DP14-001

GM

10/3/2014

ATTACHMENT 1

Q 03

744264

CT Corporation

Service of Process Transmittal

06/20/2012
CT Log Number 520720529

TO: Rosemarie Williams
General Motors Legal Staff
400 Renaissance Center, Mail Code 482-038-210
Detroit, MI 48265-4000

RE: **Process Served in Arizona**

FOR: General Motors LLC (Domestic State: DE)

ENCLOSED ARE COPIES OF LEGAL PROCESS RECEIVED BY THE STATUTORY AGENT OF THE ABOVE COMPANY AS FOLLOWS:

TITLE OF ACTION:	[redacted], etc., Pltf. vs. General Motors LLC, etc., et al., Dfts.
DOCUMENT(S) SERVED:	Summons, Complaint, Plaintiff's Demand
COURT/AGENCY:	Maricopa County - Superior Court, AZ Case # CV2012054208
NATURE OF ACTION:	Product Liability Litigation - Manufacturing Defect - Failure of the passenger air bag to deploy resulting in fatal injuries. 2006 Chevrolet Cobalt, VIN 1GAK15F767[redacted]
ON WHOM PROCESS WAS SERVED:	C T Corporation System, Phoenix, AZ
DATE AND HOUR OF SERVICE:	By Process Server on 06/20/2012 at 09:10
JURISDICTION SERVED :	Arizona
APPEARANCE OR ANSWER DUE:	Within 20 days after service, exclusive of the day of service
ATTORNEY(S) / SENDER(S):	Larry E. Coben Anapol Schwartz 8700 E. Vista Bonita Drive, Suite 228 Scottsdale, AZ 85255 480-515-4745
ACTION ITEMS:	CT has retained the current log, Retain Date: 06/20/2012, Expected Purge Date: 06/25/2012 Image SOP Email Notification, GM Verification GMVerification@wolterskluwer.com Fax Transmittal, Rosemarie Williams 313-665-7572 *faxed at 12:55 p.m. PST on 6-20-12*
SIGNED:	C T Corporation System
PER:	Issis Gonzalez
ADDRESS:	2390 E. Camelback Road Phoenix, AZ 85016
TELEPHONE:	602-277-4792

6-20-12
9:10 AM

Larry E. Coben (SBN 15673)
Jo Ann Niemi (SBN 020873)
ANAPOL SCHWARTZ
8700 E. Vista Bonita Drive, Suite 228
Scottsdale, Arizona 85255
Telephone: (480) 515-4745
Facsimile: (480) 515-4744
Minute Entries: ME@anapolschwartz.com

Attorneys for Plaintiff

IN THE SUPERIOR COURT OF THE STATE OF ARIZONA

IN AND FOR THE COUNTY OF MARICOPA

[redacted] in her individual capacity and as the Parent and Personal Representative of the Estate of her son, [redacted], deceased

Plaintiffs

vs.

GENERAL MOTORS LLC, a Delaware Corporation, and [redacted], an individual,

Defendants.

Case No. CV-[redacted]

SUMMONS

If you would like legal advice from a lawyer contact the Lawyer Referral Service at

602-257-4434
or
www.lawyerfinders.org

Sponsored by the Maricopa County Bar Association

THE STATE OF ARIZONA TO THE DEFENDANTS:

GENERAL MOTORS LLC.

c/o CT Corporation Systems

2390 E Camelback Road

Phoenix, AZ 85016

YOU ARE HEREBY SUMMONED and required to appear and defend, within the time applicable, in this action in this Court. If served within Arizona, you shall appear and defend within **20** days after service of the Summons and Complaint upon you, exclusive of the day of service. If served outside the State of Arizona, whether by direct service, by registered or certified mail, or by publication, you shall appear and defend within **30** days after the service of the Summons and Complaint upon you is complete, exclusive of the day of service. Where process is served upon the Arizona Director of Insurance as an insurer's attorney to receive service of legal process against it in this state, the insurer shall not be required to appear, answer or plead until expiration of **40** days after date of such service upon the Director. Service by registered or certified mail without the State of Arizona is complete **30** days after the filing the receipt and affidavit of service with the Court. Service by publication is complete **30** days after the date of first publication. Direct service is complete when made. Service upon the Arizona Motor Vehicle Superintendent is complete **30** days after filing the Affidavit of Compliance and return receipt or Officer's Return. **RCP 4; ARIZ. REV. STAT. ANN. §§ 20-222, 28-502, 28-503.**

YOU ARE HEREBY NOTIFIED that in case of your failure to appear and defend within the time applicable, judgment by default may be rendered against you for relief demanded in the Complaint.

YOU ARE CAUTIONED that in order to appear and defend, you must file an Answer or proper response in writing with the Clerk of this Court, accompanied by the necessary filing fee, within the time required, and you are required to serve a copy of any Answer or response upon the Plaintiff's attorney. **RCP 10 (d); ARIZ.REV.STAT.ANN. §§ 12-311; RCP 5.**

The name and address of Plaintiffs' attorneys are:

COPY

Larry E. Coben, Esq.
Jo Ann Niemi, Esq.
ANAPOL SCHWARTZ
8700 E. Vista Bonita Drive, Suite 228

JUN 19 2012

COURT SEAL

MICHAEL K. JEANES, CLERK
W. POWLEY
DEPUTY CLERK

Scottsdale, Arizona 85255
Telephone: (480) 515-4745

SIGNED AND SEALED this date: _____

_____
Clerk

_____
Deputy Clerk

Larry E. Coben (SBN 15673)
Jo Ann Niemi (SBN 020873)
ANAPOL SCHWARTZ
8700 E. Vista Bonita Drive, Suite 228
Scottsdale, Arizona 85255
Telephone: (480) 515-4745
Facsimile: (480) 515-4744
Minute Entries: ME@anapolschwartz.com

Attorneys for Plaintiffs

IN THE SUPERIOR COURT OF THE STATE OF ARIZONA

IN AND FOR THE COUNTY OF MARICOPA

[redacted], in her own right and on behalf of all statutory beneficiaries, and as Personal Representative for the Estate of [redacted] deceased,

Plaintiffs,

vs.

GENERAL MOTORS LLC, a Delaware Corporation; JOHN MIRANDA and [redacted] 1-5; BLACK AND WHITE PARTNERSHIPS 1-5; XYZ CORPORATIONS 1-5,

Defendants.

Case No. CV [redacted]

COMPLAINT

(Tort Motor Vehicle; Products Liability, Strict Liability; Negligence, Gross Negligence; Wrongful Death, Survival Action)

JURY TRIAL DEMANDED

Plaintiffs, by and through their undersigned counsel, and for her claims against the Defendants, alleges as follows:

ALLEGATIONS COMMON TO ALL COUNTS

1. Plaintiff, [redacted], the surviving mother of [redacted], brings these wrongful death and survival actions pursuant to applicable law as the statutory Plaintiff on

her own behalf and on behalf of all statutory beneficiaries who may wish to participate in this action, pursuant to A.R.S. §12-611 et. seq. (collectively referred to as "Plaintiffs"). Plaintiff [redacted] is a resident of the State of Arizona.

2. Plaintiff [redacted] is the duly appointed Personal Representative of the Estate of [redacted] and brings a survival claim on behalf of the Estate pursuant to A.R.S. §14-3110 and §14-3715(22).

3. Defendant General Motors LLC (hereinafter referred to as "GM") is now, and has been at all relevant times, a Delaware Corporation authorized to do business in the United States, with its principal offices in Detroit, Michigan and this Defendant has conducted substantial and continuous business in the State of. GM is subject to the jurisdiction of and venue in this Court upon service of process.

4. GM was at all relevant times in the business of designing, testing, manufacturing, supplying, marketing and selling motor vehicles, including a 2006 Chevrolet Cobalt, VIN 1GAK15F767[redacted] (referred to herein as the "Cobalt") which is the subject of this lawsuit.

5. GM has assumed legal liability for all motor vehicles products previously sold by General Motors Corporation, including the 2006 Chevrolet Cobalt, under circumstances like those existing here -- e.g., when the accident occurred after the bankruptcy closing date.

6. Defendant, [redacted], was at all times relevant hereto a resident of the State of Arizona, Maricopa County. The defendant [redacted] was operating the Cobalt at the time of the accident described below. [redacted] is sued fictitiously as a party who may have liability to Plaintiffs as alleged herein due to her status as spouse of Defendant [redacted]. Once the identity [redacted] is known, Plaintiffs will seek leave to amend and add the true name of said Defendant.

7. Upon information and belief, defendant [redacted] resides at [redacted], Phoenix, Maricopa County, Arizona[redacted], and has been at all relevant times to this action a resident of Maricopa County, Arizona, and resides with his parents, [redacted], and

[redacted] is sued fictitiously as a party who may have liability to Plaintiffs as alleged herein due to his status as spouse of Defendant [redacted]. Once the identity of [redacted] is known, Plaintiffs will seek leave to amend and add the true name of said Defendant.

8. Upon information and belief, [redacted]. [redacted] Phoenix, Maricopa County, Arizona [redacted], and have been at all relevant times to this action residents of Maricopa County, Arizona.

9. Upon information and belief, defendants [redacted] were, at all times material hereto, the owners of the Cobalt and had furnished the Cobalt which was being driven by defendant [redacted] at the time of the accident which is the subject of this lawsuit.

10. Upon information and belief, [redacted] maintained the Cobalt for the use, pleasure and convenience of the family.

11. Defendant [redacted] was driving the Cobalt with the implied or express consent of [redacted].

12. At all times herein mentioned, [redacted], ABC Partnerships, and XYZ Corporations 1 through 5 were individuals or business organizations, the exact nature of which are unknown to Plaintiffs at this time and Plaintiffs pray leave to amend this Complaint to show their true names and capacities when the same have been finally ascertained. Plaintiffs are informed and believe, and upon such information and belief allege, that each of these presently unknown Defendants is negligently or otherwise legally responsible in some manner for the events and happenings herein referred to and negligently or otherwise caused injury and damage thereby to Plaintiffs, as hereinafter alleged.

13. The jurisdictional minimum for filing this action is satisfied and venue in this Court is proper.

///

FACTUAL ALLEGATIONS

14. On September 26, 2010, defendant [redacted] was driving the Cobalt heading eastbound on Bethany Home Road in Phoenix, Maricopa County, Arizona with his passengers, including the decedent [redacted] who was the front seat passenger.

15. While driving along Bethany Home Road at approximately 41st Avenue, for an unknown reason the Cobalt left the roadway and struck a tree head-on.

16. While the Cobalt was equipped with front air bags intended to provide occupants with protection in the event of frontal collisions, the passenger side air bag failed to deploy.

17. As a result of the misconduct described below, the collision and the defective design of the Cobalt including but not limited to the failure of the passenger side air bag to deploy, [redacted] suffered catastrophic injuries which resulted in his death.

18. As a direct and proximate result of the accident, the negligence and willful misconduct of the Defendants, and each of them, and product defects as described below, [redacted] sustained fatal injuries and his survivors and his Estate have suffered damages described below.

COUNT ONE

(Strict Liability – Defendant GM)

19. Plaintiffs restate and incorporate the preceding paragraphs as fully as though set forth herein.

20. Defendant GM is strictly liable to the Plaintiff for the death of her son and for the damages suffered and to be suffered in the future by the Decedent's survivors and his Estate, for the following reasons:

a. The Cobalt was not crashworthy;

b. The front air bag system was defective in design and/or manufacture;

c. The air bag system was defective because, *inter alia*, it did not include an adequate warning system placed in an appropriate and necessary location to

alert a front seat passenger when, because of mechanical or electrical issues, the passenger side air bag will not deploy in a foreseeable collision;

d. The Cobalt's electronic system was defective because, *inter alia*, it failed to include a necessary safety component that would provide an adequate and reasonable notice/warning to front seat passengers that the front air bag system was mechanically or electronically inactive, or may not work properly and/or is incapable of deployment in a foreseeable crash;

e. Failing to include a safe air bag system that would provide necessary and appropriate warnings if and when any foreseen events transpire to cause the airbag system to be incorrectly or erroneously suppressed;

f. The airbag system was defective because it malfunctioned by failing to deploy under collision circumstances warranting deployment;

g. GM failed to reasonably and properly test and/or analyze the testing of the Cobalt under reasonably foreseeable crash circumstances; and

21. As a direct result of the matters alleged above, the Plaintiffs are entitled to rely upon the doctrine of strict liability in tort for recovery against defendant GM.

22. As a direct and proximate result of the aforesaid actions of defendant GM, Plaintiff's decedent died, causing Plaintiff's wrongful death damages under A.R.S. §12-611, *et. seq.*, including but not limited to severe and permanent physical, mental and emotional injuries and also causing Plaintiff Estate of [redacted] compensable damages under A.R.S. §14-3110.

COUNT TWO

(Negligence, Gross Negligence, Wanton Disregard – Defendant GM)

23. Plaintiffs restate and incorporate the preceding paragraphs as fully as though set forth herein.

24. GM is further liable to the Plaintiffs for negligence, gross negligence, wanton

disregard, and reckless disregard for the safety of others, including the decedent [redacted] other misconduct deduced before or at the time of trial, including but not limited to the following:

a. withholding from use in the Cobalt a reasonably designed bag restraint system;

b. failing to use due care in the design of the air bag system;

c. failing to include an adequate and necessary warnings system to alert front passengers when an air bag component is non-functional;

d. installing an air bag system that was inadequately designed to forestall or preclude suppression of the air bag's deployment when accident circumstances dictate that it deploy;

e. other conduct or misconduct constituting carelessness that led to the non-deployment of the passenger side air bag in the Cobalt and/or failing to properly warn the decedent of the suppression of the air bag.

25. As a result of the carelessness and negligence of defendant GM as described above, the accident occurred and the Plaintiff's son suffered fatal injuries thereby warranting the imposition of punitive damages.

26. As a result of GM's misconduct, [redacted] died and the Plaintiff and the Plaintiff Estate and survivors have suffered losses pursuant to both the Wrongful Death Act and the Survival Act.

COUNT THREE

NEGLIGENCE - DEFENDANTS MIRANDA AND SANCHEZ

27. Plaintiffs restate and incorporate the preceding paragraphs as fully as though set forth herein.

28. Defendant [redacted] failed to exercise due care and failed to operate the Cobalt in a safe manner so as to avoid injury to Plaintiff and the decedent.

29. Defendant [redacted] was careless in the operation of the Cobalt both generally and in the following respects:

a. failing to maintain proper control;

b. failing to prevent the vehicle from going off the road; and,

c. other acts or omissions that constitute negligence.

30. Upon information and belief, defendants [redacted] and [redacted] furnished the Cobalt that defendant [redacted] was driving at the time of the subject incident.

31. Upon information and belief, at all times relevant to this action, defendant [redacted] was driving the Cobalt with the express or implied permission of his parents, defendants [redacted], and for a family purpose.

32. As a result, defendants [redacted] are liable, pursuant to the family purpose doctrine, for the injuries in part sustained by the Plaintiff and decedent.

33. Defendants [redacted] failed to exercise due care to protect Plaintiffs from injury.

DAMAGES

34. This action is brought to recover all damages legally cognizable against each responsible defendant. To that end, the Plaintiffs seek recovery pursuant to the Arizona Wrongful Death and [redacted] and the case law which has interpreted those statutes. Damages include, but are not limited to the following:

a. Damages for the past and future loss of love, care, society, affection and companionship;

b. For all legally cognizable losses suffered or to be suffered by the Estate of the decedent and/or the decedent's next of kin, including the loss of earnings and the loss of the decedent's earnings capacity;

c. For future losses and other intangible damages, including but not limited to the loss of life's pleasures;

d. For funeral expenses and the costs and expenses incurred in bringing this action;

e. Punitive damages (against defendant GM only) allowed by law;

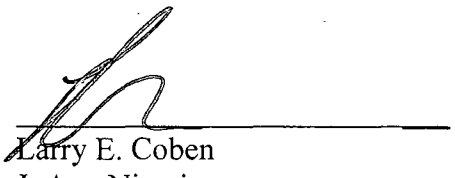
f. Any and all other losses and damages sustained by the Plaintiffs to which they are legally entitled either by statute or by the common law; and

g. For such other, further and different relief as the court deems just and proper.

WHEREFORE, the damages claimed herein are in excess of any applicable arbitration limits, and these damages are sought in addition to applicable and available interest and costs.

DATED this 18 day of June, 2012.

ANAPOL SCHWARTZ



Larry E. Coben
JoAnn Niemi
Attorneys for Plaintiffs

COPY

JUN 19 2012

MICHAEL K. JEANES, CLERK
W. POWLEY
DEPUTY CLERK

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Attorneys for Plaintiff

IN THE SUPERIOR COURT OF THE STATE OF ARIZONA

IN AND FOR THE COUNTY OF MARICOPA

[redacted], in her individual capacity and as the Parent and Personal Representative of the Estate of her son, [redacted] deceased Plaintiffs vs. GENERAL MOTORS LLC, a Delaware Corporation, and [redacted], an individual, Defendants.	[redacted] Case No. CV - _____ **PLAINTIFFS' DEMAND FOR JURY TRIAL**

Plaintiffs, by and through their attorneys, and pursuant to Arizona Rule of Civil Procedure 38(b), hereby demands a trial by jury for all the issues in the above-captioned matter.

RESPECTFULLY SUBMITTED this 18 day of June, 2012.

ANAPOL SCHWARTZ

Larry E. Coben, Esq. (015673)
JoAnn Niemi, Esq. (020873)
Attorneys for Plaintiffs

Fw: [redacted] v GM (police photos) 1 of 3
EGray to: jaclyn.c.palmer, brian.j.everest 06/25/2012 07:01 PM

From: [redacted]
To: jaclyn.c.palmer@gm.com, brian.j.everest@gm.com

see attached

[redacted]
Philadelphia, Pennsylvania [redacted]

phone [redacted]

[redacted]

----- Forwarded by [redacted] on 06/25/2012 06:55 PM -----

[redacted]
com>

06/25/2012 06:45 PM

To [redacted]
cc
Subject [redacted] v GM (police photos) 1 of 3

(See attached file: Police Photos 1.pdf)

---

else in this message is intended to constitute an electronic signature unless a specific statement to the contrary is included in this message. - Police Photos 1.pdf

DR / INCIDENT
CITATION # [redacted]

DATE: 07/26/16 TIME: 0354

RADIO CODE #	SERIAL #	SQUAD #
963	6619	121

LOCATION: [redacted]

INFORMATION

1 Veh

START DATA:

END DATA:

CITY OF PHOENIX, ARIZONA
POLICE DEPARTMENT

MISD: ☐ FELONY ☐

80-93
Rev. 04/05

DIGITAL DATA
FORM

SERVICE PARTS IDENTIFICATION DO NOT REMOVE

1G1AK15F767[redacted] JZMN8B 1AK37

AK5 AR9 B34 B35 B84 C67 DC8 FE1 FY1 IPB J41
K64 L0D L61 MN5 MX0 NC7 NU3 N46 PG1 QTU R6P
R8K R9U SLM T43 UN0 UQ4 V73 YF5 1LS 1SZ 14B
141 6AR 7AR 74U 8AA 9AA

14B

BC/CC U 9260

[redacted]


Allstate
MORENO Realty Inc
SEGUROS DE
AUTO • CASA • VIDA


COBALT LS


COBALT LS

[redacted] v GM - down load, autopsy, police report

EGray to: jaclyn.c.palmer, brian.j.everest 06/25/2012 06:05 PM

From: [redacted]

[redacted]

Attached is SDM data, Police report and Autopsy report in this matter. Photos are coming from pltf under
separate e mail. While I understand Hamed Sadrnia and John Sprague will be assigned, I have not
received official notice of that from Gaynelle, so I send this along to Brian at this time for his
forwarding when appropriate.

I will follow with Hamed and John when I receive their assignment.

[redacted]
Philadelphia, Pennsylvania [redacted]

[redacted]

[redacted]

----- [redacted] on 06/25/2012 05:59 PM -----

"Ted Pepin"
<TPepin@cobenlaw.
com>

06/25/2012 05:49
PM

To [redacted]

cc

Subject [redacted] v GM

Dear Mr. [redacted]

Per Larry's request, records regarding the above. Photos being sent via a separate email.

Ted(See attached file: Autopsy Report.PDF)(See attached file: Death Certificate.pdf)(See attached file: EDRdata.pdf)(See attached file: Police Report.pdf)


- Autopsy Report.PDF

- Death Certificate.pdf

- EDRdata.pdf

- Police Report.pdf

OFFICE OF THE MEDICAL EXAMINER
701 W. Jefferson St.
Phoenix, AZ 85007

REPORT OF AUTOPSY

DECEDENT: [redacted] **CASE:** [redacted]

DATE OF EXAMINATION: 09/28/2010 **TIME:** 1031 Hours

PATHOLOGICAL DIAGNOSES AND SIGNIFICANT FINDINGS

I. Blunt force injuries of the head
   - A. Abrasions, contusions, and lacerations
   - B. Scalp contusion
   - C. Cerebral edema with evidence of early transtentorial herniation

II. Blunt force injuries of the torso
   - A. Lacerations of the pericardial sac and heart
   - B. Bilateral hemothoraces (approximately 1800 cubic centimeters right; approximately 250 cubic centimeters left)
   - C. Bilateral pulmonary contusions
   - D. Liver contusions
   - E. Splenic hemorrhage

III. Blunt force injuries of the extremities
   - A. Abrasions contusions

CAUSE OF DEATH: Multiple blunt force injuries
MANNER: Accident

1-12-11
Date Signed

JEFFREY JOHNSTON, MD
MEDICAL EXAMINER

[redacted] [redacted]

EXTERNAL EXAMINATION

Received in a plastic body pouch secured by a seal bearing the number 0177557, the body is that of a 66-1/2-inch, 158-pound, well-developed, Black male who appears compatible with the reported age of 18 years. Rigor mortis is fully and symmetrically developed in all large and small joints. Livor mortis is posterior, moderate in amount, and fixed.

The scalp hair appears black. The irides appear brown through clear corneas. The conjunctivae are pink-tan and the left lower lateral palpebral conjunctiva has rare small petechiae. The ears are symmetric and each ear lobule appears to have a single piercing. The nasal skeleton has no palpable fractures and the nasal septum is intact. The frenula are intact. The teeth are natural and in good condition.

The neck, chest, abdomen, and back are symmetric. The laryngeal prominence is in the midline. The abdomen is flat and soft. The back is straight and the anus is atraumatic. The genitalia are those of an adult male who appears circumcised. Both testes are palpable within the scrotum.

The upper and lower extremities are normally developed, symmetric, and have no angular deformities.

A 1.2-centimeter oblique scar is on the anteromedial left ankle. A 1.5 x 0.8 centimeter hypopigmented scar is on the medial left ankle.

EVIDENCE OF MEDICAL INTERVENTION

An endotracheal tube is in the right aspect of the oral cavity. Adhesive defibrillator pads are on the right upper chest and the left lateral torso. Adhesive electrocardiographic leads are on the anterior torso and the anterior left forearm; electrocardiographic leads are also on the medial and anterior lower leg. An intravascular catheter is in each antecubital fossa. A pulse oximetry lead is on the left index finger.

EVIDENCE OF INJURY

A 3.2 x 0.4 centimeter oblique laceration is on the left posterior parietal scalp. The left posterior parietal scalp under the laceration has a 6 x 5.5 centimeter area of hemorrhage. The skull is intact. There is no evidence of epidural or subdural hemorrhage. The brain has moderate swelling with flattening of the gyri and compression of the sulci. The base of the brain has bilateral uncal notching. The brainstem has no hemorrhage and no cortical contusions are identified.

A 9.5 x 2.5 centimeter irregular superficial abrasion extends from the lateral aspect of the left orbit onto the left cheek. A 1.2 x 0.3 centimeter irregular laceration is on the right aspect of the distal nose. The right cheek has a 7 x 6 centimeter area of pink-purple discoloration (comment: possible contusion). A 0.8 x 0.3 centimeter lacerated

[redacted] [redacted]

contusion is in the lateral right orbit superiorly. A 0.3-centimeter abrasion is in the lateral right orbit inferiorly. A 1.4 x 0.3 centimeter laceration is in the right aspect of the lower lip. The right inner aspect of the upper lip has a 2.5 x 0.3 centimeter contusion. The right upper central incisor is chipped and has no associated hemorrhage. The tongue appears to be intact.

A minimal amount of hemorrhage is in the right second intercostal space in the parasternal region. No additional chest wall trauma is identified. The right pleural cavity contains approximately 1800 cubic centimeters of liquid and clotted blood. The left pleural cavity contains approximately 250 cubic centimeters of liquid blood.

The anterior and superior mediastinum has a left-sided hematoma. The pulmonary outflow tract has a 1.8-centimeter transmural laceration. The pericardial sac has a right-sided laceration. The anterior right atrium has a 4.5-centimeter transmural laceration (does not involve the right coronary artery). The anterior interventricular septum has a 1-centimeter tear extending from the right ventricle. A 3-centimeter laceration is in the endocardial surface of the pulmonary outflow tract.

The right lung has focal contusions, predominantly involving the hilum and the diaphragmatic surface. The left lung has intralobular hemorrhage and contusions involving the hilum and the lower lobe. The tracheobronchial tree contains a minimal amount of liquid hemorrhage. The parenchyma of the right lung is tan-pink and has small, focal areas of red spotting. The left pulmonary parenchyma is diffusely hemorrhagic.

The right lateral aspect of the liver has purple subcapsular hemorrhage. A small focus of hemorrhage is noted on the posterior aspect of the left lobe. The hilum of the spleen has a minimal amount of hemorrhage.

Two punctate abrasions are on the anterior right lower leg. A 2 x 1.5 centimeter faint pink contusion is on the anterior right lower leg.

A 10.5 x 2 centimeter cluster of vertical superficial abrasions is on the anterior left lower leg. A 7 x 3 centimeter cluster of linear abrasions is on the left medial and inferior knee.

The above injuries, having been described, will not be repeated.

INTERNAL EXAMINATION

HEAD AND NECK

The skull is intact. The epidural and subdural spaces are free of hemorrhage. The leptomeninges are thin, tan, translucent, and have no underlying exudate or hemorrhage. The brain is 1325 grams and is symmetric. The paramedian aspect of the left occipital cortex has a small focus of congestion. The corpus callosum has no hemorrhages. The white matter is congested. The gray-white matter junction is distinct.

[redacted] [redacted]

The centrum semiovale is free of plaques and lacunae. The deep gray matter nuclei are well formed and intact. The ventricles do not appear dilated. The vessels at the base of the brain course in a normal fashion and are free of aneurysms and malformations. The cerebral vasculature has no significant atherosclerotic stenoses. The brainstem is free of hemorrhage. The substantia nigra is normally pigmented. The cerebellar hemispheres are symmetric and the folia are well developed and intact. The cerebellar tonsils do not hug the brainstem. The atlanto-occipital ligaments are intact.

The trachea is in the midline. The hyoid bone is intact. The left superior horn of the thyroid cartilage has been cut and has no hemorrhage (comment: consistent with autopsy artifact). The thyroid gland is not enlarged. The tongue is free of hemorrhage. The laryngeal mucosa is tan-white and the lumen has no obstructions.

BODY CAVITIES/ANTERIOR TORSO WALL

The pleural, pericardial, and peritoneal cavities have no significant adhesions.

The adipose tissue of the anterior abdominal wall is approximately 1 centimeter thick.

CARDIOVASCULAR SYSTEM

The 350-gram heart has a smooth, glistening epicardial surface with a scant amount of subepicardial adipose tissue. The coronary arteries course in a normal fashion from patent and normally situated ostia. The right coronary artery supplies a branch to the posterior interventricular septum. The coronary arteries are widely patent. The cardiac valves are structurally intact, soft, and have no vegetations or significant calcifications. The myocardium is red-brown, firm, and has no hyperemia or fibrosis. The left ventricular free wall is 1.5 centimeters thick; the interventricular septum is 1.6 centimeters thick; the right ventricular free wall is 0.5 centimeter thick. The ventricles do not appear dilated. The left ventricular internal diameter is 3.5 centimeters and the right ventricular internal diameter is 3.4 centimeters. The aorta courses in a normal fashion and distributes its usual branches. The intimal surface is yellow and has no atheromatous lesions. The inferior vena cava is thin and intact. The aorta is intact.

RESPIRATORY SYSTEM

The tracheobronchial tree courses in a normal fashion. The mucosa is tan-white and the lumen has no obstructions.

The pleural surfaces are smooth and glistening. The right lung is 250 grams and the left lung is 600 grams. The right pulmonary parenchyma is tan and crepitant; the left pulmonary parenchyma is hemorrhagic and firm. The parenchyma has no areas of consolidation and no tumors. The pulmonary arteries have no thromboemboli or atheromatous lesions.

[redacted] [redacted]

HEPATOBILIARY SYSTEM

The liver is 1225 grams. The hepatic parenchyma is brown and has a normal architecture. The hepatic artery and portal vein are intact. The gallbladder contains green-brown bile and no stones.

DIGESTIVE SYSTEM

The esophageal mucosa is white-gray. The gastroesophageal junction is clearly demarcated and has no ulcers, varices, or tears. The stomach contains approximately 600 cubic centimeters of brown partially digested food. The gastric mucosa has no hemorrhages, ulcers, or visible neoplasms. The pancreas is in its normal anatomic location. The pancreatic parenchyma is normally lobular and autolyzed. The small and large intestines have no serosal lesions or palpable masses. The appendix is in its usual location and has no gross abnormalities.

GENITOURINARY SYSTEM

The right kidney is 100 grams and the left kidney is 110 grams. The cortices are brown, smooth, and have no adhesions to the overlying capsule. The renal parenchyma is brown and has a distinct corticomedullary junction. The renal calyxes, pelves, and ureters are of normal caliber. The urinary bladder contains approximately 35 cubic centimeters of dark yellow urine. The bladder mucosa is tan. The prostate gland is tan and is not enlarged.

ENDOCRINE SYSTEM

The adrenal glands are in their normal anatomic positions. The cortices are yellow and the medullae are gray. The pituitary gland appears normal.

RETICULOENDOTHELIAL SYSTEM

The 110-gram spleen has a purple, wrinkled, and intact capsule. The parenchyma has a normal distribution of red and white pulp. Lymph nodes throughout the body are not enlarged.

MUSCULOSKELETAL SYSTEM

The bony framework, musculature, and soft tissues have no gross abnormalities.

TOXICOLOGY

Samples of vitreous fluid, right pleural cavity blood, bile, gastric contents, and urine are collected and sent for analysis (see separate toxicology report).

[redacted] [redacted]

FINAL SUMMARY AND OPINION

According to initial reports, this 18-year-old male was the unrestrained passenger in a vehicle that left the road and struck a tree on 9/27/10 at approximately 0354 hours. He was discovered partially under the dashboard with blood around the nose and mouth. He was transported to St. Joseph's Hospital and Medical Center and pronounced dead in the emergency department at 0432 hours. No admission blood specimens were obtained. Law enforcement officials advised that no criminal charges were currently pending.

Postmortem examination (external and internal) documented multiple blunt force injuries involving the head, torso, and extremities with significant involvement of the heart, lungs, and liver. The brain had swelling with evidence of early herniation.

Postmortem toxicology of the right pleural blood, vitreous, and urine was negative for tested substances.

Given the above data set and the circumstances as currently understood, in my opinion, Ricky Maurice Anderson, Jr. died from multiple blunt force injuries. The manner of death is accident.

The classification of the manner of death as "accident" represents an accepted term in the science of forensic pathology and is not a determination or comment regarding criminal or civil responsibility of any other person for the death.

As with all death investigations, the opinions expressed herein are amenable to change should new, reliable, and pertinent information come to light.

JSJ/svp
D9/28/10
T10/8/10
jsj1/12/11

MARICOPA COUNTY OFFICE OF THE MEDICAL EXAMINER

REPORT OF TOXICOLOGICAL EXAMINATION

Case Number: [redacted]
Decedent:
Date Submitted: 09/28/2010
Report Date: 11/04/2010

Specimens Collected: VITREOUS, BLOT/FILTER PAPER, PLEURAL BLOOD, BILE, GASTRIC, URINE

Medical Examiner: JEFFREY JOHNSTON, MD

RESULTS*:

Vitreous:	None detected for ethanol, methanol, isopropanol and acetone
Pleural Blood:	None detected for ethanol, methanol, isopropanol, acetone, amphetamine, methamphetamine, phencyclidine, cocaine, benzoylecgonine, methadone, morphine, codeine, benzodiazepines, barbiturates, antihistamines, phenothiazines, tricyclic antidepressants, fentanyl, and oxycodone
Urine:	None detected for amphetamine, methamphetamine, phencyclidine, cocaine, methadone, codeine, antihistamines, phenothiazines, and tricyclic antidepressants

*If results are not listed for any specimen(s), that/those specimen(s) is/are deemed to be on "HOLD"

Norman A. Wade
Laboratory Director

Jurisdictional Agency: PHOENIX PD
By: svp, Tox.1/2000, DAWN

CERTIFICATION OF VITAL RECORD

VERIFICATION BOX (HOLD BETWEEN THUMB AND FOREFINGER, OR BREATHE ON IT. COLOR WILL CHANGE TO BLUE AND THEN RETURN.)

STATE OF ARIZONA

STATE OF ARIZONA
DEPARTMENT OF HEALTH SERVICES - OFFICE OF VITAL RECORDS
CERTIFICATE OF DEATH

State File NO. [redacted]

1. DECEDENT'S LEGAL NAME (FIRST, MIDDLE, LAST)	2. AKA'S (IF ANY)
[redacted]	

4. SEX	5. SOCIAL SECURITY NUMBER	6. DATE OF BIRTH	7. AGE	UNDER 1 YEAR		UNDER 1 DAY	
				8. MONTHS	9. DAYS	10. HOURS	11. MINUTES
MALE	[redacted]		18				

12. PLACE OF DEATH - HOSPITAL: ☐ INPATIENT ☒ E.R./OUTPATIENT ☐ DEAD ON ARRIVAL

13. PLACE OF DEATH - OTHER THAN HOSPITAL: ☐ NURSING HOME OR LONG TERM CARE FACILITY ☐ RESIDENCE ☐ HOSPICE FACILITY ☐ OTHER

14. FACILITY NAME (OR STREET ADDRESS IF NOT A FACILITY):	15. CITY, TOWN & ZIP CODE OR LOCATION OF DEATH:	16. COUNTY OF DEATH:
ST JOSEPH'S HOSPITAL AND MEDICAL CENTER	[redacted]	[redacted]

17. BIRTHPLACE (CITY AND STATE OR FOREIGN COUNTRY)	18. MARITAL STATUS AT TIME OF DEATH	19. NAME OF SURVIVING SPOUSE (MAIDEN NAME IF WIFE)
PHOENIX, ARIZONA	NEVER MARRIED	

20. DECEDENT'S USUAL RESIDENCE STREET ADDRESS	21. CITY AND COUNTY	22. STATE	23. ZIP CODE	24. EVER IN THE ARMED FORCES
[redacted]	PHOENIX, MARICOPA	ARIZONA	[redacted]	NO

25. WAS DECEDENT OF HISPANIC ORIGIN?
☒ NO, NOT SPANISH, HISPANIC OR LATINO
☐ YES, MEXICAN, MEXICAN AMERICAN, CHICANO
☐ YES, PUERTO RICAN
☐ YES, CUBAN
☐ YES, OTHER (SPECIFY)
☐ UNKNOWN

26. DECEDENT'S RACE(S):
☐ WHITE
☒ BLACK, AFRICAN AMERICAN
☐ NATIVE HAWAIIAN
☐ ASIAN INDIAN
☐ CHINESE
☐ FILIPINO
☐ JAPANESE
☐ GUAMANIAN OR CHAMORRO
☐ KOREAN
☐ VIETNAMESE
☐ SAMOAN
☐ AMERICAN INDIAN OR ALASKA NATIVE
☐ OTHER ASIAN (SPECIFY)
☐ OTHER PACIFIC ISLANDER (SPECIFY)
☐ OTHER (SPECIFY)
☐ UNKNOWN

27. IF AMERICAN INDIAN OR ALASKA NATIVE, SPECIFY UP TO 2 TRIBES. PRIMARY OR ENROLLED TRIBE
ADDITIONAL TRIBE
ADDITIONAL TRIBE
ADDITIONAL TRIBE

28. OCCUPATION: STUDENT

29. FATHER'S NAME (FIRST, MIDDLE, LAST)	30. MOTHER'S NAME (FIRST, MIDDLE, & LAST NAME PRIOR TO FIRST MARRIAGE)
[redacted]	JOSIE GAY

32. RELATIONSHIP	33. INFORMANT'S MAILING ADDRESS
PARENT	[redacted] PHOENIX, ARIZONA [redacted]

34. NAME AND ADDRESS OF FUNERAL FACILITY	35. FUNERAL DIRECTOR	36. LICENSE NUMBER
GREER-WILSON FUNERAL HOME INC 5921 WEST THOMAS RD PHOENIX, AZ	TRISTEN KERSTETTER , FUNERAL DIRECTOR	[redacted]

37. METHOD(S) OF DISPOSITION	38. NAME AND LOCATION OF 1st DISPOSITION FACILITY	39. NAME AND LOCATION OF 2nd DISPOSITION FACILITY
BURIAL	GLENDALE MEMORIAL PARK & CEMETERY, GLENDALE, ARIZONA	NONE

MEDICAL CERTIFICATION SECTION, CAUSE OF DEATH PART I

IMMEDIATE CAUSE OF DEATH	40. A: MULTIPLE BLUNT FORCE INJURIES	41. APPROXIMATE INTERVAL: UNKNOWN
DUE TO OR AS A CONSEQUENCE OF:	42. B	43. APPROXIMATE INTERVAL:
DUE TO OR AS A CONSEQUENCE OF:	44. C	45. APPROXIMATE INTERVAL:
DUE TO OR AS A CONSEQUENCE OF:	46. D	47. APPROXIMATE INTERVAL:

CAUSE OF DEATH PART II

48. OTHER SIGNIFICANT CONDITIONS CONTRIBUTING TO DEATH BUT NOT RESULTING IN THE UNDERLYING CAUSES GIVEN ABOVE:	49. INJURY?	50. INJURY AT WORK?	51. MANNER OF DEATH	52. TIME OF DEATH
	YES	NO	ACCIDENT	0432
	53. WAS AN AUTOPSY PERFORMED?		54. WERE AUTOPSY FINDINGS AVAILABLE TO COMPLETE THE CAUSE OF DEATH?	
	YES		YES	

CAUSE AND MANNER OF DEATH CERTIFICATION

☐ Certifying Physician/Nurse Practitioner/Physician's Assistant - To the best of my knowledge, death occurred due to the cause(s) and manner stated.
☒ Medical Examiner/Tribal Law Enforcement Authority - On the basis of examination, and/or investigation, in my opinion, death occurred at the time, date, and place, and due to the cause(s) and manner stated.

55. NAME OF PERSON COMPLETING CAUSE OF DEATH:	56. DATE CERTIFIED:
JEFFREY SCOTT JOHNSTON, M.D.	[redacted]

57. CERTIFIER'S ADDRESS:	58. NAME OF REGISTRAR:	59. DATE REGISTERED
701 W JEFFERSON ST PHOENIX, AZ 85007-2908	MICHELE CASTANEDA-MARTINEZ	10-15-2010

Date Issued: 10-19-2010

[redacted]

This is a true certification of the facts on file with the OFFICE OF VITAL RECORDS, ARIZONA DEPARTMENT OF HEALTH SERVICES, PHOENIX, ARIZONA issued under the authority of A.R.S. 36-341, and by direction of:

Patricia Adams
PATRICIA ADAMS
ASSISTANT STATE REGISTRAR

This copy not valid unless prepared on a form displaying the State Seal and impressed with the raised seal of the issuing agency.

Arizona Department of Health Services

ANY ALTERATION OR ERASURE VOIDS THIS DOCUMENT

BOSCH

CDR CRASH DATA RETRIEVAL SYSTEM

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	1G1AK15F76[redacted]
User	[redacted]
Case Number	[redacted]
EDR Data Imaging Date	Sunday, September 26 2010
Crash Date	Sunday, September 26 2010
Filename	1G1AK15F767[redacted]ACM.CDR
Saved on	Sunday, September 26 2010 at 07:46:09 AM
Collected with CDR version	Crash Data Retrieval Tool 3.4
Reported with CDR version	Crash Data Retrieval Tool 3.4
EDR Device Type	airbag control module
Event(s) recovered	Deployment

Comments

DLC image at the collision scene (4100 W. Bethany Home Road) at approximately 0729 hours.

Data Limitations

Recorded Crash Events:

There are two types of recorded crash events. The first is the Non-Deployment Event. A Non-Deployment Event records data but does not deploy the air bag(s). The minimum SDM Recorded Vehicle Velocity Change, that is needed to record a Non-Deployment Event, is five MPH. A Non-Deployment Event may contain 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 velocity change. This event will be cleared by the SDM, after approximately 250 ignition cycles. This event can be overwritten by a second Deployment Event, referred to as Deployment Event #2, if the Non-Deployment Event is not locked. The data in the Non-Deployment Event file will be locked, if the Non-Deployment Event occurred within five seconds of a Deployment Event. A locked Non Deployment Event cannot be overwritten or cleared by the SDM.

The second type of SDM recorded crash event is the Deployment Event. It also may contain Pre-Crash and Crash data. The SDM can store up to two different Deployment Events. If a second Deployment Event occurs any time after the Deployment Event, the Deployment Event #2 will overwrite any non-locked Non-Deployment Event. Deployment Events cannot be overwritten or cleared by the SDM. Once the SDM has deployed an air bag, the SDM must be replaced.

Data:

-SDM Recorded Vehicle Velocity Change reflects the change in velocity that the sensing system experienced during the recorded portion of the event. SDM Recorded Vehicle 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. For Deployment Events, the SDM will record 220 milliseconds of data after deployment criteria is met and up to 70 milliseconds before deployment criteria is met. For Non-Deployment Events, the SDM can record up to the first 300 milliseconds of data after algorithm enable. Velocity Change data is displayed in SAE sign convention.

-The CDR tool displays time from Algorithm Enable (AE) to time of deployment command in a deployment event and AE to time of maximum SDM recorded vehicle velocity change in a non-deployment event. Time from AE begins when the first air bag system enable threshold is met and ends when deployment command criteria is met or at maximum SDM recorded vehicle velocity change. Air bag systems such as frontal, side, or rollover, may be a source of an enable. The time represented in a CDR report can be that of the enable of one air bag system to the deployment time of another air bag system.

-Maximum Recorded Vehicle Velocity Change is the maximum square root value of the sum of the squares for the vehicle's combined "X" and "Y" axis change in velocity.

-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 by various factors, including but not limited to the following:
- -significant changes in the tire's rolling radius
- -final drive axle ratio changes
- -wheel lockup and wheel slip

-Brake Switch Circuit Status indicates the open/closed state of the brake switch circuit.

-Pre-Crash data is recorded asynchronously.

-Pre-Crash Electronic Data Validity Check Status indicates "Data Invalid" if:
- -the SDM receives a message with an "invalid" flag from the module sending the pre-crash data
- -no data is received from the module sending the pre-crash data
- -no module is present to send the pre-crash data
- -Driver's and Passenger's Belt Switch Circuit Status indicates the status of the seat belt switch circuit, except: The

Passenger Belt Switch Circuit Status for 2005 vehicles is available only on the Cadillac STS. The Passenger Belt Switch Circuit Status for 2006 Chevrolet Cobalt Sport Coupe (AP) model vehicles, with the option package that includes Recaro brand seats (RPO ALV), always reports a default value of "Buckled," because there is no passenger belt switch with the Recaro seat option.
-The Time Between Non-Deployment to 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 the value is negative, then the Deployment Event occurred first. If the value is positive, then the Non-Deployment Event occurred first.
-If power to the SDM is lost during a crash event, all or part of the crash record may not be recorded.
-The ignition cycle counter relies upon the transitions through OFF->RUN->CRANK power-moding messages, on the GMLAN communication bus, to increment the counter. Applying and removing of battery power to the module will not increment the ignition counter.
-Steering Wheel Angle data is displayed as a positive value when the steering wheel is turned to the right and a negative value when the steering wheel is turned to the left, except for Cadillac STS model vehicles with StabiliTrak 3.0 systems (RPO JL7). For Cadillac STS model vehicles with StabiliTrak 3.0 systems (RPO JL7), when the steering wheel is turned to the right, a negative value will be displayed and when the steering wheel is turned to the left, a positive value will be displayed. The Steering Wheel Angle data is reported in 16 degree increments.

Data Source:
All SDM recorded data is measured, calculated, and stored internally, except for the following:
-Vehicle Status Data (Pre-Crash) is transmitted to the SDM, by various vehicle control modules, via the vehicle's communication network.
-The Belt Switch Circuit is wired directly to the SDM.

01016_SDMEps_r001

Multiple Event Data

Associated Events Not Recorded	0
An Event(s) Preceded the Recorded Event(s)	No
An Event(s) was in Between the Recorded Event(s)	No
An Event(s) Followed the Recorded Event(s)	No
The Event(s) Not Recorded was a Deployment Event(s)	No
The Event(s) Not Recorded was a Non-Deployment Event(s)	No

System Status At AE

Vehicle Identification Number	**1AK15F*6*845339
Low Tire Pressure Warning Lamp (If Equipped)	Invalid
Vehicle Power Mode Status	Run
Remote Start Status (If Equipped)	Inactive
Run/Crank Ignition Switch Logic Level	Active
Brake System Warning Lamp (If Equipped)	OFF

System Status At 1 second

Transmission Range (If Equipped)	Fourth Gear
Transmission Selector Position (If Equipped)	Fourth Gear
Traction Control System Active (If Equipped)	Invalid
Service Engine Soon (Non-Emission Related) Lamp	OFF
Service Vehicle Soon Lamp	OFF
Outside Air Temperature (degrees F) (If Equipped)	82
Left Front Door Status (If Equipped)	Closed
Right Front Door Status (If Equipped)	Closed
Left Rear Door Status (If Equipped)	Unused
Right Rear Door Status (If Equipped)	Unused
Rear Door(s) Status (If Equipped)	Closed

Pre-crash data

Parameter	-2 sec	-1 sec
Reduced Engine Power Mode	OFF	OFF
Cruise Control Active (If Equipped)	Invalid	Invalid
Cruise Control Resume Switch Active (If Equipped)	Invalid	Invalid
Cruise Control Set Switch Active (If Equipped)	Invalid	Invalid

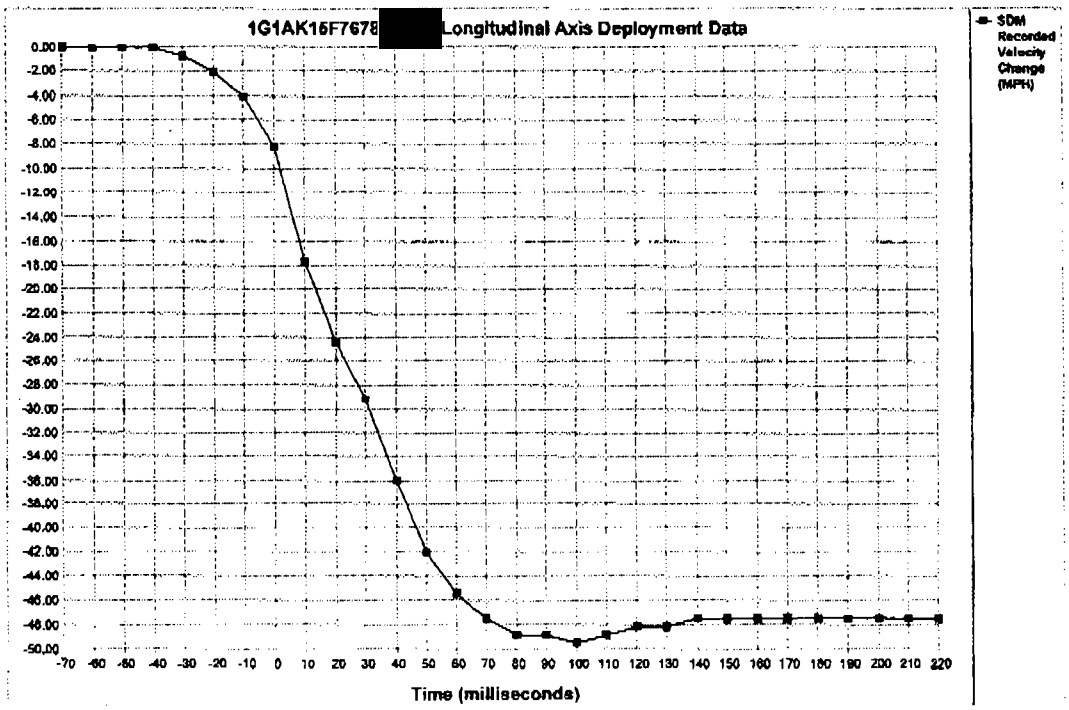
Pre-Crash Data

Parameter	-5 sec	-4 sec	-3 sec	-2 sec	-1 sec
Vehicle Speed (MPH)	43	44	45	45	46
Engine Speed (RPM)	2176	2176	2176	2176	2368
Percent Throttle	42	41	41	41	41
Accelerator Pedal Position (percent)	16	17	17	17	18
Antilock Brake System Active (If Equipped)	Invalid	Invalid	Invalid	Invalid	Invalid
Lateral Acceleration (feet/s²)(If Equipped)	Invalid	Invalid	Invalid	Invalid	Invalid
Yaw Rate (degrees per second) (If Equipped)	Invalid	Invalid	Invalid	Invalid	Invalid
Steering Wheel Angle (degrees) (If Equipped)	0	0	0	0	0

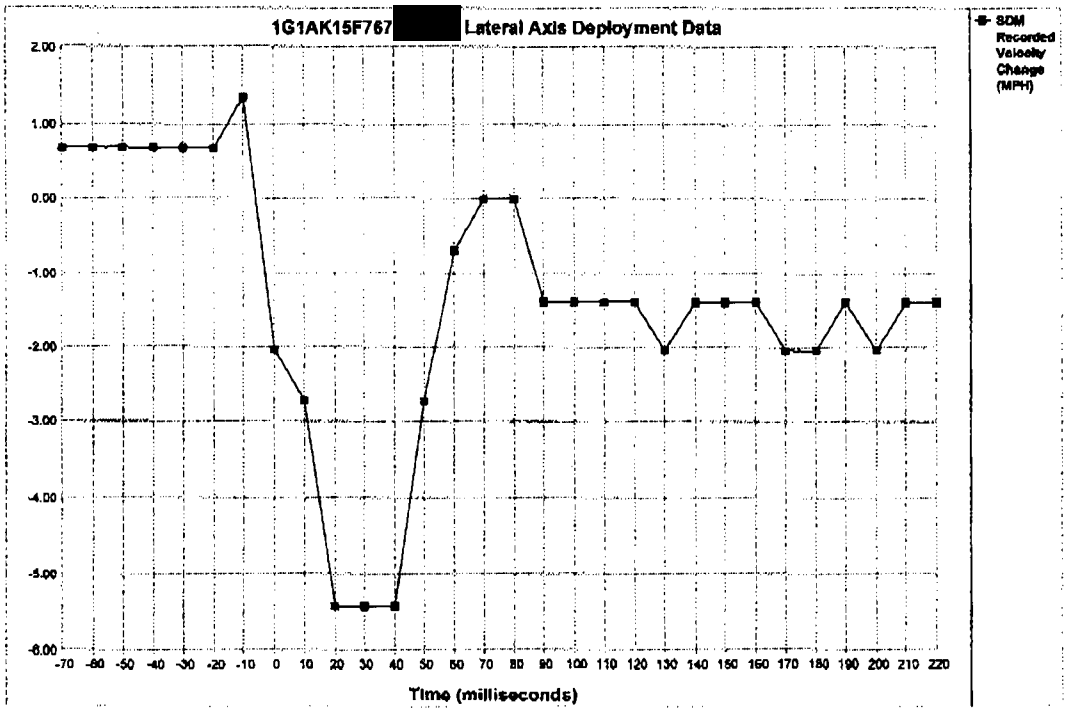
Parameter	-5 sec	-4 sec	-3 sec	-2 sec	-1 sec
Vehicle Dynamics Control Active (If Equipped)	Invalid	Invalid	Invalid	Invalid	Invalid

System Status At Deployment

Ignition Cycles At Investigation	10741
SIR Warning Lamp Status	ON
SIR Warning Lamp ON/OFF Time (seconds)	9530
Number of Ignition Cycles SIR Warning Lamp was ON/OFF Continuously	7
Ignition Cycles At Event	10732
Ignition Cycles Since DTCs Were Last Cleared	254
Driver's Belt Switch Circuit Status	BUCKLED
Passenger's Belt Switch Circuit Status	UNBUCKLED
Diagnostic Trouble Codes at Event, fault number: 1	B0081
Diagnostic Trouble Codes at Event, fault number: 2	N/A
Diagnostic Trouble Codes at Event, fault number: 3	N/A
Diagnostic Trouble Codes at Event, fault number: 4	N/A
Diagnostic Trouble Codes at Event, fault number: 5	N/A
Diagnostic Trouble Codes at Event, fault number: 6	N/A
Automatic Passenger SIR Suppression System Validity Status at AE	Invalid
Automatic Passenger SIR Suppression System Status at AE	Air Bag Suppressed
Automatic Passenger SIR Suppression System Validity Status at First Deployment Command	Invalid
Automatic Passenger SIR Suppression System Status at First Deployment Command	Air Bag Suppressed
Driver 1st Stage Time From Algorithm Enable to Deployment Command Criteria Met (msec)	96
Driver 2nd Stage Time From Algorithm Enable to Deployment Command Criteria Met (msec)	112
Passenger 1st Stage Time From Algorithm Enable to Deployment Command Criteria Met (msec)	Suppressed
Passenger 2nd Stage Time From Algorithm Enable to Deployment Command Criteria Met (msec)	Suppressed
Time Between Events (sec)	N/A
Driver First Stage Deployment Loop Commanded	Yes
Driver Second Stage Deployment Loop Commanded	Yes
Driver Side Deployment Loop Commanded	No
Driver Pretensioner Deployment Loop Commanded	Yes
Driver (Initiator 1) Roof Rail/Head Curtain Loop Commanded	No
Driver (Initiator 2) Roof Rail/Head Curtain Loop Commanded	No
Driver Knee Deployment Loop Commanded	No
Passenger First Stage Deployment Loop Commanded	No
Passenger Second Stage Deployment Loop Commanded	No
Passenger Side Deployment Loop Commanded	No
Passenger Pretensioner Deployment Loop Commanded	Yes
Passenger (Initiator 1) Roof Rail/Head Curtain Loop Commanded	No
Passenger (Initiator 2) Roof Rail/Head Curtain Loop Commanded	No
Passenger Knee Deployment Loop Commanded	No
Driver Anchor Pretensioner Deployment Loop Commanded (If Equipped)	No
Second Row Left Pretensioner Deployment Loop Commanded	No
Third Row Left Roof Rail/Head Curtain Loop Commanded	No
Passenger Anchor Pretensioner Deployment Loop Commanded (If Equipped)	No
Second Row Right Pretensioner Deployment Loop Commanded	No
Third Row Right Roof Rail/Head Curtain Loop Commanded	No
Second Row Center Pretensioner Deployment Loop Commanded	No
Driver 2nd Stage Deployment Loop Commanded for Disposal	No
Passenger 2nd Stage Deployment Loop Commanded for Disposal	No
Crash Record Locked	Yes
Vehicle Event Data (Pre-Crash) Associated With This Event	Yes
Deployment Event Recorded in the Non-Deployment Record	No
Event Recording Complete	Yes



Time (milliseconds)	-70	-60	-50	-40	-30	-20	-10	0	10	20	30	40	50	60	70
SDM Longitudinal Axis Recorded Velocity Change (MPH)	0.00	0.00	0.00	0.00	-0.68	-2.03	-4.07	-8.13	-17.62	-24.40	-29.14	-35.92	-42.02	-45.41	-47.44
Time (milliseconds)	80	90	100	110	120	130	140	150	160	170	180	190	200	210	220
SDM Longitudinal Axis Recorded Velocity Change (MPH)	-48.79	-48.79	-49.47	-48.79	-48.12	-48.12	-47.44	-47.44	-47.44	-47.44	-47.44	-47.44	-47.44	-47.44	-47.44



Time (milliseconds)	-70	-60	-50	-40	-30	-20	-10	0	10	20	30	40	50	60	70
SDM Lateral Axis Recorded Velocity Change (MPH)	0.68	0.68	0.68	0.68	0.68	0.68	1.36	-2.03	-2.71	-5.42	-5.42	-5.42	-2.71	-0.68	0.00
Time (milliseconds)	80	90	100	110	120	130	140	150	160	170	180	190	200	210	220
SDM Lateral Axis Recorded Velocity Change (MPH)	0.00	-1.36	-1.36	-1.36	-1.36	-2.03	-1.36	-1.36	-1.36	-2.03	-2.03	-1.36	-2.03	-1.36	-1.36

Hexadecimal Data

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

```
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$02  30 00 00 00 00 00 00
$03  02 00 00 00 00 00 00
$04  02 00 00 00 00 00 00
$05  00 00 00 00 00 00 00
$06  04 0A 00 00 0A 90 11
$07  50 09 00 00 00 00 00
$08  7E 4B 00 00 00 00 00
$09  00 90 90 00 00 00 00
$0A  00 00 00 00 00 00 00
$0B  00 00 0F 0F 03 00 00
$0C  00 00 00 00 00 00 00
$0D  00 00 40 00 00 00 00
$0E  40 00 00 00 00 00 00
$0F  00 00 00 00 00 00 00
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$11  37 36 37 38 34 35 33
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$13  00 00 00 00 00 00 00
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$1C  3F 00 00 02 00 1A 00
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$2F  00 FE 29 F5 00 00 00
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$36  00 00 00 00 00 00 00
$37  00 00 00 04 04 00 E2
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$39  00 00 00 00 00 80 00
$3A  00 00 00 00 00 80 00
$3B  03 06 0C 00 00 00 00
$3C  00 00 00 00 00 00 C0
$3D  31 41 4B 31 35 46 00
```

$3E	36	84	53	39	00	00	00
$3F	00	00	90	00	00	00	00
$40	00	00	00	00	00	00	00
$41	F8	F8	90	00	00	00	00
$42	80	FF	FF	FF	FF	00	00
$43	FF	FF	FF	00	00	00	00
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$45	FF	FF	FF	FF	FF	FF	00
$46	FF	FF	FF	FF	FF	FF	00
$47	FF	FF	FF	FF	FF	FF	00
$48	FF	FF	FF	FF	FF	FF	00
$49	FF	FF	FF	FF	FF	FF	00
$4A	FF	FF	FF	FF	FF	FF	00
$4B	FF	FF	FF	FF	FF	FF	00
$4C	FF	FF	FF	FF	FF	FF	00
$4D	FF	FF	FF	FF	FF	FF	00
$4E	FF	FF	FF	FF	FF	FF	00
$4F	FF	FF	FF	FF	FF	FF	00
$50	FF	FF	FF	FF	FF	FF	00
$51	F0	00	00	F0	00	00	00
$52	81	FF	FF	FF	00	00	00
$53	FF	FF	FF	00	00	00	00
$54	82	FF	FF	00	00	00	00
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$6B	80	81	71	00	00	00	00
$6C	00	00	00	00	00	00	00
$6D	00	00	00	00	00	00	00
$6E	01	00	01	00	01	00	00
$6F	01	00	01	FF	01	FD	00
$70	02	FA	FD	F4	FC	E6	00
$71	F8	DC	F8	D5	F8	CB	00
$72	FC	C2	FF	BD	00	BA	00
$73	00	B8	FE	B8	FE	B7	00
$74	FE	B8	FE	B9	FD	B9	00
$75	FE	BA	FE	BA	FE	BA	00
$76	FD	BA	FD	BA	FE	BA	00
$77	FD	BA	FE	BA	FE	BA	00
$78	D0	00	00	00	00	00	00
$79	80	00	00	00	00	00	00
$7A	80	00	00	00	00	00	00
$7B	30	38	00	00	00	00	00

$01	41	55	01	02	03	04	52	53	41	32	03	09	01	AA	AA	01
$02	01	02	03	04												
$03	41	54	01	02	03	04	52	53	41	32	03	09	01	AA	AA	01
$04	01	02	03	04												
$05	42	55	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
$06	FF	FF	FF	FF												
$07	42	54	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
$08	FF	FF	FF	FF												
$0D	41	48	32	39	35	31	52	36	30	33	31	32	37	36	53	57
$0E	01	5A	4B	31												
$0F	41	4A	01	02	03	04	52	45	41	32	30	32	33	30	30	30
$10	01	02	03	04												
$13	42	52	30	31	33	34	56	31	06	30	38	32	4B	39	31	55
$14	01	5A	74	02												
$17	42	54	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
$18	FF	FF	FF	FF												
$21	33	19	2A	B4	E6	87	91	9A								
$22	90	11														
$23	31	41	FA	FA	FA	FA	FA									
$24	31	41	FA	FA	FA	FA	FA									
$25	32	41	FA	FA	FA	FA	FA									

```
$26   32 41 FA FA FA FA FA
$40   00 00
$41   3F 00 00 02 00 1A
$42   F0 C4
$43   00 00 8E 80
$44   C6 00 00 FC C0 C0
$45   07 01 07 01 05 01
$46   FF 1A 1A 64 64
$47   0A 64 06 04 04 05 0A 06 04 0A 00 00 FA 00 00 FF 04 64
$48   18 08 08
$B0   58
$B1   FD FE 00
$B2   FF FF FF FF FF
$B4   41 53 39 30 31 31 32 31 35 56 50 59 20 20 20 20
$B7   50 AA 04 0F 03
$B8   41 57 68 09 19
$C1   30 46 30 33
$CA   30 46 30 33
$CB   01 5A D1 33
$CC   01 5A D1 33
$D1   00 00
$DB   00 00
$DC   00 00
```

Disclaimer of Liability

The users of the CDR product and reviewers of the CDR reports and exported data shall ensure that data and information supplied is applicable to the vehicle, vehicle's system(s) and the vehicle ECU. Robert Bosch LLC and all its directors, officers, employees and members shall not be liable for damages arising out of or related to incorrect, incomplete or misinterpreted software and/or data. Robert Bosch LLC expressly excludes all liability for incidental, consequential, special or punitive damages arising from or related to the CDR data, CDR software or use thereof.

[redacted]

ADOT USE ONLY

ARIZONA CRASH REPORT

REPORT ID

Agency Report Number: 2010-01363419

1 *POLICE ONLY*—FORWARD COPY TO ADOT TRAFFIC RECORDS SECTION, 064R 206 S. 17TH AVE., PHOENIX, ARIZONA 85007-3233

YEAR	MONTH	DAY	HOUR	NCIC NO.	OFFICER ID NO.
10	09	26	0354	072300	05079

Total Number of Sheets: 9

COMPLETE THE TRUCK/BUS SUPPLEMENT IF ANY OF (circle) AND ANY OF (diamond) ARE CHECKED

2 Total Units: 1 | Total Injuries: 2 | Total Fatalities: 1 | Estimated Total Damage Compared To $1,000 Limit: ■ Over ☐ Under | ● Fatal ☐ Hit/Run Unit # | Person Transported for Immediate Medical Care | One Vehicle Towed Away or At Least One Vehicle From Scene? | District or Grid No.

3 LOCATION: [redacted] | ■ Inside ☐ Outside | City: PHOENIX | County: MARICOPA | ☐ North ☐ South ☐ East ■ West | ☐ Plus ☐ Minus | Distance: 214 | ■ Measured ☐ Approximate | ☐ Miles ■ Feet

Safety Devices (SD)
0 - Not Applicable; 1 - None Used; 2 - Lap Belt; 3 - Shoulder and Lap Belt; 4 - Child Restraint System; 5 - Helmet Used; 6 - Air Bag Deployed; 7 - Air Bag Deployed/ Shoulder-Lap Belt; 97 - Other _____; 99 - Unknown

Injury Severity (IS)
1 - No Injury; 2 - Possible Injury; 3 - Non Incapacitating Injury; 4 - Incapacitating Injury; 5 - Fatal Injury; 99 - Unknown/ Not Reported

Seating Position
31 21 11 / 32 22 12 (55) / 33 23 13 / 38 28 18
18 - Front Seat - Other (Child in Lap); 28 or 38 - Additional passenger in vehicle by row; 51 - In enclosed cargo area; 52 - In unenclosed passenger/cargo area; 55 - Riding on Vehicle Exterior; 99 - Unknown

TRAFFIC UNIT NO. 1

State: AZ | Class: G | End. | ■ DL # ☐ No Valid License/Permit | ■ Driver ☐ Driverless ☐ Pedestrian ☐ Pedalcyclist | Name (First, Middle, Last): [redacted] | Suffix | Sex: M

Restrictions: P | [redacted] | City: PHOENIX | State: AZ | [redacted]

[redacted] | ☐ Same as Driver | [redacted] | Address: SAME | City | State | Zip Code

Color: RED | Year: 2006 | Make: CHEVROLET | Model: COBALT | Body Style: 2 DOOR | [redacted] | State: AZ | [redacted]

VIN: 1G1AK15F767 [redacted] | Trailer (Other Unit) Plate No. | State | Year | GVW / GCWR (Rated) Greater Than 10k pounds? ☐ Yes ■ No | HazMat Placard? ☐ Yes ■ No

Safety Devices: 3 | Injury Severity: 3 | Posted Speed Limit: 45 | Ofc Est. Speed: 50 | Transported To/By: JOHNC LINCOLN-NORTH MT RESCUE 918

Removed to (Address/Storage Location Identifier): 2956 W. OSBORN ROAD | ■ Disabled ☐ Not Disabled | Removed by: SHAMROCK | Orders of: POLICE

Insurance Company: TITAN INDEMNITY | Telephone Number: 800-926-3168 | Policy Number: 008937540 | Exp. Date: 03 2011

TRAFFIC UNIT NO. 4

State | Class | End. | ☐ DL # ☐ No Valid License/Permit | ☐ Driver ☐ Driverless ☐ Pedestrian ☐ Pedalcyclist | Name (First, Middle, Last) | Suffix | Sex

Restrictions | Address | City | State | Zip Code | Telephone Number

Date of Birth | ☐ Same as Driver | Owner/Carrier Name | Address | City | State | Zip Code

Color | Vehicle Year | Make | Model | Body Style | Plate Number | State | Plate Mo/Yr | [redacted]

VIN | Trailer (Other Unit) Plate No. | State | Year | GVW / GCWR (Rated) Greater Than 10k pounds? ☐ Yes ☐ No | HazMat Placard? ☐ Yes ☐ No

Safety Devices | Injury Severity | Posted Speed Limit | Ofc Est. Speed | Transported To/By

Removed to (Address/Storage Location Identifier) | ☐ Disabled ☐ Not Disabled | Removed by | Orders of

Insurance Company | Telephone Number | Policy Number | Exp. Date

TRAFFIC UNIT NO.

State | Class | End. | ☐ DL # ☐ No Valid License/Permit | ☐ Driver ☐ Driverless ☐ Pedestrian ☐ Pedalcyclist | Name (First, Middle, Last) | Suffix | Sex

Restrictions | Address | City | State | Zip Code | Telephone Number

Date of Birth | ☐ Same as Driver | Owner/Carrier Name | Address | City | State | Zip Code

Color | Vehicle Year | Make | Model | Body Style | Plate Number | State | Plate Mo/Yr | [redacted]

VIN | Trailer (Other Unit) Plate No. | State | Year | GVW / GCWR (Rated) Greater Than 10k pounds? ☐ Yes ☐ No | HazMat Placard? ☐ Yes ☐ No

Safety Devices | Injury Severity | Posted Speed Limit | Ofc Est. Speed | Transported To/By

Removed to (Address/Storage Location Identifier) | ☐ Disabled ☐ Not Disabled | Removed by | Orders of

Insurance Company | Telephone Number | Policy Number | Exp. Date

5 PASSENGERS

Unit #	Seat Pos	SD	IS	Name	Address	City	State	Zip Code	Telephone No.	D.O.B./Age	Sex
1	13	1	5	[redacted]		PHOENIX	AZ		[redacted]		M
1	23	1	4			PHOENIX					M

6 Property Damaged (Other than Vehicles) Block 31, Event 29-49 | Owner Code (OC): 1 - Private; 2 - Public Utility; 3 - Federal Government; 4 - State of Arizona; 5 - County in Arizona; 8 - City in Arizona; 7 - Tribal Nation; 99 - Unknown | Inventory Tag No.

OC	Owner's Name	Address (or Bar Code ID Number)	City	State	Zip Code	Telephone Number

7 Photos Taken ■ Yes ☐ No | Photographer's Name, ID Number and Agency Number: SGT. OFFERBECK #6619 PHOENIX PD | Invest. At Scene ■ Yes ☐ No | Date Invest.: 09262010 | Time Invest.: 0356 | Fire/EMS Incident No.

Officer's Name/ Badge #: CLARK 05079 | Supervisor's Signature | Agency Name: PHOENIX PD | Date Completed: 12082010

01-2704A R06/2010

8 WITNESSES [redacted] City GLENDALE State AZ [redacted]

9 CITATION CHARGES

UNIT #	A.R.S. NO. OR CITY CODE	UNIT #	A.R.S. NO. OR CITY CODE

BLOCKS 10 - 24: CHECK ONLY ONE OR ONE BLOCK PER UNIT UNLESS NOTED

10 — LIGHT CONDITION
- ☐ 1 DAYLIGHT
- ☐ 2 DAWN
- ☐ 3 DUSK
- ☒ 4 DARK—LIGHTED
- ☐ 5 DARK—NOT LIGHTED
- ☐ 6 DARK—UNKNOWN LIGHTING

11 — WEATHER CONDITIONS
- ☒ 1 CLEAR
- ☐ 2 CLOUDY
- ☐ 3 SLEET,HAIL (freezing rain/drizzle)
- ☐ 4 RAIN
- ☐ 5 SNOW
- ☐ 6 SEVERE CROSSWINDS
- ☐ 7 BLOWING SAND, SOIL, DIRT
- ☐ 8 FOG, SMOG, SMOKE
- ☐ 9 BLOWING SNOW
- ☐ 97 OTHER _____
- ☐ 99 UNKNOWN

12 — ROAD SURFACE CONDITION

UNIT # 1	
☒	1 DRY
☐	2 WET
☐	3 SNOW
☐	4 SLUSH
☐	5 ICE/FROST
☐	6 WATER (standing, moving)
☐	7 SAND
☐	8 MUD, DIRT, GRAVEL
☐	9 OIL
☐	97 OTHER _____
☐	99 UNKNOWN

13 — ROAD GRADE

UNIT # 1	
☒	1 LEVEL
☐	2 DOWNHILL
☐	3 UPHILL
☐	4 HILLCREST
☐	5 SAG/DIP/BOTTOM
☐	99 UNKNOWN

14 — RELATION TO JUNCTION

☒ 0 NOT JUNCTION RELATED

NON-CONTROLLED ACCESS AREA
- ☐ 1 INTERSECTION (within)
- ☐ 2 INTERSECTION-RELATED
- ☐ 3 ENTRANCE/EXIT RAMP (rest areas)
- ☐ 4 RAILWAY GRADE CROSSING
- ☐ 5 MEDIAN CROSSOVER-RELATED
- ☐ 6 FRONTAGE ROAD
- ☐ 7 DRIVEWAY
- ☐ 8 ALLEY-ACCESS-RELATED
- ☐ 9 UNKNOWN NON-INTERCHANGE

CONTROLLED ACCESS AREA
- ☐ 10 THRU ROADWAY
- ☐ 11 INTERSECTION (within)
- ☐ 12 INTERSECTION-RELATED
- ☐ 13 ENTRANCE/EXIT RAMP
- ☐ 14 FRONTAGE ROAD
- ☐ 15 OTHER PART OF INTERCHANGE
- ☐ 99 UNKNOWN

15 — TYPE OF INTERSECTION
- ☐ 1 FOUR- WAY INTERSECTION
- ☐ 2 T - INTERSECTION
- ☐ 3 Y - INTERSECTION
- ☐ 4 INTER. AS PART OF INTERCHANGE
- ☐ 5 TRAFFIC CIRCLE
- ☐ 6 ROUNDABOUT
- ☐ 7 FIVE POINT, OR MORE
- ☐ 99 UNKNOWN

16 — TRAFFIC WAY DESCRIPTION
- ☐ 1 ONE WAY TRAFFICWAY
- ☐ 2 TWO-WAY, NOT DIVIDED (no median present)
- ☐ 3 TWO-WAY, (NOT DIVIDED) WITH A CONTINUOUS LEFT TURN LANE
- ☒ 4 TWO-WAY, DIVIDED, UNPROTECTED (PAINTED> 4 FEET) MEDIAN
- ☐ 5 TWO-WAY, DIVIDED, POSITIVE MEDIAN BARRIER
- ☐ 99 UNKNOWN

17 — MANNER OF CRASH IMPACT
- ☒ 1 SINGLE VEHICLE
- ☐ 2 ANGLE (front to side) (other than left turn)
- ☐ 3 LEFT TURN
- ☐ 4 REAR END (front-to-rear)
- ☐ 5 HEAD-ON (front-to-front) (other than left turn)
- ☐ 6 SIDESWIPE, SAME DIRECTION
- ☐ 7 SIDESWIPE, OPPOSITE DIRECTION
- ☐ 8 REAR-TO-SIDE
- ☐ 9 REAR-TO-REAR
- ☐ 97 OTHER _____
- ☐ 99 UNKNOWN

18 — DIRECTION OF UNIT TRAVEL (Compass)
BEFORE 1ST CRASH EVENT

UNIT # 1	
☐	1 NORTH
☐	2 SOUTH
☒	3 EAST
☐	4 WEST
☐	5 NORTHWEST
☐	6 NORTHEAST
☐	7 SOUTHWEST
☐	8 SOUTHEAST
☐	99 UNKNOWN

19 — CONTRIBUTING CIRCUMSTANCES
UP TO TWO CHOICES PER UNIT

UNIT # 1

☒ 0 NO CONTRIBUTING CIRCUMSTANCE

ENVIRONMENTAL
- 1 GLARE
  - ☐ A. SUNLIGHT
  - ☐ B. HEADLIGHTS
- 2 PHYSICAL OBSTRUCTION(S)
  - ☐ A. STOPPED/PARKED VEHICLE
  - ☐ B. MOVING VEHICLE
  - ☐ C. LOAD ON VEHICLE
  - ☐ D. TREE/SHRUB/BUSH

ROAD
- ☐ 3 ROAD SURFACE CONDITION
- ☐ 4 DEBRIS
- 5 WORK ZONE
  - ☐ A. LANE CLOSURE
  - ☐ B. LANE SHIFT/CLOSURE
  - ☐ C. WORK ON SHOULDER OR MEDIAN
  - ☐ D. INTERMITTENT OR MOVING WORK
  - ☐ E. OTHER _____
  - ☐ F. WORKERS PRESENT
- ☐ 6 OBSTRUCTION IN ROADWAY
- ☐ 7 CHANGING ROAD WIDTH
- ☐ 8 NON-HIGHWAY WORK

MOTOR VEHICLE
- ☐ 9 BRAKES
- ☐ 10 STEERING
- ☐ 11 SUSPENSION
- ☐ 12 TIRES
- ☐ 13 WHEELS
- ☐ 14 LIGHTS (head, signal, tail)
- ☐ 15 WINDOWS/WINDSHIELD
- ☐ 16 MIRRORS
- ☐ 17 WIPERS
- ☐ 18 TRUCK COUPLING/TRAILER/HITCH/SAFETY CHAINS
- ☐ 97 OTHER _____
- ☐ 99 UNKNOWN

20 — TRAFFIC CONTROL DEVICE

UNIT # 1	
☒	0 NO CONTROLS
☐	1 SIGNAL
☐	2 STOP SIGN
☐	3 YIELD SIGN
☐	4 WARNING SIGN
☐	5 RAILROAD CROSSING DEVICE
☐	6 FLASHING TRAFFIC SIGNAL
☐	7 PERSON (law enforcement, crossing guard, flagger, etc.)
☐	97 OTHER _____
☐	99 UNKNOWN

21 — CONDITION INFLUENCING Driver/Ped/Cyclist
UP TO TWO CHOICES PER UNIT

UNIT # 1	
☒	0 NO APPARENT INFLUENCE
☐	1 ILLNESS
☐	2 PHYSICAL IMPAIRMENT
☐	3 FELL ASLEEP/FATIGUED
☐	4 ALCOHOL
☐	5 DRUGS
☐	6 MEDICATIONS

CHECK ONE IF BLOCKS 4, 5, OR 6 CHECKED
- ☐ A. NO TEST GIVEN
- ☐ B. TEST GIVEN
- ☐ C. TEST REFUSED
- ☐ D. TESTING UNKNOWN

- ☐ 97 OTHER _____
- ☐ 99 UNKNOWN CONDITION

22 — VIOLATIONS/BEHAVIOR
UP TO TWO CHOICES PER UNIT

UNIT # 1	
☐	1 NO IMPROPER ACTION
☐	2 SPEED TOO FAST FOR CONDITIONS
☐	3 EXCEEDED LAWFUL SPEED
☐	4 FOLLOWED TOO CLOSELY
☐	5 RAN STOP SIGN
☐	6 DISREGARDED TRAFFIC SIGNAL
☐	7 MADE IMPROPER TURN
☐	8 DROVE/RODE IN OPPOSING TRAFFIC LANE
☐	9 KNOWINGLY OPERATED WITH FAULTY/ MISSING EQUIPMENT
☐	10 REQUIRED MOTORCYCLE SAFETY EQUIP MENT NOT USED
☐	11 PASSED IN NO PASSING ZONE
☐	12 UNSAFE LANE CHANGE
☒	13 FAILED TO KEEP IN PROPER LANE
☐	14 DISREGARDED PAVEMENT MARKINGS
☐	15 OTHER UNSAFE PASSING
☐	16 INATTENTION/DISTRACTION
☐	17 DID NOT USE CROSSWALK
☐	18 WALKED ON WRONG SIDE OF ROAD
☐	19 ELECTRONIC COMMUNICATIONS DEVICE
☐	20 FAILED TO YIELD RIGHT-OF-WAY
☐	97 OTHER _____
☐	99 UNKNOWN

23 — TRAFFIC UNIT MANEUVER/ACTION

UNIT # 1	
☒	1 GOING STRAIGHT AHEAD
☐	2 SLOWING IN TRAFFICWAY
☐	3 STOPPED IN TRAFFIC WAY
☐	4 MAKING LEFT TURN
☐	5 MAKING RIGHT TURN
☐	6 MAKING U-TURN
☐	7 OVERTAKING/PASSING
☐	8 CHANGING LANES
☐	9 NEGOTIATING A CURVE
☐	10 BACKING
☐	11 AVOIDING VEHICLE /OBJECT/PED/CYCLIST
☐	12 ENTERING PARKING POSITION
☐	13 LEAVING PARKING POSITION
☐	14 PROPERLY PARKED
☐	15 IMPROPERLY PARKED
☐	16 DRIVERLESS MOVING VEHICLE
☐	17 CROSSING ROAD
☐	18 WALKING WITH TRAFFIC
☐	19 WALKING AGAINST TRAFFIC
☐	20 STANDING
☐	21 LYING
☐	22 GETTING ON/OFF VEHICLE
☐	23 WORKING ON/PUSHING VEHICLE
☐	24 WORKING ON ROAD
☐	97 OTHER _____
☐	99 UNKNOWN

24 — LOCATION OF PEDESTRIAN/CYCLIST

UNIT # 1	
☐	1 MARKED CROSSWALK at INTERSECTION
☐	2 AT INTERSECTION BUT NO CROSSWALK
☐	3 NON-INTERSECTION CROSSWALK
☐	4 DRIVEWAY ACCESS CROSSWALK
☐	5 SCHOOL CROSSWALK
☐	6 IN ROADWAY (not in crosswalk/intersection)
☐	7 MEDIAN (but not on shoulder)
☐	8 ISLAND
☐	9 SHOULDER
☐	10 SIDEWALK
☐	11 ROADSIDE
☐	12 OUTSIDE OF TRAFFICWAY
☐	13 DEDICATED BIKE LANE
☐	14 SHARED-USE PATH
☐	15 INSIDE BUILDING
☐	97 OTHER _____
☐	99 UNKNOWN

ARIZONA CRASH REPORT

REPORT ID [redacted]

1 FATAL SUPPLEMENT
POLICE ONLY—FORWARD COPY TO
ADOT TRAFFIC RECORDS SECTION, 064R
206 S. 17TH AVE., PHOENIX, ARIZONA 85007-3233

YEAR	MONTH	DAY	HOUR	NCIC NO.	OFFICER ID NO.
10	09	26	0354	072300	05079

2 VICTIM

NAME OF VICTIM [redacted]

☐ DRIVER ■ PASSENGER ☐ PEDESTRIAN ☐ PEDALCYCLIST

CITY: PHOENIX STATE: AZ ZIP: [redacted]

SEX	WEIGHT	EYES	HEIGHT	HAIR	DATE OF BIRTH
M	175	BROWN	505	BROWN	[redacted]

VICTIM REMOVED TO: ST. JOSEPH'S HOSPITAL
VICTIM REMOVED BY: PHOENIX FIRE DEPT. RESCUE 18

DECEASED AT SCENE: ☐ YES ■ NO
TRANSPORTED TO HOSPITAL: ■ YES ☐ NO
DATE OF DEATH: 09262010 (MMDDYYYY)
TIME OF DEATH: 0432

SAFETY DEVICE FAILURE
- ■ 0 NOT APPLICABLE (SAFETY DEVICE WORKED)
- ☐ 1 LAP FAILED
- ☐ 2 SHOULDER FAILED
- ☐ 3 BOTH FAILED
- ☐ 4 CHILD SAFETY SEAT FAILED
- ☐ 5 CHILD BOOSTER SEAT FAILED
- ☐ 99 UNKNOWN

AIR BAG NOT AVAILABLE
- ☐ 0 NOT APPLICABLE
- ☐ 1 PREVIOUSLY DEPLOYED - NOT REPLACED
- ☐ 2 DISABLED
- ☐ 3 REMOVED

SAFETY DEVICE - IMPROPER USAGE
- ☐ 0 NOT APPLICABLE (Safety Device Properly Used)
- ☐ 1 LAP
- ☐ 2 SHOULDER
- ☐ 3 BOTH
- ☐ 4 CHILD SAFETY SEAT
- ☐ 5 CHILD BOOSTER SEAT
- ☐ 99 UNKNOWN

EJECTION (Eject) PATH
- ■ 0 NOT APPLICABLE (NON-MOTORIST/ NOT EJECTED)
- ☐ 1 THROUGH SIDE DOOR OPENING
- ☐ 2 THROUGH SIDE WINDOW
- ☐ 3 THROUGH WINDSHIELD
- ☐ 4 THROUGH BACK WINDOW
- ☐ 5 THROUGH BACK DOOR/ TAILGATE OPENING
- ☐ 6 THROUGH ROOF OPENING (sunroof; convertible top down)
- ☐ 7 Through ROOF (convertible top up)
- ☐ 8 OTHER PATH
- ☐ 99 UNKNOWN

3 DRIVER NAME OF DRIVER: JOHN MIRANDA ☐ SAME AS VICTIM

4 EXTRICATION (Extr) SUPPLEMENT
UNIT #
- ☐☐☐ 0 NOT APPLICABLE (NON MOTORIST/ NOT EXTRICATED
- ☐☐☐ 1 BY AMBULANCE ATTENDANT
- ☐☐☐ 2 BY POLICE
- ☐☐☐ 3 BY FIRE DEPARTMENT
- ☐☐☐ 4 BY PASSERBY
- ☐☐☐ 97 OTHER
- ☐☐☐ 99 UNKNOWN

5 COMPLETED IF ANY DRIVER IS TESTED FOR ALCOHOL/ DRUGS

DRIVER #	DRIVER #	DRIVER #
ALCOHOL TEST TYPE	ALCOHOL TEST TYPE	ALCOHOL TEST TYPE
ALCOHOL TEST RESULTS	ALCOHOL TEST RESULTS	ALCOHOL TEST RESULTS
DRUG TEST TYPE	DRUG TEST TYPE	DRUG TEST TYPE
DRUG TEST RESULTS	DRUG TEST RESULTS	DRUG TEST RESULTS

6 MOTOR VEHICLE

UNDERRIDE/ OVERRIDE
UNIT #
- ☐☐☐ 0 NOT APPLICABLE

UNDERRIDING A MOTOR VEHICLE IN- TRANSPORT
- ☐☐☐ 1 UNDERRIDE (COMPARTMENT INSTRUSION)
- ☐☐☐ 2 UNDERRIDE (NO COMPARTMENT INTRUSION)
- ☐☐☐ 3 UNDERRIDE (COMPARTMENT INTRUSION UNKNOWN)

UNDERRIDING A MOTOR VEHICLE NOT IN- TRANSPORT
- ☐☐☐ 4 UNDERRIDE (COMPARTMENT INSTRUSION)
- ☐☐☐ 5 UNDERRIDE (NO COMPARTMENT INTRUSION)
- ☐☐☐ 6 UNDERRIDE (COMPARTMENT INTRUSION UNKNOWN)

- ☐☐☐ 7 OVERRIDING A MOTOR VEHICLE IN- TRANSPORT
- ☐☐☐ 8 OVERRIDING A MOTOR VEHICLE NOT IN- TRANSPORT
- ☐☐☐ 9 THROUGH ROOF OPENING (sunroof)
- ☐☐☐ 99 UNKNOWN

FIRE OCCURRENCE
UNIT #
- ☐☐☐ 0 NOT APPLICABLE
- ☐☐☐ 1 FIRE OCCURRED IN VEHICLE DURING CRASH

7 EMS TIME EMS CALLED: 0354 TIME EMS ARRIVED: 0359 ARRIVAL TIME AT HOSPITAL: 0426

8 COMMENTS

9 OFFICER'S NAME: CLARK SUPERVISOR'S SIGNATURE: [signature] AGENCY: PHOENIX PD DATE COMPLETED: 12082010

ARIZONA CRASH REPORT

REPORT ID

Agency Report Number [redacted]

1	CONTINUED POLICE ONLY—FORWARD COPY TO ADOT TRAFFIC RECORDS SECTION, 084R 206 S. 17TH AVE., PHOENIX, ARIZONA 85007-3233	YEAR	MONTH	DAY	HOUR	NCIC NO.	OFFICER ID NO.
		10	09	26	0354	07234	05079

[redacted]

34 NARRATIVE Describe what happened

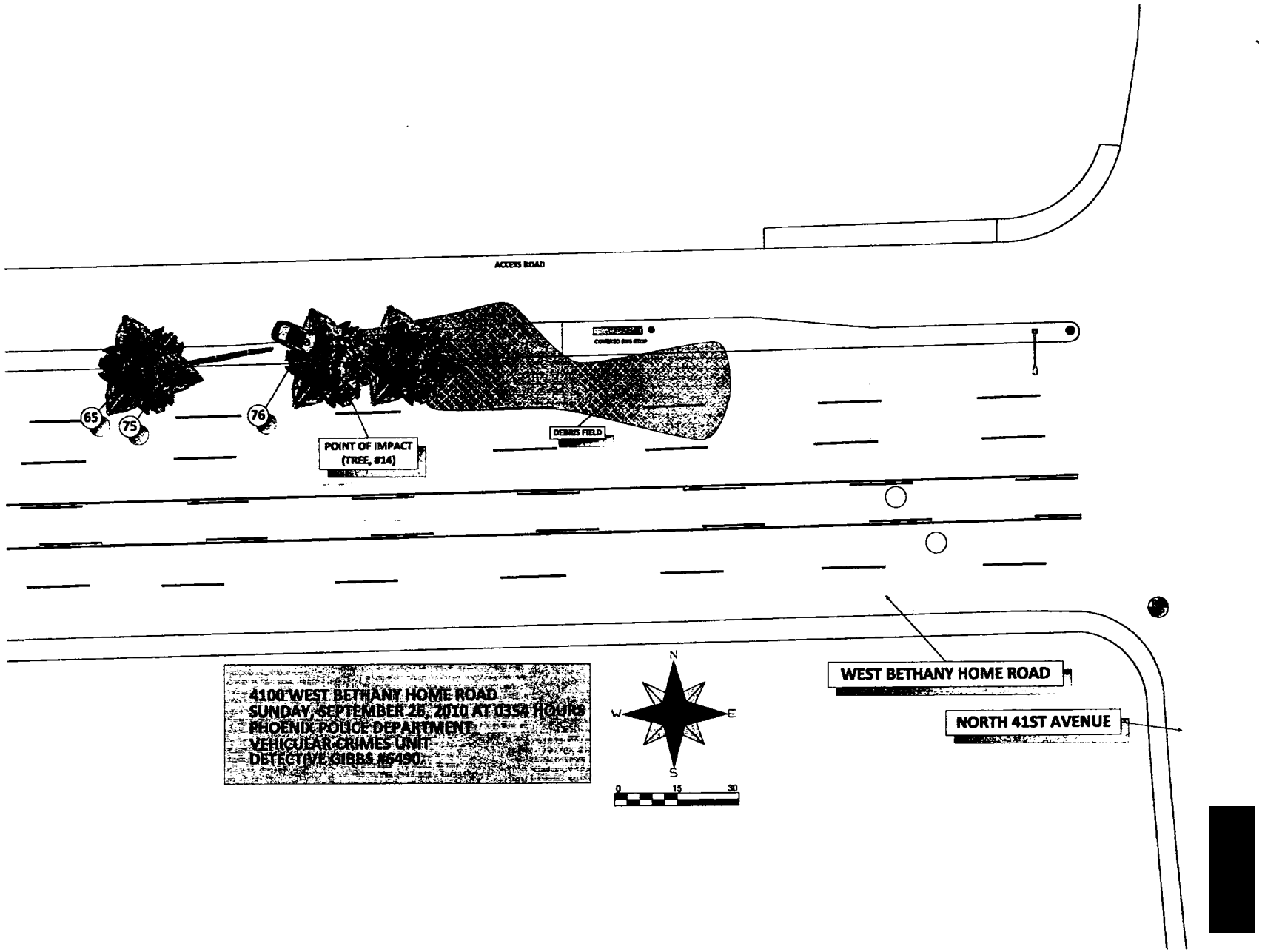
ON SEPTEMBER 26, 2010, AT APPROXIMATELY 0354 HOURS, DRIVER [redacted] WAS DRIVING HIS MOTHER'S CHEVROLET COBALT EASTBOUND IN THE AREA OF [redacted] HOME ROAD, WHEN, FOR AN UNKNOWN REASON, THE VEHICLE DRIFTED ACROSS THE WESTBOUND LANES AND COLLIDED WITH A RAISED MEDIAN AND THEN A TREE. AS A RESULT OF THE COLLISION, THE FRONT SEAT PASSENGER SUSTAINED FATAL INJURIES AND DIED AFTER BEING TRANSPORTED TO THE HOSPITAL. THE DRIVER AND THE REAR SEAT PASSENGER WERE BOTH TRANSPORTED TO HOSPITAL AS WELL. THE PASSENGER WITH SERIOUS INJURIES AND THE DRIVER WITH MINOR INJURIES. [redacted] WAS FOUND TO HAVE AN INSTRUCTION PERMIT ONLY AND NO OTHER OCCUPANT IN THE VEHICLE HAD A VALID LICENSE.

ADDITIONAL PASSENGERS

Unit #	Seat Pos	SD	IS	Name	Address	City	State	Zip Code	Telephone No.	D.O.B./Age	Sex

ADDITIONAL WITNESSES

Name	Address	City	State	Zip Code	Telephone Number	D.O.B/Age


ACCESS ROAD
65
75
76
POINT OF IMPACT
(TREE, #14)
DEBRIS FIELD
4100 WEST BETHANY HOME ROAD
SUNDAY, SEPTEMBER 26, 2010 AT 0354 HOURS
PHOENIX POLICE DEPARTMENT
VEHICULAR CRIMES UNIT
DETECTIVE GIBBS #5490
N
W
E
S
0
15
30
WEST BETHANY HOME ROAD
NORTH 41ST AVENUE

Phoenix Police Department

Measurement Data Log

File Number	2010-01363419	Scene Measured By	Detective Gibbs
Incident Date/Time	26-Sep-2010 03:54 AM	ID Number (measured by)	6490
Incident Location	4100 West Bethany Home Road	Scene Assisted By	
Date Measured On	26-Sep-2010	ID Number (assisted by)	
Weather Description	Clear	Reference Point Description	S/W/C (prolongation)
Road Description	Asphalt, straight	Secondary Reference Point	Manhole Covers
		Visibility Description	Good

Narrative

Point	X	Y	Z	Description	Notes
1	0.0000	0.0000	0.0000	REFERENCE POINT	
2	-175.5732	13.5348	5.0500	TOTAL STATION	
3	-62.9389	26.9080	0.4222	MANHOLE COVER	
4	-53.2671	15.8909	0.0768	MANHOLE COVER	
5	-372.4103	8.0826	-0.4570	MANHOLE COVER	
6	-403.1984	57.0011	0.5000	LIGHTPOLE	
7	-29.1603	66.2620	6.9755	LIGHTPOLE	
8	-20.4425	66.4245	6.9325	STOP SIGN	
9	-123.5269	66.1698	3.4223	BUS STOP	
10	-123.5566	67.9830	3.3941	BUS STOP	
11	-135.1619	65.9741	3.5942	BUS STOP	
12	-139.8168	61.9720	3.7261	TREE	
13	-180.1001	61.8112	3.9837	TREE	
14	-198.8619	61.2075	3.8833	TREE (POINT OF IMPACT)	
15	-243.9988	59.8556	3.2330	TREE	
16	-350.3909	57.5991	3.8508	TREE	
17	-388.3571	57.1346	3.6053	TREE	
18	-429.9587	56.1425	0.4841	TREE	
19	-468.9222	-10.6887	0.0000	CURB	
20	-206.3489	-4.5810	0.0000	CURB	
21	-32.5978	-0.5379	0.0000	CURB	
22	-23.1034	63.7217	0.0000	CURB	
23	-186.5631	59.9100	0.0000	CURB	
24	-307.1495	57.1430	0.0000	CURB	
25	-448.6018	53.8360	0.0000	CURB	

Printed from Fx3

[redacted]

Point	X	Y	Z	Description	Notes
25	-448.6018	53.8360	0.0000	CURB	
26	-307.1453	81.4832	0.0000	CURB	
27	-230.0724	83.2334	0.0000	CURB	
28	-129.6441	85.5706	0.0000	CURB	
29	-15.3357	22.0088	0.0000	TWO WAY LEFT TURN LANE	
30	-496.7148	10.7900	0.0000	TWO WAY LEFT TURN LANE	
31	-269.5758	25.7719	0.0000	TWO WAY LEFT TURN LANE	
32	-58.6365	30.6369	0.0000	TWO WAY LEFT TURN LANE	
33	-65.5619	10.2815	0.0000	LL	
34	-80.6901	9.9529	0.0000	LL	
35	-104.3401	9.3520	0.0000	LL	
36	-119.5868	9.0308	0.0000	LL	
37	-142.2123	8.4512	0.0000	LL	
38	-157.8795	8.1651	0.0000	LL	
39	-144.9752	48.7555	0.0000	LL	
40	-160.3726	48.4194	0.0000	LL	
41	-144.1010	39.0021	0.0000	LL	
42	-159.5780	38.6401	0.0000	LL	
43	-181.9031	47.9465	0.0000	LL	
44	-197.5081	47.5487	0.0000	LL	
45	-197.6036	37.7775	0.0000	LL	
46	-181.8892	38.1279	0.0000	LL	
47	-220.3815	47.1001	0.0000	LL	
48	-236.4591	46.7550	0.0000	LL	
49	-221.7436	37.2140	0.0000	LL	
50	-236.9341	36.8674	0.0000	LL	
51	-256.2482	46.2020	0.0000	LL	
52	-271.4774	45.8444	0.0000	LL	
53	-257.9995	36.3390	0.0000	LL	
54	-273.4786	35.9811	0.0000	LL	
55	-20.5165	63.7828	0.0000	CURB	
56	-18.2389	66.1357	0.0000	CURB	
57	-20.5149	68.4480	0.0000	CURB	
58	-44.6351	67.9453	0.0000	CURB	
59	-68.3369	67.3714	0.0000	CURB	
60	-97.5998	70.0375	0.0000	CURB	
61	-157.6724	68.7966	0.0000	CURB	
62	-177.6022	66.8835	0.0000	CURB	
63	-222.0699	63.8277	0.0000	CURB	
64	-294.5391	62.1007	0.0000	CURB	
65	-244.9442	58.3615	6.0295	LEFT REAR TIRE MARK (CURB STRIKE) - ORANGE CONES	
66	-239.9155	59.0027	6.5146	LEFT REAR TIRE MARK	
67	-233.7426	59.7423	6.3388	LEFT REAR TIRE MARK	

Point	X	Y	Z	Description	Notes
67	-233.7426	59.7423	6.3388	LEFT REAR TIRE MARK	
68	-225.9887	61.0634	6.3884	LEFT REAR TIRE MARK	
69	-218.3409	62.4645	6.3914	LEFT REAR TIRE MARK	
70	-213.2334	62.8918	6.4634	LEFT REAR TIRE MARK	
71	-213.4871	62.5705	6.4740	LEFT FRONT TIRE MARK - BLUE CONES	
72	-218.3597	61.7819	6.3830	LEFT FRONT TIRE MARK	
73	-225.9162	60.4102	6.3558	LEFT FRONT TIRE MARK	
74	-233.8399	59.1297	6.4914	LEFT FRONT TIRE MARK	
75	-237.6125	58.7811	6.5024	LEFT FRONT TIRE MARK (CURB STRIKE)	
76	-207.9037	59.6010	6.5740	RIGHT FRONT TIRE MARK (CURB STRIKE) - YELLOW CONES	
77	-205.7013	59.7620	6.5907	RIGHT FRONT TIRE MARK	
78	-203.1555	60.4006	6.5204	RIGHT FRONT TIRE MARK	
79	-203.2277	61.2856	6.5046	RIGHT FRONT TIRE POR	
80	-210.3906	63.8430	6.5533	RIGHT REAR TIRE POR	
81	-208.1443	69.3103	6.2191	LEFT REAR TIRE POR	
82	-200.0288	65.7842	6.1454	LEFT FRONT TIRE POR	
83	-194.7082	66.5777	6.1699	DEBRIS	
84	-179.0716	57.7805	6.2473	DEBRIS	
85	-173.7252	48.5628	6.3263	DEBRIS	
86	-142.3682	48.1727	6.3274	DEBRIS	
87	-109.0998	40.8966	6.5404	DEBRIS	
88	-102.4094	51.6345	6.3499	DEBRIS	
89	-105.6659	64.1181	6.4453	DEBRIS	
90	-139.1653	59.4367	6.2443	DEBRIS	
91	-155.1095	73.4199	6.4260	DEBRIS	
92	-168.5979	71.2997	6.3865	DEBRIS	
93	-227.1145	66.0971	0.6066	CRUSH RRW	
94	-226.7043	71.0930	4.7451	CRUSH LRW	
95	-218.1584	69.9692	4.6843	CRUSH LFW	
96	-219.4945	65.7003	0.8911	CRUSH RFW	
97	-218.2073	66.0595	1.1905	CRUSH	
98	-218.5763	66.9498	1.2428	CRUSH	
99	-218.4850	67.3429	1.2293	CRUSH	
100	-218.2494	67.5707	1.2636	CRUSH	
101	-217.9132	67.7204	1.2679	CRUSH	
102	-217.4719	67.7725	1.2806	CRUSH	
103	-216.9472	67.9231	1.2915	CRUSH	
104	-216.3556	68.2436	1.2967	CRUSH	
105	-218.4377	65.5737	2.4472	CRUSH 2	
106	-218.5075	66.7983	2.5178	CRUSH 2	
107	-218.2331	67.3656	2.5654	CRUSH 2	
108	-217.6129	67.5735	2.5817	CRUSH 2	

[redacted]

Point	X	Y	Z	Description	Note
108	-217.6129	67.5735	2.5817	CRUSH 2	
109	-217.1928	68.0120	2.6014	CRUSH 2	
110	-216.8329	68.4227	2.5978	CRUSH 2	

REPORT DATE: 20101021 TIME: 1451

TYPE OF REPORT: FATAL TRAFFIC COLLISION OFFENSE: 963

LOCATION [redacted] BEAT: 0914 GRID: CB19

DATE/TIME OF OCCURRENCE: SUN 092610 0354

REPORTING OFFICER[S]: RICHARD CLARK 5079 UNIT: T21
GREGORY GIBBS 6490

PREMISES: STREET/ROADWAY/ALLEY VEHICLE

OFFENSE INVOLVED: BIAS - NONE(NO BIAS)

PARTY-CREW: NO

PHOTOGRAPHS TAKEN: YES BY: 6619

**** VICTIM INFORMATION ****

VICTIM -01:

NAME: [redacted] [**DECEASED**]

SPEAKING: ENGLISH

RACE: B SEX: M AGE: 18 DOB: [redacted] HT: 505 WT: 175
HAIR: BRO EYES: BRO SSN:

CLOTHING DESC & MISC:
RIGHT FRONT PASSENGER

**** V 01 - INJURY INFORMATION ****

PHYSICAL CONDITIONS:DECEASED

INJURY: PRONOUNCED DECEASED AT 0436 HOURS

PARAMEDIC TREATMENT: YES UNIT[S]: E26 E15 L24
NAMES: C SHIFT

TRANSPORTED BY: RESCUE 18

HOSPITALIZED: YES

TAKEN TO: ST. JOSEPH'S

DOCTOR'S NAME: TOMEH
ADDRESS: 350 W. THOMAS ROAD PHOENIX, AZ 85013
PHONE: (602)406-3000 EXT.

VICTIM DECLINES NOTIFICATION

**** DRIVER INFORMATION ****

DRIVER -01:
NAME: [redacted]

SPEAKING: ENGLISH

RACE: H SEX: M AGE: 17 DOB: [redacted] HT: 511 WT: 156
HAIR: BLK EYES: BRO SSN:
DR. LICENSE & STATE: [redacted] AZ

CLOTHING DESC & MISC:
LICENSE RESTRICTION/INSTRUCTION PERMIT

**** D 01 - INJURY INFORMATION ****

PHYSICAL CONDITIONS:LACERATIONS

INJURY: HEAD LACERATION
CONCUSSION

PARAMEDIC TREATMENT: YES UNIT[S]: E26 E15 L24
NAMES: C SHIFT

TRANSPORTED BY: RESCUE 918

HOSPITALIZED: YES

TAKEN TO: JOHN C. LINCOLN-NORTH MTN

ADDRESS: 250 E. DUNLAP AVENUE PHOENIX, AZ 85020
PHONE: (602)943-2381 EXT.

**** OCCUPANT INFORMATION ****

OCCUPANT -01:
NAME: [redacted]

SPEAKING: ENGLISH

RACE: B SEX: M AGE: 17 DOB: 1993 HT: 509 WT: 130
HAIR: BRO EYES: BRO SSN:

CLOTHING DESC & MISC:
RIGHT REAR SEAT PASSENGER

[redacted]

Continued.

**** O 01 - INJURY INFORMATION ****

PARAMEDIC TREATMENT: YES UNIT[S]: E26 E15 L24
NAMES: C SHIFT

TRANSPORTED BY: RESCUE 26

HOSPITALIZED: YES

TAKEN TO: ST. JOSEPH'S

ADDRESS: 350 W. THOMAS ROAD PHOENIX, AZ 85013
PHONE: (602)406-3000 EXT.

**** WITNESS INFORMATION ****

WITNESS -01:
NAME: [redacted]

SPEAKING: ENGLISH

RACE: W SEX: F AGE: 32 DOB: 1978 HT: 000 WT: 000

**** NEXT OF KIN INFORMATION ****

NEXT OF KIN -01:
NAME: [redacted]

SPEAKING: ENGLISH

RACE: B SEX: F AGE: 43 DOB: [redacted] HT: 000 WT: 000

CLOTHING DESC & MISC:
VICTIM'S MOTHER

**** PARENT/GUARDIAN INFORMATION ****

PARENT/GUARDIAN -01:
NAME: [redacted]

SPEAKING: SPANISH

RACE: H SEX: F AGE: DOB: HT: 000 WT: 000

[redacted]

Continued.

CLOTHING DESC & MISC:
PARENT OF THE DRIVER - R/O OF THE VEHICLE

PARENT/GUARDIAN -02:
NAME: H[redacted]

SPEAKING: ENGLISH

RACE: SEX: F AGE: DOB: HT: 000 WT: 000

CLOTHING DESC & MISC:
PARENT OF THE REAR SEAT OCCUPANT

**** VEHICLE ****

VEHICLE NUMBER: 01 INVOLVED PERSON: D-01 MIRANDA JOHN

VEHICLE YEAR: 06 MAKE: CHEV MODEL: COBALT STYLE: 2D
VIN: 1G1AK15F767[redacted] OAN:
COLOR: TOP/SOLID-RED

LICENSE PLATE: [redacted] STATE: AZ TYPE: PC YEAR: 11

OWNER NAME [redacted] REGISTERED TO OWNER: YES

INSURANCE CO: TITAN INSURANCE PH: [redacted] EXT.
POLICY NO: [redacted]

**** NARRATIVE ****

SERIAL NUMBER: 5079

REPORT INFORMATION:
****

REPORT NUMBER- [redacted]
LOCATION-
DATE- SEPTEMBER 26, 2010
TIME RECEIVED- 0354 HOURS
TIME DISPATCHED- 0355 HOURS
TIME ARRIVED- 0356 HOURS

OFFICERS: [redacted]
****

SGT. ROTHER #4304 PATROL SUPERVISOR/BRIEFING
OFC. SMITH #9298 HOSPITAL FOLLOW UP

OFC. BARTON	#8445	SCENE
OFC. GLIDEWELL	#8684	SCENE
OFC. ANDERSON	#8417	HOSPITAL FOLLOW UP
OFC. CARAIG	#8646	HOSPITAL FOLLOW UP
OFC. COLLINS	#8813	HOSPITAL FOLLOW UP
OFC. FIORI	#7123	INVESTIGATION

DETECTIVES:
****

SGT. OPFERBECK	#6619	VCU SUPERVISOR/PHOTOGRAPHS
DET. CLARK	#5079	CASE AGENT
DET. GIBBS	#6490	SCENE INVESTIGATOR
DET. SCHWARTZ	#6253	DRE

FIRE UNITS: C SHIFT
****

ENGINE 26		
ENGINE 15		
LADDER 24	CAPTAIN NELSON	
RESCUE 26		PASSENGER TRANSPORT TO HOSPITAL
RESCUE 18		VICTIM TRANSPORT TO HOSPITAL
RESCUE 918		DRIVER TRANSPORT TO HOSPITAL (JCL-D)

HOSPITAL INFORMATION:
****

JOHN C. LINCOLN-NORTH MOUNTAIN
250 EAST DUNLAP AVENUE
PHOENIX, ARIZONA 85020
(602)943-2381

ST. JOSEPH'S
350 WEST THOMAS ROAD
PHOENIX, ARIZONA 85013
(602)406-3000

DATE/TIME OF DEATH: VICTIM [redacted] WAS PRONOUNCED DECEASED BY DR. TOMEH AT 0436 HOURS

*** NARRATIVE ***

ON SEPTEMBER 26, 2010, AT 0512 HOURS, SERGEANT OPFERBECK OF THE VEHICULAR CRIMES UNIT CALLED ME AND REQUESTED I RESPOND TO A FATAL TRAFFIC COLLISION AT 4100 WEST BETHANY HOME ROAD. THE PURPOSE OF MY RESPONSE WAS TO ASSIST

[redacted]

Continued.

IN THE ONGOING INVESTIGATION.

I ARRIVED FROM THE WEST AT 0605 HOURS AND NOTED PHOENIX POLICE OFFICERS HAD BETHANY HOME ROAD CLOSED TO TRAFFIC. YELLOW CRIME SCENE TAPE, BARRICADES AND MARKED POLICE CARS WERE POSITIONED IN SUCH A WAY AS TO PREVENT VEHICULAR AND PEDESTRIAN TRAFFIC FROM ENTERING THE AREA. UNIFORMED POLICE OFFICERS WERE PRESENT TO PRESERVE THE INTEGRITY OF THE SCENE.

I CONDUCTED A CURSORY INSPECTION OF THE SCENE AND NOTED A RED CHEVROLET COBALT, WITH FRONT END DAMAGE, AT REST IN THE IMMEDIATE VINCINITY OF A TREE ON THE NORTH SIDE OF BETHANY HOME. ROADWAY EVIDENCE GAVE THE APPEARANCE THE CAR HAD BEEN EASTBOUND WHEN IT CROSSED OVER THE WESTBOUND LANES AND IMPACTED THE TREE WHICH WAS IN THE NARROW MEDIAN ADJACENT THE WESTBOUND LANES.

I ATTENDED A BRIEFING CONDUCTED BY PATROL SERGEANT ROTHER WHO PROVIDED THE INFORMATION KNOWN AT THE TIME. HE RELATED THE FOLLOWING:

*** BRIEFING ***

THE COLLISION INVOLVED A SINGLE EASTBOUND VEHICLE WHICH HAD COLLIDED WITH A TREE. THE VEHICLE HAD BEEN OCCUPPIED BY THREE INDIVIDUALS, ALL OF WHOM HAD BEEN TRANSPORTED TO VARIOUS HOSPITALS. THE FRONT SEAT PASSENGER HAD BEEN PRONOUNCED DECEASED AT ST. JOSEPH'S AT 0436 HOURS.

THE DRIVER WAS IDENTIFIED AS [redacted], A SEVENTEEN YEAR OLD HISPANIC MALE. HE WAS TRANSPORTED TO JOHN C. LINCOLN-NORTH MOUNTAIN. THE REAR SEAT PASSENGER WAS KNOWN ONLY AS "[redacted]' AND HE HAD BEEN TRANSPORTED TO ST. JOSEPH'S HOSPITAL.

THE VEHICLE WAS DESCRIBED AS A RED, TWO DOOR, 2006 CHEVROLET COBALT WITH ARIZONA REGISTRATION. THE DRIVER'S MOTHER WAS THE REGISTERED OWNER OF THE VEHICLE.

ONE WITNESS WAS IDENTIFIED AS HAVING WITNESSED THE COLLISION AND WAS STILL AT THE SCENE.

AT THE CONCLUSION OF THE BRIEFING, IT WAS DECIDED I WOULD BE THE CASE AGENT AND DETECTIVE GIBBS WOULD INVESTIGATE THE SCENE. DETECTIVE SCHWARTZ WAS THE CASE DRE.

I LEFT THE BRIEFING IN ORDER TO INTERVIEW THE WITNESS. I CONTACTED HER NEAR THE WEST END OF THE SCENE AND SHE RELATED THE FOLLOWING:

*** WITNESS [redacted] ***

[redacted]

Continued.

VALERIE WAS WESTBOUND IN THE MIDDLE LANE OF BETHANY HOME ROAD AND WAS IN THE AREA OF THE DEAD END SIGN FOR THE ACCESS ROAD, WHICH WAS EAST OF THE SCENE. THE INVOLVED CAR WAS EASTBOUND IN THE RIGHT LANE IN THE AREA OF THE ALLSTATE BUILDING, WHICH IS WEST OF THE SCENE. THE VEHICLE THEN WAS IN FRONT OF HER AND SHE WONDERED IF IT WAS MAKING A LEFT TURN, BUT THERE WAS NO WHERE TO TURN INTO.

SHE DID NOT HAVE TO DO ANYTHING TO AVOID A COLLISION AS THE VEHICLE PASSED IN FRONT OF HER. SHE WENT BY THE VEHICLE AND HEARD IT GO OVER THE MEDIAN AND THEN COLLIDE WITH THE TREE. AT NO TIME DID SHE HEAR BRAKING FROM THE CHEVROLET. VALERIE INDICATED THE VEHICLE WAS NOT SPEEDING AND ITS MOVEMENT WAS AS IF THE VEHICLE WAS DRIFTING, NOT ATTEMPTING TO TURN. SHE ESTIMATED THE SPEED OF THE VEHICLE AT FORTY-FIVE TO POSSIBLY FIFTY MILES AN HOUR.

VALERIE TURNED AROUND AND CAME BACK TO THE SCENE. THERE WERE FOUR GIRLS AT THE VEHICLE ALREADY ATTEMPTING TO HELP. VALERIE CALLED 911. SHE OBSERVED THE DRIVER WAS A HISPANIC MALE WITH SHORT BLACK HAIR AND A TURQUOISE SHIRT. BOTH OF THE OTHER OCCUPANTS WERE HARDER TO SEE BECAUSE OF HOW THEY WERE "SCRUNCHED IN THERE".

AT THE TIME OF THE COLLISION IT WAS DARK OUT AND THE STREET LIGHTS WERE FUNCTIONING. THERE WERE NO OTHER VEHICLES ON THE ROAD.

THIS CONCLUDED THE INTERVIEW WITH VALERIE.

SERGEANT OPFERBECK THEN ASSISTED ME WITH THE NOTIFICATION OF RICKY ANDERSON'S FAMILY OF WHAT HAD OCCURRED. I THEN DEPARTED THE SCENE AND WENT TO THE HOSPITAL WHERE I DISCOVERED FRIENDS OF ADRIAN'S MOTHER, FELICIA HARRINGTON, WHERE ALREADY AT THE HOSPITAL. I LEARNED FELICIA WAS PRESENTLY OUT-OF-STATE, BUT RETURNING SOON AND HAD BEEN ADVISED OF THE COLLISION, AS WELL AS HER SON'S CONDITION. I WAS PROVIDED HER PHONE NUMBER AND WAS ABLE TO CALL HER.

THIS CONCLUDED THE INITIAL INVESTIGATION.

IN THE DAYS IMMEDIATELY FOLLOWING, I WAS CONTACTED BY OFFICER FIORI, THE SCHOOL RESOURCE OFFICER FOR MARYVALE HIGH SCHOOL. THE SCHOOL STAFF HAD MADE HER AWARE OF SOME MYSPACE/TWITTER POSTINGS SUGGESTING JOHN MIRANDA BELIEVED HE WAS GOING TO DIE ON SATURDAY. OFFICER FIORI SENT ME COPIES OF THE POSTINGS FOR MY REVIEW.

DECEMBER 7, 2010
****

ON THIS DATE I REVIEWED THE 911 CALL LIST FOR THIS COLLISION.

1) TRACK PH10-1363419 0353 HOURS
JOANNA

[redacted]

Continued.

-CALLER WAS REPORTING A SINGLE VEHICLE TRAFFIC COLLISION IN WHICH THE CAR HAD COLLIDED HEAD ON INTO A TREE. THREE PERSONS WERE TRAPPED IN THE CAR. ON 12/7/10 I MADE A FOLLOW UP CALL AND LEARNED SHE HAD NOT SEEN THE COLLISION OCCUR, BUT HAD DRIVEN UP ON IT AFTER THE FACT.

I ALSO REVIEWED THE RADIO TRAFFIC HISTORY AND NOTED NOTHING UNUSUAL.

DECEMBER 29, 2010
****

ON THIS DATE I SPOKE WITH JOHN MIRANDA ABOUT THE POSTINGS I HAD BEEN SENT. HE EXPLAINED THE POSTINGS WERE RELATED TO A DREAM HE HAD AND WERE NOT SUICIDAL STATEMENTS. ON THE NIGHT OF THE COLLISION, THEY WERE COMING FROM A PARTY AND ON THEIR WAY TO DROP OFF RICKY. JOHN HAD NOT BEEN DRINKING. JOHN WAS NOT TIRED AND THOUGH HE DOES NOT REMEMBER WHAT HAPPENED, HE DOES NOT BELIEVE HE FELL ASLEEP.

*** CONCLUSION ***

ON SEPTEMBER 26, 2010, AT APPROXIMATELY 0354 HOURS, [redacted] WAS DRIVING HIS MOTHER'S 2006 CHEROLET COBALT PASSENGER CAR EASTBOUND IN THE AREA OF 4100 WEST BETHANY HOME ROAD. HE WAS DRIVING FRIENDS HOME FROM A PARTY. WITH HIM IN THE VEHICLE WAS FRONT SEAT PASSENGER [redacted] AND REAR SEAT PASSENGER ADRIAN HUTSON.

A WITNESS OBSERVED THE CHEVROLET DRIFTING ACROSS THE EASTBOUND LANES OF TRAFFIC AND DID NOT NOTICE AN INDICATION OF BRAKING. THE VEHICLE COLLIDED WITH A NARROW MEDIAN, CLIMBED ONTO IT AND THEN COLLIDED WITH A TREE. AS A RESULT OF THE IMPACT, [redacted] RECEIVED LIFE THREATENING INJURIES AND LATER DIED AT ST. JOSEPH'S HOSPITAL. ADRIAN HUTSON ALSO RECEIVED SERIOUS INJURIES AND WAS TRANSPORTED TO THE HOSPITAL. JOHN MIRANDA WAS ALSO TRANSPORTED TO A HOSPITAL, BUT WAS RELEASED THE SAME DAY. HE WAS FOUND TO HAVE AN INSTRUCTION PERMIT ONLY AND NONE OF THE OTHER OCCUPANTS HAD A VALID DRIVERS LICENSE.

AS A RESULT OF THE SCENE INVESTIGATION, IT WAS DETERMINED NEITHER PASSENGER WAS WEARING A SEAT BELT AT THE TIME OF THE COLLISION. THE COLLISION WAS RECONSTRUCTED AND IT WAS DETERMINED THE VEHICLE WAS TRAVELING AT FIFTY MILES PER HOUR AT IMPACT.

BETHANY HOME ROAD IS A POSTED FORTY-FIVE MILE PER HOUR ZONE.

VICTIM RECEIVED RIGHTS INFORMATION: NO MAIL-IN SUPPLEMENT:

INVOICES:

[redacted]

Continued.

DR ENTERED BY : 5079 DR FINALIZED BY : A3154

END OF REPORT DR NO: [redacted]

REPORT DATE: 20101001 TIME: 0952

TYPE OF REPORT: FATAL TRAFIC COLLISION OFFENSE: 963

PROSECUTION DESIRED: NO

BOOKING VICTIM NOTIFIED: NO

LOCATION: 004100 W BETHANY HOME ROAD BEAT: 0914 GRID: CB19

DATE/TIME OF OCCURRENCE: SUN 092610 0354

REPORTING OFFICER[S]: DAVID SCHWARTZ 6253 UNIT: T22

PREMISES: STREET/ROADWAY/ALLEY OCCUPIED: YES

OFFENSE INVOLVED: BIAS - NONE(NO BIAS)

PARTY-CREW: NO

PHOTOGRAPHS TAKEN: NO BY:

SCENE PROCESSED FOR LATENTS: NO BY:

LATENTS SUBMITTED TO CRIME LAB: NO

**** NARRATIVE ****

SERIAL NUMBER: 6253

ON SEPTEMBER 26, 2010 AT 0354 HOURS A SINGLE-VEHICLE FATAL TRAFFIC COLLISION OCCURRED AT 4100 WEST BETHANY HOME ROAD. THIS SUPPLEMENT DOCUMENTS MY EVALUATION OF DRIVER JOHN MIRANDA.

ON SUNDAY SEPTEMBER 26, 2010 AT 0513 HOURS I WAS TELEPHONED BY SERGEANT OPFERBECK. HE TOLD ME A FATAL TRAFFIC COLLISION HAD OCCURRED AT 4100 WEST BETHANY HOME ROAD. HE SAID A TEENAGED DRIVER HAD DRIVEN OFF THE ROAD INTO A TREE. HE SAID THE DRIVER DISPLAYED NO OBVIOUS SIGNS OR SYMPTOMS OF IMPAIRMENT. HE SAID ONE PASSENGER HAD DIED AND ONE PASSENGER WAS IN CRITICAL CONDITION. HE REQUESTED I RESPOND TO JOHN C. LINCOLN NORTH MOUNTAIN HOSPITAL TO EVALUATE THE DRIVER.

I AM A CERTIFIED DRUG RECOGNITION EXPERT AND EXPERIENCED IN EVALUATING PERSONS FOR IMPAIRMENT.

**** INVESTIGATION AT JOHN C. LINCOLN NORTH MOUNTAIN HOSPITAL ****

I CONTACTED OFFICER SMITH 9298 IN THE EMERGENCY ROOM OF THE HOSPITAL AT 0557 HOURS. OFFICER SMITH TOLD ME THE FOLLOWING;

OFFICER SMITH WAS ONE OF THE FIRST OFFICERS TO ARRIVE AT THE SCENE AND

GOT THERE AT ABOUT THE SAME TIME AS OTHER OFFICERS AND THE FIRE DEPARTMENT. HE SAW DRIVER [redacted] GET OUT OF THE CAR WITH A LACERATION TO THE RIGHT SIDE OF HIS HEAD. HE GOT VERY CLOSE TO THE FACE OF [redacted] IN ORDER TO DETECT ANY ODOR OF ALCOHOL. HE COULDN'T SMELL ANY ODOR OF ALCOHOL ON [redacted] OR FROM INSIDE THE CAR. MIRANDA WAS COHERENT AND STATED HE WAS THE DRIVER. MIRANDA HAD NO RECOLLECTION OF THE CRASH, BUT STATED HE WAS DRIVING HIS FRIENDS TO HOME FROM A HOUSE PARTY. HE KNEW THE TWO PASSENGERS FROM HIGH SCHOOL. HE SAID THE FRONT PASSENGER WAS [redacted] AND THE REAR PASSENGER WAS [redacted]. [redacted] TOLD OFFICER SMITH HE HAD NOT USED DRUGS OR ALCOHOL. OFFICER SMITH NOTICED [redacted] WAS CRYING AND SPOKE WITH A NORMAL VOICE. [redacted] APPEARED TO KNOW THE SERIOUSNESS OF THE INJURIES TO THE PASSENGER AND WAS PRESENT WHEN THE MEDICS REMOVED THEM FROM THE VEHICLE.

I CONTACTED [redacted], WHO WAS LYING ON A HOSPITAL BED IN THE EMERGENCY ROOM. HE HAD A LACERATION TO THE RIGHT SIDE OF HIS FOREHEAD THAT WAS CLOSED WITH SUTURES. HIS MOTHER [redacted] WAS PRESENT, BUT SPOKE NO ENGLISH. HE WAS WEARING A C-SPINE COLLAR AND HAD MEDICAL MONITORS AND AN IV LINE ATTACHED. HE APPEARED GROGGY, BUT SPOKE WITH A NORMAL VOICE AND WITH APPROPRIATE RESPONSES.

I INTRODUCED MYSELF TO [redacted] AND HELD MY IDENTIFICATION UP WHERE HE COULD SEE IT. HE IMMEDIATELY ASKED ABOUT THE CONDITION OF HIS FRIENDS. I ANSWERED HIS QUESTIONS, ADVISING HIM THAT ONE OF THE PASSENGERS WAS DECEASED AND ONE WAS IN CRITICAL CONDITION. HE BEGAN CRYING.

[redacted] TOLD ME HIS PASSENGERS WERE 18 YEAR OLD [redacted] AND 17 YEAR OLD ADRIAN. HE DID NOT KNOW ADRIAN'S LAST NAME. HE DID NOT KNOW THEIR ADDRESS OR ANY CONTACT INFORMATION FOR THEIR FAMILIES.

A NURSE DETACHED THE MONITORS AND REMOVED THE C-SPINE COLLAR. HE TOLD JOHN THEY WERE GOING TO GET HIM UP TO SEE IF HE COULD WALK AND USE THE RESTROOM. IF HE COULD DO BOTH HE WOULD BE DISCHARGED.

WHEN [redacted] WAS SEATED ON THE EDGE OF THE BED I PERFORMED EYE TESTS AND A BREATH TEST. [redacted] STATED HE HAD NOT BEEN TAKING DRUGS, MEDICATIONS, OR ALCOHOL. HIS EYES WERE RED AND WATERY FROM CRYING. HIS PUPIL SIZES WERE WITHIN THE NORMAL RANGE. HORIZONTAL AND VERTICAL GAZE NYSTAGMUS WERE NOT PRESENT. HIS EYES CONVERGED NORMALLY. [redacted] PROVIDED A BREATH SAMPLE INTO A PORTABLE BREATH TEST INSTRUMENT WITH A RESULT OF 0.000.

I CONCLUDED [redacted] WAS NOT IMPAIRED FOR THE PURPOSE OF OPERATING A MOTOR VEHICLE.

[redacted] 21 YEAR OLD BROTHER GEORGE SANCHEZ ENTERED THE ROOM. HE NOTICED THE PORTABLE BREATH TEST INSTRUMENT AND ASKED ME IF JOHN HAD BEEN DRINKING. I TOLD HIM NO. GEORGE TOLD ME [redacted] WAS A VERY GOOD KID THAT NEVER GETS INTO TROUBLE.

A SHORT TIME LATER I MET [redacted] FATHER, [redacted]. HE SPOKE SOME

Continued.

ENGLISH AND ASKED SEVERAL QUESTIONS.

[redacted] WAS ABLE TO SLOWLY WALK TO THE RESTROOM AND I LISTENED AS THE NURSE GAVE HIM HIS DISCHARGE INSTRUCTIONS. THE NURSE SAID [redacted] HAD A CONCUSSION.

I TELEPHONED SERGEANT OPFERBECK, WHO WAS AT THE COLLISION SCENE. HE ADVISED ME [redacted] ONLY HAD AN INSTRUCTIONAL PERMIT. HE REQUESTED I QUESTION [redacted] TO SEE IF ONE OF HIS PASSENGERS WAS PROPERLY LICENSED. SERGEANT OPFERBECK ALSO ASKED ME TO REQUEST CONSENT FROM THE REGISTERED OWNER OF THE VEHICLE, [redacted], TO CONDUCT A SEARCH TO IMAGE THE DATA STORED IN THE EVENT DATA RECORDER OF THE VEHICLE.

I ASKED [redacted] ABOUT THE INSTRUCTIONAL PERMIT. HE SAID HE HAD IT FOR ABOUT FIVE MONTHS. I ASKED HIM IF ONE OF HIS PASSENGERS HAD A DRIVER'S LICENSE. HE REPLIED, "I DON'T KNOW, SIR". HE STATED HE DID NOT HAVE PERMISSION TO BE DRIVING HIS MOTHER'S CAR. HE SHOWED ME HIS ARIZONA INSTRUCTIONAL DRIVER PERMIT AND ARIZONA STATE IDENTIFICATION CARD.

I ASKED [redacted] DRIVING HABITS. [redacted] USUALLY ONLY DRIVES WHEN HE OR HIS MOTHER IS WITH HIM.

I EXPLAINED TO GEORGE THE REASON FOR NEEDING TO SPEAK WITH THEIR MOTHER. HE LED ME TO A FAMILY WAITING ROOM WHERE [redacted] WAS SEATED AND HE AGREED TO TRANSLATE. GEORGE WAS FLUENT IN ENGLISH AND SEEMED TO HAVE FLUENT SPANISH SKILLS WHEN COMMUNICATING WITH HIS PARENTS.

AT 0634 HOURS I EXPLAINED TO SYLVIA THAT THE AIR BAG MODULE OF HER CAR STORES DATA IN A RECORDER THAT CAN BE USEFUL IN UNDERSTANDING DETAILS OF THE COLLISION. I TOLD HER IT MAY POSSIBLY RECORD INFORMATION SUCH AS SPEED AND THE SEVERITY OF THE CRASH. I TOLD HER THAT SINCE THE CAR BELONGED TO HER WE WOULD NEED HER PERMISSION IN ORDER TO OBTAIN IT. [redacted] TRANSLATED AND SHE RESPONDED. HER RESPONSE WAS IN SPANISH. IT WAS A LONG RESPONSE IN WHICH I UNDERSTOOD SHE WAS WILLING TO PROVIDE PERMISSION AND SHE WAS TALKING ABOUT THE AIR BAGS. [redacted] RELAYED TO ME THAT SHE WANTED US TO OBTAIN THE DATA BECAUSE SHE WAS INTERESTED IN THE INFORMATION HERSELF. HE SAID SHE EXPLAINED SHE HAD RECEIVED A RECALL NOTICE TO REPAIR THE AIR BAGS AND SHE HAD NOT TAKEN THE VEHICLE IN FOR REPAIR.

I PROVIDED THE FAMILY WITH THE REPORT NUMBER AND MY CONTACT INFORMATION.

GEORGE PROVIDED ME WITH A TELEPHONE NUMBER. HE SAID IT WAS FROM A FEMALE CALLER TO HIS BROTHER'S PHONE WHO SAID SHE WAS LOOKING FOR HER SON RICKY.

I TELEPHONED SERGEANT OPFERBECK AGAIN. I RELAYED THE TELEPHONE NUMBER FOR THE MOTHER OF [redacted]. A SHORT TIME LATER SERGEANT OPFERBECK CALLED ME BACK. HE SAID HE CALLED RICKY'S MOTHER AND SHE PROVIDED A DESCRIPTION OF HIM. HE SAID RICKY WOULDN'T HAVE IDENTIFICATION WITH HIM. HE RELAYED THE DESCRIPTION TO ME INCLUDING THE DESCRIPTION OF A TATTOO WITH THREE STARS ON HIS NECK. SERGEANT OPFERBECK REQUESTED I GO TO SAINT

JOSEPH'S MEDICAL CENTER TO DETERMINE IF THE DECEASED MALE VICTIM MATCHED THE DESCRIPTION OF RICKY.

**** INVESTIGATION AT SAINT JOSEPH'S MEDICAL CENTER ****

I DROVE TO SAINT JOSEPH'S MEDICAL CENTER. THE MEDICAL STAFF IN THE TRAUMA ROOM TOLD ME [redacted] WAS INTUBATED AND IN CRITICAL CONDITION. HE HAD BEEN TAKEN TO A ROOM IN THE INTENSIVE CARE UNIT. THEY HAD NO CONTACT INFORMATION FOR [redacted] FAMILY, BUT SOMEHOW HAD LEARNED HIS MOTHER WAS CURRENTLY ON A CRUISE. THEY TOLD ME THE REMAINS OF AN UNIDENTIFIED MALE FROM THE SAME COLLISION WERE AT THE HOSPITAL MORGUE.

HOSPITAL SECURITY ESCORTED ME TO THE MORGUE WHERE I VIEWED THE REMAINS OF THE DECEASED VICTIM AT 0720 HOURS. THE HOSPITAL TAG AND RECORDS LISTED HIS NAME AS DOE WITH A PATIENT NUMBER [redacted].

THE REMAINS WERE OF A YOUNG ADULT OR TEENAGED BLACK MALE OF MEDIUM BUILD, DARK COMPLEXION, AND SHORT HAIR. HE HAD SOME DRIED BLOOD AROUND HIS NOSE AND MOUTH AND MINOR CUTS AND ABRASIONS TO HIS LOWER LEGS. HE HAD NO VISIBLE INJURY TO HIS TORSO. THERE WERE NO INJURIES CONSISTENT WITH THE USE OF A LAP AND SHOULDER RESTRAINT BELT. HIS ONLY CLOTHING WAS A PAIR OF BOXER BRIEFS. ON THE RIGHT SIDE OF HIS NECK THERE WAS A TATTOO OF THREE STARS AS DESCRIBED BY HIS MOTHER.

I TELEPHONED SERGEANT OPFERBECK AND RELAYED WHAT I HAD LEARNED. THIS CONCLUDED MY INVOLVEMENT IN THIS INVESTIGATION.

VICTIM RECEIVED RIGHTS INFORMATION: NO MAIL-IN SUPPLEMENT: NO

INVOICES:

DR ENTERED BY : 6253 DR FINALIZED BY : A3154

END OF REPORT

REPORT DATE: 20101118 TIME: 1619

TYPE OF REPORT: FATAL TRAFFIC COLLISION OFFENSE: 963

LOCATION: 004100 W BETHANY HOME ROAD BEAT: 0914 GRID: CB19

DATE/TIME OF OCCURRENCE: SUN 092610 0354

REPORTING OFFICER[S]: GREGORY GIBBS 6490 UNIT: T21
RICHARD CLARK 5079

OFFENSE INVOLVED: BIAS - NONE(NO BIAS)

**** NARRATIVE ****

SERIAL NUMBER: 6490

***** CALLOUT / BRIEFING *****

ON SUNDAY, SEPTEMBER 26, 2010, AROUND 0507 HOURS, I WAS CONTACTED ON MY CELLULAR TELEPHONE BY SERGEANT OPFERBECK WHO TOLD ME THERE WAS A SINGLE VEHICLE FATAL COLLISION IN THE [redacted]. SERGEANT OPFERBECK REQUESTED I RESPOND TO THE LOCATION AND ASSIST WITH THE INVESTIGATION.

I ARRIVED ON THE EAST SIDE OF THE COLLISION SCENE AROUND 0625 HOURS. I NOTICED THE SCENE HAD BEEN SECURED BY RESPONDING PATROL OFFICERS. THE OFFICERS WERE USING THEIR MARKED POLICE VEHICLES, BARRICADES, ORANGE CONES, AND YELLOW CRIME SCENE TAPE TO DIVERT PEDESTRIAN AND VEHICULAR TRAFFIC AROUND THE COLLISION SCENE.

WHEN I APPROACHED THE INNER PORTION OF THE SCENE I OBSERVED A RED PASSENGER CAR ON THE NORTH SIDE OF BETHANY HOME ROAD. THE CAR HAD SUSTAINED SEVERE FRONT END DAMAGE AND WAS IN THE IMMEDIATE VICINITY OF A LARGE TREE WHICH IT HAD STRUCK. THE CAR WAS FACING GENERALLY EAST.

I MET WITH SERGEANT OPFERBECK AND DETECTIVE CLARK, WHO HAD ALSO RESPONDED TO THE SCENE. WE ATTENDED A BRIEFING OF THE PRELIMINARY FACTS OF THE CASE AS THEY WERE KNOWN AT THE TIME GIVEN BY THE SCENE SUPERVISOR SERGEANT ROTHER. SERGEANT ROTHER TOLD US THE COLLISION INVOLVED A SINGLE VEHICLE WHICH WAS A RED 2006 CHEVROLET COBALT. THERE WAS A TOTAL OF THREE OCCUPANTS IN THE VEHICLE, INCLUDING THE DRIVER, AND THE FRONT SEAT PASSENGER HAD BEEN TRANSPORTED TO THE HOSPITAL AND LATER PRONOUNCED DEAD AS A RESULT OF THE COLLISION. SERGEANT ROTHER PROVIDED THE BIOGRAPHICAL INFORMATION ON THE OCCUPANTS AS WELL AS THE SINGLE KNOWN WITNESS.

AT THE CONCLUSION OF THE BRIEFING, IT WAS DETERMINED THAT DETECTIVE CLARK WOULD BE THE CASE AGENT AND I WOULD INVESTIGATE THE SCENE.

***** COLLISION SCENE OVERVIEW *****

THE COLLISION OCCURRED IN THE 4100 BLOCK OF WEST BETHANY HOME ROAD,

APPROXIMATELY 210 FEET WEST OF [redacted]. [redacted] IS A MAJOR EAST AND WEST ROADWAY. THERE ARE TWO LANES FOR EASTBOUND TRAVEL AND THREE LANES OF TRAVEL FOR WESTBOUND TRAVEL. THE LANES ARE SEPERATED BY A TWO-WAY LEFT TURN LANE. ON THE NORTH SIDE OF [redacted] THERE IS AN ACCESS ROAD FOR THE HOUSES ON THE NORTH SIDE. THE ACCESS ROAD AND THE MAIN PORTION OF [redacted] ARE SEPERATED BY A RAISED MEDIAN WHICH CONTAINS MATURE LANDSCAPING.

THE ROAD SURFACE IS MADE UP OF AN ASPHALT COMPOSITION IN GOOD REPAIR AND THE ALIGNMENT IS STRIAGHT. ALL LINES AND MARKINGS WERE CLEARLY VISIBLE AND THE POSTED SPEED LIMIT FOR THE AREA IS 40 MILES PER HOUR. THE ROADWAY IS BORDERED BY RAISED CURBS AND CONCRETE SIDEWALKS ON THE SOUTH SIDE.

***** EVIDENCE *****

THERE WAS A LARGE DEBRIS FIELD WHICH CONSISTED OF AUTOMOBILE PARTS AND PERSONAL ITEMS FROM WITHIN THE CAR. IT EXTENDED INTO THE ACCESS ROAD ON THE NORTHSIDE, THE RAISED MEDIAN, AND THE MIDDLE AND CURB LANES FOR WESTBOUND TRAVEL AND STRETCHED APPROXIMATELY 100 FEET TO THE EAST OF THE CAR'S POINT OF REST NEXT TO THE TREE.

I LOCATED TIRE MARKS TO THE WEST OF THE POINT OF IMPACT WHICH WERE MADE BY BOTH LEFT SIDE TIRES AND THE RIGHT FRONT TIRE. THE TIRE MARKS CONSISTED OF THREE CURB STRIKES (ONE FOR EACH TIRE) AND PRINTING THROUGH THE DIRT AND GRAVEL RAISED MEDIAN LANDSCAPING AREA. THE LEFT FRONT TIRE MARK WAS APPROXIMATELY 27 FEET LONG AND THE LEFT REAR TIRE MARK WAS APPROXIMATLEY 42 FEET LONG. BOTH OF THE TIRE MARKS ENDED WHERE THE TIRES WOULD HAVE BEEN AT IMPACT WITH THE TREE AND STARTED ON THE NORTH SIDE CURB AT THE CURB STRIKES. THE FRONT RIGHT TIRE MARK ALSO STARTED AS A CURB STRIKE ON THE MEDIAN AND ENDED WHERE THE TIRE WOULD HAVE BEEN AT IMPACT WITH THE TREE. THE RIGHT FRONT TIRE MARK WAS APPROXIMATELY SIX FEET LONG.

FROM THE TIRE MARKS TO THE POINT OF IMPACT AN ANGLE OF ATTACK WITH THE TREE COULD BE DETERMINED. THE ANGLE OF ATTACK WAS APPROXIMATELY SEVEN TO EIGHT DEGREE NORTH OF DUE EAST. IN THE SCENE PHOTOGRAPHS THE ORANGE CONES SHOW THE LEFT REAR TIRE, THE BLUE CONES SHOW THE LEFT FRONT TIRE, AND THE YELLOW CONES SHOW THE RIGHT FRONT TIRE.

I DID NOT LOCATE ANY EVIDENCE OF EVASIVE ACTION PRIOR TO IMPACT OR PRE-IMPACT BRAKING.

***** AIR BAG CONTROL MODULE IMAGED *****

THE CHEVROLET COBALT IS EQUIPPED WITH A SENSING AND DIAGNOSTIC MODULE (SDM) WHICH IS SUPPORTED BY THE BOSCH CRASH DATA RETRIEVAL (CDR) TOOL AND SOFTWARE. I ATTEMPTED TO IMAGE THE SDM SEVERAL TIMES BUT THERE WAS INSUFFICIENT POWER TO CONDUCT THE IMAGE. POWER WAS APPLIED TO THE COBALT THROUGH THE USE OF BOOSTER CABLES AND AN IMAGE WAS SUCCESSFUL THROUGH THE DIRECT LINK CONNECTOR. THE MULTIPLE ATTEMPTS AT THE IMAGE ACCOUNTS FOR THE DIFFERENCE IN IGNITION CYCLES AT DEPLOYMENT AND IGNITION CYCLES AT INVESTIGATION.

THE SDM RECORDED A "DEPLOYMENT EVENT" WHICH INDICATES THE DRIVER'S AIR BAG WAS DEPLOYED BUT THE PASSENGER AIR BAG WAS SUPPRESSED. THERE WERE NO OTHER EVENTS RECORDED. THE IMAGE INDICATES THE BRAKE LIGHT WARNING LAMP WAS OFF AND THE SPEED OF THE VEHICLE ONE SECOND BEFORE ALGORITHIM ENABLE WAS 46 MILES PER HOUR. THE DRIVER'S SEAT BELT STATUS WAS BUCKLED AND THE PASSENGER SEAT BELT STATUS WAS UNBUCKLED. THE MAXIMUM CHANGE IN LONGITUDINAL VELOCITY WAS 49.47 MILES PER HOUR.

FOR ADDITIONAL DETAILS REGARDING THE SDM AND DATA LIMITATIONS REFER TO THE IMAGE PRINTOUT.

***** VEHICLE INSPECTION *****

THE INVOLVED VEHICLE WAS AT ITS UNCONTROLLED POINT OF REST AND WAS A RED 2006 CHEVROLET COBALT LS TWO-DOOR. IT WAS DISPLAYING ARIZONA LICENSE PLATE '[redacted]' AND ITS VEHICLE IDENTIFICATION NUMBER WAS "1G1AK15F767[redacted]". THE COBALT HAD SUSTANED SEVERE FRONT END DAMAGE AS A RESULT OF COLLIDING WITH THE TREE (54 INCH CIRCUMFERENCE).

THE RIGHT REAR TIRE WAS A CONTINENTAL TOURING CONTACT AS, SIZE P195/60R15 M+S 87S. IT HAD APPROXIMATELY 1/8 OF AN INCH OF TREAD AND WAS FREE TO ROTATE. THE TIRE WAS STILL ON THE CURBING OF THE NORTH SIDE OF THE RAISED MEDIAN. THERE WAS SCUFFING ACROSS THE TREAD AND THE TIRE WAS INFLATED TO 20 PSI.

THE RIGHT FRONT TIRE WAS AN UNKNOWN MAKE, TOURING HR MODEL, SIZE P195/60R15. THE TIRE WAS PUSHED REARWARDS AND LOCKED BY DAMAGE. THE TIRE WAS STILL INFLATED (UNKNOWN PSI) EVEN THOUGH IT HAD BEEN PUSHED REARWARDS TO THE A-PILLAR AREA. THERE WAS A WHITE COATING AND SCUFFING ACROSS THE TREAD WHICH MEASURED 5/32 OF AN INCH DEEP. THE TIRE WAS NOT IN CONTACT WITH, AND WAS APPROXIMATELY 6 INCHES ABOVE THE RAISED MEDIAN.

THE LEFT FRONT TIRE WAS A FIRESTONE, FIREHAWK GT, SIZE P195/60R15 87H M+S. IT WAS INFLATED, FREE TO ROTATE, HAD 1/8 OF AN INCH OF TREAD, AND WAS INFLATED TO 32 PSI. THERE WAS TREAD SCUFFING AND WHITE SIDEWALL SCUFFING CONSISTENT WITH A MINOR CURB STRIKE. IN THE AREA OF THE SIDEWALL SCUFFING THERE WAS A STIKE ON THE SILVER PLASTIC RIM COVER.

THE LEFT REAR TIRE WAS A WESTLAKE R-VH680 P195/60R15 88V. IT WAS DEFLATED AND OFF OF THE RIM. THERE WAS GOUGE IN THE OUTER SIDEWALL AND SCUFFING IN THE AREA OF THE GOUGE. THE SCUFFING AND SIDEWALL DAMAGE WAS CONSISTENT WITH A HARDER CURB STRIKE. I MEASURED THE TREAD DEPTH AS 5/32 OF AN INCH.

THE RECOMMENDED TIRE SIZE AND PRESSURE IS P195/60R15 S AT 30 PSI.

THE KIYS WERE IN THE IGNITION AND THE LIGHTS WERE IN THE "AUTO" POSITION. THERE WAS A CD PLAYING AT A LOW VOLUME WHEN POWER WAS APPLIED TO THE VEHICLE. I COULD NOT DETERMINE A MILEAGE READING DUE TO ERROR MESSAGES BEING DISPLAYED ON THE LCD READOUT IN THE CAR'S INSTRUMENT CLUSTER.

THE DRIVER'S AIR BAG HAD DEPLOYED AND THERE WAS A SMALL AMOUNT OF BLOOD ON THE BAG. THE DRIVER'S SEAT BELT WAS EXTENDED AND LOCKED INDICATING IT WAS WORN AT THE TIME OF THE COLLISION. THE DRIVER'S SEATBACK WAS PUSHED FORWARD ON THE RIGHT SIDE BUT RECLINED. THE DAMAGE TO THE REAR OF THE DRIVER'S SEAT WAS CONSISTENT WITH AN UNRESTRAINED PASSENGER IN THE REAR STRIKING THE SEAT UPON IMPACT.

THE BRAKE PEDAL WAS PUSHED TO THE RIGHT. THE CAR WAS EQUIPPED WITH AN AUTOMATIC TRANMISSION AND THE GEAR SELECTOR APPEARED TO BE IN PARK BUT I COULD NOT CONFIRM IT WAS IN PARK. THE STEERING WHEEL WAS BENT FORWARD ON THE LEFT SIDE AND THE FRONT WINDOWS WERE IN THE DOWN POSITION.

THE FRONT PASSENGER AIR BAG DID NOT DEPLOY BUT THE AIR BAG HOUSING WAS AJAR. THE CAR WAS NOT EQUIPPED WITH SIDE IMPACT CURTAINS. THERE WAS CONTACT DAMAGE ON THE GLOVE BOX DOOR AND THE PASSENGER SEATBACK WAS INCLINED FORWARD. THERE WAS CONTACT DAMAGE IN THE CENTER REAR PORTION OF THE PASSENGER FRONT SEAT WHICH WAS AGAIN, CONSISTENT WITH THE UNRESTRAINED REAR PASSENGER STRIKING THE SEAT UPON IMPACT. THE PASSENGER FRONT SEAT BELT WAS RETRACTED AND LOCKED INDICATING IT WAS NOT WORN AT THE TIME OF THE COLLISION. THE THREE SEAT BELTS IN THE REAR WERE RETRACT BUT LOOSE AND FUNCTIONING CORRECTLY (THEY WOULD BUCKLE AND UN-BUCKLE). I DID NOT OBSERVE ANY STRETCH MARKS OR OTHER SIGNS WHICH WOULD INDICATE THE REAR SEAT BELTS WERE BEING WORN AT THE TIME OF THE COLLISION.

THERE WAS INDUCED DAMAGE ON THE WINDSHIELD AND RIGHT DOOR. AN ATTEMPT HAD BEEN MADE TO FORCIBILY OPEN THE RIGHT SIDE DOOR IN A MANNER CONSISTENT WITH AN EMERGENCY SERVICES EXTRACTION.

UNITED ROAD SERVICES (DBA SHAMROCK TOWING) WAS REQUESTED AND ARRIVED A SHORT WHILE LATER. I DIRECTED THE TOW DRIVER (LEROY #65) TO PULL THE CAR AWAY FROM THE TREE AND PLACE IT ON THE ACCESS ROAD. AFTER THE CAR WAS MOVED I TOOK MEASUREMENTS OF THE DAMAGE FACE TO LATER USE IN A RECONSTRUCTION OF THE COLLISION. AFTER THE MEASUREMENTS WERE TAKEN AND THE CAR WAS PHOTOGRAPHED, SHAMROCK TOWING TOOK THE CAR TO THEIR STORAGE LOT LOCATED AT 2956 WEST OSBORN ROAD.

***** MEASUREMENTS / PHOTOGRAPHS *****

I USED A SOKKIA TOTAL STATION (ROBOTICS) TO TAKE MEASUREMENTS OF THE COLLISION SCENE, ROADWAY, AND CAR. I LATER USED THESE MEASUREMENTS TO RECONSTRUCT THE COLLISION AND, IN CONJUNCTION WITH AN AERIAL PHOTOGRAPH, CREATED A SCALED DIAGRAM OF THE THE SCENE. FOR ADDITIONAL INFORMATION ON THE MEASUREMENTS AND THE DIAGRAM, REFER TO THE COMPLETED ARIZONA CRASH REPORT.

SERGEANT OPFERBECK TOOK DIGITAL PHOTOGRAPHS OF THE COLLISION SCENE, ROADWAY, AND CAR. THE DISC CONTAINING THE PHOTOGRAPHS WAS LATER TURNED OVER TO THE FORENSIC IMAGING UNIT OF THE PHOENIX POLICE DEPARTMENT.

***** CONCLUSION *****

AT THE END OF MY INVESTIGATION AND AFTER CONFERRING WITH DETECTIVE CLARK I ARRIVED AT THE FOLLOWING CONCLUSION:

THE COBALT WAS TRAVELING EASTBOUND ON WEST BETHANY HOME ROAD. IT DRIFTED INTO THE WESTBOUND LANES OF TRAVEL IN THE 4100 BLOCK AND STRUCK THE CURB FOR THE RAISED MEDIAN WHICH SEPERATES THE ACCESS ROAD AND MAIN PORTION OF BETHANY HOME. THE COBALT CONTINUED EAST NORTHEAST ACROSS THE MEDIAN AND COLLIDED WITH A TREE.

THE SDM IMAGE SHOWS THE COBALT WAS TRAVELING 46 MILES PER HOUR ONE SECOND PRIOR TO THE COLLISION AND EXPERIENCED A 49 MILE PER HOUR MAXIMUM CHANGE IN VELOCITY. I CONDUCTED A RECONSTRUCTION OF THE COLLISION AND DETERMINED AN IMPACT SPEED JUST OVER 50 MILES PER HOUR.

THE SDM IMAGE SHOWED THE DRIVER'S SEAT BELT WAS BEING WORN BUT THE FRONT SEAT PASSENGER SEAT BELT WAS NOT BUCKLED. UPON EXAMINATION OF THE CAR I FOUND THIS TO BE TRUE. THE INTERACTION WITH THE REAR PORTIONS OF THE FRONT SEATS, ALONG WITH THE LACK WAS STRETCH OR WEAR MARKS ON THE REAR SEAT BELTS INDICATE THE REAR PASSENGER WAS NOT WEARING A SEAT BELT AT THE TIME OF THE COLLISION.

THE 2006 CHEVROLET COBALT DOES HAVE A RECALL IN REGARDS TO VEHICLES NOT EQUIPPED WITH SIDE CURTAIN AIR BAGS. THE RECALL CALLS FOR ENERGY ABSORBANT MATERIAL TO BE PLACED IN THE VEHICLE FOR INCREASED OCCUPANT SAFETY. IT IS UNKNOWN IF THIS RECALL PROCEDURE HAD BEEN PERFORMED OR NOT.

THE SDM ALSO SHOWED A DIAGNOSTIC TROUBLE CODE AT EVENT NUMBERED B0081. IN DOING RESEARCH ON THIS FAULT CODE I FOUND IT TO BE RELATED TO THE PASSENGER PRESENCE SYSTEM. HOWEVER, I COULD NOT DETERMINE IF THIS SUPPRESSED THE FRONT PASSENGER AIR BAG OR NOT.

THERE WAS NO EVIDENCE AT THE SCENE TO INDICATE ERRATIC STEERING OR AN EVASIVE MANEUVER PRIOR TO THE COLLISION. THE SDM SHOWS THE STEERING ANGLE TO BE ZERO DEGREES. THE STEERING ANGLE IS MEASURED IS INCREMENTS OF 16 DEGREES - REFER TO DATA LIMITATIONS FOR ADDITIONAL INFORMATION.

VICTIM RECEIVED RIGHTS INFORMATION: NO MAIL-IN SUPPLEMENT:

INVOICES:

DR ENTERED BY : 6490 DR FINALIZED BY : A3154

END OF REPORT

REPORT DATE: 20101208 TIME: 0938

TYPE OF REPORT: FATAL TRAFFIC COLLISION OFFENSE: 963

LOCATION: 004100 W BETHANY HOME ROAD BEAT: 0914 GRID: CB19

DATE/TIME OF OCCURRENCE: SUN 092610 0354

REPORTING OFFICER[S]: BRET GLIDEWELL 8684 UNIT: 91K
KENNETH BARTON 8445

OFFENSE INVOLVED: BIAS - NONE(NO BIAS)

**** NARRATIVE ****

SERIAL NUMBER: 8684

ON 09/26/10 OFFICER BARTON #8445 AND I WERE OPERATING IN A TWO MAN MARKED PATROL UNIT. AT APPROXIMATELY 0353 HOURS WE RESPONDED TO AN EMERGENCY ACCIDENT WITH INJURY CALL FOR SERVICE AT 4100 W. BETHANY HOME RD.

UPON OUR ARRIVAL I OBSERVED A RED CHEVY CAVALIER [COBALT] ON THE NORTH SIDE OF THE ROAD THAT HAD IMPACTED A TREE. PHOENIX FIRE DEPT. ENGINE 26-C SHIFT WAS ALREADY ON SCENE AND TREATING OCCUPANTS FROM THE VEHICLE. WHILE ESTABLISHING A PERIMETER I CONTACTED A SUBJECT WHO WITNESSED THE COLLISION. I CONTACTED W1 LITTLEMAN, VALERIE.

VALERIE STATED THAT SHE WAS TRAVELING WESTBOUND ON BETHANY HOME ROAD IN THE MIDDLE LANE AT APPROXIMATELY 4100 WEST BLOCK. ACCORDING TO VALERIE SHE OBSERVED THE RED CHEVY CAVALIER [COBALT] IN THE NUMBER ONE LANE. VALERIE ESTIMATED THE VEHICLES SPEED TO BE 45 MPH. VALERIE STATED THAT THE RED CHEVY BEGAN TO MAKE A GRADUAL LEFT TURN CROSSING ALL WESTBOUND LANES JUST IN FRONT OF VALERIE. VALERIE KEPT STATING THAT IF SHE WOULD HAVE BEEN A SECOND QUICKER THE CAR WOULD HAVE HIT HER HEAD ON. AFTER THE CAR PASSED JUST IF FRONT OF HER SHE HEARD A "BOOM" AND THEN SAW A PUFF OF SMOKE. VALERIE STATED SHE TURNED AROUND AND CALLED POLICE. VALERIE WAS VISIBLY UPSET AT THE TIME OF CONTACT.

THE FOLLOWING PHOENIX FIRE UNITS ALSO ARRIVED ON SCENE TO ASSIST. ENGINE 15, LADDER 24, RESCUE 26, AND RESCUE 18.

I MAINTAINED MY PERIMETER POSITION UNTIL I WAS LATER RELIEVED.

VCU/5079

VICTIM RECEIVED RIGHTS INFORMATION: NO MAIL-IN SUPPLEMENT:

INVOICES:

DR ENTERED BY : 5079 DR FINALIZED BY : A3154

END OF REPORT DR NO: [redacted] 003

** PUBLIC ** PHOENIX POLICE DEPARTMENT REPORT ** RECORD **

SUPPLEMENT PAGE NUMBER: 1 DR NUMBER: [redacted] 4

REPORT DATE: 20101208 TIME: 0956

TYPE OF REPORT: FATAL TRAFFIC COLLISION OFFENSE: 963

LOCATION: 004100 W BETHANY HOME ROAD BEAT: 0914 GRID: CB19

DATE/TIME OF OCCURRENCE: SUN 092610 0354

REPORTING OFFICER[S]: PATHE DIOP 8952 UNIT: 91J

OFFENSE INVOLVED: BIAS - NONE(NO BIAS)

**** NARRATIVE ****

SERIAL NUMBER: 8952

ON 09-26-10, BETWEEN 0419 AND 0650 I WAS DISPATCHED TO THE INTERSECTION OF N. 41ST AV. AND BETHANY HOME RD TO BLOCK WESTBOUND TRAFFIC. I REMAINED AT THAT LOCATION UNTIL I WAS RELIEVED BY OFFICER MAJARUCON 8342. NO ONE ACCESSED THE SCENE FROM MY SIDE.

VCU/5079

VICTIM RECEIVED RIGHTS INFORMATION: NO MAIL-IN SUPPLEMENT:

INVOICES:

DR ENTERED BY : 5079 DR FINALIZED BY : A3154

END OF REPORT DR NO: [redacted]

** PUBLIC ** PHOENIX POLICE DEPARTMENT REPORT ** RECORD **

SUPPLEMENT PAGE NUMBER: 1 DR NUMBER: [redacted]

REPORT DATE: [redacted] TIME: 1005

TYPE OF REPORT: FATAL TRAFFIC COLLISION OFFENSE: 963

LOCATION: 004100 W BETHANY HOME ROAD BEAT: 0914 GRID: CB19

DATE/TIME OF OCCURRENCE: SUN 092610 0354

REPORTING OFFICER[S]: ADELBERT CARAIG 8646 UNIT: 91K
CHRISTOPHER COLLINS 8813

OFFENSE INVOLVED: BIAS - NONE(NO BIAS)

**** NARRATIVE ****

SERIAL NUMBER: 8646

ON 092610 AT APPROXIMATELY 0403 OFC COLLINS 8813 AND I [WERE] INSTRUCTED BY SGT ROTHER 4304 TO GO TO ST. JOSEPH'S HOSPITAL AT 350 W THOMAS RD AND CHECK THE STATUS AND IDENTITY OF THE TWO SUBJECTS INVOLVED IN A VEHICLE ACCIDENT LOCATED AT 43RD AVE AND BETHANY HOME RD. WE CONTACT CAPT NELSON OF LADDER 24 WHO TOLD ME THE RIGHT REAR PASSENGER'S NAME WAS ADRIAN HUTSON. ADRIAN TOLD THE CAPTAIN HIS NAME AND ALSO GAVE HIM THE PHONE NUMBER OF HIS MOTHER HOUSE. CAPTAIN NELSON TOLD ME HE DID NOT RETRIEVE ANY FURTHER INFO ON ADRIAN. CAPTAIN NELSON STATED THE OTHER SUBJECT WAS JOHN DOE, THEY COULD NOT GET ANY INFO ON HIM.

I THEN CALLED THE PHONE NUMBER ADRIAN HAD GIVEN THE FIRE DEPARTMENT. I SPOKE WITH STACY JOHNSON WHO TOLD ME SHE IS THE BABYSITTER AND SHE TOLD ME THE FOLLOWING, ADRIAN'S MOTHER'S NAME IS FELICIA HARRINGTON AND SHE IS ON [AN] ALASKAN CRUISE. STACY TOLD ME FELICIA IS RETURNING HOME AT 8 PM TONIGHT. STACY TOLD ME SHE WAS ON HER WAY TO THE HOSPITAL.

VCU/5079

VICTIM RECEIVED RIGHTS INFORMATION: NO MAIL-IN SUPPLEMENT:

INVOICES:

DR ENTERED BY : 5079 DR FINALIZED BY : A3154

END OF REPORT DR NO: [redacted] 005

** PUBLIC ** PHOENIX POLICE DEPARTMENT REPORT ** RECORD **

SUPPLEMENT PAGE NUMBER: 1 DR NUMBER: [redacted] 6

REPORT DATE: 20101208 TIME: 1015

TYPE OF REPORT: FATAL TRAFFIC COLLISION OFFENSE: 963

LOCATION: 004100 W BETHANY HOME ROAD BEAT: 0914 GRID: CB19

DATE/TIME OF OCCURRENCE: SUN 092610 0354

REPORTING OFFICER[S]: CHRISTOPHER COLLINS 8813 UNIT: 91K
LAURA KALISZAK 8643

OFFENSE INVOLVED: BIAS - NONE(NO BIAS)

**** NARRATIVE ****

SERIAL NUMBER: 8813

ON 092610 AT 0403 HOURS OFFICER CARAIG 8646 AND I RESPONDED TO 4300 WEST BETHANY HOME ROAD TO ASSIST ADDITIONAL OFFICERS IN A COLLISION WITH SERIOUS INJURIES.

UPON ARRIVAL SERGEANT ROTHER 4304 REQUESTED A PATROL UNIT TO GO TO ST. JOSEPH'S HOSPITAL TO FOLLOW UP ON THE CONDITION OF TWO SUBJECTS INVOLVED IN THE COLLISION WHO WERE BEING TRANSPORTED FOR THEIR INJURIES.

OFFICER CARAIG AND I ARRIVED TO ST. JOSEPH'S HOSPITAL EMERGENCY ROOM WHERE BOTH SUBJECTS WERE TRANSPORTED TO. ONE OF THE SUBJECTS WAS UNABLE TO BE IDENTIFIED DUE TO NO IDENTIFICATION BEING FOUND ON HIS PERSON OR IN THE VEHICLE. THE SECOND SUBJECT, BELIEVED TO BE A REAR SEAT PASSENGER IN THE COLLISION, WAS IDENTIFIED AS ADRIAN HUTSON.

AT 0432 HOURS, DOCTOR TOMEH PRONOUNCED THE UNKNOWN OCCUPANT INVOLVED IN THE COLLISION DECEASED.

I CONTACTED SERGEANT ROTHER BY PHONE TO RELAY THE INFORMATION HE REQUESTED.

THERE IS NO FURTHER INFORMATION REGARDING MY INVOLVEMENT IN THIS INCIDENT.

VICTIM RECEIVED RIGHTS INFORMATION: NO MAIL-IN SUPPLEMENT:

INVOICES:

DR ENTERED BY : 5079 DR FINALIZED BY : A3154

END OF REPORT DR NO: [redacted] 006

This CARFAX Vehicle History Report provided free of charge by:

ESIS GM
300 Renaissance Center
MC 482 C19 B61
Detroit, MI 48265
586-212-2141

SHOW ME THE CARFAX

CARFAX® Vehicle History Report™

US $34.99

An independent company established in 1986

Vehicle Information:
2006 CHEVROLET COBALT LS
VIN: 1G1AK15F767[redacted]
COUPE
2.2L L4 MPI DOHC
FRONT WHEEL DRIVE
Standard Equipment Safety Options
Safety Reliability

CARFAX Report Provided By:
ESIS GM
300 Renaissance Center
MC 482 C19 B61
Detroit, MI 48265
586-212-2141

- **Branded Titles: Dismantled, Junk, Not Actual Mileage**
- Accident / Damage reported
- **3** Previous owners
- At least 1 open recall
- Personal vehicle
- **850** Below retail book value

This CARFAX Vehicle History Report is based only on information supplied to CARFAX and available as of 7/2/12 at 1:51:56 PM (EDT). 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.

Price Calculator

Adjust the value of this **2006 Chevrolet Cobalt LS** based on the information available in this report

1) Retail Book Value	2) CARFAX Price Adjustment	3) Adjusted Retail Value
0	- 850	Begin by entering the retail book value
Enter retail book value here	Below retail book value	

Start by entering the retail book value from a pricing guide website.

This vehicle is worth less than average, based on information in this report.

Compare adjusted retail value to seller's asking price when making your decision.

Ownership History

The number of owners is estimated

	Owner 1	Owner 2	Owner 3
Year purchased	2006	2006	2011
Type of owner	Personal	---	---
Estimated length of ownership	2 months	4 yrs. 9 mo.	1 yr. 1 mo.

Owned in the following states/provinces	Arizona	Arizona	Arizona
Estimated miles driven per year	---	---	---
Last reported odometer reading	3	8	---

CARFAX Title History

CARFAX guarantees the information in this section

	Owner 1	Owner 2	Owner 3
Salvage Junk Rebuilt Fire Flood Hail Lemon	No Problem	No Problem	**Alert!** Problem Found
Not Actual Mileage Exceeds Mechanical Limits	No Problem	No Problem	**Alert!** Problem Found

Alert! Severe problems were reported by a state Department of Motor Vehicles (DMV). This vehicle does not qualify for the CARFAX Buyback Guarantee.

CARFAX Additional History

Not all accidents / issues are reported to CARFAX

	Owner 1	Owner 2	Owner 3
Total Loss No total loss reported to CARFAX.	No Issues Reported	No Issues Reported	No Issues Reported
Structural Damage No structural damage reported to CARFAX.	No Issues Reported	No Issues Reported	No Issues Reported
Airbag Deployment No airbag deployment reported to CARFAX.	No Issues Reported	No Issues Reported	No Issues Reported
Odometer Check DMV title problems reported.	No Issues Indicated	No Issues Indicated	Odometer Problem
Accident / Damage DMV title problems reported. Accidents reported on: 05/07/2006 and 09/26/2010.	Accident Reported	Accident Reported	Severe Damage
Manufacturer Recall At least 1 manufacturer recall requires service. Locate an authorized General Motors dealer to obtain more information about this recall.	No Recalls Reported	**Recall Reported**	No New Recalls Reported
Basic Warranty Original manufacturer warranty likely voided by manufacturer after vehicle was severely damaged.	Warranty Active	Warranty Active	**Warranty Voided**

CARFAX Detailed History

Glossary

Owner 1

Purchased: 2006
Type: Personal
Where: Arizona
Est. length owned: 5[redacted]06 - 8[redacted]06 (2 months)

Date:	Mileage:	Source:	Comments:
05/07/2006		Arizona Damage Report	Accident reported
05/25/2006	3	Arizona Motor Vehicle Dept. Phoenix, AZ Title #012H006144087	Title or registration issued First owner reported Registered as personal vehicle

Owner 2

Purchased: 2006
Where: Arizona
Est. length owned: 8[redacted]06 - 5[redacted]11 (4 yrs. 9 mo.)

Date:	Mileage:	Source:	Comments:
08/10/2006	8	Arizona Motor Vehicle Dept. Phoenix, AZ	Title or registration issued New owner reported

	Title [redacted]	
01/27/2010	General Motors	Manufacturer Safety recall issued Recall # 2009226 FUEL ODOR OR SPOTTING ON GROUND - REPLACE FUEL PUMP MODULE Locate an authorized General Motors dealer to obtain more information about this recall.
03/18/2010	General Motors	Manufacturer Safety recall issued Recall # 2010023 LOSS OF POWER STEERING ASSIST - REPLACE ELECTRIC POWER STEERING MOTOR Locate an authorized General Motors dealer to obtain more information about this recall.
09/26/2010	Arizona Damage Report	Accident reported Vehicle involved in a single vehicle collision It hit a curb Vehicle disabled CARFAX began reporting this information on 12/22/2011.
09/28/2010	Arizona Motor Vehicle Dept. Phoenix, AZ Title #00X3010271004	Title or registration issued

Owner 3

Purchased: 2011
Where: Arizona
Est. length owned: 5/31/11 - present (1 yr. 1 mo.)

Date:	Mileage:	Source:	Comments:
05/31/2011		Arizona Motor Vehicle Dept. Phoenix, AZ Title [redacted]	New owner reported **NOT ACTUAL MILEAGE TITLE ISSUED** **JUNK TITLE/CERTIFICATE ISSUED** **DISMANTLED TITLE ISSUED** **CARFAX Advisor** A NAM title is issued when the owner discloses to a DMV mileage fraud, a broken odometer or that the actual mileage of this vehicle is unknown. **Mileage reported after this reading is potentially unreliable.**

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

CARFAX Glossary

View Full Glossary

Accident / Damage Indicator
CARFAX receives information about accidents in all 50 states, the District of Columbia and Canada. Different information in a vehicle's history can indicate an accident or damage, such as: salvage auction, fire damage, police-reported accident, crash test vehicle, damage disclosure, collision repair facility and automotive recycler records. Not every accident or damage event is reported and not all reported are provided to CARFAX. Details about the accident or damage event when reported to CARFAX (e.g. severity, impact location, airbag deployment) are included on the Vehicle History Report. CARFAX recommends you obtain a vehicle inspection from your dealer or an independent mechanic.

- According to the National Safety Council, Injury Facts, 2007 edition, 7 of the 245 million registered vehicles in the U.S. were involved in an accident in 2005. Over 75 of these were considered minor or moderate.

- CARFAX depends on many sources for its accident / damage data. CARFAX can only report what is in our database on 7/2/12 at 1:51:56 PM (EDT). New data will result in a change to this report.

Arizona Police Reports:

- Provide an estimate of the extent of damage in its accident reports for the following:
  - SEVERE/TOTALED: The vehicle cannot be driven from the accident scene due to severe damage or an injury. This level of damage often results in a Salvage or Junk title.
  - DISABLED: The vehicle had to be towed or hauled away from the accident location.
  - FUNCTIONAL: The vehicle could be driven from the accident location.
  - MODERATE: The accident damage affects the operation of the vehicle and/or its parts. Examples include broken windows, trunk lids, doors, bumpers and tires.
  - MINOR: The accident damage does not affect the operation of the vehicle. Examples include dented bumpers, fenders, grills and body panels. This level of accident should not compromise vehicle safety.
  - NO DAMAGE: The vehicle was not damaged.
- Are required if the estimated damage exceeds 1000

CARFAX Price Adjustment
Accidents, service records, number of owners and many other history factors can affect a vehicle's value. The CARFAX Price Adjustment is a tool that analyzes millions of used car transactions to measure how the combination of all the information reported to CARFAX affects the value of a particular vehicle. The vehicle's retail book value plus the CARFAX Price Adjustment will give you a more accurate measure of the vehicle's value. Use this tool, along with a vehicle inspection and test drive, to make a better decision about your next used car.

Dismantled Title
The vehicle sustained major damage to one or more major component parts and the cost of repairing the vehicle for safe operation exceeds its fair market value. When a Dismantled title is issued, the vehicle may be used only for parts or scrap metal. It cannot be re-titled or returned to the road.

Federal Odometer Act
The Federal Odometer Act requires a seller to disclose the vehicle's mileage on the title when ownership is transferred. Congress enacted this Act to prohibit odometer tampering and to protect consumers from mileage fraud. Under this act, sellers must disclose any issues with the vehicle's odometer. These disclosures translate into the Exceed Mechanical Limits and Not Actual Mileage titles.

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

Junk Title
A Junk Title is issued on a vehicle damaged to the extent that the cost of repairing the vehicle exceeds 75 of its pre-damage value. This damage threshold may vary by state. The majority of states use this title to indicate that a vehicle is not road worthy and cannot be titled again. Some states treat Junk titles the same as Salvage.

Manufacturer Recall
Automobile manufacturers issue recall notices to inform owners of car defects that have come to the manufacturer's attention. Recalls also suggest improvements that can be made to improve the safety of a particular vehicle. Most manufacturer recalls can be repaired at no cost to you.

New Owner Reported
When a vehicle is sold to a new owner, the Title must be transferred to the new owner(s) at a Department of Motor Vehicles.

Not Actual Mileage Title
When the seller certifies, under the Federal Odometer Act, that the odometer reading does not reflect the vehicle's actual mileage. This may occur because the odometer was tampered with, broken, or replaced.

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 1994 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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7/2/12 1:51:56 PM (EDT)

GM Legal Staff

Date: July 16, 2012

To: Jaclyn Palmer

From: Marita Stokfisz

Subject: [redacted] / GM File # **744264**
Vehicle: **2006 Chevrolet Cobalt LS**
VIN: **1G1AK15F767**[redacted]

You will find the following vehicle information attached:

Invoice Information:
- ☒ new vehicle invoice
- ☒ vehicle delivery/incentive history
- ☒ vehicle event history
- ☐ vehicle invoice is not available

☐ CARS material – VIN only

☒ CARS material – VIN only - NONE

☐ GMVIS2 information is not available due to age of vehicle

☒ GMVIS2 (Global Warranty Management) information:

- ☒ vehicle summary
- ☒ vehicle build
- ☒ vehicle component
- ☒ transaction history detail
- ☒ vehicle delivery
- ☐ transaction history is not available

Required Field Actions:

☐ There are no field actions currently affecting this vehicle.

☐ This information is not readily available

☒ The subject vehicle is affected by the following field action(s):

07132 - Service Update: On-Board Diagnostic System Improvements -- Reprogram Engine Control Module;
09226 - Safety Recall: Fuel Odor or Spotting on Ground -- Replace Fuel Pump Module;
10023 - Safety Recall: Loss of Power Steering Assist -- Replace Electric Power Steering Motor

☒ Initial owner notification information (name, address and date) for these field action(s) : 09226 and 10023. Follow up owner notification information is available upon request.

☐ Vehicle Profile Information System (VPIS) report

☒ Vehicle Profile Information System (VPIS) report is no longer available

☐ Other:

cc: Edward A. Gray, Esq.
Shamecki McCoy

2006 COBALT 2-DOOR LS COUPE
74U VICTORY RED /L4G
14B [redacted]
ORDER NO. JZMN8B/TRE STOCK NO.
VIN 1G1 AK15 F7 67[redacted]

CHEVROLET MOTOR DIVISION
GENERAL MOTORS CORPORATION
100 RENAISSANCE CENTER
DETROIT MI 48243-1114
VEHICLE INVOICE 1AD86126447

**********13*39088S

MODEL & FACTORY OPTIONS	MSRP	INV AMT
1AK37 COBALT 2-DOOR LS COUPE	12400.00	11718.00
B34 FLOOR MATS	80.00	70.40
B84 BODY COLOR BODYSIDE MOLDINGS	100.00	88.00
L61 2.2L DOHC 4 CYL ENGINE	N/C	N/C
MX0 4-SPD. AUTO. TRANS. W/OVERDRIVE	850.00	748.00
R8K **********	N/C	N/C
T43 REAR DECK-LID SPOILER	275.00	242.00
YF5 CALIFORNIA EMISSIONS	N/C	N/C

RETAIL - STOCK
INVOICE 04/13/06
SHIPPED 04/13/06
EXP I/T 04/25/06
INT COM 04/25/06
PRC EFF 04/13/06
KEYS
WFP-S QTR OPT-1
BANK: GMAC - 061
CHG-TO 39-088

SHIP WT: 2717
HP: 18.4
GMS: 13120.25
SUPPLR: 13707.29
MRM: 14295.00
DAN: BASE
MEMO 610.25

TOTAL MODEL & OPTIONS	13705.00	12866.40	ACT 231	13045.25
DESTINATION CHARGE	590.00	590.00	H/B 261	411.15
LAM DEALER CONTRIBUTION		171.31	ADV 261	171.31
LAM GROUP CONTRIBUTION		137.05	EXP 65A	137.05
TOTAL	14295.00	13764.76	PAY 310	13764.76

MEMO: TOTAL LESS HOLDBACK AND
APPROX WHOLESALE FINANCE CREDIT 13167.61

****

INVOICE DOES NOT REFLECT DEALER'S ULTIMATE COST BECAUSE OF MANUFACTURER REBATES, ALLOWANCES, INCENTIVES, HOLDBACK, FINANCE CREDIT AND RETURN TO DEALER OF ADVERTISING MONIES, ALL OF WHICH MAY APPLY TO VEHICLE.

****

THIS MOTOR VEHICLE IS SUBJECT TO A SECURITY INTEREST HELD BY GMAC.

COURTESY CHEVROLET

REMIT TO GMAC NO. 061
VIN 1G1AK15F767[redacted]
$ 13764.76 INV 1AD86126447
DUE 04/25/06 DEALER 39-088

RCMPR010 VEHICLE DELIVERY/INCENTIVE HISTORY 06/09/07
PROCESSING SOURCE: CHEVROLET 14:58:42
PAGE: 1

VIN: 1G1AK15F7 67[redacted] SELLG SCE: 13 MDL YR: 06 ORD NO: JZMN8B

ODATE: 03/16/06 ORDER FAN: OTYPE: 070 DLVY SS/SITE CD: 13 39088
DDATE: 05/05/06 DLVY FAN: DTYPE: 010 SRVC TYPE: MILEAGE:

DLVY DOE: 05/11/06 ORDER BY:
CANC:
CANC DOE:
TRADE: DLVY TO: TH ACOSTA
TRD DOE: 777 N 59TH AVE 2001
SRVC IN: PHOENIX AZ 85043
SRVC OUT: CANC SRVC IN:
BFSO ORD DT: BFSO CUST:
PRICE ASSUR DT: PRICE ASSUR RT:

--INCENTIVES--

CODE	PAY	SS/SITE	INV/INC NO	DATE	AMOUNT	MTHD	DLR SHR	STAT
CWE	01	13 39088	00030226298	05/12/06	500.00	OA	0.00	9

PROCESS TYPE: 001 CHECK NO: SSN:
DATA SCE: DLR INC MEMO NO: 00030226298 AUTH PUR CD:
MISC DATE: MISC:
POLICY PYMT CMNT: ACTV TYPE: 6

CODE	PAY	SS/SITE	INV/INC NO	DATE	AMOUNT	MTHD	DLR SHR	STAT
FFC	01	13 39088	00030226298	05/12/06	24.93	OA	0.00	9

PROCESS TYPE: 001 CHECK NO: SSN:
DATA SCE: DLVY INC MEMO NO: 00030226298 AUTH PUR CD:
MISC DATE: MISC:
POLICY PYMT CMNT: ACTV TYPE: 6

VIN: 1G1AK15F7 67[redacted] SELLG SCE: 13 MDL YR: 06 ORD NO: JZMN8B
VIN TYPE: N

EVENT DESC	SS/ SITE CD	DOCUMENT NUMBER	I S	EVENT DT	INC CD	AMOUNT
INCENTIVE MEMO	13 39088	00030226298		05/12/06	FFC	24.93
INCTV PAYMENT	13 39088	00030226298		05/12/06	FFC	24.93
INCTV APPLICATN	13 39088	00030226298		05/12/06	FFC	24.93
INCENTIVE MEMO	13 39088	00030226298		05/12/06	CWE	500.00
INCTV PAYMENT	13 39088	00030226298		05/12/06	CWE	500.00
INCTV APPLICATN	13 39088	00030226298		05/12/06	CWE	500.00
DELIVERY D.O.E.	13 39088			05/11/06		0.00
DELIVERY TO CUS	13 39088			05/05/06		0.00
EXPIRATION TRAN	13 39088	1AD86126447		04/25/06		0.00
SETTLEMENT DATE	13 39088	1AD86126447		04/25/06		13,764.76 CR
ORIGINAL INVOIC	13 39088	1AD86126447		04/13/06		13,764.76
COV/NVIS DATE	13 39088	1AD86126447		04/13/06		0.00
SHIPMENT DATE	13 39088			04/13/06		0.00
PRODUCTION (BUI	13 39088			04/13/06		0.00
PREFERENCE TO P	13 39088			03/21/06		0.00
GM ORDER ACCEPT	13 39088			03/16/06		0.00
GM ORDER ACCEPT				03/16/06		0.00

View Vehicle Summary

This screen allows IVH users to view the Summary of Vehicle Information, Field Actions, Service Information, Applicable Warranties, Transaction History, Service Contract(s) if applicable, Warranty Block, Branded Title information and OnStar and XM Radio information (if applicable).

For this vehicle:
- → View Vehicle Summary
  - → Service Contract
  - → Branded Title
  - → Warranty Block
- → View Vehicle Build
- → View Vehicle Component Summary
- → View Vehicle Transaction History Detail
- → View Vehicle Delivery Information

Vehicle Information

VIN: 1G1AK15F767[redacted] Model: 1AK37-2006 COBALT 2-DOOR LS COUPE

Service Contract: No Branded Title: Yes Warranty Block: Yes PDI Status: No

Order Type: 70 - RETAIL - STOCK

Field Actions: 3 Open

REQUEST ANOTHER VIN

Required Field Actions

Open field actions are highlighted

Type	Number	Original Nbr	Description	Release Date	Status
Product Safety Recall	N100023	10023	LOSS OF POWER STEERING ASSIST - REPLACE ELECTRIC POWER STEERING MOTOR	03/18/2010	Open
Product Safety Recall	N090226	09226	FUEL ODOR OR SPOTTING ON GROUND - REPLACE FUEL PUMP MODULE	01/27/2010	Open
Service Update Bulletins	N070132	07132	SERVICE UPDATE-INV/CUST-OBD SYS IMPROVE-REPROG PCM-EXP W/8YR/80K MILE ECM WARR	06/27/2007	Open

Branded Title

*The VIN information contained herein and information derived therefrom is the proprietary property of The Polk Company and is to be used only for the purpose of warranty verification and shall not be used for any other purpose whatsoever.

Brand Description: DISMANTLED Date Branded: 05/01/2011

Title Number: [redacted] Reporting Source Code:

Reported By: AZ Effective Date: 06/17/2011

Warranty Block

Code	Description	Effective Date
BT	BRANDED TITLE	06/17/2011

Block Transaction Types:
ZPDI
ZPTI
ZREG
ZSCT

Blocked Labour Ops:

Service Information

Vehicle has no current record of outstanding service information.

OnStar and XM Satellite Radio Information

Vehicle has no current record of OnStar / XM Radio information.

Applicable Warranties

Valid warranties are highlighted

Valid	Description	Warranty Add Date	Start Date	Effective Odometer	End Date	End Odometer
	Bumper to Bumper Limited Warranty	06/18/2011	05/05/2006	3 MI	05/05/2009	36,003 MI
	Corrosion Limited Warranty	06/18/2011	05/05/2006	3 MI	05/05/2012	100,003 MI
	Emission Limited Warranty	06/18/2011	05/05/2006	3 MI	05/05/2009	50,003 MI
	Emission Select Component Ltd Wty	06/18/2011	05/05/2006	3 MI	05/05/2014	80,003 MI
	SULEV Emission Limited Warranty	06/18/2011	05/05/2006	3 MI	05/05/2014	100,003 MI
	Powertrain Limited Warranty	06/18/2011	05/05/2006	3 MI	05/05/2011	60,003 MI

Service Contract

Vehicle has no current record of service contracts.

Transaction History

View Details

Job Card Date	Job Card Number	Transaction Type	Transaction Adjustment	Labour Operation	Odometer Reading
05/30/2007	098795	ZREG----Regular Vehicle Transaction		E0027 - Cover, Wheel - All - Replace	17,002 MI
04/13/2006	A45339	ZPDI----Pre-Delivery Inspection		Z7000 - Pre-Delivery Inspection - Base Time	0 MI

View Vehicle Build

This screen allows IVH users to view the initial build information on the selected VIN including option codes with descriptions (where available).

For this vehicle:
- View Vehicle Summary
  - Service Contract
  - Branded Title
  - Warranty Block
- View Vehicle Build
- View Vehicle Component Summary
- View Vehicle Transaction History Detail
- View Vehicle Delivery Information

Vehicle Information

VIN: 1G1AK15F767[redacted] Model: 1AK37-2006 COBALT 2-DOOR LS COUPE

Service Contract: **No** Branded Title: Yes Warranty Block: Yes PDI Status: **No**

Order Type: **70 - RETAIL - STOCK**

Field Actions: 3 Open

[redacted]

Vehicle Build

Model: 1AK37-2006 COBALT 2-DOOR LS COUPE

Gross Vehicle Weight: 1,681

Order Number: JZMN8B

Build Date: 04/13/2006

Build Plant: 7

Option Codes

*IVH is not the definitive source of GM Vehicle RPO information and is intended for service reference only. Should there be any questions about the vehicle's original build or RPO information please refer to the original vehicle invoice or window sticker.

14B - [redacted]	14[redacted]
1LS - 1LS BASE PACKAGE	1SZ - OPTION PACKAGE DISCOUNT
6AR - FRONT SPRING	74U - VICTORY RED
7AR - FRONT SPRING	8AA - REAR SPRING
9AA - REAR SPRING	AK5 - DRIVER & RIGHT FRONT PASSENGER AIR BAGS
AR9 - DELUXE FRONT BUCKET SEAT	B34 - FLOOR MATS UNIT PRODUCED WITHOUT: REAR FLOOR MATS
B35 - REAR FLOOR MATS	B84 - BODY COLOR BODYSIDE MOLDINGS
C67 - ELECT. FRONT AIR CONDITIONER	DC8 - MIRROR, O/S MANUAL FLDG, BLK
FE1 - SUSPENSION SYSTEM-SOFT RIDE	FY1 - TRANS/AXLE 3.63 RATIO
IPB - INTERIOR TRIM DESIGN	J41 - POWER DISC FRONT BRAKES
K64 - 115 AMP GENERATOR	L61 - 2.2L DOHC 4 CYL ENGINE
LOD - ASSEMBLY PLANT - LORDSTOWN,OHIO	MN5 - 4 SPEED AUTO TRANSMISSION
MX0 - 4-SPD. AUTO. TRANS. W/OVERDRIVE	N46 - 4 SPOKE STEERING WHEEL
NC7 - FEDERAL EMISSIONS OVERRIDE	NU3 - EMISSIONS SYSTEM CALIFORNIA, SULEV
PG1 - 15" STEEL WHEEL	QTU - P195/60R15 TOURING BW TIRES
R6P - PREMIUM PAINT	R8K - **********
R9U - GM ACCESS - AUTOBOOK IDENTIFIER	SLM - STOCK ORDERS
T43 - REAR DECK-LID SPOILER	UN0 - AM/FM STEREO W/CD & RDS
UQ4 - BASE SPEAKER SYSTEM	V73 - STATEMENT OF VEHICLE CERT.-U.S. /CANADA
YF5 - CALIFORNIA EMISSIONS	

Added Option Codes

Vehicle has no current record of SAIO codes.

View Vehicle Component Summary

This screen allows IVH users to view the information on various major components added to the VIN selected during vehicle build.

For this vehicle:
- → View Vehicle Summary
  - → Service Contract
  - → Branded Title
  - → Warranty Block
- → View Vehicle Build
- → View Vehicle Component Summary
- → View Vehicle Transaction History Detail
- → View Vehicle Delivery Information

Vehicle Information

VIN: 1G1AK15F767[redacted] Model: 1AK37-2006 COBALT 2-DOOR LS COUPE
Service Contract: No Branded Title: Yes Warranty Block: Yes PDI Status: No
Order Type: 70 - RETAIL - STOCK
Field Actions: 3 Open

REQUEST ANOTHER VIN

Vehicle Component

Component Code: 10-ENGINE ASSEMBLY Traceability: 604071318
Source Plant: T-CPC TONAWANDA, NEW YORK Part / Number Broadcast: TAT
Date Scanned: 04/12/2006 Time Scanned: 23:40:00 Scan Station: 04

Component Code: 61-TRANSMISSION Traceability: AF6B
Source Plant: J-HYDRAMATIC WINDSOR, ONTARIO Part / Number Broadcast: 6EHJ
Date Scanned: 04/12/2006 Time Scanned: 23:40:00 Scan Station: 04

Component Code: 86-ELECTRONIC CONTROL MODULE (ECM) Traceability: 00000Y5Y6
Source Plant: T- Part / Number Broadcast: YMZB
Date Scanned: N/A Time Scanned: N/A Scan Station: 06

Component Code: 87-BODY CONTROL MODULE Traceability: A60900292
Source Plant: R- Part / Number Broadcast: 7055
Date Scanned: 04/12/2006 Time Scanned: 20:47:00 Scan Station: 04

Component Code: AB-IR-MODULE ASM-INFLATOR Traceability: H100D1113
Source Plant: I-INLAND Part / Number Broadcast: 4416
Date Scanned: 04/13/2006 Time Scanned: 00:28:00 Scan Station: 04

Component Code: AL-IR-MODULE ASM-I/P Traceability: G100D1234
Source Plant: I-INLAND Part / Number Broadcast: 4446
Date Scanned: 04/12/2006 Time Scanned: 20:59:00 Scan Station: 04

Component Code: BK-INTERNATIONAL TRANS. CONTROL MODULE Traceability: 060965438
Source Plant: K- Part / Number Broadcast: YLXH
Date Scanned: 04/13/2006 Time Scanned: 02:31:00 Scan Station: 04

Component Code: CB-SEQ NUM (FLEX) BODY ASM Traceability: 2080312
Source Plant: - Part / Number Broadcast: 1ZZ
Date Scanned: 04/11/2006 Time Scanned: 06:39:00 Scan Station:

Service Agent Installed Component

Vehicle has no current record of vehicle component.

View Vehicle Transaction History Detail

This screen allows IVH users to view the available information on individual transaction for the VIN selected.

For this vehicle:
→ View Vehicle Summary
→ Service Contract
→ Branded Title
→ Warranty Block
→ View Vehicle Build
→ View Vehicle Component Summary
→ View Vehicle Transaction History Detail
→ View Vehicle Delivery Information

Vehicle Information

VIN: 1G1AK15F767[redacted] Model: 1AK37-2006 COBALT 2-DOOR LS COUPE
Service Contract: **No** Branded Title: Yes Warranty Block: Yes PDI Status: **No**
Order Type: **70 - RETAIL - STOCK**
Field Actions: 3 Open

REQUEST ANOTHER VIN

Job Card Date: 05/30/2007 **Job Card Number: 098795**

Repair Service Agent: **114643**
COURTESY CHEVROLET
1233 E CAMELBACK RD
PHOENIX AZ 85014-3381
6022793232

Odometer Reading: **17,002 MI**
Authorization Code:

Process Date:
08/10/2007
Transaction Type:
ZREG----Regular Vehicle Transaction
Transaction Expense Category:
Customer Complaint Code:
0000-Converted Claim
Job Card Line #: **1** Transaction Adjustment: Cause Code: **0000-Converted Claims**
Labour Op **E0027-Cover, Wheel - All - Replace**
Causal Part Number

Job Card Date: 04/13/2006 **Job Card Number: A45339**

Repair Service Agent: **114643**
COURTESY CHEVROLET
1233 E CAMELBACK RD
PHOENIX AZ 85014-3381
6022793232

Odometer Reading: **0 MI**
Authorization Code:

Process Date:
04/18/2006
Transaction Type:
ZPDI----Pre-Delivery Inspection
Transaction Expense Category:
Customer Complaint Code:
0000-Converted Claim
Job Card Line #: **1** Transaction Adjustment: Cause Code: **0000-Converted Claims**
Labour Op **Z7000-Pre-Delivery Inspection - Base Time**
Causal Part Number

View Vehicle Delivery Information

This screen allows IVH users to view the available information for the selected VIN delivered to the Service Agent and the ultimate customer. Not all sections will be populated for all VINs.

For this vehicle:
- → View Vehicle Summary
  - → Service Contract
  - → Branded Title
  - → Warranty Block
- → View Vehicle Build
- → View Vehicle Component Summary
- → View Vehicle Transaction History Detail
- → View Vehicle Delivery Information

Vehicle Information

VIN: 1G1AK15F767[redacted] Model: 1AK37-2006 COBALT 2-DOOR LS COUPE

Service Contract: No Branded Title: Yes Warranty Block: Yes PDI Status: No

Order Type: 70 - RETAIL - STOCK

Field Actions: 3 Open

REQUEST ANOTHER VIN

Invoice Information

Invoicing Service Agent: 114643
COURTESY CHEVROLET
1233 E CAMELBACK RD
PHOENIX AZ 85014-3381 6022793232

Invoice Date: 04/13/2006

Ship to Information

Ship to Service Agent: 114643
COURTESY CHEVROLET
1233 E CAMELBACK RD
PHOENIX AZ 85014-3381 6022793232

Ship to Date: N/A

Delivery Information

Delivery Service Agent: 114643
COURTESY CHEVROLET
1233 E CAMELBACK RD
PHOENIX AZ 85014-3381 6022793232

Delivery Date: 05/05/2006
Delivery Type: 010---INDIVIDUAL
Delivery Odometer: 3

In Service Information

Invoicing Service Agent:

In Service Date: N/A
In Service Type: 0000
In Service Odometer: 0

Registration Information

Registration Service Agent: N/A

Registration Date: N/A
Registration Number: N/A
Registration Odometer: 0

VINCAMPT DISPLAY VIN\RELATED CAMPAIGNS KIPSA061

07/16/2012 11:22

VIN: 1G1AK15F767[redacted] OPEN\CLOSED STATUS:

SEL COD	CAMPAIGN NUMBER	STATUS	REPAIR DATE	REPAIR BAC	PREV. NUMBER	CAMPAIGN TYPE
	07132	OPEN	/ /			YELLOW TOP

SERVICE UPDATE-INV/CUST-OBD SYS IMPROVE-REPROG PCM-EXP W/8YR/80K MILE ECM WARR

	09226	OPEN	/ /			SAFETY

FUEL ODOR OR SPOTTING ON GROUND - REPLACE FUEL PUMP MODULE

	10023	OPEN	/ /			SAFETY

LOSS OF POWER STEERING ASSIST - REPLACE ELECTRIC POWER STEERING MOTOR

ENQUIRY COMPLETE PW:

PF 10 MANT 11 VHCP 12 DLRA 13 AUDT 14 XREF 15 DESC 16 ADST 17 NADR 18 DELT
19 PERF 20 21 22 23 24 PF SELECT: GOTO:

Print | Close

VIN HISTORY DatePrinted: 7/16/2012

VIN # 1G1AK15F767[redacted] **Recall# 09226**

RECALL EVENTS

EVENT (ORIGINAL) **RELEASE DATE: 1/26/2010** **MAIL DATE: 02/04/2010**

Recall Suffix: **Letter Link:** 09226.C01 **Last Update:**

Name: [redacted]
Addres
Address 2:
Address 3:
City: PHOENIX **State:**AZ **Postal Code**[redacted] **Country:**US
Phone: **Language:** ENG
GMBAC: 00000114643 **Dealer Code:** 39088 **Division Code:** 13
Fleet Code: **Fleet Account:**
Possessor Name:
Certificate: View Certificate

CUSTOMER REPLY FORM DATA : No reply form data found

CAM-01 DATA : No CAM-01 data found

Print | Close

VIN HISTORY DatePrinted: 7/16/2012

VIN # 1G1AK15F767[redacted] Recall# 10023

RECALL EVENTS

EVENT (ORIGINAL) RELEASE DATE: 4/5/2010 MAIL DATE: 04/05/2010
Recall Suffix: Letter Link: 10023P.C01 Last Update:
Name: [redacted]
Addre[redacted]
Address 2:
Address 3:
City: PHOENIX State:AZ Postal Code:[redacted] Country:US
Phone: Language: ENG
GMBAC: 00000114643 Dealer Code: 39088 Division Code: 13
Fleet Code: Fleet Account:
Possessor Name:
Certificate: View Certificate

EVENT (ORIGINAL) RELEASE DATE: 7/5/2010 MAIL DATE: 07/26/2010
Recall Suffix: 3 Letter Link: 10023.C01 Last Update:
Name: [redacted]
Addres[redacted]
Address 2:
Address 3:
City: PHOENIX State:AZ Postal Code:[redacted] Country:US
Phone: Language: ENG
GMBAC: 00000114643 Dealer Code: 39088 Division Code: 13
Fleet Code: Fleet Account:
Possessor Name:
Certificate: View Certificate

CUSTOMER REPLY FORM DATA : No reply form data found

CAM-01 DATA : No CAM-01 data found

Print | Close | **Historical Reminder Postcard History** | Date Printed: 7/16/2012

VIN # 1G1AK15F767 [redacted]
Recall # 10023

Mailed: February 2011 (2/10/2011-2/14/2011)
Name: [redacted]
Address [redacted]
PHOENIX AZ US [redacted]

Mailed: May 2011 (5/10/2011-5/12/2011)
Name: [redacted]
Address: [redacted]
PHOENIX AZ US [redacted]

Mailed: August 2011 (8/10/2011-8/14/2011)
Name: CHAPIN AUTO WRECKING
Address: 3201 W BROADWAY RD
PHOENIX AZ US 850411805

Mailed: November 2011 (11/11/2011-11/15/2011)
Name: CHAPIN AUTO WRECKING
Address: 3201 W BROADWAY RD
PHOENIX AZ US 850411805

Print | Close | **RRD Reminder Postcard History** | Date Printed: 7/16/2012

VIN # 1G1AK15F767[redacted]
Recall # 10023

Mailed: February 2012 (2/1/2012)
Name: CHAPIN AUTO WRECKING
Address: 3201 W BROADWAY RD
PHOENIX AZ 850411805

VIEW / PRINT REMINDER POSTCARD

GM Bulletin No.: 07132B
Date: September 2011

Service Bulletin

SERVICE UPDATE

SUBJECT: **Service Update for Inventory and Customer Vehicles On-Board Diagnostic (OBD) System Improvements - Reprogram Engine Control Module - Expires with Emission Controller Warranty Period**

MODELS: **2006 Cadillac DTS**
Equipped with 4.6L V8 (RPO L37 – VIN 9, RPO LD8 - VIN Y) engine

2006 Chevrolet Cobalt
Equipped with 2.2L 4-cylinder (RPO L61 – VIN F) engine

2006 Buick Rainier
Equipped with 4.2L I-6 (RPO LL8 – VIN S) engine

This bulletin is being revised to highlight that the Chevrolet Cobalt emission controllers are covered for 8 years/100,000 miles as part of the California Super Ultra Low Emission Vehicle (SULEV) warranty. Buick Rainier and Cadillac DTS emission controller warranty period is 8 years/80,000 miles. Please discard all copies of bulletin 07132A, issued July 2010.

THIS SERVICE UPDATE INCLUDES VEHICLES IN DEALER INVENTORY AND CUSTOMER VEHICLES THAT RETURN TO THE DEALERSHIP FOR ANY REASON, AND WILL EXPIRE AT THE END OF THE INVOLVED VEHICLE'S EMISSION CONTROLLER WARRANTY PERIOD.

PURPOSE

This bulletin provides a service procedure to reprogram the Engine Control Module (ECM) calibration on **certain** 2006 Cadillac DTS vehicles equipped with 4.6L V8 (RPO L37 – VIN 9, RPO LD8 - VIN Y) engines; 2006 Chevrolet Cobalt vehicles equipped with 2.2L 4-cylinder (RPO L61 – VIN F) engines; and 2006 Buick Rainier vehicles equipped with 4.2L I-6 (RPO LL8 – VIN S) engines. The revised calibration includes Secondary Air Injection Reaction (SAIR) OBD system improvements that should be installed as soon as practical. To verify if an updated calibration is required, refer to the following procedure in this bulletin.

This service procedure should be completed as soon as possible on involved vehicles currently in dealer inventory and customer vehicles that return to the dealership for any reason during the New Vehicle Emission Controller Warranty period.

VEHICLES INVOLVED

A list of involved vehicles currently in dealer inventory is available on the "Service Update Bulletin Information" link under the "Service" tab in. Customer vehicles that return to the dealership for any reason, and are still covered under the vehicle's emission controller warranty, and are within the VIN breakpoints provided below, should be checked for vehicle eligibility in the system listed below.

YEAR	DIVISION	MODEL	FROM	THROUGH
2006	Cadillac	DTS	6U100004	6U500759
2006	Chevrolet	Cobalt	67605690	67887442
2006	Buick	Rainier	62119620	62359966

Important: Dealers are to confirm vehicle eligibility prior to beginning repairs by using the Investigate Vehicle History link. Not all vehicles within the above breakpoints may be involved.

SERVICE PROCEDURE

Do not attempt to order the calibration number from GM Customer Care and Aftersales. The calibration numbers required for this service procedure are programmed into control modules via a Tech 2 or Multiple Diagnostic Interface (MDI) and TIS2WEB with the calibration update. When using a Tech 2 or MDI for reprogramming, ensure that is updated with the latest software version. Use **TIS2WEB on or after 07/13/10** to obtain the calibration. If you cannot access the calibration, call the Techline Customer Support Center and it will be provided.

For step-by-step programming instructions, please refer to SI and the Techline Information System (TIS) terminal.

1. Verify that there is a battery charge of 12 to 15 volts. The battery must be able to maintain a charge during programming. Only use an approved Midtronics® PSC 550 Battery Maintainer (SPS Programming Support Tool EL-49642) or equivalent to maintain proper battery voltage during programming.
2. Reprogram the engine control module (ECM). Refer to SI and Service Programming System (SPS) documentation for programming instructions, if required.
   - 2.1 Connect the Tech 2 or MDI to the vehicle.
   - 2.2 Select J2534 Tech 2 or J2534 MDI and Reprogram ECU from the Select Diagnostic Tool and Programming Process screen.
   - 2.3 Select ECM Engine Control Module -- Programming from the Supported Controllers screen.
   - 2.4 Follow the on-screen instructions.
3. Using the Tech 2 or MDI, clear all DTCs, if required.

CLAIM INFORMATION – GM

For vehicles repaired under this service update, use:

Labor Operation	Description	Labor Time
V1629	Reprogram Engine Control Module (ECM)	0.4

File In Section: Product Recalls
Bulletin No.: 09226B
Date: May 2012

Recall Bulletin

PRODUCT SAFETY RECALL

SUBJECT: **Fuel Odor or Spotting on Ground – Replace Fuel Pump Module**

MODELS: **2006 Chevrolet Cobalt**
2006 Pontiac Pursuit
2006 Saturn ION
Originally Sold or Currently Registered in Arizona, Nevada

2007 Chevrolet Cobalt
2007 Pontiac G5
2007 Saturn ION
Originally Sold or Currently Registered in Arizona, California, Florida, Nevada, Texas

This bulletin is being revised to remind dealers to refer to the General Motors Service Policies and Procedures Manual, Section 6.1.2 - Regional Product Field Actions, for guidelines on handling vehicles that are not involved in this safety recall but may be displaying the same condition. Please discard all copies of bulletin 09226A, issued March 2010.

CONDITION

General Motors has decided that a defect, which relates to motor vehicle safety, exists in **certain** 2006 model year Chevrolet Cobalt, Pontiac Pursuit, and Saturn ION vehicles originally sold, or currently registered, in Arizona and Nevada; and 2007 Chevrolet Cobalt, Pontiac G5, Saturn ION vehicles originally sold or currently registered in Arizona, California, Florida, Nevada, and Texas. Some of these vehicles have a condition in which the plastic supply or return port on the modular reservoir assembly (MRA) may crack. If either of these ports develop a crack, fuel will leak from the area. The customer may notice a fuel odor while the vehicle is being driven or after it is parked. If the crack becomes large enough, fuel may be observed dripping onto the ground and vehicle performance may be affected. If a sufficient amount of fuel were to leak out and if an ignition source were present, a vehicle fire could occur.

CORRECTION

Dealers are to inspect and, if necessary, replace the fuel pump module.

VEHICLES INVOLVED

Involved are **certain** 2006 model year Chevrolet Cobalt, Pontiac Pursuit, and Saturn ION vehicles originally sold or currently registered in Arizona and Nevada; and 2007 Chevrolet Cobalt, Pontiac G5, Saturn ION vehicles originally sold, or currently registered, in Arizona, California, Florida, Nevada, and Texas, and built within these VIN breakpoints:

Year	Division	Model	From	Through
2006	Chevrolet	Cobalt	67600011	67887442
2007	Chevrolet	Cobalt	77100076	77317715
2007	Pontiac	G5	77100188	77317670
2006	Pontiac	Pursuit	67774864	67774864
2006	Saturn	ION	6Z100063	6Z211248
2007	Saturn	ION	7Z100015	7Z210507

Important: Dealers are to confirm vehicle eligibility prior to beginning repairs by using the Investigate Vehicle History link. Not all vehicles within the above breakpoints may be involved.

For dealers with involved vehicles, a listing with involved vehicles containing the complete vehicle identification number, customer name, and address information has been prepared and will be provided to dealers through the GM GlobalConnect Recall Reports. Dealers will not have a report available if they have no involved vehicles currently assigned.

The listing may contain customer names and addresses obtained from Motor Vehicle Registration Records. The use of such motor vehicle registration data for any purpose other than follow-up necessary to complete this recall is a violation of law in several states/provinces/countries. Accordingly, you are urged to limit the use of this report to the follow-up necessary to complete this recall.

PARTS INFORMATION

Parts required to complete this recall are to be obtained from General Motors Customer Care and Aftersales (GMCC&A). Please refer to your "involved vehicles listing" before ordering parts. Normal orders should be placed on a DRO = Daily Replenishment Order. In an emergency situation, parts should be ordered on a CSO = Customer Special Order.

Part Number	Description	Quantity/Vehicle
19168894	Module Kit, F/Tnk F/Pmp (w/o Fuel Lvl Sen) (LE5/L61)	1
19177326	Module Kit, F/Tnk F/Pmp (w/o Fuel Lvl Sen) (LSJ)	1

SERVICE PROCEDURE

1. Inspect the warranty summary in Global Warranty Management (GWM) for a fuel pump module replacement on or after 7/1/07.
   - If the fuel pump module has not been replaced, or was replaced before 7/1/07, the fuel pump module requires replacement. Proceed to Step 2.
   - If the fuel pump module was replaced on or after 7/1/07, what was the part number of the new fuel pump?
     - If the new fuel pump module part number module was 19168892, 19168893, 19168894, or 19177326, no further action is required.
     - If the new fuel pump module part number was **NOT** 19168892, 19168893, 19168894, or 19177326, the fuel pump module requires replacement. Proceed to Step 2.
2. Remove the fuel pump module. Refer to *Fuel Pump Module Replacement* in SI.
3. Install a new fuel pump module. Refer to *Fuel Pump Module Replacement* in SI.

CUSTOMER REIMBURSEMENT

All customer requests for reimbursement of previously paid repairs for the recall condition will be handled by the Customer Assistance Center, not by dealers.

A General Motors Customer Reimbursement Procedure and Claim Form is included with the customer letter.

IMPORTANT: (For GM US Only) Refer to the GM Service Policies and Procedures Manual, section 6.1.12, for specific procedures regarding customer reimbursement and the form.

COURTESY TRANSPORTATION

The General Motors Courtesy Transportation program is intended to minimize customer inconvenience when a vehicle requires a repair that is covered by the New Vehicle Limited Warranties. The availability of courtesy transportation to customers whose vehicles are within the warranty coverage period and involved in a product program is very important in maintaining customer satisfaction. Dealers are to ensure that these customers understand that shuttle service or some other form of courtesy transportation is available and will be provided at no charge. Dealers should refer to the General Motors Service Policies and Procedures Manual for Courtesy Transportation guidelines.

WARRANTY TRANSACTION INFORMATION

Submit a claim using the table below.

Labor Code	Description	Labor Time	Net Item
V2148	Inspect Fuel Pump Module – No Further Action Required – New Module Already Installed	0.2	N/A
V2149	Inspect & Install New Fuel Pump Module		N/A
	• Cobalt, G5, Pursuit	1.5	
	• ION	1.2	
V2150	Customer Reimbursement (not for use by US GM dealers)	0.2	*

* The amount identified in "Net Item" should represent the dollar amount reimbursed to the customer.

CUSTOMER NOTIFICATION

General Motors will notify customers of this recall on their vehicle (see copy of customer letter included with this bulletin).

DEALER RECALL RESPONSIBILITY

The US National Traffic and Motor Vehicle Safety Act provides that each vehicle that is subject to a recall of this type must be adequately repaired within a reasonable time after the customer has tendered it for repair. A failure to repair within sixty days after tender of a vehicle is prima facie evidence of failure to repair within a reasonable time. If the condition is not adequately repaired within a reasonable time, the customer may be entitled to an identical or reasonably equivalent vehicle at no charge or to a refund of the purchase price less a reasonable allowance for depreciation. To avoid having to provide these burdensome remedies, every effort must be made to promptly schedule an appointment with each customer and to repair their vehicle as soon as possible. In the recall notification letters, customers are told how to contact the US National Highway Traffic Safety Administration if the recall is not completed within a reasonable time.

All unsold new vehicles in dealers' possession and subject to this recall must be held and inspected/repaired per the service procedure of this recall bulletin before customers take possession of these vehicles.

Dealers are to service all vehicles subject to this recall at no charge to customers, regardless of mileage, age of vehicle, or ownership, from this time forward.

Customers who have recently purchased vehicles sold from your vehicle inventory, and for which there is no customer information indicated on the dealer listing, are to be contacted by the dealer. Arrangements are to be made to make the required correction according to the instructions contained in this bulletin. A copy of the customer letter is provided in this bulletin for your use in contacting customers. Recall follow-up cards should not be used for this purpose, since the customer may not as yet have received the notification letter.

In summary, whenever a vehicle subject to this recall enters your vehicle inventory, or is in your dealership for service in the future, you must take the steps necessary to be sure the recall correction has been made before selling or releasing the vehicle.

February 2010

Dear General Motors Customer:

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

General Motors has decided that a defect that relates to motor vehicle safety exists in certain 2006 model year Chevrolet Cobalt, Pontiac Pursuit, and Saturn ION vehicles originally sold, or currently registered, in Arizona and Nevada; and 2007 Chevrolet Cobalt, Pontiac G5, Saturn ION vehicles originally sold or currently registered in Arizona, California, Florida, Nevada, and Texas. As a result, GM is conducting a safety recall. We apologize for this inconvenience. However, we are concerned about your safety and continued satisfaction with our products.

IMPORTANT

- Your vehicle is involved in safety recall 09226.
- Schedule an appointment with your GM dealer/retailer.
- This service will be performed for you at **no charge**.

Why is your vehicle being recalled?

Your vehicle may have a condition in which the plastic supply or return port on the modular reservoir assembly (MRA) may crack. If either of these ports develop a crack, fuel will leak from the area. You may notice a fuel odor while the vehicle is being driven or after it is parked. If the crack becomes large enough, fuel may be observed dripping onto the ground and vehicle performance may be affected. If a sufficient amount of fuel were to leak out and if an ignition source were present, a vehicle fire could occur.

What will we do?

Your GM dealer/retailer will inspect and, if necessary, replace the fuel pump module. This service will be performed for you at **no charge**. Because of service scheduling requirements, it is likely that your dealer/retailer will need your vehicle longer than the actual inspection time of approximately 15 minutes. If the fuel pump module requires replacement, an additional 1½ hours will be needed.

If your vehicle is within the New Vehicle Limited Warranty, your dealer/retailer may provide you with shuttle service or some other form of courtesy transportation while your vehicle is at the dealership/facility for this repair. Please refer to your Owner's Manual and your dealer/retailer for details on courtesy transportation.

What should you do?

You should contact your GM dealer/retailer to arrange a service appointment as soon as possible.

Did you already pay for this repair? The enclosed form explains what reimbursement is available and how to request reimbursement if you have paid for repairs for the recall condition. Even though you may have already had this condition corrected, you will still need to take your vehicle to your<DIV_DLR> <dlr_rtr> for additional repairs.

Do you have questions? If you have questions or concerns that your dealer/retailer is unable to resolve, please contact the <VINDivisionName> Customer Assistance Center at <DivCACPhone>. More information about your vehicle can be found at the Owner Center at www.gmownercenter.com.

If after contacting your dealer/retailer and the Customer Assistance Center, you are still not satisfied we have done our best to remedy this condition without charge and within a reasonable time, you may wish to write the Administrator, National Highway Traffic Safety Administration, 1200 New Jersey Avenue, SE, Washington DC 20590, or call the toll-free Vehicle Safety Hotline at 1.888.327.4236 (TTY 1.800.424.9153), or go to http://www.safercar.gov.

Federal regulation requires that any vehicle lessor receiving this recall notice must forward a copy of this notice to the lessee within ten days.

Scott Lawson
Director,
Customer and Relationship Services

Enclosure
09226

File In Section: Product Recalls
Bulletin No.: 10023D
Date: September 2010

Recall Bulletin

PRODUCT SAFETY RECALL

SUBJECT: **Loss of Power Steering Assist – Replace Electric Power Steering Motor**

MODELS: **2005-2010 Chevrolet Cobalt**
2005 Pontiac Pursuit
2005-2006 Pontiac G4
2006 Pontiac G5 Pursuit
2007-2010 Pontiac G5
Equipped with Electric Power Steering

The Parts Information, Service Procedure, and Claim Information sections in this bulletin have been revised. Dealers are to no longer use Loctite. All reference to the use of Loctite has been removed. Additional motor kit part numbers have also been added to the Parts Information table.

Please discard all copies of bulletin 10023C, issued June 2010.

The vehicles involved in this safety recall were placed on Stop Delivery on March 2, 2010. Performing the service procedure contained in this bulletin will release the vehicle from Stop Delivery and allow you to sell and deliver the vehicle to a customer.

CONDITION

General Motors has decided that a defect, which relates to motor vehicle safety, exists in **certain** 2005-2010 model year Chevrolet Cobalt vehicles; 2005 model year Pontiac Pursuit; 2005-2006 model year Pontiac G4; 2006 model year Pontiac G5 Pursuit; and 2007-2010 model year Pontiac G5 vehicles equipped with electric power steering. Some of these vehicles have a condition in which a sudden loss of power steering assist could occur at any time while driving the vehicle. If the power steering assist is lost, a chime will sound and a "Power Steering" message will be displayed in the Driver Information Center to inform the driver of the condition. Steering control will be maintained, as the vehicle defaults to a manual steering mode. If power steering assist is lost, it may require greater driver effort at low vehicle speeds, for example, below 15 mph (25 km/h). Unless a driver compensates for this additional effort, it may increase the risk of a crash.

Typically, the next time the vehicle is started, the power steering assist will return and the "Power Steering" message will no longer be displayed.

CORRECTION

Dealers are to replace the electric power steering motor.

VEHICLES INVOLVED

Involved are **certain** 2005-2010 model year Chevrolet Cobalt vehicles; 2005 model year Pontiac Pursuit; 2005-2006 model year Pontiac G4; 2006 model year Pontiac G5 Pursuit; and 2007-2010 model year Pontiac G5 vehicles equipped with electric power steering, and built within these VIN breakpoints:

Year	Division	Model	From	Through
2005	Chevrolet	Cobalt	57156809	57673463
2006	Chevrolet	Cobalt	67600001	67887446
2007	Chevrolet	Cobalt	77100001	77417714
2008	Chevrolet	Cobalt	87100001	87351547
2009	Chevrolet	Cobalt	97100001	97299845
2010	Chevrolet	Cobalt	A7100003	A7187115
2005	Pontiac	G4	57500017	57672197
2006	Pontiac	G4	67600107	67886423
2007	Pontiac	G5	77100002	77417707
2008	Pontiac	G5	87100006	87351546
2009	Pontiac	G5	97100018	97299842
2010	Pontiac	G5	A7100001	A7116703
2006	Pontiac	G5 Pursuit	67600030	67887269
2005	Pontiac	Pursuit	57157648	57673461

Important: Dealers are to confirm vehicle eligibility prior to beginning repairs by using the Investigate Vehicle History link. Not all vehicles within the above breakpoints may be involved.

For dealers with involved vehicles, a listing with involved vehicles containing the complete vehicle identification number, customer name, and address information has been prepared and will be provided to US and Canadian dealers through the GM GlobalConnect Recall Reports. Dealers will not have a report available if they have no involved vehicles currently assigned.

The listing may contain customer names and addresses obtained from Motor Vehicle Registration Records. The use of such motor vehicle registration data for any purpose other than follow-up necessary to complete this recall is a violation of law in several states/provinces/countries. Accordingly, you are urged to limit the use of this report to the follow-up necessary to complete this recall.

PARTS INFORMATION

Important: An initial supply of motor kits required to complete this recall were pre-shipped to involved dealers of record. This pre-shipment took place the week of **March 15, 2010**. Parts required for this recall have been excluded from RIM. Additional dealer inventory should be obtained from General Motors Customer Care and Aftersales. Normal orders should be placed on a DRO = Daily Replenishment Order. In an emergency situation, parts should be ordered on a CSO = Customer Special Order.

Part Number	Description	Quantity/ Vehicle
20995579*, 19257875, 19257136*, or 19257876	Motor Kit, P/S Asst (contains motors assembly, grease packet, tie strap (clip), seal (o-ring)) Note: P/N 20995579, (pink paint dot) or 19257136 (green paint dot), received an oil slinger (cone-shaped item on shaft). Do NOT remove or damage the oil slinger during installation.	1

* A $40 core charge has been added to this part.

SERVICE PROCEDURE

Note: For customers applying for reimbursement, check GWM to determine if the new power steering motor was installed.

- If the new motor was installed, no further action is required. Proceed to the Claim Information section.
- If the new motor was NOT installed, the vehicle requires motor replacement. Proceed to the repair instructions below.

EPS Motor Replacement Procedure

Note: The use of Loctite is no longer required. Loctite should not be used for any further applications.

1. Connect the Tech 2® to the vehicle and check for diagnostic trouble codes (DTCs).
2. Record any present DTCs on the repair order and during claim submission.
3. Clear any DTCs that are present.
4. Remove the power steering assist motor. Refer to *Power Steering Assist Motor Replacement* in SI.

Caution: Use caution when installing the new motor assembly to prevent damage to the components on the front of the motor assembly. When installing the new motor assembly, hold the motor assembly in vehicle position and finger-start and tighten the two bolts. Technicians must tighten the two power steering motor bolts evenly, alternating between the two bolts until proper torque is obtained. If the motor is not held in vehicle position and bolts are not finger-started and tightened properly, a noise or vibration may be induced into the steering column.

Note: For 2005 model year vehicles only: Do NOT install the o-ring between the motor assembly and the steering column assembly. The new service motor kit will include an o-ring, but **DO NOT** install the o-ring for 2005 model year vehicles only.

5. Install the new power steering assist motor. Refer to *Power Steering Assist Motor Replacement* in SI.
6. Perform Test Drive.

CUSTOMER REIMBURSEMENT – For GM US

All customer requests for reimbursement of previously paid repairs for the recall condition will be handled by the Customer Assistance Center, not by dealers.

A General Motors Customer Reimbursement Procedure and Claim Form is included with the customer letter.

IMPORTANT: (For GM US Only) Refer to the GM Service Policies and Procedures Manual, section 6.1.12, for specific procedures regarding customer reimbursement and the form.

CUSTOMER REIMBURSEMENT – For Canada

Customer requests for reimbursement of previously paid repairs for the recall condition are to be submitted to the dealer by October 31, 2011.

All reasonable customer paid receipts should be considered for reimbursement. The amount to be reimbursed will be limited to the amount the repair would have cost if completed by an authorized General Motors dealer.

When a customer requests reimbursement, they must provide the following:

- Proof of ownership at time of repair.
- Original paid receipt confirming the amount of repair expense(s) that were not reimbursed, a description of the repair, and the person or entity performing the repair.

Claims for customer reimbursement on previously paid repairs are to be submitted as required by GWM.

IMPORTANT: Refer to the GM Service Policies and Procedures Manual, section 6.1.12, for specific procedures regarding customer reimbursement verification.

FLOOR PLAN REIMBURSEMENT

Dealers in possession of vehicles included in the Stop Delivery are eligible for reimbursement of floor plan expense upon completion of this recall. This reimbursement is limited to the number of days from the Stop Delivery message to receipt of the recall parts and/or repair procedures. Floor plan reimbursement beyond these dates is not allowed. The amount of reimbursement should be charged as a net amount expense using the recall labor operation provided.

COURTESY TRANSPORTATION

The General Motors Courtesy Transportation program is intended to minimize customer inconvenience when a vehicle requires a repair. The availability of courtesy transportation to customers whose vehicles are within the warranty coverage period and involved in a product program is very important in maintaining customer satisfaction. Dealers are to ensure that these customers understand that shuttle service or some other form of courtesy transportation is available and will be provided at no charge. Dealers should refer to the General Motors Service Policies and Procedures Manual for Courtesy Transportation guidelines.

CLAIM INFORMATION

1. Submit a claim using the table below.
2. Courtesy Transportation (not for Export use) - Submit as Net Item under the repair labor code.

Labor Code	Description	Labor Time	Net Item
V2220	Replace Power Steering Assist Motor (inc. inspection & Test Drive)	0.6	N/A
V2221	Customer Reimbursement – Vehicle Repaired WITH New Motor (PN 20930092), No Further Repairs Required (not for use by US GM dealers)	0.2	*
V2222	Customer Reimbursement – Vehicle NOT Repaired With New Motor (PN 20930092) – Recall Needs to be Performed (not for use by US GM dealers)	0.2	*
V2223	Floor Plan Reimbursement	N/A	**

* The amount identified in "Net Item" should represent the dollar amount reimbursed to the customer.

** The amount identified in "Net Item" should represent the product of the vehicle's average daily interest rate (see table below) multiplied by the actual number of days the vehicle was in dealer inventory and not available for sale. This reimbursement is limited to the number of days from the date of the stop delivery message (March 2, 2010) to the date the repair is completed and the vehicle is ready for sale (not to exceed 35 days):

Vehicle	US Reimbursement Amount	Canadian Reimbursement Amount
Chevrolet Cobalt	$2.08	$ 2.94
Pontiac G5, G5 Pursuit, Pursuit	$2.14	$2.96

CUSTOMER NOTIFICATION – For US and Canada

General Motors will notify customers of this recall on their vehicle (see copy of customer letter included with this bulletin).

CUSTOMER NOTIFICATION – For Export

Letters will be sent to known owners of record located within areas covered by the US National Traffic and Motor Vehicle Safety Act. For owners outside these areas, dealers should notify customers using the attached sample letter.

DEALER RECALL RESPONSIBILITY – For US and Export (US States, Territories, and Possessions)

The US National Traffic and Motor Vehicle Safety Act provides that each vehicle that is subject to a recall of this type must be adequately repaired within a reasonable time after the customer has tendered it for repair. A failure to repair within sixty days after tender of a vehicle is prima facie evidence of failure to repair within a reasonable time. If the condition is not adequately repaired within a reasonable time, the customer may be entitled to an identical or reasonably equivalent vehicle at no charge or to a refund of the purchase price less a reasonable allowance for depreciation. To avoid having to provide these burdensome remedies, every effort must be made to promptly schedule an appointment with each customer and to repair their vehicle as soon as possible. In the recall notification letters, customers are told how to contact the US National Highway Traffic Safety Administration if the recall is not completed within a reasonable time.

DEALER RECALL RESPONSIBILITY – All

All unsold new vehicles in dealers' possession and subject to this recall must be held and inspected/repaired per the service procedure of this recall bulletin before customers take possession of these vehicles.

Dealers are to service all vehicles subject to this recall at no charge to customers, regardless of mileage, age of vehicle, or ownership, from this time forward.

Customers who have recently purchased vehicles sold from your vehicle inventory, and for which there is no customer information indicated on the dealer listing, are to be contacted by the dealer. Arrangements are to be made to make the required correction according to the instructions contained in this bulletin. A copy of the customer letter is provided in this bulletin for your use in contacting customers. Recall follow-up cards should not be used for this purpose, since the customer may not as yet have received the notification letter.

In summary, whenever a vehicle subject to this recall enters your vehicle inventory, or is in your dealership for service in the future, you must take the steps necessary to be sure the recall correction has been made before selling or releasing the vehicle.

Dear General Motors Customer:

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

General Motors has decided that a defect that relates to motor vehicle safety exists in certain 2005-2010 model year Chevrolet Cobalt vehicles; 2005 model year Pontiac Pursuit; 2005-2006 model year Pontiac G4; 2006 model year Pontiac G5 Pursuit; and 2007-2010 model year Pontiac G5 vehicles equipped with electric power steering. As a result, GM is conducting a safety recall. We apologize for this inconvenience. However, we are concerned about your safety and continued satisfaction with our products.

IMPORTANT

- Your vehicle is involved in safety recall 10023.
- Schedule an appointment with your GM dealer.
- This service will be performed for you at **no charge**.

Why is your vehicle being recalled?

Your vehicle may have a condition in which a sudden loss of power steering assist could occur at any time while driving the vehicle. If the power steering assist is lost, a chime will sound and a "Power Steering" message will be displayed in the Driver Information Center to inform you of the condition. Steering control will be maintained, as the vehicle defaults to a manual steering mode. If power steering assist is lost, it may require greater driver effort at low vehicle speeds, for example, below 15 mph (25 km/h). Unless the driver compensates for this additional effort, it may increase the risk of a crash.

Typically, the next time the vehicle is started, the power steering assist will return and the "Power Steering" message will no longer be displayed.

What will we do?

Your GM dealer will replace the electric power steering motor. This service will be performed for you at **no charge**. Because of service scheduling requirements, it is likely that your dealer will need your vehicle longer than the actual service correction time of approximately 40 minutes.

If your vehicle is within the New Vehicle Limited Warranty, your dealer may provide you with shuttle service or some other form of courtesy transportation while your vehicle is at the dealership for this repair. Please refer to your Owner Manual and your dealer for details on courtesy transportation.

What should you do?

You should contact your GM dealer to arrange a service appointment as soon as possible.

Did you already pay for this repair?

The enclosed form explains what reimbursement is available and how to request reimbursement if you have paid for repairs for the recall condition. If you had this condition corrected, you may have received the new motor. Please contact your dealer to determine if the motor in your vehicle requires replacement.

Do you have questions?

If you have questions or concerns that your dealer is unable to resolve, please contact the appropriate Customer Assistance Center at the number listed below.

Division	Number	Text Telephones (TTY)
Chevrolet	1-800-630-2438	1-800-833-2438
Pontiac	1-800-620-7668	1-800-833-7668
Guam	1-671-648-8450	
Puerto Rico – English	1-800-496-9992	
Puerto Rico – Español	1-800-496-9993	
Virgin Islands	1-800-496-9994	

If after contacting your dealer and the Customer Assistance Center, you are still not satisfied we have done our best to remedy this condition without charge and within a reasonable time, you may wish to write the Administrator, National Highway Traffic Safety Administration, 1200 New Jersey Avenue, SE, Washington DC 20590, or call the toll-free Vehicle Safety Hotline at 1.888.327.4236 (TTY 1.800.424.9153), or go to http://www.safercar.gov.

Federal regulation requires that any vehicle lessor receiving this recall notice must forward a copy of this notice to the lessee within ten days.

Scott Lawson
Director,
Customer and Relationship Services

Enclosure
10023

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[redacted]
Philadelphia, Pennsylvania [redacted]

Attorneys for Defendant General Motors LLC

IN THE SUPERIOR COURT OF THE STATE OF ARIZONA

IN AND FOR THE COUNTY OF MARICOPA

[redacted] in her own right and on behalf of all statutory beneficiaries, and as Personal Representative for the Estate of [redacted]N, deceased, Plaintiffs, v. GENERAL MOTORS LLC, a Delaware Corporation[redacted] husband ar[redacted] DOES 1-5; BLACK AND WHITE PARTNERSHIPS 1-5; XYZ CORPORATIONS 1-5, Defendants.	No. CV2012-054208 **DEFENDANT GENERAL MOTORS LLC'S AMENDED AND SUPPLEMENTAL RESPONSES TO PLAINTIFF'S INTERROGATORIES** (Assigned to Hon. Alfred M. Fenzel)

General Motors LLC ("GM") responds to Plaintiff's Interrogatories, as follows:

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PREFATORY STATEMENT

The vehicle involved in this case is a 2006 Chevrolet Cobalt 2-door LS coupe (VIN 1G1AK15F767[redacted]). The case arises out of a single-vehicle crash that occurred at approximately 3:54 a.m., on September 26, 2010. According to the Arizona Crash Report, defendant, [redacted], who was 17 at the time of the crash, was operating his mother's Cobalt eastbound, on West Bethany Home Road in Phoenix, Arizona when, for an unknown reason, Mr. [redacted] drifted the vehicle across the westbound lanes, collided with a raised median and then struck a tree. The Arizona Crash Report indicates that [redacted], 18 at the time of the crash, was riding in the Cobalt's front passenger seat and that [redacted], age 17, was also a passenger in the Cobalt. According to the Crash Report, defendant, [redacted], had only an instructional permit, and no other vehicle occupant had a valid driver's license.

The Cobalt's driver frontal airbag deployed during the crash. The passenger frontal airbag did not deploy. According to the CDR report for the crash data downloaded from the Cobalt's Sensing and Diagnostic Module (SDM), deployment of the passenger frontal airbag was suppressed by the vehicle's passenger sensing system. In addition, according to the CDR report for the downloaded data, the driver safety belt buckle switch status was "buckled" at the time of the crash, and the front passenger safety belt buckle switch status was "unbuckled." [redacted] sustained fatal injuries, as a result of the crash. Plaintiff attributes the decedent's injuries to the non-deployment of the passenger airbag.

The 2006 Chevrolet Cobalt is known internally at GM as a GMX001. The GMX001 was introduced in the 2005 model year. GMX001 vehicles include both sedans and coupes that were marketed in North America under the Chevrolet and Pontiac brand names. Chevrolet marketed the GMX001 in the United States and Canada as the Chevrolet Cobalt from the 2005-2010 model years, in both sedan and coupe models. Pontiac marketed the GMX001 in Canada from the 2005-2010 model years, in both sedan and coupe models (initially as the Pontiac Pursuit, then as the Pontiac G5 Pursuit, and finally as the Pontiac G5). Pontiac marketed the GMX001 in Mexico from the 2005-2009

model years in both sedan and coupe models (initially as the Pontiac G4 and later as the Pontiac G5). Pontiac marketed the GMX001 in the United States from the 2007-2009 model years as the Pontiac G5, in the coupe version only.

The frontal airbag system on the 2005 GMX001 was a dual-stage system that incorporated an SDM from the SDM-EPS family, calibrated specifically for GMX001 vehicles, and a GSAT-3 electronic front sensor. In the 2006 model year, the airbag system for the GMX001 (excluding the SS coupe model) incorporated a Delphi PODS-B passenger sensing system as part of the vehicles' compliance with the advanced airbag requirements of Federal Motor Vehicle Safety Standard (FMVSS) 208. The airbag system for the SS coupe carried over from the 2005 model year and did not include a passenger sensing system.

In the 2007 model year, the GMX001 incorporated a new driver airbag module, steering wheel, and passenger airbag inflator, and a revised frontal airbag sensing calibration with a lower second-stage deployment threshold. As an interim 2007 model year change, the calibration of the PODS-B passenger sensing system for the GMX001 was redefined to increase the number of pressure counts (the compliance margin) between the child seat condition that creates the highest pressure count and the adult classification threshold.

For the 2008 model year, the GMX001 frontal airbag system used an SDM from the SDM-EPS family and a GSAT-4 electronic (raw data) front sensor. The frontal sensing calibration changed with the introduction of raw data sensors. The SS coupe version of the GMX001 was first equipped with a passenger sensing system in the 2008 model year with the introduction of the GMX001 HPVO (marketed as a Chevrolet Cobalt SS coupe). Because the GMX001 Chevrolet Cobalt SS coupe had a unique seat design, the Delphi PODS-B passenger sensing system utilized on the 2008 GMX001 Chevrolet Cobalt SS coupe was not substantially similar to the Delphi PODS-B passenger sensing system utilized on other GMX001 vehicles.

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The frontal airbag sensing calibration for GMX001 vehicles changed again in the 2009 model year. The FMVSS 208 compliance option for the GMX001 also changed in the 2009 model year with the implementation of a passenger airbag system that provided Low Risk Deployment (LRD), as defined by FMVSS 208, for the NHTSA 3- and 6-year-old positions, and an IEE Body Sense, Infant Only Suppression (IOS) system. The SS coupe version of the GMX001 continued to use the PODS-B passenger sensing system that was specifically developed for the SS coupe.

In making these responses, GM will generally provide information about the Delphi PODS-B passenger sensing system on 2006-2008 GMX001 vehicles (excluding the HPVO/Chevrolet Cobalt SS coupe). There are other GM vehicles that utilize a PODS-B passenger sensing system; however, the PODS-B bladder design and ECU calibration are affected by seat height, seat back angle, seat cushion size, seat cushion shape, seat cushion stiffness, seat bolster height, seat cover material, safety belt geometry, and belt tension sensor location, as well as by the geometry of the floor relative to the seat and the width of the space between the door and the center console, which can affect how occupants sit in the seat. GM is not providing information about PODS-B passenger sensing systems in vehicles other than the 2006-2008 GMX001, because those other vehicles (including the factors that affect bladder design and system calibration) are not substantially similar to the 2006 Chevrolet Cobalt involved in this case. Consequently, information about those vehicles would not lead to the discovery of admissible evidence.

GM also is not providing information about the PODS-B passenger sensing system in the 2008-2010 GMX001 Chevrolet Cobalt SS coupe because, due to differences in the vehicle seats, the PODS-B passenger sensing system utilized in the 2008-2010 GMX001 Chevrolet Cobalt SS coupe is not substantially similar to the PODS-B passenger sensing system in the subject 2006 Chevrolet Cobalt LS sedan.

This case is in its preliminary stages and information relating to the plaintiff's allegations of negligence and product liability are limited. In addition, GM's investigation of the facts relating to the crash is incomplete and continuing. GM has not yet received or

collected all documents relating to this action, interviewed all witnesses in this lawsuit, nor completed its discovery or preparation of its defenses to plaintiff's various allegations. GM reserves the right, at any time in this litigation, to identify additional witnesses, information or documents, if any, that pertain to any theories known or unknown, or which may be discovered.

The determination of scope and the documents consequently produced in providing these responses are for the purposes of discovery only and are not an admission on behalf of GM regarding their admissibility or ultimate responsiveness to the allegation(s) made in this case.

GENERAL OBJECTIONS

GM objects to Plaintiff's "definitions" as those definitions are overly broad, vague, ambiguous, unduly burdensome, and ask for information that is not relevant and will not lead to admissible evidence. GM also objects to Plaintiff's "definitions" to the extent that they are broad enough to encompass information that is protected from disclosure by the attorney-client privilege and/or work-product doctrine.

INTERROGATORY NO. 1: For the CDR download and printout retrieved from the "subject vehicle" is Diagnostic Trouble Code (DTC) B0081 refer to a Occupant Detection (PODS-B) fault condition?

RESPONSE: DTC B0081 refers to a fault in the passenger presence system.

INTERROGATORY NO. 2: If "your" response to Interrogatory No. 1 is YES, define specifically all conditions that could lead to DTC B0081.

RESPONSE: DTC B0081 can be set by an incorrect component installed, an internal electrical failure, or invalid serial data received. Detail regarding the fault(s) underlying DTC B0081 can be obtained by interrogating the passenger presence system ECU, which was not preserved in this case. For additional information regarding DTC B0081 and for information regarding the underlying fault codes that can be obtained by flashing the

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passenger presence system ECU, GM refers Plaintiff to the airbag section of the service manual that GM has agreed to produce in its Initial Disclosure IX (17).

Beyond this, GM objects to this interrogatory because it is overly broad, vague and ambiguous, unduly burdensome and asks for information that is not relevant.

INTERROGATORY NO. 3: If "your" response to Interrogatory No. 1 is NO, please answer the following interrogatories with respect to the condition noted in the EDR report as: "Automatic Passenger SIR Suppression System Validity Status at AE: Invalid"

a. When the DTC B0081 fault code exists, what warnings are provided to the driver of the vehicle that there is a system fault present (considering AIRBAG WARNING LAMP and PASSENGER AIRBAG DEACTIVATION (PAD) LAMP, etc.)?

b. Is there any way to defeat the warning systems put in place to warn the driver when a DTC B0081 is present?

c. If the warning lamp were properly turned ON for 9,530 seconds, can OM estimate the typical days, weeks, months of operation this number would represent statistically?)

RESPONSE: N/A.

INTERROGATORY NO. 4: What owner's manual warnings, GM dealership tools, and/or procedures or warning labels exist that a non-English speaking owner/driver would be able to recognize and properly address any issues associated with the DTC B0081 which the CDR report for the "subject vehicle" recorded as present at the time of the "subject incident"?

RESPONSE: Based on the CDR report for the data retrieved from the subject vehicle's SDM, the airbag readiness indicator was illuminated continuously for seven ignition cycles prior to the crash underlying this lawsuit. As required by FMVSS 208, the airbag readiness indicator is clearly visible from the driver's designated seating position. When

the airbag readiness indicator light stays on after the vehicle is started or comes on when the vehicle is being driven, it provides an indication that the airbag system may not work properly. The airbag readiness indicator is an ISO symbol and is not language specific.

In addition, when a problem is detected with the airbag system, "SERVICE AIR BAG" is displayed in the Driver Information Center (DIC). The DIC display is located at the bottom of the tachometer on the instrument panel cluster. The driver can select the language in which the DIC will display information. English is the default language setting for the DIC display, which can be changed to French, Spanish, or German.

Further, FMVSS 208 requires the identifying words "PASSENGER AIR BAG OFF" or "PASS AIR BAG OFF" on the telltale or within 25 mm (1.0 in) of the telltale that emits light when the passenger airbag system is deactivated. Based upon information and belief, the driver of the subject vehicle at the time of the crash and the decedent passenger both spoke English and would have been able to read the passenger airbag status indicator, located on the center of the instrument panel below the radio and above the A/C controls, which would have indicated "PASSENGER AIR BAG OFF."

The owner manual for the 2006 Chevrolet Cobalt contains additional information about the airbag readiness light, the passenger airbag status indicator, and the Driver Information Center. GM has agreed to produce a copy of the 2006 Chevrolet Cobalt owner manual in its Initial Disclosure Statement IX (16).

Beyond this, GM objects to this interrogatory because it is overly broad, vague and ambiguous, unduly burdensome and asks for information that is not relevant.

AMENDED RESPONSE: Based on the CDR report for the data retrieved from the subject vehicle's SDM, the airbag readiness indicator was illuminated continuously for seven ignition cycles prior to the crash underlying this lawsuit. As required by FMVSS 208, the airbag readiness indicator is clearly visible from the driver's designated seating position. When the airbag readiness indicator light stays on after the vehicle is started or comes on when the vehicle is being driven, it provides an indication that the airbag system may not

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work properly. The airbag readiness indicator is an ISO symbol and is not language specific.

In addition, when a problem is detected with the airbag system, "SERVICE AIR BAG" is displayed in the Driver Information Center (DIC). The DIC display is located at the bottom of the tachometer on the instrument panel cluster. The driver can select the language in which the DIC will display information. English is the default language setting for the DIC display, which can be changed to French, Spanish, or German.

Further, FMVSS 208 requires the identifying words "PASSENGER AIR BAG OFF" or "PASS AIR BAG OFF" on the telltale or within 25 mm (1.0 in) of the telltale that emits light when the passenger airbag system is deactivated. **The Bosch Crash Data Retrieval Engineering Translation Report for the data retrieved from the subject vehicle's SDM contains the DTC B0081, fault type $71. Whether the Passenger Air Bag "OFF" indicator would have been illuminated depends upon the underlying condition that resulted in DTC B0081, fault type $71 being set. If, for example, DTC B0081, fault type $71 was set because the connection to the Belt Tension Sensor (BTS) or the connection to the pressure sensor was disrupted, the Passenger Air Bag "OFF" indicator would have been illuminated. On the other hand, if DTC B0081, fault type $71 was set because the connection between the passenger presence system ECU and the body wiring harness was disrupted, neither the "OFF" nor the "ON" indicator would have been lit.**

The subject vehicle's passenger presence system ECU was not preserved for inspection in the Gay case. Additional information regarding the condition(s) underlying the setting of DTC B0081, fault type $71 could have been obtained by interrogating the passenger presence system ECU, if the ECU had been preserved. Regardless of the condition(s) that led to the setting of DTC B0081, fault type $71, the airbag readiness indicator would have remained illuminated and the Driver Information Center would have displayed "SERVICE AIR BAG," in English or in the language selected.

The owner manual for the 2006 Chevrolet Cobalt contains additional information about the airbag readiness light, the passenger airbag status indicator, and the Driver Information Center. GM has agreed to produce a copy of the 2006 Chevrolet Cobalt owner manual in its Initial Disclosure Statement IX (16).

Beyond this, GM objects to this interrogatory because it is overly broad, vague and ambiguous, unduly burdensome and asks for information that is not relevant.

INTERROGATORY NO. 5: "Identify" all Recalls, Campaigns (public or unpublished dealership service advisories) and other notices related to the "subject vehicle".

RESPONSE: GM refers Plaintiff to the documents it has agreed to produce in its Initial Disclosure Statement IX (11), (12) and (14-16).

Beyond this, GM objects to this interrogatory because it is overly broad, vague and ambiguous, unduly burdensome and asks for information that is not relevant.

INTERROGATORY NO. 6: "Identify" all Recalls, Campaigns (public or unpublished dealership service advisories) and other notices related to the 2006 Chevrolet Cobalt/Pontiac G5 platform.

RESPONSE: GM refers Plaintiff to its response to Interrogatory No. 5. Beyond this, GM objects to this interrogatory because it is overly broad, vague and ambiguous, unduly burdensome and asks for information that is not relevant.

INTERROGATORY NO. 7: Did "GM" identify any field issues, complaints or concerns related to the performance of the PODS-B (or equivalent AOS) System on the 2006 Chevrolet Cobalt?

RESPONSE: GM refers Plaintiff to the documents it has agreed to produce in its Initial Disclosure Statement IX (11-12), (18-31) and (68-72). By referencing this information, GM is not suggesting that there was a "field issue" or "concern" with the performance of the PODS-B system on 2006 Chevrolet Cobalts or that any complaint identified was valid or

involved circumstances similar enough to the circumstances underlying this lawsuit to be relevant or admissible.

GM objects to this interrogatory because it is overly broad, vague and ambiguous, unduly burdensome and asks for information that is not relevant GM also objects to this interrogatory for failure to define "complaints or concerns related to the performance of the PODS-B System." Finally, GM objects to this interrogatory because it is so overly broad that it may ask for information that is protected by the attorney-client privilege and/or work-product doctrine.

SUPPLEMENTAL RESPONSE: Subject to the objections in its original response, GM will search for and produce the following additional documentation, if any and if located:

a. **Warranty data analysis or other field data analysis, if any, conducted or retained by the Passenger Presence System BOM Family Owner (BFO), applicable to the passenger presence system on the 2006-2008 GMX001 sedan and regular coupe, subject to protective order**

b. **Communications between NHTSA and General Motors Corporation (subsequently known as Motors Holding Company) or between NHTSA and General Motors LLC, if any, regarding the passenger presence system on the 2006-2008 GMX001 sedan and regular coupe – other than the Part 579 letters and the NHTSA IRs that GM already agreed to search for in its Initial Disclosure Statement IX (13) and (71) (Confidential communications to NHTSA, if any, will be produced subject to protective order.)**

INTERROGATORY NO. 8: If "your" response to Interrogatory No. 7 is YES, define specifically all such field issues, complaints or concerns related to the performance of the PODS-B (or equivalent AOS) System on the 2006 Chevrolet Cobalt.

RESPONSE: GM incorporates its response and objections to Interrogatory No. 7.

Dated this 28th day of August, 2013.

BOWMAN AND BROOKE LLP

By: Thomas M. Klein
Thomas M. Klein
C. Megan Fischer

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D.S.

DP14-001

GM

10/3/2014

ATTACHMENT 1

Q 03

777745

Logout

Warranty

March 19, 2014

Global Warranty Management: Main > Interface With Customer > View Vehicle Summary

INTERFACE WITH CUSTOMER

View Vehicle Summary

This screen allows IVH users to view the Summary of Vehicle Information, Field Actions, Service Information, Applicable Warranties, Transaction History, Service Contract(s) if applicable, Warranty Block, Branded Title information and OnStar and XM Radio information (if applicable).

For this vehicle:
- View Vehicle Summary
  - Service Contract
  - Branded Title
  - Warranty Block
- View Vehicle Build
- View Vehicle Component Summary
- View Vehicle Transaction History Detail
- View Vehicle Delivery Information

Vehicle Information

VIN: 1G1AK55F967[redacted] Model: 1AK69-2006 COBALT 4-DOOR LS SEDAN

Service Contract: No Branded Title: No Warranty Block: No PDI Status: No

Order Type: 70 - RETAIL - STOCK

Field Actions: 1 Open

[redacted]

Required Field Actions

Open field actions are highlighted

Type	Number	Original Nbr	Description	Release Date	Status
Product Safety Recall	N130454	13454	IGNITION SWITCH REPLACEMENT	03/07/2014	Open
Product Safety Recall	N100023	10023	LOSS OF POWER STEERING ASSIST - REPLACE ELECTRIC POWER STEERING MOTOR	03/18/2010	Closed

Branded Title

*The VIN information contained herein and information derived therefrom is the proprietary property of The Polk Company and is to be used only for the purpose of warranty verification and shall not be used for any other purpose whatsoever.

Vehicle has no current record of branded titles.

Warranty Block

Vehicle has no current record of warranty block.

Service Information

Vehicle has no current record of outstanding service information.

OnStar and XM Satellite Radio Information

Vehicle has no current record of OnStar / XM Radio information.

Applicable Warranties

Valid warranties are highlighted

Valid	Description	Warranty Add Date	Start Date	Effective Odometer	End Date	End Odometer
	Emission Limited Warranty	04/18/2013	04/14/2006	6 MI	04/14/2009	50,006 MI
	Corrosion Limited Warranty	04/18/2013	04/14/2006	6 MI	04/14/2012	100,006 MI
	Emission Select Component Ltd Wty	04/18/2013	04/14/2006	6 MI	04/14/2014	80,006 MI

Special Coverage 09275	04/18/2013	04/14/2006	6 MI	Unlimited	Unlimited
Special Coverage 09014	04/18/2013	04/14/2006	6 MI	04/14/2021	150,006 MI
Powertrain Limited Warranty	04/18/2013	04/14/2006	6 MI	04/14/2011	60,006 MI
Bumper to Bumper Limited Warranty	04/18/2013	04/14/2006	6 MI	04/14/2009	36,006 MI

Service Contract

Vehicle has no current record of service contracts.

Transaction History

View Details

Job Card Date	Job Card Number	Transaction Type	Transaction Adjustment	Labour Operation	Odometer Reading
08/22/2013	176561	ZREG----Regular Vehicle Transaction		T5734 - 09275 - Install New Fuel Pump Module	170,185 MI
05/27/2011	624308	ZFAT----Field Action Recall		V2220 - 10023 - Replace Power Steering Assist Motor (including Test Drive)	117,488 MI
03/15/2006	A18313	ZPDI----Pre-Delivery Inspection		Z7000 - Pre-Delivery Inspection - Base Time	0 MI

Warranty

Logout

March 19, 2014

Global Warranty Management: Main > Interface With Customer > View Vehicle Build

INTERFACE WITH CUSTOMER

View Vehicle Build

This screen allows IVH users to view the initial build information on the selected VIN including option codes with descriptions (where available).

For this vehicle:
- View Vehicle Summary
  - Service Contract
  - Branded Title
  - Warranty Block
- View Vehicle Build
- View Vehicle Component Summary
- View Vehicle Transaction History Detail
- View Vehicle Delivery Information

Vehicle Information

VIN: 1G1AK55F967[redacted] Model: 1AK69-2006 COBALT 4-DOOR LS SEDAN

Service Contract: No Branded Title: No Warranty Block: No PDI Status: No

Order Type: 70 - RETAIL - STOCK

Field Actions: 1 Open

[redacted]

Vehicle Build

Model: 1AK69-2006 COBALT 4-DOOR LS SEDAN

Gross Vehicle Weight: 1,707

Order Number: JXDJWS

Build Date: 03/15/2006

Build Plant: 7

Option Codes

*IVH is not the definitive source of GM Vehicle RPO information and is intended for service reference only. Should there be any questions about the vehicle's original build or RPO information please refer to the original vehicle invoice or window sticker.

1LS - 1LS BASE PACKAGE	1SZ - OPTION PACKAGE DISCOUNT
52B - NEUTRAL	52I - GRAY
6AR - FRONT SPRING	7AR - FRONT SPRING
8AA - REAR SPRING	95U - ULTRA SILVER METALLIC
9AA - REAR SPRING	AK5 - DRIVER & RIGHT FRONT PASSENGER AIR BAGS
AR9 - DELUXE FRONT BUCKET SEAT	AU0 - REMOTE KEYLESS ENTRY
AU3 - POWER DOOR LOCKS W/REMOTE KEYLESS ENTRY	B34 - FLOOR MATS UNIT PRODUCED WITHOUT: REAR FLOOR MATS
B35 - REAR FLOOR MATS	B84 - BODY COLOR BODYSIDE MOLDINGS
C67 - ELECT. FRONT AIR CONDITIONER	DC8 - MIRROR, O/S MANUAL FLDG, BLK
DT4 - ASHTRAY AND LIGHTER	FE1 - SUSPENSION SYSTEM-SOFT RIDE
FY1 - TRANS/AXLE 3.63 RATIO	IPB - INTERIOR TRIM DESIGN
J41 - POWER DISC FRONT BRAKES	K64 - 115 AMP GENERATOR
L61 - 2.2L DOHC 4 CYL ENGINE	LOD - ASSEMBLY PLANT - LORDSTOWN,OHIO
MN5 - 4 SPEED AUTO TRANSMISSION	MX0 - 4-SPD. AUTO. TRANS. W/OVERDRIVE
N46 - 4 SPOKE STEERING WHEEL	NC7 - FEDERAL EMISSIONS OVERRIDE
NE1 - MA/ME/NY/VT EMISSIONS	NU3 - EMISSIONS SYSTEM CALIFORNIA, SULEV
PG1 - 15" STEEL WHEEL	QTU - P195/60R15 TOURING BW TIRES
R6M - NEW JERSEY SURCHARGE	R6P - PREMIUM PAINT
R8K - **********	R9U - GM ACCESS - AUTOBOOK IDENTIFIER
SLM - STOCK ORDERS	UN0 - AM/FM STEREO W/CD & RDS
UQ4 - BASE SPEAKER SYSTEM	V73 - STATEMENT OF VEHICLE CERT.-U.S. /CANADA
VK3 - FRONT LICENSE PLATE MOUNT	

Added Option Codes

~AN - SPECIAL COVERAGE APPLIED	~AN -
~AS - SPECIAL COVERAGE APPLIED	~CK -

Logout

Warranty

March 19, 2014

Global Warranty Management: Main > Interface With Customer > View Vehicle Component Summary

INTERFACE WITH CUSTOMER

View Vehicle Component Summary

This screen allows IVH users to view the information on various major components added to the VIN selected during vehicle build.

For this vehicle:
- View Vehicle Summary
  - Service Contract
  - Branded Title
  - Warranty Block
- View Vehicle Build
- View Vehicle Component Summary
- View Vehicle Transaction History Detail
- View Vehicle Delivery Information

Vehicle Information

VIN: 1G1AK55F967[redacted] Model: 1AK69-2006 COBALT 4-DOOR LS SEDAN
Service Contract: No Branded Title: No Warranty Block: No PDI Status: No
Order Type: 70 - RETAIL - STOCK
Field Actions: 1 Open [redacted]

Vehicle Component

Component Code: 10-ENGINE ASSEMBLY Traceability: 603130109
Source Plant: T-CPC TONAWANDA, NEW YORK Part / Number Broadcast: TAT
Date Scanned: 03/14/2006 Time Scanned: 19:10:00 Scan Station: 04

Component Code: 61-TRANSMISSION Traceability: 9K49
Source Plant: J-HYDRAMATIC WINDSOR, ONTARIO Part / Number Broadcast: 6EHJ
Date Scanned: 03/14/2006 Time Scanned: 19:10:00 Scan Station: 04

Component Code: 86-ELECTRONIC CONTROL MODULE (ECM) Traceability: 00000XAPI
Source Plant: T- Part / Number Broadcast: YMZB
Date Scanned: N/A Time Scanned: N/A Scan Station: 06

Component Code: 87-BODY CONTROL MODULE Traceability: A60610708
Source Plant: R- Part / Number Broadcast: 7054
Date Scanned: 03/14/2006 Time Scanned: 15:53:00 Scan Station: 04

Component Code: AB-IR-MODULE ASM-INFLATOR Traceability: H069D1169
Source Plant: I-INLAND Part / Number Broadcast: 4415
Date Scanned: 03/14/2006 Time Scanned: 19:50:00 Scan Station: 04

Component Code: AL-IR-MODULE ASM-I/P Traceability: G068D2235
Source Plant: I-INLAND Part / Number Broadcast: 4445
Date Scanned: 03/14/2006 Time Scanned: 16:05:00 Scan Station: 04

Component Code: BK-INTERNATIONAL TRANS. CONTROL MODULE Traceability: 060670821
Source Plant: K- Part / Number Broadcast: YLXH
Date Scanned: 03/14/2006 Time Scanned: 22:14:00 Scan Station: 04

Component Code: CB-SEQ NUM (FLEX) BODY ASM Traceability: 1850092
Source Plant: - Part / Number Broadcast: 1ZZ
Date Scanned: 03/13/2006 Time Scanned: 05:03:00 Scan Station:

Service Agent Installed Component

Vehicle has no current record of vehicle component.

Logout

Warranty

March 19, 2014

Global Warranty Management: Main > Interface With Customer > View Vehicle Transaction History Detail

INTERFACE WITH CUSTOMER

View Vehicle Transaction History Detail

This screen allows IVH users to view the available information on individual transaction for the VIN selected.

For this vehicle:
- View Vehicle Summary
  - Service Contract
  - Branded Title
  - Warranty Block
- View Vehicle Build
- View Vehicle Component Summary
- View Vehicle Transaction History Detail
- View Vehicle Delivery Information

Vehicle Information

VIN: 1G1AK55F967[redacted] Model: 1AK69-2006 COBALT 4-DOOR LS SEDAN

Service Contract: No Branded Title: No Warranty Block: No PDI Status: No

Order Type: 70 - RETAIL - STOCK

Field Actions 1 Open [redacted]

Job Card Date: 08/22/2013 Job Card Number: 176561

Repair Service Agent: 112567 Odometer Reading: 170,185 MI

TERRY CULLEN SOUTHLAKE CHEVROLET IN Authorization Code:
1250 BATTLE CREEK RD
JONESBORO GA 30236-2410
7709684444

Process Date:
08/28/2013

Transaction Type:
ZREG----Regular Vehicle Transaction

Transaction Expense Category:
Special Policy

Customer Complaint Code:
0090-No Customer Complaint - Other issues

Job Card Line #: 2 Transaction Adjustment: Cause Code: 4061-Interface (Gasket, Seal, Hose, Weld..) - Leaks

Labour Op T5734-09275 - Install New Fuel Pump Module

Causal Part Number 000000000019257126-MODULE KIT,F/TNK F/PMP (W/O FUEL LVL S

→See other Parts and/or Net Items

Job Card Date: 05/27/2011 Job Card Number: 624308

Repair Service Agent: 112491 Odometer Reading: 117,488 MI

BELLAMY-STRICKLAND CHEVROLET-BUICK- Authorization Code:
145 INDUSTRIAL BLVD
MC DONOUGH GA 30253-6602
7709543000

Process Date:
05/30/2011

Transaction Type:
ZFAT----Field Action Recall

Transaction Expense Category:
Field Action Recall

Customer Complaint Code:
-

Job Card Line #: 1 Transaction Adjustment: Cause Code: -

Labour Op V2220-10023 - Replace Power Steering Assist Motor (including Test Drive)

Causal Part Number

→See other Parts and/or Net Items

Job Card Date: 03/15/2006

Job Card Number: A18313

Repair Service Agent: 111195
FISHER CHEVROLET-OLDS-GEO
210 S WASHINGTON AVE
BERGENFIELD NJ 07621-2904
2013845800

Odometer Reading: 0 MI
Authorization Code:

Process Date:
03/21/2006

Transaction Type:
ZPDI----Pre-Delivery Inspection

Transaction Expense Category:

Customer Complaint Code:
0000-Converted Claim

Job Card Line #: 1

Transaction Adjustment:

Cause Code: 0000-Converted Claims

Labour Op Z7000-Pre-Delivery Inspection - Base Time

Causal Part Number

Logout

Warranty

March 19, 2014

Global Warranty Management: Main > Interface With Customer > View Vehicle Delivery Information

INTERFACE WITH CUSTOMER

View Vehicle Delivery Information

This screen allows IVH users to view the available information for the selected VIN delivered to the Service Agent and the ultimate customer. Not all sections will be populated for all VINs.

For this vehicle:

- View Vehicle Summary
  - Service Contract
  - Branded Title
  - Warranty Block
- View Vehicle Build
- View Vehicle Component Summary
- View Vehicle Transaction History Detail
- View Vehicle Delivery Information

Vehicle Information

VIN: 1G1AK55F967[redacted] Model: 1AK69-2006 COBALT 4-DOOR LS SEDAN

Service Contract: No Branded Title: No Warranty Block: No PDI Status: No

Order Type: 70 - RETAIL - STOCK

Field Actions: 1 Open

[redacted]

Invoice Information

Invoicing Service Agent: 111195
FISHER CHEVROLET-OLDS-GEO
210 S WASHINGTON AVE
BERGENFIELD NJ 07621-2904 2013845800

Invoice Date: 03/15/2006

Ship to Information

Ship to Service Agent: 111195
FISHER CHEVROLET-OLDS-GEO
210 S WASHINGTON AVE
BERGENFIELD NJ 07621-2904 2013845800

Ship to Date: N/A

Delivery Information

Delivery Service Agent: 111195
FISHER CHEVROLET-OLDS-GEO
210 S WASHINGTON AVE
BERGENFIELD NJ 07621-2904 2013845800

Delivery Date: 04/14/2006
Delivery Type: 015---RETAIL LEASE - INDIVIDUAL
Delivery Odometer: 6

In Service Information

Invoicing Service Agent:

In Service Date: N/A
In Service Type: 0000
In Service Odometer: 0

Registration Information

Registration Service Agent: N/A

Registration Date: N/A
Registration Number: N/A
Registration Odometer: 0

Global Warranty Management: Site Map

Privacy Policy | Terms of Use

777745

Service Request Detail

SR No.	71-1284589587	**Ref No.**		**Goodwill**	No Goodwill Offered	**BRC Type**	PAR
Account		**Site**		**GW SubType**		**Bus. Unit**	BRC
Last Name	[redacted]	**First Name**	[redacted]	**Approval**	Not Initiated	**Area**	PAR
Daytime #		**Evening #**		**UCC**	Steering - Column / Ignition Lock /	**Sub-Area**	Initiate PAR- Collision
Address		**City**		**Involved Dlr**	Terry Cullen Southlake Chevrolet,	**Safety**	Yes
State	**ZipCd**	**Con Acct**		**Source**	Phone	**Updated**	3/18/2014 05:53:21 PM
Serial #/VIN	1G1AK55F967[redacted]	**Model Year**	2006	**Priority**	Medium **License #** CHEVROL	**Owner**	FZYP8S
Make	Chevrolet	**Warr. Start**	04/14/2006	**Status**	Open	**Opened**	3/17/2014 05:47:53 PM
Model	Cobalt	**Mileage**	185000	**Sub-Status**	Satisfied	**Closed**	
Abstract	airbag did not deploy/ 4 people vehs damaged						
Customer Description	antime/call cell						

Pre-PAR

PAR Notifier	Incident Date/Time	Injuries	# Other Veh	# People in Veh	Road Surface	Road Cond.	Fire Report#	Police Report#
Owner	3/16/2014 05:17:36 PM	N	0	1	Concrete	Dry		unk

Driver Last Name	Driver First Name	Height	DOB	Disabilities
[redacted]				n/a

Insurance Agent Last Name	Insurance Agent First Name	Phone #	Insurance Agency
unk	unk		Progressive

Incident Loc	I-75 South, Atlanta, GA	Incident Desc	Totalled
Component	Frontal Airbag	Damage Desc	Totalled
Vehicle Loc	A Tow, GA	Add'l Info	
Emgcy Svc Names		Maint Loc	Independant

PAR Detail

Collision	Y	**Non Collision**	**Property Damage**	N	**Thermal Evt**	N	**Spec Equip**	none	
Vehicle Speed	60		**Weather Condition**	Clear			**Prop Owner**	n/a	**Property Type** n/a
Last Service Date			**Loc Last Service**				**Property Location**	n/a	**Prop Est Repair Cost**
Veh Est Repair Cost			**Spec Equip Installer**	none			**Prop Damage Description**	n/a	
Primary Veh Use	Personal		**Inspection Type**				**Inspected By**	Inspection Not Performed	**Inspection Date/Time**
Veh Damage Description	Totalled						**Explain Other**	n/a	

Service Request Detail

PAR Injuries

Last Name	First Name	DOB	Location	Phone #	Seating Pos	Restraint Type
[redacted]			Occupant of Owner's Vehicle		Driver	Seatbelt

Injury Description	Medical Rpt#	Treatment Location	Treated By
Bruises	Unknown	Grady Hospital	Unknown ER Doctor

Street Address	City	State	Zip Code

Activities

Created	Created By	Assigned To	Activity Type	Activity Sub-Type	Status	Completed	Description
3/18/2014 05:53:21 PM	FZYP8S	FZYP8S	Ownership Changed	Ownership Escalated to BRC	Done	3/18/2014 05:53:21 PM	Ownership Escalated to BRC

Contact Last Name	Contact First Name	Account	BAC Code
[redacted]			

Comments

Confidential Comments

Created	Created By	Assigned To	Activity Type	Activity Sub-Type	Status	Completed	Description
3/18/2014 05:53:01 PM	FZYP8S	FZYP8S	Scheduled Follow-up		Scheduled Alarm		ESIS Escalation

Contact Last Name	Contact First Name	Account	BAC Code
[redacted]			

Comments

Confidential Comments

Created	Created By	Assigned To	Activity Type	Activity Sub-Type	Status	Completed	Description
3/18/2014 05:51:15 PM	FZYP8S	ESISBIQU	Escalation	ESIS - Injuries	In Progress		Injured after collision

Contact Last Name	Contact First Name	Account	BAC Code
[redacted]			

Comments

Customer was driving and lost power of the vehicle and lost control and the driver's airbag deployed and not the passenger, even though his wife was sitting in the seat. Both sought medical attention. Customer was not willing to give wifes information regarding Injuries.

Jessica Sheldon/PAC/WMI

Confidential Comments

Service Request Detail

Activities

Created	Created By	Assigned To	Activity Type	Activity Sub-Type	Status	Completed	Description
3/18/2014 05:50:07 PM	FZYP8S	FZYP8S	Outbound Email	Field Initial	Done	3/18/2014 05:51:05 PM	71-1284589587 PAC Case Handled within BRC No Action Required

Contact Last Name	Contact First Name	Account	BAC Code
[redacted]			

Comments

A product allegation claim has been made in your district.
The customer alleges vehicle shut off and caused accident. This case is being escalated to ESIS because driver and passenger received injuries and sought medical attention.
Kerr
2006 Chevrolet Cobalt
1G1AK55F967[redacted]
Terry Cullen Chevrolet, Jonesboro, GA (BAC: 112567)
Service Manager
This is only a notification. No action is required on your part at this time.
Jessica D. Sheldon
BRC PAC Specialist
General Motors Product Assistance Claims
866-446-6963 x 21682
866-827-1130
jessica.sheldon@gm.com

Confidential Comments

Created	Created By	Assigned To	Activity Type	Activity Sub-Type	Status	Completed	Description
3/18/2014 05:42:38 PM	FZYP8S	FZYP8S	Outbound Call Dealer	Dealer Initial	Done	3/18/2014 05:44:14 PM	No contact needed

Contact Last Name	Contact First Name	Account	BAC Code
[redacted]			

Comments

Vehicle hasn't been to the dealership within 2 years.

Jessica Sheldon/PAC/WMI

Confidential Comments

Service Request Detail

Activities

Created	Created By	Assigned To	Activity Type	Activity Sub-Type	Status	Completed	Description
3/18/2014 05:39:12 PM	FZYP8S	FZYP8S	Inbound Call Customer	Customer	Done	3/18/2014 05:42:37 PM	Cust. [redacted]

Contact Last Name	Contact First Name	Account	BAC Code
[redacted]			

Comments

Cust sts: I was driving with my wife down the highway and we swerved to avoid the vehicle that had stopped on the highway. My wife and I got injured and were taken to the hospital. I want to file a claim.

PAC sts: **read required ESIS statement and filled out BRC screens** Someone from Central Claims will contact you within 1-2 business days.

Jessica Sheldon/PAC/WMI

Confidential Comments

Created	Created By	Assigned To	Activity Type	Activity Sub-Type	Status	Completed	Description
3/18/2014 11:26:57 AM	FZYP8S	FZYP8S	Scheduled Outbound Call Cust		Done	3/18/2014 05:22:33 PM	Follow up #2

Contact Last Name	Contact First Name	Account	BAC Code
[redacted]			

Comments

Jessica Sheldon/PAC/WMI

Confidential Comments

Created	Created By	Assigned To	Activity Type	Activity Sub-Type	Status	Completed	Description
3/18/2014 11:25:50 AM	FZYP8S	FZYP8S	Outbound Call Customer	Customer Initial	Done	3/18/2014 11:26:54 AM	Call Attempt #1

Contact Last Name	Contact First Name	Account	BAC Code
[redacted]			

Comments

Left message with Customer regarding recent claim and to call back

Jessica Sheldon/PAC/WMI

Confidential Comments

Service Request Detail

Activities

Created	Created By	Assigned To	Activity Type	Activity Sub-Type	Status	Completed	Description
3/18/2014 11:01:05 AM	FZYP8S	FZYP8S	Outbound Call Customer	Acknowledgement	Done	3/18/2014 11:26:51 AM	Contacted Customer

Contact Last Name	Contact First Name	Account	BAC Code
[redacted]			

Comments

See Initial Customer Contact

Jessica Sheldon/PAC/WMI

Confidential Comments

Created	Created By	Assigned To	Activity Type	Activity Sub-Type	Status	Completed	Description
3/18/2014 10:19:15 AM	CZ30DX	FZYP8S	Research		Done	3/18/2014 11:24:09 AM	VIN Scan

Contact Last Name	Contact First Name	Account	BAC Code
[redacted]			

Comments

- 71-446273505 - CAC - Recall

71-1216648346 - CAC - Recall

- No Goodwill offered
- 1 Open Recall (13454 IGNITION SWITCH REPLACEMENT)
- Branded title – N
- Warranty block – N
- No related repairs

DRIVER & RIGHT FRONT PASSENGER AIR BAGS

Jessica Sheldon/PAC/WMI

Confidential Comments

Created	Created By	Assigned To	Activity Type	Activity Sub-Type	Status	Completed	Description
3/18/2014 10:19:05 AM	CZ30DX	FZYP8S	Notify CRM		Done	3/18/2014 11:00:39 AM	New Case

Contact Last Name	Contact First Name	Account	BAC Code
[redacted]			

Confidential Comments

Service Request Detail

Activities

Created	Created By	Assigned To	Activity Type	Activity Sub-Type	Status	Completed	Description
3/18/2014 10:18:45 AM	CZ30DX	FZYP8S	BRC PAR	Case Assigned	Done	3/18/2014 11:00:35 AM	Assigned to FZYP8S ext 21682

Contact Last Name	Contact First Name	Account	BAC Code
[redacted]			

Comments

Confidential Comments

Created	Created By	Assigned To	Activity Type	Activity Sub-Type	Status	Completed	Description
3/18/2014 10:18:41 AM	CZ30DX	FZYP8S	Ownership Changed		Done	3/18/2014 10:18:41 AM	Service Request Ownership has changed FROM: MYERSSH TO: FZYP8S

Contact Last Name	Contact First Name	Account	BAC Code
[redacted]			

Comments

Confidential Comments

Created	Created By	Assigned To	Activity Type	Activity Sub-Type	Status	Completed	Description
3/18/2014 10:18:25 AM	CZ30DX	MYERSSH	SR Opened		Done	3/18/2014 10:18:25 AM	SR in Status of Closed has been Re-Opened by CZ30DX

Contact Last Name	Contact First Name	Account	BAC Code
[redacted]			

Confidential Comments

Created	Created By	Assigned To	Activity Type	Activity Sub-Type	Status	Completed	Description
3/18/2014 10:18:23 AM	CZ30DX	MYERSSH	SR Closed - Dissatisfied		Done	3/18/2014 10:18:23 AM	Service Request has been Closed Dissatisfied.

Contact Last Name	Contact First Name	Account	BAC Code
[redacted]			

Comments

Confidential Comments

Service Request Detail

Activities

Created	Created By	Assigned To	Activity Type	Activity Sub-Type	Status	Completed	Description
3/17/2014 06:08:26 PM	MYERSSH	BRCPARQ	Notify CRM	Customer Called	Done	3/18/2014 10:18:15 AM	airbag did not deploy

Contact Last Name	Contact First Name	Account	BAC Code
[redacted]			

Comments

Confidential Comments

Service Request Detail

Activities

Created	Created By	Assigned To	Activity Type	Activity Sub-Type	Status	Completed	Description
3/17/2014 05:48:15 PM	MYERSSH	MYERSSH	Inbound Call Customer	Complex Request	Done	3/17/2014 06:12:10 PM	airbag

Contact Last Name	Contact First Name	Account	BAC Code

Comments

Cust sts:
-carmax 2nd owner from car
-we going down highway in 2 pass lane doing about 60 mph dot veh in lane helping a car that stopped in the fast line 3 car ahead of me swurved and missed and i hit the brakes it suddently locked up and wheel flew to the right like ignition had turned off turned got hit 2 times we were spinning airbag partically deployed wifes did not at all

Cust sks
-1st of all/some sort of compensation

CRS adv:
- have a recall its for
-new or used
-not org owner
-what date
-police called
-Damages

Cust sts
-March 16 2014 between 8:15 and 8:30 pm
-so sorry
-yes
-totalled
-3 other cars involved all had front end damage wife and i had to go to hospital

CRS adv
-i am so sorry about that sir

Product Safety Recall N130454 13454 IGNITION SWITCH REPLACEMENT 03/07/2014 Open

Cust sts
-he back and my back is i have nerve damage due to the air bag
-yes shelly

CRS adv
-ok let me call the right dept and get you to the right people sir can you hold
-thanks for holding i think they are on the phone i left a detailed message with your name phone full vin issue and lots of damage sir
-the same to you sir give our regards to your wife sir

Cust sts
-ok shelly god bless
-ok thanks

Shelly Myers/CAC/Tier 1/ Sag /GW0

CRS adv:

Service Request Detail

UCC Information

UCC Code	Symptom	Description
M41	No Symptom Indicated	Steering - Column / Ignition Lock / Parts

Lot # 17416414 - 2006 CHEVROLET COBALT LS

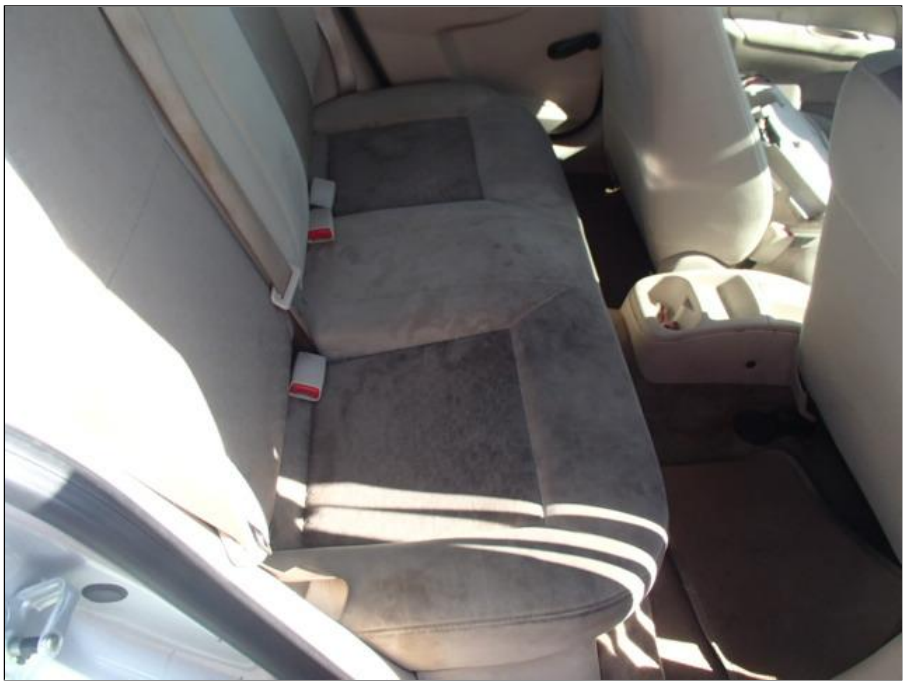
Back To Top Lot Details

Back To Top Lot Details

Back To Top Lot Details

Back To Top Lot Details

Back To Top Lot Details

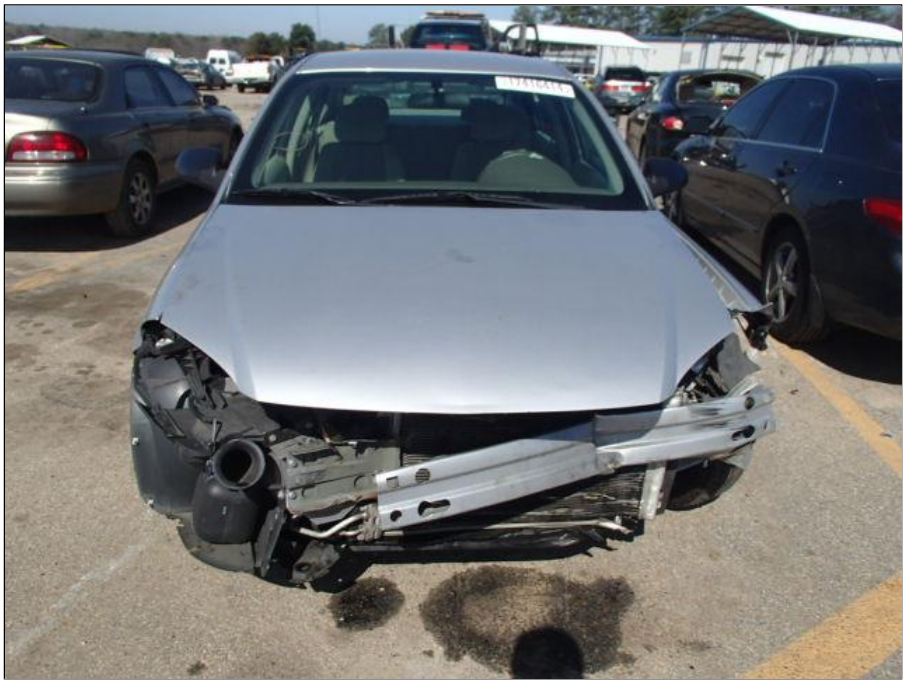


Back To Top Lot Details

Back To Top Lot Details

Back To Top Lot Details

Back To Top Lot Details

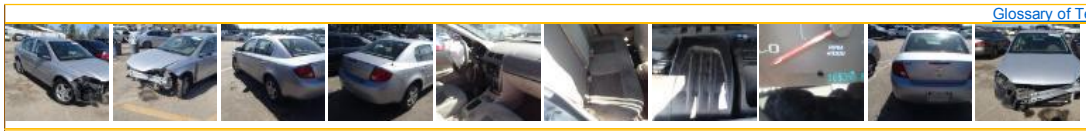


Back To Top Lot Details

Lot 17416414 - 2006 CHEVROLET COBALT LS

Hide Large Images

Glossary of Terms



Lot Details	
ACV:	0 USD
Repair Cost:	0 USD
Title State/Type:	
Odometer:	185,398
Primary Damage:	FRONT END
Secondary Damage:	
VIN:	1G1AK55F967[redacted]
Body Style:	SEDAN 4DR
Color:	SILVER
Engine:	2.2L 4

Highlights

Progressive Item

Bid Information	
Facility:	GA - ATLANTA WEST
Sale Date:	Not Applicable
Sale Time:	
Item / Grid/Row:	
Sales Status:	Not On Sale
Bid Status:	Never Bid

Current Bid: 0 USD

Drive:	FRONT-WHEEL DRIVE
Cylinders:	4
Fuel:	GAS
Keys:	YES
Special Note:	

Services

Pre-approval Information | Inspectors

THIS VEHICLE IS BEING SOLD AS "AS-IS, WHERE-IS" ALL BIDS ARE BINDING AND ALL SALES ARE FINAL (What this means)

Copart Member Protection Pledge

Share / Save

Starting Bid:
USD
(15 USD min)

Your Maximum Bid:
USD

Bid Now

Notice: As the first bidder, your starting bid will become the current bid and your maximum bid will be utilized by BID4U to incrementally bid on your behalf.

Estimated Delivery Cost:

Change Zip Code
Local Delivery Only

Back to Search | Glossary of Terms | Previous Next

Top Picks for You

Lot # 31715373
2005 LEXUS GX 47...
TX - HOUSTON
Current Bid: 0.00
Sale Date: 03/25/2014

Lot # 14387254
2014 KIA OPTIMA ...
TN - KNOXVILLE
Current Bid: 525.00
Sale Date: 03/25/2014

Lot # 34431303
2008 FORD F150
TX - HOUSTON
Current Bid: 2,550.00
Sale Date: 03/25/2014

Lot # 14133044
2012 TOYOTA CAMR...
TX - HOUSTON
Current Bid: 9,100.00
Sale Date: 03/25/2014

ESIS/GM Central Claims Unit
P.O. Box 300
Mail Code 482 C19 B61
Detroit, MI 48265-3000

800.888.0164 *tel*
248.778.1796 *fax*

Jemeia Price
Claims Administrator

March 26, 2014

[redacted]
Hampton, GA [redacted]

RE: Claimant: [redacted]
Our File No.: 777745
Our Client: General Motors LLC
Date/Event: 3/16/14
Subject Vehicle: 2006 Chevrolet Cobalt
VIN: 1G1AK55F967[redacted]

Dear Mr. Kerr:

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.

In order to evaluate your claim we may need the following information:

1. Original photographs (or color copies) taken by you, or someone on your behalf, of the vehicle that is the basis of your claim;
2. All medical records and bills concerning the injuries suffered as a result of this accident; a medical release is enclosed to assist our office in obtaining these records. **I would also request that you include the names, addresses and/or telephone numbers of all treating physicians**.
3. Copy of any repair orders for mechanical/body damage repairs prior to or after the incident;
4. Copy of accident report filed with the responding police agency;
5. Statement describing the incident, outlining the date, time and events regarding this matter. Also statements of other witnesses, if available would be appreciated;
6. Current location of the subject vehicle. If you are in possession of the subject vehicle, 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 this information, we will be in a better position to consider your claim. Should you have any questions regarding this letter or your claim, please do not hesitate to contact me directly at 800.888.0164, Monday through Friday, 7:00 a.m. to 3:30 p.m., EST

Sincerely,

Jemeia Price

Jemeia Price

ESIS/GM Central Claims Unit
P.O. Box 300
Mail Code 482 C19 B61
Detroit, MI 48265-3000

800.888.0164 *tel*
248.778.1796 *fax*

Jemeia Price
Claims Administrator

March 26, 2014

[redacted]

RE: Claimant: [redacted]
Our File No.: 777745
Your File No.: 143212654
Our Client: General Motors LLC
Date/Event: 3/16/2014
VIN: 1G1AK55F967[redacted]

Dear [redacted]

I am writing to confirm our conversation of March 25, 2014 during which you agreed to allow us to inspect your 2006 Chevrolet Cobtal and retrieve data from the air bag system. I estimate the inspection will take about three hours.

As part of the inspection, we will likely take photographs and measurements. Also, your vehicle is equipped with an air bag Sensing and Diagnostic Module (SDM). As explained in the Owner's Manual, in addition to its other functions, the SDM records information about the air bag system and other crash related data in an air bag deployment event and some near-deployment crashes. The SDM in your vehicle also records the following pre-crash data: vehicle speed, throttle position, brake application and engine RPM for 5 seconds prior to the deployment or near deployment event. As part of our investigation, we will download the SDM data using the Bosch Crash Data Retrieval system software. We will provide you with a copy of that data at the time we retrieve it or as soon after as is practical. As we discussed, we will also provide a copy of the data to Jo-Ben Kerr.

Please note the potential GM uses of this crash data once GM has a copy in its files. Once collected, the SDM crash data is available for GM's research needs. Also, in summary form, this information may be provided to non-GM organizations (i) which have a reasonable need for it, (ii) which have a demonstrated ability to utilize such data, and (iii) which are expected to use it for studies aimed at improving safety to the benefit of the public at large, the auto industry, or GM. However, information which ties SDM crash data to a particular vehicle, such as VIN, owner name, or date and location, will generally not be disclosed by GM other than (a) to the involved owner/lessee or his/her designated agent, (b) in response to an official request of police or similar government office, (c) for research where appropriate confidentiality is maintained and need is shown, (d) as part of GM's defense of litigation involving the subject vehicle or other GM products, or (e) as otherwise required by law.

If you have any additional questions about our upcoming inspection, you can contact me at 1.800.888.0164 Monday through Friday from 7:00 AM to 3:30 PM.

Sincerely,

Jemeia Price

Jemeia Price

CDR File Information

User Entered VIN	1G1AK55F967[redacted]
User	RYAN JAHR ESIS/GM
Case Number	777745
EDR Data Imaging Date	04/16/2014
Crash Date	03/16/2014
Filename	1G1AK55F967[redacted]_ACM.CDRKERR.CDRX
Saved on	Wednesday, April 16 2014 at 14:44:36
Collected with CDR version	Crash Data Retrieval Tool 12.2.1
Reported with CDR version	Crash Data Retrieval Tool 12.2.1
EDR Device Type	Airbag Control Module
Event(s) recovered	Deployment

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.

Data Limitations

Recorded Crash Events:

There are two types of recorded crash events. The first is the Non-Deployment Event. A Non-Deployment Event records data but does not deploy the air bag(s). The minimum SDM Recorded Vehicle Velocity Change, that is needed to record a Non-Deployment Event, is five MPH. A Non-Deployment Event may contain 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 velocity change. This event will be cleared by the SDM, after approximately 250 ignition cycles. This event can be overwritten by a second Deployment Event, referred to as Deployment Event #2, if the Non-Deployment Event is not locked. The data in the Non-Deployment Event file will be locked, if the Non-Deployment Event occurred within five seconds of a Deployment Event. A locked Non Deployment Event cannot be overwritten or cleared by the SDM.
The second type of SDM recorded crash event is the Deployment Event. It also may contain Pre-Crash and Crash data. The SDM can store up to two different Deployment Events. If a second Deployment Event occurs any time after the Deployment Event, the Deployment Event #2 will overwrite any non-locked Non-Deployment Event. Deployment Events cannot be overwritten or cleared by the SDM. Once the SDM has deployed an air bag, the SDM must be replaced.

Data:

-SDM Recorded Vehicle Velocity Change reflects the change in velocity that the sensing system experienced during the recorded portion of the event. SDM Recorded Vehicle 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. For Deployment Events, the SDM can record up to 220 milliseconds of data after Deployment criteria is met and up to 70 milliseconds before Deployment criteria is met. For Non-Deployment Events, the SDM can record up to the first 300 milliseconds of data after algorithm enable. Velocity Change data is displayed in SAE sign convention.
-The CDR tool displays time from Algorithm Enable (AE) to time of Deployment command in a Deployment event and AE to time of maximum SDM recorded vehicle velocity change in a Non-Deployment event. Time from AE begins when the first air bag system enable threshold is met and ends when Deployment command criteria is met or at maximum SDM recorded vehicle velocity change. Air bag systems such as frontal, side, or rollover, may be a source of an enable. The time represented in a CDR report can be that of the enable of one air bag system to the Deployment time of another air bag system.
-Maximum Recorded Vehicle Velocity Change is the maximum square root value of the sum of the squares for the vehicle's combined "X" and "Y" axis change in velocity. If a CDR Printout user were to calculate resultant velocity change using X and Y axis time history data, the calculated value may be different than the Maximum SDM Recorded Velocity Change parameter value displayed in the CDR report. This is due to the rounding that occurs within the SDM while calculating the Maximum SDM Recorded Velocity Change value.
-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 by various factors, including but not limited to the following:
- -Significant changes in the tire's rolling radius
- -Final drive axle ratio changes
- -Wheel lockup and wheel slip

-Brake Switch Circuit Status indicates the open/closed state of the brake switch circuit.
-Pre-Crash data is recorded asynchronously. The 1.0 second Pre-crash data value (most recent recorded data point) is the data point last sampled before AE. That is to say, the last data point may

have been captured just before AE but no more than 1.0 second before AE. All subsequent Pre-crash data values are referenced from this data point.
-Pre-Crash Electronic Data Validity Check Status indicates “Data Invalid” if:
-The SDM receives a message with an “invalid” flag from the module sending the pre-crash data
-No data is received from the module sending the pre-crash data
-No module is present to send the pre-crash data
-Driver’s and Passenger’s Belt Switch Circuit Status indicates the status of the seat belt switch circuit, except: The Passenger Belt Switch Circuit Status for 2005 vehicles is available only on the Cadillac STS. The Passenger Belt Switch Circuit Status for 2006 Chevrolet Cobalt Sport Coupe (AP) model vehicles, with the option package that includes Recaro brand seats (RPO ALV), always reports a default value of “Buckled,” because there is no passenger belt switch with the Recaro seat option. The Passenger Belt Switch Circuit Status for 2010 Chevrolet Cobalt and 2010 Pontiac G5 vehicles, with RPO Z49, will report a default value of "Buckled".
-The Time Between Non-Deployment to 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 the value is negative, then the Deployment Event occurred first. If the value is positive, then the Non-Deployment Event occurred first.
-If power to the SDM is lost during a crash event, all or part of the crash record may not be recorded.
-The ignition cycle counter relies upon the transitions through OFF->RUN->CRANK power-moding messages, on the GMLAN communication bus, to increment the counter. Applying and removing of battery power to the module will not increment the ignition counter.
-Steering Wheel Angle data is displayed as a positive value when the steering wheel is turned to the right and a negative value when the steering wheel is turned to the left, except for Cadillac STS model vehicles with StabiliTrak 3.0 systems (RPO JL7). For Cadillac STS model vehicles with StabiliTrak 3.0 systems (RPO JL7), when the steering wheel is turned to the right, a negative value will be displayed and when the steering wheel is turned to the left, a positive value will be displayed. The Steering Wheel Angle data is reported in 16 degree increments.
-If more than one event is recorded, use the follow to determine which event the Multiple Event Data is associated with:
-If a Deployment event and not locked Non-Deployment event are recorded, the Multiple Event Data is associated with the Deployment event.
-If a Deployment event and a locked Non-Deployment event are recorded, then the Multiple Event Data is associated with both events.
-If a Deployment event and Deployment event #2 are recorded, then the Multiple Event Data is associated with both events.
-All data should be examined in conjunction with other available physical evidence from the vehicle and scene.

Data Source:
All SDM recorded data is measured, calculated, and stored internally, except for the following:
-Vehicle Status Data (Pre-Crash) is transmitted to the SDM, by various vehicle control modules, via the vehicle’s communication network.
-The Belt Switch Circuit is wired directly to the SDM.

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

01016_SDMEps_r006

Ignition Data

Data Location	Data Value (Hex)	Parameter Descriptor	Translated Value	Units
DPID $2F Bytes 3-4	$4B13	Ignition Cycles at Investigation	19219	cycles

Vehicle Status Data (Pre-Crash)

Data Location	Data Value (Hex)	Parameter Descriptor	Translated Value	Units
DPID Pack $31 Byte 1	$00	Accelerator Pedal Position (-1 sec)	0	% full throttle
DPID Pack $31 Byte 2	$00	Accelerator Pedal Position (-2 sec)	0	% full throttle
DPID Pack $31 Byte 3	$00	Accelerator Pedal Position (-3 sec)	0	% full throttle
DPID Pack $31 Byte 4	$00	Accelerator Pedal Position (-4 sec)	0	% full throttle
DPID Pack $31 Byte 5	$00	Accelerator Pedal Position (-5 sec)	0	% full throttle
DPID $31 Byte 6 bit 7	$00	Accelerator Pedal Position Validity Status	Valid	
DPID $32 Byte 1 bit 7	$00	Brake Switch Circuit State (-1 sec)	OFF	
DPID $32 Byte 1 bit 6	$00	Brake Switch Circuit State (-2 sec)	OFF	
DPID $32 Byte 1 bit 5	$00	Brake Switch Circuit State (-3 sec)	OFF	
DPID $32 Byte 1 bit 4	$00	Brake Switch Circuit State (-4 sec)	OFF	
DPID $32 Byte 1 bit 3	$00	Brake Switch Circuit State (-5 sec)	OFF	
DPID $32 Byte 2 bit 7	$00	Brake Switch Circuit State Validity Status	Valid	
DPID $32 Byte 3 bit 7	$00	Cruise Control Active (-1 sec) If Equipped	No	
DPID $32 Byte 3 bit 6	$00	Cruise Control Active (-2 sec) If Equipped	No	
DPID $32 Byte 3 bit 5	$00	Cruise Control Resume Switch Active (-1 sec) If Equipped	No	
DPID $32 Byte 3 bit 4	$00	Cruise Control Resume Switch Active (-2 sec) If Equipped	No	
DPID $32 Byte 3 bit 3	$00	Cruise Control Set Switch Active (-1 sec) If Equipped	No	
DPID $32 Byte 3 bit 2	$00	Cruise Control Set Switch Active (-2 sec) If Equipped	No	
DPID $32 Byte 3 bit 1	$00	Reduced Engine Power Mode (-1sec)	OFF	
DPID $32 Byte 3 bit 0	$00	Reduced Engine Power Mode (-2sec)	OFF	
DPID $32 Byte 4 bit 7	$80	Cruise Control Active Validity Status If Equipped	Invalid	
DPID $33 Byte 1	$2A	Throttle Position (-1 sec)	16	% full throttle
DPID $33 Byte 2	$2B	Throttle Position (-2 sec)	17	% full throttle
DPID $33 Byte 3	$2D	Throttle Position (-3 sec)	18	% full throttle
DPID $33 Byte 4	$2E	Throttle Position (-4 sec)	18	% full throttle

Data Location	Data Value (Hex)	Parameter Descriptor	Translated Value	Units
DPID $33 Byte 5	$2F	Throttle Position (-5 sec)	18	% full throttle
DPID $33 Byte 6 bit 7	$00	Throttle Position Validity Status	Valid	
DPID $34 Byte 1	$0C	Engine Speed (-1 sec)	768	RPM
DPID $34 Byte 2	$0F	Engine Speed (-2 sec)	960	RPM
DPID $34 Byte 3	$14	Engine Speed (-3 sec)	1280	RPM
DPID $34 Byte 4	$1C	Engine Speed (-4 sec)	1792	RPM
DPID $34 Byte 5	$21	Engine Speed (-5 sec)	2112	RPM
DPID $34 Byte 6 bit 7	$00	Engine Speed Validity Status	Valid	
DPID $35 Byte 1	$0A	Vehicle Speed (-1 sec)	6	MPH
DPID $35 Byte 2	$2A	Vehicle Speed (-2 sec)	26	MPH
DPID $35 Byte 3	$40	Vehicle Speed (-3 sec)	40	MPH
DPID $35 Byte 4	$56	Vehicle Speed (-4 sec)	53	MPH
DPID $35 Byte 5	$62	Vehicle Speed (-5 sec)	61	MPH
DPID $35 Byte 6 bit 7	$00	Vehicle Speed Validity Status	Valid	
DPID $36 Byte 1	$00	Steering Wheel Angle (-1 sec) If Equipped	0	degrees
DPID $36 Byte 2	$00	Steering Wheel Angle (-2 sec) If Equipped	0	degrees
DPID $36 Byte 3	$00	Steering Wheel Angle (-3 sec) If Equipped	0	degrees
DPID $36 Byte 4	$00	Steering Wheel Angle (-4 sec) If Equipped	0	degrees
DPID $36 Byte 5	$00	Steering Wheel Angle (-5 sec) If Equipped	0	degrees
DPID $36 Byte 6 bit 7	$00	Steering Wheel Angle Validity Status If Equipped	Valid	
DPID $37 Byte 1 bit 7	$00	Antilock Brake System Active (-1 sec) If Equipped	No	
DPID $37 Byte 1 bit 6	$00	Antilock Brake System Active (-2 sec) If Equipped	No	
DPID $37 Byte 1 bit 5	$00	Antilock Brake System Active (-3 sec) If Equipped	No	
DPID $37 Byte 1 bit 4	$00	Antilock Brake System Active (-4 sec) If Equipped	No	
DPID $37 Byte 1 bit 3	$00	Antilock Brake System Active (-5 sec) If Equipped	No	
DPID $37 Byte 2 bit 7	$00	Traction Control System Active (-1 sec) If Equipped	No	
DPID $37 Byte 3 bit 7	$00	Vehicle Dynamics Control Active (-1 sec) If Equipped	No	
DPID $37 Byte 3 bit 6	$00	Vehicle Dynamics Control Active (-2 sec) If Equipped	No	
DPID $37 Byte 3 bit 5	$00	Vehicle Dynamics Control Active (-3 sec) If Equipped	No	
DPID $37 Byte 3 bit 4	$00	Vehicle Dynamics Control Active (-4 sec) If Equipped	No	
DPID $37 Byte 3 bit 3	$00	Vehicle Dynamics Control Active (-5 sec) If Equipped	No	
DPID $37 Byte 4 bits 3-0	$03	Transmission Range (-1 sec) If Equipped	Third Gear	
DPID $37 Byte 5 bits 3-0	$04	Transmission Selector Position (-1 sec) If Equipped	Fourth Gear	
DPID $37 Byte 6 bit 7	$00	Service Engine Soon (Non-Emission Related) Lamp (1 sec)	OFF	
DPID $37 Byte 6 bit 6	$00	Service Vehicle Soon Lamp (1 sec)	OFF	
DPID $37 Byte 6 bit 3	$00	Brake System Warning Lamp If Equipped	OFF	

Data Location	Data Value (Hex)	Parameter Descriptor	Translated Value	Units
DPID $37 Byte 6 bit 1	$00	Low Tire Pressure Warning Lamp If Equipped	OFF	
DPID $37 Byte 7 bit 7	$E2	Antilock Brake System Active Validity Status If Equipped	Invalid	
DPID $37 Byte 7 bit 6	$E2	Traction Control System Active Validity Status If Equipped	Invalid	
DPID $37 Byte 7 bit 5	$E2	Vehicle Dynamics Control Active Validity Status If Equipped	Invalid	
DPID $37 Byte 7 bit 4	$E2	Transmission Range Validity Status If Equipped	Valid	
DPID $37 Byte 7 bit 3	$E2	Transmission Selector Position Validity Status If Equipped	Valid	
DPID $37 Byte 7 bit 2	$E2	Service Engine Soon (Non-Emission Related) / Service Vehicle Soon Lamp Validity Status	Valid	
DPID $37 Byte 7 bit 1	$E2	Low Tire Pressure Warning Lamp Validity Status If Equipped	Invalid	
DPID $38 Byte 1	$71	Outside Air Temperature (-1 sec) If Equipped	62	
DPID $38 Byte 2 bit 7	$00	Outside Air Temperature Validity Status (-1 sec) If Equipped	Valid	
DPID $38 Byte 5 bits 7-6	$03	Left Front Door Status (-1 sec) If Equipped	Closed	
DPID $38 Byte 5 bits 5-4	$03	Right Front Door Status (-1 sec) If Equipped	Closed	
DPID $38 Byte 5 bits 3-2	$03	Rear Door(s) Status (-1 sec) If Equipped	Closed	
DPID $38 Byte 5 bits 1-0	$03	Left Rear Door Status (-1 sec) If Equipped	Unused	
DPID $38 Byte 6 bits 7-6	$C0	Right Rear Door Status (-1 sec) If Equipped	Unused	
DPID $38 Byte 7 bit 7	$00	Left Front Door Validity Status If Equipped	Valid	
DPID $38 Byte 7 bit 6	$00	Right Front Door Validity Status If Equipped	Valid	
DPID $38 Byte 7 bit 5	$00	Rear Door(s) Validity Status If Equipped	Valid	
DPID $38 Byte 7 bit 4	$00	Left Rear Door Validity Status If Equipped	Valid	
DPID $38 Byte 7 bit 3	$00	Right Rear Door Validity Status If Equipped	Valid	
DPID $39 Byte 1	$00	Lateral Acceleration (-1 sec) If Equipped	0.00	feet/sec²
DPID $39 Byte 2	$00	Lateral Acceleration (-2 sec) If Equipped	0.00	feet/sec²
DPID $39 Byte 3	$00	Lateral Acceleration (-3 sec) If Equipped	0.00	feet/sec²
DPID $39 Byte 4	$00	Lateral Acceleration (-4 sec) If Equipped	0.00	feet/sec²
DPID $39 Byte 5	$00	Lateral Acceleration (-5 sec) If Equipped	0.00	feet/sec²
DPID $39 Byte 6 bit 7	$80	Lateral Acceleration Validity Status If Equipped	Invalid	
DPID $3A Byte 1	$00	Yaw Rate (-1 sec) If Equipped	0	
DPID $3A Byte 2	$00	Yaw Rate (-2 sec) If Equipped	0	
DPID $3A Byte 3	$00	Yaw Rate (-3 sec) If Equipped	0	
DPID $3A Byte 4	$00	Yaw Rate (-4 sec) If Equipped	0	
DPID $3A Byte 5	$00	Yaw Rate (-5 sec) If Equipped	0	
DPID $3A Byte 6 bit 7	$80	Yaw Rate Validity Status If Equipped	Invalid	

VIN Data

Data Location	Data Value (Hex)	Parameter Descriptor	Translated Value	Units
DPID $3D Byte 1	$31	Vehicle Identification Number (VIN) Digit 3	1	
DPID $3D Byte 2	$41	Vehicle Identification Number (VIN) Digit 4	A	
DPID $3D Byte 3	$4B	Vehicle Identification Number (VIN) Digit 5	K	
DPID $3D Byte 4	$35	Vehicle Identification Number (VIN) Digit 6	5	
DPID $3D Byte 5	$35	Vehicle Identification Number (VIN) Digit 7	5	
DPID $3D Byte 6	$46	Vehicle Identification Number (VIN) Digit 8	F	
DPID $3E Byte 1	$36	Vehicle Identification Number (VIN) Digit 10	6	
DPID $3E Byte 2 bits 7-4	$81	Vehicle Identification Number (VIN) Digit 12	8	
DPID $3E Byte 2 bits 3-0	$81	Vehicle Identification Number (VIN) Digit 13	1	
DPID $3E Byte 3 bits 7-4	$83	Vehicle Identification Number (VIN) Digit 14	8	
DPID $3E Byte 3 bits 3-0	$83	Vehicle Identification Number (VIN) Digit 15	3	
DPID $3E Byte 4 bits 7-4	$13	Vehicle Identification Number (VIN) Digit 16	1	
DPID $3E Byte 4 bits 3-0	$13	Vehicle Identification Number (VIN) Digit 17	3	

Multiple Event Data

Data Location	Data Value (Hex)	Parameter Descriptor	Translated Value	Units
DPID $3F Byte 1 bit 7	$00	An Event(s) Preceded the Recorded Event(s)	No	
DPID $3F Byte 1 bit 6	$00	An Event(s) was in Between the Recorded Event(s)	No	
DPID $3F Byte 1 bit 5	$00	An Event(s) Followed the Recorded Event(s)	No	
DPID $3F Byte 1 bit 4	$00	The Event(s) Not Recorded was a Deployment Event(s)	No	
DPID $3F Byte 1 bit 3	$00	The Event(s) Not Recorded was a Non-Deployment Event(s)	No	
DPID $3F Byte 1 bits 2-0	$00	Associated Events Not Recorded	0	

Power Mode Data

Data Location	Data Value (Hex)	Parameter Descriptor	Translated Value	Units
DPID $3F Byte 3 bits 7-6	$90	Vehicle Power Mode Status	Run	

Data Location	Data Value (Hex)	Parameter Descriptor	Translated Value	Units
DPID $3F Byte 3 bit 5	$90	Remote Start Status If Equipped	Inactive	
DPID $3F Byte 3 bit 4	$90	Run/Crank Ignition Switch Logic Level	Active	

Deployment Event Data

Data Location	Data Value (Hex)	Parameter Descriptor	Translated Value	Units
DPID $67 Byte 1 bit 7	$A0	Crash Record Locked	Yes	
DPID $67 Byte 1 bit 5	$A0	Vehicle Event Data (Pre-Crash) Associated With This Event	Yes	
DPID $67 Byte 2	$A5	Event Recording Complete	Yes	
DPID $68 Byte 1 bit 7	$D0	Driver 1st Stage Deployment Loop Commanded	Yes	
DPID $68 Byte 1 bit 6	$D0	Driver 2nd Stage Deployment Loop Commanded	Yes	
DPID $68 Byte 1 bit 5	$D0	Driver Side Deployment Loop Commanded	No	
DPID $68 Byte 1 bit 4	$D0	Driver Pretensioner Deployment Loop Commanded	Yes	
DPID $68 Byte 1 bit 3	$D0	Driver (Initiator 1) Roof Rail/Head Curtain Loop Commanded	No	
DPID $68 Byte 1 bit 2	$D0	Driver (Initiator 2) Roof Rail/Head Curtain Loop Commanded	No	
DPID $68 Byte 1 bit 1	$D0	Driver Knee Deployment Loop Commanded	No	
DPID $68 Byte 2 bit 7	$10	Passenger 1st Stage Deployment Loop Commanded	No	
DPID $68 Byte 2 bit 6	$10	Passenger 2nd Stage Deployment Loop Commanded	No	
DPID $68 Byte 2 bit 5	$10	Passenger Side Deployment Loop Commanded	No	
DPID $68 Byte 2 bit 4	$10	Passenger Pretensioner Deployment Loop Commanded	Yes	
DPID $68 Byte 2 bit 3	$10	Passenger (Initiator 1) Roof Rail/Head Curtain Loop Commanded	No	
DPID $68 Byte 2 bit 2	$10	Passenger (Initiator 2) Roof Rail/Head Curtain Loop Commanded	No	
DPID $68 Byte 2 bit 1	$10	Passenger Knee Deployment Loop Commanded	No	
DPID $68 Byte 3 bit 7	$00	Driver Anchor Pretensioner Deployment Loop Commanded	No	
DPID $68 Byte 3 bit 6	$00	Second Row Left Pretensioner Deployment Loop Commanded	No	
DPID $68 Byte 3 bit 5	$00	Third Row Left Roof Rail/Head Curtain Loop Commanded	No	
DPID $68 Byte 3 bit 4	$00	Second Row Right Side Deployment Loop Commanded	No	
DPID $68 Byte 3 bit 3	$00	Second Row Right Pretensioner Deployment Loop Commanded	No	
DPID $68 Byte 3 bit 2	$00	Third Row Right Roof Rail/Head Curtain Loop Commanded	No	
DPID $68 Byte 3 bit 1	$00	Center Rear Pretensioner Deployment Loop Commanded	No	
DPID $68 Byte 4 bit 7	$80	Driver 2nd Stage Deployment Loop Commanded for Disposal	Yes	
DPID $68 Byte 4 bit 6	$80	Passenger 2nd Stage Deployment Loop for Disposal Commanded	No	
DPID $69 Byte 1 bit 7	$80	SIR Warning Lamp Status	ON	
DPID $69 Bytes 2-3	$104D	SIR Warning Lamp ON/OFF Time Continuously	41730	seconds
DPID $69 Bytes 4-5	$001A	Number of Ignition Cycles SIR Warning Lamp was ON/OFF Continuously	26	cycles
DPID $6A Byte 1	$FE	Ignition Cycles Since DTCs Were Last Cleared	254	cycles
DPID $6A Bytes 2-3	$4B0C	Ignition Cycles at Event	19212	cycles
DPID $6B Bytes 1-2	$8081	DTC number for fault #1	B0081	
DPID $6B Byte 3	$71	DTC fault type for fault #1	$71	
DPID $6B Bytes 4-5	$0000	DTC number for fault #2	N/A	

Data Location	Data Value (Hex)	Parameter Descriptor	Translated Value	Units
DPID $6B Byte 6	$00	DTC fault type for fault #2	$00	
DPID $6C Bytes 1-2	$0000	DTC number for fault #3	N/A	
DPID $6C Byte 3	$00	DTC fault type for fault #3	$00	
DPID $6C Bytes 4-5	$0000	DTC number for fault #4	N/A	
DPID $6C Byte 6	$00	DTC fault type for fault #4	$00	
DPID $6D Bytes 1-2	$0000	DTC number for fault #5	N/A	
DPID $6D Byte 3	$00	DTC fault type for fault #5	$00	
DPID $6D Bytes 4-5	$0000	DTC number for fault #6	N/A	
DPID $6D Byte 6	$00	DTC fault type for fault #6	$00	
DPID $6E Byte 1	$00	SDM Recorded Vehicle Velocity Change for Axis #1 (-70 msec)	0.00	MPH
DPID $6E Byte 2	$00	SDM Recorded Vehicle Velocity Change for Axis #2 (-70 msec)	0.00	MPH
DPID $6E Byte 3	$00	SDM Recorded Vehicle Velocity Change for Axis #1 (-60 msec)	0.00	MPH
DPID $6E Byte 4	$00	SDM Recorded Vehicle Velocity Change for Axis #2 (-60 msec)	0.00	MPH
DPID $6E Byte 5	$00	SDM Recorded Vehicle Velocity Change for Axis #1 (-50 msec)	0.00	MPH
DPID $6E Byte 6	$FF	SDM Recorded Vehicle Velocity Change for Axis #2 (-50 msec)	-0.68	MPH
DPID $6F Byte 1	$00	SDM Recorded Vehicle Velocity Change for Axis #1 (-40 msec)	0.00	MPH
DPID $6F Byte 2	$FD	SDM Recorded Vehicle Velocity Change for Axis #2 (-40 msec)	-2.03	MPH
DPID $6F Byte 3	$FF	SDM Recorded Vehicle Velocity Change for Axis #1 (-30 msec)	-0.68	MPH
DPID $6F Byte 4	$FC	SDM Recorded Vehicle Velocity Change for Axis #2 (-30 msec)	-2.71	MPH
DPID $6F Byte 5	$FF	SDM Recorded Vehicle Velocity Change for Axis #1 (-20 msec)	-0.68	MPH
DPID $6F Byte 6	$FB	SDM Recorded Vehicle Velocity Change for Axis #2 (-20 msec)	-3.39	MPH
DPID $70 Byte 1	$FE	SDM Recorded Vehicle Velocity Change for Axis #1 (-10 msec)	-1.36	MPH
DPID $70 Byte 2	$F8	SDM Recorded Vehicle Velocity Change for Axis #2 (-10 msec)	-5.42	MPH
DPID $70 Byte 3	$FD	SDM Recorded Vehicle Velocity Change for Axis #1 (0 msec)	-2.03	MPH
DPID $70 Byte 4	$F6	SDM Recorded Vehicle Velocity Change for Axis #2 (0 msec)	-6.78	MPH
DPID $70 Byte 5	$FD	SDM Recorded Vehicle Velocity Change for Axis #1 (10 msec)	-2.03	MPH
DPID $70 Byte 6	$F3	SDM Recorded Vehicle Velocity Change for Axis #2 (10 msec)	-8.81	MPH
DPID $71 Byte 1	$FC	SDM Recorded Vehicle Velocity Change for Axis #1 (20 msec)	-2.71	MPH
DPID $71 Byte 2	$F2	SDM Recorded Vehicle Velocity Change for Axis #2 (20 msec)	-9.49	MPH
DPID $71 Byte 3	$FB	SDM Recorded Vehicle Velocity Change for Axis #1 (30 msec)	-3.39	MPH
DPID $71 Byte 4	$F0	SDM Recorded Vehicle Velocity Change for Axis #2 (30 msec)	-10.84	MPH
DPID $71 Byte 5	$FB	SDM Recorded Vehicle Velocity Change for Axis #1 (40 msec)	-3.39	MPH
DPID $71 Byte 6	$F0	SDM Recorded Vehicle Velocity Change for Axis #2 (40 msec)	-10.84	MPH
DPID $72 Byte 1	$FC	SDM Recorded Vehicle Velocity Change for Axis #1 (50 msec)	-2.71	MPH
DPID $72 Byte 2	$EF	SDM Recorded Vehicle Velocity Change for Axis #2 (50 msec)	-11.52	MPH
DPID $72 Byte 3	$FB	SDM Recorded Vehicle Velocity Change for Axis #1 (60 msec)	-3.39	MPH
DPID $72 Byte 4	$EF	SDM Recorded Vehicle Velocity Change for Axis #2 (60 msec)	-11.52	MPH

Data Location	Data Value (Hex)	Parameter Descriptor	Translated Value	Units
DPID $72 Byte 5	$FB	SDM Recorded Vehicle Velocity Change for Axis #1 (70 msec)	-3.39	MPH
DPID $72 Byte 6	$EF	SDM Recorded Vehicle Velocity Change for Axis #2 (70 msec)	-11.52	MPH
DPID $73 Byte 1	$FB	SDM Recorded Vehicle Velocity Change for Axis #1 (80 msec)	-3.39	MPH
DPID $73 Byte 2	$EF	SDM Recorded Vehicle Velocity Change for Axis #2 (80 msec)	-11.52	MPH
DPID $73 Byte 3	$FB	SDM Recorded Vehicle Velocity Change for Axis #1 (90 msec)	-3.39	MPH
DPID $73 Byte 4	$EF	SDM Recorded Vehicle Velocity Change for Axis #2 (90 msec)	-11.52	MPH
DPID $73 Byte 5	$00	SDM Recorded Vehicle Velocity Change for Axis #1 (100 msec)	0.00	MPH
DPID $73 Byte 6	$00	SDM Recorded Vehicle Velocity Change for Axis #2 (100 msec)	0.00	MPH
DPID $74 Byte 1	$00	SDM Recorded Vehicle Velocity Change for Axis #1 (110 msec)	0.00	MPH
DPID $74 Byte 2	$00	SDM Recorded Vehicle Velocity Change for Axis #2 (110 msec)	0.00	MPH
DPID $74 Byte 3	$00	SDM Recorded Vehicle Velocity Change for Axis #1 (120 msec)	0.00	MPH
DPID $74 Byte 4	$00	SDM Recorded Vehicle Velocity Change for Axis #2 (120 msec)	0.00	MPH
DPID $74 Byte 5	$00	SDM Recorded Vehicle Velocity Change for Axis #1 (130 msec)	0.00	MPH
DPID $74 Byte 6	$00	SDM Recorded Vehicle Velocity Change for Axis #2 (130 msec)	0.00	MPH
DPID $75 Byte 1	$00	SDM Recorded Vehicle Velocity Change for Axis #1 (140 msec)	0.00	MPH
DPID $75 Byte 2	$00	SDM Recorded Vehicle Velocity Change for Axis #2 (140 msec)	0.00	MPH
DPID $75 Byte 3	$00	SDM Recorded Vehicle Velocity Change for Axis #1 (150 msec)	0.00	MPH
DPID $75 Byte 4	$00	SDM Recorded Vehicle Velocity Change for Axis #2 (150 msec)	0.00	MPH
DPID $75 Byte 5	$00	SDM Recorded Vehicle Velocity Change for Axis #1 (160 msec)	0.00	MPH
DPID $75 Byte 6	$00	SDM Recorded Vehicle Velocity Change for Axis #2 (160 msec)	0.00	MPH
DPID $76 Byte 1	$00	SDM Recorded Vehicle Velocity Change for Axis #1 (170 msec)	0.00	MPH
DPID $76 Byte 2	$00	SDM Recorded Vehicle Velocity Change for Axis #2 (170 msec)	0.00	MPH
DPID $76 Byte 3	$00	SDM Recorded Vehicle Velocity Change for Axis #1 (180 msec)	0.00	MPH
DPID $76 Byte 4	$00	SDM Recorded Vehicle Velocity Change for Axis #2 (180 msec)	0.00	MPH
DPID $76 Byte 5	$00	SDM Recorded Vehicle Velocity Change for Axis #1 (190 msec)	0.00	MPH
DPID $76 Byte 6	$00	SDM Recorded Vehicle Velocity Change for Axis #2 (190 msec)	0.00	MPH
DPID $77 Byte 1	$00	SDM Recorded Vehicle Velocity Change for Axis #1 (200 msec)	0.00	MPH
DPID $77 Byte 2	$00	SDM Recorded Vehicle Velocity Change for Axis #2 (200 msec)	0.00	MPH
DPID $77 Byte 3	$00	SDM Recorded Vehicle Velocity Change for Axis #1 (210 msec)	0.00	MPH
DPID $77 Byte 4	$00	SDM Recorded Vehicle Velocity Change for Axis #2 (210 msec)	0.00	MPH
DPID $77 Byte 5	$00	SDM Recorded Vehicle Velocity Change for Axis #1 (220 msec)	0.00	MPH
DPID $77 Byte 6	$00	SDM Recorded Vehicle Velocity Change for Axis #2 (220 msec)	0.00	MPH
DPID $78 Byte 1 bit 7	$F0	Driver Belt Switch Circuit Status	BUCKLED	
DPID $78 Byte 1 bit 6	$F0	Driver Belt Switch Circuit Status Monitored	Yes	
DPID $78 Byte 1 bit 5	$F0	Passenger Belt Switch Circuit Status (If Equipped)	BUCKLED	
DPID $78 Byte 1 bit 4	$F0	Passenger Belt Switch Circuit Status Monitored	Yes	
DPID $78 Byte 1 bit 3	$F0	Front Center Belt Switch Circuit Status	UNBUCKLED	

Data Location	Data Value (Hex)	Parameter Descriptor	Translated Value	Units
DPID $78 Byte 1 bit 2	$F0	Front Center Belt Switch Circuit Status Monitored	No	
DPID $78 Byte 2 bit 7	$00	Second Row Left Belt Switch Circuit Status	UNBUCKLED	
DPID $78 Byte 2 bit 6	$00	Second Row Left Belt Switch Circuit Status Monitored	No	
DPID $78 Byte 2 bit 5	$00	Second Row Center Belt Switch Circuit Status	UNBUCKLED	
DPID $78 Byte 2 bit 4	$00	Second Row Center Belt Switch Circuit Status Monitored	No	
DPID $78 Byte 2 bit 3	$00	Second Row Right Belt Switch Circuit Status	UNBUCKLED	
DPID $78 Byte 2 bit 2	$00	Second Row Right Belt Switch Circuit Status Monitored	No	
DPID $78 Byte 3 bit 7	$00	Third Row Left Belt Switch Circuit Status	UNBUCKLED	
DPID $78 Byte 3 bit 6	$00	Third Row Left Belt Switch Circuit Status Monitored	No	
DPID $78 Byte 3 bit 5	$00	Third Row Center Belt Switch Circuit Status	UNBUCKLED	
DPID $78 Byte 3 bit 4	$00	Third Row Center Belt Switch Circuit Status Monitored	No	
DPID $78 Byte 3 bit 3	$00	Third Row Right Belt Switch Circuit Status	UNBUCKLED	
DPID $78 Byte 3 bit 2	$00	Third Row Right Belt Switch Circuit Status Monitored	No	
DPID $78 Byte 4 bit 7	$00	Driver Seat Position Status	Rearward	
DPID $78 Byte 4 bit 6	$00	Driver Seat Position Status Monitored	No	
DPID $78 Byte 4 bit 5	$00	Passenger Seat Position Status	Rearward	
DPID $78 Byte 4 bit 4	$00	Passenger Seat Position Status Monitored	No	
DPID $79 Byte 1 bit 7	$80	Automatic Passenger SIR Suppression System Validity Status at AE / Passenger SIR Suppression Switch Circuit Status Validity Status at AE	Air Bag Suppressed	
DPID $79 Byte 1 bit 0	$80	Automatic Passenger SIR Suppression System Status at AE / Passenger SIR Suppression Switch Circuit Status at AE	Invalid	
DPID $79 Bytes 2-3	$0000	SDM Synchronization Counter	0	
DPID $79 Byte 4 bits 7-6	$00	Rollover Sensor Message Status	Last message received contained errors	
DPID $79 Byte 4 bit 5	$00	Side Air Bag(s) Were First Commanded to Deploy Due to Rollover Event	No	
DPID $79 Byte 4 bit 4	$00	Side Air Bag(s) Were First Commanded to Deploy Due to Side Impact Event	No	
DPID $79 Byte 4 bits 3-0	$00	Rollover Sensor Status	No Rollover Event	
DPID $7A Byte 1 bit 7	$80	Passenger SIR Suppression Switch Circuit Status Validity Status at First Deployment Command	Invalid	
DPID $7A Byte 1 bit 1	$80	Passenger SIR Suppression Switch Circuit Status at First Deployment Command	Air Bag Suppressed	
DPID $7A Byte 2	$00	Rollover Sensor - Time Between Successive Side Deploys	0	msec

Data Location	Data Value (Hex)	Parameter Descriptor	Translated Value	Units
DPID $7A Byte 3	$00	Rollover Sensor - Time From Rollover Enable to Deploy	0	msec
DPID $7B Byte 1	$1E	Driver 1st Stage Time From Algorithm Enable to Deployment Command Criteria Met	60	msec
DPID $7B Byte 2	$50	Driver 2nd Stage Time From Algorithm Enable to Deployment Command Criteria Met	160	msec
DPID $7B Byte 3	$00	Passenger 1st Stage Time From Algorithm Enable to Deployment Command Criteria Met	0	msec
DPID $7B Byte 4	$00	Passenger 2nd Stage Time From Algorithm Enable to Deployment Command Criteria Met	0	msec
DPID $7B Byte 5	$00	Driver Side or Roof Rail/Head Curtain Time From Algorithm Enable to Deployment Command Criteria Met	0	msec
DPID $7B Byte 6	$00	Passenger Side or Roof Rail/Head Curtain Time From Algorithm Enable to Deployment Command Criteria Met	0	msec
DPID $7B Byte 7	$00	Time Between Events	N/A	seconds

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	1G1AK55F967[redacted]
User	RYAN JAHR ESIS/GM
Case Number	777745
EDR Data Imaging Date	04/16/2014
Crash Date	03/16/2014
Filename	1G1AK55F967[redacted]
Saved on	Wednesday, April 16 2014 at 14:44:36
Collected with CDR version	Crash Data Retrieval Tool 12.2.1
Reported with CDR version	Crash Data Retrieval Tool 12.2.1
EDR Device Type	Airbag Control Module
Event(s) recovered	Deployment

Comments

CONNECTION: DLC. VEHICLE POWER SUPPLIED BY BATTERY PACK.

SIR: FLASHES ON AND STAYS ON DURING KEY POWER UP.

MILEAGE: 185398

LOCATION: COPART AUSTELL GA

Data Limitations

Recorded Crash Events:

There are two types of recorded crash events. The first is the Non-Deployment Event. A Non-Deployment Event records data but does not deploy the air bag(s). The minimum SDM Recorded Vehicle Velocity Change, that is needed to record a Non-Deployment Event, is five MPH. A Non-Deployment Event may contain 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 velocity change. This event will be cleared by the SDM, after approximately 250 ignition cycles. This event can be overwritten by a second Deployment Event, referred to as Deployment Event #2, if the Non-Deployment Event is not locked. The data in the Non-Deployment Event file will be locked, if the Non-Deployment Event occurred within five seconds of a Deployment Event. A locked Non Deployment Event cannot be overwritten or cleared by the SDM.
The second type of SDM recorded crash event is the Deployment Event. It also may contain Pre-Crash and Crash data. The SDM can store up to two different Deployment Events. If a second Deployment Event occurs any time after the Deployment Event, the Deployment Event #2 will overwrite any non-locked Non-Deployment Event. Deployment Events cannot be overwritten or cleared by the SDM. Once the SDM has deployed an air bag, the SDM must be replaced.

Data:

-SDM Recorded Vehicle Velocity Change reflects the change in velocity that the sensing system experienced during the recorded portion of the event. SDM Recorded Vehicle 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. For Deployment Events, the SDM can record up to 220 milliseconds of data after Deployment criteria is met and up to 70 milliseconds before Deployment criteria is met. For Non-Deployment Events, the SDM can record up to the first 300 milliseconds of data after algorithm enable. Velocity Change data is displayed in SAE sign convention.
-The CDR tool displays time from Algorithm Enable (AE) to time of Deployment command in a Deployment event and AE to time of maximum SDM recorded vehicle velocity change in a Non-Deployment event. Time from AE begins when the first air bag system enable threshold is met and ends when Deployment command criteria is met or at maximum SDM recorded vehicle velocity change. Air bag systems such as frontal, side, or rollover, may be a source of an enable. The time represented in a CDR report can be that of the enable of one air bag system to the Deployment time of another air bag system.
-Maximum Recorded Vehicle Velocity Change is the maximum square root value of the sum of the squares for the vehicle's combined "X" and "Y" axis change in velocity. If a CDR Printout user were to calculate resultant velocity change using X and Y axis time history data, the calculated value may be different than the Maximum SDM Recorded Velocity Change parameter value displayed in the CDR report. This is due to the rounding that occurs within the SDM while calculating the Maximum SDM Recorded Velocity Change value.
-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 by various factors, including but not limited to the following:

-Significant changes in the tire's rolling radius
-Final drive axle ratio changes
-Wheel lockup and wheel slip

-Brake Switch Circuit Status indicates the open/closed state of the brake switch circuit.
-Pre-Crash data is recorded asynchronously. The 1.0 second Pre-crash data value (most recent recorded data point) is the data point last sampled before AE. That is to say, the last data point may have been captured just before AE but no more than 1.0 second before AE. All subsequent Pre-crash data values are referenced from this data point.
-Pre-Crash Electronic Data Validity Check Status indicates "Data Invalid" if:
-The SDM receives a message with an "invalid" flag from the module sending the pre-crash data
-No data is received from the module sending the pre-crash data
-No module is present to send the pre-crash data
-Driver's and Passenger's Belt Switch Circuit Status indicates the status of the seat belt switch circuit, except: The Passenger Belt Switch Circuit Status for 2005 vehicles is available only on the Cadillac STS. The Passenger Belt Switch Circuit Status for 2006 Chevrolet Cobalt Sport Coupe (AP) model vehicles, with the option package that includes Recaro brand seats (RPO ALV), always reports a default value of "Buckled," because there is no passenger belt switch with the Recaro seat option. The Passenger Belt Switch Circuit Status for 2010 Chevrolet Cobalt and 2010 Pontiac G5 vehicles, with RPO Z49, will report a default value of "Buckled".
-The Time Between Non-Deployment to 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 the value is negative, then the Deployment Event occurred first. If the value is positive, then the Non-Deployment Event occurred first.
-If power to the SDM is lost during a crash event, all or part of the crash record may not be recorded.
-The ignition cycle counter relies upon the transitions through OFF->RUN->CRANK power-moding messages, on the GMLAN communication bus, to increment the counter. Applying and removing of battery power to the module will not increment the ignition counter.
-Steering Wheel Angle data is displayed as a positive value when the steering wheel is turned to the right and a negative value when the steering wheel is turned to the left, except for Cadillac STS model vehicles with StabiliTrak 3.0 systems (RPO JL7). For Cadillac STS model vehicles with StabiliTrak 3.0 systems (RPO JL7), when the steering wheel is turned to the right, a negative value will be displayed and when the steering wheel is turned to the left, a positive value will be displayed. The Steering Wheel Angle data is reported in 16 degree increments.
-If more than one event is recorded, use the follow to determine which event the Multiple Event Data is associated with:
-If a Deployment event and not locked Non-Deployment event are recorded, the Multiple Event Data is associated with the Deployment event.
-If a Deployment event and a locked Non-Deployment event are recorded, then the Multiple Event Data is associated with both events.
-If a Deployment event and Deployment event #2 are recorded, then the Multiple Event Data is associated with both events.
-All data should be examined in conjunction with other available physical evidence from the vehicle and scene.

Data Source:
All SDM recorded data is measured, calculated, and stored internally, except for the following:
-Vehicle Status Data (Pre-Crash) is transmitted to the SDM, by various vehicle control modules, via the vehicle's communication network.
-The Belt Switch Circuit is wired directly to the SDM.

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

01016_SDMEps_r006

Multiple Event Data

Associated Events Not Recorded	0
An Event(s) Preceded the Recorded Event(s)	No
An Event(s) was in Between the Recorded Event(s)	No
An Event(s) Followed the Recorded Event(s)	No
The Event(s) Not Recorded was a Deployment Event(s)	No
The Event(s) Not Recorded was a Non-Deployment Event(s)	No

System Status At AE

Vehicle Identification Number	**1AK55F*6*818313
Low Tire Pressure Warning Lamp (If Equipped)	Invalid
Vehicle Power Mode Status	Run
Remote Start Status (If Equipped)	Inactive
Run/Crank Ignition Switch Logic Level	Active
Brake System Warning Lamp (If Equipped)	OFF

System Status At 1 second

Transmission Range (If Equipped)	Third Gear
Transmission Selector Position (If Equipped)	Fourth Gear
Traction Control System Active (If Equipped)	Invalid
Service Engine Soon (Non-Emission Related) Lamp	OFF
Service Vehicle Soon Lamp	OFF
Outside Air Temperature (degrees F) (If Equipped)	62
Left Front Door Status (If Equipped)	Closed
Right Front Door Status (If Equipped)	Closed
Left Rear Door Status (If Equipped)	Unused
Right Rear Door Status (If Equipped)	Unused
Rear Door(s) Status (If Equipped)	Closed

Pre-crash data

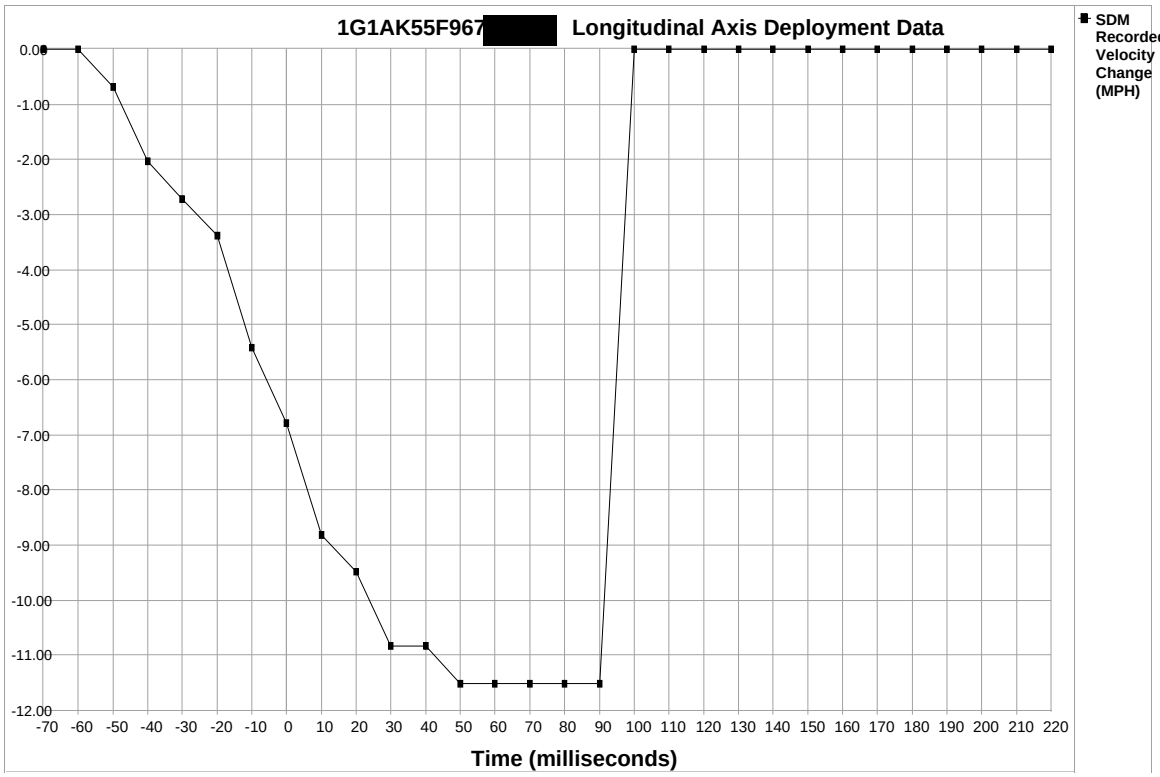
Parameter	-2 sec	-1 sec
Reduced Engine Power Mode	OFF	OFF
Cruise Control Active (If Equipped)	Invalid	Invalid
Cruise Control Resume Switch Active (If Equipped)	Invalid	Invalid
Cruise Control Set Switch Active (If Equipped)	Invalid	Invalid

Pre-Crash Data

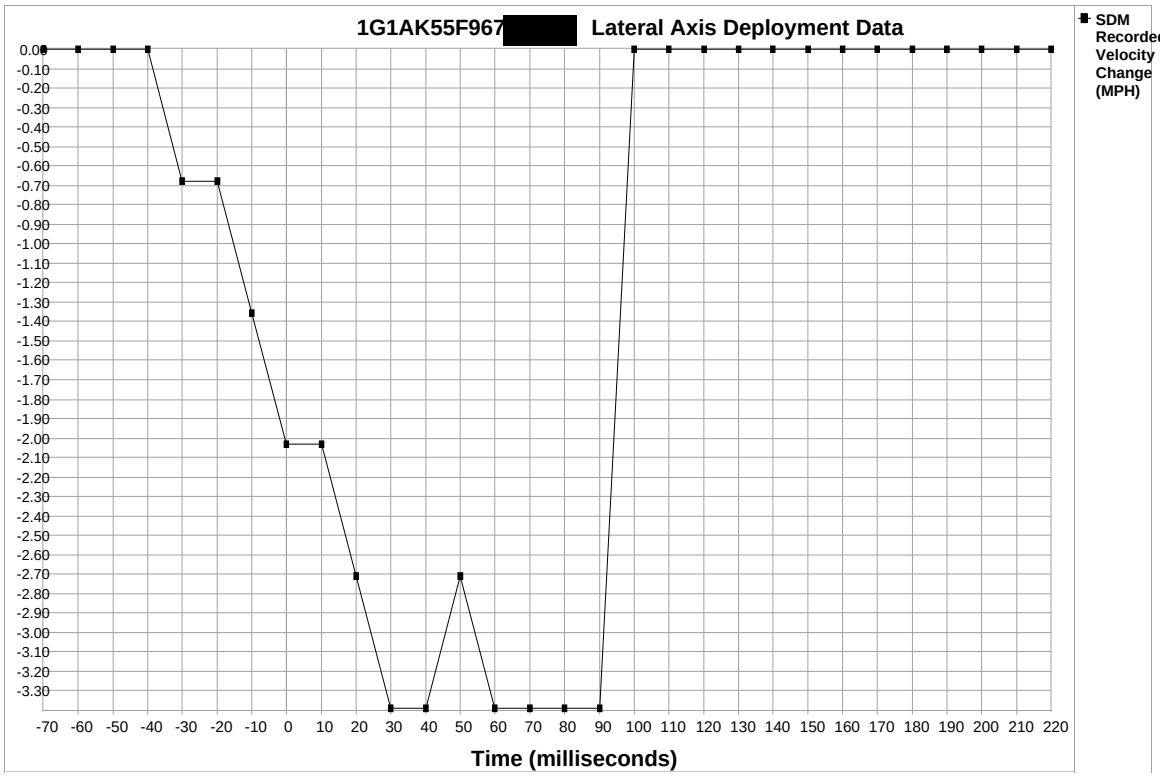
Parameter	-5 sec	-4 sec	-3 sec	-2 sec	-1 sec
Vehicle Speed (MPH)	61	53	40	26	6
Engine Speed (RPM)	2112	1792	1280	960	768
Percent Throttle	18	18	18	17	16
Accelerator Pedal Position (percent)	0	0	0	0	0
Antilock Brake System Active (If Equipped)	Invalid	Invalid	Invalid	Invalid	Invalid
Lateral Acceleration (feet/s^2)(If Equipped)	Invalid	Invalid	Invalid	Invalid	Invalid
Yaw Rate (degrees per second) (If Equipped)	Invalid	Invalid	Invalid	Invalid	Invalid
Vehicle Dynamics Control Active (If Equipped)	Invalid	Invalid	Invalid	Invalid	Invalid

System Status At Deployment

Ignition Cycles At Investigation	19219
SIR Warning Lamp Status	ON
SIR Warning Lamp ON/OFF Time (seconds)	41730
Number of Ignition Cycles SIR Warning Lamp was ON/OFF Continuously	26
Ignition Cycles At Event	19212
Ignition Cycles Since DTCs Were Last Cleared	254
Driver's Belt Switch Circuit Status	BUCKLED
Passenger Belt Switch Circuit Status (If Equipped)	BUCKLED
Diagnostic Trouble Code at Event Enable, fault number: 1	B0081-71
Diagnostic Trouble Code at Event Enable, fault number: 2	N/A
Diagnostic Trouble Code at Event Enable, fault number: 3	N/A
Diagnostic Trouble Code at Event Enable, fault number: 4	N/A
Diagnostic Trouble Code at Event Enable, fault number: 5	N/A
Diagnostic Trouble Code at Event Enable, fault number: 6	N/A
Automatic Passenger SIR Suppression System Validity Status at AE	Invalid
Automatic Passenger SIR Suppression System Status at AE	Air Bag Suppressed
Automatic Passenger SIR Suppression System Validity Status at First Deployment Command	Invalid
Automatic Passenger SIR Suppression System Status at First Deployment Command	Air Bag Suppressed
Driver 1st Stage Time From Algorithm Enable to Deployment Command Criteria Met (msec)	60
Driver 2nd Stage Time From Algorithm Enable to Deployment Command Criteria Met (msec)	160
Passenger 1st Stage Time From Algorithm Enable to Deployment Command Criteria Met (msec)	Suppressed
Passenger 2nd Stage Time From Algorithm Enable to Deployment Command Criteria Met (msec)	Suppressed
Time Between Events (sec)	0
Driver First Stage Deployment Loop Commanded	Yes
Driver Second Stage Deployment Loop Commanded	Yes
Driver Side Deployment Loop Commanded	No
Driver Pretensioner Deployment Loop Commanded	Yes
Driver (Initiator 1) Roof Rail/Head Curtain Loop Commanded	No
Driver (Initiator 2) Roof Rail/Head Curtain Loop Commanded	No
Driver Knee Deployment Loop Commanded	No
Passenger First Stage Deployment Loop Commanded	No
Passenger Second Stage Deployment Loop Commanded	No
Passenger Side Deployment Loop Commanded	No
Passenger Pretensioner Deployment Loop Commanded	Yes
Passenger (Initiator 1) Roof Rail/Head Curtain Loop Commanded	No
Passenger (Initiator 2) Roof Rail/Head Curtain Loop Commanded	No
Passenger Knee Deployment Loop Commanded	No
Driver Anchor Pretensioner Deployment Loop Commanded (If Equipped)	No
Second Row Left Pretensioner Deployment Loop Commanded	No
Third Row Left Roof Rail/Head Curtain Loop Commanded	No
Passenger Anchor Pretensioner Deployment Loop Commanded (If Equipped)	No
Second Row Right Pretensioner Deployment Loop Commanded	No
Third Row Right Roof Rail/Head Curtain Loop Commanded	No
Second Row Center Pretensioner Deployment Loop Commanded	No
Driver 2nd Stage Deployment Loop Commanded for Disposal	Yes
Passenger 2nd Stage Deployment Loop Commanded for Disposal	No
Crash Record Locked	Yes
Vehicle Event Data (Pre-Crash) Associated With This Event	Yes
Deployment Event Recorded in the Non-Deployment Record	No
Event Recording Complete	Yes



Time (milliseconds)	-70	-60	-50	-40	-30	-20	-10	0	10	20	30	40	50	60	70
SDM Longitudinal Axis Recorded Velocity Change (MPH)	0.00	0.00	-0.68	-2.03	-2.71	-3.39	-5.42	-6.78	-8.81	-9.49	-10.84	-10.84	-11.52	-11.52	-11.52
Time (milliseconds)	80	90	100	110	120	130	140	150	160	170	180	190	200	210	220
SDM Longitudinal Axis Recorded Velocity Change (MPH)	-11.52	-11.52	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)	-70	-60	-50	-40	-30	-20	-10	0	10	20	30	40	50	60	70
SDM Lateral Axis Recorded Velocity Change (MPH)	0.00	0.00	0.00	0.00	-0.68	-0.68	-1.36	-2.03	-2.03	-2.71	-3.39	-3.39	-2.71	-3.39	-3.39
Time (milliseconds)	80	90	100	110	120	130	140	150	160	170	180	190	200	210	220
SDM Lateral Axis Recorded Velocity Change (MPH)	-3.39	-3.39	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

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

```
$01  00 00 00 00 58 00 00
$02  30 00 00 00 00 00 00
$03  02 00 00 00 00 00 00
$04  02 00 00 00 00 00 00
$05  00 00 00 00 00 00 00
$06  00 0A 00 00 0A 90 11
$07  00 49 00 00 00 00 00
$08  FF 98 00 00 00 00 00
$09  00 6F 6E 00 00 00 00
$0A  00 00 00 00 00 00 00
$0B  3C 01 01 0F 01 00 00
$0C  00 00 00 00 00 00 00
$0D  00 00 40 00 00 00 00
$0E  40 00 00 00 00 00 00
$0F  A0 00 00 00 00 00 00
$10  47 31 41 4B 35 35 46
$11  39 36 37 38 31 38 33
$12  31 33 00 00 00 00 00
$13  00 00 00 00 00 00 00
$14  00 00 00 00 00 00 00
$15  00 00 00 00 00 00 00
$16  03 06 0C 16 34 00 00
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Disclaimer of Liability

The users of the CDR product and reviewers of the CDR reports and exported data shall ensure that data and information supplied is applicable to the vehicle, vehicle's system(s) and the vehicle ECU. Robert Bosch LLC and all its directors, officers, employees and members shall not be liable for damages arising out of or related to incorrect, incomplete or misinterpreted software and/or data. Robert Bosch LLC expressly excludes all liability for incidental, consequential, special or punitive damages arising from or related to the CDR data, CDR software or use thereof.

ESIS/GM Central Claims Unit
P.O. Box 300
Mail Code 482 C19 B61
Detroit, MI 48265-3000

800.888.0164 *tel*
248.778.1796 *fax*

Jemeia Price
Claims Administrator

04/21/2014

[redacted]

RE: Claimant: [redacted]
Our File No.: 777745
Your File No.: 143212654
Our Client: General Motors LLC
Date/Event: 3/16/14
VIN: 1G1AK55F967[redacted]

Dear [redacted]

Please find enclosed a copy of the air bag data retrieved from the above vehicle. This copy is for your records.

We are still in the process of evaluating your claim and will contact you once it has been completed.

Sincerely,

Jemeia Price

Jemeia Price

Enclosure

Cc: [redacted]
w/enclosure

[redacted]ber | Agency NCIC No. APD0000 | **GEORGIA UNIFORM MOTOR VEHICLE ACCIDENT REPORT** | County FULTON | Date Rec. by DOT

Date	Day Of Week	Time	Off. Arrived	Vehicles	Injuries	Fatalities	Inside City Of:
03/16/2014	SUNDAY	20:25	21:00	4	4	0	Atlanta

Hit And Run? ☑ | Suppl. To Original? ☐ | Private Property? ☐

Road of Occurence I 85 **At Its Intersection With** MARTIN LUTHER KING JR DR

UNIT 1 - DRIVER

Last Name [redacted] First Middle

City LITHONIA | State GA | Zip [redacted] | DOB [redacted]

Driver's License No [redacted] | Class CLASS C | State GA | ☐ Male ☑ Female

Posted Speed 55 | Insurance Co. THE HARTFORD | Policy No. [redacted]

Year 2007 | Make CHEV | Model MAL | Telephone No. [redacted]

VIN 1G1ZT58N57F[redacted] | Vehicle Color Blue

Tag # [redacted] | State GA | County | Year 0

Trailer

☐ Same as Driver | Owner's Last Name [redacted] First Middle

Address [redacted]

City LITHONIA | State GA | Zip [redacted]

Removed By BY DRIVER | ☐ Request ☐ List

Alcohol Test	Type	Results	Drug Test	Type	Results
No	Not Tested	None Given	No		

Driver Cond	Direction of Travel	Vision Obscured	Contributing Factors
Not Drinking	S	Not Obscured	No Contributing Factors

Vehicle Cond: No Known Defects | Vehicle Maneuver: Straight

Most Harmful Event: Motor Vehicle In Motion | Vehicle Class: Privately Owned | Vehicle Type: Passenger Car

Traffic Ctrl: No Control Present | Device Inoperative? ☐ Yes ☑ No

Injured Taken To : | By:

EMS Notified Time | EMS Arrival Time

Hospital Arrival Time | Photos Taken ☐ Yes ☑ No | By:

Carrier Name

Vehicle # 1

Address | City | State | Zip

No. of Axles | G.V.W.R | Fed. Reportable ☐ Yes ☑ No | Cargo Body Type

Vehicle Config. | I.C.C.M.C. # | U.S. D.O.T. # | Interstate ☐ Intrastate ☐

C.D.L. ? ☐ Yes ☐ No | C.D.L. Suspended? ☐ Yes ☐ No

Vehicle Placarded ? ☐ Yes ☐ No | Hazardous Materials? ☐ Yes ☐ No

Released ? ☐ Yes ☐ No

If YES, Name or 4 Digit Number from Diamond

☐ Ran Off Road ☐ Down Hill Runaway ☐ Cargo Loss or Shift ☐ Separation of Units

UNIT 2 - DRIVER

[redacted]

City NASHVILLE | State TN | Zip [redacted] | DOB [redacted]

Driver's License No [redacted] | Class CLASS C | State GA | ☑ Male ☐ Female

Posted Speed 55 | Insurance Co. ALLSTATE | Policy No. [redacted]

Year 2007 | Make HOND | Model ACC | Telephone No. [redacted]

VIN 1HGCM551X7A[redacted] | Vehicle Color Blue

Tag # [redacted] | State GA | County | Year 0

Trailer

☑ Same as Driver | Owner's Last Name [redacted] First Middle

Address [redacted]

City NASHVILLE | State TN | Zip [redacted]

Removed By BY A TOW | ☐ Request ☐ List

Alcohol Test	Type	Results	Drug Test	Type	Results
No	Not Tested	None Given	No		

Driver Cond	Direction of Travel	Vision Obscured	Contributing Factors
Not Drinking	S	Not Obscured	No Contributing Factors

Vehicle Cond: No Known Defects | Vehicle Maneuver: Straight

Most Harmful Event: Motor Vehicle In Motion | Vehicle Class: Privately Owned | Vehicle Type: Passenger Car

Traffic Ctrl: No Control Present | Device Inoperative? ☐ Yes ☑ No

Injured Taken To : | By:

EMS Notified Time | EMS Arrival Time

Hospital Arrival Time | Photos Taken ☐ Yes ☑ No | By:

Carrier Name

Vehicle # 2

Address | City | State | Zip

No. of Axles | G.V.W.R | Fed. Reportable ☐ Yes ☑ No | Cargo Body Type

Vehicle Config. | I.C.C.M.C. # | U.S. D.O.T. # | Interstate ☐ Intrastate ☐

C.D.L. ? ☐ Yes ☐ No | C.D.L. Suspended? ☐ Yes ☐ No

Vehicle Placarded ? ☐ Yes ☐ No | Hazardous Materials? ☐ Yes ☐ No

Released ? ☐ Yes ☐ No

If YES, Name or 4 Digit Number from Diamond

☐ Ran Off Road ☐ Down Hill Runaway ☐ Cargo Loss or Shift ☐ Separation of Units

UNIT 3 - DRIVER Last Name [redacted] First [redacted] Middle [redacted]

City HAMPTON | State GA | Zip [redacted] | DOB [redacted]

Driver's License No [redacted] | Class CLASS C | State GA | ☑ Male ☐ Female

Posted Speed 55 | Insurance Co. PROGRESSIVE | Policy No. [redacted]

Year 2006 | Make CHEV | Model COB | Telephone No. [redacted]

VIN 1G1AK55F96[redacted] | Vehicle Color Silver

Tag # AAX7350 | State GA | County | Year 0

Trailer

☑ Same as Driver | Owner's Last Name [redacted] | First | Middle

Address [redacted]

City HAMPTON | State GA | Zip [redacted]

Removed By BY A TOW | ☐ Request ☐ List

Alcohol Test No | Type Not Tested | Results None Given | Drug Test No | Type | Results

Driver Cond Not Drinking | Direction of Travel S | Vision Obscured Not Obscured | Contributing Factors No Contributing Factors

Vehicle Cond No Known Defects | Vehicle Maneuver Straight

Most Harmful Event Motor Vehicle In Motion | Vehicle Class Privately Owned | Vehicle Type: Passenger Car

Traffic Ctrl No Control Present | Device Inoperative? ☐ Yes ☑ No

Injured Taken To : | By:

EMS Notified Time | EMS Arrival Time

Hospital Arrival Time | Photos Taken ☐ Yes ☑ No | By:

Carrier Name

Vehicle # 3

Address | City | State | Zip

No. of Axles | G.V.W.R | Fed. Reportable ☐ Yes ☑ No | Cargo Body Type

Vehicle Config. | I.C.C.M.C. # | U.S. D.O.T. # | Interstate ☐ Intrastate ☐

C.D.L. ? ☐ Yes ☐ No | C.D.L. Suspended? ☐ Yes ☐ No

Vehicle Placarded ? ☐ Yes ☐ No | Hazardous Materials? ☐ Yes ☐ No

Released ? ☐ Yes ☐ No

If YES, Name or 4 Digit Number from Diamond

☐ Ran Off Road ☐ Down Hill Runaway ☐ Cargo Loss or Shift ☐ Separation of Units

UNIT 4 - DRIVER Last Name UNKNOWN | First | Middle

Address

City | State | Zip | DOB

Driver's License No UNKNOWN | Class | State | ☐ Male ☐ Female

Posted Speed 55 | Insurance Co. UNKNOWN | Policy No. UNKNOWN

Year | Make ZZZZ | Model | Telephone No.

VIN UNKNOWN | Vehicle Color Unknown

Tag # | State | County | Year 0

Trailer

☐ Same as Driver | Owner's Last Name UNKNOWN | First | Middle

Address

City | State | Zip

Removed By BY A TOW | ☐ Request ☐ List

Alcohol Test No | Type Not Tested | Results None Given | Drug Test No | Type | Results

Driver Cond Not Drinking | Direction of Travel S | Vision Obscured Not Obscured | Contributing Factors Changed Lanes Improperly

Vehicle Cond No Known Defects | Vehicle Maneuver Straight

Most Harmful Event Motor Vehicle In Motion | Vehicle Class | Vehicle Type:

Traffic Ctrl No Control Present | Device Inoperative? ☐ Yes ☑ No

Injured Taken To : | By:

EMS Notified Time | EMS Arrival Time

Hospital Arrival Time | Photos Taken ☐ Yes ☑ No | By:

Carrier Name

Vehicle # 4

Address | City | State | Zip

No. of Axles | G.V.W.R | Fed. Reportable ☐ Yes ☑ No | Cargo Body Type

Vehicle Config. | I.C.C.M.C. # | U.S. D.O.T. # | Interstate ☐ Intrastate ☐

C.D.L. ? ☐ Yes ☐ No | C.D.L. Suspended? ☐ Yes ☐ No

Vehicle Placarded ? ☐ Yes ☐ No | Hazardous Materials? ☐ Yes ☐ No

Released ? ☐ Yes ☐ No

If YES, Name or 4 Digit Number from Diamond

☐ Ran Off Road ☐ Down Hill Runaway ☐ Cargo Loss or Shift ☐ Separation of Units

Report By:	Badge #	Department	Report Date	Submitted By	Checked By	Date Checked
C BROWN	5557	ATLPD	3/25/2014 7:42:31 AM	ATLANTA TRANSMIT	L MURPHY	3/24/2014

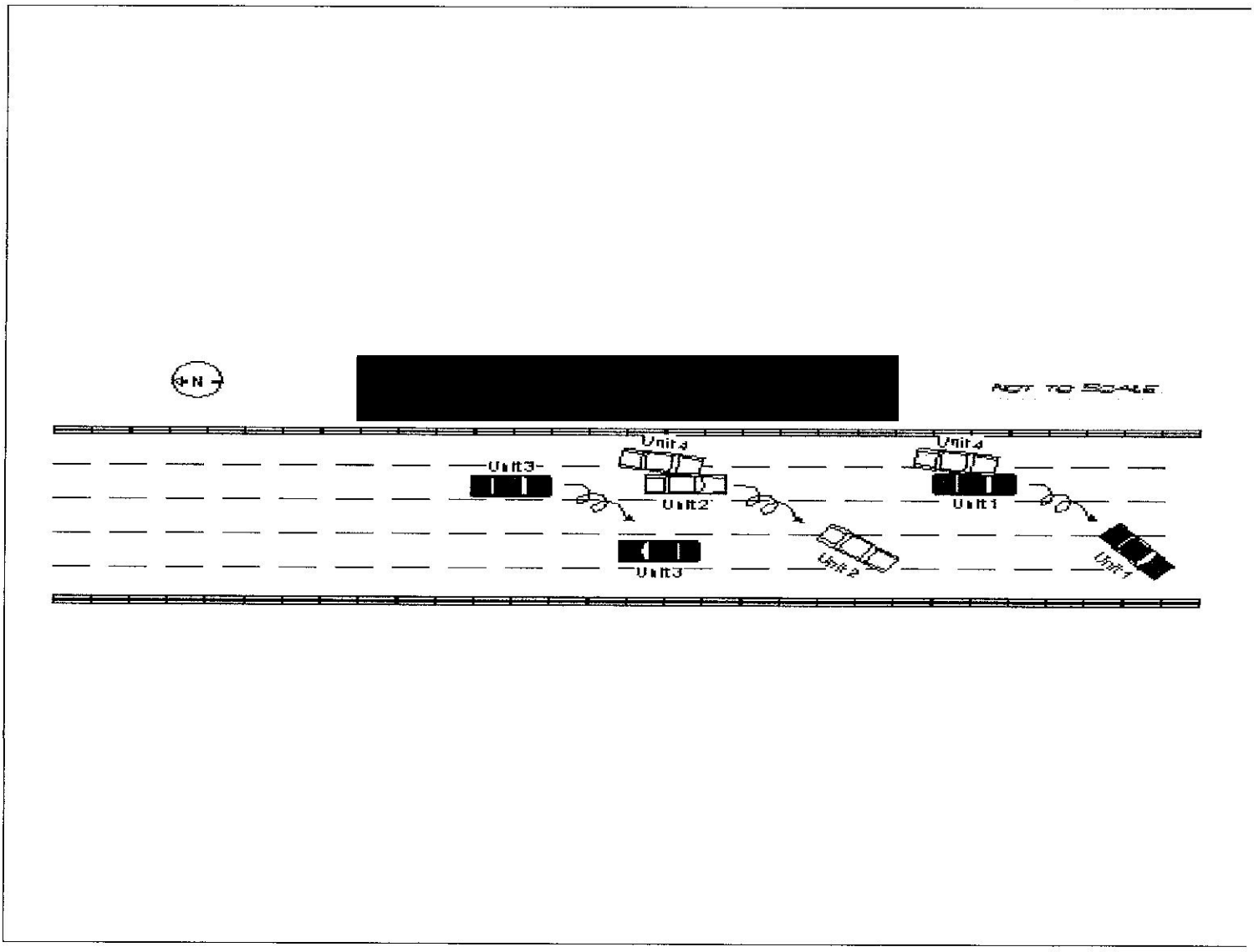
None Listed

Driver 1 advised while traveling south bound on I-75/85 expy near the Martin Luther King Jr Dr exit ramp, she was suddenly sideswiped by and unknown vehicle from her left which caused her to spin out of control.

Driver 2 advised while traveling in the same direction, an unknown vehicle suddenly sideswiped his vehicle which caused him to spin out of control.

Driver 3 advised while also traveling south bound, he attempted to avoid the accidents ahead which caused him to spin out of control. Driver 3 advised when his vehicle finally stopped spinning. He was facing on coming traffic then someone hit his vehicle in the front. Driver 3 advised he was unsure about who hit his vehicle.

No one in vehicle 1 complained of any pains. Both driver and passenger in vehicle 2 complained of injuries. Both driver and passenger in vehicle 3 also complained of injuries. All injured parties were treated by Grady EMS 7348. All parties received the case number and were advised how to follow up on the report. Vehicle 2 & 3 were removed by A-tow and vehicle 1 was removed by the driver.



Unit	Name	Violation
1	[redacted]	None
2		None
3		None
4	UNKNOWN	None

First Harmful Event	Traffic Way Flow	Weather	Surface Cond.	Light Cond.	Manner of Collision	Location at area of Impact	Road Comp.	Road Def.	Road Character	Construction / Maintenance Zone
Motor Vehicle In Motion	Two-Way Trafficway with a physical barrier	Clear	Dry	Daylight	Angle	On Roadway	Black Top	No Defects	Straight and Level	None

VEH #	Number of Occupants	Point of Initial Contact	Damage To Vehicles	Skid Distance Before Impact	After	Width of Road
1	3	Left Side-Center	Moderate	0	0	48
2	2	Front End	Moderate	0	0	48
3	2	Front End	Moderate	0	0	48
4	1	Right Side-Near Front	Moderate	0	0	48

None Listed

Last Name	First	Address	City	State	Zip	Age	Sex	Veh #	Pos	Injury	Taken for treat.	Eject	Safety Equip.	Extric	Air Bag
[redacted]			LITHONIA	GA	[redacted]	59	F	1	Front Seat-Left Side	Not Injured	No	Not Ejected	Lap and Shoulder Belt	No	Non-Deployed Air Bag
			DECATUR	GA		56	F	1	Front Seat-Right Side	Not Injured		Not Ejected	Lap and Shoulder Belt	No	Non-Deployed Air Bag
			ATLANTA	GA		51	F	1	Rear Seat-Right Side	Not Injured		Not Ejected	Lap and Shoulder Belt	No	Non-Deployed Air Bag
			NASHVILLE	TN		33	M	2	Front Seat-Left Side	Not Injured	No	Not Ejected	Lap and Shoulder Belt	No	Non-Deployed Air Bag
			BALTIMORE	MD		28	M	2	Front Seat-Right Side	Not Injured		Not Ejected	Lap and Shoulder Belt	No	Non-Deployed Air Bag
			HAMPTON	GA		34	M	3	Front Seat-Left Side	Not Injured	No	Not Ejected	Lap and Shoulder Belt	No	Non-Deployed Air Bag

[redacted]	GA	[redacted]	34	F	3	Front Seat-Right Side	Not Injured		Not Ejected	Lap and Shoulder Belt	No	Non-Deployed Air Bag
UNKNOWN			0		4	Front Seat-Left Side	Not Injured	No	Not Ejected	Lap and Shoulder Belt	No	Non-Deployed Air Bag

DP14-001

GM

10/3/2014

ATTACHMENT 1

Q 03

781912

[redacted]

Service Request Detail

SR No.	71-1306968028	**Ref No.**		**Goodwill**	No Goodwill Offered	**BRC Type**	PAR
Account		**Site**		**GW SubType**		**Bus. Unit**	BRC
Last Name	[redacted]	**First Name**	[redacted]	**Approval**	Not Initiated	**Area**	PAR
Daytime #		**Evening #**		**UCC**	Restraints - (SIR) - Passenger Front	**Sub-Area**	Initiate PAR- Collision
Address		**City**	Moncks Corner	**Involved Dir**		**Safety**	Yes
State	SC **ZipCd**	**Con Acct**		**Source**	Phone	**Updated**	5/21/2014 05:51:05 PM
Serial #/VIN	1G1AK58FX87	**Model Year**	2008	**Priority**	Medium **License #** CHEVROL	**Owner**	NZ44TQ
Make	Chevrolet	**Warr. Start**	02/27/2008	**Status**	Open	**Opened**	5/17/2014 11:22:18 AM
Model	Cobalt	**Mileage**	65000	**Sub-Status**		**Closed**	
Abstract	PAC						
Customer Description	This is a BRC case. Do not assume. Please forward any inquires to Terry at ext 21564.						

Pre-PAR

PAR Notifier	Incident Date/Time	Injuries	# Other Veh	# People in Veh	Road Surface	Road Cond.	Fire Report#	Police Report#
Owner	5/9/2014 07:30:18 AM	Y	1	1	Asphalt	Dry	unk	unk

Driver Last Name	Driver First Name	Height	DOB	Disabilities
[redacted]		5'8"	[redacted]	none

Insurance Agent Last Name	Insurance Agent First Name	Phone #	Insurance Agency
[redacted]			Geico

Incident Loc	East Main St, Moncks SC across from Pooch Parlor	Incident Desc	Customer states he was driving west when the sun got in his eyes, and he hit the rear end of another vehicle. The customer's 11 year old son was in the front passenger seat. The driver's side air bag deployed, but the son's passenger's side air bag did not. The customer states the
Component	Restraints - (SIR) - Passenger Front Air Bag	Damage Desc	insurance totalled
Vehicle Loc	Marathon Automotive, Summersville, SC	Add'l Info	Customer alleges that the passenger side air bag should have deployed.
Emgcy Svc Names	Moncks Corner City police, officer Jamie Taylor, Moncks Fire	Maint Loc	Jiffy Lube

PAR Detail

Collision	Y	**Non Collision**	**Property Damage**	Y	**Thermal Evt**	N	**Spec Equip**	none	
Vehicle Speed	35		**Weather Condition**	dry			**Prop Owner**	Miller	**Property Type** personal
Last Service Date			**Loc Last Service**				**Property Location**	Marathon Automotive, Summersville, SC	**Prop Est Repair Cost**
Veh Est Repair Cost			**Spec Equip Installer**	none			**Prop Damage Description**	insurance totalled.	
Primary Veh Use	Personal		**Inspection Type**	Restraint System SIR/Seat Belt			**Inspected By**	Inspection Not Performed	**Inspection Date/Time**
Veh Damage Description	insurance totalled						**Explain Other**		

Service Request Detail

PAR Injuries

Last Name	First Name	DOB	Location	Phone #	Seating Pos	Restraint Type
			Occupant of Owner's Vehicle		Driver	seat belt

Injury Description	Medical Rpt#	Treatment Location	Treated By
Pain in chest, shoulder, arm on right side, abdomen, and fingers	n/a	Roper-Berkley Hospital, Moncks Corner, SC	Dr. Potts

Street Address	City	State	Zip Code
	Moncks Corner	SC	

Activities

Created	Created By	Assigned To	Activity Type	Activity Sub-Type	Status	Completed	Description
5/21/2014 05:55:10 PM	NZ44TQ	NZ44TQ	Scheduled Follow-up		Scheduled Alarm		continue Miller

Contact Last Name	Contact First Name	Account	BAC Code

Comments

document and close

Confidential Comments

Created	Created By	Assigned To	Activity Type	Activity Sub-Type	Status	Completed	Description
5/21/2014 05:51:07 PM	NZ44TQ	ESISBIQU	Escalation	ESIS - Injuries	In Progress		CRS escalating to ESIS

Contact Last Name	Contact First Name	Account	BAC Code

Comments

Customer's vehicle struck another vehicle in the rear end. The driver's front air bag deployed, and the passengers's front air bag did not. The customer's 11 year old son was in the front passenger's seat. The insurance has totalled the vehicle.

Customer alleges that the passenger side air bag should have deployed.

The customer sought medical attention.

Terry Schalk/WMI/PAC

Confidential Comments

Created	Created By	Assigned To	Activity Type	Activity Sub-Type	Status	Completed	Description
5/21/2014 05:51:05 PM	NZ44TQ	NZ44TQ	Ownership Changed	Ownership Escalated to BRC	Done	5/21/2014 05:51:05 PM	Ownership Escalated to BRC

Contact Last Name	Contact First Name	Account	BAC Code

Comments

Confidential Comments

Service Request Detail

Activities

Created	Created By	Assigned To	Activity Type	Activity Sub-Type	Status	Completed	Description
5/21/2014 05:06:40 PM	NZ44TQ	NZ44TQ	Outbound Call Customer		In Progress		

Contact Last Name	Contact First Name	Account	BAC Code

Comments

Customer states he was driving west when the sun got in his eyes, and he hit the rear end of another vehicle. The customer's 11 year old son was in the front passenger seat. The driver's side air bag deployed, but the son's passenger's side air bag did not. The customer states the passenger's side sensor shows the air bag is on when his son sits in the seat. The only warning light was for tire pressure. Customer's son weighs 105 lbs. The customer's insurance has totalled the vehicle and is in the process of taking title. The customer himself sought medical attention.

Customer alleges that the passenger side air bag should have deployed.

(*CRS read the required statement for ESIS). The customer wants a review to take place so that no one else has this issue.

Terry Schalk/WMI/PAC

Confidential Comments

Created	Created By	Assigned To	Activity Type	Activity Sub-Type	Status	Completed	Description
5/20/2014 04:59:27 PM	NZ44TQ	NZ44TQ	Scheduled Follow-up		Done	5/21/2014 05:06:01 PM	Continue

Contact Last Name	Contact First Name	Account	BAC Code

Comments

need pre-par, par detail

Confidential Comments

Created	Created By	Assigned To	Activity Type	Activity Sub-Type	Status	Completed	Description
5/20/2014 04:58:45 PM	NZ44TQ	NZ44TQ	Outbound Call Customer	Acknowledgement	In Progress		

Contact Last Name	Contact First Name	Account	BAC Code

Comments

Acknowledgement. CRS left a message for Jonathan Miller to call.

Terry Schalk/WMI/PAC

Confidential Comments

Service Request Detail

Activities

Created	Created By	Assigned To	Activity Type	Activity Sub-Type	Status	Completed	Description
5/20/2014 04:55:02 PM	NZ44TQ	NZ44TQ	Outbound Call Customer	Customer Initial	In Progress		

Contact Last Name | Contact First Name | Account | BAC Code

Comments

The CRS called the customer's number. The line connected, but nobody answered. The CRS asked to call. The line then disconnected. (hung up).

Terry Schalk/WMI/PAC

Confidential Comments

Created	Created By	Assigned To	Activity Type	Activity Sub-Type	Status	Completed	Description
5/19/2014 04:44:37 PM	NZ44TQ	NZ44TQ	Scheduled Follow-up		Done	5/20/2014 04:52:33 PM	Continue

Contact Last Name | Contact First Name | Account | BAC Code

Comments

need pre-par, par detail

Confidential Comments

Created	Created By	Assigned To	Activity Type	Activity Sub-Type	Status	Completed	Description
5/19/2014 11:49:08 AM	NZ44TQ	NZ44TQ	Ownership Changed		Done	5/19/2014 11:49:08 AM	Service Request Ownership has changed FROM: WATSONSY TO: NZ44TQ

Contact Last Name | Contact First Name | Account | BAC Code

Comments

Confidential Comments

Created	Created By	Assigned To	Activity Type	Activity Sub-Type	Status	Completed	Description
5/19/2014 11:13:59 AM	CZPC9C	NZ44TQ	Notify CRM		Done	5/20/2014 04:52:42 PM	New Case/Please Assume

Contact Last Name | Contact First Name | Account | BAC Code

Comments

Confidential Comments

Service Request Detail

Activities

Created	Created By	Assigned To	Activity Type	Activity Sub-Type	Status	Completed	Description
5/19/2014 11:13:35 AM	CZPC9C	NZ44TQ	BRC PAR	Case Assigned	Done	5/20/2014 04:52:49 PM	Assigned NZ44TQ/ext 21564

Contact Last Name	Contact First Name	Account	BAC Code
[redacted]			

Comments

Confidential Comments

Created	Created By	Assigned To	Activity Type	Activity Sub-Type	Status	Completed	Description
5/19/2014 11:13:20 AM	CZPC9C	NZ44TQ	Research		In Progress		VIN scan

Contact Last Name	Contact First Name	Account	BAC Code
[redacted]			

Comments

VIN: 1G1AK58FX87[redacted]
Model: 2008 COBALT 4-DOOR LS SEDAN
Service Contract: No
Branded Title: No
Warranty Block: No

Recalls:
Product Safety Recall N140092 14092 IGNITION SWITCH REPLACEMENT (REPLACEMENT PARTS NOT AVAILABLE) 04/03/2014 Open
Product Safety Recall N100023 10023 LOSS OF POWER STEERING ASSIST - REPLACE ELECTRIC POWER STEERING MOTOR 03/18/2010 Closed
Product Safety Recall N140113 14113 REPLACE IGNITION LOCK CYLINDER AND IGNITION KEY 04/16/2014 Open

Previous SRs:
Previous related repairs:
Terry Schalk/WMI/PAC

Confidential Comments

Created	Created By	Assigned To	Activity Type	Activity Sub-Type	Status	Completed	Description
5/19/2014 11:13:11 AM	CZPC9C	WATSONSY	SR Opened		Done	5/19/2014 11:13:11 AM	SR in Status of Closed has been Re-Opened by CZPC9C

Contact Last Name	Contact First Name	Account	BAC Code
[redacted]			

Comments

Confidential Comments

Service Request Detail

Activities

Created	Created By	Assigned To	Activity Type	Activity Sub-Type	Status	Completed	Description
5/19/2014 11:13:07 AM	CZPC9C	WATSONSY	SR Closed - Dissatisfied		Done	5/19/2014 11:13:07 AM	Service Request has been Closed Dissatisfied.

Contact Last Name	Contact First Name	Account	BAC Code
[redacted]			

Comments

Confidential Comments

Created	Created By	Assigned To	Activity Type	Activity Sub-Type	Status	Completed	Description
5/17/2014 11:29:08 AM	WATSONSY	BRCPARQ	Escalation	CAC to PAC	Done	5/19/2014 11:12:00 AM	Escalation to PAC

Contact Last Name	Contact First Name	Account	BAC Code
[redacted]			

Comments

Confidential Comments

Service Request Detail

Activities

Created	Created By	Assigned To	Activity Type	Activity Sub-Type	Status	Completed	Description
5/17/2014 11:23:09 AM	WATSONSY	WATSONSY	Inbound Call Customer	Complex Request	Done	5/17/2014 11:37:56 AM	PAC

Contact Last Name	Contact First Name	Account	BAC Code
[redacted]			

Comments

Name: [redacted]
Numbe
Address:
VIN: 8[redacted]
Miles:65000

CUS sts: Im calling because last week I was in an accident and most of the damage occured on the passanger side and the air bag on the passenger side didnt deploy I was wondering is this common or what because they are saying that my vehicle is a total lost..I talked to the dealership and they told me to contact GM and the next question is why the driver side air bag deployed but not the passenger I had a passenger in the vehicle and had a few scratches and cuts and if there is other vehicles out there like this what is GM doing about that
CUS seeks:PAC
CRS sts: ok sir im sorry about that no this is not common I am going to document your concern and notify a district specialist and they will be in contact with you within the next 24 business hours
CUS sts: ok thats fine
CRS sts: ok sir I can also provide you with a case number as a reference
CUS sts: ok thanks for your help
CRS sts: no problem sir please allow the 24-48 business hrs for someone to contact you
CUS sts: thats no problem

SymoneWatson/Saginaw/CACT1/GW0

Confidential Comments

UCC Information

UCC Code	Symptom	Description
C48	SIR - Did Not Deploy	Restraints - (SIR) - Passenger Front Air Bag

GM Global Warranty

Logout

May 22, 2014

INTERFACE WITH CUSTOMER

View Vehicle Summary

This screen allows IVH users to view the Summary of Vehicle Information, Field Actions, Service Information, Applicable Warranties, Transaction History, Service Contract(s) if applicable, Warranty Block, Branded Title information and OnStar and XM Radio information (if applicable).

For this vehicle:
- View Vehicle Summary
  - Service Contract
  - Branded Title
  - Warranty Block
- View Vehicle Build
- View Vehicle Component Summary
- View Vehicle Transaction History Detail
- View Vehicle Delivery Information

Vehicle Information

VIN: 1G1AK58FX87[redacted] Model: 1AK69-2006 COBALT 4-DOOR LS SEDAN

Service Contract: No Branded Title: No Warranty Block: No PDI Status: No

Order Type: 70 - RETAIL - STOCK

Field Actions: 2 Open

[redacted]

Required Field Actions

Open field actions are highlighted

Type	Number	Original Nbr	Description	Release Date	Status
Product Safety Recall	N140092	14092	IGNITION SWITCH REPLACEMENT (REPLACEMENT PARTS NOT AVAILABLE)	04/03/2014	Open
Product Safety Recall	N100023	10023	LOSS OF POWER STEERING ASSIST - REPLACE ELECTRIC POWER STEERING MOTOR	03/18/2010	Closed
Product Safety Recall	N140113	14113	REPLACE IGNITION LOCK CYLINDER AND IGNITION KEY	04/16/2014	Open

Branded Title

*The VIN information contained herein and information derived therefrom is the proprietary property of The Polk Company and is to be used only for the purpose of warranty verification and shall not be used for any other purpose whatsoever.

Vehicle has no current record of branded titles.

Warranty Block

Vehicle has no current record of warranty block.

Service Information

Type	Number	Description	Posted Date
SB	SB10168	Free Agent Best Practices for HUMMER, Pontiac, Saab and Saturn Customers or Those Affected by Dealership Consolidation	07/20/2010

OnStar and XM Satellite Radio Information

Refer to Help page for details. For OnStar contact 888.ON.STAR1 (888.667.8271) and for XM Radio contact 877.GET.XMST (877.438.9677 Canada) and in the USA:800-556-3600.

OnStar Equipped: N OnStar Status: NA

XM Equipped: Y XM Radio ID: ETHDY0MG XM Status: Inactive

OnStar Vehicle Diagnostics: N DMN Enabled: N

Applicable Warranties

Valid warranties are highlighted

Valid	Description	Warranty Add Date	Start Date	Effective Odometer	End Date	End Odometer
	Corrosion Limited Warranty	06/19/2013	02/27/2008	30 MI	02/27/2014	100,030 MI
	Emission Select Component Ltd Wty	06/19/2013	02/27/2008	30 MI	02/27/2016	80,030 MI
	Special Coverage 12089	06/19/2013	02/27/2008	30 MI	02/27/2018	120,030 MI
	Special Coverage 12191	06/19/2013	02/27/2008	30 MI	Unlimited	Unlimited
	Bumper to Bumper Limited Warranty	06/19/2013	02/27/2008	30 MI	02/27/2011	36,030 MI
	Powertrain Limited Warranty	06/19/2013	02/27/2008	30 MI	02/27/2013	100,030 MI

Service Contract

Vehicle has no current record of service contracts.

Transaction History

View Details

Job Card Date	Job Card Number	Transaction Type	Transaction Adjustment	Labour Operation	Odometer Reading
06/07/2011	151797	ZFAT----Field Action Recall		V2220 - 10023 - Replace Power Steering Assist Motor (including Test Drive)	28,720 MI
01/03/2008	A10900	ZPDI---Pre-Delivery Inspection		Z7000 - Pre-Delivery Inspection - Base Time	0 MI

Global Warranty

Logout

May 22, 2014

Global Warranty Management: Main > Interface With Customer > View Vehicle Build

INTERFACE WITH CUSTOMER

View Vehicle Build

This screen allows IVH users to view the initial build information on the selected VIN including option codes with descriptions (where available).

For this vehicle:
- → View Vehicle Summary
  - → Service Contract
  - → Branded Title
  - → Warranty Block
- → View Vehicle Build
- → View Vehicle Component Summary
- → View Vehicle Transaction History Detail
- → View Vehicle Delivery Information

Vehicle Information

VIN: 1G1AK58FX87[redacted] Model: 1AK69-2008 COBALT 4-DOOR LS SEDAN

Service Contract: No Branded Title: No Warranty Block: No PDI Status: No

Order Type: 70 - RETAIL - STOCK

Field Actions: 2 Open

[redacted]

Vehicle Build

Model: 1AK69-2008 COBALT 4-DOOR LS SEDAN

Gross Vehicle Weight: 1,709

Order Number: MMPFMN

Build Date: 01/03/2008

Build Plant: 7

Option Codes

*IVH is not the definitive source of GM Vehicle RPO information and is intended for service reference only. Should there be any questions about the vehicle's original build or RPO information please refer to the original vehicle invoice or window sticker.

14B - GRAY	14I - GRAY
1LS - 1LS BASE PACKAGE	1SZ - OPTION PACKAGE DISCOUNT
41U - BLACK	6AR - FRONT SPRING
7AR - FRONT SPRING	8AA - REAR SPRING
9AA - REAR SPRING	AK5 - DRIVER & RIGHT FRONT PASSENGER AIR BAGS
AL0 - SENSOR INDICATOR INFLATABLE RESTRAINT, FRT PASS/CHILD PRESENCE DETECTOR	AR9 - DELUXE FRONT BUCKET SEAT
ASF - HEAD CURTAIN SIDE AIRBAGS, FRONT/REAR	AT8 - RESTRAINT PROVISIONS CHILD, RR SEAT, RR FACING
B34 - FLOOR MATS, FRONT/REAR	B35 - REAR FLOOR MATS
B84 - BODY COLOR, BODYSIDE MOLDINGS	C67 - ELECT. FRONT AIR CONDITIONER
D36 - MIRROR I/S R/V TILT	DC8 - MIRROR, O/S MANUAL FLDG, BLK
FE1 - SUSPENSION SYSTEM-SOFT RIDE	FE9 - FEDERAL EMISSIONS
FY1 - TRANS/AXLE 3.63 RATIO	IP8 - INTERIOR TRIM DESIGN
JM4 - ANTILOCK BRAKE SYSTEM	K64 - 115 AMP GENERATOR
L61 - 2.2L DOHC 4 CYL ENGINE	LOD - ASSEMBLY PLANT - LORDSTOWN,OHIO
MN5 - 4 SPEED AUTO TRANSMISSION	MX0 - TRANSMISSION, 4 SPD AUTOMATIC
N45 - 3 SPOKE STEERING WHEEL	NT7 - FEDERAL EMISSION TIER 2
NW7 - TRACTION CONTROL	PCI - PROTECTION PACKAGE *FLOOR MATS, FRONT/REAR *BODY COLOR, BODYSIDE MOLDINGS
PG1 - 15" STEEL WHEEL	QTU - P195/60R15 TOURING BW TIRES
R9N - PROCESSING CODE - SEAT	SLM - STOCK ORDERS
U2K - XM SATELLITE RADIO-SERVICE FEE EXTRA. 1ST 3 MONTHS INCL.	UQ4 - BASE SPEAKER SYSTEM
US8 - AM/FM STEREO, CD PLAYER & MP3 FORMAT	V73 - STATEMENT OF VEHICLE CERT.-U.S. /CANADA
VK3 - FRONT LICENSE PLATE BRACKET	VT7 - OWNERS MANUAL ENGLISH
~CJ -	

Added Option Codes

~BZ - ~CJ -

Global Warranty Management: Site Map

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Global Warranty

Logout

May 22, 2014

Global Warranty Management: Main > Interface With Customer > View Vehicle Component Summary

INTERFACE WITH CUSTOMER

View Vehicle Component Summary

This screen allows IVH users to view the information on various major components added to the VIN selected during vehicle build.

For this vehicle:
- View Vehicle Summary
  - Service Contract
  - Branded Title
  - Warranty Block
- View Vehicle Build
- View Vehicle Component Summary
- View Vehicle Transaction History Detail
- View Vehicle Delivery Information

Vehicle Information

VIN: 1G1AK58FX87[redacted] Model: 1AK69-2008 COBALT 4-DOOR LS SEDAN
Service Contract: No Branded Title: No Warranty Block: No PDI Status: No
Order Type: 70 - RETAIL - STOCK
Field Actions: 2 Open [redacted]

Vehicle Component

Component Code: 10-ENGINE ASSEMBLY Traceability: 712111273
Source Plant: T-CPC TONAWANDA, NEW YORK Part / Number Broadcast: TBD
Date Scanned: 01/03/2008 Time Scanned: 06:52:00 Scan Station: 04

Component Code: 61-TRANSMISSION Traceability: 3NFA
Source Plant: J-HYDRAMATIC WINDSOR, ONTARIO Part / Number Broadcast: 8EHJ
Date Scanned: 01/03/2008 Time Scanned: 06:52:00 Scan Station: 04

Component Code: 74-ELECTRON BRAKE & TRACTION CTRL MOD ASM Traceability: 3517G0143
Source Plant: P- Part / Number Broadcast: 2044
Date Scanned: 01/03/2008 Time Scanned: 07:58:00 Scan Station: 04

Component Code: 86-ELECTRONIC CONTROL MODULE (ECM) Traceability: 17310016M
Source Plant: 2- Part / Number Broadcast: YRHA
Date Scanned: 01/03/2008 Time Scanned: 17:11:00 Scan Station: 06

Component Code: 87-BODY CONTROL MODULE Traceability: A73521157
Source Plant: R- Part / Number Broadcast: 0775
Date Scanned: 01/03/2008 Time Scanned: 17:11:00 Scan Station: 06

Component Code: AB-IR-MODULE ASM-INFLATOR Traceability: 2B3481179
Source Plant: M-MORTON-THIOKOL Part / Number Broadcast: 6196
Date Scanned: 01/03/2008 Time Scanned: 07:42:00 Scan Station: 04

Component Code: AL-IR-MODULE ASM-I/P Traceability: 8349E0300
Source Plant: 9- Part / Number Broadcast: 5892
Date Scanned: 01/02/2008 Time Scanned: 21:02:00 Scan Station: 04

Component Code: AT-RIGHT SIDE IMPACT SENSING MODULE Traceability: 00B53ED11
Source Plant: R-SIEMENS Part / Number Broadcast: 1098
Date Scanned: 01/03/2008 Time Scanned: 17:11:00 Scan Station: 06

Component Code: AU-LEFT SIDE IMPACT SENSING MODULE Traceability: 00F637610
Source Plant: R-SIEMENS Part / Number Broadcast: 1098
Date Scanned: 01/03/2008 Time Scanned: 17:11:00 Scan Station: 06

Component Code: BK-INTERNATIONAL TRANS. CONTROL MODULE	Traceability: 173520798	
Source Plant: K-	Part / Number Broadcast: YRMS	
Date Scanned: 01/03/2008	Time Scanned: 17:11:00	Scan Station: 06
Component Code: CB-SEQ NUM (FLEX) BODY ASM	Traceability: 1110237	
Source Plant: -	Part / Number Broadcast: 1ZZ	
Date Scanned: 12/19/2007	Time Scanned: 03:01:00	Scan Station:
Component Code: CP-SEQ NUM (FLEX) GEN ASM	Traceability: 8110852	
Source Plant: -	Part / Number Broadcast: 1XX	
Date Scanned: 12/21/2007	Time Scanned: 20:56:00	Scan Station:
Component Code: DF----	Traceability: 35070016	
Source Plant: D-	Part / Number Broadcast: 1826	
Date Scanned: 01/02/2008	Time Scanned: 21:16:00	Scan Station: 04
Component Code: DG----	Traceability: 34670747	
Source Plant: D-	Part / Number Broadcast: 1825	
Date Scanned: 01/02/2008	Time Scanned: 21:16:00	Scan Station: 04

Service Agent Installed Component

Vehicle has no current record of vehicle component.

Global Warranty

Logout

May 22, 2014

Global Warranty Management: Main > Interface With Customer > View Vehicle Transaction History Detail

INTERFACE WITH CUSTOMER

View Vehicle Transaction History Detail

This screen allows IVH users to view the available information on individual transaction for the VIN selected.

For this vehicle:
- → View Vehicle Summary
  - → Service Contract
  - → Branded Title
  - → Warranty Block
- → View Vehicle Build
- → View Vehicle Component Summary
- → View Vehicle Transaction History Detail
- → View Vehicle Delivery Information

Vehicle Information

VIN: 1G1AK58FX87[redacted] Model: 1AK69-2008 COBALT 4-DOOR LS SEDAN

Service Contract: No Branded Title: No Warranty Block: No PDI Status: No

Order Type: 70 - RETAIL - STOCK

Field Actions: 2 Open

[redacted]

Job Card Date: 06/07/2011 **Job Card Number: 151797**

Repair Service Agent: 204916 Odometer Reading: 28,720 MI

DICK SMITH CHEVROLET INC. Authorization Code:
1601 HWY 52
MONCKS CORNER SC 29461-5009
8437618084

Process Date:
06/14/2011

Transaction Type:
ZFAT----Field Action Recall

Transaction Expense Category:
Field Action Recall

Customer Complaint Code:
-

Job Card Line #: 1 Transaction Adjustment: Cause Code: -

Labour Op V2220-10023 - Replace Power Steering Assist Motor (including Test Drive)

Causal Part Number

→See other Parts and/or Net Items

Job Card Date: 01/03/2008 **Job Card Number: A10900**

Repair Service Agent: 218032 Odometer Reading: 0 MI

MARATHON CHEVROLET OF NORTH CHARLES Authorization Code:
8199 RIVERS AVE
NORTH CHARLESTON SC 29406-9238
8435539000

Process Date:
01/08/2008

Transaction Type:
ZPDI----Pre-Delivery Inspection

Transaction Expense Category:

Customer Complaint Code:
0000-Converted Claim

Job Card Line #: 1 Transaction Adjustment: Cause Code: 0000-Converted Claims

Labour Op Z7000-Pre-Delivery Inspection - Base Time

Causal Part Number

Global Warranty

Logout

May 22, 2014

Global Warranty Management: Main > Interface With Customer > View Vehicle Delivery Information

INTERFACE WITH CUSTOMER

View Vehicle Delivery Information

This screen allows IVH users to view the available information for the selected VIN delivered to the Service Agent and the ultimate customer. Not all sections will be populated for all VINs.

For this vehicle:
- → View Vehicle Summary
  - → Service Contract
  - → Branded Title
  - → Warranty Block
- → View Vehicle Build
- → View Vehicle Component Summary
- → View Vehicle Transaction History Detail
- → View Vehicle Delivery Information

Vehicle Information

VIN: 1G1AK58FX87[redacted] Model: 1AK69-2008 COBALT 4-DOOR LS SEDAN

Service Contract: No Branded Title: No Warranty Block: No PDI Status: No

Order Type: 70 - RETAIL - STOCK

Field Actions: 2 Open

[redacted]

Invoice Information

Invoicing Service Agent: 218032
MARATHON CHEVROLET OF NORTH CHARLES
8199 RIVERS AVE
NORTH CHARLESTON SC 29406-9238 8435539000

Invoice Date: 01/03/2008

Ship to Information

Ship to Service Agent: 218032
MARATHON CHEVROLET OF NORTH CHARLES
8199 RIVERS AVE
NORTH CHARLESTON SC 29406-9238 8435539000

Ship to Date: N/A

Delivery Information

Delivery Service Agent: 218032
MARATHON CHEVROLET OF NORTH CHARLES
8199 RIVERS AVE
NORTH CHARLESTON SC 29406-9238 8435539000

Delivery Date: 02/27/2008
Delivery Type: 010--INDIVIDUAL
Delivery Odometer: 30

In Service Information

Invoicing Service Agent:

In Service Date: N/A
In Service Type: 0000
In Service Odometer: 0

Registration Information

Registration Service Agent: N/A

Registration Date: N/A
Registration Number: N/A
Registration Odometer: 0

Global Warranty Management: Site Map

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This CARFAX Vehicle History Report provided free of charge by:

ESIS GM
300 Renaissance Ctr
Detroit, MI 48243
586-212-2141

SHOW ME THE CARFAX

CARFAX® Vehicle History Report™

An independent company established in 1986

US $39.99

Vehicle Information:
2008 CHEVROLET COBALT LS
VIN: 1G1AK58FX87[redacted]
SEDAN 4 DR
2.2L L4 MPI DOHC
FRONT WHEEL DRIVE
Standard Equipment Safety Options

CARFAX Report Provided By:
ESIS GM
300 Renaissance Ctr
Detroit, MI 48243
586-212-2141

- Accident / Damage reported
- CARFAX 1-Owner vehicle
- At least 1 open recall
- **4** Service records available
- **58,863** Last reported odometer reading
- **450** Above retail book value

This CARFAX Vehicle History Report is based only on information supplied to CARFAX and available as of 5/27/14 at 10:01:11 AM (EDT). 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.

Price Calculator

Adjust the value of this **2008 Chevrolet Cobalt LS** based on the information available in this report

1) Retail Book Value	2) CARFAX Price Adjustment	3) Adjusted Retail Value
0	450	Begin by entering the retail book value
Enter retail book value here	Above retail book value	

Start by entering the retail book value from a pricing guide website.

This vehicle is worth more than average, based on information in this report.

Compare adjusted retail value to seller's asking price when making your decision.

Ownership History

The number of owners is estimated

	Owner 1
Year purchased	2008
Type of owner	Personal

Estimated length of ownership	6 yrs. 2 mo.
Owned in the following states/provinces	South Carolina
Estimated miles driven per year	11,695/yr
Last reported odometer reading	58,863

CARFAX Title History

CARFAX guarantees the information in this section

	Owner 1
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**

CARFAX Additional History

Not all accidents / issues are reported to CARFAX

	Owner 1
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 Accident reported on 11/29/2009.	Accident Reported
Manufacturer Recall At least 1 manufacturer recall requires service. Locate an authorized General Motors dealer to obtain more information about this recall.	**Recall Reported**
Basic Warranty Original warranty estimated to have expired.	**Warranty Expired**

Tell us what you know about this vehicle

CARFAX Detailed History

Glossary

Owner 1

Purchased:	2008
Type:	Personal
Where:	South Carolina
Est. miles/year:	11,695/yr
Est. length owned:	3/25/08 - present (6 yrs. 2 mo.)

Date:	Mileage:	Source:	Comments:
01/14/2008		Marathon Chevrolet of North Charleston North Charleston, SC 843-553-9000 marathonchevy.com	Pre-delivery inspection completed Washed/detailed
02/27/2008	25	Marathon Chevrolet of North Charleston	Vehicle sold

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

		North Charleston, SC 843-553-9000 marathonchevy.com	
02/28/2008		Marathon Chevrolet of North Charleston North Charleston, SC 843-553-9000 marathonchevy.com	Pre-delivery inspection completed
03/25/2008	31	South Carolina Motor Vehicle Dept. Moncks Corner, SC Title #772060189180096	Title issued or updated Registration issued or renewed First owner reported Titled or registered as personal vehicle Loan or lien reported
03/30/2009		South Carolina Motor Vehicle Dept. Moncks Corner, SC	Registration updated when owner moved the vehicle to a new location
11/29/2009		South Carolina Damage Report	Accident reported Involving right side impact Vehicle towed
04/14/2010		South Carolina Motor Vehicle Dept. Moncks Corner, SC Title #772060189180096	Registration issued or renewed
04/29/2011		South Carolina Motor Vehicle Dept. Moncks Corner, SC Title #772060189180096	Registration issued or renewed
06/07/2011	28,720	Dick Smith Chevrolet Moncks Corner, SC 843-761-8084 dicksmith.com	Vehicle serviced
06/11/2012		South Carolina Motor Vehicle Dept. Moncks Corner, SC Title #772060189180096	Registration issued or renewed
03/30/2013	58,863	Dick Smith Chevrolet Moncks Corner, SC 843-761-8084 dicksmith.com	Maintenance inspection completed
07/18/2013		South Carolina Motor Vehicle Dept. Moncks Corner, SC Title #772060189180096	Registration issued or renewed
04/03/2014		General Motors	Manufacturer Safety recall issued Recall #2014092 IGNITION SWITCH REPLACEMENT (REPLACEMENT PARTS NOT AVAILABLE) Locate an authorized General Motors dealer to obtain more information about this recall.
04/16/2014		General Motors	Manufacturer Safety recall issued Recall #2014113 REPLACE IGNITION LOCK CYLINDER AND IGNITION KEY Locate an authorized General Motors dealer to obtain more information about this recall.

I'm here to help! Print and bring my SmartBuyer Checklist when you go to test drive this 2008 Chevrolet Cobalt LS.

Tell us what you know about this vehicle

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

CARFAX Glossary

View Full Glossary

Accident / Damage Indicator
CARFAX receives information about accidents in all 50 states, the District of Columbia and Canada. Different information in a vehicle's history can indicate an accident or damage, such as: salvage auction, fire damage, police-reported accident, crash test vehicle, damage disclosure, collision repair facility and automotive recycler records. Not every accident or damage event is reported and not all reported are provided to CARFAX. Details about the accident or damage event when reported to CARFAX (e.g. severity, impact location, airbag deployment) are included on the Vehicle History Report. CARFAX recommends you obtain a vehicle inspection from your dealer or an independent mechanic.

- According to the National Safety Council, Injury Facts, 2007 edition, 7 of the 245 million registered vehicles in the U.S. were involved in an accident in 2005. Over 75 of these were considered minor or moderate.
- CARFAX depends on many sources for its accident / damage data. CARFAX can only report what is in our database on 5/27/14 at 10:01:11 AM (EDT). New data will result in a change to this report.

South Carolina Damage Reports:

- Provide an estimate of the extent of damage in its accident reports for the following:
  - SEVERE/TOTALED: The vehicle cannot be driven from the accident scene due to severe damage or an injury. This level of damage often results in a Salvage or Junk title.
  - DISABLING: The vehicle had to be towed or hauled away from the accident location.
  - FUNCTIONAL: The vehicle could be driven from the accident location.
  - MINOR: The accident damage does not affect the operation of the vehicle. Examples include dented bumpers, fenders, grills and body panels. This level of accident should not compromise vehicle safety.
  - NO DAMAGE: The vehicle was not damaged.

CARFAX Price Adjustment
Accidents, service records, number of owners and many other history factors can affect a vehicle's value. The CARFAX Price Adjustment is a tool that analyzes millions of used car transactions to measure how the combination of all the information reported to CARFAX affects the value of a particular vehicle. The vehicle's retail book value plus the CARFAX Price Adjustment will give you a more accurate measure of the vehicle's value. Use this tool, along with a vehicle inspection and test drive, to make a better decision about your next used car.

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

Manufacturer Recall
Automobile manufacturers issue recall notices to inform owners of car defects that have come to the manufacturer's attention. Recalls also suggest improvements that can be made to improve the safety of a particular vehicle. Most manufacturer recalls can be repaired at no cost to you.

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 1994 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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5/27/14 10:01:11 AM (EDT)

I have reviewed and received a copy of the CARFAX Vehicle History Report for this 2008 CHEVROLET COBALT vehicle (VIN: 1G1AK58FX87[redacted], which is based on information supplied to CARFAX and available as of 5/27/14 at 10:01 AM (EDT).

Customer Signature Date

Dealer Signature Date

CARFAX VEHICLE HIGHLIGHTS

2008 CHEVROLET COBALT LS
VIN: 1G1AK58FX87[redacted]
Body Style: SEDAN 4 DR
Engine Size: 2.2L L4 MPI DOHC
Drivetrain: FRONT WHEEL DRIVE

CARFAX 1-OWNER

Original Manufacturer's Warranty:
Basic Warranty Expired
Please confirm remaining factory warranty and extended warranty options with your dealer!
The original manufacturer's warranty includes:
36 months or 36,000 miles

Courtesy of

OWNERSHIP HISTORY:

Number of Owners: CARFAX 1-OWNER

Last owned in the following state/province:	South Carolina
Annual average mileage:	11,702 LOW MILEAGE*

*Below industry annual average of 15,000 miles

STATE DMV-REPORTED TITLE PROBLEMS:

None of these major title problems were reported by a state Department of Motor Vehicles: BUYBACK GUARANTEE CARFAX

Salvage, Junk, Rebuilt, Fire, Flood, Hail, Lemon	**Guaranteed** No Problem
Not Actual Mileage, Exceeds Mechanical Limits	**Guaranteed** No Problem

ACCIDENTS AND OTHER ISSUES:

No issues reported to CARFAX on the following:

Total Loss	✓ No Issues Reported
Structural Damage	✓ No Issues Reported

ESIS GM

300 Renaissance Ctr
Detroit, MI 48243
586-212-2141

Information excerpted from the CARFAX Vehicle History Report and/or Safety Reliability Ratings; see full reports for additional information, glossary of terms, source attributions,disclaimers limitations. Go to carfax.com for complete Buyback Guarantee terms and conditions.

Airbag Deployment	✅ No Issues Reported
Odometer Rollback	✅ No Issues Reported

Accident reported on this vehicle. Please see the full CARFAX Vehicle History Report for more details.

Ask your dealer for the full CARFAX® Vehicle History Report™

esis

ESIS/GM Central Claims Unit
P.O. Box 300
Mail Code 482 C19 B61
Detroit, MI 48265-3000

800.888.0164 *tel*
313-665-0911 *fax*

Kelly Kufel
Claims Administrator

June 9, 2014

Geico
Attn: Michael Thomas
Via Fax: 202-354-4691

RE: Claimant: [redacted]
Our File No.: 781912
Your File No.: [redacted]
Our Client: General Motors LLC
Date/Event: 5/9/2014
VIN: 1G1AK58FX87[redacted]

Dear Mr. [redacted]

I am writing to confirm our conversation of June 6, 2014 during which you agreed to allow us to inspect your insured 2008 Chevrolet Cobalt and retrieve data from the air bag system.

ESIS is undertaking an investigation of your claim on behalf of GM. Conducting this investigation and responding to your claim is not a waiver of any defense that GM may have to your claim. GM expressly reserves its right to assert any defense. In undertaking to investigate your claim, ESIS and GM make no promise, representation, or statement that either will make any payment of your claim and ESIS and GM expressly reserve the right, in their discretion, to deny your claim and make no payment.

As part of the inspection, we will likely take photographs and measurements. Also, your vehicle is equipped with an air bag Sensing and Diagnostic Module (SDM). As explained in the Owner's Manual, in addition to its other functions, the SDM records information about the air bag system and other crash related data in an air bag deployment event and some near-deployment crashes. The SDM in your vehicle also records the following pre-crash data: vehicle speed, throttle position, brake application and engine RPM for 5 seconds prior to the deployment or near deployment event. As part of our investigation, we will download the SDM data using the Bosch Crash Data Retrieval system software.

Please note the potential GM uses of this crash data once GM has a copy in its files. Once collected, the SDM crash data is available for GM's research needs. Also, in summary form, this information may be provided to non-GM organizations (i) which have a reasonable need for it, (ii) which have a demonstrated ability to utilize such data, and (iii) which are expected to use it for studies aimed at improving safety to the benefit of the public at large, the auto industry, or GM. However, information which ties SDM crash data to a particular vehicle, such as VIN, owner name, or date and location, will generally not be disclosed by GM other than (a) to the involved owner/lessee or his/her designated agent, (b) in response to an official request of police or similar government office, (c) for research where appropriate confidentiality is maintained and need is shown, (d) as part of GM's defense of litigation involving the subject vehicle or other GM products, or (e) as otherwise required by law.

If you have any additional questions about our upcoming inspection, you can contact me at 1.800.888.0164 Monday through Friday from 7:00 AM to 3:30 PM.

Sincerely,

esis

Kelly Kufel

Kelly Kufel

CDR File Information

User Entered VIN	1G1AK58FX87[redacted]
User	RYAN JAHR ESIS/GM
Case Number	781912
EDR Data Imaging Date	06/26/2014
Crash Date	05/09/2014
Filename	1G1AK58FX87[redacted]
Saved on	Thursday, June 26 2014 at 12:28:41
Collected with CDR version	Crash Data Retrieval Tool 12.3
Reported with CDR version	Crash Data Retrieval Tool 12.3
EDR Device Type	Airbag Control Module
Event(s) recovered	Deployment

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.

Data Limitations

Recorded Crash Events:

There are two types of recorded crash events. The first is the Non-Deployment Event. A Non-Deployment Event records data but does not deploy the air bag(s). The minimum SDM Recorded Vehicle Velocity Change, that is needed to record a Non-Deployment Event, is five MPH. A Non-Deployment Event may contain 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 velocity change. This event will be cleared by the SDM, after approximately 250 ignition cycles. This event can be overwritten by a second Deployment Event, referred to as Deployment Event #2, if the Non-Deployment Event is not locked. The data in the Non-Deployment Event file will be locked, if the Non-Deployment Event occurred within five seconds of a Deployment Event. A locked Non Deployment Event cannot be overwritten or cleared by the SDM.
The second type of SDM recorded crash event is the Deployment Event. It also may contain Pre-Crash and Crash data. The SDM can store up to two different Deployment Events. If a second Deployment Event occurs any time after the Deployment Event, the Deployment Event #2 will overwrite any non-locked Non-Deployment Event. Deployment Events cannot be overwritten or cleared by the SDM. Once the SDM has deployed an air bag, the SDM must be replaced.

Data:

-SDM Recorded Vehicle Velocity Change reflects the change in velocity that the sensing system experienced during the recorded portion of the event. SDM Recorded Vehicle 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. For Deployment Events, the SDM can record up to 220 milliseconds of data after Deployment criteria is met and up to 70 milliseconds before Deployment criteria is met. For Non-Deployment Events, the SDM can record up to the first 300 milliseconds of data after algorithm enable. Velocity Change data is displayed in SAE sign convention.
-The CDR tool displays time from Algorithm Enable (AE) to time of Deployment command in a Deployment event and AE to time of maximum SDM recorded vehicle velocity change in a Non-Deployment event. Time from AE begins when the first air bag system enable threshold is met and ends when Deployment command criteria is met or at maximum SDM recorded vehicle velocity change. Air bag systems such as frontal, side, or rollover, may be a source of an enable. The time represented in a CDR report can be that of the enable of one air bag system to the Deployment time of another air bag system.
-Maximum Recorded Vehicle Velocity Change is the maximum square root value of the sum of the squares for the vehicle's combined "X" and "Y" axis change in velocity. If a CDR Printout user were to calculate resultant velocity change using X and Y axis time history data, the calculated value may be different than the Maximum SDM Recorded Velocity Change parameter value displayed in the CDR report. This is due to the rounding that occurs within the SDM while calculating the Maximum SDM Recorded Velocity Change value.
-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 by various factors, including but not limited to the following:
  -Significant changes in the tire's rolling radius
  -Final drive axle ratio changes
  -Wheel lockup and wheel slip
-Brake Switch Circuit Status indicates the open/closed state of the brake switch circuit.
-Pre-Crash data is recorded asynchronously. The 1.0 second Pre-crash data value (most recent recorded data point) is the data point last sampled before AE. That is to say, the last data point may

have been captured just before AE but no more than 1.0 second before AE. All subsequent Pre-crash data values are referenced from this data point.
-Pre-Crash Electronic Data Validity Check Status indicates “Data Invali d” if:
-The SDM receives a message with an “invalid” flag from the module sending the pre-crash data
-No data is received from the module sending the pre-crash data
-No module is present to send the pre-crash data
-Driver’s and Passenger’s Belt Switch Circuit Status indicates the status of the seat belt switch circuit, except: The Passenger Belt Switch Circuit Status for 2005 vehicles is available only on the Cadillac STS. The Passenger Belt Switch Circuit Status for 2006 Chevrolet Cobalt Sport Coupe (AP) model vehicles, with the option package that includes Recaro brand seats (RPO ALV), always reports a default value of “Buckled,” because there is no passenger belt swi tch with the Recaro seat option. The Passenger Belt Switch Circuit Status for 2010 Chevrolet Cobalt and 2010 Pontiac G5 vehicles, with RPO Z49, will report a default value of "Buckled".
-The Time Between Non-Deployment to Deployment Events is displayed in seconds. If the t ime between the two events is greater than five seconds, “N/A” is displayed in place of the time. If the value is negative, then the Deployment Event occurred first. If the val ue is positive, then the Non-Deployment Event occurred first.
-If power to the SDM is lost during a crash event, all or part of t he crash record may not be recorded.
-The ignition cycle counter relies upon the transitions through OFF ->RUN->CRANK power-moding messages, on the GMLAN communication bus, to increment the counter. Applying and removing of battery power to the module will not increment the ignition counte r.
-Steering Wheel Angle data is displayed as a positive value when th e steering wheel is turned to the right and a negative value when the steering wheel is turned to the left, except for Cadillac STS model vehicles with StabiliTrak 3.0 systems (RPO JL7). For Cadillac STS model vehicles with StabiliTrak 3.0 systems (RPO JL7), when the steering wheel is turned to the right, a negative valu e will be displayed and when the steering wheel is turned to the left, a pos itive value will be displayed. The Steering Wheel Angle data is r eported in 16 degree increments.
-If more than one event is recorded, use the follow to determine wh ich event the Multiple Event Data is associated with:
-If a Deployment event and not locked Non-Deployment event are recorded, the Multiple Event Data is associat ed with the Deployment event.
-If a Deployment event and a locked Non-Deployment event are recorded, then the Multiple Event Data is ass ociated with both events.
-If a Deployment event and Deployment event #2 are recorded, then the Multiple Event Data is associated with both events.
-All data should be examined in conjunction with other available ph ysical evidence from the vehicle and scene.

Data Source:
All SDM recorded data is measured, calculated, and stored internal ly, except for the following:
-Vehicle Status Data (Pre-Crash) is transmitted to the SDM, by various vehicle control modul es, via the vehicle’s communication network.
-The Belt Switch Circuit is wired directly to the SDM.

Hexadecimal Data:
Data that the vehicle manufacturer has specified for data retrieva l is shown in the hexadecimal data section of the CDR report. The hexadecimal data section of the CDR report may contain data that is not translated by the CDR program. The control module contains ad ditional data that is not retrievable by the CDR tool.

01016_SDMEps_r006

Ignition Data

Data Location	Data Value (Hex)	Parameter Descriptor	Translated Value	Units
DPID $2F Bytes 3-4	$2E62	Ignition Cycles at Investigation	11874	cycles

Vehicle Status Data (Pre-Crash)

Data Location	Data Value (Hex)	Parameter Descriptor	Translated Value	Units
DPID Pack $31 Byte 1	$43	Accelerator Pedal Position (-1 sec)	26	% full throttle
DPID Pack $31 Byte 2	$2A	Accelerator Pedal Position (-2 sec)	16	% full throttle
DPID Pack $31 Byte 3	$1C	Accelerator Pedal Position (-3 sec)	11	% full throttle
DPID Pack $31 Byte 4	$1C	Accelerator Pedal Position (-4 sec)	11	% full throttle
DPID Pack $31 Byte 5	$00	Accelerator Pedal Position (-5 sec)	0	% full throttle
DPID $31 Byte 6 bit 7	$00	Accelerator Pedal Position Validity Status	Valid	
DPID $32 Byte 1 bit 7	$00	Brake Switch Circuit State (-1 sec)	OFF	
DPID $32 Byte 1 bit 6	$00	Brake Switch Circuit State (-2 sec)	OFF	
DPID $32 Byte 1 bit 5	$00	Brake Switch Circuit State (-3 sec)	OFF	
DPID $32 Byte 1 bit 4	$00	Brake Switch Circuit State (-4 sec)	OFF	
DPID $32 Byte 1 bit 3	$00	Brake Switch Circuit State (-5 sec)	OFF	
DPID $32 Byte 2 bit 7	$00	Brake Switch Circuit State Validity Status	Valid	
DPID $32 Byte 3 bit 7	$00	Cruise Control Active (-1 sec) If Equipped	No	
DPID $32 Byte 3 bit 6	$00	Cruise Control Active (-2 sec) If Equipped	No	
DPID $32 Byte 3 bit 5	$00	Cruise Control Resume Switch Active (-1 sec) If Equipped	No	
DPID $32 Byte 3 bit 4	$00	Cruise Control Resume Switch Active (-2 sec) If Equipped	No	
DPID $32 Byte 3 bit 3	$00	Cruise Control Set Switch Active (-1 sec) If Equipped	No	
DPID $32 Byte 3 bit 2	$00	Cruise Control Set Switch Active (-2 sec) If Equipped	No	
DPID $32 Byte 3 bit 1	$00	Reduced Engine Power Mode (-1sec)	OFF	
DPID $32 Byte 3 bit 0	$00	Reduced Engine Power Mode (-2sec)	OFF	
DPID $32 Byte 4 bit 7	$80	Cruise Control Active Validity Status If Equipped	Invalid	
DPID $33 Byte 1	$5F	Throttle Position (-1 sec)	37	% full throttle
DPID $33 Byte 2	$54	Throttle Position (-2 sec)	33	% full throttle
DPID $33 Byte 3	$51	Throttle Position (-3 sec)	32	% full throttle
DPID $33 Byte 4	$51	Throttle Position (-4 sec)	32	% full throttle

Data Location	Data Value (Hex)	Parameter Descriptor	Translated Value	Units
DPID $33 Byte 5	$3F	Throttle Position (-5 sec)	25	% full throttle
DPID $33 Byte 6 bit 7	$00	Throttle Position Validity Status	Valid	
DPID $34 Byte 1	$25	Engine Speed (-1 sec)	2368	RPM
DPID $34 Byte 2	$1E	Engine Speed (-2 sec)	1920	RPM
DPID $34 Byte 3	$1C	Engine Speed (-3 sec)	1792	RPM
DPID $34 Byte 4	$1B	Engine Speed (-4 sec)	1728	RPM
DPID $34 Byte 5	$18	Engine Speed (-5 sec)	1536	RPM
DPID $34 Byte 6 bit 7	$00	Engine Speed Validity Status	Valid	
DPID $35 Byte 1	$39	Vehicle Speed (-1 sec)	35	MPH
DPID $35 Byte 2	$38	Vehicle Speed (-2 sec)	35	MPH
DPID $35 Byte 3	$38	Vehicle Speed (-3 sec)	35	MPH
DPID $35 Byte 4	$37	Vehicle Speed (-4 sec)	34	MPH
DPID $35 Byte 5	$37	Vehicle Speed (-5 sec)	34	MPH
DPID $35 Byte 6 bit 7	$00	Vehicle Speed Validity Status	Valid	
DPID $36 Byte 1	$00	Steering Wheel Angle (-1 sec) If Equipped	0	degrees
DPID $36 Byte 2	$00	Steering Wheel Angle (-2 sec) If Equipped	0	degrees
DPID $36 Byte 3	$00	Steering Wheel Angle (-3 sec) If Equipped	0	degrees
DPID $36 Byte 4	$00	Steering Wheel Angle (-4 sec) If Equipped	0	degrees
DPID $36 Byte 5	$00	Steering Wheel Angle (-5 sec) If Equipped	0	degrees
DPID $36 Byte 6 bit 7	$00	Steering Wheel Angle Validity Status If Equipped	Valid	
DPID $37 Byte 1 bit 7	$00	Antilock Brake System Active (-1 sec) If Equipped	No	
DPID $37 Byte 1 bit 6	$00	Antilock Brake System Active (-2 sec) If Equipped	No	
DPID $37 Byte 1 bit 5	$00	Antilock Brake System Active (-3 sec) If Equipped	No	
DPID $37 Byte 1 bit 4	$00	Antilock Brake System Active (-4 sec) If Equipped	No	
DPID $37 Byte 1 bit 3	$00	Antilock Brake System Active (-5 sec) If Equipped	No	
DPID $37 Byte 2 bit 7	$00	Traction Control System Active (-1 sec) If Equipped	No	
DPID $37 Byte 3 bit 7	$00	Vehicle Dynamics Control Active (-1 sec) If Equipped	No	
DPID $37 Byte 3 bit 6	$00	Vehicle Dynamics Control Active (-2 sec) If Equipped	No	
DPID $37 Byte 3 bit 5	$00	Vehicle Dynamics Control Active (-3 sec) If Equipped	No	
DPID $37 Byte 3 bit 4	$00	Vehicle Dynamics Control Active (-4 sec) If Equipped	No	
DPID $37 Byte 3 bit 3	$00	Vehicle Dynamics Control Active (-5 sec) If Equipped	No	
DPID $37 Byte 4 bits 3-0	$03	Transmission Range (-1 sec) If Equipped	Third Gear	
DPID $37 Byte 5 bits 3-0	$04	Transmission Selector Position (-1 sec) If Equipped	Fourth Gear	
DPID $37 Byte 6 bit 7	$00	Service Engine Soon (Non-Emission Related) Lamp (1 sec)	OFF	
DPID $37 Byte 6 bit 6	$00	Service Vehicle Soon Lamp (1 sec)	OFF	
DPID $37 Byte 6 bit 3	$00	Brake System Warning Lamp If Equipped	OFF	

Data Location	Data Value (Hex)	Parameter Descriptor	Translated Value	Units
DPID $37 Byte 6 bit 1	$00	Low Tire Pressure Warning Lamp If Equipped	OFF	
DPID $37 Byte 7 bit 7	$20	Antilock Brake System Active Validity Status If Equipped	Valid	
DPID $37 Byte 7 bit 6	$20	Traction Control System Active Validity Status If Equipped	Valid	
DPID $37 Byte 7 bit 5	$20	Vehicle Dynamics Control Active Validity Status If Equipped	Invalid	
DPID $37 Byte 7 bit 4	$20	Transmission Range Validity Status If Equipped	Valid	
DPID $37 Byte 7 bit 3	$20	Transmission Selector Position Validity Status If Equipped	Valid	
DPID $37 Byte 7 bit 2	$20	Service Engine Soon (Non-Emission Related) / Service Vehicle Soon Lamp Validity Status	Valid	
DPID $37 Byte 7 bit 1	$20	Low Tire Pressure Warning Lamp Validity Status If Equipped	Valid	
DPID $38 Byte 1	$7D	Outside Air Temperature (-1 sec) If Equipped	72	
DPID $38 Byte 2 bit 7	$00	Outside Air Temperature Validity Status (-1 sec) If Equipped	Valid	
DPID $38 Byte 5 bits 7-6	$03	Left Front Door Status (-1 sec) If Equipped	Closed	
DPID $38 Byte 5 bits 5-4	$03	Right Front Door Status (-1 sec) If Equipped	Closed	
DPID $38 Byte 5 bits 3-2	$03	Rear Door(s) Status (-1 sec) If Equipped	Closed	
DPID $38 Byte 5 bits 1-0	$03	Left Rear Door Status (-1 sec) If Equipped	Unused	
DPID $38 Byte 6 bits 7-6	$C0	Right Rear Door Status (-1 sec) If Equipped	Unused	
DPID $38 Byte 7 bit 7	$00	Left Front Door Validity Status If Equipped	Valid	
DPID $38 Byte 7 bit 6	$00	Right Front Door Validity Status If Equipped	Valid	
DPID $38 Byte 7 bit 5	$00	Rear Door(s) Validity Status If Equipped	Valid	
DPID $38 Byte 7 bit 4	$00	Left Rear Door Validity Status If Equipped	Valid	
DPID $38 Byte 7 bit 3	$00	Right Rear Door Validity Status If Equipped	Valid	
DPID $39 Byte 1	$00	Lateral Acceleration (-1 sec) If Equipped	0.00	feet/sec²
DPID $39 Byte 2	$00	Lateral Acceleration (-2 sec) If Equipped	0.00	feet/sec²
DPID $39 Byte 3	$00	Lateral Acceleration (-3 sec) If Equipped	0.00	feet/sec²
DPID $39 Byte 4	$00	Lateral Acceleration (-4 sec) If Equipped	0.00	feet/sec²
DPID $39 Byte 5	$00	Lateral Acceleration (-5 sec) If Equipped	0.00	feet/sec²
DPID $39 Byte 6 bit 7	$80	Lateral Acceleration Validity Status If Equipped	Invalid	
DPID $3A Byte 1	$00	Yaw Rate (-1 sec) If Equipped	0	
DPID $3A Byte 2	$00	Yaw Rate (-2 sec) If Equipped	0	
DPID $3A Byte 3	$00	Yaw Rate (-3 sec) If Equipped	0	
DPID $3A Byte 4	$00	Yaw Rate (-4 sec) If Equipped	0	
DPID $3A Byte 5	$00	Yaw Rate (-5 sec) If Equipped	0	
DPID $3A Byte 6 bit 7	$80	Yaw Rate Validity Status If Equipped	Invalid	

VIN Data

Data Location	Data Value (Hex)	Parameter Descriptor	Translated Value	Units
DPID $3D Byte 1	$31	Vehicle Identification Number (VIN) Digit 3	1	
DPID $3D Byte 2	$41	Vehicle Identification Number (VIN) Digit 4	A	
DPID $3D Byte 3	$4B	Vehicle Identification Number (VIN) Digit 5	K	
DPID $3D Byte 4	$35	Vehicle Identification Number (VIN) Digit 6	5	
DPID $3D Byte 5	$38	Vehicle Identification Number (VIN) Digit 7	8	
DPID $3D Byte 6	$46	Vehicle Identification Number (VIN) Digit 8	F	
DPID $3E Byte 1	$38	Vehicle Identification Number (VIN) Digit 10	8	
DPID $3E Byte 2 bits 7-4	$21	Vehicle Identification Number (VIN) Digit 12	2	
DPID $3E Byte 2 bits 3-0	$21	Vehicle Identification Number (VIN) Digit 13	1	
DPID $3E Byte 3 bits 7-4	$09	Vehicle Identification Number (VIN) Digit 14	0	
DPID $3E Byte 3 bits 3-0	$09	Vehicle Identification Number (VIN) Digit 15	9	
DPID $3E Byte 4 bits 7-4	$00	Vehicle Identification Number (VIN) Digit 16	0	
DPID $3E Byte 4 bits 3-0	$00	Vehicle Identification Number (VIN) Digit 17	0	

Multiple Event Data

Data Location	Data Value (Hex)	Parameter Descriptor	Translated Value	Units
DPID $3F Byte 1 bit 7	$00	An Event(s) Preceded the Recorded Event(s)	No	
DPID $3F Byte 1 bit 6	$00	An Event(s) was in Between the Recorded Event(s)	No	
DPID $3F Byte 1 bit 5	$00	An Event(s) Followed the Recorded Event(s)	No	
DPID $3F Byte 1 bit 4	$00	The Event(s) Not Recorded was a Deployment Event(s)	No	
DPID $3F Byte 1 bit 3	$00	The Event(s) Not Recorded was a Non-Deployment Event(s)	No	
DPID $3F Byte 1 bits 2-0	$00	Associated Events Not Recorded	0	

Power Mode Data

Data Location	Data Value (Hex)	Parameter Descriptor	Translated Value	Units
DPID $3F Byte 3 bits 7-6	$90	Vehicle Power Mode Status	Run	

Data Location	Data Value (Hex)	Parameter Descriptor	Translated Value	Units
DPID $3F Byte 3 bit 5	$90	Remote Start Status If Equipped	Inactive	
DPID $3F Byte 3 bit 4	$90	Run/Crank Ignition Switch Logic Level	Active	

Deployment Event Data

Data Location	Data Value (Hex)	Parameter Descriptor	Translated Value	Units
DPID $67 Byte 1 bit 7	$A0	Crash Record Locked	Yes	
DPID $67 Byte 1 bit 5	$A0	Vehicle Event Data (Pre-Crash) Associated With This Event	Yes	
DPID $67 Byte 2	$A5	Event Recording Complete	Yes	
DPID $68 Byte 1 bit 7	$D0	Driver 1st Stage Deployment Loop Commanded	Yes	
DPID $68 Byte 1 bit 6	$D0	Driver 2nd Stage Deployment Loop Commanded	Yes	
DPID $68 Byte 1 bit 5	$D0	Driver Side Deployment Loop Commanded	No	
DPID $68 Byte 1 bit 4	$D0	Driver Pretensioner Deployment Loop Commanded	Yes	
DPID $68 Byte 1 bit 3	$D0	Driver (Initiator 1) Roof Rail/Head Curtain Loop Commanded	No	
DPID $68 Byte 1 bit 2	$D0	Driver (Initiator 2) Roof Rail/Head Curtain Loop Commanded	No	
DPID $68 Byte 1 bit 1	$D0	Driver Knee Deployment Loop Commanded	No	
DPID $68 Byte 2 bit 7	$10	Passenger 1st Stage Deployment Loop Commanded	No	
DPID $68 Byte 2 bit 6	$10	Passenger 2nd Stage Deployment Loop Commanded	No	
DPID $68 Byte 2 bit 5	$10	Passenger Side Deployment Loop Commanded	No	
DPID $68 Byte 2 bit 4	$10	Passenger Pretensioner Deployment Loop Commanded	Yes	
DPID $68 Byte 2 bit 3	$10	Passenger (Initiator 1) Roof Rail/Head Curtain Loop Commanded	No	
DPID $68 Byte 2 bit 2	$10	Passenger (Initiator 2) Roof Rail/Head Curtain Loop Commanded	No	
DPID $68 Byte 2 bit 1	$10	Passenger Knee Deployment Loop Commanded	No	
DPID $68 Byte 3 bit 7	$00	Driver Anchor Pretensioner Deployment Loop Commanded	No	
DPID $68 Byte 3 bit 6	$00	Second Row Left Pretensioner Deployment Loop Commanded	No	
DPID $68 Byte 3 bit 5	$00	Third Row Left Roof Rail/Head Curtain Loop Commanded	No	
DPID $68 Byte 3 bit 4	$00	Second Row Right Side Deployment Loop Commanded	No	
DPID $68 Byte 3 bit 3	$00	Second Row Right Pretensioner Deployment Loop Commanded	No	
DPID $68 Byte 3 bit 2	$00	Third Row Right Roof Rail/Head Curtain Loop Commanded	No	
DPID $68 Byte 3 bit 1	$00	Center Rear Pretensioner Deployment Loop Commanded	No	
DPID $68 Byte 4 bit 7	$80	Driver 2nd Stage Deployment Loop Commanded for Disposal	Yes	
DPID $68 Byte 4 bit 6	$80	Passenger 2nd Stage Deployment Loop for Disposal Commanded	No	
DPID $69 Byte 1 bit 7	$00	SIR Warning Lamp Status	OFF	
DPID $69 Bytes 2-3	$FFF0	SIR Warning Lamp ON/OFF Time Continuously	655200	seconds
DPID $69 Bytes 4-5	$0833	Number of Ignition Cycles SIR Warning Lamp was ON/OFF Continuously	2099	cycles
DPID $6A Byte 1	$FE	Ignition Cycles Since DTCs Were Last Cleared	254	cycles
DPID $6A Bytes 2-3	$2E60	Ignition Cycles at Event	11872	cycles
DPID $6B Bytes 1-2	$0000	DTC number for fault #1	N/A	
DPID $6B Byte 3	$00	DTC fault type for fault #1	$00	
DPID $6B Bytes 4-5	$0000	DTC number for fault #2	N/A	

Data Location	Data Value (Hex)	Parameter Descriptor	Translated Value	Units
DPID $6B Byte 6	$00	DTC fault type for fault #2	$00	
DPID $6C Bytes 1-2	$0000	DTC number for fault #3	N/A	
DPID $6C Byte 3	$00	DTC fault type for fault #3	$00	
DPID $6C Bytes 4-5	$0000	DTC number for fault #4	N/A	
DPID $6C Byte 6	$00	DTC fault type for fault #4	$00	
DPID $6D Bytes 1-2	$0000	DTC number for fault #5	N/A	
DPID $6D Byte 3	$00	DTC fault type for fault #5	$00	
DPID $6D Bytes 4-5	$0000	DTC number for fault #6	N/A	
DPID $6D Byte 6	$00	DTC fault type for fault #6	$00	
DPID $6E Byte 1	$00	SDM Recorded Vehicle Velocity Change for Axis #1 (-70 msec)	0.00	MPH
DPID $6E Byte 2	$00	SDM Recorded Vehicle Velocity Change for Axis #2 (-70 msec)	0.00	MPH
DPID $6E Byte 3	$00	SDM Recorded Vehicle Velocity Change for Axis #1 (-60 msec)	0.00	MPH
DPID $6E Byte 4	$FF	SDM Recorded Vehicle Velocity Change for Axis #2 (-60 msec)	-0.68	MPH
DPID $6E Byte 5	$00	SDM Recorded Vehicle Velocity Change for Axis #1 (-50 msec)	0.00	MPH
DPID $6E Byte 6	$FD	SDM Recorded Vehicle Velocity Change for Axis #2 (-50 msec)	-2.03	MPH
DPID $6F Byte 1	$00	SDM Recorded Vehicle Velocity Change for Axis #1 (-40 msec)	0.00	MPH
DPID $6F Byte 2	$FC	SDM Recorded Vehicle Velocity Change for Axis #2 (-40 msec)	-2.71	MPH
DPID $6F Byte 3	$FE	SDM Recorded Vehicle Velocity Change for Axis #1 (-30 msec)	-1.36	MPH
DPID $6F Byte 4	$FB	SDM Recorded Vehicle Velocity Change for Axis #2 (-30 msec)	-3.39	MPH
DPID $6F Byte 5	$FD	SDM Recorded Vehicle Velocity Change for Axis #1 (-20 msec)	-2.03	MPH
DPID $6F Byte 6	$F9	SDM Recorded Vehicle Velocity Change for Axis #2 (-20 msec)	-4.74	MPH
DPID $70 Byte 1	$FC	SDM Recorded Vehicle Velocity Change for Axis #1 (-10 msec)	-2.71	MPH
DPID $70 Byte 2	$F8	SDM Recorded Vehicle Velocity Change for Axis #2 (-10 msec)	-5.42	MPH
DPID $70 Byte 3	$FD	SDM Recorded Vehicle Velocity Change for Axis #1 (0 msec)	-2.03	MPH
DPID $70 Byte 4	$F6	SDM Recorded Vehicle Velocity Change for Axis #2 (0 msec)	-6.78	MPH
DPID $70 Byte 5	$FD	SDM Recorded Vehicle Velocity Change for Axis #1 (10 msec)	-2.03	MPH
DPID $70 Byte 6	$F4	SDM Recorded Vehicle Velocity Change for Axis #2 (10 msec)	-8.13	MPH
DPID $71 Byte 1	$FC	SDM Recorded Vehicle Velocity Change for Axis #1 (20 msec)	-2.71	MPH
DPID $71 Byte 2	$F3	SDM Recorded Vehicle Velocity Change for Axis #2 (20 msec)	-8.81	MPH
DPID $71 Byte 3	$FD	SDM Recorded Vehicle Velocity Change for Axis #1 (30 msec)	-2.03	MPH
DPID $71 Byte 4	$F1	SDM Recorded Vehicle Velocity Change for Axis #2 (30 msec)	-10.17	MPH
DPID $71 Byte 5	$FC	SDM Recorded Vehicle Velocity Change for Axis #1 (40 msec)	-2.71	MPH
DPID $71 Byte 6	$EE	SDM Recorded Vehicle Velocity Change for Axis #2 (40 msec)	-12.20	MPH
DPID $72 Byte 1	$FC	SDM Recorded Vehicle Velocity Change for Axis #1 (50 msec)	-2.71	MPH
DPID $72 Byte 2	$ED	SDM Recorded Vehicle Velocity Change for Axis #2 (50 msec)	-12.88	MPH
DPID $72 Byte 3	$FC	SDM Recorded Vehicle Velocity Change for Axis #1 (60 msec)	-2.71	MPH
DPID $72 Byte 4	$EC	SDM Recorded Vehicle Velocity Change for Axis #2 (60 msec)	-13.55	MPH

Data Location	Data Value (Hex)	Parameter Descriptor	Translated Value	Units
DPID $72 Byte 5	$FC	SDM Recorded Vehicle Velocity Change for Axis #1 (70 msec)	-2.71	MPH
DPID $72 Byte 6	$EA	SDM Recorded Vehicle Velocity Change for Axis #2 (70 msec)	-14.91	MPH
DPID $73 Byte 1	$FB	SDM Recorded Vehicle Velocity Change for Axis #1 (80 msec)	-3.39	MPH
DPID $73 Byte 2	$EA	SDM Recorded Vehicle Velocity Change for Axis #2 (80 msec)	-14.91	MPH
DPID $73 Byte 3	$FB	SDM Recorded Vehicle Velocity Change for Axis #1 (90 msec)	-3.39	MPH
DPID $73 Byte 4	$E9	SDM Recorded Vehicle Velocity Change for Axis #2 (90 msec)	-15.59	MPH
DPID $73 Byte 5	$FC	SDM Recorded Vehicle Velocity Change for Axis #1 (100 msec)	-2.71	MPH
DPID $73 Byte 6	$E8	SDM Recorded Vehicle Velocity Change for Axis #2 (100 msec)	-16.26	MPH
DPID $74 Byte 1	$FC	SDM Recorded Vehicle Velocity Change for Axis #1 (110 msec)	-2.71	MPH
DPID $74 Byte 2	$E7	SDM Recorded Vehicle Velocity Change for Axis #2 (110 msec)	-16.94	MPH
DPID $74 Byte 3	$FC	SDM Recorded Vehicle Velocity Change for Axis #1 (120 msec)	-2.71	MPH
DPID $74 Byte 4	$E6	SDM Recorded Vehicle Velocity Change for Axis #2 (120 msec)	-17.62	MPH
DPID $74 Byte 5	$FC	SDM Recorded Vehicle Velocity Change for Axis #1 (130 msec)	-2.71	MPH
DPID $74 Byte 6	$E5	SDM Recorded Vehicle Velocity Change for Axis #2 (130 msec)	-18.30	MPH
DPID $75 Byte 1	$FC	SDM Recorded Vehicle Velocity Change for Axis #1 (140 msec)	-2.71	MPH
DPID $75 Byte 2	$E5	SDM Recorded Vehicle Velocity Change for Axis #2 (140 msec)	-18.30	MPH
DPID $75 Byte 3	$FC	SDM Recorded Vehicle Velocity Change for Axis #1 (150 msec)	-2.71	MPH
DPID $75 Byte 4	$E4	SDM Recorded Vehicle Velocity Change for Axis #2 (150 msec)	-18.98	MPH
DPID $75 Byte 5	$FC	SDM Recorded Vehicle Velocity Change for Axis #1 (160 msec)	-2.71	MPH
DPID $75 Byte 6	$E4	SDM Recorded Vehicle Velocity Change for Axis #2 (160 msec)	-18.98	MPH
DPID $76 Byte 1	$00	SDM Recorded Vehicle Velocity Change for Axis #1 (170 msec)	0.00	MPH
DPID $76 Byte 2	$00	SDM Recorded Vehicle Velocity Change for Axis #2 (170 msec)	0.00	MPH
DPID $76 Byte 3	$00	SDM Recorded Vehicle Velocity Change for Axis #1 (180 msec)	0.00	MPH
DPID $76 Byte 4	$00	SDM Recorded Vehicle Velocity Change for Axis #2 (180 msec)	0.00	MPH
DPID $76 Byte 5	$00	SDM Recorded Vehicle Velocity Change for Axis #1 (190 msec)	0.00	MPH
DPID $76 Byte 6	$00	SDM Recorded Vehicle Velocity Change for Axis #2 (190 msec)	0.00	MPH
DPID $77 Byte 1	$00	SDM Recorded Vehicle Velocity Change for Axis #1 (200 msec)	0.00	MPH
DPID $77 Byte 2	$00	SDM Recorded Vehicle Velocity Change for Axis #2 (200 msec)	0.00	MPH
DPID $77 Byte 3	$00	SDM Recorded Vehicle Velocity Change for Axis #1 (210 msec)	0.00	MPH
DPID $77 Byte 4	$00	SDM Recorded Vehicle Velocity Change for Axis #2 (210 msec)	0.00	MPH
DPID $77 Byte 5	$00	SDM Recorded Vehicle Velocity Change for Axis #1 (220 msec)	0.00	MPH
DPID $77 Byte 6	$00	SDM Recorded Vehicle Velocity Change for Axis #2 (220 msec)	0.00	MPH
DPID $78 Byte 1 bit 7	$F0	Driver Belt Switch Circuit Status	BUCKLED	
DPID $78 Byte 1 bit 6	$F0	Driver Belt Switch Circuit Status Monitored	Yes	
DPID $78 Byte 1 bit 5	$F0	Passenger Belt Switch Circuit Status (If Equipped)	BUCKLED	
DPID $78 Byte 1 bit 4	$F0	Passenger Belt Switch Circuit Status Monitored	Yes	
DPID $78 Byte 1 bit 3	$F0	Front Center Belt Switch Circuit Status	UNBUCKLED	

Data Location	Data Value (Hex)	Parameter Descriptor	Translated Value	Units
DPID $78 Byte 1 bit 2	$F0	Front Center Belt Switch Circuit Status Monitored	No	
DPID $78 Byte 2 bit 7	$00	Second Row Left Belt Switch Circuit Status	UNBUCKLED	
DPID $78 Byte 2 bit 6	$00	Second Row Left Belt Switch Circuit Status Monitored	No	
DPID $78 Byte 2 bit 5	$00	Second Row Center Belt Switch Circuit Status	UNBUCKLED	
DPID $78 Byte 2 bit 4	$00	Second Row Center Belt Switch Circuit Status Monitored	No	
DPID $78 Byte 2 bit 3	$00	Second Row Right Belt Switch Circuit Status	UNBUCKLED	
DPID $78 Byte 2 bit 2	$00	Second Row Right Belt Switch Circuit Status Monitored	No	
DPID $78 Byte 3 bit 7	$00	Third Row Left Belt Switch Circuit Status	UNBUCKLED	
DPID $78 Byte 3 bit 6	$00	Third Row Left Belt Switch Circuit Status Monitored	No	
DPID $78 Byte 3 bit 5	$00	Third Row Center Belt Switch Circuit Status	UNBUCKLED	
DPID $78 Byte 3 bit 4	$00	Third Row Center Belt Switch Circuit Status Monitored	No	
DPID $78 Byte 3 bit 3	$00	Third Row Right Belt Switch Circuit Status	UNBUCKLED	
DPID $78 Byte 3 bit 2	$00	Third Row Right Belt Switch Circuit Status Monitored	No	
DPID $78 Byte 4 bit 7	$00	Driver Seat Position Status	Rearward	
DPID $78 Byte 4 bit 6	$00	Driver Seat Position Status Monitored	No	
DPID $78 Byte 4 bit 5	$00	Passenger Seat Position Status	Rearward	
DPID $78 Byte 4 bit 4	$00	Passenger Seat Position Status Monitored	No	
DPID $79 Byte 1 bit 7	$00	Automatic Passenger SIR Suppression System Validity Status at AE / Passenger SIR Suppression Switch Circuit Status Validity Status at AE	Air Bag Suppressed	
DPID $79 Byte 1 bit 0	$00	Automatic Passenger SIR Suppression System Status at AE / Passenger SIR Suppression Switch Circuit Status at AE	Valid	
DPID $79 Bytes 2-3	$0000	SDM Synchronization Counter	0	
DPID $79 Byte 4 bits 7-6	$00	Rollover Sensor Message Status	Last message received contained errors	
DPID $79 Byte 4 bit 5	$00	Side Air Bag(s) Were First Commanded to Deploy Due to Rollover Event	No	
DPID $79 Byte 4 bit 4	$00	Side Air Bag(s) Were First Commanded to Deploy Due to Side Impact Event	No	
DPID $79 Byte 4 bits 3-0	$00	Rollover Sensor Status	No Rollover Event	
DPID $7A Byte 1 bit 7	$00	Passenger SIR Suppression Switch Circuit Status Validity Status at First Deployment Command	Valid	
DPID $7A Byte 1 bit 1	$00	Passenger SIR Suppression Switch Circuit Status at First Deployment Command	Air Bag Suppressed	
DPID $7A Byte 2	$00	Rollover Sensor - Time Between Successive Side Deploys	0	msec

Data Location	Data Value (Hex)	Parameter Descriptor	Translated Value	Units
DPID $7A Byte 3	$00	Rollover Sensor - Time From Rollover Enable to Deploy	0	msec
DPID $7B Byte 1	$23	Driver 1st Stage Time From Algorithm Enable to Deployment Command Criteria Met	70	msec
DPID $7B Byte 2	$55	Driver 2nd Stage Time From Algorithm Enable to Deployment Command Criteria Met	170	msec
DPID $7B Byte 3	$00	Passenger 1st Stage Time From Algorithm Enable to Deployment Command Criteria Met	0	msec
DPID $7B Byte 4	$00	Passenger 2nd Stage Time From Algorithm Enable to Deployment Command Criteria Met	0	msec
DPID $7B Byte 5	$00	Driver Side or Roof Rail/Head Curtain Time From Algorithm Enable to Deployment Command Criteria Met	0	msec
DPID $7B Byte 6	$00	Passenger Side or Roof Rail/Head Curtain Time From Algorithm Enable to Deployment Command Criteria Met	0	msec
DPID $7B Byte 7	$00	Time Between Events	N/A	seconds

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	1G1AK58FX87[redacted]
User	RYAN JAHR ESIS/GM
Case Number	781912
EDR Data Imaging Date	06/26/2014
Crash Date	05/09/2014
Filename	1G1AK58FX87[redacted]
Saved on	Thursday, June 26 2014 at 12:28:41
Collected with CDR version	Crash Data Retrieval Tool 12.3
Reported with CDR version	Crash Data Retrieval Tool 12.3
EDR Device Type	Airbag Control Module
Event(s) recovered	Deployment

Comments

CONNECTION: DLC. VEHICLE POWER SUPPLIED BY BATTERY PACK.

SIR: FLASHES ON AND STAYS ON DURING KEY POWER UP.

MILEAGE: 70638

LOCATION: IAA RAVENEL SC.

Data Limitations

Recorded Crash Events:

There are two types of recorded crash events. The first is the Non-Deployment Event. A Non-Deployment Event records data but does not deploy the air bag(s). The minimum SDM Recorded Vehicle Velocity Change, that is needed to record a Non-Deployment Event, is five MPH. A Non-Deployment Event may contain 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 velocity change. This event will be cleared by the SDM, after approximately 250 ignition cycles. This event can be overwritten by a second Deployment Event, referred to as Deployment Event #2, if the Non-Deployment Event is not locked. The data in the Non-Deployment Event file will be locked, if the Non-Deployment Event occurred within five seconds of a Deployment Event. A locked Non Deployment Event cannot be overwritten or cleared by the SDM.
The second type of SDM recorded crash event is the Deployment Event. It also may contain Pre-Crash and Crash data. The SDM can store up to two different Deployment Events. If a second Deployment Event occurs any time after the Deployment Event, the Deployment Event #2 will overwrite any non-locked Non-Deployment Event. Deployment Events cannot be overwritten or cleared by the SDM. Once the SDM has deployed an air bag, the SDM must be replaced.

Data:

-SDM Recorded Vehicle Velocity Change reflects the change in velocity that the sensing system experienced during the recorded portion of the event. SDM Recorded Vehicle 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. For Deployment Events, the SDM can record up to 220 milliseconds of data after Deployment criteria is met and up to 70 milliseconds before Deployment criteria is met. For Non-Deployment Events, the SDM can record up to the first 300 milliseconds of data after algorithm enable. Velocity Change data is displayed in SAE sign convention.
-The CDR tool displays time from Algorithm Enable (AE) to time of Deployment command in a Deployment event and AE to time of maximum SDM recorded vehicle velocity change in a Non-Deployment event. Time from AE begins when the first air bag system enable threshold is met and ends when Deployment command criteria is met or at maximum SDM recorded vehicle velocity change. Air bag systems such as frontal, side, or rollover, may be a source of an enable. The time represented in a CDR report can be that of the enable of one air bag system to the Deployment time of another air bag system.
-Maximum Recorded Vehicle Velocity Change is the maximum square root value of the sum of the squares for the vehicle's combined "X" and "Y" axis change in velocity. If a CDR Printout user were to calculate resultant velocity change using X and Y axis time history data, the calculated value may be different than the Maximum SDM Recorded Velocity Change parameter value displayed in the CDR report. This is due to the rounding that occurs within the SDM while calculating the Maximum SDM Recorded Velocity Change value.
-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 by various factors, including but not limited to the following:

-Significant changes in the tire's rolling radius
-Final drive axle ratio changes
-Wheel lockup and wheel slip

-Brake Switch Circuit Status indicates the open/closed state of the brake switch circuit.
-Pre-Crash data is recorded asynchronously. The 1.0 second Pre-crash data value (most recent recorded data point) is the data point last sampled before AE. That is to say, the last data point may have been captured just before AE but no more than 1.0 second before AE. All subsequent Pre-crash data values are referenced from this data point.
-Pre-Crash Electronic Data Validity Check Status indicates "Data Invalid" if:
-The SDM receives a message with an "invalid" flag from the module sending the pre-crash data
-No data is received from the module sending the pre-crash data
-No module is present to send the pre-crash data
-Driver's and Passenger's Belt Switch Circuit Status indicates the status of the seat belt switch circuit, except: The Passenger Belt Switch Circuit Status for 2005 vehicles is available only on the Cadillac STS. The Passenger Belt Switch Circuit Status for 2006 Chevrolet Cobalt Sport Coupe (AP) model vehicles, with the option package that includes Recaro brand seats (RPO ALV), always reports a default value of "Buckled," because there is no passenger belt switch with the Recaro seat option. The Passenger Belt Switch Circuit Status for 2010 Chevrolet Cobalt and 2010 Pontiac G5 vehicles, with RPO Z49, will report a default value of "Buckled".
-The Time Between Non-Deployment to 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 the value is negative, then the Deployment Event occurred first. If the value is positive, then the Non-Deployment Event occurred first.
-If power to the SDM is lost during a crash event, all or part of the crash record may not be recorded.
-The ignition cycle counter relies upon the transitions through OFF->RUN->CRANK power-moding messages, on the GMLAN communication bus, to increment the counter. Applying and removing of battery power to the module will not increment the ignition counter.
-Steering Wheel Angle data is displayed as a positive value when the steering wheel is turned to the right and a negative value when the steering wheel is turned to the left, except for Cadillac STS model vehicles with StabiliTrak 3.0 systems (RPO JL7). For Cadillac STS model vehicles with StabiliTrak 3.0 systems (RPO JL7), when the steering wheel is turned to the right, a negative value will be displayed and when the steering wheel is turned to the left, a positive value will be displayed. The Steering Wheel Angle data is reported in 16 degree increments.
-If more than one event is recorded, use the follow to determine which event the Multiple Event Data is associated with:
-If a Deployment event and not locked Non-Deployment event are recorded, the Multiple Event Data is associated with the Deployment event.
-If a Deployment event and a locked Non-Deployment event are recorded, then the Multiple Event Data is associated with both events.
-If a Deployment event and Deployment event #2 are recorded, then the Multiple Event Data is associated with both events.
-All data should be examined in conjunction with other available physical evidence from the vehicle and scene.

Data Source:
All SDM recorded data is measured, calculated, and stored internally, except for the following:
-Vehicle Status Data (Pre-Crash) is transmitted to the SDM, by various vehicle control modules, via the vehicle's communication network.
-The Belt Switch Circuit is wired directly to the SDM.

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

01016_SDMEps_r006

Multiple Event Data

Associated Events Not Recorded	0
An Event(s) Preceded the Recorded Event(s)	No
An Event(s) was in Between the Recorded Event(s)	No
An Event(s) Followed the Recorded Event(s)	No
The Event(s) Not Recorded was a Deployment Event(s)	No
The Event(s) Not Recorded was a Non-Deployment Event(s)	No

System Status At AE

Vehicle Identification Number	**1AK58F*8*210900
Low Tire Pressure Warning Lamp (If Equipped)	OFF
Vehicle Power Mode Status	Run
Remote Start Status (If Equipped)	Inactive
Run/Crank Ignition Switch Logic Level	Active
Brake System Warning Lamp (If Equipped)	OFF

System Status At 1 second

Transmission Range (If Equipped)	Third Gear
Transmission Selector Position (If Equipped)	Fourth Gear
Traction Control System Active (If Equipped)	No
Service Engine Soon (Non-Emission Related) Lamp	OFF
Service Vehicle Soon Lamp	OFF
Outside Air Temperature (degrees F) (If Equipped)	72
Left Front Door Status (If Equipped)	Closed
Right Front Door Status (If Equipped)	Closed
Left Rear Door Status (If Equipped)	Unused
Right Rear Door Status (If Equipped)	Unused
Rear Door(s) Status (If Equipped)	Closed

Pre-crash data

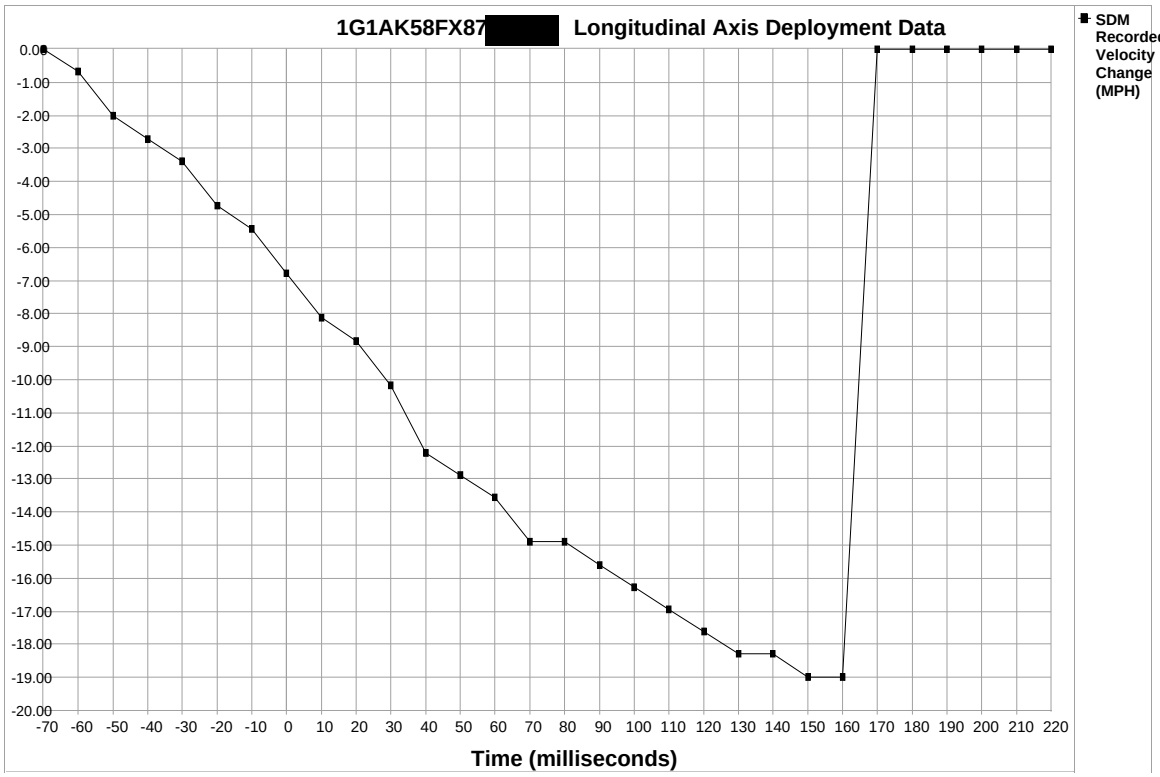
Parameter	-2 sec	-1 sec
Reduced Engine Power Mode	OFF	OFF
Cruise Control Active (If Equipped)	Invalid	Invalid
Cruise Control Resume Switch Active (If Equipped)	Invalid	Invalid
Cruise Control Set Switch Active (If Equipped)	Invalid	Invalid

Pre-Crash Data

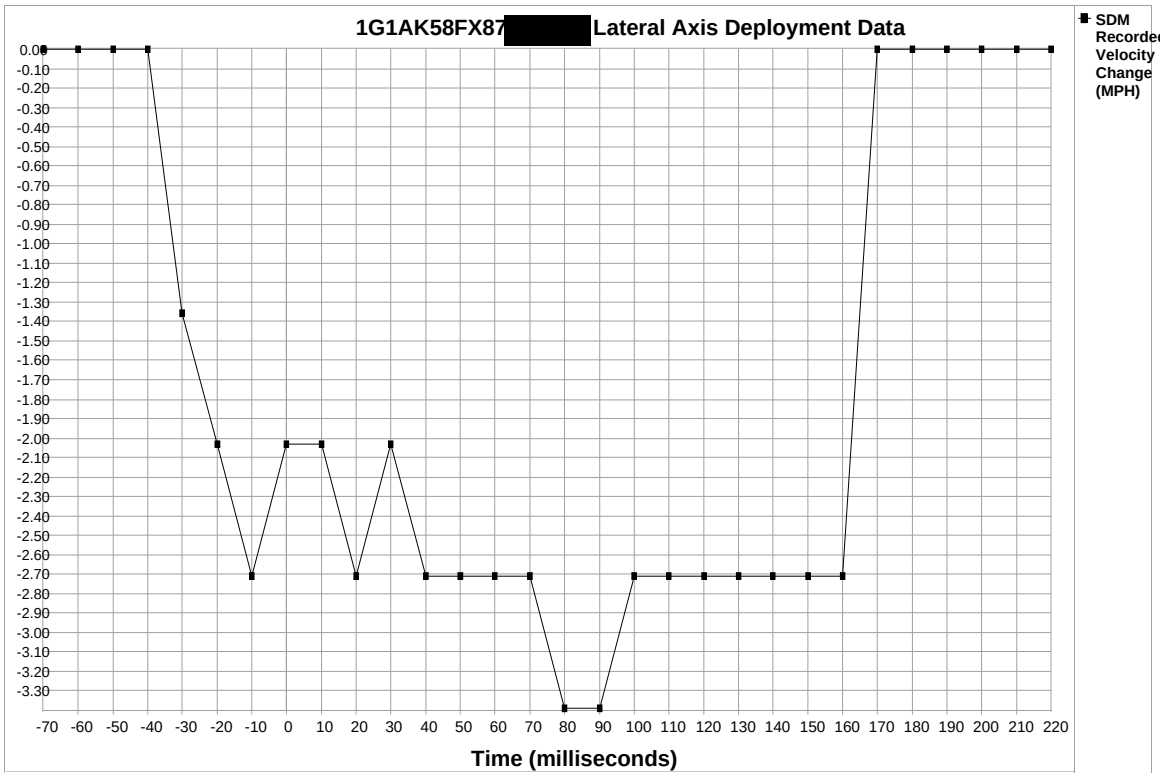
Parameter	-5 sec	-4 sec	-3 sec	-2 sec	-1 sec
Vehicle Speed (MPH)	34	34	35	35	35
Engine Speed (RPM)	1536	1728	1792	1920	2368
Percent Throttle	25	32	32	33	37
Brake Switch Circuit State	OFF	OFF	OFF	OFF	OFF
Accelerator Pedal Position (percent)	0	11	11	16	26
Antilock Brake System Active (If Equipped)	No	No	No	No	No
Lateral Acceleration (feet/s²)(If Equipped)	Invalid	Invalid	Invalid	Invalid	Invalid
Yaw Rate (degrees per second) (If Equipped)	Invalid	Invalid	Invalid	Invalid	Invalid
Vehicle Dynamics Control Active (If Equipped)	Invalid	Invalid	Invalid	Invalid	Invalid

System Status At Deployment

Ignition Cycles At Investigation	11874
SIR Warning Lamp Status	OFF
SIR Warning Lamp ON/OFF Time (seconds)	655200
Number of Ignition Cycles SIR Warning Lamp was ON/OFF Continuously	2099
Ignition Cycles At Event	11872
Ignition Cycles Since DTCs Were Last Cleared	254
Driver's Belt Switch Circuit Status	BUCKLED
Passenger Belt Switch Circuit Status (If Equipped)	BUCKLED
Diagnostic Trouble Code at Event Enable, fault number: 1	N/A
Diagnostic Trouble Code at Event Enable, fault number: 2	N/A
Diagnostic Trouble Code at Event Enable, fault number: 3	N/A
Diagnostic Trouble Code at Event Enable, fault number: 4	N/A
Diagnostic Trouble Code at Event Enable, fault number: 5	N/A
Diagnostic Trouble Code at Event Enable, fault number: 6	N/A
Automatic Passenger SIR Suppression System Validity Status at AE	Valid
Automatic Passenger SIR Suppression System Status at AE	Air Bag Suppressed
Automatic Passenger SIR Suppression System Validity Status at First Deployment Command	Valid
Automatic Passenger SIR Suppression System Status at First Deployment Command	Air Bag Suppressed
Driver 1st Stage Time From Algorithm Enable to Deployment Command Criteria Met (msec)	70
Driver 2nd Stage Time From Algorithm Enable to Deployment Command Criteria Met (msec)	170
Passenger 1st Stage Time From Algorithm Enable to Deployment Command Criteria Met (msec)	Suppressed
Passenger 2nd Stage Time From Algorithm Enable to Deployment Command Criteria Met (msec)	Suppressed
Driver Side or Roof Rail/Head Curtain Time From Algorithm Enable to Deployment Command Criteria Met (msec)	N/A
Passenger Side or Roof Rail/Head Curtain Time From Algorithm Enable to Deployment Command Criteria Met (msec)	N/A
Time Between Events (sec)	0
Driver First Stage Deployment Loop Commanded	Yes
Driver Second Stage Deployment Loop Commanded	Yes
Driver Side Deployment Loop Commanded	No
Driver Pretensioner Deployment Loop Commanded	Yes
Driver (Initiator 1) Roof Rail/Head Curtain Loop Commanded	No
Driver (Initiator 2) Roof Rail/Head Curtain Loop Commanded	No
Driver Knee Deployment Loop Commanded	No
Passenger First Stage Deployment Loop Commanded	No
Passenger Second Stage Deployment Loop Commanded	No
Passenger Side Deployment Loop Commanded	No
Passenger Pretensioner Deployment Loop Commanded	Yes
Passenger (Initiator 1) Roof Rail/Head Curtain Loop Commanded	No
Passenger (Initiator 2) Roof Rail/Head Curtain Loop Commanded	No
Passenger Knee Deployment Loop Commanded	No
Driver Anchor Pretensioner Deployment Loop Commanded (If Equipped)	No
Second Row Left Pretensioner Deployment Loop Commanded	No
Third Row Left Roof Rail/Head Curtain Loop Commanded	No
Passenger Anchor Pretensioner Deployment Loop Commanded (If Equipped)	No
Second Row Right Pretensioner Deployment Loop Commanded	No
Third Row Right Roof Rail/Head Curtain Loop Commanded	No
Second Row Center Pretensioner Deployment Loop Commanded	No
Driver 2nd Stage Deployment Loop Commanded for Disposal	Yes
Passenger 2nd Stage Deployment Loop Commanded for Disposal	No
Crash Record Locked	Yes
Vehicle Event Data (Pre-Crash) Associated With This Event	Yes
Deployment Event Recorded in the Non-Deployment Record	No
Event Recording Complete	Yes



Time (milliseconds)	-70	-60	-50	-40	-30	-20	-10	0	10	20	30	40	50	60	70
SDM Longitudinal Axis Recorded Velocity Change (MPH)	0.00	-0.68	-2.03	-2.71	-3.39	-4.74	-5.42	-6.78	-8.13	-8.81	-10.17	-12.20	-12.88	-13.55	-14.91
Time (milliseconds)	80	90	100	110	120	130	140	150	160	170	180	190	200	210	220
SDM Longitudinal Axis Recorded Velocity Change (MPH)	-14.91	-15.59	-16.26	-16.94	-17.62	-18.30	-18.30	-18.98	-18.98	0.00	0.00	0.00	0.00	0.00	0.00



Time (milliseconds)	-70	-60	-50	-40	-30	-20	-10	0	10	20	30	40	50	60	70
SDM Lateral Axis Recorded Velocity Change (MPH)	0.00	0.00	0.00	0.00	-1.36	-2.03	-2.71	-2.03	-2.03	-2.71	-2.03	-2.71	-2.71	-2.71	-2.71
Time (milliseconds)	80	90	100	110	120	130	140	150	160	170	180	190	200	210	220
SDM Lateral Axis Recorded Velocity Change (MPH)	-3.39	-3.39	-2.71	-2.71	-2.71	-2.71	-2.71	-2.71	-2.71	0.00	0.00	0.00	0.00	0.00	0.00

Hexadecimal Data

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

```
$01  00 02 00 00 54 00 00
$02  30 00 00 00 00 00 00
$03  02 00 00 00 00 00 00
$04  02 00 00 00 00 00 00
$05  00 00 00 00 00 00 00
$06  00 0A 00 00 0A 80 50
$07  00 69 00 00 00 00 00
$08  00 FF 00 00 00 00 00
$09  00 A8 A6 00 00 00 00
$0A  00 00 00 00 00 00 00
$0B  00 00 05 0F 01 00 00
$0C  00 00 00 00 00 00 00
$0D  00 00 40 00 00 00 00
$0E  00 00 00 00 00 00 00
$0F  B9 00 00 00 00 00 00
$10  47 31 41 4B 35 38 46
$11  58 38 37 32 31 30 39
$12  30 30 00 00 00 00 00
$13  00 00 00 00 00 00 00
$14  00 00 00 00 00 00 00
$15  00 00 00 00 00 00 00
$16  03 06 0C 16 34 00 00
$17  07 07 02 03 00 00 00
$18  07 07 00 00 00 00 00
$19  03 03 00 00 00 00 00
$1B  3F 30 00 62 00 1A 00
$1C  3F 30 00 62 00 1A 00
$1D  4F 4F 00 00 00 00 00
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Disclaimer of Liability

The users of the CDR product and reviewers of the CDR reports and exported data shall ensure that data and information supplied is applicable to the vehicle, vehicle's system(s) and the vehicle ECU. Robert Bosch LLC and all its directors, officers, employees and members shall not be liable for damages arising out of or related to incorrect, incomplete or misinterpreted software and/or data. Robert Bosch LLC expressly excludes all liability for incidental, consequential, special or punitive damages arising from or related to the CDR data, CDR software or use thereof.

esis

ESIS/GM Central Claims Unit
P.O. Box 300
Mail Code 482 C19 B61
Detroit, MI 48265-3000

800.888.0164 *tel*
313-665-0911 *fax*

Kelly Kufel
Claims Administrator

07/07/2014

[redacted]
[redacted]
Moncks Corner, SC [redacted]

RE: Claimant: [redacted]
Our File No.: 781912
Our Client: General Motors LLC
Date/Event: 5/9/14
VIN: 1G1AK58FX87[redacted]

Dear Mr. [redacted]:

Please find enclosed a copy of the air bag data retrieved from the above vehicle. This copy is for your records.

We are still in the process of evaluating your claim and will contact you once it has been completed.

Sincerely,

Kelly Kufel

Kelly Kufel

Enclosure

5

ESIS/GM Central Claims Unit
P.O. Box 300
Mail Code 482 C19 B61
Detroit, MI 48265-3000

800.888.0164 *tel*
313-665-0911 *fax*

Kelly Kufel
Claims Administrator

August 21, 2014

[redacted]
Moncks Corner, SC [redacted]

RE: Claimant: [redacted]
Our File No.: 781912
Our Client: General Motors LLC
Date/Event: 5/9/2014
Vehicle: 2008 Chevrolet Cobalt
VIN: 1G1AK58FX87[redacted]

Dear Mr. [redacted]

This will confirm that we have completed our review of your inquiry regarding your 2008 Chevrolet Cobalt that was involved in a collision on May 9, 2014. At this time, based on the documentation received and reviewed, we do not see evidence of any SIR system malfunction during the subject crash. If you have additional information that you want considered, please forward it to my attention for further review.

Please be advised that 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 if you are on notice of or intend to pursue a product claim and/or cause of action.

Sincerely,

Kelly Kufel

Kelly Kufel
Claims Administrator