]
184	-0.6 [-1]
186	-0.6 [-1]
188	-0.6 [-1]
190	-0.6 [-1]
192	-0.6 [-1]
194	-0.6 [-1]
196	-0.6 [-1]
198	-0.6 [-1]

Time (msec)	Delta-V, Longitudinal (MPH [km/h])
200	-0.6 [-1]
202	-0.6 [-1]
204	-0.6 [-1]
206	-0.6 [-1]
208	-0.6 [-1]
210	-0.6 [-1]
212	-0.6 [-1]
214	-0.6 [-1]
216	-0.6 [-1]
218	-0.6 [-1]
220	-0.6 [-1]
222	-0.6 [-1]
224	-0.6 [-1]
226	-0.6 [-1]
228	-0.6 [-1]
230	-0.6 [-1]
232	-0.6 [-1]
234	-0.6 [-1]
236	-0.6 [-1]
238	-0.6 [-1]
240	-0.6 [-1]
242	-0.6 [-1]
244	-0.6 [-1]
246	-0.6 [-1]
248	-0.6 [-1]
250	-0.6 [-1]
252	-0.6 [-1]
254	-0.6 [-1]
256	-0.6 [-1]
258	-0.6 [-1]
260	-0.6 [-1]
262	-0.6 [-1]
264	-0.6 [-1]
266	-0.6 [-1]
268	-0.6 [-1]
270	-0.6 [-1]
272	-0.6 [-1]
274	-0.6 [-1]
276	-0.6 [-1]
278	-0.6 [-1]
280	-0.6 [-1]
282	-0.6 [-1]
284	-0.6 [-1]
286	-0.6 [-1]
288	-0.6 [-1]
290	-0.6 [-1]
292	-0.6 [-1]
294	-0.6 [-1]
296	-0.6 [-1]
298	-0.6 [-1]

Lateral Crash Pulse (Most Recent Event)

Time (msec)	Delta-V, Lateral (MPH [km/h])
0	-0.6 [-1]
2	-0.6 [-1]
4	-0.6 [-1]
6	-0.6 [-1]
8	-0.6 [-1]
10	-0.6 [-1]
12	-0.6 [-1]
14	-0.6 [-1]
16	-0.6 [-1]
18	-0.6 [-1]
20	-0.6 [-1]
22	-0.6 [-1]
24	-0.6 [-1]
26	-0.6 [-1]
28	-0.6 [-1]
30	-0.6 [-1]
32	-0.6 [-1]
34	-0.6 [-1]
36	-0.6 [-1]
38	-0.6 [-1]
40	-0.6 [-1]
42	-0.6 [-1]
44	-0.6 [-1]
46	-0.6 [-1]
48	-0.6 [-1]
50	-0.6 [-1]
52	-0.6 [-1]
54	-0.6 [-1]
56	-0.6 [-1]
58	-0.6 [-1]
60	-0.6 [-1]
62	-0.6 [-1]
64	-0.6 [-1]
66	-0.6 [-1]
68	-0.6 [-1]
70	-0.6 [-1]
72	-0.6 [-1]
74	-0.6 [-1]
76	-0.6 [-1]
78	-0.6 [-1]
80	-0.6 [-1]
82	-0.6 [-1]
84	-0.6 [-1]
86	-0.6 [-1]
88	-0.6 [-1]
90	-0.6 [-1]
92	-0.6 [-1]
94	-0.6 [-1]
96	-0.6 [-1]
98	-0.6 [-1]

Time (msec)	Delta-V, Lateral (MPH [km/h])
100	-0.6 [-1]
102	-0.6 [-1]
104	-0.6 [-1]
106	-0.6 [-1]
108	-0.6 [-1]
110	-0.6 [-1]
112	-0.6 [-1]
114	-0.6 [-1]
116	-0.6 [-1]
118	-0.6 [-1]
120	-0.6 [-1]
122	-0.6 [-1]
124	-0.6 [-1]
126	-0.6 [-1]
128	-0.6 [-1]
130	-0.6 [-1]
132	-0.6 [-1]
134	-0.6 [-1]
136	-0.6 [-1]
138	-0.6 [-1]
140	-0.6 [-1]
142	-0.6 [-1]
144	-0.6 [-1]
146	-0.6 [-1]
148	-0.6 [-1]
150	-0.6 [-1]
152	-0.6 [-1]
154	-0.6 [-1]
156	-0.6 [-1]
158	-0.6 [-1]
160	-0.6 [-1]
162	-0.6 [-1]
164	-0.6 [-1]
166	-0.6 [-1]
168	-0.6 [-1]
170	-0.6 [-1]
172	-0.6 [-1]
174	-0.6 [-1]
176	-0.6 [-1]
178	-0.6 [-1]
180	-0.6 [-1]
182	-0.6 [-1]
184	-0.6 [-1]
186	-0.6 [-1]
188	-0.6 [-1]
190	-0.6 [-1]
192	-0.6 [-1]
194	-0.6 [-1]
196	-0.6 [-1]
198	-0.6 [-1]

Time (msec)	Delta-V, Lateral (MPH [km/h])
200	-0.6 [-1]
202	-0.6 [-1]
204	-0.6 [-1]
206	-0.6 [-1]
208	-0.6 [-1]
210	-0.6 [-1]
212	-0.6 [-1]
214	-0.6 [-1]
216	-0.6 [-1]
218	-0.6 [-1]
220	-0.6 [-1]
222	-0.6 [-1]
224	-0.6 [-1]
226	-0.6 [-1]
228	-0.6 [-1]
230	-0.6 [-1]
232	-0.6 [-1]
234	-0.6 [-1]
236	-0.6 [-1]
238	-0.6 [-1]
240	-0.6 [-1]
242	-0.6 [-1]
244	-0.6 [-1]
246	-0.6 [-1]
248	-0.6 [-1]
250	-0.6 [-1]
252	-0.6 [-1]
254	-0.6 [-1]
256	-0.6 [-1]
258	-0.6 [-1]
260	-0.6 [-1]
262	-0.6 [-1]
264	-0.6 [-1]
266	-0.6 [-1]
268	-0.6 [-1]
270	-0.6 [-1]
272	-0.6 [-1]
274	-0.6 [-1]
276	-0.6 [-1]
278	-0.6 [-1]
280	-0.6 [-1]
282	-0.6 [-1]
284	-0.6 [-1]
286	-0.6 [-1]
288	-0.6 [-1]
290	-0.6 [-1]
292	-0.6 [-1]
294	-0.6 [-1]
296	-0.6 [-1]
298	-0.6 [-1]

Rollover Crash Pulse (Most Recent Event) (if equipped)

Time (msec)	Angular Rate (deg/sec)
-2500	-2.00
-2480	-2.00
-2460	-2.00
-2440	-2.00
-2420	-2.00
-2400	-2.00
-2380	-2.00
-2360	-2.00
-2340	-2.00
-2320	-2.00
-2300	-2.00
-2280	-2.00
-2260	-2.00
-2240	-2.00
-2220	-2.00
-2200	-2.00
-2180	-2.00
-2160	-2.00
-2140	-2.00
-2120	-2.00
-2100	-2.00
-2080	-2.00
-2060	-2.00
-2040	-2.00
-2020	-2.00
-2000	-2.00
-1980	-2.00
-1960	-2.00
-1940	-2.00
-1920	-2.00
-1900	-2.00
-1880	-2.00
-1860	-2.00
-1840	-2.00
-1820	-2.00
-1800	-2.00
-1780	-2.00
-1760	-2.00
-1740	-2.00
-1720	-2.00
-1700	-2.00
-1680	-2.00
-1660	-2.00
-1640	-2.00
-1620	-2.00
-1600	-2.00
-1580	-2.00
-1560	-2.00
-1540	-2.00
-1520	-2.00

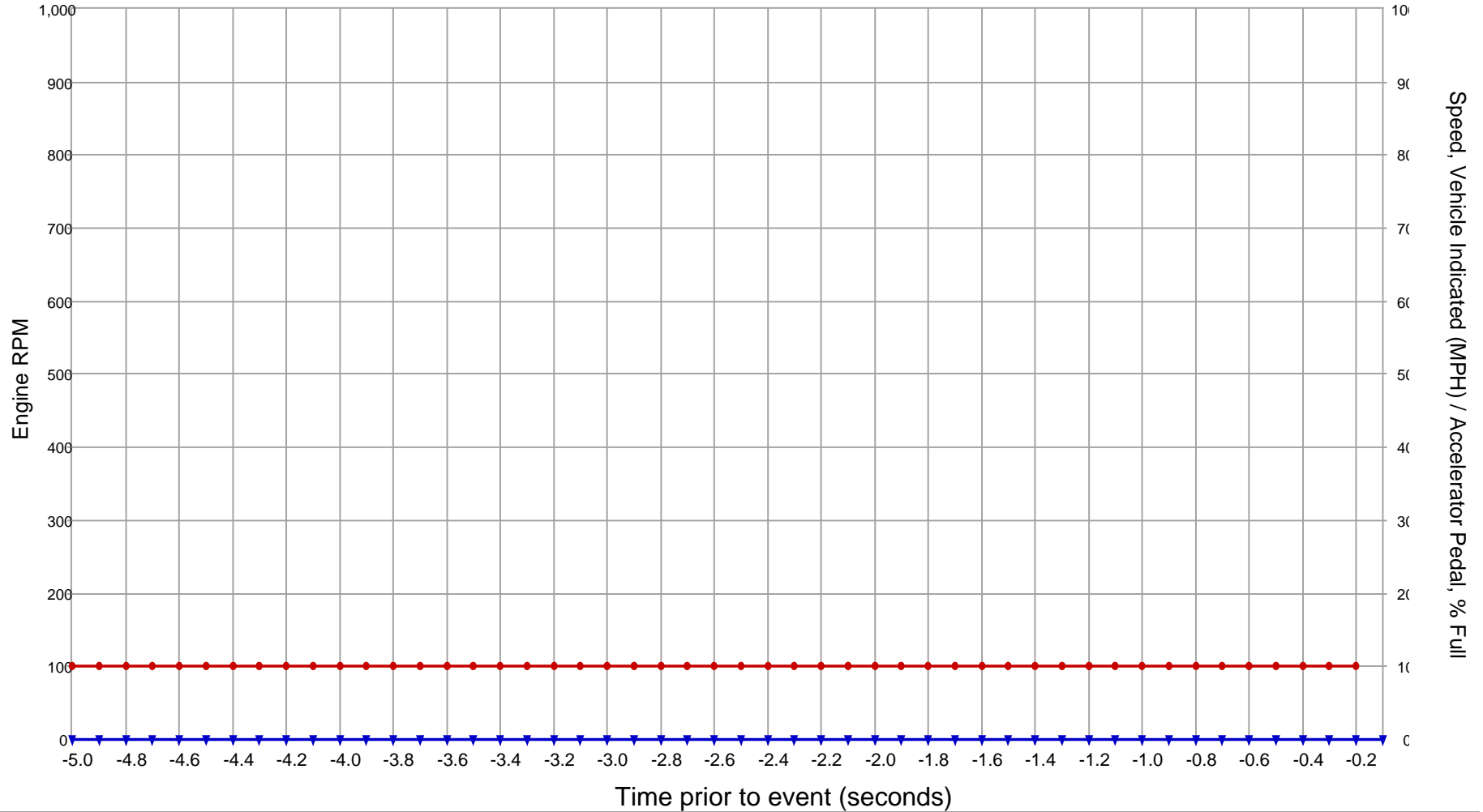
Time (msec)	Angular Rate (deg/sec)
-1500	-2.00
-1480	-2.00
-1460	-2.00
-1440	-2.00
-1420	-2.00
-1400	-2.00
-1380	-2.00
-1360	-2.00
-1340	-2.00
-1320	-2.00
-1300	-2.00
-1280	-2.00
-1260	-2.00
-1240	-2.00
-1220	-2.00
-1200	-2.00
-1180	-2.00
-1160	-2.00
-1140	-2.00
-1120	-2.00
-1100	-2.00
-1080	-2.00
-1060	-2.00
-1040	-2.00
-1020	-2.00
-1000	-2.00
-980	-2.00
-960	-2.00
-940	-2.00
-920	-2.00
-900	-2.00
-880	-2.00
-860	-2.00
-840	-2.00
-820	-2.00
-800	-2.00
-780	-2.00
-760	-2.00
-740	-2.00
-720	-2.00
-700	-2.00
-680	-2.00
-660	-2.00
-640	-2.00
-620	-2.00
-600	-2.00
-580	-2.00
-560	-2.00
-540	-2.00
-520	-2.00

Time (msec)	Angular Rate (deg/sec)
-500	-2.00
-480	-2.00
-460	-2.00
-440	-2.00
-420	-2.00
-400	-2.00
-380	-2.00
-360	-2.00
-340	-2.00
-320	-2.00
-300	-2.00
-280	-2.00
-260	-2.00
-240	-2.00
-220	-2.00
-200	-2.00
-180	-2.00
-160	-2.00
-140	-2.00
-120	-2.00
-100	-2.00
-80	-2.00
-60	-2.00
-40	-2.00
-20	-2.00
0	-2.00
20	-2.00
40	-2.00
60	-2.00
80	-2.00
100	-2.00
120	-2.00
140	-2.00
160	-2.00
180	-2.00
200	-2.00
220	-2.00
240	-2.00
260	-2.00
280	-2.00
300	-2.00
320	-2.00
340	-2.00
360	-2.00
380	-2.00
400	-2.00
420	-2.00
440	-2.00
460	-2.00
480	-2.00

Rollover Crash Pulse (Most Recent Event) (if equipped)

Time (msec)	Angular Rate (deg/sec)	Time (msec)	Angular Rate (deg/sec)
500	-2.00	1500	-2.00
520	-2.00	1520	-2.00
540	-2.00	1540	-2.00
560	-2.00	1560	-2.00
580	-2.00	1580	-2.00
600	-2.00	1600	-2.00
620	-2.00	1620	-2.00
640	-2.00	1640	-2.00
660	-2.00	1660	-2.00
680	-2.00	1680	-2.00
700	-2.00	1700	-2.00
720	-2.00	1720	-2.00
740	-2.00	1740	-2.00
760	-2.00	1760	-2.00
780	-2.00	1780	-2.00
800	-2.00	1800	-2.00
820	-2.00	1820	-2.00
840	-2.00	1840	-2.00
860	-2.00	1860	-2.00
880	-2.00	1880	-2.00
900	-2.00	1900	-2.00
920	-2.00	1920	-2.00
940	-2.00	1940	-2.00
960	-2.00	1960	-2.00
980	-2.00	1980	-2.00
1000	-2.00	2000	-2.00
1020	-2.00	2020	-2.00
1040	-2.00	2040	-2.00
1060	-2.00	2060	-2.00
1080	-2.00	2080	-2.00
1100	-2.00	2100	-2.00
1120	-2.00	2120	-2.00
1140	-2.00	2140	-2.00
1160	-2.00	2160	-2.00
1180	-2.00	2180	-2.00
1200	-2.00	2200	-2.00
1220	-2.00	2220	-2.00
1240	-2.00	2240	-2.00
1260	-2.00	2260	-2.00
1280	-2.00	2280	-2.00
1300	-2.00	2300	-2.00
1320	-2.00	2320	-2.00
1340	-2.00	2340	-2.00
1360	-2.00	2360	-2.00
1380	-2.00	2380	-2.00
1400	-2.00	2400	-2.00
1420	-2.00	2420	-2.00
1440	-2.00		
1460	-2.00		
1480	-2.00		

Pre-Crash Data (Most Recent Event)



▲ Engine RPM ■ Speed, Vehicle Indicated (MPH) ● Service Brake (0=Off/10=On/5=SN) ▼ Accelerator Pedal, % Full

SNA values will not be plotted on the graph

Pre-Crash Data (Most Recent Event - table 1 of 4)
 (the most recent sampled values are recorded prior to the event)

Time Stamp (sec)	Pre-Crash Recorder Status	Speed, Vehicle Indicated (MPH [km/h])	Accelerator Pedal, % Full	Engine Throttle, % Full	Service Brake	Engine RPM	ABS Activity	Stability Control	Steering Input (deg)
-5.0	Interrupted	SNA	0	SNA	On	SNA	Yes	Off	SNA
-4.9	Interrupted	SNA	0	SNA	On	SNA	Yes	Off	SNA
-4.8	Interrupted	SNA	0	SNA	On	SNA	Yes	Off	SNA
-4.7	Interrupted	SNA	0	SNA	On	SNA	Yes	Off	SNA
-4.6	Interrupted	SNA	0	SNA	On	SNA	Yes	Off	SNA
-4.5	Interrupted	SNA	0	SNA	On	SNA	Yes	Off	SNA
-4.4	Interrupted	SNA	0	SNA	On	SNA	Yes	Off	SNA
-4.3	Interrupted	SNA	0	SNA	On	SNA	Yes	Off	SNA
-4.2	Interrupted	SNA	0	SNA	On	SNA	Yes	Off	SNA
-4.1	Interrupted	SNA	0	SNA	On	SNA	Yes	Off	SNA
-4.0	Interrupted	SNA	0	SNA	On	SNA	Yes	Off	SNA
-3.9	Interrupted	SNA	0	SNA	On	SNA	Yes	Off	SNA
-3.8	Interrupted	SNA	0	SNA	On	SNA	Yes	Off	SNA
-3.7	Interrupted	SNA	0	SNA	On	SNA	Yes	Off	SNA
-3.6	Interrupted	SNA	0	SNA	On	SNA	Yes	Off	SNA
-3.5	Interrupted	SNA	0	SNA	On	SNA	Yes	Off	SNA
-3.4	Interrupted	SNA	0	SNA	On	SNA	Yes	Off	SNA
-3.3	Interrupted	SNA	0	SNA	On	SNA	Yes	Off	SNA
-3.2	Interrupted	SNA	0	SNA	On	SNA	Yes	Off	SNA
-3.1	Interrupted	SNA	0	SNA	On	SNA	Yes	Off	SNA
-3.0	Interrupted	SNA	0	SNA	On	SNA	Yes	Off	SNA
-2.9	Interrupted	SNA	0	SNA	On	SNA	Yes	Off	SNA
-2.8	Interrupted	SNA	0	SNA	On	SNA	Yes	Off	SNA
-2.7	Interrupted	SNA	0	SNA	On	SNA	Yes	Off	SNA
-2.6	Interrupted	SNA	0	SNA	On	SNA	Yes	Off	SNA
-2.5	Interrupted	SNA	0	SNA	On	SNA	Yes	Off	SNA
-2.4	Interrupted	SNA	0	SNA	On	SNA	Yes	Off	SNA
-2.3	Interrupted	SNA	0	SNA	On	SNA	Yes	Off	SNA
-2.2	Interrupted	SNA	0	SNA	On	SNA	Yes	Off	SNA
-2.1	Interrupted	SNA	0	SNA	On	SNA	Yes	Off	SNA
-2.0	Interrupted	SNA	0	SNA	On	SNA	Yes	Off	SNA
-1.9	Interrupted	SNA	0	SNA	On	SNA	Yes	Off	SNA
-1.8	Interrupted	SNA	0	SNA	On	SNA	Yes	Off	SNA
-1.7	Interrupted	SNA	0	SNA	On	SNA	Yes	Off	SNA
-1.6	Interrupted	SNA	0	SNA	On	SNA	Yes	Off	SNA
-1.5	Interrupted	SNA	0	SNA	On	SNA	Yes	Off	SNA
-1.4	Interrupted	SNA	0	SNA	On	SNA	Yes	Off	SNA
-1.3	Interrupted	SNA	0	SNA	On	SNA	Yes	Off	SNA
-1.2	Interrupted	SNA	0	SNA	On	SNA	Yes	Off	SNA
-1.1	Interrupted	SNA	0	SNA	On	SNA	Yes	Off	SNA
-1.0	Interrupted	SNA	0	SNA	On	SNA	Yes	Off	SNA
-0.9	Interrupted	SNA	0	SNA	On	SNA	Yes	Off	SNA
-0.8	Interrupted	SNA	0	SNA	On	SNA	Yes	Off	SNA
-0.7	Interrupted	SNA	0	SNA	On	SNA	Yes	Off	SNA
-0.6	Interrupted	SNA	0	SNA	On	SNA	Yes	Off	SNA
-0.5	Interrupted	SNA	0	SNA	On	SNA	Yes	Off	SNA
-0.4	Interrupted	SNA	0	SNA	On	SNA	Yes	Off	SNA
-0.3	Interrupted	SNA	0	SNA	On	SNA	Yes	Off	SNA
-0.2	Interrupted	SNA	0	SNA	On	SNA	Yes	Off	SNA
-0.1	Interrupted	SNA	0	SNA	SNA	SNA	Yes	Off	SNA

Pre-Crash Data (Most Recent Event - table 2 of 4)

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

Time Stamp (sec)	Raw Manifold Pressure (kPa)	PCM MIL	Yaw Rate (deg/sec)	Wheel Speed LF (RPM)	Wheel Speed RF (RPM)	Wheel Speed LR (RPM)	Wheel Speed RR (RPM)	ETC Lamp	ETC Lamp Flashing
-5.0	SNA	On	SNA	SNA	SNA	SNA	SNA	Yes	Yes
-4.9	SNA	On	SNA	SNA	SNA	SNA	SNA	Yes	Yes
-4.8	SNA	On	SNA	SNA	SNA	SNA	SNA	Yes	Yes
-4.7	SNA	On	SNA	SNA	SNA	SNA	SNA	Yes	Yes
-4.6	SNA	On	SNA	SNA	SNA	SNA	SNA	Yes	Yes
-4.5	SNA	On	SNA	SNA	SNA	SNA	SNA	Yes	Yes
-4.4	SNA	On	SNA	SNA	SNA	SNA	SNA	Yes	Yes
-4.3	SNA	On	SNA	SNA	SNA	SNA	SNA	Yes	Yes
-4.2	SNA	On	SNA	SNA	SNA	SNA	SNA	Yes	Yes
-4.1	SNA	On	SNA	SNA	SNA	SNA	SNA	Yes	Yes
-4.0	SNA	On	SNA	SNA	SNA	SNA	SNA	Yes	Yes
-3.9	SNA	On	SNA	SNA	SNA	SNA	SNA	Yes	Yes
-3.8	SNA	On	SNA	SNA	SNA	SNA	SNA	Yes	Yes
-3.7	SNA	On	SNA	SNA	SNA	SNA	SNA	Yes	Yes
-3.6	SNA	On	SNA	SNA	SNA	SNA	SNA	Yes	Yes
-3.5	SNA	On	SNA	SNA	SNA	SNA	SNA	Yes	Yes
-3.4	SNA	On	SNA	SNA	SNA	SNA	SNA	Yes	Yes
-3.3	SNA	On	SNA	SNA	SNA	SNA	SNA	Yes	Yes
-3.2	SNA	On	SNA	SNA	SNA	SNA	SNA	Yes	Yes
-3.1	SNA	On	SNA	SNA	SNA	SNA	SNA	Yes	Yes
-3.0	SNA	On	SNA	SNA	SNA	SNA	SNA	Yes	Yes
-2.9	SNA	On	SNA	SNA	SNA	SNA	SNA	Yes	Yes
-2.8	SNA	On	SNA	SNA	SNA	SNA	SNA	Yes	Yes
-2.7	SNA	On	SNA	SNA	SNA	SNA	SNA	Yes	Yes
-2.6	SNA	On	SNA	SNA	SNA	SNA	SNA	Yes	Yes
-2.5	SNA	On	SNA	SNA	SNA	SNA	SNA	Yes	Yes
-2.4	SNA	On	SNA	SNA	SNA	SNA	SNA	Yes	Yes
-2.3	SNA	On	SNA	SNA	SNA	SNA	SNA	Yes	Yes
-2.2	SNA	On	SNA	SNA	SNA	SNA	SNA	Yes	Yes
-2.1	SNA	On	SNA	SNA	SNA	SNA	SNA	Yes	Yes
-2.0	SNA	On	SNA	SNA	SNA	SNA	SNA	Yes	Yes
-1.9	SNA	On	SNA	SNA	SNA	SNA	SNA	Yes	Yes
-1.8	SNA	On	SNA	SNA	SNA	SNA	SNA	Yes	Yes
-1.7	SNA	On	SNA	SNA	SNA	SNA	SNA	Yes	Yes
-1.6	SNA	On	SNA	SNA	SNA	SNA	SNA	Yes	Yes
-1.5	SNA	On	SNA	SNA	SNA	SNA	SNA	Yes	Yes
-1.4	SNA	On	SNA	SNA	SNA	SNA	SNA	Yes	Yes
-1.3	SNA	On	SNA	SNA	SNA	SNA	SNA	Yes	Yes
-1.2	SNA	On	SNA	SNA	SNA	SNA	SNA	Yes	Yes
-1.1	SNA	On	SNA	SNA	SNA	SNA	SNA	Yes	Yes
-1.0	SNA	On	SNA	SNA	SNA	SNA	SNA	Yes	Yes
-0.9	SNA	On	SNA	SNA	SNA	SNA	SNA	Yes	Yes
-0.8	SNA	On	SNA	SNA	SNA	SNA	SNA	Yes	Yes
-0.7	SNA	On	SNA	SNA	SNA	SNA	SNA	Yes	Yes
-0.6	SNA	On	SNA	SNA	SNA	SNA	SNA	Yes	Yes
-0.5	SNA	On	SNA	SNA	SNA	SNA	SNA	Yes	Yes
-0.4	SNA	On	SNA	SNA	SNA	SNA	SNA	Yes	Yes
-0.3	SNA	On	SNA	SNA	SNA	SNA	SNA	Yes	Yes
-0.2	SNA	On	SNA	SNA	SNA	SNA	SNA	Yes	Yes
-0.1	SNA	On	SNA	SNA	SNA	SNA	SNA	Yes	Yes

Pre-Crash Data (Most Recent Event - table 3 of 4)
 (the most recent sampled values are recorded prior to the event)

Time Stamp (sec)	Gear Position (ATX)	Reverse Gear (MTX)	Tire Pressure Monitor Indicator Lamp	Tire Pressure Status, LF	Tire Pressure Status, RF	Tire Pressure Status, LR	Tire Pressure Status, RR	Tire Pressure, LF (psi)	Tire Pressure, RF (psi)
-5.0	SNA	Reverse	SNA	Normal	Normal	Normal	Normal	SNA	SNA
-4.9	SNA	Reverse	SNA	Normal	Normal	Normal	Normal	SNA	SNA
-4.8	SNA	Reverse	SNA	Normal	Normal	Normal	Normal	SNA	SNA
-4.7	SNA	Reverse	SNA	Normal	Normal	Normal	Normal	SNA	SNA
-4.6	SNA	Reverse	SNA	Normal	Normal	Normal	Normal	SNA	SNA
-4.5	SNA	Reverse	SNA	Normal	Normal	Normal	Normal	SNA	SNA
-4.4	SNA	Reverse	SNA	Normal	Normal	Normal	Normal	SNA	SNA
-4.3	SNA	Reverse	SNA	Normal	Normal	Normal	Normal	SNA	SNA
-4.2	SNA	Reverse	SNA	Normal	Normal	Normal	Normal	SNA	SNA
-4.1	SNA	Reverse	SNA	Normal	Normal	Normal	Normal	SNA	SNA
-4.0	SNA	Reverse	SNA	Normal	Normal	Normal	Normal	SNA	SNA
-3.9	SNA	Reverse	SNA	Normal	Normal	Normal	Normal	SNA	SNA
-3.8	SNA	Reverse	SNA	Normal	Normal	Normal	Normal	SNA	SNA
-3.7	SNA	Reverse	SNA	Normal	Normal	Normal	Normal	SNA	SNA
-3.6	SNA	Reverse	SNA	Normal	Normal	Normal	Normal	SNA	SNA
-3.5	SNA	Reverse	SNA	Normal	Normal	Normal	Normal	SNA	SNA
-3.4	SNA	Reverse	SNA	Normal	Normal	Normal	Normal	SNA	SNA
-3.3	SNA	Reverse	SNA	Normal	Normal	Normal	Normal	SNA	SNA
-3.2	SNA	Reverse	SNA	Normal	Normal	Normal	Normal	SNA	SNA
-3.1	SNA	Reverse	SNA	Normal	Normal	Normal	Normal	SNA	SNA
-3.0	SNA	Reverse	SNA	Normal	Normal	Normal	Normal	SNA	SNA
-2.9	SNA	Reverse	SNA	Normal	Normal	Normal	Normal	SNA	SNA
-2.8	SNA	Reverse	SNA	Normal	Normal	Normal	Normal	SNA	SNA
-2.7	SNA	Reverse	SNA	Normal	Normal	Normal	Normal	SNA	SNA
-2.6	SNA	Reverse	SNA	Normal	Normal	Normal	Normal	SNA	SNA
-2.5	SNA	Reverse	SNA	Normal	Normal	Normal	Normal	SNA	SNA
-2.4	SNA	Reverse	SNA	Normal	Normal	Normal	Normal	SNA	SNA
-2.3	SNA	Reverse	SNA	Normal	Normal	Normal	Normal	SNA	SNA
-2.2	SNA	Reverse	SNA	Normal	Normal	Normal	Normal	SNA	SNA
-2.1	SNA	Reverse	SNA	Normal	Normal	Normal	Normal	SNA	SNA
-2.0	SNA	Reverse	SNA	Normal	Normal	Normal	Normal	SNA	SNA
-1.9	SNA	Reverse	SNA	Normal	Normal	Normal	Normal	SNA	SNA
-1.8	SNA	Reverse	SNA	Normal	Normal	Normal	Normal	SNA	SNA
-1.7	SNA	Reverse	SNA	Normal	Normal	Normal	Normal	SNA	SNA
-1.6	SNA	Reverse	SNA	Normal	Normal	Normal	Normal	SNA	SNA
-1.5	SNA	Reverse	SNA	Normal	Normal	Normal	Normal	SNA	SNA
-1.4	SNA	Reverse	SNA	Normal	Normal	Normal	Normal	SNA	SNA
-1.3	SNA	Reverse	SNA	Normal	Normal	Normal	Normal	SNA	SNA
-1.2	SNA	Reverse	SNA	Normal	Normal	Normal	Normal	SNA	SNA
-1.1	SNA	Reverse	SNA	Normal	Normal	Normal	Normal	SNA	SNA
-1.0	SNA	Reverse	SNA	Normal	Normal	Normal	Normal	SNA	SNA
-0.9	SNA	Reverse	SNA	Normal	Normal	Normal	Normal	SNA	SNA
-0.8	SNA	Reverse	SNA	Normal	Normal	Normal	Normal	SNA	SNA
-0.7	SNA	Reverse	SNA	Normal	Normal	Normal	Normal	SNA	SNA
-0.6	SNA	Reverse	SNA	Normal	Normal	Normal	Normal	SNA	SNA
-0.5	SNA	Reverse	SNA	Normal	Normal	Normal	Normal	SNA	SNA
-0.4	SNA	Reverse	SNA	Normal	Normal	Normal	Normal	SNA	SNA
-0.3	SNA	Reverse	SNA	Normal	Normal	Normal	Normal	SNA	SNA
-0.2	SNA	Reverse	SNA	Normal	Normal	Normal	Normal	SNA	SNA
-0.1	SNA	Reverse	SNA	Normal	Normal	Normal	Normal	SNA	SNA

Pre-Crash Data (Most Recent Event - table 4 of 4)

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

Time Stamp (sec)	Tire Pressure, LR (psi)	Tire Pressure, RR (psi)	Cruise Control Status	Cruise Control Engaged	Adaptive Cruise Control Status (if equip.)
-5.0	SNA	SNA	On	Engaged	SNA
-4.9	SNA	SNA	On	Engaged	SNA
-4.8	SNA	SNA	On	Engaged	SNA
-4.7	SNA	SNA	On	Engaged	SNA
-4.6	SNA	SNA	On	Engaged	SNA
-4.5	SNA	SNA	On	Engaged	SNA
-4.4	SNA	SNA	On	Engaged	SNA
-4.3	SNA	SNA	On	Engaged	SNA
-4.2	SNA	SNA	On	Engaged	SNA
-4.1	SNA	SNA	On	Engaged	SNA
-4.0	SNA	SNA	On	Engaged	SNA
-3.9	SNA	SNA	On	Engaged	SNA
-3.8	SNA	SNA	On	Engaged	SNA
-3.7	SNA	SNA	On	Engaged	SNA
-3.6	SNA	SNA	On	Engaged	SNA
-3.5	SNA	SNA	On	Engaged	SNA
-3.4	SNA	SNA	On	Engaged	SNA
-3.3	SNA	SNA	On	Engaged	SNA
-3.2	SNA	SNA	On	Engaged	SNA
-3.1	SNA	SNA	On	Engaged	SNA
-3.0	SNA	SNA	On	Engaged	SNA
-2.9	SNA	SNA	On	Engaged	SNA
-2.8	SNA	SNA	On	Engaged	SNA
-2.7	SNA	SNA	On	Engaged	SNA
-2.6	SNA	SNA	On	Engaged	SNA
-2.5	SNA	SNA	On	Engaged	SNA
-2.4	SNA	SNA	On	Engaged	SNA
-2.3	SNA	SNA	On	Engaged	SNA
-2.2	SNA	SNA	On	Engaged	SNA
-2.1	SNA	SNA	On	Engaged	SNA
-2.0	SNA	SNA	On	Engaged	SNA
-1.9	SNA	SNA	On	Engaged	SNA
-1.8	SNA	SNA	On	Engaged	SNA
-1.7	SNA	SNA	On	Engaged	SNA
-1.6	SNA	SNA	On	Engaged	SNA
-1.5	SNA	SNA	On	Engaged	SNA
-1.4	SNA	SNA	On	Engaged	SNA
-1.3	SNA	SNA	On	Engaged	SNA
-1.2	SNA	SNA	On	Engaged	SNA
-1.1	SNA	SNA	On	Engaged	SNA
-1.0	SNA	SNA	On	Engaged	SNA
-0.9	SNA	SNA	On	Engaged	SNA
-0.8	SNA	SNA	On	Engaged	SNA
-0.7	SNA	SNA	On	Engaged	SNA
-0.6	SNA	SNA	On	Engaged	SNA
-0.5	SNA	SNA	On	Engaged	SNA
-0.4	SNA	SNA	On	Engaged	SNA
-0.3	SNA	SNA	On	Engaged	SNA
-0.2	SNA	SNA	On	Engaged	SNA
-0.1	SNA	SNA	On	Engaged	SNA

System Status at Event (1st Prior Event)

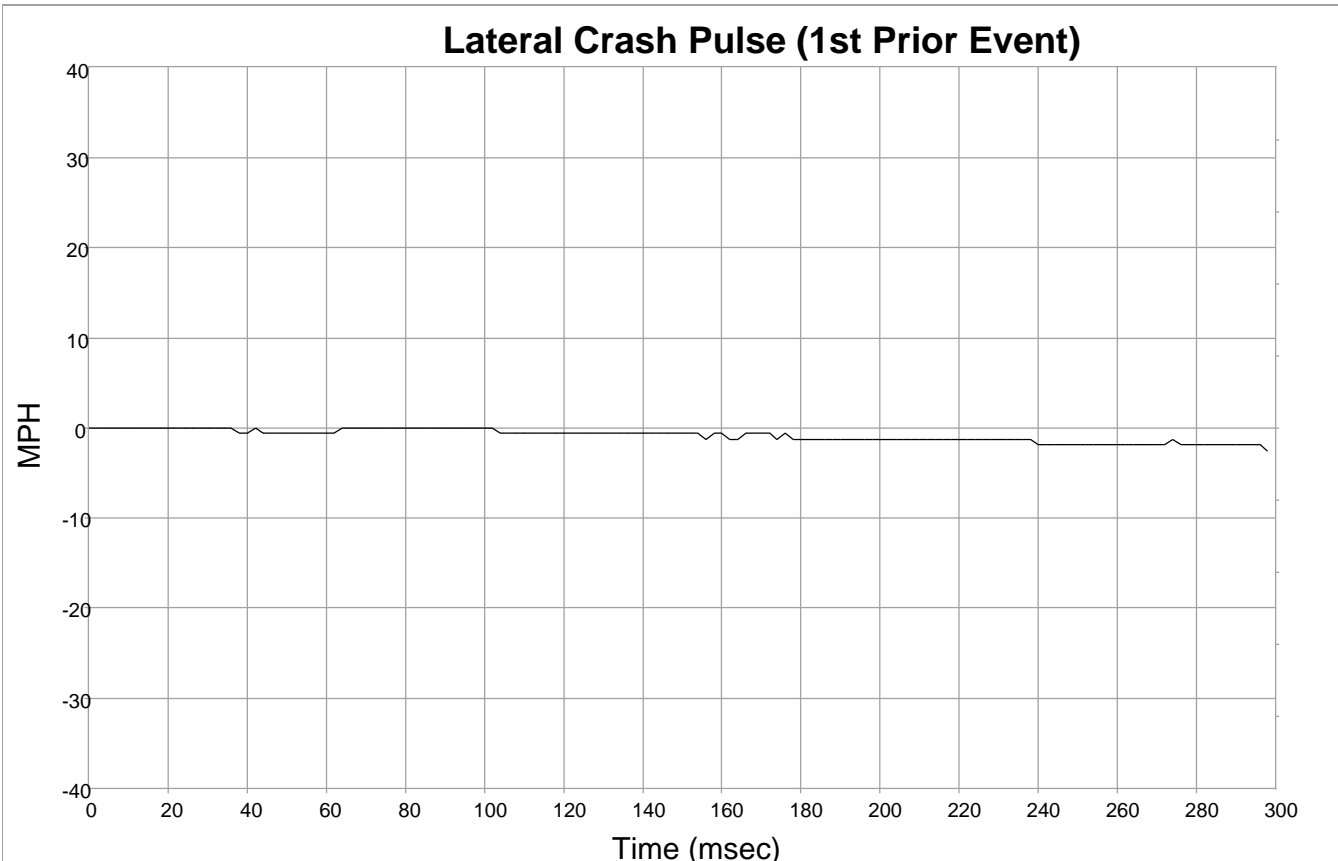
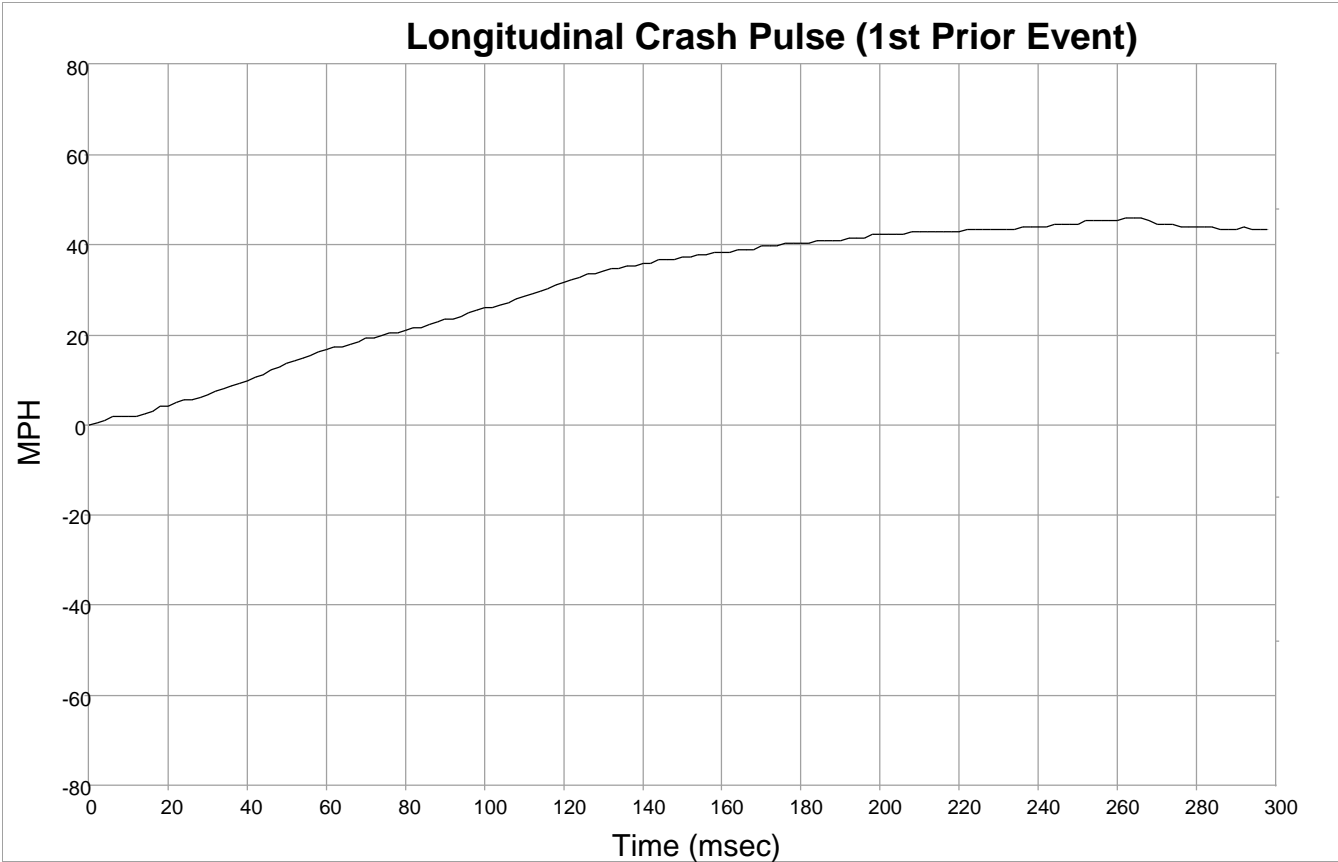
Complete File Recorded	Yes
Safety Belt Status, Driver	Not Buckled
Safety Belt Status, Outboard Front Passenger	Buckled
Airbag Warning Lamp, On/Off	Off
Seat Track Position Switch, Foremost, Status, Driver	No
Seat Track Position Switch, Foremost, Status, Outboard Front Passenger	Not Present
Maximum Delta-V Longitudinal (MPH [km/h])	46.0 [74]
Time, Maximum Delta-V, Longitudinal (msec)	262
Maximum Delta-V Lateral (MPH [km/h])	-2.5 [-4]
Time, Maximum Delta-V, Lateral (msec)	298
Clipping Flag Status	Not Set
Time, Operation System Time (sec)	17609625
Time, Airbag Warning Lamp On (min)	0
Event Number	1
Multi-Event, Number of Events (1,2)	1
Time from Event 1 to 2 (sec)	> 5
Operation Via Energy Reserve Only (Yes, No)	No
Supply Voltage at Event, ECU (V)	13.7
Temperature, Outside (deg C)	41
Event Signal Transmission, Complete (Yes, No)	Yes
Odometer at Event (Miles[km])	118890.1 [191335]
Ignition Cycle, Crash	13689
VIN, Original	2C3CDXBG5FH [REDACTED]
VIN Recorded at Event (last 8 characters)	FH [REDACTED]

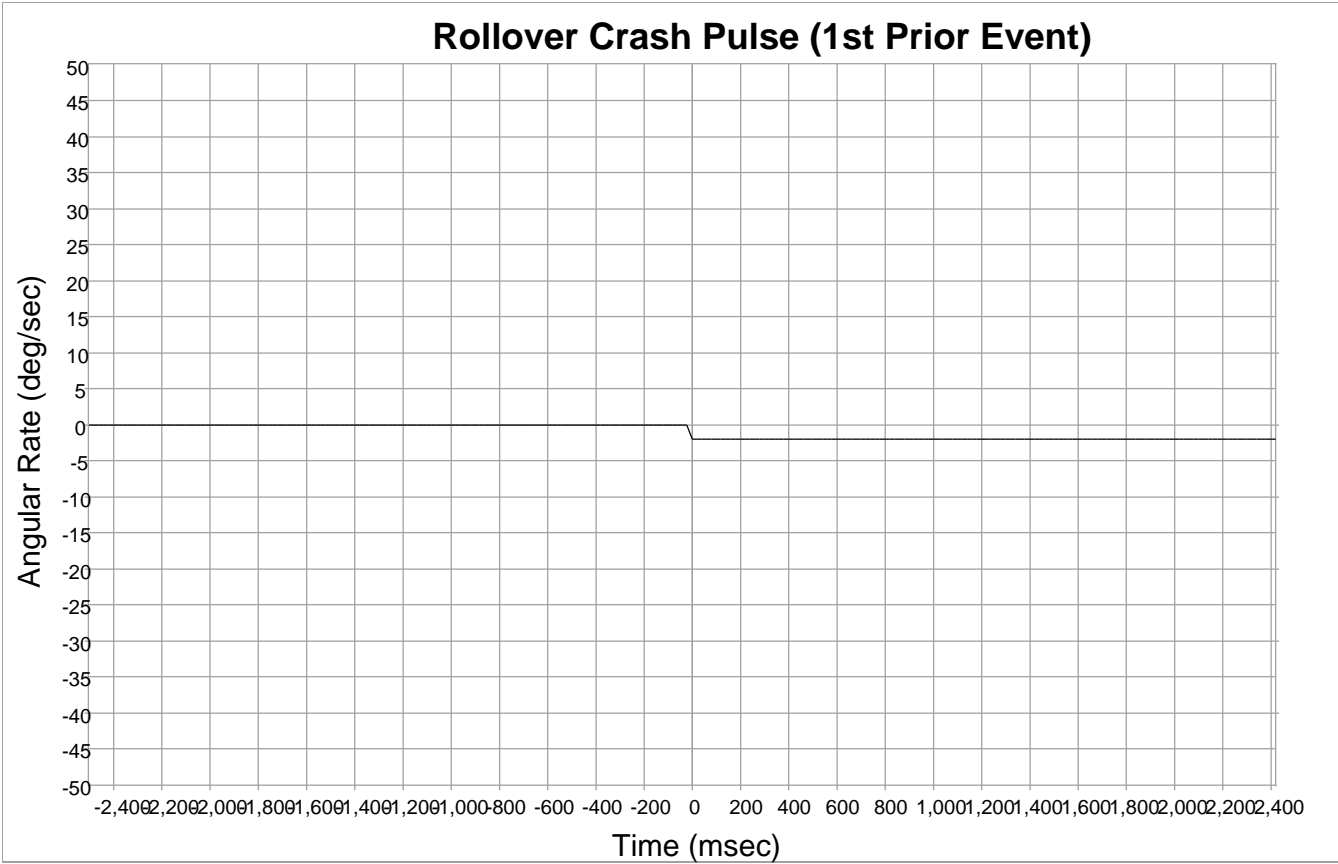
Deployment Command Data (1st Prior Event)

Frontal Airbag Deployment, Time to Deploy 1st Stage, Driver (msec)	SNA
Frontal Airbag Deployment, 1st Stage, Driver	No
Frontal Airbag Deployment, Time to Deploy 2nd Stage, Driver (msec)	SNA
Frontal Airbag Deployment, 2nd Stage, Driver	No
Frontal Airbag, Time to Deploy 1st Stage, Passenger (msec)	SNA
Frontal Airbag, Deployment 1st Stage, Passenger	No
Front Airbag, Time to Deploy 2nd Stage, Passenger (msec)	SNA
Front Airbag, Deployment 2nd Stage, Passenger	No
Buckle Pretensioner Deployment, Driver	Yes
Retractor Pretensioner Deployment, Driver	Yes
Buckle Pretensioner Deployment, Passenger	Yes
Retractor Pretensioner Deployment, Passenger	Yes
Side Seat Airbag Deployment, Front Left	No
Side Curtain Airbag Deployment, Left	No
Side Seat Airbag Deployment, Front Right	No
Side Curtain Airbag Deployment, Right	No

DTCs Present at Start of Event (1st Prior Event)

No DTCs Present





Longitudinal Crash Pulse (1st Prior Event)

Time (msec)	Delta-V, Longitudinal (MPH [km/h])
0	0.0 [0]
2	0.6 [1]
4	1.2 [2]
6	1.9 [3]
8	1.9 [3]
10	1.9 [3]
12	1.9 [3]
14	2.5 [4]
16	3.1 [5]
18	4.3 [7]
20	4.3 [7]
22	5.0 [8]
24	5.6 [9]
26	5.6 [9]
28	6.2 [10]
30	6.8 [11]
32	7.5 [12]
34	8.1 [13]
36	8.7 [14]
38	9.3 [15]
40	9.9 [16]
42	10.6 [17]
44	11.2 [18]
46	12.4 [20]
48	13.0 [21]
50	13.7 [22]
52	14.3 [23]
54	14.9 [24]
56	15.5 [25]
58	16.2 [26]
60	16.8 [27]
62	17.4 [28]
64	17.4 [28]
66	18.0 [29]
68	18.6 [30]
70	19.3 [31]
72	19.3 [31]
74	19.9 [32]
76	20.5 [33]
78	20.5 [33]
80	21.1 [34]
82	21.7 [35]
84	21.7 [35]
86	22.4 [36]
88	23.0 [37]
90	23.6 [38]
92	23.6 [38]
94	24.2 [39]
96	24.9 [40]
98	25.5 [41]

Time (msec)	Delta-V, Longitudinal (MPH [km/h])
100	26.1 [42]
102	26.1 [42]
104	26.7 [43]
106	27.3 [44]
108	28.0 [45]
110	28.6 [46]
112	29.2 [47]
114	29.8 [48]
116	30.4 [49]
118	31.1 [50]
120	31.7 [51]
122	32.3 [52]
124	32.9 [53]
126	33.6 [54]
128	33.6 [54]
130	34.2 [55]
132	34.8 [56]
134	34.8 [56]
136	35.4 [57]
138	35.4 [57]
140	36.0 [58]
142	36.0 [58]
144	36.7 [59]
146	36.7 [59]
148	36.7 [59]
150	37.3 [60]
152	37.3 [60]
154	37.9 [61]
156	37.9 [61]
158	38.5 [62]
160	38.5 [62]
162	38.5 [62]
164	39.1 [63]
166	39.1 [63]
168	39.1 [63]
170	39.8 [64]
172	39.8 [64]
174	39.8 [64]
176	40.4 [65]
178	40.4 [65]
180	40.4 [65]
182	40.4 [65]
184	41.0 [66]
186	41.0 [66]
188	41.0 [66]
190	41.0 [66]
192	41.6 [67]
194	41.6 [67]
196	41.6 [67]
198	42.3 [68]

Time (msec)	Delta-V, Longitudinal (MPH [km/h])
200	42.3 [68]
202	42.3 [68]
204	42.3 [68]
206	42.3 [68]
208	42.9 [69]
210	42.9 [69]
212	42.9 [69]
214	42.9 [69]
216	42.9 [69]
218	42.9 [69]
220	42.9 [69]
222	43.5 [70]
224	43.5 [70]
226	43.5 [70]
228	43.5 [70]
230	43.5 [70]
232	43.5 [70]
234	43.5 [70]
236	44.1 [71]
238	44.1 [71]
240	44.1 [71]
242	44.1 [71]
244	44.7 [72]
246	44.7 [72]
248	44.7 [72]
250	44.7 [72]
252	45.4 [73]
254	45.4 [73]
256	45.4 [73]
258	45.4 [73]
260	45.4 [73]
262	46.0 [74]
264	46.0 [74]
266	46.0 [74]
268	45.4 [73]
270	44.7 [72]
272	44.7 [72]
274	44.7 [72]
276	44.1 [71]
278	44.1 [71]
280	44.1 [71]
282	44.1 [71]
284	44.1 [71]
286	43.5 [70]
288	43.5 [70]
290	43.5 [70]
292	44.1 [71]
294	43.5 [70]
296	43.5 [70]
298	43.5 [70]

Lateral Crash Pulse (1st Prior Event)

Time (msec)	Delta-V, Lateral (MPH [km/h])
0	0.0 [0]
2	0.0 [0]
4	0.0 [0]
6	0.0 [0]
8	0.0 [0]
10	0.0 [0]
12	0.0 [0]
14	0.0 [0]
16	0.0 [0]
18	0.0 [0]
20	0.0 [0]
22	0.0 [0]
24	0.0 [0]
26	0.0 [0]
28	0.0 [0]
30	0.0 [0]
32	0.0 [0]
34	0.0 [0]
36	0.0 [0]
38	-0.6 [-1]
40	-0.6 [-1]
42	0.0 [0]
44	-0.6 [-1]
46	-0.6 [-1]
48	-0.6 [-1]
50	-0.6 [-1]
52	-0.6 [-1]
54	-0.6 [-1]
56	-0.6 [-1]
58	-0.6 [-1]
60	-0.6 [-1]
62	-0.6 [-1]
64	0.0 [0]
66	0.0 [0]
68	0.0 [0]
70	0.0 [0]
72	0.0 [0]
74	0.0 [0]
76	0.0 [0]
78	0.0 [0]
80	0.0 [0]
82	0.0 [0]
84	0.0 [0]
86	0.0 [0]
88	0.0 [0]
90	0.0 [0]
92	0.0 [0]
94	0.0 [0]
96	0.0 [0]
98	0.0 [0]

Time (msec)	Delta-V, Lateral (MPH [km/h])
100	0.0 [0]
102	0.0 [0]
104	-0.6 [-1]
106	-0.6 [-1]
108	-0.6 [-1]
110	-0.6 [-1]
112	-0.6 [-1]
114	-0.6 [-1]
116	-0.6 [-1]
118	-0.6 [-1]
120	-0.6 [-1]
122	-0.6 [-1]
124	-0.6 [-1]
126	-0.6 [-1]
128	-0.6 [-1]
130	-0.6 [-1]
132	-0.6 [-1]
134	-0.6 [-1]
136	-0.6 [-1]
138	-0.6 [-1]
140	-0.6 [-1]
142	-0.6 [-1]
144	-0.6 [-1]
146	-0.6 [-1]
148	-0.6 [-1]
150	-0.6 [-1]
152	-0.6 [-1]
154	-0.6 [-1]
156	-1.2 [-2]
158	-0.6 [-1]
160	-0.6 [-1]
162	-1.2 [-2]
164	-1.2 [-2]
166	-0.6 [-1]
168	-0.6 [-1]
170	-0.6 [-1]
172	-0.6 [-1]
174	-1.2 [-2]
176	-0.6 [-1]
178	-1.2 [-2]
180	-1.2 [-2]
182	-1.2 [-2]
184	-1.2 [-2]
186	-1.2 [-2]
188	-1.2 [-2]
190	-1.2 [-2]
192	-1.2 [-2]
194	-1.2 [-2]
196	-1.2 [-2]
198	-1.2 [-2]

Time (msec)	Delta-V, Lateral (MPH [km/h])
200	-1.2 [-2]
202	-1.2 [-2]
204	-1.2 [-2]
206	-1.2 [-2]
208	-1.2 [-2]
210	-1.2 [-2]
212	-1.2 [-2]
214	-1.2 [-2]
216	-1.2 [-2]
218	-1.2 [-2]
220	-1.2 [-2]
222	-1.2 [-2]
224	-1.2 [-2]
226	-1.2 [-2]
228	-1.2 [-2]
230	-1.2 [-2]
232	-1.2 [-2]
234	-1.2 [-2]
236	-1.2 [-2]
238	-1.2 [-2]
240	-1.9 [-3]
242	-1.9 [-3]
244	-1.9 [-3]
246	-1.9 [-3]
248	-1.9 [-3]
250	-1.9 [-3]
252	-1.9 [-3]
254	-1.9 [-3]
256	-1.9 [-3]
258	-1.9 [-3]
260	-1.9 [-3]
262	-1.9 [-3]
264	-1.9 [-3]
266	-1.9 [-3]
268	-1.9 [-3]
270	-1.9 [-3]
272	-1.9 [-3]
274	-1.2 [-2]
276	-1.9 [-3]
278	-1.9 [-3]
280	-1.9 [-3]
282	-1.9 [-3]
284	-1.9 [-3]
286	-1.9 [-3]
288	-1.9 [-3]
290	-1.9 [-3]
292	-1.9 [-3]
294	-1.9 [-3]
296	-1.9 [-3]
298	-2.5 [-4]

Rollover Crash Pulse (1st Prior Event) (if equipped)

Time (msec)	Angular Rate (deg/sec)
-2500	0.00
-2480	0.00
-2460	0.00
-2440	0.00
-2420	0.00
-2400	0.00
-2380	0.00
-2360	0.00
-2340	0.00
-2320	0.00
-2300	0.00
-2280	0.00
-2260	0.00
-2240	0.00
-2220	0.00
-2200	0.00
-2180	0.00
-2160	0.00
-2140	0.00
-2120	0.00
-2100	0.00
-2080	0.00
-2060	0.00
-2040	0.00
-2020	0.00
-2000	0.00
-1980	0.00
-1960	0.00
-1940	0.00
-1920	0.00
-1900	0.00
-1880	0.00
-1860	0.00
-1840	0.00
-1820	0.00
-1800	0.00
-1780	0.00
-1760	0.00
-1740	0.00
-1720	0.00
-1700	0.00
-1680	0.00
-1660	0.00
-1640	0.00
-1620	0.00
-1600	0.00
-1580	0.00
-1560	0.00
-1540	0.00
-1520	0.00

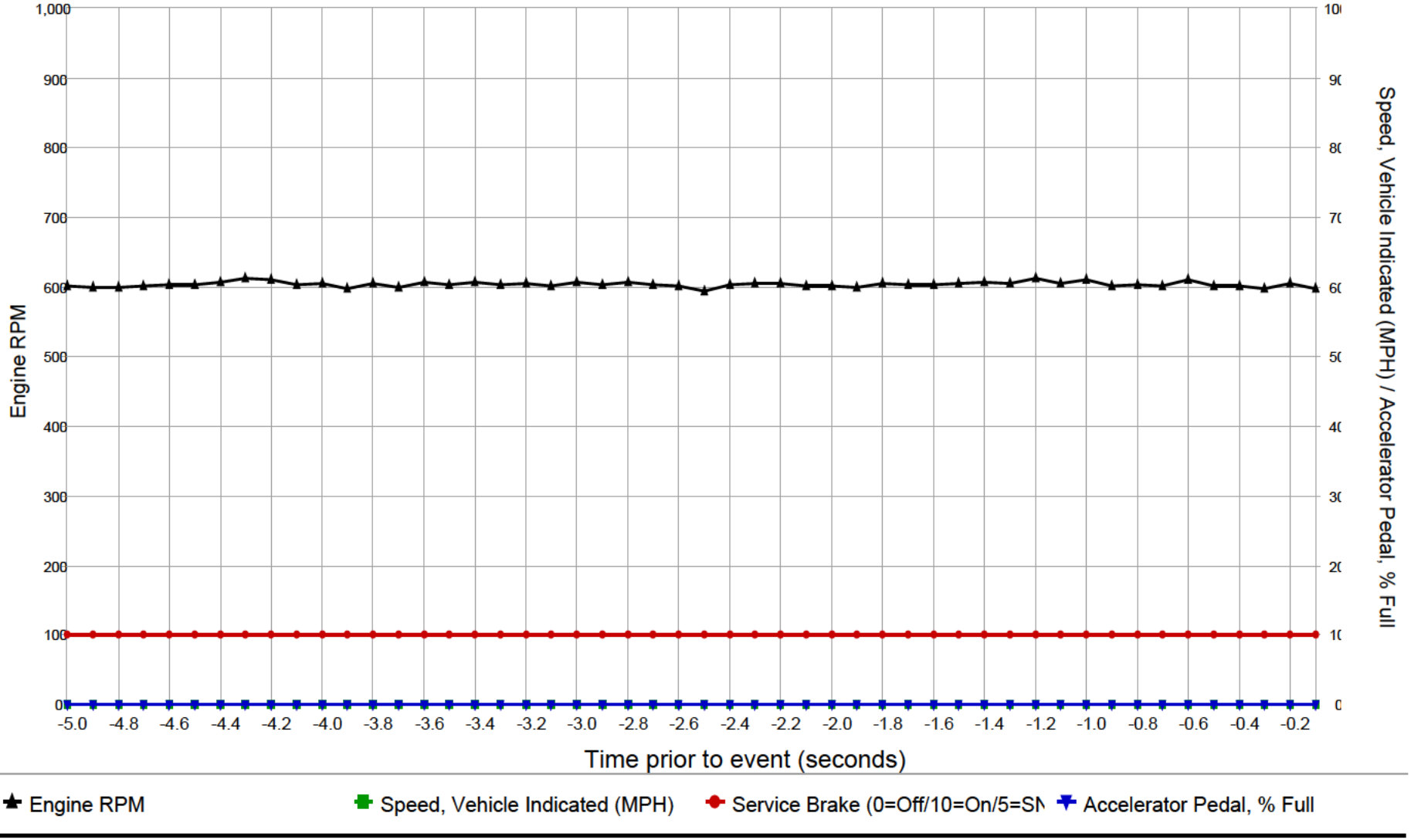
Time (msec)	Angular Rate (deg/sec)
-1500	0.00
-1480	0.00
-1460	0.00
-1440	0.00
-1420	0.00
-1400	0.00
-1380	0.00
-1360	0.00
-1340	0.00
-1320	0.00
-1300	0.00
-1280	0.00
-1260	0.00
-1240	0.00
-1220	0.00
-1200	0.00
-1180	0.00
-1160	0.00
-1140	0.00
-1120	0.00
-1100	0.00
-1080	0.00
-1060	0.00
-1040	0.00
-1020	0.00
-1000	0.00
-980	0.00
-960	0.00
-940	0.00
-920	0.00
-900	0.00
-880	0.00
-860	0.00
-840	0.00
-820	0.00
-800	0.00
-780	0.00
-760	0.00
-740	0.00
-720	0.00
-700	0.00
-680	0.00
-660	0.00
-640	0.00
-620	0.00
-600	0.00
-580	0.00
-560	0.00
-540	0.00
-520	0.00

Time (msec)	Angular Rate (deg/sec)
-500	0.00
-480	0.00
-460	0.00
-440	0.00
-420	0.00
-400	0.00
-380	0.00
-360	0.00
-340	0.00
-320	0.00
-300	0.00
-280	0.00
-260	0.00
-240	0.00
-220	0.00
-200	0.00
-180	0.00
-160	0.00
-140	0.00
-120	0.00
-100	0.00
-80	0.00
-60	0.00
-40	0.00
-20	0.00
0	-2.00
20	-2.00
40	-2.00
60	-2.00
80	-2.00
100	-2.00
120	-2.00
140	-2.00
160	-2.00
180	-2.00
200	-2.00
220	-2.00
240	-2.00
260	-2.00
280	-2.00
300	-2.00
320	-2.00
340	-2.00
360	-2.00
380	-2.00
400	-2.00
420	-2.00
440	-2.00
460	-2.00
480	-2.00

Rollover Crash Pulse (1st Prior Event) (if equipped)

Time (msec)	Angular Rate (deg/sec)	Time (msec)	Angular Rate (deg/sec)
500	-2.00	1500	-2.00
520	-2.00	1520	-2.00
540	-2.00	1540	-2.00
560	-2.00	1560	-2.00
580	-2.00	1580	-2.00
600	-2.00	1600	-2.00
620	-2.00	1620	-2.00
640	-2.00	1640	-2.00
660	-2.00	1660	-2.00
680	-2.00	1680	-2.00
700	-2.00	1700	-2.00
720	-2.00	1720	-2.00
740	-2.00	1740	-2.00
760	-2.00	1760	-2.00
780	-2.00	1780	-2.00
800	-2.00	1800	-2.00
820	-2.00	1820	-2.00
840	-2.00	1840	-2.00
860	-2.00	1860	-2.00
880	-2.00	1880	-2.00
900	-2.00	1900	-2.00
920	-2.00	1920	-2.00
940	-2.00	1940	-2.00
960	-2.00	1960	-2.00
980	-2.00	1980	-2.00
1000	-2.00	2000	-2.00
1020	-2.00	2020	-2.00
1040	-2.00	2040	-2.00
1060	-2.00	2060	-2.00
1080	-2.00	2080	-2.00
1100	-2.00	2100	-2.00
1120	-2.00	2120	-2.00
1140	-2.00	2140	-2.00
1160	-2.00	2160	-2.00
1180	-2.00	2180	-2.00
1200	-2.00	2200	-2.00
1220	-2.00	2220	-2.00
1240	-2.00	2240	-2.00
1260	-2.00	2260	-2.00
1280	-2.00	2280	-2.00
1300	-2.00	2300	-2.00
1320	-2.00	2320	-2.00
1340	-2.00	2340	-2.00
1360	-2.00	2360	-2.00
1380	-2.00	2380	-2.00
1400	-2.00	2400	-2.00
1420	-2.00	2420	-2.00
1440	-2.00		
1460	-2.00		
1480	-2.00		

Pre-Crash Data (1st Prior Event)



SNA values will not be plotted on the graph

Pre-Crash Data (1st Prior Event - table 1 of 4)

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

Time Stamp (sec)	Pre-Crash Recorder Status	Speed, Vehicle Indicated (MPH [km/h])	Accelerator Pedal, % Full	Engine Throttle, % Full	Service Brake	Engine RPM	ABS Activity	Stability Control	Steering Input (deg)
-5.0	Complete	0 [0]	0	4	On	602	No	On	-1
-4.9	Complete	0 [0]	0	4	On	599	No	On	-1
-4.8	Complete	0 [0]	0	4	On	600	No	On	-1
-4.7	Complete	0 [0]	0	4	On	602	No	On	-1
-4.6	Complete	0 [0]	0	4	On	604	No	On	-1
-4.5	Complete	0 [0]	0	4	On	604	No	On	-1
-4.4	Complete	0 [0]	0	4	On	608	No	On	-1
-4.3	Complete	0 [0]	0	4	On	612	No	On	-1
-4.2	Complete	0 [0]	0	4	On	611	No	On	-1
-4.1	Complete	0 [0]	0	4	On	604	No	On	-1
-4.0	Complete	0 [0]	0	4	On	605	No	On	-1
-3.9	Complete	0 [0]	0	4	On	597	No	On	-1
-3.8	Complete	0 [0]	0	4	On	606	No	On	-1
-3.7	Complete	0 [0]	0	4	On	600	No	On	-1
-3.6	Complete	0 [0]	0	4	On	608	No	On	-1
-3.5	Complete	0 [0]	0	4	On	603	No	On	-1
-3.4	Complete	0 [0]	0	4	On	607	No	On	-1
-3.3	Complete	0 [0]	0	4	On	604	No	On	-1
-3.2	Complete	0 [0]	0	4	On	606	No	On	-1
-3.1	Complete	0 [0]	0	4	On	601	No	On	-1
-3.0	Complete	0 [0]	0	4	On	608	No	On	-1
-2.9	Complete	0 [0]	0	4	On	604	No	On	-1
-2.8	Complete	0 [0]	0	4	On	607	No	On	-1
-2.7	Complete	0 [0]	0	4	On	603	No	On	-1
-2.6	Complete	0 [0]	0	4	On	601	No	On	-1
-2.5	Complete	0 [0]	0	4	On	594	No	On	-1
-2.4	Complete	0 [0]	0	4	On	604	No	On	-1
-2.3	Complete	0 [0]	0	4	On	606	No	On	-1
-2.2	Complete	0 [0]	0	4	On	606	No	On	-1
-2.1	Complete	0 [0]	0	4	On	602	No	On	-1
-2.0	Complete	0 [0]	0	4	On	602	No	On	-1
-1.9	Complete	0 [0]	0	4	On	599	No	On	-1
-1.8	Complete	0 [0]	0	4	On	605	No	On	-1
-1.7	Complete	0 [0]	0	4	On	603	No	On	-1
-1.6	Complete	0 [0]	0	4	On	603	No	On	-1
-1.5	Complete	0 [0]	0	4	On	606	No	On	-1
-1.4	Complete	0 [0]	0	4	On	608	No	On	-1
-1.3	Complete	0 [0]	0	4	On	606	No	On	-1
-1.2	Complete	0 [0]	0	4	On	612	No	On	-1
-1.1	Complete	0 [0]	0	4	On	605	No	On	-1
-1.0	Complete	0 [0]	0	4	On	610	No	On	-1
-0.9	Complete	0 [0]	0	4	On	602	No	On	-1
-0.8	Complete	0 [0]	0	4	On	603	No	On	-1
-0.7	Complete	0 [0]	0	4	On	602	No	On	-1
-0.6	Complete	0 [0]	0	4	On	611	No	On	-1
-0.5	Complete	0 [0]	0	4	On	602	No	On	-1
-0.4	Complete	0 [0]	0	4	On	602	No	On	-1
-0.3	Complete	0 [0]	0	4	On	598	No	On	-1
-0.2	Complete	0 [0]	0	4	On	605	No	On	-1
-0.1	Complete	0 [0]	0	4	On	597	No	On	-1

Pre-Crash Data (1st Prior Event - table 2 of 4)

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

Time Stamp (sec)	Raw Manifold Pressure (kPa)	PCM MIL	Yaw Rate (deg/sec)	Wheel Speed LF (RPM)	Wheel Speed RF (RPM)	Wheel Speed LR (RPM)	Wheel Speed RR (RPM)	ETC Lamp	ETC Lamp Flashing
-5.0	50	Off	0	0	0	0	0	No	No
-4.9	50	Off	0	0	0	0	0	No	No
-4.8	50	Off	0	0	0	0	0	No	No
-4.7	50	Off	0	0	0	0	0	No	No
-4.6	50	Off	0	0	0	0	0	No	No
-4.5	50	Off	0	0	0	0	0	No	No
-4.4	50	Off	0	0	0	0	0	No	No
-4.3	50	Off	0	0	0	0	0	No	No
-4.2	50	Off	0	0	0	0	0	No	No
-4.1	50	Off	0	0	0	0	0	No	No
-4.0	50	Off	0	0	0	0	0	No	No
-3.9	50	Off	0	0	0	0	0	No	No
-3.8	50	Off	0	0	0	0	0	No	No
-3.7	50	Off	0	0	0	0	0	No	No
-3.6	50	Off	0	0	0	0	0	No	No
-3.5	50	Off	0	0	0	0	0	No	No
-3.4	50	Off	0	0	0	0	0	No	No
-3.3	50	Off	0	0	0	0	0	No	No
-3.2	50	Off	0	0	0	0	0	No	No
-3.1	50	Off	0	0	0	0	0	No	No
-3.0	50	Off	0	0	0	0	0	No	No
-2.9	50	Off	0	0	0	0	0	No	No
-2.8	50	Off	0	0	0	0	0	No	No
-2.7	50	Off	0	0	0	0	0	No	No
-2.6	50	Off	0	0	0	0	0	No	No
-2.5	50	Off	0	0	0	0	0	No	No
-2.4	50	Off	0	0	0	0	0	No	No
-2.3	50	Off	0	0	0	0	0	No	No
-2.2	50	Off	0	0	0	0	0	No	No
-2.1	50	Off	0	0	0	0	0	No	No
-2.0	50	Off	0	0	0	0	0	No	No
-1.9	50	Off	0	0	0	0	0	No	No
-1.8	50	Off	0	0	0	0	0	No	No
-1.7	50	Off	0	0	0	0	0	No	No
-1.6	50	Off	0	0	0	0	0	No	No
-1.5	50	Off	0	0	0	0	0	No	No
-1.4	50	Off	0	0	0	0	0	No	No
-1.3	50	Off	0	0	0	0	0	No	No
-1.2	50	Off	0	0	0	0	0	No	No
-1.1	50	Off	0	0	0	0	0	No	No
-1.0	50	Off	0	0	0	0	0	No	No
-0.9	50	Off	0	0	0	0	0	No	No
-0.8	50	Off	0	0	0	0	0	No	No
-0.7	50	Off	0	0	0	0	0	No	No
-0.6	50	Off	0	0	0	0	0	No	No
-0.5	50	Off	0	0	0	0	0	No	No
-0.4	50	Off	0	0	0	0	0	No	No
-0.3	50	Off	0	0	0	0	0	No	No
-0.2	50	Off	0	0	0	0	0	No	No
-0.1	50	Off	0	0	0	0	0	No	No

Pre-Crash Data (1st Prior Event - table 3 of 4)

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

Time Stamp (sec)	Gear Position (ATX)	Reverse Gear (MTX)	Tire Pressure Monitor Indicator Lamp	Tire Pressure Status, LF	Tire Pressure Status, RF	Tire Pressure Status, LR	Tire Pressure Status, RR	Tire Pressure, LF (psi)	Tire Pressure, RF (psi)
-5.0	Drive	Not Reverse	Off	Normal	Normal	Normal	Normal	43	43
-4.9	Drive	Not Reverse	Off	Normal	Normal	Normal	Normal	43	43
-4.8	Drive	Not Reverse	Off	Normal	Normal	Normal	Normal	43	43
-4.7	Drive	Not Reverse	Off	Normal	Normal	Normal	Normal	43	43
-4.6	Drive	Not Reverse	Off	Normal	Normal	Normal	Normal	43	43
-4.5	Drive	Not Reverse	Off	Normal	Normal	Normal	Normal	43	43
-4.4	Drive	Not Reverse	Off	Normal	Normal	Normal	Normal	43	43
-4.3	Drive	Not Reverse	Off	Normal	Normal	Normal	Normal	43	43
-4.2	Drive	Not Reverse	Off	Normal	Normal	Normal	Normal	43	43
-4.1	Drive	Not Reverse	Off	Normal	Normal	Normal	Normal	43	43
-4.0	Drive	Not Reverse	Off	Normal	Normal	Normal	Normal	43	43
-3.9	Drive	Not Reverse	Off	Normal	Normal	Normal	Normal	43	43
-3.8	Drive	Not Reverse	Off	Normal	Normal	Normal	Normal	43	43
-3.7	Drive	Not Reverse	Off	Normal	Normal	Normal	Normal	43	43
-3.6	Drive	Not Reverse	Off	Normal	Normal	Normal	Normal	43	43
-3.5	Drive	Not Reverse	Off	Normal	Normal	Normal	Normal	43	43
-3.4	Drive	Not Reverse	Off	Normal	Normal	Normal	Normal	43	43
-3.3	Drive	Not Reverse	Off	Normal	Normal	Normal	Normal	43	43
-3.2	Drive	Not Reverse	Off	Normal	Normal	Normal	Normal	43	43
-3.1	Drive	Not Reverse	Off	Normal	Normal	Normal	Normal	43	43
-3.0	Drive	Not Reverse	Off	Normal	Normal	Normal	Normal	43	43
-2.9	Drive	Not Reverse	Off	Normal	Normal	Normal	Normal	43	43
-2.8	Drive	Not Reverse	Off	Normal	Normal	Normal	Normal	43	43
-2.7	Drive	Not Reverse	Off	Normal	Normal	Normal	Normal	43	43
-2.6	Drive	Not Reverse	Off	Normal	Normal	Normal	Normal	43	43
-2.5	Drive	Not Reverse	Off	Normal	Normal	Normal	Normal	43	43
-2.4	Drive	Not Reverse	Off	Normal	Normal	Normal	Normal	43	43
-2.3	Drive	Not Reverse	Off	Normal	Normal	Normal	Normal	43	43
-2.2	Drive	Not Reverse	Off	Normal	Normal	Normal	Normal	43	43
-2.1	Drive	Not Reverse	Off	Normal	Normal	Normal	Normal	43	43
-2.0	Drive	Not Reverse	Off	Normal	Normal	Normal	Normal	43	43
-1.9	Drive	Not Reverse	Off	Normal	Normal	Normal	Normal	43	43
-1.8	Drive	Not Reverse	Off	Normal	Normal	Normal	Normal	43	43
-1.7	Drive	Not Reverse	Off	Normal	Normal	Normal	Normal	43	43
-1.6	Drive	Not Reverse	Off	Normal	Normal	Normal	Normal	43	43
-1.5	Drive	Not Reverse	Off	Normal	Normal	Normal	Normal	43	43
-1.4	Drive	Not Reverse	Off	Normal	Normal	Normal	Normal	43	43
-1.3	Drive	Not Reverse	Off	Normal	Normal	Normal	Normal	43	43
-1.2	Drive	Not Reverse	Off	Normal	Normal	Normal	Normal	43	43
-1.1	Drive	Not Reverse	Off	Normal	Normal	Normal	Normal	43	43
-1.0	Drive	Not Reverse	Off	Normal	Normal	Normal	Normal	43	43
-0.9	Drive	Not Reverse	Off	Normal	Normal	Normal	Normal	43	43
-0.8	Drive	Not Reverse	Off	Normal	Normal	Normal	Normal	43	43
-0.7	Drive	Not Reverse	Off	Normal	Normal	Normal	Normal	43	43
-0.6	Drive	Not Reverse	Off	Normal	Normal	Normal	Normal	43	43
-0.5	Drive	Not Reverse	Off	Normal	Normal	Normal	Normal	43	43
-0.4	Drive	Not Reverse	Off	Normal	Normal	Normal	Normal	43	43
-0.3	Drive	Not Reverse	Off	Normal	Normal	Normal	Normal	43	43
-0.2	Drive	Not Reverse	Off	Normal	Normal	Normal	Normal	43	43
-0.1	Drive	Not Reverse	Off	Normal	Normal	Normal	Normal	43	43

Pre-Crash Data (1st Prior Event - table 4 of 4)

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

Time Stamp (sec)	Tire Pressure, LR (psi)	Tire Pressure, RR (psi)	Cruise Control Status	Cruise Control Engaged	Adaptive Cruise Control Status (if equip.)
-5.0	41	39	Off	Not Engaged	Off
-4.9	41	39	Off	Not Engaged	Off
-4.8	41	39	Off	Not Engaged	Off
-4.7	41	39	Off	Not Engaged	Off
-4.6	41	39	Off	Not Engaged	Off
-4.5	41	39	Off	Not Engaged	Off
-4.4	41	39	Off	Not Engaged	Off
-4.3	41	39	Off	Not Engaged	Off
-4.2	41	39	Off	Not Engaged	Off
-4.1	41	39	Off	Not Engaged	Off
-4.0	41	39	Off	Not Engaged	Off
-3.9	41	39	Off	Not Engaged	Off
-3.8	41	39	Off	Not Engaged	Off
-3.7	41	39	Off	Not Engaged	Off
-3.6	41	39	Off	Not Engaged	Off
-3.5	41	39	Off	Not Engaged	Off
-3.4	41	39	Off	Not Engaged	Off
-3.3	41	39	Off	Not Engaged	Off
-3.2	41	39	Off	Not Engaged	Off
-3.1	41	39	Off	Not Engaged	Off
-3.0	41	39	Off	Not Engaged	Off
-2.9	41	39	Off	Not Engaged	Off
-2.8	41	39	Off	Not Engaged	Off
-2.7	41	39	Off	Not Engaged	Off
-2.6	41	39	Off	Not Engaged	Off
-2.5	41	39	Off	Not Engaged	Off
-2.4	41	39	Off	Not Engaged	Off
-2.3	41	39	Off	Not Engaged	Off
-2.2	41	39	Off	Not Engaged	Off
-2.1	41	39	Off	Not Engaged	Off
-2.0	41	39	Off	Not Engaged	Off
-1.9	41	39	Off	Not Engaged	Off
-1.8	41	39	Off	Not Engaged	Off
-1.7	41	39	Off	Not Engaged	Off
-1.6	41	39	Off	Not Engaged	Off
-1.5	41	39	Off	Not Engaged	Off
-1.4	41	39	Off	Not Engaged	Off
-1.3	41	39	Off	Not Engaged	Off
-1.2	41	39	Off	Not Engaged	Off
-1.1	41	39	Off	Not Engaged	Off
-1.0	41	39	Off	Not Engaged	Off
-0.9	41	39	Off	Not Engaged	Off
-0.8	41	39	Off	Not Engaged	Off
-0.7	41	39	Off	Not Engaged	Off
-0.6	41	39	Off	Not Engaged	Off
-0.5	41	39	Off	Not Engaged	Off
-0.4	41	39	Off	Not Engaged	Off
-0.3	41	39	Off	Not Engaged	Off
-0.2	41	39	Off	Not Engaged	Off
-0.1	41	39	Off	Not Engaged	Off

8F FF FF FF 7F FB FF FF FF 39 03 FF 3F FF 7F FF 03 08 FF FF 11 FF FF F8 00 00 FD 00 0F FC 3F 1F
0F FF FF FF FF FF FF 00

71 01 03 01 01 2E 66 00 FF FF 08 FF FF FF FF FF FF FF FF FF FF 03 00 00 01 00 22 DD 15 0B FF 00
08 F3 01 00 00 00 00 00 00 00 00 00 FF FF 00 00 00 00 00 00 00 00 FF 00 00 00 00 00 FF FF
18 06 87 E3 00 00 FF FF FF FF FF 7A 00 00 00 00 00 FF FF FF FF FF FF 00 00 60 C7 00 FF F0 ED FF
8F FF FF FF 7F FB FF FF FF 39 03 FF 3F FF 7F FF 03 08 FF FF 11 FF FF F8 00 00 FD 00 0F FC 3F 1F
0F FF FF FF FF FF FF 00

71 01 03 01 01 2F 66 00 FF FF 08 FF FF FF FF FF FF FF FF FF FF 03 00 00 01 00 22 DD 15 00 FF 00
08 F3 01 00 00 00 00 00 00 00 00 00 FF FF 00 00 00 00 00 00 00 00 FF 00 00 00 00 00 FF FF
18 06 87 E3 00 00 FF FF FF FF FF 7A 00 00 00 00 00 FF FF FF FF FF FF 00 00 60 C7 00 FF F0 ED FF
8F FF FF FF 7F FB FF FF FF 39 03 FF 3F FF 7F FF 03 08 FF FF 11 FF FF F8 00 00 FD 00 0F FC 3F 1F
0F FF FF FF FF FF FF 00

71 01 03 01 01 30 66 00 FF FF 08 FF FF FF FF FF FF FF FF FF FF 03 00 00 01 00 22 DD 15 0A FF 00
08 F3 01 00 00 00 00 00 00 00 00 00 FF FF 00 00 00 00 00 00 00 00 FF 00 00 00 00 00 FF FF
18 06 87 E3 00 00 FF FF FF FF FF 7A 00 00 00 00 00 FF FF FF FF FF FF 00 00 60 C7 00 FF F0 ED FF
8F FF FF FF 7F FB FF FF FF 39 03 FF 3F FF 7F FF 03 08 FF FF 11 FF FF F8 00 00 FD 00 0F FC 3F 1F
0F FF FF FF FF FF FF 00

71 01 03 01 01 31 66 00 FF FF 08 FF FF FF FF FF FF FF FF FF FF 03 00 00 01 00 22 DD 15 0A FF 00
08 F3 01 00 00 00 00 00 00 00 00 00 FF FF 00 00 00 00 00 00 00 00 FF 00 00 00 00 00 FF FF
18 06 87 E3 00 00 FF FF FF FF FF 7A 00 00 00 00 00 FF FF FF FF FF FF 00 00 60 C7 00 FF F0 ED FF
8F FF FF FF 7F FB FF FF FF 39 03 FF 3F FF 7F FF 03 08 FF FF 11 FF FF F8 00 00 FD 00 0F FC 3F 1F
0F FF FF FF FF FF FF 00

71 01 03 01 02 00 CC 00 02 55 00 00 00 00 00 00 00 00 00 00 00 7F FB 02 00 00 01 00 22 DD 15 0B 3E 00
08 C0 00 00 00 00 00 00 00 00 00 00 0F FF 00 00 00 00 00 00 00 00 FF 00 00 00 00 00 00 00
00 00 04 40 00 00 2B 2B 29 27 FF 22 00 00 00 00 00 73 74 80 80 03 F1 00 00 00 04 00 66 10 00 CC
8B 00 00 FF 00 F8 FF 1F 85 38 00 00 00 16 02 00 00 08 04 1E 11 06 07 00 00 00 4C 00 00 FC 00 00
00 09 00 00 04 00 00

71 01 03 01 02 01 CC 00 02 5D 00 00 00 00 00 00 00 00 00 00 7F F8 02 00 00 01 00 22 DD 15 0A 3E 00
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8B 00 00 FF 00 F8 FF 1F 85 38 00 00 00 16 02 00 00 08 04 1B 11 06 08 00 00 00 4C 00 00 FC 00 00
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71 01 03 01 02 04 CC 00 02 5A 00 00 00 00 00 00 00 00 00 7F FD 02 00 00 01 00 22 DD 15 0A 3E 00
08 C0 00 00 00 00 00 00 00 00 00 0F FF 00 00 00 00 00 00 00 00 FF 00 00 00 00 00 00 00
00 00 04 40 00 00 2B 2B 29 27 FF 22 00 00 00 00 00 73 74 80 80 03 F0 00 00 00 04 00 66 10 00 CC
8B 00 00 FF 00 F8 FF 1F 86 38 00 00 00 16 02 00 00 08 04 1B 11 06 07 00 00 00 4C 00 00 FC 00 00
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71 01 03 01 02 05 CC 00 02 63 00 00 00 00 00 00 00 00 00 80 00 02 00 00 01 00 22 DD 15 0B 3E 00
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8B 00 00 FF 00 F8 FF 1F 85 38 00 00 00 16 02 00 00 08 04 1B 11 06 08 00 00 00 4C 00 00 FC 00 00
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00 00 04 40 00 00 2B 2B 29 27 FF 22 00 00 00 00 00 73 74 80 80 03 EF 00 00 00 04 00 66 10 00 CC
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71 01 03 02 02 CC 00 00 01 02 03 03 03 03 04 05 07 07 08 09 09 0A 0B 0C 0D 0E 0F 10 11 12 14 15
16 17 18 19 1A 1B 1C 1C 1D 1E 1F 1F 20 21 21 22 23 23 24 25 26 26 27 28 29 2A 2A 2B 2C 2D 2E 2F
30 31 32 33 34 35 36 36 37 38 38 39 39 3A 3A 3B 3B 3B 3C 3C 3D 3D 3E 3E 3E 3F 3F 3F 40 40 40 41
41 41 41 42 42 42 42 43 43 43 44 44 44 44 44 45 45 45 45 45 45 45 46 46 46 46 46 46 46 47 47 47
47 48 48 48 48 49 49 49 49 49 4A 4A 4A 49 48 48 48 47 47 47 47 47 46 46 46 47 46 46 46 00 00 00
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62 A0 56 00 00 40 BA 0C 00 08 00 00 10 3F 00

59 02 99 9B C7 00 89 80 72 13 89 80 10 13 89 D4 15 00 89 80 28 13 89 80 01 13 89 80 20 13 89 80
04 13 89 A7 65 13 89 A7 62 13 89 A7 68 13 89 A7 67 13 89 A7 64 13 89 A7 61 13 89 80 95 13 89 80
90 13 89 80 52 13 89 80 50 13 89 80 B5 13 89 A7 34 12 09 A1 DD 16 09 80 11 13 89 80 7F 13 89 80
70 13 89

59 06 9B C7 00 89 01 00 2E B5 2E B5 01 00 02 02 89 01 0C AE 6F FF FF FF FF

59 06 80 72 13 89 01 00 2E B5 2E B5 01 00 02 02 89 01 0C AE 74 FF FF FF FF

59 06 80 10 13 89 01 00 2E B5 2E B5 01 00 02 02 89 01 0C AE 74 FF FF FF FF

59 06 D4 15 00 89 01 00 FF FF FF FF 01 00 02 00 05 01 0D 4B 1F FF FF FF FF

59 06 80 28 13 89 01 00 FF FF FF FF 01 00 02 00 05 01 0D 4B 16 FF FF FF FF
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59 06 80 20 13 89 01 00 FF FF FF FF 01 00 02 00 05 01 0D 4B 16 FF FF FF FF
59 06 80 04 13 89 01 00 FF FF FF FF 01 00 02 00 05 01 0D 4B 16 FF FF FF FF
59 06 A7 65 13 89 01 00 FF FF FF FF 01 00 02 00 05 01 0D 4B 15 FF FF FF FF
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59 06 80 90 13 89 01 00 FF FF FF FF 01 00 02 00 05 01 0D 4B 14 FF FF FF FF
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59 06 80 11 13 89 01 00 2E B5 FF FF 04 00 02 02 62 01 0C B7 F1 FF FF FF FF
59 06 80 7F 13 89 01 00 2E B5 FF FF 02 00 02 02 89 01 0C AE 74 FF FF FF FF
59 06 80 70 13 89 01 00 2E B5 FF FF 02 00 02 02 89 01 0C AE 74 FF FF FF FF

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