Reconstruction Group Attachment
2013 Dodge Journey EDR Report

Avenal, CA

HWY21FH003
(30 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	3C4PD███████████
User	AS
Case Number	21-2209
EDR Data Imaging Date	02/03/2021
Crash Date	01/01/2021
Filename	3C4PD██████████8_ACM.CDRX
Saved on	Wednesday, February 3 2021 at 15:32:55
Imaged with CDR version	Crash Data Retrieval Tool 21.0
Imaged with Software Licensed to (Company Name)	Mecanica Scientific Services Corp
Reported with CDR version	Crash Data Retrieval Tool 21.0
Reported with Software Licensed to (Company Name)	Mecanica Scientific Services Corp
EDR Device Type	Airbag Control Module
Event(s) recovered	Most Recent Event

Comments

CHP Case Number: 9495-2021-00003

DI of Incident Chip on MSSC Surrogate ACM (A2C81542300) (S/N: T04JF1834281V2)

DI was completed at MSSC Office in Oxnard, CA.

Present includes: NTSB Staff via Zoom, Sgt John Kolter, John Grindey, Henry Ramirez, Andres Silva

Bosch Cables/ Adapters: (F-00k-108-387) ; (F-00K-108-385)

This is the second attempt at imaging ACM after confirming RAM Chip location.

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.
- 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.
- 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.

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.

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.
- 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 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.
    - 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.
    - ACC Speed Set (if equip.)- This indicates the desired speed in mph that was input by the driver for the ACC system. If the value is SNA for all time stamps, then the vehicle is not equipped with ACC.
    - 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" 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 - 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.
- 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.
- 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_ r043

System Status at Retrieval

Original VIN	3C4PD⬛⬛⬛⬛⬛⬛⬛⬛⬛⬛
Ignition Cycle, Download	24120
Airbag Control Module Serial Number	T02JF027328012
Airbag Control Module Part Number	68163807AB
Airbag Control Module Supplier	Continental Corporation
ACM Supply Voltage at Time of Retrieval	11.7

System Configuration at Retrieval

Configured for Driver Frontal Airbag	Yes
Configured for Driver Knee Airbag	Yes
Configured for Driver Buckle Pretensioner	No
Configured for Driver Retractor Pretensioner	Yes
Configured for Driver Active Head Restraints	Yes
Configured for Passenger Frontal Airbag	Yes
Configured for Passenger Buckle Pretensioner	Yes
Configured for Passenger Retractor Pretensioner	Yes
Configured for Passenger Active Head Restraints	Yes
Configured for Right Side Seat Airbag	Yes
Configured for Right Side Curtain Airbag	Yes
Configured for Left Side Seat Airbag	Yes
Configured for Left Side Curtain Airbag	Yes
Configured for Driver Seat Track Position Sensor	Yes
Configured for Passenger Seat Seatbelt Switch	Yes
Configured for Passenger Seat Track Position Sensor	Yes
Configured for Pedestrian Protection Hood Actuators	No
Configured for Up Front Sensors	Yes
Configured for Side Sensing	Yes

System Status at Event (Most Recent Event)

Complete File Recorded	No
Ignition Cycle, Crash	SNA
Safety Belt Status, Driver	Faulted
Safety Belt Status, Passenger	Faulted
Airbag Warning Lamp, On/Off	On
Seat Track Position Switch, Foremost, Status, Driver	SNA
Seat Track Position Switch, Foremost, Status, Passenger	SNA
Maximum Delta-V Longitudinal (MPH [km/h])	0.0 [0]
Time, Maximum Delta-V, Longitudinal (msec)	0
Maximum Delta-V Lateral (MPH [km/h])	0.0 [0]
Time, Maximum Delta-V, Lateral (msec)	0
Time, Operation System Time (sec)	214748364.75
Time, Airbag Warning Lamp On (min)	SNA
Event Number	SNA
Total Number of Events	1
Time from Event 1 to 2 (sec)	0.0
Multi-Event, Number of Events (1,2)	1
Operation Via Energy Reserve Only (Yes, No)	Yes
Supply Voltage at Event, ACM (V)	18.0
Event Signal Transmission, Complete (if equip.)	Yes
Odometer at Event (km)	SNA
VIN, Original	3C4
VIN at event, Last 8 Digits	SNA

Deployment Command Data (Most Recent Event)

Frontal Airbag Deployment, 1st Stage, Driver	Yes
Frontal Airbag Deployment, 2nd Stage, Driver	Yes
Frontal Airbag Deployment, Time to First Stage Deployment, Driver (msec)	SNA
Frontal Airbag Deployment, Time to 2nd Stage Deployment from T0, Driver (msec)	1
Frontal Airbag Deployment, 1st Stage, Passenger	Yes
Frontal Airbag Deployment, 2nd Stage, Passenger	Yes
Frontal Airbag Deployment, Time to First Stage Deployment, Passenger (msec)	SNA
Frontal Airbag Deployment, Time to 2nd Stage Deployment from T0, Passenger (msec)	1
Knee Airbag Deployment, Driver	Yes
Buckle Pretensioner, Driver	Yes
Retractor Pretensioner, Driver	Yes
Frontal Airbag Deployment, Passenger 3rd Squib	Yes
Buckle Pretensioner, Passenger	Yes
Retractor Pretensioner, Passenger	Yes
Side Seat Airbag Deployment, Left	Yes
Side Seat Airbag Deployment, Right	Yes
Side Curtain Airbag Deployment, Left	Yes
Side Curtain Airbag Deployment, Right	Yes
Active Head Restraint, Driver	No
Active Head Restraint, Passenger	No

DTCs Present at Start of Event (Most Recent Event)

No DTCs Present

Longitudinal Crash Pulse (Most Recent Event)

Contains No Recorded data

Lateral Crash Pulse (Most Recent Event)

Contains No Recorded data

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

Contains No Recorded data

Pre-Crash Data (Most Recent Event)

Engine RPM

Time prior to event (seconds)

Speed, Vehicle Indicated (MPH) / Accelerator Pedal, % Full / Engine Throttle, % Full

★ Engine RPM   ■ Speed, Vehicle Indicated (● Service Brake (0=Off/10=O   ▼ Accelerator Pedal, % Full   ◆ Engine Throttle, % Full
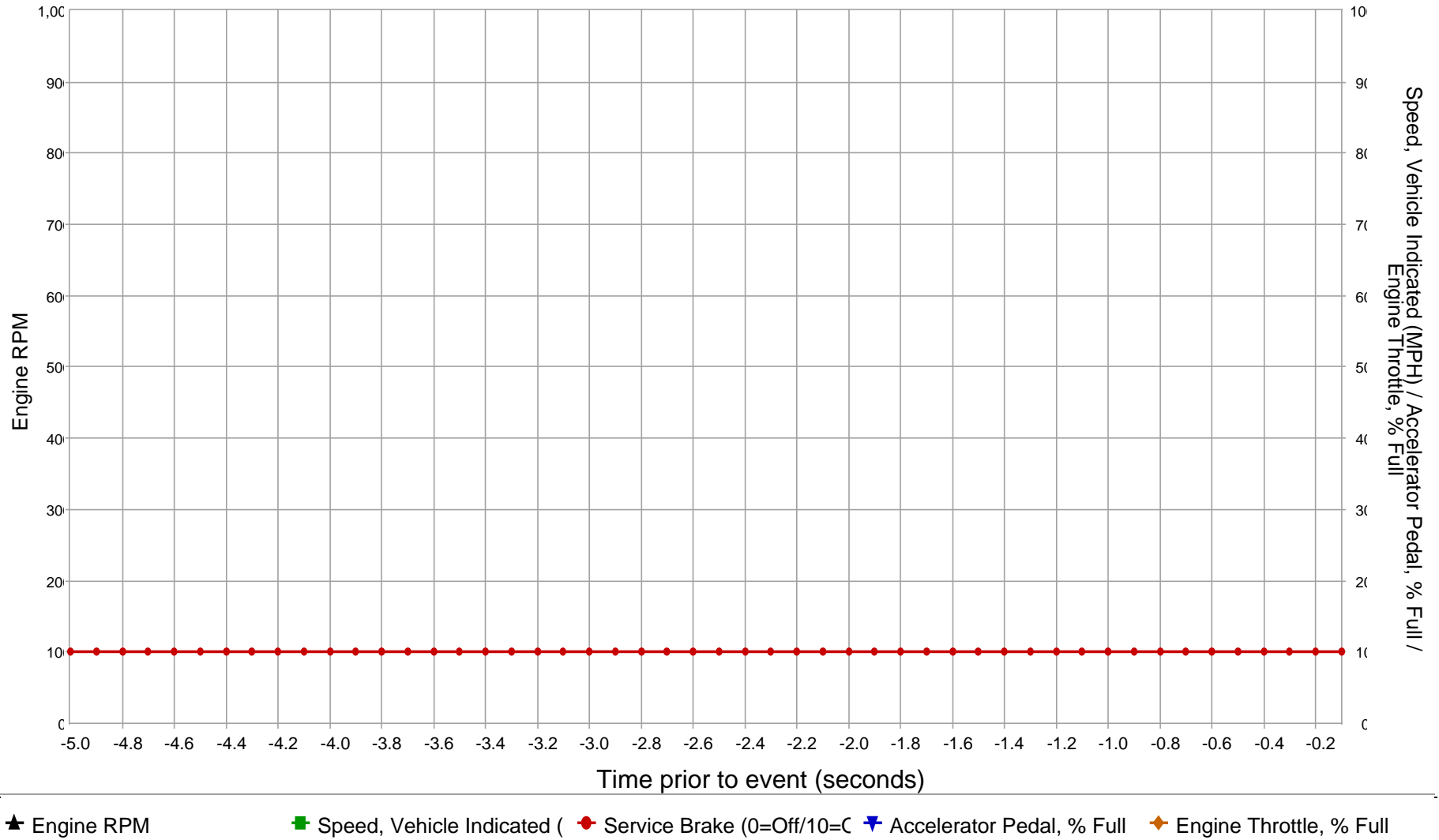
SNA values will not be plotted on the graph

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 (On, Off)	Engine RPM	ABS Activity	Stability Control
-5.0	Interrupted	SNA	SNA	SNA	On	SNA	Yes	Off
-4.9	Interrupted	SNA	SNA	SNA	On	SNA	Yes	Off
-4.8	Interrupted	SNA	SNA	SNA	On	SNA	Yes	Off
-4.7	Interrupted	SNA	SNA	SNA	On	SNA	Yes	Off
-4.6	Interrupted	SNA	SNA	SNA	On	SNA	Yes	Off
-4.5	Interrupted	SNA	SNA	SNA	On	SNA	Yes	Off
-4.4	Interrupted	SNA	SNA	SNA	On	SNA	Yes	Off
-4.3	Interrupted	SNA	SNA	SNA	On	SNA	Yes	Off
-4.2	Interrupted	SNA	SNA	SNA	On	SNA	Yes	Off
-4.1	Interrupted	SNA	SNA	SNA	On	SNA	Yes	Off
-4.0	Interrupted	SNA	SNA	SNA	On	SNA	Yes	Off
-3.9	Interrupted	SNA	SNA	SNA	On	SNA	Yes	Off
-3.8	Interrupted	SNA	SNA	SNA	On	SNA	Yes	Off
-3.7	Interrupted	SNA	SNA	SNA	On	SNA	Yes	Off
-3.6	Interrupted	SNA	SNA	SNA	On	SNA	Yes	Off
-3.5	Interrupted	SNA	SNA	SNA	On	SNA	Yes	Off
-3.4	Interrupted	SNA	SNA	SNA	On	SNA	Yes	Off
-3.3	Interrupted	SNA	SNA	SNA	On	SNA	Yes	Off
-3.2	Interrupted	SNA	SNA	SNA	On	SNA	Yes	Off
-3.1	Interrupted	SNA	SNA	SNA	On	SNA	Yes	Off
-3.0	Interrupted	SNA	SNA	SNA	On	SNA	Yes	Off
-2.9	Interrupted	SNA	SNA	SNA	On	SNA	Yes	Off
-2.8	Interrupted	SNA	SNA	SNA	On	SNA	Yes	Off
-2.7	Interrupted	SNA	SNA	SNA	On	SNA	Yes	Off
-2.6	Interrupted	SNA	SNA	SNA	On	SNA	Yes	Off
-2.5	Interrupted	SNA	SNA	SNA	On	SNA	Yes	Off
-2.4	Interrupted	SNA	SNA	SNA	On	SNA	Yes	Off
-2.3	Interrupted	SNA	SNA	SNA	On	SNA	Yes	Off
-2.2	Interrupted	SNA	SNA	SNA	On	SNA	Yes	Off
-2.1	Interrupted	SNA	SNA	SNA	On	SNA	Yes	Off
-2.0	Interrupted	SNA	SNA	SNA	On	SNA	Yes	Off
-1.9	Interrupted	SNA	SNA	SNA	On	SNA	Yes	Off
-1.8	Interrupted	SNA	SNA	SNA	On	SNA	Yes	Off
-1.7	Interrupted	SNA	SNA	SNA	On	SNA	Yes	Off
-1.6	Interrupted	SNA	SNA	SNA	On	SNA	Yes	Off
-1.5	Interrupted	SNA	SNA	SNA	On	SNA	Yes	Off
-1.4	Interrupted	SNA	SNA	SNA	On	SNA	Yes	Off
-1.3	Interrupted	SNA	SNA	SNA	On	SNA	Yes	Off
-1.2	Interrupted	SNA	SNA	SNA	On	SNA	Yes	Off
-1.1	Interrupted	SNA	SNA	SNA	On	SNA	Yes	Off
-1.0	Interrupted	SNA	SNA	SNA	On	SNA	Yes	Off
-0.9	Interrupted	SNA	SNA	SNA	On	SNA	Yes	Off
-0.8	Interrupted	SNA	SNA	SNA	On	SNA	Yes	Off
-0.7	Interrupted	SNA	SNA	SNA	On	SNA	Yes	Off
-0.6	Interrupted	SNA	SNA	SNA	On	SNA	Yes	Off
-0.5	Interrupted	SNA	SNA	SNA	On	SNA	Yes	Off
-0.4	Interrupted	SNA	SNA	SNA	On	SNA	Yes	Off
-0.3	Interrupted	SNA	SNA	SNA	On	SNA	Yes	Off
-0.2	Interrupted	SNA	SNA	SNA	On	SNA	Yes	Off
-0.1	Interrupted	SNA	SNA	SNA	On	SNA	Yes	Off

Pre-Crash Data (Most Recent Event - table 2 of 4)
(the most recent sampled values are recorded prior to the event)

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

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

Time Stamp (sec)	ETC Lamp (if equip.)	ETC Lamp Flashing (if equip.)	Engine Torque Applied	PRNDL Status (if equip.)	Reverse Gear (Manual Only)
-5.0	On	Yes	Yes	SNA	Yes
-4.9	On	Yes	Yes	SNA	Yes
-4.8	On	Yes	Yes	SNA	Yes
-4.7	On	Yes	Yes	SNA	Yes
-4.6	On	Yes	Yes	SNA	Yes
-4.5	On	Yes	Yes	SNA	Yes
-4.4	On	Yes	Yes	SNA	Yes
-4.3	On	Yes	Yes	SNA	Yes
-4.2	On	Yes	Yes	SNA	Yes
-4.1	On	Yes	Yes	SNA	Yes
-4.0	On	Yes	Yes	SNA	Yes
-3.9	On	Yes	Yes	SNA	Yes
-3.8	On	Yes	Yes	SNA	Yes
-3.7	On	Yes	Yes	SNA	Yes
-3.6	On	Yes	Yes	SNA	Yes
-3.5	On	Yes	Yes	SNA	Yes
-3.4	On	Yes	Yes	SNA	Yes
-3.3	On	Yes	Yes	SNA	Yes
-3.2	On	Yes	Yes	SNA	Yes
-3.1	On	Yes	Yes	SNA	Yes
-3.0	On	Yes	Yes	SNA	Yes
-2.9	On	Yes	Yes	SNA	Yes
-2.8	On	Yes	Yes	SNA	Yes
-2.7	On	Yes	Yes	SNA	Yes
-2.6	On	Yes	Yes	SNA	Yes
-2.5	On	Yes	Yes	SNA	Yes
-2.4	On	Yes	Yes	SNA	Yes
-2.3	On	Yes	Yes	SNA	Yes
-2.2	On	Yes	Yes	SNA	Yes
-2.1	On	Yes	Yes	SNA	Yes
-2.0	On	Yes	Yes	SNA	Yes
-1.9	On	Yes	Yes	SNA	Yes
-1.8	On	Yes	Yes	SNA	Yes
-1.7	On	Yes	Yes	SNA	Yes
-1.6	On	Yes	Yes	SNA	Yes
-1.5	On	Yes	Yes	SNA	Yes
-1.4	On	Yes	Yes	SNA	Yes
-1.3	On	Yes	Yes	SNA	Yes
-1.2	On	Yes	Yes	SNA	Yes
-1.1	On	Yes	Yes	SNA	Yes
-1.0	On	Yes	Yes	SNA	Yes
-0.9	On	Yes	Yes	SNA	Yes
-0.8	On	Yes	Yes	SNA	Yes
-0.7	On	Yes	Yes	SNA	Yes
-0.6	On	Yes	Yes	SNA	Yes
-0.5	On	Yes	Yes	SNA	Yes
-0.4	On	Yes	Yes	SNA	Yes
-0.3	On	Yes	Yes	SNA	Yes
-0.2	On	Yes	Yes	SNA	Yes
-0.1	On	Yes	Yes	SNA	Yes

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

Hexadecimal Data

Data that the vehicle manufacturer has specified for data retrieval is shown in the hexadecimal data section of the CDR report. The hexadecimal data section of the CDR report may contain data that is not translated by the CDR program. The control module contains additional data that is not retrievable by the CDR system.

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5A 88 33 43 34 50 44 43 42 47 30 44 54 36 33 30 33 34 38

5A 90 33 43 34 50 44 43 42 47 30 44 54 36 33 30 33 34 38

5A 9C 01 03 79 41 02 FF 12 32 00 30 30 31 32 33 32 30 30 41 41

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