U.S. Department of Transportation
National Highway Traffic Safety Administration

DOT Auto Safety Hotline

Vehicle Owner's Questionnaire

To Report Vehicle Safety Defects
1-888-DASH-2-DOT
(1-888-327-4236)
INTERNET:www.nhtsa.dot.gov/hotline

FOR AGENCY USE ONLY 100182

Date Received: 2004 SEP 13 AM 7:00 (2004 SEP-AUG-2004 7:00)

Repository ☐

Reference No. 10087725

OWNER INFORMATION (Type or Print)

Name [redacted]
Address [redacted]
City RYE | State NY | Zip Code [redacted]
Daytime Telephone Number [redacted] | E-mail Address [redacted]

Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle? ☒ YES ☐ NO
In the absence of an [redacted]ide your name or address to the vehicle manufacturer.
Signature of Owner [redacted] Date 27 JULY 2004

VEHICLE INFORMATION

17 digit Vehicle Identification Number Located at bottom of windshield on driver's side	Make	Model	Model Year
1G2WK52J62F[redacted]	PONTIAC	GRAND PRIX	2002

Date Purchased	Dealer's Name and Telephone Number			Engine:	Fuel Type:
8 NOV 2002	POTAMKIN GM (212)399-4400			Number of Cylinders: 6	Gas
Original Owner ☒	Dealer's City: NEW YORK	State: NY	Zip Code: 10019		

Transmission Type		Powertrain	Vehicle Component Code
AUTOMATIC	☒ Antilock Brakes ☒ Cruise Control	FRONT WHEEL DRIVE	093000 SERVICE BRAKES, NON-HYDRAULIC/ANTILOCK

Multiple Failure: 4

FAILED COMPONENT(S)/PART(S) INFORMATION

Incident Date(s)	Failure Mileage	Failure Speed	
02 APR 2003	1200	APPX 30 MPH	TWO FRONT SEATBELTS TWO FRONT AIRBAGS

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A TIRE FAILURE

Tire Make	Tire Model (Name or Number)	Tire Size (Example P215/65R15)
DOT No. (Example: DOTMAL9ABC036)	☐ Original Equipment ☐ Prior Repair	Failure Location:
Tire Component Code		Tire Failure Type

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A CHILD SEAT FAILURE

Make:	Date Manufactured:	Model No./Name:
Seat Type:	Installation System:	
Child Seat Component Code:	Failed Part:	

APPLICABLE INCIDENT INFORMATION
(Please describe in detail the Incident(s), Failure(s), Crash(es), and Injury(ies).)

Crash	Fire	Number of Persons Injured	Number of Deaths	Reported to Police
☒ Yes ☐ No	☐ Yes ☒ No	2	0	Y

Narrative Description of Incident(S), Crash(es), and Injury(ies).
Please describe (1) events leading up to the failure, (2) failure and its consequences, and (3) what was done to correct the failure; i.e. parts repaired or replaced (and if old part is available).

On April 2, 2003, at 2:45PM, two trucks in the right and center lanes on the New Jersey Turnpike collided, as I was about to pass them in the left lane. The truck in the center lane veered out of control, swerved into my lane directly in front of me and jammed on his brakes. (The truck in the right lane was given a summons for an illegal lane change.)

There was no road shoulder and a concrete abutment on the left. I jammed on my brakes as hard as I could as soon as I saw the initial contact between the two trucks. The front of my car dipped down and partially went under the trucks rear crash bar.

I was flung forward. My chest hit the steering wheel with great impact. My head barely missed the windshield. My seatbelt unwound like a roller window shade offering no restraint whatsoever. Neither airbag deployed.

My wife was in the front passenger seat. Her seatbelt unwound about 1 ½ feet before the mechanism locked and restrained her further forward movement.

Injuries: Marvin: Fractured sternum and chest trauma. Marcia: Severe hand injuries from hitting dashboard requiring surgery, and chest trauma.

When the car was repaired I insisted that the defective seatbelts be replaced. I now have them in my possession. In my last discussion with Charlene Dinofrio, Claims Administrator of GM, she stated that "although the seatbelts were defective, that was due to the accident itself". If the force was great enough to break the seatbelts then certainly the airbags should have deployed.

On May 21, 2003, Stacey Pauls, of GM, informed me that, Mr. Alter, the independent GM consultant's test showed the belts failed the pull test. The hard braking test was not conclusive. He made the test when the belts were still on the car. They offered to replace my seatbelts, which I had already done on my own. I was then referred to ESIS, GM's Central Claims (correspondence enclosed).

Medical bills for myself were $14,150, for my wife, $6,620, for a total of $20,735.
Auto repair Invoice: $9,624.

Encls: Photos, Repair Invoice, Accident Report, GM Correspondence

esis

ESIS, Inc.
GM Central Claims
M/C 482-C20-D71
PO Box 300
Detroit, MI 48265-3000

800-888-0164 *tel*
313-665-0911 *fax*

Charlene Benedetto
Claims Administrator

313-665-3384 *direct dial*

June 25, 2004

GM

CORRESPONDENCE

[redacted]
Rye, NY [redacted]

RE: Claimant: [redacted]
Our File No.:
Our Client: General Motors Corporation
Date/Event: 4-2-03
Subject vehicle: 2002 Pontiac Grand Prix
VIN: 1G2WK52J62F[redacted]

Dear Mr[redacted]

This letter is to follow-up on our conversation of June 25, 2004 and to respond to your inquiry regarding the performance of the air bag and seat belt systems in the subject vehicle during your accident of April 2, 2003.

We have completed our review of the investigation, which includes photos of the damage to the vehicle, data retrieved from the vehicle's air bag system computer, and the seat belt assemblies.

The technical analysis of the seat belt assemblies indicated that the available information does not support your allegation of a defect in the seat belts. The evidence does not indicate that the seat belts did not perform as intended during your accident of April 2, 2003.

The air bag system in the subject vehicle is designed to deploy when the vehicle is involved in a frontal impact that exceeds the deployment threshold. That threshold is determined by the rate at which the vehicle decelerates during the collision. The deceleration rate required to deploy the air bag varies depending on the size, weight and design of the vehicle.

The vehicle structure is designed to deform or give during a collision to absorb collision forces to protect the occupants. Air bag deployment is not determined by the amount of damage the vehicle sustains during a collision.

Air bags are designed to supplement the restraint provided by the seatbelt system in your vehicle. They are designed to reduce the risk of severe or fatal injuries to the head and chest. Air bags do not eliminate the risk of all injuries vehicle occupants may sustain during an accident. They do not reduce the risk of injury to the extremities or bruises, strains, and sprains.

The air bag system in the vehicle is continuously monitored and controlled by a central computer system. In the event a malfunction or failure is detected in the air bag system, the computer identifies the problem, records the ignition cycle during which the problem is detected and activates the air bag warning light on the instrument panel. This same computer also records data during a deployment collision event.

The data retrieved from the subject vehicle's air bag system computer during our inspection indicates that the system was fully operational at all times prior to, during and subsequent to the accident. There is no indication that the air bag warning light was ever on prior to the accident. Photos of the vehicle suggest that the severity of the collision did not exceed the deployment criteria.

The available information indicates the air bag system in the subject vehicle performed properly by not deploying the air bags during this accident.

I have enclosed a copy of the data retrieved from your vehicle and the translation of the data completed by a GM engineer. If your seat belts have not been returned to you by the time you have received this letter, you should receive them in the very near future. If you do not, please let me know immediately so that I may follow-up on that matter.

If you have any evidence that supports your claims of defects in the subject vehicle please forward it to us for our review and consideration.

Sincerely,

Charlene Donofrio
Claims Administrator

Enclosures

[redacted]

Rye, NY [redacted]

December 5, 2003

Ms. Charlene Donofrio
Claims Administrator
ESIS, Inc.
GM Central Claims
M/C 482-C20-D71
P.O. Box 300
Detroit, MI 48265-3000

RE: Claimant: [redacted]
Your File No.:
Your Client: General Motors Corporation
Date/Event: 4-2-03
Subject vehicle: 2002 Pontiac Grand Prix
VIN: 1G2WK52J62F[redacted]

Dear Ms. Donofrio:

As you requested, I have sent the defective seatbelts via UPS to ESIS/GM Claims.

The tracking number is: [redacted]

Thank you for your help.

Sincerely,

[redacted]

[redacted]
Rye, NY [redacted]
[redacted]

September 29, 2003

Ms. Charlene Donofrio
Claims Administrator
ESIS/GM Central Claims
M/C: 482 C20 D71
P.O. Box 300
Detroit, MI 48265-3000

RE: Your File No: [redacted]
Claimant: [redacted]
Your Client: General Motors Corporation
Date/Event: 4-2-03
Subject Vehicle: 2002 Pontiac Grand Prix
VIN: 1G2WK52J62F[redacted]

Dear Ms. Donofrio:

Enclosed are two separate complete packages of bills and medical reports for my wife, Marcia and myself.

The total bills for myself were $14,115. The total bills for Marcia were $6,620, for a grand total of $20,735.

Some of these bills and statements may duplicate some of the bills that I already sent to you on June 26th.

Sincerely,

[redacted]

MK:m
Encls.

[redacted]

Rye, New York [redacted]

June 26, 2003

Charlene Donofrio, Claims Administrator
ESIS/GM Central Claims
M/C 482 C20 D71
P>O> Box 300
Detroit, MI 48265-3000

Re: Your File # [redacted]
Claimant:
Your Client: General Motors Corporation
Date/Event: 4/2/03
Subject Vehicle: 2002 Pontiac Grand Prix
VIN: 1G2WK52J62F[redacted]

Dear Ms. Donofrio:

On April 2, 2003, at 2:45PM, two trucks in the right and center lanes on the New Jersey Turnpike collided as I was about to pass them in the left lane. The truck in the center lane veered out of control, swerved into my lane directly in front of me and jammed on his brakes.

There was no road shoulder and a concrete abutment on the left. I jammed on my brakes as hard as I could as soon as I saw the initial contact between the two trucks. The front of my car dipped down and partially went under the trucks rear crash bar.

I was flung forward. My chest hit the steering wheel with great impact. My head barely missed the windshield. My seatbelts unwound like a roller window shade offering no restraint whatsoever.

My wife was in the front passenger seat. Her seatbelt unwound about 1 ½ feet before the mechanism locked and restrained her further forward movement.

I called 911 on my cell phone and reported the accident. While waiting for the police and ambulance, the truck driver who I collided with, came over to our car and apologized for suddenly pulling in front of me. He said he knew we had no chance to avoid him but he was about to roll over and had no choice but to pull directly in front of us.

The Police and ambulance arrived. At this point I was in severe pain. The EMT administered oxygen and tied me to a gurney. The pain was so severe I was sure I had serious injuries. Before the ambulance departed, the New Jersey State Trooper the accident was not my fault and gave a summons to the driver in the right lane.

At the hospital I was given Demerol to alleviate the pain. My upper clothes were cut off so that I could have a CAT Scan and an X-Ray, which, at the time, showed no broken bones.

My wife, who was also in severe pain, was X-Rayed, but had not realized, in her concern over me, that she had hit the dashboard with her hands and had damaged them.

I was discharged from the hospital and for the next few days, even though heavily sedated with narcotics, the pain was so excruciating, I could not get out of bed, even to go to the bathroom.

My personal doctor increased the amount of narcotics and also added CELEBREX. A week later, I broke out with severe welts and hives all over my body. My physician's partner (covering for him due to vacation) stopped all medication. I went to my Dermatologist who confirmed that the welts and hives were due to an allergic reaction to medication. She also recommended that I take no further medication because I could go into anaphylactic shock, which could be very serious and could complicate my chest injury.

As the drugs wore off, I experienced unrelenting and indescribable chest pain. My blood pressure rose to 230/105. I could not sleep. I had severe headaches. On the advice of my physician, I went to a Cardiologist, who, after a lot of tests, attributed the high blood pressure to the pain. She said as the pain decreased, the blood pressure would go down.

At this point, because of the unrelenting pain, I began to question the original hospital diagnosis. I went to Dr. J. Nelson, an orthopedist, who immediately said I should go for a nuclear bone scan. He also recommended mild physical therapy.

I went for two sessions of physical therapy and just could not tolerate the pain.

The bone scan (copy enclosed), at Greenwich Hospital, showed I indeed had a sternum fracture.

Recently, as my pain decreased and I started to feel better, I tried to do some ordinary daily activities. Then I began to get back and neck pains. I saw Dr. Nelson again. He said it is not unusual for this to occur as the fracture heals and normal activities are resumed. He said that over time these pains should start to subside, but there was no guaranty that they would. It could be chronic.

My wife is presently going to have surgery on her hand. A statement from her is also enclosed.

It is now close to three months since the accident and neither my wife nor myself are able to do our normal activities. Although the accident certainly, in no way can be construed to be GM's fault, the fact that my seat belt did not work at all, and my wife's seat belt

only partially worked, has made what should have been minor bruises and injuries into a much more catastrophic event for both of us.

I am also surprised that the air bags did not deploy.

Respectfully,

[redacted]

Rye, New York [redacted]

June 27, 2003

Charlene Donofrio, Claims Administrator
ESIS/GM Central Claims
M/C 482 C20 D71
P.O. Box 300
Detroit, MI 48265-3000

Re: Your File # [redacted]
Claimant: [redacted]
Your Client: General Motors Corporation
Date/Event: 4/2/03
Subject Vehicle: 2002 Pontiac Grand Prix
VIN: 1G2WK52J62F[redacted]

Dear Ms. Donofrio:

As you requested, the following are enclosed:

1. Original photos of visible damage.
2. A copy of the detailed repair order itemizing damages.
3. Detailed insurance authorization for repair of vehicle.
4. A statement from myself describing incident and events following.
5. A statement from my wife [redacted] describing incident and events following.
6. For proof of defect, please see report of GM independent consultant, Frank Alter reported to me by Stacey Pauls of GM on 5/21/03.
7. All medical bills we have in our possession.
8. Document from Greenwich Hospital describing my fractured sternum and medical statement from hand specialist, Dr. Robert Reiffel, describing Marcia's hand injuries and need for surgery.
9. Two signed "Authorization for use and/or disclosure of confidential medical information" from Marcia and myself.

If you require any more information, please let me know.

Sincerely,

[redacted]

ESIS
An Insurance Services Company

ESIS/GM Central Claims
M/C: 482 C20 D71
P.O. Box 300
Detroit, MI 48265-3000

800-888-0164 tel
313-665-0911 fax

Charlene Donofrio
Claims Administrator

313-665-3384 direct dial

June 10, 2003

[redacted]
Rye, NY [redacted]

RE: Our File No.: [redacted]
Claimant:
Our Client: General Motors Corporation
Date/Event: 4-2-03
Subject Vehicle: 2002 Pontiac Grand Prix
VIN: 1G2WK52J62F[redacted]

Dear Mr. and Mrs. [redacted]

ESIS provides administrative claims handling services to General Motors (GM) in connection with product liability claims against GM. They have referred your claim to our office for further handling. Please address all future correspondence to my attention.

So we may further investigate your claim, please provide us with the following information:

- Original photographs (or color copies) of the vehicle damage that is the basis of your claim;
- A copy of the detailed repair order itemizing the damages your vehicle sustained in this accident;
- A statement describing the incident, outlining the date, time and events regarding this matter. Statements of other witnesses, if available, would be appreciated;
- Proof of defect in your vehicle, including expert's reports, mechanic statements, or other supporting documentation;
- All medical records and medical bills concerning the injuries suffered as a result of this accident;
- Documentation to substantiate the type and amount of damages claimed.

So that we may give proper consideration to your claim, please complete the enclosed authorization forms and return them to me as soon as possible. These forms will enable our office to obtain the necessary medical records as well as your wage loss information, if applicable.

You have an obligation and responsibility to ensure that the subject vehicle and its related components are maintained and preserved in their immediate post-incident condition for as long as you intend to pursue a claim and/or cause of action.

When we have received the requested information, we will be in a better position to consider your claim.

If you have any questions regarding this letter or your claim, please call me at 1-800-888-0164, Monday through Friday, between 8:00 a.m. to 4:30 p.m. eastern time.

Sincerely,

Charlene Donofrio
Claims Administrator

Enclosures

Vetronix

CDR Crash Data Retrieval

GM CONSULTANT REPORT

CDR File Information

Vehicle Identification Number	1G2WK52J82F [redacted]
Investigator	
Case Number	[redacted]
Investigation Date	
Crash Date	08/13/2003
Filename	04/02/2003
Saved on	1G2WK52J82F [redacted]
Data check information	8/13/03 11:19:50 AM
Collected with CDR version	EBCB3EE
Collecting program verification number	Crash Data Retrieval Tool 2.05 [redacted]
Reported with CDR version	Crash Data Retrieval Tool 2.05
Reporting program verification number	[redacted]
Interface information	Block number: 60 Interface version: 35 Date: 01-02-03 Checksum: 8200
Event(s) recovered	Non-Deployment

SDM Data Limitations

SDM Recorded Crash Events:

There are two types of SDM recorded crash events. The first is the Non-Deployment Event. A Non-Deployment Event is an event severe enough to "wake up" the sensing algorithm but not severe enough to deploy the air bag(s). It contains Pre-Crash and Crash data. The SDM can store up to one Non-Deployment Event. This event can be overwritten by an event that has a greater SDM recorded vehicle forward velocity change. This event will be cleared by the SDM after the ignition has been cycled 250 times.

The second type of SDM recorded crash event is the Deployment Event. It also contains Pre-Crash and Crash data. The SDM can store up to two different Deployment Events, if they occur within five seconds of one another. Deployment events can not be overwritten or cleared from the SDM. Once the SDM has deployed the air bag, the SDM must be replaced.

The data in the non-deployment file will be locked after a deployment, if the non-deployment occurred within 5 seconds before the deployment or a deployment level event occurs within 5 seconds after the deployment.

SDM Data Limitations:

-SDM Recorded Vehicle Forward Velocity Change is one of the measures used to make air bag deployment decisions. SDM Recorded Vehicle Forward Velocity Change reflects the change in forward velocity that the sensing system experienced during the recorded portion of the event. This data should be examined in conjunction with other available physical evidence from the vehicle and scene when assessing occupant or vehicle forward velocity change. The SDM will record 100 milliseconds of data after deployment criteria is met and up to 50 milliseconds before deployment criteria is met. The SDM will also record 150 milliseconds of data after non-deployment criteria is met.

-Event Recording Complete will indicate if data from the recorded event has been fully written to the SDM memory or if it has been interrupted and not fully written.

-SDM Recorded Vehicle Speed accuracy can be affected if the vehicle has had the tire size or the final drive axle ratio changed from the factory build specifications.

-Brake Switch Circuit Status indicates the status of the brake switch circuit.

-Some of the Pre-Crash data, from the Deployment file, may be recorded after algorithm enable, if the Deployment event has a long crash pulse.

-Pre-Crash Electronic Data Validity Check Status indicates "Data Invalid" if the SDM does not receive a valid message for any of the four Pre-Crash data parameters (Vehicle Speed, Engine Speed, Percent Throttle, and Brake Switch Circuit Status).

-Driver's Belt Switch Circuit Status indicates the status of the driver's seat belt switch circuit.

-Passenger Front Air Bag Suppression Switch Circuit Status indicates the status of the suppression switch circuit.

-The Time Between Non-Deployment and Deployment Events is displayed in seconds. If the time between the two events is greater than five seconds, "N/A" is displayed in place of the time.

-If power to the SDM is lost during a crash event, all or part of the crash record data may not be recorded.

SDM Data Source:

All SDM recorded data is measured, calculated, and stored internally, except for the following:

-Vehicle Speed, Engine Speed, and Percent Throttle data are transmitted once a second by the Powertrain Control Module (PCM), via the Class 2 data link, to the SDM.

-Brake Switch Circuit Status data is transmitted once a second by either the ABS module or the PCM, via the Class 2 data link, to the SDM. Depending on vehicle option content, the Brake Switch Circuit Status data may not be available.

-In most vehicles, the Driver's Belt Switch Circuit is wired directly to the SDM. In some vehicles, the Driver's Belt Switch Circuit Status data is transmitted from the Body Control Module (BCM), via the Class 2 data link, to the SDM.

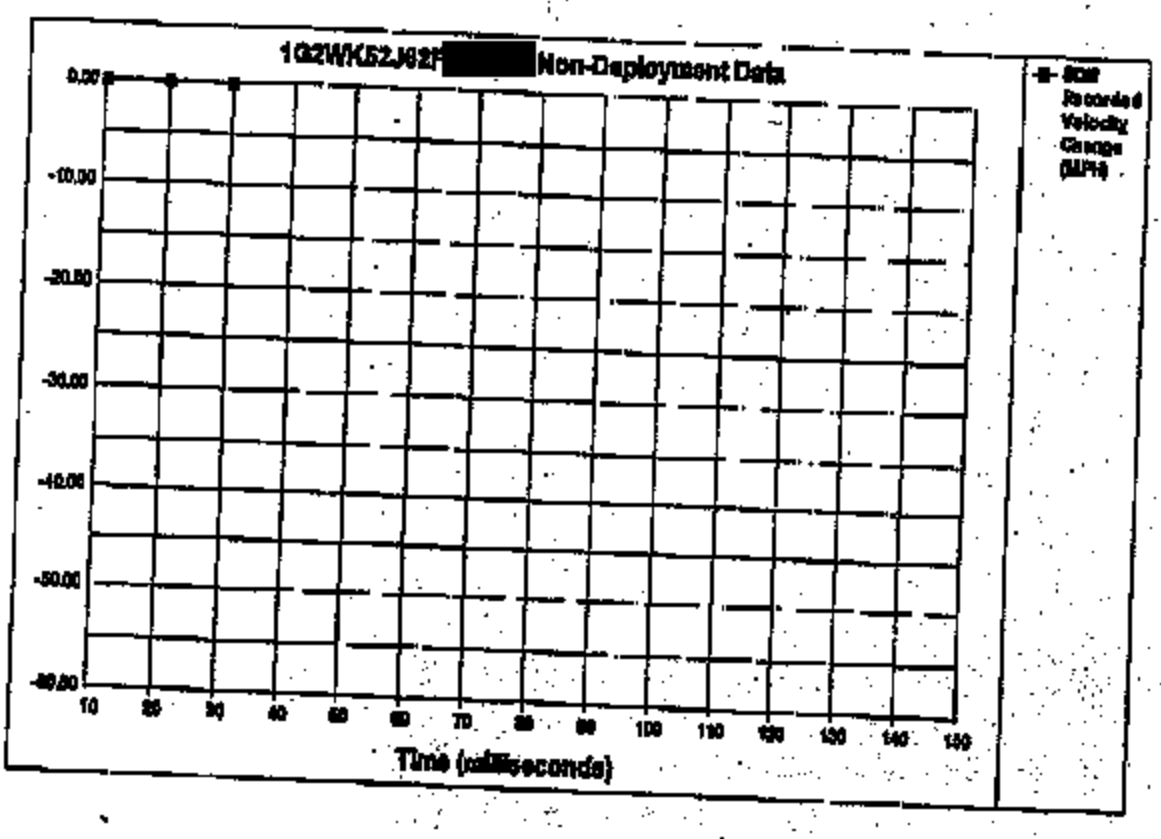
-The Passenger Front Air Bag Suppression Switch Circuit is wired directly to the SDM.

Vetronix

CDR CRASH DATA RETRIEVAL

System Status At Non-Deployment

SIR Warning Lamp Status	OFF
Driver's Belt Switch Circuit Status	BUCKLED
Passenger Front Air Bag Suppression Switch Circuit Status	Air Bag Not Suppressed
Ignition Cycles At Non-Deployment	401
Ignition Cycles At Investigation	587
Maximum SDM Recorded Velocity Change (MPH)	0.00
Algorithm Enable to Maximum SDM Recorded Velocity Change (msec)	0



Time (milliseconds)	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150
SDM Recorded Velocity Change	0.00	0.00	0.00	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Vetronix

CDR

Hexadecimal Data

This page displays all the data retrieved from the air bag module. It contains data that is not converted by this program.

```
$01  08 23 00 00
$02  9B DA
$03  41 53 32 30 33 36
$04  48 36 59 36 4D 32
$05  00
$06  10 31 06 37
$10  FF B7 B0
$11  86 03 87 D5 8D 00
$14  03 02 A0 80
$18  83 82 83 83 FF 00
$1C  32 32 57 4A 50 62
$1D  52 32 32 57 4A 50
$1E  32 52
$1F  00 01 00 00 00
$20  A0 00 00 FF 2D C0
$21  FF FF FF FF FF FF
$22  FF FF FF FF FF FF
$23  FF 51 00 00 01 00
$24  00 00 FF FF FF FF
$25  FF FF FF FF FF FF
$26  FF FF 03 00 00 00
$27  00 00 00 00 00 00
$28  00 00 00 00 00 00
$29  00 00 00 00 00 FF
$2A  C1 E0 FF FF FF FF
$2B  FF FF FF 00 00 00
$2C  00 31 00 00
$2D  00 00 00 00
$30  FF FF FF FF FF FF
$31  FF FF FF FF FF FF
$32  FF FF FF FF FF FF
$33  FF FF FF FF FF FF
$34  FF FF FF FF FF FF
$35  FF FF FF FF FF FF
$36  FF FF FF FF FF FF
$37  FF FF FF FF FF FF
$38  FF FF FF FF FF FF
$39  FF FF FF FF FF FF
$3A  FF FF FF FF FF FF
$3B  FF FF FF
$3C  FF FF FF FF
$40  FF FF FF FF FF FF
$41  FF FF FF FF FF FF
$42  FF FF FF FF FF FF
$43  FF
```

PAGE 1 OF 1 | NEW JERSEY POLICE ACCIDENT REPORT | ☒ REPORTABLE ☐ NON-REPORTABLE

43 CASE NUMBER [redacted]

ACCIDENT OCCURRED ON: NJTPK - NSE ROADWAY

44 POLICE DEPARTMENT OF: STATE POLICE CODE 2

45 STATION/PRECINCT: NEWARK

52 ROAD NAME ☐ STREET ADDRESS [redacted] 53 ROUTE NO. SUFFIX 54 MILEPOST

☐ AT INTERSECTION WITH ☐ FEET ☐ METERS ☐ MILES ☐ Km ☐ NORTH ☐ SOUTH ☐ EAST ☐ WEST OF: N/A

55 N/A 56 57

46 DATE OF COLLISION: MONTH 04 DAY 02 YEAR 03

47 DAY OF WEEK: S M T W Th F S

48 TIME (USE 2400 HRS.): 1455

49 MUNICIPALITY CODE: 09 09

50 TOTAL KILLED: -

51 TOTAL INJURED: 2

RAMP? ☒ NO ☐ YES FROM: — 58 (ROUTE NO.) 59 ROAD NAME ☐ NB ☐ EB ☐ SB ☐ WB TO: — 60 61 (ROUTE NO.) 62 ☐ NB ☐ EB ☐ SB ☐ WB

63 LATITUDE 64 LONGITUDE

VEH. NO. 3 | 66 POLICY NO. * | 68 INS. CODE *

☐ PARKED ☐ FED ☐ BICYCLIST ☐ RESPONDING TO AN EMERGENCY ☐ HIT & RUN

3

[redacted]

RYE STATE NY [redacted] EXPIRES 01/04

2

70 DRIVER'S LICENSE NUMBER [redacted] | 71 STATE NY | 72 DOB MO. 01 DAY 24 YR. 32 | 73 EYES BN | 74 SEX M

MIDDLE INITIAL LAST NAME

☒ SAME AS DRIVER

2

76 NUMBER AND STREET

1

77 CITY STATE ZIP EXPIRES 11/04

78 MAKE AND MODEL: PONT. 6. PAIX | COLOR WT | 79 YEAR 00 | [redacted]

1

80 VIN NUMBER: 1G2WK52J62F [redacted]

81 VEHICLE REMOVED TO: MORAN TOWING (410*120) ☒ TOWED ☐ DRIVEN

84 AUTHORITY 1 OWNER 2 DRIVER 3 POLICE

0 1 1

CLOCKPOINT DIAGRAM: 12 FRONT 6 REAR

10 ROOF 11 UNDERCARRIAGE 12 OVERTURNED 13 TOTALLED 17 NONE 18 OTHER

87 ACCIDENT DIAGRAM: ○ INDICATE NORTH

See Diagram Pg #1

85 AREAS DAMAGED: INITIAL IMPACT / PRINCIPAL IMPACT

VEH. 3: 12 / 12

VEH. 2: ☐ / ☐

88 POSTED SPEED: 55

108 ALCOHOL DATA

DRIV. 3: ☒ NO ☐ YES ☐ REFUSED — TEST GIVEN ☐ BREATH ☐ BLOOD ☐ URINE — RESULTS 0.__%

PED. 2: ☐ NO ☐ YES ☐ REFUSED — TEST GIVEN ☐ BREATH ☐ BLOOD ☐ URINE — RESULTS 0.__%

PED. ☐ NO ☐ YES ☐ REFUSED — TEST GIVEN ☐ BREATH ☐ BLOOD ☐ URINE — RESULTS 0.__%

109 HAZARDOUS MATERIAL: ON BOARD / SPILL — PLACARD NUMBER — V1 ☐ ☐ — V2 ☐ ☐

110 USDOT CARRIER NO. V1 V2

111 ICC CARRIER NO. V1 V2

112 VEHICLE WEIGHT (GVW) V1 lbs. V2 lbs.

113 CARRIER NAME V1 V2

114 ACCIDENT DESCRIPTION: UNTO THE LEFT LANE, WHICH CAUSED VEH #3 TO COLLIDE WITH THE REAR PORTION OF VEH #2. PRIOR TO MY ARRIVAL, VEHS 1 & 2 MOVED TO THE RIGHT SHOULDER. UPON MY ARRIVAL, VEH #3 WAS MOVED TO THE RIGHT SHOULDER. SEVERNA E.M.S. RESPONDED TO THE SCENE TO TRANSPORT DR #3 AND PASSENGER OF VEH #3 TO MEADOWLANDS HOSP. FOR COMPLAINTS OF PAIN. (#28) UNSAFE LANE CHANGE. VEH #1 (65-66) VEH #3 (65-66) OUT OF STATE INSUR. VEH #1 TL PLATE #TYT638(NJ) VEH #2 TL PLATE #T86TIR(NJ)

115 DAMAGE TO OTHER PROPERTY: CONCRETE BARRIER: N.J.T.A. SH #18, NEW BRUNSWICK, NJ

OPER. 3 | 116 CHARGE: NONE | SUMMONS NUMBER

OPER. — | 117 CHARGE: — | SUMMONS NUMBER

118 OFFICER'S SIGNATURE: TOM LOTZ (LAYNG) | 119 BADGE NUMBER 3618 | 120 REVIEWED BY FJT | BADGE NUMBER 485 | 121 STATUS ☐ PENDING ☐ COMPLETE

17 18 19 20 21 22 23 24 25 26 27

NAMES & ADDRESSES OF OCCUPANTS—IF DECEASED DATE & TIME OF DEATH

ACCIDENT REPORT

NJTR-1 (R 8/01)

121 DEP CASE NUMBER

PAGE 1 OF 4

NEW JERSEY POLICE ACCIDENT REPORT

☒ REPORTABLE ☐ NON-REPORTABLE

1194

[redacted]

ACCIDENT OCCURRED ON: NJTPK - NSE ROADWAY

☒ 52 ROAD NAME ☐ STREET ADDRESS

☐ AT INTERSECTION WITH

☐ FEET ☐ MILES ☐ NORTH ☐ EAST OF:

☐ METERS ☐ Km ☐ SOUTH ☐ WEST

N/A

[redacted]

43 POLICE DEPARTMENT CODE: STATE POLICE 12

44 STATION PRECINCT: NEWARK

45 DATE OF COLLISION: MONTH 04 DAY 02 YEAR 03

47 DAY OF WEEK: S M T W Th F S — W

48 TIME (USE 2400 HRS.): 1455

49 MUNICIPALITY CODE: 0909

50 TOTAL KILLED: —

51 TOTAL INJURED: 2

RAMP? ☒ NO ☐ YES FROM: — TO: —

☐ NB ☐ EB ☐ SB ☐ WB

58 ROAD NAME

59 [ROUTE NO.]

60

61 [ROUTE NO.]

62

63 LATITUDE

64 LONGITUDE

VEH. 1

VEH. NO: 1

66 POLICY NO: *

66 INS. CODE: *

☐ PARKED ☐ PED ☐ BICYCLIST ☐ RESPONDING TO AN EMERGENCY ☐ HIT & RUN

67 D[redacted] NAME

68 NU[redacted]

69 CITY: PARLIN STATE: NJ ZIP: [redacted] EXPIRES: 05/05

70 DRIVER'S LICENSE NUMBER: [redacted] 71 STATE: NJ 72 DOB: MO. 05 DAY 06 YR. 70 73 EYES: BR 74 SEX: M

75 OWNER'S FIRST NAME: [redacted] INITIAL: LAST NAME:

☐ SAME AS DRIVER

76 NUMBER A[redacted]

77 CITY: OKLAHOMA CITY STATE: OK ZIP: [redacted] EXPIRES: 12/02

78 MAKE AND MODEL: WHIT. T.T. COLOR: WT 79 YEAR: 88 80 PLATE NO: [redacted] 81 STATE: OK

82 VIN NUMBER: 1WUWDCCE2J[redacted]

83 VEHICLE REMOVED TO

☐ TOWED ☒ DRIVEN

84 AUTHORITY: 1 OWNER 2 DRIVER 3 POLICE

VEH. 2

VEH. NO: 2 86 POLICY NO: C10785740490 1 86 INS. CODE: 342

☐ PARKED ☐ PED ☐ BICYCLIST ☐ RESPONDING TO AN EMERGENCY ☐ HIT & RUN

87 [redacted] NAME

88 [redacted]

89 CITY: CARTERET STATE: NJ ZIP: [redacted] EXPIRES: 04/03

90 DRIVER'S LICENSE NUMBER: [redacted] 91 STATE: NJ 92 DOB: MO. 05 DAY 31 YR. 57 93 EYES: BR 94 SEX: M

95 OWNER'S FIRST NAME: [redacted] INITIAL: LAST NAME:

☐ SAME AS DRIVER

96 [redacted]

97 CITY: CARTERET STATE: NJ ZIP: [redacted] EXPIRES: 09/03

98 MAKE AND MODEL: FRT. T.T. COLOR: BL 99 YEAR: 89 100 PLATE NO: [redacted] 101 STATE: NJ

102 VIN NUMBER: 1FUYACYBXKH[redacted]

103 VEHICLE REMOVED TO

☐ TOWED ☒ DRIVEN

104 AUTHORITY: 1 OWNER 2 DRIVER 3 POLICE

CLOCKPOINT DIAGRAM: 12 FRONT 1 2 3 4 5 6 REAR 7 8 9 10 11

12 ROOF 13 UNDERCARRIAGE 14 OVERTURNED 15 TOTALLED 16 NONE 17 OTHER

87 ACCIDENT DIAGRAM: DIAGRAM NOT TO SCALE

INDICATE NORTH

V1 V2 V3 V3 V2 V1 V3

CONCRETE BARRIER

88 AREAS DAMAGED

	INITIAL IMPACT	PRINCIPAL IMPACT
VEH. 1	10	11
VEH. 2	1	12

89 POSTED SPEED: 55

108 ALCOHOL DATA

TEST GIVEN: ☒ NO ☐ YES ☐ REFUSED — DRIV. 1 — ☐ BREATH ☐ BLOOD ☐ URINE

RESULTS 0.__%

TEST GIVEN: ☒ NO ☐ YES ☐ REFUSED — DRIV. 2 — ☐ BREATH ☐ BLOOD ☐ URINE

RESULTS 0.__%

FED. ☐ NO ☐ YES ☐ REFUSED — ☐ BREATH ☐ BLOOD ☐ URINE

RESULTS 0.__%

109 HAZARDOUS MATERIAL: ON BOARD / SPILL / PLACARD NUMBER

V1 ☐ ☐ —

V2 ☐ ☐ —

110 USDOT CARRIER NO.

V1 —

V2 627703

111 ICC CARRIER NO.

V1 125770

V2 —

112 VEHICLE WEIGHT (GVW) V1 80000 lbs. V2 80000 lbs.

113 CARRIER NAME V1 NETTI / SIEGEL TRUCKING V2 JJ + C, LLC.

114 ACCIDENT DESCRIPTION

VEH#1 STATED: (IN AFFECT): A TRUCK WAS STOPPING IN FRONT OF ME. I TURNED. DR#2 STATED: (IN AFFECT): HE CAME INTO MY LANE. THERE WAS NOTHING I COULD DO. DR#3 STATED (IN AFFECT): ALL OF A SUDDEN, THE TRUCK CAME INTO MY LANE. I TRIED AVOIDING HIM. INVEST. AT SCENE REVEALED: DR#1, DR#2, DR#3 WERE TRAVELING THE NSE ROADWAY AT MP 110.4. AS A RESULT OF MAKING AN UNSAFE LANE CHANGE, VEH#1 STRUCK VEH#2. VEH#2 WAS FORCED OVER

115 DAMAGE TO OTHER PROPERTY: CONCRETE BARRIER: N.J.T.A. SH#18, NEW BRUNSWICK, N.J.

NUMBER OF VEHICLES: 02

OPER.	116 CHARGE	SUMMONS NUMBER	OPER.	117 CHARGE	SUMMONS NUMBER
1	39:4-97	[redacted]	2	NONE	

118 OFFICER'S SIGNATURE: (LAYNG) 118 BADGE NUMBER: 5618 120 REVIEWED BY: FJT BADGE NUMBER: 451 121 STATUS ☐ PENDING ☒ COMPLETE

122 NUMBER OF OCCUPANTS: 03

17	18	19	20	21	22	23	24	25	26	27	NAMES & ADDRESSES OF OCCUPANTS—IF DECEASED DATE & TIME OF DEATH
1	1	—	1	32	M	—	—	04	04	—	KULDEEP SINGH - PARLIN, NJ
2	1	—	1	45	M	—	—	04	04	—	JOSE L. ROLDMAN - CARTERET, NJ
3	1	4	1	71	M	05	8	09	04	—	MARVIN KAPILOW - RYE, N.Y.
3	3	4	1	68	F	05	8	09	04	—	MARCIA KAPILOW - RYE, N.Y.

NJTR-1 (8-2011)

123 DEP CASE NUMBER

Hexadecimal Translation Tool
Engineering Report
Software Version 3.25

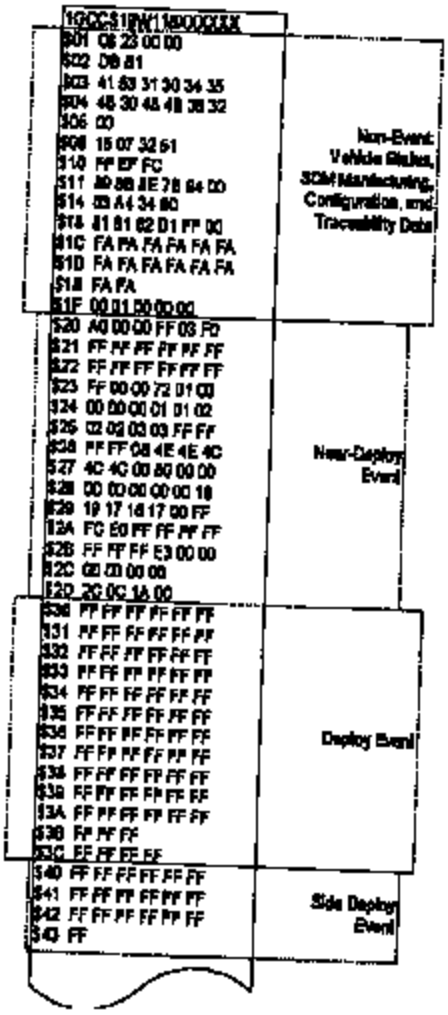
Case Information

VIN:	1G2WK52J62F[redacted]
Vehicle:	
Test:	
SDM:	SDM-G
SDM Software Version:	SDG98JXZ08-10

The Hexadecimal Translation Tool (HTT) software application does not 'interpret the crash data'. The HTT software application can only translate the data stored in accessible non-volatile memory within the SDM. A thorough review of all related information (e.g., physical evidence, witness statements, SDM data, etc.) is the most effective means of assessing crash events.

This report, the Engineering Report, contains a translation of the all data stored in accessible non-volatile memory within the SDM. In the case that one or more entire event records are not written, all data variables, from all time periods and all data categories in the event record are translated as "This record is empty - No data was written".

Sample Hexadecimal Data Section Map



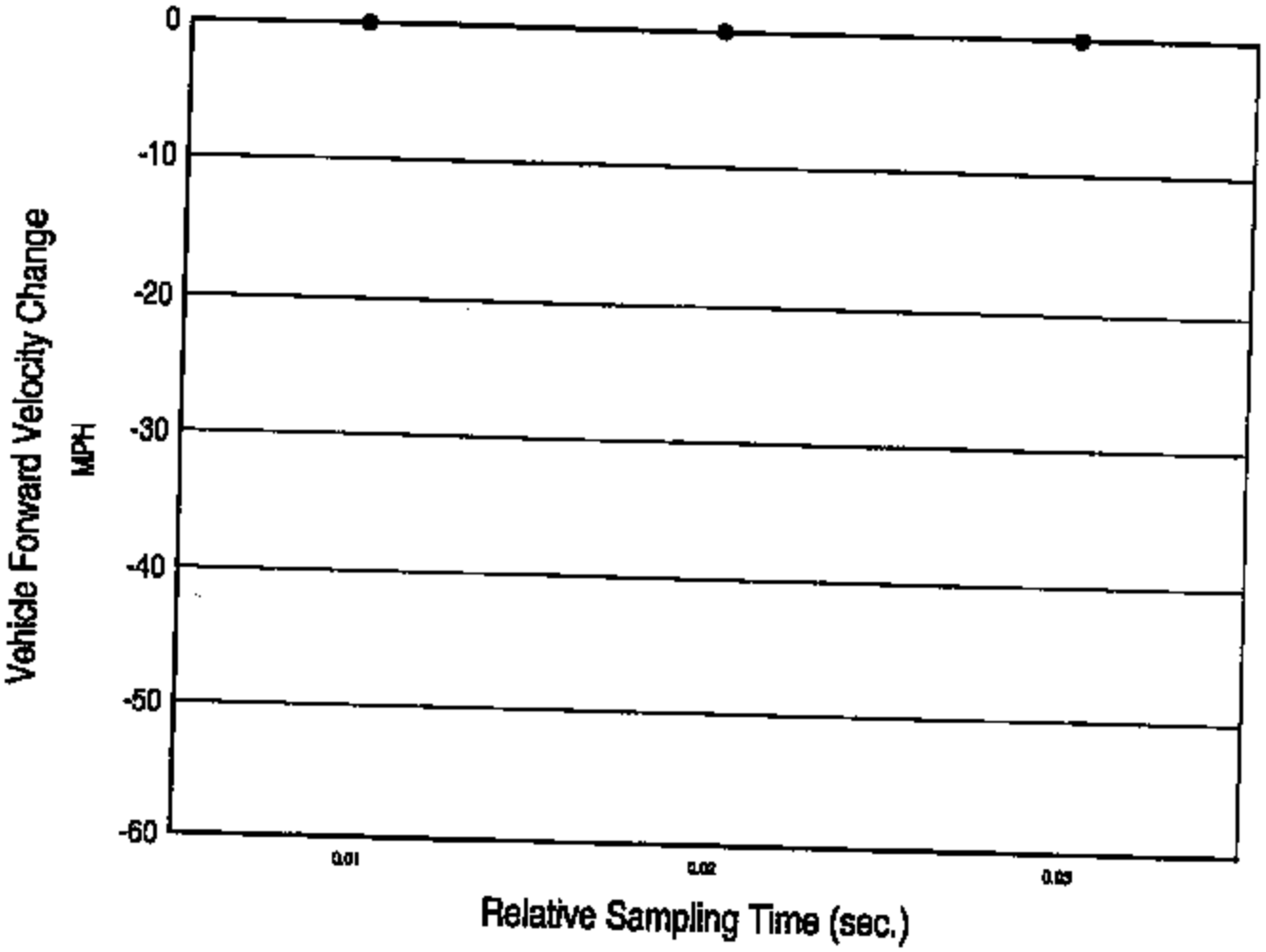
Summary Charts and Tables

Near-Deploy Event

Pre-Crash Table

	Brake Switch State	Engine Speed	Throttle Position	Vehicle Speed
-5.00	Not applied	0	0	0
-4.00	Not applied	0	0	0
-3.00	Not applied	0	0	0
-2.00	Not applied	0	0	0
-1.00	Not applied	0	0	0

Crash Chart



Deploy Event

Pre-Crash Table

Not Available

Crash Chart

Not Available

VIN: 1G2WK52J62F[redacted] Vehicle: Test:

Type of Record: Non-Deploy

Data Category: Diagnostic and Trouble Codes

Time Interval Represented: at Algorithm Enable

DPID or Address	Byte	Bit	Length	Hexadecimal	Conversion Factor	Sample Description	Results	Units
• Driver Belt Deployment								
$23	1	4	1 bit	FF	1.00			
Example:						Comments	No	Unitless
• Driver Frontal Deployment								
$23	1	0	1 bit	FF	1.00			
Example:						Comments	No	Unitless
• Driver Side/Aux 1 Deployment								
$23	1	2	1 bit	FF	1.00			
Example:						Comments	No	Unitless
• DTC B680: PPS/CPS Lamp Fault								
$21	6	4	1 bit	FF	1.00			
Example:						Comments PPS: Passenger Presence Sensor CPS: Childseat Presence Sensor	No	Unitless
• DTC B184: Inflator Arming Sensor Closure Not Detected								
$22	3	0	1 bit	FF	1.00			
Example:						Comments	No	Unitless
• DTC 9211: Arming Sensor Shorted								
$22	6	3	1 bit	FF	1.00			
Example:						Comments	No	Unitless
• DTC B0016: RF/Passenger frontal deployment loop (single stage or stage 1) resistance low								
$21	1	0	1 bit	FF	1.00			
Example:						Comments	No	Unitless
• DTC B0017: RF/Passenger frontal deployment loop (single stage or stage 1) open								
$21	1	1	1 bit	FF	1.00			
Example:						Comments	No	Unitless
• DTC B0018: RF/Passenger frontal deployment loop (single stage or stage 1) short to ground/voltage out of range								
$21	1	2	1 bit	FF	1.00			
Example:						Comments	No	Unitless
• DTC B0022: LF/Driver frontal deployment loop (single stage or stage 1) resistance low								
$21	1	3	1 bit	FF	1.00			
Example:						Comments	No	Unitless
• DTC B0024: LF/Driver frontal deployment loop (single stage or stage 1) short to ground/voltage out of range								
$21	1	4	1 bit	FF	1.00			
Example:						Comments	No	Unitless
• DTC B0026: LF/Driver frontal deployment loop (single stage or stage 1) open								
$21	1	5	1 bit	FF	1.00			
Example:						Comments	No	Unitless
• DTC B0028: RF/Passenger side airbag inflator deployment loop resistance low								
$21	1	6	1 bit	FF	1.00			
Example:						Comments	No	Unitless
• DTC B0029: RF/Passenger side airbag inflator deployment loop open								
$21	1	7	1 bit	FF	1.00			
Example:						Comments	No	Unitless

Type of Record: Non-Deploy

Data Category: Diagnostic and Trouble Codes

Time Interval Represented: at Algorithm Enable

DPID or Address	Byte	Bit	Length	Hexadecimal	Conversion Factor	Sample Description	Results	Units
* DTC B0030: RF/Passenger side airbag inflator deployment loop short to ground/voltage out of range								
$21	2	0	1 bit	FF	1.00		No	Unitless
Example:						Comments		
* DTC B0035: ADS closed/shorted to ground								
$21	2	1	1 bit	FF	1.00		No	Unitless
Example:						Comments ADS: Auxiliary Discriminating Sensor		
* DTC B0036: ADS open/missing/shorted to battery								
$21	2	2	1 bit	FF	1.00		No	Unitless
Example:						Comments ADS: Auxiliary Discriminating Sensor		
* DTC B0040: LF/Driver side airbag inflator deployment loop resistance low								
$21	2	3	1 bit	FF	1.00		No	Unitless
Example:						Comments		
* DTC B0041: LF/Driver side airbag inflator deployment loop open								
$21	2	4	1 bit	FF	1.00		No	Unitless
Example:						Comments		
* DTC B0045: LF/Driver side airbag inflator deployment loop short to ground/voltage out of range								
$21	2	5	1 bit	FF	1.00		No	Unitless
Example:						Comments		
* DTC B0051: Deployment commanded								
$21	2	6	1 bit	FF	1.00		No	Unitless
Example:						Comments		
* DTC B0051: Deployment commanded - Belts								
$21	2	7	1 bit	FF	1.00		No	Unitless
Example:						Comments		
* DTC B0053: Deployment commanded with loop malfunctions present								
$21	3	0	1 bit	FF	1.00		No	Unitless
Example:						Comments		
* DTC B0053: Deployment commanded with loop malfunctions present - Belts								
$21	3	1	1 bit	FF	1.00		No	Unitless
Example:						Comments		
* DTC B0057: RF/Passenger pretensioner deployment loop resistance low								
$21	3	2	1 bit	FF	1.00		No	Unitless
Example:						Comments		
* DTC B0058: RF/Passenger pretensioner deployment loop open								
$21	3	3	1 bit	FF	1.00		No	Unitless
Example:						Comments		
* DTC B0059: RF/Passenger pretensioner deployment loop short to ground/voltage out of range								
$21	3	4	1 bit	FF	1.00		No	Unitless
Example:						Comments		
* DTC B0064: LF/Driver pretensioner deployment loop resistance low								
$21	3	5	1 bit	FF	1.00		No	Unitless
Example:						Comments		

Type of Record: Non-Deploy

Data Category: Diagnostic and Trouble Codes

Time Interval Represented: at Algorithm Enable

DPID or Address	Byte	Bit	Length	Hexadecimal	Conversion Factor	Sample Description	Results	Units
• DTC B0065: LF/Driver pretensioner deployment loop open								
$21	3	6	1 bit	FF	1.00		No	Unitless
Example:						Comments		
• DTC B0066: LF/Driver pretensioner deployment loop short to ground/voltage out of range								
$21	3	7	1 bit	FF	1.00		No	Unitless
Example:						Comments		
• DTC B0073: Supplemental deployment loop #1 resistance low								
$21	4	0	1 bit	FF	1.00		No	Unitless
Example:						Comments		
• DTC B0074: Supplemental deployment loop #1 open								
$21	4	1	1 bit	FF	1.00		No	Unitless
Example:						Comments		
• DTC B0075: Supplemental deployment loop #1 short to ground/voltage out of range								
$21	4	2	1 bit	FF	1.00		No	Unitless
Example:						Comments		
• DTC B0077: LF/Driver SIS malfunction								
$21	4	3	1 bit	FF	1.00		No	Unitless
Example:						Comments		
• DTC B0077: LF/Driver SIS malfunction (Noisy)								
$21	4	4	1 bit	FF	1.00		No	Unitless
Example:						Comments		
• DTC B0078: RF/Passenger SIS malfunction								
$21	4	5	1 bit	FF	1.00		No	Unitless
Example:						Comments		
• DTC B0078: RF/Passenger SIS malfunction (Noisy)								
$21	4	6	1 bit	FF	1.00		No	Unitless
Example:						Comments		
• DTC B0079: Incorrect LF/Driver SIS Installed								
$21	4	7	1 bit	FF	1.00		No	Unitless
Example:						Comments		
• DTC B0080: Discard LF/Driver SIS (NOK)								
$21	5	0	1 bit	FF	1.00		No	Unitless
Example:						Comments		
• DTC B0081: Incorrect RF/Passenger SIS Installed								
$21	5	1	1 bit	FF	1.00		No	Unitless
Example:						Comments		
• DTC B0082: Discard RF/Passenger SIS (NOK)								
$21	5	2	1 bit	FF	1.00		No	Unitless
Example:						Comments		

VIN: 1G2WK52J62F[redacted] Vehicle: [redacted] Test:

Type of Record: Non-Deploy

Data Category: Diagnostic and Trouble Codes

Time Interval Represented: at Algorithm Enable

DPID or Address	Byte	Bit	Length	Hexadecimal	Conversion Factor	Simple Description	Result	Units
* DTC B1174: EEPROM failure								
$22	2	4	1 bit	FF	1.00		No	Unitless
Example:						Comments		
* DTC B1175: Calibration Checksum Fault								
$22	2	5	1 bit	FF	1.00		No	Unitless
Example:						Comments		
* DTC B1179: Deployment Reserve #2 Voltage Low								
$22	2	6	1 bit	FF	1.00		No	Unitless
Example:						Comments		
* DTC B1180: Deployment Reserve #1 Voltage Low								
$22	2	7	1 bit	FF	1.00		No	Unitless
Example:						Comments		
* DTC B1185: Deployment Driver #2 CGD Fault								
$22	3	1	1 bit	FF	1.00		No	Unitless
Example:						Comments		
* DTC B1186: Deployment Driver #1 CGD Fault								
$22	3	2	1 bit	FF	1.00		No	Unitless
Example:						Comments		
* DTC B1187: Loop 1 FET Fault								
$22	3	3	1 bit	FF	1.00		No	Unitless
Example:						Comments		
* DTC B1188: Loop 2 FET Fault								
$22	3	4	1 bit	FF	1.00		No	Unitless
Example:						Comments		
* DTC B1189: Loop 3 FET Fault								
$22	3	5	1 bit	FF	1.00		No	Unitless
Example:						Comments		
* DTC B1190: Loop 4 FET Fault								
$22	3	6	1 bit	FF	1.00		No	Unitless
Example:						Comments		
* DTC B1191: Accelerometer Axis 1 Fault - Short to Battery								
$22	3	7	1 bit	FF	1.00		No	Unitless
Example:						Comments		
* DTC B1192: Accelerometer Axis 1 Fault - Short to Ground								
$22	4	0	1 bit	FF	1.00		No	Unitless
Example:						Comments		
* DTC B1193: Accelerometer Axis 1 Fault - Self Test De-assert								
$22	4	1	1 bit	FF	1.00		No	Unitless
Example:						Comments		
* DTC B1194: Accelerometer Axis 1 Fault - Self Test Assert								
$22	4	2	1 bit	FF	1.00		No	Unitless
Example:						Comments		

VIN: 1G2WK52J62F[redacted] Vehicle: Test:

Type of Record: Non-Deploy

Data Category: Diagnostic and Trouble Codes

Time Interval Represented: at Algorithm Enable

DPID or Address	Byte	Bit	Length	Hexadecimal	Conversion Factor	Sample Description	Results	Units
* DTC B1195: Accelerometer Axis 1 Fault - Unstable During Self Test								
$22	4	3	1 bit	FF	1.00		No	Unitless
Example:						Comments		
* DTC B1196: Accelerometer Axis 1 Fault - Bias Out of Range								
$22	4	4	1 bit	FF	1.00		No	Unitless
Example:						Comments		
* DTC B1197: Accelerometer Axis 1 Fault - Bias Out of Range - Disable Algorithm								
$22	4	5	1 bit	FF	1.00		No	Unitless
Example:						Comments		
* DTC B1198: Accelerometer Axis 1 Fault - Noisy Accelerometer								
$22	4	6	1 bit	FF	1.00		No	Unitless
Example:						Comments		
* DTC B1199: Algorithm Timeout Fault								
$22	4	7	1 bit	FF	1.00		No	Unitless
Example:						Comments		
* DTC B1200: Accelerometer Axis 2 Fault - Short to Battery								
$22	5	0	1 bit	FF	1.00		No	Unitless
Example:						Comments		
* DTC B1201: Accelerometer Axis 2 Fault - Short to Ground								
$22	5	1	1 bit	FF	1.00		No	Unitless
Example:						Comments		
* DTC B1202: Accelerometer Axis 2 Fault - Self Test De-assert								
$22	5	2	1 bit	FF	1.00		No	Unitless
Example:						Comments		
* DTC B1203: Accelerometer Axis 2 Fault - Self Test Assert								
$22	5	3	1 bit	FF	1.00		No	Unitless
Example:						Comments		
* DTC B1204: Accelerometer Axis 2 Fault - Unstable During Self Test								
$22	5	4	1 bit	FF	1.00		No	Unitless
Example:						Comments		
* DTC B1205: Accelerometer Axis 2 Fault - Bias Out of Range								
$22	5	5	1 bit	FF	1.00		No	Unitless
Example:						Comments		
* DTC B1206: Accelerometer Axis 2 Fault - Noisy Accelerometer								
$22	5	6	1 bit	FF	1.00		No	Unitless
Example:						Comments		
* DTC B1207: Phase Lock Loop Lost Lock								
$22	5	7	1 bit	FF	1.00		No	Unitless
Example:						Comments		
* DTC B1208: Deployment Driver Communication Fault - Driver Message Fault								
$22	6	0	1 bit	FF	1.00		No	Unitless
Example:						Comments		

Type of Record: Non-Deploy

Data Category: Diagnostic and Trouble Codes

Time Interval Represented: at Algorithm Enable

DPID or Address	Byte	Bit	Length	Hexadecimal	Conversion Factor	Sample Description	Results	Units
• DTC B1209: Driver SIS Commanded Deploy without Confirmation								
$22	6	1	1 bit	FF	1.00		No	Unitless
Example:						Comments		
• DTC B1210: Passenger SIS Commanded Deploy without Confirmation								
$22	6	2	1 bit	FF	1.00		No	Unitless
Example:						Comments		
• DTC B1212: Loop 5 FET Fault								
$22	6	4	1 bit	FF	1.00		No	Unitless
Example:						Comments		
• DTC B1213: Loop 6 FET Fault								
$22	6	5	1 bit	FF	1.00		No	Unitless
Example:						Comments		
• DTC B1214: Loop 7 FET Fault								
$22	6	6	1 bit	FF	1.00		No	Unitless
Example:						Comments		
• DTC B1215: Loop 8 FET Fault								
$22	6	7	1 bit	FF	1.00		No	Unitless
Example:						Comments		
• DTC U1000: Class 2 Data Link Malfunction - An expected message from an unknown source not received								
$21	6	7	1 bit	FF	1.00		No	Unitless
Example:						Comments		
• DTC U1300: Class 2 Data Link Open/Shorted to Ground								
$22	1	0	1 bit	FF	1.00		No	Unitless
Example:						Comments		
• DTC U1301: Class 2 Data Link Shorted High								
$22	1	1	1 bit	FF	1.00		No	Unitless
Example:						Comments		
• DTC U1xxx: Class 2 1211 Lost State Of Health (TPS)								
$22	1	3	1 bit	FF	1.00		No	Unitless
Example:						Comments		
• DTC U1xxx: Class 2 1A10 Lost State Of Health (RPM)								
$22	1	4	1 bit	FF	1.00		No	Unitless
Example:						Comments		
• DTC U1xxx: Class 2 2601 Lost State Of Health (Spd)								
$22	1	2	1 bit	FF	1.00		No	Unitless
Example:						Comments		
• DTC U1xxx: Class 2 2602 Lost State Of Health (Spd)								
$22	1	3	1 bit	FF	1.00		No	Unitless
Example:						Comments		

VIN: 1G2WK52J62F[redacted] Vehicle: Test:

Type of Record: **Non-Deploy**

Data Category: **Diagnostic and Trouble Codes**

Time Interval Represented: **at Algorithm Enable**

DPID or Address	Byte	Bit	Length	Hexadecimal	Conversion Factor	Sample Description	Results	Units
• **DTC U1xxx: Class 2 3221 Lost State Of Health (Brake)**								
$22	1	6	1 bit	FF	1.00		No	Unitless
Example:						Comments		
• **DTC U1xxx: Class 2 3222 Lost State Of Health (Brake)**								
$22	1	7	1 bit	FF	1.00		No	Unitless
Example:						Comments		
• **DTC U1xxx: Class 2 EA20 Lost State Of Health (Lamp)**								
$22	2	0	1 bit	FF	1.00		No	Unitless
Example:						Comments		
• **DTC U1xxx: Class 2 FE06 Lost State Of Health (Pwr Mode)**								
$22	2	1	1 bit	FF	1.00		No	Unitless
Example:						Comments		
• **DTC U2050: SIR PPS/CPS Communications Link Malfunction**								
$22	2	2	1 bit	FF	1.00		No	Unitless
Example:						Comments PPS: Passenger Presence Sensor CPS: Childseat Presence Sensor		
• **Passenger Belt Deployment**								
$23	1	6	1 bit	FF	1.00		No	Unitless
Example:						Comments		
• **Passenger Frontal Deployment**								
$23	1	1	1 bit	FF	1.00		No	Unitless
Example:						Comments		
• **Passenger Side Deployment**								
$23	1	3	1 bit	FF	1.00		No	Unitless
Example:						Comments		

End of: at Algorithm Enable

End of: Diagnostic and Trouble Codes

Data Category: **Event Statistics**

Time Interval Represented: **Crash**

DPID or Address	Byte	Bit	Length	Hexadecimal	Conversion Factor	Sample Description	Results	Units
• **ADS Mode Deployment**								
$28	6	2	1 bit	00	1.00		No	Unitless
Example:						Comments ADS (Auxiliary Discriminating Sensor) Mode is one of several airbag deployment modes. The ADS sends a deployment signal to the SDM which compares the SDM's change in velocity and acceleration to the calibrated Auxiliary Boundary Conditions (ABC). Note that only the first deployment mode threshold that was met is recorded. If a deployment mode threshold crossing is indicated in the non-deploy record then the event stored is a deployment level event.		

This Report Is NOT VALID without a seven character authentication code: kzvrs73

VIN: 1G2WK52J82F[redacted] Vehicle: Test:

Type of Record: Non-Deploy

Data Category: Event Statistics

Time Interval Represented: Crash

DPID or Address	Byte	Bit	Length	Hexadecimal	Conversion Factor	Sample Description	Results	Units
• Mode H Belted Conditions Met								
$28	6	7	1 bit	00	1.00		No	Unitless

Example:

Comments

Mode H (High Severity) is one of several airbag deployment modes. The algorithm compares the slope of the SDM's acceleration to calibrated threshold levels. Mode H thresholds have identical calibrations for belted and unbelted deployment modes in this version of SDM software.

Note that only the first deployment mode threshold that was met is recorded.

If a deployment mode threshold crossing is indicated in the non-deploy record then the event stored is a deployment level event.

• Mode H Unbelted Conditions								
$2C	1	7	1 bit	00	1.00		No	Unitless

Example:

Comments

Mode H (High Severity) is one of several airbag deployment modes. The algorithm compares the slope of the SDM's acceleration to calibrated threshold levels. Mode H thresholds have identical calibrations for belted and unbelted deployment modes in this version of SDM software.

Note that only the first deployment mode threshold that was met is recorded.

If a deployment mode threshold crossing is indicated in the non-deploy record then the event stored is a deployment level event.

• Mode M Deployment								
$28	6	3	1 bit	00	1.00		No	Unitless

Example:

Comments

Mode M (Maximum) is one of several airbag deployment modes. The algorithm compares the SDM's change in velocity to calibrated threshold levels (these thresholds are very high). If these Mode M thresholds are met, the SDM compares the SDM's change in velocity and acceleration to the additional calibrated thresholds.

Note that only the first deployment mode threshold that was met is recorded.

If a deployment mode threshold crossing is indicated in the non-deploy record then the event stored is a deployment level event.

• Mode O Belted Conditions Met								
$28	6	5	1 bit	00	1.00		No	Unitless

Example:

Comments

Mode O (Oscillation) is one of several airbag deployment modes. The algorithm compares the length of a trace of the SDM's acceleration curve to calibrated threshold levels. Mode O thresholds have identical calibrations for belted and unbelted deployment modes in this version of SDM software.

Note that only the first deployment mode threshold that was met is recorded.

If a deployment mode threshold crossing is indicated in the non-deploy record then the event stored is a deployment level event.

• Mode O Unbelted Conditions Met								
$2C	1	5	1 bit	00	1.00		No	Unitless

Example:

Comments

Mode O (Oscillation) is one of several airbag deployment modes. The algorithm compares the length of a trace of the SDM's acceleration curve to calibrated threshold levels. Mode O thresholds have identical calibrations for belted and unbelted deployment modes in this version of SDM software.

Note that only the first deployment mode threshold that was met is recorded.

If a deployment mode threshold crossing is indicated in the non-deploy record then the event stored is a deployment level event.

VIN: 1G2WK52J62F[redacted] Vehicle: Test:

Type of Record: Non-Deploy

Data Category: Event Statistics

Time Interval Represented: Crash

DPID or Address	Byte	Bit	Length	Hexadecimal	Conversion Factor	Sample Description	Results	Units
Mode P Deployed Pretensioners								
$2B	6	1	1 bit	00	1.00		No	Unitless

Example:

Comments

Mode P (Pretensioner) is the seatbelt pretensioner deployment mode. The algorithm compares the SDM's change in velocity to calibrated threshold levels. This deployment mode can be used to deploy the pretensioners seperately from the airbags. However, in this version of SDM software, the pretensioners are deployed with the airbag.

Note that only the first deployment mode threshold that was met is recorded.

If a deployment mode threshold crossing is indicated in the non-deploy record then the event stored is a deployment level event.

Mode S Belted Conditions Met								
$2B	6	0	1 bit	00	1.00		No	Unitless

Example:

Comments

Mode S (Sustained Severity) is one of several airbag deployment modes. The algorithm compares a smoothed slope (smoother than the slope used for Mode H) of the SDM's acceleration to calibrated threshold levels. Mode S thresholds have identical calibrations for belted and unbelted deployment modes in this version of SDM software.

Note that only the first deployment mode threshold that was met is recorded.

Note that only the first deployment mode threshold that was met is recorded.

Mode S UnBelted Conditions Met								
$2C	1	0	1 bit	00	1.00		No	Unitless

Example:

Comments

Mode S (Sustained Severity) is one of several airbag deployment modes. The algorithm compares a smoothed slope (smoother than the slope used for Mode H) of the SDM's acceleration to calibrated threshold levels. Mode S thresholds have identical calibrations for belted and unbelted deployment modes in this version of SDM software.

Note that only the first deployment mode threshold that was met is recorded.

Note that only the first deployment mode threshold that was met is recorded.

VBC Mode Belted Conditions Met								
$2B	6	4	1 bit	00	1.00		No	Unitless

Example:

Comments

The Velocity Boundary Curve (VBC) Mode is one of several airbag deployment modes. The algorithm compares the SDM's change in velocity to calibrated threshold levels. The VBC Mode thresholds have identical calibrations for belted and unbelted deployment modes in this version of SDM software.

Note that only the first deployment mode threshold that was met is recorded.

If a deployment mode threshold crossing is indicated in the non-deploy record then the event stored is a deployment level event.

VBC Mode Unbelted Conditions Met								
$2C	1	4	1 bit	00	1.00		No	Unitless

Example:

Comments

The Velocity Boundary Curve (VBC) Mode is one of several airbag deployment modes. The algorithm compares the SDM's change in velocity to calibrated threshold levels. The VBC Mode thresholds have identical calibrations for belted and unbelted deployment modes in this version of SDM software.

Note that only the first deployment mode threshold that was met is recorded.

If a deployment mode threshold crossing is indicated in the non-deploy record then the event stored is a deployment level event.

End of: Crash

End of: Event Statistics

VIN: 1G2WK52J82F[redacted] Vehicle: Test:

Type of Record: Non-Deploy

Data Category: Ignition Cycle Information

Time Interval Represented: Crash

DPID or Address	Byte	Bit	Length	Hexadecimal	Conversion Factor	Sample Description	Results	Units
• Ignition Cycles at Algorithm Enable								
$29	6	0	3 bytes	FF C1 E0	1.00		401	Unitless
Example:						Comments		
• Ignition Cycles Since Codes Cleared								
$28	4	0	1 byte	00	1.00		254	Unitless
Example:						Comments: The Ignition Cycles Since Codes Cleared counter is the number of ignition cycles since the codes were cleared manually with a scan tool. The Ignition Cycles Since Codes Cleared counter has a maximum value of 255. Therefore, if the value of the Ignition Cycles Since Codes Cleared counter is 255, a minimum of 255 consecutive code free ignition cycles have occurred since the diagnostic trouble codes were last cleared.		

End of: Crash

Time Interval Represented: Pre-Crash

DPID or Address	Byte	Bit	Length	Hexadecimal	Conversion Factor	Sample Description	Results	Units
• Ignition Cycle Counter Value for Lamp Event								
$2A	4	0	2 bytes	FF FF	1.00	Lamp Event 1	Data Not Written	Unitless
$2A	6	0	2 bytes	FF FF	1.00	Lamp Event 2	Data Not Written	Unitless
$2A	2	0	2 bytes	FF FF	1.00	Lamp Event 3	Data Not Written	Unitless
Example:						Comments		
• Overflow for Ignition Cycle Counter Lamp Event								
$2A	3	4	1 bit	FF	1.00	Lamp Event 1	No	Unitless
$2A	3	5	1 bit	FF	1.00	Lamp Event 2	No	Unitless
$2A	3	6	1 bit	FF	1.00	Lamp Event 3	No	Unitless
Example:						Comments		

End of: Pre-Crash

End of: Ignition Cycle Information

Data Category: Loop Suppression Status

Time Interval Represented: Crash

DPID or Address	Byte	Bit	Length	Hexadecimal	Conversion Factor	Sample Description	Results	Units
• Frontal Passenger Bag Enabled								
$28	5	3	1 bit	00	1.00		Not Suppressed	Unitless
Example:						Comments		
• Passenger Pretensioner Enabled								
$28	5	4	1 bit	00	1.00		Not Suppressed	Unitless
Example:						Comments		
• Passenger Side Airbag Enabled								
$28	5	6	1 bit	00	1.00		Not Suppressed	Unitless
Example:						Comments: Side (lateral) impact airbag.		

End of: Crash

End of: Loop Suppression Status

Data Category: Not specified yet

Time Interval Represented: Crash

DPID or Address	Byte	Bit	Length	Hexadecimal	Conversion Factor	Sample Description	Results	Units

VIN: 1G2WK52J62F[redacted] Vehicle: Test:

Type of Record: Non-Deploy

Data Category: Not specified yet

Time Interval Represented: Crash

DPID or Address	Byte	Bit	Length	Hexadecimal	Conversion Factor	Sample Description	Results	Units
• EP1 at Time When Deployment Criteria Met								
S2C	3	0	1 byte	00	1.25		0	ms (milliseconds)
Example:						Comments		

End of: Crash

Time Interval Represented: Not Specified

DPID or Address	Byte	Bit	Length	Hexadecimal	Conversion Factor	Sample Description	Results	Units
• Degraded Modes Need To Be Updated								
S20	1	4	1 bit	A0	1.00		No	Unitless
Example:						Comments		
• EEPROM Clears In Progress								
S20	1	6	1 bit	A0	1.00		No	Unitless
Example:						Comments		
• EEPROM Halt Writes								
S20	1	5	1 bit	A0	1.00		Yes	Unitless
Example:						Comments		
• Overlap Time Deploy Record								
S2C	4	0	1 byte	00	1.25		0	ms (milliseconds)
Example:						Comments		
• Power Mode = System ON								
S20	1	7	1 bit	A0	1.00		Yes	Unitless
Example:						Comments		

End of: Not Specified

End of: Not specified yet

Data Category: Relationship Between Crash Events

Time Interval Represented: at Algorithm Enable

DPID or Address	Byte	Bit	Length	Hexadecimal	Conversion Factor	Sample Description	Results	Units
• Time Between this Event and the Previous Event								
S2C	2	0	1 byte	31	100.00		180	ms (milliseconds)
Example:						Comments A Hexadecimal value of 00 indicates that an event severe enough to trigger an algorithm enable did not occur 5 seconds prior to this event.		

End of: at Algorithm Enable

End of: Relationship Between Crash Events

Data Category: Spare

Time Interval Represented: Not Specified

DPID or Address	Byte	Bit	Length	Hexadecimal	Conversion Factor	Sample Description	Results	Units

This Report is NOT VALID without a seven character authentication code: kzyrs73

Type of Record: Non-Deploy

Data Category: Spare

Time Interval Represented: Not Specified

DPID or Address	Byte	Bit	Length	Hexadecimal	Conversion Factor	Sample Description	Results	Units
• Spare								
$28	5	1	1 byte	00	1.00		Spare	Unitless
$20	1	3	1 bit	A0	1.00		Spare	Unitless
$29	5	1	1 bit	00	1.00		Spare	Unitless
$28	5	0	1 bit	00	1.00		Spare	Unitless
$28	5	2	1 bit	00	1.00		Spare	Unitless
$27	5	0	1 bit	00	1.00		Spare	Unitless
$28	5	0	1 byte	00	1.00		Spare	Unitless
$27	4	0	1 bit	00	1.00		Spare	Unitless
$27	4	2	1 bit	00	1.00		Spare	Unitless
$20	1	2	1 bit	A0	1.00		Spare	Unitless
$28	5	2	1 byte	00	1.00		Spare	Unitless
$27	3	1	1 bit	00	1.00		Spare	Unitless
$27	4	1	1 bit	00	1.00		Spare	Unitless
$27	3	2	1 bit	00	1.00		Spare	Unitless

Example: Comments

End of: Not Specified

End of: Spare

Data Category: Vehicle State Parameters and Validity Status

Time Interval Represented: at Algorithm Enable

DPID or Address	Byte	Bit	Length	Hexadecimal	Conversion Factor	Sample Description	Results	Units
• Driver Seatbelt Switch Status								
$23	5	0	1 bit	01	1.00		Buckled	Unitless

Example:

Comments

In most vehicles, the Driver's Seatbelt Switch Circuit is wired directly to the SDM. In some vehicles, the Driver's Seatbelt Switch Circuit status data is transmitted from the Body Control Module (BCM), via the vehicle bus, to the SDM.

The Driver's Seatbelt Switch Circuit is not diagnosed and must be evaluated in conjunction with the physical system. The SDM or BCM measure voltage across an internal resistor to determine if the seatbelt is buckled. If the voltage is greater than a calibrated value the Driver's Seatbelt Switch Circuit status is recorded as buckled. If the voltage is less than a calibrated value the Driver's Seatbelt Switch Circuit status is recorded as unbuckled. However, there are several reasons the voltage may not be applied across the internal resistor, for example: (i) the seatbelt is not buckled, (ii) the seatbelt switch has been removed, or (iii) the seatbelt switch lead wires are cut or damaged.

End of: at Algorithm Enable

Time Interval Represented: Crash

DPID or Address	Byte	Bit	Length	Hexadecimal	Conversion Factor	Sample Description	Results	Units
• Passenger Seatbelt Switch Status								
$23	5	4	1 bit	01	1.00		Unbuckled	Unitless

Example:

Comments

Make sure the vehicle of interest has a PASSENGER seatbelt switch installed by checking the passenger seatbelt enabled bit (PSB Enabled) in the configuration data.

End of: Crash

Time Interval Represented: Pre-Crash

DPID or Address	Byte	Bit	Length	Hexadecimal	Conversion Factor	Sample Description	Results	Units

VIN: 1G2WK52J62F[redacted] Vehicle: Test:

Type of Record: Non-Deploy

Data Category: Vehicle State Parameters and Validity Status

Time Interval Represented: Pre-Crash

DPID or Address	Byte	Bit	Length	Hexadecimal	Conversion Factor	Simple Description	Results	Units
• Brake Switch - Validity Status of the Message Received across the vehicle bus								
$27	5	7	1 bit	00	1.00	1st Sample - The Most Current Sample	Message valid	Unitless
$27	5	6	1 bit	00	1.00	2nd Most Current Sample	Message valid	Unitless
$27	5	5	1 bit	00	1.00	3rd Most Current Sample	Message valid	Unitless
$27	5	4	1 bit	00	1.00	4th Most Current Sample	Message valid	Unitless
$27	5	3	1 bit	00	1.00	5th Most Current Sample	Message valid	Unitless

Example:

Comments

Individual vehicle modules (i.e., the SDM, PCM and ABS module) communicate via the bus. Each message contains a validity bit. The validity bit simply states whether the message received is valid or invalid. The validity bit does not indicate that the information contained in the message represents the physical phenomena that the vehicle experienced.

• Brake Switch State								
$27	4	7	1 bit	00	1.00	1st Sample - The Most Current Sample	Not applied	Unitless
$27	4	6	1 bit	00	1.00	2nd Most Current Sample	Not applied	Unitless
$27	4	5	1 bit	00	1.00	3rd Most Current Sample	Not Applied	Unitless
$27	4	4	1 bit	00	1.00	4th Most Current Sample	Not applied	Unitless
$27	4	3	1 bit	00	1.00	5th Most Current Sample	Not applied	Unitless

Example:

Comments

Brake Switch Circuit Status data is transmitted, once a second by either the ABS module or the PCM via the vehicle bus, to the SDM. Depending on vehicle option content, the Brake Switch Circuit Status data may not be available. Brake Switch Circuit Status indicates the status of the brake switch circuit.

Precrash data collection is not available on every vehicle. Check the Enhanced Data Recording bit in the Calibration data to make sure it was enabled for this specific vehicle.

• Engine Speed								
$28	0	0	1 byte	00	64.00	1st Sample - The Most Current Sample	0	RPM
$29	1	0	1 byte	00	64.00	2nd Most Current Sample	0	RPM
$29	2	0	1 byte	00	64.00	3rd Most Current Sample	0	RPM
$29	3	0	1 byte	00	64.00	4th Most Current Sample	0	RPM
$29	4	0	1 byte	00	64.00	5th Most Current Sample	0	RPM

Example:

Comments

Engine Speed data is transmitted, once a second by the Powertrain Control Module (PCM) via the vehicle bus, to the SDM.Brake Switch Circuit Status data is transmitted, once a second by either the ABS module or the PCM via the vehicle bus, to the SDM. Depending on vehicle option content, the Brake Switch Circuit Status data may not be available. Brake Switch Circuit Status indicates the status of the brake switch circuit.

Precrash data collection is not available on every vehicle. Check the Enhanced Data Recording bit in the Calibration data to make sure it was enabled for this specific vehicle.

• Engine Speed - Validity Status of the Message Received across the vehicle bus								
$29	5	7	1 bit	00	1.00	1st Sample - The Most Current Sample	Message valid	Unitless
$29	5	6	1 bit	00	1.00	2nd Most Current Sample	Message valid	Unitless
$29	5	5	1 bit	00	1.00	3rd Most Current Sample	Message valid	Unitless
$29	5	4	1 bit	00	1.00	4th Most Current Sample	Message valid	Unitless
$29	5	3	1 bit	00	1.00	5th Most Current Sample	Message valid	Unitless

Example:

Comments

Individual vehicle modules (i.e., the SDM, PCM and ABS module) communicate via the bus. Each message contains a validity bit. The validity bit simply states whether the message received is valid or invalid. The validity bit does not indicate that the information contained in the message represents the physical phenomena that the vehicle experienced.

• Throttle Position								
$27	6	0	1 byte	00	0.39	1st Sample - The Most Current Sample	0	Percent
$28	1	0	1 byte	00	0.39	2nd Most Current Sample	0	Percent
$28	2	0	1 byte	00	0.39	3rd Most Current Sample	0	Percent
$28	3	0	1 byte	00	0.39	4th Most Current Sample	0	Percent
$28	4	0	1 byte	00	0.39	5th Most Current Sample	0	Percent

Example:

Comments

Percent Throttle data is transmitted, once a second by the Powertrain Control Module (PCM) via the vehicle bus, to the SDM.

Precrash data collection is not available on every vehicle. Check the Enhanced Data Recording bit in the Calibration data to make sure it was enabled for this specific vehicle.

VIN: 1G2WK52J62F[redacted] Vehicle: Test:

Type of Record: Non-Deploy

Data Category: Vehicle State Parameters and Validity Status

Time Interval Represented: Pre-Crash

DPID or Address	Byte	Bit	Length	Hexadecimal	Conversion Factor	Sample Description	Results	Units
• Throttle Position - Validity Status of the Message Received across the vehicle bus								
$28	5	7	1 byte	00	1.00	1st Sample - The Most Current Sample	Message valid	Unitless
$28	5	6	1 byte	00	1.00	2nd Most Current Sample	Message valid	Unitless
$28	5	5	1 byte	00	1.00	3rd Most Current Sample	Message valid	Unitless
$28	5	4	1 byte	00	1.00	4th Most Current Sample	Message valid	Unitless
$28	5	3	1 byte	00	1.00	5th Most Current Sample	Message valid	Unitless

Example:

Comments

Individual vehicle modules (i.e., the SDM, PCM and ABS module) communicate via the bus. Each message contains a validity bit. The validity bit simply states whether the message received is valid or invalid. The validity bit does not indicate that the information contained in the message represents the physical phenomena that the vehicle experienced.

• Vehicle Speed								
$26	4	0	1 byte	00	0.62	1st Sample - The Most Current Sample	0	MPH
$26	5	0	1 byte	00	0.62	2nd Most Current Sample	0	MPH
$26	6	0	1 byte	00	0.62	3rd Most Current Sample	0	MPH
$27	1	0	1 byte	00	0.62	4th Most Current Sample	0	MPH
$27	2	0	1 byte	00	0.62	5th Most Current Sample	0	MPH

Example:

Comments

Vehicle Speed data is transmitted, once a second by the Powertrain Control Module (PCM) via the vehicle bus, to the SDM. SDM Recorded Vehicle Speed accuracy can be affected if the vehicle has had the tire size or the final drive axle ratio changed from the factory build specifications.

Precrash data collection is not available on every vehicle. Check the Enhanced Data Recording bit in the Calibration data to make sure it was enabled for this specific vehicle.

For C/K pickups equipped with the Duramax Diesel the Engine RPM is half the reported value.

• Vehicle Speed - Validity Status of the Message Received across the vehicle bus								
$27	3	7	1 bit	00	1.00	1st Sample - The Most Current Sample	Message valid	Unitless
$27	3	6	1 bit	00	1.00	2nd Most Current Sample	Message valid	Unitless
$27	3	5	1 bit	00	1.00	3rd Most Current Sample	Message valid	Unitless
$27	3	4	1 bit	00	1.00	4th Most Current Sample	Message valid	Unitless
$27	3	3	1 bit	00	1.00	5th Most Current Sample	Message valid	Unitless

Example:

Comments

Individual vehicle modules (i.e., the SDM, PCM and ABS module) communicate via the bus. Each message contains a validity bit. The validity bit simply states whether the message received is valid or invalid. The validity bit does not indicate that the information contained in the message represents the physical phenomena that the vehicle experienced.

End of: Pre-Crash

End of: Vehicle State Parameters and Validity Status

Data Category: Warning Lamp (SIR) Information

Time Interval Represented: at Algorithm Enable

DPID or Address	Byte	Bit	Length	Hexadecimal	Conversion Factor	Sample Description	Results	Units
• Continuous SIR Warning lamp ON time								
320	2	0	3 bytes	00 00 FF	0.00		0	Hours

Example:

Comments

This Report is NOT VALID without a seven character authentication code: kzvrs73

VIN: 1G2WK52J62F[redacted] Vehicle: Test:

Type of Record: Non-Deploy

Data Category: Warning Lamp (SIR) Information

Time Interval Represented: at Algorithm Enable

DPID or Address	Byte	Bit	Length	Hexadecimal	Conversion Factor	Sample Description	Results	Units
• Number of Ignition Cycles the Warning Lamp On OR Off Continuously								
$2D	5	0	2 bytes	2D C0	1.00		366	Unitless
Example:						Comments		
Ignition Cycle Calculation: IF (first byte) < 128 THEN (If (first Byte)) + Count the Zeros in (second Byte) ELSE (If (first byte) - 128)) + Count the Zeros in (second Byte)								
Example: (first byte) = 56 and (second Byte) = FC (first byte) to Dec = 86, (second Byte) = 1111 1100 = 2 Zeros (6 * 86) + 2 = 690 Ignition Cycles								
• SIR Warning Lamp On This Cycle								
$20	1	0	1 bit	A0	1.00		No	Unitless
Example:						Comments		
• SIR Warning Lamp status for consecutive ignition cycles with Lamp ON or OFF								
$20	5	7	1 bit	2D	1.00		Off	Unitless
Example:						Comments		

End of: at Algorithm Enable

Time Interval Represented: Crash

DPID or Address	Byte	Bit	Length	Hexadecimal	Conversion Factor	Sample Description	Results	Units
• SIR Warning Lamp Status Changed This Cycle								
$20	1	1	1 bit	A0	1.00		No	Unitless
Example:						Comments		

End of: Crash

End of: Warning Lamp (SIR) Information

End of: Non-Deploy

Type of Record: Side Deploy

Data Category: All Data Categories

Time Interval Represented: All Time Periods

DPID or Address	Byte	Bit	Length	Hexadecimal	Conversion Factor	Sample Description	Results	Units
• All Data Variables								
							This record is empty - No data was written.	
Example:						Comments		

End of: All Time Periods

End of: All Data Categories

End of: Side Deploy

Type of Record: State of Health - not associated with an impact

Data Category: A/D Data

Time Interval Represented: Investigation (Dynamic)

DPID or Address	Byte	Bit	Length	Hexadecimal	Conversion Factor	Sample Description	Results	Units

This Report is NOT VALID without a seven character authentication code: kzvre73

VIN: 1G2WK52J62F[redacted] Vehicle: Test:

Type of Record: State of Health - not associated with an impact

Data Category: A/D Data

Time Interval Represented: Investigation (Dynamic)

DPID or Address	Byte	Bit	Length	Hexadecimal	Conversion Factor	Sample Description	Results	Units
• ADSF A/D Input (Last Sample)								
$11	4	0	1 byte	D6	78.60		16741.8	mV
Example:						Comments		
• AUXINF A/D Input (Last Sample)								
$11	5	0	1 byte	8D	78.60		11062.8	mV
Example:						Comments		
• Driver Seatbelt HF A/D input (Last Sample)								
$11	2	0	1 byte	03	78.60		238.8	mV
Example:						Comments		
• Ignition 1 A/D Input (Last Sample)								
$11	1	0	1 byte	86	64.40		11309.6	mV
Example:						Comments		
Vign = counts * .0644 + Vdiode; where 0.5 V < Vdiode < 1.25 V								
• Passenger Seatbelt HF A/D input (Last Sample)								
$11	3	0	1 byte	67	78.60		10611	mV
Example:						Comments		

End of: Investigation (Dynamic)

End of: A/D Data

Data Category: Accelerometer A/D Data

Time Interval Represented: Investigation (Dynamic)

DPID or Address	Byte	Bit	Length	Hexadecimal	Conversion Factor	Sample Description	Results	Units
• Accelerometer A/D Input (Last Sample)								
$18	1	0	1 byte	83	1.00	Accelerometer #1	1.8	g's
$18	4	0	1 byte	88	1.00	Accelerometer #2	25.5	g's
Example:						Comments		
• Accelerometer A/D Input Maximum for Current Ignition Cycle								
$18	3	0	1 byte	85	1.00	Accelerometer #1	1.5	g's
$18	6	0	1 byte	00	1.00	Accelerometer #2	-94	g's
Example:						Comments		
• Accelerometer A/D Input Minimum for Current Ignition Cycle								
$18	2	0	1 byte	82	1.00	Accelerometer #1	1	g's
$18	5	0	1 byte	FF	1.00	Accelerometer #2	63.5	g's
Example:						Comments		

End of: Investigation (Dynamic)

End of: Accelerometer A/D Data

Data Category: Calibration ID and Calibration Checksum

Time Interval Represented: SDM Production

DPID or Address	Byte	Bit	Length	Hexadecimal	Conversion Factor	Sample Description	Results	Units
• CAL ID LSB (Checksum)								
$2	2	0	1 byte	DA	1.00		218	Unitless
Example:						Comments		
						A CheckSum performed on the calibration settings.		

This Report is NOT VALID without a seven character authentication code: kzvrs73

VIN: 1G2WK52J62[redacted] Vehicle: Test:

Type of Record: State of Health - not associated with an Impact

Data Category: Calibration ID and Calibration Checksum

Time Interval Represented: SDM Production

DPID or Address	Byte	Bit	Length	Hexadecimal	Conversion Factor	Sample Description	Results	Units
* CAL ID MSB (Checksum)								
$2	1	0	1 byte	85	1.00		133	Unitless
Example:						Comments: A CheckSum performed on the calibration settings.		

End of: SDM Production

End of: Calibration ID and Calibration Checksum

Data Category: Configuration Data

Time Interval Represented: SDM Production

DPID or Address	Byte	Bit	Length	Hexadecimal	Conversion Factor	Sample Description	Results	Units
* Active Switch Enabled								
$14	2	5	1 bit	02	1.00		Not Enabled	Unitless
Example:						Comments: The Active Switch Enabled indicates whether or not the SDM is calibrated to work with an Active Switch. It does not indicate the actual state of the switch.		
* AOS Monitoring Enabled								
$14	2	7	1 bit	02	1.00		Not Enabled	Unitless
Example:						Comments:		
* AOS or PPS Can Suppress Passenger Pretensioners								
$14	4	2	1 bit	80	1.00		Not Enabled	Unitless
Example:						Comments:		
* AOS or PPS CPS System								
$14	4	3	1 bit	80	1.00		Not Enabled	Unitless
Example:						Comments: Both a AOS or PPS and a CPS Installed.		
* AOS or PPS System Enabled								
$14	4	4	1 bit	80	1.00		Not Enabled	Unitless
Example:						Comments:		
* AOS or PPS System Will Suppress Warning Lamp With Passenger Loop Faults								
$14	4	1	1 bit	80	1.00		Not Enabled	Unitless
Example:						Comments:		
* AUX Switch Enabled								
$14	2	4	1 bit	02	1.00		Not Enabled	Unitless
Example:						Comments:		
* Auxiliary 1 Loop Enabled								
$14	1	6	1 bit	08	1.00		Not Enabled	Unitless
Example:						Comments:		
* Auxiliary 2 Loop Enabled								
$14	1	7	1 bit	03	1.00		Not Enabled	Unitless
Example:						Comments:		
* Brake Message Report 3221 Enabled								
$14	3	1	1 bit	A0	1.00		Not Enabled	Unitless
Example:						Comments:		
* Brake Message Report 3222 Enabled								
$14	3	2	1 bit	A0	1.00		Not Enabled	Unitless
Example:						Comments:		

VIN: 1G2WK52J62F[redacted] Vehicle: Test:

Type of Record: State of Health - not associated with an impact

Data Category: Configuration Data

Time Interval Represented: SDM Production

DPID or Address	Byte	Bit	Length	Hexadecimal	Conversion Factor	Sample Description	Results	Units
* Deployment Commanded Msg Enabled								
$14	3	5	1 bit	A0	1.00			
Example:						Comments	Enabled	Unitless
* Driver Frontal Loop Enabled								
$14	1	0	1 bit	03	1.00			
Example:						Comments	Enabled	Unitless
* Driver Pretensioner Loop Enabled								
$14	1	4	1 bit	03	1.00			
Example:						Comments	Not Enabled	Unitless
* Driver Seatbelt Status sent from								
$14	3	7	1 bit	A0	1.00			
Example:						Comments	Hardwired	Unitless
* Driver Side Airbag Loop Enabled								
$14	1	2	1 bit	05	1.00			
Example:						Comments Side (seats) impact airbag	Not Enabled	Unitless
* Extended Crash Recording Enabled								
$14	2	2	1 bit	02	1.00			
Example:						Comments	Not Enabled	Unitless
* FIS Enabled (Requires ADS Monitoring Enabled)								
$14	2	0	1 bit	02	1.00			
Example:						Comments	Not Enabled	Unitless
* Frontal Passenger Bag Suppressed								
$1F	5	3	1 bit	00	1.00			
Example:						Comments	Not Enabled	Unitless
* Lateral Accelerometer Present								
$14	2	6	1 bit	02	1.00			
Example:						Comments	Not Enabled	Unitless
* Parity								
$1F	5	7	1 bit	00	1.00			
Example:						Comments	Even	Unitless
* Passenger Bag Inhibited This Message								
$1F	5	2	1 bit	00	1.00			
Example:						Comments	No	Unitless
* Passenger Frontal Enabled If Fault In AOS or PPS System								
$14	4	7	1 bit	80	1.00			
Example:						Comments	Enabled	Unitless
* Passenger Frontal Loop Enabled								
$14	1	1	1 bit	03	1.00			
Example:						Comments	Enabled	Unitless
* Passenger Pretensioner Enabled If Fault In AOS or PPS System								
$14	4	5	1 bit	80	1.00			
Example:						Comments	Not Enabled	Unitless

VIN: * 1G2WK52J62F[redacted] Vehicle: Test:

Type of Record: State of Health - not associated with an impact

Data Category: Configuration Data

Time Interval Represented: SDM Production

DPID or Address	Byte	Bit	Length	Hexadecimal	Conversion Factor	Sample Description	Results	Units
* Passenger Pretensioner Loop Enabled								
$14	1	5	1 bit	03	1.00		Not Enabled	Unitless
Example:						Comments		
* Passenger Pretensioner Suppressed								
$1F	5	4	1 bit	00	1.00		Not Enabled	Unitless
Example:						Comments		
* Passenger Side Bag Suppressed								
$1F	5	6	1 bit	00	1.00		Not Enabled	Unitless
Example:						Comments		
* Passenger Side Enabled If Fault In AOS or PPS System								
$14	4	5	1 bit	80	1.00		Not Enabled	Unitless
Example:						Comments		
* Passenger Side Loop Enabled								
$14	1	3	1 bit	03	1.00		Not Enabled	Unitless
Example:						Comments		
* Pretensioner Control For Side Impacts Enabled								
$14	2	3	1 bit	02	1.00		Not Enabled	Unitless
Example:						Comments		
* PSB Enabled								
$14	3	6	1 bit	A0	1.00		Not Enabled	Unitless
Example:						Comments		
* SIR Warning Lamp Recieves Status from								
$14	2	1	1 bit	02	1.00		Hardwired	Unitless
Example:						Comments		
* Time To Diagnose A New PPS Message								
$1F	5	6	1 bit	00	1.00		Not Enabled	Unitless
Example:						Comments		
* Vehicle Speed Report 2601 Enabled								
$14	3	4	1 bit	A0	1.00		Not Enabled	Unitless
Example:						Comments		
* Vehicle Speed Report 2602 Enabled								
$14	3	3	1 bit	A0	1.00		Not Enabled	Unitless
Example:						Comments		
* VIN Packet #3 Report FA03 Enabled								
$14	3	0	1 bit	A0	1.00		Not Enabled	Unitless
Example:						Comments		

End of: SDM Production

End of: Configuration Data

Data Category: Diagnostic Information

Time Interval Represented: Investigation (Dynamic)

DPID or Address	Byte	Bit	Length	Hexadecimal	Conversion Factor	Sample Description	Results	Units

This Report is NOT VALID without a seven character authentication code: kzyrs73

VIN: 1G2WK52J62F[redacted] Vehicle: Test:

Type of Record: State of Health - not associated with an impact

Data Category: Diagnostic Information

Time Interval Represented: Investigation (Dynamic)

DPID or Address	Byte	Bit	Length	Hexadecimal	Conversion Factor	Sample Description	Results	Units
• Active Faults Present								
$1F	2	1	1 bit	01	1.00		Yes	Unitless
$1F	1	0	1 byte	00	1.00		No Active Faults	Unitless
Example:						Comments		
• Diagnostics Complete								
$1F	2	0	1 bit	01	1.00		Yes	Unitless
Example:						Comments		
• History Faults Present								
$1F	1	0	1 byte	00	1.00		No History Faults	Unitless
Example:						Comments		

End of: Investigation (Dynamic)

End of: Diagnostic Information

Data Category: Ignition Cycle Information

Time Interval Represented: Investigation (Dynamic)

DPID or Address	Byte	Bit	Length	Hexadecimal	Conversion Factor	Sample Description	Results	Units
• Ignition Cycles at Investigation								
$10	1	0	3 bytes	FF B7 E0	1.00		581	Unitless
Example:						Comments		

End of: Investigation (Dynamic)

End of: Ignition Cycle Information

Data Category: ROM ID and ROM Checksum

Time Interval Represented: SDM Production

DPID or Address	Byte	Bit	Length	Hexadecimal	Conversion Factor	Sample Description	Results	Units
• Software Release Date								
$1	2	0	1 byte	23	1.00		23	Unitless
Example:						Comments		
• Software Release Month								
$1	1	0	4 bits (half byte)	08	1.00		8	Unitless
Example:						Comments		
• Software Release Year (last digit)								
$1	1	4	4 bits (half byte)	08	1.00		8	Unitless
Example:						Comments		

End of: SDM Production

End of: ROM ID and ROM Checksum

Data Category: Satellite Diagnostics

Time Interval Represented: Investigation (Dynamic)

DPID or Address	Byte	Bit	Length	Hexadecimal	Conversion Factor	Sample Description	Results	Units
• Driver Consecutive NOK Messages								
$1F	5	5	1 bit	00	1.00		No	Unitless
Example:						Comments		

VIN: 1G2WK52J82F[redacted] Vehicle: Test:

Type of Record: State of Health - not associated with an Impact

Data Category: Satellite Diagnostics

Time Interval Represented: Investigation (Dynamic)

DPID or Address	Byte	Bit	Length	Hexadecimal	Conversion Factor	Simple Description	Results	Units
• Driver ID Received								
$1F	3	1	1 bit	00	1.00		No	Unitless
Example:						Comments		
• Driver ID Valid								
$1F	3	2	1 bit	00	1.00		No	Unitless
Example:						Comments		
• Driver Missing OK Messages								
$1F	3	4	1 bit	00	1.00		No	Unitless
Example:						Comments		
• Driver NOK Message Received								
$1F	3	7	1 bit	00	1.00		No	Unitless
Example:						Comments		
• Driver OK Message Received								
$1F	3	6	1 bit	00	1.00		No	Unitless
Example:						Comments		
• First Driver OK/NOK Received								
$1F	3	3	1 bit	00	1.00		No	Unitless
Example:						Comments		
• First Passenger OK/NOK Received								
$1F	4	3	1 bit	00	1.00		No	Unitless
Example:						Comments		
• Passenger Consecutive NOK Messages								
$1F	4	5	1 bit	00	1.00		No	Unitless
Example:						Comments		
• Passenger ID Received								
$1F	4	1	1 bit	00	1.00		No	Unitless
Example:						Comments		
• Passenger ID Valid								
$1F	4	2	1 bit	00	1.00		No	Unitless
Example:						Comments		
• Passenger Missing OK Messages								
$1F	4	4	1 bit	00	1.00		No	Unitless
Example:						Comments		
• Passenger NOK Message Received								
$1F	4	7	1 bit	00	1.00		No	Unitless
Example:						Comments		
• Passenger OK Message Received								
$1F	4	6	1 bit	00	1.00		No	Unitless
Example:						Comments		
• Valid Driver ID and First OK/NOK								
$1F	3	0	1 bit	00	1.00		No	Unitless
Example:						Comments		

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VIN: 1G2WK52J62F[redacted] Vehicle: Test:

Type of Record: State of Health - not associated with an Impact

Data Category: Satellite Diagnostics

Time Interval Represented: Investigation (Dynamic)

DPID or Address	Byte	Bit	Length	Hexadecimal	Conversion Factor	Sample Description	Results	Units
• Valid Passenger ID and First OK/NOK								
$1F	4	0	1 bit	00	1.00		No	Unitless
Example:						Comments		

End of: Investigation (Dynamic)

End of: Satellite Diagnostics

Data Category: Satellite Sensor IDs

Time Interval Represented: SDM Production

DPID or Address	Byte	Bit	Length	Hexadecimal	Conversion Factor	Sample Description	Results	Units
• Driver SIS/FIS ID								
$1	3	0	1 byte	00	1.00		0	Unitless
Example:						Comments		
• Passenger SIS/FIS ID								
$1	4	0	1 byte	00	1.00		0	Unitless
Example:						Comments		

End of: SDM Production

End of: Satellite Sensor IDs

Data Category: SDM Part Number

Time Interval Represented: SDM Production

DPID or Address	Byte	Bit	Length	Hexadecimal	Conversion Factor	Sample Description	Results	Units
• Part Number								
$6	1	0	1 byte	10	1.00	Digits 1 and 2	10	Unitless
$6	2	0	1 byte	31	1.00	Digits 3 and 4	31	Unitless
$6	3	0	1 byte	06	1.00	Digits 5 and 6	06	Unitless
$6	4	0	1 byte	37	1.00	Digits 7 and 8	37	Unitless
Example:						Comments		
						The part number should match the part number (P/N) on the SDM label.		

End of: SDM Production

End of: SDM Part Number

Data Category: Spare

Time Interval Represented: Not Specified

DPID or Address	Byte	Bit	Length	Hexadecimal	Conversion Factor	Sample Description	Results	Units
• Spare								
$1F	2	4	1 bit	01	1.00		Spare	Unitless
$1F	2	5	1 bit	01	1.00		Spare	Unitless
$11	6	2	1 bit	00	1.00		Spare	Unitless
$1F	2	7	1 bit	01	1.00		Spare	Unitless
$1F	2	6	1 bit	01	1.00		Spare	Unitless
$1F	2	3	1 bit	01	1.00		Spare	Unitless
$14	4	0	1 bit	80	1.00		Spare	Unitless
$1F	2	2	1 bit	01	1.00		Spare	Unitless
$5	1	0	1 byte	00	1.00		Spare	Unitless
$1F	5	0	1 bit	00	1.00		Spare	Unitless
$11	6	3	1 bit	00	1.00		Spare	Unitless
$11	6	0	1 bit	00	1.00		Spare	Unitless
$1F	5	1	1 bit	00	1.00		Spare	Unitless
$11	6	7	1 bit	00	1.00		Spare	Unitless
Example:						Comments		

VIN: 1G2WK52J62F[redacted] Vehicle: Test:

Type of Record: State of Health - not associated with an Impact

Data Category: Spare

End of: Not Specified

End of: Spare

Data Category: Traceability Information

Time Interval Represented: SDM Production

DPID or Address	Byte	Bit	Length	Hexadecimal	Conversion Factor	Sample Description	Results	Units
• Component ID								
$3	1	0	2 bytes	41 53	1.00		A S	Unitless
Example:						Comments		
• Component Serial Number								
$4	2	0	4 bytes	36 59 36 4D	1.00		6 Y 6 M	Unitless
Example:						Comments		
• Julian Date								
$3	4	0	3 bytes	50 33 36	1.00		5 3 6	Unitless
Example:						Comments		
• Last Digit of Year								
$3	5	0	1 byte	32	1.00		2	Unitless
Example:						Comments		
• Manufacturing Shift Code								
$4	6	0	1 byte	32	1.00		2	Unitless
Example:						Comments: 1 for 1st shift. 2 for 2nd shift. 3 for 3rd shift.		
• Manufacturing Source Code								
$4	1	0	1 byte	4B	1.00		K	Unitless
Example:						Comments: K for Kotomo. S for Singapore. M for Matamoros.		

End of: SDM Production

End of: Traceability Information

Data Category: Vehicle State Parameters and Validity Status

Time Interval Represented: Investigation (Dynamic)

DPID or Address	Byte	Bit	Length	Hexadecimal	Conversion Factor	Sample Description	Results	Units
• Driver Seatbelt State Change								
$11	6	1	1 bit	00	1.00		No	Unitless
Example:						Comments: The seatbelt state change indicates that the belt was not continuously in the same state for the ignition cycle prior to algorithm enable. That is, if the seatbelt was buckled prior to vehicle ignition key on, a state change indicates that at some point prior to enable the seatbelt was unbuckled and vice versa.		
• Driver Seatbelt Switch Status								
$11	6	0	1 bit	00	1.00		Unbuckled	Unitless
Example:						Comments: In most vehicles, the Driver's Seatbelt Switch Circuit is wired directly to the SDM. In some vehicles, the Driver's Seatbelt Switch Circuit status data is transmitted from the Body Control Module (BCM), via the vehicle bus, to the SDM. The Driver's Seatbelt Switch Circuit is not diagnosed and must be evaluated in conjunction with the physical system. The SDM or BCM measures voltage across an internal resistor to determine if the seatbelt is buckled. If the voltage is greater than a calibrated value the Driver's Seatbelt Switch Circuit status is recorded as buckled. If the voltage is less than a calibrated value the Driver's Seatbelt Switch Circuit status is recorded as unbuckled. However, there are several reasons the voltage may not be applied across the internal resistor, for example: (i) the seatbelt is not buckled, (ii) the seatbelt switch has been removed, or (iii) the seatbelt switch lead wires are cut or damaged.		

This Report is NOT VALID without a seven character authentication code: kzvrs73

VIN: 1G2WK52J62F[redacted] Vehicle: Test:

Type of Record: State of Health - not associated with an Impact

Data Category: Vehicle State Parameters and Validity Status

Time Interval Represented: Investigation (Dynamic)

DPID or Address	Byte	Bit	Length	Hexadecimal	Conversion Factor	Sample Description	Results	Units
• Passenger Seatbelt State Change								
$11	6	5	1 bit	00	1.00		No	Unitless
Example:						Comments: Make sure the vehicle of interest has a PASSENGER seatbelt switch installed by checking the passenger seatbelt enabled bit (PSB Enabled) in the configuration data.		
• Passenger Seatbelt Switch Status								
$11	6	4	1 bit	00	1.00		Unbuckled	Unitless
Example:						Comments: Make sure the vehicle of interest has a PASSENGER seatbelt switch installed by checking the passenger seatbelt enabled bit (PSB Enabled) in the configuration data.		

End of: Investigation (Dynamic)

End of: Vehicle State Parameters and Validity Status

Data Category: VIN Data

Time Interval Represented: SDM Production

DPID or Address	Byte	Bit	Length	Hexadecimal	Conversion Factor	Sample Description	Results	Units
• VIN Car Line B								
$1D	4	0	1 byte	57	1.00		W	Unitless
Example:						Comments: These characters may be set to represent some of the VIN characters for the vehicle that the SDM could be installed in. Generally they are not used and are defaulted to the wildcard value 'FA'.		
• VIN Carline A								
$1C	3	0	1 byte	57	1.00		W	Unitless
Example:						Comments: These characters may be set to represent some of the VIN characters for the vehicle that the SDM could be installed in. Generally they are not used and are defaulted to the wildcard value 'FA'.		
• VIN Make A								
$1C	1	0	1 byte	32	1.00		2	Unitless
Example:						Comments: These characters may be set to represent some of the VIN characters for the vehicle that the SDM could be installed in. Generally they are not used and are defaulted to the wildcard value 'FA'.		
• VIN Make B								
$1D	2	0	1 byte	32	1.00		2	Unitless
Example:						Comments: These characters may be set to represent some of the VIN characters for the vehicle that the SDM could be installed in. Generally they are not used and are defaulted to the wildcard value 'FA'.		
• VIN Restraint A								
$1C	2	0	1 byte	32	1.00		2	Unitless
Example:						Comments: These characters may be set to represent some of the VIN characters for the vehicle that the SDM could be installed in. Generally they are not used and are defaulted to the wildcard value 'FA'.		
• VIN Restraint B								
$1D	3	0	1 byte	32	1.00		2	Unitless
Example:						Comments: These characters may be set to represent some of the VIN characters for the vehicle that the SDM could be installed in. Generally they are not used and are defaulted to the wildcard value 'FA'.		
• VIN Series A-1								
$1C	4	0	1 byte	4A	1.00		J	Unitless
Example:						Comments: These characters may be set to represent some of the VIN characters for the vehicle that the SDM could be installed in. Generally they are not used and are defaulted to the wildcard value 'FA'.		

VIN: 1G2WK52J62F[redacted] Vehicle: Test:

Type of Record: State of Health - not associated with an Impact

Data Category: VIN Data

Time Interval Represented: SDM Production

DPID or Address	Byte	Bit	Length	Resolution	Conversion Factor	Simple Description	Results	Units
• VIN Series A-2								
$1C	5	0	1 byte	50	1.00		P	Unitless
Example:						Comments: These characters may be set to represent some of the VIN characters for the vehicle that the SDM could be installed in. Generally they are not used and are defaulted to the wildcard value 'FA'.		
• VIN Series A-3								
$1C	6	0	1 byte	52	1.00		R	Unitless
Example:						Comments: These characters may be set to represent some of the VIN characters for the vehicle that the SDM could be installed in. Generally they are not used and are defaulted to the wildcard value 'FA'.		
• VIN Series A-4								
$1D	1	0	1 byte	52	1.00		R	Unitless
Example:						Comments: These characters may be set to represent some of the VIN characters for the vehicle that the SDM could be installed in. Generally they are not used and are defaulted to the wildcard value 'FA'.		
• VIN Series B-1								
$1D	5	0	1 byte	4A	1.00		J	Unitless
Example:						Comments: These characters may be set to represent some of the VIN characters for the vehicle that the SDM could be installed in. Generally they are not used and are defaulted to the wildcard value 'FA'.		
• VIN Series B-2								
$1D	6	0	1 byte	50	1.00		P	Unitless
Example:						Comments: These characters may be set to represent some of the VIN characters for the vehicle that the SDM could be installed in. Generally they are not used and are defaulted to the wildcard value 'FA'.		
• VIN Series B-3								
$1E	1	0	1 byte	52	1.00		R	Unitless
Example:						Comments: These characters may be set to represent some of the VIN characters for the vehicle that the SDM could be installed in. Generally they are not used and are defaulted to the wildcard value 'FA'.		
• VIN Series B-4								
$1E	2	0	1 byte	52	1.00		R	Unitless
Example:						Comments: These characters may be set to represent some of the VIN characters for the vehicle that the SDM could be installed in. Generally they are not used and are defaulted to the wildcard value 'FA'.		

End of: SDM Production

End of: VIN Data

End of: State of Health - not associated with an Impa

This Report is NOT VALID without a seven character authentication code: kzvrs73

THE ATTACHMENTS TO THIS DOCUMENT HAVE BEEN REMOVED TO PROTECT UNWARRANTED INVASION OF PERSONAL PRIVACY PURSUANT TO EXEMPTION 6 OF THE FREEDOM OF INFORMATION ACT (FOIA), 5 U.S.C. 552(b)(6).