

CDR File Information

| | |
|-------------------------------|---------------------------------|
| Vehicle Identification Number | 1GCEC19RXVE***** |
| Investigator | |
| Case Number | |
| Investigation Date | |
| Crash Date | |
| Filename | 2001-12-077-V2.CDR |
| Saved on | xxxxx |
| Collected with CDR version | Crash Data Retrieval Tool 1.00 |
| Reported with CDR version | Crash Data Retrieval Tool 2.900 |
| Event(s) recovered | Deployment 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). The SDM can store up to one Non-Deployment Event. This event can be overwritten by an event that has a greater SDM recorded 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. The SDM can store up to two different Deployment Events, if they occur within five seconds of one another. Deployment Events cannot 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 Event file will be locked after a Deployment Event, if the Non-Deployment Event occurred within 5 seconds before the Deployment Event unless a Deployment Level Event occurs within 5 seconds after the Deployment Event, and then the Deployment Level Event will overwrite the Non-Deployment Event file.

SDM Data Limitations:

-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. The SDM records the first 300 milliseconds of Vehicle Forward Velocity Change after Algorithm Enable. The maximum value that can be recorded for Vehicle Forward Velocity Change is 56 MPH.

-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 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 may not be recorded. An indication of a loss of power would be if the ignition cycles at the event is recorded as zero. Data recorded after that may not be reliable, such as Time Between Non-Deployment and Deployment Events, Driver Belt Switch Circuit Status, and Passenger SIR Suppression Switch Circuit Status.

SDM Data Source:

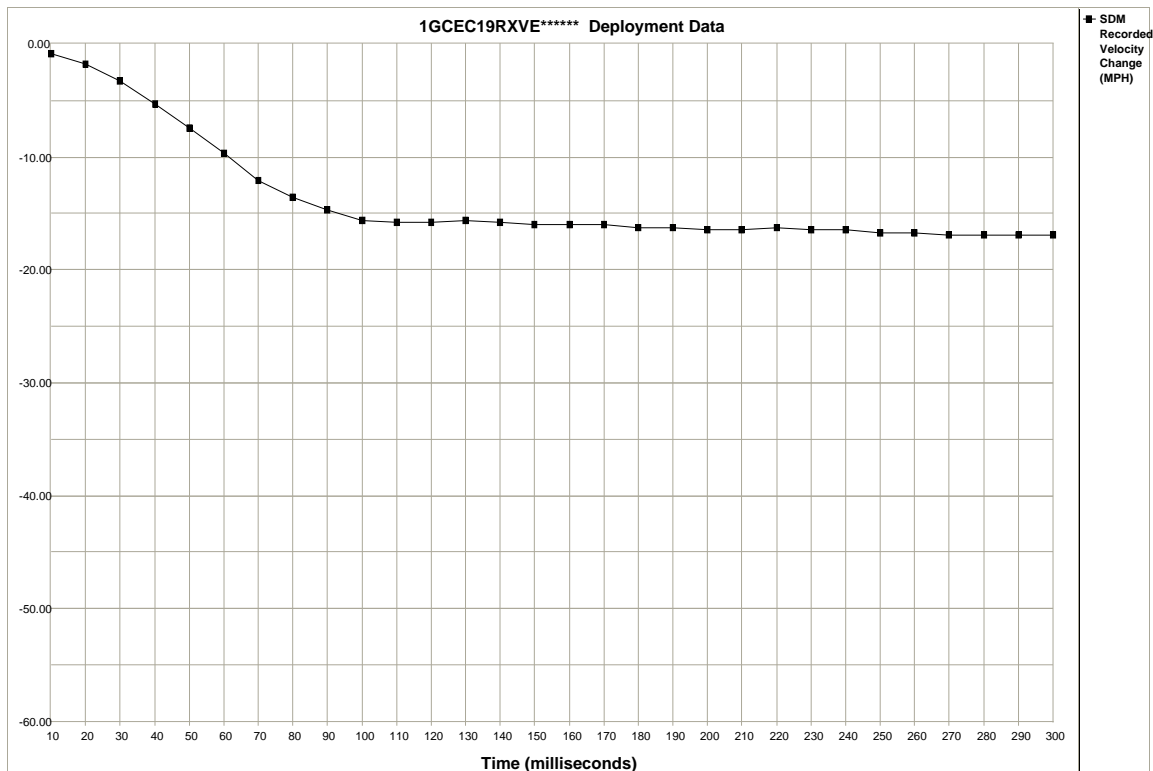
All SDM recorded data is measured, calculated, and stored internally, except for the following:

-The Driver's Belt Switch Circuit is wired directly to the SDM.

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

System Status At Deployment

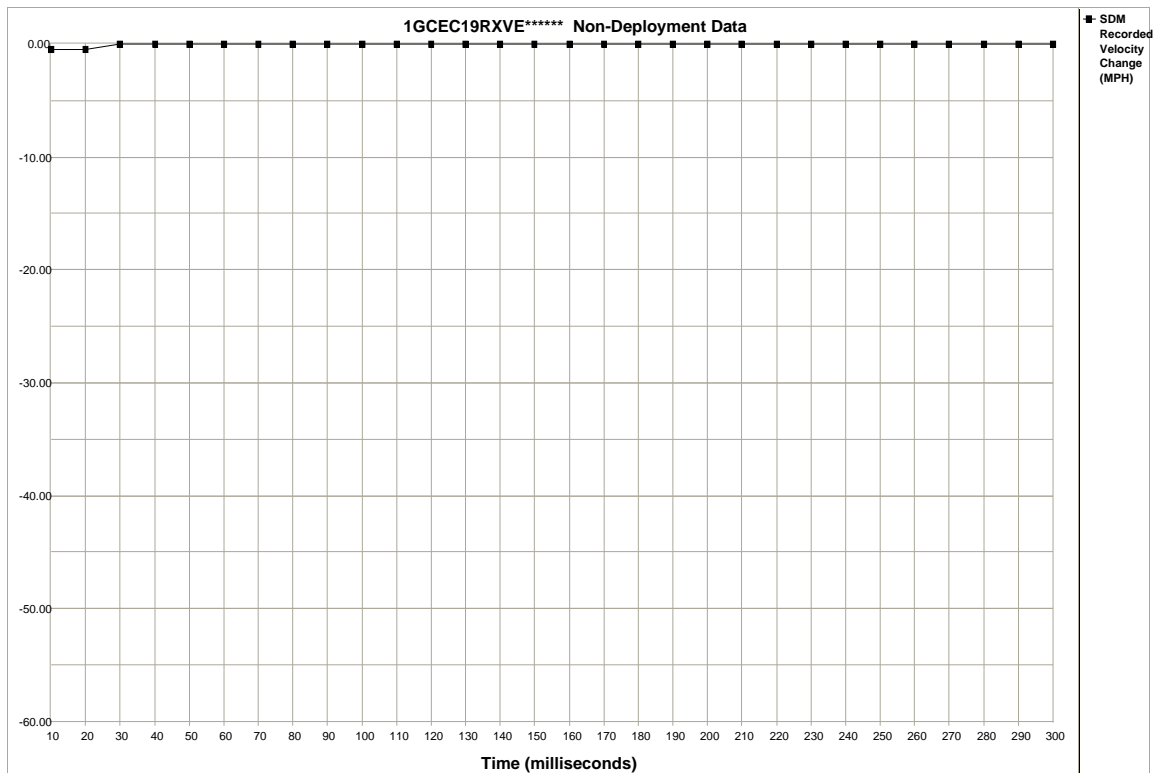
| | |
|---|------------------------|
| SIR Warning Lamp Status | OFF |
| Driver's Belt Switch Circuit Status | BUCKLED |
| Passenger Front Air Bag Suppression Switch Circuit Status | Air Bag Not Suppressed |
| Ignition Cycles At Deployment | 9588 |
| Ignition Cycles At Investigation | 9590 |
| Time From Algorithm Enable To Deployment Command (msec) | 18.75 |
| Time Between Non-Deployment And Deployment Events (sec) | N/A |



| | | | | | | | | | | | | | | | |
|--------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Time (milliseconds) | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 110 | 120 | 130 | 140 | 150 |
| Recorded Velocity Change (MPH) | -0.88 | -1.76 | -3.29 | -5.27 | -7.46 | -9.65 | -12.07 | -13.60 | -14.70 | -15.58 | -15.80 | -15.80 | -15.58 | -15.80 | -16.02 |
| Time (milliseconds) | 160 | 170 | 180 | 190 | 200 | 210 | 220 | 230 | 240 | 250 | 260 | 270 | 280 | 290 | 300 |
| Recorded Velocity Change (MPH) | -16.02 | -16.02 | -16.24 | -16.24 | -16.46 | -16.46 | -16.24 | -16.46 | -16.46 | -16.67 | -16.67 | -16.89 | -16.89 | -16.89 | -16.89 |

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 | 9588 |
| Ignition Cycles At Investigation | 9590 |
| Algorithm Enable to Maximum SDM Recorded Velocity Change (msec) | 7.5 |
| Maximum SDM Recorded Velocity Change (MPH) | -0.44 |
| A Deployment was Commanded Prior to this Event | Yes |



| | | | | | | | | | | | | | | | |
|--------------------------------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Time (milliseconds) | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 110 | 120 | 130 | 140 | 150 |
| Recorded Velocity Change (MPH) | -0.44 | -0.44 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Time (milliseconds) | 160 | 170 | 180 | 190 | 200 | 210 | 220 | 230 | 240 | 250 | 260 | 270 | 280 | 290 | 300 |
| Recorded Velocity Change (MPH) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

Hexadecimal Data

```
B600: 20 D0 58 00 00 00 00 00
B608: 00 00 00 AA 00 00 00 00
B610: 00 00 00 AA 00 26 F9 F9
B618: F9 F9 F9 F9 5A F9 FF 00
B620: AA AA AA 00 00 00 00 7D
B628: 00 00 40 0F 04 08 0F 18
B630: 22 2C 37 3E 43 47 48 48
B638: 47 48 49 49 49 4A 4A 4B
B640: 4B 4A 4B 4B 4C 4C 4D 4D
B648: 4D 4D 25 74 13 00 00 FF
B650: 00 55 AA AA AA 55 03 AA
B658: 00 00 81 00 40 40 06 02
B660: 02 02 00 00 00 00 00 00
B668: 00 00 00 00 00 00 00 00
B670: 00 00 00 00 00 00 00 00
B678: 00 00 00 00 00 00 25 74
B680: 00 00 00 55 AA AA AA AA
B688: 03 00 00 00 7D FA 00 00
B690: 7D FA 00 00 7D FA 00 00
B698: 7D FA 00 25 81 00 00 56
B6A0: 82 00 00 00 00 00 00 00
B6A8: 7D FA 00 00 00 00 00 00
B6B0: 00 00 00 00 00 00 00 00
B6B8: 00 00 00 00 00 A2 5F C4
B6C0: 3B 3F 32 01 02 64 02 00
B6C8: 00 AA 00 00 00 00 01 01
B6D0: BE A5 BD AF AD BA BE AC
B6D8: D6 7A B4 D8 F7 B0 00 00
B6E0: AA C8 40 78 AA 00 03 4B
B6E8: 21 AA 00 00 00 00 00 00
B6F0: FF 08 F0 05 50 06 12 1C
B6F8: 58 5B 5B 5B 5B 5B 5B 5C
B700: 6B 77 82 8B 91 95 97 98
B708: 99 9C A3 AF B9 C1 CA D2
B710: DC E7 F1 F9 40 42 43 44
B718: 46 48 4B 4C 4E 55 5B 5D
B720: 62 66 68 69 6C 6E 6F 70
B728: 71 71 72 72 73 73 73 73
B730: 73 73 74 75 76 76 77 78
B738: 78 78 79 79 79 79 79 79
B740: 79 7A 7A 7A 7A 7A 7A 7A
B748: 7A 7A 7B 7B 7C 7D 7D 7D
B750: 7E FF FF FF FF FF FF FF
B758: FF FF FF FF FF 00 3C 01
B760: 40 0A 06 38 18 0A 10 02
B768: 08 AA 00 50 1C 5B 5B 5B
B770: 5B 5B 5B 5C 6B 77 82 8B
B778: 91 95 97 98 99 9C A3 AF
B780: B9 C1 CA D2 DC E7 F1 F9
B788: 40 42 43 44 46 47 49 4B
B790: 4C 4D 4E 4F 51 53 54 55
B798: 56 57 59 5A 5B 5C 5D 5E
B7A0: 5E 5F 60 60 61 62 62 62
B7A8: 63 63 63 64 64 64 65 65
B7B0: 66 66 66 66 66 66 66 66
B7B8: 66 66 67 68 68 00 00 AA
B7C0: 00 C2 B8 85 00 00 00 00
B7C8: 00 00 00 00 00 00 00 00
B7D0: 00 00 00 00 00 00 00 00
B7D8: 00 00 00 00 00 00 00 00
B7E0: 00 00 00 00 00 00 00 00
B7E8: 00 00 00 00 00 00 00 00
B7F0: 00 00 00 00 00 00 00 00
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B7F8: 00 00 A5 A5 A5 A5 75 FD