



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-2411 SEP 28 AM 11:51
(1-888-327-4236)
INTERNET: www.nhtsa.dot.gov/hotline

FOR AGENCY USE ONLY 100145

Date Received
24-AUG-2004
Repository ☐
Reference No.
1D089611

OWNER INFORMATION (Type or Print)

Name [REDACTED]
Address [REDACTED]
City HAW RIVER State NC Zip Code [REDACTED]
Daytime Telephone Number [REDACTED] E-mail Address [REDACTED]
Evening Telephone Number [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 authorization, NHTSA will NOT provide your name or address to the vehicle manufacturer.

Signature of Owner [REDACTED] Date 9/11/04

VEHICLE INFORMATION

17 digit Vehicle Identification Number Located at bottom of windshield on driver's side
1GCGK13U43F [REDACTED]
Make CHEVROLET Model SILVERADO Model Year 2003
Date Purchased 12/20/02 Dealer's Name and Telephone Number (919) 732-2151
Original Owner ☒ Dealer's City Hillsborough State NC Zip Code 27278
Engine: 8-6.0 Fuel Type: gas
Transmission Type AUTOMATIC ☒ Antilock Brakes Powertrain
☒ Cruise Control Vehicle Component Code 141000 AIR BAGS:FRONTAL
Multiple Failure: 1

FAILED COMPONENT(S)/PART(S) INFORMATION

Incident Date(s) 14-AUG-2004 Failure Mileage 19800 Failure Speed 55

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A TIRE FAILURE

Tire Make Tire Model (Name or Number) Tire Size (Example P215/85R15)
DOT No. (Example: DOTM18ABC036) ☐ 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, failure(s), condition(s), and injury(ies).)

Crash ☒ Yes ☐ No Fire ☐ Yes ☒ No Number of Persons Injured 1 Number of Deaths 0 Reported to Police 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).

WHILE DRIVING 55 MPH CONSUMER'S VEHICLE WAS INVOLVED IN A FRONT COLLISION. L'ON IMPACT, DUAL AIR BAGS DID NOT DEPLOY. DRIVER SUSTAINED HEAD INJURIES DUE TO HIS HEAD HITTING THE STEERING WHEEL. *AK

Include, if available: Police/Fire Department Report, Photos, and Repair Invoice.

AT EACH ADDITIONAL SHEET IF NEEDED

The Privacy Act of 1974-Public Law 93-579 This information is requested pursuant to authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond to this questionnaire. Your response may be used to assist the NHTSA in determining whether a manufacturer should take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer or a manufacturer's representative, they will be used in support of an agency's action.

Narrative Description of Incident(s), Failure(s), Crash(es), and Injury(ies)

Last controls of the truck jumped the side ditch ran through a pasture and jumped off into a creek bed about 15 to 20 feet deep off. I had ~~some~~ Chevrolet come and do there own testing on why the ditching didnt come out. They said the impact was not hard enough and was not going fast enough. I had across the top of my nose and bled my face hard open.

ATTACH ADDITIONAL SHEETS IF NECESSARY

US
OFF



NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES



4/11/6

1-88

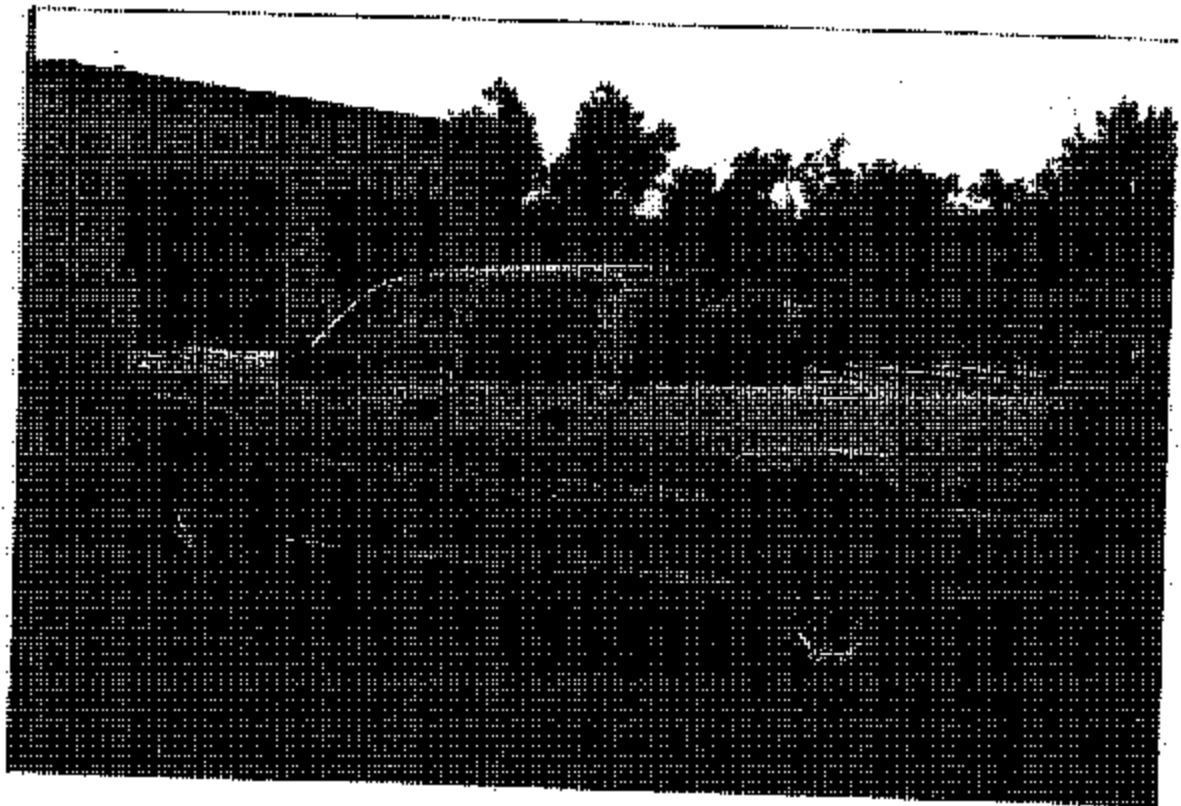
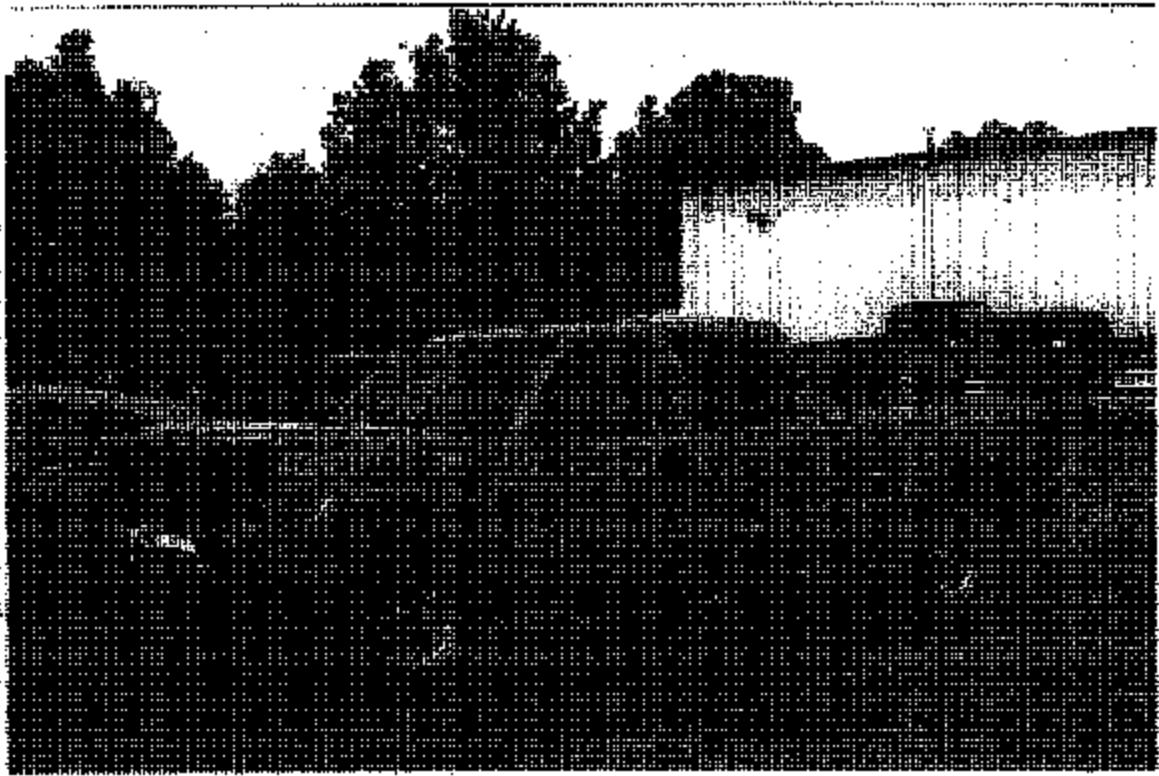
TO REP

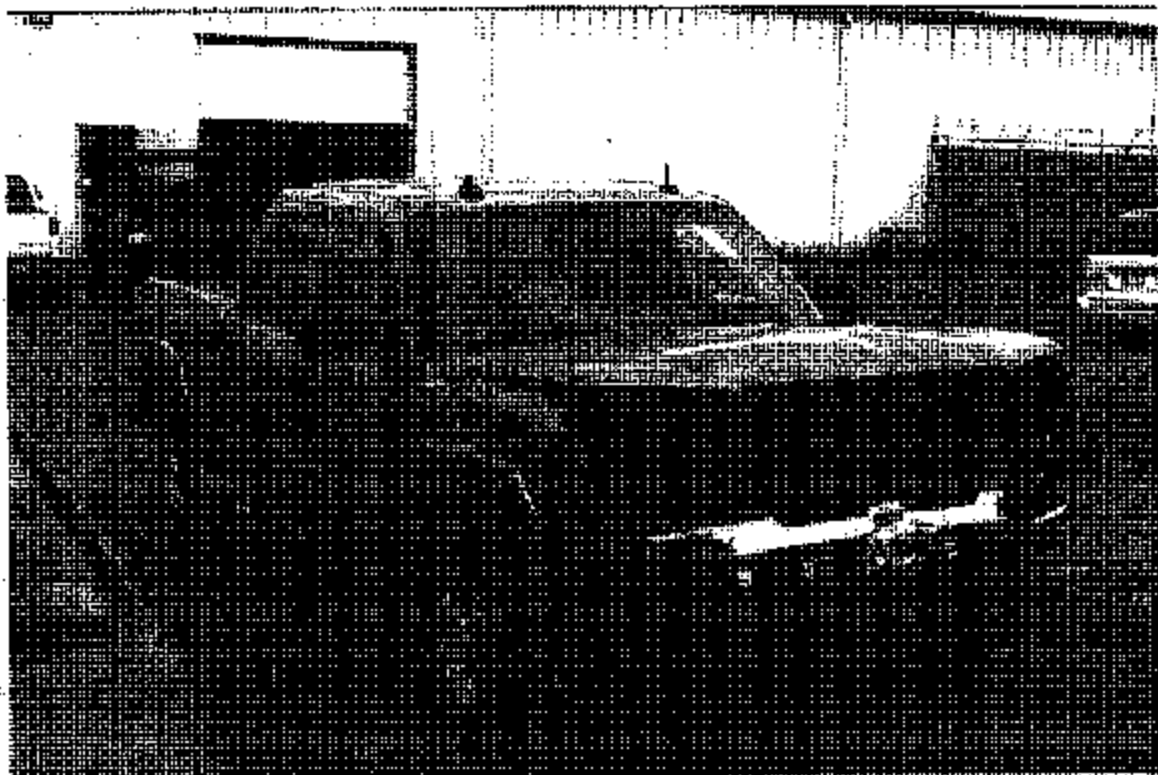
ANY DEFECTS
OR

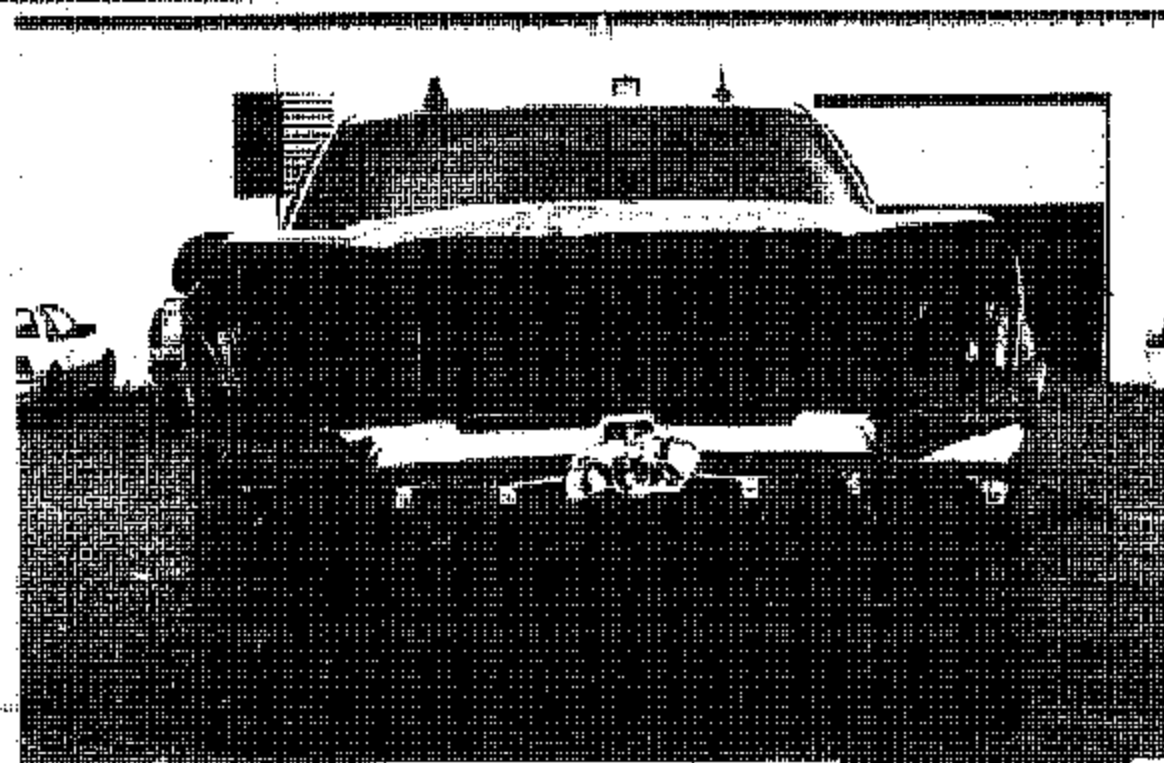
DOT AUTO SAFETY HOTLINE

QUESTIONNAIRE

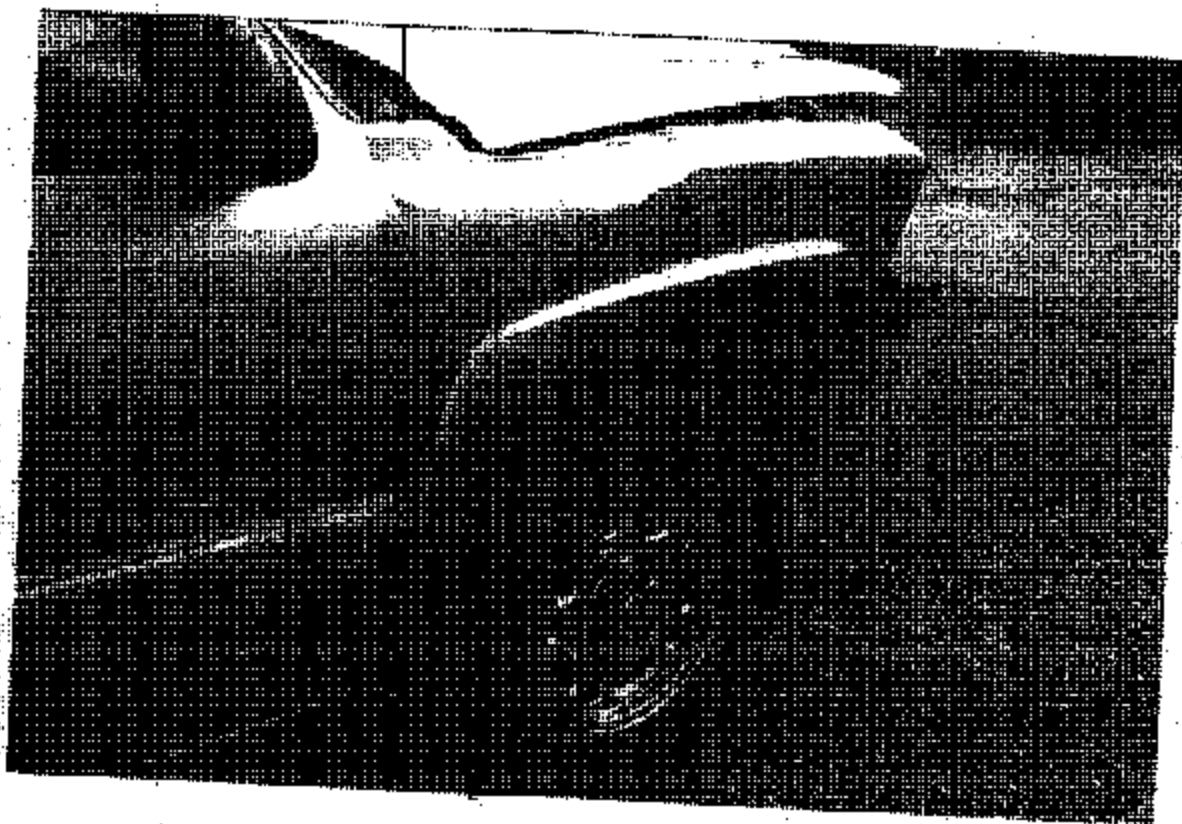
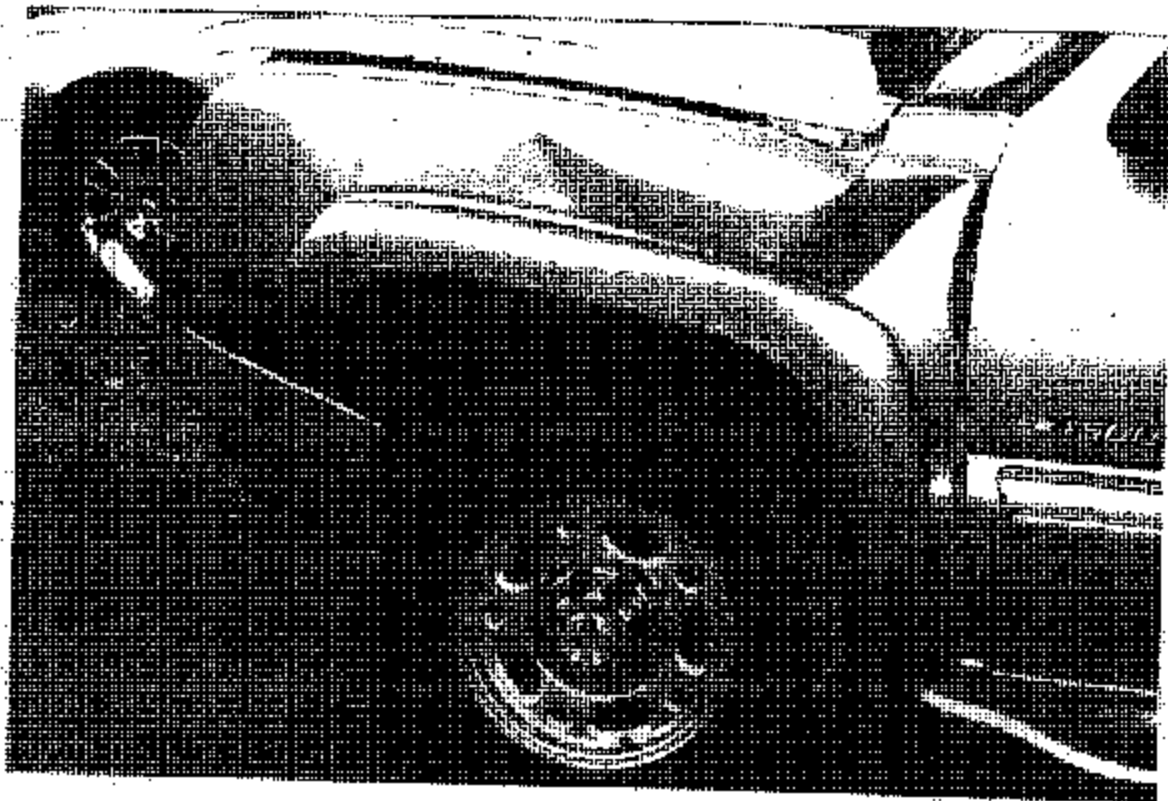
VEHICLE
OWNER'S













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46 Name of EMS A-ALAMANCE RESCUE

47 Injured Taken A-ALAMANCE REGIONAL BURLINGTON

by EMS to (Treatment Facility and City or Town)

48 Name of EMS

49 Injured Taken

by EMS to (Treatment Facility and City or Town)

09/03/2004 at 09:03 AM
35621

Job Number:

DARRELL ALLEN BODY SHOP INC.
WE AUTOGRAPH OUR WORK WITH EXCELLENCE!
2323 HANFORD ROAD
BURLINGTON, NC 27215
(336)229-9767 Fax: (336)226-1217

ESTIMATE OF RECORD

Written By: RHONDA TERRELL 09/02/2004 03:12 PM
Adjuster: DD 39258770NLJ08162 (704)547-8300

Insured: [REDACTED]
Owner: [REDACTED]
Address: [REDACTED]
Day: (336)567-0772

Claim # [REDACTED]
Policy # [REDACTED]
Deductible: \$500.00
Date of Loss: 08/14/2004
Type of Loss: Collision
Point of Impact: 16. Non-Collision

Inspect
Location: 336-228-0730, ADAMS LINGTON, NC TO

Day: (-

Insurance ALLSTATE INSURANCE COMPANY
Company: 8401 UNIVERSITY EXECUTIVE PARK D
CHARLOTTE, NC 28262

Business: (704)547-8300
Days to Repair

2003 CHEV K1500 4X4 SILVERADO CREW LT 8-6.0L-FI 4D P/U beige Int:
VIN: 1GCCG13U43F [REDACTED] Lic: rsv-8376 NC Prod Date: 08/2002 Odometer: 1921
Air Conditioning Rear Defogger Tilt Wheel
Cruise Control Intermittent Wipers Keyless Entry
Theft Deterrent/Alarm Steering Wheel Controls Dual Mirrors
Privacy Glass Roof Console Fog Lamps
Clear Coat Paint Power Steering Power Brakes
Power Windows Power Locks Power Driver Seat
Power Passenger Seat Power Mirrors Anti-Lock Brakes (4)
Driver Air Bag Passenger Air Bag 4 Wheel Disc Brakes
Leather Seats Bucket Seats Heated Seats
Rear Step Bumper Aluminum/Alloy Wheels

NO.	OP.	DESCRIPTION	QTY	EXT.	PRICE	LABOR	PAINT
1#		20 TO 25 DAYS REPAIR AFTER PARTS	1				
2#		ESTIMATED DATE OF COMPLETION	1				
3#		OCTOBER 15, 2004	1				
4#		SET UP BENCH & MEASURE	1			1.5	
5#	Align	PULL & ALIGN UNIBODY/FRAME				6.0 F	
6		FRONT BUMPER					
7		O/H front bumper				1.9	
8	Repl	Bumper assy chrome	1	378.97		Incl.	
9		Add for fog lamps				0.4	
10	Repl	RT Filler	1	15.67		0.2	
11	Repl	LT Filler	1	15.67		0.2	

ESTIMATE OF RECORD

2003 CHEV K1500 4X4 SILVERADO CREW LT 8-6.0L-FI 4D P/U beige Int:

NO.	OP.	DESCRIPTION	QTY	EXT. PRICE	LABOR	PAINT
12*	Repl	Air deflector	1	88.49	Incl.	
13		FRONT LAMPS				
14	Repl	RT Fog lamp assy	1	95.36	Incl.	
15		Aim fog lamps			0.3	
16	Repl	LT Fog lamp assy	1	95.36	Incl.	
17	Repl	RT Headlamp assy	1	263.95	Incl.	
18		Aim headlamps			0.4	
19	Repl	LT Headlamp assy	1	263.95	Incl.	
20	Repl	RT Support	1	18.60	Incl.	
21	Repl	LT Support	1	18.60	Incl.	
22	Repl	RT Park/turn/side	1	81.61	Incl.	
23	Repl	LT Park/turn/side	1	81.61	Incl.	
24		GRILLE				
25	Repl	Grille w/o body color	1	388.22	Incl.	
26		COOLING				
27	Repl	Upper panel Chevrolet	1	16.95	Incl.	
28	Repl	Lower panel	1	10.07	0.3	
29	R&I	Recovery tank			0.4	
30	Repl	Radiator 6.0 liter w/o eng	1	640.56	m Incl.	
		oil cooler auto trans				
31		Add for trans cooler			m 0.4	
32		Add for oil cooler			m 0.2	
33	Repl	RT Baffle 6.0 liter	1	3.92	0.1	
34	Repl	LT Baffle 6.0 liter	1	3.92	0.1	
35	R&I	Shroud upper 6.0 liter, w/o HD			Incl.	
36	Repl	Shroud lower 6.0 liter, w/o HD	1	40.33	Incl.	
37	Repl	Radiator support 1/2 ton	1	403.31	5.5	
38		Add for AC option			m 0.4	
39		FENDER				
40	Repl	RT Fender Chevrolet US built	1	218.83	2.5	2.2
41		Add for dual battery			0.3	
42		Add for Edging				0.5
43		Add for Clear Coat				0.1
44		Add for Inside				0.5
45		Add for Clear Coat				0.1
46	Repl	LT Fender Chevrolet US built	1	218.83	2.5	2.2
47		Overlap Major Adj. Panel				-0.4
48		Add for Edging				0.5
49		Add for Clear Coat				0.1
50		Add for Inside				0.5
51		Add for Clear Coat				0.1
52	Repl	RT Fender upper bracket front	1	8.29		
53	Repl	LT Fender upper bracket front	1	8.29		
54	Repl	RT Fender upper bracket rear	1	8.18		
55	Repl	LT Fender upper bracket rear	1	8.18		
56	Repl	RT Fender brace	1	21.13	0.1	
57	Repl	LT Fender brace	1	19.29	0.1	
58	R&I	RT Fender liner 2WD			Incl.	

ESTIMATE OF RECORD

2003 CHEV K1500 4X4 SILVERADO CREW LT 8-6.0L-FI 4D P/U beige Int:

NO.	OP.	DESCRIPTION	QTY	EXT.	PRICE	LABOR	PAINT
59	R&I	LT Fender liner 2WD				Incl.	
60	R&I	RT Flare painted				0.4	
61	R&I	LT Flare painted				0.4	
62*	Rpr	LT Flare painted				1.0	0.8
63		Overlap Minor Panel					-0.2
64*	Rpr	RT Flare painted				1.0	0.8
65		Overlap Minor Panel					-0.2
66		HOOD					
67	Repl	Hood Chevrolet all	1	448.96		1.0	3.0
68		Overlap Major Adj. Panel					-0.4
69		Add for Underside(Complete)					1.5
70		Add for Clear Coat					0.3
71	Repl	RT Hinge assy	1	50.32		0.3	0.3
72	Repl	LT Hinge assy	1	50.32		0.3	0.3
73	Repl	Front seal	1	17.56		Incl.	
74	Repl	Insulator Chevrolet all	1	50.57		Incl.	
75	Repl	Lock Chevrolet	1	40.47		Incl.	
76#	R&I	LT A/M Running Board				1.0	
N 77#	Repl	RT A/M Running Board +25%	1	750.00		1.0	2.0
78#		Add For Clear Coat	1				0.6
N 79#	Rpr	Clean Mud from Underside				1.5	
80		AIR CONDITIONER & HEATER					
81	R&I	Condenser w/o ambulance pkg				m Incl.	
82#		ANTIFREEZE COOLANT-PER GALLON	1	10.00			
83#		EVAC/RECHARGE W/ FREON-134	1	15.00		1.8	
84		CAB					
85	R&I	Cowl grille				0.3	
N 86*	Rpr	Plenum panel upper				6.0	2.0
87	Repl	Headliner shale w/o GPS	1	413.30		3.0	
88*	Rpr	LT Side panel				1.0	1.5
89		Overlap Minor Panel					-0.2
90		ENGINE					
N 91	Repl	R&I engine assy	1			m 8.0 M	
92		Add for AC option				m 1.0 M	
93		WINDSHIELD					
94	R&I	Washer reservoir w/o 4.3 liter				0.9	
95#	Repl	Skidplate	1	46.00		0.5	
96		RESTRAINT SYSTEMS					
97	Repl	LT Belt & retractor pewter	1	83.24		0.8	
N 98	Repl	System diagnosis	1			m 0.5 M	
99		FRAME					
N 100*	Rpr	Frame assy 6 1/2 ft bed crew cb				6.0	1.0
101		SEATS & TRACKS					
102	R&I	LT Seat assy cloth neutral				0.6	
103		STEERING COLUMN					
104	Repl	Steering column w/cruise control auto trans	1	1016.23		m 1.6 M	

35621

ESTIMATE OF RECORD

2003 CHEV K1300 4X4 SILVERADO CREW LT 8-6.0L-FI 4D P/U beige Int:

NO.	OP.	DESCRIPTION	QTY	EXT.	PRICE	LABOR	PAINT
105		STEERING WHEEL					
106	Repl	Steering wheel w/leather wrapped	1	368.83	m	0.5 M	
107		FRONT DOOR					
N 108*	Rpr	LT Door shell				1.0	1.6
109		Overlap Major Adj. Panel					-0.4
110	R&I	LT Belt w'strip				0.3	
111	R&I	RT Belt w'strip				0.3	
112*	R&I	LT Body side mldg Chevrolet black/chrome				0.3	
113*	R&I	RT Body side mldg Chevrolet black/chrome				0.3	
114*	R&I	RT Nameplate Chevrolet "CHEVY 1500"				0.2	
115*	R&I	LT Nameplate Chevrolet "CHEVY 1500"				0.2	
116	R&I	RT Mirror w/o folding type				0.6	
117	R&I	LT Mirror w/o folding type				0.6	
118	R&I	RT Handle, outside w/o luxury pkg				0.4	
119	R&I	LT Handle, outside w/o luxury pkg				0.4	
120	R&I	RT R&I trim panel				0.4	
121	R&I	LT R&I trim panel				0.4	
122*	Rpr	RT Door shell				4.0	2.4
123		Overlap Major Adj. Panel					-0.4
124		Clear Coat					2.5
125		PICK UP BOX					
126	Repl	Set back box assy	1			1.5	
127#	Rpr	Rewire A/M Lights in Running Board				1.0	
128#		TWO WHEEL ALIGN	1	49.95			
N 129#	Subl	CLEAN INTERIOR	1	175.00	X		
N 130#	Refn	LESS CLEAR COAT					-1.3
N 131#		LKQ QUOTE #: 79164	1				
132		OTHER CHARGES					
133#		Towing	1	225.00			
134#		Storage	1	110.00			
Subtotals -->				7356.89		76.1	23.9

Line 77 : RUNNING BOARDS AVAIL AS SET ONLY---PRICE THROUGH LAKESIDE TRUCK ACCESSORIES

Line 79 : CUSTOMER WENT UP AN EMBANKMENT -- UNDERSIDE IS CAKED WITH MUD AND DEBRIS

Line 86 : REPAIR IS AFTER PULL

Line 91 : NEC TO REPAIR FRAME

Line 98 : AIR BAGS DID NOT DEPLOY / AIR BAG LIGHT ON DASH IS ON

09/03/2004 at 09:03 AM
35621

Job Number:

ESTIMATE OF RECORD

2003 CHEV K1500 4X4 SILVERADO CREW LT 8-6.0L-FI 4D P/U beige Int:

Line 100: REPAIR IS AFTER PULL
Line 108: PAINT TIME ADJUSTED TO BLEND WITHIN PANEL
Line 129: TO REMOVE BLOOD STAINS IN SEATS AND CARPET
Line 130: CLEAR COAT EXCEEDS CLEAR COAT CAP
Line 131: NO LKQ AVAILABLE PER LKQ CAROLINA QUOTE

Estimate Notes:

POSSIBLE HIDDEN DAMAGE IN FRONT SUSPENSION AND FRONT AXLE HOUSING -- SERVICE
4WD DASH LIGHT IS ON-- WILL CHECK AND ADVISE

POSSIBLE HIDDEN DAMAGE / TEAR DOWN HAS BEEN DONE

GM REP HAS BEEN CALLED OUT TO ASSESS WHY AIRBAGS DID NOT DEPLOY -- PER CUSTOMER
REQUEST

CUSTOMER INSISTS ON ALL NEW OEM PARTS -- OKAYED BY STEVE GTT PER TELEPHONE
CONVERSATION ON 9/1/04 -- ALSO, I FOUND THAT LKQ PARTS ARE NOT AVAILABLE FOR
THIS TRUCK AS PER MARTY @ LEWISVILLE MOTORS AND LKQ CAROLINA QUOTE #: 79164

TOW CHARGES -- TOTAL OF \$335 BY ADAMS TOWING -- INITIAL TOW WAS \$225 / 3 DAY:
STORAGE @ \$20 A DAY = \$60 / \$50 TOW TO SHOP BY ADAMS TOWING (919-932-9666)

Parts		6846.:
Parts Discount	\$ 5975.94 -10.0%	-597.
Body Labor	58.5 hrs @ \$ 38.00/hr	2223.
Paint Labor	23.9 hrs @ \$ 38.00/hr	908.
Mechanical Labor	11.6 hrs @ \$ 55.00/hr	638.
Frame Labor	6.0 hrs @ \$ 38.00/hr	228.
Paint Supplies		350.
Sublet/Misc.		175.
Other Charges		335.

SUBTOTAL		\$11106.
Sales Tax	\$ 6249.30 @ 7.0000%	437.

GRAND TOTAL		\$11543.
ADJUSTMENTS:		
Deductible		500.

CUSTOMER PAY		\$ 500.
INSURANCE PAY		\$11043.

Estimate calculated using a preset user threshold amount for the paint and material cost.

09/03/2004 at 09:03 AM
35621

Job Number:

ESTIMATE OF RECORD

2003 CHEV K1500 4X4 SILVERADO CREW LT 8-6.0L-FI 4D P/U beige Int:

Estimate based on MOTOR CRASH ESTIMATING GUIDE. Unless otherwise noted all items are derived from the Guide DR1GH99 Database Date 08/2004, CCC Data Date 08/2004, and the parts selected are OEM-parts manufactured by the vehicles Original Equipment Manufacturer. OEM parts are available from OE/Vehicle dealerships. Asterisk (*) or Double Asterisk (**) indicates that the parts and/or labor information provided by MOTOR may have been modified or may have come from an alternate data source. Tilde sign (~) items indicate MOTOR Not-Included Labor operations. Non-Original Equipment Manufacturer aftermarket parts are described as AM, Qual Repl Parts or Comp Repl Parts which stand for Competitive Replacement Parts. Used parts are described as LKQ, Qual Recy Parts, RCY, or C. Reconditioned parts are described as Recon. Recored parts are described as Recore. NAGS Part Numbers and Prices are provided by National Auto Glass Specifications, Inc. Pound sign (#) items indicate manual entries.

CCC Pathways - A product of CCC Information Services Inc.



GMC

GENERAL MOTORS BUSINESS RESOURCE CENTER

September 3, 2004

[REDACTED]
Haw River, NC [REDACTED]

RE: File Number: 1-247281781

Vehicle Identification Number: 1GCGK13U43F[REDACTED]

Dear [REDACTED]:

Thank you for allowing us the opportunity to review the incident with your 2003 Silverado. You have expressed your concern, being involved in a collision, in which your airbags did not deploy.

Airbags, in combination with properly worn safety belts, are highly effective lifesaving devices in the types of crashes in which they are designed to deploy. Airbags are designed to deploy in severe frontal or near frontal collisions, involving life-threatening events. We offer this information for you to gain a better understanding on the concept of the airbag system, and the conditions surrounding deployment.

After completing our investigation, General Motors determined your airbag system functioned as designed and therefore General Motors is unable to assume responsibility for damages. We suggest that you resolve this matter through your insurance carrier.

Sincerely,

Michael Riddick
Customer Relationship Manager
Product Allegation Resolution Team

CDR File Information

Vehicle Identification Number	1GCGK13U43F
Investigator	John Hawenick
Case Number	1-247281781
Investigation Date	Thursday, August 5 2004
Crash Date	Saturday, August 14 2004
Filename	CDR DATA 8-25-04.CDR
Speed on	Wednesday, August 25 2004 at 03:48:22 PM
Date check information	8623828F
Collected with CDR version	Crash Data Retrieval Tool 2.40
Collecting program verification number	32B7A917
Reported with CDR version	Crash Data Retrieval Tool 2.40
Reporting program verification number	32B7A917
Interface used to collect data	Block number: 00 Interface version: 3D Date: 06-18-04 Checksum: 6CD0
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. SDM Recorded Vehicle Forward Velocity Change is the change in velocity during the recording time and is not the speed the vehicle was traveling before the event, and is also not the Barrier Equivalent Velocity. 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. For deployments and deployment level events, the SDM will record 100 milliseconds of data after deployment criteria is met and up to 50 milliseconds before deployment criteria is met. For non-deployments, the SDM will record the first 100 milliseconds of data after algorithm enable.
- 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.
- Pre-Crash Electronic Data Validity Check Status indicates "Data Invalid" if the SDM does not receive a valid message.
- Driver's Belt Switch Circuit Status indicates the status of the driver's seat belt switch circuit.
- The Time Between Non-Deployment and Deployment Events is displayed in seconds. If the time between the two events is greater than 25.4 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 may not be recorded.

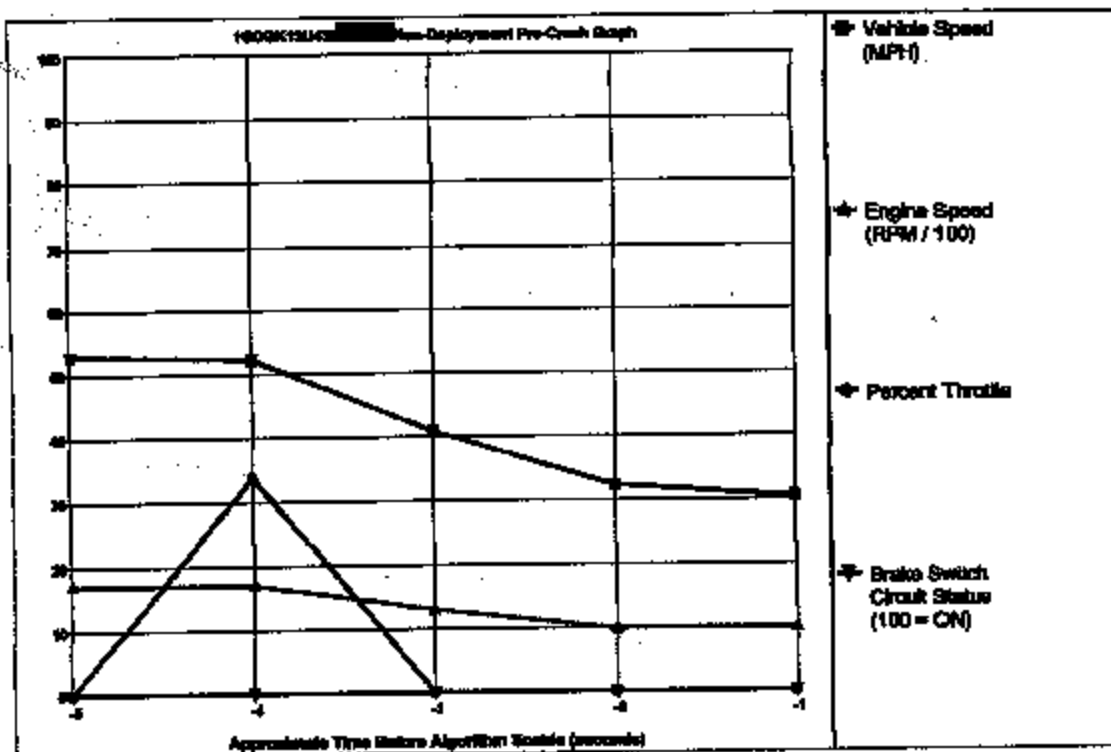
SDM Data Source:

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

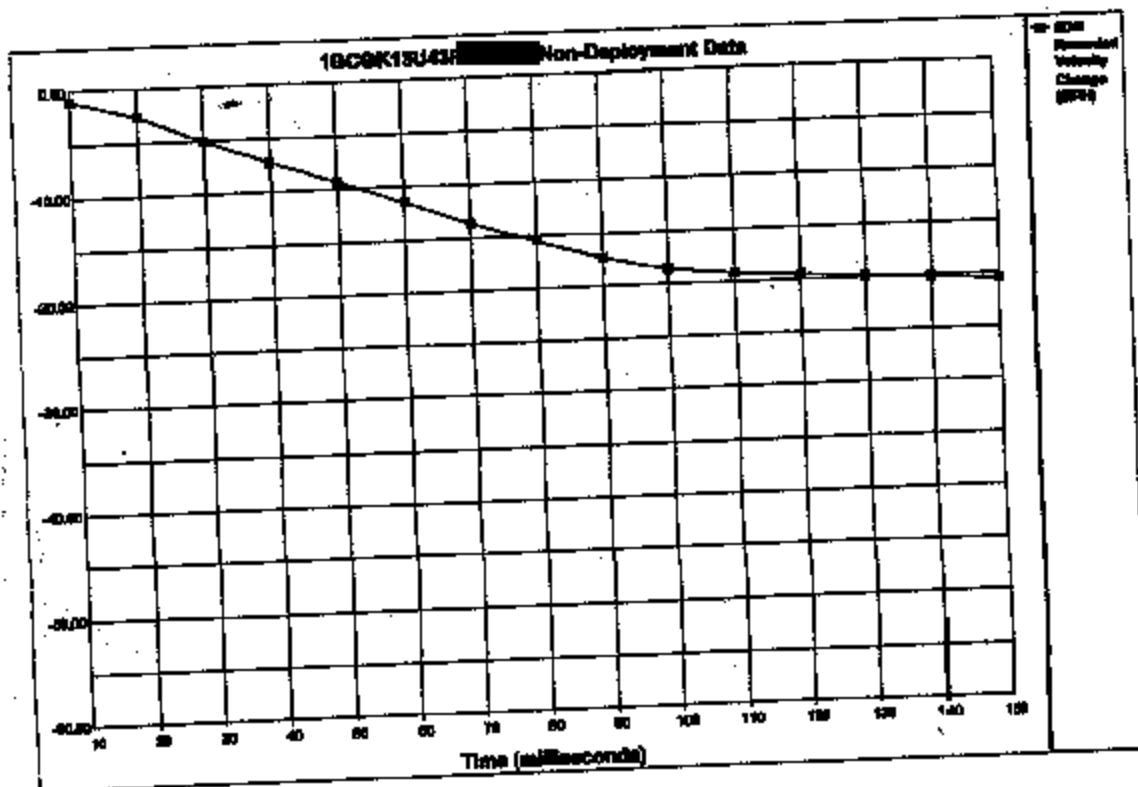
- Vehicle Speed, Engine Speed, and Percent Throttle data are transmitted once a second by the Powertrain Control Module (PCM), via the Class 2 data link, to the SDM.
- Brake Switch Circuit Status data is transmitted once a second by either the ABS module or the PCM, via the Class 2 data link, to the SDM.
- 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.

System Status At Non-Deployment

SIR Warning Lamp Status	OFF
Driver's Belt Switch Circuit Status	BUCKLED
Ignition Cycles At Non-Deployment	1883
Ignition Cycles At Investigation	1878
Maximum SGM Recorded Velocity Change (MPH)	-21.32
Algorithm Enable to Maximum SGM Recorded Velocity Change (msec)	240
Event Recording Complete	Yes
Multiple Events Associated With This Record	Yes
One Or More Associated Events Not Recorded	Yes



Seconds Before AE	Vehicle Speed (MPH)	Engine Speed (RPM)	Percent Throttle	Brake Switch Circuit Status
-5	53	1684	0	OFF
-4	52	1684	34	OFF
-3	41	1280	0	OFF
-2	32	1024	0	OFF
-1	30	990	0	OFF



Time (milliseconds)	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160
Recorded Velocity Change (MPH)	0.00	-3.49	-6.98	-10.47	-13.96	-17.45	-18.54	-18.63	-18.72	-18.81	-18.90	-19.00	-19.09	-19.18	-19.27	-19.36

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 F0 21 F7 3C B3 3E
\$02 F9 F9 00 00 00 00
\$03 41 53 32 32 33 38
\$04 4B 30 42 34 4A 31
\$05 00 00 00 00 00 00
\$06 15 05 78 17 00 00
\$07 00 00 00 00 00 00
\$08 41 44 75 07 56 22
\$09 33 48 32 34 35 43
\$0A 41 44 75 07 56 22
\$0B 33 48 32 34 39 32
\$0C 00 00 00 00 00 00
\$0D 00 00 00 00 00 00
\$0E 00 00 00 00 00 00
\$0F 00 00 00 00 00 00
\$10 FF 08 FC 00 00 00
\$11 83 81 83 7A 79 7B
\$12 96 00 85 00 00 00
\$13 00 01 00 00 00 00
\$14 1D 1D 00 00 00 00
\$15 FA FA FA FA FA FA
\$16 FA FA FA FA FA FA
\$17 FA FA 00 00 00 00
\$18 00 03 05 AC 01 00
\$19 00 00 00 00 00 00
\$1A 00 00 00 00 00 00
\$1B 00 00 00 00 00 00
\$1C 00 00 00 00 00 00
\$1D 00 00 00 00 00 00
\$1E FF 00 00 00 00 00
\$20 1E ED 00 00 FF FF
\$21 FF FF FF FF FF FF
\$22 FF FF FF FF FF FF
\$23 FF FF FF FF FF FF
\$24 00 04 4B 00 60 5C
\$25 2E 00 00 03 00 00
\$26 03 08 10 17 1E 25
\$27 2C 32 38 3C 3E 3F
\$28 40 41 42 00 FF 0A
\$29 F8 A5 FF FF FF FF
\$2A FF FF FF FF FF FF
\$2B FF FF FF FF FF FF
\$2C FF FF FF FF FF FF
\$2D FF FF 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 FF FF FF
\$3C FF FF FF FF FF FF
\$3D FF FF 00 00 00 00
\$40 31 34 42 34 55 00
\$41 01 00 00 00 00 58
\$42 00 00 0F 10 14 1A
\$43 1A 00 65 CD 00 00
1GCGK1N143F

\$44 21 34 42 54 55 00
\$45 01 00 00 00 02 58
\$46 00 00 09 10 14 1A
\$47 1A 00 63 C0 00 00
\$48 FF FF FF FF FF FF
\$49 FF FF FF FF FF FF
\$4A FF FF FF FF FF FF
\$4B FF FF FF FF 00 00
\$4C FF FF FF FF FF FF
\$4D FF FF FF FF FF FF
\$4E FF FF FF FF FF FF
\$4F FF FF FF FF 00 00
\$50 FF FF FF FF FF FF
\$51 FF FF FF FF FF FF
\$52 FF FF FF FF FF FF
\$53 FF FF FF FF FF FF
\$54 FF FF FF FF FF FF