

Dear NHTSA, Sorry for turning my response that late! I have
admitted to different hospitals since 5/26/20 w repeated admissions
I had surgery on June 21st this year and I have to go for
other surgery hopefully soon. Thank a lot/ [REDACTED]



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

1200 N
Washington, DC 20590

Dear Consumer

NEF 160

As a follow-up to your report to the Vehicle Safety Hotline (VSH), we have recorded your information on the enclosed Vehicle Owner's Questionnaire (VOQ) form. Please review the form and make changes, additions and corrections as necessary. Additionally, please provide a more detailed description of the failure(s) you reported that you believe relevant to safety. Also, if available, include copies of repair invoices, letters to the manufacturer, or any other document related to the problem(s) you reported. If a crash or fire occurred, include a copy of the police or fire department report.

It is helpful to be as thorough as possible in your report so that our ability to use your report will be maximized. If you do not have the information, it is not necessary to complete all the boxes. However, it is very difficult to identify the scope of a vehicle problem unless the vehicle identification number (VIN) is known. The VIN is located inside the vehicle on the dashboard adjacent to the left (driver's side) of the windshield pillar and on the driver's door or the driver's door jam. It may also be listed on a dealer repair invoice or your insurance or registration cards. When reporting a tire problem, the brand name, tire line and complete tire size should be included. Be certain to provide the DOT tire identification number. It is usually located near the rim flange of the tire on either side of the tire.

We do not make your personal information (name, address, phone numbers, etc.) available to the general public. However, if we open an investigation that involves your vehicle, we will provide the manufacturer of your vehicle with a complete copy of your report. The information you provide may assist the manufacturer and NHTSA in determining if a safety-related defect exists.

Any information provided is entirely voluntary. There is no consequence or penalty of any kind if you do not wish to provide it. We seek this information to develop both statistical and investigative evidence that will help identify potential safety related problems in vehicles or vehicle equipment, e.g., tires, child safety seats, jacks, etc.

When completed, please fold and staple or tape the form so that the pre-addressed portion of the form is on the outside. If a larger envelope is used, tape the VOQ form to the larger envelope so that the pre-addressed portion of the form is showing.

If further assistance is needed, please contact the VSH at their toll-free number, 1-888-327-4236.

Thank you for your cooperation.

Sincerely,

Randy Reid Chief
Correspondence Research Division
Office of Defects Investigation
Enforcement

Enclosure VOQ



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 100148

Date Received

13-APR-2020

Repository ☐

Reference No.
11321023

OWNER INFORMATION (Type or Print)

Name

Address

City

STANTON

State

CA

Zip Code

Daytime Telephone Number

E-mail Address

Evening Telephone Number

The information you provide will be used to identify potential safety-related defects. We may share your information with the applicable vehicle manufacturer during an investigation or recall in accordance with the routine uses described in the agency's Privacy Act notice. See 49 FR 53971 (Sep. 3, 2004).

VEHICLE INFORMATION

17 digit Vehicle Identification Number Located at bottom of windshield on driver's side

WBY1Z8C31H

Make

BMW

Model

I3

Model Year

2017

Date Purchased

Dealer's Name and Telephone Number

Engine:

No: Cylinders

Fuel Type:

Electric!
extended Range

Original Owner

☐

Dealer's City

BMW of Buena Park

State

CA

Zip Code

90621

Transmission Type

☐ Antilock Brakes

Powertrain

Multiple Failure:

Incident Date(s)

03-MAR-2020

☐ Cruise Control

FAILED COMPONENT(S)/PART(S) INFORMATION

Vehicle Component Codes: I80000 VEHICLE SPEED CONTROL, I00000 POWER TRAIN

Failure Mileage

26580

Failure Speed

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: DOTM19ABC036)

☐ 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

☒ Yes ☐ No

Fire

☐ Yes ☒ No

Number of Persons Injured

1

Number of Deaths

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).

TL* THE CONTACT OWNED A 2017 BMW I3. THE CONTACT STATED THAT WHILE AT A COMPLETE STOP, HIS VEHICLE ACCELERATED INDEPENDENTLY INTO ON COMING TRAFFIC WITHOUT WARNING. AS THE CONTACT STRUGGLED TO REGAIN CONTROL OF THE VEHICLE, HE STEERED THE VEHICLE INTO A WOODED AREA WHERE HE HIT A TRASH DUMPSTER. THE AIR BAGS DID NOT DEPLOY UPON IMPACT. THE CONTACT SUFFERED A HEADACHE AND INJURIES TO HIS BACK AND NECK AREA. THE CONTACT DID NOT RECEIVE MEDICAL ATTENTION AT THE SCENE. THE POLICE WAS CALLED; HOWEVER, THE CONTACT NEVER RECEIVED A POLICE REPORT. THE VEHICLE WAS TOWED TO BMW OF BUENA PARK (6750 AUTO CENTER DR, BUENA PARK, CA 90621) TO BE INVESTIGATED. THE CONTACT WAS UNABLE TO STATE WHAT THE INVESTIGATION FOUND; HOWEVER, THE INVESTIGATION DID DEEM THE VEHICLE A TOTAL LOSS. THE MANUFACTURER WAS INFORMED OF THE FAILURE AND AGREED TO PAY FOR A RENTAL VEHICLE. THE MANUFACTURER OFFERED NO FURTHER ASSISTANCE. THE FAILURE MILEAGE WAS APPROXIMATELY 26,680.

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

ATTACH ADDITIONAL SHEETS IF NECESSARY

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, your response, in statistical summary thereof, may be used in support of the agency's action.

Ref/ ODI # 11321023/ [REDACTED]

[REDACTED] Stanton/ CA [REDACTED]

Mailing address: [REDACTED] Anaheim CA [REDACTED]

Dear NHTSA Attached a copy of Bosch of BMW I3 2017 pre- crash / after crash report was furnished by BMW N. America; was emailed to [REDACTED] for [REDACTED] / owner.

Investigation / testing done on 4/2/2020 @ Copart auction / Colton CA / Car Lot # 33340400

Copart Location: 1203 S. Rancho Ave, Colton CA 92324/ Phone: (909) 825-7600

Car accident happened while I was waiting @ Drive thru Window of Jack on The Box on 3/3/2020 around 8:55 AM. (Witness [REDACTED] / Jack on the box attendant@ drive Thru Window / [REDACTED] Manager).

Jack of the box location: 15521 Brookhurst street, Westminster CA 92683/ Phone :714-839-2339'.

Westminster Police report: Event log # [REDACTED] / Officer De Jong

Officer De Jong came around 9:31 am on 3/3/2020 @ the dumpster crash site at the plaza behind Jack of the box. Dumpster location is about 250-300 feet / south of Jack of the box drive window facing Brookhurst Street.

To the best of my knowledge , my foot was over the brake of the car when suddenly the accelerator engaged and slid in down(could be for faulty command by Car computer ; preventing the car brakes from engaged in , spite of repeatedly attempts to stop the car after accelerator engaged !

Since I bought the car on 2/2/2020, I have normally experienced; the accelerator pedal needing steady and firm pressure to engage and start the car to move. Usually the car used to stop at the red traffic light even without pressing the brake !. I had to press the accelerator to bring the car up behind the white line behind pedestrians pass at time of Red Traffic light.

At the time of the accident on 3/3/2020 when the accelerator got engaged in and the car went over the driveway of Jack of the box into Brookhurst street, I had to wrestled using steer while and brakes repeatedly to avoid coming traffic on Brookhurst St., Turning steering wheel back into the other drive way of Jack of the box , over the grass area , diving Jack of the Box from the Plaza behind , turning left on the drive way of the plaza behind Jack of the box , then I had to turn the car into the dumpster area to avoid hitting any pedestrians testing/ investigation in the plaza , after knocking the wall / fence around the dumpster .

MY INTAKE ON BOSCH REPORT / EMAILED BY BMW N. AMERICA ON 4/13/20:

On pages 4-8/ 24 pages, stating at pre- crash time how car speed went up to 28-43 miles/ H when I was waiting at Jack -in the Box drive window , until the crashed into the dumpster / on the west-south corner of the plaza . in relation to Jack in the box -Drive thru window(photos attached); after a course of 11 seconds taking in twisting car steering wheel toward left 3 times(recorded of around 88 degrees of steering turning to left) w repeatedly hitting the brake to control the car, before hitting the dumpster to avoid pedestrians in the plaza./ Witnesses available

There is no way that the speed taken by the car, could happened voluntarily because it needs steady firm pressure on the accelerator to keep the car moving .

The report stated time- off of the brakes during that event which took 11 seconds.; which could be attributed that accelerator hindering the brakes from engaging in due to car computer faulty signals.

I was totally shocked, in neck / back pain and headache due to un- employed of frontal/ side airbag at the end of the car crash at the dumpster site. Car was towed to BMW Buena park.

BMW Buena park 'service man, Erick was informed about circumstances of the accident, who promised to conduct testing/ investigation / (Car Fox data reporting car testing on 3/4/2020/ following day of the accident by BMW Buena Park. Erick was reluctant to furnish that report out of his computer data when I came to his office on 3/27/2020. He claimed the one done that testing, wasn't available on the day, I came in !. Texting messages (714-804-0539) did not reveal or indicate such testing but stating Progressive Ins., going to come on 3/10/20 to do their role about the accident .

Car was released from Buena Park BMW to progressive on 3/10/20

Progressive Ins, considered the car Total loss on 3/13/20 .

Progressive declared payment for the rest of the financing loan to the financing bank.

BMW N. of America conducted their investigation on 4/2/20 at Copart auction location on 4/2/20.

I am still in big financial loss because of this accident. simply I just bought the car on 2/2/20 for just month. I am still in back / neck pain plus headache and mentally exhausted trying to find ways to get in another car.

I am still on rental car, worried about how I could its cost even BMW N. America promised to pay part of it during time of their investigation.

Recently Covid-19 has dramatically compromised my financial abilities to get in another car.

Hopefully, I could approach justice and compensation for that accident by your conducting investigation.

Sincerely: [REDACTED]

ODI#11321023/ Cell phone [REDACTED]

Email : [REDACTED]

Physical address: [REDACTED] Stanton CA [REDACTED]

Mailing Address [REDACTED] Anaheim CA [REDACTED]
[REDACTED]



in the box

ORR 15 # 172

Tel(714) 891-8024
3/3/2020

LEB#



8:54:39 AM

YESSENIA

3.99

1 Gr1 Std Swiss Sert
No Bacon
No Ham
No American Cheese

BUY JUMBO JACK OR SUPREME CROISSANT,
GET SAME FREE!

WHEN YOU TAKE OUR SURVEY.

1) Within 3 days...

visit www.jackinthebox.com
or call 1-858-876-0451.

2) Enter...

14 digit code: 422 104 003 047 70

Date of Service: 3/3/2020

Time of Service: 08:54

Write provided validation code here:

Coupon Code: 525

Bring this receipt on your next visit.

IMPORTANT NOTICE: Robert Bosch LLC and the manufacturers whose vehicles are accessible using the CDR System urge end users to use the latest production release of the Crash Data Retrieval system software when viewing, printing or exporting any retrieved data from within the CDR program. Using the latest version of the CDR software is the best way to ensure that retrieved data has been translated using the most current information provided by the manufacturers of the vehicles supported by this product.

CDR File Information

User Entered VIN	WBY1Z8C31H [REDACTED]
User	[REDACTED]
Case Number	
EDR Data Imaging Date	04/02/2020
Crash Date	
Filename	WBY1Z8C31HV [REDACTED].ACM.CDRX
Saved on	Thursday, April 2 2020 at 12:47:51
Imaged with CDR version	Crash Data Retrieval Tool 18.0
Imaged with Software Licensed to (Company Name)	BMW Group
Reported with CDR version	Crash Data Retrieval Tool 18.0
Reported with Software Licensed to (Company Name)	BMW Group
EDR Device Type	Airbag Control Module
Event(s) recovered	Record 1, Record 2

Comments

No comments entered.

Data Limitations

BMW AIRBAG CONTROL MODULE (ACSM) DATA LIMITATIONS:

General Information:

These limitations are intended to assist you in reading the event data that has been imaged from the vehicle's ACSM. They are not intended to provide specific information regarding the interpretation of this data. Event data should be considered in conjunction with other available physical evidence from the vehicle and scene.

BMW and MINI passenger vehicles designated as 2014 or later model year are designed to fulfill the "NHTSA 49 CFR 563 - Event Data Recorders" and to be compatible with the Bosch CDR tool.

The Recorded Crash Events can be read by the CDR over the vehicle's OBD connector which is the preferred procedure. Imaging data by connecting directly to the ACSM should only be attempted if the vehicle's electrical system is damaged. In this case proceed with CAUTION. When imaging by directly connecting to the ACSM, make sure the ACSM is not moved, tilted or turned over while connected to and powered by the CDR Interface Module. Also, after a CDR imaging process, wait at least one minute after power is removed from the ACSM before attempting to move the module. Not following these general ACSM guidelines for bench top imaging could cause new events to be recorded in the ACSM.

The ACSM current fault status will be altered if the ACSM is powered-up without having all of the other vehicle inputs connected. This situation will occur when imaging data while connected directly to the ACSM. This will not affect the stored fault data information in any of the Event Records.

To ensure the integrity of the data during imaging, the transmitted data will be first signed by the ACSM before being read by the CDR tool. This can take up to 60 seconds for each recorded event.

In case the signature build takes longer, a gateway timeout can occur. In this case the retrieving procedure should be retried under the same ignition cycle and could be successful, if not then a download directly from ECU is necessary.

Recorded Crash Events:

Data for front, side, rear and rollover events can be recorded as either non-deployment or deployment events. Both types of events can contain pre-crash and crash data. The ACSM can store up to five events such as Non-Deployment Events (NDE) and Deployment Events (DE);

- a Non-Deployment Event is recorded if the change in longitudinal or lateral velocity equals or exceeds 8km/h over a 150ms timeframe.
- a Deployment Event is recorded if any type of non-reversible deployable restraint device (e.g. front airbag(s), side airbag(s), side curtain airbag(s), ...) are commanded to deploy. This includes a deployment caused by a rollover event.
- Deployment Events are locked into memory and cannot be over-written.
- Non-Deployment Events are not locked into memory and (the oldest) can be over-written by subsequent Non-Deployment or Deployment Events.
- Recorded events will be imaged by the CDR tool in chronological order (the first event is the most recent one).
- If power to the ACSM is lost during an event, all the data of this event will be stored (see information "Complete file recorded"). For following events all or part of the event data record may not be recorded. Such events cannot be retrieved by the CDR tool.

The "event begin" is:

- the change in longitudinal velocity equals or exceeds 0.8km/h over a 20ms timeframe (front threshold)
- the change in lateral velocity equals or exceeds 0.8km/h over a 5ms timeframe (side threshold)

- deployment of a restraint by the rollover algorithm.

The event recording will always be 300ms even if:

- the change in longitudinal and lateral velocity equals or falls below 0.8km/h over a 20ms timeframe.

Multiple Events:

Data recorded by the ACSM and imaged by the CDR tool is displayed relative to t0, not the time at which the vehicle made contact with another vehicle or object.

In case of multiple algorithm activities during an event (e.g. angular impact where algorithm start to algorithm reset for each individual algorithm) overlap in time (< 300ms) this is considered a "parallel event". The first threshold reached or the deployment command of the rollover algorithm classifies the event type as "initial event". The triggering times of the subsequent event(s) are in reference to t0 of the initial event and are reported.

If an accident consists of multiple events, during which the algorithm activities do not overlap in time and whose start times t0 are set apart less than 5 s, this is considered a multiple event.

A multiple event can consist of more than two events, provided their start times t0 are all within the 5 s following the initial event.

The chronological sequence within a multiple event is marked by the data element "multi-event, number of events." The time period between this event and the preceding event is marked in the data element "time from event n to n+1."

Data Element Sign Convention:

The sign convention is according to "NHTSA 49 CFR 563 - Event Data Recorders".

Data Element Name	Positive Sign Notation Indicates
Longitudinal Acceleration	Forward
Delta-V, Longitudinal	Forward
Maximum Delta-V, Longitudinal	Forward
Lateral Acceleration	Left to Right
Delta-V, Lateral	Left to Right
Maximum Delta-V, Lateral	Left to Right
Normal Acceleration	Downward
Vehicle Roll Angle	Clockwise Rotation around vehicles longitudinal axis
Steering Input	Right Turn

Data Elements:

Pre-Crash Data:

- Pre-Crash Data is recorded at 2 samples per second starting 5 seconds before t0.
- Pre-Crash Data is recorded asynchronously.
- Recorded Pre-Crash Data have a time resolution of 500ms. This can cause a possible delay of the collected data up to 500ms.
- Pre-Crash Data indicates "Data Invalid" if a message with an "invalid" flag from the module sending the pre-crash data is sent.
- Pre-Crash Data indicates "Data Not Available" if data is not received from the module sending the pre-crash data.
- Speed, vehicle indicated data is reported as an average of all wheels.
- Speed, vehicle indicated data accuracy can be affected by various factors, such as significant changes in tire size from the factory setting, wheel lockup or slip.
- Accelerator Pedal Position, percent full is the ratio of accelerator pedal position compared to the fully depressed position.
- Steering Input Angle is recorded in 5 degree increments and limited to -250 and 250 degrees.
- Service Brake Status only indicates driver initiated braking. An automatic braking (e.g. brake intervention by Adaptive Cruise Control) will not be recorded.
- ABS Activity Status indicates an ABS Control Intervention during driver initiated braking.
- Stability Control Status indicates a Stability Control Intervention. If the Stability Control is switched off by the driver, the recorded value is "Data Not Available".

Crash data:

- Acceleration data is recorded at 100Hz from t0 to 300ms.
- Delta-V data is recorded at 100Hz from t0 to 300ms.
- Delta-V, longitudinal reflects the change in velocity that the ACSM experienced in the longitudinal direction during the recorded portion of the event and is not the speed the vehicle was traveling before the event.
- Depending on the severity of the event and the accelerometer characteristics, saturation of the ACSM longitudinal or lateral accelerometers may occur. If the saturation exceeds duration of 10ms, the integration of Delta-V is stopped. The reported Delta-V values are displayed as "Data Not Available".
- Restraint Deployment Time (e.g. airbag(s)) is reported as deployment request of this device.
- Restraint Disposal (e.g. 2nd stage of the frontal airbag(s)) is reported if a disposal request of this device occurs.
- Seat Track Position Switch Status is only reported as "foremost" or "not foremost".
- Occupant size classification, right front passenger airbag suppressed data is recorded as "yes" (suppressed) if the front passenger seat sensor system determined the passenger seat was empty or occupied by a child-seat.

Data Source:

All recorded data is measured and calculated within the ACSM except for the following parameters (if applicable) which are transmitted via the vehicle's communication network to the ACSM.

- Speed, vehicle indicated
- Accelerator pedal position, percent full
- Service brake
- ABS activity

- Stability control
- Steering input angle
- Engine RPM

The Belt Switch Circuit is wired directly to the ACSM.

Hexadecimal Data:

All data that has been specified for imaging is shown in the hexadecimal data section of this report. However, not all of this data is translated by the CDR tool. The imaged ACSM may contain additional data that is not retrievable by the CDR tool.

0803_BMW_ACSM4i_r001

System Status at Event (Record 1, Most Recent)

Event Type	Frontal
Maximum Delta-V, Longitudinal (MPH [km/h])	-6.8 [-11]
Maximum Delta-V, Lateral (MPH [km/h])	-2.5 [-4]
Time, Maximum Delta-V, Longitudinal (msec)	92.5
Time, Maximum Delta-V, Lateral (msec)	30.0
Time, Maximum Delta-V, Resultant (msec)	92.5
Multi-Event, Number of Events	2 Event
Time From Previous Event to Current Event (msec)	415.0
Time From Last Speed Data Sample (Precrash) to Time Zero (msec)	11
Complete File Recorded, Priority 1 Data	Completed Successfully
Ignition Cycle, Crash (Cycle)	12,616
Ignition Cycle, Download (Cycle)	12,684
Vehicle Clock, Date and Time at Event (YYYY-MM-DD HH:MM:SS)	2020-03-03, 08:56:03
Vehicle Mileage (km)	43,160
Operating Time (min)	91,391
Vehicle Identification Number	V [REDACTED]
Event Counter (Counts)	2
Clipping Time Longitudinal Sensor (msec)	Clipping Not Reached
Clipping Time Lateral Sensor (msec)	Clipping Not Reached
Integration Time Delta-V, Longitudinal (msec)	126
Integration Time Delta-V, Lateral (msec)	126
Time From Initial Event to Current Event (msec)	4,287.0

Deployment Command Data (Record 1, Most Recent)

Time From Time Zero to Frontal Threshold (Beginning of Impact) (msec)	Threshold Reached at t0
Time From Time Zero to Side Threshold (Beginning of Impact) (msec)	24
Time From Time Zero to Frontal Threshold (End of Impact) (msec)	96
Time From Time Zero to Side Threshold (End of Impact) (msec)	32
Frontal Air Bag, Time to First Stage Deployment, Driver (msec)	Not Deployed
Frontal Air Bag, Time to Second Stage Deployment, Driver (msec)	Not Deployed
Frontal Air Bag, Time to Third Stage Deployment (Vent), Driver (msec)	Not Deployed
Frontal Air Bag, Second Stage Disposal, Driver	No Disposal
Frontal Air Bag, Third Stage Disposal (Vent), Driver	No Disposal
Frontal Air Bag, Time to First Stage Deployment, Front Passenger (msec)	Not Deployed
Frontal Air Bag, Time to Second Stage Deployment, Front Passenger (msec)	Not Deployed
Frontal Air Bag, Time to Third Stage Deployment (Vent), Front Passenger (msec)	Not Deployed
Frontal Air Bag, Second Stage Disposal, Front Passenger	No Disposal
Frontal Air Bag, Third Stage Disposal (Vent), Front Passenger	No Disposal
Side Air Bag, Time to Deployment First Stage, Driver (msec)	Not Deployed
Side Curtain/Tube Air Bag, Time to Deployment, Driver Side (msec)	Not Deployed
Pretensioner (1), Time to Deploy, Driver (msec)	Not Deployed
Side Air Bag, Time to Deployment First Stage, Front Passenger (msec)	Not Deployed
Side Curtain/Tube Air Bag, Time to Deployment, Passenger Side (msec)	Not Deployed
Pretensioner (1), Time to Deploy, Front Passenger (msec)	Not Deployed
Knee Air Bag, Time to Deploy, Driver (msec)	Not Deployed
Knee Air Bag, Time to Deploy, Front Passenger (msec)	Not Deployed
Pretensioner (2), Time to Deploy, Driver (msec)	Not Deployed
Pretensioner (2), Time to Deploy, Front Passenger (msec)	Not Deployed
Pretensioner (3), Time to Deploy, Driver (msec)	Not Deployed
Pretensioner (3), Time to Deploy, Front Passenger (msec)	Not Deployed
Belt Load Limiter Deployment, Time to Deploy, Driver (msec)	Not Deployed
Belt Load Limiter Deployment, Time to Deploy, Front Passenger (msec)	Not Deployed
Belt Load Limiter, Disposal, Driver	No Disposal
Belt Load Limiter, Disposal, Front Passenger	No Disposal
Active Head Rest, Time to Deployment, Front Driver (msec)	Not Deployed
Active Head Rest, Time to Deployment, Front Passenger (msec)	Not Deployed
Pretensioner (1), Time to Deploy, Second Row, Left Side (msec)	Not Deployed
Pretensioner (1), Time to Deploy, Second Row, Right Side (msec)	Not Deployed
Rollover Protection System, Time to Deploy, Driver (msec)	Not Deployed
Rollover Protection System, Time to Deploy, Passenger (msec)	Not Deployed
Battery Disconnect 1, Time to Deploy (msec)	Not Deployed
Battery Disconnect 2, Time to Deploy (msec)	Not Deployed
HV Battery Deactivation, Time to Deploy (msec)	Not Deployed

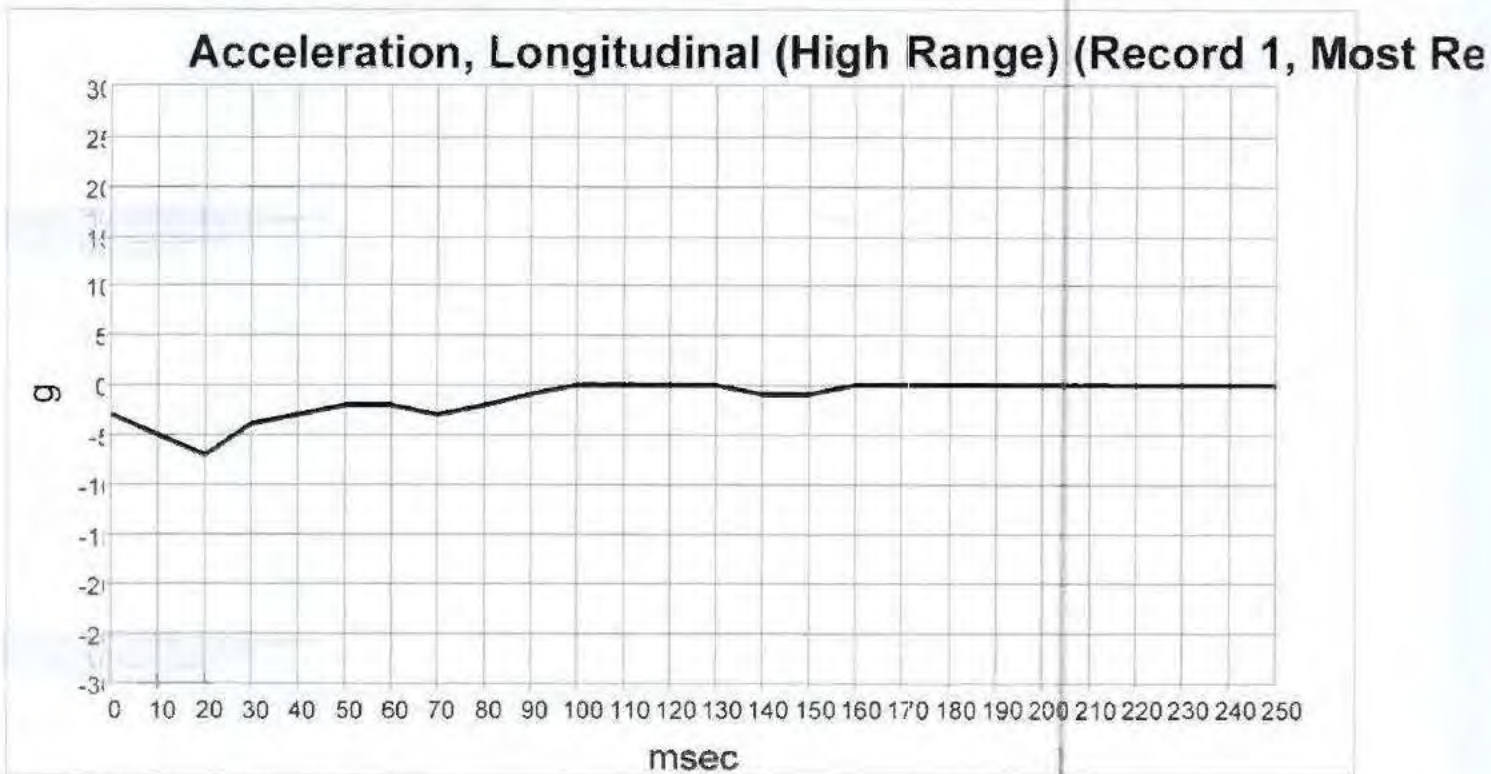
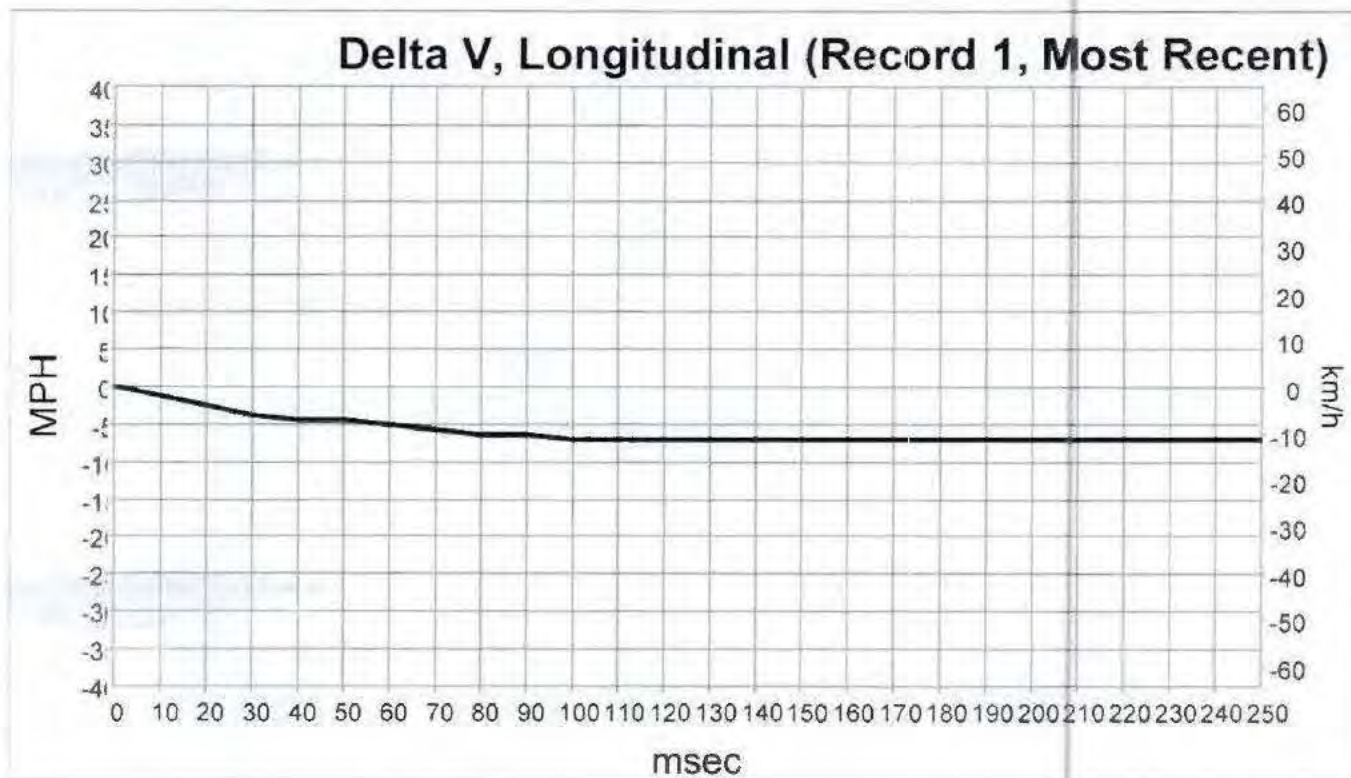
Pre-Crash Data -1 Sec (Record 1, Most Recent)

Safety Belt Status, Driver	Belted
Seat Track Position Switch Status, Driver	Not Foremost (Middle/Rear)
Occupant Size Classification, Driver	>=5% Female
Occupant Position Classification, Driver	Data Not Available
Air Bag Warning Lamp (On/Off)	Off
Air Bag Suppression Switch Status, Front Passenger	Data Not Available
Safety Belt Status, Front Passenger	Not Belted
Seat Track Position Switch Status, Foremost, Front Passenger	Not Foremost (Middle/Rear)
Occupant Size Classification, Front Passenger (Child)	Empty/Child
Occupant Position Classification, Front Passenger	Data Not Available
Frontal Air Bag Disable Indicator Status, Passenger (POL)	On
Safety Belt Status, Second Row, Left Side	Data Not Available
Safety Belt Status, Second Row, Center	Data Not Available
Safety Belt Status, Second Row, Right Side	Data Not Available
Safety Belt Status, Third Row, Left Side	Data Not Available
Safety Belt Status, Third Row, Right Side	Data Not Available

Pre-Crash Data -5 to 0 sec (Record 1, Most Recent)

Time (sec)	Speed, Vehicle Indicated (MPH [km/h])	Accelerator Pedal, % Full (%)	Engine RPM (RPM)	Steering Input (deg)	Service Brake, On/Off	ABS Activity (Engaged, Non-engaged)	Stability Control (On Engaged, Non-engaged)
-5.0	Data Not Available	Data Not Available	Data Not Available	Data Not Available	Data Not Available	Data Not Available	Data Not Available
-4.5	Data Not Available	Data Not Available	Data Not Available	Data Not Available	Data Not Available	Data Not Available	Data Not Available
-4.0	Data Not Available	Data Not Available	Data Not Available	Data Not Available	Data Not Available	Data Not Available	Data Not Available
-3.5	Data Not Available	Data Not Available	Data Not Available	Data Not Available	Data Not Available	Data Not Available	Data Not Available
-3.0	28 [45]	100	0	-140	Off	No ABS Activity	No ESC Activity
-2.5	27 [44]	100	0	-86	Off	No ABS Activity	No ESC Activity
-2.0	25 [40]	100	0	-4	Off	No ABS Activity	No ESC Activity
-1.5	22 [35]	60	0	6	Off	No ABS Activity	ESC Activity
-1.0	19 [30]	100	0	4	Off	No ABS Activity	ESC Activity
-0.5	19 [31]	100	0	-2	Off	No ABS Activity	ESC Activity
0.0	20 [32]	100	0	-8	Off	No ABS Activity	ESC Activity

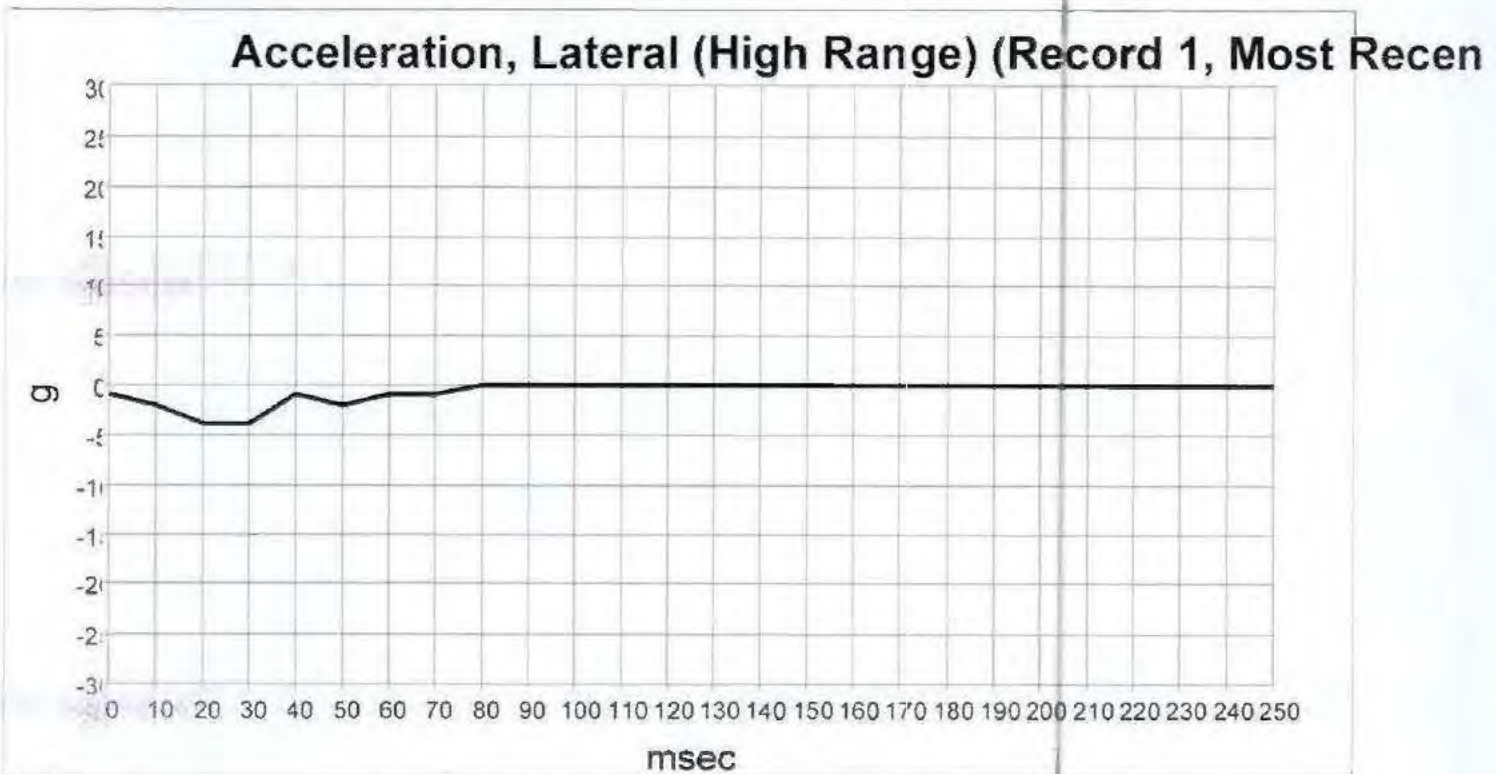
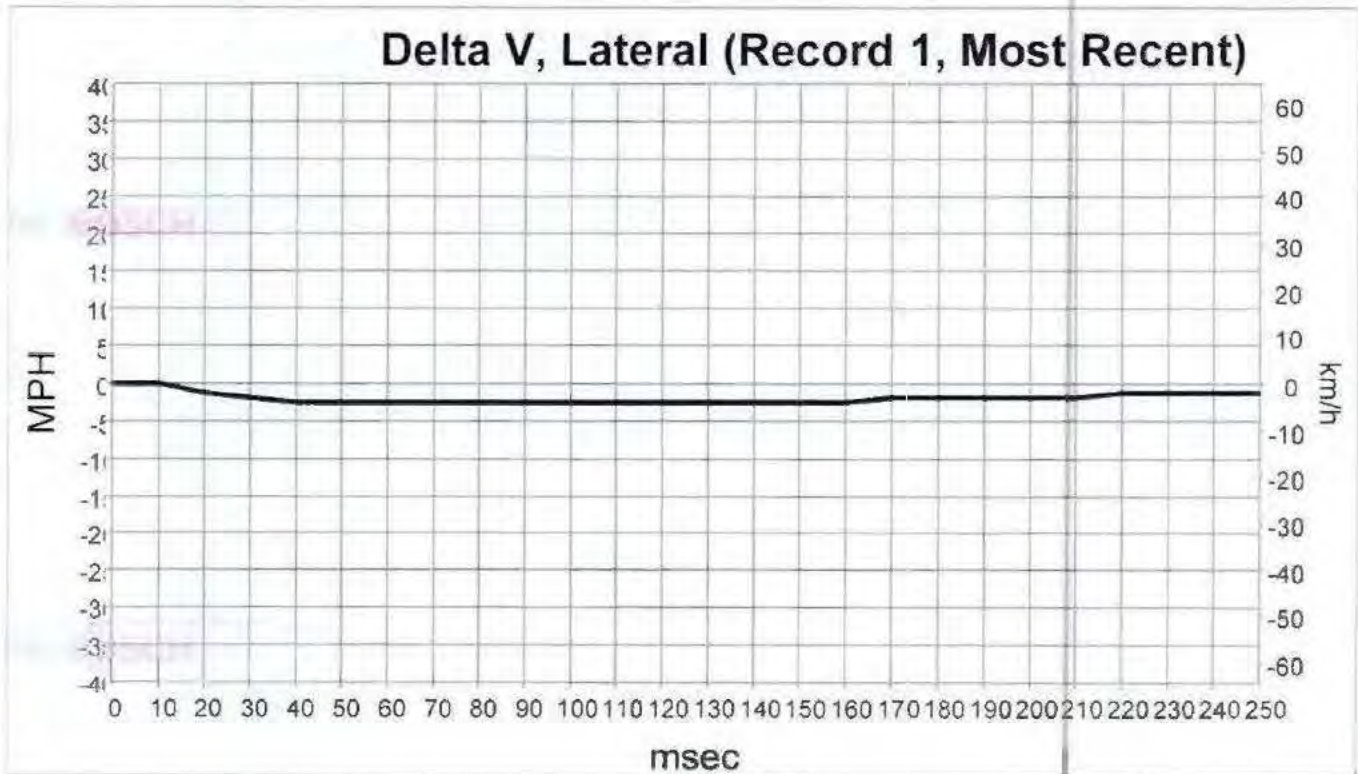
Longitudinal Crash Pulse (Record 1, Most Recent)



Longitudinal Crash Pulse (Record 1, Most Recent)

Time (msec)	Delta-V, Longitudinal (MPH [km/h])	Longitudinal Acceleration (g)
0	0.0 [0]	-2.60
10	-1.2 [-2]	-5.14
20	-2.5 [-4]	-6.61
30	-3.7 [-6]	-3.70
40	-4.3 [-7]	-2.51
50	-4.3 [-7]	-1.65
60	-5.0 [-8]	-2.48
70	-5.6 [-9]	-2.97
80	-6.2 [-10]	-1.74
90	-6.2 [-10]	-1.10
100	-6.8 [-11]	-0.18
110	-6.8 [-11]	-0.27
120	-6.8 [-11]	-0.33
130	-6.8 [-11]	-0.09
140	-6.8 [-11]	-0.61
150	-6.8 [-11]	-0.55
160	-6.8 [-11]	-0.45
170	-6.8 [-11]	-0.24
180	-6.8 [-11]	-0.15
190	-6.8 [-11]	0.00
200	-6.8 [-11]	0.09
210	-6.8 [-11]	0.27
220	-6.8 [-11]	0.24
230	-6.8 [-11]	0.06
240	-6.8 [-11]	-0.18
250	-6.8 [-11]	-0.24

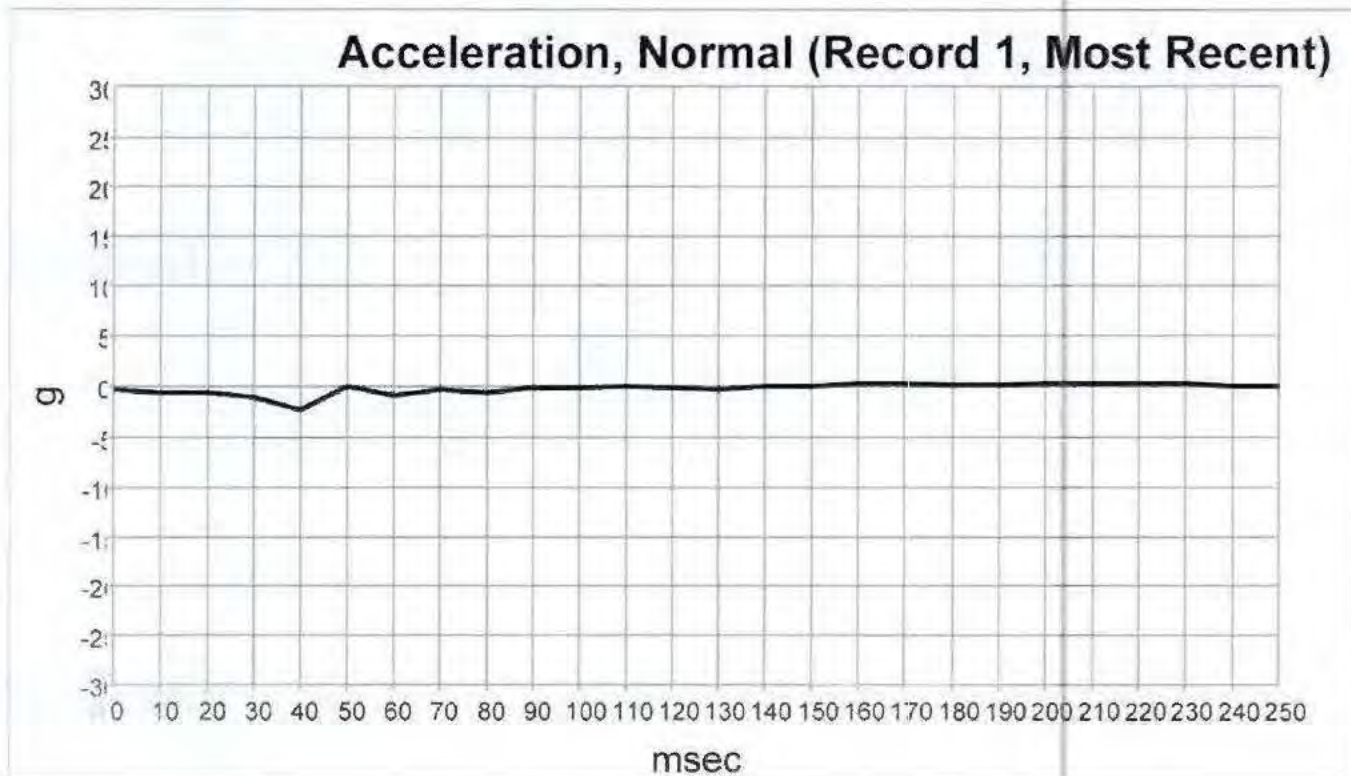
Lateral Crash Pulse (Record 1, Most Recent)



Lateral Crash Pulse (Record 1, Most Recent)

Time (msec)	Delta-V, Lateral (MPH [km/h])	Lateral Acceleration (Lateral G High Range) (g)
0	0.0 [0]	-0.68
10	0.0 [0]	-2.14
20	-1.2 [-2]	-4.42
30	-1.9 [-3]	-4.33
40	-2.5 [-4]	-1.17
50	-2.5 [-4]	-1.73
60	-2.5 [-4]	-0.79
70	-2.5 [-4]	-0.50
80	-2.5 [-4]	-0.42
90	-2.5 [-4]	-0.24
100	-2.5 [-4]	-0.10
110	-2.5 [-4]	-0.24
120	-2.5 [-4]	0.01
130	-2.5 [-4]	-0.12
140	-2.5 [-4]	-0.09
150	-2.5 [-4]	-0.09
160	-2.5 [-4]	-0.18
170	-1.9 [-3]	-0.06
180	-1.9 [-3]	0.06
190	-1.9 [-3]	0.16
200	-1.9 [-3]	0.01
210	-1.9 [-3]	0.12
220	-1.2 [-2]	0.07
230	-1.2 [-2]	0.00
240	-1.2 [-2]	-0.10
250	-1.2 [-2]	-0.03

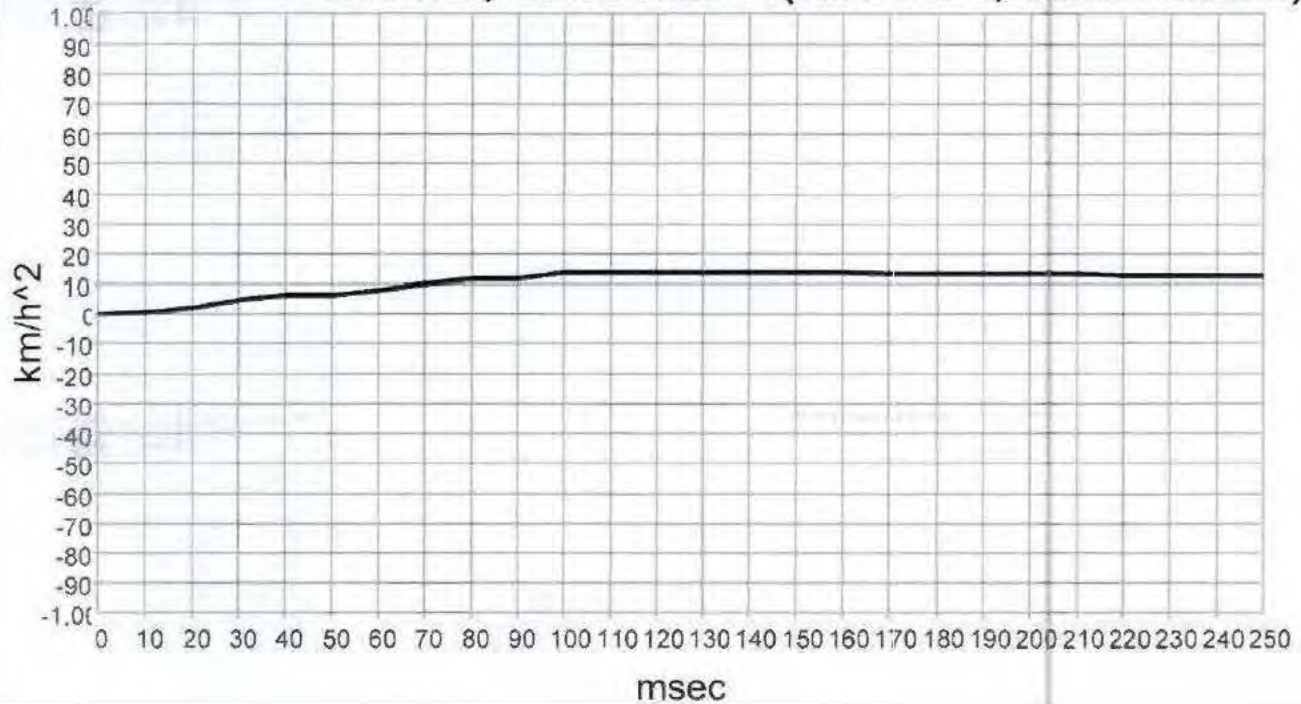
Normal Acceleration (Record 1, Most Recent)



Time (msec)	Normal Acceleration (Vertical G Low Range) (g)
0	-0.3
10	-0.7
20	-0.6
30	-1.1
40	-2.4
50	0.0
60	-0.9
70	-0.3
80	-0.7
90	-0.1
100	-0.1
110	0.0
120	-0.1
130	-0.3
140	0.0
150	0.0
160	0.3
170	0.3
180	0.1
190	0.2
200	0.3
210	0.3
220	0.3
230	0.3
240	0.0
250	0.0

Resultant Crash Pulse (Record 1, Most Recent)

Delta-V, Resultant^2 (Record 1, Most Recent)



Time (msec)	Delta-V, Resultant^2 (km/h^2)
0	0
10	4
20	20
30	45
40	65
50	65
60	80
70	97
80	116
90	116
100	137
110	137
120	137
130	137
140	137
150	137
160	137
170	130
180	130
190	130
200	130
210	130
220	125
230	125
240	125
250	125

System Status at Event (Record 2)

Event Type	Frontal
Maximum Delta-V, Longitudinal (MPH [km/h])	-6.2 [-10]
Maximum Delta-V, Lateral (MPH [km/h])	1.9 [3]
Time, Maximum Delta-V, Longitudinal (msec)	182.5
Time, Maximum Delta-V, Lateral (msec)	277.5
Time, Maximum Delta-V, Resultant (msec)	277.5
Multi-Event, Number of Events	1 Event
Time From Previous Event to Current Event (msec)	Data Not Available
Time From Last Speed Data Sample (Precrash) to Time Zero (msec)	11
Complete File Recorded, Priority 1 Data	Completed Successfully
Ignition Cycle, Crash (Cycle)	12.616
Ignition Cycle, Download (Cycle)	12.684
Vehicle Clock, Date and Time at Event (YYYY-MM-DD, HH:MM:SS)	2020-03-03, 08:56:03
Vehicle Mileage (km)	43.160
Operating Time (min)	91.391
Vehicle Identification Number	V [REDACTED]
Event Counter (Counts)	1
Clipping Time Longitudinal Sensor (msec)	Clipping Not Reached
Clipping Time Lateral Sensor (msec)	Clipping Not Reached
Integration Time Delta-V, Longitudinal (msec)	148
Integration Time Delta-V, Lateral (msec)	148
Time From Initial Event to Current Event (msec)	3.872.0

Deployment Command Data (Record 2)

Time From Time Zero to Frontal Threshold (Beginning of Impact) (msec)	Threshold Reached at t0
Time From Time Zero to Side Threshold (Beginning of Impact) (msec)	Threshold Not Reached
Time From Time Zero to Frontal Threshold (End of Impact) (msec)	118
Time From Time Zero to Side Threshold (End of Impact) (msec)	Threshold Not Reached
Frontal Air Bag, Time to First Stage Deployment, Driver (msec)	Not Deployed
Frontal Air Bag, Time to Second Stage Deployment, Driver (msec)	Not Deployed
Frontal Air Bag, Time to Third Stage Deployment (Vent), Driver (msec)	Not Deployed
Frontal Air Bag, Second Stage Disposal, Driver	No Disposal
Frontal Air Bag, Third Stage Disposal (Vent), Driver	No Disposal
Frontal Air Bag, Time to First Stage Deployment, Front Passenger (msec)	Not Deployed
Frontal Air Bag, Time to Second Stage Deployment, Front Passenger (msec)	Not Deployed
Frontal Air Bag, Time to Third Stage Deployment (Vent), Front Passenger (msec)	Not Deployed
Frontal Air Bag, Second Stage Disposal, Front Passenger	No Disposal
Frontal Air Bag, Third Stage Disposal (Vent), Front Passenger	No Disposal
Side Air Bag, Time to Deployment First Stage, Driver (msec)	Not Deployed
Side Curtain/Tube Air Bag, Time to Deployment, Driver Side (msec)	Not Deployed
Pretensioner (1), Time to Deploy, Driver (msec)	Not Deployed
Side Air Bag, Time to Deployment First Stage, Front Passenger (msec)	Not Deployed
Side Curtain/Tube Air Bag, Time to Deployment, Passenger Side (msec)	Not Deployed
Pretensioner (1), Time to Deploy, Front Passenger (msec)	Not Deployed
Knee Air Bag, Time to Deploy, Driver (msec)	Not Deployed
Knee Air Bag, Time to Deploy, Front Passenger (msec)	Not Deployed
Pretensioner (2), Time to Deploy, Driver (msec)	Not Deployed
Pretensioner (2), Time to Deploy, Front Passenger (msec)	Not Deployed
Pretensioner (3), Time to Deploy, Driver (msec)	Not Deployed
Pretensioner (3), Time to Deploy, Front Passenger (msec)	Not Deployed
Belt Load Limiter Deployment, Time to Deploy, Driver (msec)	Not Deployed
Belt Load Limiter Deployment, Time to Deploy, Front Passenger (msec)	Not Deployed
Belt Load Limiter, Disposal, Driver	No Disposal
Belt Load Limiter, Disposal, Front Passenger	No Disposal
Active Head Rest, Time to Deployment, Front Driver (msec)	Not Deployed
Active Head Rest, Time to Deployment, Front Passenger (msec)	Not Deployed
Pretensioner (1), Time to Deploy, Second Row, Left Side (msec)	Not Deployed
Pretensioner (1), Time to Deploy, Second Row, Right Side (msec)	Not Deployed
Rollover Protection System, Time to Deploy, Driver (msec)	Not Deployed
Rollover Protection System, Time to Deploy, Passenger (msec)	Not Deployed
Battery Disconnect 1, Time to Deploy (msec)	Not Deployed
Battery Disconnect 2, Time to Deploy (msec)	Not Deployed
HV Battery Deactivation, Time to Deploy (msec)	Not Deployed

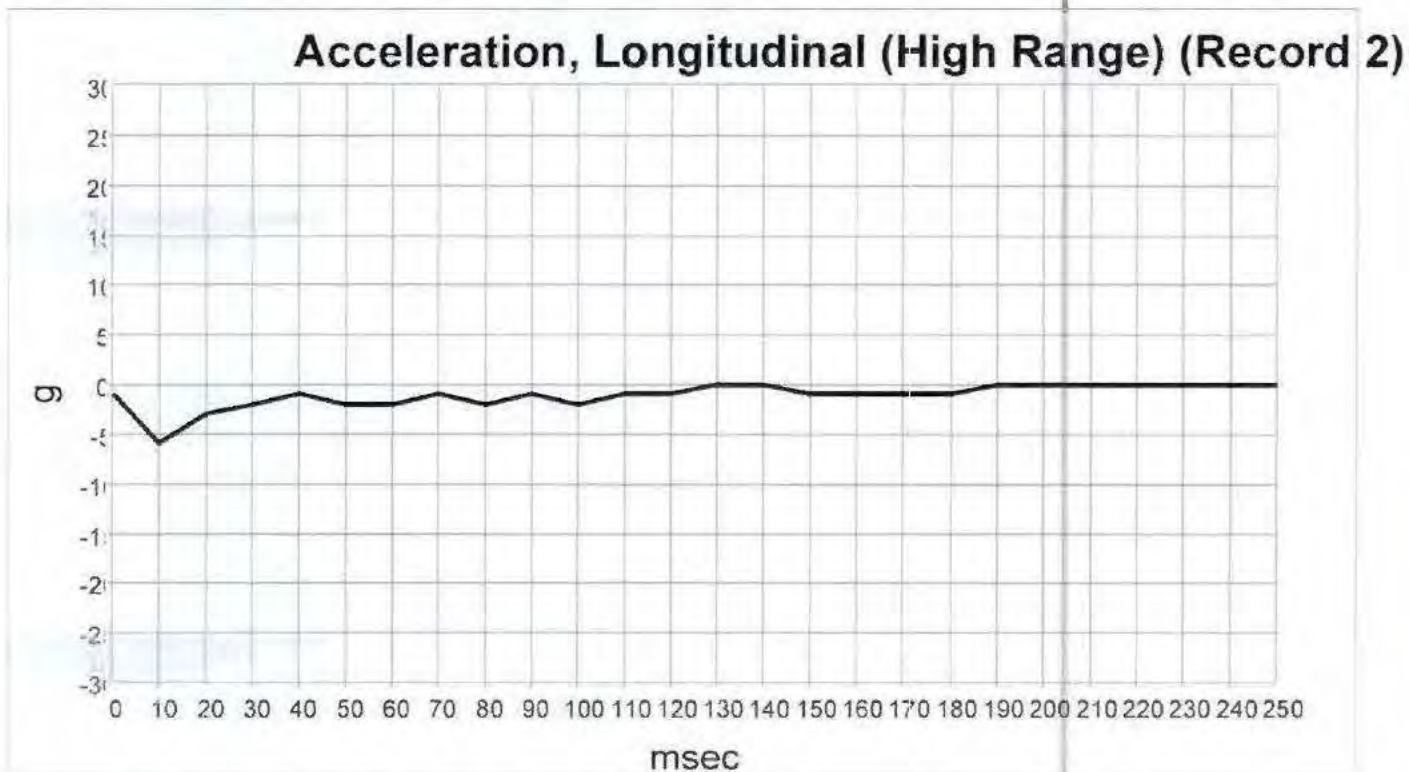
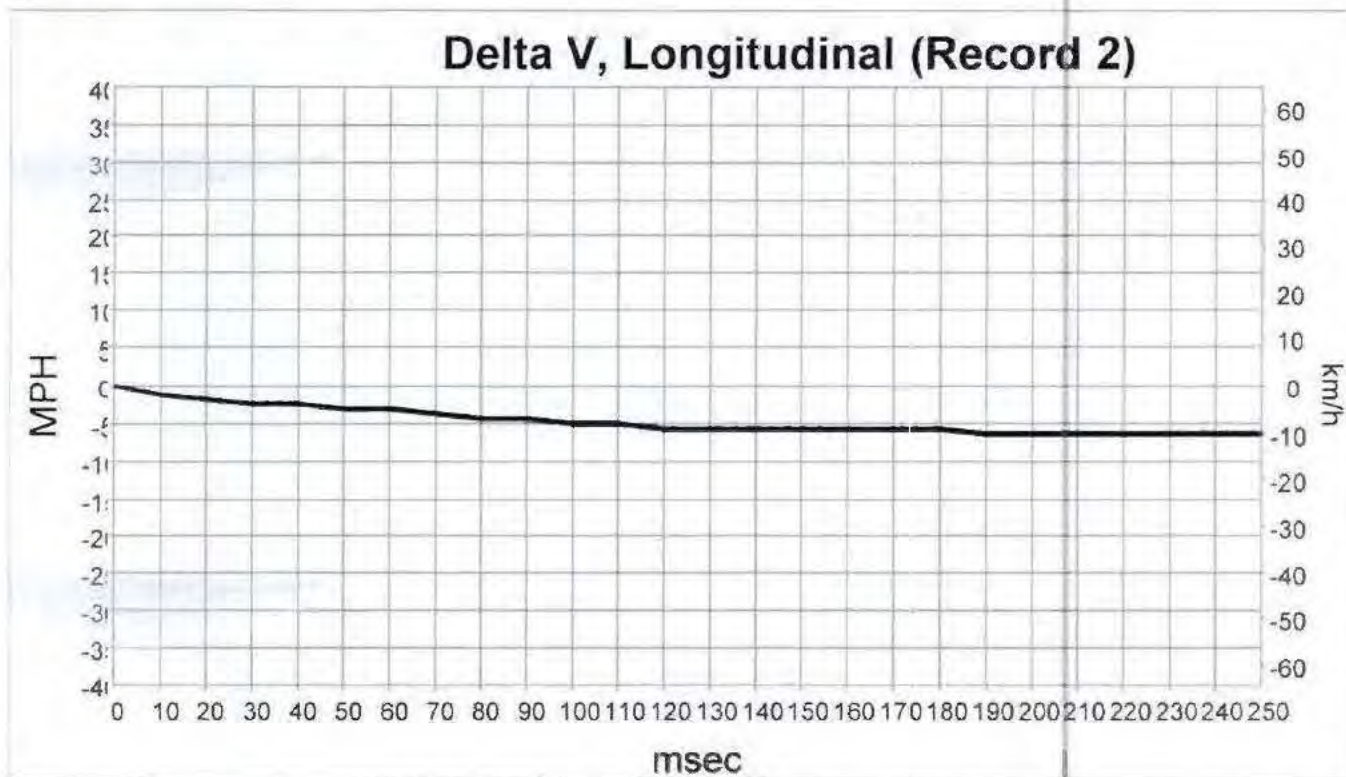
Pre-Crash Data -1 Sec (Record 2)

Safety Belt Status, Driver	Belted
Seat Track Position Switch Status, Driver	Not Foremost (Middle/Rear)
Occupant Size Classification, Driver	>=5% Female
Occupant Position Classification, Driver	Data Not Available
Air Bag Warning Lamp (On/Off)	Off
Air Bag Suppression Switch Status, Front Passenger	Data Not Available
Safety Belt Status, Front Passenger	Not Belted
Seat Track Position Switch Status, Foremost, Front Passenger	Not Foremost (Middle/Rear)
Occupant Size Classification, Front Passenger (Child)	Empty/Child
Occupant Position Classification, Front Passenger	Data Not Available
Frontal Air Bag Disable Indicator Status, Passenger (POL)	On
Safety Belt Status, Second Row, Left Side	Data Not Available
Safety Belt Status, Second Row, Center	Data Not Available
Safety Belt Status, Second Row, Right Side	Data Not Available
Safety Belt Status, Third Row, Left Side	Data Not Available
Safety Belt Status, Third Row, Right Side	Data Not Available

Pre-Crash Data -5 to 0 sec (Record 2)

Time (sec)	Speed, Vehicle Indicated (MPH [km/h])	Accelerator Pedal, % Full (%)	Engine RPM (RPM)	Steering Input (deg)	Service Brake, On/Off	ABS Activity (Engaged, Non-engaged)	Stability Control (On Engaged, Non-engaged)
-5.0	Data Not Available	Data Not Available	Data Not Available	Data Not Available	Data Not Available	Data Not Available	Data Not Available
-4.5	Data Not Available	Data Not Available	Data Not Available	Data Not Available	Data Not Available	Data Not Available	Data Not Available
-4.0	Data Not Available	Data Not Available	Data Not Available	Data Not Available	Data Not Available	Data Not Available	Data Not Available
-3.5	Data Not Available	Data Not Available	Data Not Available	Data Not Available	Data Not Available	Data Not Available	Data Not Available
-3.0	33 [53]	100	0	-140	Off	ABS Activity	No ESC Activity
-2.5	28 [45]	100	0	-140	Off	No ABS Activity	No ESC Activity
-2.0	27 [44]	100	0	-86	Off	No ABS Activity	No ESC Activity
-1.5	25 [40]	100	0	-4	Off	No ABS Activity	No ESC Activity
-1.0	22 [35]	60	0	6	Off	No ABS Activity	ESC Activity
-0.5	19 [30]	100	0	4	Off	No ABS Activity	ESC Activity
0.0	19 [31]	100	0	-2	Off	No ABS Activity	ESC Activity

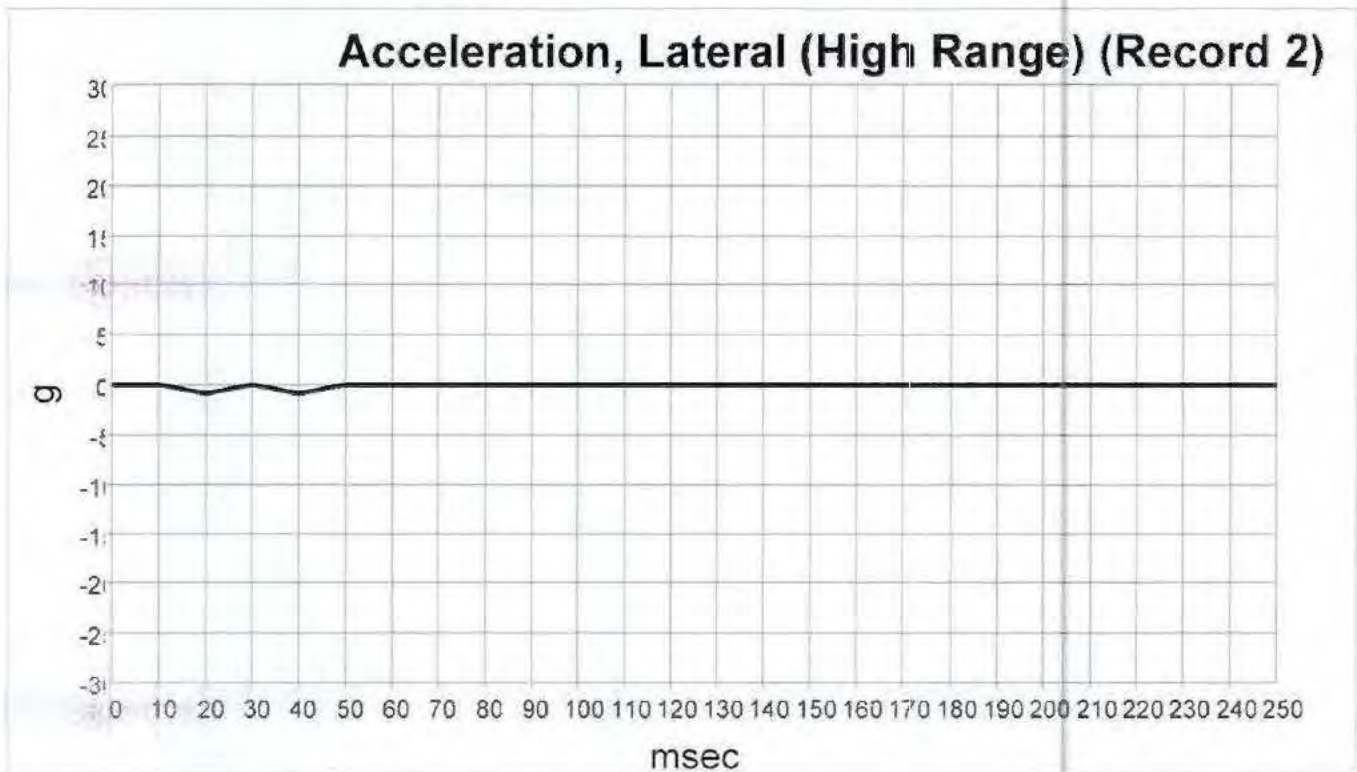
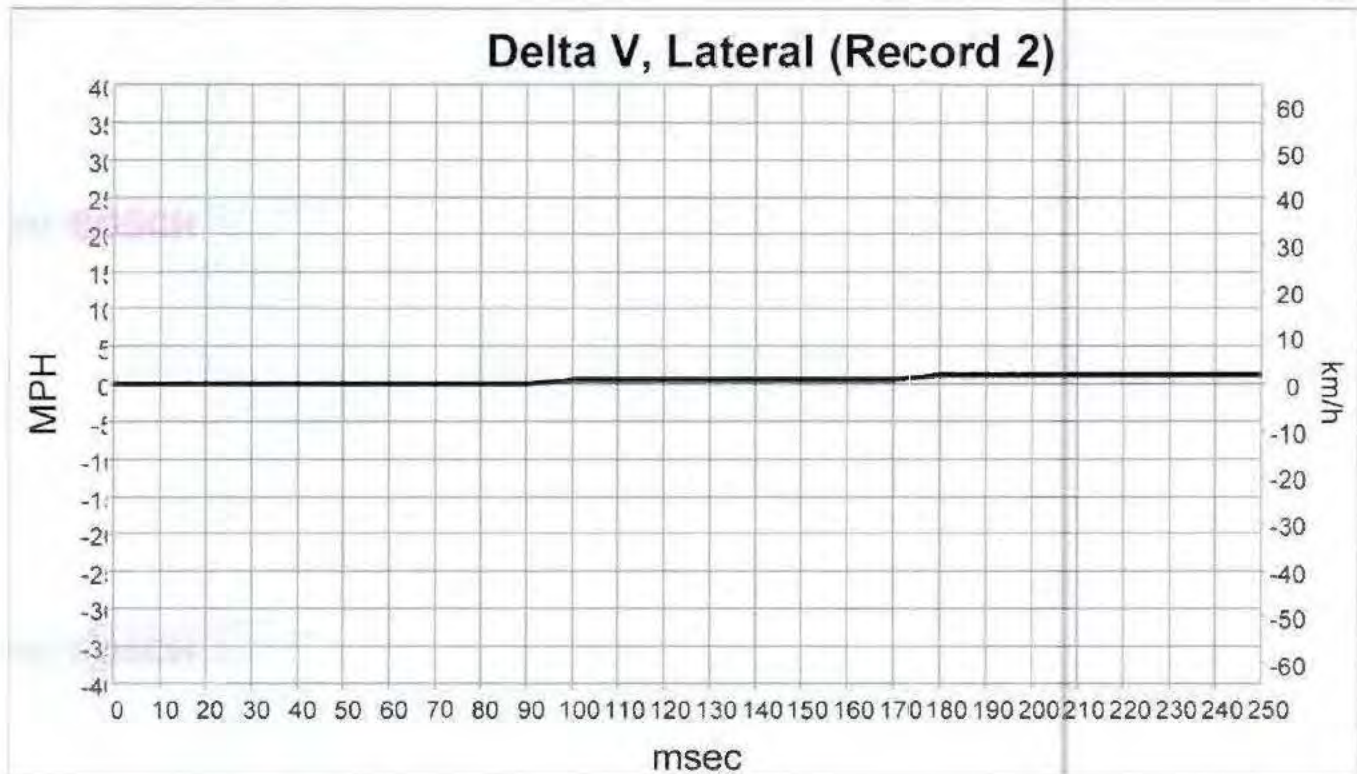
Longitudinal Crash Pulse (Record 2)



Longitudinal Crash Pulse (Record 2)

Time (msec)	Delta-V, Longitudinal (MPH [km/h])	Longitudinal Acceleration (g)
0	0.0 [0]	-0.73
10	-1.2 [-2]	-5.37
20	-1.9 [-3]	-2.66
30	-2.5 [-4]	-2.17
40	-2.5 [-4]	-1.28
50	-3.1 [-5]	-1.93
60	-3.1 [-5]	-1.56
70	-3.7 [-6]	-1.31
80	-4.3 [-7]	-1.80
90	-4.3 [-7]	-1.44
100	-5.0 [-8]	-1.53
110	-5.0 [-8]	-1.13
120	-5.6 [-9]	-1.10
130	-5.6 [-9]	0.24
140	-5.6 [-9]	-0.42
150	-5.6 [-9]	-0.55
160	-5.6 [-9]	-0.52
170	-5.6 [-9]	-0.55
180	-5.6 [-9]	-0.58
190	-6.2 [-10]	-0.42
200	-6.2 [-10]	-0.12
210	-6.2 [-10]	-0.21
220	-6.2 [-10]	0.00
230	-6.2 [-10]	-0.09
240	-6.2 [-10]	-0.21
250	-6.2 [-10]	-0.27

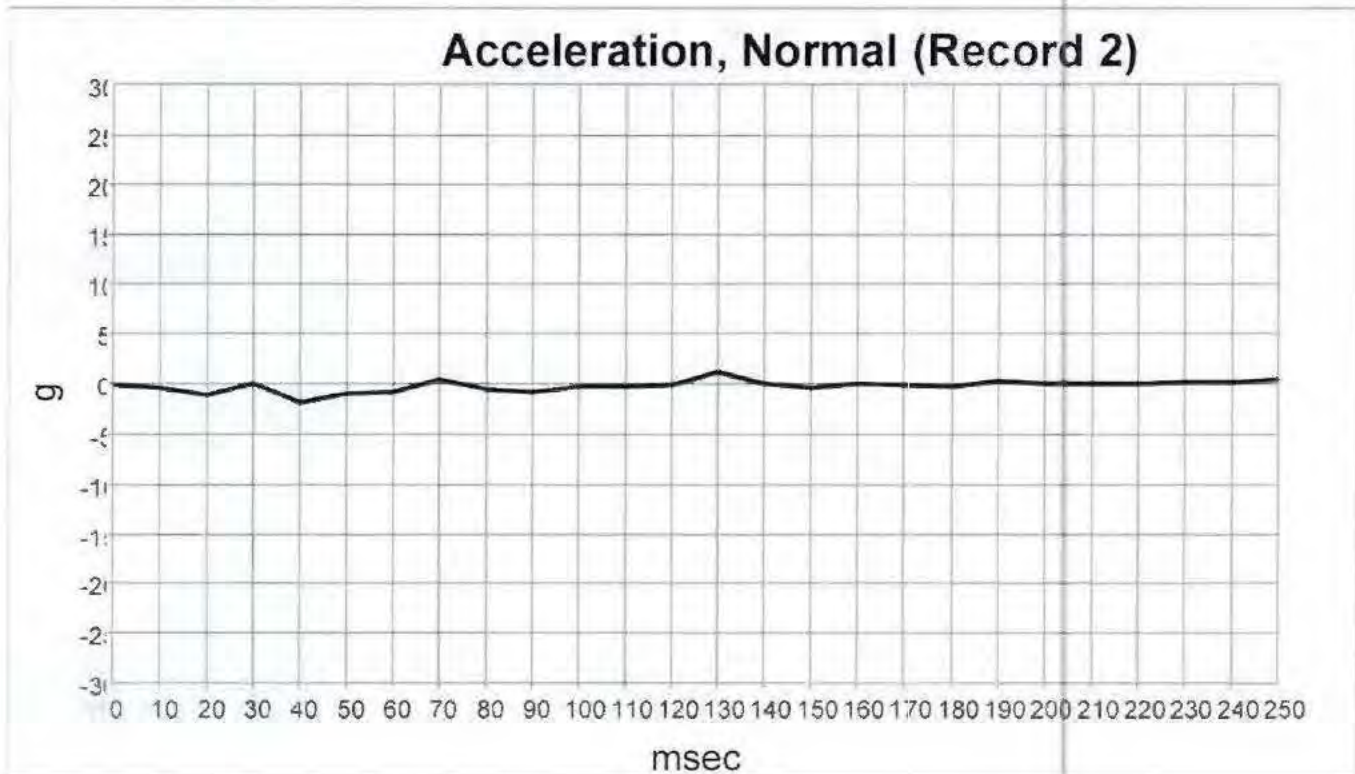
Lateral Crash Pulse (Record 2)



Lateral Crash Pulse (Record 2)

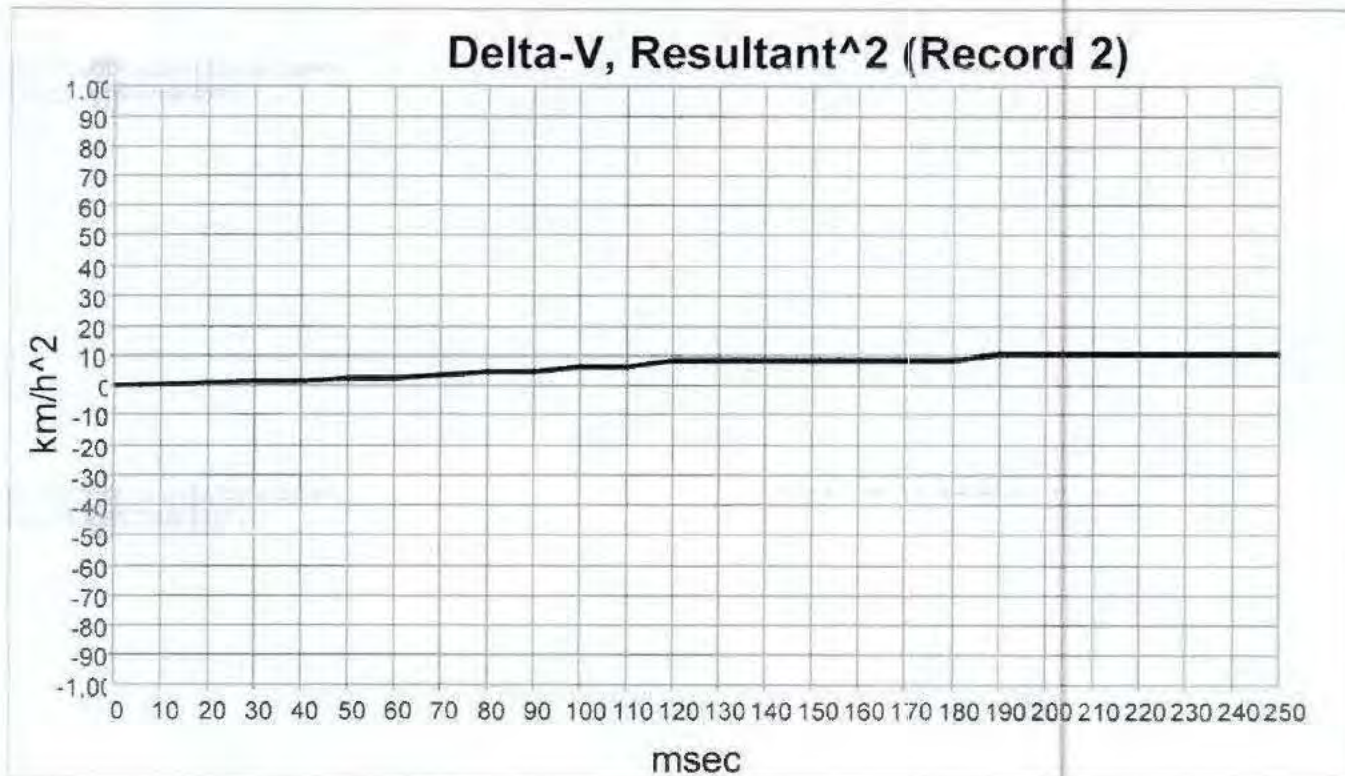
Time (msec)	Delta-V, Lateral (MPH [km/h])	Lateral Acceleration (Lateral G High Range) (g)
0	0.0 [0]	-0.26
10	0.0 [0]	0.24
20	0.0 [0]	-0.67
30	0.0 [0]	-0.32
40	0.0 [0]	-0.65
50	0.0 [0]	-0.41
60	0.0 [0]	-0.09
70	0.0 [0]	-0.18
80	0.0 [0]	-0.19
90	0.0 [0]	-0.12
100	0.6 [1]	-0.03
110	0.6 [1]	-0.29
120	0.6 [1]	0.10
130	0.6 [1]	-0.18
140	0.6 [1]	-0.21
150	0.6 [1]	-0.04
160	0.6 [1]	0.35
170	0.6 [1]	-0.26
180	1.2 [2]	-0.06
190	1.2 [2]	-0.27
200	1.2 [2]	-0.12
210	1.2 [2]	-0.32
220	1.2 [2]	-0.15
230	1.2 [2]	-0.36
240	1.2 [2]	0.00
250	1.2 [2]	-0.15

Normal Acceleration (Record 2)



Time (msec)	Normal Acceleration (Vertical G Low Range) (g)
0	-0.1
10	-0.5
20	-1.3
30	0.0
40	-2.0
50	-1.1
60	-0.9
70	0.4
80	-0.7
90	-1.0
100	-0.3
110	-0.3
120	-0.1
130	1.2
140	0.0
150	-0.4
160	0.0
170	-0.1
180	-0.3
190	0.3
200	0.0
210	0.0
220	0.0
230	0.2
240	0.1
250	0.4

Resultant Crash Pulse (Record 2)



Time (msec)	Delta-V, Resultant^2 (km/h^2)
0	0
10	4
20	9
30	16
40	16
50	25
60	25
70	36
80	49
90	49
100	65
110	65
120	82
130	82
140	82
150	82
160	82
170	82
180	85
190	104
200	104
210	104
220	104
230	104
240	104
250	104

Hexadecimal Data

FA11 04 00 04

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FA15 00 00

FA16 00 00

FA17 00 00

FA18 No data received.

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AB 07 02 02 05 00 00 11 AC 07 00 1F 05 00 00 11
AD 04 01 0B

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10) the scene behind the
dumpty 2 crashed in, and
its location to Jack of the Box



1) Route of BMW 13 Car
From Jack of the Box to ending
at the Dumpster



1) Jack in the Box Window
Drive Thru where the car was
waiting Before Accelerator engaged

(4)
↓ ↓ ↓
Jack in
the Box
drive
in
where I
had to
turn in
after I
had to turn
sterling W

3) Brookhurst street, where
I had to turn sterling
wheel toward left to
avoid coming traffic

(2) Drive Tru into
Brookhurst street, where
car went into after accelerator
engaged

Jack of the Box on behind
Traffic lights on the middle
of the left of the picture

5) the Grass behind
Jack of the Box; blocking
Jack of the box from the Plaza
plant



Better Picture of Brookhurst
st, and the traffic light
on McCadden street



← Drive in-way where →
I turned Ⓛ by sterling
W. from drive Thru on Ⓡ

7) the Dumpster where
the car crashed in
from behind

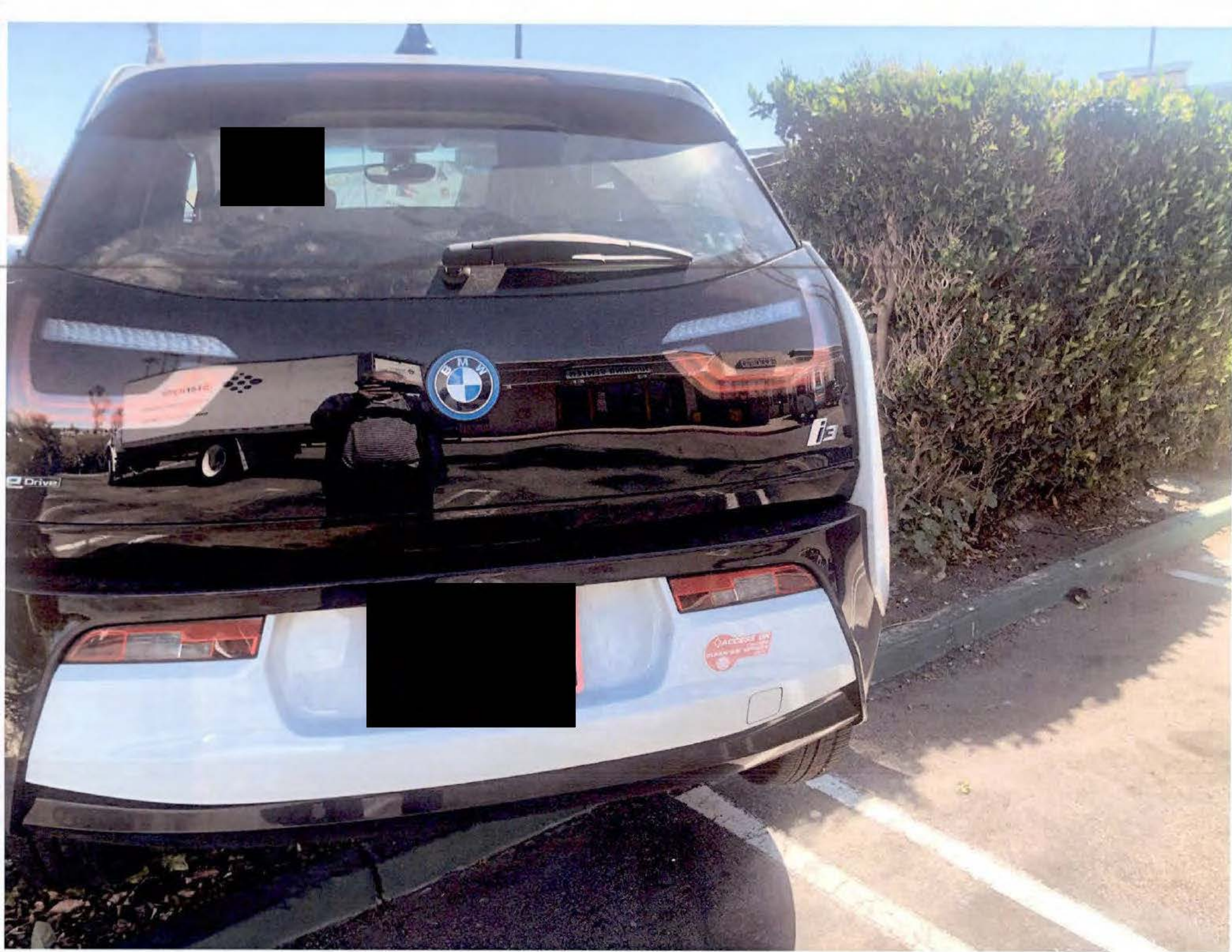




The Plaza behind (6)
Jack in the Box, w the
grass I crossed over.

A photograph showing the front of a dark-colored car, possibly a sedan, parked on a light-colored surface. To the left of the car is a chain-link fence. Behind the fence, a traffic cone with orange and white stripes is visible. The car's headlights and front grille are prominent. A white rectangular label with handwritten text is placed on the car's hood. There are two black rectangular redaction marks: one on the left side of the image, partially covering the fence, and another on the bottom left, partially covering the traffic cone and the car's front bumper area.

D the Dumpster from front
B of the car. w the crashed
side



A photograph of a white BMW car that has crashed into a concrete demeter post. The car is positioned on the left side of the frame, with its front end and driver's side visible. The driver's side door is open, and the interior is visible through the window. The car's front wheel is on the left, and the front end is angled towards the right. The concrete demeter post is located on the right side of the frame, and the car's front end is crashed into it. The post is a vertical concrete pillar with some graffiti on it. The car's front end is crushed against the post, and the front wheel is visible. The background shows some greenery and a building. The text "The Car side crashed into the demeter" is written on the car's door.

The Car side
crashed into the
demeter



 Vehicle History Report™		US \$39.99
2017 BMW I3 REX VIN: WBY1Z8C31H HATCHBACK 4 DR 0.7L I2 X 0V HYBRID REAR WHEEL DRIVE This CARFAX Report Provided by: BMW of Buena Park 6750 Auto Center Dr Buena Park, CA 90621 855-290-4528 www.bmwbuenaparkca.com 4.0 ★★★★★ 40 Verified Reviews ✓		No accidents reported to CARFAX
		No damage reported to CARFAX
		CARFAX 1-Owner vehicle
		6 Service history records
		Personal lease vehicle
		24,369 Last reported odometer reading
		



This CARFAX Vehicle History Report is based only on information supplied to CARFAX and available as of 2/2/20 at 9:54:21 PM (CST). Other information about this vehicle, including problems, may not have been reported to CARFAX. Use this report as one important tool, along with a vehicle inspection and test drive, to make a better decision about your next used car.

 Ownership History		Owner 1
The number of owners is estimated		
Year purchased		2018
Type of owner		Personal lease
Estimated length of ownership		2 years
Owned in the following states/provinces		California
Estimated miles driven per year		12,598/yr
Last reported odometer reading		24,369

 Title History		Owner 1
CARFAX guarantees the information in this section		
Salvage Junk Rebuilt Fire Flood Hail Lemon		 Guaranteed No Problem
Not Actual Mileage Exceeds Mechanical Limits		 Guaranteed No Problem
 GUARANTEED - None of these major title problems were reported by a state Department of Motor Vehicles (DMV). If you find that any of these title problems were reported by a DMV and not included in this report, CARFAX will buy this vehicle back. Register View Terms View Certificate		

 Additional History		Owner 1
Not all accidents / issues are reported to CARFAX		

Total Loss No total loss reported to CARFAX.	☒ No Issues Reported
Structural Damage No structural damage reported to CARFAX.	☒ No Issues Reported
Airbag Deployment No airbag deployment reported to CARFAX.	☒ No Issues Reported
Odometer Check No indication of an odometer rollback.	☒ No Issues Indicated
Accident / Damage No accidents or damage reported to CARFAX.	☒ No Issues Reported
Manufacturer Recall No open recalls reported to CARFAX. Check with an authorized <u>BMW dealer</u> for any open recalls.	☒ No Recalls Reported
Basic Warranty <u>Original warranty</u> estimated to have 24 months or 25,631 miles remaining.	☒ Warranty Active

CARFAX Detailed History

Owner 1

Purchased:
2018



Low mileage! This owner drove less than the industry average of 15,000 miles per year.

Personal Lease Vehicle
12,598 mi/yr

Date	Mileage	Source	Comments
05/19/2017	11	Shelly BMW Buena Park, CA 714-994-8100 shellybmw.com 4.5 ★★★★★ 75 Verified Reviews	Vehicle offered for sale
05/24/2017	12	Shelly BMW Buena Park, CA 714-994-8100 shellybmw.com 4.5 ★★★★★ 75 Verified Reviews	Vehicle serviced - Pre-delivery inspection completed - Wheel locks installed - Vehicle washed/detailed - Nitrogen fill tires
12/16/2017	24	Shelly BMW Buena Park, CA 714-994-8100 shellybmw.com 4.5 ★★★★★ 75 Verified Reviews	Vehicle serviced
01/13/2018	34	Shelly BMW Buena Park, CA 714-994-8100 shellybmw.com 4.5 ★★★★★ 75 Verified Reviews	Vehicle sold
01/17/2018		Shelly BMW Buena Park, CA 714-994-8100 shellybmw.com 4.5 ★★★★★ 75 Verified Reviews	Vehicle serviced - Vehicle washed/detailed
01/19/2018		California Motor Vehicle Dept. Ladera Ranch, CA	Title issued or updated - First owner reported - Titled or registered as personal lease vehicle - Loan or lien reported
02/05/2018	688	Shelly BMW	Vehicle serviced



Buena Park, CA
714-994-8100
shellybmw.com

4.5 ★★★★★

75 Verified Reviews ✓

10/22/2018

9,590



BMW of Buena Park
Buena Park, CA
714-994-8100
bmwbuenaparkca.com

4.0 ★★★★★

40 Verified Reviews ✓

Vehicle serviced

- Tire condition and pressure checked

07/19/2019

California
Motor Vehicle Dept.
Ladera Ranch, CA

Title issued or updated

- Loan or lien reported



Avoid financial headaches. Make sure the loan has been paid off if you're buying from a private seller.

12/26/2019

24,369



BMW of Buena Park
Buena Park, CA
714-994-8100
bmwbuenaparkca.com

4.0 ★★★★★

40 Verified Reviews ✓

Vehicle serviced

- Recommended maintenance performed
- Battery/charging system checked
- Brakes checked
- Tire condition and pressure checked
- Brake fluid flushed/changed
- Oil and filter changed
- Safety inspection performed
- Tire(s) replaced
- Emissions inspection performed

Have Questions? Consumers, please visit our Help Center at www.carfax.com. Dealers or Subscribers, please visit our Help Center at www.carfaxonline.com.



Glossary

First Owner

When the first owner(s) obtains a title from a Department of Motor Vehicles as proof of ownership.

Ownership History

CARFAX defines an owner as an individual or business that possesses and uses a vehicle. Not all title transactions represent changes in ownership. To provide estimated number of owners, CARFAX proprietary technology analyzes all the events in a vehicle history. Estimated ownership is available for vehicles manufactured after 1991 and titled solely in the US including Puerto Rico. Dealers sometimes opt to take ownership of a vehicle and are required to in the following states: Maine, Massachusetts, New Jersey, Ohio, Oklahoma, Pennsylvania and South Dakota. Please consider this as you review a vehicle's estimated ownership history.

Title Issued

A state issues a title to provide a vehicle owner with proof of ownership. Each title has a unique number. Each title or registration record on a CARFAX report does not necessarily indicate a change in ownership. In Canada, a registration and bill of sale are used as proof of ownership.

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