

DP14-004

CHRYSLER

9/15/2014

Legals and Cust Complaints

PUBLIC

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	1FAFP281X5G [REDACTED]
User	Campbell/ Janes
Case Number	53-10305-11
EDR Data Imaging Date	10/31/2011
Crash Date	10/29/2011
Filename	1FAFP281X5G129401_PCM.CDRX
Saved on	Monday, October 31 2011 at 12:09:55
Collected with CDR version	Crash Data Retrieval Tool 4.1
Reported with CDR version	Crash Data Retrieval Tool 4.1
EDR Device Type	Powertrain Control Module
Restraint Deployment Signal Received	No. Analyst evaluation of PCM EDR data is needed. Refer to CSV export of PCM EDR data to perform further analysis.

Comments

download at Jeff's via DLC

Data Limitations

The retrieval of this data has been authorized by the vehicle's owner, or other legal authority such as a subpoena or search warrant, as indicated by the CDR tool user on Monday, October 31 2011 at 12:09:55.

FORD POWERTRAIN CONTROL MODULE EVENT DATA INTERPRETATION GUIDE

1. This document is intended to assist you in reading the data that has been retrieved from a Powertrain Control Module ("PCM") contained in a Ford vehicle. This document is further intended to provide general guidelines and is not intended to provide information regarding the interpretation of a specific read-out.
2. The data points in the "PCM EDR Data" tables shown in this report occur every 0.2 seconds of time. It should be pointed out that "Relative Time (calc.)" in these tables is calculated based on the 0.2 second time interval and is displayed relative to the receipt of a Restraint Deployment Signal from the RCM. The "Relative Time (calc.)" Information is not data which is retrieved from the PCM but is calculated based on the above information.
3. In the event that one of the vehicle's restraint devices (e.g., the vehicle's airbag or pretensioner) have deployed as a result of a collision, the Restraint Control Module or RCM will send a Restraints Deployment Signal (RDS) to the PCM via the vehicle data bus or through a direct wired connection. If the PCM receives an RDS, it will lock the data. It should be pointed out that the RCM and Vehicle Data Bus both require power for tenths of a second after the collision in order to send a signal or flag to the PCM.
4. If no RDS flag has been received from the RCM and there is still power to the PCM, the PCM data will not lock and the circular buffer will continuously overwrite itself when the vehicle's ignition is in the run position. In this event, data contained in the PCM that was relevant to the collision may be lost. However, if power was lost as a result of the collision, or the ignition key was turned off shortly after the event, there may still be data relating to the collision in the PCM.
5. Finding the data relating to the moment of impact:

a.) With regard to the PCM EDR Data tables where a Restraint Deployment Signal is received, the data is displayed in ordered of the "Relative Time (calc.)" parameter beginning with the oldest recorded frame of data.

The moment of impact can be found by reviewing the data contained in the RDS column. Specifically, the data samples recorded with an RDS flag equal to "Received" in the PCM EDR Data tables signify points recorded after the PCM received the RDS signal from the RCM. If the PCM has received an RDS flag, the moment of impact is typically set at the RDS = "Not Received" in the PCM EDR Data tables reading that immediately precedes a reading of RDS = "Received". The last RDS = "Received" data point signifies the last data point recorded in the event.

b.) With regard to the PCM EDR Data tables where a Restraint Deployment Signal is not received, the data is displayed in order of the "Buffer Address" parameter data beginning with the lowest address value. The PCM buffer is circular and the data point of first address listed in the PCM EDR Data tables does not necessarily signify the beginning of the PCM recording. The start and stop time of the PCM recording could be in the middle of the Table.

The moment of impact usually correlates with a discontinuity of the data listed in the table. If a single, significant discontinuity in the data is found, the data point immediately preceding the discontinuity is likely to be the last data point recorded. This point usually signifies impact time zero. If there is no single significant discontinuity, the data must be examined in detail to determine the largest discontinuity in the largest number of data elements. If no single largest discontinuity can be determined, it may not be possible to determine the moment of impact.

6. The PCM Data Tables further show a column labeled as the "Key on Timer - 63.75 Max (sec)" or PUTMR. The PUTMR shows the length of time that the PCM was functioning for the most recent key cycle. The timer ascends to a maximum value of 63.75 seconds. If the data was not locked by an RDS flag and the ignition key was turned off and on again, the PCM will begin to write new data starting at the beginning of the data table. While it is not common, there are instances where the first portion of the data table has subsequent-key-on, post-crash data; while the latter portion of the data

table has data from the key cycle in which the crash occurred. In other rare cases, an event has occurred in less than 25 seconds after key on and older data from prior key cycles has been left in the latter part of the buffer. Review the Key on Timer - 63.75 Max (sec) (PUTMR) data for discontinuities to determine if this has occurred.

7. Data displayed in the Key on Timer - 63.75 Max (sec) column has a resolution of 0.25 seconds and rounds actual data to the nearest 0.25 seconds. The data points occur every 0.2 seconds.

Actual time	Key on Timer display
0.0	0.0
0.2	0.25
0.4	0.50
0.6	0.50
0.8	0.75
1.0	1.00

8. Recorded Vehicle Speed is proportional to transmission output shaft speed and accuracy can be affected if the vehicle has had the tire size or inflation pressure or the final drive axle ratio changed from the factory build specifications.

PCM Data Source:

• All PCM recorded data is fed directly from sensors to the PCM where raw signals are processed, and stored internally, except for the following parameters which are transmitted via the vehicle's communication network:

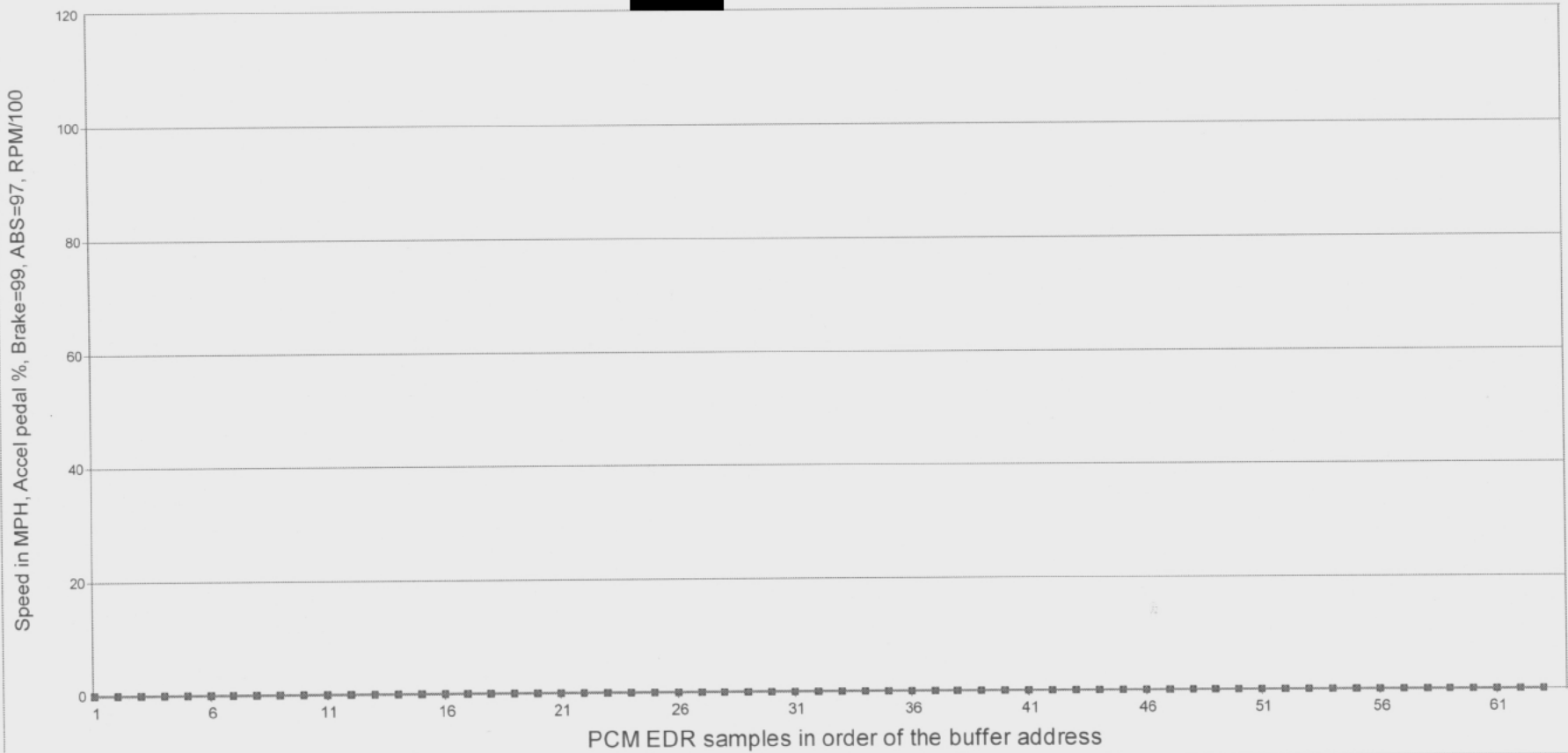
- Stability Control
- Traction Control
- ABS
- Restraint Deployment Signal

02005_PCM-1-2_r001

PCM Module Information

Vehicle Identification Number (from PCM)	1FAFP281X5G [REDACTED]
PCM File Name (calibration level)	ICAW9E4.HEX*
PCM Part Number	6U7A-12A650-BBD

1FAFP281X5G [REDACTED] PCM EDR Crash Data - RDS Not Received



▲ Vehicle Speed (MPH) ■ Accelerator Pedal (%) ● Brake Switch (0=Off/99=On) ▼ ABS (0=Inactive/97=Active) ◆ RPM/100

PCM EDR Data (1)

Buffer Address (Hex)	Relative Time (calc.) (Seconds)	Restraint Deployment Signal (Received / Not Received)	Speed, Vehicle Indicated (MPH [km/h])	Accelerator Pedal % Full (%)	Engine Throttle % Full (%)	Brake Switch (On / Off)	Brake SC De-ac (On / Off)	ABS (Active / Inactive)	Transmission - Neutral (Neutral / Not Neutral)
EA000010	N/A	Not Received	0 [0]	0	8.5	OFF	OFF	Not Active	Neutral
EA000020	N/A	Not Received	0 [0]	0	8.5	OFF	OFF	Not Active	Neutral
EA000030	N/A	Not Received	0 [0]	0	8.5	OFF	OFF	Not Active	Neutral
EA000040	N/A	Not Received	0 [0]	0	8.5	OFF	OFF	Not Active	Neutral
EA000050	N/A	Not Received	0 [0]	0	8.5	OFF	OFF	Not Active	Neutral
EA000060	N/A	Not Received	0 [0]	0	8.5	OFF	OFF	Not Active	Neutral
EA000070	N/A	Not Received	0 [0]	0	8.5	OFF	OFF	Not Active	Neutral
EA000080	N/A	Not Received	0 [0]	0	8.5	OFF	OFF	Not Active	Neutral
EA000090	N/A	Not Received	0 [0]	0	8.5	OFF	OFF	Not Active	Neutral
EA0000A0	N/A	Not Received	0 [0]	0	8.5	OFF	OFF	Not Active	Neutral
EA0000B0	N/A	Not Received	0 [0]	0	8.5	OFF	OFF	Not Active	Neutral
EA0000C0	N/A	Not Received	0 [0]	0	8.5	OFF	OFF	Not Active	Neutral
EA0000D0	N/A	Not Received	0 [0]	0	8.5	OFF	OFF	Not Active	Neutral
EA0000E0	N/A	Not Received	0 [0]	0	8.5	OFF	OFF	Not Active	Neutral
EA0000F0	N/A	Not Received	0 [0]	0	8.5	OFF	OFF	Not Active	Neutral
EA000100	N/A	Not Received	0 [0]	0	8.5	OFF	OFF	Not Active	Neutral
EA000110	N/A	Not Received	0 [0]	0	8.5	OFF	OFF	Not Active	Neutral
EA000120	N/A	Not Received	0 [0]	0	8.5	OFF	OFF	Not Active	Neutral
EA000130	N/A	Not Received	0 [0]	0	8.5	OFF	OFF	Not Active	Neutral
EA000140	N/A	Not Received	0 [0]	0	8.5	OFF	OFF	Not Active	Neutral
EA000150	N/A	Not Received	0 [0]	0	8.5	OFF	OFF	Not Active	Neutral
EA000160	N/A	Not Received	0 [0]	0	8.5	OFF	OFF	Not Active	Neutral
EA000170	N/A	Not Received	0 [0]	0	8.5	OFF	OFF	Not Active	Neutral
EA000180	N/A	Not Received	0 [0]	0	8.5	OFF	OFF	Not Active	Neutral
EA000190	N/A	Not Received	0 [0]	0	8.5	OFF	OFF	Not Active	Neutral
EA0001A0	N/A	Not Received	0 [0]	0	8.5	OFF	OFF	Not Active	Neutral
EA0001B0	N/A	Not Received	0 [0]	0	8.5	OFF	OFF	Not Active	Neutral
EA0001C0	N/A	Not Received	0 [0]	0	8.5	OFF	OFF	Not Active	Neutral
EA0001D0	N/A	Not Received	0 [0]	0	8.5	OFF	OFF	Not Active	Neutral
EA0001E0	N/A	Not Received	0 [0]	0	8.5	OFF	OFF	Not Active	Neutral
EA0001F0	N/A	Not Received	0 [0]	0	8.5	OFF	OFF	Not Active	Neutral
EA000200	N/A	Not Received	0 [0]	0	8.5	OFF	OFF	Not Active	Neutral
EA000210	N/A	Not Received	0 [0]	0	8.5	OFF	OFF	Not Active	Neutral
EA000220	N/A	Not Received	0 [0]	0	8.5	OFF	OFF	Not Active	Neutral
EA000230	N/A	Not Received	0 [0]	0	8.5	OFF	OFF	Not Active	Neutral
EA000240	N/A	Not Received	0 [0]	0	8.5	OFF	OFF	Not Active	Neutral
EA000250	N/A	Not Received	0 [0]	0	8.5	OFF	OFF	Not Active	Neutral
EA000260	N/A	Not Received	0 [0]	0	8.5	OFF	OFF	Not Active	Neutral
EA000270	N/A	Not Received	0 [0]	0	8.5	OFF	OFF	Not Active	Neutral
EA000280	N/A	Not Received	0 [0]	0	8.5	OFF	OFF	Not Active	Neutral
EA000290	N/A	Not Received	0 [0]	0	8.5	OFF	OFF	Not Active	Neutral
EA0002A0	N/A	Not Received	0 [0]	0	8.5	OFF	OFF	Not Active	Neutral
EA0002B0	N/A	Not Received	0 [0]	0	8.5	OFF	OFF	Not Active	Neutral
EA0002C0	N/A	Not Received	0 [0]	0	8.5	OFF	OFF	Not Active	Neutral
EA0002D0	N/A	Not Received	0 [0]	0	8.5	OFF	OFF	Not Active	Neutral
EA0002E0	N/A	Not Received	0 [0]	0	8.5	OFF	OFF	Not Active	Neutral
EA0002F0	N/A	Not Received	0 [0]	0	8.5	OFF	OFF	Not Active	Neutral
EA000300	N/A	Not Received	0 [0]	0	8.5	OFF	OFF	Not Active	Neutral
EA000310	N/A	Not Received	0 [0]	0	8.5	OFF	OFF	Not Active	Neutral
EA000320	N/A	Not Received	0 [0]	0	8.5	OFF	OFF	Not Active	Neutral
EA000330	N/A	Not Received	0 [0]	0	8.5	OFF	OFF	Not Active	Neutral
EA000340	N/A	Not Received	0 [0]	0	8.5	OFF	OFF	Not Active	Neutral
EA000350	N/A	Not Received	0 [0]	0	8.5	OFF	OFF	Not Active	Neutral
EA000360	N/A	Not Received	0 [0]	0	8.5	OFF	OFF	Not Active	Neutral
EA000370	N/A	Not Received	0 [0]	0	8.5	OFF	OFF	Not Active	Neutral
EA000380	N/A	Not Received	0 [0]	0	8.5	OFF	OFF	Not Active	Neutral
EA000390	N/A	Not Received	0 [0]	0	8.5	OFF	OFF	Not Active	Neutral
EA0003A0	N/A	Not Received	0 [0]	0	8.5	OFF	OFF	Not Active	Neutral
EA0003B0	N/A	Not Received	0 [0]	0	8.5	OFF	OFF	Not Active	Neutral
EA0003C0	N/A	Not Received	0 [0]	0	8.5	OFF	OFF	Not Active	Neutral
EA0003D0	N/A	Not Received	0 [0]	0	8.5	OFF	OFF	Not Active	Neutral
EA0003E0	N/A	Not Received	0 [0]	0	8.5	OFF	OFF	Not Active	Neutral
EA0003F0	N/A	Not Received	0 [0]	0	8.5	OFF	OFF	Not Active	Neutral

PCM EDR Data (2)

Buffer Address (Hex)	Relative Time (calc.) (Seconds)	Transmission - Reverse (Reverse / Not Reverse)	Speed Control (On / Off)	Engine RPM (RPM)	Driveline Torque Commanded (N-m)	Driveline Torque Actual (N-m)	Traction Control (Active / Inactive)	Stability Control (Active / Inactive)	Key On Timer 63.75 Max (sec) (Seconds)
EA000010	N/A	Not Reverse	OFF	0	205	546	Not Active	Not Active	63.75
EA000020	N/A	Not Reverse	OFF	0	205	546	Not Active	Not Active	63.75
EA000030	N/A	Not Reverse	OFF	0	205	546	Not Active	Not Active	63.75
EA000040	N/A	Not Reverse	OFF	0	205	546	Not Active	Not Active	63.75
EA000050	N/A	Not Reverse	OFF	0	205	546	Not Active	Not Active	63.75
EA000060	N/A	Not Reverse	OFF	0	205	546	Not Active	Not Active	63.75
EA000070	N/A	Not Reverse	OFF	0	205	546	Not Active	Not Active	63.75
EA000080	N/A	Not Reverse	OFF	0	205	546	Not Active	Not Active	63.75
EA000090	N/A	Not Reverse	OFF	0	205	546	Not Active	Not Active	63.75
EA0000A0	N/A	Not Reverse	OFF	0	205	546	Not Active	Not Active	63.75
EA0000B0	N/A	Not Reverse	OFF	0	205	546	Not Active	Not Active	63.75
EA0000C0	N/A	Not Reverse	OFF	0	205	546	Not Active	Not Active	63.75
EA0000D0	N/A	Not Reverse	OFF	0	205	546	Not Active	Not Active	63.75
EA0000E0	N/A	Not Reverse	OFF	0	205	546	Not Active	Not Active	63.75
EA0000F0	N/A	Not Reverse	OFF	0	205	546	Not Active	Not Active	63.75
EA000100	N/A	Not Reverse	OFF	0	205	546	Not Active	Not Active	63.75
EA000110	N/A	Not Reverse	OFF	0	205	546	Not Active	Not Active	63.75
EA000120	N/A	Not Reverse	OFF	0	205	546	Not Active	Not Active	63.75
EA000130	N/A	Not Reverse	OFF	0	205	546	Not Active	Not Active	63.75
EA000140	N/A	Not Reverse	OFF	0	205	546	Not Active	Not Active	63.75
EA000150	N/A	Not Reverse	OFF	0	205	546	Not Active	Not Active	63.75
EA000160	N/A	Not Reverse	OFF	0	205	546	Not Active	Not Active	63.75
EA000170	N/A	Not Reverse	OFF	0	205	546	Not Active	Not Active	63.75
EA000180	N/A	Not Reverse	OFF	0	205	546	Not Active	Not Active	63.75
EA000190	N/A	Not Reverse	OFF	0	205	546	Not Active	Not Active	63.75
EA0001A0	N/A	Not Reverse	OFF	0	205	546	Not Active	Not Active	63.75
EA0001B0	N/A	Not Reverse	OFF	0	205	546	Not Active	Not Active	63.75
EA0001C0	N/A	Not Reverse	OFF	0	205	546	Not Active	Not Active	63.75
EA0001D0	N/A	Not Reverse	OFF	0	205	546	Not Active	Not Active	63.75
EA0001E0	N/A	Not Reverse	OFF	0	205	546	Not Active	Not Active	63.75
EA0001F0	N/A	Not Reverse	OFF	0	205	546	Not Active	Not Active	63.75
EA000200	N/A	Not Reverse	OFF	0	205	546	Not Active	Not Active	63.75
EA000210	N/A	Not Reverse	OFF	0	205	546	Not Active	Not Active	63.75
EA000220	N/A	Not Reverse	OFF	0	205	546	Not Active	Not Active	63.75
EA000230	N/A	Not Reverse	OFF	0	205	546	Not Active	Not Active	63.75
EA000240	N/A	Not Reverse	OFF	0	205	546	Not Active	Not Active	63.75
EA000250	N/A	Not Reverse	OFF	0	205	546	Not Active	Not Active	63.75
EA000260	N/A	Not Reverse	OFF	0	205	546	Not Active	Not Active	63.75
EA000270	N/A	Not Reverse	OFF	0	205	546	Not Active	Not Active	63.75
EA000280	N/A	Not Reverse	OFF	0	205	546	Not Active	Not Active	63.75
EA000290	N/A	Not Reverse	OFF	0	205	546	Not Active	Not Active	63.75
EA0002A0	N/A	Not Reverse	OFF	0	205	546	Not Active	Not Active	63.75
EA0002B0	N/A	Not Reverse	OFF	0	205	546	Not Active	Not Active	63.75
EA0002C0	N/A	Not Reverse	OFF	0	205	546	Not Active	Not Active	63.75
EA0002D0	N/A	Not Reverse	OFF	0	205	546	Not Active	Not Active	63.75
EA0002E0	N/A	Not Reverse	OFF	0	205	546	Not Active	Not Active	63.75
EA0002F0	N/A	Not Reverse	OFF	0	205	546	Not Active	Not Active	63.75
EA000300	N/A	Not Reverse	OFF	0	205	546	Not Active	Not Active	63.75
EA000310	N/A	Not Reverse	OFF	0	205	546	Not Active	Not Active	63.75
EA000320	N/A	Not Reverse	OFF	0	205	546	Not Active	Not Active	63.75
EA000330	N/A	Not Reverse	OFF	0	205	546	Not Active	Not Active	63.75
EA000340	N/A	Not Reverse	OFF	0	205	546	Not Active	Not Active	63.75
EA000350	N/A	Not Reverse	OFF	0	205	546	Not Active	Not Active	63.75
EA000360	N/A	Not Reverse	OFF	0	205	546	Not Active	Not Active	63.75
EA000370	N/A	Not Reverse	OFF	0	205	546	Not Active	Not Active	63.75
EA000380	N/A	Not Reverse	OFF	0	205	546	Not Active	Not Active	63.75
EA000390	N/A	Not Reverse	OFF	0	205	546	Not Active	Not Active	63.75
EA0003A0	N/A	Not Reverse	OFF	0	205	546	Not Active	Not Active	63.75
EA0003B0	N/A	Not Reverse	OFF	0	205	546	Not Active	Not Active	63.75
EA0003C0	N/A	Not Reverse	OFF	0	205	546	Not Active	Not Active	63.75
EA0003D0	N/A	Not Reverse	OFF	0	205	546	Not Active	Not Active	63.75
EA0003E0	N/A	Not Reverse	OFF	0	205	546	Not Active	Not Active	63.75
EA0003F0	N/A	Not Reverse	OFF	0	205	546	Not Active	Not Active	63.75

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.

```
0000100C0: 31 46 41 46 50 32 38 31 58 35 47 31 32 39 34 30
0000100D0: 31 FF FF FF

000010046: 49 43 41 57 39 45 34 2E 48 45 58 2A

000010054: 36 55 37 41 42 42 44 2A

0EA000000: FF 00 00 01 00 00 00 00 00 00 00 00 00 00 00
0EA000010: 00 00 11 00 00 02 CD 00 00 04 22 00 F8 FF 00 03
0EA000020: 00 00 11 00 00 02 CD 00 00 04 22 00 F8 FF 00 03
0EA000030: 00 00 11 00 00 02 CD 00 00 04 22 00 F8 FF 00 03
0EA000040: 00 00 11 00 00 02 CD 00 00 04 22 00 F8 FF 00 03
0EA000050: 00 00 11 00 00 02 CD 00 00 04 22 00 F8 FF 00 03
0EA000060: 00 00 11 00 00 02 CD 00 00 04 22 00 F8 FF 00 03
0EA000070: 00 00 11 00 00 02 CD 00 00 04 22 00 F8 FF 00 03
0EA000080: 00 00 11 00 00 02 CD 00 00 04 22 00 F8 FF 00 03
0EA000090: 00 00 11 00 00 02 CD 00 00 04 22 00 F8 FF 00 03
0EA0000A0: 00 00 11 00 00 02 CD 00 00 04 22 00 F8 FF 00 03
0EA0000B0: 00 00 11 00 00 02 CD 00 00 04 22 00 F8 FF 00 03
0EA0000C0: 00 00 11 00 00 02 CD 00 00 04 22 00 F8 FF 00 03
0EA0000D0: 00 00 11 00 00 02 CD 00 00 04 22 00 F8 FF 00 03
0EA0000E0: 00 00 11 00 00 02 CD 00 00 04 22 00 F8 FF 00 03
0EA0000F0: 00 00 11 00 00 02 CD 00 00 04 22 00 F8 FF 00 03
0EA000100: 00 00 11 00 00 02 CD 00 00 04 22 00 F8 FF 00 03
0EA000110: 00 00 11 00 00 02 CD 00 00 04 22 00 F8 FF 00 03
0EA000120: 00 00 11 00 00 02 CD 00 00 04 22 00 F8 FF 00 03
0EA000130: 00 00 11 00 00 02 CD 00 00 04 22 00 F8 FF 00 03
0EA000140: 00 00 11 00 00 02 CD 00 00 04 22 00 F8 FF 00 03
0EA000150: 00 00 11 00 00 02 CD 00 00 04 22 00 F8 FF 00 03
0EA000160: 00 00 11 00 00 02 CD 00 00 04 22 00 F8 FF 00 03
0EA000170: 00 00 11 00 00 02 CD 00 00 04 22 00 F8 FF 00 03
0EA000180: 00 00 11 00 00 02 CD 00 00 04 22 00 F8 FF 00 03
0EA000190: 00 00 11 00 00 02 CD 00 00 04 22 00 F8 FF 00 03
0EA0001A0: 00 00 11 00 00 02 CD 00 00 04 22 00 F8 FF 00 03
0EA0001B0: 00 00 11 00 00 02 CD 00 00 04 22 00 F8 FF 00 03
0EA0001C0: 00 00 11 00 00 02 CD 00 00 04 22 00 F8 FF 00 03
0EA0001D0: 00 00 11 00 00 02 CD 00 00 04 22 00 F8 FF 00 03
0EA0001E0: 00 00 11 00 00 02 CD 00 00 04 22 00 F8 FF 00 03
0EA0001F0: 00 00 11 00 00 02 CD 00 00 04 22 00 F8 FF 00 03
0EA000200: 00 00 11 00 00 02 CD 00 00 04 22 00 F8 FF 00 03
0EA000210: 00 00 11 00 00 02 CD 00 00 04 22 00 F8 FF 00 03
0EA000220: 00 00 11 00 00 02 CD 00 00 04 22 00 F8 FF 00 03
0EA000230: 00 00 11 00 00 02 CD 00 00 04 22 00 F8 FF 00 03
0EA000240: 00 00 11 00 00 02 CD 00 00 04 22 00 F8 FF 00 03
0EA000250: 00 00 11 00 00 02 CD 00 00 04 22 00 F8 FF 00 03
0EA000260: 00 00 11 00 00 02 CD 00 00 04 22 00 F8 FF 00 03
0EA000270: 00 00 11 00 00 02 CD 00 00 04 22 00 F8 FF 00 03
0EA000280: 00 00 11 00 00 02 CD 00 00 04 22 00 F8 FF 00 03
0EA000290: 00 00 11 00 00 02 CD 00 00 04 22 00 F8 FF 00 03
0EA0002A0: 00 00 11 00 00 02 CD 00 00 04 22 00 F8 FF 00 03
0EA0002B0: 00 00 11 00 00 02 CD 00 00 04 22 00 F8 FF 00 03
0EA0002C0: 00 00 11 00 00 02 CD 00 00 04 22 00 F8 FF 00 03
0EA0002D0: 00 00 11 00 00 02 CD 00 00 04 22 00 F8 FF 00 03
0EA0002E0: 00 00 11 00 00 02 CD 00 00 04 22 00 F8 FF 00 03
0EA0002F0: 00 00 11 00 00 02 CD 00 00 04 22 00 F8 FF 00 03
0EA000300: 00 00 11 00 00 02 CD 00 00 04 22 00 F8 FF 00 03
0EA000310: 00 00 11 00 00 02 CD 00 00 04 22 00 F8 FF 00 03
0EA000320: 00 00 11 00 00 02 CD 00 00 04 22 00 F8 FF 00 03
0EA000330: 00 00 11 00 00 02 CD 00 00 04 22 00 F8 FF 00 03
0EA000340: 00 00 11 00 00 02 CD 00 00 04 22 00 F8 FF 00 03
0EA000350: 00 00 11 00 00 02 CD 00 00 04 22 00 F8 FF 00 03
0EA000360: 00 00 11 00 00 02 CD 00 00 04 22 00 F8 FF 00 03
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0EA0007F0: FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF

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.



ECU Summary Information

ECU	Name	Original VIN	Current VIN	Part Number	Software Part Number	Hardware Version	Software Version	Variant	Version	Bus Type	Country Code
PCM	[REDACTED]	2D4RN5DG [REDACTED]	2D4RN5DG5BR [REDACTED]	68065361AI	68065361AI	14.2F	07.05.00	22	91	CAN C	USA
ABS	[REDACTED]	2D4RN5DG [REDACTED]	2D4RN5DG5BR [REDACTED]	05154901AE	05154901AE	07.01	07.00.02	08	00	CAN C	USA
ORC	[REDACTED]	2D4RN5DG [REDACTED]	2D4RN5DG5BR [REDACTED]	68062118AE	68062118AE	10.12	10.40.00	03	07	CAN C	USA
SAS	[REDACTED]	2D4RN5DG [REDACTED]	2D4RN5DG5BR [REDACTED]	56046497AD	56046497AD	03.00	03.05.01	01	02	CAN C	USA
WCM	[REDACTED]	2D4RN5DG [REDACTED]	????????????	05026533AI	05026533AI	12	10.30.07	05	07	CAN C	USA
CCN	[REDACTED]	2D4RN5DG [REDACTED]	2D4RN5DG5BR [REDACTED]	68055679AE	68055736AE	FF.FF	00.01.14	06	10	CAN IHS	USA
DMFL	[REDACTED]	2D4RN5DG [REDACTED]	2D4RN5DG5BR [REDACTED]	05026861AD	05026861AD	08.10	10.41.00	08	07	CAN IHS	USA
DMFR	[REDACTED]	2D4RN5DG [REDACTED]	2D4RN5DG5BR [REDACTED]	05026860AD	05026860AD	08.10	10.41.00	08	07	CAN IHS	USA
DMRL	[REDACTED]	2D4RN5DG [REDACTED]	2D4RN5DG5BR [REDACTED]	68079910AB	68079910AB	07.08	02.03.00	02	00	CAN IHS	USA
DMRR	[REDACTED]	2D4RN5DG [REDACTED]	2D4RN5DG5BR [REDACTED]	68079910AB	68079910AB	07.08	02.03.00	02	00	CAN IHS	USA
HVAC	[REDACTED]	2D4RN5DG [REDACTED]	2D4RN5DG5BR [REDACTED]	55111236AC	55111236AC	0A.32.01	#0: 10.50.01, #1: 10.50.01	10	02	CAN IHS	N/A
PSDML	[REDACTED]	2D4RN5DG [REDACTED]	2D4RN5DG5BR [REDACTED]	68079909AA	68079909AA	07.08	01.29.00	02	00	CAN IHS	USA
PSDMR	[REDACTED]	2D4RN5DG [REDACTED]	2D4RN5DG5BR [REDACTED]	68079909AA	68079909AA	07.08	01.29.00	02	00	CAN IHS	USA
RADIO	[REDACTED]	2D4RN5DG [REDACTED]	2D4RN5DG5BR [REDACTED]	05064879AG	05064879AG	02.03	20.02.01	03	01	CAN IHS	USA
TIPMCGW	[REDACTED]	2D4RN5DG [REDACTED]	2D4RN5DG5BR [REDACTED]	04692335AG	04692329AJ	01.09	08.63.01	08	53	DIAG CAN C	USA



Configuration Summary Information

ABS | Anti Lock Brakes

Name	Value	Units
ESP with Active Booster	False	
Hill Descent	False	
Adaptive Cruise Control	False	
Trailer Sway Mitigation	False	
TRW System	False	
Long Accel Sensor	False	
Conti Teves System	True	
RWAL	False	
BLS1 HW	False	
3 Channel System	False	
BTCS	False	
Analog Valves	False	
BLS2 HW	False	
PCM BLS	True	
ABS Only	False	
Rear Diff Sensor	False	
Bosch System	False	
RWAL with ETC	False	
ESP	True	
Brake Fluid Switch	False	
BLS2 Bus	False	
ASR	False	
Permanent Disable	False	
Hydraulic Boost Compensation	True	
TCS/ESP Switch H/W	False	

CCN | Instrument Cluster/Cabin Compartment Node

Name	Value	Units
HVAC RMUX	False	

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Name	Value	Units
Sense - Radio Has NAV	False	
HSM bussed	False	
Autostick	True	
EBL LED And Switch	False	
HSM LIN bussed	False	
Sense - Trunk Liftgate Ajar	False	
ETC	True	
Diesel	False	
SWSM LIN bussed	True	
Sense - OCM	False	
UGDO Control	True	
HVAC bussed	True	
Sense - Hand Free	False	
T - Case Switch Sense	False	
Sense - MSMD	False	
ESP Switch Off	True	
ESP	True	
Power Liftgate Lockout Switch	False	
Rear Fog Lamp	False	
Auxiliary Lamp Output	True	
A/C Evap Sensor	False	
Front Fog Lamp	True	
Convenience Lighting Output	True	
Switch - Trans Temp Switch	True	
Sense - Auto Dim Mirror Switch	False	
Sense - ABS	True	
Right Power Sliding Door Switch Input	True	
Left Power Sliding Door Switch Input	True	
Sense - Headlamp Leveling Switch	False	
Remote Audio Controls	True	
RCM LIN bussed	True	

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Name	Value	Units
Dimmer Switch	True	
Exterior Lighting Switch	True	
A/C LED	False	
Sense - SKIM Input	True	
DDM	True	
PADL Lamp	True	
PDM	True	
Sense - RKE Input	True	
Convertible Top Switch Sense	False	
PTS	False	
Halo Lighting Switch	True	
Sway Bar Switch	False	
MSMD present	False	
Sense - Left Rear Door Ajar Switch	False	
Sense - Radio Has SDAR	True	
Accent Lighting Dimming Output	True	
ITM Present	False	
Auto Headlamp Sensor	False	
Sense - Left Ambient Light Sensor	False	
Sense - Right Rear Door Ajar Switch	False	
Light Bar Switch	False	
HVAC hardwired	False	
FSM	False	
Halo Lighting Output	True	
ASBM LIN bussed	False	
Auto Dimming Disable Output	False	
Cruise Switch Sense	True	
Flipper Glass Ajar Switch Sense	False	
Tow Mode (O/D Off) Switch	False	
Vehicle_Line = JK	False	
BaseTPM	True	

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Name	Value	Units
PremTPM	False	
Stop Start Feature Present	False	
Remote Start Present	False	
Sense - Dual Fuel	False	
CAN C SCCM	False	
TPM Present	True	
Hill Descent Control Supported	False	
Reconfigurable Display Present	True	

DMFL | Door Module Front Left

Name	Value	Units
Configure Lock Switch	True	
Configure Memory Function	False	
Configure Dimmable Switches	False	
Configure Signal Lamp	False	
Configure Door Ajar Switch	False	
Configure Heated Mirror	True	
Driver Door	True	
Configure Fold Motor	False	
Configure Memory Seat Module	False	

DMFR | Door Module Front Right

Name	Value	Units
Configure Lock Switch	True	
Configure Memory Function	False	
Configure Dimmable Switches	False	
Configure Signal Lamp	False	
Configure Door Ajar Switch	False	
Configure Heated Mirror	True	
Driver Door	False	
Configure Fold Motor	False	

Vehicle Information: 2011 RT 3.6L 2D4RN5DG5BR [REDACTED]



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DMRL | Door Module Rear Left

Name	Value	Units
Full Open Switch Present	False	
Primary Ratchet (Ajar) Switch Status	True	
Rear Heated Seat Switch Present	True	
Sector Gear Switch Status	True	
LED Courtesy Lamp Present	False	
Inside/Outside Handle Switch Status	True	
Secondary Ratchet Switch Present	False	
Double Lock Motor-Unlock	False	
Double Lock Motor-Lock	False	
Front Pawl Switch Present	False	
Pawl (Secondary) Switch Status	True	

DMRR | Door Module Rear Right

Name	Value	Units
Full Open Switch Present	False	
Primary Ratchet (Ajar) Switch Status	True	
Rear Heated Seat Switch Present	True	
Sector Gear Switch Status	True	
LED Courtesy Lamp Present	False	
Inside/Outside Handle Switch Status	True	
Secondary Ratchet Switch Present	False	
Double Lock Motor-Unlock	False	
Double Lock Motor-Lock	False	
Front Pawl Switch Present	False	
Pawl (Secondary) Switch Status	True	

HVAC | Heat, Ventilation and A/C

Name	Value	Units
Heated Seats	False	
Dual Zone + Rear ATC Control	True	
Dual Zone ATC Control	True	

Vehicle Information: 2011 RT 3.6L 2D4RN5DG5BR [REDACTED]



Odometer: 18662.0 miles

Name	Value	Units
Heated Steering Wheel	False	
Ventilated Seats	False	

ORC | Occupant Restraint

Name	Value	Units
Passenger Inflatable Knee Bolster	False	
Passenger Frontal Airbag Squib	True	
Passenger OCM (Bussed)	False	
Passenger Airbag Disable (PAD) Switch	False	
Passenger Digressive Load Limiter	False	
Passenger STPS (Bussed)	False	
Passenger STPS is Wired Directly to ORC	True	
Passenger BTS Configured	False	
Row Three Center SBP	False	
Row Three Left SBP	False	
Row Three Right SBP	False	
Right Side SAS #1	True	
Right Side SAS #2	True	
Right Side SAS #3	True	
Right Inflatable Curtain Squib #1	True	
Right Inflatable Curtain Squib #2	False	
Right Up-Front SAS	True	
Left Up-Front SAS	True	
Left Side SAS #1	True	
Left Side SAS #2	True	
Left Side SAS #3	True	
Left Inflatable Curtain Squib #1	True	
Left Inflatable Curtain Squib #2	False	
Squib Circuit Coupling Detection	True	
Powered by Ignition Voltage	True	
Row Two Left SBP	False	



Odometer: 18662.0 miles

Name	Value	Units
Row Two Right SBP	False	
Row Two Center SBP	False	
Driver STPS (Bussed)	False	
Driver Digressive Load Limiter	False	
Driver STPS is Wired Directly to ORC	True	
Driver Airbag Disable (DAD) Switch	False	
Driver Inflatable Knee Bolster	True	
Driver BTS Configured	False	
ORC and OCM	False	
Powered by Battery Voltage	False	
Occupant Detection Sensor (ODS)	False	
ORC Only	True	
DOC Disable Switch	False	
OCM Aging Data (OAD) Storage	False	
ECU Supports Squib Resistance Measurement	True	
Common DDR Feature	True	
Row One Driver SBS wired directly to ORC	False	
Row One Center SBS wired directly to ORC	False	
Row One Passenger SBS wired directly to ORC	True	
Row Two Left SBS wired directly to ORC	False	
Row Two Center SBS wired directly to ORC	False	
Row Two Right SBS wired directly to ORC	False	
Row Three Left SBS wired directly to ORC	False	
Row Three Center SBS wired directly to ORC	False	
Row Three Right SBS wired directly to ORC	False	
1st Row Right Side Thorax Squib 1	True	
1st Row Left Side Thorax Squib 1	True	
Y-Sense	True	
Roll-Sense	True	
Rear-Sense	True	
Passenger Frontal Airbag Squib	Configured	

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Name	Value	Units
Passenger OCM (Bussed)	Not Configured	
PAD Switch	Not Configured	
Passenger Seat Track Position Sensor	Configured	
Knee Bolster Passenger	Not Configured	
DAD Switch	Not Configured	
Driver Seat Track Position Sensor	Configured	
1st Row Driver Anchor Pretensioner	Not Configured	
1st Row Driver Retractor Pretensioner	Configured	
1st Row Passenger Anchor Pretensioner	Not Configured	
1st Row Passenger Retractor Pretensioner	Configured	
1st Row Passenger Seat Belt Buckle Pretensioner	Configured	
2nd Row Left Anchor Pretensioner	Not Configured	
2nd Row Left Retractor Pretensioner	Not Configured	
2nd Row Center Anchor Pretensioner	Not Configured	
2nd Row Center Retractor Pretensioner	Not Configured	
2nd Row Center Seat Belt Buckle Pretensioner	Not Configured	
2nd Row Right Anchor Pretensioner	Not Configured	
2nd Row Right Retractor Pretensioner	Not Configured	
2nd Row Right Seat Belt Buckle Pretensioner	Not Configured	
DOC Disable Switch	Not Configured	
3rd Row Left Anchor Pretensioner	Not Configured	
3rd Row Left Retractor Pretensioner	Not Configured	
3rd Row Left Seat Belt Buckle Pretensioner	Not Configured	
Occupant Detection Sensor	Not Configured	
3rd Row Center Anchor Pretensioner	Not Configured	
3rd Row Center Retractor Pretensioner	Not Configured	
3rd Row Center Seat Belt Buckle Pretensioner	Not Configured	
3rd Row Right Anchor Pretensioner	Not Configured	
3rd Row Right Retractor Pretensioner	Not Configured	
3rd Row Right Seat Belt Buckle Pretensioner	Not Configured	
Rollover Algori hm	Configured	



Odometer: 18662.0 miles

Name	Value	Units
All buckle switches resistive	Not Configured	
PPS g-sat "Center"	Not Configured	
Check: Perform Algorithm Parameter Set plausibility check on CAN	Configured	
RHD vehicle	Not Configured	
Rear Door pSats/C-Pillar gSats	Not Configured	
All buckle switches are simple switches	Not Configured	
2nd Row Left Side Seat Squib	False	
Active Hood	Not Configured	
ECSS	Configured	
Pitchover Algorithm Enabled	Not Configured	
Disposal Firing Driver unbelted on	Configured	
30° Crashfunction active	Not Configured	
1st Row Center Seat Belt Buckle Pretensioner #2	False	
2nd Row Left Seat Belt Buckle Pretensioner #1	Not Configured	
1st Row Left Side Seat Squib	False	
Seat mat components, passenger	SBR Analog Only SBR Function	
Seat belt pretensioner trigger impact side for a side crash	Not Configured	
B-Pillar gSats/Sliding Door gSats	Configured	
PPS g-sat "Left and Right"	Not Configured	
1st Row Driver Seat Belt Buckle Pretensioner #2	False	
Passenger buckle HW input	Configured	
CAH Driver	Configured	
g-Sats at C-Pillar	Configured	
Seat belt reminder	Not Configured	
RoE	Not Configured	
Venthole Driver	Not Configured	
CAH Passenger	Configured	
Front Door pSats present	Configured	
Airbag Off Lamp via CAN	Configured	
Driver Knee Bag	Configured	
Hood Sensors	Not Configured	



Odometer: 18662.0 miles

Name	Value	Units
Driver Bag 1st and 2nd stage	Configured	
Disposal Firing Driver belted	Configured	
Rear Sidebags left and right	Not Configured	
Default value Weight class of the passenger. Currently 11 for Class 3 (DCS Only)	03	
Digital Crashoutput/TeleAid Existing	Not Configured	
1st Row Driver Seat Belt Buckle Pretensioner #1	Configured	
Passenger Bag 1st and 2nd stage	Configured	
Curtain Bags left and right	Configured	
1st Row Left Side Thorax Squib 1	Configured	
1st Row Right Side Thorax Squib 1	Configured	
Disposal Firing Passenger belted on	Configured	
30° Crashfunction only when unbelted	Not Configured	
PAD-Lamp ON at Weight Class 0	Not Configured	
Pelvis Bag Driver	Not Configured	
2 PP Actuators existing	Not Configured	
Venthole Passenger	Not Configured	
Analogue Crashoutput existing	Not Configured	
Disposal Firing Passenger unbelted on	Configured	
1st Row Right Side Seat Squib	False	
Pyro Fuse	Not Configured	
Pelvis Bag Passenger	Not Configured	
Check: RHD/LHD options = CAN message	Not Configured	
Seat belt pretensioner trigger non-impact side for a side crash	Not Configured	
Driver buckle HW input present	Not Configured	
1st Row Passenger Seat Belt Buckle Pretensioner #2	False	
All buckle switches hall effect	Configured	
Check: Control unit Key No = Key No. received on CAN	Not Configured	
2nd Row Right Side Seat Squib	False	
LIN Crashoutput existing	Not Configured	

PCM | Powertrain Control Module

Name	Value	Units
------	-------	-------

Vehicle Information: 2011 RT 3.6L 2D4RN5DG5BR [REDACTED]



Odometer: 18662.0 miles

Name	Value	Units
AC Equipped	False	
AC Equipped Over Bus	True	
Power Steering Switch Equipped	False	
4 Button Integrated Cruise Control	True	
EMAT (Getrag DCT transmission) Equipped	False	
VSS1 PulsesPerMile calculated from CAN	False	
Police Package Equipped	False	
6.4 Liter 8 Cylinder Engine	False	
Manual Transmission Equipped	False	
4 Speed Automatic Transmission Equipped	False	
Electronic Automatic Transmission (EATX) Equipped	True	
A580 Transmission Equipped	False	
VSS1 PulsesPerMile from EE	False	
4.7 Liter V8 cylinder engine	False	
5.7 Liter V8 cylinder engine	False	
6.1 Liter V8 cylinder engine	False	
4.0 Liter V6 Engine	False	
Electronic Throttle Control Equipped	True	
3.6 Liter V6 Engine	True	
4.0 Liter I6 cylinder engine	False	
3.8 Liter V6 Engine	False	
3.7 Liter V6 Engine	False	
3.5 Liter V6 Engine	False	
3.3 Liter V6 Engine	False	
3.2 Liter V6 Engine	False	
2.7 Liter V6 Engine	False	
MTV Solenoid Equipped	False	
MDS Equipped	False	
Turbocharger Equipped	False	
SRV Equipped	False	
Secondary Air Equipped	False	

Vehicle Information: 2011 RT 3.6L 2D4RN5DG5BR [REDACTED]



Odometer: 18662.0 miles

Name	Value	Units
Shift Indicator Lamp Equipped	False	
Barometric Sensor Equipped	False	
TIP Equipped	False	
Battery Temp Sensor Equipped	True	
Knock Sensor 1 Equipped	True	
Knock Sensor 2 Equipped	True	
WI4 Variable Valve Timing Equipped	False	
Clutch Interlock Switch Equipped	False	
ESIM Equipped	True	
Linear Purge Equipped	True	
Linear EGR Equipped	False	
Continuous Variable Transmission Equipped	False	
2 Liter Continuous Variable Transmission Equipped	False	
Direct Injection Equipped	False	
Secondary Fuel Pump Equipped	False	
Electronic Coolant Pump Equipped	False	
O2 Sensor Bank 1 Sensor 1 Equipped	True	
O2 Sensor Bank 1 Sensor 2 Equipped	True	
O2 Sensor Bank 1 Sensor 3 Equipped	False	
O2 Sensor Bank 2 Sensor 1 Equipped	True	
O2 Sensor Bank 2 Sensor 2 Equipped	True	
Variable Displacement AC Equipped	False	
Fixed displacement AC Equipped	True	
WI4 Intake Flow Control Valve Equipped	False	
Electronic Vacuum Pump Equipped	True	
Exhaust Cam 1 Equipped	True	
Intake Cam 1 Equipped	True	
1.8 Liter WI4 engine	Undefined	
2.0 Liter WI4 engine	Undefined	
2.4 Liter WI4 engine	Undefined	
3.0 Liter V6 Engine	Undefined	

Vehicle Information: 2011 RT 3.6L 2D4RN5DG5BR [REDACTED]



Odometer: 18662.0 miles

Name	Value	Units
TGV Equipped	False	
AHS HEV Equipped	False	
Traction Power Inverter Module Electric Water Pump Equipped	False	
Auxiliary Heater Electric Water Pump Equipped	False	
Manual Water Pump Clutch Equipped	False	
Dual Speed Fuel Pump Equipped	False	
Fuel Tank Isolation Valve/Fuel Tank Pressure Sensor system Equipped	False	
Exhaust Cam 2 Equipped	True	
Intake Cam 2 Equipped	True	
1 Speed Fan Mechanical Relay System	False	
2 Speed Fan Mechanical Relay System	False	
2 speed PWM relay system	False	
Linear PWM relay system	False	
PWM motor system	False	
3 speed mechanical relay system	True	
40TE / 41TE / 41TEA	False	
42RLE	False	
45RFE / 545RFE	False	
62TE	True	
VLP Is Learnable Indicator	False	
VLP Equipped Indicator	True	
VFS Actuators Available Indicator	True	
ERS Equipped Indicator	False	
Engine Software In Package	True	
Transmission Software Included	True	
ICC Cruise Equipped Indicator	False	
ETC Cruise Equipped Indicator	False	
ACC Cruise Equipped Indicator	False	
AC Equipped Status	True	
ACC Hardware Equipped	False	

Vehicle Information: 2011 RT 3.6L 2D4RN5DG5BR [REDACTED]



Odometer: 18662.0 miles

PSDML | Power Sliding Doors (Left)

Name	Value	Units
RT Handicap Status	Disabled	

PSDMR | Power Sliding Doors (Right)

Name	Value	Units
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RADIO | RADIO

Name	Value	Units
Internal Single Disk CD Player	---	
Internal Multi-Disk CD Changer	---	
Internal Radio Tuner	---	
Internal Tape Player	---	
Multiple Market Support for BUX	---	
Harman Radio	---	
Navigation Unit (NAV) Capable	---	
Satellite Radio Module (SDAR) Capable	---	
Vehicle Entertainment System (VES) Capable	---	
Hands Free Module (HFM) Capable	---	
Amplifier (AMP) Capable	---	
Traffic Message Module (TMM) Capable	---	
Internal SDAR	---	
Internal HFM	---	
Internal Single Disk DVD Player	---	
Internal Multi-Disk DVD Changer	---	
Internal Hard Drive	---	
High Speed CAN	---	
External SDAR Detected on Bus	---	
External HFM Detected on Bus	---	
External AMP Detected on Bus	---	
External VES Detected on Bus	---	
External DVD Detected on Bus	---	
External VES2 Detected on Bus	---	

Vehicle Information: 2011 RT 3.6L 2D4RN5DG5BR [REDACTED]



Odometer: 18662.0 miles

Name	Value	Units
External VES3 Detected on Bus	---	
External SDARV Detected on Bus	---	
External Remote Screen Detected on Bus	---	
Radio Support Video	---	
Siemens Radio	---	

SAS | Steering Angle Sensor

Name	Value	Units
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TIPMCGW | Central Gateway

Name	Value	Units
Hazard Switch	Set	
Washer Level Sense	Set	
Trailer Tow	Set	
Horn Chirp Allowed	Set	
Tcase Type	Not Present	
Reconfig Input #1 (D6)	Not Present	
Reconfig Input #2 (B11)	Not Present	
Reconfig Input #3 (E8)	Not Present	
Reconfig Input #4 (E11)	Not Present	
Reconfig Input #5 (D10)	Not Present	
Reconfig Input #6 (F10)	Not Present	
Reconfig Input #7 (F13)	Not Present	
Front Fog Lamps	Set	
Reconfig Output #1 (A4)	Adjustable Pedals	
Reconfig Output #2 (A5)	Not Present	
Reconfig Output #3 (A6)	Not Present	
Reconfig Output #4 (A7)	Not Present	
Reconfig Output #5 (A8)	Not Present	
Reconfig Output #6 (A9)	Not Present	
Reconfig Output #7 (C6, E1, E8)	Not Present	



Odometer: 18662.0 miles

Name	Value	Units
Reconfig Output #8 (E9, E10)	Not Present	
Reconfig Output #9 (F5)	Rear Wipers	
Reconfig Output #10 (F12)	Not Present	
Reconfig Output #11 (F2, F4)	Not Present	
Reconfig Output #12 (F8)	Not Present	
Reconfig Output #13 (TBD)	Reverse Lamps	
Reconfig Output #14 (C13)	Tail/Stop Lamps	
VTA Lamp Location	Turn Signal	
Quad Headlamps Enable	Set	
HID Enable	Not Set	
Bi Xenon Headlamps Enable	Not Set	
DRL Dropout Enable	Set	
Headlamp Level Motor Polarity	High to Low Voltage	
Park Lamp Loadshed Enable	Set	
Front Fog Lamp Dropout Enable	Set	
Combined Rear Lighting Enable	Not Set	
Auto Headlamp Enable	Not Set	
Exterior Light Loadshed Enable	Set	
One Touch Lane Change	Set	
Front Wiper Park Enable	Set	
Rear Wiper Park Enable	Set	
Reversible Washer Pump Enable	Set	
Adjustable Pedals Present	Set	
Door Alert Present	Set	
Right Low Beam Voltage Regulation	13.0 V	
Right High Beam Voltage Regulation	13.0 V	
Left Low Beam Voltage Regulation	13.0 V	
Left High Beam Voltage Regulation	13.0 V	
Left DRL Voltage Regulation	0.0	Volts
Right DRL Voltage Regulation	0.0	Volts
DRL Configuration	No DRL	



Odometer: 18662.0 miles

Name	Value	Units
DRL Lamp Location	None	
DRL for Euro 4 Standard	Not Present	
Headlamp Level Step 0	Level 0 - 100% of battery voltage	
Headlamp Level Step 1	Level 0 - 100% of battery voltage	
Headlamp Level Step 2	Level 0 - 100% of battery voltage	
Headlamp Level Step 3	Level 0 - 100% of battery voltage	
AHBM	Not Set	
AMP	Not Set	
CCN	Set	
DMFL	Set	
FSM	Not Set	
VES3	Not Set	
SDARV	Not Set	
HFM	Not Set	
HSM	Not Set	
HVAC	Set	
ITM	Not Set	
DMRL	Set	
MSMD	Not Set	
DMFR	Set	
PTS	Not Set	
RADIO	Set	
DMRR	Set	
HIDT	Not Set	
SUNR	Not Set	
VES2	Not Set	
DISP	Not Set	
PLGM	Not Set	
CGW	Not Set	
PSDML	Set	
PSDMR	Set	

Vehicle Information: 2011 RT 3.6L 2D4RN5DG5BR [REDACTED]



Odometer: 18662.0 miles

Name	Value	Units
UPFM	Not Set	
PASS	Not Set	
DVD	Not Set	
BSM	Not Set	
PTIM	Not Set	
TM	Not Set	
ABS	Set	
PCM	Set	
TCM	Not Set	
ORC	Set	
WCM	Set	
FDCM	Not Set	
ESM	Not Set	
SAS	Set	
HGM	Not Set	
PEM	Not Set	
CORAX	Not Set	
EAC	Not Set	
ASBS	Not Set	
OCM	Not Set	
ITBM	Not Set	
ACC	Not Set	
EPS	Not Set	
ANC	Not Set	
AHLM	Not Set	
ADS	Not Set	
EPPM	Not Set	
ELSD	Not Set	
APM	Not Set	
TEHCM	Not Set	
BPCM	Not Set	

Vehicle Information: 2011 RT 3.6L 2D4RN5DG5BR [REDACTED]



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Name	Value	Units
HCP	Not Set	
MCP1	Not Set	
MCP2	Not Set	
Autostick Transmission	Set	
Tip Start Present	Set	
Secondary Lock Present	Not Set	
Hybrid Electric Powertrain	Not Set	
Cruise Feature Present	Set	
ABS Present	Set	
ASR Present	Set	
BAS Present	Set	
ESP Present	Set	
Full Size Spare	Not Set	
Remote Start Present	Not Set	
Heated Seats Present	Not Set	
Off-Road Capable	Not Set	
Vehicle Line	RT	
Left/Right Hand Drive	Left Hand Drive	
Model Year	2011	
Body Style	Station Wagon	
Country Code	USA	
Drive Configuration	2WD Front	
Fuel Capacity	20	Gallons
Wheel Base	Long Base	
Position of Fully Muxed VES	Not Present	
Radio Market Select	North America	
DVD Region Code	1	
Special Marketing Package	None	
Tire Pressure System Present	Set	
Compass Temp. Display Present	Set	
RKE System Present	Set	

Vehicle Information: 2011 RT 3.6L 2D4RN5DG5BR [REDACTED]



Odometer: 18662.0 miles

Name	Value	Units
SKIM System Present	Set	
Automatic Temperature Control HVAC	Set	
Remote Steering Wheel Switches	Set	
Power Left Front Seat	Set	
Power Right Front Seat	Not Set	
Power Folding Mirror	Not Set	
Heated Mirrors	Set	
Flipper Glass Present	Not Set	
Power Lift Gate Present	Not Set	
Power Left Sliding Door Present	Set	
Power Right Sliding Door Present	Set	
Police Lighting Feature	Not Set	
Switches are Dimmable	Not Set	
Disable CD Eject	Not Set	
Disable Display of Clock Radio	Not Set	
Tilt and Telescopic Steering Control Column	Not Set	
Mirrors Contain Signal Lamps	Not Set	
Windows Perform Door Vent	Not Set	
Windows Perform Convertible Vent	Not Set	
Mirror Switch Attached to Door Module	Not Set	
Navigation System Present	Not Set	
Door Lamp Configuration	Dimmable Courtesy Lamp	
Window Express Feature Configuration	Front Only	
Memory Switch Configuration	None	
Interior Vehicle Theft Alarm Configuration	No Security	
Security Switch Type	Not Programmed	
Cabin Equalization Curve Number	32	
Side Airbag(s) Present	Set	
Pass Airbag Disable Switch Present	Not Set	
TPM Premium	Not Set	
Reverse Chime	Not Set	

Vehicle Information: 2011 RT 3.6L 2D4RN5DG5BR [REDACTED]



Odometer: 18662.0 miles

Name	Value	Units
Smart Feature Present	Not Set	
Two Fuel Sending Units	Not Set	
Front Park Assist Present	Not Set	
Rear Fog Lamps Present	Not Set	
Compass Mounting Angle	270	degrees
Compass Mounting Orientation	Right Side Up	
A/C Present	Set	
Rear Camera Present	Set	
Inverter Present	Set	
Rear Defrost Present	Set	
Rear Blower Present	Set	
Trunk/Gate Release Present	Not Set	
Loadshed Enable	Set	
E-Mode Feature Present	True	
Axle Ratio	0.0	
T-Case High Ratio	1.0	
T-Case Low Ratio	1.0	
Tire Circumference	83	inch
Front Tire Circumference (Alternate)	83	inch
Brake Type	Type 0	
Suspension Type	Type 4	
Front Tone Wheel Teeth	43	Teeth
Rear Tone Wheel Teeth	43	Teeth
Maximum Vehicle Speed	112	MPH
Brake Type Modifier	Not Set	
Weight Sensing System Present	Not Set	
Cargo Lamp Present	Not Set	
Rain Sensor Present	Not Set	
Rear Heated Seats	Not Set	
Power Inverter Type	Latching Switch	
Radiator Fan Type	Drop Resistor	

Vehicle Information: 2011 RT 3.6L 2D4RN5DG5BR [REDACTED]



Odometer: 18662.0 miles

Name	Value	Units
Vehicle Brand	Dodge	
WIN module present on CAN-C	Present	
Occupant Detection Sensor Present	Present	
Fuel Tank Type	Flex Fuel	
ELV System Present	Not Set	
Military Vehicle	Not Set	
EBC Function 0	Disabled	
EBC Function 1	Disabled	
EBC Function 2	Disabled	
EBC Function 3	Disabled	
EBC Function 4	Enabled	
EBC Function 5	Enabled	
EBC Function 6	Disabled	
EBC Function 7	Enabled	
Passenger Seat Track Position Sensor Present	Set	
Vehicle Equipped with Optional Side Airbag	Vehicle Configured for two or more SAB	
Driver Seat Track Position Sensor Present	Set	
Front Tire Placard Press (Lgt Ld)	36.0	psi
Front Tire Placard Press (Hvy Ld)	36.0	psi
Rear Tire Placard Press (Lgt Ld)	36.0	psi
Rear Tire Placard Press (Hvy Ld)	36.0	psi
RCD Performance Option	Not Set	
ANC Equalization Curve Number	0	
Vehicle equipped with CAN C SCCM	Not Set	
Shifter Type	Not Applicable	
PTS Display Type and Location	Headliner or NO Display Programmed	
Secondary Lock Present	No	
70th anniversary Jeep	No Package/NONE	
Liftgate or Trunk	Manual Liftgate	
Rear LED Stop and Tail Lamps Present for RT	Not Present	
Rear LED Stop, Tail and Turn Lamps Present for RT	Present	

Vehicle Information: 2011 RT 3.6L 2D4RN5DG5BR [REDACTED]



Odometer: 18662.0 miles

Name	Value	Units
Premium Front Fog Lamp (55 Watt) for RT	Not Present	
Mopar Video Signal Present (Core)	Not Present	
USB port diagnostics enabled (Core)	Not Present	
Vehicle is equipped with an interior EC mirror	Not Present	
ITM Type	Not applicable / TYPE_NA	
Counter-Auto CCN Writes	0	
Counter-LID 01 Writes	1	
Counter-LID 02 Writes	1	
Counter-LID 03 Writes	1	
Counter-LID 04 Writes	1	
Counter-LID 05 Writes	1	
Counter-LID 06 Writes	1	
Counter-LID 0A Writes	1	
Counter-LID 0B Writes	1	
Counter-LID 0C Writes	1	
Counter-LID 0D Writes	1	
Counter-LID 17 Writes	1	
Counter-LID 18 Writes	1	
Odometer Stamp (Last Config)	0.0	miles
TIPM Programmed Status	True	
Last Programmed During	Manufacturing	
Sense-Shaft Speed (Front)	False	
Prem Front Fog Lamps Present	False	
Front Door Modules Present	True	
Control-Cabin Heater 2	False	
Control-Diesel Fuel Heater	False	
Sense-Liftgate Ajar	False	
Control-Adjustable Pedal	True	
Control-Sway Bar	False	
Sense-Outside Handle	False	
Diesel Vehicle	False	

Vehicle Information: 2011 RT 3.6L 2D4RN5DG5BR [REDACTED]



Odometer: 18662.0 miles

Name	Value	Units
Left Front Signal Mirror	False	
Sense-Shaft Speed (Rear)	False	
Control-Fog Lamps (Rear)	False	
Sense-Rear Wiper Park	True	
Control-Cabin Heater 3	False	
Intrusion System	False	
Control-Position Lamps	False	
Control-Fog Lamps (Front)	True	
Sense-Wheel Speed	False	
Right Sliding Door	True	
Heated Mirrors	True	
Left Sliding Door	True	
Remote Start	False	
Sense-Hazard	True	
Rear HVAC	True	
Control-Headlamp Leveling	False	
Right Front Signal Mirror	False	
Sense-Reverse Gear	False	
Control-Rear Wiper	True	
Control-Reverse Lamps (Pwr Brd)	True	
Two-Door Vehicle	False	
Sense-Coolant Temp	False	
Axle Locker Present	False	
Analog T-Case	False	
Manual Transmission	False	
Control-Radiator Fan 1	True	
Control-Cabin Heater 1	False	
Auto Headlamps	False	
NV144 T-Case	False	
Control-T-Case	False	
Control-Radiator Fan 2	True	

Vehicle Information: 2011 RT 3.6L 2D4RN5DG5BR [REDACTED]



Odometer: 18662.0 miles

Name	Value	Units
Tip Start Present	True	
Flipper Glass	False	
NV244 T-Case	False	
Sense-Seatbelt Inhibit #2	True	
Sense-Seatbelt Inhibit #1	False	
Sense-Hood Ajar	False	
Sense-Battery Temp	False	
Power Mirrors	False	
Control-HVAC Condenser Fan	True	
Control-Trailer Tow (Hvy Duty)	True	
Control-Headlamp Wash	False	

WCM | Wireless Control

Name	Value	Units
PIN Successfully Programmed	Yes	
VIN Successfully Programmed	Yes	
Key Location #1 Successfully Programmed	Yes	
Key Location #2 Successfully Programmed	Yes	
Secret Key Sent to Engine Controller	No	
MODULE CONFIGURATION STATUS	True	
ELV	False	
ESCL	False	
SKIM	True	
RKE	True	
Remote Start	False	
Keyless Go	True	
Rain Sensor	False	
Automatic Transmission	True	
WIN w/ Base TPS	False	
WIN w/ Highline TPS	False	
Spare Tire Present	False	

Vehicle Information: 2011 RT 3.6L 2D4RN5DG5BR [REDACTED]

Odometer: 18662.0 miles



Name	Value	Units
Left Front Trigger Present	False	
Right Front Trigger Present	False	
Left Rear Trigger Present	False	
Right Rear Trigger Present	False	
WIN w/ Cora Base TPS	True	
WIN w/ Cora Highline TPS	False	

ECU Details Summary Information

ABS

Name	Value
VIN (Current)	2D4RN5DG5BR [REDACTED]
ECU Part Number	05154901AE
Software Version (Major/Middle/Minor)	07 00 02
Software (Code) Part Number	0002512741
Hardware Version (Major/Minor)	07 01
Variant ID	08: ABS/RWAL/ESP/ASR
Diagnostic Version	00
Production / Development	Production
Supplier ID	Teves
Body Style	Station Wagon
Model Year	2017
Country Code	USA
Vehicle Line	RT
ECU File Name	ABS/ABS/08
ECU Database ID	4417

CCN

Name	Value
VIN (Original)	2D4RN5DG5BR [REDACTED]
VIN (Current)	2D4RN5DG5BR [REDACTED]
ECU Part Number	68055679AE
Software (Code) Part Number	68055736AE
Diagnostic Variant	06: CCN (RT, KK, JK, KA)
Diagnostic Version	10
Software Version (Major/Middle/Minor)	00 01 14
Hardware Version (Major/Minor)	FF FF
Production/Development Status	Production
Supplier ID	Siemens
Model Year	2011
Vehicle Line	RT
Body Style	Station Wagon
Country Code	USA
ECU File Name	CCN/CCN/06
ECU Database ID	3967

DMFL

Name	Value
VIN (Current)	2D4RN5DG5BR [REDACTED]
ECU Part Number	05026861AD
Software (Code) Part Number	05026861AD
Software Version (Major/Middle/Minor)	10 41 00
Hardware Version (Major/Minor)	08 10

Odometer: 18662.0 miles

Name	Value
Serial Number	TBLA5105100781
Diagnostic Version	07
Variant ID	08: FLDM (Mem_Win) - Temic
VIN (Original)	2D4RN5DG5BR721083
ECU File Name	DMFL/DMFL/08
ECU Database ID	3717

DMFR

Name	Value
VIN (Current)	2D4RN5DG5BR [REDACTED]
ECU Part Number	05026860AD
Serial Number	TBMA5104100137
Software Version (Major/Middle/Minor)	10 41 00
Hardware Version (Major/Minor)	08 10
Diagnostic Version	07
Variant ID	08: FLDM (Mem_Win) - Temic
Software (Code) Part Number	05026860AD
VIN (Original)	2D4RN5DG5BR [REDACTED]
ECU File Name	DMFR/DMFR/08
ECU Database ID	4085

DMRL

Name	Value
VIN (Original)	2D4RN5DG5BR [REDACTED]
ECU Part Number	68079910AB
Software (Code) Part Number	68079910AB
Serial Number	T RD0591D1279
Software Version (Major/Middle/Minor)	02 03 00
Hardware Version (Major/Minor)	07 08
Variant ID	02: Rear Door Module
Diagnostic Version	00
ECU File Name	DMRL/DMRL/02
ECU Database ID	3949

DMRR

Name	Value
VIN (Original)	2D4RN5DG5BR [REDACTED]
ECU Part Number	68079910AB
Software (Code) Part Number	68079910AB
Serial Number	T RD0191A6946
Software Version (Major/Middle/Minor)	02 03 00
Hardware Version (Major/Minor)	07 08
Variant ID	02: Rear Door Module
Diagnostic Version	00



Odometer: 18662.0 miles

Name	Value
ECU File Name	DMRR/DMRR/02
ECU Database ID	3987

HVAC

Name	Value
VIN Current	2D4RN5DG5E [REDACTED]
VIN Original	2D4RN5DG5BF [REDACTED]
Model Year	2011
Vehicle Line	RT
Body Style	Station Wagon
Country Code	USA
Active Diagnostic Variant	10
Active Diagnostic Version	02
ECU Part Number	55111236AC
Hardware Part Number	55111236AC
HW - year	0A
HW - week	50
HW - patch level	01
ECU Serial Number	101432807140
Hardware Supplier Identification	BHTC
Boot SW - Year	3
Boot SW - Week	7
Boot SW - Patch Level	0
ECU File Name	HVAC/HVAC/10
ECU Database ID	4279

ORC

Name	Value
VIN (Original)	2D4RN5DG5BF [REDACTED]
VIN (Current)	2D4RN5DG5BF [REDACTED]
ECU Part Number	68062118AE
Software (Code) Part Number	00104000AA
Software Version (Major/Middle/Minor)	10 40 00
Hardware Version (Major/Minor)	10 12
Diagnostic Version	07
Variant ID	03: ORC - CAN C (DPRS) / ORC-CM - CAN C
Production / Development Status	Production
Supplier ID	Siemens VDO
Model Year	11
Vehicle Line	RT
Body Style	Station Wagon
Country Code	USA
ECU File Name	ORC/ORC/03
ECU Database ID	4444



Odometer: 18662.0 miles

PCM

Name	Value
Model Year	2011
ECU Part Number	68065361AI
Body Style	Station Wagon
Vehicle Line	RT
VIN - Original	2D4RN5DG5BF [REDACTED]
VIN - Current	2D4RN5DG5BF [REDACTED]
Software Version (Major/Middle/Minor)	07 05 00
Hardware Version (Major/Minor)	14 2F
Serial Number	T00EM1531VJNX9
Supplier ID	Motorola
Diagnostic Version	91
Variant ID	22
Country Code	USA
ECU File Name	PCM/PCM/22
ECU Database ID	4341

PSDML

Name	Value
VIN (Current)	2D4RN5DG5BF [REDACTED]
VIN (Original)	2D4RN5DG5BF [REDACTED]
Serial Number	T RG0211A8706
ECU Part Number	68079909AA
Software (Code) Part Number	68079909AA
Software Version (Major/Middle/Minor)	01 29 00
Hardware Version (Major/Minor)	07 08
Diagnostic Version	00
Variant ID	02
ECU File Name	PSDML/PSDML/02
ECU Database ID	4078

PSDMR

Name	Value
VIN (Current)	2D4RN5DG5BF [REDACTED]
VIN (Original)	2D4RN5DG5BF [REDACTED]
Serial Number	T RG0641E8083
ECU Part Number	68079909AA
Software (Code) Part Number	68079909AA
Software Version (Major/Middle/Minor)	01 29 00
Hardware Version (Major/Minor)	07 08
Diagnostic Version	00
Variant ID	02
ECU File Name	PSDMR/PSDMR/02
ECU Database ID	4077

Odometer: 18662.0 miles

RADIO

Name	Value
VIN (Current)	2D4RN5DG5E [REDACTED]
VIN (Original)	2D4RN5DG5E [REDACTED]
ECU Part Number	05064879AG
Serial Number	T00AM0981T5045
Hardware Version (Major/Minor)	02 03
Software Version (Major/Middle/Minor)	20 02 01
Variant ID	03: Jk Radio
Diagnostic Version	01
Supplier ID	Mitsubishi Electric
Model Sales Code	RBZ
Audio Sirius ID	041166679786
ECU File Name	RADIO/RADIO/03
ECU Database ID	4293

SAS

Name	Value
ECU Part Number	56046497AD
Software (Code) Part Number	28191047AB
Hardware Version (Major/Minor)	03 00
Software Version (Major/Middle/Minor)	03 05 01
Diagnostic Version	02
Variant ID	\$01 SAS
Production / Development ECU	Development
Supplier ID	Delphi
Model Year	2011
ECU File Name	SAS/SAS/01
ECU Database ID	3931

TIPMCGW

Name	Value
VIN (Current)	2D4RN5DG5E [REDACTED]
VIN (Original)	2D4RN5DG5E [REDACTED]
ECU Part Number	04692335AG
Software (Code) Part Number	04692329AJ
Serial Number	TR1JC1031C0436
Software Version (Major/Middle/Minor)	08 63 01
Hardware Version (Major/Minor)	01 09
Diagnostic Version	53
Diagnostic Variant	08
Development/Production Status	Production
Supplier ID	Motorola
Gateway ECU	True
ECU File Name	TIPMCGW/TIPMCGW/08

Vehicle Information: 2011 RT 3.6L 2D4RN5DG5BF [REDACTED]

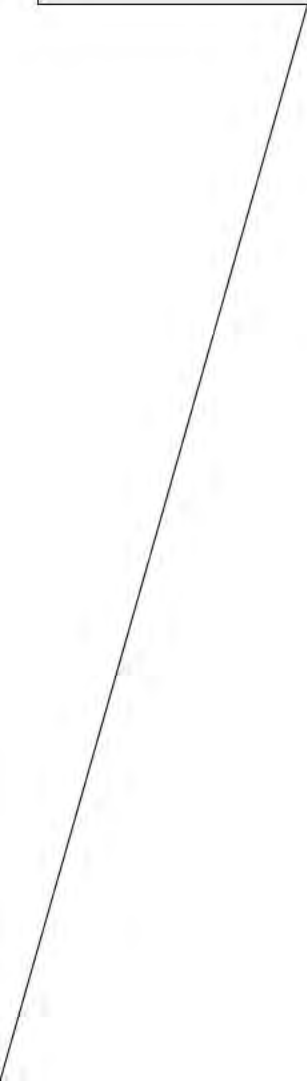


Odometer: 18662.0 miles

Name	Value
ECU Database ID	4570

WCM

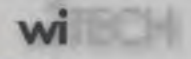
Name	Value
VIN (Original)	2D4RN5DG5BF [REDACTED]
Model Year	11
Vehicle Line	RT
Body Style	Station Wagon
Country Code	USA
ECU Part Number	05026533AI
Serial Number	T0000091120634
Hardware Version (Major/Minor)	12 00
Software Version (Major/Middle/Minor)	10 30 07
Variant ID	WCM Variant (05)
Diagnostic Version	07
Supplier ID	Marquardt
SKIM	Present
RKE	Present
CAN-C Hardware	Present
ECU File Name	WCM/WCM/05
ECU Database ID	4583



Vehicle View

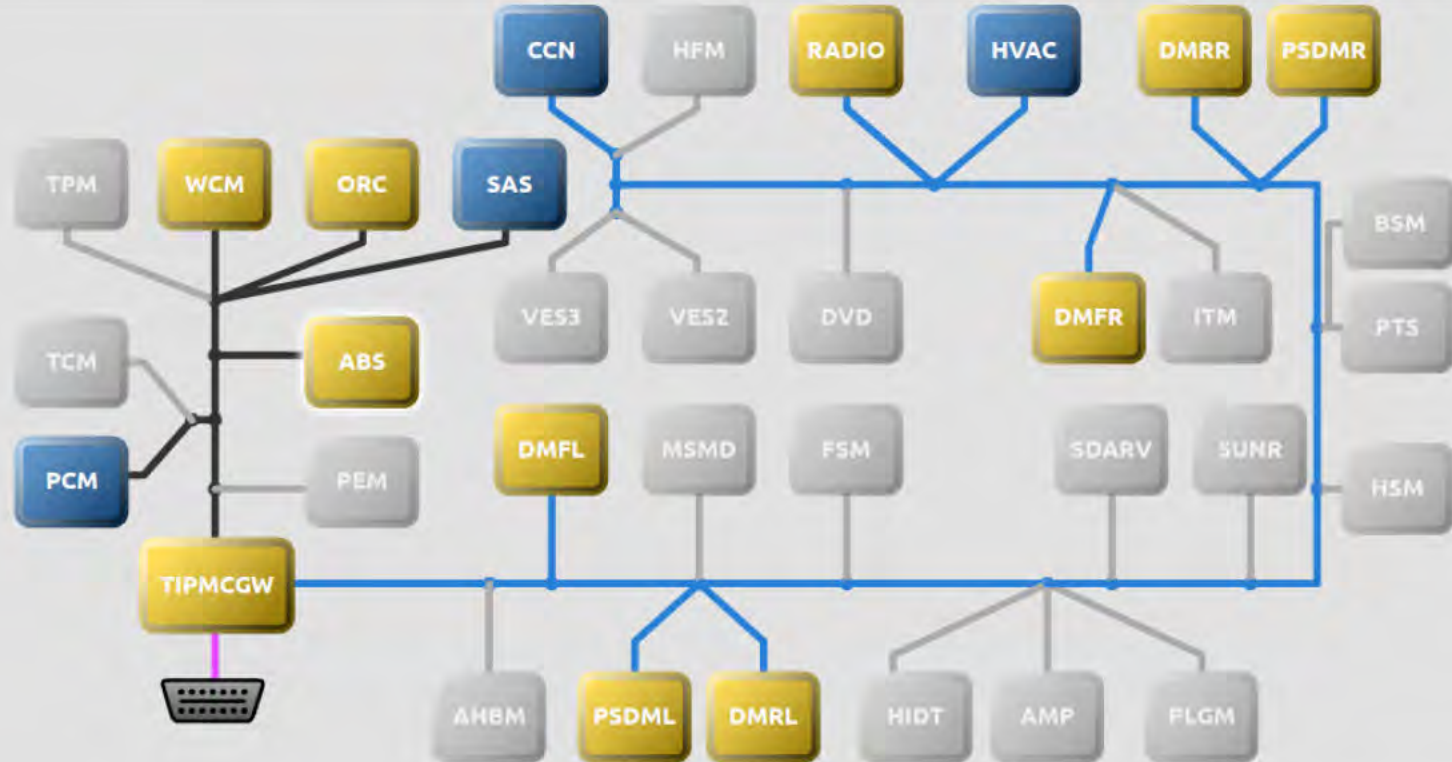
Roll over an ECU to see full name. Click on an ECU for complete details.

Search Service Information



2011 RT 3.6L
VIN: 2D4RN5DG5BF [REDACTED]
Battery: 12.11 volts

- Legend
- Active ECU
 - Non-responsive ECU
 - DTCs Present
 - ECU Not Built
 - Scanning ECU
 - New Flash Available
 - Diag CAN-C
 - CAN-C
 - CAN-IHS





ECU Summary Information

ECU	Name	Original VIN	Current VIN	Flash Part Number	Software Part Number	S/W Version	H/W Version	Variant	Version	Bus Type	Country Code
PCM	[REDACTED]	2D4RN5DG5E[REDACTED]	2D4RN5DG5E[REDACTED]	68065361AI	68065361AI	07.05.00	14.2F	22	91	CAN C	USA
ABS	[REDACTED]	2D4RN5DG5E[REDACTED]	2D4RN5DG5E[REDACTED]	05154901AE	05154901AE	07.00.02	07.01	08	00	CAN C	USA
ORC	[REDACTED]	2D4RN5DG5E[REDACTED]	2D4RN5DG5E[REDACTED]	68062118AE	68062118AE	10.40.00	10.12	03	07	CAN C	USA
SAS	[REDACTED]	2D4RN5DG5E[REDACTED]	2D4RN5DG5E[REDACTED]	56046497AD	56046497AD	03.05.01	03.00	01	02	CAN C	USA
WCM	[REDACTED]	2D4RN5DG5E[REDACTED]	????????????	05026533AI	05026533AI	10.30.07	12.00	05	07	CAN C	USA
CCN	[REDACTED]	2D4RN5DG5E[REDACTED]	2D4RN5DG5E[REDACTED]	68055736AE	68055679AE	00.01.14	FF.FF	06	10	CAN IHS	USA
DMFL	[REDACTED]	2D4RN5DG5E[REDACTED]	2D4RN5DG5E[REDACTED]	05026861AD	05026861AD	10.41.00	08.10	08	07	CAN IHS	USA
DMFR	[REDACTED]	2D4RN5DG5E[REDACTED]	2D4RN5DG5E[REDACTED]	05026860AD	05026860AD	10.41.00	08.10	08	07	CAN IHS	USA
DMRL	[REDACTED]	2D4RN5DG5E[REDACTED]	2D4RN5DG5E[REDACTED]	68079910AB	68079910AB	02.03.00	07.08	02	00	CAN IHS	USA
DMRR	[REDACTED]	2D4RN5DG5E[REDACTED]	2D4RN5DG5E[REDACTED]	68079910AB	68079910AB	02.03.00	07.08	02	00	CAN IHS	USA
HVAC	[REDACTED]	2D4RN5DG5E[REDACTED]	2D4RN5DG5E[REDACTED]	55111236AC	55111236AC	#0: 10.50.01, #1: 10.50.01	0A.32 01	10	02	CAN IHS	N/A
PSDML	[REDACTED]	2D4RN5DG5E[REDACTED]	2D4RN5DG5E[REDACTED]	68079909AA	68079909AA	01.29.00	07.08	02	00	CAN IHS	USA
PSDMR	[REDACTED]	2D4RN5DG5E[REDACTED]	2D4RN5DG5E[REDACTED]	68079909AA	68079909AA	01.29.00	07.08	02	00	CAN IHS	USA
RADIO	[REDACTED]	2D4RN5DG5E[REDACTED]	2D4RN5DG5E[REDACTED]	05064879AG	05064879AG	20.02.01	02.03	03	01	CAN IHS	USA
TIPMCGW	[REDACTED]	2D4RN5DG5E[REDACTED]	2D4RN5DG5E[REDACTED]	04692329AJ	04692335AG	08.63.01	01.09	08	53	DIAG CAN C	USA



Odometer: 18662.0 miles

DTC Summary Information

ECU	DTC Code	Status	DTC Description
ABS	C2100	stored	Battery Voltage Low
ABS	C2102	stored	Unknown
ABS	C2205	stored	Steering Angle Sensor Internal
ABS	C123C	stored	Dynamics Sensor Mounting/Installation Performance
ORC	B1C4E	active	1st Row Passenger Seat Belt Buckle Pretensioner Circuit Open
ORC	B1C3F	active	1st Row Driver Seat Belt Buckle Pretensioner Circuit Open
ORC	B1C49	active	1st Row Passenger Retractor Pretensioner Circuit Open
ORC	B1C3A	active	1st Row Driver Retractor Pretensioner Circuit Open
ORC	B210F	stored	Loss of Battery Voltage
ORC	B210A	stored	System Voltage Low
WCM	B210D	stored	Battery Voltage Low
DMFL	B210D	stored	Battery Voltage Low
DMFL	B21A1	stored	ECU Reset/Recovery Occurred
DMFL	B210A	stored	System Voltage Low
DMFR	B210D	stored	Battery Voltage Low
DMFR	B21A1	stored	ECU Reset/Recovery Occurred
DMFR	B210A	stored	System Voltage Low
DMFR	B25AD	stored	Door Module Front Right - Window Not Calibrated / Lost Calibration
DMRL	B210D	stored	Battery Voltage Low
DMRL	B210A	stored	System Voltage Low
DMRR	B210D	stored	Battery Voltage Low
DMRR	B210A	stored	System Voltage Low
PSDML	B210A	stored	System Voltage Low
PSDML	B210D	stored	Battery Voltage Low
PSDMR	B210A	stored	System Voltage Low
PSDMR	B210D	stored	Battery Voltage Low
RADIO	B210A	stored	System Voltage Low
RADIO	B210D	stored	Battery Voltage Low
RADIO	B142F	stored	Satellite Radio Antenna Not Connected

Vehicle Information: 2011 RT 3.6L 2D4RN5DG5BR [REDACTED]



Odometer: 18662.0 miles

ECU	DTC Code	Status	DTC Description
RADIO	B1422	stored	Audio DVD Read Error / Inoperable Disc
TIPMCGW	B210D	stored	Battery Voltage Low

Environmental Data Summary Information

ABS | C2100 | stored | Battery Voltage Low

Name	Value	Units
DTC Readiness Flag	Complete	
DTC Storage State	Stored	
Warning Indicator Request State	Off	
Odometer	18659 0	miles
Accumulation Timer	4	minutes
Ignition Key Cycles	0	cycles
ABS Active	Not Set	
BTCS Active	Not Set	
TCS Active	Not Set	
ESP Active	Not Set	
MSR Active	Not Set	
BA Active	Not Set	
Brake Switch	Set	
Pump Motor	Not Set	
Booster	Not Set	
Thermal Model Disabled	Not Set	
Traction Control Switch	Not Set	
Steering Wheel Angle Sensor	173.6	degrees
Yaw Rate Sensor	0.0	Degrees / Sec
Lateral Sensor	0 G	
Longitudinal Sensor	-1.12 G	
Pressure Sensor	0 bar	
Supply Voltage	8 V	
Front Right Wheel Speed	0	MPH
Front Left Wheel Speed	0	MPH
Rear Right Wheel Speed	0	MPH
Rear Left Wheel Speed	0	MPH

ABS | C2205 | stored | Steering Angle Sensor Internal

Name	Value	Units
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Vehicle Information: 2011 RT 3.6L 2D4RN5DG5BR [REDACTED]



Odometer: 18662.0 miles

Name	Value	Units
DTC Readiness Flag	Complete	
DTC Storage State	Stored	
Warning Indicator Request State	Off	
Odometer	18667 0	miles
Accumulation Timer	5	minutes
Ignition Key Cycles	0	cycles
ABS Active	Set	
BTCS Active	Not Set	
TCS Active	Not Set	
ESP Active	Not Set	
MSR Active	Not Set	
BA Active	Not Set	
Brake Switch	Not Set	
Pump Motor	Not Set	
Booster	Not Set	
Thermal Model Disabled	Not Set	
Traction Control Switch	Not Set	
Steering Wheel Angle Sensor	-403.2	degrees
Yaw Rate Sensor	-31.3	Degrees / Sec
Lateral Sensor	-0.48 G	
Longitudinal Sensor	-1.12 G	
Pressure Sensor	0 bar	
Supply Voltage	11.996 V	
Front Right Wheel Speed	0	MPH
Front Left Wheel Speed	2	MPH
Rear Right Wheel Speed	16	MPH
Rear Left Wheel Speed	12	MPH

ABS | C123C | stored | Dynamics Sensor Mounting/Installation Performance

Name	Value	Units
DTC Readiness Flag	Complete	

Vehicle Information: 2011 RT 3.6L 2D4RN5DG5BR [REDACTED]



Odometer: 18662.0 miles

Name	Value	Units
DTC Storage State	Stored	
Warning Indicator Request State	Off	
Odometer	18667 0	miles
Accumulation Timer	1	minutes
Ignition Key Cycles	0	cycles
ABS Active	Not Set	
BTCS Active	Not Set	
TCS Active	Not Set	
ESP Active	Set	
MSR Active	Not Set	
BA Active	Not Set	
Brake Switch	Not Set	
Pump Motor	Set	
Booster	Not Set	
Thermal Model Disabled	Not Set	
Traction Control Switch	Not Set	
Steering Wheel Angle Sensor	-33.6	degrees
Yaw Rate Sensor	37.2	Degrees / Sec
Lateral Sensor	-0.16 G	
Longitudinal Sensor	-1.12 G	
Pressure Sensor	0 bar	
Supply Voltage	13.328 V	
Front Right Wheel Speed	73	MPH
Front Left Wheel Speed	70	MPH
Rear Right Wheel Speed	73	MPH
Rear Left Wheel Speed	68	MPH

ORC | B1C4E | active | 1st Row Passenger Seat Belt Buckle Pretensioner Circuit Open

Name	Value	Units
DTC Readiness Flag	Complete	
DTC Storage State	Active	

Vehicle Information: 2011 RT 3.6L 2D4RN5DG5E [REDACTED]



Odometer: 18662.0 miles

Name	Value	Units
Warning Indicator Request State	On	
Occurence Flag	Fault	
Original Odometer	18661	miles
Most Recent Odometer	18661	miles
Frequency Counter	4	
Operation Cycle Counter	0	

ORC | B1C3F | active | 1st Row Driver Seat Belt Buckle Pretensioner Circuit Open

Name	Value	Units
DTC Readiness Flag	Complete	
DTC Storage State	Active	
Warning Indicator Request State	On	
Occurence Flag	Fault	
Original Odometer	18661	miles
Most Recent Odometer	18661	miles
Frequency Counter	4	
Operation Cycle Counter	0	

ORC | B1C49 | active | 1st Row Passenger Retractor Pretensioner Circuit Open

Name	Value	Units
DTC Readiness Flag	Complete	
DTC Storage State	Active	
Warning Indicator Request State	On	
Occurence Flag	Fault	
Original Odometer	18661	miles
Most Recent Odometer	18661	miles
Frequency Counter	4	
Operation Cycle Counter	0	

ORC | B1C3A | active | 1st Row Driver Retractor Pretensioner Circuit Open

Name	Value	Units
------	-------	-------

Vehicle Information: 2011 RT 3.6L 2D4RN5DG5BR [REDACTED]



Odometer: 18662.0 miles

Name	Value	Units
DTC Readiness Flag	Complete	
DTC Storage State	Active	
Warning Indicator Request State	On	
Occurrence Flag	Fault	
Original Odometer	18661	miles
Most Recent Odometer	18661	miles
Frequency Counter	4	
Operation Cycle Counter	0	

ORC | B210F | stored | Loss of Battery Voltage

Name	Value	Units
DTC Readiness Flag	Complete	
DTC Storage State	Stored	
Warning Indicator Request State	Off	
Occurrence Flag	Fault	
Original Odometer	SNA	miles
Most Recent Odometer	SNA	miles
Frequency Counter	3	
Operation Cycle Counter	1	

ORC | B210A | stored | System Voltage Low

Name	Value	Units
DTC Readiness Flag	Complete	
DTC Storage State	Stored	
Warning Indicator Request State	Off	
Occurrence Flag	Fault	
Original Odometer	18661	miles
Most Recent Odometer	18661	miles
Frequency Counter	1	
Operation Cycle Counter	2	

Vehicle Information: 2011 RT 3.6L 2D4RN5DG5BR [REDACTED]



Odometer: 18662.0 miles

WCM | B210D | stored | Battery Voltage Low

Name	Value	Units
DTC Readiness Flag	Complete	
DTC Storage State	Stored	
Warning Indicator Request State	Off	
Occurrence Flag	Fault	
Original Odometer	18661	miles
Most Recent Odometer	18661	miles
Frequency Counter	1	
Operation Cycle Counter	0	

DMFL | B210D | stored | Battery Voltage Low

Name	Value	Units
DTC Storage State	Stored	
Warning Indicator Request State	Off	
Original Odometer	18661	miles
Most Recent Odometer	18661	miles
Frequency Counter	3	Counts
Operation Cycle Counter	2	Counts

DMFL | B21A1 | stored | ECU Reset/Recovery Occurred

Name	Value	Units
DTC Storage State	Stored	
Warning Indicator Request State	Off	
Original Odometer	18661	miles
Most Recent Odometer	18661	miles
Frequency Counter	3	Counts
Operation Cycle Counter	1	Counts

DMFL | B210A | stored | System Voltage Low

Name	Value	Units
DTC Storage State	Stored	

Vehicle Information: 2011 RT 3.6L 2D4RN5DG5BR [REDACTED]



Odometer: 18662.0 miles

Name	Value	Units
Warning Indicator Request State	Off	
Original Odometer	18661	miles
Most Recent Odometer	18661	miles
Frequency Counter	1	Counts
Operation Cycle Counter	2	Counts

DMFR | B210D | stored | Battery Voltage Low

Name	Value	Units
DTC Storage State	Stored	
Warning Indicator Request State	Off	
Original Odometer	18661	miles
Most Recent Odometer	18661	miles
Frequency Counter	3	Counts
Operation Cycle Counter	2	Counts

DMFR | B21A1 | stored | ECU Reset/Recovery Occurred

Name	Value	Units
DTC Storage State	Stored	
Warning Indicator Request State	Off	
Original Odometer	18661	miles
Most Recent Odometer	18661	miles
Frequency Counter	3	Counts
Operation Cycle Counter	1	Counts

DMFR | B210A | stored | System Voltage Low

Name	Value	Units
DTC Storage State	Stored	
Warning Indicator Request State	Off	
Original Odometer	18661	miles
Most Recent Odometer	18661	miles
Frequency Counter	1	Counts

Vehicle Information: 2011 RT 3.6L 2D4RN5DG5BR [REDACTED]



Odometer: 18662.0 miles

Name	Value	Units
Operation Cycle Counter	2	Counts

DMFR | B25AD | stored | Door Module Front Right - Window Not Calibrated / Lost Calibration

Name	Value	Units
DTC Storage State	Stored	
Warning Indicator Request State	Off	
Original Odometer	15828	miles
Most Recent Odometer	15828	miles
Frequency Counter	1	Counts
Operation Cycle Counter	244	Counts

DMRL | B210D | stored | Battery Voltage Low

Name	Value	Units
DTC Readiness Flag	Complete	
DTC Storage State	Stored	
Occurrence Flag	Occurrence	
Inhibit Monitor	Not Set	
Original Odometer	390926	miles
Most Recent Odometer	18661	miles
Frequency Counter	3	Counts
Operation Cycle Counter	1	Counts

DMRL | B210A | stored | System Voltage Low

Name	Value	Units
DTC Readiness Flag	Complete	
DTC Storage State	Stored	
Occurrence Flag	Occurrence	
Inhibit Monitor	Not Set	
Original Odometer	390926	miles
Most Recent Odometer	18661	miles
Frequency Counter	3	Counts

Vehicle Information: 2011 RT 3.6L 2D4RN5DG5E [REDACTED]



Odometer: 18662.0 miles

Name	Value	Units
Operation Cycle Counter	1	Counts

DMRR | B210D | stored | Battery Voltage Low

Name	Value	Units
DTC Readiness Flag	Complete	
DTC Storage State	Stored	
Occurrence Flag	Occurrence	
Inhibit Monitor	Not Set	
Original Odometer	390926	miles
Most Recent Odometer	18661	miles
Frequency Counter	3	Counts
Operation Cycle Counter	1	Counts

DMRR | B210A | stored | System Voltage Low

Name	Value	Units
DTC Readiness Flag	Complete	
DTC Storage State	Stored	
Occurrence Flag	Occurrence	
Inhibit Monitor	Not Set	
Original Odometer	390926	miles
Most Recent Odometer	18661	miles
Frequency Counter	3	Counts
Operation Cycle Counter	1	Counts

PSDML | B210A | stored | System Voltage Low

Name	Value	Units
DTC Readiness Flag	Complete	
DTC Storage State	Stored	
Warning Indicator Request State	Off	
Occurrence Flag	Occurrence	
Inhibit Monitor	Set	

Vehicle Information: 2011 RT 3.6L 2D4RN5DG5BR [REDACTED]



Odometer: 18662.0 miles

Name	Value	Units
Original Odometer	390926	miles
Most Recent Odometer	390926	miles
Frequency Counter	1	Counts
Operation Cycle Counter	1	Counts

PSDML | B210D | stored | Battery Voltage Low

Name	Value	Units
DTC Readiness Flag	Complete	
DTC Storage State	Stored	
Warning Indicator Request State	Off	
Occurrence Flag	Occurrence	
Inhibit Monitor	Set	
Original Odometer	390926	miles
Most Recent Odometer	390926	miles
Frequency Counter	1	Counts
Operation Cycle Counter	1	Counts

PSDMR | B210A | stored | System Voltage Low

Name	Value	Units
DTC Readiness Flag	Complete	
DTC Storage State	Stored	
Warning Indicator Request State	Off	
Occurrence Flag	Occurrence	
Inhibit Monitor	Set	
Original Odometer	390926	miles
Most Recent Odometer	18661	miles
Frequency Counter	2	Counts
Operation Cycle Counter	1	Counts

PSDMR | B210D | stored | Battery Voltage Low

Name	Value	Units
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Vehicle Information: 2011 RT 3.6L 2D4RN5DG5BR [REDACTED]



Odometer: 18662.0 miles

Name	Value	Units
DTC Readiness Flag	Complete	
DTC Storage State	Stored	
Warning Indicator Request State	Off	
Occurrence Flag	Occurrence	
Inhibit Monitor	Set	
Original Odometer	390926	miles
Most Recent Odometer	18661	miles
Frequency Counter	2	Counts
Operation Cycle Counter	1	Counts

RADIO | B210A | stored | System Voltage Low

Name	Value	Units
DTC Readiness Flag	Complete	
DTC Storage State	Stored	
Warning Indicator Request State	Off	
Occurrence Flag	Occurrence	
Original Odometer	18661	miles
Most Recent Odometer	18661	miles
Frequency Counter	1	
Operation Cycle Counter	1	

RADIO | B210D | stored | Battery Voltage Low

Name	Value	Units
DTC Readiness Flag	Complete	
DTC Storage State	Stored	
Warning Indicator Request State	Off	
Occurrence Flag	Occurrence	
Original Odometer	18661	miles

RADIO | B142F | stored | Satellite Radio Antenna Not Connected

Name	Value	Units
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Vehicle Information: 2011 RT 3.6L 2D4RN5DG5BR [REDACTED]



Odometer: 18662.0 miles

Name	Value	Units
DTC Readiness Flag	Complete	
DTC Storage State	Stored	
Warning Indicator Request State	Off	
Occurrence Flag	Occurrence	
Original Odometer	18661	miles
Most Recent Odometer	18661	miles
Frequency Counter	6	
Operation Cycle Counter	1	

RADIO | B1422 | stored | Audio DVD Read Error / Inoperable Disc

Name	Value	Units
DTC Readiness Flag	Complete	
DTC Storage State	Stored	
Warning Indicator Request State	Off	
Occurrence Flag	Occurrence	
Original Odometer	17846	miles
Most Recent Odometer	17846	miles
Frequency Counter	1	
Operation Cycle Counter	2	

TIPMCGW | B210D | stored | Battery Voltage Low

Name	Value	Units
DTC Readiness Flag	Complete	
DTC Storage State	Stored	
Warning Indicator Request State	Off	
Odometer	SNA	miles
Accumulation Timer	42	minutes
Ignition Key Cycles	1	

Utilities Reports Monitors Preferences About Help

Vehicle View
 Roll over an ECU to see full name. Click on an ECU for complete details.

Search Service Information

2011 RT 3.6L
 VIN: 2D4RN5DG5B[REDACTED]
 Battery: 12.21 volts

Legend

- Active ECU
- Non-responsive ECU
- DTCs Present
- ECU Not Built
- Scanning ECU
- New Flash Available
- Diag CAN-C
- CAN-C
- CAN-IHS

All DTCs Diagnostic Procedures Customer Preferences Vehicle Preparations

Double-click row selection to view environmental data. Click on column heading to sort table.

All | Active | Stored | Pending View Freeze Frame View Event Data Clear Stored DTCs

ECU	Code	Status	Description
ABS	C2100	stored	Battery Voltage Low
ABS	C2102	stored	Unknown
ABS	C2205	stored	Steering Angle Sensor Internal

A A Disconnect Warnings: 0 Errors: 0

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	2D4RN5DG5BR [REDACTED]
User	campbell / janes
Case Number	53-10305-11
EDR Data Imaging Date	10/31/2011
Crash Date	10/29/2011
Filename	2D4RN5DG5BR721083_ACM.CDRX
Saved on	Monday, October 31 2011 at 12:45:48
Collected with CDR version	Crash Data Retrieval Tool 4.1
Reported with CDR version	Crash Data Retrieval Tool 4.1
EDR Device Type	Airbag Control Module
Event(s) recovered	Event Record 1 Event Record 2

Comments

down load via DLC

Data Limitations

AIRBAG CONTROL MODULE (ACM) DATA LIMITATIONS:

GENERAL INFORMATION:

CAUTION: During Bench top imaging, make sure the ACM is not moved, tilted or turned over while connected to and powered by the CDR Interface Module. Also, after a CDR imaging process, wait 2 minutes after power is removed from the ACM before attempting to move the module. Not following these general ACM guidelines for bench top imaging could cause new events to be recorded in the ACM.

The ACM current fault status will be altered if the ACM is powered-up without having all of the other vehicle inputs connected (e.g., bench top imaging). This situation will occur when the CDR tool is connected directly to the ACM. This will not affect the stored fault data information in any of the Event Records. Always make a note in the CDR case comments section when an ACM bench top imaging process is being performed.

The recorded Event will contain Pre-Crash data.

- T0 (where '0' is subscript) (-0.1 sec.) is defined as either:
 - The last sample point in the vehicle data buffer when the ACM commanded a deployment
 - The algorithm wakeup.
 - Please note that the algorithm wakeup may be different for front, side, and roll-over events and their associated parameters.
- The VIN is captured by the ACM and then recorded as the Original VIN after 10 consecutive ignition cycles of capturing the same number. Once it has been recorded, this number can not be modified.

CDR FILE INFORMATION:

Event(s) Recovered definitions:

- None - There are no stored events in the Airbag Control Module (ACM)
- Not Retrievable - Event Data may be stored in the ACM but is not retrievable by the CDR tool.
- For Continental ACMs:
 - Event Record 1 - Data from an event is stored in the ACM (not necessarily in chronological order)
 - Event Record 2 - Data from another event is stored in the ACM (not necessarily in chronological order)
 - Event Record 3 - Data from another event is stored in the ACM (not necessarily in chronological order) (for modules with 3 stored events)
- For all other ACMs:
 - Most Recent Event - Data of the most recent event is displayed in the report
 - 1st Prior Event - Two events are stored in the ACM, Data displayed is of the first prior event.
 - 2nd Prior Event - Three events are stored in the ACM, Data displayed is of the second prior event.
 - Etc., (for modules with 3 to 5 stored events)

CDR RECORD INFORMATION:

- If power to the ACM is lost during an event, all or part of the event data record may not be recorded. Two scenarios may be recorded under this condition:
 - "None" may be displayed in the "Event(s) Recovered" section of the report indicating no pre-crash vehicle data.
 - An event may be displayed in the "Event(s) Recovered" section of the report and "Interrupted" will be displayed for Vehicle Event Recorder

Status.

- Note: For the 2010-2012 MY Dodge Journey, Dodge Grand Caravan, Chrysler Town and Country, and Chrysler Grand Voyager, "interrupted" in Vehicle Event Recorder Status/Event Recorder Status indicates either be a non-deployment event or an interrupted deployment event.
- For ACMs that store non-deployment events, the minimum delta V required to store an event is a delta V of 5 mph (8 km/h) within a 150 ms interval.
- The Airbag Control Module Configuration indicates the inputs and outputs that the ACM for a particular vehicle monitors and/or controls.
- "Event Number" in the System Status at Event section of the report:
 - Indicates the event number per vehicle ignition cycle for:
 - 2010 - 2012 Sebring, Avenger, Caliber, Nitro, Compass, Liberty, Patriot, Wrangler, and Ram
 - Indicates the overall order of the events for all other applicable vehicles.
- "Total Number of Events Recorded" in the System Status at Event section of the report:
 - Stops incrementing when each event record is recorded by the ACM for:
 - 2010 - 2012 Sebring, Avenger, Caliber, Nitro, Compass, Liberty, Patriot, Wrangler, and Ram
 - Indicates the total number of events that the ACM has recorded for all other applicable vehicles.
- "Operation System Time at Event (min)" in the System Status at Event section of the report is a lifetime timer for the ACM. It indicates the amount of time, over the ACM's lifetime that the ACM has been powered up.
- "Time from Event 1 to 2 (sec)" in the System Status at Event section of the report indicates the time from t0 of the first event to t0 of the second event. If the value is greater than 5 seconds, ">5" will be displayed.
- Active Head Restraint (AHR) - This refers to the active head restraint systems that are electronically controlled by the ACM.
- For applicable vehicles, a "Yes" for a particular item in the Deployment Command Data section of the report indicates that the ACM commanded the deployment of the associated device. Note: For 2010 MY vehicles equipped with AHR, the AHR deployment will not be recorded in the EDR.
- Vehicle Data (Pre-Crash) is transmitted to the Airbag Control Module, by various vehicle control modules, via the vehicle's communication network.
- On 2006-2009 Ram 2500/3500, the Engine RPM recorded is limited to a maximum of 4080 RPM. On the 2008 - 2010 Dodge Grand Caravan, 2008-2010 Chrysler Town and Country and 2009-2010 Dodge Journey, the engine RPM resolution is 256 rpm. On all other vehicles, the resolution is 32 rpm.
- If a recorded event has Engine RPM equal to SNA and Speed, Vehicle Indicated equals SNA for each time stamp, then the data is default data and the event stored in the ACM is not valid.
 - The accuracy of the recorded Speed, Vehicle Indicated will be affected if the vehicle had the tire size or the final drive axle ratio changed from the factory build specifications.
 - Speed, Vehicle Indicated is reported as an average of the drive wheels.
- On the 2008 - 2009 Dodge Grand Caravan, 2008-2009 Chrysler Town and Country and 2009 Dodge Journey, the vehicle speed resolution is 2 kph. On all other vehicles, the resolution is 1 kph.
- The MIL (Malfunction Indicator Lamp) Status for the various recorded systems indicates the state of the applicable malfunction indicator lamp at the time that the data was captured. Note: Some fault codes could be stored due to component/system damage from the accident.
- For correct polarity of Maximum Delta-V Longitudinal or Maximum Delta-V Lateral, reference the graph and the table of Delta-V values.
- On vehicles equipped with ETC, "Accelerator Pedal, % Full" and "Engine Throttle, % Full" are relative values - relative pedal position and relative engine throttle. These parameters may record values of less than 100% when the pedal/throttle is actually at its maximum.

NOTE: The appropriate diagnostic tool should be used to read any stored Diagnostic Trouble Codes (DTC's) in the various electronic modules (ACM, PCM, ABS, TCM, etc., where applicable) for use in interpretation of some vehicle specific recorded data.

VEHICLE DATA DEFINITIONS:

Vehicle Event Recorder Status definitions:

- For additional definitions, please refer to the CDR Help File Glossary
- ABS MIL (if equip.) - This indicates the ABS fault indicator lamp status. It will only be "On" when there is a fault in the ABS system. The Electronic brake module DTC's should be read and recorded for final system interpretation.
- ESP MIL (if equip.) - This indicates the ESP/BAS fault indicator lamp status. It will only be "On" when there is a fault or thermal model shutdown in the ESP system. The ESP module DTC's should be read and recorded for final system interpretation.
- ESP Lamp (if equip.) - This is the status of the ESP symbol - "car with squiggly lines" indicator lamp. "On" indicates ESP has been turned off by the driver or has reduced performance and is not an indication of a fault in the system.
- ESP Lamp Flashing Requested (if equip.) - If "Yes", then an ESP, Traction Control or Trailer Sway Control (if equipped) event was active at the time of data capture.
- ESP Disabled (if equip.) - "Yes" indicates that ABS & ESP have been disabled by the driver or due to system performance.
- ESP Functional/Active (if equip.) - "YES" indicates that the ESP system is functional and has no faults.
- Panic Brake Assist Active (if equip.) - "Yes" indicates that all four of the brake circuits are under going ABS control.
- Steering Input (deg) (if equip.):
 - Steering Input polarity is positive for right turns on:
 - o 2006 - 2007 Grand Cherokee
 - o 2006 - 2007 Commander
 - o 2005 - 2010 300, Magnum, and Charger
 - o 2008 - 2010 Challenger
 - Steering Input polarity is negative for right turns on:
 - o All other vehicles and model years not specified above
- Yaw Rate (deg/sec) (if equip.): All vehicles have negative yaw rate when making a right turn.
- ETC Lamp - Lamp "ON" indicates there is an active Electronic Throttle DTC.
- ETC Lamp Flashing - If "Yes", then the ETC is in the limp-in mode.
- Engine Torque Applied - If "No", then no engine torque output was applied (as in Park/Neutral for Automatic transmissions or clutch depressed on

manual or during an ESP/Traction Control event). If "Yes", then engine torque output was applied.

- Tire 1 (2) Location (if equip.)- This indicates the location of the tire pressure sensor data. Default is used to indicate that the location of the tire pressure sensor is unknown or there is no tire pressure sensor in the wheel. Vehicles with Base Tire Pressure Monitoring systems will display SNA for both Tire Locations as these vehicles do not send actual pressure values across the communication bus.
- Tire 1 (2) Pressure Status (if equip.)- This indicates the actual pressure status of the Tire Location defined in the previous column. Possible values are LOW, NORMAL, HIGH, or SNA for this parameter. Vehicles with Base Tire Pressure Monitoring systems will display NORMAL even though these vehicles do not send actual pressure values across the communication bus.
- Tire 1 (2) Pressure (psi) (if equip.)- This indicates the actual tire pressure value of the Tire Location defined. Vehicles with Base Tire Pressure Monitoring systems will display N/A for this parameter as these vehicles do not send actual pressure values across the communication bus.
- Cruise Control System - "On" indicates that the Cruise Control system is turned on.
- Cruise Control Active - "Yes" indicates the Cruise Control system is actively controlling vehicle speed. "No" indicates the system is NOT controlling vehicle speed.
- (if equip.) - If a parameter name is followed by the words (if equip.), then the parameter is only valid for vehicles equipped with the associated parameter/vehicle system.

APPLICATION INFORMATION:

- 2005 - 2009 Durango's equipped with side airbags have EDR data that can be imaged by the CDR tool. Durango's not equipped with side airbags have EDR Data that might be imaged by the CDR tool and can always be imaged by the supplier.
- For 2005 & 2006 MY, some Chrysler 300, Dodge Magnum, Dodge Charger, Jeep Grand Cherokee, and Jeep Commander models may contain EDR data that can not be imaged by the CDR tool.
- For 2006 & 2007 MY, some PT Cruiser models may contain EDR data that can not be imaged by the CDR tool.
- EDR Data is only recorded for frontal deployments in the following vehicles:
 - 2005-2007 Durango
 - 2006-2007 Ram 1500
 - 2006-2009 Ram 2500/3500 Heavy Duty
 - 2007 Aspen, Caliber, Compass, Patriot, Nitro, Sebring, Wrangler

03001_Chrysler_r011

System Status at Retrieval

Original VIN	2D4RN5DG5BR [REDACTED]
Airbag Control Module Part Number	68062118AE
Airbag Control Module Serial Number	T05JF0811120JJ
Airbag Control Module Supplier	Continental Corporation

System Configuration at Retrieval

Configured for Driver Frontal Airbag	Yes
Configured for Driver Knee Airbag	Yes
Configured for Driver Buckle Pretensioner	Yes
Configured for Driver Retractor Pretensioner	Yes
Configured for Driver Seatbelt Switch	No
Configured for Driver Seat Track Position Sensor	Yes
Configured for Driver Active Head Restraint	Yes
Configured for Left Curtain Airbag	Yes
Configured for Left Side Seat Airbag	Yes
Configured for Passenger Frontal Airbag	Yes
Configured for Passenger Knee Airbag	No
Configured for Front Passenger Buckle Pretensioner	Yes
Configured for Front Passenger Retractor Pretensioner	Yes
Configured for Front Passenger Seatbelt Switch	Yes
Configured for Front Passenger Seat Track Position Sensor	Yes
Configured for Front Passenger Active Head Restraint	Yes
Configured for Right Curtain Airbag	Yes
Configured for Right Side Seat Airbag	Yes
Configured for Front Passenger Occupant Classification System	No
Configured for Occupant Detection Sensor	No
Configured for Left Up Front Sensor	Yes
Configured for Right Up Front Sensor	Yes
Configured for Left Door Pressure Sensor	Yes
Configured for Left Side Row 1 Sensor	Yes
Configured for Left Side Row 2 Sensor	Yes
Configured for Left Side Row 3 Sensor	Yes
Configured for Right Door Pressure Sensor	Yes
Configured for Right Side Row 1 Sensor	Yes
Configured for Right Side Row 2 Sensor	Yes
Configured for Right Side Row 3 Sensor	Yes

Status of the Data in the Most Recent Event

Data Block 1 Complete (Yes, No)	Yes
Data Block 2 Complete (Yes, No)	Yes
Data Block 3 Complete (Yes, No)	Yes
Data Block 4 Complete (Yes, No)	Yes
Data Block 5 Complete (Yes, No)	Yes
Data Block 6 Complete (Yes, No)	Yes
Data Block 7 Complete (Yes, No)	Yes
Overall Data Record Complete (Yes, No)	Yes

System Status at Event (Event Record 1)

Event Recorder Status	Interrupted
Event Record Status - Angular rate	Interrupted
Event Number	7
Total Number of Events Recorded	7
Time from Event 1 to 2 (sec)	3
Odometer Recorded at Event (miles [km])	18667 [30042]
Operation System Time at Event (min)	28326
Ignition Cycles, Crash	1378
VIN Recorded at Event (last 8 characters)	BR721083
Vehicle System Voltage Recorded at Event (V)	13.4
Operation Via Energy Reserve Only	No
Safety Belt Switch Configured, Driver (if equipped)	No
Safety Belt Switch Configured, Passenger (if equipped)	Yes
Safety Belt Status, Passenger (if equipped)	Buckled
Safety Belt Switch Fault, Passenger (if equipped)	No
Seat Track Position Sensor, Driver (if equipped)	Not in Frontal Zone
Seat Track Position Sensor, Passenger (if equipped)	Not in Frontal Zone
Airbag Warning Lamp "On" at Event	Off
Airbag Warning Lamp "On" Time Before Event (min)	0
Maximum Delta-V Longitudinal (MPH [km/h])	2.5 [4]
Time to Maximum Delta-V Longitudinal (msec)	131

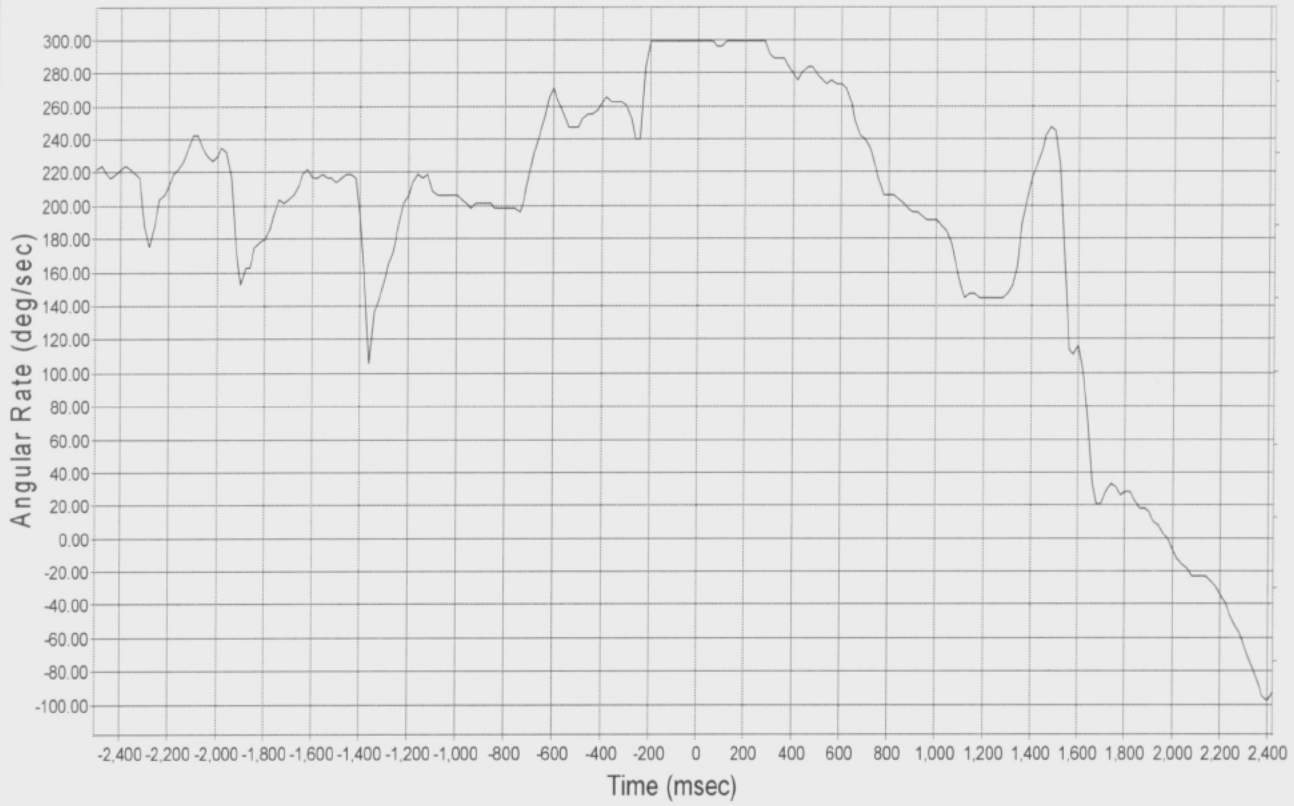
Deployment Command Data (Event Record 1)

Event Recorder Status	Interrupted
Frontal Airbag Deployment, 1st Stage, Driver	No
Frontal Airbag Deployment, 2nd Stage, Driver	No
Frontal Airbag Deployment, Time Between Squib #1 and Squib #2, Driver (ms)	0
Inflatable Knee Airbag Deployment, Driver (if equipped)	No
Seatbelt Pretensioner Deployment, Driver (if equipped)	No
Side Airbag Deployment, Left Side (if equipped)	No
Frontal Airbag Deployment, 1st Stage, Passenger	No
Frontal Airbag Deployment, 2nd Stage, Passenger	No
Frontal Airbag Deployment, Time Between Squib #1 and Squib #2, Passenger (ms)	0
Seatbelt Pretensioner Deployment, Front Passenger (if equipped)	No
Side Airbag Deployment, Right Side (if equipped)	No
Active Head Restraint Deployment, Driver (if equipped)	Yes
Active Head Restraint Deployment, Passenger (if equipped)	Yes

DTCs Present at Start of Event (Event Record 1)

No DTCs Present

Rollover Crash Pulse (Event Record 1) (if equipped)



Rollover Crash Pulse (Event Record 1) (if equipped)

Time (msec)	Angular Rate (deg/sec)
-2500	221.72
-2480	224.29
-2460	219.14
-2440	216.56
-2420	219.14
-2400	221.72
-2380	224.29
-2360	221.72
-2340	219.14
-2320	216.56
-2300	188.20
-2280	175.31
-2260	188.20
-2240	203.67
-2220	206.25
-2200	211.40
-2180	219.14
-2160	221.72
-2140	226.87
-2120	234.61
-2100	242.34
-2080	242.34
-2060	234.61
-2040	229.45
-2020	226.87
-2000	229.45
-1980	234.61
-1960	232.03
-1940	216.56
-1920	175.31
-1900	152.11
-1880	162.42
-1860	162.42
-1840	175.31
-1820	177.89
-1800	180.47
-1780	185.62
-1760	195.94
-1740	203.67
-1720	201.09
-1700	203.67
-1680	206.25
-1660	211.40
-1640	219.14
-1620	221.72
-1600	216.56
-1580	216.56
-1560	219.14
-1540	216.56
-1520	216.56

Time (msec)	Angular Rate (deg/sec)
-1500	213.98
-1480	216.56
-1460	219.14
-1440	219.14
-1420	216.56
-1400	193.36
-1380	154.69
-1360	105.70
-1340	136.64
-1320	144.37
-1300	154.69
-1280	165.00
-1260	172.73
-1240	188.20
-1220	201.09
-1200	206.25
-1180	213.98
-1160	219.14
-1140	216.56
-1120	219.14
-1100	208.83
-1080	206.25
-1060	206.25
-1040	206.25
-1020	206.25
-1000	206.25
-980	203.67
-960	201.09
-940	198.51
-920	201.09
-900	201.09
-880	201.09
-860	201.09
-840	198.51
-820	198.51
-800	198.51
-780	198.51
-760	198.51
-740	195.94
-720	203.67
-700	219.14
-680	232.03
-660	242.34
-640	252.65
-620	265.54
-600	270.70
-580	262.97
-560	255.23
-540	247.50
-520	247.50

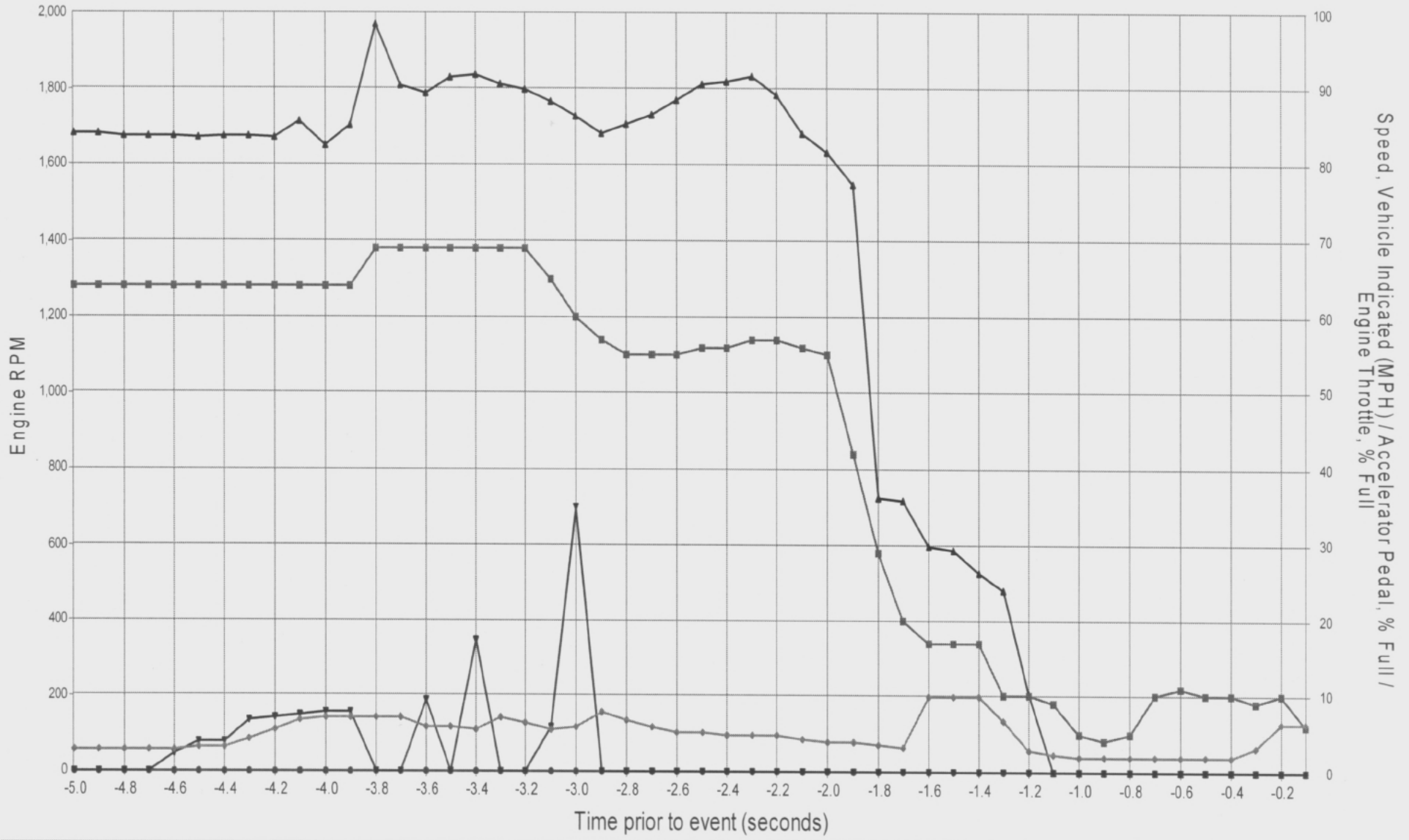
Time (msec)	Angular Rate (deg/sec)
-500	247.50
-480	252.65
-460	255.23
-440	255.23
-420	257.81
-400	262.97
-380	265.54
-360	262.97
-340	262.97
-320	262.97
-300	260.39
-280	252.65
-260	239.76
-240	239.76
-220	283.59
-200	299.06
-180	299.06
-160	299.06
-140	299.06
-120	299.06
-100	299.06
-80	299.06
-60	299.06
-40	299.06
-20	299.06
0	299.06
20	299.06
40	299.06
60	299.06
80	296.48
100	296.48
120	299.06
140	299.06
160	299.06
180	299.06
200	299.06
220	299.06
240	299.06
260	299.06
280	299.06
300	291.33
320	288.75
340	288.75
360	288.75
380	283.59
400	278.43
420	275.86
440	281.01
460	283.59
480	283.59

Rollover Crash Pulse (Event Record 1) (if equipped)

Time (msec)	Angular Rate (deg/sec)
500	278.43
520	275.86
540	273.28
560	275.86
580	273.28
600	273.28
620	270.70
640	262.97
660	250.08
680	242.34
700	239.76
720	234.61
740	224.29
760	213.98
780	206.25
800	206.25
820	206.25
840	203.67
860	201.09
880	198.51
900	195.94
920	195.94
940	193.36
960	190.78
980	190.78
1000	190.78
1020	188.20
1040	185.62
1060	177.89
1080	165.00
1100	152.11
1120	144.37
1140	146.95
1160	146.95
1180	144.37
1200	144.37
1220	144.37
1240	144.37
1260	144.37
1280	144.37
1300	146.95
1320	152.11
1340	162.42
1360	188.20
1380	203.67
1400	216.56
1420	224.29
1440	232.03
1460	242.34
1480	247.50

Time (msec)	Angular Rate (deg/sec)
1500	244.92
1520	224.29
1540	165.00
1560	113.44
1580	110.86
1600	116.01
1620	100.55
1640	74.76
1660	33.52
1680	20.62
1700	20.62
1720	28.36
1740	33.52
1760	30.94
1780	25.78
1800	28.36
1820	28.36
1840	23.20
1860	18.05
1880	18.05
1900	15.47
1920	10.31
1940	7.73
1960	2.58
1980	0.00
2000	-7.73
2020	-12.89
2040	-15.47
2060	-18.05
2080	-23.20
2100	-23.20
2120	-23.20
2140	-23.20
2160	-25.78
2180	-28.36
2200	-33.52
2220	-38.67
2240	-46.41
2260	-51.56
2280	-56.72
2300	-64.45
2320	-72.19
2340	-79.92
2360	-87.66
2380	-95.39
2400	-97.97
2420	-92.81

Pre-Crash Data (Event Record 1)



▲ Engine RPM ■ Speed, Vehicle Indicated (MPH) ● Service Brake (0=Off/10=On) ▼ Accelerator Pedal, % Full ◆ Engine Throttle, % Full
 SNA values will not be plotted on the graph

Pre-Crash Data (Event Record 1 - table 1 of 5)

(the most recent sampled values are recorded prior to the event)

Time Stamp (sec)	Vehicle Event Recorder Status	Engine RPM	Speed, Vehicle Indicated (MPH [km/h])	Engine Throttle, % Full	Accelerator Pedal, % Full	Raw Manifold Pressure (kPa)	Service Brake	Brake Switch #2 Status	Brake Lamps On
-5.0	Interrupted	1,680	64 [102]	2.8	0.0	23	Off	Open	No
-4.9	Interrupted	1,681	64 [102]	2.8	0.0	23	Off	Open	No
-4.8	Interrupted	1,676	64 [102]	2.8	0.0	23	Off	Open	No
-4.7	Interrupted	1,673	64 [102]	2.8	0.0	23	Off	Open	No
-4.6	Interrupted	1,676	64 [102]	2.8	2.4	23	Off	Open	No
-4.5	Interrupted	1,672	64 [102]	3.1	3.9	25	Off	Open	No
-4.4	Interrupted	1,674	64 [102]	3.1	3.9	25	Off	Open	No
-4.3	Interrupted	1,675	64 [102]	4.3	6.7	29	Off	Open	No
-4.2	Interrupted	1,670	64 [102]	5.5	7.1	34	Off	Open	No
-4.1	Interrupted	1,715	64 [102]	6.7	7.5	41	Off	Open	No
-4.0	Interrupted	1,648	64 [102]	7.1	7.9	45	Off	Open	No
-3.9	Interrupted	1,703	64 [102]	7.1	7.9	50	Off	Open	No
-3.8	Interrupted	1,972	69 [110]	7.1	0.0	54	Off	Open	No
-3.7	Interrupted	1,809	69 [110]	7.1	0.0	55	Off	Open	No
-3.6	Interrupted	1,788	69 [110]	5.9	9.4	53	Off	Open	No
-3.5	Interrupted	1,831	69 [110]	5.9	0.0	50	Off	Open	No
-3.4	Interrupted	1,838	69 [110]	5.5	17.3	46	Off	Open	No
-3.3	Interrupted	1,814	69 [110]	7.1	0.0	50	Off	Open	No
-3.2	Interrupted	1,797	69 [110]	6.3	0.0	51	Off	Open	No
-3.1	Interrupted	1,766	65 [104]	5.5	5.9	50	Off	Open	No
-3.0	Interrupted	1,727	60 [96]	5.9	35.0	48	Off	Open	No
-2.9	Interrupted	1,681	57 [92]	7.9	0.0	54	Off	Open	No
-2.8	Interrupted	1,707	55 [88]	6.7	0.0	57	Off	Open	No
-2.7	Interrupted	1,732	55 [88]	5.9	0.0	55	Off	Open	No
-2.6	Interrupted	1,769	55 [88]	5.1	0.0	50	Off	Open	No
-2.5	Interrupted	1,814	56 [90]	5.1	0.0	45	Off	Open	No
-2.4	Interrupted	1,818	56 [90]	4.7	0.0	42	Off	Open	No
-2.3	Interrupted	1,834	57 [92]	4.7	0.0	39	Off	Open	No
-2.2	Interrupted	1,783	57 [92]	4.7	0.0	37	Off	Open	No
-2.1	Interrupted	1,683	56 [90]	4.3	0.0	34	Off	Open	No
-2.0	Interrupted	1,631	55 [88]	3.9	0.0	34	Off	Open	No
-1.9	Interrupted	1,548	42 [68]	3.9	0.0	33	Off	Open	No
-1.8	Interrupted	726	29 [46]	3.5	0.0	32	Off	Open	No
-1.7	Interrupted	720	20 [32]	3.1	0.0	37	Off	Open	No
-1.6	Interrupted	599	17 [28]	9.8	0.0	59	Off	Open	No
-1.5	Interrupted	587	17 [28]	9.8	0.0	78	Off	Open	No
-1.4	Interrupted	527	17 [28]	9.8	0.0	90	Off	Open	No
-1.3	Interrupted	480	10 [16]	6.7	0.0	94	Off	Open	No
-1.2	Interrupted	207	10 [16]	2.8	0.0	94	Off	Open	No
-1.1	Interrupted	0	9 [14]	2.4	0.0	99	Off	Open	No
-1.0	Interrupted	0	5 [8]	2.0	0.0	99	Off	Open	No
-0.9	Interrupted	0	4 [6]	2.0	0.0	99	Off	Open	No
-0.8	Interrupted	0	5 [8]	2.0	0.0	99	Off	Open	No
-0.7	Interrupted	0	10 [16]	2.0	0.0	99	Off	Open	No
-0.6	Interrupted	0	11 [18]	2.0	0.0	99	Off	Open	No
-0.5	Interrupted	0	10 [16]	2.0	0.0	99	Off	Open	No
-0.4	Interrupted	0	10 [16]	2.0	0.0	99	Off	Open	No
-0.3	Interrupted	0	9 [14]	3.1	0.0	99	Off	Open	No
-0.2	Interrupted	0	10 [16]	6.3	0.0	99	Off	Open	No
-0.1	Interrupted	0	6 [10]	6.3	0.0	99	Off	Open	No

Pre-Crash Data (Event Record 1 - table 2 of 5)

(the most recent sampled values are recorded prior to the event)

Time Stamp (sec)	Panic Brake Assist Active (if equip.)	PCM MIL	ABS MIL (if equip.)	ESP MIL (if equip.)	ESP Lamp (if equip.)	ESP Lamp Flashing Requested (if equip.)	ESP Disabled (if equip.)	ESP Active (if equip.)
-5.0	No	Off	Off	Off	Off	No	No	Yes
-4.9	No	Off	Off	Off	Off	No	No	Yes
-4.8	No	Off	Off	Off	Off	No	No	Yes
-4.7	No	Off	Off	Off	Off	No	No	Yes
-4.6	No	Off	Off	Off	Off	No	No	Yes
-4.5	No	Off	Off	Off	Off	No	No	Yes
-4.4	No	Off	Off	Off	Off	No	No	Yes
-4.3	No	Off	Off	Off	Off	No	No	Yes
-4.2	No	Off	Off	Off	Off	No	No	Yes
-4.1	No	Off	Off	Off	Off	No	No	Yes
-4.0	No	Off	Off	Off	Off	No	No	Yes
-3.9	No	Off	Off	Off	Off	No	No	Yes
-3.8	No	Off	Off	Off	Off	No	No	Yes
-3.7	No	Off	Off	Off	On	No	No	Yes
-3.6	No	Off	Off	Off	On	No	No	Yes
-3.5	No	Off	Off	Off	On	No	No	Yes
-3.4	No	Off	Off	Off	On	No	No	Yes
-3.3	No	Off	Off	Off	On	No	No	Yes
-3.2	No	Off	Off	Off	On	No	No	Yes
-3.1	No	Off	Off	Off	On	No	No	Yes
-3.0	No	Off	Off	Off	On	No	No	Yes
-2.9	No	Off	Off	Off	On	No	No	Yes
-2.8	No	Off	Off	Off	On	No	No	Yes
-2.7	No	Off	Off	Off	On	No	No	Yes
-2.6	No	Off	Off	Off	On	No	No	Yes
-2.5	No	Off	Off	Off	On	No	No	Yes
-2.4	No	Off	Off	Off	On	No	No	Yes
-2.3	No	Off	Off	Off	On	No	No	Yes
-2.2	No	Off	Off	Off	On	No	No	Yes
-2.1	No	Off	Off	Off	On	No	No	Yes
-2.0	No	Off	Off	Off	On	No	No	Yes
-1.9	No	Off	Off	Off	On	No	No	Yes
-1.8	Yes	Off	Off	Off	On	No	No	Yes
-1.7	Yes	Off	Off	Off	On	No	No	Yes
-1.6	Yes	Off	Off	Off	On	No	No	Yes
-1.5	Yes	Off	Off	Off	On	No	No	Yes
-1.4	Yes	Off	Off	Off	On	No	No	Yes
-1.3	Yes	Off	Off	Off	On	No	No	Yes
-1.2	Yes	Off	Off	Off	On	No	No	Yes
-1.1	Yes	Off	Off	Off	On	No	No	No
-1.0	Yes	Off	Off	Off	On	No	No	No
-0.9	Yes	Off	Off	Off	On	No	No	No
-0.8	Yes	Off	Off	Off	On	No	No	No
-0.7	Yes	Off	Off	Off	On	No	No	No
-0.6	Yes	Off	Off	Off	On	No	No	No
-0.5	Yes	Off	Off	Off	On	No	No	No
-0.4	Yes	Off	Off	Off	On	No	No	No
-0.3	Yes	Off	Off	Off	On	No	No	No
-0.2	Yes	Off	Off	Off	On	No	No	No
-0.1	Yes	Off	Off	Off	On	No	No	No

Pre-Crash Data (Event Record 1 - table 3 of 5)

(the most recent sampled values are recorded prior to the event)

Time Stamp (sec)	Steering Input (deg) (if equip.)	Yaw Rate (deg/sec) (if equip.)	Wheel Speed LF (RPM) (if equip.)	Wheel Speed RF (RPM) (if equip.)	Wheel Speed LR (RPM) (if equip.)	Wheel Speed RR (RPM) (if equip.)
-5.0	-4	0	816	815	815	816
-4.9	-4	0	816	817	816	814
-4.8	-3	0	815	812	814	815
-4.7	-3	0	814	816	814	812
-4.6	-3	0	812	813	814	814
-4.5	-3	1	814	811	812	814
-4.4	-3	1	811	814	811	811
-4.3	-3	1	812	812	812	812
-4.2	-4	0	812	808	809	810
-4.1	-4	0	810	811	810	810
-4.0	-4	0	807	809	809	810
-3.9	-4	3	835	883	840	894
-3.8	-25	SNA	846	921	869	919
-3.7	-64	SNA	839	906	843	892
-3.6	-94	SNA	871	892	826	864
-3.5	-125	SNA	885	879	814	839
-3.4	-186	SNA	901	863	810	794
-3.3	-232	SNA	930	835	807	751
-3.2	-210	SNA	955	792	802	692
-3.1	-170	SNA	979	738	796	637
-3.0	-115	SNA	999	683	792	569
-2.9	-77	SNA	1,029	598	782	520
-2.8	-105	SNA	1,045	597	798	446
-2.7	-132	SNA	1,062	627	773	444
-2.6	-139	SNA	1,081	654	753	437
-2.5	-156	SNA	1,083	678	788	454
-2.4	-177	SNA	1,093	691	772	449
-2.3	-234	SNA	1,101	706	760	451
-2.2	-302	SNA	1,062	683	768	449
-2.1	-326	SNA	1,029	651	769	452
-2.0	-393	SNA	978	614	765	452
-1.9	-464	SNA	733	593	226	452
-1.8	-492	SNA	44	704	285	426
-1.7	-511	SNA	14	660	403	440
-1.6	-521	SNA	27	637	460	427
-1.5	-518	SNA	43	601	475	427
-1.4	-518	SNA	46	415	462	514
-1.3	-491	SNA	131	88	470	420
-1.2	-429	SNA	140	118	458	425
-1.1	-386	SNA	111	56	457	355
-1.0	-376	SNA	86	27	452	333
-0.9	-376	SNA	68	10	452	308
-0.8	-374	SNA	52	0	450	290
-0.7	-372	SNA	41	0	443	274
-0.6	-377	SNA	31	0	435	255
-0.5	-378	SNA	24	0	436	242
-0.4	-373	SNA	14	0	432	237
-0.3	-369	SNA	9	0	293	232
-0.2	-440	SNA	24	0	161	207
-0.1	-422	SNA	18	0	114	187

Pre-Crash Data (Event Record 1 - table 4 of 5)

(the most recent sampled values are recorded prior to the event)

Time Stamp (sec)	ETC Lamp (if equip.)	ETC Lamp Flashing (if equip.)	Engine Torque Applied	Shift Gear Position (if equip.)	Reverse Gear (Manual Only)	Cruise Control System	Cruise Control Active
-5.0	Off	No	Yes	Drive	No	On	No
-4.9	Off	No	Yes	Drive	No	On	No
-4.8	Off	No	Yes	Drive	No	On	No
-4.7	Off	No	Yes	Drive	No	On	No
-4.6	Off	No	Yes	Drive	No	On	No
-4.5	Off	No	Yes	Drive	No	On	No
-4.4	Off	No	Yes	Drive	No	On	No
-4.3	Off	No	Yes	Drive	No	On	No
-4.2	Off	No	Yes	Drive	No	On	No
-4.1	Off	No	Yes	Drive	No	On	No
-4.0	Off	No	Yes	Drive	No	On	No
-3.9	Off	No	Yes	Drive	No	On	No
-3.8	Off	No	Yes	Drive	No	On	No
-3.7	Off	No	Yes	Drive	No	On	No
-3.6	Off	No	Yes	Drive	No	On	No
-3.5	Off	No	Yes	Drive	No	On	No
-3.4	Off	No	Yes	Drive	No	On	No
-3.3	Off	No	Yes	Drive	No	On	No
-3.2	Off	No	Yes	Drive	No	Off	No
-3.1	Off	No	Yes	Drive	No	Off	No
-3.0	Off	No	Yes	Drive	No	Off	No
-2.9	Off	No	Yes	Drive	No	Off	No
-2.8	Off	No	Yes	Drive	No	Off	No
-2.7	Off	No	Yes	Drive	No	Off	No
-2.6	Off	No	Yes	Drive	No	Off	No
-2.5	Off	No	Yes	Drive	No	Off	No
-2.4	Off	No	Yes	Drive	No	Off	No
-2.3	Off	No	Yes	Drive	No	Off	No
-2.2	Off	No	Yes	Drive	No	Off	No
-2.1	Off	No	Yes	Drive	No	Off	No
-2.0	Off	No	Yes	Drive	No	Off	No
-1.9	Off	No	Yes	Drive	No	Off	No
-1.8	Off	No	Yes	Drive	No	Off	No
-1.7	Off	No	Yes	Drive	No	Off	No
-1.6	Off	No	Yes	Drive	No	Off	No
-1.5	Off	No	Yes	Drive	No	Off	No
-1.4	Off	No	Yes	Drive	No	Off	No
-1.3	Off	No	Yes	Drive	No	Off	No
-1.2	Off	No	Yes	Drive	No	Off	No
-1.1	Off	No	Yes	Drive	No	Off	No
-1.0	Off	No	Yes	Drive	No	Off	No
-0.9	Off	No	Yes	Drive	No	Off	No
-0.8	Off	No	Yes	Drive	No	Off	No
-0.7	Off	No	Yes	Drive	No	Off	No
-0.6	Off	No	Yes	Drive	No	Off	No
-0.5	Off	No	Yes	Drive	No	Off	No
-0.4	Off	No	Yes	Drive	No	Off	No
-0.3	Off	No	Yes	Drive	No	Off	No
-0.2	Off	No	Yes	Drive	No	Off	No
-0.1	Off	No	Yes	Drive	No	Off	No

Pre-Crash Data (Event Record 1 - table 5 of 5)

(the most recent sampled values are recorded prior to the event)

Time Stamp (sec)	Tire Pressure Monitor Faults (if equip.)	Tire 1 Location (if equip.)	Tire 1 Pressure Status (if equip.)	Tire 1 Pressure (psi) (if equip.)	Tire 2 Location (if equip.)	Tire 2 Pressure Status (if equip.)	Tire 2 Pressure (psi) (if equip.)
-5.0	No	LF	Normal	41	RF	Normal	40
-4.9	No	LF	Normal	41	RF	Normal	40
-4.8	No	LF	Normal	41	RF	Normal	40
-4.7	No	LF	Normal	41	RF	Normal	40
-4.6	No	LF	Normal	41	RF	Normal	40
-4.5	No	LF	Normal	41	RF	Normal	40
-4.4	No	LF	Normal	41	RF	Normal	40
-4.3	No	LF	Normal	41	RF	Normal	40
-4.2	No	LF	Normal	41	RF	Normal	40
-4.1	No	LF	Normal	41	RF	Normal	40
-4.0	No	LR	Normal	41	RR	Normal	41
-3.9	No	LR	Normal	41	RR	Normal	41
-3.8	No	LR	Normal	41	RR	Normal	41
-3.7	No	LR	Normal	41	RR	Normal	41
-3.6	No	LR	Normal	41	RR	Normal	41
-3.5	No	LR	Normal	41	RR	Normal	41
-3.4	No	LR	Normal	41	RR	Normal	41
-3.3	No	LR	Normal	41	RR	Normal	41
-3.2	No	LR	Normal	41	RR	Normal	41
-3.1	No	LR	Normal	41	RR	Normal	41
-3.0	No	LF	Normal	41	RF	Normal	40
-2.9	No	LF	Normal	41	RF	Normal	40
-2.8	No	LF	Normal	41	RF	Normal	40
-2.7	No	LF	Normal	41	RF	Normal	40
-2.6	No	LF	Normal	41	RF	Normal	40
-2.5	No	LF	Normal	41	RF	Normal	40
-2.4	No	LF	Normal	41	RF	Normal	40
-2.3	No	LF	Normal	41	RF	Normal	40
-2.2	No	LF	Normal	41	RF	Normal	40
-2.1	No	LF	Normal	41	RF	Normal	40
-2.0	No	LR	Normal	41	RR	Normal	41
-1.9	No	LR	Normal	41	RR	Normal	41
-1.8	No	LR	Normal	41	RR	Normal	41
-1.7	No	LR	Normal	41	RR	Normal	41
-1.6	No	LR	Normal	41	RR	Normal	41
-1.5	No	LR	Normal	41	RR	Normal	41
-1.4	No	LR	Normal	41	RR	Normal	41
-1.3	No	LR	Normal	41	RR	Normal	41
-1.2	No	LR	Normal	41	RR	Normal	41
-1.1	No	LR	Normal	41	RR	Normal	41
-1.0	No	LF	Normal	41	RF	Normal	40
-0.9	No	LF	Normal	41	RF	Normal	40
-0.8	No	LF	Normal	41	RF	Normal	40
-0.7	No	LF	Normal	41	RF	Normal	40
-0.6	No	LF	Normal	41	RF	Normal	40
-0.5	No	LF	Normal	41	RF	Normal	40
-0.4	No	LF	Normal	41	RF	Normal	40
-0.3	No	LF	Normal	41	RF	Normal	40
-0.2	No	LF	Normal	41	RF	Normal	40
-0.1	No	LR	Normal	41	RR	Normal	41

System Status at Event (Event Record 2)

Event Recorder Status	Complete
Event Record Status - Angular rate	Complete
Event Number	2
Total Number of Events Recorded	7
Time from Event 1 to 2 (sec)	3
Odometer Recorded at Event (miles [km])	18667 [30042]
Operation System Time at Event (min)	28326
Ignition Cycles, Crash	1378
VIN Recorded at Event (last 8 characters)	BR721083
Vehicle System Voltage Recorded at Event (V)	14.4
Operation Via Energy Reserve Only	No
Safety Belt Switch Configured, Driver (if equipped)	No
Safety Belt Switch Configured, Passenger (if equipped)	Yes
Safety Belt Status, Passenger (if equipped)	Buckled
Safety Belt Switch Fault, Passenger (if equipped)	No
Seat Track Position Sensor, Driver (if equipped)	Not in Frontal Zone
Seat Track Position Sensor, Passenger (if equipped)	Not in Frontal Zone
Airbag Warning Lamp "On" at Event	Off
Airbag Warning Lamp "On" Time Before Event (min)	0
Maximum Delta-V Longitudinal (MPH [km/h])	-0.5 [-1]
Time to Maximum Delta-V Longitudinal (msec)	255

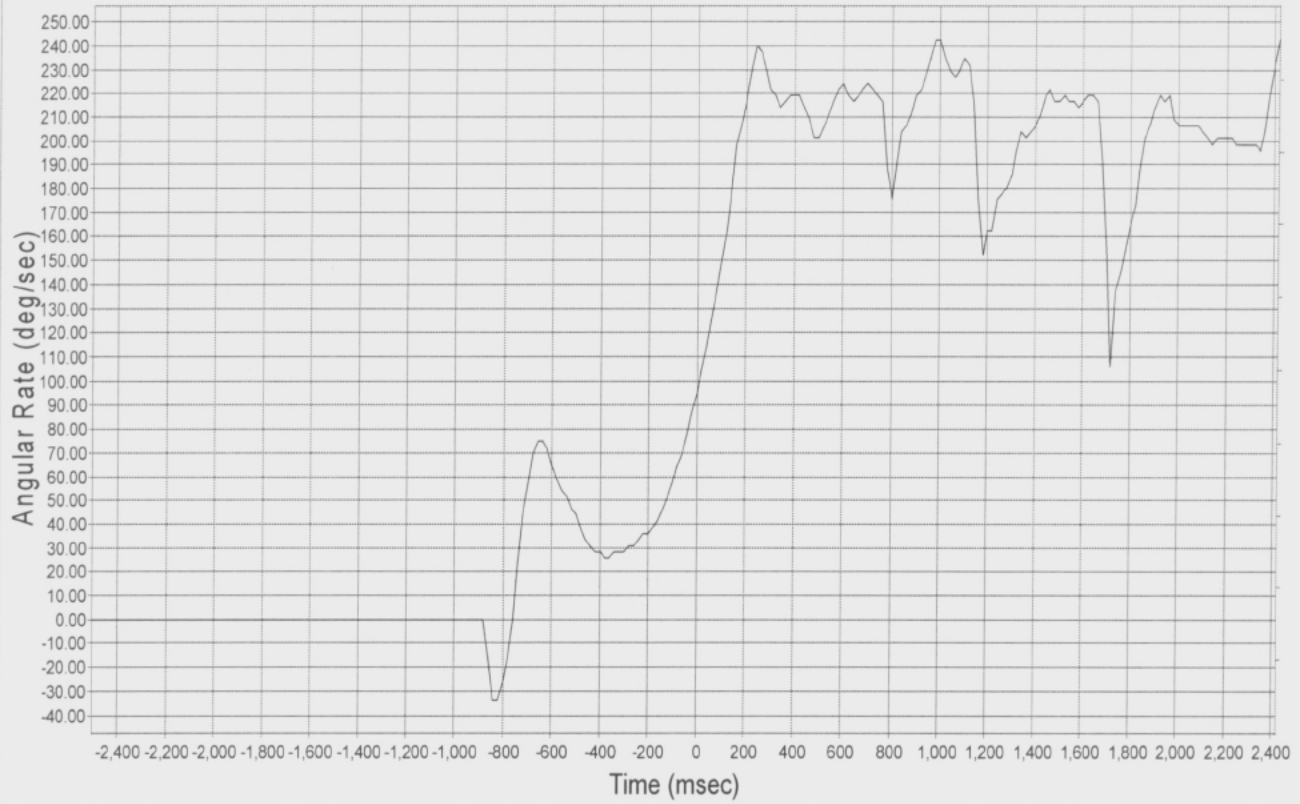
Deployment Command Data (Event Record 2)

Event Recorder Status	Complete
Frontal Airbag Deployment, 1st Stage, Driver	No
Frontal Airbag Deployment, 2nd Stage, Driver	No
Frontal Airbag Deployment, Time Between Squib #1 and Squib #2, Driver (ms)	0
Inflatable Knee Airbag Deployment, Driver (if equipped)	No
Seatbelt Pretensioner Deployment, Driver (if equipped)	Yes
Side Airbag Deployment, Left Side (if equipped)	No
Frontal Airbag Deployment, 1st Stage, Passenger	No
Frontal Airbag Deployment, 2nd Stage, Passenger	No
Frontal Airbag Deployment, Time Between Squib #1 and Squib #2, Passenger (ms)	0
Seatbelt Pretensioner Deployment, Front Passenger (if equipped)	Yes
Side Airbag Deployment, Right Side (if equipped)	No

DTCs Present at Start of Event (Event Record 2)

No DTCs Present

Rollover Crash Pulse (Event Record 2) (if equipped)



Rollover Crash Pulse (Event Record 2) (if equipped)

Time (msec)	Angular Rate (deg/sec)
-2500	0.00
-2480	0.00
-2460	0.00
-2440	0.00
-2420	0.00
-2400	0.00
-2380	0.00
-2360	0.00
-2340	0.00
-2320	0.00
-2300	0.00
-2280	0.00
-2260	0.00
-2240	0.00
-2220	0.00
-2200	0.00
-2180	0.00
-2160	0.00
-2140	0.00
-2120	0.00
-2100	0.00
-2080	0.00
-2060	0.00
-2040	0.00
-2020	0.00
-2000	0.00
-1980	0.00
-1960	0.00
-1940	0.00
-1920	0.00
-1900	0.00
-1880	0.00
-1860	0.00
-1840	0.00
-1820	0.00
-1800	0.00
-1780	0.00
-1760	0.00
-1740	0.00
-1720	0.00
-1700	0.00
-1680	0.00
-1660	0.00
-1640	0.00
-1620	0.00
-1600	0.00
-1580	0.00
-1560	0.00
-1540	0.00
-1520	0.00

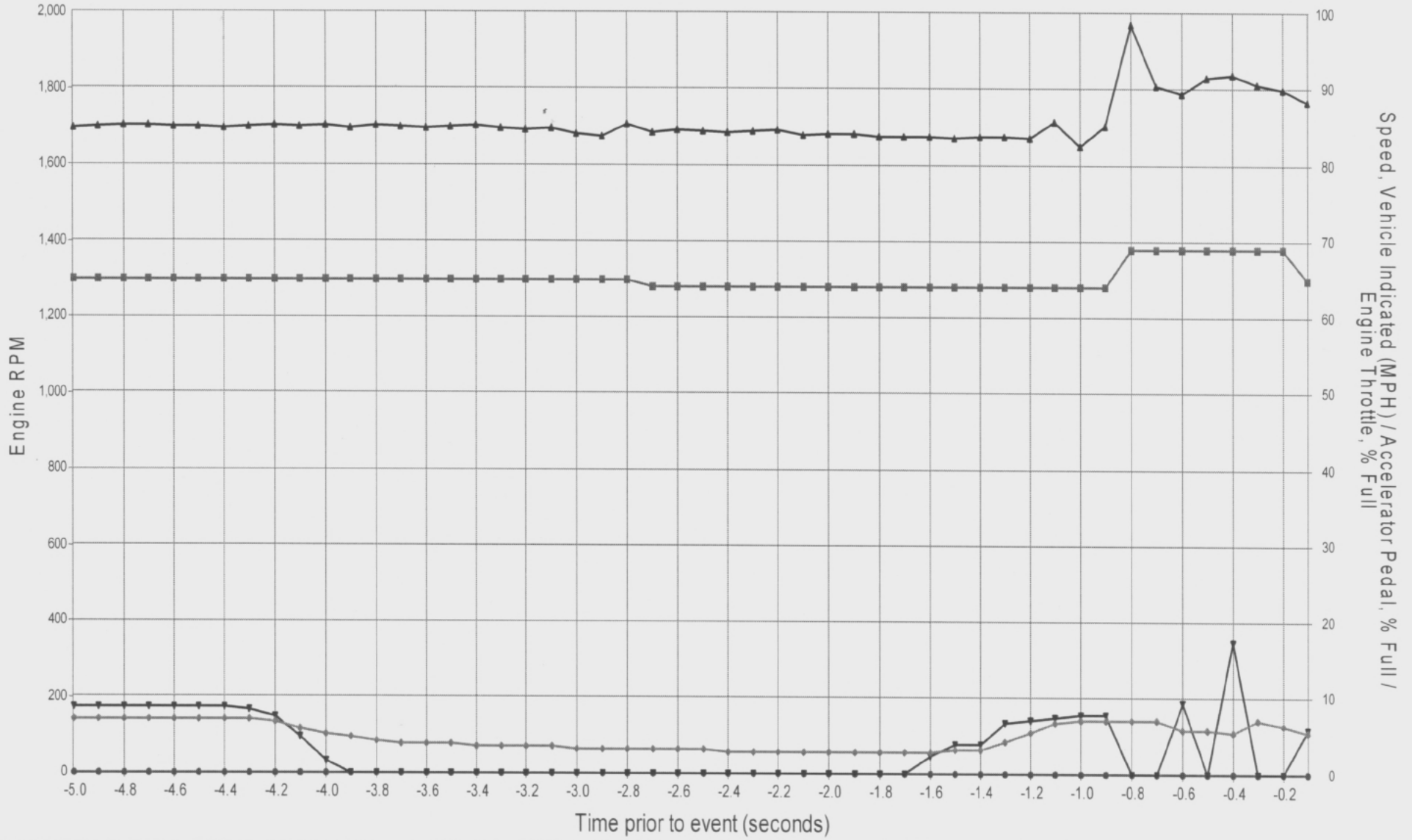
Time (msec)	Angular Rate (deg/sec)
-1500	0.00
-1480	0.00
-1460	0.00
-1440	0.00
-1420	0.00
-1400	0.00
-1380	0.00
-1360	0.00
-1340	0.00
-1320	0.00
-1300	0.00
-1280	0.00
-1260	0.00
-1240	0.00
-1220	0.00
-1200	0.00
-1180	0.00
-1160	0.00
-1140	0.00
-1120	0.00
-1100	0.00
-1080	0.00
-1060	0.00
-1040	0.00
-1020	0.00
-1000	0.00
-980	0.00
-960	0.00
-940	0.00
-920	0.00
-900	0.00
-880	0.00
-860	-15.47
-840	-33.52
-820	-33.52
-800	-25.78
-780	-15.47
-760	0.00
-740	23.20
-720	43.83
-700	56.72
-680	69.61
-660	74.76
-640	74.76
-620	72.19
-600	64.45
-580	59.30
-560	54.14
-540	51.56
-520	46.41

Time (msec)	Angular Rate (deg/sec)
-500	43.83
-480	38.67
-460	33.52
-440	30.94
-420	28.36
-400	28.36
-380	25.78
-360	25.78
-340	28.36
-320	28.36
-300	28.36
-280	30.94
-260	30.94
-240	33.52
-220	36.09
-200	36.09
-180	38.67
-160	41.25
-140	46.41
-120	51.56
-100	56.72
-80	64.45
-60	69.61
-40	77.34
-20	87.66
0	95.39
20	105.70
40	113.44
60	126.33
80	136.64
100	149.53
120	162.42
140	180.47
160	198.51
180	206.25
200	216.56
220	229.45
240	239.76
260	237.19
280	229.45
300	221.72
320	219.14
340	213.98
360	216.56
380	219.14
400	219.14
420	219.14
440	213.98
460	208.83
480	201.09

Rollover Crash Pulse (Event Record 2) (if equipped)

Time (msec)	Angular Rate (deg/sec)	Time (msec)	Angular Rate (deg/sec)
500	201.09	1500	216.56
520	206.25	1520	219.14
540	211.40	1540	216.56
560	216.56	1560	216.56
580	221.72	1580	213.98
600	224.29	1600	216.56
620	219.14	1620	219.14
640	216.56	1640	219.14
660	219.14	1660	216.56
680	221.72	1680	193.36
700	224.29	1700	154.69
720	221.72	1720	105.70
740	219.14	1740	136.64
760	216.56	1760	144.37
780	188.20	1780	154.69
800	175.31	1800	165.00
820	188.20	1820	172.73
840	203.67	1840	188.20
860	206.25	1860	201.09
880	211.40	1880	206.25
900	219.14	1900	213.98
920	221.72	1920	219.14
940	226.87	1940	216.56
960	234.61	1960	219.14
980	242.34	1980	208.83
1000	242.34	2000	206.25
1020	234.61	2020	206.25
1040	229.45	2040	206.25
1060	226.87	2060	206.25
1080	229.45	2080	206.25
1100	234.61	2100	203.67
1120	232.03	2120	201.09
1140	216.56	2140	198.51
1160	175.31	2160	201.09
1180	152.11	2180	201.09
1200	162.42	2200	201.09
1220	162.42	2220	201.09
1240	175.31	2240	198.51
1260	177.89	2260	198.51
1280	180.47	2280	198.51
1300	185.62	2300	198.51
1320	195.94	2320	198.51
1340	203.67	2340	195.94
1360	201.09	2360	203.67
1380	203.67	2380	219.14
1400	206.25	2400	232.03
1420	211.40	2420	242.34
1440	219.14		
1460	221.72		
1480	216.56		

Pre-Crash Data (Event Record 2)



▲ Engine RPM ■ Speed, Vehicle Indicated (MPH) ● Service Brake (0=Off/10=On) ▼ Accelerator Pedal, % Full ◆ Engine Throttle, % Full
 SNA values will not be plotted on the graph

Pre-Crash Data (Event Record 2 - table 1 of 5)

(the most recent sampled values are recorded prior to the event)

Time Stamp (sec)	Vehicle Event Recorder Status	Engine RPM	Speed, Vehicle Indicated (MPH [km/h])	Engine Throttle, % Full	Accelerator Pedal, % Full	Raw Manifold Pressure (kPa)	Service Brake	Brake Switch #2 Status	Brake Lamps On
-5.0	Complete	1,696	65 [104]	7.1	8.7	64	Off	Open	No
-4.9	Complete	1,698	65 [104]	7.1	8.7	64	Off	Open	No
-4.8	Complete	1,702	65 [104]	7.1	8.7	64	Off	Open	No
-4.7	Complete	1,701	65 [104]	7.1	8.7	64	Off	Open	No
-4.6	Complete	1,699	65 [104]	7.1	8.7	64	Off	Open	No
-4.5	Complete	1,700	65 [104]	7.1	8.7	64	Off	Open	No
-4.4	Complete	1,696	65 [104]	7.1	8.7	64	Off	Open	No
-4.3	Complete	1,700	65 [104]	7.1	8.3	64	Off	Open	No
-4.2	Complete	1,703	65 [104]	6.7	7.5	63	Off	Open	No
-4.1	Complete	1,698	65 [104]	5.9	4.7	60	Off	Open	No
-4.0	Complete	1,701	65 [104]	5.1	1.6	54	Off	Open	No
-3.9	Complete	1,697	65 [104]	4.7	0.0	48	Off	Open	No
-3.8	Complete	1,701	65 [104]	4.3	0.0	44	Off	Open	No
-3.7	Complete	1,698	65 [104]	3.9	0.0	40	Off	Open	No
-3.6	Complete	1,694	65 [104]	3.9	0.0	38	Off	Open	No
-3.5	Complete	1,698	65 [104]	3.9	0.0	35	Off	Open	No
-3.4	Complete	1,701	65 [104]	3.5	0.0	34	Off	Open	No
-3.3	Complete	1,696	65 [104]	3.5	0.0	32	Off	Open	No
-3.2	Complete	1,693	65 [104]	3.5	0.0	31	Off	Open	No
-3.1	Complete	1,694	65 [104]	3.5	0.0	30	Off	Open	No
-3.0	Complete	1,681	65 [104]	3.1	0.0	29	Off	Open	No
-2.9	Complete	1,676	65 [104]	3.1	0.0	28	Off	Open	No
-2.8	Complete	1,705	65 [104]	3.1	0.0	27	Off	Open	No
-2.7	Complete	1,686	64 [102]	3.1	0.0	26	Off	Open	No
-2.6	Complete	1,691	64 [102]	3.1	0.0	26	Off	Open	No
-2.5	Complete	1,688	64 [102]	3.1	0.0	25	Off	Open	No
-2.4	Complete	1,684	64 [102]	2.8	0.0	25	Off	Open	No
-2.3	Complete	1,689	64 [102]	2.8	0.0	24	Off	Open	No
-2.2	Complete	1,691	64 [102]	2.8	0.0	23	Off	Open	No
-2.1	Complete	1,679	64 [102]	2.8	0.0	23	Off	Open	No
-2.0	Complete	1,680	64 [102]	2.8	0.0	23	Off	Open	No
-1.9	Complete	1,681	64 [102]	2.8	0.0	23	Off	Open	No
-1.8	Complete	1,676	64 [102]	2.8	0.0	23	Off	Open	No
-1.7	Complete	1,673	64 [102]	2.8	0.0	23	Off	Open	No
-1.6	Complete	1,676	64 [102]	2.8	2.4	23	Off	Open	No
-1.5	Complete	1,672	64 [102]	3.1	3.9	25	Off	Open	No
-1.4	Complete	1,674	64 [102]	3.1	3.9	25	Off	Open	No
-1.3	Complete	1,675	64 [102]	4.3	6.7	29	Off	Open	No
-1.2	Complete	1,670	64 [102]	5.5	7.1	34	Off	Open	No
-1.1	Complete	1,715	64 [102]	6.7	7.5	41	Off	Open	No
-1.0	Complete	1,648	64 [102]	7.1	7.9	45	Off	Open	No
-0.9	Complete	1,703	64 [102]	7.1	7.9	50	Off	Open	No
-0.8	Complete	1,972	69 [110]	7.1	0.0	54	Off	Open	No
-0.7	Complete	1,809	69 [110]	7.1	0.0	55	Off	Open	No
-0.6	Complete	1,788	69 [110]	5.9	9.4	53	Off	Open	No
-0.5	Complete	1,831	69 [110]	5.9	0.0	50	Off	Open	No
-0.4	Complete	1,838	69 [110]	5.5	17.3	46	Off	Open	No
-0.3	Complete	1,814	69 [110]	7.1	0.0	50	Off	Open	No
-0.2	Complete	1,797	69 [110]	6.3	0.0	51	Off	Open	No
-0.1	Complete	1,766	65 [104]	5.5	5.9	50	Off	Open	No

Pre-Crash Data (Event Record 2 - table 2 of 5)

(the most recent sampled values are recorded prior to the event)

Time Stamp (sec)	Panic Brake Assist Active (if equip.)	PCM MIL	ABS MIL (if equip.)	ESP MIL (if equip.)	ESP Lamp (if equip.)	ESP Lamp Flashing Requested (if equip.)	ESP Disabled (if equip.)	ESP Active (if equip.)
-5.0	No	Off	Off	Off	Off	No	No	Yes
-4.9	No	Off	Off	Off	Off	No	No	Yes
-4.8	No	Off	Off	Off	Off	No	No	Yes
-4.7	No	Off	Off	Off	Off	No	No	Yes
-4.6	No	Off	Off	Off	Off	No	No	Yes
-4.5	No	Off	Off	Off	Off	No	No	Yes
-4.4	No	Off	Off	Off	Off	No	No	Yes
-4.3	No	Off	Off	Off	Off	No	No	Yes
-4.2	No	Off	Off	Off	Off	No	No	Yes
-4.1	No	Off	Off	Off	Off	No	No	Yes
-4.0	No	Off	Off	Off	Off	No	No	Yes
-3.9	No	Off	Off	Off	Off	No	No	Yes
-3.8	No	Off	Off	Off	Off	No	No	Yes
-3.7	No	Off	Off	Off	Off	No	No	Yes
-3.6	No	Off	Off	Off	Off	No	No	Yes
-3.5	No	Off	Off	Off	Off	No	No	Yes
-3.4	No	Off	Off	Off	Off	No	No	Yes
-3.3	No	Off	Off	Off	Off	No	No	Yes
-3.2	No	Off	Off	Off	Off	No	No	Yes
-3.1	No	Off	Off	Off	Off	No	No	Yes
-3.0	No	Off	Off	Off	Off	No	No	Yes
-2.9	No	Off	Off	Off	Off	No	No	Yes
-2.8	No	Off	Off	Off	Off	No	No	Yes
-2.7	No	Off	Off	Off	Off	No	No	Yes
-2.6	No	Off	Off	Off	Off	No	No	Yes
-2.5	No	Off	Off	Off	Off	No	No	Yes
-2.4	No	Off	Off	Off	Off	No	No	Yes
-2.3	No	Off	Off	Off	Off	No	No	Yes
-2.2	No	Off	Off	Off	Off	No	No	Yes
-2.1	No	Off	Off	Off	Off	No	No	Yes
-2.0	No	Off	Off	Off	Off	No	No	Yes
-1.9	No	Off	Off	Off	Off	No	No	Yes
-1.8	No	Off	Off	Off	Off	No	No	Yes
-1.7	No	Off	Off	Off	Off	No	No	Yes
-1.6	No	Off	Off	Off	Off	No	No	Yes
-1.5	No	Off	Off	Off	Off	No	No	Yes
-1.4	No	Off	Off	Off	Off	No	No	Yes
-1.3	No	Off	Off	Off	Off	No	No	Yes
-1.2	No	Off	Off	Off	Off	No	No	Yes
-1.1	No	Off	Off	Off	Off	No	No	Yes
-1.0	No	Off	Off	Off	Off	No	No	Yes
-0.9	No	Off	Off	Off	Off	No	No	Yes
-0.8	No	Off	Off	Off	Off	No	No	Yes
-0.7	No	Off	Off	Off	On	No	No	Yes
-0.6	No	Off	Off	Off	On	No	No	Yes
-0.5	No	Off	Off	Off	On	No	No	Yes
-0.4	No	Off	Off	Off	On	No	No	Yes
-0.3	No	Off	Off	Off	On	No	No	Yes
-0.2	No	Off	Off	Off	On	No	No	Yes
-0.1	No	Off	Off	Off	On	No	No	Yes

Pre-Crash Data (Event Record 2 - table 3 of 5)

(the most recent sampled values are recorded prior to the event)

Time Stamp (sec)	Steering Input (deg) (if equip.)	Yaw Rate (deg/sec) (if equip.)	Wheel Speed LF (RPM) (if equip.)	Wheel Speed RF (RPM) (if equip.)	Wheel Speed LR (RPM) (if equip.)	Wheel Speed RR (RPM) (if equip.)
-5.0	-4	0	824	824	826	826
-4.9	-5	0	825	823	823	823
-4.8	-5	0	826	826	823	822
-4.7	-5	0	823	826	825	826
-4.6	-5	0	826	823	826	826
-4.5	-4	0	826	826	824	822
-4.4	-4	0	825	826	826	824
-4.3	-4	0	827	824	825	824
-4.2	-4	0	828	827	827	826
-4.1	-4	0	825	824	824	826
-4.0	-4	0	827	827	824	824
-3.9	-4	0	825	826	827	827
-3.8	-3	0	825	827	826	825
-3.7	-3	0	825	826	827	825
-3.6	-4	0	827	823	824	824
-3.5	-4	0	825	825	826	824
-3.4	-4	0	826	825	824	824
-3.3	-4	0	825	822	823	824
-3.2	-5	0	824	823	823	823
-3.1	-5	0	824	821	822	821
-3.0	-4	0	821	822	823	821
-2.9	-4	0	821	823	823	822
-2.8	-4	0	824	820	823	822
-2.7	-3	0	821	821	821	820
-2.6	-3	0	820	821	821	823
-2.5	-3	0	821	819	821	821
-2.4	-3	1	820	819	819	821
-2.3	-3	0	819	818	818	819
-2.2	-3	1	818	819	817	818
-2.1	-4	0	816	817	817	818
-2.0	-4	0	816	815	815	816
-1.9	-4	0	816	817	816	814
-1.8	-3	0	815	812	814	815
-1.7	-3	0	814	816	814	812
-1.6	-3	0	812	813	814	814
-1.5	-3	1	814	811	812	814
-1.4	-3	1	811	814	811	811
-1.3	-3	1	812	812	812	812
-1.2	-4	0	812	808	809	810
-1.1	-4	0	810	811	810	810
-1.0	-4	0	807	809	809	810
-0.9	-4	3	835	883	840	894
-0.8	-25	SNA	846	921	869	919
-0.7	-64	SNA	839	906	843	892
-0.6	-94	SNA	871	892	826	864
-0.5	-125	SNA	885	879	814	839
-0.4	-186	SNA	901	863	810	794
-0.3	-232	SNA	930	835	807	751
-0.2	-210	SNA	955	792	802	692
-0.1	-170	SNA	979	738	796	637

Pre-Crash Data (Event Record 2 - table 4 of 5)

(the most recent sampled values are recorded prior to the event)

Time Stamp (sec)	ETC Lamp (if equip.)	ETC Lamp Flashing (if equip.)	Engine Torque Applied	Shift Gear Position (if equip.)	Reverse Gear (Manual Only)	Cruise Control System	Cruise Control Active
-5.0	Off	No	Yes	Drive	No	On	No
-4.9	Off	No	Yes	Drive	No	On	No
-4.8	Off	No	Yes	Drive	No	On	No
-4.7	Off	No	Yes	Drive	No	On	No
-4.6	Off	No	Yes	Drive	No	On	No
-4.5	Off	No	Yes	Drive	No	On	No
-4.4	Off	No	Yes	Drive	No	On	No
-4.3	Off	No	Yes	Drive	No	On	No
-4.2	Off	No	Yes	Drive	No	On	No
-4.1	Off	No	Yes	Drive	No	On	No
-4.0	Off	No	Yes	Drive	No	On	No
-3.9	Off	No	Yes	Drive	No	On	No
-3.8	Off	No	Yes	Drive	No	On	No
-3.7	Off	No	Yes	Drive	No	On	No
-3.6	Off	No	Yes	Drive	No	On	No
-3.5	Off	No	Yes	Drive	No	On	No
-3.4	Off	No	Yes	Drive	No	On	No
-3.3	Off	No	Yes	Drive	No	On	No
-3.2	Off	No	Yes	Drive	No	On	No
-3.1	Off	No	Yes	Drive	No	On	No
-3.0	Off	No	Yes	Drive	No	On	No
-2.9	Off	No	Yes	Drive	No	On	No
-2.8	Off	No	Yes	Drive	No	On	No
-2.7	Off	No	Yes	Drive	No	On	No
-2.6	Off	No	Yes	Drive	No	On	No
-2.5	Off	No	Yes	Drive	No	On	No
-2.4	Off	No	Yes	Drive	No	On	No
-2.3	Off	No	Yes	Drive	No	On	No
-2.2	Off	No	Yes	Drive	No	On	No
-2.1	Off	No	Yes	Drive	No	On	No
-2.0	Off	No	Yes	Drive	No	On	No
-1.9	Off	No	Yes	Drive	No	On	No
-1.8	Off	No	Yes	Drive	No	On	No
-1.7	Off	No	Yes	Drive	No	On	No
-1.6	Off	No	Yes	Drive	No	On	No
-1.5	Off	No	Yes	Drive	No	On	No
-1.4	Off	No	Yes	Drive	No	On	No
-1.3	Off	No	Yes	Drive	No	On	No
-1.2	Off	No	Yes	Drive	No	On	No
-1.1	Off	No	Yes	Drive	No	On	No
-1.0	Off	No	Yes	Drive	No	On	No
-0.9	Off	No	Yes	Drive	No	On	No
-0.8	Off	No	Yes	Drive	No	On	No
-0.7	Off	No	Yes	Drive	No	On	No
-0.6	Off	No	Yes	Drive	No	On	No
-0.5	Off	No	Yes	Drive	No	On	No
-0.4	Off	No	Yes	Drive	No	On	No
-0.3	Off	No	Yes	Drive	No	On	No
-0.2	Off	No	Yes	Drive	No	Off	No
-0.1	Off	No	Yes	Drive	No	Off	No

Pre-Crash Data (Event Record 2 - table 5 of 5)

(the most recent sampled values are recorded prior to the event)

Time Stamp (sec)	Tire Pressure Monitor Faults (if equip.)	Tire 1 Location (if equip.)	Tire 1 Pressure Status (if equip.)	Tire 1 Pressure (psi) (if equip.)	Tire 2 Location (if equip.)	Tire 2 Pressure Status (if equip.)	Tire 2 Pressure (psi) (if equip.)
-5.0	No	LR	Normal	41	RR	Normal	41
-4.9	No	LR	Normal	41	RR	Normal	41
-4.8	No	LR	Normal	41	RR	Normal	41
-4.7	No	LR	Normal	41	RR	Normal	41
-4.6	No	LR	Normal	41	RR	Normal	41
-4.5	No	LR	Normal	41	RR	Normal	41
-4.4	No	LR	Normal	41	RR	Normal	41
-4.3	No	LR	Normal	41	RR	Normal	41
-4.2	No	LR	Normal	41	RR	Normal	41
-4.1	No	LR	Normal	41	RR	Normal	41
-4.0	No	LF	Normal	41	RF	Normal	40
-3.9	No	LF	Normal	41	RF	Normal	40
-3.8	No	LF	Normal	41	RF	Normal	40
-3.7	No	LF	Normal	41	RF	Normal	40
-3.6	No	LF	Normal	41	RF	Normal	40
-3.5	No	LF	Normal	41	RF	Normal	40
-3.4	No	LF	Normal	41	RF	Normal	40
-3.3	No	LF	Normal	41	RF	Normal	40
-3.2	No	LF	Normal	41	RF	Normal	40
-3.1	No	LF	Normal	41	RF	Normal	40
-3.0	No	LR	Normal	41	RR	Normal	41
-2.9	No	LR	Normal	41	RR	Normal	41
-2.8	No	LR	Normal	41	RR	Normal	41
-2.7	No	LR	Normal	41	RR	Normal	41
-2.6	No	LR	Normal	41	RR	Normal	41
-2.5	No	LR	Normal	41	RR	Normal	41
-2.4	No	LR	Normal	41	RR	Normal	41
-2.3	No	LR	Normal	41	RR	Normal	41
-2.2	No	LR	Normal	41	RR	Normal	41
-2.1	No	LR	Normal	41	RR	Normal	41
-2.0	No	LF	Normal	41	RF	Normal	40
-1.9	No	LF	Normal	41	RF	Normal	40
-1.8	No	LF	Normal	41	RF	Normal	40
-1.7	No	LF	Normal	41	RF	Normal	40
-1.6	No	LF	Normal	41	RF	Normal	40
-1.5	No	LF	Normal	41	RF	Normal	40
-1.4	No	LF	Normal	41	RF	Normal	40
-1.3	No	LF	Normal	41	RF	Normal	40
-1.2	No	LF	Normal	41	RF	Normal	40
-1.1	No	LF	Normal	41	RF	Normal	40
-1.0	No	LR	Normal	41	RR	Normal	41
-0.9	No	LR	Normal	41	RR	Normal	41
-0.8	No	LR	Normal	41	RR	Normal	41
-0.7	No	LR	Normal	41	RR	Normal	41
-0.6	No	LR	Normal	41	RR	Normal	41
-0.5	No	LR	Normal	41	RR	Normal	41
-0.4	No	LR	Normal	41	RR	Normal	41
-0.3	No	LR	Normal	41	RR	Normal	41
-0.2	No	LR	Normal	41	RR	Normal	41
-0.1	No	LR	Normal	41	RR	Normal	41

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.

5A 87 03 79 03 07 FF 10 12 10 40 00 36 38 30 36 32 31 31 38 41 45

5A 88 32 44 34 52 4E 35 44 47 35 42 52 37 32 31 30 38 33

61 E1 54 30 35 4A 46 30 38 31 31 31 32 30 4A 4A

61 EA 04 9A 02 FF C0 9F C0 07 38 00 00 00 00 00 00 00 00 00

61 02 F1 6D 00 00 EE 52 18 C8 F0 04 30 C0 00 00 00 00 00 00

61 31 01 66 07 07 30 00 00 09 01 02 06 AB 43 00 00 78 E6 05 62 04 95 8B 54 05 83 E6 FF 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 06 00 00 00 00 00 88 10 10 40 00 54 00 00 00 00 00
00
00
37 32 31 30 38 33

61 32 02 CC 02 07 30 00 00 09 01 02 06 AB 05 00 00 78 E6 05 62 04 95 8B 5D FF FF F3 F1 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 B0 02 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00
00
37 32 31 30 38 33

71 02 01 00 66 00 00 00 88 01 76 00 E4 00 23 00 00 FF FF 00 00 00 00 00 00 2A D5 16 0B 7C 10 00 80
01 44 01 03 29 04 29 00 00 00 0C B4 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
04 00
00 00 00 00 00

71 02 01 01 66 00 00 00 88 01 9E 01 41 00 30 00 00 FF FF 00 00 00 00 00 00 2A D5 16 0B 7C 10 00 80
01 44 01 01 29 02 28 00 00 00 0C 8F 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
04 00
00 00 00 00 00

71 02 01 02 66 00 00 00 88 01 CF 02 49 00 11 00 00 FF FF 00 00 00 00 00 00 2B D4 16 0B 7C 08 00 80
01 44 01 01 29 02 28 00 00 00 0D 1E 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
04 00
00 00 00 00 00

71 02 01 03 66 00 00 00 88 01 DA 03 60 00 1B 00 00 FF FF 00 00 00 00 00 00 1F E0 16 0B 7C 05 00 80
01 44 01 01 29 02 28 00 00 00 0D 15 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
04 00
00 00 00 00 00

71 02 01 04 66 00 00 00 88 01 E3 03 68 00 30 00 00 FF FF 00 00 00 00 00 00 1F E0 16 0B 7C 05 00 80
01 44 01 01 29 02 28 00 00 00 0D 0B 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
04 00
00 00 00 00 00

71 02 01 05 66 00 00 00 88 01 FD 03 66 00 3D 00 00 FF FF 00 00 00 00 00 00 1F E0 16 0B 7C 05 00 80
01 44 01 01 29 02 28 00 00 00 0D 0E 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
04 00
00 00 00 00 00

71 02 01 06 66 00 00 00 88 02 23 03 75 00 51 00 00 FF FF 00 00 00 00 00 00 1F E0 16 0B 7C 05 00 80
01 44 01 01 29 02 28 00 00 00 0D 17 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
04 00
00 00 00 00 00

71 02 01 07 66 00 00 00 88 02 43 03 83 00 67 00 00 FF FF 00 00 00 00 00 00 1F E0 16 0B 7C 05 00 80
01 44 01 01 29 02 28 00 00 00 0D 14 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
04 00
00 00 00 00 00

71 02 01 08 66 00 00 00 88 02 67 03 88 00 87 00 13 FF FF 00 00 00 00 00 00 1F E0 16 0B 7C 05 00 80
01 44 01 01 29 02 28 00 00 00 0D 10 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 03 03 00 00
04 00
00 00 00 00 00

71 02 01 09 66 00 00 00 88 02 9A 03 88 00 AC 00 35 FF FF 00 00 00 00 00 00 1F E0 16 0B 7C 05 00 80
01 44 01 01 29 02 28 00 00 00 0D 0F 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 04 04 00 00
04 00
00 00 00 00 00

71 02 01 0A 66 00 00 00 88 02 C5 03 91 00 DD 00 6F FF FF 00 00 00 00 00 00 1F E0 16 0B 7C 06 00 80
01 44 01 03 29 04 29 00 00 00 0C FC 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 07 07 00 00
04 00
00 00 00 00 00

71 02 01 0B 66 00 00 CF 88 03 51 03 94 01 17 00 EB FF FF 00 00 00 00 00 00 22 DE 16 0B 75 07 00 C0
01 44 01 03 29 04 29 00 00 00 0C A5 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 08 08 00 00
04 00
00 00 00 00 00

71 02 01 0C 66 00 01 E0 88 03 48 03 AC 01 05 00 B0 FF FF 00 00 00 00 00 00 2B D4 16 0B 75 11 00 C0
01 44 01 03 29 04 29 00 00 00 0C 29 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 08 08 00 00
04 00
00 00 00 00 00

71 02 01 0D 66 00 02 0F 88 04 04 03 9B 00 5C 03 3D FF FF 00 00 00 00 00 00 33 CC 16 0B 70 19 00 C0
01 44 01 03 29 04 29 00 00 00 0B F3 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 0E 0E 00 00
04 00
00 00 00 00 00

71 02 01 0E 66 00 02 4B 88 03 55 03 B5 00 55 04 B1 FF FF 00 00 00 00 00 00 33 CC 16 0B 62 19 00 C0
01 44 01 03 29 04 29 00 00 00 0B F3 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 0E 0E 00 00
04 00
00 00 00 00 00

71 02 01 0F 66 00 02 57 88 03 55 03 97 00 35 04 FA FF FF 00 00 00 00 00 00 33 CC 16 0B 4A 19 00 C0
01 44 01 03 29 04 29 00 00 00 0B ED 00
04 00
00 00 00 00 00

71 02 01 10 66 00 02 D0 88 03 6F 03 25 00 1B 05 28 FF FF 00 00 00 00 00 00 2F D0 16 0B 2E 08 00 C0
01 44 01 03 29 04 29 00 00 00 0C 01 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 10 10 00 00
04 00
00 00 00 00 00

71 02 01 11 66 00 02 D6 88 03 53 02 39 00 57 05 80 FF FF 00 00 00 00 00 00 22 DD 16 0B 28 09 00 C0
01 44 01 03 29 04 29 00 00 00 0C 28 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 17 17 00 00
04 00
00 00 00 00 00

71 02 01 12 66 00 06 0C 88 03 88 01 C4 05 B9 04 A2 FF FF 00 00 00 00 00 00 23 DC 16 0B 29 0A 00 C0
01 44 01 03 29 04 29 00 00 00 0C 60 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 22 22 00 00
04 00
00 00 00 00 00

71 02 01 13 66 00 06 5F 88 03 88 05 F9 07 A3 04 CC FF FF 00 00 00 00 00 00 23 DC 16 0B 2A 0A 00 C0
01 44 01 03 29 04 29 00 00 00 0C EE 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 2C 2C 00 00
04 00
00 00 00 00 00

71 02 01 14 66 00 06 93 88 03 88 06 02 08 0A 05 15 FF FF 00 00 00 00 00 00 24 DB 16 0B 2B 0B 00 C0
01 44 01 01 29 02 28 00 00 00 0D 73 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 2D 2D 00 00
04 00
00 00 00 00 00

71 02 01 15 66 00 06 F7 88 03 82 05 FF 08 4C 05 55 FF FF 00 00 00 00 00 00 25 DB 16 0B 2E 0C 00 C0
01 44 01 01 29 02 28 00 00 00 0D A4 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 2E 2E 00 00
04 00
00 00 00 00 00

71 02 01 16 66 00 07 2A 08 03 85 05 EF 08 9A 05 84 FF FF 00 00 00 00 00 00 25 DA 16 0B 31 0C 00 C0
01 44 01 01 29 02 28 00 00 00 0E 2C 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 2E 2E 00 00
04 00
00 00 00 00 00

71 02 01 17 66 00 07 1A 08 03 82 06 08 08 8A 05 66 FF FF 00 00 00 00 00 00 25 DA 16 0B 34 0C 00 C0
01 44 01 01 29 02 28 00 00 00 0E 9D 00
04 00
00 00 00 00 00

71 02 01 18 66 00 07 16 08 03 8B 06 27 08 75 05 4C FF FF 00 00 00 00 00 00 26 D9 16 0B 38 0D 00 C0
01 44 01 01 29 02 28 00 00 00 0E C8 00
04 00
00 00 00 00 00

71 02 01 19 66 00 06 E9 08 03 69 05 E1 08 72 05 1B FF FF 00 00 00 00 00 00 26 D9 16 0B 3F 0D 00 C0
01 44 01 01 29 02 28 00 00 00 0E EA 00
04 00
00 00 00 00 00

71 02 01 1A 66 00 06 C4 08 03 77 06 0A 08 4C 04 E5 FF FF 00 00 00 00 00 00 27 D8 16 0B 45 0F 00 C0
01 44 01 01 29 02 28 00 00 00 0E F7 00
04 00
00 00 00 00 00

71 02 01 1B 66 00 06 AB 08 03 7C 06 3C 08 29 04 A9 FF FF 00 00 00 00 00 00 29 D6 16 0B 47 11 00 C0
01 44 01 01 29 02 28 00 00 00 0F 2E 00
04 00
00 00 00 00 00

71 02 01 1C 66 00 06 91 08 04 0F 06 1C 08 0A 04 AC FF FF 00 00 00 00 00 00 2E D2 16 0B 44 14 00 C0
01 44 01 01 29 02 28 00 00 00 0F 65 00
04 00
00 00 00 00 00

71 02 01 1D 66 00 06 BF 08 04 71 06 2F 07 CE 05 55 FF FF 00 00 00 00 00 00 2C D3 67 33 3C 0F 59 C0
00 44 01 01 29 02 28 00 00 00 0F 19 00
04 00
00 00 00 00 00

71 02 01 1E 66 00 06 E6 08 04 FA 06 38 07 A5 05 C4 FF FF 00 00 00 00 00 00 27 D8 89 44 3E 0E 0F C0
00 44 01 03 29 04 29 00 00 00 0E AB 00
04 00
00 00 00 00 00

71 02 01 1F 66 00 07 05 08 05 67 06 43 07 75 06 30 FF FF 00 00 00 00 00 00 29 D6 16 0B 40 10 00 C0
00 44 01 03 29 04 29 00 00 00 0E 5B 00
04 00
00 00 00 00 00

71 02 01 20 66 00 07 16 08 05 DD 06 4D 07 43 06 85 FF FF 00 00 00 00 00 00 2C D3 16 0B 3E 12 00 C2
00 44 01 03 29 04 29 00 00 00 0E 30 00
04 00
00 00 00 00 00

71 02 01 21 66 00 07 2E 08 06 33 06 53 07 0A 06 BD FF FF 00 00 00 00 00 00 29 D6 4E 27 3A 0E 2C C2
00 44 01 03 29 04 29 00 00 00 0E 8B 00
04 00
00 00 00 00 00

71 02 01 22 66 00 07 27 08 06 8D 06 5B 06 EA 06 DD FF FF 00 00 00 00 00 00 28 D7 21 10 3E 0F 00 C2
00 44 01 03 29 04 29 00 00 00 0F 05 00
04 00
00 00 00 00 00

71 02 01 23 66 00 06 FC 08 06 C0 06 73 06 CD 06 F7 FF FF 00 00 00 00 00 00 28 D7 16 0B 42 0F 18 C2
00 44 01 03 29 04 29 00 00 00 0F 44 00
04 00
00 00 00 00 00

71 02 01 24 66 00 07 11 08 06 F7 06 95 06 8D 07 14 FF FF 00 00 00 00 00 00 2B D4 16 0B 45 12 00 C2
00 44 01 03 29 04 29 00 00 00 0F 7F 00
04 00
00 00 00 00 00

71 02 01 25 66 00 07 B4 00 07 2E 06 CA 06 9C 07 32 FF FF 00 00 00 00 00 00 2C D4 16 0B 43 12 00 C2
00 44 01 03 29 04 29 00 00 00 0F CE 00
04 00
00 00 00 00 00

71 02 01 26 66 00 06 A7 00 06 FB 06 8F 06 85 06 E6 81 6A 00 00 00 00 00 00 2C D4 35 1A 3E 12 14 C2
00 44 01 03 29 04 29 00 00 00 0F F7 00
04 00
00 00 00 00 00

71 02 01 27 66 00 06 70 00 06 54 06 51 06 4E 06 52 80 4B 00 00 00 00 00 00 2B D4 34 1A 38 12 14 C2
00 44 01 03 29 04 29 00 00 00 0F F8 00
04 00
00 00 00 00 00

71 02 01 28 66 00 06 B3 00 06 53 06 54 06 54 06 56 80 4B 00 00 00 00 00 00 2B D4 33 19 33 11 13 C2
00 44 01 01 29 02 28 00 00 00 0F F8 00
04 00
00 00 00 00 00

71 02 01 29 66 00 06 86 00 06 54 06 52 06 57 06 50 80 5F 00 00 00 00 00 00 2A D5 32 19 2A 0E 12 C2
00 44 01 01 29 02 28 00 00 00 0F F8 00
04 00
00 00 00 00 00

71 02 01 2A 66 00 06 8B 00 06 57 06 57 06 57 06 58 80 65 00 00 00 00 00 00 26 D9 31 18 24 0B 11 C2
00 44 01 01 29 02 28 00 00 00 0F F9 00
04 00
00 00 00 00 00

71 02 01 2B 66 00 06 8A 00 06 55 06 55 06 56 06 5B 80 6F 00 00 00 00 00 00 22 DD 2A 15 1F 08 0A C2
00 44 01 01 29 02 28 00 00 00 0F F9 00
04 00
00 00 00 00 00

71 02 01 2C 66 00 06 88 00 06 5B 06 57 06 5B 06 55 80 65 00 00 00 00 00 00 22 DD 2A 15 1F 08 0A C2
00 44 01 01 29 02 28 00 00 00 0F FA 00
04 00
00 00 00 00 00

71 02 01 2D 66 00 06 8C 00 06 5B 06 5C 06 57 06 5A 80 61 00 00 00 00 00 00 21 DE 27 13 1D 07 06 C2
00 44 01 01 29 02 28 00 00 00 0F FA 00
04 00
00 00 00 00 00

71 02 01 2E 66 00 06 89 00 06 58 06 5B 06 5C 06 60 80 4A 00 00 00 00 00 00 20 DF 23 11 1D 07 00 C2
00 44 01 01 29 02 28 00 00 00 0F FA 00
04 00
00 00 00 00 00

71 02 01 2F 66 00 06 8C 00 06 5D 06 5B 06 5D 06 57 80 49 00 00 00 00 00 00 20 DF 1B 0D 1D 07 00 C2
00 44 01 01 29 02 28 00 00 00 0F F9 00
04 00
00 00 00 00 00

71 02 01 30 66 00 06 91 00 06 5C 06 5F 06 5F 06 61 80 4B 00 00 00 00 00 00 20 DF 18 0C 1D 07 00 C2
00 44 01 01 29 02 28 00 00 00 0F F8 00
04 00
00 00 00 00 00

71 02 01 31 66 00 06 90 00 06 5F 06 5E 06 60 06 5D 80 4B 00 00 00 00 00 00 20 DF 18 0C 1D 07 00 C2
00 44 01 01 29 02 28 00 00 00 0F F8 00
04 00
00 00 00 00 00

71 02 02 00 CC 00 06 E6 08 04 FA 06 38 07 A5 05 C4 FF FF 00 00 00 00 00 00 27 D8 89 44 3E 0E 0F C0
00 44 01 03 29 04 29 00 00 00 0E AB 00
04 00
00 00 00 00 00

71 02 02 01 CC 00 07 05 08 05 67 06 43 07 75 06 30 FF FF 00 00 00 00 00 00 29 D6 16 0B 40 10 00 C0
00 44 01 03 29 04 29 00 00 00 0E 5B 00
04 00
00 00 00 00 00

71 02 02 02 CC 00 07 16 08 05 DD 06 4D 07 43 06 85 FF FF 00 00 00 00 00 00 2C D3 16 0B 3E 12 00 C2
00 44 01 03 29 04 29 00 00 00 0E 30 00
04 00
00 00 00 00 00

71 02 02 03 CC 00 07 2E 08 06 33 06 53 07 0A 06 BD FF FF 00 00 00 00 00 00 29 D6 4E 27 3A 0E 2C C2
00 44 01 03 29 04 29 00 00 00 0E 8B 00
04 00
00 00 00 00 00

71 02 02 04 CC 00 07 27 08 06 8D 06 5B 06 EA 06 DD FF FF 00 00 00 00 00 00 28 D7 21 10 3E 0F 00 C2
00 44 01 03 29 04 29 00 00 00 0F 05 00
04 00
00 00 00 00 00

71 02 02 05 CC 00 06 FC 08 06 C0 06 73 06 CD 06 F7 FF FF 00 00 00 00 00 00 28 D7 16 0B 42 0F 18 C2
00 44 01 03 29 04 29 00 00 00 0F 44 00
04 00
00 00 00 00 00

71 02 02 06 CC 00 07 11 08 06 F7 06 95 06 8D 07 14 FF FF 00 00 00 00 00 00 2B D4 16 0B 45 12 00 C2
00 44 01 03 29 04 29 00 00 00 0F 7F 00
04 00
00 00 00 00 00

71 02 02 07 CC 00 07 B4 00 07 2E 06 CA 06 9C 07 32 FF FF 00 00 00 00 00 00 2C D4 16 0B 43 12 00 C2
00 44 01 03 29 04 29 00 00 00 0F CE 00
04 00
00 00 00 00 00

71 02 02 08 CC 00 06 A7 00 06 FB 06 8F 06 85 06 E6 81 6A 00 00 00 00 00 00 2C D4 35 1A 3E 12 14 C2
00 44 01 03 29 04 29 00 00 00 0F F7 00
04 00
00 00 00 00 00

71 02 02 09 CC 00 06 70 00 06 54 06 51 06 4E 06 52 80 4B 00 00 00 00 00 00 2B D4 34 1A 38 12 14 C2
00 44 01 03 29 04 29 00 00 00 0F F8 00
04 00
00 00 00 00 00

71 02 02 0A CC 00 06 B3 00 06 53 06 54 06 54 06 56 80 4B 00 00 00 00 00 00 2B D4 33 19 33 11 13 C2
00 44 01 01 29 02 28 00 00 00 0F F8 00
04 00
00 00 00 00 00

71 02 02 0B CC 00 06 86 00 06 54 06 52 06 57 06 50 80 5F 00 00 00 00 00 00 2A D5 32 19 2A 0E 12 C2
00 44 01 01 29 02 28 00 00 00 0F F8 00
04 00
00 00 00 00 00

71 02 02 0C CC 00 06 8B 00 06 57 06 57 06 57 06 58 80 65 00 00 00 00 00 00 26 D9 31 18 24 0B 11 C2
00 44 01 01 29 02 28 00 00 00 0F F9 00
04 00
00 00 00 00 00

71 02 02 0D CC 00 06 8A 00 06 55 06 55 06 56 06 5B 80 6F 00 00 00 00 00 00 22 DD 2A 15 1F 08 0A C2
00 44 01 01 29 02 28 00 00 00 0F F9 00
04 00
00 00 00 00 00

71 02 02 0E CC 00 06 88 00 06 5B 06 57 06 5B 06 55 80 65 00 00 00 00 00 00 22 DD 2A 15 1F 08 0A C2
00 44 01 01 29 02 28 00 00 00 0F FA 00 00 00 00 00 00 00 00 00 00 00 00 00 00 33 33 00 00
04 00
00 00 00 00 00

71 02 02 0F CC 00 06 8C 00 06 5B 06 5C 06 57 06 5A 80 61 00 00 00 00 00 00 21 DE 27 13 1D 07 06 C2
00 44 01 01 29 02 28 00 00 00 0F FA 00 00 00 00 00 00 00 00 00 00 00 00 00 00 33 33 00 00
04 00
00 00 00 00 00

71 02 02 10 CC 00 06 89 00 06 58 06 5B 06 5C 06 60 80 4A 00 00 00 00 00 00 20 DF 23 11 1D 07 00 C2
00 44 01 01 29 02 28 00 00 00 0F FA 00 00 00 00 00 00 00 00 00 00 00 00 00 00 33 33 00 00
04 00
00 00 00 00 00

71 02 02 11 CC 00 06 8C 00 06 5D 06 5B 06 5D 06 57 80 49 00 00 00 00 00 00 20 DF 1B 0D 1D 07 00 C2
00 44 01 01 29 02 28 00 00 00 0F F9 00 00 00 00 00 00 00 00 00 00 00 00 00 00 33 33 00 00
04 00
00 00 00 00 00

71 02 02 12 CC 00 06 91 00 06 5C 06 5F 06 5F 06 61 80 4B 00 00 00 00 00 00 20 DF 18 0C 1D 07 00 C2
00 44 01 01 29 02 28 00 00 00 0F F8 00 00 00 00 00 00 00 00 00 00 00 00 00 00 33 33 00 00
04 00
00 00 00 00 00

71 02 02 13 CC 00 06 90 00 06 5F 06 5E 06 60 06 5D 80 4B 00 00 00 00 00 00 20 DF 18 0C 1D 07 00 C2
00 44 01 01 29 02 28 00 00 00 0F F8 00 00 00 00 00 00 00 00 00 00 00 00 00 00 33 33 00 00
04 00
00 00 00 00 00

71 02 02 14 CC 00 06 8F 00 06 63 06 61 06 5F 06 62 80 60 00 00 00 00 00 00 20 DF 18 0C 1D 07 00 C2
00 44 01 03 29 04 29 00 00 00 0F F8 00 00 00 00 00 00 00 00 00 00 00 00 00 00 33 33 00 00
04 00
00 00 00 00 00

71 02 02 15 CC 00 06 9B 00 06 63 06 61 06 63 06 65 80 65 00 00 00 00 00 00 20 DF 18 0B 1D 07 00 C2
00 44 01 03 29 04 29 00 00 00 0F FA 00 00 00 00 00 00 00 00 00 00 00 00 00 00 33 33 00 00
04 00
00 00 00 00 00

71 02 02 16 CC 00 06 99 00 06 66 06 64 06 65 06 63 80 5D 00 00 00 00 00 00 20 DF 16 0B 1E 07 00 C2
00 44 01 03 29 04 29 00 00 00 0F FA 00 00 00 00 00 00 00 00 00 00 00 00 00 00 33 33 00 00
04 00
00 00 00 00 00

71 02 02 17 CC 00 06 94 00 06 6A 06 66 06 67 06 65 80 65 00 00 00 00 00 00 21 DF 16 0B 1F 07 00 C2
00 44 01 03 29 04 29 00 00 00 0F FA 00 00 00 00 00 00 00 00 00 00 00 00 00 00 33 33 00 00
04 00
00 00 00 00 00

71 02 02 18 CC 00 06 98 00 06 69 06 69 06 6A 06 65 80 58 00 00 00 00 00 00 21 DE 16 0B 1F 08 00 C2
00 44 01 03 29 04 29 00 00 00 0F FA 00 00 00 00 00 00 00 00 00 00 00 00 00 00 33 33 00 00
04 00
00 00 00 00 00

71 02 02 19 CC 00 06 9B 00 06 6E 06 6A 06 67 06 6A 80 5A 00 00 00 00 00 00 21 DE 16 0B 20 08 00 C2
00 44 01 03 29 04 29 00 00 00 0F F9 00 00 00 00 00 00 00 00 00 00 00 00 00 00 33 33 00 00
04 00
00 00 00 00 00

71 02 02 1A CC 00 06 96 00 06 68 06 69 06 69 06 6A 80 36 00 00 00 00 00 00 21 DE 16 0B 21 08 00 C2
00 44 01 03 29 04 29 00 00 00 0F F9 00 00 00 00 00 00 00 00 00 00 00 00 00 00 33 33 00 00
04 00
00 00 00 00 00

71 02 02 1B CC 00 06 A9 00 06 6B 06 6D 06 70 06 67 80 18 00 00 00 00 00 00 21 DE 16 0B 22 08 00 C2
00 44 01 03 29 04 29 00 00 00 0F F8 00 00 00 00 00 00 00 00 00 00 00 00 00 00 34 34 00 00
04 00
00 00 00 00 00

71 02 02 1C CC 00 06 8C 00 06 6C 06 6E 06 6A 06 6E 80 15 00 00 00 00 00 22 DE 16 0B 23 08 00 C2
00 44 01 03 29 04 29 00 00 00 0F F7 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 34 34 00 00
04 00
00 00 00 00 00

71 02 02 1D CC 00 06 91 00 06 6A 06 6E 06 6A 06 6C 7F F3 00 00 00 00 00 00 22 DD 16 0B 24 08 00 C2
00 44 01 03 29 04 29 00 00 00 0F F7 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 34 34 00 00
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71 02 02 1E CC 00 06 9E 00 06 6A 06 6C 06 6F 06 69 7F FF 00 00 00 00 00 00 22 DD 16 0B 25 09 00 C2
00 44 01 01 29 02 28 00 00 00 0F F5 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 34 34 00 00
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71 02 02 1F CC 00 06 9D 00 06 6D 06 6D 06 70 06 6E 80 18 00 00 00 00 00 00 22 DD 16 0B 27 09 00 C2
00 44 01 01 29 02 28 00 00 00 0F F6 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 34 34 00 00
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71 02 02 20 CC 00 06 A0 00 06 70 06 6E 06 72 06 6B 80 21 00 00 00 00 00 00 23 DC 16 0B 28 09 00 C2
00 44 01 01 29 02 28 00 00 00 0F F7 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 34 34 00 00
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71 02 02 21 CC 00 06 A5 00 06 70 06 70 06 73 06 71 80 43 00 00 00 00 00 00 23 DC 16 0B 2A 09 00 C2
00 44 01 01 29 02 28 00 00 00 0F F7 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 34 34 00 00
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71 02 02 22 CC 00 06 A2 00 06 6F 06 73 06 72 06 72 80 4A 00 00 00 00 00 00 23 DC 16 0B 2C 0A 00 C2
00 44 01 01 29 02 28 00 00 00 0F F7 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 34 34 00 00
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71 02 02 23 CC 00 06 9E 00 06 70 06 6F 06 76 06 6D 80 41 00 00 00 00 00 00 24 DC 16 0B 2F 0A 00 C2
00 44 01 01 29 02 28 00 00 00 0F F8 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 34 34 00 00
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71 02 02 24 CC 00 06 A2 00 06 72 06 75 06 71 06 73 80 4B 00 00 00 00 00 00 24 DB 16 0B 32 0A 00 C2
00 44 01 01 29 02 28 00 00 00 0F F9 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 34 34 00 00
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71 02 02 25 CC 00 06 A5 00 06 71 06 73 06 72 06 75 80 34 00 00 00 00 00 00 24 DB 16 0B 37 0B 00 C2
00 44 01 01 29 02 28 00 00 00 0F F9 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 34 34 00 00
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71 02 02 26 CC 00 06 A1 00 06 75 06 75 06 72 06 74 80 36 00 00 00 00 00 00 25 DA 1C 0E 3C 0C 00 C2
00 44 01 01 29 02 28 00 00 00 0F F8 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 34 34 00 00
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71 02 02 27 CC 00 06 A5 00 06 6F 06 70 06 75 06 75 80 32 00 00 00 00 00 00 26 DA 24 11 44 0D 04 C2
00 44 01 01 29 02 28 00 00 00 0F F7 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 34 34 00 00
04 00
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71 02 02 28 CC 00 06 A2 00 06 73 06 70 06 72 06 70 80 18 00 00 00 00 00 00 28 D8 2A 15 4B 0F 0C C2
00 44 01 03 29 04 29 00 00 00 0F F7 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 34 34 00 00
04 00
00 00 00 00 00

71 02 02 29 CC 00 06 A7 00 06 73 06 75 06 77 06 75 80 18 00 00 00 00 00 00 2A D5 32 18 4F 11 13 C2
00 44 01 03 29 04 29 00 00 00 0F F7 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 34 34 00 00
04 00
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F7 F7 F6 F6 F6 F6 F6 F6 F6 F5 F5 F5 F5 F5 F5 F5 F5 F5 F4 F4 F4 F4 F4 F4 F4 F4 F4 F4 F4 F4 F4
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71 0F 01 66 00 56 57 55 54 55 56 57 56 55 54 49 44 49 4F 50 52 55 56 58 5B 5E 5E 5B 59 58 59 5B
5A 54 44 3B 3F 3F 44 45 46 48 4C 4F 4E 4F 50 52 55 56 54 54 55 54 54 53 54 55 55 54 4B 3C 29 35
38 3C 40 43 49 4E 50 53 55 54 55 51 50 50 50 50 50 4F 4E 4D 4E 4E 4E 4E 4D 4D 4D 4D 4D 4C 4F 55
5A 5E 62 67 69 66 63 60 60 60 62 63 63 64 66 67 66 66 66 65 62 5D 5D 6E 74 74 74 74 74 74 74 74
74 74 74 74 74 74 73 73 74 74 74 74 74 74 74 71 70 70 70 6E 6C 6B 6D 6E 6E 6C 6B 6A 6B 6A
6A 69 66 61 5E 5D 5B 57 53 50 50 50 4F 4E 4D 4C 4C 4B 4A 4A 4A 49 48 45 40 3B 38 39 39 38 38 38
38 38 38 39 3B 3F 49 4F 54 57 5A 5E 60 5F 57 40 2C 2B 2D 27 1D 0D 08 08 0B 0D 0C 0A 0B 0B 09 07
07 06 04 03 01 00 FD FB FA F9 F7 F7 F7 F7 F7 F6 F5 F3 F1 EE EC EA E7 E4 E1 DE DB DA DC 02 57 81

71 0F 02 CC 00
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1B 1D 1D 1C 19 17 15 14 12 11 0F 0D 0C 0B 0B 0A 0A 0B 0B 0B 0C 0C 0D 0E 0E 0F 10 12 14 16 19 1B
1E 22 25 29 2C 31 35 3A 3F 46 4D 50 54 59 5D 5C 59 56 55 53 54 55 55 55 53 51 4E 4E 50 52 54 56
57 55 54 55 56 57 56 55 54 49 44 49 4F 50 52 55 56 58 5B 5E 5E 5B 59 58 59 5B 5A 54 44 3B 3F 3F
44 45 46 48 4C 4F 4E 4F 50 52 55 56 54 54 55 54 54 53 54 55 55 54 4B 3C 29 35 38 3C 40 43 49 4E
50 53 55 54 55 51 50 50 50 50 50 4F 4E 4D 4E 4E 4E 4E 4E 4D 4D 4D 4D 4D 4C 4F 55 5A 5E 02 57 81

61 30 7F 00

61 10 09 FF 03

58 04 9C 4E E0 9C 3F E0 9C 49 E0 9C 3A E0

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.

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	2D4RN5DG5BR [REDACTED]
User	Audrey A. Eagle
Case Number	Tanner Investigation
EDR Data Imaging Date	01/31/2012
Crash Date	10/29/2011
Filename	2D4RN5DG5BR [REDACTED].ACM.CDRX
Saved on	Tuesday, January 31 2012 at 13:20:30
Collected with CDR version	Crash Data Retrieval Tool 4.3
Reported with CDR version	Crash Data Retrieval Tool 4.3
EDR Device Type	Airbag Control Module
Event(s) recovered	Event Record 1 Event Record 2

Comments

EDR image through the vehicle's DLC. Powered by jumper box. Vehicle has OEM tires.

Data Limitations

AIRBAG CONTROL MODULE (ACM) DATA LIMITATIONS:

GENERAL INFORMATION:

CAUTION: During Bench top imaging, make sure the ACM is not moved, tilted or turned over while connected to and powered by the CDR Interface Module. Also, after a CDR imaging process, wait 2 minutes after power is removed from the ACM before attempting to move the module. Not following these general ACM guidelines for bench top imaging could cause new events to be recorded in the ACM.

The ACM current fault status will be altered if the ACM is powered-up without having all of the other vehicle inputs connected (e.g., bench top imaging). This situation will occur when the CDR tool is connected directly to the ACM. This will not affect the stored fault data information in any of the Event Records. Always make a note in the CDR case comments section when an ACM bench top imaging process is being performed.

The recorded Event will contain Pre-Crash data.

- T0 (where '0' is subscript) (-0.1 sec.) is defined as either:
 - The last sample point in the vehicle data buffer when the ACM commanded a deployment
 - The algorithm wakeup.
 - Please note that the algorithm wakeup may be different for front, side, and roll-over events and their associated parameters.
- The VIN is captured by the ACM and then recorded as the Original VIN after 10 consecutive ignition cycles of capturing the same number. Once it has been recorded, this number cannot be modified.
- As the VIN may be used to determine the configuration of the restraint system, it is imperative that the correct VIN be entered into the CDR software during the imaging process.

CDR FILE INFORMATION:

Event(s) Recovered definitions:

- None - There are no stored events in the Airbag Control Module (ACM)
- Not Retrievable - Event Data may be stored in the ACM but is not retrievable by the CDR tool.
- For Continental ACMs:
 - Event Record 1 - Data from an event is stored in the ACM (not necessarily in chronological order)
 - Event Record 2 - Data from another event is stored in the ACM (not necessarily in chronological order)
 - Event Record 3 - Data from another event is stored in the ACM (not necessarily in chronological order) (for modules with 3 stored events)
- For all other ACMs:
 - Most Recent Event - Data of the most recent event is displayed in the report
 - 1st Prior Event - Two events are stored in the ACM, Data displayed is of the first prior event.
 - 2nd Prior Event - Three events are stored in the ACM, Data displayed is of the second prior event.
 - Etc., (for modules with 3 to 5 stored events)

CDR RECORD INFORMATION:

- The following table provides an explanation of the sign notation for data elements that may be included in this CDR report.

Data Element Name	Positive Sign Notation Indicates
Longitudinal Acceleration	Forward
Delta-V, Longitudinal	Forward
Maximum Delta-V, Longitudinal	Forward
Lateral Acceleration	Left to Right
Delta-V, Lateral	Left to Right
Maximum Delta-V, Lateral	Left to Right
Normal Acceleration	Upward
Vehicle Roll Angle	Left to Right Rotation

- If power to the ACM is lost during an event, all or part of the event data record may not be recorded. Two scenarios may be recorded under this condition:
 - “None” may be displayed in the “Event(s) Recovered” section of the report indicating no pre-crash vehicle data.
 - An event may be displayed in the “Event(s) Recovered” section of the report and “Interrupted” will be displayed for Vehicle Event Recorder Status.
- Note: For the 2010-2012 MY Dodge Journey, Dodge Grand Caravan, Chrysler Town and Country, and Chrysler Grand Voyager, “interrupted” in Vehicle Event Recorder Status/Event Recorder Status indicates either be a non-deployment event or an interrupted deployment event.
- For ACMs that store non-deployment events, the minimum delta V required to store an event is a delta V of 5 mph (8 km/h) within a 150 ms interval.
- Definitions for Data Blocks 1 - 7 and Overall Data Record Complete:
 - Crash Record (system status and DTCs)
 - NHTSA Table #1 Vehicle System data
 - NHTSA Table #1 Longitudinal delta-V
 - NHTSA Table #2 Vehicle System Data
 - NHTSA Table #2 Lateral delta-V - will be a NO if vehicle is not equipped with side sensing
 - ACM angular rate data - will be a NO if vehicle is not equipped with roll-over sensing
 - Other Vehicle System Data - Chrysler Specific Data

Overall Data Record Complete - Yes, No is defined based on what the specific vehicle configuration. For example, a NO may be present for a non-applicable data block but a YES may be present for overall data record complete as all of the applicable data is complete.
- For non-NAFTA ACMs that control pedestrian protection devices, a non-deployment event will be also stored when the pedestrian protection devices are activated.
- The Airbag Control Module Configuration indicates the inputs and outputs that the ACM for a particular vehicle monitors and/or controls.
- “Event Number” in the System Status at Event section of the report:
 - Indicates the event number per vehicle ignition cycle for:
 - 2010 - 2012 Sebring, Avenger, Caliber, Nitro, Compass, Liberty, Patriot, Wrangler, and Ram
 - Indicates the overall order of the events for all other applicable vehicles.
- “Total Number of Events Recorded” in the System Status at Event section of the report:
 - Stops incrementing when each event record is recorded by the ACM for:
 - 2010 - 2012 Sebring, Avenger, Caliber, Nitro, Compass, Liberty, Patriot, Wrangler, and Ram
 - Indicates the total number of events that the ACM has recorded for all other applicable vehicles.
- “Operation System Time at Event (min)” in the System Status at Event section of the report is a lifetime timer for the ACM. It indicates the amount of time, over the ACM's lifetime that the ACM has been powered up.
- “Time from Event 1 to 2 (sec)” in the System Status at Event section of the report indicates the time from t0 of the first event to t0 of the second event. If the value is greater than 5 seconds, “>5” will be displayed.
- Active Head Restraint (AHR) - This refers to the active head restraint systems that are electronically controlled by the ACM.
- For applicable vehicles, a “Yes” for a particular item in the Deployment Command Data section of the report indicates that the ACM commanded the deployment of the associated device. Note: For 2010 MY vehicles equipped with AHR, the AHR deployment will not be recorded in the EDR.
- Vehicle Data (Pre-Crash) is transmitted to the Airbag Control Module, by various vehicle control modules, via the vehicle's communication network.
- On 2006-2009 Ram 2500/3500, the Engine RPM recorded is limited to a maximum of 4080 RPM. On the 2008 - 2010 Dodge Grand Caravan, 2008-2010 Chrysler Town and Country and 2009-2010 Dodge Journey, the engine RPM resolution is 256 rpm. On all other vehicles, the resolution is 32 rpm.
- If a recorded event has Engine RPM equal to SNA and Speed, Vehicle Indicated equals SNA for each time stamp, then the data is default data and the event stored in the ACM is not valid.
- The accuracy of the recorded Speed, Vehicle Indicated will be affected if the vehicle had the tire size or the final drive axle ratio changed from the factory build specifications.
- Speed, Vehicle Indicated is reported as an average of the drive wheels.
- On the 2008 - 2009 Dodge Grand Caravan, 2008-2009 Chrysler Town and Country and 2009 Dodge Journey, the vehicle speed resolution is 2 kph. On all other vehicles, the resolution is 1 kph.
- The MIL (Malfunction Indicator Lamp) Status for the various recorded systems indicates the state of the applicable malfunction indicator

lamp at the time that the data was captured. Note: Some fault codes could be stored due to component/system damage from the accident.

- For correct polarity of Maximum Delta-V Longitudinal or Maximum Delta-V Lateral, reference the graph and the table of Delta-V values.
- On vehicles equipped with ETC, "Accelerator Pedal, % Full" and "Engine Throttle, % Full" are relative values - relative pedal position and relative engine throttle. These parameters may record values of less than 100% when the pedal/throttle is actually at its maximum.

NOTE: The appropriate diagnostic tool should be used to read any stored Diagnostic Trouble Codes (DTC's) in the various electronic modules (ACM, PCM, ABS, TCM, etc., where applicable) for use in interpretation of some vehicle specific recorded data.

VEHICLE DATA DEFINITIONS:

Vehicle Event Recorder Status definitions:

- For additional definitions, please refer to the CDR Help File Glossary
- ABS MIL (if equip.) - This indicates the ABS fault indicator lamp status. It will only be "On" when there is a fault in the ABS system. The Electronic brake module DTC's should be read and recorded for final system interpretation.
- ESP MIL (if equip.) - This indicates the ESP/BAS fault indicator lamp status. It will only be "On" when there is a fault or thermal model shutdown in the ESP system. The ESP module DTC's should be read and recorded for final system interpretation.
- ESP Lamp (if equip.) - This is the status of the ESP symbol - "car with squiggly lines" indicator lamp. "On" indicates ESP has been turned off by the driver or has reduced performance and is not an indication of a fault in the system.
- ESP Lamp Flashing Requested (if equip.) - If "Yes", then an ESP, Traction Control or Trailer Sway Control (if equipped) event was active at the time of data capture.
- ESP Disabled (if equip.) - "Yes" indicates that ABS & ESP have been disabled by the driver or due to system performance.
- ESP Functional/Active (if equip.) - "YES" indicates that the ESP system is functional and has no faults.
- Panic Brake Assist Active (if equip.) - "Yes" indicates that all four of the brake circuits are under going ABS control.
- Steering Input (deg) (if equip.):
 - Steering Input polarity is positive for right turns on:
 - o 2006 - 2007 Grand Cherokee
 - o 2006 - 2007 Commander
 - o 2005 - 2010 300, Magnum, and Charger
 - o 2008 - 2010 Challenger
 - Steering Input polarity is negative for right turns on:
 - o All other vehicles and model years not specified above
- Yaw Rate (deg/sec) (if equip.): All vehicles have negative yaw rate when making a right turn.
- ETC Lamp - Lamp "ON" indicates there is an active Electronic Throttle DTC.
- ETC Lamp Flashing - If "Yes", then the ETC is in the limp-in mode.
- Engine Torque Applied - If "No", then no engine torque output was applied (as in Park/Neutral for Automatic transmissions or clutch depressed on manual or during an ESP/Traction Control event). If "Yes", then engine torque output was applied.
- Tire 1 (2) Location (if equip.) - This indicates the location of the tire pressure sensor data. Default is used to indicate that the location of the tire pressure sensor is unknown or there is no tire pressure sensor in the wheel. Vehicles with Base Tire Pressure Monitoring systems will display SNA for both Tire Locations as these vehicles do not send actual pressure values across the communication bus.
- Tire 1 (2) Pressure Status (if equip.) - This indicates the actual pressure status of the Tire Location defined in the previous column. Possible values are LOW, NORMAL, HIGH, or SNA for this parameter. Vehicles with Base Tire Pressure Monitoring systems will display NORMAL even though these vehicles do not send actual pressure values across the communication bus.
- Tire 1 (2) Pressure (psi) (if equip.) - This indicates the actual tire pressure value of the Tire Location defined. Vehicles with Base Tire Pressure Monitoring systems will display N/A for this parameter as these vehicles do not send actual pressure values across the communication bus.
- Cruise Control System - "On" indicates that the Cruise Control system is turned on.
- Cruise Control Active - "Yes" indicates the Cruise Control system is actively controlling vehicle speed. "No" indicates the system is NOT controlling vehicle speed.
- (if equip.) - If a parameter name is followed by the words (if equip.), then the parameter is only valid for vehicles equipped with the associated parameter/vehicle system.

APPLICATION INFORMATION:

- 2005 - 2009 Durango's equipped with side airbags have EDR data that can be imaged by the CDR tool. Durango's not equipped with side airbags have EDR Data that might be imaged by the CDR tool and can always be imaged by the supplier.
- For 2005 & 2006 MY, some Chrysler 300, Dodge Magnum, Dodge Charger, Jeep Grand Cherokee, and Jeep Commander models may contain EDR data that can not be imaged by the CDR tool.
- For 2006 & 2007 MY, some PT Cruiser models may contain EDR data that can not be imaged by the CDR tool.
- EDR Data is only recorded for frontal deployments in the following vehicles:
 - 2005-2007 Durango
 - 2006-2007 Ram 1500
 - 2006-2009 Ram 2500/3500 Heavy Duty
 - 2007 Aspen, Caliber, Compass, Patriot, Nitro, Sebring, Wrangler

03001_Chrysler_r012

System Status at Retrieval

Original VIN	2D4RN5DG5BR
Airbag Control Module Part Number	68062118AE
Airbag Control Module Serial Number	T05JF0811120JJ
Airbag Control Module Supplier	Continental Corporation

System Configuration at Retrieval

Configured for Driver Frontal Airbag	Yes
Configured for Driver Knee Airbag	Yes
Configured for Driver Buckle Pretensioner	Yes
Configured for Driver Retractor Pretensioner	Yes
Configured for Driver Seatbelt Switch	No
Configured for Driver Seat Track Position Sensor	Yes
Configured for Driver Active Head Restraint	Yes
Configured for Left Curtain Airbag	Yes
Configured for Left Side Seat Airbag	Yes
Configured for Passenger Frontal Airbag	Yes
Configured for Passenger Knee Airbag	No
Configured for Front Passenger Buckle Pretensioner	Yes
Configured for Front Passenger Retractor Pretensioner	Yes
Configured for Front Passenger Seatbelt Switch	Yes
Configured for Front Passenger Seat Track Position Sensor	Yes
Configured for Front Passenger Active Head Restraint	Yes
Configured for Right Curtain Airbag	Yes
Configured for Right Side Seat Airbag	Yes
Configured for Front Passenger Occupant Classification System	No
Configured for Occupant Detection Sensor	No
Configured for Left Up Front Sensor	Yes
Configured for Right Up Front Sensor	Yes
Configured for Left Door Pressure Sensor	Yes
Configured for Left Side Row 1 Sensor	Yes
Configured for Left Side Row 2 Sensor	Yes
Configured for Left Side Row 3 Sensor	Yes
Configured for Right Door Pressure Sensor	Yes
Configured for Right Side Row 1 Sensor	Yes
Configured for Right Side Row 2 Sensor	Yes
Configured for Right Side Row 3 Sensor	Yes

Status of the Data in the Most Recent Event

Data Block 1 Complete (Yes, No)	Yes
Data Block 2 Complete (Yes, No)	Yes
Data Block 3 Complete (Yes, No)	Yes
Data Block 4 Complete (Yes, No)	Yes
Data Block 5 Complete (Yes, No)	Yes
Data Block 6 Complete (Yes, No)	Yes
Data Block 7 Complete (Yes, No)	Yes
Overall Data Record Complete (Yes, No)	Yes

System Status at Event (Event Record 1)

Event Recorder Status	Interrupted
Event Record Status - Angular rate	Interrupted
Event Number	7
Total Number of Events Recorded	7
Time from Event 1 to 2 (sec)	3
Odometer Recorded at Event (miles [km])	18667 [30042]
Operation System Time at Event (min)	28326
Ignition Cycles, Crash	1378
VIN Recorded at Event (last 8 characters)	BR [REDACTED]
Vehicle System Voltage Recorded at Event (V)	13.4
Operation Via Energy Reserve Only	No
Safety Belt Switch Configured, Driver (if equipped)	No
Safety Belt Switch Configured, Passenger (if equipped)	Yes
Safety Belt Status, Passenger (if equipped)	Buckled
Safety Belt Switch Fault, Passenger (if equipped)	No
Seat Track Position Sensor, Driver (if equipped)	Not in Frontal Zone
Seat Track Position Sensor, Passenger (if equipped)	Not in Frontal Zone
Airbag Warning Lamp "On" at Event	Off
Airbag Warning Lamp "On" Time Before Event (min)	0
Maximum Delta-V Longitudinal (MPH [km/h])	2.5 [4]
Time to Maximum Delta-V Longitudinal (msec)	131

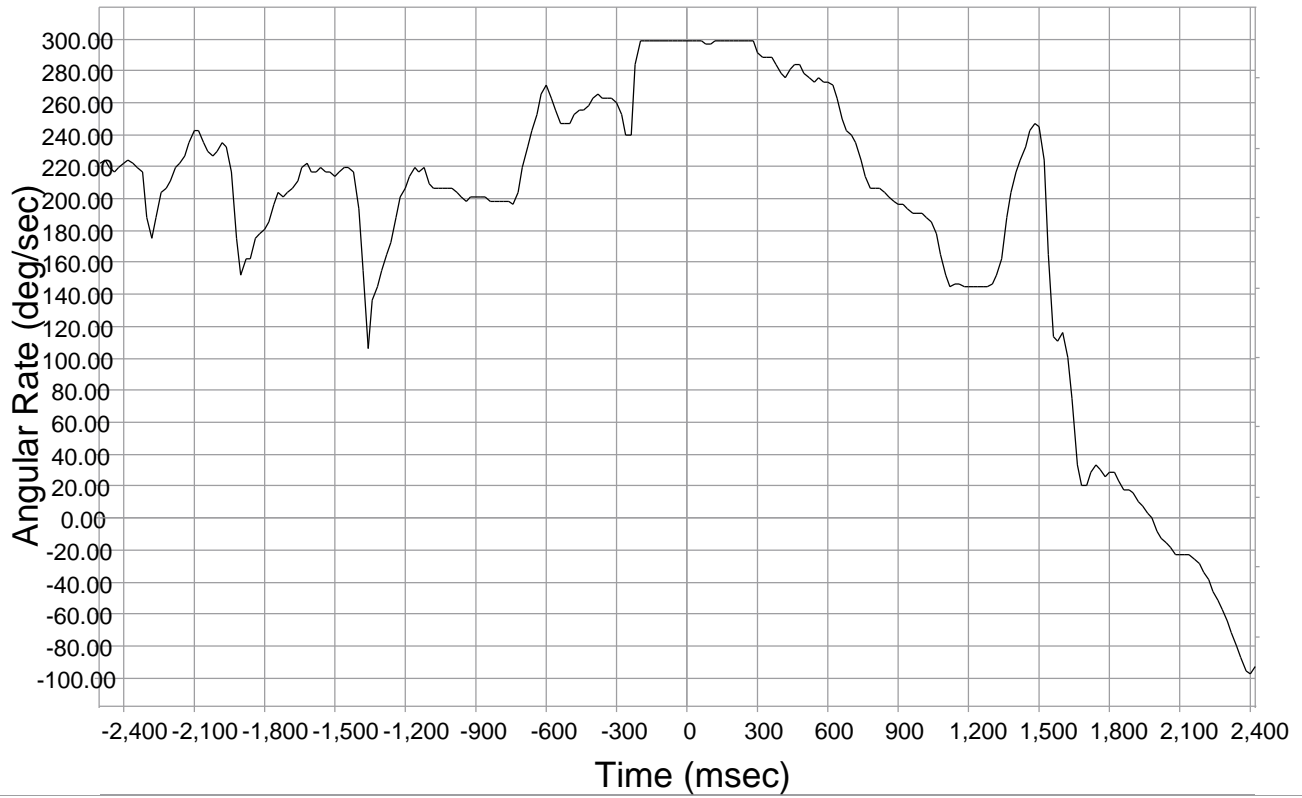
Deployment Command Data (Event Record 1)

Event Recorder Status	Interrupted
Frontal Airbag Deployment, 1st Stage, Driver	No
Frontal Airbag Deployment, 2nd Stage, Driver	No
Frontal Airbag Deployment, Time Between Squib #1 and Squib #2, Driver (ms)	0
Inflatable Knee Airbag Deployment, Driver (if equipped)	No
Seatbelt Pretensioner Deployment, Driver (if equipped)	No
Side Airbag Deployment, Left Side (if equipped)	No
Frontal Airbag Deployment, 1st Stage, Passenger	No
Frontal Airbag Deployment, 2nd Stage, Passenger	No
Frontal Airbag Deployment, Time Between Squib #1 and Squib #2, Passenger (ms)	0
Seatbelt Pretensioner Deployment, Front Passenger (if equipped)	No
Side Airbag Deployment, Right Side (if equipped)	No
Active Head Restraint Deployment, Driver (if equipped)	Yes
Active Head Restraint Deployment, Passenger (if equipped)	Yes

DTCs Present at Start of Event (Event Record 1)

No DTCs Present

Rollover Crash Pulse (Event Record 1) (if equipped)



Rollover Crash Pulse (Event Record 1) (if equipped)

Time (msec)	Angular Rate (deg/sec)
-2500	221.72
-2480	224.29
-2460	219.14
-2440	216.56
-2420	219.14
-2400	221.72
-2380	224.29
-2360	221.72
-2340	219.14
-2320	216.56
-2300	188.20
-2280	175.31
-2260	188.20
-2240	203.67
-2220	206.25
-2200	211.40
-2180	219.14
-2160	221.72
-2140	226.87
-2120	234.61
-2100	242.34
-2080	242.34
-2060	234.61
-2040	229.45
-2020	226.87
-2000	229.45
-1980	234.61
-1960	232.03
-1940	216.56
-1920	175.31
-1900	152.11
-1880	162.42
-1860	162.42
-1840	175.31
-1820	177.89
-1800	180.47
-1780	185.62
-1760	195.94
-1740	203.67
-1720	201.09
-1700	203.67
-1680	206.25
-1660	211.40
-1640	219.14
-1620	221.72
-1600	216.56
-1580	216.56
-1560	219.14
-1540	216.56
-1520	216.56

Time (msec)	Angular Rate (deg/sec)
-1500	213.98
-1480	216.56
-1460	219.14
-1440	219.14
-1420	216.56
-1400	193.36
-1380	154.69
-1360	105.70
-1340	136.64
-1320	144.37
-1300	154.69
-1280	165.00
-1260	172.73
-1240	188.20
-1220	201.09
-1200	206.25
-1180	213.98
-1160	219.14
-1140	216.56
-1120	219.14
-1100	208.83
-1080	206.25
-1060	206.25
-1040	206.25
-1020	206.25
-1000	206.25
-980	203.67
-960	201.09
-940	198.51
-920	201.09
-900	201.09
-880	201.09
-860	201.09
-840	198.51
-820	198.51
-800	198.51
-780	198.51
-760	198.51
-740	195.94
-720	203.67
-700	219.14
-680	232.03
-660	242.34
-640	252.65
-620	265.54
-600	270.70
-580	262.97
-560	255.23
-540	247.50
-520	247.50

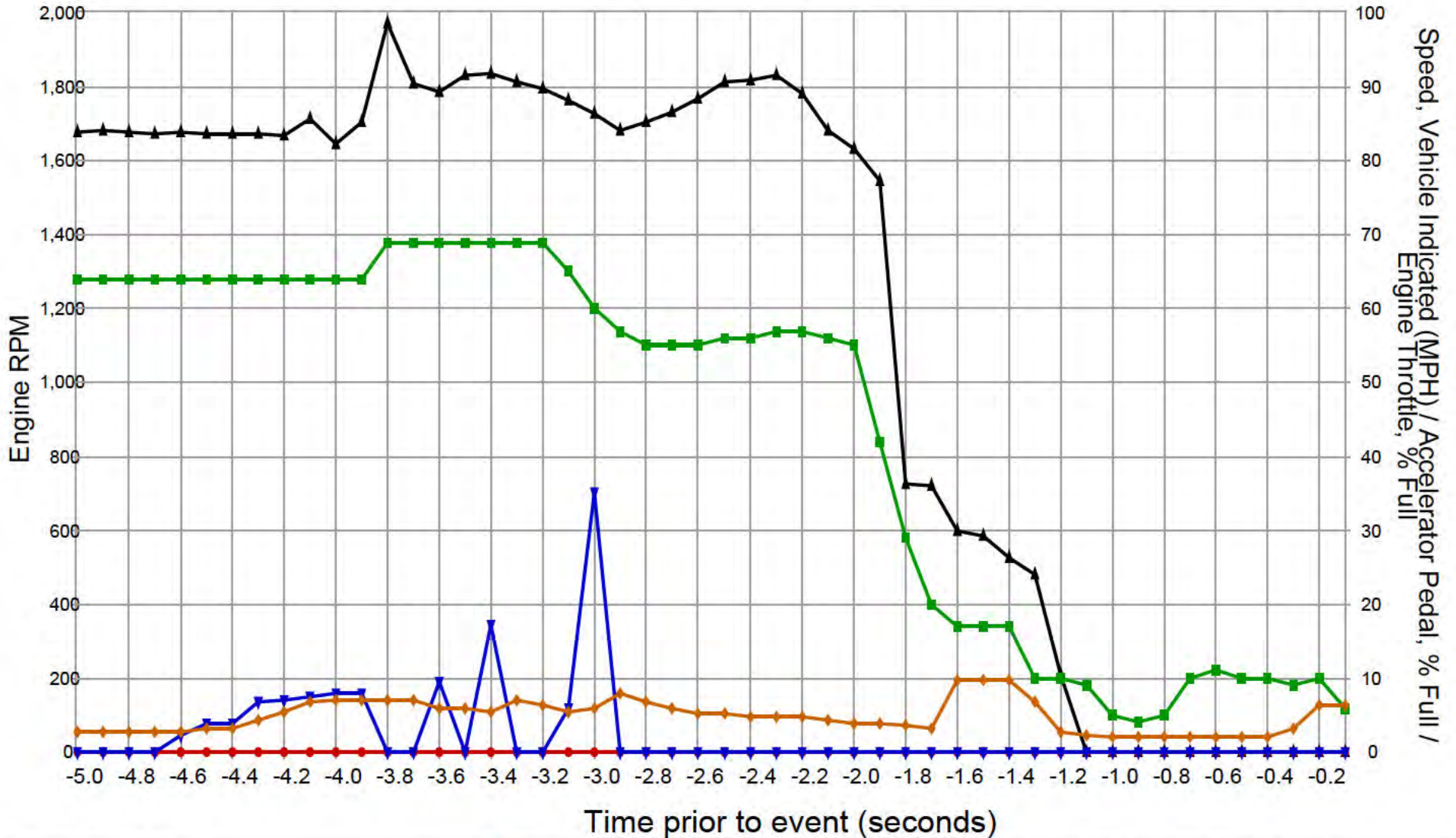
Time (msec)	Angular Rate (deg/sec)
-500	247.50
-480	252.65
-460	255.23
-440	255.23
-420	257.81
-400	262.97
-380	265.54
-360	262.97
-340	262.97
-320	262.97
-300	260.39
-280	252.65
-260	239.76
-240	239.76
-220	283.59
-200	299.06
-180	299.06
-160	299.06
-140	299.06
-120	299.06
-100	299.06
-80	299.06
-60	299.06
-40	299.06
-20	299.06
0	299.06
20	299.06
40	299.06
60	299.06
80	296.48
100	296.48
120	299.06
140	299.06
160	299.06
180	299.06
200	299.06
220	299.06
240	299.06
260	299.06
280	299.06
300	291.33
320	288.75
340	288.75
360	288.75
380	283.59
400	278.43
420	275.86
440	281.01
460	283.59
480	283.59

Rollover Crash Pulse (Event Record 1) (if equipped)

Time (msec)	Angular Rate (deg/sec)
500	278.43
520	275.86
540	273.28
560	275.86
580	273.28
600	273.28
620	270.70
640	262.97
660	250.08
680	242.34
700	239.76
720	234.61
740	224.29
760	213.98
780	206.25
800	206.25
820	206.25
840	203.67
860	201.09
880	198.51
900	195.94
920	195.94
940	193.36
960	190.78
980	190.78
1000	190.78
1020	188.20
1040	185.62
1060	177.89
1080	165.00
1100	152.11
1120	144.37
1140	146.95
1160	146.95
1180	144.37
1200	144.37
1220	144.37
1240	144.37
1260	144.37
1280	144.37
1300	146.95
1320	152.11
1340	162.42
1360	188.20
1380	203.67
1400	216.56
1420	224.29
1440	232.03
1460	242.34
1480	247.50

Time (msec)	Angular Rate (deg/sec)
1500	244.92
1520	224.29
1540	165.00
1560	113.44
1580	110.86
1600	116.01
1620	100.55
1640	74.76
1660	33.52
1680	20.62
1700	20.62
1720	28.36
1740	33.52
1760	30.94
1780	25.78
1800	28.36
1820	28.36
1840	23.20
1860	18.05
1880	18.05
1900	15.47
1920	10.31
1940	7.73
1960	2.58
1980	0.00
2000	-7.73
2020	-12.89
2040	-15.47
2060	-18.05
2080	-23.20
2100	-23.20
2120	-23.20
2140	-23.20
2160	-25.78
2180	-28.36
2200	-33.52
2220	-38.67
2240	-46.41
2260	-51.56
2280	-56.72
2300	-64.45
2320	-72.19
2340	-79.92
2360	-87.66
2380	-95.39
2400	-97.97
2420	-92.81

Pre-Crash Data (Event Record 1)



- ▲ Engine RPM
- Speed, Vehicle Indicated (MPH)
- Service Brake (0=Off/10=On)
- ▲ Accelerator Pedal, % Full
- ◆ Engine Throttle, % Full

SMA values will not be plotted on the graph

Pre-Crash Data (Event Record 1 - table 1 of 5)
 (the most recent sampled values are recorded prior to the event)

Time Stamp (sec)	Vehicle Event Recorder Status	Engine RPM	Speed, Vehicle Indicated (MPH [km/h])	Engine Throttle, % Full	Accelerator Pedal, % Full	Raw Manifold Pressure (kPa)	Service Brake	Brake Switch #2 Status	Brake Lamps On
-5.0	Interrupted	1,680	64 [102]	2.8	0.0	23	Off	Open	No
-4.9	Interrupted	1,681	64 [102]	2.8	0.0	23	Off	Open	No
-4.8	Interrupted	1,676	64 [102]	2.8	0.0	23	Off	Open	No
-4.7	Interrupted	1,673	64 [102]	2.8	0.0	23	Off	Open	No
-4.6	Interrupted	1,676	64 [102]	2.8	2.4	23	Off	Open	No
-4.5	Interrupted	1,672	64 [102]	3.1	3.9	25	Off	Open	No
-4.4	Interrupted	1,674	64 [102]	3.1	3.9	25	Off	Open	No
-4.3	Interrupted	1,675	64 [102]	4.3	6.7	29	Off	Open	No
-4.2	Interrupted	1,670	64 [102]	5.5	7.1	34	Off	Open	No
-4.1	Interrupted	1,715	64 [102]	6.7	7.5	41	Off	Open	No
-4.0	Interrupted	1,648	64 [102]	7.1	7.9	45	Off	Open	No
-3.9	Interrupted	1,703	64 [102]	7.1	7.9	50	Off	Open	No
-3.8	Interrupted	1,972	69 [110]	7.1	0.0	54	Off	Open	No
-3.7	Interrupted	1,809	69 [110]	7.1	0.0	55	Off	Open	No
-3.6	Interrupted	1,788	69 [110]	5.9	9.4	53	Off	Open	No
-3.5	Interrupted	1,831	69 [110]	5.9	0.0	50	Off	Open	No
-3.4	Interrupted	1,838	69 [110]	5.5	17.3	46	Off	Open	No
-3.3	Interrupted	1,814	69 [110]	7.1	0.0	50	Off	Open	No
-3.2	Interrupted	1,797	69 [110]	6.3	0.0	51	Off	Open	No
-3.1	Interrupted	1,766	65 [104]	5.5	5.9	50	Off	Open	No
-3.0	Interrupted	1,727	60 [96]	5.9	35.0	48	Off	Open	No
-2.9	Interrupted	1,681	57 [92]	7.9	0.0	54	Off	Open	No
-2.8	Interrupted	1,707	55 [88]	6.7	0.0	57	Off	Open	No
-2.7	Interrupted	1,732	55 [88]	5.9	0.0	55	Off	Open	No
-2.6	Interrupted	1,769	55 [88]	5.1	0.0	50	Off	Open	No
-2.5	Interrupted	1,814	56 [90]	5.1	0.0	45	Off	Open	No
-2.4	Interrupted	1,818	56 [90]	4.7	0.0	42	Off	Open	No
-2.3	Interrupted	1,834	57 [92]	4.7	0.0	39	Off	Open	No
-2.2	Interrupted	1,783	57 [92]	4.7	0.0	37	Off	Open	No
-2.1	Interrupted	1,683	56 [90]	4.3	0.0	34	Off	Open	No
-2.0	Interrupted	1,631	55 [88]	3.9	0.0	34	Off	Open	No
-1.9	Interrupted	1,548	42 [68]	3.9	0.0	33	Off	Open	No
-1.8	Interrupted	726	29 [46]	3.5	0.0	32	Off	Open	No
-1.7	Interrupted	720	20 [32]	3.1	0.0	37	Off	Open	No
-1.6	Interrupted	599	17 [28]	9.8	0.0	59	Off	Open	No
-1.5	Interrupted	587	17 [28]	9.8	0.0	78	Off	Open	No
-1.4	Interrupted	527	17 [28]	9.8	0.0	90	Off	Open	No
-1.3	Interrupted	480	10 [16]	6.7	0.0	94	Off	Open	No
-1.2	Interrupted	207	10 [16]	2.8	0.0	94	Off	Open	No
-1.1	Interrupted	0	9 [14]	2.4	0.0	99	Off	Open	No
-1.0	Interrupted	0	5 [8]	2.0	0.0	99	Off	Open	No
-0.9	Interrupted	0	4 [6]	2.0	0.0	99	Off	Open	No
-0.8	Interrupted	0	5 [8]	2.0	0.0	99	Off	Open	No
-0.7	Interrupted	0	10 [16]	2.0	0.0	99	Off	Open	No
-0.6	Interrupted	0	11 [18]	2.0	0.0	99	Off	Open	No
-0.5	Interrupted	0	10 [16]	2.0	0.0	99	Off	Open	No
-0.4	Interrupted	0	10 [16]	2.0	0.0	99	Off	Open	No
-0.3	Interrupted	0	9 [14]	3.1	0.0	99	Off	Open	No
-0.2	Interrupted	0	10 [16]	6.3	0.0	99	Off	Open	No
-0.1	Interrupted	0	6 [10]	6.3	0.0	99	Off	Open	No

Pre-Crash Data (Event Record 1 - table 2 of 5)

(the most recent sampled values are recorded prior to the event)

Time Stamp (sec)	Panic Brake Assist Active (if equip.)	PCM MIL	ABS MIL (if equip.)	ESP MIL (if equip.)	ESP Lamp (if equip.)	ESP Lamp Flashing Requested (if equip.)	ESP Disabled (if equip.)	ESP Active (if equip.)
-5.0	No	Off	Off	Off	Off	No	No	Yes
-4.9	No	Off	Off	Off	Off	No	No	Yes
-4.8	No	Off	Off	Off	Off	No	No	Yes
-4.7	No	Off	Off	Off	Off	No	No	Yes
-4.6	No	Off	Off	Off	Off	No	No	Yes
-4.5	No	Off	Off	Off	Off	No	No	Yes
-4.4	No	Off	Off	Off	Off	No	No	Yes
-4.3	No	Off	Off	Off	Off	No	No	Yes
-4.2	No	Off	Off	Off	Off	No	No	Yes
-4.1	No	Off	Off	Off	Off	No	No	Yes
-4.0	No	Off	Off	Off	Off	No	No	Yes
-3.9	No	Off	Off	Off	Off	No	No	Yes
-3.8	No	Off	Off	Off	Off	No	No	Yes
-3.7	No	Off	Off	Off	On	No	No	Yes
-3.6	No	Off	Off	Off	On	No	No	Yes
-3.5	No	Off	Off	Off	On	No	No	Yes
-3.4	No	Off	Off	Off	On	No	No	Yes
-3.3	No	Off	Off	Off	On	No	No	Yes
-3.2	No	Off	Off	Off	On	No	No	Yes
-3.1	No	Off	Off	Off	On	No	No	Yes
-3.0	No	Off	Off	Off	On	No	No	Yes
-2.9	No	Off	Off	Off	On	No	No	Yes
-2.8	No	Off	Off	Off	On	No	No	Yes
-2.7	No	Off	Off	Off	On	No	No	Yes
-2.6	No	Off	Off	Off	On	No	No	Yes
-2.5	No	Off	Off	Off	On	No	No	Yes
-2.4	No	Off	Off	Off	On	No	No	Yes
-2.3	No	Off	Off	Off	On	No	No	Yes
-2.2	No	Off	Off	Off	On	No	No	Yes
-2.1	No	Off	Off	Off	On	No	No	Yes
-2.0	No	Off	Off	Off	On	No	No	Yes
-1.9	No	Off	Off	Off	On	No	No	Yes
-1.8	Yes	Off	Off	Off	On	No	No	Yes
-1.7	Yes	Off	Off	Off	On	No	No	Yes
-1.6	Yes	Off	Off	Off	On	No	No	Yes
-1.5	Yes	Off	Off	Off	On	No	No	Yes
-1.4	Yes	Off	Off	Off	On	No	No	Yes
-1.3	Yes	Off	Off	Off	On	No	No	Yes
-1.2	Yes	Off	Off	Off	On	No	No	Yes
-1.1	Yes	Off	Off	Off	On	No	No	No
-1.0	Yes	Off	Off	Off	On	No	No	No
-0.9	Yes	Off	Off	Off	On	No	No	No
-0.8	Yes	Off	Off	Off	On	No	No	No
-0.7	Yes	Off	Off	Off	On	No	No	No
-0.6	Yes	Off	Off	Off	On	No	No	No
-0.5	Yes	Off	Off	Off	On	No	No	No
-0.4	Yes	Off	Off	Off	On	No	No	No
-0.3	Yes	Off	Off	Off	On	No	No	No
-0.2	Yes	Off	Off	Off	On	No	No	No
-0.1	Yes	Off	Off	Off	On	No	No	No

Pre-Crash Data (Event Record 1 - table 3 of 5)
 (the most recent sampled values are recorded prior to the event)

Time Stamp (sec)	Steering Input (deg) (if equip.)	Yaw Rate (deg/sec) (if equip.)	Wheel Speed LF (RPM) (if equip.)	Wheel Speed RF (RPM) (if equip.)	Wheel Speed LR (RPM) (if equip.)	Wheel Speed RR (RPM) (if equip.)
-5.0	-4	0	816	815	815	816
-4.9	-4	0	816	817	816	814
-4.8	-3	0	815	812	814	815
-4.7	-3	0	814	816	814	812
-4.6	-3	0	812	813	814	814
-4.5	-3	1	814	811	812	814
-4.4	-3	1	811	814	811	811
-4.3	-3	1	812	812	812	812
-4.2	-4	0	812	808	809	810
-4.1	-4	0	810	811	810	810
-4.0	-4	0	807	809	809	810
-3.9	-4	3	835	883	840	894
-3.8	-25	SNA	846	921	869	919
-3.7	-64	SNA	839	906	843	892
-3.6	-94	SNA	871	892	826	864
-3.5	-125	SNA	885	879	814	839
-3.4	-186	SNA	901	863	810	794
-3.3	-232	SNA	930	835	807	751
-3.2	-210	SNA	955	792	802	692
-3.1	-170	SNA	979	738	796	637
-3.0	-115	SNA	999	683	792	569
-2.9	-77	SNA	1,029	598	782	520
-2.8	-105	SNA	1,045	597	798	446
-2.7	-132	SNA	1,062	627	773	444
-2.6	-139	SNA	1,081	654	753	437
-2.5	-156	SNA	1,083	678	788	454
-2.4	-177	SNA	1,093	691	772	449
-2.3	-234	SNA	1,101	706	760	451
-2.2	-302	SNA	1,062	683	768	449
-2.1	-326	SNA	1,029	651	769	452
-2.0	-393	SNA	978	614	765	452
-1.9	-464	SNA	733	593	226	452
-1.8	-492	SNA	44	704	285	426
-1.7	-511	SNA	14	660	403	440
-1.6	-521	SNA	27	637	460	427
-1.5	-518	SNA	43	601	475	427
-1.4	-518	SNA	46	415	462	514
-1.3	-491	SNA	131	88	470	420
-1.2	-429	SNA	140	118	458	425
-1.1	-386	SNA	111	56	457	355
-1.0	-376	SNA	86	27	452	333
-0.9	-376	SNA	68	10	452	308
-0.8	-374	SNA	52	0	450	290
-0.7	-372	SNA	41	0	443	274
-0.6	-377	SNA	31	0	435	255
-0.5	-378	SNA	24	0	436	242
-0.4	-373	SNA	14	0	432	237
-0.3	-369	SNA	9	0	293	232
-0.2	-440	SNA	24	0	161	207
-0.1	-422	SNA	18	0	114	187

Pre-Crash Data (Event Record 1 - table 4 of 5)

(the most recent sampled values are recorded prior to the event)

Time Stamp (sec)	ETC Lamp (if equip.)	ETC Lamp Flashing (if equip.)	Engine Torque Applied	Shift Gear Position (if equip.)	Reverse Gear (Manual Only)	Cruise Control System	Cruise Control Active
-5.0	Off	No	Yes	Drive	No	On	No
-4.9	Off	No	Yes	Drive	No	On	No
-4.8	Off	No	Yes	Drive	No	On	No
-4.7	Off	No	Yes	Drive	No	On	No
-4.6	Off	No	Yes	Drive	No	On	No
-4.5	Off	No	Yes	Drive	No	On	No
-4.4	Off	No	Yes	Drive	No	On	No
-4.3	Off	No	Yes	Drive	No	On	No
-4.2	Off	No	Yes	Drive	No	On	No
-4.1	Off	No	Yes	Drive	No	On	No
-4.0	Off	No	Yes	Drive	No	On	No
-3.9	Off	No	Yes	Drive	No	On	No
-3.8	Off	No	Yes	Drive	No	On	No
-3.7	Off	No	Yes	Drive	No	On	No
-3.6	Off	No	Yes	Drive	No	On	No
-3.5	Off	No	Yes	Drive	No	On	No
-3.4	Off	No	Yes	Drive	No	On	No
-3.3	Off	No	Yes	Drive	No	On	No
-3.2	Off	No	Yes	Drive	No	Off	No
-3.1	Off	No	Yes	Drive	No	Off	No
-3.0	Off	No	Yes	Drive	No	Off	No
-2.9	Off	No	Yes	Drive	No	Off	No
-2.8	Off	No	Yes	Drive	No	Off	No
-2.7	Off	No	Yes	Drive	No	Off	No
-2.6	Off	No	Yes	Drive	No	Off	No
-2.5	Off	No	Yes	Drive	No	Off	No
-2.4	Off	No	Yes	Drive	No	Off	No
-2.3	Off	No	Yes	Drive	No	Off	No
-2.2	Off	No	Yes	Drive	No	Off	No
-2.1	Off	No	Yes	Drive	No	Off	No
-2.0	Off	No	Yes	Drive	No	Off	No
-1.9	Off	No	Yes	Drive	No	Off	No
-1.8	Off	No	Yes	Drive	No	Off	No
-1.7	Off	No	Yes	Drive	No	Off	No
-1.6	Off	No	Yes	Drive	No	Off	No
-1.5	Off	No	Yes	Drive	No	Off	No
-1.4	Off	No	Yes	Drive	No	Off	No
-1.3	Off	No	Yes	Drive	No	Off	No
-1.2	Off	No	Yes	Drive	No	Off	No
-1.1	Off	No	Yes	Drive	No	Off	No
-1.0	Off	No	Yes	Drive	No	Off	No
-0.9	Off	No	Yes	Drive	No	Off	No
-0.8	Off	No	Yes	Drive	No	Off	No
-0.7	Off	No	Yes	Drive	No	Off	No
-0.6	Off	No	Yes	Drive	No	Off	No
-0.5	Off	No	Yes	Drive	No	Off	No
-0.4	Off	No	Yes	Drive	No	Off	No
-0.3	Off	No	Yes	Drive	No	Off	No
-0.2	Off	No	Yes	Drive	No	Off	No
-0.1	Off	No	Yes	Drive	No	Off	No

Pre-Crash Data (Event Record 1 - table 5 of 5)
 (the most recent sampled values are recorded prior to the event)

Time Stamp (sec)	Tire Pressure Monitor Faults (if equip.)	Tire 1 Location (if equip.)	Tire 1 Pressure Status (if equip.)	Tire 1 Pressure (psi) (if equip.)	Tire 2 Location (if equip.)	Tire 2 Pressure Status (if equip.)	Tire 2 Pressure (psi) (if equip.)
-5.0	No	LF	Normal	41	RF	Normal	40
-4.9	No	LF	Normal	41	RF	Normal	40
-4.8	No	LF	Normal	41	RF	Normal	40
-4.7	No	LF	Normal	41	RF	Normal	40
-4.6	No	LF	Normal	41	RF	Normal	40
-4.5	No	LF	Normal	41	RF	Normal	40
-4.4	No	LF	Normal	41	RF	Normal	40
-4.3	No	LF	Normal	41	RF	Normal	40
-4.2	No	LF	Normal	41	RF	Normal	40
-4.1	No	LF	Normal	41	RF	Normal	40
-4.0	No	LR	Normal	41	RR	Normal	41
-3.9	No	LR	Normal	41	RR	Normal	41
-3.8	No	LR	Normal	41	RR	Normal	41
-3.7	No	LR	Normal	41	RR	Normal	41
-3.6	No	LR	Normal	41	RR	Normal	41
-3.5	No	LR	Normal	41	RR	Normal	41
-3.4	No	LR	Normal	41	RR	Normal	41
-3.3	No	LR	Normal	41	RR	Normal	41
-3.2	No	LR	Normal	41	RR	Normal	41
-3.1	No	LR	Normal	41	RR	Normal	41
-3.0	No	LF	Normal	41	RF	Normal	40
-2.9	No	LF	Normal	41	RF	Normal	40
-2.8	No	LF	Normal	41	RF	Normal	40
-2.7	No	LF	Normal	41	RF	Normal	40
-2.6	No	LF	Normal	41	RF	Normal	40
-2.5	No	LF	Normal	41	RF	Normal	40
-2.4	No	LF	Normal	41	RF	Normal	40
-2.3	No	LF	Normal	41	RF	Normal	40
-2.2	No	LF	Normal	41	RF	Normal	40
-2.1	No	LF	Normal	41	RF	Normal	40
-2.0	No	LR	Normal	41	RR	Normal	41
-1.9	No	LR	Normal	41	RR	Normal	41
-1.8	No	LR	Normal	41	RR	Normal	41
-1.7	No	LR	Normal	41	RR	Normal	41
-1.6	No	LR	Normal	41	RR	Normal	41
-1.5	No	LR	Normal	41	RR	Normal	41
-1.4	No	LR	Normal	41	RR	Normal	41
-1.3	No	LR	Normal	41	RR	Normal	41
-1.2	No	LR	Normal	41	RR	Normal	41
-1.1	No	LR	Normal	41	RR	Normal	41
-1.0	No	LF	Normal	41	RF	Normal	40
-0.9	No	LF	Normal	41	RF	Normal	40
-0.8	No	LF	Normal	41	RF	Normal	40
-0.7	No	LF	Normal	41	RF	Normal	40
-0.6	No	LF	Normal	41	RF	Normal	40
-0.5	No	LF	Normal	41	RF	Normal	40
-0.4	No	LF	Normal	41	RF	Normal	40
-0.3	No	LF	Normal	41	RF	Normal	40
-0.2	No	LF	Normal	41	RF	Normal	40
-0.1	No	LR	Normal	41	RR	Normal	41

System Status at Event (Event Record 2)

Event Recorder Status	Complete
Event Record Status - Angular rate	Complete
Event Number	2
Total Number of Events Recorded	7
Time from Event 1 to 2 (sec)	3
Odometer Recorded at Event (miles [km])	18667 [30042]
Operation System Time at Event (min)	28326
Ignition Cycles, Crash	1378
VIN Recorded at Event (last 8 characters)	BR [REDACTED]
Vehicle System Voltage Recorded at Event (V)	14.4
Operation Via Energy Reserve Only	No
Safety Belt Switch Configured, Driver (if equipped)	No
Safety Belt Switch Configured, Passenger (if equipped)	Yes
Safety Belt Status, Passenger (if equipped)	Buckled
Safety Belt Switch Fault, Passenger (if equipped)	No
Seat Track Position Sensor, Driver (if equipped)	Not in Frontal Zone
Seat Track Position Sensor, Passenger (if equipped)	Not in Frontal Zone
Airbag Warning Lamp "On" at Event	Off
Airbag Warning Lamp "On" Time Before Event (min)	0
Maximum Delta-V Longitudinal (MPH [km/h])	-0.5 [-1]
Time to Maximum Delta-V Longitudinal (msec)	255

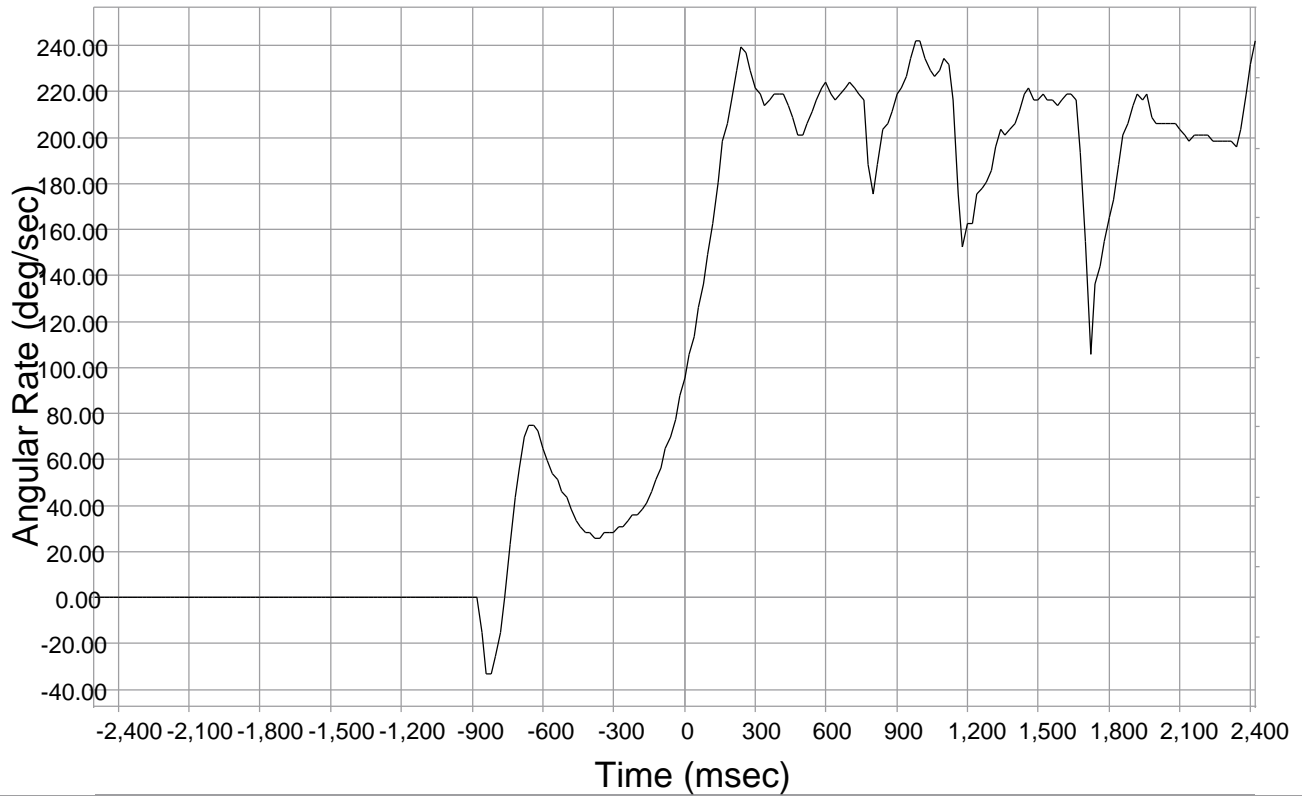
Deployment Command Data (Event Record 2)

Event Recorder Status	Complete
Frontal Airbag Deployment, 1st Stage, Driver	No
Frontal Airbag Deployment, 2nd Stage, Driver	No
Frontal Airbag Deployment, Time Between Squib #1 and Squib #2, Driver (ms)	0
Inflatable Knee Airbag Deployment, Driver (if equipped)	No
Seatbelt Pretensioner Deployment, Driver (if equipped)	Yes
Side Airbag Deployment, Left Side (if equipped)	No
Frontal Airbag Deployment, 1st Stage, Passenger	No
Frontal Airbag Deployment, 2nd Stage, Passenger	No
Frontal Airbag Deployment, Time Between Squib #1 and Squib #2, Passenger (ms)	0
Seatbelt Pretensioner Deployment, Front Passenger (if equipped)	Yes
Side Airbag Deployment, Right Side (if equipped)	No

DTCs Present at Start of Event (Event Record 2)

No DTCs Present

Rollover Crash Pulse (Event Record 2) (if equipped)



Rollover Crash Pulse (Event Record 2) (if equipped)

Time (msec)	Angular Rate (deg/sec)
-2500	0.00
-2480	0.00
-2460	0.00
-2440	0.00
-2420	0.00
-2400	0.00
-2380	0.00
-2360	0.00
-2340	0.00
-2320	0.00
-2300	0.00
-2280	0.00
-2260	0.00
-2240	0.00
-2220	0.00
-2200	0.00
-2180	0.00
-2160	0.00
-2140	0.00
-2120	0.00
-2100	0.00
-2080	0.00
-2060	0.00
-2040	0.00
-2020	0.00
-2000	0.00
-1980	0.00
-1960	0.00
-1940	0.00
-1920	0.00
-1900	0.00
-1880	0.00
-1860	0.00
-1840	0.00
-1820	0.00
-1800	0.00
-1780	0.00
-1760	0.00
-1740	0.00
-1720	0.00
-1700	0.00
-1680	0.00
-1660	0.00
-1640	0.00
-1620	0.00
-1600	0.00
-1580	0.00
-1560	0.00
-1540	0.00
-1520	0.00

Time (msec)	Angular Rate (deg/sec)
-1500	0.00
-1480	0.00
-1460	0.00
-1440	0.00
-1420	0.00
-1400	0.00
-1380	0.00
-1360	0.00
-1340	0.00
-1320	0.00
-1300	0.00
-1280	0.00
-1260	0.00
-1240	0.00
-1220	0.00
-1200	0.00
-1180	0.00
-1160	0.00
-1140	0.00
-1120	0.00
-1100	0.00
-1080	0.00
-1060	0.00
-1040	0.00
-1020	0.00
-1000	0.00
-980	0.00
-960	0.00
-940	0.00
-920	0.00
-900	0.00
-880	0.00
-860	-15.47
-840	-33.52
-820	-33.52
-800	-25.78
-780	-15.47
-760	0.00
-740	23.20
-720	43.83
-700	56.72
-680	69.61
-660	74.76
-640	74.76
-620	72.19
-600	64.45
-580	59.30
-560	54.14
-540	51.56
-520	46.41

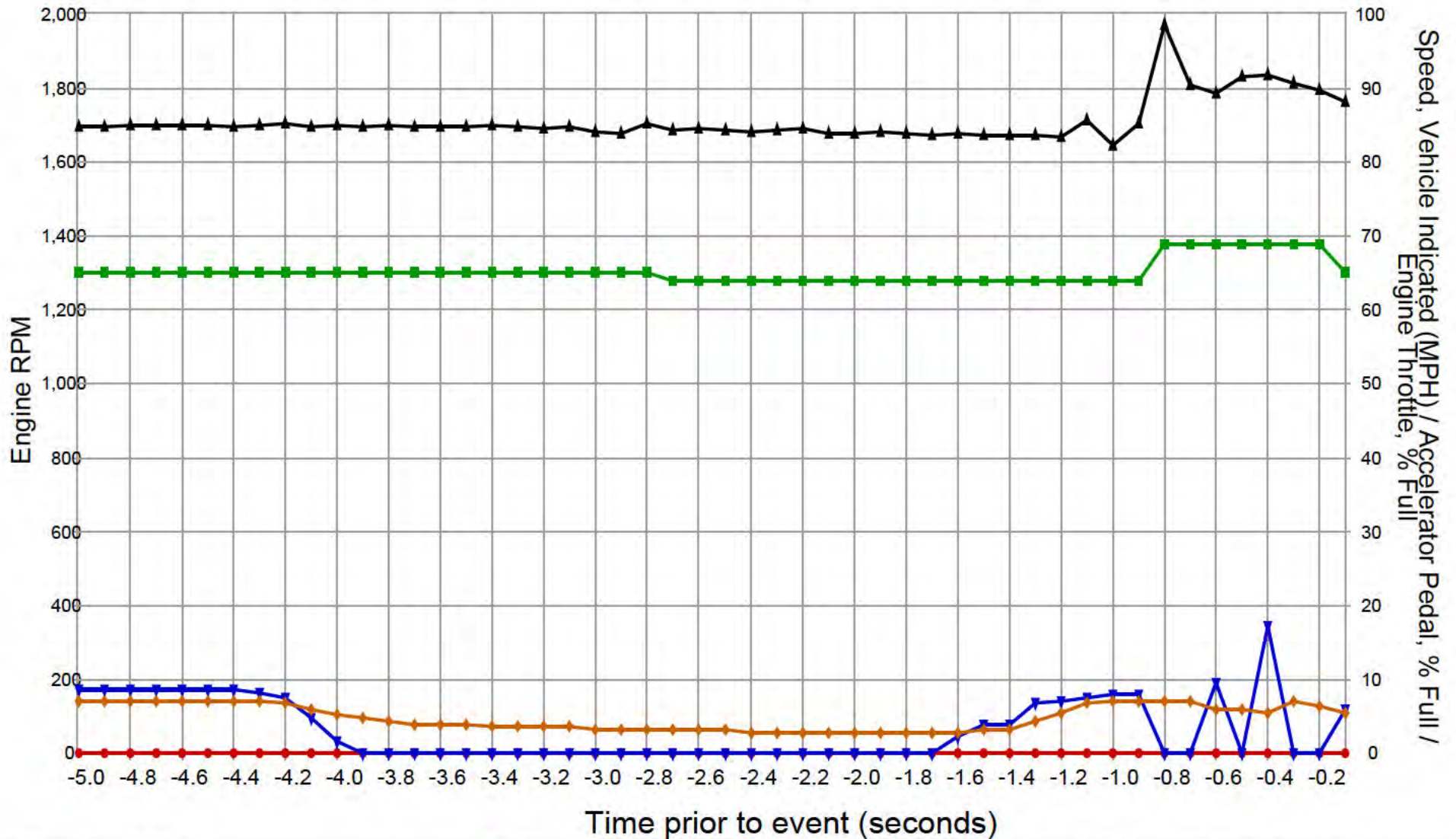
Time (msec)	Angular Rate (deg/sec)
-500	43.83
-480	38.67
-460	33.52
-440	30.94
-420	28.36
-400	28.36
-380	25.78
-360	25.78
-340	28.36
-320	28.36
-300	28.36
-280	30.94
-260	30.94
-240	33.52
-220	36.09
-200	36.09
-180	38.67
-160	41.25
-140	46.41
-120	51.56
-100	56.72
-80	64.45
-60	69.61
-40	77.34
-20	87.66
0	95.39
20	105.70
40	113.44
60	126.33
80	136.64
100	149.53
120	162.42
140	180.47
160	198.51
180	206.25
200	216.56
220	229.45
240	239.76
260	237.19
280	229.45
300	221.72
320	219.14
340	213.98
360	216.56
380	219.14
400	219.14
420	219.14
440	213.98
460	208.83
480	201.09

Rollover Crash Pulse (Event Record 2) (if equipped)

Time (msec)	Angular Rate (deg/sec)
500	201.09
520	206.25
540	211.40
560	216.56
580	221.72
600	224.29
620	219.14
640	216.56
660	219.14
680	221.72
700	224.29
720	221.72
740	219.14
760	216.56
780	188.20
800	175.31
820	188.20
840	203.67
860	206.25
880	211.40
900	219.14
920	221.72
940	226.87
960	234.61
980	242.34
1000	242.34
1020	234.61
1040	229.45
1060	226.87
1080	229.45
1100	234.61
1120	232.03
1140	216.56
1160	175.31
1180	152.11
1200	162.42
1220	162.42
1240	175.31
1260	177.89
1280	180.47
1300	185.62
1320	195.94
1340	203.67
1360	201.09
1380	203.67
1400	206.25
1420	211.40
1440	219.14
1460	221.72
1480	216.56

Time (msec)	Angular Rate (deg/sec)
1500	216.56
1520	219.14
1540	216.56
1560	216.56
1580	213.98
1600	216.56
1620	219.14
1640	219.14
1660	216.56
1680	193.36
1700	154.69
1720	105.70
1740	136.64
1760	144.37
1780	154.69
1800	165.00
1820	172.73
1840	188.20
1860	201.09
1880	206.25
1900	213.98
1920	219.14
1940	216.56
1960	219.14
1980	208.83
2000	206.25
2020	206.25
2040	206.25
2060	206.25
2080	206.25
2100	203.67
2120	201.09
2140	198.51
2160	201.09
2180	201.09
2200	201.09
2220	201.09
2240	198.51
2260	198.51
2280	198.51
2300	198.51
2320	198.51
2340	195.94
2360	203.67
2380	219.14
2400	232.03
2420	242.34

Pre-Crash Data (Event Record 2)



- ▲ Engine RPM
- Speed, Vehicle Indicated (MPH)
- Service Brake (0=Off/10=On)
- ▲ Accelerator Pedal % Full
- ◆ Engine Throttle, % Full

SMA values will not be plotted on the graph

Pre-Crash Data (Event Record 2 - table 1 of 5)
 (the most recent sampled values are recorded prior to the event)

Time Stamp (sec)	Vehicle Event Recorder Status	Engine RPM	Speed, Vehicle Indicated (MPH [km/h])	Engine Throttle, % Full	Accelerator Pedal, % Full	Raw Manifold Pressure (kPa)	Service Brake	Brake Switch #2 Status	Brake Lamps On
-5.0	Complete	1,696	65 [104]	7.1	8.7	64	Off	Open	No
-4.9	Complete	1,698	65 [104]	7.1	8.7	64	Off	Open	No
-4.8	Complete	1,702	65 [104]	7.1	8.7	64	Off	Open	No
-4.7	Complete	1,701	65 [104]	7.1	8.7	64	Off	Open	No
-4.6	Complete	1,699	65 [104]	7.1	8.7	64	Off	Open	No
-4.5	Complete	1,700	65 [104]	7.1	8.7	64	Off	Open	No
-4.4	Complete	1,696	65 [104]	7.1	8.7	64	Off	Open	No
-4.3	Complete	1,700	65 [104]	7.1	8.3	64	Off	Open	No
-4.2	Complete	1,703	65 [104]	6.7	7.5	63	Off	Open	No
-4.1	Complete	1,698	65 [104]	5.9	4.7	60	Off	Open	No
-4.0	Complete	1,701	65 [104]	5.1	1.6	54	Off	Open	No
-3.9	Complete	1,697	65 [104]	4.7	0.0	48	Off	Open	No
-3.8	Complete	1,701	65 [104]	4.3	0.0	44	Off	Open	No
-3.7	Complete	1,698	65 [104]	3.9	0.0	40	Off	Open	No
-3.6	Complete	1,694	65 [104]	3.9	0.0	38	Off	Open	No
-3.5	Complete	1,698	65 [104]	3.9	0.0	35	Off	Open	No
-3.4	Complete	1,701	65 [104]	3.5	0.0	34	Off	Open	No
-3.3	Complete	1,696	65 [104]	3.5	0.0	32	Off	Open	No
-3.2	Complete	1,693	65 [104]	3.5	0.0	31	Off	Open	No
-3.1	Complete	1,694	65 [104]	3.5	0.0	30	Off	Open	No
-3.0	Complete	1,681	65 [104]	3.1	0.0	29	Off	Open	No
-2.9	Complete	1,676	65 [104]	3.1	0.0	28	Off	Open	No
-2.8	Complete	1,705	65 [104]	3.1	0.0	27	Off	Open	No
-2.7	Complete	1,686	64 [102]	3.1	0.0	26	Off	Open	No
-2.6	Complete	1,691	64 [102]	3.1	0.0	26	Off	Open	No
-2.5	Complete	1,688	64 [102]	3.1	0.0	25	Off	Open	No
-2.4	Complete	1,684	64 [102]	2.8	0.0	25	Off	Open	No
-2.3	Complete	1,689	64 [102]	2.8	0.0	24	Off	Open	No
-2.2	Complete	1,691	64 [102]	2.8	0.0	23	Off	Open	No
-2.1	Complete	1,679	64 [102]	2.8	0.0	23	Off	Open	No
-2.0	Complete	1,680	64 [102]	2.8	0.0	23	Off	Open	No
-1.9	Complete	1,681	64 [102]	2.8	0.0	23	Off	Open	No
-1.8	Complete	1,676	64 [102]	2.8	0.0	23	Off	Open	No
-1.7	Complete	1,673	64 [102]	2.8	0.0	23	Off	Open	No
-1.6	Complete	1,676	64 [102]	2.8	2.4	23	Off	Open	No
-1.5	Complete	1,672	64 [102]	3.1	3.9	25	Off	Open	No
-1.4	Complete	1,674	64 [102]	3.1	3.9	25	Off	Open	No
-1.3	Complete	1,675	64 [102]	4.3	6.7	29	Off	Open	No
-1.2	Complete	1,670	64 [102]	5.5	7.1	34	Off	Open	No
-1.1	Complete	1,715	64 [102]	6.7	7.5	41	Off	Open	No
-1.0	Complete	1,648	64 [102]	7.1	7.9	45	Off	Open	No
-0.9	Complete	1,703	64 [102]	7.1	7.9	50	Off	Open	No
-0.8	Complete	1,972	69 [110]	7.1	0.0	54	Off	Open	No
-0.7	Complete	1,809	69 [110]	7.1	0.0	55	Off	Open	No
-0.6	Complete	1,788	69 [110]	5.9	9.4	53	Off	Open	No
-0.5	Complete	1,831	69 [110]	5.9	0.0	50	Off	Open	No
-0.4	Complete	1,838	69 [110]	5.5	17.3	46	Off	Open	No
-0.3	Complete	1,814	69 [110]	7.1	0.0	50	Off	Open	No
-0.2	Complete	1,797	69 [110]	6.3	0.0	51	Off	Open	No
-0.1	Complete	1,766	65 [104]	5.5	5.9	50	Off	Open	No

Pre-Crash Data (Event Record 2 - table 2 of 5)
 (the most recent sampled values are recorded prior to the event)

Time Stamp (sec)	Panic Brake Assist Active (if equip.)	PCM MIL	ABS MIL (if equip.)	ESP MIL (if equip.)	ESP Lamp (if equip.)	ESP Lamp Flashing Requested (if equip.)	ESP Disabled (if equip.)	ESP Active (if equip.)
-5.0	No	Off	Off	Off	Off	No	No	Yes
-4.9	No	Off	Off	Off	Off	No	No	Yes
-4.8	No	Off	Off	Off	Off	No	No	Yes
-4.7	No	Off	Off	Off	Off	No	No	Yes
-4.6	No	Off	Off	Off	Off	No	No	Yes
-4.5	No	Off	Off	Off	Off	No	No	Yes
-4.4	No	Off	Off	Off	Off	No	No	Yes
-4.3	No	Off	Off	Off	Off	No	No	Yes
-4.2	No	Off	Off	Off	Off	No	No	Yes
-4.1	No	Off	Off	Off	Off	No	No	Yes
-4.0	No	Off	Off	Off	Off	No	No	Yes
-3.9	No	Off	Off	Off	Off	No	No	Yes
-3.8	No	Off	Off	Off	Off	No	No	Yes
-3.7	No	Off	Off	Off	Off	No	No	Yes
-3.6	No	Off	Off	Off	Off	No	No	Yes
-3.5	No	Off	Off	Off	Off	No	No	Yes
-3.4	No	Off	Off	Off	Off	No	No	Yes
-3.3	No	Off	Off	Off	Off	No	No	Yes
-3.2	No	Off	Off	Off	Off	No	No	Yes
-3.1	No	Off	Off	Off	Off	No	No	Yes
-3.0	No	Off	Off	Off	Off	No	No	Yes
-2.9	No	Off	Off	Off	Off	No	No	Yes
-2.8	No	Off	Off	Off	Off	No	No	Yes
-2.7	No	Off	Off	Off	Off	No	No	Yes
-2.6	No	Off	Off	Off	Off	No	No	Yes
-2.5	No	Off	Off	Off	Off	No	No	Yes
-2.4	No	Off	Off	Off	Off	No	No	Yes
-2.3	No	Off	Off	Off	Off	No	No	Yes
-2.2	No	Off	Off	Off	Off	No	No	Yes
-2.1	No	Off	Off	Off	Off	No	No	Yes
-2.0	No	Off	Off	Off	Off	No	No	Yes
-1.9	No	Off	Off	Off	Off	No	No	Yes
-1.8	No	Off	Off	Off	Off	No	No	Yes
-1.7	No	Off	Off	Off	Off	No	No	Yes
-1.6	No	Off	Off	Off	Off	No	No	Yes
-1.5	No	Off	Off	Off	Off	No	No	Yes
-1.4	No	Off	Off	Off	Off	No	No	Yes
-1.3	No	Off	Off	Off	Off	No	No	Yes
-1.2	No	Off	Off	Off	Off	No	No	Yes
-1.1	No	Off	Off	Off	Off	No	No	Yes
-1.0	No	Off	Off	Off	Off	No	No	Yes
-0.9	No	Off	Off	Off	Off	No	No	Yes
-0.8	No	Off	Off	Off	Off	No	No	Yes
-0.7	No	Off	Off	Off	On	No	No	Yes
-0.6	No	Off	Off	Off	On	No	No	Yes
-0.5	No	Off	Off	Off	On	No	No	Yes
-0.4	No	Off	Off	Off	On	No	No	Yes
-0.3	No	Off	Off	Off	On	No	No	Yes
-0.2	No	Off	Off	Off	On	No	No	Yes
-0.1	No	Off	Off	Off	On	No	No	Yes

Pre-Crash Data (Event Record 2 - table 3 of 5)

(the most recent sampled values are recorded prior to the event)

Time Stamp (sec)	Steering Input (deg) (if equip.)	Yaw Rate (deg/sec) (if equip.)	Wheel Speed LF (RPM) (if equip.)	Wheel Speed RF (RPM) (if equip.)	Wheel Speed LR (RPM) (if equip.)	Wheel Speed RR (RPM) (if equip.)
-5.0	-4	0	824	824	826	826
-4.9	-5	0	825	823	823	823
-4.8	-5	0	826	826	823	822
-4.7	-5	0	823	826	825	826
-4.6	-5	0	826	823	826	826
-4.5	-4	0	826	826	824	822
-4.4	-4	0	825	826	826	824
-4.3	-4	0	827	824	825	824
-4.2	-4	0	828	827	827	826
-4.1	-4	0	825	824	824	826
-4.0	-4	0	827	827	824	824
-3.9	-4	0	825	826	827	827
-3.8	-3	0	825	827	826	825
-3.7	-3	0	825	826	827	825
-3.6	-4	0	827	823	824	824
-3.5	-4	0	825	825	826	824
-3.4	-4	0	826	825	824	824
-3.3	-4	0	825	822	823	824
-3.2	-5	0	824	823	823	823
-3.1	-5	0	824	821	822	821
-3.0	-4	0	821	822	823	821
-2.9	-4	0	821	823	823	822
-2.8	-4	0	824	820	823	822
-2.7	-3	0	821	821	821	820
-2.6	-3	0	820	821	821	823
-2.5	-3	0	821	819	821	821
-2.4	-3	1	820	819	819	821
-2.3	-3	0	819	818	818	819
-2.2	-3	1	818	819	817	818
-2.1	-4	0	816	817	817	818
-2.0	-4	0	816	815	815	816
-1.9	-4	0	816	817	816	814
-1.8	-3	0	815	812	814	815
-1.7	-3	0	814	816	814	812
-1.6	-3	0	812	813	814	814
-1.5	-3	1	814	811	812	814
-1.4	-3	1	811	814	811	811
-1.3	-3	1	812	812	812	812
-1.2	-4	0	812	808	809	810
-1.1	-4	0	810	811	810	810
-1.0	-4	0	807	809	809	810
-0.9	-4	3	835	883	840	894
-0.8	-25	SNA	846	921	869	919
-0.7	-64	SNA	839	906	843	892
-0.6	-94	SNA	871	892	826	864
-0.5	-125	SNA	885	879	814	839
-0.4	-186	SNA	901	863	810	794
-0.3	-232	SNA	930	835	807	751
-0.2	-210	SNA	955	792	802	692
-0.1	-170	SNA	979	738	796	637

Pre-Crash Data (Event Record 2 - table 4 of 5)

(the most recent sampled values are recorded prior to the event)

Time Stamp (sec)	ETC Lamp (if equip.)	ETC Lamp Flashing (if equip.)	Engine Torque Applied	Shift Gear Position (if equip.)	Reverse Gear (Manual Only)	Cruise Control System	Cruise Control Active
-5.0	Off	No	Yes	Drive	No	On	No
-4.9	Off	No	Yes	Drive	No	On	No
-4.8	Off	No	Yes	Drive	No	On	No
-4.7	Off	No	Yes	Drive	No	On	No
-4.6	Off	No	Yes	Drive	No	On	No
-4.5	Off	No	Yes	Drive	No	On	No
-4.4	Off	No	Yes	Drive	No	On	No
-4.3	Off	No	Yes	Drive	No	On	No
-4.2	Off	No	Yes	Drive	No	On	No
-4.1	Off	No	Yes	Drive	No	On	No
-4.0	Off	No	Yes	Drive	No	On	No
-3.9	Off	No	Yes	Drive	No	On	No
-3.8	Off	No	Yes	Drive	No	On	No
-3.7	Off	No	Yes	Drive	No	On	No
-3.6	Off	No	Yes	Drive	No	On	No
-3.5	Off	No	Yes	Drive	No	On	No
-3.4	Off	No	Yes	Drive	No	On	No
-3.3	Off	No	Yes	Drive	No	On	No
-3.2	Off	No	Yes	Drive	No	On	No
-3.1	Off	No	Yes	Drive	No	On	No
-3.0	Off	No	Yes	Drive	No	On	No
-2.9	Off	No	Yes	Drive	No	On	No
-2.8	Off	No	Yes	Drive	No	On	No
-2.7	Off	No	Yes	Drive	No	On	No
-2.6	Off	No	Yes	Drive	No	On	No
-2.5	Off	No	Yes	Drive	No	On	No
-2.4	Off	No	Yes	Drive	No	On	No
-2.3	Off	No	Yes	Drive	No	On	No
-2.2	Off	No	Yes	Drive	No	On	No
-2.1	Off	No	Yes	Drive	No	On	No
-2.0	Off	No	Yes	Drive	No	On	No
-1.9	Off	No	Yes	Drive	No	On	No
-1.8	Off	No	Yes	Drive	No	On	No
-1.7	Off	No	Yes	Drive	No	On	No
-1.6	Off	No	Yes	Drive	No	On	No
-1.5	Off	No	Yes	Drive	No	On	No
-1.4	Off	No	Yes	Drive	No	On	No
-1.3	Off	No	Yes	Drive	No	On	No
-1.2	Off	No	Yes	Drive	No	On	No
-1.1	Off	No	Yes	Drive	No	On	No
-1.0	Off	No	Yes	Drive	No	On	No
-0.9	Off	No	Yes	Drive	No	On	No
-0.8	Off	No	Yes	Drive	No	On	No
-0.7	Off	No	Yes	Drive	No	On	No
-0.6	Off	No	Yes	Drive	No	On	No
-0.5	Off	No	Yes	Drive	No	On	No
-0.4	Off	No	Yes	Drive	No	On	No
-0.3	Off	No	Yes	Drive	No	On	No
-0.2	Off	No	Yes	Drive	No	Off	No
-0.1	Off	No	Yes	Drive	No	Off	No

Pre-Crash Data (Event Record 2 - table 5 of 5)

(the most recent sampled values are recorded prior to the event)

Time Stamp (sec)	Tire Pressure Monitor Faults (if equip.)	Tire 1 Location (if equip.)	Tire 1 Pressure Status (if equip.)	Tire 1 Pressure (psi) (if equip.)	Tire 2 Location (if equip.)	Tire 2 Pressure Status (if equip.)	Tire 2 Pressure (psi) (if equip.)
-5.0	No	LR	Normal	41	RR	Normal	41
-4.9	No	LR	Normal	41	RR	Normal	41
-4.8	No	LR	Normal	41	RR	Normal	41
-4.7	No	LR	Normal	41	RR	Normal	41
-4.6	No	LR	Normal	41	RR	Normal	41
-4.5	No	LR	Normal	41	RR	Normal	41
-4.4	No	LR	Normal	41	RR	Normal	41
-4.3	No	LR	Normal	41	RR	Normal	41
-4.2	No	LR	Normal	41	RR	Normal	41
-4.1	No	LR	Normal	41	RR	Normal	41
-4.0	No	LF	Normal	41	RF	Normal	40
-3.9	No	LF	Normal	41	RF	Normal	40
-3.8	No	LF	Normal	41	RF	Normal	40
-3.7	No	LF	Normal	41	RF	Normal	40
-3.6	No	LF	Normal	41	RF	Normal	40
-3.5	No	LF	Normal	41	RF	Normal	40
-3.4	No	LF	Normal	41	RF	Normal	40
-3.3	No	LF	Normal	41	RF	Normal	40
-3.2	No	LF	Normal	41	RF	Normal	40
-3.1	No	LF	Normal	41	RF	Normal	40
-3.0	No	LR	Normal	41	RR	Normal	41
-2.9	No	LR	Normal	41	RR	Normal	41
-2.8	No	LR	Normal	41	RR	Normal	41
-2.7	No	LR	Normal	41	RR	Normal	41
-2.6	No	LR	Normal	41	RR	Normal	41
-2.5	No	LR	Normal	41	RR	Normal	41
-2.4	No	LR	Normal	41	RR	Normal	41
-2.3	No	LR	Normal	41	RR	Normal	41
-2.2	No	LR	Normal	41	RR	Normal	41
-2.1	No	LR	Normal	41	RR	Normal	41
-2.0	No	LF	Normal	41	RF	Normal	40
-1.9	No	LF	Normal	41	RF	Normal	40
-1.8	No	LF	Normal	41	RF	Normal	40
-1.7	No	LF	Normal	41	RF	Normal	40
-1.6	No	LF	Normal	41	RF	Normal	40
-1.5	No	LF	Normal	41	RF	Normal	40
-1.4	No	LF	Normal	41	RF	Normal	40
-1.3	No	LF	Normal	41	RF	Normal	40
-1.2	No	LF	Normal	41	RF	Normal	40
-1.1	No	LF	Normal	41	RF	Normal	40
-1.0	No	LR	Normal	41	RR	Normal	41
-0.9	No	LR	Normal	41	RR	Normal	41
-0.8	No	LR	Normal	41	RR	Normal	41
-0.7	No	LR	Normal	41	RR	Normal	41
-0.6	No	LR	Normal	41	RR	Normal	41
-0.5	No	LR	Normal	41	RR	Normal	41
-0.4	No	LR	Normal	41	RR	Normal	41
-0.3	No	LR	Normal	41	RR	Normal	41
-0.2	No	LR	Normal	41	RR	Normal	41
-0.1	No	LR	Normal	41	RR	Normal	41

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.

5A 87 03 79 03 07 FF 10 12 10 40 00 36 38 30 36 32 31 31 38 41 45

5A 88 32 44 34 52 4E 35 44 47 35 42 52 37 32 31 30 38 33

61 E1 54 30 35 4A 46 30 38 31 31 31 32 30 4A 4A

61 EA 04 9A 02 FF C0 9F C0 07 38 00 00 00 00 00 00 00 00 00 00

61 02 F1 6D 00 00 EE 52 18 C8 F0 04 30 C0 00 00 00 00 00 00 00

61 31 01 66 07 07 30 00 00 09 01 02 06 AB 43 00 00 78 E6 05 62 04 95 8B 54 05 83 E6 FF 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 06 00 00 00 00 88 10 10 40 00 54 00 00 00 00
00
00
00 00 42 52 37 32 31 30 38 33

61 32 02 CC 02 07 30 00 00 09 01 02 06 AB 05 00 00 78 E6 05 62 04 95 8B 5D FF FF F3 F1 00 00
00 00 00 00 00 00 00 00 00 00 00 00 B0 02 00 00 00 00 00 00 00 00 CC 10 10 40 00 5E 00 00 00 00
00
00
00 00 42 52 37 32 31 30 38 33

71 02 01 00 66 00 00 00 88 01 76 00 E4 00 23 00 00 FF FF 00 00 00 00 00 00 2A D5 16 0B 7C 10 00
80 01 44 01 03 29 04 29 00 00 00 0C B4 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 05 05
00 00 04 00
00 00 00 00 00 00 00 00

71 02 01 01 66 00 00 00 88 01 9E 01 41 00 30 00 00 FF FF 00 00 00 00 00 00 2A D5 16 0B 7C 10 00
80 01 44 01 01 29 02 28 00 00 00 0C 8F 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 08 08
00 00 04 00
00 00 00 00 00 00 00 00

71 02 01 02 66 00 00 00 88 01 CF 02 49 00 11 00 00 FF FF 00 00 00 00 00 00 2B D4 16 0B 7C 08 00
80 01 44 01 01 29 02 28 00 00 00 0D 1E 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 07 07
00 00 04 00
00 00 00 00 00 00 00 00

71 02 01 03 66 00 00 00 88 01 DA 03 60 00 1B 00 00 FF FF 00 00 00 00 00 00 1F E0 16 0B 7C 05 00
80 01 44 01 01 29 02 28 00 00 00 0D 15 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 08 08
00 00 04 00
00 00 00 00 00 00 00 00

71 02 01 04 66 00 00 00 88 01 E3 03 68 00 30 00 00 FF FF 00 00 00 00 00 00 1F E0 16 0B 7C 05 00
80 01 44 01 01 29 02 28 00 00 00 0D 0B 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 08 08
00 00 04 00
00 00 00 00 00 00 00 00

71 02 01 05 66 00 00 00 88 01 FD 03 66 00 3D 00 00 FF FF 00 00 00 00 00 00 1F E0 16 0B 7C 05 00
80 01 44 01 01 29 02 28 00 00 00 0D 0E 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 09 09
00 00 04 00
00 00 00 00 00 00 00 00

71 02 01 06 66 00 00 00 88 02 23 03 75 00 51 00 00 FF FF 00 00 00 00 00 00 1F E0 16 0B 7C 05 00
80 01 44 01 01 29 02 28 00 00 00 0D 17 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 08 08
00 00 04 00
00 00 00 00 00 00 00 00

71 02 01 07 66 00 00 00 88 02 43 03 83 00 67 00 00 FF FF 00 00 00 00 00 00 1F E0 16 0B 7C 05 00
80 01 44 01 01 29 02 28 00 00 00 0D 14 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 04 04

71 02 01 15 66 00 06 F7 08 03 82 05 FF 08 4C 05 55 FF FF 00 00 00 00 00 25 DB 16 0B 2E 0C 00
C0 01 44 01 01 29 02 28 00 00 00 0D A4 00 00 00 00 00 00 00 00 00 00 00 00 00 2E 2E
00 00 04 00
00 00 00 00 00 00 00 00

71 02 01 16 66 00 07 2A 08 03 85 05 EF 08 9A 05 84 FF FF 00 00 00 00 00 25 DA 16 0B 31 0C 00
C0 01 44 01 01 29 02 28 00 00 00 0E 2C 00 00 00 00 00 00 00 00 00 00 00 00 00 2E 2E
00 00 04 00
00 00 00 00 00 00 00 00

71 02 01 17 66 00 07 1A 08 03 82 06 08 08 8A 05 66 FF FF 00 00 00 00 00 25 DA 16 0B 34 0C 00
C0 01 44 01 01 29 02 28 00 00 00 0E 9D 00 00 00 00 00 00 00 00 00 00 00 00 00 2D 2D
00 00 04 00
00 00 00 00 00 00 00 00

71 02 01 18 66 00 07 16 08 03 8B 06 27 08 75 05 4C FF FF 00 00 00 00 00 26 D9 16 0B 38 0D 00
C0 01 44 01 01 29 02 28 00 00 00 0E C8 00 00 00 00 00 00 00 00 00 00 00 00 00 2D 2D
00 00 04 00
00 00 00 00 00 00 00 00

71 02 01 19 66 00 06 E9 08 03 69 05 E1 08 72 05 1B FF FF 00 00 00 00 00 26 D9 16 0B 3F 0D 00
C0 01 44 01 01 29 02 28 00 00 00 0E EA 00 00 00 00 00 00 00 00 00 00 00 00 00 2C 2C
00 00 04 00
00 00 00 00 00 00 00 00

71 02 01 1A 66 00 06 C4 08 03 77 06 0A 08 4C 04 E5 FF FF 00 00 00 00 00 27 D8 16 0B 45 0F 00
C0 01 44 01 01 29 02 28 00 00 00 0E F7 00 00 00 00 00 00 00 00 00 00 00 00 00 2C 2C
00 00 04 00
00 00 00 00 00 00 00 00

71 02 01 1B 66 00 06 AB 08 03 7C 06 3C 08 29 04 A9 FF FF 00 00 00 00 00 29 D6 16 0B 47 11 00
C0 01 44 01 01 29 02 28 00 00 00 0F 2E 00 00 00 00 00 00 00 00 00 00 00 00 00 2C 2C
00 00 04 00
00 00 00 00 00 00 00 00

71 02 01 1C 66 00 06 91 08 04 0F 06 1C 08 0A 04 AC FF FF 00 00 00 00 00 2E D2 16 0B 44 14 00
C0 01 44 01 01 29 02 28 00 00 00 0F 65 00 00 00 00 00 00 00 00 00 00 00 00 00 2E 2E
00 00 04 00
00 00 00 00 00 00 00 00

71 02 01 1D 66 00 06 BF 08 04 71 06 2F 07 CE 05 55 FF FF 00 00 00 00 00 2C D3 67 33 3C 0F 59
C0 00 44 01 01 29 02 28 00 00 00 0F 19 00 00 00 00 00 00 00 00 00 00 00 00 00 30 30
00 00 04 00
00 00 00 00 00 00 00 00

71 02 01 1E 66 00 06 E6 08 04 FA 06 38 07 A5 05 C4 FF FF 00 00 00 00 00 27 D8 89 44 3E 0E 0F
C0 00 44 01 03 29 04 29 00 00 00 0E AB 00 00 00 00 00 00 00 00 00 00 00 00 00 34 34
00 00 04 00
00 00 00 00 00 00 00 00

71 02 01 1F 66 00 07 05 08 05 67 06 43 07 75 06 30 FF FF 00 00 00 00 00 29 D6 16 0B 40 10 00
C0 00 44 01 03 29 04 29 00 00 00 0E 5B 00 00 00 00 00 00 00 00 00 00 00 00 00 37 37
00 00 04 00
00 00 00 00 00 00 00 00

71 02 01 20 66 00 07 16 08 05 DD 06 4D 07 43 06 85 FF FF 00 00 00 00 00 2C D3 16 0B 3E 12 00
C2 00 44 01 03 29 04 29 00 00 00 0E 30 00 00 00 00 00 00 00 00 00 00 00 00 00 37 37
00 00 04 00
00 00 00 00 00 00 00 00

71 02 01 21 66 00 07 2E 08 06 33 06 53 07 0A 06 BD FF FF 00 00 00 00 00 29 D6 4E 27 3A 0E 2C
C2 00 44 01 03 29 04 29 00 00 00 0E 8B 00 00 00 00 00 00 00 00 00 00 00 00 00 37 37
00 00 04 00
00 00 00 00 00 00 00 00

71 02 01 22 66 00 07 27 08 06 8D 06 5B 06 EA 06 DD FF FF 00 00 00 00 00 28 D7 21 10 3E 0F 00

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C2 00 44 01 03 29 04 29 00 00 00 0F 05 00 00 00 00 00 00 00 00 00 00 00 00 00 00 37 37
00 00 04 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00

71 02 01 23 66 00 06 FC 08 06 C0 06 73 06 CD 06 F7 FF FF 00 00 00 00 00 28 D7 16 0B 42 0F 18
C2 00 44 01 03 29 04 29 00 00 00 0F 44 00 00 00 00 00 00 00 00 00 00 00 00 00 00 37 37
00 00 04 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00

71 02 01 24 66 00 07 11 08 06 F7 06 95 06 8D 07 14 FF FF 00 00 00 00 00 2B D4 16 0B 45 12 00
C2 00 44 01 03 29 04 29 00 00 00 0F 7F 00 00 00 00 00 00 00 00 00 00 00 00 00 00 37 37
00 00 04 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00

71 02 01 25 66 00 07 B4 00 07 2E 06 CA 06 9C 07 32 FF FF 00 00 00 00 00 2C D4 16 0B 43 12 00
C2 00 44 01 03 29 04 29 00 00 00 0F CE 00 00 00 00 00 00 00 00 00 00 00 00 00 00 37 37
00 00 04 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00

71 02 01 26 66 00 06 A7 00 06 FB 06 8F 06 85 06 E6 81 6A 00 00 00 00 00 2C D4 35 1A 3E 12 14
C2 00 44 01 03 29 04 29 00 00 00 0F F7 00 00 00 00 00 00 00 00 00 00 00 00 00 00 33 33
00 00 04 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00

71 02 01 27 66 00 06 70 00 06 54 06 51 06 4E 06 52 80 4B 00 00 00 00 00 2B D4 34 1A 38 12 14
C2 00 44 01 03 29 04 29 00 00 00 0F F8 00 00 00 00 00 00 00 00 00 00 00 00 00 00 33 33
00 00 04 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00

71 02 01 28 66 00 06 B3 00 06 53 06 54 06 54 06 56 80 4B 00 00 00 00 00 2B D4 33 19 33 11 13
C2 00 44 01 01 29 02 28 00 00 00 0F F8 00 00 00 00 00 00 00 00 00 00 00 00 00 00 33 33
00 00 04 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00

71 02 01 29 66 00 06 86 00 06 54 06 52 06 57 06 50 80 5F 00 00 00 00 00 2A D5 32 19 2A 0E 12
C2 00 44 01 01 29 02 28 00 00 00 0F F8 00 00 00 00 00 00 00 00 00 00 00 00 00 00 33 33
00 00 04 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00

71 02 01 2A 66 00 06 8B 00 06 57 06 57 06 57 06 58 80 65 00 00 00 00 00 26 D9 31 18 24 0B 11
C2 00 44 01 01 29 02 28 00 00 00 0F F9 00 00 00 00 00 00 00 00 00 00 00 00 00 00 33 33
00 00 04 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00

71 02 01 2B 66 00 06 8A 00 06 55 06 55 06 56 06 5B 80 6F 00 00 00 00 00 22 DD 2A 15 1F 08 0A
C2 00 44 01 01 29 02 28 00 00 00 0F F9 00 00 00 00 00 00 00 00 00 00 00 00 00 00 33 33
00 00 04 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00

71 02 01 2C 66 00 06 88 00 06 5B 06 57 06 5B 06 55 80 65 00 00 00 00 00 22 DD 2A 15 1F 08 0A
C2 00 44 01 01 29 02 28 00 00 00 0F FA 00 00 00 00 00 00 00 00 00 00 00 00 00 00 33 33
00 00 04 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00

71 02 01 2D 66 00 06 8C 00 06 5B 06 5C 06 57 06 5A 80 61 00 00 00 00 00 21 DE 27 13 1D 07 06
C2 00 44 01 01 29 02 28 00 00 00 0F FA 00 00 00 00 00 00 00 00 00 00 00 00 00 00 33 33
00 00 04 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00

71 02 01 2E 66 00 06 89 00 06 58 06 5B 06 5C 06 60 80 4A 00 00 00 00 00 20 DF 23 11 1D 07 00
C2 00 44 01 01 29 02 28 00 00 00 0F FA 00 00 00 00 00 00 00 00 00 00 00 00 00 00 33 33
00 00 04 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00

71 02 01 2F 66 00 06 8C 00 06 5D 06 5B 06 5D 06 57 80 49 00 00 00 00 00 20 DF 1B 0D 1D 07 00
C2 00 44 01 01 29 02 28 00 00 00 0F F9 00 00 00 00 00 00 00 00 00 00 00 00 00 00 33 33
00 00 04 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00

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00 00 00 00 00 00 00 00

71 02 01 30 66 00 06 91 00 06 5C 06 5F 06 5F 06 61 80 4B 00 00 00 00 00 20 DF 18 0C 1D 07 00
C2 00 44 01 01 29 02 28 00 00 00 0F F8 00 00 00 00 00 00 00 00 00 00 00 00 00 00 33 33
00 00 04 00
00 00 00 00 00 00 00 00

71 02 01 31 66 00 06 90 00 06 5F 06 5E 06 60 06 5D 80 4B 00 00 00 00 00 20 DF 18 0C 1D 07 00
C2 00 44 01 01 29 02 28 00 00 00 0F F8 00 00 00 00 00 00 00 00 00 00 00 00 00 00 33 33
00 00 04 00
00 00 00 00 00 00 00 00

71 02 02 00 CC 00 06 E6 08 04 FA 06 38 07 A5 05 C4 FF FF 00 00 00 00 00 27 D8 89 44 3E 0E 0F
C0 00 44 01 03 29 04 29 00 00 00 0E AB 00 00 00 00 00 00 00 00 00 00 00 00 00 00 34 34
00 00 04 00
00 00 00 00 00 00 00 00

71 02 02 01 CC 00 07 05 08 05 67 06 43 07 75 06 30 FF FF 00 00 00 00 00 29 D6 16 0B 40 10 00
C0 00 44 01 03 29 04 29 00 00 00 0E 5B 00 00 00 00 00 00 00 00 00 00 00 00 00 00 37 37
00 00 04 00
00 00 00 00 00 00 00 00

71 02 02 02 CC 00 07 16 08 05 DD 06 4D 07 43 06 85 FF FF 00 00 00 00 00 2C D3 16 0B 3E 12 00
C2 00 44 01 03 29 04 29 00 00 00 0E 30 00 00 00 00 00 00 00 00 00 00 00 00 00 00 37 37
00 00 04 00
00 00 00 00 00 00 00 00

71 02 02 03 CC 00 07 2E 08 06 33 06 53 07 0A 06 BD FF FF 00 00 00 00 00 29 D6 4E 27 3A 0E 2C
C2 00 44 01 03 29 04 29 00 00 00 0E 8B 00 00 00 00 00 00 00 00 00 00 00 00 00 00 37 37
00 00 04 00
00 00 00 00 00 00 00 00

71 02 02 04 CC 00 07 27 08 06 8D 06 5B 06 EA 06 DD FF FF 00 00 00 00 00 28 D7 21 10 3E 0F 00
C2 00 44 01 03 29 04 29 00 00 00 0F 05 00 00 00 00 00 00 00 00 00 00 00 00 00 00 37 37
00 00 04 00
00 00 00 00 00 00 00 00

71 02 02 05 CC 00 06 FC 08 06 C0 06 73 06 CD 06 F7 FF FF 00 00 00 00 00 28 D7 16 0B 42 0F 18
C2 00 44 01 03 29 04 29 00 00 00 0F 44 00 00 00 00 00 00 00 00 00 00 00 00 00 00 37 37
00 00 04 00
00 00 00 00 00 00 00 00

71 02 02 06 CC 00 07 11 08 06 F7 06 95 06 8D 07 14 FF FF 00 00 00 00 00 2B D4 16 0B 45 12 00
C2 00 44 01 03 29 04 29 00 00 00 0F 7F 00 00 00 00 00 00 00 00 00 00 00 00 00 00 37 37
00 00 04 00
00 00 00 00 00 00 00 00

71 02 02 07 CC 00 07 B4 00 07 2E 06 CA 06 9C 07 32 FF FF 00 00 00 00 00 2C D4 16 0B 43 12 00
C2 00 44 01 03 29 04 29 00 00 00 0F CE 00 00 00 00 00 00 00 00 00 00 00 00 00 00 37 37
00 00 04 00
00 00 00 00 00 00 00 00

71 02 02 08 CC 00 06 A7 00 06 FB 06 8F 06 85 06 E6 81 6A 00 00 00 00 00 2C D4 35 1A 3E 12 14
C2 00 44 01 03 29 04 29 00 00 00 0F F7 00 00 00 00 00 00 00 00 00 00 00 00 00 00 33 33
00 00 04 00
00 00 00 00 00 00 00 00

71 02 02 09 CC 00 06 70 00 06 54 06 51 06 4E 06 52 80 4B 00 00 00 00 00 2B D4 34 1A 38 12 14
C2 00 44 01 03 29 04 29 00 00 00 0F F8 00 00 00 00 00 00 00 00 00 00 00 00 00 00 33 33
00 00 04 00
00 00 00 00 00 00 00 00

71 02 02 0A CC 00 06 B3 00 06 53 06 54 06 54 06 56 80 4B 00 00 00 00 00 2B D4 33 19 33 11 13
C2 00 44 01 01 29 02 28 00 00 00 0F F8 00 00 00 00 00 00 00 00 00 00 00 00 00 00 33 33
00 00 04 00
00 00 00 00 00 00 00 00

71 02 02 0B CC 00 06 86 00 06 54 06 52 06 57 06 50 80 5F 00 00 00 00 00 2A D5 32 19 2A 0E 12
C2 00 44 01 01 29 02 28 00 00 00 0F F8 00 00 00 00 00 00 00 00 00 00 00 00 00 00 33 33
00 00 04 00
00 00 00 00 00 00 00 00

71 02 02 0C CC 00 06 8B 00 06 57 06 57 06 57 06 58 80 65 00 00 00 00 00 26 D9 31 18 24 0B 11
C2 00 44 01 01 29 02 28 00 00 00 0F F9 00 00 00 00 00 00 00 00 00 00 00 00 00 00 33 33
00 00 04 00
00 00 00 00 00 00 00 00

71 02 02 0D CC 00 06 8A 00 06 55 06 55 06 56 06 5B 80 6F 00 00 00 00 00 22 DD 2A 15 1F 08 0A
C2 00 44 01 01 29 02 28 00 00 00 0F F9 00 00 00 00 00 00 00 00 00 00 00 00 00 00 33 33
00 00 04 00
00 00 00 00 00 00 00 00

71 02 02 0E CC 00 06 88 00 06 5B 06 57 06 5B 06 55 80 65 00 00 00 00 00 22 DD 2A 15 1F 08 0A
C2 00 44 01 01 29 02 28 00 00 00 0F FA 00 00 00 00 00 00 00 00 00 00 00 00 00 00 33 33
00 00 04 00
00 00 00 00 00 00 00 00

71 02 02 0F CC 00 06 8C 00 06 5B 06 5C 06 57 06 5A 80 61 00 00 00 00 00 21 DE 27 13 1D 07 06
C2 00 44 01 01 29 02 28 00 00 00 0F FA 00 00 00 00 00 00 00 00 00 00 00 00 00 00 33 33
00 00 04 00
00 00 00 00 00 00 00 00

71 02 02 10 CC 00 06 89 00 06 58 06 5B 06 5C 06 60 80 4A 00 00 00 00 00 20 DF 23 11 1D 07 00
C2 00 44 01 01 29 02 28 00 00 00 0F FA 00 00 00 00 00 00 00 00 00 00 00 00 00 00 33 33
00 00 04 00
00 00 00 00 00 00 00 00

71 02 02 11 CC 00 06 8C 00 06 5D 06 5B 06 5D 06 57 80 49 00 00 00 00 00 20 DF 1B 0D 1D 07 00
C2 00 44 01 01 29 02 28 00 00 00 0F F9 00 00 00 00 00 00 00 00 00 00 00 00 00 00 33 33
00 00 04 00
00 00 00 00 00 00 00 00

71 02 02 12 CC 00 06 91 00 06 5C 06 5F 06 5F 06 61 80 4B 00 00 00 00 00 20 DF 18 0C 1D 07 00
C2 00 44 01 01 29 02 28 00 00 00 0F F8 00 00 00 00 00 00 00 00 00 00 00 00 00 00 33 33
00 00 04 00
00 00 00 00 00 00 00 00

71 02 02 13 CC 00 06 90 00 06 5F 06 5E 06 60 06 5D 80 4B 00 00 00 00 00 20 DF 18 0C 1D 07 00
C2 00 44 01 01 29 02 28 00 00 00 0F F8 00 00 00 00 00 00 00 00 00 00 00 00 00 00 33 33
00 00 04 00
00 00 00 00 00 00 00 00

71 02 02 14 CC 00 06 8F 00 06 63 06 61 06 5F 06 62 80 60 00 00 00 00 00 20 DF 18 0C 1D 07 00
C2 00 44 01 03 29 04 29 00 00 00 0F F8 00 00 00 00 00 00 00 00 00 00 00 00 00 00 33 33
00 00 04 00
00 00 00 00 00 00 00 00

71 02 02 15 CC 00 06 9B 00 06 63 06 61 06 63 06 65 80 65 00 00 00 00 00 20 DF 18 0B 1D 07 00
C2 00 44 01 03 29 04 29 00 00 00 0F FA 00 00 00 00 00 00 00 00 00 00 00 00 00 00 33 33
00 00 04 00
00 00 00 00 00 00 00 00

71 02 02 16 CC 00 06 99 00 06 66 06 64 06 65 06 63 80 5D 00 00 00 00 00 20 DF 16 0B 1E 07 00
C2 00 44 01 03 29 04 29 00 00 00 0F FA 00 00 00 00 00 00 00 00 00 00 00 00 00 00 33 33
00 00 04 00
00 00 00 00 00 00 00 00

71 02 02 17 CC 00 06 94 00 06 6A 06 66 06 67 06 65 80 65 00 00 00 00 00 21 DF 16 0B 1F 07 00
C2 00 44 01 03 29 04 29 00 00 00 0F FA 00 00 00 00 00 00 00 00 00 00 00 00 00 00 33 33
00 00 04 00
00 00 00 00 00 00 00 00

71 02 02 18 CC 00 06 98 00 06 69 06 69 06 6A 06 65 80 58 00 00 00 00 00 21 DE 16 0B 1F 08 00
C2 00 44 01 03 29 04 29 00 00 00 0F FA 00 00 00 00 00 00 00 00 00 00 00 00 00 00 33 33
00 00 04 00
00 00 00 00 00 00 00 00

00 00 04 00
00 00 00 00 00 00 00 00

71 02 02 19 CC 00 06 9B 00 06 6E 06 6A 06 67 06 6A 80 5A 00 00 00 00 00 00 21 DE 16 0B 20 08 00
C2 00 44 01 03 29 04 29 00 00 00 0F F9 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 33 33
00 00 04 00
00 00 00 00 00 00 00 00

71 02 02 1A CC 00 06 96 00 06 68 06 69 06 69 06 6A 80 36 00 00 00 00 00 00 21 DE 16 0B 21 08 00
C2 00 44 01 03 29 04 29 00 00 00 0F F9 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 33 33
00 00 04 00
00 00 00 00 00 00 00 00

71 02 02 1B CC 00 06 A9 00 06 6B 06 6D 06 70 06 67 80 18 00 00 00 00 00 00 21 DE 16 0B 22 08 00
C2 00 44 01 03 29 04 29 00 00 00 0F F8 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 34 34
00 00 04 00
00 00 00 00 00 00 00 00

71 02 02 1C CC 00 06 8C 00 06 6C 06 6E 06 6A 06 6E 80 15 00 00 00 00 00 00 22 DE 16 0B 23 08 00
C2 00 44 01 03 29 04 29 00 00 00 0F F7 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 34 34
00 00 04 00
00 00 00 00 00 00 00 00

71 02 02 1D CC 00 06 91 00 06 6A 06 6E 06 6A 06 6C 7F F3 00 00 00 00 00 00 22 DD 16 0B 24 08 00
C2 00 44 01 03 29 04 29 00 00 00 0F F7 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 34 34
00 00 04 00
00 00 00 00 00 00 00 00

71 02 02 1E CC 00 06 9E 00 06 6A 06 6C 06 6F 06 69 7F FF 00 00 00 00 00 00 22 DD 16 0B 25 09 00
C2 00 44 01 01 29 02 28 00 00 00 0F F5 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 34 34
00 00 04 00
00 00 00 00 00 00 00 00

71 02 02 1F CC 00 06 9D 00 06 6D 06 6D 06 70 06 6E 80 18 00 00 00 00 00 00 22 DD 16 0B 27 09 00
C2 00 44 01 01 29 02 28 00 00 00 0F F6 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 34 34
00 00 04 00
00 00 00 00 00 00 00 00

71 02 02 20 CC 00 06 A0 00 06 70 06 6E 06 72 06 6B 80 21 00 00 00 00 00 00 23 DC 16 0B 28 09 00
C2 00 44 01 01 29 02 28 00 00 00 0F F7 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 34 34
00 00 04 00
00 00 00 00 00 00 00 00

71 02 02 21 CC 00 06 A5 00 06 70 06 70 06 73 06 71 80 43 00 00 00 00 00 00 23 DC 16 0B 2A 09 00
C2 00 44 01 01 29 02 28 00 00 00 0F F7 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 34 34
00 00 04 00
00 00 00 00 00 00 00 00

71 02 02 22 CC 00 06 A2 00 06 6F 06 73 06 72 06 72 80 4A 00 00 00 00 00 00 23 DC 16 0B 2C 0A 00
C2 00 44 01 01 29 02 28 00 00 00 0F F7 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 34 34
00 00 04 00
00 00 00 00 00 00 00 00

71 02 02 23 CC 00 06 9E 00 06 70 06 6F 06 76 06 6D 80 41 00 00 00 00 00 00 24 DC 16 0B 2F 0A 00
C2 00 44 01 01 29 02 28 00 00 00 0F F8 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 34 34
00 00 04 00
00 00 00 00 00 00 00 00

71 02 02 24 CC 00 06 A2 00 06 72 06 75 06 71 06 73 80 4B 00 00 00 00 00 00 24 DB 16 0B 32 0A 00
C2 00 44 01 01 29 02 28 00 00 00 0F F9 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 34 34
00 00 04 00
00 00 00 00 00 00 00 00

71 02 02 25 CC 00 06 A5 00 06 71 06 73 06 72 06 75 80 34 00 00 00 00 00 00 24 DB 16 0B 37 0B 00
C2 00 44 01 01 29 02 28 00 00 00 0F F9 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 34 34
00 00 04 00
00 00 00 00 00 00 00 00

71 02 02 26 CC 00 06 A1 00 06 75 06 75 06 72 06 74 80 36 00 00 00 00 00 25 DA 1C 0E 3C 0C 00
C2 00 44 01 01 29 02 28 00 00 00 0F F8 00 00 00 00 00 00 00 00 00 00 00 00 00 00 34 34
00 00 04 00
00 00 00 00 00 00 00 00

71 02 02 27 CC 00 06 A5 00 06 6F 06 70 06 75 06 75 80 32 00 00 00 00 00 26 DA 24 11 44 0D 04
C2 00 44 01 01 29 02 28 00 00 00 0F F7 00 00 00 00 00 00 00 00 00 00 00 00 00 00 34 34
00 00 04 00
00 00 00 00 00 00 00 00

71 02 02 28 CC 00 06 A2 00 06 73 06 70 06 72 06 70 80 18 00 00 00 00 00 28 D8 2A 15 4B 0F 0C
C2 00 44 01 03 29 04 29 00 00 00 0F F7 00 00 00 00 00 00 00 00 00 00 00 00 00 00 34 34
00 00 04 00
00 00 00 00 00 00 00 00

71 02 02 29 CC 00 06 A7 00 06 73 06 75 06 77 06 75 80 18 00 00 00 00 00 2A D5 32 18 4F 11 13
C2 00 44 01 03 29 04 29 00 00 00 0F F7 00 00 00 00 00 00 00 00 00 00 00 00 00 00 34 34
00 00 04 00
00 00 00 00 00 00 00 00

71 02 02 2A CC 00 06 A4 00 06 70 06 71 06 75 06 6F 80 18 00 00 00 00 00 2B D4 35 1A 50 12 15
C2 00 44 01 03 29 04 29 00 00 00 0F F7 00 00 00 00 00 00 00 00 00 00 00 00 00 00 34 34
00 00 04 00
00 00 00 00 00 00 00 00

71 02 02 2B CC 00 06 A0 00 06 70 06 73 06 71 06 73 7F FF 00 00 00 00 00 2C D4 36 1B 50 12 16
C2 00 44 01 03 29 04 29 00 00 00 0F F7 00 00 00 00 00 00 00 00 00 00 00 00 00 00 34 34
00 00 04 00
00 00 00 00 00 00 00 00

71 02 02 2C CC 00 06 A4 00 06 6C 06 70 06 73 06 74 7F FC 00 00 00 00 00 2C D4 37 1B 50 12 16
C2 00 44 01 03 29 04 29 00 00 00 0F F7 00 00 00 00 00 00 00 00 00 00 00 00 00 00 34 34
00 00 04 00
00 00 00 00 00 00 00 00

71 02 02 2D CC 00 06 A3 00 06 74 06 73 06 74 06 6D 7F E6 00 00 00 00 00 2C D4 37 1B 50 12 16
C2 00 44 01 03 29 04 29 00 00 00 0F F5 00 00 00 00 00 00 00 00 00 00 00 00 00 00 34 34
00 00 04 00
00 00 00 00 00 00 00 00

71 02 02 2E CC 00 06 A5 00 06 73 06 72 06 6E 06 73 7F E9 00 00 00 00 00 2C D4 37 1B 50 12 16
C2 00 44 01 03 29 04 29 00 00 00 0F F5 00 00 00 00 00 00 00 00 00 00 00 00 00 00 34 34
00 00 04 00
00 00 00 00 00 00 00 00

71 02 02 2F CC 00 06 A6 00 06 6B 06 6E 06 73 06 73 7F FF 00 00 00 00 00 2C D4 37 1B 50 12 16
C2 00 44 01 03 29 04 29 00 00 00 0F F5 00 00 00 00 00 00 00 00 00 00 00 00 00 00 34 34
00 00 04 00
00 00 00 00 00 00 00 00

71 02 02 30 CC 00 06 A2 00 06 6E 06 6D 06 72 06 6E 80 18 00 00 00 00 00 2C D4 37 1B 50 12 16
C2 00 44 01 03 29 04 29 00 00 00 0F F5 00 00 00 00 00 00 00 00 00 00 00 00 00 00 34 34
00 00 04 00
00 00 00 00 00 00 00 00

71 02 02 31 CC 00 06 A0 00 06 73 06 73 06 70 06 70 80 2F 00 00 00 00 00 2C D4 37 1B 50 12 16
C2 00 44 01 03 29 04 29 00 00 00 0F F7 00 00 00 00 00 00 00 00 00 00 00 00 00 00 34 34
00 00 04 00
00 00 00 00 00 00 00 00

71 05 01 66 00 01 00 00 01
00 01 01 01 01 01 01 01 02 02 02 02 03 03 03 03 03 04 04 04 04 04 04 04 04 04 04 04 05 05 05
05
04
04 04 04 04 04 04 04 04 04 04 04 04 04 04 04 04 04 04 05 05 05 05 05 05 05 05 05 05 05
00 00

data, CDR software or use thereof.

CDR FILE INFORMATION

User Entered VIN
User
Case Number
EDR Data Imaging Date
Crash Date
Filename
Saved on
Collected with CDR version
Reported with CDR version
EDR Device Type
Event(s) recovered
Event Record 2

DATA LIMITATIONS

Refer to the CDR report for data limitations

SYSTEM STATUS AT RETRIEVAL

Original VIN
Airbag Control Module Part Number
Airbag Control Module Serial Number
Airbag Control Module Supplier

SYSTEM CONFIGURATION AT RETRIEVAL

Configured for Driver Frontal Airbag
Configured for Driver Knee Airbag
Configured for Driver Buckle Pretensioner
Configured for Driver Retractor Pretensioner
Configured for Driver Seatbelt Switch
Configured for Driver Seat Track Position Sensor
Configured for Driver Active Head Restraint
Configured for Left Curtain Airbag
Configured for Left Side Seat Airbag
Configured for Passenger Frontal Airbag
Configured for Passenger Knee Airbag
Configured for Front Passenger Buckle Pretensioner
Configured for Front Passenger Retractor Pretensioner
Configured for Front Passenger Seatbelt Switch
Configured for Front Passenger Seat Track Position Sensor
Configured for Front Passenger Active Head Restraint
Configured for Right Curtain Airbag
Configured for Right Side Seat Airbag
Configured for Front Passenger Occupant Classification System
Configured for Occupant Detection Sensor
Configured for Left Up Front Sensor
Configured for Right Up Front Sensor

Configured for Left Door Pressure Sensor
Configured for Left Side Row 1 Sensor
Configured for Left Side Row 2 Sensor
Configured for Left Side Row 3 Sensor
Configured for Right Door Pressure Sensor
Configured for Right Side Row 1 Sensor
Configured for Right Side Row 2 Sensor
Configured for Right Side Row 3 Sensor

STATUS OF THE DATA IN THE MOST RECENT EVENTSTATUS OF THE DATA IN THE MOST RECENT EVENT

Data Block 1 Complete (Yes, No)
Data Block 2 Complete (Yes, No)
Data Block 3 Complete (Yes, No)
Data Block 4 Complete (Yes, No)
Data Block 5 Complete (Yes, No)
Data Block 6 Complete (Yes, No)
Data Block 7 Complete (Yes, No)
Overall Data Record Complete (Yes, No)

SYSTEM STATUS AT EVENT (EVENT RECORD 1)

Event Recorder Status
Event Record Status - Angular rate
Event Number
Total Number of Events Recorded
Time from Event 1 to 2 (sec)
Odometer Recorded at Event (miles [km])
Operation System Time at Event (min)
Ignition Cycles, Crash
VIN Recorded at Event (last 8 characters)
Vehicle System Voltage Recorded at Event (V)
Operation Via Energy Reserve Only
Safety Belt Switch Configured, Driver (if equipped)
Safety Belt Switch Configured, Passenger (if equipped)
Safety Belt Status, Passenger (if equipped)
Safety Belt Switch Fault, Passenger (if equipped)
Seat Track Position Sensor, Driver (if equipped)
Seat Track Position Sensor, Passenger (if equipped)
Airbag Warning Lamp "On" at Event
Airbag Warning Lamp "On" Time Before Event (min)
Maximum Delta-V Longitudinal (MPH [km/h])
Time to Maximum Delta-V Longitudinal (msec)

DEPLOYMENT COMMAND DATA (EVENT RECORD 1)

Event Recorder Status

Frontal Airbag Deployment, 1st Stage, Driver
Frontal Airbag Deployment, 2nd Stage, Driver
Frontal Airbag Deployment, Time Between Squib #1 and Squib #2, Driver (ms)
Inflatable Knee Airbag Deployment, Driver (if equipped)
Seatbelt Pretensioner Deployment, Driver (if equipped)
Side Airbag Deployment, Left Side (if equipped)
Frontal Airbag Deployment, 1st Stage, Passenger
Frontal Airbag Deployment, 2nd Stage, Passenger
Frontal Airbag Deployment, Time Between Squib #1 and Squib #2, Passenger (ms)
Seatbelt Pretensioner Deployment, Front Passenger (if equipped)
Side Airbag Deployment, Right Side (if equipped)
Active Head Restraint Deployment, Driver (if equipped)
Active Head Restraint Deployment, Passenger (if equipped)

DTCS PRESENT AT START OF EVENT (EVENT RECORD 1)
DTC Number

ROLLOVER CRASH PULSE (EVENT RECORD 1)
Time (msec)

-2500
-2480
-2460
-2440
-2420
-2400
-2380
-2360
-2340
-2320
-2300
-2280
-2260
-2240
-2220
-2200
-2180
-2160
-2140
-2120
-2100
-2080
-2060
-2040
-2020
-2000

-1980
-1960
-1940
-1920
-1900
-1880
-1860
-1840
-1820
-1800
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-1740
-1720
-1700
-1680
-1660
-1640
-1620
-1600
-1580
-1560
-1540
-1520
-1500
-1480
-1460
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-1320
-1300
-1280
-1260
-1240
-1220
-1200
-1180
-1160
-1140
-1120
-1100
-1080
-1060

-1040
-1020
-1000
-980
-960
-940
-920
-900
-880
-860
-840
-820
-800
-780
-760
-740
-720
-700
-680
-660
-640
-620
-600
-580
-560
-540
-520
-500
-480
-460
-440
-420
-400
-380
-360
-340
-320
-300
-280
-260
-240
-220
-200
-180
-160
-140
-120

-100
-80
-60
-40
-20
0
20
40
60
80
100
120
140
160
180
200
220
240
260
280
300
320
340
360
380
400
420
440
460
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1820
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1880
1900
1920
1940
1960
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2080
2100
2120
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2160
2180
2200
2220
2240
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2280
2300
2320
2340
2360
2380
2400
2420

PRE_CRASH DATA (EVENT RECORD 1)

Time Stamp (sec)

-5
-4.9
-4.8
-4.7
-4.6
-4.5
-4.4
-4.3
-4.2
-4.1
-4

-3.9
-3.8
-3.7
-3.6
-3.5
-3.4
-3.3
-3.2
-3.1
-3
-2.9
-2.8
-2.7
-2.6
-2.5
-2.4
-2.3
-2.2
-2.1
-2
-1.9
-1.8
-1.7
-1.6
-1.5
-1.4
-1.3
-1.2
-1.1
-1
-0.9
-0.8
-0.7
-0.6
-0.5
-0.4
-0.3
-0.2
-0.1

SYSTEM STATUS AT EVENT (EVENT RECORD 2)
Event Recorder Status
Event Record Status - Angular rate
Event Number
Total Number of Events Recorded
Time from Event 1 to 2 (sec)
Odometer Recorded at Event (miles [km])

Operation System Time at Event (min)
Ignition Cycles, Crash
VIN Recorded at Event (last 8 characters)
Vehicle System Voltage Recorded at Event (V)
Operation Via Energy Reserve Only
Safety Belt Switch Configured, Driver (if equipped)
Safety Belt Switch Configured, Passenger (if equipped)
Safety Belt Status, Passenger (if equipped)
Safety Belt Switch Fault, Passenger (if equipped)
Seat Track Position Sensor, Driver (if equipped)
Seat Track Position Sensor, Passenger (if equipped)
Airbag Warning Lamp "On" at Event
Airbag Warning Lamp "On" Time Before Event (min)
Maximum Delta-V Longitudinal (MPH [km/h])
Time to Maximum Delta-V Longitudinal (msec)

DEPLOYMENT COMMAND DATA (EVENT RECORD 2)

Event Recorder Status
Frontal Airbag Deployment, 1st Stage, Driver
Frontal Airbag Deployment, 2nd Stage, Driver
Frontal Airbag Deployment, Time Between Squib #1 and Squib #2, Driver (ms)
Inflatable Knee Airbag Deployment, Driver (if equipped)
Seatbelt Pretensioner Deployment, Driver (if equipped)
Side Airbag Deployment, Left Side (if equipped)
Frontal Airbag Deployment, 1st Stage, Passenger
Frontal Airbag Deployment, 2nd Stage, Passenger
Frontal Airbag Deployment, Time Between Squib #1 and Squib #2, Passenger (ms)
Seatbelt Pretensioner Deployment, Front Passenger (if equipped)
Side Airbag Deployment, Right Side (if equipped)

DTCS PRESENT AT START OF EVENT (EVENT RECORD 2)

DTC Number

ROLLOVER CRASH PULSE (EVENT RECORD 2)

Time (msec)

-2500
-2480
-2460
-2440
-2420
-2400
-2380
-2360
-2340

-2320
-2300
-2280
-2260
-2240
-2220
-2200
-2180
-2160
-2140
-2120
-2100
-2080
-2060
-2040
-2020
-2000
-1980
-1960
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-1920
-1900
-1880
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-1420
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-1120
-1100
-1080
-1060
-1040
-1020
-1000
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-500
-480
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-440
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-180
-160
-140
-120
-100
-80
-60
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-20
0
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2340
2360

2380
2400
2420

PRE_CRASH DATA (EVENT RECORD 2)
Time Stamp (sec)

-5
-4.9
-4.8
-4.7
-4.6
-4.5
-4.4
-4.3
-4.2
-4.1
-4
-3.9
-3.8
-3.7
-3.6
-3.5
-3.4
-3.3
-3.2
-3.1
-3
-2.9
-2.8
-2.7
-2.6
-2.5
-2.4
-2.3
-2.2
-2.1
-2
-1.9
-1.8
-1.7
-1.6
-1.5
-1.4
-1.3
-1.2
-1.1
-1

-0.9
-0.8
-0.7
-0.6
-0.5
-0.4
-0.3
-0.2
-0.1

2D4RN5DG5BR [REDACTED]
Audrey A. Eagle
Tanner Investigation

1/31/2012
10/29/2011

2D4RN5DG5BR [REDACTED]_ACM.CDRX
Tuesday, January 31 2012 at 13:20:30
Crash Data Retrieval Tool 4.3
Crash Data Retrieval Tool 4.3
Airbag Control Module
Event Record 1

2D4RN5DG5BR [REDACTED]
68062118AE
T05JF0811120JJ
Continental Corporation

- Yes
- Yes
- Yes
- Yes
- No
- Yes
- Yes
- Yes
- Yes
- No
- Yes
- Yes
- Yes
- Yes
- Yes
- Yes
- Yes
- No
- No
- Yes
- Yes

Yes
Yes
Yes
Yes
Yes
Yes
Yes
Yes

Yes
Yes
Yes
Yes
Yes
Yes
Yes
Yes

Interrupted
Interrupted

7
7
3

18667 [30042]

28326
1378

BR721083

13.4

No

No

Yes

Buckled

No

Not in Frontal Zone

Not in Frontal Zone

Off

0

2.5 [4]

131

Interrupted

No
No

0

No
No
No
No
No

0

No
No
Yes
Yes

DTC Status

Angular Rate (deg/sec)

221.72
224.29
219.14
216.56
219.14
221.72
224.29
221.72
219.14
216.56
188.2
175.31
188.2
203.67
206.25
211.4
219.14
221.72
226.87
234.61
242.34
242.34
234.61
229.45
226.87
229.45

234.61
232.03
216.56
175.31
152.11
162.42
162.42
175.31
177.89
180.47
185.62
195.94
203.67
201.09
203.67
206.25
211.4
219.14
221.72
216.56
216.56
219.14
216.56
216.56
213.98
216.56
219.14
219.14
216.56
193.36
154.69
105.7
136.64
144.37
154.69
165
172.73
188.2
201.09
206.25
213.98
219.14
216.56
219.14
208.83
206.25
206.25

206.25
206.25
206.25
203.67
201.09
198.51
201.09
201.09
201.09
201.09
198.51
198.51
198.51
198.51
198.51
195.94
203.67
219.14
232.03
242.34
252.65
265.54
270.7
262.97
255.23
247.5
247.5
247.5
252.65
255.23
255.23
257.81
262.97
265.54
262.97
262.97
262.97
260.39
252.65
239.76
239.76
283.59
299.06
299.06
299.06
299.06
299.06

299.06
299.06
299.06
299.06
299.06
299.06
299.06
299.06
299.06
296.48
296.48
299.06
299.06
299.06
299.06
299.06
299.06
299.06
299.06
299.06
299.06
291.33
288.75
288.75
288.75
283.59
278.43
275.86
281.01
283.59
283.59
278.43
275.86
273.28
275.86
273.28
273.28
270.7
262.97
250.08
242.34
239.76
234.61
224.29
213.98
206.25
206.25
206.25

203.67
201.09
198.51
195.94
195.94
193.36
190.78
190.78
190.78
188.2
185.62
177.89
165
152.11
144.37
146.95
146.95
144.37
144.37
144.37
144.37
144.37
144.37
144.37
146.95
152.11
162.42
188.2
203.67
216.56
224.29
232.03
242.34
247.5
244.92
224.29
165
113.44
110.86
116.01
100.55
74.76
33.52
20.62
20.62
28.36
33.52
30.94

25.78
 28.36
 28.36
 23.2
 18.05
 18.05
 15.47
 10.31
 7.73
 2.58
 0
 -7.73
 -12.89
 -15.47
 -18.05
 -23.2
 -23.2
 -23.2
 -23.2
 -25.78
 -28.36
 -33.52
 -38.67
 -46.41
 -51.56
 -56.72
 -64.45
 -72.19
 -79.92
 -87.66
 -95.39
 -97.97
 -92.81

Vehicle Event Recorder Status	Engine RPM	Speed, Veh	Engine Thr	Accelerato	Raw Manifi
Interrupted	1,680	64	2.8	0	23
Interrupted	1,681	64	2.8	0	23
Interrupted	1,676	64	2.8	0	23
Interrupted	1,673	64	2.8	0	23
Interrupted	1,676	64	2.8	2.4	23
Interrupted	1,672	64	3.1	3.9	25
Interrupted	1,674	64	3.1	3.9	25
Interrupted	1,675	64	4.3	6.7	29
Interrupted	1,670	64	5.5	7.1	34
Interrupted	1,715	64	6.7	7.5	41
Interrupted	1,648	64	7.1	7.9	45

Interrupted	1,703	64	7.1	7.9	50
Interrupted	1,972	69	7.1	0	54
Interrupted	1,809	69	7.1	0	55
Interrupted	1,788	69	5.9	9.4	53
Interrupted	1,831	69	5.9	0	50
Interrupted	1,838	69	5.5	17.3	46
Interrupted	1,814	69	7.1	0	50
Interrupted	1,797	69	6.3	0	51
Interrupted	1,766	65	5.5	5.9	50
Interrupted	1,727	60	5.9	35	48
Interrupted	1,681	57	7.9	0	54
Interrupted	1,707	55	6.7	0	57
Interrupted	1,732	55	5.9	0	55
Interrupted	1,769	55	5.1	0	50
Interrupted	1,814	56	5.1	0	45
Interrupted	1,818	56	4.7	0	42
Interrupted	1,834	57	4.7	0	39
Interrupted	1,783	57	4.7	0	37
Interrupted	1,683	56	4.3	0	34
Interrupted	1,631	55	3.9	0	34
Interrupted	1,548	42	3.9	0	33
Interrupted	726	29	3.5	0	32
Interrupted	720	20	3.1	0	37
Interrupted	599	17	9.8	0	59
Interrupted	587	17	9.8	0	78
Interrupted	527	17	9.8	0	90
Interrupted	480	10	6.7	0	94
Interrupted	207	10	2.8	0	94
Interrupted	0	9	2.4	0	99
Interrupted	0	5	2	0	99
Interrupted	0	4	2	0	99
Interrupted	0	5	2	0	99
Interrupted	0	10	2	0	99
Interrupted	0	11	2	0	99
Interrupted	0	10	2	0	99
Interrupted	0	10	2	0	99
Interrupted	0	9	3.1	0	99
Interrupted	0	10	6.3	0	99
Interrupted	0	6	6.3	0	99

Complete
Complete

2
7
3

28326

1378

BR [REDACTED]

14.4

No

No

Yes

Buckled

No

Not in Frontal Zone

Not in Frontal Zone

Off

0

-0.5 [-1]

255

Complete

No

No

0

No

Yes

No

No

No

0

Yes

No

DTC Status

Angular Rate (deg/sec)

0

0

0

0

0

0

0

0

0

0
0
0
0
0
0
0
0
0
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0
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0
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0
0
0
0
0
0
0
0
0
-15.47
-33.52
-33.52
-25.78
-15.47
0
23.2
43.83
56.72
69.61
74.76
74.76
72.19
64.45
59.3
54.14
51.56
46.41
43.83
38.67
33.52

30.94
28.36
28.36
25.78
25.78
28.36
28.36
28.36
30.94
30.94
33.52
36.09
36.09
38.67
41.25
46.41
51.56
56.72
64.45
69.61
77.34
87.66
95.39
105.7
113.44
126.33
136.64
149.53
162.42
180.47
198.51
206.25
216.56
229.45
239.76
237.19
229.45
221.72
219.14
213.98
216.56
219.14
219.14
219.14
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219.14
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224.29
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219.14
216.56
188.2
175.31
188.2
203.67
206.25
211.4
219.14
221.72
226.87
234.61
242.34
242.34
234.61
229.45
226.87
229.45
234.61
232.03
216.56
175.31
152.11
162.42
162.42
175.31
177.89
180.47
185.62
195.94
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198.51
198.51
198.51
195.94
203.67

219.14
232.03
242.34

Vehicle Event Recorder Status	Engine RPN	Speed, Veh	Engine Thr	Accelerato	Raw Manif
Complete	1,696	65	7.1	8.7	64
Complete	1,698	65	7.1	8.7	64
Complete	1,702	65	7.1	8.7	64
Complete	1,701	65	7.1	8.7	64
Complete	1,699	65	7.1	8.7	64
Complete	1,700	65	7.1	8.7	64
Complete	1,696	65	7.1	8.7	64
Complete	1,700	65	7.1	8.3	64
Complete	1,703	65	6.7	7.5	63
Complete	1,698	65	5.9	4.7	60
Complete	1,701	65	5.1	1.6	54
Complete	1,697	65	4.7	0	48
Complete	1,701	65	4.3	0	44
Complete	1,698	65	3.9	0	40
Complete	1,694	65	3.9	0	38
Complete	1,698	65	3.9	0	35
Complete	1,701	65	3.5	0	34
Complete	1,696	65	3.5	0	32
Complete	1,693	65	3.5	0	31
Complete	1,694	65	3.5	0	30
Complete	1,681	65	3.1	0	29
Complete	1,676	65	3.1	0	28
Complete	1,705	65	3.1	0	27
Complete	1,686	64	3.1	0	26
Complete	1,691	64	3.1	0	26
Complete	1,688	64	3.1	0	25
Complete	1,684	64	2.8	0	25
Complete	1,689	64	2.8	0	24
Complete	1,691	64	2.8	0	23
Complete	1,679	64	2.8	0	23
Complete	1,680	64	2.8	0	23
Complete	1,681	64	2.8	0	23
Complete	1,676	64	2.8	0	23
Complete	1,673	64	2.8	0	23
Complete	1,676	64	2.8	2.4	23
Complete	1,672	64	3.1	3.9	25
Complete	1,674	64	3.1	3.9	25
Complete	1,675	64	4.3	6.7	29
Complete	1,670	64	5.5	7.1	34
Complete	1,715	64	6.7	7.5	41
Complete	1,648	64	7.1	7.9	45

Complete	1,703	64	7.1	7.9	50
Complete	1,972	69	7.1	0	54
Complete	1,809	69	7.1	0	55
Complete	1,788	69	5.9	9.4	53
Complete	1,831	69	5.9	0	50
Complete	1,838	69	5.5	17.3	46
Complete	1,814	69	7.1	0	50
Complete	1,797	69	6.3	0	51
Complete	1,766	65	5.5	5.9	50

ESP Disable	ESP Active	Steering Inj	Yaw Rate (r	Wheel Spe	Wheel Spe	Wheel Spe	Wheel Spe	ETC Lamp (
No	Yes	-4	0	816	815	815	816	Off
No	Yes	-4	0	816	817	816	814	Off
No	Yes	-3	0	815	812	814	815	Off
No	Yes	-3	0	814	816	814	812	Off
No	Yes	-3	0	812	813	814	814	Off
No	Yes	-3	1	814	811	812	814	Off
No	Yes	-3	1	811	814	811	811	Off
No	Yes	-3	1	812	812	812	812	Off
No	Yes	-4	0	812	808	809	810	Off
No	Yes	-4	0	810	811	810	810	Off
No	Yes	-4	0	807	809	809	810	Off

No	Yes	-4	3	835	883	840	894 Off
No	Yes	-25 SNA		846	921	869	919 Off
No	Yes	-64 SNA		839	906	843	892 Off
No	Yes	-94 SNA		871	892	826	864 Off
No	Yes	-125 SNA		885	879	814	839 Off
No	Yes	-186 SNA		901	863	810	794 Off
No	Yes	-232 SNA		930	835	807	751 Off
No	Yes	-210 SNA		955	792	802	692 Off
No	Yes	-170 SNA		979	738	796	637 Off
No	Yes	-115 SNA		999	683	792	569 Off
No	Yes	-77 SNA		1,029	598	782	520 Off
No	Yes	-105 SNA		1,045	597	798	446 Off
No	Yes	-132 SNA		1,062	627	773	444 Off
No	Yes	-139 SNA		1,081	654	753	437 Off
No	Yes	-156 SNA		1,083	678	788	454 Off
No	Yes	-177 SNA		1,093	691	772	449 Off
No	Yes	-234 SNA		1,101	706	760	451 Off
No	Yes	-302 SNA		1,062	683	768	449 Off
No	Yes	-326 SNA		1,029	651	769	452 Off
No	Yes	-393 SNA		978	614	765	452 Off
No	Yes	-464 SNA		733	593	226	452 Off
No	Yes	-492 SNA		44	704	285	426 Off
No	Yes	-511 SNA		14	660	403	440 Off
No	Yes	-521 SNA		27	637	460	427 Off
No	Yes	-518 SNA		43	601	475	427 Off
No	Yes	-518 SNA		46	415	462	514 Off
No	Yes	-491 SNA		131	88	470	420 Off
No	Yes	-429 SNA		140	118	458	425 Off
No	No	-386 SNA		111	56	457	355 Off
No	No	-376 SNA		86	27	452	333 Off
No	No	-376 SNA		68	10	452	308 Off
No	No	-374 SNA		52	0	450	290 Off
No	No	-372 SNA		41	0	443	274 Off
No	No	-377 SNA		31	0	435	255 Off
No	No	-378 SNA		24	0	436	242 Off
No	No	-373 SNA		14	0	432	237 Off
No	No	-369 SNA		9	0	293	232 Off
No	No	-440 SNA		24	0	161	207 Off
No	No	-422 SNA		18	0	114	187 Off

ESP Disable	ESP Active	Steering Inj	Yaw Rate (°)	Wheel Spe	Wheel Spe	Wheel Spe	Wheel Spe	ETC Lamp (
No	Yes	-4	0	824	824	826	826	Off
No	Yes	-5	0	825	823	823	823	Off
No	Yes	-5	0	826	826	823	822	Off
No	Yes	-5	0	823	826	825	826	Off
No	Yes	-5	0	826	823	826	826	Off
No	Yes	-4	0	826	826	824	822	Off
No	Yes	-4	0	825	826	826	824	Off
No	Yes	-4	0	827	824	825	824	Off
No	Yes	-4	0	828	827	827	826	Off
No	Yes	-4	0	825	824	824	826	Off
No	Yes	-4	0	827	827	824	824	Off
No	Yes	-4	0	825	826	827	827	Off
No	Yes	-3	0	825	827	826	825	Off
No	Yes	-3	0	825	826	827	825	Off
No	Yes	-4	0	827	823	824	824	Off
No	Yes	-4	0	825	825	826	824	Off
No	Yes	-4	0	826	825	824	824	Off
No	Yes	-4	0	825	822	823	824	Off
No	Yes	-5	0	824	823	823	823	Off
No	Yes	-5	0	824	821	822	821	Off
No	Yes	-4	0	821	822	823	821	Off
No	Yes	-4	0	821	823	823	822	Off
No	Yes	-4	0	824	820	823	822	Off
No	Yes	-3	0	821	821	821	820	Off
No	Yes	-3	0	820	821	821	823	Off
No	Yes	-3	0	821	819	821	821	Off
No	Yes	-3	1	820	819	819	821	Off
No	Yes	-3	0	819	818	818	819	Off
No	Yes	-3	1	818	819	817	818	Off
No	Yes	-4	0	816	817	817	818	Off
No	Yes	-4	0	816	815	815	816	Off
No	Yes	-4	0	816	817	816	814	Off
No	Yes	-3	0	815	812	814	815	Off
No	Yes	-3	0	814	816	814	812	Off
No	Yes	-3	0	812	813	814	814	Off
No	Yes	-3	1	814	811	812	814	Off
No	Yes	-3	1	811	814	811	811	Off
No	Yes	-3	1	812	812	812	812	Off
No	Yes	-4	0	812	808	809	810	Off
No	Yes	-4	0	810	811	810	810	Off
No	Yes	-4	0	807	809	809	810	Off

No	Yes	-4	3	835	883	840	894 Off
No	Yes	-25 SNA		846	921	869	919 Off
No	Yes	-64 SNA		839	906	843	892 Off
No	Yes	-94 SNA		871	892	826	864 Off
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No	Yes	-186 SNA		901	863	810	794 Off
No	Yes	-232 SNA		930	835	807	751 Off
No	Yes	-210 SNA		955	792	802	692 Off
No	Yes	-170 SNA		979	738	796	637 Off

ETC Lamp	F Engine Tor	Shift Gear	F Reverse Ge	Cruise Con	Cruise Con	Tire Pressu	Tire 1 Loca	Tire 1 Pres
No	Yes	Drive	No	On	No	No	LF	Normal
No	Yes	Drive	No	On	No	No	LF	Normal
No	Yes	Drive	No	On	No	No	LF	Normal
No	Yes	Drive	No	On	No	No	LF	Normal
No	Yes	Drive	No	On	No	No	LF	Normal
No	Yes	Drive	No	On	No	No	LF	Normal
No	Yes	Drive	No	On	No	No	LF	Normal
No	Yes	Drive	No	On	No	No	LF	Normal
No	Yes	Drive	No	On	No	No	LF	Normal
No	Yes	Drive	No	On	No	No	LF	Normal
No	Yes	Drive	No	On	No	No	LR	Normal

No	Yes	Drive	No	On	No	No	LR	Normal
No	Yes	Drive	No	On	No	No	LR	Normal
No	Yes	Drive	No	On	No	No	LR	Normal
No	Yes	Drive	No	On	No	No	LR	Normal
No	Yes	Drive	No	On	No	No	LR	Normal
No	Yes	Drive	No	On	No	No	LR	Normal
No	Yes	Drive	No	On	No	No	LR	Normal
No	Yes	Drive	No	Off	No	No	LR	Normal
No	Yes	Drive	No	Off	No	No	LR	Normal

Tire 1 Pres: Tire 2 Loca: Tire 2 Pres: Tire 2 Pressure (psi) (if equip.)

41 RF	Normal	40
41 RF	Normal	40
41 RF	Normal	40
41 RF	Normal	40
41 RF	Normal	40
41 RF	Normal	40
41 RF	Normal	40
41 RF	Normal	40
41 RF	Normal	40
41 RF	Normal	40
41 RF	Normal	40
41 RR	Normal	41

Tire 1 Pres: Tire 2 Loca: Tire 2 Pres: Tire 2 Pressure (psi) (if equip.)

41 RR	Normal	41
41 RR	Normal	41
41 RR	Normal	41
41 RR	Normal	41
41 RR	Normal	41
41 RR	Normal	41
41 RR	Normal	41
41 RR	Normal	41
41 RR	Normal	41
41 RR	Normal	41
41 RF	Normal	40
41 RF	Normal	40
41 RF	Normal	40
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41 RF	Normal	40
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41 RF	Normal	40
41 RF	Normal	40
41 RF	Normal	40
41 RF	Normal	40
41 RR	Normal	41

Customer Assistance Inquiry Record (CAIR)# **21543669**

VIN	2D4RN5DG5	BR	Open Date	11/08/2011	Built Date	04/27/2011
Model Year	2011	Body	RTKP53	DODGE GRAND CARAVAN CREW WAGON		
In Service Dt	04/27/2011	Mileage	7,235	Dealer Zone	74	DENVER
Plant	R	WINDSOR ASSEMBLY PLANT	Market	U	US	
Color	PS2	BRIGHT SILVER METALLIC CLEAR COAT				
Engine	ERB	3.6L V6 VVT ENGINE				
Transmission	DG2	6-SPEED AUTOMATIC 62TE TRANSMISSION				
Dealer	43491	GLADSTONE DODGE INC				
Dealer Address	5610 NORTH OAK					
Dealer City	GLADSTONE	Dealer State	MO	Dealer Zip	64118	
Owner	[REDACTED]				Contact Type	TELEPHONE
Address	[REDACTED]				Home Phone	
	LOMBARD IL [REDACTED]				Country	UNITED STATES

Product - Unknown - Unknown - Accident - Single Vehicle Rollover	Requesting accident information
Dealer - By-Pass - Default - Default - Default	
Product - Body / Trim / Paint Finish - Air Bag - Failed to Deploy - Unknown	
Product - Unknown - Unknown - Accident - Default	

Briefly summarize why the customer is contacting Chrysler: Requesting accident information
 Briefly summarize what the customer is expecting Requesting accident information
 Preferred Morning/Midday call back number is [REDACTED]
 Preferred Afternoon/Evening call back number is [REDACTED]
 Reassigned to 88s
 Who is calling and what is their Contact Information? [REDACTED]
 [REDACTED]
 What Happened? vehicle struck right side, rollover several times
 What is the Current location of the vehicle? st. joe autobody, 820 highland ave. st. joseph michigan

 What defect claim is be made as the cause of this incident? Also, you coded this indicating there was a fatality, but you provide no explanation in the narrative? Please elaborate on both issues.
 Non air bag deployment
 ean holdings gave no further information other than there was a child in back seat who was the fatality.
 Agent has provided all information given by ean holding on behalf of the owner of the vehicle.
 Nancy called for an update on the claim. Agent attempted to contact SH1026 but was unable to get Steve or voicemail. Agent advised caller that case manager will contact them for an update when they become available.
 ...
 Nancy would like an update and provided the phone number 630-424-6400.

VEHICLE IS LOCATED AT:
 St. Joe Auto Body
 820 Highland Ave
 Saint Joseph, MI 49085-2512
 (269) 983-1414

Contact Nancy @ 630-424-6400x304 to set up inspection, as ELCO Rep. must be present

Per OGC Matrix, reassigned to 82T.

11/15/11 FORWARD TO PRODUCT LIABILITY

Caller Nancy requested information regarding open case. Agent researched and found no new information. Caller stated that she expected a call back from CM PAG45 on 11/15/2011. Caller stated that she has not yet received a call back from case management. Agent advised caller that he would document this new information and pass along to CM. Agent advised caller that she is expecting a call back from CM ASAP at 630-424-6400x304. Caller Nancy requested information regarding current case. Agent transferred caller to case management for further assistance as no new information has been provided above.

Caller [REDACTED] requested information. Writer gave [REDACTED]

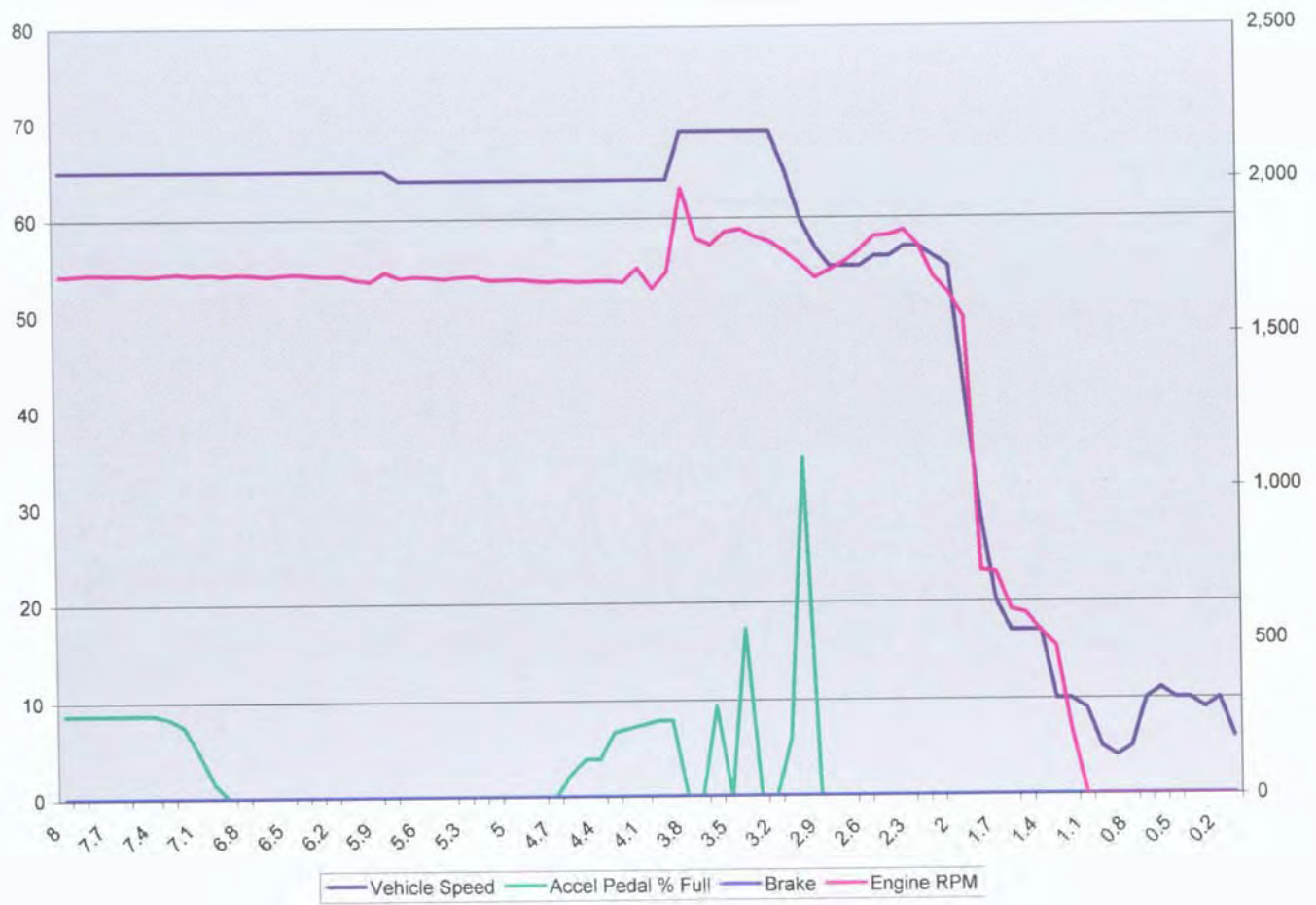
[REDACTED] (7:30 am - 4:15 ET, M-F)

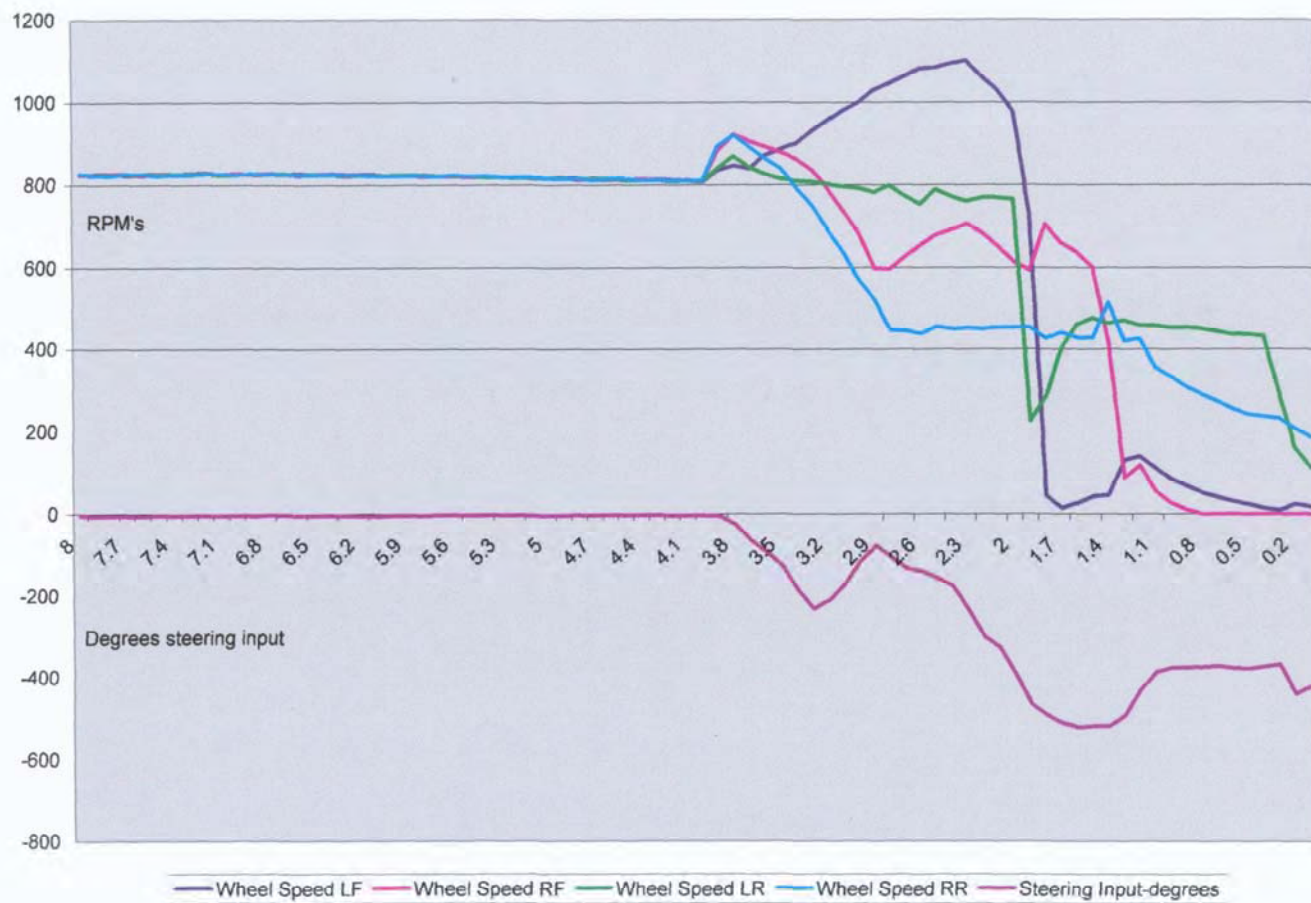
Nanct from ELCO leaves message seeking status update. 630-424-6400 x304

Elco File # 2123199_

Per OGC Matrix, reassigned to 82T.

11/28/11 UPDATED CASE MANAGER. PAG





Authority: 1949 PA 300, Sec.257.622
Compliance: Required MSP UD-10E
Penalty: \$100 and/or 30 days (Rev 11/2008)

External # [REDACTED] Crash ID [REDACTED]

Page 01 of 02
Incident # [REDACTED] File Class 93001

STATE OF MICHIGAN TRAFFIC CRASH REPORT

ORI [REDACTED]	Department Name MSP Niles			Incident Disposition Open		Reviewer VICTOR RODGERS		
Crash Date 10/29/2011	Crash Time 13:18	No. of Units 02	Crash Type Sideswipe-Same	Special Circumstances <input type="checkbox"/> School Bus <input checked="" type="checkbox"/> None <input type="checkbox"/> Deer <input type="checkbox"/> Hit and Run <input type="checkbox"/> Fleeing Police		Special Checks <input checked="" type="checkbox"/> Fatal <input type="checkbox"/> Non-Traffic Area <input type="checkbox"/> ORV/Snowmobile		
County 11 - Berrien	Traffic Control None	Relation to Roadway On Road		Special Study	Weather Clear	Area 06 - All other freeway areas		
City/Twp 12 - Lincoln Twp	Construction Zone (if applicable) Type	Lane Closed	Activity	Light Daylight	Road Condition Dry	Total Lanes 03	Speed Limit 70	Posted Yes

LOCATION	Prefix [REDACTED]	Road Type [REDACTED]	Suffix [REDACTED]	Divided Roadway
	Distance [REDACTED]	Traffic Way [REDACTED]	Access Control 02 - Full access control	
	Prefix [REDACTED]	Intersecting Road [REDACTED]	Road Type HWY	Suffix [REDACTED]

Unit Number 01	Unit Known Yes	State MI	Driver License Number [REDACTED]	Date of Birth (Age) [REDACTED]	License Type <input type="checkbox"/> Operator <input checked="" type="checkbox"/> Chauffeur <input type="checkbox"/> Moped	Endorsements <input type="checkbox"/> Cycle <input type="checkbox"/> Farm <input type="checkbox"/> Recreation	Sex M	Total Occupants 02	Hazardous Action 14 - Unknown
Unit Type MV	Driver Information WESTLAND, MI [REDACTED]				Injury <input type="checkbox"/>	Position 01	Restraint 04	Hospital NONE	
Driver Condition <input checked="" type="checkbox"/> 1 <input type="checkbox"/> 02 <input type="checkbox"/> 03 <input type="checkbox"/> 04 <input type="checkbox"/> 05 <input type="checkbox"/> 06 <input type="checkbox"/> 07 <input type="checkbox"/> 08 <input type="checkbox"/> 09 <input type="checkbox"/> 099				Interlock No	Ejected	Trapped	Airbag Deployed Yes	Ambulance NONE	
Alcohol <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Test Type <input type="checkbox"/> Field <input type="checkbox"/> PBT				Test Results <input type="checkbox"/> Breath <input type="checkbox"/> Blood <input type="checkbox"/> Urine		Drugs <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Test Type <input type="checkbox"/> Blood <input type="checkbox"/> Urine		Citation Issued <input type="checkbox"/> Hazardous <input type="checkbox"/> Other	
Vehicle Registration [REDACTED]	State MI	Insurance / Policy # STATE FARM		Towed To/By JEFF'S		Special Vehicles 0	Private Trailer Type	Vehicle Defect	
VIN 1FAPP281X5C [REDACTED]	Vehicle Description FORD	Make	Model 4DR	Color GRN		Year 2005	Vehicle Type Passenger Car		
Location of Greatest Damage 01	First Impact 08	Extent of Damage 3	Driveable No	Vehicle Direction W	Vehicle Use 01 - Private		Action Prior 21 - Avoiding vehicle angle		
Sequence of Events First 01 - Loss of control			Second 17 - Motor veh in transport			Third		Fourth	

PASSENGERS	Passenger Information		Date of Birth (Age) [REDACTED]	Sex F	Position 03	Restraint 04	Hospital NONE
	WESTLAND, MI [REDACTED]		Injury <input type="checkbox"/>	Airbag Deployed Yes	Ejected	Trapped	Ambulance NONE
	Passenger Information		Date of Birth (Age)	Sex	Position	Restraint	Hospital
			Injury	Airbag Deployed	Ejected	Trapped	Ambulance
	Passenger Information		Date of Birth (Age)	Sex	Position	Restraint	Hospital
			Injury	Airbag Deployed	Ejected	Trapped	Ambulance

Carrier Information		Carrier Source	GVWR	ICCMC	USDOT	MPSC	
		Driver's CDL Type	Endorsements <input type="checkbox"/> H <input type="checkbox"/> P <input type="checkbox"/> T <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> X	CDL Exempt <input type="checkbox"/> Farm <input type="checkbox"/> Other	CDL Restrictions <input type="checkbox"/> 028 <input type="checkbox"/> 029 <input type="checkbox"/> 030 <input type="checkbox"/> 035 <input type="checkbox"/> 036		
Interstate/Intrastate	Vehicle Type	Type & Axle Per Unit First Second Third Fourth	Cargo Body Type	Medical Card	Hazardous Material <input type="checkbox"/> Placard <input type="checkbox"/> Cargo Spill	ID #	Class #

OWNERS	Owner Information	Owner Information

Person Advised of Damaged Traffic Control Contact Name: Contact Date: Contact Time:	Damaged Property Owner & Phone	Public
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Unit Number 02	Unit Known Yes	State Driver License Number MO [REDACTED]	Date of Birth (Age) 09/10/1980 (31)	License Type <input checked="" type="checkbox"/> Operator <input type="checkbox"/> Chauffeur <input type="checkbox"/> Moped	Endorsements <input type="checkbox"/> Cycle <input type="checkbox"/> Farm <input type="checkbox"/> Recreation	Sex M	Total Occupants 10	Hazardous Action 00 - None
Unit Type MV	Driver Information KANSAS CITY, MO			Injury O	Position 01	Restraint 04	Hospital NONE	
Driver Condition <input checked="" type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5 <input type="checkbox"/> 6 <input type="checkbox"/> 7 <input type="checkbox"/> 8 <input type="checkbox"/> 9 <input type="checkbox"/> 99			Inflator No	Ejected No	Trapped No	Airbag Deployed No	Ambulance NONE	
Alcohol <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Refused <input type="checkbox"/> Not offered Test Type <input type="checkbox"/> Field <input type="checkbox"/> PBT <input type="checkbox"/> Breath <input type="checkbox"/> Blood <input type="checkbox"/> Urine			Test Results		Drugs <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Test Type <input type="checkbox"/> Blood <input type="checkbox"/> Urine		Citation Issued <input type="checkbox"/> Hazardous <input type="checkbox"/> Other	
Vehicle Registration [REDACTED]	State VA	Insurance / Policy #			Towed To/By JEFF'S		Special Vehicles 0	Private Trailer Type
VIN 2D4RN5DG5BF [REDACTED]	Vehicle Description DODGE	Make SW	Model SW	Color SIL	Year 2011	Vehicle Type Passenger Car		
Location of Greatest Damage 10	First Impact 06	Extent of Damage 7	Driveable No	Vehicle Direction W	Vehicle Use 01 - Private		Action Prior 01 - Going Straight Ahead	
Sequence of Events First 17 - Motor veh in transport			Second 03 - Ran off roadway-left			Third 06 - Overtum		

PASSENGERS	[REDACTED]	Sex F	Position 03	Restraint 04	Hospital LAKELAND REGIONAL HEALTH SYSTEM
	KANSAS CITY, MO	Injury C	Airbag Deployed No	Ejected No	Trapped No
	Ambulance MEDIC I-COMMUNITY EMERGENCY SERVICE, INC				
	[REDACTED]	Sex F	Position 04	Restraint 09	Hospital NONE
	KANSAS CITY, MO	Injury O	Airbag Deployed No	Ejected No	Trapped No
	Ambulance NONE				
[REDACTED]	Sex F	Position 05	Restraint 09	Hospital NONE	
KANSAS CITY, MO	Injury O	Airbag Deployed Not Equipped	Ejected No	Trapped No	
Ambulance NONE					
[REDACTED]	Sex M	Position 06	Restraint 09	Hospital NONE	
KANSAS CITY, MO	Injury O	Airbag Deployed Not Equipped	Ejected No	Trapped No	
Ambulance NONE					
[REDACTED]	Sex F	Position 06	Restraint 09	Hospital NONE	
KANSAS CITY, MO	Injury O	Airbag Deployed Not Equipped	Ejected No	Trapped No	
Ambulance NONE					
[REDACTED]	Sex F	Position 08	Restraint 09	Hospital NONE	
KANSAS CITY, MO	Injury O	Airbag Deployed Not Equipped	Ejected No	Trapped No	
Ambulance NONE					

Carrier Information		Carrier Source	GVWR	ICCMC	USDOT	MPSC
Driver's CDL Type		Endorsements		CDL Exempt	CDL Restrictions	
		O H O P O T O N O S O X		O Farm O Other	O 28 O 29 O 30 O 35 O 36	
Interstate/Intrastate	Vehicle Type	Type & Axle Per Unit		Cargo Body Type	Medical Card	Hazardous Material
		First	Second	Third	Fourth	O Placard O Cargo Spill

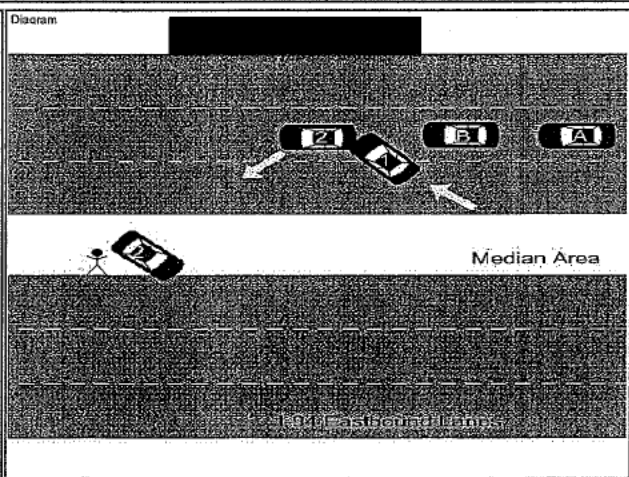
Owner Information	Owner Information
[REDACTED]	[REDACTED]

Witness Information	Witness Information
WOODALE, IL [REDACTED]	NEW BUFFALO, MI [REDACTED]

Investigated at Scene Yes	Reported Date (Time) 10/29/2011 (13:20)	1st Investigator Name (Badge) BLAKE S DILLEY (1363)	2nd Investigator Name (Badge)	Photos By
------------------------------	--	--	-------------------------------	-----------

Narrative

The driver of Vehicle A said he approached a vehicle in the center lane, Veh B unknown type vehicle. He said Veh B was traveling at a slow rate of speed. He said he was going to pass B when #1 passed him on the left and struck #2 causing #2 to roll over in the median. The driver of #1 said Veh A started to change lanes to the left lane and toward his car causing him to swerve to the left and onto the shoulder of the road. When the driver of #1 swerved to the right he lost control and struck the van (Veh #2). The driver of Veh 2 said he was going straight ahead when he was struck by #1 causing him to go into the median and roll over. One of the rear seat passengers was thrown out of the van (Veh 2) and was killed.



Authority: 1949 PA 300, Sec.257.622
Compliance: Required MSP UD-10E
Penalty: \$100 and/or 90 days (Rev. 11/2008)

External # [REDACTED] Crash ID [REDACTED]

Page 02 of 02
Incident [REDACTED] File Class 93001

STATE OF MICHIGAN TRAFFIC CRASH REPORT

ORI: [REDACTED]	Department Name MSP Niles			Special Checks <input type="checkbox"/> Fatal <input type="checkbox"/> Non-Traffic Area <input type="checkbox"/> ORV/Snowmobile				
Crash Date 10/29/2011	Crash Time 13:18	No. of Units 02	Crash Type Sideswipe-Same	Special Circumstances <input type="checkbox"/> School Bus <input checked="" type="checkbox"/> None <input type="checkbox"/> Hit and Run <input type="checkbox"/> Deer <input type="checkbox"/> Fleeing Police				
County 11 - Berrien	Traffic Control None	Relation to Roadway On Road	Special Study	Weather Clear	Area 06 - All other freeway areas			
City/Twp 12 - Lincoln Twp	Construction Zone (if applicable) Type	Lane Closed	Activity	Light Daylight	Road Condition Dry	Total Lanes 03	Speed Limit 70	Posted Yes

LOCATION	Prefix [REDACTED]	Road Name [REDACTED]	Road Type EXPY	Suffix	Divided Roadway
	Distance [REDACTED]	Traffic Way [REDACTED]	Access Control 02 - Full access control		
	Prefix [REDACTED]	Interchange Road [REDACTED]	Road Type HWY	Suffix	Divided Roadway

Unit Number 02	Unit Known	State Driver License Number	Date of Birth (Age)	License Type <input type="checkbox"/> Operator <input type="checkbox"/> Chauffeur <input type="checkbox"/> Moped	Endorsements <input type="checkbox"/> Cycle <input type="checkbox"/> Farm <input type="checkbox"/> Recreation	Sex	Total Occupants	Hazardous Action	
Unit Type	Driver Information			Injury	Position	Restraint	Hospital		
Driver Condition <input type="checkbox"/> 01 <input type="checkbox"/> 02 <input type="checkbox"/> 03 <input type="checkbox"/> 04 <input type="checkbox"/> 05 <input type="checkbox"/> 06 <input type="checkbox"/> 07 <input type="checkbox"/> 08 <input type="checkbox"/> 09 <input type="checkbox"/> 99		Interlock	Ejected	Trapped	Airbag Deployed	Ambulance			
Alcohol <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Refused <input type="checkbox"/> Not offered		Test Results <input type="checkbox"/> Field <input type="checkbox"/> PBT <input type="checkbox"/> Breath <input type="checkbox"/> Blood <input type="checkbox"/> Urine		Drugs <input type="checkbox"/> Yes <input type="checkbox"/> No		Test Results <input type="checkbox"/> Blood <input type="checkbox"/> Urine		Citation Issued <input type="checkbox"/> Hazardous <input type="checkbox"/> Other	
Vehicle Registration	State	Insurance / Policy #		Towed To/By		Special Vehicles	Private Trailer Type	Vehicle Defect	
VIN	Vehicle Description		Make	Model	Color	Year	Vehicle Type		
Location of Greatest Damage	First Impact	Extent of Damage	Driveable	Vehicle Direction	Vehicle Use		Action Prior		
Sequence of Events (● indicates MOST harmful event)		First	Second	Third	Fourth				

PASSENGERS	Passenger Information		Date of Birth (Age)	Sex	Position	Restraint	Hospital	
	[REDACTED] KANSAS CITY, MO [REDACTED]		[REDACTED] 11	F	09	09	NONE	
	Injury	Airbag Deployed	Ejected	Trapped	Ambulance			
	<input type="checkbox"/>	<input type="checkbox"/> Not Equipped	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> NONE			
	Passenger Information		Date of Birth (Age)	Sex	Position	Restraint	Hospital	
	[REDACTED] KANSAS CITY, MO [REDACTED]		[REDACTED]	F	09	09	LAKELAND REGIONAL HEALTH SYSTEM	
Passenger Information		Date of Birth (Age)	Sex	Position	Restraint	Hospital		
[REDACTED]		[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]		
Passenger Information		Date of Birth (Age)	Sex	Position	Restraint	Hospital		
[REDACTED]		[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]		
Passenger Information		Date of Birth (Age)	Sex	Position	Restraint	Hospital		
[REDACTED]		[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]		
Passenger Information		Date of Birth (Age)	Sex	Position	Restraint	Hospital		
[REDACTED]		[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]		

Carrier Information		Carrier Source	GVWR	ICCMC	USDOT	MPSC		
Interstate/Intrastate		Vehicle Type	Type & Axle Per Unit First Second Third Fourth	Cargo Body Type	Medical Card	Hazardous Material <input type="checkbox"/> Placard <input type="checkbox"/> Cargo Spill	ID #	Class #
Driver's CDL Type		Endorsements CH OP OT ON OS OX	CDL Exempt <input type="checkbox"/> Farm <input type="checkbox"/> Other	CDL Restrictions <input type="checkbox"/> 028 <input type="checkbox"/> 029 <input type="checkbox"/> 030 <input type="checkbox"/> 035 <input type="checkbox"/> 036				

Owner Information	Owner Information
-------------------	-------------------

Person Advised of Damaged Traffic Control Contact Name: Contact Date: Contact Time:	Damaged Property Owner & Phone	Public
--	-----------------------------------	--------

**ORIGINAL INCIDENT
REPORT**

ORIGINAL DATE
Sat, Oct 29, 2011
TIME RECEIVED
1340

INCIDENT NO.
[REDACTED]
FILE CLASS
93001

WORK UNIT
MSP NILES

COUNTY
Berrien
TELEPHONE NO.

COMPLAINANT

ADDRESS: STREET AND NO.

CITY

STATE

ZIP CODE

INCIDENT STATUS

Open

MULTI VEHICLE PIA

SUMMARY:

R/O was dispatched to the below listed location to check on a traffic crash. R/O located two vehicles that crashed on the freeway. One car was on the right shoulder and the second was on the eastbound median side shoulder. The Dodge van on the eastbound shoulder had rolled several times and one of the occupants was killed in the crash.

VENUE:

DATE & TIME:

SAT, OCT 29, 2011 AT 1318

ARRIVAL ON SCENE:

R/O arrived at the scene to see two vehicles crashed and multiple people wondering in the median area of the freeway. R/O located two injured people in the median area. One person was a young girl being treated by two individuals that identified themselves as off duty EMT's and they were doing CPR on the young girl R/O briefly assisted the two and then started looking for other potential victims. R/O found a young boy with a laceration to the head, but this did not look life threatening. Also located in the median was a middle age woman that was being treated by the Lincoln Twp Fireman. This appeared to be the only injuries at the time.

OFF DUTY EMT'S:

[REDACTED], tx [REDACTED], who live at [REDACTED], assisted with CPR on the victim, [REDACTED] until Medic 1 was able to take over treatment.

PAGE INVESTIGATED BY
TPR BLAKE DILLEY #1363

REPORTED BY

REVIEWED BY

**ORIGINAL INCIDENT
REPORT**

ORIGINAL DATE
Sat, Oct 29, 2011
TIME RECEIVED
1340

INCIDENT NO. [REDACTED]
FILE CLASS
93001

MEDIC 1:

Medic 1 arrived and treated the injured at the scene. The young girl victim, [REDACTED] was later declared deceased at the scene by the Lakeland Emergency room Doctor.

The Medic 1 EMT's at the scene are the following:

Michael Cason (supervisor)

Sharon Stout Transported the deceased, [REDACTED]

Brian Patterson

Arron Barker

James Stine

Andrew Daniel

CONTACT LAKELAND ER (TIME OF DEATH):

MICHAEL CASON, Medic 1 Supervisor advised they called Lakeland ER and the emergency room Doctor, DR JOSAMICH, advised to stop treatment and declare the victim [REDACTED] deceased. He Said this was done at the scene at 1:33pm. The victim was transported to the morgue at Lakeland Hospital. The medical examiner was later contacted about the incident.

COMPLAINANT:

NAM: [REDACTED]

NBR:

DIR:

STR:

SFX:

CTY:

TXH:

TXW:

APT/SUITE:

ST:

ZIP:

RAC: B

SEX: M

DOB:

HGT:

WGT:

HAI:

EYE:

ETH:

OPS:

SSN:

SID:

FBI:

MNU:

PRN:

NAME: BESH DISPATCH
POLICE AGENCY

INTERVIEW COMPLAINANT:

R/O spoke with the complainant at the Lakeland emergency room. He said he was traveling west on I-94 with his children and some of his nieces and nephews. He said the adults were in another vehicle traveling ahead of him and the children. He advised he was in the middle lane when his van was struck in the rear passenger side and this caused him to slide and flip over in the median of the freeway. He said he saw the green Ford strike the van he was driving. R/O asked the complainant if the kids were buckled in their seats, or if child restraints

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TPR BLAKE DILLEY #1363

REPORTED BY

REVIEWED BY

ORIGINAL INCIDENT
REPORT

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TIME RECEIVED
1340

INCIDENT NO. [REDACTED]
FILE CLASS
93001

such as booster seats or regular child seats were used. He said there was no booster seats used. R/O asked [REDACTED] if and how the kids were secured in the vehicle. [REDACTED] said there was three rows of seats in the mini van. He said he and his wife were in the front two seats and he was driving. He said he and his wife used the seat belts, lap and shoulder belt. The next row back was two individual seats with two kids per seat. He Said he took the one shoulder and lap belt and stretched it over two of the kids. The last row was a bench seat where there was four kids. The two kids in the middle were secured with one lap belt stretched over the both of them. The two on the ends had their own shoulder and lap belt. The victim was located on this last seat on the far passenger side and she would have had her own shoulder and lap belt. There was a total of 10 people in the van, the two adults in the front two seats and 8 children in the second and third rows seats.

R/O asked [REDACTED] where the kids were located in the van and about how tall were the kids. [REDACTED] said in the second row behind the driver was [REDACTED] 45" tall and [REDACTED] 41" tall, both in one seat. In the second row behind the passenger seat was [REDACTED] 45" tall and [REDACTED] 17 years old, both in one seat. In the last row starting on the drivers side to the passenger side, [REDACTED] 5'0" tall, [REDACTED] 4'2" tall, [REDACTED] 4'6" tall and [REDACTED] 4'5" tall dob 6-1-01.

R/O asked the complainant where he started his trip. He said he got on the freeway from the Benton Harbor area and he was only on the road for about ten minutes when the crash occurred. The complainant said the volume of traffic was not too bad and he described it as "steady". He said he was going about 65 miles per hour at the time of the crash. The complainant said he was following his mother in law and they did not make any stops before the crash. He also told R/O he was travelling in the center lane and that his daughter was not ejected from the car, but that he pulled her out through the window. He said he did not remember if she was still wearing a seat belt.

EJECTED OCCUPANT:

R/O spoke with the driver of the van, [REDACTED]. He told R/O that he pulled his daughter out of the van through the broken window at the back of the van. It was first believed the victim was ejected from the van, but [REDACTED] said he did pull her out through the window. He also said he was not sure if she had a seat belt on when he pulled her out of the van.

WITNESSES:

NAM [REDACTED]

NBR:	DIR:	RAC: W	ETH:
STR:		SEX: M	OPS:
SFX:		DOB:	SSN:
CTY:	ST:	HGT:	SID:
TXH:	ZIP:	WGT:	FBI:
TXW:		HAI:	MNU:
MB:		EYE:	PRN:

PAGE INVESTIGATED BY
TPR BLAKE DILLEY #1363

REPORTED BY

REVIEWED BY

ORIGINAL DATE
Sat, Oct 29, 2011
TIME RECEIVED
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INCIDENT NO.
[REDACTED]
FILE CLASS
93001

ORIGINAL INCIDENT
REPORT

NAM: [REDACTED]
NBR: DIR: RAC: W ETH:
STR: SEX: M OPS:
SFX: DOB: SSN:
CTY: HGT: SID:
TXH: ST WGT: FBI:
TXW: ZIP: HAI: MNU:
MB EYE: PRN:

NAM: [REDACTED]
NBR: DIR: RAC: W ETH:
STR: SEX: F OPS:
SFX: DOB: SSN:
CTY: ST WGT: FBI:
TXH: ZIP: HAI: MNU:
TXW: EYE: PRN:

INTERVIEW RETTIG:

[REDACTED] said he was behind the Van that rolled in the median. He advised he was in the center lane and was approaching another car in the middle lane that was traveling at a slow rate of speed. He said he checked the lane to the left to see if it was clear so he could change lanes. Just before he changed lanes to the left he saw a green Ford swerve around him and strike the van. The van went into the median and rolled over. [REDACTED] said he never left the center lane. After the crash [REDACTED] was able to get his car to the right shoulder near the green Ford. [REDACTED] was unable to describe the slow moving vehicle, he also said this vehicle did not stop at the accident scene.

INTERVIEW [REDACTED]:

[REDACTED] said he was on the eastbound median side shoulder of [REDACTED]. He said his work truck had stalled and he was sitting in the driver's seat of the truck. He advised he heard a bang and saw the [REDACTED] Ford and the silver van together with the [REDACTED] Ford "into the van". He saw the van spin out and flip over in the median. He said this occurred just to the left of his stalled truck. he advised he did not see what the cars were doing just before the crash nor did he see the positions of the cars involved before they collided. The way he described the Ford was into the van he motioned with his hands showing R/O that the Ford had struck the Dodge van with the front portion of the Ford hitting the driver's side rear quarter panel of the van causing it to spin out.

INTERVIEW [REDACTED]:

[REDACTED] said she was in the center lane of the freeway and behind the vehicles that had crashed. She said she saw a blazer type vehicle and the Dodge van collide in the center lane. She said it appeared the two were both trying to change lanes at the same time and struck each other. She said the van went into the median and flipped over. [REDACTED] said the blazer vehicle did not stop and left the accident scene. [REDACTED] was the first witness R/O was able to talk to at the scene. It was later determined that the the Ford driven by [REDACTED]

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TPR BLAKE DILLEY #1363

REPORTED BY

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ORIGINAL INCIDENT
REPORT

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INCIDENT NO
[REDACTED]
FILE CLASS
93001

[REDACTED] struck the van. R/O left a message with [REDACTED] to get a better interview and to see if the blazer was the slow moving vehicle in this matter.

OCCUPANTS OF VEHICLE #2:

NAM: [REDACTED]
NBR: DIR: E RAC: B ETH:
STR: SEX: F OPS:
SFX: APT/SUITE: DOB: SSN:
CTY: ST: HGT: SID:
TXH: ZIP: WGT: FBI:
TXW: HAI: MNU:
EYE: PRN:

NAM: [REDACTED]
NBR: DIR: E RAC: B ETH:
STR: SEX: F OPS:
SFX: APT/SUITE: DOB: SSN:
CTY: ST: HGT: SID:
TXH: ZIP: WGT: FBI:
TXW: HAI: MNU:
EYE: PRN:

NAM: [REDACTED]
NBR: DIR: E RAC: B ETH:
STR: SEX: F OPS:
SFX: DOB: [REDACTED] SSN:
CTY: ST: HGT: SID:
TXH: ZIP: WGT: FBI:
TXW: HAI: MNU:
EYE: PRN:

NAM: [REDACTED]
NBR: DIR: RAC: B ETH:
STR: SEX: M OPS:
SFX: DOB: 04/20/2007 SSN:
CTY: ST: HGT: SID:
TXH: ZIP: WGT: FBI:
TXW: HAI: MNU:
EYE: PRN:

ORIGINAL INCIDENT
REPORT

ORIGINAL DATE
Sat, Oct 29, 2011
TIME RECEIVED
1340

INCIDENT NO.

FILE CLASS
93001

NAM: [REDACTED]
NBR: DIR:
STR:
SFX
CTY ST:
TXH ZIP:
TXW.

RAC: B
SEX: F
DOB:
HGT:
WGT:
HAI:
EYE:

ETH:
OPS:
SSN:
SID:
FBI:
MNU:
PRN:

NAM: [REDACTED]
NBR: DIR:
STR:
SFX:
CTY ST:
TXH ZIP:
TXW:

RAC: B
SEX: M
DOB:
HGT:
WGT:
HAI:
EYE:

ETH:
OPS:
SSN:
SID:
FBI:
MNU:
PRN:

NAM: [REDACTED]
NBR: DIR:
STR:
SFX:
CTY ST:
TXH ZIP:
TXW:

RAC: B
SEX: F
DOB:
HGT:
WGT:
HAI:
EYE:

ETH:
OPS:
SSN:
SID:
FBI:
MNU:
PRN:

NAM: [REDACTED]
NBR: DIR:
STR:
SFX:
CTY ST:
TXH ZIP:
TXW:

RAC: B
SEX: F
DOB:
HGT:
WGT:
HAI:
EYE:

ETH:
OPS:
SSN:
SID:
FBI:
MNU:
PRN:

NAM: [REDACTED]
NBR: DIR: E
STR:
SFX:
CTY ST:
TXH ZIP:
TXW:

RAC: B
SEX: F
DOB:
HGT:
WGT:
HAI:
EYE:

ETH:
OPS:
SSN:
SID:
FBI:
MNU:
PRN:

ORIGINAL INCIDENT
REPORT

ORIGINAL DATE
Sat, Oct 29, 2011
TIME RECEIVED
1340

INCIDENT NO.
[REDACTED]
FILE CLASS
93001

INJURIES:

[REDACTED] was pronounced dead at the scene by the emergency room doctor at Lakeland hospital. [REDACTED] had a laceration on his head and he was treated and released at Lakeland hospital. Medic 1 Supervisor advised several other children were transported to the hospital, but it was determined they had no injuries. The mother, [REDACTED] was transported to the hospital by Medic 1. She was treated for shock, but no other apparent injuries.

DRIVER VEHICLE #1:

NAM: [REDACTED]
NBR: DIR: N RAC: B ETH:
STR: SEX: M OPS:
SFX: DOB: SSN:
CTY: HGT: SID:
TXH WGT: FBI:
TXW: HAI: MNU:
 EYE: PRN:

PASSENGER VEHICLE #1:

NAM: [REDACTED]
NBR: DIR: RAC: W ETH:
STR: SEX: F OPS:
SFX: DOB: SSN:
CTY: HGT: SID:
TXH WGT: FBI:
TXW: HAI: MNU:
 EYE: PRN:

INTERVIEW [REDACTED]

[REDACTED] said he was westbound on I-94 and traveling in the left lane when a tan Ford started changing lanes from the center lane and into the left lane toward him. He said he swerved to the left and onto the left shoulder to avoid the tan Ford. When he swerved back to the right he struck the van and continued to the right shoulder where he came to a stop. [REDACTED] said the tan Ford stopped with him on the right shoulder. When R/O asked him to describe the accident he used his hands to show the locations of his car and the tan Ford. He motioned with his hands and it appeared to R/O that both cars were traveling at about the same speed and the tan Ford pushed his car to the left and out of the left lane.

R/O spoke with [REDACTED] and she gave the same account of the incident as her husband [REDACTED]

**ORIGINAL INCIDENT
REPORT**

ORIGINAL DATE
Sat, Oct 29, 2011
TIME RECEIVED
1340

INCIDENT NO.
[REDACTED]
FILE CLASS
93001

VEHICLES INVOLVED:

On the crash report vehicle #1 was listed as:

2005 Ford green in color four door, MI/12 2FWA48, VIN 1FAFP281X5G [REDACTED] registered to the driver [REDACTED] from Westland Michigan.

Vehicle #2 was listed as:

2011 Dodge Station Wagon, silver in color, VA/12 [REDACTED] VIN 2D4RN5DG5BR [REDACTED] registered to [REDACTED] Tulsa OK. [REDACTED] The driver said he would call the rental agency and advised them of the location of their vehicle. The vehicle was not drivable.

Both of these vehicles were towed to/by Jeff's towing in Bridgman and it will be held until the prosecutor reviews this case.

A third vehicle that did not make contact in this crash was driven by the witness [REDACTED] The vehicle was a 2003 Ford Taurus, tan in color, MI/12 [REDACTED] VIN 1FAFP53U53G [REDACTED] This car was registered to the witness [REDACTED] of New Buffalo Mi. The car did not make contact with the other vehicles and was released to [REDACTED] at the scene. [REDACTED] advised he was going to Marine boot camp in California and it maybe difficult to reach him, but to call his cell phone at # [REDACTED] and he will try to call when he can.

ACCIDENT INVESTIGATORS:

Tprs Janes and Thompson from the Niles State Police Post arrived at the scene to do the accident investigation. Their report will be attached to this complaint.

STATUS:

Open

MICHIGAN STATE POLICE
SUPPLEMENTAL INCIDENT
REPORT 0001

ORIGINAL DATE
Sat, Oct 29, 2011
SUPPLEMENTARY DATE
Sat, Oct 29, 2011

INCIDENT NO.
[REDACTED]
FILE CLASS
93001

INCIDENT STATUS
Open

MULTI VEHICLE PIA

AI ASSIST--TPR THOMPSON:

I (Tpr Thompson) responded this date, 10-29-11, as a result of a serious PIA resulting in a fatality. Tpr Blake Dilley was the on-scene primary investigating Trooper.

I contacted 5th District Accident Reconstructionist, Sgt. James Campbell at approximately 1345 hrs. Sgt. Campbell was unavailable at this time, as was District Advanced Tech Tpr Sites. Sgt Campbell directed that Tpr Janes and I respond to the scene to process the investigation as AI's. Sgt Campbell advised he would plot the accident scene at a later date utilizing the Total Station system.

Upon my arrival at the scene, Tpr Janes had the majority of the scene marked and requested I photograph the scene.

PHOTOGRAPHS:

I photographed the scene using the Niles Post crime-scene digital camera (Canon). Tpr Janes later downloaded and saved these photos to his computer at the Bridgman post.

STATUS:

Open

PAGE INVESTIGATED BY
TPR TIMOTHY LEE THOMPSON #1353

REPORTED BY

REVIEWED BY

INCIDENT STATUS

Open

MULTI VEHICLE PIA

JOURNAL:

No Journals

VICTIM:

NAM: [REDACTED]		RAC: B	ETH:
NBR:	DIR:	SEX: F	OPS:
STR:		DOB:	SSN:
SFX:		HGT:	SID:
CTY:	ST:	WGT:	FBI:
TXH:	ZIP:	HAI:	MNU:
TXW:		EYE:	PRN:

I clarified the victims name with Dr. CLARK. I informed him the last name we had was [REDACTED] but it may be [REDACTED]. He stated the name they had was [REDACTED].

AUTOPSY:

[REDACTED], b/f, dob:
Height: 53-1/2 inches
Weight: 61.38 pounds
Hair: black
Eyes: brown.

This information was obtained by Dr. Robert Clark during the autopsy. No clothes were taken per Tpr. Jim Janes. All measurements were taken by Dr. Clark.

On 10/31/11, I was contacted by D/Sgt. Doug Kill. He requested I attend an autopsy on [REDACTED] (mentioned as [REDACTED] in the original report) b/f 6/1/01, who was the victim of a fatal accident on 10/29/11.

The autopsy took place at 1234 Napier Avenue St. Joseph, MI 49085 at Lakeland Regional Healthcare.

The autopsy was performed by Pathologist Dr. Robert Clark. Phone number 269-983-8495 and his assistant, Mary Kleszcz P.A.. Autopsy case number is [REDACTED]. Record number is [REDACTED].

On [REDACTED] chest area, front and back, there were no marks that indicated the use of a seatbelt. See Dr. Clark's autopsy report for further.

PHOTOS:

I used my Canon Powershot A630 camera # 3. Number [REDACTED]. I took photos [REDACTED]. When I reviewed these photos they appeared to be distorted. I then contacted Tpr. Matt Achterberg to bring me his camera. It is a Canon Powershot AS590, serial # [REDACTED]. I took photos 0281 through 0365 with this camera. Both sets of photos were downloaded digitally by Sgt. High on 11/1/11 at MSP.

Bridgman. There were abrasions to [REDACTED] body, above the clavical, that were noted on the autopsy sheet.

The blood / urine kit was mailed on 11/1/11 to the Lansing Lab.

1. A one page (front and back) FSD-7 was forwarded to the Master File.
2. Four pages of a Crime Scene Worksheet - Autopsy Form FSD-37b dated 07/01 were forwarded to the Master File.

A copy of the above forms were forwarded to Tpr. Dilley on 11/1/11. I called Tpr. Dilley and updated him reference the autopsy and blood / urine information.

AUTOPSY REPORT:

On 11-10-11 I contacted Mary Klescz P.A. of Dr. CLARKs office. Dr. CLARK had the report and it was not yet completed. I requested the fax it to my attention to MSP Niles and provided her with the fax number.

EXTERNAL DOCUMENTS:

FSD-7 two pages
FSD-37b four pages

STATUS:

Open, pending autopsy report from Dr. Clark.

cb

ICHIGAN STATE POLICE
PPLEMENTAL INCIDENT
PORT 0003

ORIGINAL DATE
Sat, Oct 29, 2011
SUPPLEMENTARY DATE
Thu, Nov 10, 2011

INCIDENT NO.
[REDACTED]
FILE CLASS
93001

IDENT STATUS
en

MULTI VEHICLE PIA

JOURNAL:

1/03/11 [REDACTED] Original reviewed - pends supp reports from Tprs. Janes and Thompson.
1/10/11 [REDACTED] Recontacted M.E. Dr. Clark requesting a copy of the autopsy report. He advised he it had been sent to Niles. I contacted Secretary Paula Kane and requested she fax a copy to Tpr. Dilley, Tpr. Sites and myself.

INFORMATION:

On 10/29/11, I was contacted by 5th District Reconstructionist Sgt. Jim Campbell reference a traffic crash investigation. I responded to [REDACTED] to assist in that investigation.

SUMMARY:

I investigated a traffic crash that occurred when a vehicle, heading westbound in the left lane, left the roadway, lost control and went into a yaw, came into the center lane and struck a van in the left rear corner, causing the van to rotate and rollover, ejecting a passenger who was killed in the crash.

ARRIVAL ON SCENE:

I was contacted at home reference this crash by Sgt. Jim Campbell. I responded, arriving at the scene at approximately 2 p.m.. Upon my arrival at the scene, I noticed Tpr. Blake Dilley, Tpr. Maurice Burton and Lincoln Township Fire Personnel were on scene. I also noticed a silver van, that had rolled over and came to rest on the left shoulder of eastbound [REDACTED] and a green Ford 500 that was sitting in the entrance ramp from [REDACTED].

ORIGINATING DEPARTMENT / OFFICER IN CHARGE:

Officer in charge was Tpr. Blake Dilley from the Niles Post, Hagar Detachment, complaint # [REDACTED].

VENUE:

The venue of this crash was in the traffic lanes of westbound [REDACTED] prior to the point that the on ramp from [REDACTED] merges with the freeway.

INVESTIGATED BY
PAGE TPR JIM JANES #1816

REPORTED BY

REVIEWED BY

ICHIGAN STATE POLICE
PLEMENTAL INCIDENT
PORT 0003

ORIGINAL DATE
Sat, Oct 29, 2011
SUPPLEMENTARY DATE
Thu, Nov 10, 2011

INCIDENT NO.
[REDACTED]
FILE CLASS
93001

DATE / TIME OF THE INVESTIGATION:

Accident investigation was conducted on 10/29/11 at approximately 2 p.m.. Vehicle exams and downloads were conducted by myself and Sgt. Campbell on 10/31/11 at approximately 1 p.m.. Tpr. Sites and I returned to the scene to map the scene on 11/1/01.

INTERVIEW OFFICER IN CHARGE:

contacted Tpr. Dilley, who advised the green Ford 500 had struck the silver minivan causing the minivan to lose control and rollover and that an 8-10 year old girl had been ejected from the vehicle and was deceased at the scene. Tpr. Dilley was in the process of interviewing witnesses at that time.

SCENE OBSERVATIONS:

observed a silver minivan on the left hand shoulder of [REDACTED]. There were marks in the median where the van had rolled over as well as marks on the westbound traffic lanes and paved shoulder from the van rolling over. There were also skid marks leading into the van rolling over. There were also skid marks leading up to a green Ford 500, which was sitting on the entrance ramp.

WEATHER CONDITIONS:

At the time of the collision, the conditions in the area at noon were a temperature of 44 degrees, dew point of 36 degrees, the wind was W/NW at 11 mph with a 72% relative humidity, 20% chance of rain, and 56% cloud cover. Sunrise was at 8:14 am and sunset was at 6:44 pm. Visibility was listed as 10 miles.

ROADWAY:

In the area of the crash [REDACTED] is three lanes in each direction. The lanes are concrete with concrete shoulders, including rumble strips and gravel shoulders leading to a grass median strip with no median divider. In this area of westbound [REDACTED] there is also a merging on ramp from Red Arrow Hwy. The roadway lanes are divided by broken white lines. The right fog line is a white line. The left fog line is a yellow line.

CONTACT DISTRICT RECONSTRUCTIONIST:

District reconstructionist Sgt. Jim Campbell had been notified previously by Tpr. Thompson, who also responded and contacted me and requested I respond.

ACCIDENT INVESTIGATORS:

Advanced Accident Investigators Tpr. Tim Thompson and myself responded to the scene and did the initial at scene investigation. Accident Investigation Technician Tpr. Mike Sites and District Reconstruction Sgt. Jim Campbell also assisted in the investigation.

INVESTIGATED BY
PAGE TPR JIM JANES #1816

REPORTED BY

REVIEWED BY

ICHIGAN STATE POLICE
PPLEMENTAL INCIDENT
PORT 0003

ORIGINAL DATE
Sat, Oct 29, 2011
SUPPLEMENTARY DATE
Thu, Nov 10, 2011

INCIDENT NO.
[REDACTED]
FILE CLASS
93001

HOTOGRAPHS:

pr. Thompson took photographs at the scene at the time of the crash with the Niles Post digital SLR camera. Those photographs were downloaded at the Bridgman Post.

IELD SKETCH:

completed a field sketch at the scene.

ISIBILITY OF LIGHTING:

was daylight at the time of this incident with no visibility issues.

RAFFIC CONTROL DEVICES:

[REDACTED] is operated under the supervision of Michigan Department of Transportation and has a 70 mph posted speed limit.

EHICLES:

EHICLE # 1:

Vehicle # 1 is described as a 2005 Ford 500, green in color, bearing 2012 MI registration [REDACTED]
VIN # 1FAFP281X5G [REDACTED] Registered to [REDACTED] of [REDACTED]
Westland, MI [REDACTED] Has a secured interest of [REDACTED]

EHICLE # 2:

Vehicle # 2 is described as a 2011 Dodge Caravan, bearing 2013 VA registration [REDACTED]
VIN # 2D4RN5DG5BR [REDACTED] Registered to [REDACTED]
Walla, OK [REDACTED]

EHICLE INSPECTION AND DAMAGE PROFILE:

EHICLE # 1:

Vehicle # 1 was examined at Jeff's Towing on 10/31/11. The vehicle was stored inside a fenced in locked lot at Jeff's towing. The damage to vehicle # 1 was in the area of the left front headlight, front fender, front bumper, and hood were pushed in at a slight angle from that corner to the center of mass. The headlight lens of the vehicle was missing.

Odometer reading was 86,638 miles. Speedometer was reading zero. Vehicle had automatic lights and it could not be determined if they were on. The transmission was automatic and in the parked position. The driver side safety belt was locked in the extended position with signs of loading. The passenger side seatbelt was locked in the extended

INVESTIGATED BY
PAGE TPR JIM JANES #1816

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ICHIGAN STATE POLICE
PPLEMENTAL INCIDENT
PORT 0003

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INCIDENT NO.
[REDACTED]
FILE CLASS
93001

osition. No signs of loading were located. The windshield had no damage and the vehicle windows were up and clear of tint. The radio was in the off position.

All four vehicle tires were Perelli, size 225/55R18. They were tubeless tires with a maximum load of 1609 pounds. Maximum PSI of 44 pounds.

Driver's side front tire:		Passenger's side front tire:	
DOT #:	N9H9A02609	DOT #:	N9WNH9402308
Pressure:	18 PSI	Pressure:	26 PSI
Outboard groove tread depth:	4/32	Outboard groove:	5/32
Center groove:	3/32	Center groove:	5/32
Inboard groove:	4/32	Inboard groove:	5/32
Driver's side rear tire:		Passenger's side rear tire:	
DOT #:	N9WNH9404410	DOT #:	N9WNH940
Pressure:	26 PSI	Pressure:	19 PSI
Outboard groove:	5/32	Outboard groove:	5/32
Center groove:	4/32	Center groove:	6/32
Inboard groove:	5/32	Inboard groove:	5/32

The vehicle was occupied by two people at the time of the crash therefore the rear seatbelts were not inspected.

VEHICLE INSPECTION AND DAMAGE PROFILE:

VEHICLE # 2:

Vehicle # 2 was inspected at Jeff's Towing inside a locked fence facility on 10/31/11. Vehicle # 2 was reported to be occupied by ten people at the time of the crash. The vehicle had heavy rollover damage, including a slant to the roof coming from the passenger side down toward the driver's side. The vehicle had heavy damage to the left rear corner and the left rear sliding door. The back bumper of the vehicle was missing. All rear windows were broken out of the vehicle. The windshield had severe damage and was partially removed from the vehicle.

The odometer and speedometer were digital and could not be read. The lights of the vehicle were in the off position. The windows appeared to be clear and broken. The radio position could not be determined. The wipers were in the off position. All seatbelts were examined in the vehicle.

The front seatbelts both showed signs of loading as did both seatbelts in the middle seat. The middle seat was made properly buckle two passengers. The rear seat had three seats and three seatbelts. The left and right side seatbelts were inspected and found to have signs of loading. The center seat belt had two buckles, one to remove the seatbelt from the seat so the seat could be removed and the second one to fasten the occupant in the seatbelt. That seatbelt was disconnected at both places and locked in the fully retracted position near the roof. The seatbelt was inspected after it had been removed and no signs of loading were located.

INVESTIGATED BY
PAGE TPR JIM JANES #1816

REPORTED BY

REVIEWED BY

ICHIGAN STATE POLICE
PLEMENTAL INCIDENT
PORT 0003

ORIGINAL DATE
Sat, Oct 29, 2011
SUPPLEMENTARY DATE
Thu, Nov 10, 2011

INCIDENT NO.
[REDACTED]
FILE CLASS
93001

he driver's front tire, passenger's front tire and the passenger's rear tire were all flat. The driver's side rear tire had 32 SI.

river's side front tire:	Passenger's side front tire:
utboard groove: 8/32	Outboard groove: 7/32
enter groove: 9/32	Center groove: 8/32
board groove: 8/32	Inboard groove: 8/32

river's side rear tire:	Passenger's side rear tire:
utboard groove: 8/32	Outboard groove: 8/32
enter groove: 8/32	Center groove: 8/32
board groove: 8/32	Inboard groove: 8/32

with roadway scraps on the rim. with a chunk missing of the rim and roadway scrapes to the rim.

SCENE MEASUREMENTS:

On 10/31/11, Sgt. Campbell and I returned to the scene of the crash and took yaw measurements from vehicle # 1. The yaw measurements were measured on the left side shoulder near the rumble strips. We measured the left front re mark from vehicle # 1. We measured a cord of 60 feet, a middle ordinate of .54 feet.

VEHICLE OCCUPANTS:

Vehicle # 1 was occupied by driver, [REDACTED] and front seat passenger, [REDACTED]

Other occupants of vehicle # 2, see Tpr. Dille's report. The father reported the deceased child had been sitting in the right rear seat of the van, buckled in a seatbelt by herself.

SEATBELT USE:

Both driver and passenger of Vehicle # 1 had utilized their seatbelts. Both air bags were deployed in the vehicle.

In Vehicle # 2 it appears six of the seven seatbelts were being utilized. It is unknown who was sitting in the seat where the seatbelt was not utilized. There was no air bag deployment.

MECHANISM OF INJURY:

See Tpr. Cook's supplemental report.

ALCOHOL:

No indications of alcohol were observed on Mr. [REDACTED] I did not observe the driver of vehicle # 2.

EXTERNAL DOCUMENTS:

INVESTIGATED BY
PAGE TPR JIM JANES #1816

REPORTED BY

REVIEWED BY

ICHIGAN STATE POLICE
PPLEMENTAL INCIDENT
PORT 0003

ORIGINAL DATE
Sat, Oct 29, 2011
SUPPLEMENTARY DATE
Thu, Nov 10, 2011

INCIDENT NO.
[REDACTED]
FILE CLASS
93001

✓eather report
Dispatch report

TATUS:

Open

0

MICHIGAN STATE POLICE
SUPPLEMENTAL INCIDENT
REPORT 0004

ORIGINAL DATE Sat, Oct 29, 2011	INCIDENT NO. [REDACTED]
SUPPLEMENTARY DATE Thu, Dec 01, 2011	FILE CLASS 93001

INCIDENT STATUS Open

MULTI VEHICLE PIA

JOURNAL:

11/21/11 DILLEY Medical examiner's report attached.

11/27/11 DILLEY Attempt to contact / interview [REDACTED] no answer.

11/30/11 DILLEY Prosecutor Cotter advised the vehicles involved could be released at this time. I called [REDACTED] He said he would do an interview with Tpr. Sites.

STATUS:

Open

cb

PAGE 1 of 1	INVESTIGATED BY TPR BLAKE DILLEY #1363	REPORTED BY	REVIEWED BY
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MICHIGAN STATE POLICE
SUPPLEMENTAL INCIDENT
REPORT 0005

ORIGINAL DATE Sat, Oct 29, 2011	INCIDENT NO. [REDACTED]
SUPPLEMENTARY DATE Mon, Dec 19, 2011	FILE CLASS 93001

INCIDENT STATUS
Open

MULTI VEHICLE PIA

JOURNAL:

12-2-11 Sgt Rodgers Reviewed Supp #3 and 4. Pending interview with suspect and report from Tpr Sites.

12-9-11 Tpr Dilley Lab sheet returned. The report said there was no alcohol in the victim's blood or urine. Lab sheet attached.

12-15-11 Tpr Dilley Called [REDACTED] She said her daughter may have more to add as far as a statement. Her number is

WITNESS:

NAME: [REDACTED]

NBR:	DIR:	RAC: W	ETH:
STR:		SEX: F	OPS:
SFX:		DOB:	SSN:
CTY:	ST: .	HGT:	SID:
TXH:	ZIP:	WGT:	FBI:
TXW:		HAI:	MNU:
MB:		EYE:	PRN:

INTERVIEW DEGOLYER:

[REDACTED] said she was in the car in front of her mother's vehicle in the middle lane and behind the van that was struck. [REDACTED] said everything happened so fast that she could not be exactly sure what had happened. She said she was in the middle lane and going 70 miles per hour when a car passed her on the right, then she corrected herself and then said the car passed her on the left. This car then collided with a van. She said she was not sure if the van struck the car or if it was the other way around. She did say after the two crashed into each other the van went to the left and rolled over in the median. The car went to the right and stopped on the shoulder. [REDACTED] said this was about all she could say. She said it went so fast and she had a hard time remembering the crash.

STATUS:

Open

PAGE 1 of 2	INVESTIGATED BY TPR BLAKE STEVEN DILLEY #1363	REPORTED BY	REVIEWED BY
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**MICHIGAN STATE POLICE
SUPPLEMENTAL INCIDENT
REPORT 0005**

ORIGINAL DATE Sat, Oct 29, 2011	INCIDENT NO. [REDACTED]
SUPPLEMENTARY DATE Mon, Dec 19, 2011	FILE CLASS 93001

PAGE 2 of 2	INVESTIGATED BY TPR BLAKE STEVEN DILLEY #1363	REPORTED BY	REVIEWED BY
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MICHIGAN STATE POLICE
SUPPLEMENTAL INCIDENT
REPORT 0006.

ORIGINAL DATE Sat, Oct 29, 2011	INCIDENT NO [REDACTED]
SUPPLEMENTARY DATE Fri, Feb 03, 2012	FILE CLASS 93001

INCIDENT STATUS Open

MULTI VEHICLE PIA

JOURNAL:

12-19-11 Tpr Dilley Tpr Sites will complete his investigation and forward this complaint to the prosecutor.

12-18-11 Sgt Rodgers Reviewed Supp#5. Tpr Dilley get with Tpr Sites and have him complete his supp report as soon as possible.

12-28-11 Tpr Dilley Sent email to Tpr Sites requesting status.

CONTACT PROSECUTOR'S OFFICE:

APA Ceresa reviewed the report with Tprs Dilley and Sites. She advised she was going to authorize Manslaughter with a motor vehicle along with civil infraction causing death. The warrant should be entered into LEIN this date by the court. Tpr Sites advised he would call the suspect and have him turn himself in.

RECONTACT COMPLAINANT:

R/O spoke with [REDACTED] this date and advised him of the case status. He said he hired a lawyer and he would be seeking civil action against the at fault driver.

STATUS:

Open

PAGE 1 of 1	INVESTIGATED BY TPR BLAKE STEVEN DILLEY #1363	REPORTED BY	REVIEWED BY
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MICHIGAN STATE POLICE
SUPPLEMENTAL INCIDENT
REPORT 0007

ORIGINAL DATE Sat, Oct 29, 2011	INCIDENT NO. [REDACTED]
SUPPLEMENTARY DATE Fri, Feb 17, 2012	FILE CLASS 93001

INCIDENT STATUS
Closed

MULTI VEHICLE PIA

JOURNAL:

2-7-12 Sgt Rodgers Reviewed Supp #1 pending arrest of suspect [REDACTED]
count felony warrant in [REDACTED]. Was either driver tested for alcohol use?

ALCOHOL:

R/O did not test the suspect [REDACTED] or the other driver [REDACTED] for alcohol. Neither driver showed any indications for drug or alcohol use.

ARREST:

NAM [REDACTED] RAC: B ETH:
NBR: DIR: N SEX: M OPS:
STR DOB: SSN:
SFX: HGT: SID:
CTY: ST: WGT: FBI:
TXH: ZIP: HAI: MNU:
TXW: EYE: PRN:

CHARGE:
0909 MOVING VIOLATION CAUSING DEATH 257.601D1
0909 HOMICIDE-MANSLAUGHTER WITH MOTOR VEHICLE 750.321

CONTACT COURT:

R/O called the district court and discovered [REDACTED] had turned himself into the court and bonded out at that time. A pre exam has been set for 2-24-12 at 8:30 am.

RECONTACT COMPLAINANT:

R/O called the complainant and advised him of the case status and that the original complaint will be closed.

STATUS:

Closed

PAGE 1 of 1	INVESTIGATED BY TPR BLAKE STEVEN DILLEY #1363	REPORTED BY	REVIEWED BY
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ALCOHOL AND DRUG DETERMINATION

Not to Be Used for Submission of Defendant's Personal Sample for Alcohol or Drug Analysis

AGENCY INFORMATION		
INVESTIGATING AGENCY MSP - N. ILS	ORI [REDACTED]	
AGENCY MAILING ADDRESS 1600 S. Jose Bilushki Ave N. ILS MI 49120	COUNTY OF JURISDICTION 11 - Benzie	
AGENCY TELEPHONE NUMBER (269) 1693-4411	AGENCY FAX NUMBER FOR LAB REPORTS (269) 692-3133	
INVESTIGATING OFFICER PRINTED NAME Tpr. Joseph Cook	OFFICER SIGNATURE <i>Tpr. Joseph Cook</i>	BADGE NUMBER 1646

INCIDENT INFORMATION			
INCIDENT NUMBER [REDACTED]	DATE OF INCIDENT 10-29-11	TIME OF INCIDENT 1:18	<input type="checkbox"/> AM <input checked="" type="checkbox"/> PM
SUBJECT FIRST NAME [REDACTED]	SUBJECT LAST NAME [REDACTED]	DRIVER'S LICENSE NUMBER NA	DATE OF BIRTH
GENDER <input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Living <input checked="" type="checkbox"/> Deceased	CAUSE OF DEATH Auto MVA TRAUMA	<input type="checkbox"/> Driver <input type="checkbox"/> Suspect <input checked="" type="checkbox"/> Passengar <input type="checkbox"/> Victim <input type="checkbox"/> Pedestrian <input type="checkbox"/> Other

FILE CLASS			
<input type="checkbox"/> 5400-1 Accident, Hit & Run	<input checked="" type="checkbox"/> Fatal Accident	<input type="checkbox"/> 9500-1 Accident, Fire	<input type="checkbox"/> 9800-7 Suspicious Situation
<input type="checkbox"/> 5400-2 OWI	<input type="checkbox"/> 0900-1 Homicide	<input type="checkbox"/> 9800-9 Drug Overdose	<input type="checkbox"/> 9900-1 Suicide
<input type="checkbox"/> Alcohol	<input type="checkbox"/> 0900-3 Negligent Homicide	<input type="checkbox"/> 9900-2 Natural Death	<input type="checkbox"/> 9900-8 General Assistance
<input type="checkbox"/> Drugs	<input checked="" type="checkbox"/> 1100 Criminal Sexual Conduct	<input type="checkbox"/> Other	
<input checked="" type="checkbox"/> 9300-1 Accident, Traffic	<input type="checkbox"/> 3500-1 Violation of Controlled Substances Act		
<input checked="" type="checkbox"/> Fatal	<input type="checkbox"/> 4100-1 Liquor License Violation		
<input type="checkbox"/> PI or PD	<input type="checkbox"/> 4100-2 Open Intox.		

LIST SUSPECTED DRUGS (For OWI, CSC, Death cases) NA	<input type="checkbox"/> Test for Carbon Monoxide							
COMMENTS (Behavior of Subject, etc) Subject was passenger	PBT RESULT							
	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Date</th> <th>Time</th> <th>Result</th> <th>%</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	Date	Time	Result	%			
Date	Time	Result	%					

SAMPLE COLLECTION INFORMATION			
MEDICAL FACILITY NAME Lakeland Regional Medical Center	DATE OF COLLECTION 10-31-11		
PRINTED NAME OF PERSON TAKING SAMPLES Robert Clark	TUBE 1 <input checked="" type="checkbox"/> Blood <input type="checkbox"/> Other	TIME OF COLLECTION 1:51 <input type="checkbox"/> AM <input checked="" type="checkbox"/> PM	
SIGNATURE OF PERSON TAKING SAMPLES <i>[Signature]</i>	TUBE 2 <input type="checkbox"/> Blood <input type="checkbox"/> Other	TIME OF COLLECTION <input type="checkbox"/> AM <input type="checkbox"/> PM	
ADDITIONAL REMARKS mailed 11-1-11	BOTTLE 1 <input checked="" type="checkbox"/> Urine <input type="checkbox"/> Other	TIME OF COLLECTION 1:51 <input type="checkbox"/> AM <input checked="" type="checkbox"/> PM	
	BOTTLE 2 <input type="checkbox"/> Urine <input type="checkbox"/> Other	TIME OF COLLECTION <input type="checkbox"/> AM <input type="checkbox"/> PM	

This Kit Is Not Intended To Be Used For DNA Analysis

Form Instructions on Reverse

First and Second Copy - Submit with Kit
 Third Copy - Retain by Agency

Authority: 1949 P.A. 300
 Compliance: Voluntary

2011-10-31-11-1646

FORM INSTRUCTIONS

GENERAL

This form is not to be used for submission of defendant's personal sample for alcohol or drug analysis, nor is this kit intended to be used for DNA testing.

Please check all appropriate boxes.
Please print legibly and completely.

AGENCY INFORMATION

In the appropriate fields, provide the name, ORI, address, and telephone number of the investigating agency. Also, supply the county of jurisdiction. Additionally, provide the fax number to which laboratory reports should be transmitted. Indicate the name of the investigating officer, badge number and provide officer's signature.

INCIDENT INFORMATION

Record the incident number (also known as complaint number) and date and time of incident in the appropriate fields.

Provide subject information. Provide all letters and digits of the driver's license number, and record subject's date of birth. Check all appropriate boxes describing subject.

Check all appropriate file class boxes. If investigating a fatal accident, please indicate as much by marking the "Fatal Accident" check box in addition to any other boxes marked. If file class is not listed, please record the appropriate file class under "Other _____".

List any suspected drugs, and indicate carbon monoxide test request, when applicable. Note subject behavior and PBT results when applicable.

GUIDELINES FOR SAMPLE COLLECTION

Please record completely the date, time, and personnel drawing the samples.

FOR BLOOD SAMPLES

To Physician or other Qualified Medical Person

1. Do not use alcohol or alcoholic solution to sterilize skin surface, needle, or syringe.
2. Draw two tubes of venous blood from subject in presence of Law Enforcement Officer, and tell the subject IN THE OFFICER'S PRESENCE that no alcohol was used in sterilizing the skin surface, needle or syringe.
3. Slowly invert blood collection tube(s) enough times to distribute the sodium fluoride/potassium oxalate preservative.
4. In ink, complete blood specimen labels by entering name of subject, date and time of blood collection, and your name.
5. In the presence of subject, hand tube(s) of blood and label(s) to law enforcement officer for signing, packaging and transfer to the laboratory.

To Law Enforcement Officer

6. Review accompanying information sheet and be sure all information is supplied before sealing and mailing.
7. Record your name on the blood tube labels in the space provided, and then affix the labels to the tubes.
8. For mailing protection, place the tubes into the cardboard holder from which they were taken. Seal the tubes and holder in zippered plastic bag, and then place the bag with the samples into the cardboard mailing container.
9. Complete the FSD-93 and place first and second copies of the form into the mailing container. Seal the container with the provided seal. Mail the sealed container using First Class Mail.

FOR URINE SAMPLES

To Law Enforcement Officer

1. THE URINE SAMPLE SHALL BE COLLECTED IN THE PRESENCE OF AN OFFICER to be certain the subject does not contaminate the specimen and to ensure that the subject EMPTIES THE BLADDER.
2. The urine test requires the subject to provide TWO SAMPLES collected at least 30 MINUTES APART. The urine samples shall be collected in separate bottles and identified as Bottle 1 and Bottle 2.
3. Bottle 1: SUBJECT EMPTIES BLADDER into one bottle.
4. WAIT at least 30 minutes.
5. Bottle 2: SUBJECT EMPTIES BLADDER into second bottle.
6. TIGHTEN CAPS FIRMLY. Complete urine bottle labels by entering name of subject, date and times of urine collection, and your name on the label and affix the labels to the bottles. Seal bottles in zippered plastic bag, and then place bag with the samples into the cardboard mailing container. Complete the FSD-93 and place first and second copies of the form into the mailing container. Seal the container with the provided seal. Mail the sealed container using First Class Mail.

FOR OTHER SAMPLES

The two bottles may be used for liquid samples other than urine (e.g., a beverage for open intoxicants).

First and Second Copy - Submit with Kit
Third Copy - Retain by Agency

Authority: 1949 P.A. 300
Compliance: Voluntary

ALCOHOL AND DRUG DETERMINATION

Not to Be Used for Submission of Defendant's Personal Sample for Alcohol or Drug Analysis

AGENCY INFORMATION		
INVESTIGATING AGENCY <i>MSP - N. ICS</i>	ORI [REDACTED]	
AGENCY MAILING ADDRESS <i>1600 S. USR Brook Ave</i>	COUNTY OF JURISDICTION <i>11 - Berrien</i>	
AGENCY TELEPHONE NUMBER <i>(269) 1693-4411</i>	AGENCY FAX NUMBER FOR LAB REPORTS <i>(269) 693-3133</i>	
INVESTIGATING OFFICER PRINTED NAME <i>Tpr. Joseph Cook</i>	OFFICER SIGNATURE <i>Tpr. Joseph Cook</i>	BADGE NUMBER <i>1646</i>

INCIDENT INFORMATION			
INCIDENT NUMBER [REDACTED]	DATE OF INCIDENT <i>10-29-11</i>	TIME OF INCIDENT <i>1:18</i>	<input type="checkbox"/> AM <input checked="" type="checkbox"/> PM
SUBJECT FIRST NAME [REDACTED]	SUBJECT LAST NAME [REDACTED]	DRIVER'S LICENSE NUMBER <i>NA</i>	DATE OF BIRTH <i>1-1</i>
GENDER <input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Living <input checked="" type="checkbox"/> Deceased	CAUSE OF DEATH <i>Accident</i>	<input type="checkbox"/> Driver <input type="checkbox"/> Suspect <input checked="" type="checkbox"/> Passenger <input type="checkbox"/> Victim <input type="checkbox"/> Pedestrian <input type="checkbox"/> Other
FILE CLASS			
<input type="checkbox"/> 5400-1 Accident, Hit & Run <input type="checkbox"/> 5400-2 OWI <input type="checkbox"/> Alcohol <input type="checkbox"/> Drugs <input checked="" type="checkbox"/> 9300-1 Accident, Traffic <input checked="" type="checkbox"/> Fatal <input type="checkbox"/> PI or PD	<input checked="" type="checkbox"/> Fatal Accident <input type="checkbox"/> 0900-1 Homicide <input type="checkbox"/> 0900-3 Negligent Homicide <input type="checkbox"/> 1100 Criminal Sexual Conduct <input type="checkbox"/> 3500-1 Violation of Controlled Substances Act <input type="checkbox"/> 4100-1 Liquor License Violation <input type="checkbox"/> 4100-2 Open Intox	<input type="checkbox"/> 9500-1 Accident, Fire <input type="checkbox"/> 9800-7 Suspicious Situation <input type="checkbox"/> 9800-9 Drug Overdose <input type="checkbox"/> 9900-1 Suicide <input type="checkbox"/> 9900-2 Natural Death <input type="checkbox"/> 9900-8 General Assistance <input type="checkbox"/> Other	
LIST SUSPECTED DRUGS (For OWI, CSC, Death cases) <i>NA</i>			<input type="checkbox"/> Test for Carbon Monoxide
COMMENTS (Behavior of Subject, etc) <i>Subject was passenger</i>		PBT RESULT	
		Date	Time Result %

SAMPLE COLLECTION INFORMATION		
MEDICAL FACILITY NAME <i>Lakeland Regional Medical Center</i>	DATE OF COLLECTION <i>10-31-11</i>	
PRINTED NAME OF PERSON TAKING SAMPLES <i>Robert C Cook MD</i>	TUBE 1 <input checked="" type="checkbox"/> Blood <input type="checkbox"/> Other	TIME OF COLLECTION <i>1530</i> <input type="checkbox"/> AM <input checked="" type="checkbox"/> PM
SIGNATURE OF PERSON TAKING SAMPLES <i>[Signature]</i>	TUBE 2 <input type="checkbox"/> Blood <input type="checkbox"/> Other	TIME OF COLLECTION <input type="checkbox"/> AM <input type="checkbox"/> PM
ADDITIONAL REMARKS <i>mailed 11-1-11</i>	BOTTLE 1 <input checked="" type="checkbox"/> Urine <input type="checkbox"/> Other	TIME OF COLLECTION <i>1531</i> <input type="checkbox"/> AM <input checked="" type="checkbox"/> PM
	BOTTLE 2 <input type="checkbox"/> Urine <input type="checkbox"/> Other	TIME OF COLLECTION <input type="checkbox"/> AM <input type="checkbox"/> PM

This Kit is Not Intended To Be Used For DNA Analysis

Form Instructions on Reverse

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Authority: 1949 P.A. 300
 Compliance: Voluntary

To protect the privacy of individuals, NHTSA does not make medical records available to the public without authorization. For this reason, documents falling into this category have not been included in this complaint record.

Bridgman, MI

Lat: 41.9° N Lon: 86.6° W Elev: 650 ft

5:16 PM EDT on October 29, 2011 (GMT -0400)

Rapid Fire Updates™

Updated 2 sec ago Make this Location a Weather Sticker®

organiz

Weather at a Glance

Weather Station: EARLS ROOF, Stevensville
Elevation: 670 ft

Now	Temperature	Wind(mph)	Sunrise / Sat	Moon
Partly Cloudy	59.5 °F Feels Like 59.5 °F	2.9	8:14 AM 6:44 PM	Waxing Crescent More Astronomy

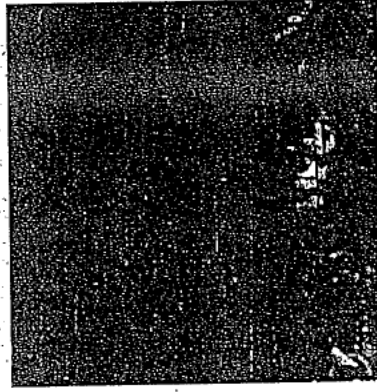
Tonight	Tomorrow	Tomorrow Night	Monday	Tuesday	Wednesday
38 °F Partly Cloudy	54 °F Chance of Rain 40% chance of precipitation	41 °F Chance of Rain 50% chance of precipitation	52 38 °F Partly Cloudy	56 43 °F Partly Cloudy	58 43 °F Chance of Rain 20% chance of precipitation

Tomorrow is forecast to be Much Cooler than today.

7-Day Forecast - Hourly Forecast

- Current Data
- Today's Almanac
- Extended Forecast
- Radar
- Satellite
- Webcams

<u>Conditions</u>	<u>Temperature</u>
<u>Pressure</u> 30.16 in	<u>Temperature</u> 59.5 °F
<u>Visibility</u> 10.0 miles	<u>Dew Point</u> 39 °F
<u>Clouds</u> Few 4200 ft	<u>Wind</u>
<u>Moisture</u>	<u>Speed / Dir</u> 2.9 mph from North
<u>Humidity</u> 47%	<u>Wind Gust</u> 4.0 mph
<u>Rainfall</u> 0.02 in	<u>Health</u>
<u>Snow Depth</u> Not available.	<u>UV</u> 1 out of 16
<u>METAR</u>	<u>Pollen</u> .50 out of 12 Pollen Forecast
METAR KBEH 292053Z AUTO 29008KT 10SM FEW042 11/01 A3005 RMK AO2 SLP178 T01060006 63004	<u>PM2.5</u> Good
Don't speak METAR? Read our FAQ.	<u>Flu Activity</u> No Activity View Flu Map



Local Radar

Regional Radar






WunderMap®

METAR
METAR KBEH 292053Z AUTO
29008KT 10SM FEW042 11/01 A3005
RMK AO2 SLP178 T01060006 63004
Don't speak METAR? Read our FAQ.

Weather Radio
Launch Weather Radio

Forecast
7-Day Forecast for 49106

View Calendar

Saturday, 29	Sunday, 30	Monday, 31	Tuesday, 1	Wednesday, 2
 62 36 °F Chance of T-storms	 54 41 °F Chance of Rain	 52 38 °F Partly Cloudy	 56 43 °F Partly Cloudy	 56 43 °F Chance of Rain
20% Chance of Precipitation	40% Chance of Precipitation	10% Chance of Precipitation	0% Chance of Precipitation	20% Chance of Precipitation

Regional Forecast for Berrien

Source: NWS at 3:38 PM EDT on October 29, 2011

Early This Evening



Mostly sunny. Northwest winds 5 to 15 mph.

Tonight



Mostly clear. Lows in the mid 30s. West winds around 5 mph shifting to the south after midnight.

Hourly Forecast	6AM	12 Noon	6PM	12 Midnight
Temp. Dew Point	40 36	44 36	47 32	39 31
Wind	5 mph SW	11 mph WNW	9 mph NW	1 mph WNW
Humidity	87%	72%	58%	71%
Chance of Precip.	50%	20%	20%	0%
Cloud Cover	75%	56%	33%	20%
Conditions	Chance of a Thunderstorm	Chance of a Thunderstorm	Partly Cloudy	Clear
Sunrise & Sunset	8:14 AM		6:44 PM	

[View Detailed Hourly Forecast](#)

Source: National Digital Forecast Database

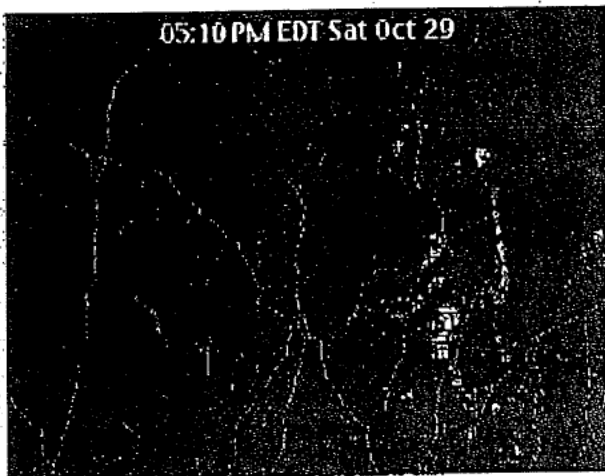
[BestForecast \(experimental\)](#)

[Scientific Forecaster Discussion — MOS Weather Graph](#)

Nearby

Active Notice: Local Storm Report (US Severe Weather)

[Maps & Radar](#)



Regional Radar
Regional Radar

[Visit Maps & Radar](#)

History & Almanac

October 29, 2011	Max Temp	Min Temp
Normal (KSNB)	56 °F	38 °F
Record (KSNB)	79 °F (1999)	16 °F (1925)
Yesterday	52 °F	32 °F
Yesterday's Heating Degree Days: 23		
Choose a date		
October	29	2011
View		
October Calendar View (KSNB) Yesterday's Official Weather and Almanac Seasonal Weather Averages		

Earthquake Activity

City	Distance	Mag.	Time & Date
No recent earthquake activity has been reported nearby.			
Minimum magnitude displayed is 2.5.			
More information at USGS.gov			

Air Quality

	Air Quality	AQ Index	Pollutant
Yesterday	Good		PM2.5
Current	Good		PM2.5

[Community](#)

[Follow us on Twitter](#)

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	Air Quality	AQ Index	Pollutant
Saturday	Good		PM2.5
Sunday	Good		PM2.5
Monday	Good		PM2.5
Pollen Forecast Current Air Quality Map Yesterday's Peak			

Travel & Activities

Coastal Water Temperatures	
Place	Temperature
Holland, MI	54.0 °F
Marine Forecast	

Astronomy				
Oct 29, 2011	Rise	Set		
Actual Time	8:14 AM EDT	6:44 PM EDT		
Civil Twilight	7:45 AM EDT	7:13 PM EDT		
Nautical Twilight	7:13 AM EDT	7:46 PM EDT		
Astronomical Twilight	6:40 AM EDT	8:18 PM EDT		
Moon	11:39 AM EDT	9:04 PM EDT		
Length Of Visible Light	11h 27m			
Length of Day	10h 29m Tomorrow will be 2m 32s shorter.			
Waxing Crescent, 13% of the Moon is Illuminated				
Today	Nov 2	Nov 10	Nov 18	Nov 25
Waxing Crescent	First Quarter	Full	Last Quarter	New
Visit Astronomy				

WunderPhotos®



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Uploaded by: Mole

1,412,782 photos uploaded!

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WunderBlogs®

There are no recent blogs in this area. Why not create your own?

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News

Four injured in multi-vehicle crash near Stevensville

Indiana healing aid program awaits decisions

Frano: Zahm-SL Edward's contest takes lighthearted tone

C. Ind. county cuts power to camping protesters

Today's Extremes			
State Highs		State Lows	
Port Hope	70 °F	Iron Mountain	21 °F
Source: NWS			

State Highs		State Lows	
Holland	54 °F	Pellston	24 °F
Benton Harbor	63 °F	Houghton Lake	26 °F
Muskegon	52 °F	Houghton	26 °F
Grand Rapids	52 °F	Oscoda	26 °F

Source: NWS

Snow Depth		
Station	Depth	Elevation
No new snow has been reported.		
View Nearby Resorts — Snow Depth Map		

Domers Young and Old Gather for Gameday

Sugarland fans ready for band's return to Indiana

UPDATE: Infant among 7 killed in gruesome Toll Road crash in Elkhart County

Northern Indiana plant starts building new commercial van

Mishawaka homes evacuated after shots fired in Macy's parking lot

SMC Soccer: Belles to host Trine on Senior Day

Source: FWIX

[More News at FWIX](#)

Weather Stations

Aviation			
Nearby Airports		Flight Tracker	Piloting
City	Temp.	Conditions	Updated
Benton Harbor	51 °F	Partly Cloudy	4:53 PM EDT
South Bend	52 °F	Partly Cloudy	4:54 PM EDT
South Haven	50 °F	Scattered Clouds	4:56 PM EDT
Elkhart	50 °F	Mostly Cloudy	3:55 PM EDT

[View all Aviation Tools](#)

Trip Planner	
Event Planner	Road Trip
Destination:	<input type="text"/>
Departure:	<input type="text" value="January"/> <input type="text" value="1"/>
Return:	<input type="text" value="January"/> <input type="text" value="1"/>
Plan Your Trip!	
View all Travel Tools	

Sports				
NFL	CFB	IFB	NASCAR	More
Event	Date	Forecast		
Cardinals vs. Ravens	1:00 PM EDT on October 30, 2011	Clear, 46 °F		
Vikings vs. Panthers	1:00 PM EDT on October 30, 2011	Clear, 58 °F		

[View all Sports Weather](#)

Station Location	Temp.	Windchill	Dew Point	Humidity	Wind	Precipitation	Elevation	Updated	T
EARLS ROOF, Stevensville, MI	59.5 °F	-	39 °F	47%	North at 2.9 mph	0.00 in / hr	670 ft	2 sec ago	F
MesoWest Sciohdala, Sodus, MI	64 °F	-	29 °F	38%	WNW at 7 mph	0.00 in / hr	541 ft	1 hr 15 min 56 sec ago	N
MesoWest Berrien Springs, Berrien Springs, MI	52 °F	-	26 °F	36%	WNW at 6 mph	0.00 in / hr	748 ft	1 hr 15 min 56 sec ago	N
Royallon TWP, Saint Joseph, MI	51.3 °F	-	18 °F	27%	NNW at 0.0 mph	0.00 in / hr	655 ft	1 sec ago	F
APRSWXNET Berrien Springs MI, Berrien Springs, MI	62 °F	-	35 °F	63%	WNW at 12 mph	0.00 in / hr	669 ft	15 min 56 sec ago	N
Gallen, Gallen, MI	52.2 °F	-	32 °F	46%	NW at 7.0 mph	0.00 in / hr	726 ft	46 sec ago	F
Orchard Hills Country Club, Buchanan, MI	50.2 °F	-	32 °F	48%	NNE at 0.0 mph	0.00 in / hr	639 ft	1 sec ago	F
MesoWest Swmrec, Benton Harbor, MI	51 °F	-	27 °F	40%	WNW at 8 mph	0.00 in / hr	722 ft	1 hr 15 min 56 sec ago	N
Kevin and Patricia's, Millburg, MI	51.4 °F	-	35 °F	54%	North at 3.1 mph	0.00 in / hr	676 ft	2 sec ago	F
APRSWXNET Niles MI, Niles, MI	51 °F	-	29 °F	43%	West at 2 mph	0.00 in / hr	692 ft	31 min 56 sec ago	N
APRSWXNET South Bend IN, South Bend, IN	51 °F	-	29 °F	43%	NW at 9 mph	0.00 in / hr	793 ft	13 min 56 sec ago	N
APRSWXNET South Bend IN US, South Bend, IN	53 °F	-	31 °F	43%	NNW at 0 mph	0.00 in / hr	790 ft	17 min 56 sec ago	N
Niles Township Michigan, Niles, MI	52.5 °F	-	33 °F	47%	NW at 0.0 mph	0.00 in / hr	700 ft	0 sec ago	F
Bendix Woods County Park, New Carlisle, IN	49.8 °F	49 °F	26 °F	41%	North at 4.0 mph	0.00 in / hr	835 ft	0 sec ago	F
MesoWest Bainbridge, Watervliet, MI	52 °F	-	30 °F	43%	WNW at 9 mph	0.00 in / hr	737 ft	2 hr 15 min 56 sec ago	N
INDOT MP 49 - LaPorte, La Porte, IN	53 °F	-	27 °F	36%	NW at 9 mph	0.00 in / hr	708 ft	59 min 56 sec ago	N

Would you like to share your weather data with the rest of the world? Add Your Weather Station!

Station Location	Temp.	Windchill	Dew Point	Humidity	Wind	Precipitation	Elevation	Updated	T
INDOT MP 77 - South Bend, South Bend, IN	53 °F	-	26 °F	35%	WNW at 7 mph	0.00 in / hr	698 ft	59 min 56 sec ago	N
KC8SWY, Coloma, MI	50.5 °F	-	29 °F	43%	West at 2.0 mph	0.00 in / hr	640 ft	55 sec ago	N
Milton Township, Niles, MI	49.6 °F	50 °F	31 °F	48%	WSW at 0.0 mph	0.00 in / hr	700 ft	1 sec ago	F
The Beacher, Franklin @ 10th, Michigan City, IN	51.6 °F	-	35 °F	52%	NNW at 3.0 mph	0.00 in / hr	625 ft	1 sec ago	F
Park Place Subdivision, La Porte, IN	52.5 °F	-	8 °F	16%	NE at 6.3 mph	0.00 in / hr	810 ft	1 sec ago	F

Would you like to share your weather data with the rest of the world? Add Your Weather Station!

Local Storm Report

Mobile & Email Alerts

10/29/2011 1201 PM

Niles, Berrien County.

Hail m0.25 inch, reported by trained spotter.

10/29/2011 1146 am

Buchanan, Berrien County.

Hail m0.50 inch, reported by trained spotter.

10/29/2011 1130 am

Berrien Center, Berrien County.

Hail e0.25 inch, reported by trained spotter.

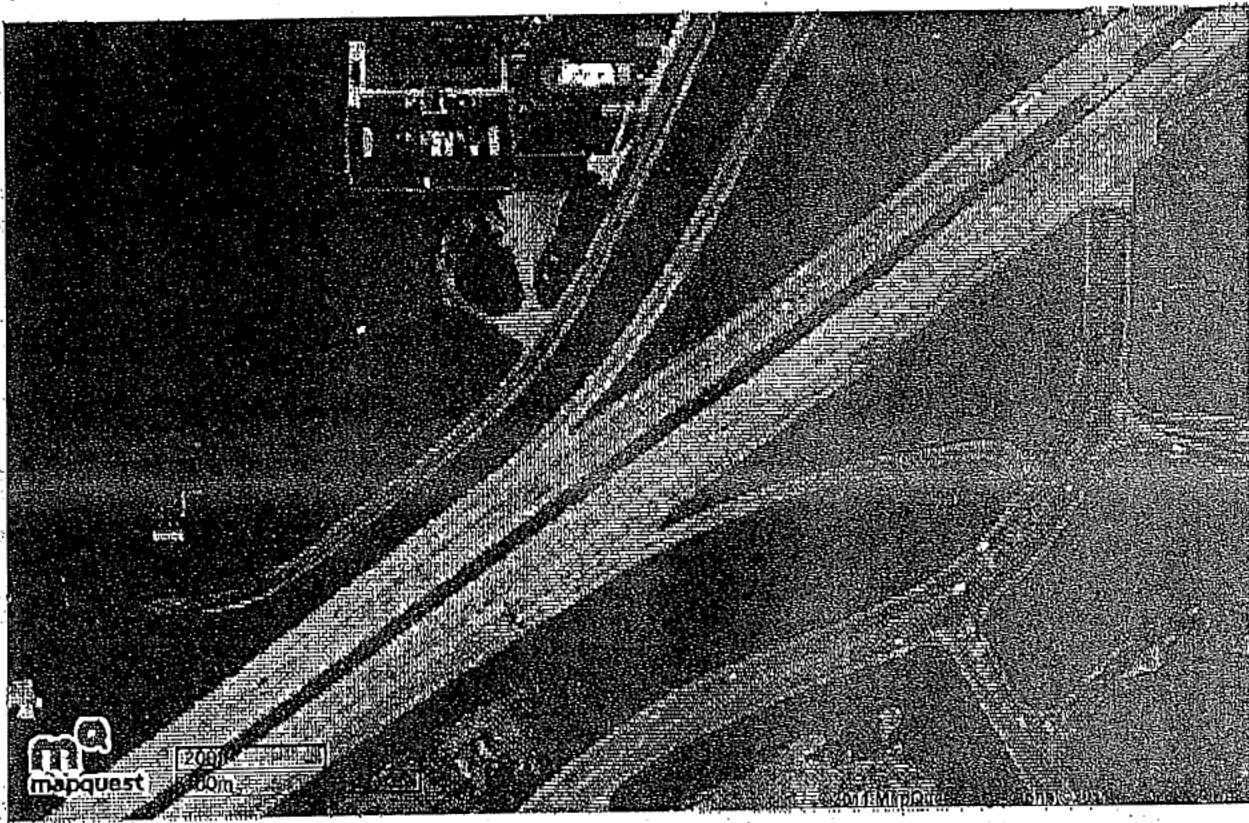
[View All U.S. Severe Weather](#)



mapquest m^a

This map doesn't contain any items.

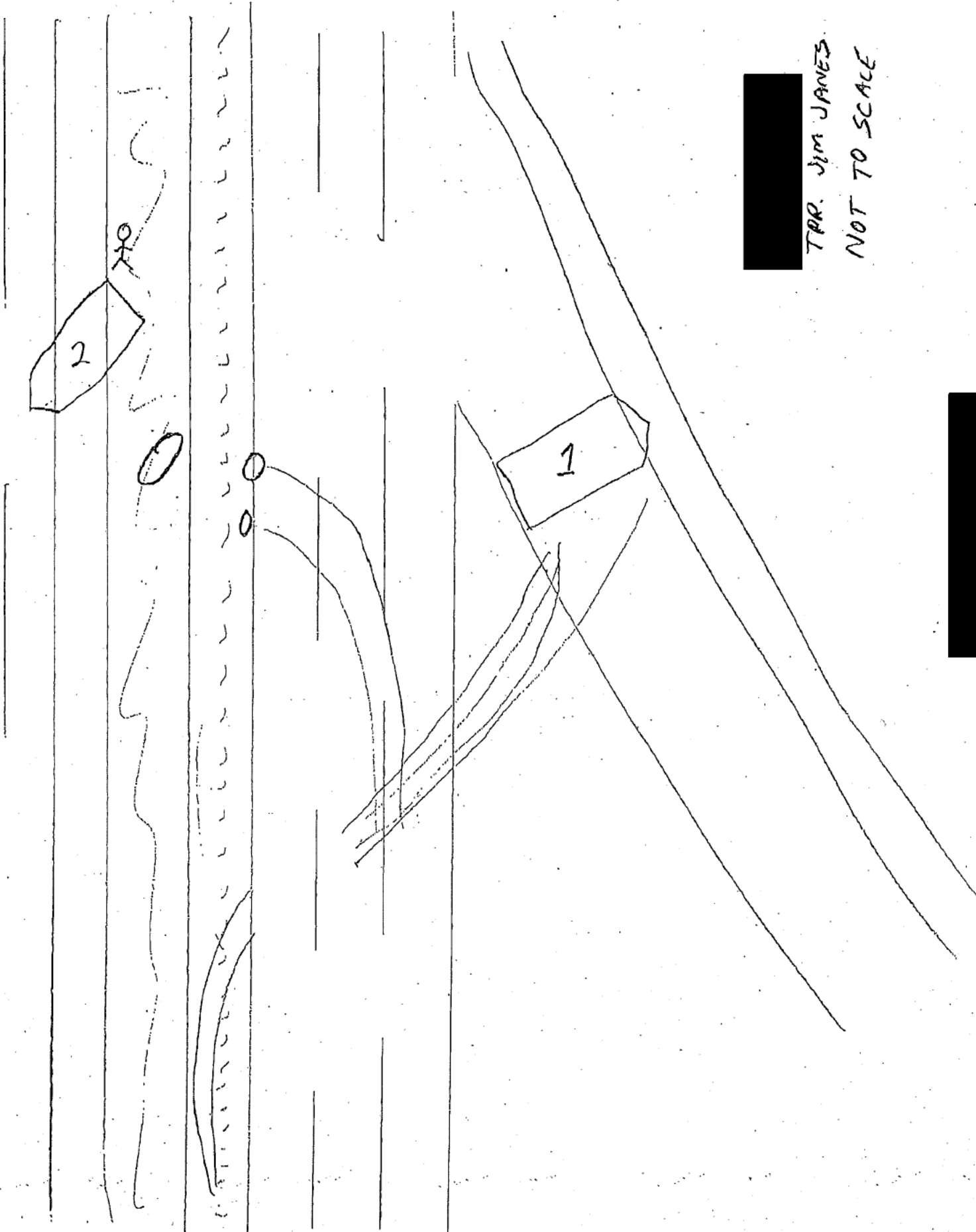
Notes



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TPR. JIM JAMES
NOT TO SCALE




Page 1

DRAG SLED CALCULATION FROM FORCE AND WEIGHT


Weight 54 lbs

- Drag # 1 40 lbs
- Drag # 2 36 lbs
- Drag # 3 37 lbs
- Drag # 4 35 lbs
- Drag # 5 36 lbs
- Drag # 6 37 lbs
- Drag # 7 40 lbs
- Drag # 8 40 lbs
- Drag # 9 37 lbs
- Drag # 10 37 lbs

TOTAL FORCE: 375 lbs
AVERAGE FORCE: 37.5 lbs
DRAG FACTOR: .6944





Michigan State Police
Bridgman Post #54
TRAFFIC CRASH REPORT

COMPLAINT #: [REDACTED] DATE: 10-29-11 TIME: 13:18

LOCATION: [REDACTED] NUMBER OF VEHICLES _____

ASSIGNED TO: ~~DILLY~~ JAMES / THOMPSON DEPARTMENT: MSP53
~~FEL~~

ADVANCED INVESTIGATORS JAMES / THOMPSON ARRIVAL TIME 2:45

ASSISTING AGENCIES LTPD / LTFD CLEAR TIME 3:00

LIGHTING CONDITIONS DAYLIGHT

WEATHER SUNNY

TRAFFIC CONTROL DEVICES NONE

VISUAL OBSTRUCTIONS NONE

TYPE OF ROADWAY 3 LANES IN EACH DIRECTION - GRASS MEDIAN LIMITED ACCESS

AREA OF IMPACT CENTER LANES

PHOTO/VIDEO THOMPSON

MEASUREMENTS -SGT CAMPBELL

FIELD SKETCH TPR JAMES

SPEED LIMIT 70

EVIDENCE _____

AMBULANCE MEDIC 1

HOSPITAL LAKEZAND

FIRE DEPARTMENT LINCOLN TWP

ER DOCTOR _____

MEDICAL EXAMINER _____

DECEASED _____

TIME/DATE DEATH _____

NOTIFICATION _____ RELATIONSHIP _____

TIME/DATE NOTIFICATION _____ BY WHOME _____



Michigan State Police
Bridgman Post #54
Traffic Crash Field Measurements

COMPLAINT #: _____

REFERENCE POINTS: #1 _____
#2 _____
#3 _____

ROAD NAME/TYPE SURFACE	WIDTH	LANE 1	LANE 2	LANE 3	LANE 4

DRAG FACTORS

SURFACE	f	SURFACE	f

VEHICLES

VEHICLE #	YEAR	MAKE	COLOR

DESCRIPTION	SPOT	N	S	E	W
Drivers Side Front Tire					
Drivers Side Rear Tire					
Passenger Side Front Tire					
Passenger Side Rear Tire					

VEHICLE #	YEAR	MAKE	COLOR

DESCRIPTION	SPOT	N	S	E	W
Drivers Side Front Tire					
Drivers Side Rear Tire					
Passenger Side Front Tire					



Michigan State Police
Bridgman Post #54
Vehicle Condition Report

COMPLAINT # _____ VEHICLE # 2

YEAR _____ MAKE _____ MODEL _____ COLOR _____

VIN: _____ PLATE _____ STATE _____

ODOMETER _____ SPEEDOMETER _____

DRIVERS BASE _____ PASS BASE _____

FRONT TRACK _____ REAR TRACK _____

POSITION OF VEHICLE CONTROLLED UNCONTROLLED UNK

LIGHTS ON OFF BROKEN LENS _____
BROKEN BULBS _____

TRANSMISSION MANUEL AUTO POSITION _____

SAFETY BELTS DRIVER _____
PASSENGER _____
REAR/DRIVER _____
REAR/PASS _____
ADDITIONAL _____

WINDSHIELD DAMAGE CONTACT INDUCED BOTH NONE

RADIO OFF ON VOLUME _____ WIPERS ON OFF

WINDOWS UP DOWN CLEAR TINT
BROKEN

NOTES: HEAVY DAMAGE TO DRIVERS REAR ROOF



Michigan State Police
Bridgman Post #54
Vehicle Condition Report

COMPLAINT # _____ VEHICLE #: 1

YEAR _____ MAKE _____ MODEL _____ COLOR _____

VIN: _____ PLATE _____ STATE _____

ODOMETER 86638 SPEEDOMETER 0

DRIVERS BASE _____ PASS BASE _____

FRONT TRACK _____ REAR TRACK _____

POSITION OF VEHICLE CONTROLLED UNCONTROLLED UNK

LIGHTS AUTO ON OFF BROKEN LENS _____
BROKEN BULBS _____

TRANSMISSION MANUEL AUTO POSITION P

SAFETY BELTS DRIVER LOCKED EXTENDED WITH SIGNS OF LOADING
PASSENGER LOCKED EXTENDED NO LOADING
REAR/DRIVER _____
REAR/PASS _____
ADDITIONAL _____

WINDSHIELD DAMAGE CONTACT INDUCED BOTH NONE

RADIO OFF ON VOLUME _____ WIPERS ON OFF
WINDOWS UP DOWN CLEAR TINT

NOTES: _____



Michigan State Police
Bridgman Post #54
Tire Examination

2

COMPLAINT #: _____

DATE/TIME OF EXAM: 31ST TROOPER: _____

VEHICLE #

DRIVERS FRONT

PASSENGER FRONT

BRAND _____	BRAND _____
DOT# _____	DOT# _____
SIZE _____	SIZE _____
TUBELESS YES NO UNK	TUBELESS YES NO UNK
MAX LOAD _____ MAX PSI _____	MAX LOAD _____ MAX PSI _____
PRESENT PSI <u>FLAT</u>	PRESENT PSI <u>FLAT</u>
TREAD DEPTH (32ND OF INCH)	TREAD DEPTH (32ND OF INCH)
OUTBOARD GROOVE <u>8</u>	OUTBOARD GROOVE <u>7</u>
CENTER GROOVE <u>9</u>	CENTER GROOVE <u>8</u>
INBOARD GROOVE <u>8</u>	INBOARD GROOVE <u>8</u>
NOTES:	NOTES:

DRIVERS REAR

PASSENGER REAR

BRAND _____	BRAND _____
DOT# _____	DOT# _____
SIZE _____	SIZE _____
TUBELESS YES NO UNK	TUBELESS YES NO UNK
MAX LOAD _____ MAX PSI _____	MAX LOAD _____ MAX PSI _____
PRESENT PSI <u>32</u>	PRESENT PSI <u>FLAT</u>
TREAD DEPTH (32ND OF INCH)	TREAD DEPTH (32ND OF INCH)
OUTBOARD GROOVE <u>8</u>	OUTBOARD GROOVE <u>8</u>
CENTER GROOVE <u>8</u>	CENTER GROOVE <u>8</u>
INBOARD GROOVE <u>8</u>	INBOARD GROOVE <u>8</u>
NOTES: <u>GLRAPE ON RIM</u>	NOTES: <u>CHUNK OUT OF RIM</u> <u>SCRAPS ON RIM</u>

(9/30/2010) James Janes - Crash Report.xls



Michigan State Police
Bridgman Post #54
Tire Examination

#1

COMPLAINT #: _____

DATE/TIME OF EXAM: _____ TROOPER: _____

VEHICLE #

DRIVERS FRONT				PASSENGER FRONT			
BRAND	PIRELLI			BRAND	_____		
DOT#	N9W9A0 2609			DOT#	N9W9A0 2309		
SIZE	225/55R18			SIZE	_____		
TUBELESS	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input type="checkbox"/> UNK	TUBELESS	<input type="checkbox"/> YES	<input type="checkbox"/> NO	<input type="checkbox"/> UNK
MAX LOAD	1609	MAX PSI	44	MAX LOAD	_____	MAX PSI	_____
PRESENT PSI	18			PRESENT PSI	26		
TREAD DEPTH (32ND OF INCH)	_____			TREAD DEPTH (32ND OF INCH)	_____		
OUTBOARD GROOVE	4			OUTBOARD GROOVE	5		
CENTER GROOVE	3			CENTER GROOVE	4		
INBOARD GROOVE	4			INBOARD GROOVE	5		
NOTES:	_____			NOTES:	_____		

DRIVERS REAR				PASSENGER REAR			
BRAND	_____			BRAND	_____		
DOT#	N9W9A0 4410			DOT#	N9W9A0 4410		
SIZE	_____			SIZE	_____		
TUBELESS	<input type="checkbox"/> YES	<input type="checkbox"/> NO	<input type="checkbox"/> UNK	TUBELESS	<input type="checkbox"/> YES	<input type="checkbox"/> NO	<input type="checkbox"/> UNK
MAX LOAD	_____	MAX PSI	_____	MAX LOAD	_____	MAX PSI	_____
PRESENT PSI	26			PRESENT PSI	19		
TREAD DEPTH (32ND OF INCH)	_____			TREAD DEPTH (32ND OF INCH)	_____		
OUTBOARD GROOVE	5			OUTBOARD GROOVE	5		
CENTER GROOVE	4			CENTER GROOVE	6		
INBOARD GROOVE	5			INBOARD GROOVE	5		
NOTES:	_____			NOTES:	_____		



Michigan State Police
Bridgman Post #54
Vehicle Condition Report

COMPLAINT # _____ VEHICLE # _____

YEAR _____ MAKE _____ MODEL _____ COLOR _____

VIN: _____ PLATE _____ STATE _____

ODOMETER _____ SPEEDOMETER _____
DRIVERS BASE _____ PASS BASE _____
FRONT TRACK _____ REAR TRACK _____

POSITION OF VEHICLE CONTROLLED UNCONTROLLED UNK

LIGHTS ON OFF BROKEN LENS _____
BROKEN BULBS _____

TRANSMISSION MANUEL AUTO POSITION _____

SAFETY BELTS DRIVER _____
PASSENGER _____
REAR/DRIVER _____
REAR/PASS _____
ADDITIONAL _____

WINDSHIELD DAMAGE CONTACT INDUCED BOTH NONE

RADIO OFF ON VOLUME _____ WIPERS ON OFF
WINDOWS UP DOWN CLEAR TINT

NOTES: _____





Michigan State Police
Bridgman Post #54
Tire Examination

COMPLAINT #: _____

DATE/TIME OF EXAM: _____ TROOPER: _____

VEHICLE #

DRIVERS FRONT				PASSENGER FRONT			
BRAND _____				BRAND _____			
DOT# _____				DOT# _____			
SIZE _____				SIZE _____			
TUBELESS	YES	NO	UNK	TUBELESS	YES	NO	UNK
MAX LOAD _____		MAX PSI _____		MAX LOAD _____		MAX PSI _____	
PRESENT PSI _____				PRESENT PSI _____			
TREAD DEPTH (32ND OF INCH)				TREAD DEPTH (32ND OF INCH)			
OUTBOARD GROOVE _____				OUTBOARD GROOVE _____			
CENTER GROOVE _____				CENTER GROOVE _____			
INBOARD GROOVE _____				INBOARD GROOVE _____			
NOTES:				NOTES:			

DRIVERS REAR				PASSENGER REAR			
BRAND _____				BRAND _____			
DOT# _____				DOT# _____			
SIZE _____				SIZE _____			
TUBELESS	YES	NO	UNK	TUBELESS	YES	NO	UNK
MAX LOAD _____		MAX PSI _____		MAX LOAD _____		MAX PSI _____	
PRESENT PSI _____				PRESENT PSI _____			
TREAD DEPTH (32ND OF INCH)				TREAD DEPTH (32ND OF INCH)			
OUTBOARD GROOVE _____				OUTBOARD GROOVE _____			
CENTER GROOVE _____				CENTER GROOVE _____			
INBOARD GROOVE _____				INBOARD GROOVE _____			
NOTES:				NOTES:			

Detail Call For Service Report

Login ID: 879

Print Date/Time: 10/31/2011 02:10

From CFS: 6449 From Date: 10/29/2011 13:18 CFS Type: All
 To CFS: 6449 To Date: 10/29/2011 13:18 Agency Type:
 Layer: All Areas: All

CFS Number: 6449 Call Date/Time: 10/29/2011 13:18:23 Primary Incident: [REDACTED]

Location: [REDACTED]

Additl Loc Info:

Common Name:

Phone:

Call Type: PIA

Status: In Progress

Police ORI: MI1176600

Nature Of Call:

Report Required: No

Priority: PRIORITY

EMS ORI: 65AMB

Dispatch Time: 10/29/2011 13:19:13

Arrive Time: 10/29/2011 13:22:43

Clear Date/Time: 10/29/2011 18:48:20

Created By: TROYER, Christiane L

Canceled: No

Source: 911

Fire ORI: 01126

Person Information

Name	Person Type	Address	Phone	Race	Sex	DOB	Age	SSN
passerby	Caller	<UNKNOWN>						

Narrative, Questionnaire Responses, TDD Text

Create Time	Created By	Narrative
10/29/2011 13:18:39	TROYER, Christiane L	vehicle rolled over
10/29/2011 13:18:42	TROYER, Christiane L	3 vehicles
10/29/2011 13:18:59	Lyon, Chris	ROLLOVER
10/29/2011 13:19:02	TROYER, Christiane L	rolled from west bound to east bound side
10/29/2011 13:22:33	EVANS, BOBBIE	SAME AS CFS 6450
10/29/2011 13:22:51	EVANS, BOBBIE	TX
10/29/2011 13:23:36	NAPIER, Lucinda	5334 advised that female doing cpr / weak pulse
10/29/2011 13:23:46	NAPIER, Lucinda	all units told to go to ulc 1
10/29/2011 13:23:54	DUFFEL, L	4201 has command for fire
10/29/2011 13:24:48	NAPIER, Lucinda	5334 Incident command
10/29/2011 13:26:29	NAPIER, Lucinda	4 INJURED
10/29/2011 13:26:40	Warman, Ronald	PER MEDIC 4 SUBJS INJURED
10/29/2011 13:32:54	NAPIER, Lucinda	1213 ADVISED THAT 5334 IS TAKING COMPLAINT / REQUESTING AI
10/29/2011 13:33:20	Warman, Ronald	CALLED MSP FOR ACCIDNET INVEST
10/29/2011 13:35:50	DUFFEL, L	4201 advised 10 people in vehicle- 3 people injured
10/29/2011 13:36:15	NAPIER, Lucinda	4201 ADVISED THAT THERE WAS 10 PEOPLE IN ONE VEHICLE AND THEY HAVE 3 AMBULANCE ON SCENE / SHOULD BE SET FOR NOW
10/29/2011 13:38:18	Lyon, Chriss	TX MADE TO MDOT JASON ROLAND COLOMA GARAGE
10/29/2011 13:48:56	Warman, Ronald	MEDIC ADV 1 K
10/29/2011 13:53:04	MACGREGOR, JOHN	medic requesting officer advise them of the name of the K subject from accident

Dispositions

Disposition
 Assignment completed

Disposition Count

1

Detail Call For Service Report

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From CFS: 6449 From Date: 10/29/2011 13:18 CFS Type: All
 To CFS: 6449 To Date: 10/29/2011 13:18 Agency Type:
 Layer: All Areas: All

CFS Number: 6449 Call Date/Time: 10/29/2011 13:18:23 Primary Incident: [REDACTED]

Associated Areas

Area Type Code Description
 Quadrant 12 LINCTWP FD
 Station
 Beat Linc Twp PD
 District 12-Medic 1
 Police ORI MI1176600
 EMS ORI 65AMB
 Fire ORI 01126

Incident Number(s)

Incident Number	ORI Number	Primary Unit	Department Name	Agency Type
2011-0000169	01126	No	LINCOLN TOWNSHIP FIRE DEPARTMENT	Fire
2011-00002804	MI1176600	No	LINCOLN TOWNSHIP POLICE DEPARTMENT	Police
2011-00003424	MI1105300	Yes	NILES MSP	Police
2011-00007974	65AMB	No	COMMUNITY EMERGENCY SERVICE	EMS

Unit(s)

Unit	Primary Unit	Radio Number	Personnel
5325	No	5325	5325 Thompson
6510	No	6510	
1710	No	1710	
4270	No	4270	
1213	No	1213	106 PETERSON
1211	No	1211	109 SCHADLER
			105 CHASE
5334	Yes	5334	1363 DILLEY
5338	No	5338	1816 JANES

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From CFS: 6449 From Date: 10/29/2011 13:18 CFS Type: All
 To CFS: 6449 To Date: 10/29/2011 13:18 Agency Type:
 Layer: All Areas: All

CFS Number: 6449 Call Date/Time: 10/29/2011 13:18:23 Primary Incident: XXXXXXXXXX

Call Log

Log Date/Time	Entered By	Action	Description
10/29/2011 13:18:23	TROYER, Christiane L	Call Created	New call created. Call Type: DEFAULT, Location: , Phone Number: , Name:
10/29/2011 13:18:23	Lyon, Chriss.	Call Ready for Dispatch	
10/29/2011 13:18:24	TROYER, Christiane L	Person Added	Name:
10/29/2011 13:18:32	TROYER, Christiane L	Location	Location: 2300 I 94 WB, Venue: 12 Lincoln Twp
10/29/2011 13:18:39	TROYER, Christiane L	Narrative Added	vehicle rolled over
10/29/2011 13:18:42	TROYER, Christiane L	Narrative Added	3 vehicles
10/29/2011 13:18:45	TROYER, Christiane L	Call Type	NewCallType: Unknown injury accident, Status: In Progress, Priority: default
10/29/2011 13:18:45	TROYER, Christiane L	Call Updated	Dispositions Changed
10/29/2011 13:18:47	TROYER, Christiane L	Call Updated	Call Source: 911
10/29/2011 13:18:59	Lyon, Chriss	Narrative Added	ROLLOVER
10/29/2011 13:19:02	TROYER, Christiane L	Narrative Added	rolled from west bound to east bound side
10/29/2011 13:19:13	Lyon, Chriss	Incident Created	Added Incident Number, ORI: MI1176600, Number: 2011-00002804
10/29/2011 13:19:13	Lyon, Chriss	Unit Status Action	Unit 1211 Dispatched
10/29/2011 13:19:15	Lyon, Chriss	Unit Status Action	Unit 1213 Dispatched
10/29/2011 13:19:20	Lyon, Chriss	Unit Recommendation	Recommended Run Card Unit(s): 4270.
10/29/2011 13:19:22	Lyon, Chriss	Incident Created	Added Incident Number, ORI: 01126 , Number: 2011-00000169
10/29/2011 13:19:22	Lyon, Chriss	Unit Status Action	Unit 4270 Dispatched
10/29/2011 13:19:23	Lyon, Chriss	Unit Recommendation	Recommended Run Card Unit(s): 1710.
10/29/2011 13:19:24	Lyon, Chriss	Incident Created	Added Incident Number, ORI: 65AMB , Number: 2011-00007974
10/29/2011 13:19:24	Lyon, Chriss	Unit Status Action	Unit 1710 Dispatched
10/29/2011 13:19:52	NAPIER, Lucinda	Unit Status Action	Unit 6510 Dispatched
10/29/2011 13:20:03	Warman, Ronald	Unit Status Action	Unit 4270 Enroute
10/29/2011 13:20:06	Lyon, Chriss	Call Type	NewCallType: PIA; Status: In Progress, Priority: default
10/29/2011 13:20:22	NAPIER, Lucinda	Incident Created	Added Incident Number, ORI: MI1105300, Number: 2011-00003424
10/29/2011 13:20:22	NAPIER, Lucinda	Unit Status Action	Unit 5334 Dispatched
10/29/2011 13:22:24		Unit Timer Expired	Unit 1710; Dispatched
10/29/2011 13:22:33	EVANS, BOBBIE	Narrative Added	SAME AS CFS 6450
10/29/2011 13:22:43	Lyon, Chriss	Unit Status Action	Unit 5334 At Scene
10/29/2011 13:22:51	EVANS, BOBBIE	Narrative Added	TX
10/29/2011 13:22:52		Unit Timer Expired	Unit 6510; Dispatched
10/29/2011 13:23:34	Lyon, Chriss	Unit Status Action	Unit 4270 At Scene
10/29/2011 13:23:36	NAPIER, Lucinda	Narrative Added	5334 advised that female doing cpr / weak pulse
10/29/2011 13:23:39	NAPIER, Lucinda	Unit Status Action	Unit 1213 At Scene
10/29/2011 13:23:46	NAPIER, Lucinda	Narrative Added	all units told to go to uic 1
10/29/2011 13:23:54	DUFFEL, L	Narrative Added	4201 has command for fire

Detail Call For Service Report

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From CFS: 6449 From Date: 10/29/2011 13:18 CFS Type: All
 To CFS: 6449 To Date: 10/29/2011 13:18 Agency Type:
 Layer: All Areas: All

CFS Number: 6449 Call Date/Time: 10/29/2011 13:18:23 Primary Incident: XXXXXXXXXX

Call Log

Log Date/Time	Entered By	Action	Description
10/29/2011 13:24:38	Lyon, Chriss	Call Updated	Priority: PRIORITY
10/29/2011 13:24:48	NAPIER, Lucinda	Narrative Added	5334 incident command
10/29/2011 13:25:00	NAPIER, Lucinda	Unit Status Action	INCIDENT COMMAND
10/29/2011 13:25:03	NAPIER, Lucinda	Call Updated	Priority: PRIORITY
10/29/2011 13:25:14	Uhrik, Teather	Call Updated	Priority: PRIORITY
10/29/2011 13:25:43		Unit Timer Expirod	Unit 5334;At Scene
10/29/2011 13:26:29	NAPIER, Lucinda	Narrative Added	4 INJURED
10/29/2011 13:26:39		Unit Timer Expired	Unit 1213;At Scene
10/29/2011 13:26:40	Warman, Ronald	Narrative Added	PER MEDIC 4 SUBJS INJURED
10/29/2011 13:28:44	Lyon, Chriss	Unit Status Action	Unit 1211 At Scene
10/29/2011 13:32:54	NAPIER, Lucinda	Narrative Added	1213 ADVISED THAT 5334 IS TAKING COMPLAINT / REQUESTING AI
10/29/2011 13:33:20	Warman, Ronald	Narrative Added	CALLED MSP FOR ACCIDNET INVEST
10/29/2011 13:35:01	TROYER, Christiane L	Call Updated	Phone Number: (414)551-7500
10/29/2011 13:35:04	TROYER, Christiane L	Person Updated	Name: passerby,,, Location: <UNKNOWN>
10/29/2011 13:35:50	DUFFEL, L	Narrative Added	4201 advised 10 people in vehicle- 3 people injured
10/29/2011 13:36:15	NAPIER, Lucinda	Narrative Added	4201 ADVISED THAT THERE WAS 10 PEOPLE IN ONE VEHLCE AND THEY HAVE 3 AMBULANCE ON SCENE / SHOULD BE SET FOR NOW
10/29/2011 13:38:18	Lyon, Chriss	Narrative Added	TX MADE TO MDOT JASON ROLAND COLOMA GARAGE
10/29/2011 13:38:44		Unit Timer Expired	Unit 1211;At Scene
10/29/2011 13:46:01	Warman, Ronald	Unit Status Action	Unit 1710 cleared from call
10/29/2011 13:46:05	Warman, Ronald	Unit Status Action	Unit 6510 At Scene
10/29/2011 13:48:56	Warman, Ronald	Narrative Added	MEDIC ADV 1 K
10/29/2011 13:49:14		Unit Timer Expired	Unit 1213;At Scene
10/29/2011 13:53:04	MACGREGOR, JOHN	Narrative Added	medic requesting officer advise them of the name of the K subject from accident
10/29/2011 13:59:32	THORNTON, Jeffery	Unit Status Action	Unit 5338 Dispatched
10/29/2011 13:59:35	THORNTON, Jeffery	Unit Status Action	Unit 5338 Enroute
10/29/2011 14:01:35	THORNTON, Jeffery	Unit Status Action	23WB ONRAMP 1400
10/29/2011 14:13:50	FITZSIMONS, MARK	Unit Status Action	Unit 5325 Dispatched
10/29/2011 14:13:55	FITZSIMONS, MARK	Unit Status Action	Unit 5325 Enroute
10/29/2011 14:18:55		Unit Timer Expired	Unit 1211;At Scene
10/29/2011 14:18:58		Unit Timer Expired	Unit 1213;At Scene
10/29/2011 15:06:56	THORNTON, Jeffery	Unit Status Action	Unit 5338 At Scene
10/29/2011 15:16:55		Unit Timer Expired	Unit 5338;At Scene
10/29/2011 15:22:47	THORNTON, Jeffery	Unit Status Action	Unit 5334 Enroute to hospital
10/29/2011 15:22:54	THORNTON, Jeffery	Unit Status Action	Unit 5325 At Scene
10/29/2011 15:29:40		Unit Timer Expired	Unit 1211;At Scene
10/29/2011 15:29:42		Unit Timer Expired	Unit 1213;At Scene

Detail Call For Service Report

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From CFS: 6449	From Date: 10/29/2011 13:18	CFS Type: All
To CFS: 6449	To Date: 10/29/2011 13:18	Agency Type:
Layer: All	Areas: All	

CFS Number: 6449	Call Date/Time: 10/29/2011 13:18:23	Primary Incident: XXXXXXXXXX
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Call Log

Log Date/Time	Entered By	Action	Description
10/29/2011 15:31:38	LVINCENT	Unit Status Action	Unit 6510 cleared from call
10/29/2011 15:32:54		Unit Timer Expired	Unit 5325;At Scene
10/29/2011 15:37:28	THORNTON, Jeffery	Unit Status Action	Unit 5334 Arrive at hospital
10/29/2011 16:09:59	LVINCENT	Unit Status Action	Unit 4270 Returning to station
10/29/2011 16:10:16	LVINCENT	Unit Status Action	Unit 4270 cleared from call
10/29/2011 16:15:12	THORNTON, Jeffery	Unit Status Action	Unit 1211 cleared from call
10/29/2011 16:20:40	Warman, Ronald	Unit Status Action	Unit 1213 cleared from call
10/29/2011 16:32:38	THORNTON, Jeffery	Unit Status Action	Unit 5325 cleared from call
10/29/2011 16:34:34	THORNTON, Jeffery	Unit Status Action	Unit 5334 cleared from call
10/29/2011 17:43:04	THORNTON, Jeffery	Unit Status Action	Unit 5338 Enroute to hospital
10/29/2011 17:43:07	THORNTON, Jeffery	Unit Status Action	Unit 5338 Arrive at hospital
10/29/2011 18:48:18	Blurton, Sarah	Unit Status Action	Unit 5338 cleared from call
10/29/2011 18:48:20	Blurton, Sarah	Call Updated	Dispositions Changed
10/29/2011 18:48:20	Blurton, Sarah	Call Cleared	

Detail Call For Service Report

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From CFS: 6449 From Date: 10/29/2011 13:18 CFS Type: All
 To CFS: 6449 To Date: 10/29/2011 13:18 Agency Type:
 Layer: All Areas: All

CFS Number: 6449 Call Date/Time: 10/29/2011 13:18:23 Primary Incident: XXXXXXXXXX

Unit Log

Log Date/Time	Entered By	Unit	Status	Action	Description	Location
10/29/2011 13:19:13	Lyon, Chriss	1211	Dispatched	Unit Status Change		2300 I 94 WB, 12 Lincoln Twp
10/29/2011 13:19:15	Lyon, Chriss	1213	Dispatched	Unit Status Change		2300 I 94 WB, 12 Lincoln Twp
10/29/2011 13:19:22	Lyon, Chriss	4270	Dispatched	Unit Status Change		2300 I 94 WB, 12 Lincoln Twp
10/29/2011 13:19:24	Lyon, Chriss	1710	Dispatched	Unit Status Change		2300 I 94 WB, 12 Lincoln Twp
10/29/2011 13:19:52	NAPIER, Lucinda	6510	Dispatched	Unit Status Change		2300 I 94 WB, 12 Lincoln Twp
10/29/2011 13:20:03	Warman, Ronald	4270	Enroute	Unit Status Change		
10/29/2011 13:20:22	NAPIER, Lucinda	5334	Dispatched	Unit Status Change		2300 I 94 WB, 12 Lincoln Twp
10/29/2011 13:22:24	default_nws	1710	Dispatched	Unit Timer Expired		2300 I 94 WB, 12 Lincoln Twp
10/29/2011 13:22:43	Lyon, Chriss	5334	At Scene	Unit Status Change		
10/29/2011 13:22:52	default_nws	6510	Dispatched	Unit Timer Expired		2300 I 94 WB, 12 Lincoln Twp
10/29/2011 13:23:34	Lyon, Chriss	4270	At Scene	Unit Status Change		
10/29/2011 13:23:39	NAPIER, Lucinda	1213	At Scene	Unit Status Change		
10/29/2011 13:25:00	NAPIER, Lucinda	5334	At Scene	Unit Location	INCIDENT COMMAND	INCIDENT COMMAND
10/29/2011 13:25:43	default_nws	5334	At Scene	Unit Timer Expired		INCIDENT COMMAND
10/29/2011 13:26:39	default_nws	1213	At Scene	Unit Timer Expired		2300 I 94 WB, 12 Lincoln Twp
10/29/2011 13:28:44	Lyon, Chriss	1211	At Scene	Unit Status Change		
10/29/2011 13:29:14	NAPIER, Lucinda	1213	At Scene	Unit Check In		2300 I 94 WB, 12 Lincoln Twp
10/29/2011 13:38:44	default_nws	1211	At Scene	Unit Timer Expired		2300 I 94 WB, 12 Lincoln Twp
10/29/2011 13:46:01	Warman, Ronald	1710	Available for calls	Unit Status Change		
10/29/2011 13:46:01	Warman, Ronald	1710	Available for calls	Unit Cleared	Unit cleared from call	
10/29/2011 13:46:05	Warman, Ronald	6510	At Scene	Unit Status Change		

Detail Call For Service Report

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From CFS: 6449 From Date: 10/29/2011 13:18 CFS Type: All
 To CFS: 6449 To Date: 10/29/2011 13:18 Agency Type:
 Layer: All Areas: All

CFS Number: 6449 Call Date/Time: 10/29/2011 13:18:23 Primary Incident: [REDACTED]

Unit Log

Log Date/Time	Entered By	Unit	Status	Action	Description	Location
10/29/2011 13:49:14	default_nws	1213	At Scene	Unit Timer Expired		2300 I 94 WB, 12 Lincoln Twp
10/29/2011 13:58:56	Blurton, Sarah	1211	At Scene	Unit Check In		2300 I 94 WB, 12 Lincoln Twp
10/29/2011 13:58:59	Blurton, Sarah	1213	At Scene	Unit Check In		2300 I 94 WB, 12 Lincoln Twp
10/29/2011 13:59:32	THORNTON, Jeffery	5338	Dispatched	Unit Status Change		2300 I 94 WB, 12 Lincoln Twp
10/29/2011 13:59:35	THORNTON, Jeffery	5338	Enroute	Unit Status Change		
10/29/2011 14:01:35	THORNTON, Jeffery	1211	At Scene	Unit Location	23WB ONRAMP 1400	23WB ONRAMP 1400
10/29/2011 14:13:50	FITZSIMONS, MARK	5325	Dispatched	Unit Status Change		2300 I 94 WB, 12 Lincoln Twp
10/29/2011 14:13:55	FITZSIMONS, MARK	5325	Enroute	Unit Status Change		
10/29/2011 14:18:55	default_nws	1211	At Scene	Unit Timer Expired		23WB ONRAMP 1400
10/29/2011 14:18:58	default_nws	1213	At Scene	Unit Timer Expired		2300 I 94 WB, 12 Lincoln Twp
10/29/2011 15:06:56	THORNTON, Jeffery	5338	At Scene	Unit Status Change		
10/29/2011 15:09:40	Blurton, Sarah	1211	At Scene	Unit Check In		23WB ONRAMP 1400
10/29/2011 15:09:43	Blurton, Sarah	1213	At Scene	Unit Check In		2300 I 94 WB, 12 Lincoln Twp
10/29/2011 15:16:55	default_nws	5338	At Scene	Unit Timer Expired		2300 I 94 WB, 12 Lincoln Twp
10/29/2011 15:22:47	THORNTON, Jeffery	5334	Enroute to hospital	Unit Status Change		
10/29/2011 15:22:54	THORNTON, Jeffery	5325	At Scene	Unit Status Change		
10/29/2011 15:29:40	default_nws	1211	At Scene	Unit Timer Expired		23WB ONRAMP 1400
10/29/2011 15:29:42	default_nws	1213	At Scene	Unit Timer Expired		2300 I 94 WB, 12 Lincoln Twp
10/29/2011 15:31:38	LVINCENT	6510	Available for calls	Unit Cleared	Unit cleared from call	
10/29/2011 15:31:38	LVINCENT	6510	Available for calls	Unit Status Change		

Detail Call For Service Report

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From CFS: 6449 From Date: 10/29/2011 13:18 CFS Type: All
 To CFS: 6449 To Date: 10/29/2011 13:18 Agency Type:
 Layer: All Areas: All

CFS Number: 6449 Call Date/Time: 10/29/2011 13:18:23 Primary Incident: XXXXXXXXXX

Unit Log

Log Date/Time	Entered By	Unit	Status	Action	Description	Location
10/29/2011 15:32:54	default_nws	5325	At Scene	Unit Timer Expired		2300 I 94 WB, 12 Lincoln Twp
10/29/2011 16:37:28	THORNTON, Jeffery	5334	Arrive at hospital	Unit Status Change		
10/29/2011 16:09:59	LVINCENT	4270	Returning to station	Unit Status Change		
10/29/2011 16:10:15	LVINCENT	4270	Available for calls	Unit Cleared	Unit cleared from call	
10/29/2011 16:10:15	LVINCENT	4270	Available for calls	Unit Status Change		
10/29/2011 16:15:12	THORNTON, Jeffery	1211	Available for calls	Unit Cleared	Unit cleared from call	
10/29/2011 16:15:12	THORNTON, Jeffery	1211	Available for calls	Unit Status Change		
10/29/2011 16:20:40	Warman, Ronald	1213	Available for calls	Unit Cleared	Unit cleared from call	
10/29/2011 16:20:40	Warman, Ronald	1213	Available for calls	Unit Status Change		
10/29/2011 16:32:38	THORNTON, Jeffery	5325	Available for calls	Unit Status Change		
10/29/2011 16:32:38	THORNTON, Jeffery	5325	Available for calls	Unit Cleared	Unit cleared from call	
10/29/2011 16:34:34	THORNTON, Jeffery	5334	Available for calls	Unit Cleared	Unit cleared from call	
10/29/2011 16:34:34	THORNTON, Jeffery	5334	Available for calls	Unit Status Change		
10/29/2011 17:43:04	THORNTON, Jeffery	5338	Enroute to hospital	Unit Status Change		
10/29/2011 17:43:07	THORNTON, Jeffery	5338	Arrive at hospital	Unit Status Change		
10/29/2011 18:48:18	Blurton, Sarah	5338	Available for calls	Unit Cleared	Unit cleared from call	
10/29/2011 18:48:18	Blurton, Sarah	5338	Available for calls	Unit Status Change		

To protect the privacy of individuals, NHTSA does not make medical records available to the public without authorization. For this reason, documents falling into this category have not been included in this complaint record.