

PE14-010

GM

6/6/2014

Q 08 C



Vehicle: 2014 Chevrolet Impala 2G1115SL4E9[REDACTED], odometer 5340 miles

Bracket inspection: OK, part number 23173988



TAC Data 4-26-2014
9-36-04 am 4-26-201

TAC values:



Autofix Data
4-26-2014 9-36-21 ar

Auto fix values:

Winbox Spy - Vehicle Spy

File Setup Spy Networks Measurement Embedded Tools (GMAN) Scripting and Automation Run Tools Help

Online Platform: Connect 4 2019 7.0.1

Graphical Panels Messages Setup Diagnostics Database Patterns Function Blocks Diagnostics ECU Data C Code Interface Data

HS Read Codes : Success DTC Count = 0

Results

- All ECUs : HS Read Codes
 - EPB_HS : No Codes
 - TCM_HS : No Codes
 - EBSCM_HS : No Codes
 - FSCM_HS : No Codes
 - ECM_HS : No Codes
 - HMIM_HS : No Codes
 - BCM_HS : No Codes
 - EPS_HS : No Codes

Message History

Line	Time	Tr	Id	Description	Address	Len	Quality	Network	Node	ChangeCnt	DTC Time
5	5.47E ms		320	81 00 00 00 FF 00 00 00	HS CAN						
6	2.44E ms		320	81 00 00 00 FF 00 00 00	HS CAN				ECM_HS		2014/04/26 08:31:52-206813
7	7.351 ms		532	81 00 00 00 FF 00 00 00	HS CAN				HMIM_HS		2014/04/26 08:31:52-210444
8	32.84E ms		541	81 00 00 00 FF 00 00 00	HS CAN				BCM_HS		2014/04/26 08:31:52-296293
9	25.53E ms		542	81 00 00 00 FF 00 00 00	HS CAN				EPS_HS		2014/04/26 08:31:52-108311

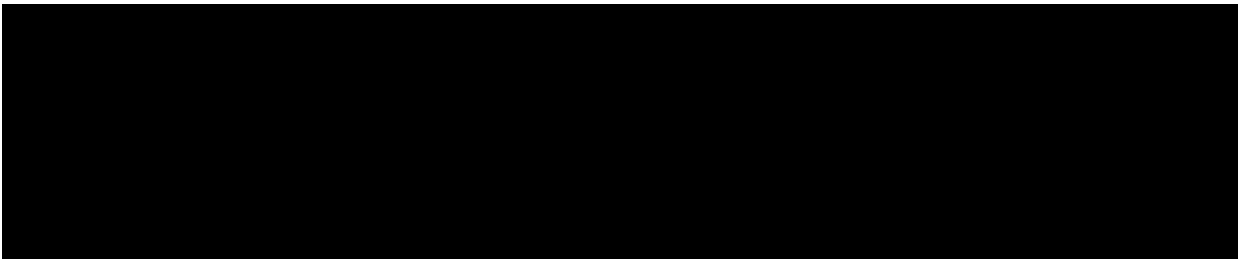
MS CAN Errors

8:31 AM 4/26/2014

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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	2G1115SL8E9[REDACTED]
User	BALL
Case Number	HERTZ
EDR Data Imaging Date	04/26/2014
Crash Date	03/11/2014
Filename	2G1115SL8E9[REDACTED].ACM.CDRX
Saved on	Saturday, April 26 2014 at 12:56:09
Collected with CDR version	Crash Data Retrieval Tool 12.3
Reported with CDR version	Crash Data Retrieval Tool 12.3
EDR Device Type	Airbag Control Module
Event(s) recovered	NONE

Comments

- DOWNLOAD AT HERTZ, ORLANDO AIRPORT
- DLC USED
- VEHICLE BATTERY STILL CONNECTED AND POWERING VEHICLE
- MILEAGE: 5820
- SIR LAMP CAME ON AND WENT OFF DURING KEY ON POWER UP
- PRESENT: MARIO KENNEDY AND BRIAN QUINN

Data Limitations

Recorded Crash Events:

There are two types of recorded crash events for Front, Side, and Rear (FSR) Events. The first is the Non-Deployment Event. A Non-Deployment Event records data but does not deploy the air bag(s). The minimum SDM Recorded Vehicle Velocity Change, that is needed to record a Non-Deployment Event, is five MPH [8 km/h]. A Non-Deployment Event contains Pre-Crash and Crash data. The oldest Non-Deployment event can be overwritten by a Deployment Event, if all three records are full and the Non-Deployment Event is not locked. Non-Deployment Events can be overwritten after approximately 250 ignition cycles. Also, a Non-Deployment event can be recorded if one of the following occurs without the Deployment of any of the frontal air bags, side air bags, or roll bars:

- Pretensioner(s) only Deployment
- Head Rest Deployment
- Battery Cut-Off Deployment

The second type of SDM recorded crash event for FSR Events is the Deployment Event. It also contains Pre-Crash and Crash data. Deployment Events cannot be overwritten or cleared by the SDM.

There are also two types of recorded crash events for Rollover Events. The first is the Non-Deployment (Non-rollover) Event. A Non-Deployment Event records data but does not deploy the air bag(s). A Non-Deployment Event contains Pre-Crash and Crash data. Non-Deployment Rollover event follow the same rules as FSR Non-Deployment events.

The SDM can store up to three Events.

Data:

For FSR Events, SDM Recorded Vehicle Velocity Change reflects the change in velocity that the sensing system experienced during the recorded portion of the event. SDM Recorded Vehicle Velocity Change is the change in velocity during the recording time and is not the speed the vehicle was traveling before the event, and is also not the Barrier Equivalent Velocity. For Deployment and Non-Deployment Events, the SDM will record 300 milliseconds of data after time zero. The SDM will also record 300 milliseconds of Vehicle Acceleration data after time zero.

For Rollover Events, the SDM may record Lateral Acceleration, Vertical Acceleration, and Roll Rate data, if the SDM is rollover capable. This data reflects what the sensing system experienced during the recorded portion of the event. For Non-Deployment (Non-rollover) Events, the SDM will record 1 second of data before a calibrated angle threshold is reached. For Rollover Deployment Events, the SDM will record up to 700 milliseconds of data before the Deployment criteria is met and 290 milliseconds after the Deployment criteria is met.

-Deployment loops may be displayed as being deployed in a Non-Deployment event record, if a Deployment event is qualified during the Non-Deployment event. That is, if two or more events are occurring at the same time and one is a Non-Deployment event and one of the others is a Deployment event, and the Deployment event is qualified while the Non-Deployment is still active, the deployed loops may be recorded in the Non-Deployment event record.

-Deployment loops can only be deployed once per module power cycle.

-Time between events is recorded in 10 msec intervals and is displayed in seconds for a maximum time of 655.33 seconds. The counter measures the time from the start of one event to the start of the next event if both events occur within the same ignition cycle.

- The Maximum SDM Recorded Vehicle Velocity Change may occur between the recorded 10 millisecond sample points of the SDM Recorded Vehicle Velocity Change.
- Event Recording Complete will indicate if data from the recorded event has been fully written to the SDM memory or if it has been interrupted and not fully written.
- SDM Recorded Vehicle Speed accuracy can be affected by various factors, including but not limited to the following:
 - Significant changes in the tire's rolling radius
 - Final drive axle ratio changes
 - Wheel lockup and wheel slip
- Brake Switch Circuit Status indicates the open/closed state of the brake switch circuit.
- Pre-Crash data is recorded asynchronously. The 0.5 second Pre-crash data value (most recent recorded data point) is the data point last sampled before Time Zero. That is to say, the last data point may have been captured just before Time Zero but no more than 0.5 second before Time Zero. All subsequent Pre-crash data values are referenced from this data point.
- Pre-Crash Electronic Data Validity Check Status indicates "Data Invalid" if:
 - The SDM receives a message with an "invalid" flag from the module sending the pre-crash data
- Pre-Crash Electronic Data Validity Check Status indicates "Data Not Available" if:
 - No data is received from the module sending the pre-crash data
- Belt Switch Circuit Status indicates the status of the seat belt switch circuit.
- The ignition cycle counter will increment when the power mode cycles from OFF/Accessory to RUN. Applying and removing of battery power to the module will not increment the ignition cycle counter.
- Ignition Cycles Since DTCs Were Last Cleared can record a maximum value of 253 cycles and can only be reset by a scan tool.
- Deployment Event Counter tracks the number of Deployment events that have occurred during the SDM's lifetime.
- Event Counter tracks the number of qualified events (either Deployments, Non-deploy, or Rollover events) that have occurred during the SDM's lifetime.
- The Time Zero to Deployment Command Criteria Met times for the following will be indicated for whichever occurs first:
 - Driver Thorax or Driver Curtain
 - Passenger Thorax or Passenger Curtain
 - Driver Pretensioner Loop #1 or Driver Pretensioner Loop #2
 - Passenger Pretensioner Loop #1 or Passenger Pretensioner Loop #2
- For Deployment Events, DTC B0052 (Deployment commanded) shall be recorded with the remainder of the data for this event even though it occurred after Event Enable.
- Once a firing loop has been commanded to be deployed, it will not be commanded to be deployed again during the same ignition cycle. Firing loop times for subsequent deployment type events, during the same ignition cycle, will record the deployment times as N/A.
- The GM parameter name is displayed in parentheses after the NHTSA Part 563 parameter name.
- The reported range of the longitudinal and lateral acceleration values is approximately ± 50 g.
- All data should be examined in conjunction with other available physical evidence from the vehicle and scene.

Data Source:

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

Data Element Sign Convention:

The following table provides an explanation of the sign notation for data elements that may be included in this CDR report. Directional references to sign notation are all from the perspective of the driver when seated in the vehicle facing the direction of forward vehicle travel.

Data Element	Positive Sign Notation
Longitudinal Acceleration	Forward
Longitudinal Velocity Change	Forward
Lateral Acceleration	Left to Right
Lateral Velocity Change	Left to Right
Vertical Acceleration	Downward
Roll Rate	Clockwise Rotation

Hexadecimal Data:

Data that the vehicle manufacturer has specified for data retrieval is shown in the hexadecimal data section of the CDR

report. The hexadecimal data section of the CDR report may contain data that is not translated by the CDR program. The control module contains additional data that is not retrievable by the CDR tool.

01049_SDM30-autoliv_r006

System Status at Time of Retrieval

Dynamic Deployment Event Counter	0
Multi-Event, Number of Events (Dynamic Event Counter)	0
Dynamic OnStar Notification Event Counter	0
Vehicle Identification Number (VIN)	2G1115SL8E9 [REDACTED]
Ignition Cycle, Download (Ignition Cycles at Investigation)	985
End Model Part Number	00CF5CBC
System Type	N/A
Software Module Identifier 1	00CF5CBD
Software Module Identifier 2	0160EA7E
Software Module Identifier 3	0160EA7F
Manufacturing Traceability Data, Component Identifier	11
Manufacturing Traceability Data, Part Number/Broadcast Code	1332
Manufacturing Traceability Data, Supplier Code	3
Manufacturing Traceability Data, Traceability Number	050400661
ESS # 1 Traceability Data, Component Identifier	AU
ESS # 1 Traceability Data, Part Number/Broadcast Code	6422
ESS # 1 Traceability Data, Supplier Code	E
ESS # 1 Traceability Data, Traceability Number	055B5C4E0
ESS # 2 Traceability Data, Component Identifier	AT
ESS # 2 Traceability Data, Part Number/Broadcast Code	6422
ESS # 2 Traceability Data, Supplier Code	E
ESS # 2 Traceability Data, Traceability Number	044B8C4E0
ESS # 3 Traceability Data, Component Identifier	AH
ESS # 3 Traceability Data, Part Number/Broadcast Code	4470
ESS # 3 Traceability Data, Supplier Code	E
ESS # 3 Traceability Data, Traceability Number	033A43F02
ESS # 4 Traceability Data, Component Identifier	AJ
ESS # 4 Traceability Data, Part Number/Broadcast Code	4470
ESS # 4 Traceability Data, Supplier Code	E
ESS # 4 Traceability Data, Traceability Number	06EC04602
ESS # 5 Traceability Data, Component Identifier	DA
ESS # 5 Traceability Data, Part Number/Broadcast Code	4470
ESS # 5 Traceability Data, Supplier Code	E
ESS # 5 Traceability Data, Traceability Number	030D34602
ESS # 6 Traceability Data, Component Identifier	DB
ESS # 6 Traceability Data, Part Number/Broadcast Code	4470
ESS # 6 Traceability Data, Supplier Code	E
ESS # 6 Traceability Data, Traceability Number	005021C02
ESS # 7 Traceability Data, Component Identifier	00
ESS # 7 Traceability Data, Part Number/Broadcast Code	0000
ESS # 7 Traceability Data, Supplier Code	0
ESS # 7 Traceability Data, Traceability Number	000000000
ESS # 8 Traceability Data, Component Identifier	00
ESS # 8 Traceability Data, Part Number/Broadcast Code	0000
ESS # 8 Traceability Data, Supplier Code	0
ESS # 8 Traceability Data, Traceability Number	000000000

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.

DPID \$11

FF FD 40 FC C0 7C 00

DPID \$15

01 02 03 04 05 06 07

DPID \$16

08 09 0A 0D 0E 13 14

DPID \$17

00 0C 00 0B 00 00 00

DPID \$32

FF FD 03 D9 00 00 00

DPID \$35

78 00 00 00 00 00 00

DID \$01

41 55 36 34 32 32 45 30 35 35 42 35 43 34 45 30

DID \$03

41 54 36 34 32 32 45 30 34 34 42 38 43 34 45 30

DID \$05

41 48 34 34 37 30 45 30 33 33 41 34 33 46 30 32

DID \$07

41 4A 34 34 37 30 45 30 36 45 43 30 34 36 30 32

DID \$09

44 41 34 34 37 30 45 30 33 30 44 33 34 36 30 32

DID \$0B

44 42 34 34 37 30 45 30 30 35 30 32 31 43 30 32

DID \$0D

30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30

DID \$0F

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DID \$30

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DID \$90

32 47 31 31 31 35 53 4C 38 45 39 32 31 37 35 35 31

DID \$9A

09 11

DID \$B4

31 31 31 33 33 32 33 30 35 30 34 30 30 36 36 31

DID \$C1

00 CF 5C BD

DID \$C2
01 60 EA 7E

DID \$C3
01 60 EA 7F

DID \$CB
00 CF 5C BC

DID \$31

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0640  FF FF FF FF FF FF FF FF FF FF
0650  FF FF FF FF FF FF FF FF FF FF
0660  FF FF FF FF FF FF FF FF FF FF
0670  FF FF FF FF FF FF FF FF FF FF
0680  FF FF FF FF FF FF FF FF FF FF
0690  FF FF FF FF FF FF FF FF FF FF
0700  FF FF FF FF FF FF FF FF FF FF
0710  FF FF FF FF FF FF FF FF FF FF
0720  FF FF FF FF FF FF FF FF FF FF
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0780  FF FF FF FF FF FF FF FF FF FF
0790  FF FF FF FF FF FF FF FF FF FF
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0920  FF FF FF FF FF FF FF FF FF FF
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0950  FF FF FF FF FF FF FF FF FF FF
0960  FF FF FF FF FF FF FF FF FF FF
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0260  FF FF FF FF FF FF FF FF FF FF
0270  FF FF FF FF FF FF FF FF FF FF
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PE14-010

GM

6/6/2014

Q 08 C



VEHICLE MOVEMENT - Search Results

Version ID: ASAP-2.24.0 Login Location: FLOR135

Sat Apr 25 11:50:19 CDT 2014, by The Hertz Corporation

Logon/Logout	Owning Area/Veh #	01398	5792767	Serial #	2G1115SL8E9	License/State	TN
#1 Club Update							
Admin	Vehicle	Model	Dates	Turnback			
ASAP Reports	Fleet Class/Type	F A	Description	SIR IMPALA SP2	Delivery	12/09/13	Change Of Asset
City Message	Vehicle Class	F	Code/Year	NI1R 14	In Service	12/13/13	Override
Local Info	Depreciation	A	NL N SR Y HOD N	Car Control Add	12/15/13	Eligible	
Refueling Rates	Vision	Y	Zibox Model	Days In Service	134	Max Mileage	0
RR Print	SPI Code	4GAS5	Prestige	Days Remaining	231	Miles to Penalty	13196
Security	Color Desc	GRA=GRAY	Fleet Comments	URGENT - SEND TO	Misc Comments	MAINT ASAP	

Maintenance

PM Mileage 0 Fleet Message S STOP SAFETY

Vehicle Document Listings

Select Vehicle Item #

Item	Document	Checkout	Checkin	(*)=Due	Mileage	Doc	Reporting Codes
#	#	Area Loc	Date	Area Loc	Date	Type	MM CI MU
1	00305454	01301-015	01/20/2014	B 01397-163	01/20/2014	1850 1850	T C BD
2	MIA93530	00572-013	01/19/2014	01397-001	01/19/2014	1850 1854	S C RT
3	0092208104	01397-001	01/19/2014	01397-001	01/19/2014		I C BD
4	H90906300	00571-014	01/19/2014	00571-014	01/19/2014	2583 2583	I C BD
5	MIA93516	00572-013	01/18/2014	00572-013	01/19/2014	1850 1860	T C RT
6	JH4100202	00772-014	01/13/2014	00772-014	01/18/2014	1712 1850	R C RT
7	SX0252836	00684-038	12/29/2013	00572-013	01/13/2014	750 1712	R C RT
8	JH4064815	00772-014	12/22/2013	00772-014	12/29/2013	6 750	R C RT
9	H909063640	00684-038	12/21/2013	00684-038	12/21/2013	750 750	I C RT
10	575596000	01301-015	12/21/2013	01301-015	12/21/2013	5 5	R V RT
11	MIA93066	00572-013	12/21/2013	* 00572-013	12/26/2013	6	T O RT

No Further Information Available

AC4-7024

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VEHICLE MOVEMENT - Search Results

Version ID: ASAP-2.24.0 Login Location: FLORL16

Sat Apr 26 11:50:46 CDT 2014, by The Hertz Corporation

Logon/Logoff	Owning Area/Veh #	01398	5792767	Serial #	2G1115SL8E9	License/State	TN
#1 Club Update							
Admin	Vehicle	Model	Dates	Turnback			
ASAP Reports	Fleet Class/Type	F A	Description	SIR IMPALA 5P2	Delivery	12/09/13	Change Of Asset
City Message	Vehicle Class	F	Code/Year	NI1R 14	In Service	12/13/13	Override
Local Info	Depreciation	A	NL N SR Y HOD N	Car Control Add	12/15/13	Eligible	
Refueling Rates	Vision	Y	Zibox Model	Days In Service	134	Max Mileage	0
RR Print	SPI Code	4GAS5	Prestige	Days Remaining	231	Miles to Penalty	13196
Security	Color Desc	GRA=GRAY	Fleet Comments	URGENT - SEND TO	Misc Comments		MAINT ASAP
Sig Capture History							
Tiered LDW							
Upsell							
Vehicle Movement							

Maintenance

PM Mileage 0 Fleet Message S STOP SAFETY

Vehicle Document Listings

Select Vehicle Item #

Item	Document	Checkout	Checkin	(*)=Due	Mileage	Doc	Reporting Codes
#	#	Area Loc	Date	Area Loc	Date	Out In Type St Op St	MM CI MU
1	SH6440593	00571-014	02/28/2014	00571-014	03/04/2014	3833 4081 R C RT	
2	SH6323704	00571-014	02/01/2014	00571-014	02/28/2014	2683 3833 R C RT	
3	SH6308853	00571-014	01/29/2014	00571-014	02/01/2014	2583 2683 R C RT	
4	JF3748544	00771-023	01/27/2014	00771-023	01/29/2014	1889 2583 R C RT	
5	SD0990323	00572-013	01/26/2014	00571-014	01/26/2014	1872 1889 R C RT	
6	588909602	01301-015	01/22/2014	01301-015	01/22/2014	6 6 R V RT	
7	SD0974396	00572-013	01/22/2014	00572-013	01/26/2014	1854 1872 R C RT	
8	0022036210	01301-015	01/22/2014	00572-013	01/22/2014	6 6 S C RT	
9	0022137986	01397-001	01/22/2014	01301-015	01/22/2014	9999 9999 S C RT	
10	0021235362	01397-001	01/22/2014	01397-001	01/22/2014	I C MM	
11	0020719090	01397-163	01/22/2014	B 01397-163	01/22/2014	I C BD	

Transaction completed

AC4-7027

F1	F2	F3	F4 Clear Screen	F5 Next Page	F6 Previous	F7 Display Doc	F8 Display Vehicle
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Version ID: ASAP-2.24.0 Login Location: FLOR116

VEHICLE MOVEMENT - Search Results

Sat Apr 26 11:50:58 CDT 2014, by The Hertz Corporation

Logon/Logoff	Owning Area/Veh #		01398	5792767	Serial #	2G1115SL8E9		License/State		TN
#1 Club Update										
Admin	Vehicle		Model		Dates		Turnback			
ASAP Reports	Fleet Class/Type	F	A	Description	SIR IMPALA 5P2	Delivery	12/09/13	Change Of Asset	TB Date Cap	
City Message	Vehicle Class	F		Code/Year	NI1R 14	In Service	12/13/13	Override	No Retail/TB	
Local Info	Depreciation	A		NL N SR Y HOD N		Car Control Add	12/15/13	Eligible	Sale/Trans	
Refueling Rates	Vision	Y		Zibox Model		Days In Service	134	Max Mileage	0	Sale Doc 915 0
RR Print	SPI Code	4GAS5		Prestige		Days Remaining	231	Miles to Penalty	13196	
Security	Color Desc	GRA=GRAY		Fleet Comments	URGENT - SEND TO			Misc Comments	MAINT ASAP	
Sig Capture History										
Tiered LDW										
Upsell	PM Mileage		0	Fleet Message	S	STOP SAFETY				

Maintenance

Vehicle Document Listings

Select Vehicle Item #

Item	Document	Checkout	Checkin	(*)=Due	Mileage	Doc	Reporting Codes
#	#	Area Loc	Date	Area Loc	Date	Out In Type St Op St	MM CI MU
1	113156105	01324-016	03/27/2014	01324-016	03/30/2014	5025 5442 R C RT	
2	H90906861	01397-001	03/27/2014	01397-001	03/27/2014	4081 4081 T C RT	
3	110911732	01324-016	03/24/2014	01324-016	03/27/2014	4931 5025 R C RT	
4	108388711	01301-015	03/19/2014	01324-016	03/24/2014	4284 4931 R C RT	
5	08638210	01397-150	03/19/2014	B 01397-150	03/19/2014	4279 4279 I C BD	
6	0090756293	01301-015	03/19/2014	01301-015	03/19/2014	I C RT	
7	0081934941	01397-001	03/18/2014	01301-015	03/18/2014	4282 4282 S C RT	
8	0081939900	01301-015	03/18/2014	01301-015	03/18/2014	I C TC	
9	00308195	01397-001	03/12/2014	B 01397-150	03/12/2014	4081 4081 T C BD	
10	0020508563	01397-001	03/11/2014	01397-001	03/11/2014	I C MM	
11	JF3852575	00771-023	03/06/2014	00772-014	03/11/2014	4081 4359 R C RT	

Transaction completed

AC1-7027

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Version ID: ASAP-2.24.0 Login Location: FLORL16

VEHICLE MOVEMENT - Search Results

Sat Apr 26 11:51:13 CDT 2014, by The Hertz Corporation

Logon/Logoff	Owning Area/Veh #	01398	5792767	Serial #	2G1115SL8E9	License/State	TN
#1 Club Update							
Admin	Vehicle	Model	Dates	Turnback			
ASAP Reports	Fleet Class/Type	F A	Description	SIR IMPALA SP2	Delivery	12/09/13	Change Of Asset
City Message	Vehicle Class	F	Code/Year	NI1R 14	In Service	12/13/13	Override
Local Info	Depreciation	A	NL N SR Y HOD N	Car Control Add	12/15/13	Eligible	Sale/Trans
Refueling Rates	Vision	Y	Zibox Model	Days In Service	134	Max Mileage	0
RR Print	SPI Code	4GAS5	Prestige	Days Remaining	231	Miles to Penalty	13196
Security	Color Desc	GRA=GRAY	Fleet Comments	URGENT - SEND TO	Misc Comments	MAINT ASAP	
Sig Capture History							
Tiered LDW							
Upsell							
Vehicle Movement							
Car Control							
Counter Functions							
Gold Service							
Information Search							
Inventory Mgmt							
Lost And Found							
Rental Management							
Res Processing							
Res/Rental Research							
Central Site							

Maintenance

PM Mileage 0 Fleet Message S STOP SAFETY

Vehicle Document Listings

Select Vehicle Item #

Item	Document	Checkout	Checkin (*)=Due	Mileage	Doc	Reporting Codes
#	#	Area Loc	Date	Area Loc	Date	Out In Type St Op St MM CI MU
1			04/25/2014			REQUEST FOR HOLD CHANGED FROM BLANK TO S
2	0041324743	01398-004	04/24/2014	01324-016	04/24/2014	5803 5804 S C RT
3			04/23/2014			REQUEST FOR HOLD CHANGED FROM S TO BLANK
4	0072032951	01398-004	04/17/2014	01398-004	04/17/2014	I C HA
5	0042114240	01398-004	04/14/2014	01398-004	04/14/2014	I C HA
6	0091739093	01398-004	04/09/2014	01398-004	04/09/2014	I C HA
7	0072059654	01398-004	04/07/2014	01398-004	04/07/2014	I C MM
8	0072063994	01324-016	04/07/2014	01398-004	04/07/2014	5799 5800 S C MM
9			04/07/2014			REQUEST FOR HOLD CHANGED FROM BLANK TO S
10	114494332	01324-016	03/30/2014	01324-016	04/07/2014	5433 5798 R C RT
11	H90906871	01397-001	03/28/2014	01397-001	03/28/2014	4359 4359 T C RT

Transaction completed

AC4-7027

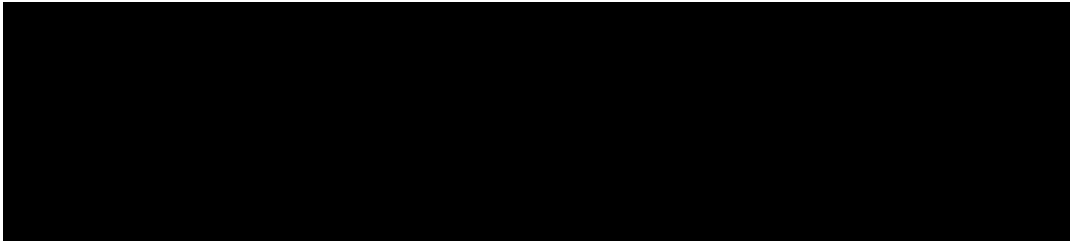
F1	F2	F3	F4 Clear Screen	F5 Next Page	F6 Previous	F7 Display Doc	F8 Display Vehicle
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PE14-010

GM

6/6/2014

Q 08 C



Brake / Electrical / Active Safety System items that may lead to unintended decelerations:

- Park Brake Switch:
 - Driver actuated without understanding what it was or how it worked
 - Brakes at 0.3g or 0.6g when brake pedal is applied
 - Brakes to 5kph via Brake Modulator hydraulic pressure then transitions to park brake to zero vehicle speed
 - Will chime and illuminate brake lamp
 - Deceleration till released
 - Unintended park brake actuation via electrical ground/short/cut wire etc....
 - Performance and system response TBD
 - EMC – What items have to be looked at here to determine what could cause a call for switch activations?
- EPB release issues:
 - MOC over applies (too much force) resulting in the caliper piston dragging until knocked back. Described as system drag and high rear brake corner temperatures.
 - Cable puller not returning to full released position. Described as system drag and high rear brake corner temperatures.
 - DFMEA: Look through DFMEA to determine failure modes.
- Self-Apply:
 - This is a booster apply independent of the driver.
 - Typically occurred on a throttle lift following a slight pedal apply.
 - Results from an imbalance in the booster vacuum force vs. the booster air valve return spring force (this closes the air valve preventing booster force and system apply).
 - Typically described as a dragging brake with high brake corner temperatures.
 - Disconnect vacuum line and deplete booster vacuum to diagnose/isolate this issue.
- Caliper Dragging:
 - Typically related to a guide pin issue.
 - Likely on one caliper not all four.
 - Described as drag and high corner operating temperatures.
- Pinched brake line or hose:
 - Could result in residual line pressure
 - Manifest itself as drag and high corner temperature.
 - Will impact only one corner or hydraulic circuit.
- Pedal stuck or not returning:
 - Could result from excessive pedal arm pivot rotational torques.
 - Manifests as a brake system drag following a brake apply.
 - May be associated or interpreted as a self-apply.
- What can cause Chimes, which then would result in deceleration of the vehicle?
 - Regardless of what vehicle trim level.

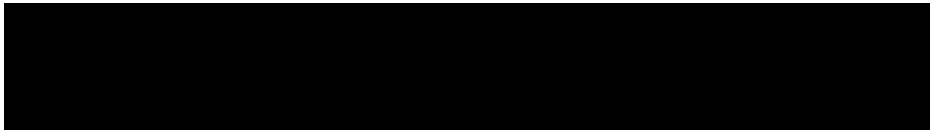
- Electrical?
 - o PIC5582, water entry in trunk. Need to determine

PE14-010

GM

6/6/2014

Q 08 C



██████████ – SUBJECT VEHICLE DRIVER – MEMO OF CONVERSATION

This interview was conducted by T. Ellingsworth on 04/28/14, by telephone and unless otherwise indicated, the following information was obtained from Daniel Derman:

I reside at ██████████ Nevis, MN ██████████ and our three children, ages ██████████ years of age. I'm ██████████ I'm currently sitting in the Fargo Airport, waiting for a flight to Chicago and then flying on to Hartford, CT. I will return home on 05/08/14. I can run through the facts of the incident involving the 2014 Chevrolet Impala I rented in Florida, from Hertz-Thrifty Car Rental. The person I spoke to at NHTSA told me someone would probably be calling me today.

On 3/6/14 or 3/7/14 my family flew to Ft. Lauderdale, FL, where we picked up the 2014 Impala. We stayed in Ft. Lauderdale the first night and then drove down to the cruise port, a distance of about 30 miles, where we parked the car and took a 3 night cruise. Upon returning from the cruise, we drove down to Key Largo, where we spent 3/9/14 and 3/10/14. I drove a distance of 60 to 80 miles, arriving in Key Largo on 3/9/14. We planned to spend the night in Key Largo and on 3/11/14, head to Key West, FL. We arrived at our hotel in Key Largo and decided to go out for dinner that evening.

This was the first time I had driven a 2014 Impala and I was very impressed with the car. On the way to a restaurant, about 5:00 PM, on 03/10/14, I was driving in a commercial area, traveling about 20 mph, when a chime in the car sounded 3 or 4 times and the brakes suddenly locked up. The car braked to a complete stop. Instinctively, I tried to steer to the right when the brakes locked. I didn't notice if there was a message in the driver message center and don't recall seeing a red brake light illuminated on the instrument panel. I didn't shut off the engine. After the incident, I don't recall if I depressed the brake pedal and shifted from drive to park. I sat there for a minute. Everyone recalls hearing the beep sound. I didn't know if I had done something or if it was a fluke. I didn't apply the brakes by depressing the brake pedal to cause the sudden stop. The brakes locked up, as if I had applied the brake pedal very hard. There were no other vehicles around us. The driving conditions were clear and dry. I didn't call the rental company and didn't look at the owner's manual regarding the incident. It was at this time that I noticed a camera in the window of the Impala.

After the incident, I began driving again and the vehicle moved ahead normally. There was no sensation that the brakes were engaged. We were a short distance from the restaurant when this incident occurred. We ate dinner and drove back to the hotel, a distance of about 5 miles. I didn't experience any abnormalities in the vehicle while driving to the restaurant or while driving back to the hotel after dinner.

On the morning of 3/11/14, we left the hotel in Key Largo and headed for Key West. We probably left Key Largo about 11:00 AM to head for Key West. I was driving and my wife was in the front passenger seat. Our three children were in the back seat. All of us were wearing our seat belts. We were driving south on State Route 5, when the second incident occurred. State Route 5 is a two lane roadway, with a paved surface and is posted 45 or 50 mph. There are areas where the speed limit drops to 35 mph. The roadway is narrow in many places and there are no shoulders for long stretches. The weather was clear and dry. There was no road construction going on. I don't recall if I ever had to brake the car to a stop between Key Largo and where the second incident happened. I may have depressed the brake pedal slightly when entering a 35 mph zone but don't recall having to stop for a traffic light, if there was one. I can't recall stopping for a distance of 40 miles before the second incident happened. After the brake incident on the evening of 3/10/14, the Impala operated normally up until the second incident.

Just before the second incident, the cruise control was not on. I don't recall if the radio was on. Since we had three cell phones in the car, one of them may have been plugged into a power port for charging. I wasn't attempting to turn any controls or switches prior to the incident. We were on a bridge deck when the incident occurred. The bridge has a slight arch to it, it's certainly not level. Just prior to the incident, I was not aware of traffic behind me and there was none in front of me. I had never driven a 2014 Impala before renting this one. I was not aware of the fact that the car had an electric park brake or how it operated. I did not know where the control switch for the park brake was located. I had never used the park brake in the Impala.

I was driving along about 40-42 mph when the chime sound emitted 3 or 4 chimes and the brakes locked up. I looked in my rear view mirror and notice a van coming up behind me. I would estimate the van was about 5 van lengths behind the Impala when I looked in the rear view mirror. It was far enough back that I thought the driver would have plenty of time to stop. The van driver was not tailgating. As with the first incident, after the 3 or 4 chimes, the brakes of the Impala locked up. I again instinctively tried to steer to the right. I didn't notice if there was a message in the driver message center display. I do not recall seeing the red brake light or red "brake" word on the instrument panel. Since I had been driving down the highway, my right foot would have been on the throttle pedal before the incident. I did not depress the brake pedal before the brakes locked up. The van ended up hitting the left rear corner of the Impala.

I would estimate the event lasted a few seconds. It felt like the car came to an instant stop. The car came to a complete stop by itself. Again, it felt like someone hit the brake pedal hard and fast. It felt like the brakes locked up. I don't think the car traveled more than 20-25 feet after

the brakes locked up. I was still able to steer, but it felt like I had to turn the steering wheel harder than normal, as if I had lost power assist. I was able to steer to the right but my perception was that I had lost power steering. I really can't say that I in fact lost power steering assist. I did not sense an engine surge or have a sensation of the car lurching forward. The car came to a stop and I must have depressed the brake pedal to shift from drive to park. After shifting to park, I unfastened my seat belt and exited the vehicle. I ran back to the van.

The right front corner of the van had contacted the left rear corner of the Impala. I have to assume that the van driver swerved left as I was steering right. I asked the lady van driver to follow me south, to a point where we could pull over. There was no shoulder on the bridge. The woman driving the van didn't say anything about whether she had seen brake lights on the Impala. Her only comment was, "it's illegal to make an emergency stop on the bridge". I have no idea whether the Impala brake lights activated as the car came to a sudden stop. I got back into the Impala, fastened my seat belt and shifted from park to drive. I don't recall turning the ignition key to the off position after the accident, nor do I recall having to restart the engine. The Impala moved ahead freely, it didn't feel like the brakes were being applied. During the event, I don't know if there was a red brake light illuminated on the instrument panel but after the incident there wasn't.

After getting back into the car and buckling up, I shifted to drive and proceeded south about 1-1 ½ miles, to an area we could pull over and call the police. A sheriff's deputy responded and obtained the information necessary for him to write a report. After the deputy was done obtaining information, he escorted me into Marathon, FL, where I parked the car in a lot. I called Hertz and told them about the incident/accident and they couldn't get a replacement car to me. I told them it was drivable but that I wasn't going to drive it any further, given the issues I had experienced. They told me to leave the keys under the driver seat. The left rear tail light and left rear corner of the bumper was damaged. I would estimate repair costs to be about \$3000 to \$4000. Hertz charged me for several days that I no longer had the car, so I still need to get that straightened out.

I did not hear the sound of squealing tires during either incident. There is an object in to top center of the windshield that my kids thought was a camera. They wondered if they were being monitored. I'm not sure what the object was. I thought it was a component of an accident avoidance system. I'm really not sure how to describe it other than to say it was round and my kids thought it was a camera. We will be in Minneapolis next Saturday and I will call you then, so you can speak to my wife and oldest son about the incidents.

None of us were injured. The whip lash from the vehicle abruptly stopping was more significant than the impact from the van hitting the car. After returning from vacation, I contacted the BBB and they suggested that I contact NHTSA. I didn't contact GM. I just wanted to report the incidents and make sure that the car was taken off the road. There is nothing in this for me, I just had a concern that the vehicle would be placed back into the rental fleet and it would happen to someone else. I'm going to have a lay-over in Chicago this afternoon from 2:30 to 5:00 PM. If another question arises, you can call me during that time. I can be contacted via email at [REDACTED]

T. Ellingsworth

04/28/14

PE14-010

GM

6/6/2014

Q 08 C



██████████ – SUBJECT VEHICLE PASSENGER – MEMO OF CONVERSATION

This interview was conducted by T. Ellingsworth, on 05/03/14, by telephone and unless otherwise indicated, the following information was obtained from ██████████:

I reside at ██████████ Nevis, MN ██████████ with my husband, ██████████ children. In early March 2014, we took a family vacation to Florida. We rented a 2014 Impala from Hertz-Thrifty Car Rental. This was my first experience in a 2014 Impala and I never drove the car during the vacation. On the evening of March 10, 2014, we decided to go to a restaurant for dinner. My husband was the driver, I sat in the front passenger seat and the three children sat in the rear. Our son, ██████████, was sitting behind my husband. It was around 5:00 pm when we left our hotel and set out for the restaurant.

Everyone was wearing their seat belt. The restaurant was in a residential area. My husband was driving down a street that was probably posted 20 mph. My husband was driving slow, perhaps 15-20 mph, since we were looking for the restaurant. The street was two lanes wide and was paved. There were houses on both sides of the street and tall palm trees in the area. The weather conditions were sunny and the road was dry. There was no construction taking place and the street was level. The cruise control was not on and the radio was not playing. There was a phone charger plugged into the cigarette lighter port, but no phone was connected to the cord. We had an adapter plugged into the power port, which would allow two cell phone charger cords to be plugged in at the same time.

To my knowledge, nobody was operating any vehicle buttons or controls before the brake incident happened. The A/C was not on but I'm not sure whether any of the car windows were rolled down. We were driving down the street when all of a sudden there was a rapid beep or chime sound in the car. The sound was a high pitched beeping noise. I looked around and at the front of the car to see if there was smoke or something amiss. As soon as the chime sounded, the vehicle immediately began to brake. I would estimate the car traveled 1 ½ car lengths from the sound of the first chime, until the car came to a stop. The braking was very sudden, as if the driver had slammed on the brakes. The car came to a complete stop. There was no sensation like the brakes released during the event. I thought my husband hit the brakes but he said he didn't do anything. I didn't sense the front end of the car dropping down when the braking occurred and didn't feel like my upper body was being thrown forward.

I would estimate the event lasted several seconds. The vehicle traveled in a straight line during the braking. The car may have traveled a half of car length during the stop. I did not hear the sound of squealing tires as the car came to a stop. I didn't hear the engine rev or feel the vehicle surge or lurch prior to the chime sounding. The only things off to the sides of the car were houses. I don't recall any other traffic on the street. We were not driving directly into the

sun. Nobody had mentioned there being a problem with power door locks, windows or other vehicle accessories before the incident. There is no question in my mind that the brakes of the car simply locked up by themselves. There was a round object in the top center of the windshield that kind of protruded into the vehicle and kids wondered out loud if perhaps it was a camera. I'm not sure what the object was. I really don't think it was a camera.

From where I was sitting I could see the instrument panel and driver information display. I don't recall seeing any red lights illuminate on the instrument panel, before, during or after the incident. If there was something in the driver information screen, I didn't see what it said. I'm not sure whether my husband shifted the vehicle to park or if he simply stepped on the accelerator after the incident, so we could continue on our way. The vehicle came to a dead stop as a result of the incident. We visited the restaurant and then drove back to our hotel without further incident that evening.

The next day we left Key Largo and headed south to Key West. I think we left the hotel about 11:00 am. It was a sunny day and the roads were dry. As with the day before, my husband was driving, I was in the front passenger seat and the three children were in the back seat. [REDACTED] was again seated in the rear seat, behind my husband. We had been on the road for about an hour without incident, when the same thing happened with the vehicle brakes. This second time we were heading south on a two lane highway, between Key Largo and Marathon. The posted speed limit was perhaps 45 mph and we were probably traveling about 40 mph. There was traffic in front of and behind us. My husband would occasionally tap on the brake pedal to slow down, so we wouldn't be tailgating the vehicle ahead of us. We had entered onto a bridge, so there was a slight up-hill grade. There was nothing but water on either side of the road. There were no shoulders on the sides of the bridge.

The weather conditions were sunny and the roads were dry. We were not driving directly into the sun. The A/C was not on but we may have had the fan blowing with outside air. I'm pretty sure all of the car windows were rolled up. We were not using the cruise control. My husband was probably two car lengths behind the car ahead of us. I'm not sure if we had the radio on. We may have had a cell phone cord plugged into the two plug adapter, which was plugged into the cigarette lighter port. We were driving along and all of a sudden that chime noise started again. It is not like a typical seat belt chime, it is higher pitched and rapid. I think the chime sounded 4 or 5 times and instantly the car brakes were locking up. The brakes seemed to lock up as soon as the chime started. The car stopped very fast. I would estimate that the car traveled 1-1 ½ car lengths before it was at a complete stop. The event lasted 2 or 3 seconds. I sensed the front end of the car was kind of nose diving during the sudden braking. It felt a little

like my upper body was being thrown forward on this second occasion. The vehicle was going straight during the braking but my husband steered to the right.

I didn't hear the sound of squealing tires as the vehicle came to a stop. I didn't hear the engine rev up or sense the car was lurching or surging prior to the incident. I didn't see any red lamps illuminate on the dash and didn't see what, if anything, was in the driver information screen. I may not have even looked in the direction of the dash. It was as if my husband had slammed on the brakes. There was nothing around us but the bridge, water and the other vehicles. After the vehicle came to a stop, we were hit in the rear end by a van that had been traveling behind us. The van driver had swerved left, so the right front corner of the van contacted the left rear corner of the Impala. I think there was damage to the left tail light and left corner of the car bumper. After the accident, my husband got out of the car and walked back to the van to make sure the occupant was alright. The van driver agreed to follow us further to the south, to the first place we could pull over and phone police. During the drive to that location, as well as our continued drive to Marathon, we didn't experience any further brake incidents.

Note: The [REDACTED] were contacted while they were awaiting a departure flight from the Minneapolis Airport. Mr. [REDACTED] had his cell phone set to speaker phone, so he and his son could listen as questions were posed to Mrs. [REDACTED]. At times, Mr. [REDACTED] would interject an answer, which I would disregard, since he had already been interviewed. Following the interviews, Mr. [REDACTED] asked whether anyone from GM had inspected the vehicle. I informed him that the vehicle had been inspected and road tested but mentioned nothing about results. I thanked the [REDACTED] for their cooperation and for reporting the incident.

T. Ellingsworth

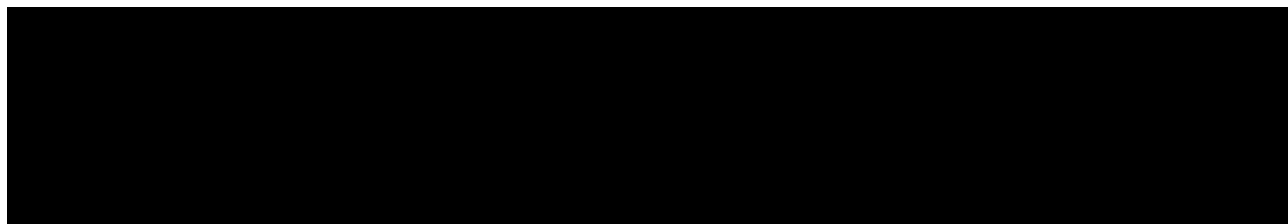
05/03/14

PE14-010

GM

6/6/2014

Q 08 C



██████████ – SUBJECT VEHICLE PASSENGER – MEMO

This interview was conducted by T. Ellingsworth, on 05/03/14, by telephone and unless otherwise indicated, the following information was obtained from ██████████ while on a cell phone speaker call with his parents present. Unless otherwise indicated, the following information was obtained from ██████████:

I reside at ██████████ Nevis, MN ██████████, with my parents, ██████████. I'm ██████████ years of age and have a valid Minnesota driver license. In early March 2014, I went on a Florida family vacation with my parents and two siblings. My parents rented a 2014 Chevrolet Impala. We picked the car up in Ft. Lauderdale. I had never driven or rode in a 2014 Impala before our vacation and I did not drive the Impala rental car.

On the evening of 30/10/14, we were going out to dinner and left the hotel about 5:00 pm. We were going to drive to a restaurant. My dad was driving, my mom was in the front passenger seat and I was sitting behind my dad. We were driving through a residential area looking for the restaurant, when the first brake incident occurred. It was daylight and sunny. The streets were dry. We were in a residential area and I think the speed limit was 20 mph. There were houses on the right side of the street and no tall buildings. There were tall palm trees along the street. The street we were driving on was level and there was no construction taking place. I don't think my dad had the cruise control on and don't remember the radio playing. The A/C was not on and we had the car windows rolled up.

We were driving along about 20 mph when a rapid chime sound was heard in the car. It wasn't like a seat belt chime, it was more like a rapid dinging sound. As soon as I heard the sound, the vehicle felt like it was braking. It was almost immediately after the first ding that the braking occurred. The car stopped very abruptly. I would estimate the car traveled 1 to 1 ½ car lengths before it was at a dead stop. The car didn't roll to a stop. It came to a quick stop. It didn't feel like the brakes released during the incident. It was a very sudden stop. I didn't feel a sensation like the front end was nose diving or feel like my upper body was being thrown forward.

I think the incident lasted about 4 seconds, from the time the chime sounded, until the car was at a complete stop. The car continued along a straight path as far as I know. I didn't hear the sound of squealing tires as a result of the sudden braking. I didn't hear the engine rev up or feel like the car was lurching forward before the incident. We were not driving into the sun at the time of the incident. Nobody mentioned anything about a problem with the operation of the vehicle accessories, such as the power windows or door locks. It was like my dad slammed on the brakes. That is what it felt like as soon as I heard the chime dinging. There was an object at the top of the windshield, in the center, that we thought might be a camera but I think it is a sensor for the vehicle lights to turn on automatically when it starts to get dark. The object is on

the windshield and protrudes back into the car. I couldn't see the dash board or driver information screen from where I was sitting.

The next day, on 03/11/14, we left the hotel about 11:00 am and were going to drive down to Key West. I was sitting behind my dad and my mom was sitting in the front passenger seat. We were on a two lane highway heading south for Key West. The highway is narrow and there are no shoulders in many places. We had just entered onto a bridge and there was a slight up-hill grade. The speed limit in the area was posted 45 mph I think and my dad was driving about 40. We had several cars ahead of us. My dad was following about 4 car lengths behind the car ahead of us. The cruise control wasn't being used. The A/C wasn't turned on but I think the fan motor was blowing air. We didn't have any windows open. The radio may have been on. We were all wearing our seat belts.

All of a sudden that dinging noise began again. As soon as the chime started, the car began to suddenly brake. Again there were 4 or 5 chimes or rapid dings. I would estimate the car traveled 2 to 2 ½ car lengths from the first chime to when the car was at a dead stop. Again, it felt like my dad had slammed on the brakes. The car came to a complete stop. It didn't roll to a stop. The Impala made a very sudden stop on the second occasion. It felt like the front end was nose diving and I could feel my upper body being forced forward from the sudden stop. This is probably because we were traveling twice as fast when the second incident occurred. I would estimate the incident lasted 5 or 6 seconds. I think the car was stopping in a straight line but my dad steered to the right because there was traffic behind us. I did not hear the sound of squealing tires during the second incident. I don't recall the engine revving or sensing that the vehicle was lurching forward before the second incident. We were not driving into the sun.

T. Ellingsworth

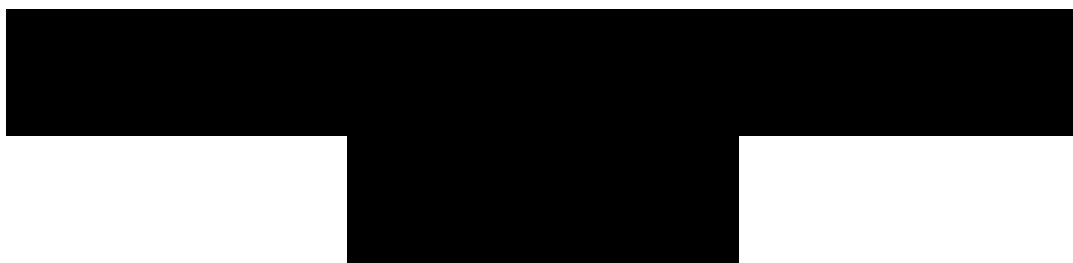
05/03/14

PE14-010

GM

6/6/2014

Q 08 C





Global Diagnostic System 2

Read Vehicle Wide DTC and ID Information

Overview

MDI Serial Number	22113547
Vehicle Identification Number (VIN)	2G1115SL8E9[REDACTED]
Diagnostic End Date	2014-04-26 13:03:35
Diagnostic Start Date	2014-04-26 13:03:35
Number of Times Diagnostic Session Resumed	0
Make	Chevrolet
Model	Impala
Model Year	2014

Engine Control Module

Identification Information	Value
Vehicle Identification Number (VIN)	2G1115SL8E9[REDACTED]
End Model Part Number	12657778
Base Model Part Number	12655629
Software Module 1 Identifier	12657779
Software Module 2 Identifier	12659412
Software Module 3 Identifier	12659410
Software Module 4 Identifier	12659413
Software Module 5 Identifier	12659408
Software Module 6 Identifier	12659406

No DTCs Stored

Chassis Control Module

Identification Information	Value
Vehicle Identification Number (VIN)	2G1115SL8E9[REDACTED]

Subscriber ID	PCO1STN#88
Date Programmed	20131126
Diagnostic Data Identifier	0303
Base Model Part Number	20979977
End Model Part Number	22872265
End Model Part Number Alpha Code	AA
Software Module 1 Identifier	22872238
Software Module 1 Identifier Alpha Code	AB
Software Module 2 Identifier	22932650
Software Module 3 Identifier	22957277
Software Module 4 Identifier	
Software Module 5 Identifier	
System Code	03

No DTCs Stored

Transmission Control Module

Identification Information	Value
Vehicle Identification Number (VIN)	2G1115SL8E9 [REDACTED]
Date Programmed	20131126
Diagnostic Data Identifier	0
End Model Part Number	24268412
Base Model Part Number	24261679
Software Module 1 Identifier	24268413
Software Module 1 Identifier Alpha Code	AA
Software Module 2 Identifier	24270706
Software Module 2 Identifier Alpha Code	AB
Software Module 3 Identifier	24263698
Software Module 3 Identifier Alpha Code	AN
Software Module 4 Identifier	24263699
Software Module 4 Identifier Alpha Code	AL
System Code	0

No DTCs Stored

Electronic Brake Control Module

Identification Information	Value
Vehicle Identification Number (VIN)	2G1115SL8E9 [REDACTED]
Subscriber ID	PCO1STN#88
Date Programmed	Tuesday, November 26, 2013

Diagnostic Data Identifier	2B02
XML Configuration Compatibility Identifier	1284
XML Data File Part Number	23143412
XML Data File Alpha Code	DA
Previous Subscriber ID	ÿÿÿÿÿÿÿÿÿÿ
2nd Previous Subscriber ID	
Manufacturer Enable Counter	0
Manufacturer's Traceability Number	1113322KDDBI00AO
Module Diagnostic Address	28
End Model Part Number	23208063
Base Model Part Number	23183131
End Model Part Number Alpha Code	DA
Base Model Part Number Alpha Code	DA
Boot Software Part Number	23115283
Software Part Number Alpha Code	CA
Software Module 1 Identifier	23185009
Software Module 1 Identifier Alpha Code	DA
Software Module 2 Identifier	23185011
Software Module 2 Identifier Alpha Code	DA
Software Module 3 Identifier	23143292
Software Module 3 Identifier Alpha Code	DA
Software Module 4 Identifier	
Software Module 4 Identifier Alpha Code	
Software Module 5 Identifier	
Software Module 5 Identifier Alpha Code	
Software Module 6 Identifier	
Software Module 6 Identifier Alpha Code	
Software Module 7 Identifier	
Software Module 7 Identifier Alpha Code	
Software Module 8 Identifier	
Software Module 8 Identifier Alpha Code	
GMLAN Identification Data - Bus 1 Type	High Speed CAN Bus
GMLAN Identification Data - GMLAN Kernel 1 Version	300
GMLAN Identification Data - Data Dictionary 1 Version	50402
GMLAN Identification Data - Bus 2 Type	Chassis Expansion CAN Bus
GMLAN Identification Data - GMLAN Kernel 2 Version	300
GMLAN Identification Data - Data Dictionary 2 Version	50402
System Code	2B

No DTCs Stored

Distance Sensing Cruise Control Module

No Communication

Parking Brake Control Module

Identification Information

	Value
End Model Part Number	23119497
Base Model Part Number	13501701
Manufacturer's Traceability Number	HJ9497NAIID30105
Software Part Number	23119528
Calibration Part Number	23119528

No DTCs Stored

Power Steering Control Module

Identification Information

	Value
Vehicle Identification Number (VIN)	2G1115SL8E9 [REDACTED]
Subscriber ID	PCO1STN#88
Date Programmed	Tuesday, November 26, 2013
Diagnostic Data Identifier	0224
Manufacturer Enable Counter	0
Manufacturer's Traceability Number	BL40333M01040397
Module Diagnostic Address	31
Broadcast Code	
End Model Part Number	13414033
Base Model Part Number	13394503
End Model Part Number Alpha Code	AA
Base Model Part Number Alpha Code	AA
Software Module 1 Identifier	13414032
Software Module 1 Identifier Alpha Code	AA
Software Module 2 Identifier	22799851
Software Module 2 Identifier Alpha Code	AA
GMLAN Identification Data - Bus 1 Type	High Speed CAN Bus
GMLAN Identification Data - GMLAN Kernel 1 Version	300
GMLAN Identification Data - Data Dictionary 1 Version	50403
System Code	02

No DTCs Stored

Steering Wheel Angle Sensor Module

Identification Information

	Value
Diagnostic Data Identifier	301
Manufacturer's Traceability Number	SA9709E132850060
Module Diagnostic Address	34
End Model Part Number	13579709
Base Model Part Number	13579709
End Model Part Number Alpha Code	AA
Base Model Part Number Alpha Code	AA
GMLAN Identification Data - Bus 1 Type	Chassis Expansion CAN Bus
GMLAN Identification Data - GMLAN Kernel 1 Version	300
GMLAN Identification Data - Data Dictionary 1 Version	50101
System Code	3

No DTCs Stored**Body Control Module****Identification Information**

	Value
End Model Part Number	13589093
Boot Software Part Number	13501505
Manufacturer Enable Counter	0
Calibration Part Number 1	13589095
Calibration Part Number 2	23143234
Calibration Part Number 3	23187714
Calibration Part Number 4	22992938
Calibration Part Number 5	23113144
Calibration Part Number 6	23183277
Calibration Part Number 7	22982978
Calibration Part Number 8	23129412
Calibration Part Number 9	22940373
Calibration Part Number 10	22839034
Calibration Part Number 11	23143268
Calibration Part Number 12	22839119
Calibration Part Number 13	13338869
Calibration Part Number 14	23144044
Calibration Part Number 15	13505711
Calibration Part Number 16	13505709
Calibration Part Number 17	13505710
Calibration Part Number 18	20919233
Calibration Part Number 19	20919235
Calibration Part Number 20	22839110

Diagnostic Data Identifier	303
Module Diagnostic Address	40
Vehicle Identification Number (VIN)	2G1115SL8E9 [REDACTED]
Odometer	9367

No DTCs Stored

Inflatable Restraint Sensing and Diagnostic Module

Identification Information	Value
Vehicle Identification Number (VIN)	2G1115SL8E9 [REDACTED]
End Model Part Number	13589692
Base Model Part Number	13589692
Manufacturer's Traceability Number	1113323050400661
Inflatable Restraint Sensing and Diagnostic Module Primary Key	8702
Software Part Number	13589693
Calibration Part Number 1	23128702
Calibration Part Number 2	23128703
Diagnostic Data Identifier	0911
Software Module 1 Identifier	0
Software Module 2 Identifier	0
Transmitting Acceleration Sensor Reading on Bus	Enabled

No DTCs Stored

Passenger Presence Module

Identification Information	Value
End Model Part Number	23101686
Base Model Part Number	23101686
Manufacturer's Traceability Number	BR1686R3123027RU
Software Part Number	23101696
Calibration Part Number 1	23101692

No DTCs Stored

Instrument Cluster

Identification Information	Value
Vehicle Identification Number (VIN)	2G1115SL8E9 [REDACTED]
Subscriber ID	PCO1STN#88
Date Programmed	Tuesday, November 26, 2013

Diagnostic Data Identifier	065F
XML Configuration Compatibility Identifier	8
XML Data File Part Number	23454622
XML Data File Alpha Code	AA
Previous Subscriber ID	yyyyyyyyyy
2nd Previous Subscriber ID	
Manufacturer Enable Counter	0
Module Diagnostic Address	60
End Model Part Number	23155289
Base Model Part Number	23155289
Software Module 1 Identifier	23193437
Software Module 2 Identifier	
Software Module 3 Identifier	
Software Module 4 Identifier	
Software Module 5 Identifier	23145286
Software Module 6 Identifier	23119621
Software Module 7 Identifier	22839424
Software Module 8 Identifier	22839428
Software Module 9 Identifier	22839430
Software Module 10 Identifier	22839431
GMLAN Identification Data - Bus 1 Type	Low Speed CAN Bus
GMLAN Identification Data - GMLAN Kernel 1 Version	300
GMLAN Identification Data - Data Dictionary 1 Version	50403
System Code	06
Calibration Part Number 12	
Manufacturer's Traceability Number	5052895332500182
Odometer	9367
Steering Wheel Control Switches Part Number	0
Total Engine Run Time	
Total Engine Idle Run Time	

No DTCs Stored

Radio Controls

Identification Information	Value
Boot Software Part Number	22822982
Calibration Part Number 1	23113227
Calibration Part Number 2	
Calibration Part Number 3	
End Model Part Number	23151543

Base Model Part Number	23151543
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No DTCs Stored

HVAC Controls

Identification Information	Value
Boot Software Part Number	22822986
Calibration Part Number 1	23113228
Calibration Part Number 2	
Calibration Part Number 3	
Diagnostic Data Identifier	FFFF
End Model Part Number	23113226
Base Model Part Number	23113226

No DTCs Stored

Radio

Identification Information	Value
End Model Part Number	23115521
Boot Software Part Number	287454020
Software Module 1 Identifier	23115518
Software Module 2 Identifier	22761695
Software Module 3 Identifier	23455863
Software Module 4 Identifier	23172880
Software Module 5 Identifier	22970004
Software Module 6 Identifier	23132160
Software Module 7 Identifier	23152830
Software Module 8 Identifier	22969974
Software Module 9 Identifier	22997533
Software Module 10 Identifier	22969969
Software Module 11 Identifier	22969968
Digital Radio Receiver ID	HHGKZ2CQ
DVD Region Code	
DVD Region Code Changes Remaining	
Manufacturer Enable Counter	0
VIN Digits 2-17	G1115SL8E9 [REDACTED]
Diagnostic Data Identifier	203

DTC Display	Symptom Byte	DTC Description	Symptom Description	Status
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U0164	00	Lost Communication with HVAC Control Module	- - -	History DTC Current Status	Not Current History
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Amplifier

Identification Information	Value
Calibration Part Number 1	23108047
Calibration Part Number 10	23170293
End Model Part Number	23106183
Diagnostic Data Identifier	0

No DTCs Stored

Human Machine Interface Control Module

Identification Information	Value
End Model Part Number	23431661
Boot Software Part Number	23431664
Calibration Part Number 1	23431664
Calibration Part Number 2	23190033
Calibration Part Number 3	23152221
Calibration Part Number 4	23198343
Calibration Part Number 5	23120111
Calibration Part Number 6	23169828
Calibration Part Number 7	23120132
Calibration Part Number 8	23153281
Calibration Part Number 9	23120118
Calibration Part Number 10	23169877
Calibration Part Number 11	23199110
Calibration Part Number 12	0
Calibration Part Number 13	0
Calibration Part Number 14	23150274
Calibration Part Number 15	22993544
Calibration Part Number 16	0
Calibration Part Number 17	10000001
Calibration Part Number 18	23174410
Calibration Part Number 19	23174402
Control Module Production Date	08.11.2013

Software Freeze Date	22.07.2013
VIN Digits 2-17	G1115SL8E9 [REDACTED]
Diagnostic Data Identifier	8F01
Manufacturer Enable Counter	0
Hardware Version	PP 1.00

No DTCs Stored

Telematics Communication Interface Control Module

Identification Information	Value
Bluetooth	Disabled
Call Mode	PCS B Band
Current Transceiver Identifier	4192
End Model Part Number	13505319
Firmware Over-the-Air Version	4308
GSM Network Code	0
GSM Station Identifier	0
Manufacturer	LG
Manufacturer's Traceability Number	1113285000003222
Mobile Directory Number	0310005053737195
Mobile Identification Number	0310008182727373
Mobile Equipment Identifier	270113193915806983
Module Generation Identifier	9
Network Access Identifier	M:5053737195@vzw3g.com
Network Access Identifier Password	vzw
Off-Board Navigation	Enabled
OnStar Customer Identifier	89822404
Option Configuration	On
Preferred Roaming List Outdated Status	No
Preferred Roaming List Update Command	Inactive
Preferred Roaming List Version Number	27019
Remote Vehicle Speed Limiting	Active
Software Module 1 Identifier	3427894

No DTCs Stored

HVAC Control Module

Identification Information	Value
Vehicle Identification Number (VIN)	2G1115SL8E9 [REDACTED]
Date Programmed	Tuesday, November 26, 2013

Diagnostic Data Identifier	406
End Model Part Number	13591315
Base Model Part Number	13591315
Software Module 1 Identifier	13591307
Software Module 2 Identifier	23124313
Software Module 3 Identifier	23177544

No DTCs Stored

Keyless Entry Control Module

No Communication

Right Side Object Detection Control Module

No Communication

Left Side Object Detection Control Module

No Communication

Parking Assist Control Module

No DTCs Stored

Steering Column Lock Control Module

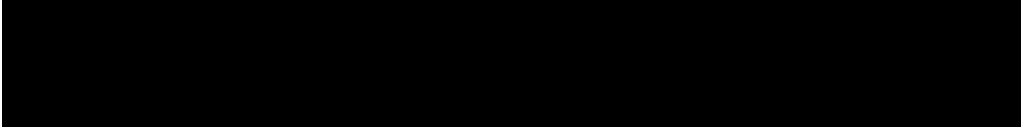
No Communication

PE14-010

GM

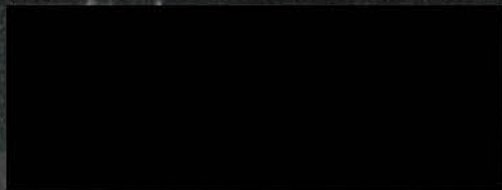
6/6/2014

Q 08 C





2G1115SL8E9





MFD BY GENERAL MOTORS OF CANADA LTD.

DATE

11/13

GVWR

2110 KG

4650 LB

GAWR FRT

1059 KG

2334 LB

GAWR RR

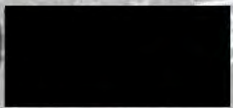
1051 KG

2316 LB



THIS VEHICLE CONFORMS TO ALL APPLICABLE U.S. FEDERAL MOTOR
VEHICLE SAFETY, BUMPER, AND THEFT PREVENTION STANDARDS IN
EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE.

2G1115SL8E9



TYPE: PASS CAR

SERVICE PARTS IDENTIFICATION

DO NOT REMOVE

2G1115SL8E9

RGFHP0

1GY69

AED AEQ AE2 AG1 AHR AKK AKP AKX AL0 APG APH AQQ ASV AXG AXJ
AYF AYR A51 ABC A69 A70 A90 BTT BTV B36 B58 B8Y CAP CJ2 C59
DAS DCP DD8 DH6 DLL D53 D75 EA1 EA2 EF7 EWW E3E FCH FE9 FHD
FLT FLY FX3 F82 GLU GNA GNC H0X IO5 I14 JJ2 J61 J71 KD4 K68
KPA K34 LHD LKW MAH MCR MCY MDE MH7 MM1 NCG NJ1 NKC NR0 NT7
NWT N37 OSH PCP QCL QGK RT4 RV9 R6F R7E R9N TU2 T4A T67 T88
U7D UDT UD7 UE1 UG1 UH1 UJM UMN UQG UTJ UVC U2N U77 U88 VK3
VN9 VRG VRH VRI VRK VRL VRM VRN VRR VY7 VZE V33 V8D W1Y XFE
XL7 YT2 06D 1D3 1LT 1S2 4AJ 6X1 7X1 8XA 9XA
BC/CC U 810T 06D

SERVICE PARTS IDENTIFICATION

DO NOT REMOVE

2G1115SL8E9

RGFHP0

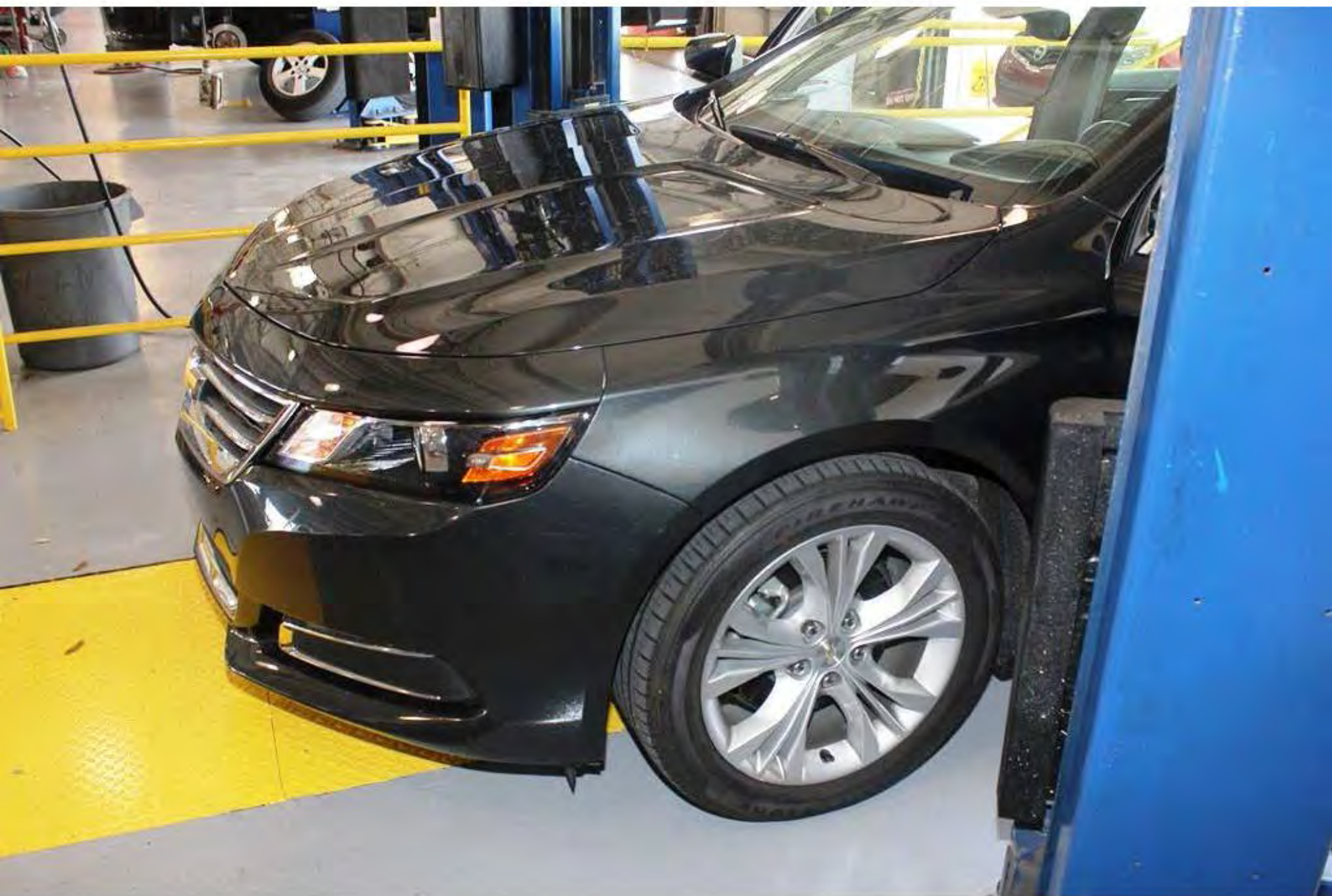
1GY69

AED AEQ AE2 AG1 AHR AKK AKP AKX AL0 APG APH AQQ ASV AXG AXJ
AYF AYR A51 A6C A69 A70 A90 BTT BTV B36 B58 B8Y CAP CJ2 C59
DA5 DCP DD8 DH6 DLL D53 D75 EA1 EA2 EF7 EWW E3E FCH FES FHO
FLT FLY FX3 F82 GLJ GNA GNC H0X I05 I14 JJ2 J61 J71 KD4 KG8
KPA K34 LHD LKW MAH MCR MCY MDE MH7 MM1 NCG NJ1 NKC NR0 NT7
NWT N37 OSH PCP QCL QGK RT4 RV9 R6F R7E R9N TU2 T4A T67 T83
UD0 UDT UD7 UE1 UG1 UH1 UJM UMN UQG UTJ UVC U2M U77 U80 VK3
VN9 VRG VRH VRI VRK VRL VRM VRN VRR VY7 VZE V33 V8D W1Y XFE
XL7 YT2 06D 1D3 1LT 1SZ 4AJ 6X1 7X1 8XA 9XA

BC/CC U 810T

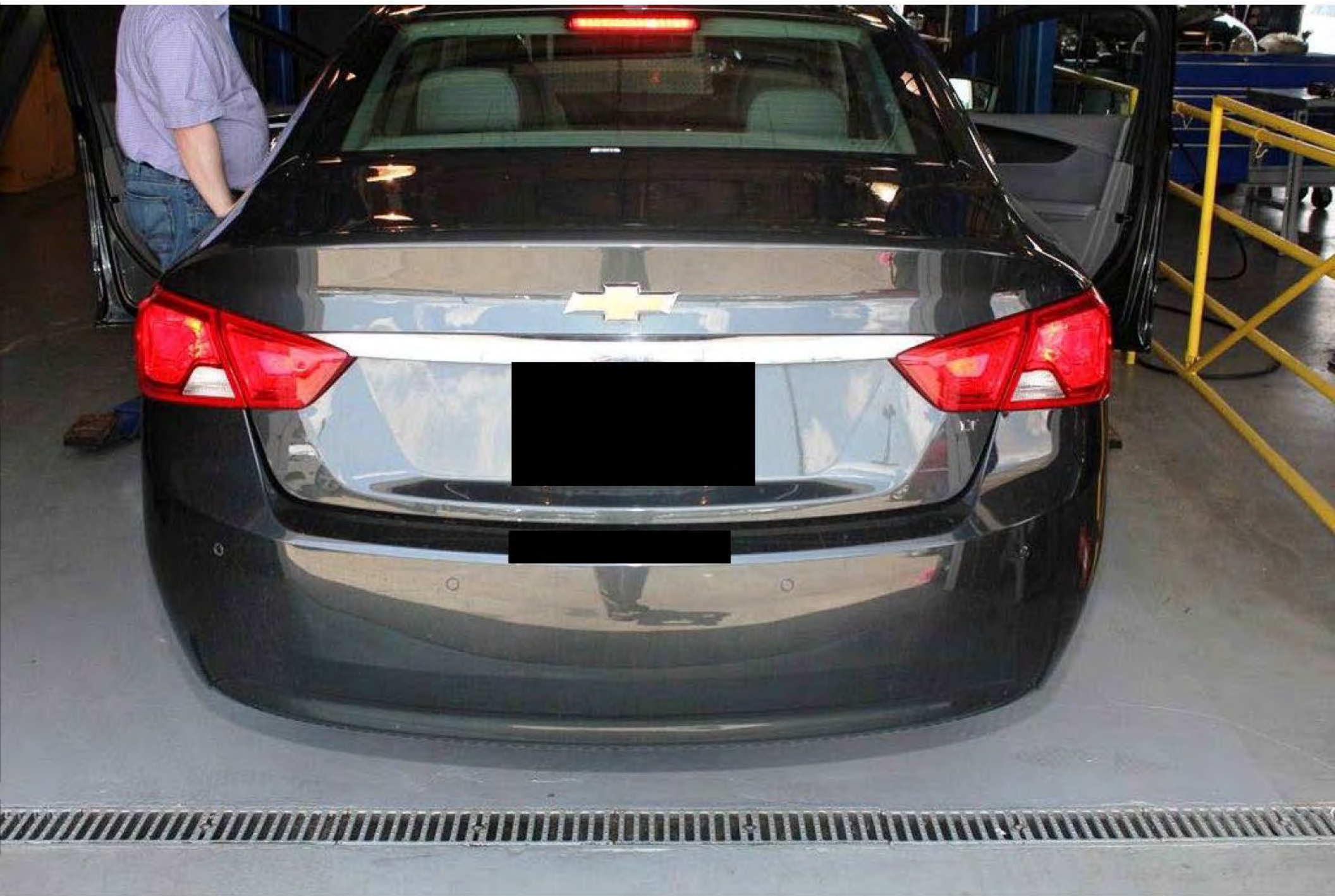
06D



















① Average Speed

25.5

MPH

5820 mi

PRNDM







RPM
X1000



1/2

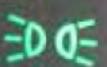
E



C



5
4
3
2
1
0



OFF



Average Speed

25.5

MPH



5820 mi



PRNDM





Average Speed

25.5

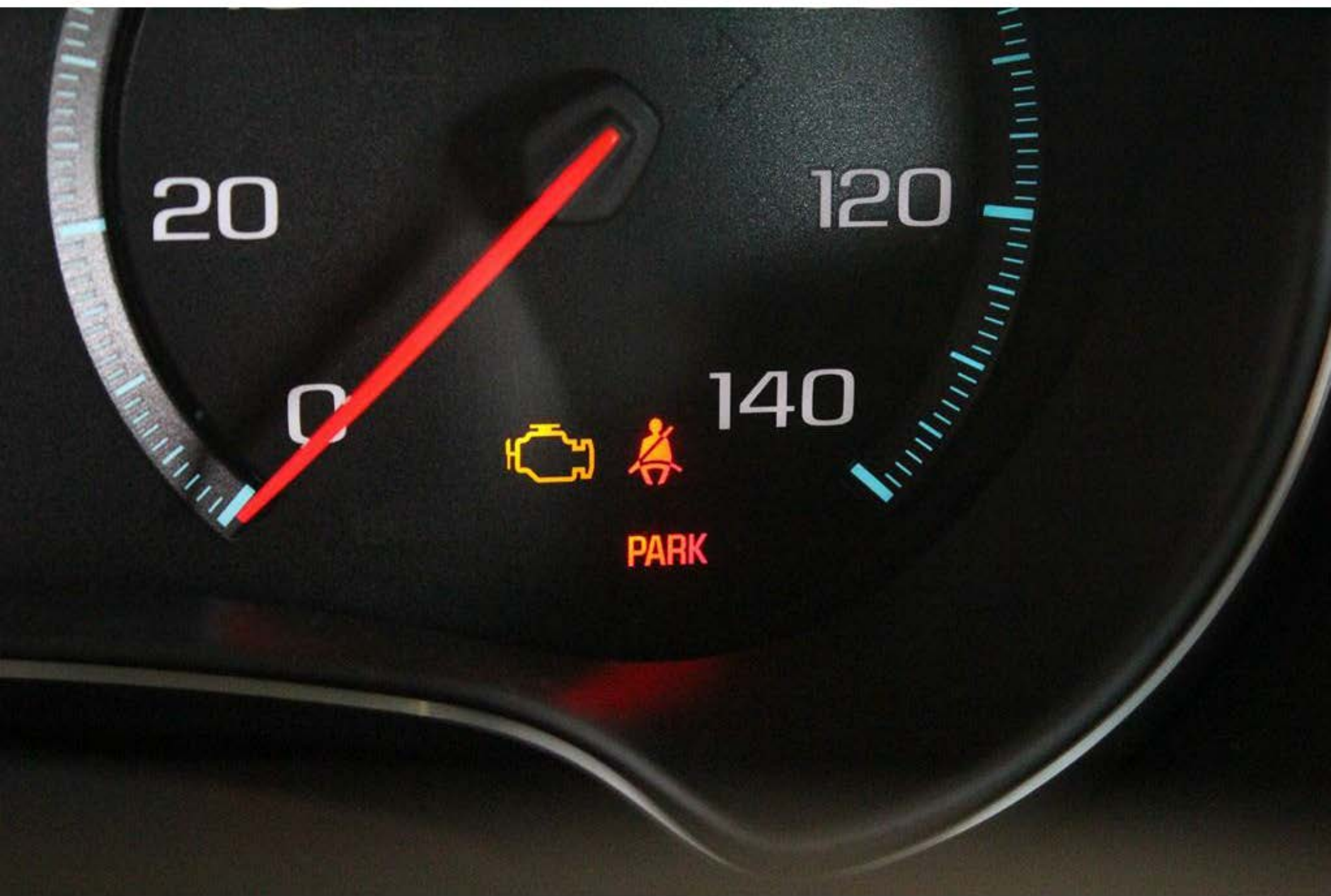
MPH



5820 mi



P R N D M





Average Speed

25.5

MPH

5820 mi

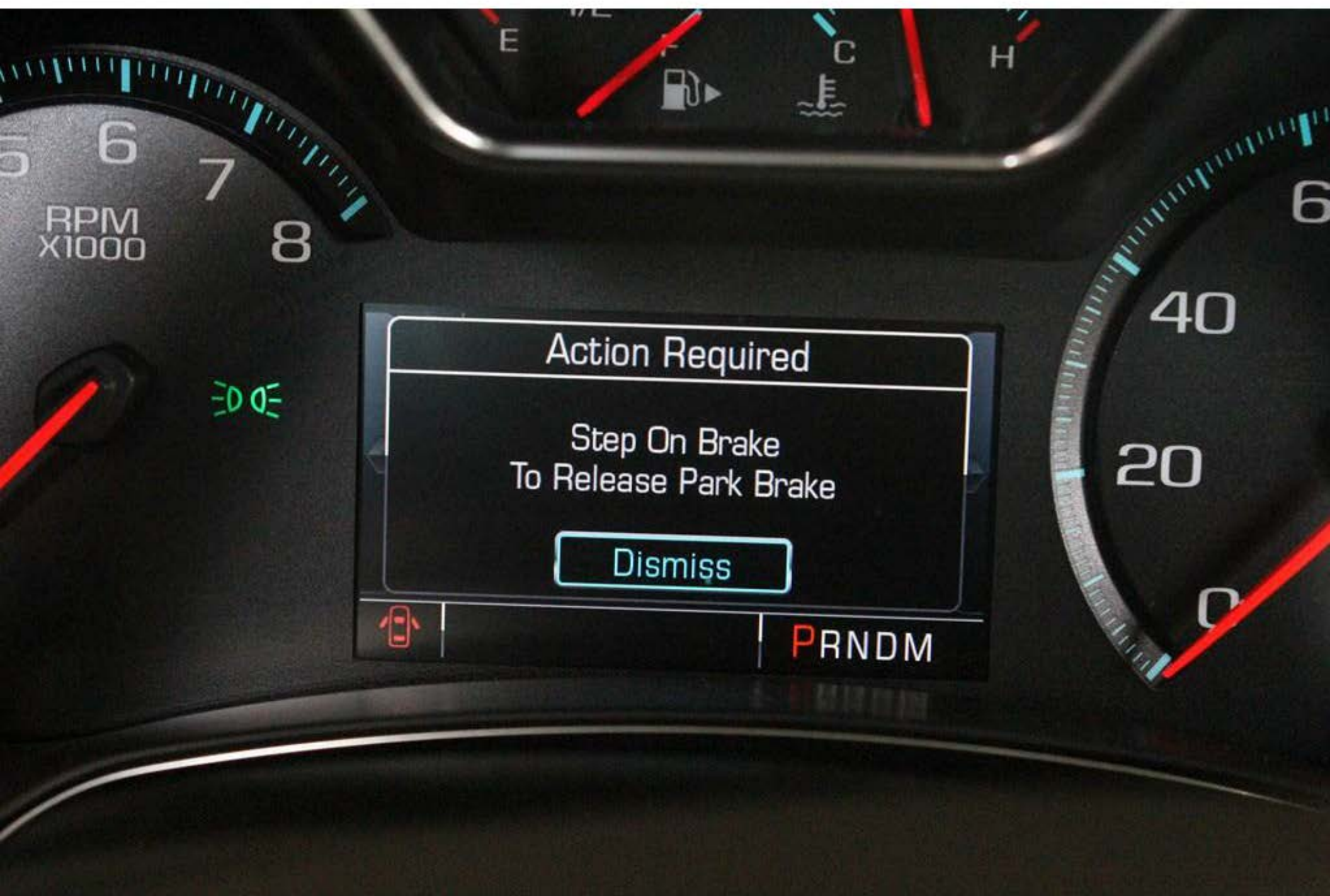


PRNDM



PARK





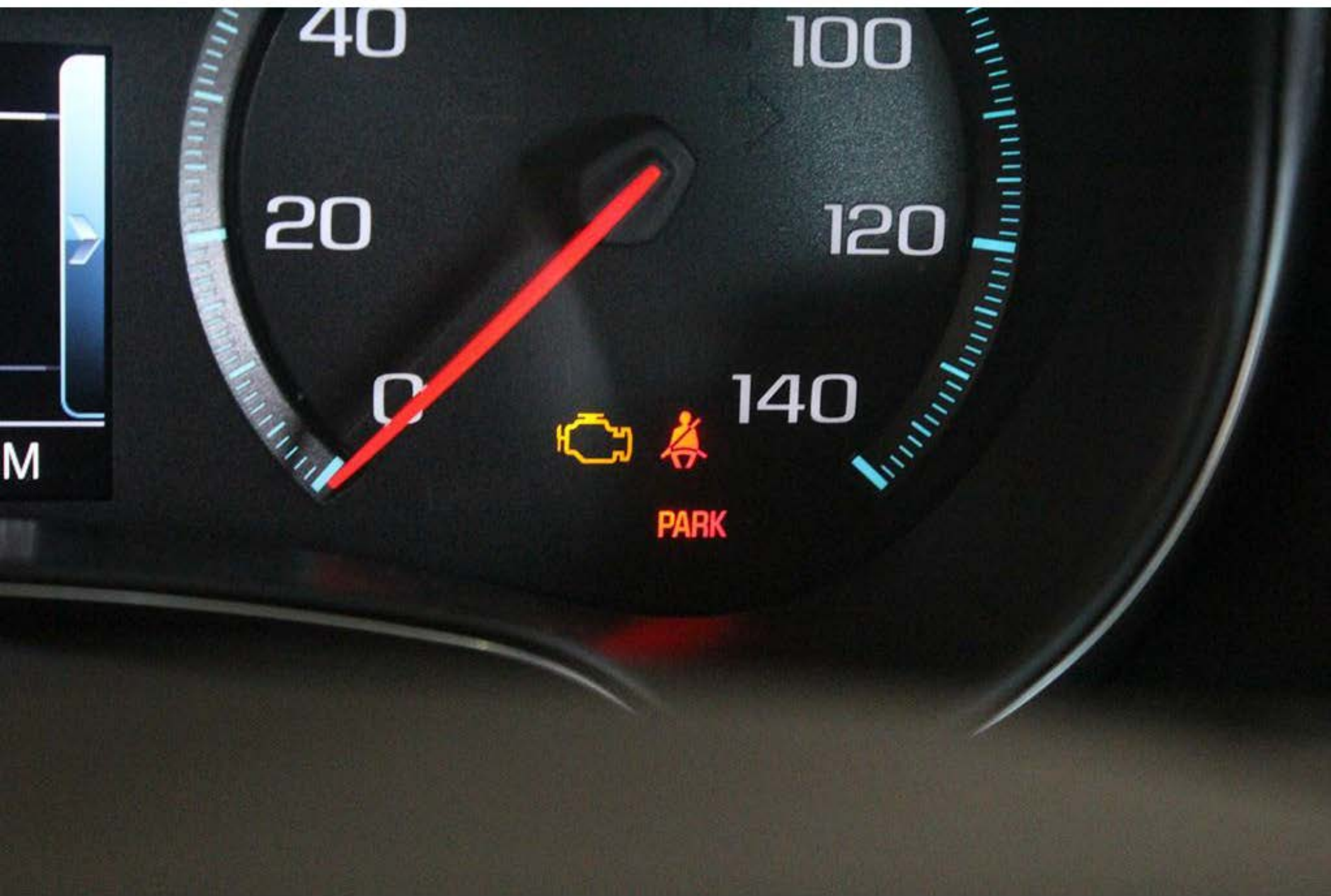
Action Required

Step On Brake
To Release Park Brake

Dismiss



P R N D M











Data Display

Diagnostic Data Display

Graphical Data Display

Auto Update

Park Brake Control Module Data

Parameter Name	Control Module	Value	Unit
Battery Voltage	Parking Brake Control Module	10.9	V
Park Brake Calibration Status	Parking Brake Control Module	Passed	
Park Brake Switch	Parking Brake Control Module	Inactive	
Park Brake Status	Parking Brake Control Module	Released	
Park Brake Motor Command	Parking Brake Control Module	Off	
Park Brake Motor Duty Cycle Command	Parking Brake Control Module	0	%
Park Brake Cable Position	Parking Brake Control Module	153	Counts
Park Brake Release Reason	Parking Brake Control Module	None	
Park Brake Cycle Counter	Parking Brake Control Module	3440	Cycles
Calculated System Temperature	Parking Brake Control Module	43	°C
Engine Control Module - Accelerator Pedal Position Signal	Parking Brake Control Module	Valid	
Engine Control Module - Clutch Pedal Position Signal	Parking Brake Control Module	Valid	
Engine Control Module - Engine Running Signal	Parking Brake Control Module	Valid	
Transmission Control Module - Transmission Gear Signal	Parking Brake Control Module	Valid	
Electronic Brake Control Module - Vehicle Speed Signal	Parking Brake Control Module	Valid	
Electronic Brake Control Module - Longitudinal Acceleration Sensor Signal	Parking Brake Control Module	Valid	
Electronic Brake Control Module - Emergency Park Brake Enable Signal	Parking Brake Control Module	Valid	
Body Control Module - Brake Pedal Signal	Parking Brake Control Module	Valid	
Body Control Module - Driver Seat Belt Signal	Parking Brake Control Module	Valid	

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Exit

GDS 2 v.11.2.01119



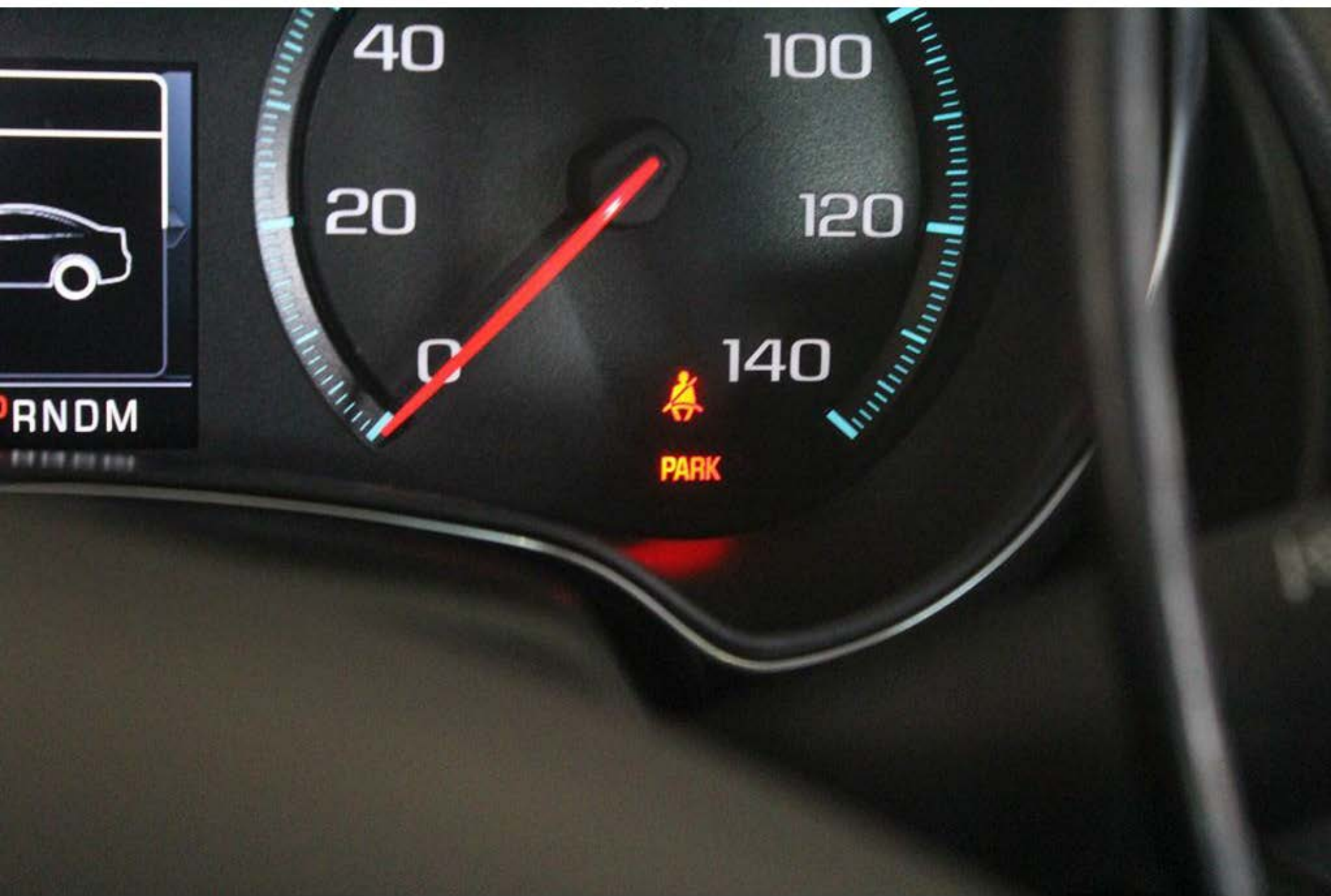
GM Global v2014.4.5



VIN: 2G1115SL8E9

2014,ChevroletImpala,1





Display

[Numeric Data Display](#)
[Graphical Data Display](#)
[Live Graph](#)

4-Stroke Return

Add Parameters

Parking Brake Control Module Data



Parameter Name	Control Module	Value	Unit
Battery Voltage	Parking Brake Control Module	10.7	
Brake Calibration Status	Parking Brake Control Module	Passed	
Brake Switch	Parking Brake Control Module	Applied	
Brake Status	Parking Brake Control Module	Applied	
Brake Motor Command	Parking Brake Control Module	Off	
Brake Motor Duty Cycle Command	Parking Brake Control Module	0	
Brake Cable Position	Parking Brake Control Module	999	Count
Brake Release Reason	Parking Brake Control Module	None	
Brake Cycle Counter	Parking Brake Control Module	3440	Count
Brake System Temperature	Parking Brake Control Module	43	°C
Control Module - Accelerator Pedal Position Signal	Parking Brake Control Module	Valid	
Control Module - Clutch Pedal Position Signal	Parking Brake Control Module	Valid	
Control Module - Engine Running Signal	Parking Brake Control Module	Valid	
Control Module - Transmission Gear Signal	Parking Brake Control Module	Valid	
Control Module - Vehicle Speed Signal	Parking Brake Control Module	Valid	
Control Module - Longitudinal Acceleration Sensor Signal	Parking Brake Control Module	Valid	
Control Module - Emergency Park Brake Enable Signal	Parking Brake Control Module	Valid	
Control Module - Brake Pedal Signal	Parking Brake Control Module	Valid	
Control Module - Driver Seat Belt Signal	Parking Brake Control Module	Valid	

Feedback

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Vehicle Menu

Enter

Create ReportAdd Bookmark

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⬇

	Value	Unit
Control Module	10.7	V
Control Module	Passed	
Control Module	Applied	
Control Module	Applied	
Control Module	Off	%
Control Module	0	Counts
Control Module	999	
Control Module	None	Cycles
Control Module	3440	°C
Control Module	43	
Control Module	Valid	
Control Module	Valid	
Control Module	Valid	
Control Module	Valid	





Data Display

Diagnostic Data Display

Park Brake Control Module Data

Parameter Name	Control Module	Value
Battery Voltage	Parking Brake Control Module	10.7
Park Brake Calibration Status	Parking Brake Control Module	Passed
Park Brake Switch	Parking Brake Control Module	Inactive
Park Brake Status	Parking Brake Control Module	Released
Park Brake Motor Command	Parking Brake Control Module	Off
Park Brake Motor Duty Cycle Command	Parking Brake Control Module	0
Park Brake Cable Position	Parking Brake Control Module	141
Park Brake Release Reason	Parking Brake Control Module	None
Park Brake Cycle Counter	Parking Brake Control Module	3440
Calculated System Temperature	Parking Brake Control Module	43
Engine Control Module - Accelerator Pedal Position Signal	Parking Brake Control Module	Valid
Engine Control Module - Clutch Pedal Position Signal	Parking Brake Control Module	Valid
Engine Control Module - Engine Running Signal	Parking Brake Control Module	Valid
Transmission Control Module - Transmission Gear Signal	Parking Brake Control Module	Valid
Electronic Brake Control Module - Vehicle Speed Signal	Parking Brake Control Module	Valid
Electronic Brake Control Module - Longitudinal Acceleration Sensor Signal	Parking Brake Control Module	Valid
Electronic Brake Control Module - Emergency Park Brake Enable Signal	Parking Brake Control Module	Valid
Body Control Module - Brake Pedal Signal	Parking Brake Control Module	Valid
Body Control Module - Driver Seat Belt Signal	Parking Brake Control Module	Valid

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GOS 2 v11 201119 GM Global v2014 4.5 VIN 2G115SL8E5 2014 Chevrolet Impala 1

	Value	Unit
	10.7	V
	Passed	
	Inactive	
	Released	
	Off	
	0	%
	141	Counts
	None	
	3440	Cycles
	43	°C
	Valid	
	Valid	
	Valid	
	Valid	
	Valid	



Data Display

Diagnostic Data Display [Refresh Data](#) [Close Display](#)

Park Brake Control Module Data



Parameter Name	Control Module	Value
Battery Voltage	Parking Brake Control Module	10.6
Park Brake Calibration Status	Parking Brake Control Module	Passed
Park Brake Switch	Parking Brake Control Module	Inactive
Park Brake Status	Parking Brake Control Module	Applied
Park Brake Motor Command	Parking Brake Control Module	Off
Park Brake Motor Duty Cycle Command	Parking Brake Control Module	0
Park Brake Cable Position	Parking Brake Control Module	843
Park Brake Release Reason	Parking Brake Control Module	None
Park Brake Cycle Counter	Parking Brake Control Module	3440
Calculated System Temperature	Parking Brake Control Module	43
Engine Control Module - Accelerator Pedal Position Signal	Parking Brake Control Module	Valid
Engine Control Module - Clutch Pedal Position Signal	Parking Brake Control Module	Valid
Engine Control Module - Engine Running Signal	Parking Brake Control Module	Valid
Transmission Control Module - Transmission Gear Signal	Parking Brake Control Module	Valid
Electronic Brake Control Module - Vehicle Speed Signal	Parking Brake Control Module	Valid
Electronic Brake Control Module - Longitudinal Acceleration Sensor Signal	Parking Brake Control Module	Valid
Electronic Brake Control Module - Emergency Park Brake Enable Signal	Parking Brake Control Module	Valid
Body Control Module - Brake Pedal Signal	Parking Brake Control Module	Valid
Body Control Module - Driver Seat Belt Signal	Parking Brake Control Module	Valid



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Vehicle Menu

Passed		
Inactive		
Applied		
Off		%
0		
843		Counts
None		
3440		Cycle
43		
Valid		
Valid		



Data Display

Diagnostic Data Display Graphical Data Display Line Graph

Chassis Control Data

Parameter Name	Control Module	Value	Unit
Automatic Transmission Manual Shift Switch	Body Control Module	On	
Brake Pedal Applied	Body Control Module	Inactive	
Brake Pedal Initial Travel Position Achieved	Body Control Module	No	
Brake Pedal Pulled Up from Released Position	Body Control Module	No	
Brake Pedal Position Sensor High Voltage During Learn	Body Control Module	No	
Brake Pedal Position Sensor Learn	Body Control Module	No	
Brake Pedal Position Sensor Learned Released Position	Body Control Module	Yes	
Brake Pedal Position Sensor Learned Released Position	Body Control Module	1.14	
Brake Pedal Position Sensor Learned Released Position	Body Control Module	46	
Brake Pedal Position Sensor Low Voltage During Learn	Body Control Module	No	
Brake Pedal Position Sensor Move During Learn	Body Control Module	No	
Brake Pedal Position Sensor	Body Control Module	1.16	
Brake Pedal Position Sensor Reference	Body Control Module	4.99	
Brake Pedal Position	Body Control Module	0.02	
Brake Pedal Position	Body Control Module	0	
Brake Pedal Position	Body Control Module	Inactive	
Transmission Shift Interlock Solenoid Actuator Command	Body Control Module	Inactive	
Transmission Shift Interlock Solenoid Actuator Command	Body Control Module	Inactive	
Transmission Shift Interlock Solenoid Actuator Command	Body Control Module	Off	
Transmission Shift Interlock Solenoid Actuator Command	Body Control Module	Released	



Create Report



Value

Unit

On

Inactive

No

No

No

No

Yes

1.14



Data Display

Diagnostic Data Display

Chassis Control Data

||

2

1

1

1

1

Parameter Name	Control Module	Value	Unit
Automatic Transmission Manual Shift Switch	Body Control Module	On	
Brake Pedal Applied	Body Control Module	Active	
Brake Pedal Initial Travel Position Achieved	Body Control Module	Yes	
Brake Pedal Pulled Up from Released Position	Body Control Module	No	
Brake Pedal Position Sensor High Voltage During Learn	Body Control Module	No	
Brake Pedal Position Sensor Learn	Body Control Module	No	
Brake Pedal Position Sensor Learned Released Position	Body Control Module	Yes	
Brake Pedal Position Sensor Learned Released Position	Body Control Module	1.14	V
Brake Pedal Position Sensor Learned Released Position	Body Control Module	48	N
Brake Pedal Position Sensor Learned Released Position	Body Control Module	No	
Brake Pedal Position Sensor Low Voltage During Learn	Body Control Module	No	
Brake Pedal Position Sensor Move During Learn	Body Control Module	1.35	V
Brake Pedal Position Sensor	Body Control Module	4.98	V
Brake Pedal Position Sensor Reference	Body Control Module	0.21	V
Calculated Brake Pedal Position	Body Control Module	4	
Calculated Brake Pedal Position	Body Control Module	Active	
Brake Transmission Shift Interlock Solenoid Actuator Command	Body Control Module	Inactive	
Cruise Control Switch Status	Body Control Module	Off	
In Park Switch Status	Body Control Module	Released	
Park Brake Status	Body Control Module		

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Enter

12:37



Create Report



Add Bookmark



	Value	Unit
	On	
	Active	
	Yes	
	No	
	No	
	No	
	Yes	
	1.14	V
	46	%



Diagnostic Data Display

Chassis Control Data

Parameter Name	Control Module	Value	Unit
Automatic Transmission Manual Shift Switch	Body Control Module		
Brake Pedal Applied	Body Control Module	On	
Brake Pedal Initial Travel Position Achieved	Body Control Module	Inactive	
Brake Pedal Pulled Up from Released Position	Body Control Module	No	
Brake Pedal Position Sensor High Voltage During Learn	Body Control Module	No	
Brake Pedal Position Sensor Learn	Body Control Module	No	
Brake Pedal Position Sensor Learned Released Position	Body Control Module	No	
Brake Pedal Position Sensor Learned Released Position	Body Control Module	Yes	
Brake Pedal Position Sensor Learned Released Position	Body Control Module	1.14	
Brake Pedal Position Sensor Low Voltage During Learn	Body Control Module	46	
Brake Pedal Position Sensor Move During Learn	Body Control Module	No	
Brake Pedal Position Sensor	Body Control Module	No	
Brake Pedal Position Sensor Reference	Body Control Module	1.15	
Calculated Brake Pedal Position	Body Control Module	4.98	
Calculated Brake Pedal Position	Body Control Module	0.02	
Brake Transmission Shift Interlock Solenoid Actuator Command	Body Control Module	0	
Cruise Control Switch Status	Body Control Module	Inactive	
Park Switch Status	Body Control Module	Inactive	
Park Brake Status	Body Control Module	Off	
	Body Control Module	Released	



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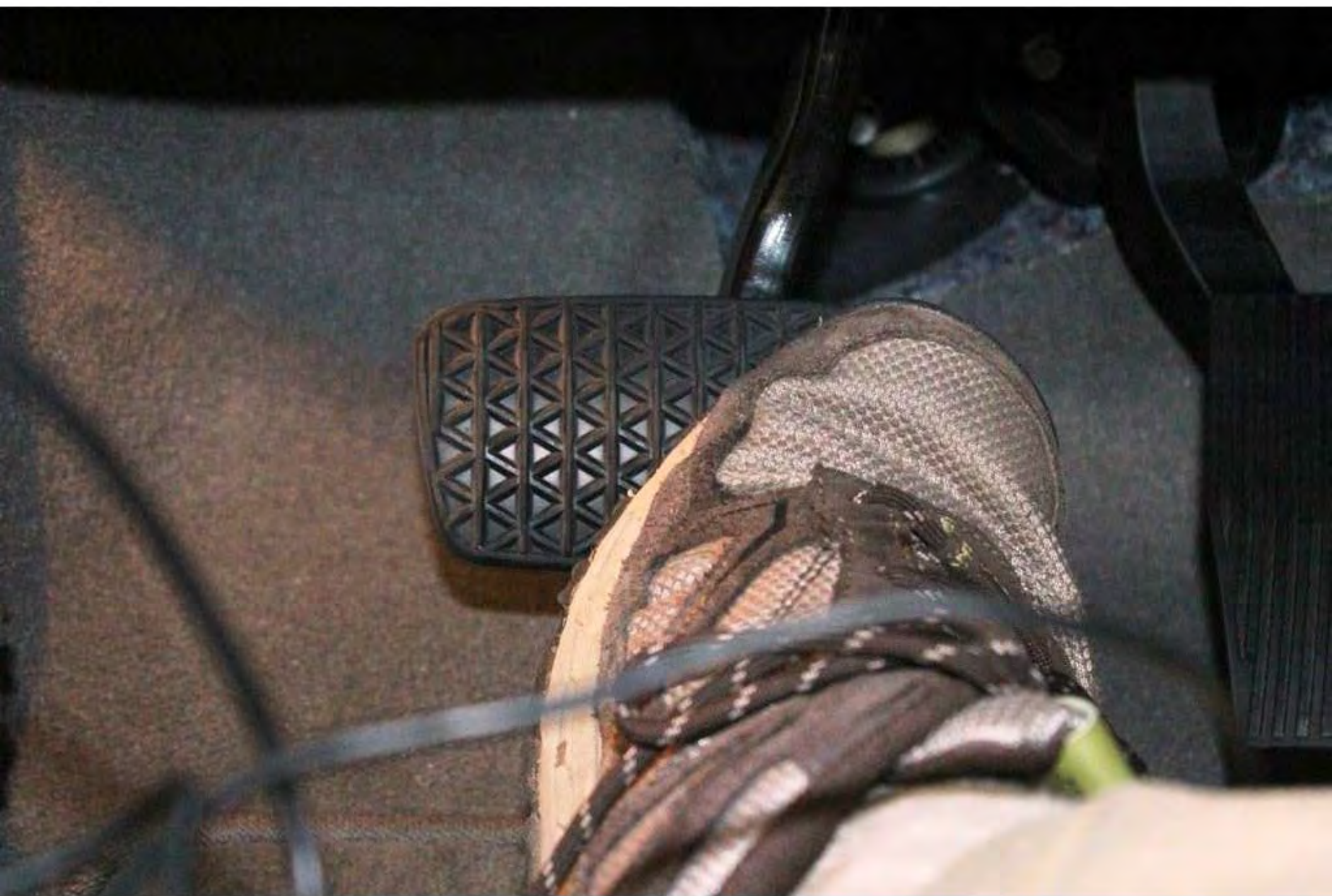
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2 v.11.2.01119 ● GM Global v2014.4.5 ● VIN: 2G1115SL8E5 ● 2014,Chevrolet,Impala,1

	No	
	No	
	Yes	
	1.14	V
	46	%
	No	
	No	
	1.16	V
	4.98	V
	0.02	V
	0	%
	Inactive	
	Inactive	
	Off	
	Released	



Data Display

Diagnostic Data Display

Chassis Control Data

Parameter Name	Control Module	Value
Automatic Transmission Manual Shift Switch	Body Control Module	On
Brake Pedal Applied	Body Control Module	Active
Brake Pedal Initial Travel Position Achieved	Body Control Module	Yes
Brake Pedal Pulled Up from Released Position	Body Control Module	No
Brake Pedal Position Sensor High Voltage During Learn	Body Control Module	No
Brake Pedal Position Sensor Learn	Body Control Module	No
Brake Pedal Position Sensor Learned Released Position	Body Control Module	Yes
Brake Pedal Position Sensor Learned Released Position	Body Control Module	1.14
Brake Pedal Position Sensor Learned Released Position	Body Control Module	46
Brake Pedal Position Sensor Low Voltage During Learn	Body Control Module	No
Brake Pedal Position Sensor Move During Learn	Body Control Module	No
Brake Pedal Position Sensor	Body Control Module	1.77
Brake Pedal Position Sensor Reference	Body Control Module	4.98
Calculated Brake Pedal Position	Body Control Module	0.64
Calculated Brake Pedal Position	Body Control Module	13
Brake Transmission Shift Interlock Solenoid Actuator Command	Body Control Module	Active
Cruise Control Switch Status	Body Control Module	Inactive
In Park Switch Status	Body Control Module	Off
Park Brake Status	Body Control Module	Released

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	No		
	Yes		
	1.14		V
	46		%
	No		
	No		
	1.79		V
	4.98		V
	0.63		V
	13		%
	Active		
	Inactive		
	Off		



		Value	Test
Brake Pedal Applied	Body Control Module		
Brake Pedal Initial Travel Position Achieved	Body Control Module	On	
Brake Pedal Pulled Up from Released Position	Body Control Module	Inactive	
Brake Pedal Position Sensor High Voltage During Learn	Body Control Module	No	
Brake Pedal Position Sensor Learn	Body Control Module	No	
Brake Pedal Position Sensor Learned Released Position	Body Control Module	No	
Brake Pedal Position Sensor Learned Released Position	Body Control Module	No	
Brake Pedal Position Sensor Learned Released Position	Body Control Module	Yes	
Brake Pedal Position Sensor Low Voltage During Learn	Body Control Module	1.14	
Brake Pedal Position Sensor Move During Learn	Body Control Module	46	
Brake Pedal Position Sensor	Body Control Module	No	
Brake Pedal Position Sensor Reference	Body Control Module	No	
Calculated Brake Pedal Position	Body Control Module	1.17	
Calculated Brake Pedal Position	Body Control Module	4.96	
Calculated Brake Pedal Position	Body Control Module	0.03	
Brake Transmission Shift Interlock Solenoid Actuator Command	Body Control Module	1	
Cruise Control Switch Status	Body Control Module	Inactive	
In Park Switch Status	Body Control Module	Inactive	
Park Brake Status	Body Control Module	Off	
		Applied	

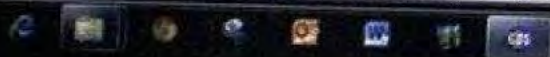
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GDS 2 v.11.2.01119 GM Global v2014.4.5 VIN: 2G1115SL8E9 2014,Chevrolet,Impala,1



Brake Pedal Position Sensor

Brake Pedal Position Sensor Reference

Calculated Brake Pedal Position

Calculated Brake Pedal Position

Brake Transmission Shift Interlock Solenoid Actuator Co

Cruise Control Switch Status

In Park Switch Status

Park Brake Status



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NO

1.17

4.98

0.03

1

Inactive

Inactive

Off

Applied



Vehicle Menu



Enter





Brake Pedal Applied	Body Control Module	Active
Brake Pedal Initial Travel Position Achieved	Body Control Module	Yes
Brake Pedal Pulled Up from Released Position	Body Control Module	No
Brake Pedal Position Sensor High Voltage During Learn	Body Control Module	No
Brake Pedal Position Sensor Learn	Body Control Module	No
Brake Pedal Position Sensor Learned Released Position	Body Control Module	Yes
Brake Pedal Position Sensor Learned Released Position	Body Control Module	1.14
Brake Pedal Position Sensor Learned Released Position	Body Control Module	46
Brake Pedal Position Sensor Low Voltage During Learn	Body Control Module	No
Brake Pedal Position Sensor Move During Learn	Body Control Module	No
Brake Pedal Position Sensor	Body Control Module	1.62
Brake Pedal Position Sensor Reference	Body Control Module	4.98
Calculated Brake Pedal Position	Body Control Module	0.48
Calculated Brake Pedal Position	Body Control Module	10
Brake Transmission Shift Interlock Solenoid Actuator Command	Body Control Module	Active
Cruise Control Switch Status	Body Control Module	Inactive
In Park Switch Status	Body Control Module	Off
Park Brake Status	Body Control Module	Released
Traction Control Switch	Body Control Module	Inactive

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	No	
	1.62	
	4.98	
	0.48	
	10	
	Active	
	Inactive	
	Off	
	Released	
	Inactive	



Vehicle Menu



Enter









23119497
2014.03.07.01
68550455 13247
HJ347NAIID30105

EPB ECU
EP80004D00 AA
041 AMINIC-0-2A22
22G2K13H26F702A22
5WY7M03C 130827



GP-12
CONTAIN
PRO
20



GP-12
CONTAINMENT
PROCESS
2013.09.03

EPB ECU
EP80004D00 AA
041 AM1NIC-0-2A22
22G2K13H26F702A22
5WY7M03C · 130827

13247
7NAIID30105



EPB ECU
EP80004D00 AA
041 AM1N1C-0-2A22
22G2K13H26F
5WY7M03C 130827

0247
NAIID30105















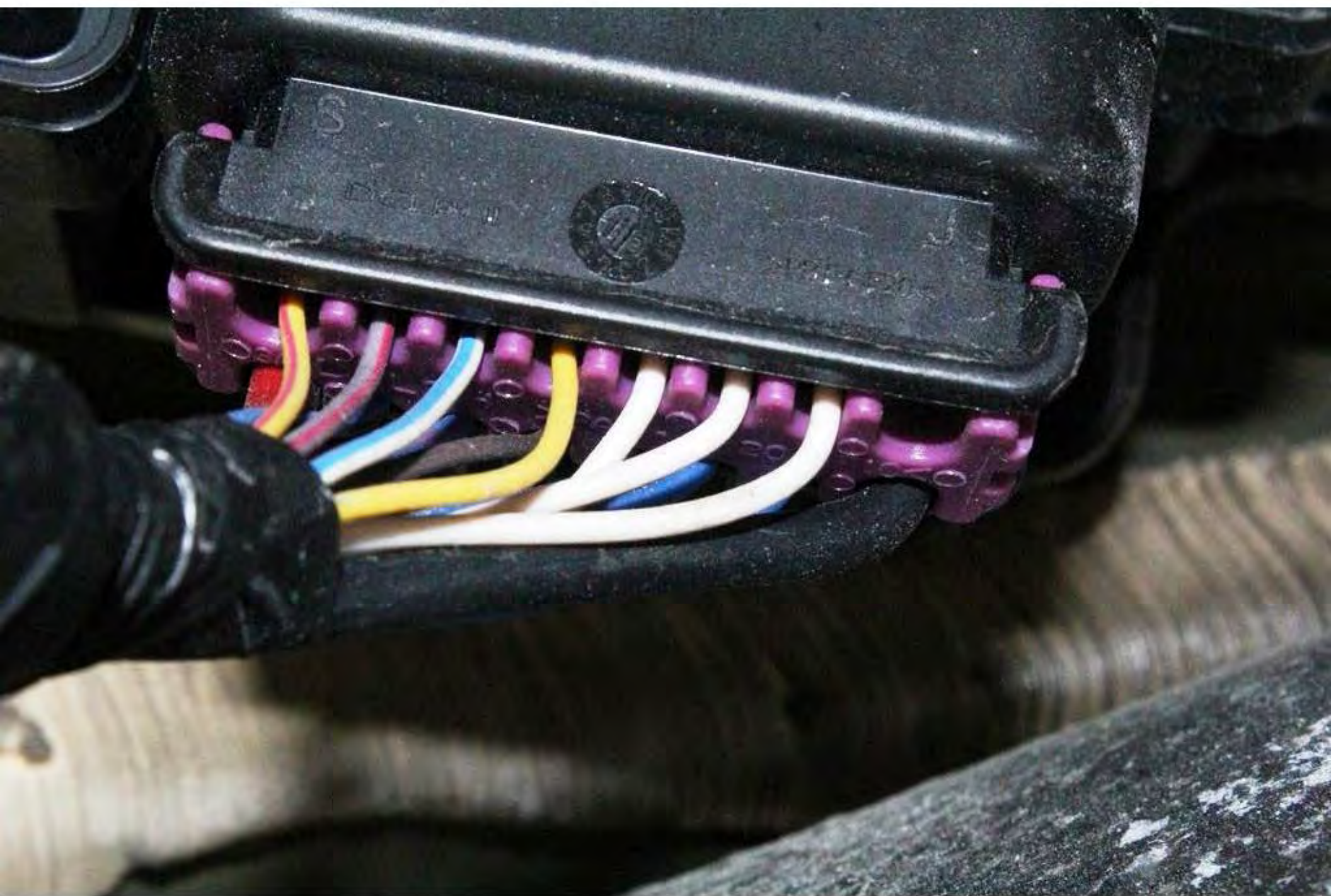
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DELPHI



>PRT-GF20<

















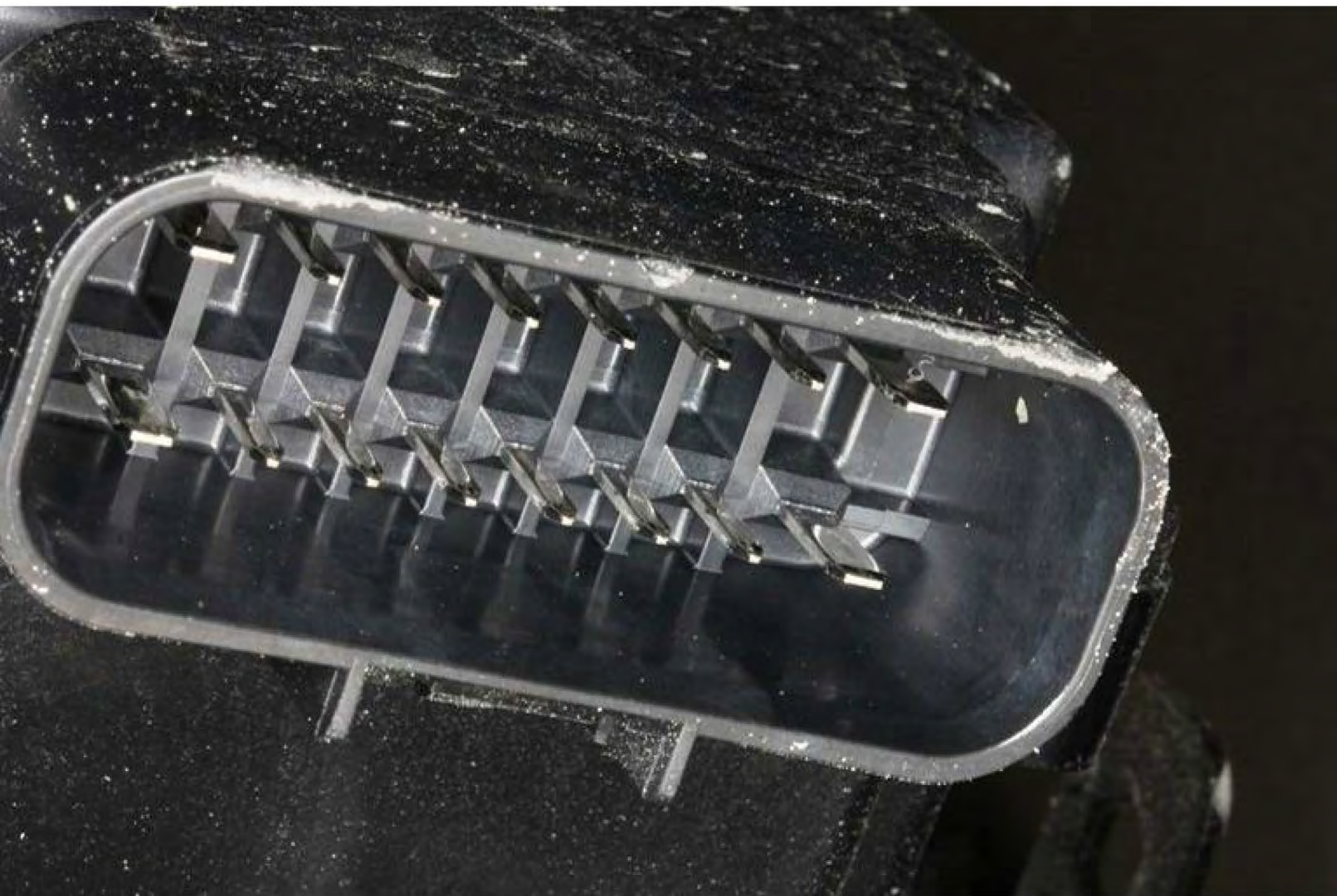








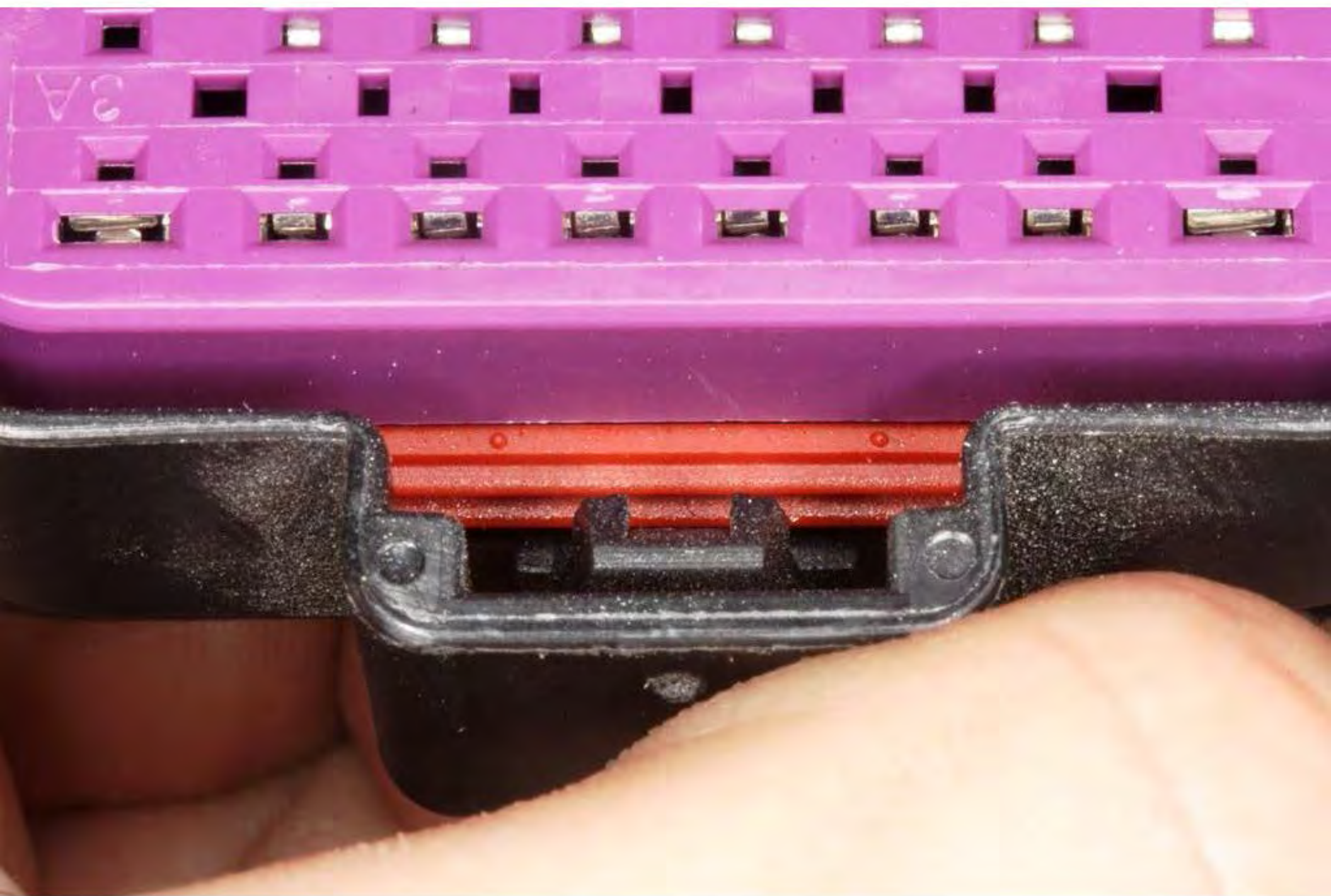




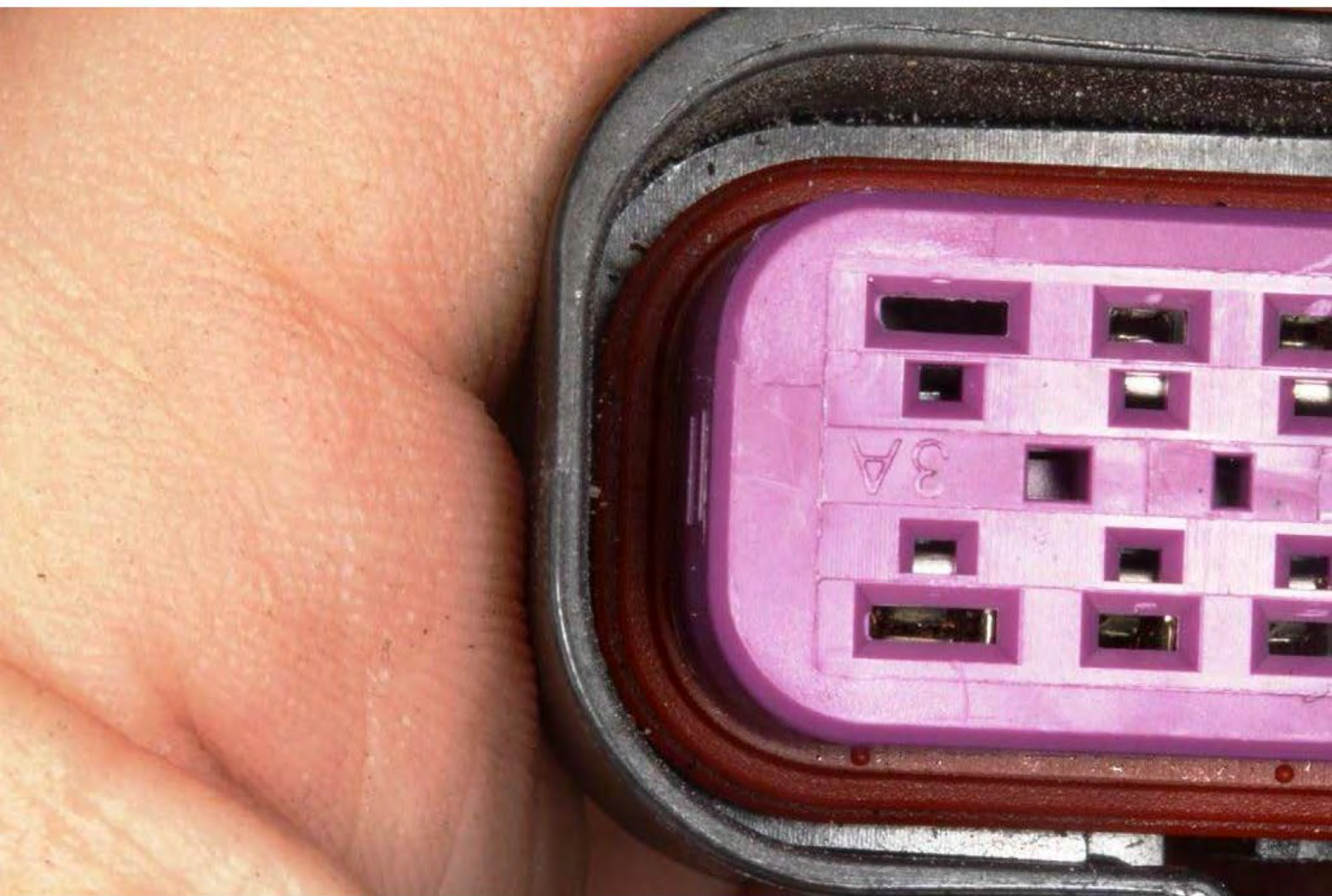


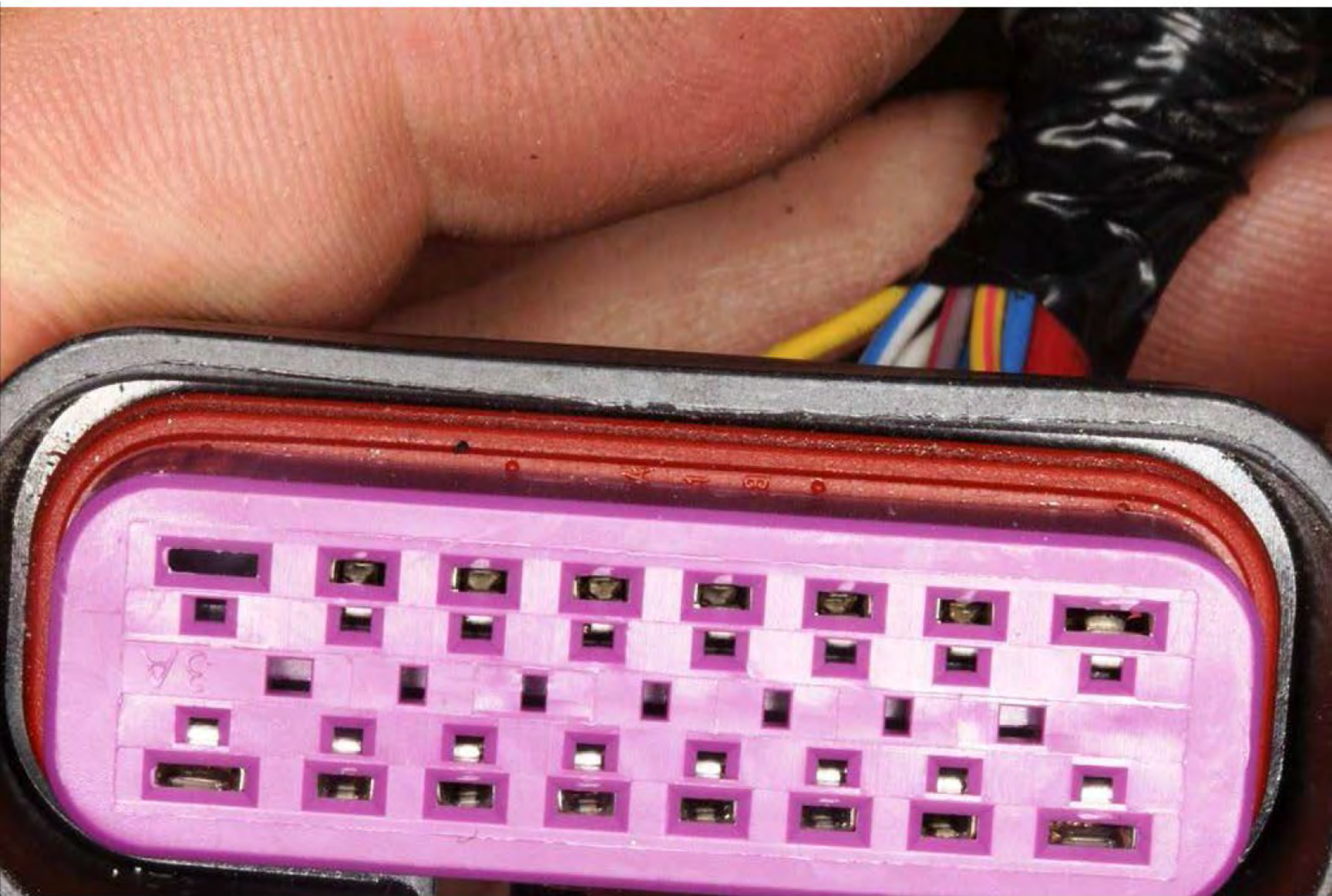








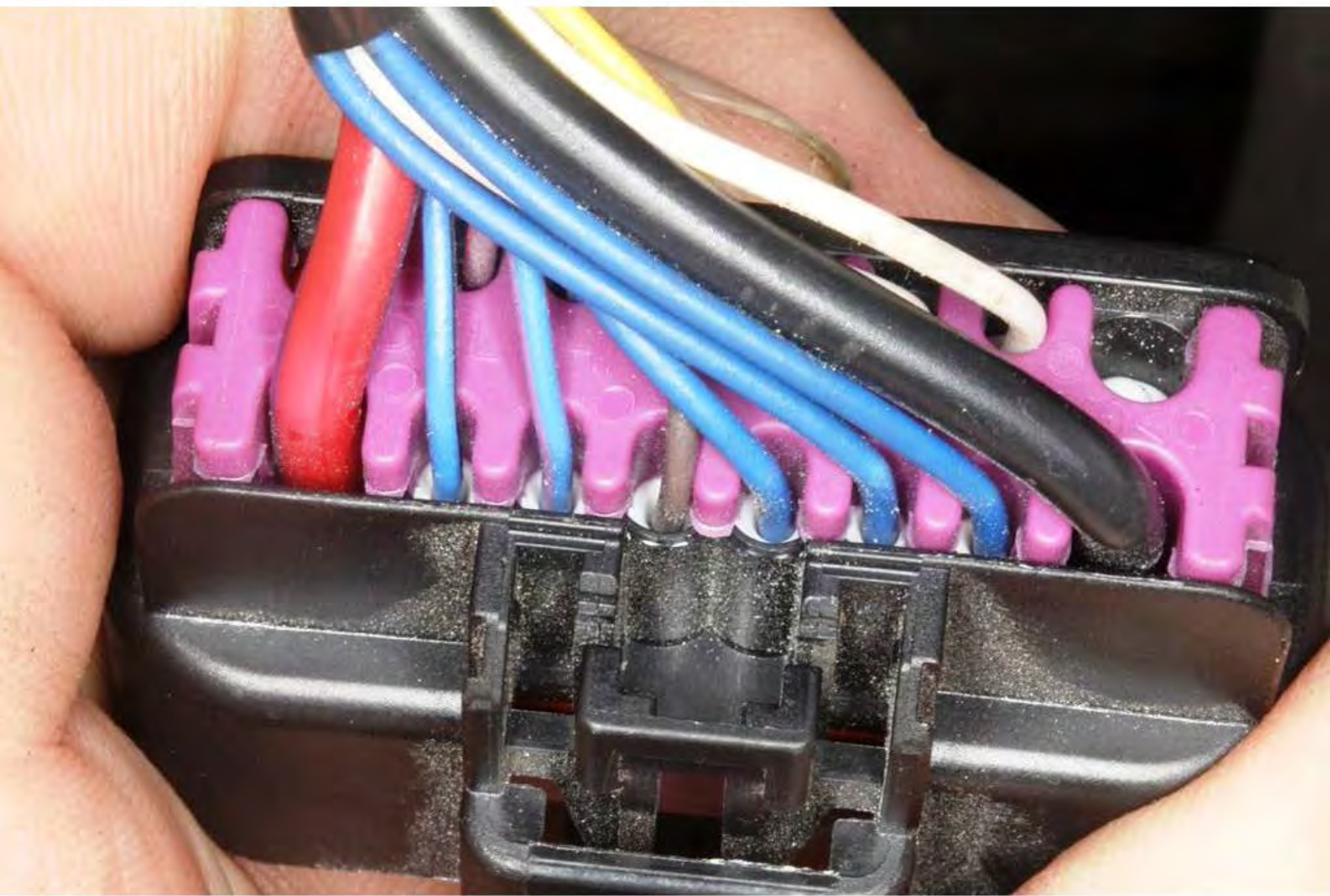


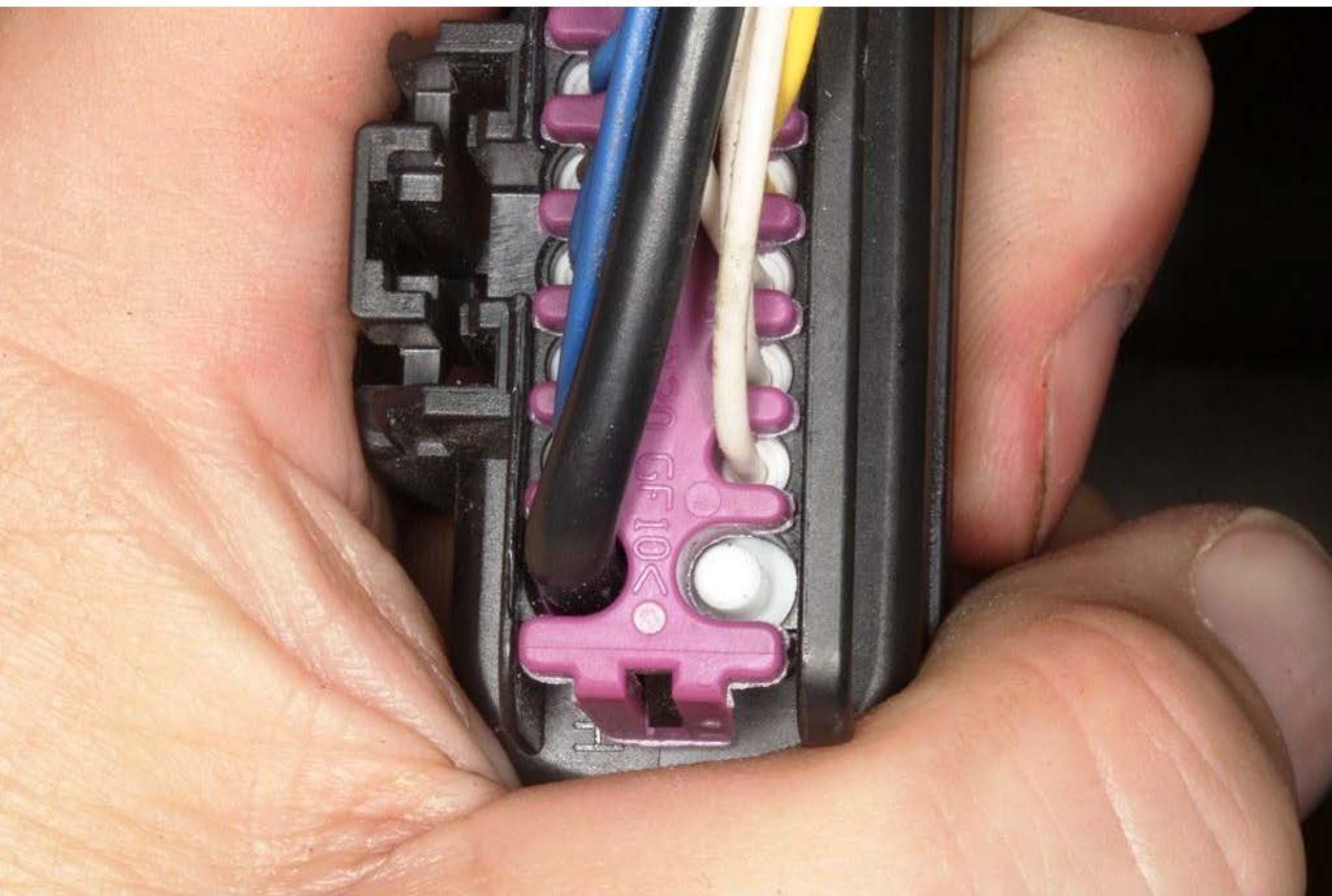


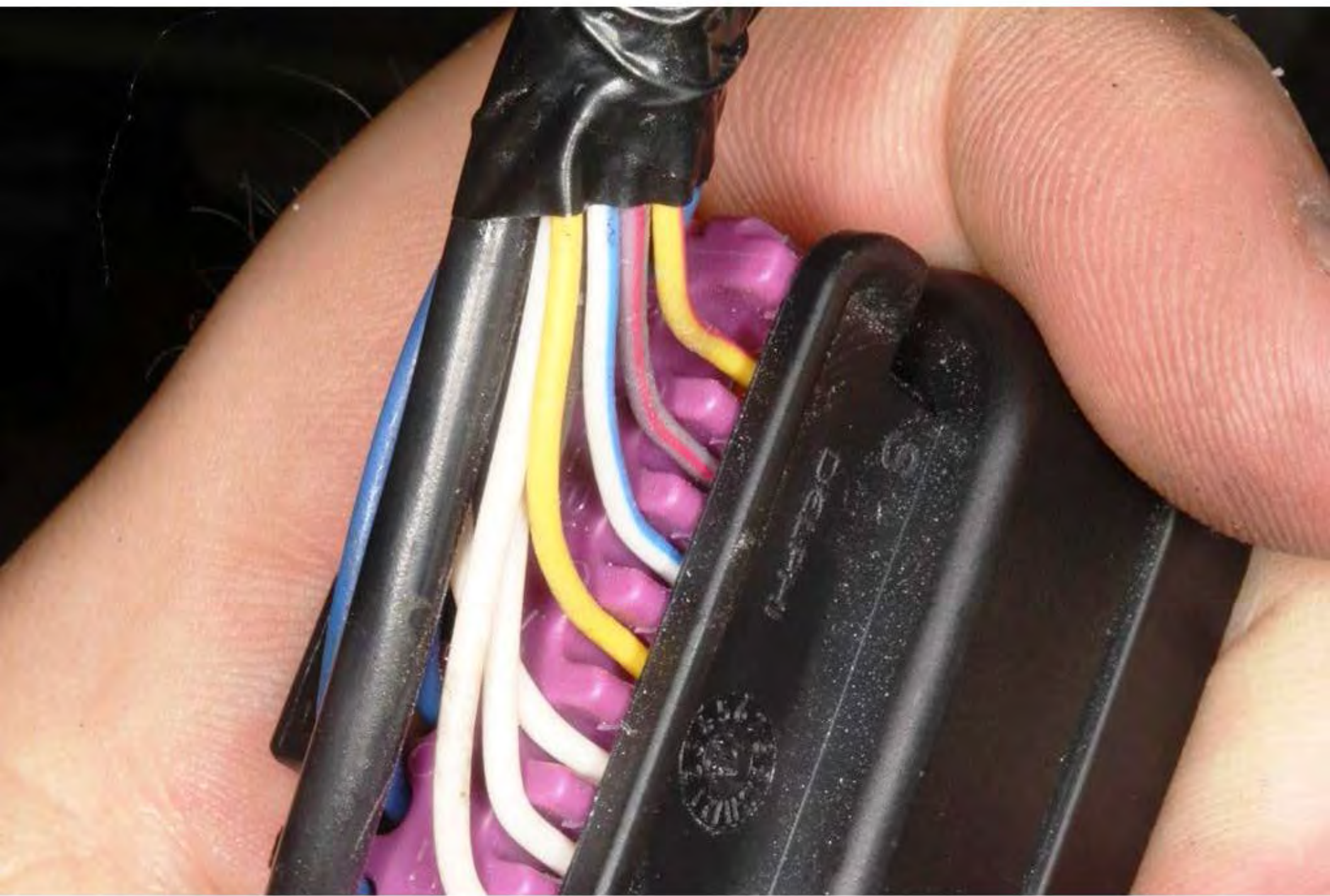


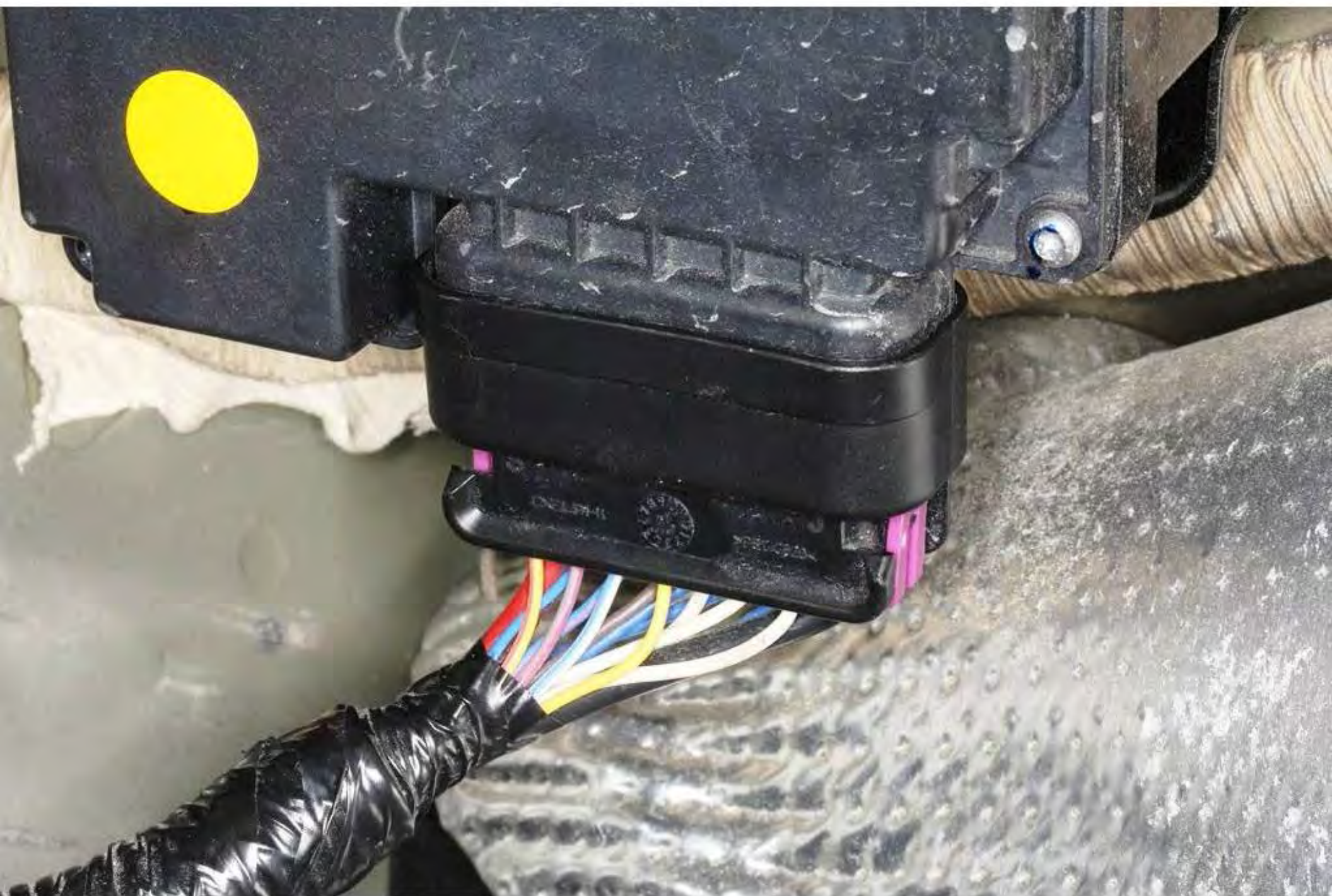










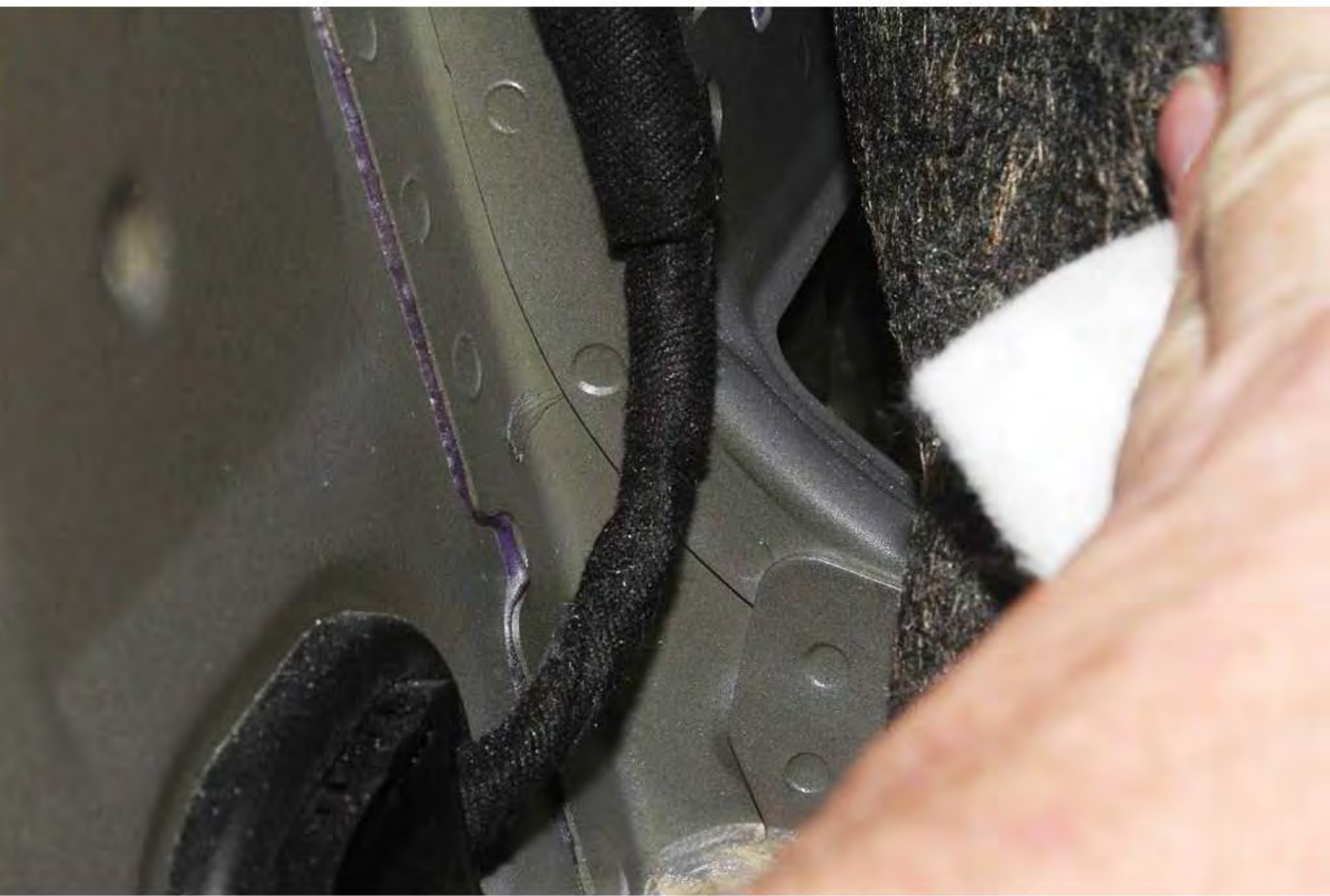




























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3313316000000414



PPL3

0414

BOSCH

0263004725

1039J00000 M4

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GM 1344 7859

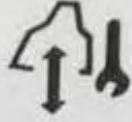
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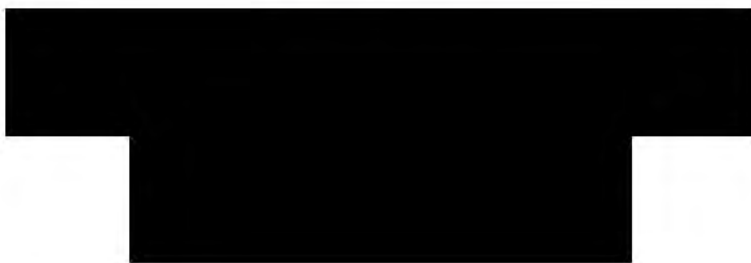


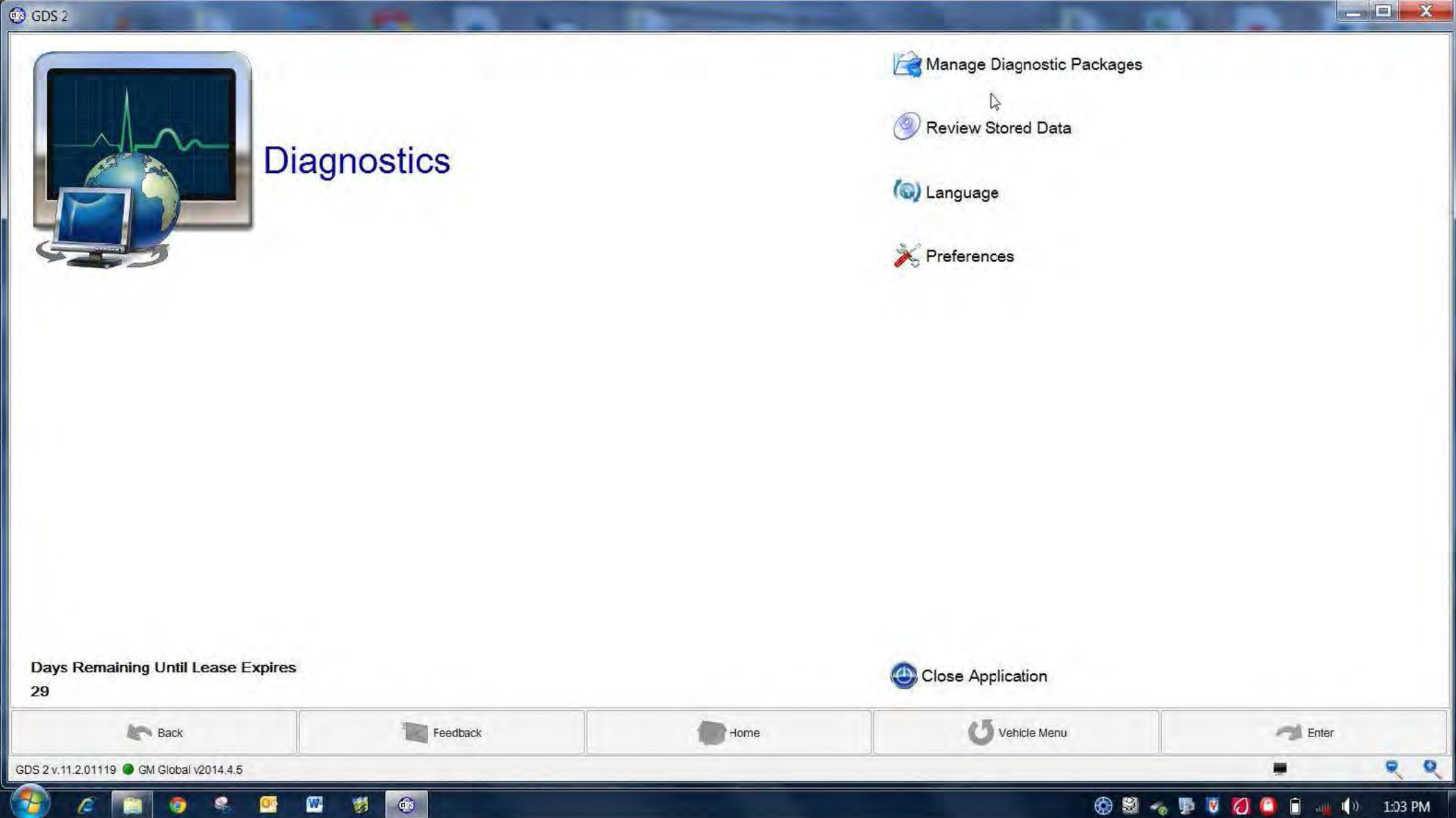
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Q 08 C





Device:	22113547	Select Device	Disconnect	☐ Navigate Without Device
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22113547

Select Device

Disconnect

☐ Navigate Without Device

Make	Chevrolet
Model	Impala
Model Year	2014

Chevrolet

Impala

2014



Clear Vehicle Selection

VIN:

2G1115SL8E9

Decode VIN

Read VIN

VIN	Model Year	Make	Model	Timestamp
1G1PD5SB16E	2014	Chevrolet	Cruze	Nov 13, 2013 12:18:56 PM
3GYFNHE37DS	2013	Cadillac	SRX	Oct 25, 2013 4:17:08 PM
1G1PG5S90B7	2011	Chevrolet	Cruze	Oct 17, 2013 12:07:41 PM

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GDS 2

Module Diagnostics

Vehicle Diagnostics

System Diagnostics

Session Manager

Selected Vehicle Configuration

Property	Value
----------	-------

Navigation Path

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GDS 2

Vehicle DTC Information

Read Vehicle Wide DTC and ID Information

Selected Vehicle Configuration

Property	Value
----------	-------

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Vehicle Diagnostics

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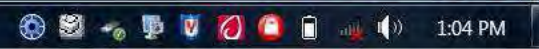
GM Global v2014.4.5

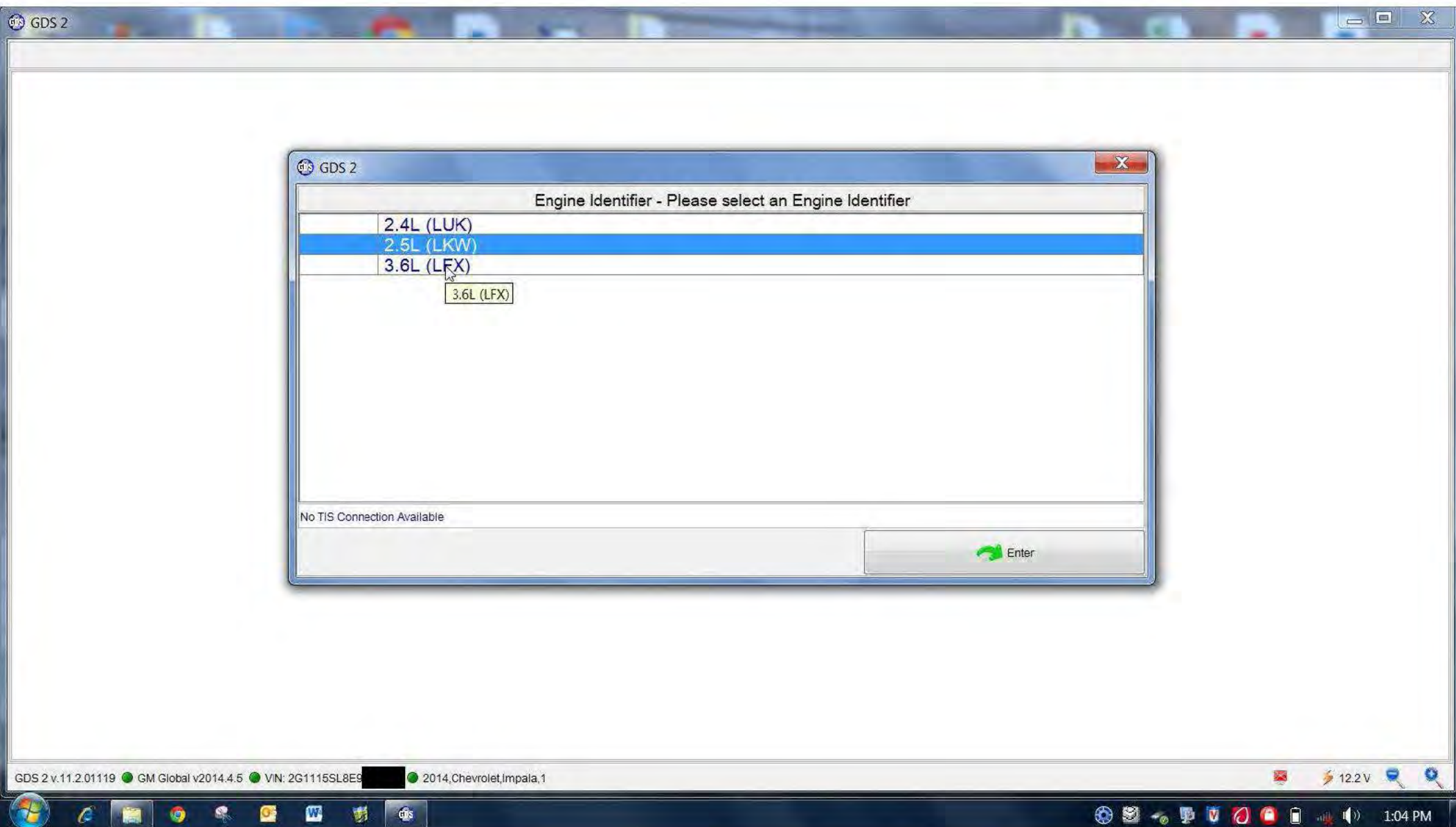
VIN: 2G1115SL8E9

2014,Chevrolet,Impala,1

12.2 V

1:04 PM





GDS 2

Module Diagnostics

Vehicle Diagnostics

System Diagnostics

Session Manager

Selected Vehicle Configuration

Property	Value
Headlamp Type	Halogen (T4A TT4)
Steering Column Lock Control (ULS/N06)	Not Equipped
Chassis Control Module Version	Fuel Pump and Active Grille Air Shutter
Power Steering Type	Electric Power Steering (NJ0 NJ1)
Power Steering Control Module Version	0224
Engine Identifier	2.5L (LKW)

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 Create Report

 Add Bookmark

Engine Data



Enter

 12.2 V

 Create Report

 Add Bookmark

Engine Data



Random/Neutral

Enter

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GDS 2

Data Display

Create Report

Add Bookmark

Diagnostic Data Display

Graphical Data Display

Line Graph

DTC Display

Engine Data

Parameter Name	Control Module	Value	Unit
Cruise Control	Engine Control Module	Inactive	
Fuel Pressure Sensor	Engine Control Module	450	kPa
Fuel Rail Pressure Sensor	Engine Control Module	15.4	MPa
Fuel Pressure Regulator High Control Circuit Command	Engine Control Module	0	%
Fuel Rail Pressure Regulator Command	Engine Control Module	0	°
Fuel Pump Enable Command	Engine Control Module	Off	
Fuel Pump Enable Circuit Low Voltage Test Status	Engine Control Module	Not Run	
Fuel Pump Enable Circuit Open Test Status	Engine Control Module	OK	
Fuel Pump Enable Circuit High Voltage Test Status	Engine Control Module	OK	
Park/Neutral Position Switch	Engine Control Module	Park/Neutral	
Current Gear	Engine Control Module	In Progress	
Brake Pedal Position Sensor	Engine Control Module	0	%
A/C Compressor Clutch Relay Command	Engine Control Module	Off	
A/C Compressor Operation	Engine Control Module	Not Allowed	
Engine Oil Pressure	Engine Control Module	0.00	kPa
Engine Oil Level Switch	Engine Control Module	OK	
Engine Oil Pressure Control Solenoid Valve Command	Engine Control Module	Off	
Engine Oil Pressure Control Solenoid Valve Control Circuit Low Voltage Test Status	Engine Control Module	OK	
Engine Oil Pressure Control Solenoid Valve Control Circuit Open Test Status	Engine Control Module	OK	
Engine Oil Pressure Control Solenoid Valve Control Circuit High Voltage Test Status	Engine Control Module	Not Run	
Vehicle Speed Sensor	Engine Control Module	0	km/h
Warm-Ups Since DTC Cleared	Engine Control Module	235	Counts
Warm-Ups without Emission Malfunctions	Engine Control Module	255	Counts
Warm-Ups without Non-Emission Malfunctions	Engine Control Module	255	Counts
Distance Since DTC Cleared	Engine Control Module	9375	km
Engine Run Time	Engine Control Module	00:00:00	

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Data Display

Create Report

Add Bookmark

Diagnostic Data Display Graphical Data Display Line Graph

Adaptive Pressure Control Data



Parameter Name	Control Module	Value	Unit
Successful Adaptive Pressure Control Learn Counter	Electronic Brake Control Module	2	
Ignition Cycles Until Next Adaptive Pressure Control Maintenance Mode	Electronic Brake Control Module	51	
Inhibited Adaptive Pressure Control Maintenance Mode Activation Attempts	Electronic Brake Control Module	0	
Primary Isolation Solenoid Valve Learn Status	Electronic Brake Control Module	Learn	
Secondary Isolation Solenoid Valve Learn Status	Electronic Brake Control Module	Learned	
ABS Left Front Inlet Solenoid Valve Learn Status	Electronic Brake Control Module	Learned	
ABS Right Front Inlet Solenoid Valve Learn Status	Electronic Brake Control Module	Learned	
ABS Left Rear Inlet Solenoid Valve Learn Status	Electronic Brake Control Module	Learned	
ABS Right Rear Inlet Solenoid Valve Learn Status	Electronic Brake Control Module	Learned	
Adaptive Pressure Control Performance Value 1	Electronic Brake Control Module	5A20000	
Adaptive Pressure Control Performance Value 2	Electronic Brake Control Module	7FFF7EFF	
Primary Isolation Solenoid Valve Learned Value	Electronic Brake Control Module	FC	
Secondary Isolation Solenoid Valve Learned Value	Electronic Brake Control Module	FC	
ABS Left Front Inlet Solenoid Valve Learned Value	Electronic Brake Control Module	2	
ABS Right Front Inlet Solenoid Valve Learned Value	Electronic Brake Control Module	1	
ABS Left Rear Inlet Solenoid Valve Learned Value	Electronic Brake Control Module	0	
ABS Right Rear Inlet Solenoid Valve Learned Value	Electronic Brake Control Module	1	

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GDS 2

Data Display

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Diagnostic Data DisplayGraphical Data DisplayLine Graph

Solenoid Valve Data

Parameter Name	Control Module	Value	Unit
Left Front Inlet Solenoid Valve Feedback	Electronic Brake Control Module	Inactive	
Left Front Outlet Solenoid Valve Feedback	Electronic Brake Control Module	Inactive	
Right Front Inlet Solenoid Valve Feedback	Electronic Brake Control Module	Inactive	
Right Front Outlet Solenoid Valve Feedback	Electronic Brake Control Module	Inactive	
Left Rear Inlet Solenoid Valve Feedback	Electronic Brake Control Module	Inactive	
Left Rear Outlet Solenoid Valve Feedback	Electronic Brake Control Module	Inactive	
Right Rear Inlet Solenoid Valve Feedback	Electronic Brake Control Module	Inactive	
Right Rear Outlet Solenoid Valve Feedback	Electronic Brake Control Module	Inactive	
Vehicle Stability System Relay Feedback	Electronic Brake Control Module	Active	
Secondary Isolation Solenoid Valve Feedback	Electronic Brake Control Module	Inactive	
Primary Isolation Solenoid Valve Feedback	Electronic Brake Control Module	Inactive	
Secondary Prime Solenoid Valve Feedback	Electronic Brake Control Module	Inactive	
Primary Prime Solenoid Valve Feedback	Electronic Brake Control Module	Inactive	
Pump Motor Relay Feedback	Electronic Brake Control Module	Inactive	

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GDS 2

Data Display

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Diagnostic Data DisplayGraphical Data DisplayLine Graph

Antilock Braking Data

Parameter Name	Control Module	Value	Unit
System Voltage	Electronic Brake Control Module	12.34	V
ABS Pump Motor Voltage	Electronic Brake Control Module	0.00	V
Brake Pressure Sensor	Electronic Brake Control Module	2314	kPa
Brake Pressure Sensor	Electronic Brake Control Module	0.51	V
Left Front Wheel Speed Sensor	Electronic Brake Control Module	0	km/h
Right Front Wheel Speed Sensor	Electronic Brake Control Module	0	km/h
Left Rear Wheel Speed Sensor	Electronic Brake Control Module	0	km/h
Right Rear Wheel Speed Sensor	Electronic Brake Control Module	0	km/h
Steering Wheel Angle	Electronic Brake Control Module	10.3	°
Requested Torque	Electronic Brake Control Module	48	%
Delivered Torque	Electronic Brake Control Module	39	%
Brake Pedal Position Sensor	Electronic Brake Control Module	Inactive	
Traction Control System Status	Electronic Brake Control Module	Inactive	
Vehicle Stability System Status	Electronic Brake Control Module	Inactive	
Brake Fluid Level Sensor	Electronic Brake Control Module	OK	
Antilock Braking System	Electronic Brake Control Module	OK	
Traction Control System	Electronic Brake Control Module	OK	
Vehicle Stability System	Electronic Brake Control Module	OK	
Panic Brake Assist Status	Electronic Brake Control Module	OK	
Dynamic Rear Proportioning Status	Electronic Brake Control Module	OK	
Brake Booster Vacuum Sensor Supply	Electronic Brake Control Module	4.96	V
Brake Booster Vacuum Sensor	Electronic Brake Control Module	-61	kPa

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GDS 2

Engine Control Module

Chassis Control Module

Hybrid Powertrain Control Module

Transmission Control Module

Drive Motor Control Module

Electronic Brake Control Module

Distance Sensing Cruise Control Module

Parking Brake Control Module

Power Steering Control Module

Steering Wheel Angle Sensor Module

Body Control Module

Inflatable Restraint Sensing and Diagnostic Module

Passenger Presence Module

Instrument Cluster

Radio Controls

HVAC Controls

Radio

Amplifier

Human Machine Interface Control Module

Telematics Communication Interface Control Module

HVAC Control Module

Seat Memory Control Module

Selected Vehicle Configuration

Property	Value
Headlamp Type	Halogen (T4A TT4)
Steering Column Lock Control (ULS/N06)	Not Equipped
Chassis Control Module Version	Fuel Pump and Active Grille Air Shutter
Power Steering Type	Electric Power Steering (NJ0 NJ1)
Power Steering Control Module Version	0224
Engine Identifier	2.5L (LKW)

Navigation Path

Module Diagnostics

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GDS 2

Diagnostic Trouble Codes (DTC)

Identification Information

Data Display

Control Functions

Configuration/Reset Functions

Selected Vehicle Configuration

Property	Value
Headlamp Type	Halogen (T4A TT4)
Steering Column Lock Control (ULS/N06)	Not Equipped
Chassis Control Module Version	Fuel Pump and Active Grille Air Shutter
Power Steering Type	Electric Power Steering (NJ0 NJ1)
Power Steering Control Module Version	0224
Engine Identifier	2.5L (LKW)

Navigation Path

Module Diagnostics

Parking Brake Control Module

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GDS 2

DTC Display

Create Report

Add Bookmark

DTC Summary

Status	Control Module Name	Control Module Status	DTC Count
	Parking Brake Control Module	No DTCs Stored	0

Clear DTCs

Refresh

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 Create Report

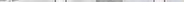
 Add Bookmark

Park Brake Control Module Data



 Add Bookmark

Park Brake Control Module Data

111

Enter



GDS 2

Data Display

Create Report

Add Bookmark

Diagnostic Data Display

Graphical Data Display

Line Graph

Park Brake Control Module Data

Parameter Name	Control Module	Value	Unit
Battery Voltage	Parking Brake Control Module	9.2	V
Park Brake Calibration Status	Parking Brake Control Module	Passed	
Park Brake Switch	Parking Brake Control Module	Inactive	
Park Brake Status	Parking Brake Control Module	Released	
Park Brake Motor Command	Parking Brake Control Module	Off	
Park Brake Motor Duty Cycle Command	Parking Brake Control Module	0	%
Park Brake Cable Position	Parking Brake Control Module	111	Counts
Park Brake Release Reason	Parking Brake Control Module	None	
Park Brake Cycle Counter	Parking Brake Control Module	3443	Cycles
Calculated System Temperature	Parking Brake Control Module	43	°C
Engine Control Module - Accelerator Pedal Position Signal	Parking Brake Control Module	Valid	
Engine Control Module - Clutch Pedal Position Signal	Parking Brake Control Module	Valid	
Engine Control Module - Engine Running Signal	Parking Brake Control Module	Valid	
Transmission Control Module - Transmission Gear Signal	Parking Brake Control Module	Valid	
Electronic Brake Control Module - Vehicle Speed Signal	Parking Brake Control Module	Valid	
Electronic Brake Control Module - Longitudinal Acceleration Sensor Signal	Parking Brake Control Module	Valid	
Electronic Brake Control Module - Emergency Park Brake Enable Signal	Parking Brake Control Module	Valid	
Body Control Module - Brake Pedal Signal	Parking Brake Control Module	Valid	
Body Control Module - Driver Seat Belt Signal	Parking Brake Control Module	Valid	

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GDS 2

Engine Control Module

Chassis Control Module

Hybrid Powertrain Control Module

Transmission Control Module

Drive Motor Control Module

Electronic Brake Control Module

Distance Sensing Cruise Control Module

Parking Brake Control Module

Power Steering Control Module

Steering Wheel Angle Sensor Module

Body Control Module

Inflatable Restraint Sensing and Diagnostic Module

Passenger Presence Module

Instrument Cluster

Radio Controls

HVAC Controls

Radio

Amplifier

Human Machine Interface Control Module

Selected Vehicle Configuration

Property	Value
Headlamp Type	Halogen (T4A TT4)
Steering Column Lock Contro...	Not Equipped
Chassis Control Module Versi...	Fuel Pump and Active Grille ...
Power Steering Type	Electric Power Steering (NJ0 ...
Power Steering Control Modu...	0224
Engine Identifier	2.5L (LKW)

Navigation Path

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GDS 2

DTC Display

Create ReportAdd Bookmark

DTC Summary

Status	Control Module Name	Control Module Status	DTC Count
	StatusBody Control Module	No DTCs Stored	0

Clear DTCs

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GDS 2

Identification Information

Diagnostic Data Display

Module Identification Data

Create Report

Add Bookmark

Module Identification Data

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Parameter Name	Control Module	Value	Unit
End Model Part Number	Body Control Module	13589093	
Boot Software Part Number	Body Control Module	13501505	
Manufacturer Enable Counter	Body Control Module	0	
Calibration Part Number 1	Body Control Module	13589095	
Calibration Part Number 2	Body Control Module	23143234	
Calibration Part Number 3	Body Control Module	23187714	
Calibration Part Number 4	Body Control Module	22992938	
Calibration Part Number 5	Body Control Module	23113144	
Calibration Part Number 6	Body Control Module	23183277	
Calibration Part Number 7	Body Control Module	22982978	
Calibration Part Number 8	Body Control Module	23129412	
Calibration Part Number 9	Body Control Module	22940373	
Calibration Part Number 10	Body Control Module	22839034	
Calibration Part Number 11	Body Control Module	23143268	
Calibration Part Number 12	Body Control Module	22839119	
Calibration Part Number 13	Body Control Module	13338869	
Calibration Part Number 14	Body Control Module	23144044	
Calibration Part Number 15	Body Control Module	13505711	
Calibration Part Number 16	Body Control Module	13505709	

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GDS 2

Identification Information

Diagnostic Data Display

Module Identification Data

Create Report

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Parameter Name	Control Module	Value	Unit
Calibration Part Number 6	Body Control Module	23183277	
Calibration Part Number 7	Body Control Module	22982978	
Calibration Part Number 8	Body Control Module	23129412	
Calibration Part Number 9	Body Control Module	22940373	
Calibration Part Number 10	Body Control Module	22839034	
Calibration Part Number 11	Body Control Module	23143268	
Calibration Part Number 12	Body Control Module	22839119	
Calibration Part Number 13	Body Control Module	13338869	
Calibration Part Number 14	Body Control Module	23144044	
Calibration Part Number 15	Body Control Module	13505711	
Calibration Part Number 16	Body Control Module	13505709	
Calibration Part Number 17	Body Control Module	13505710	
Calibration Part Number 18	Body Control Module	20919233	
Calibration Part Number 19	Body Control Module	20919235	
Calibration Part Number 20	Body Control Module	22839110	
Diagnostic Data Identifier	Body Control Module	303	
Module Diagnostic Address	Body Control Module	40	
Vehicle Identification Number (VIN)	Body Control Module	2G1115SL8E9217551	
Odometer	Body Control Module	9367	km

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GDS 2

Diagnostic Trouble Codes (DTC)

Identification Information

Data Display

Control Functions

Configuration/Reset Functions

Selected Vehicle Configuration

Property	Value
Headlamp Type	Halogen (T4A TT4)
Steering Column Lock Contro...	Not Equipped
Chassis Control Module Versi...	Fuel Pump and Active Grille ...
Power Steering Type	Electric Power Steering (NJ0 ...
Power Steering Control Modu...	0224
Engine Identifier	2.5L (LKW)

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Body Control Module

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 Create Report

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Chassis Control Data



Parameter Name	Control Module	Value	Unit
Automatic Transmission Manual Shift Switch	Body Control Module	On	
Brake Pedal Applied	Body Control Module	Inactive	
Brake Pedal Initial Travel Position Achieved	Body Control Module	No	
Brake Pedal Pulled Up from Released Position	Body Control Module	No	
Brake Pedal Position Sensor High Voltage During Learn	Body Control Module	No	
Brake Pedal Position Sensor Learn	Body Control Module	No	
Brake Pedal Position Sensor Learned Released Position	Body Control Module	Yes	
Brake Pedal Position Sensor Learned Released Position	Body Control Module	1.14	V
Brake Pedal Position Sensor Learned Released Position	Body Control Module	46	%
Brake Pedal Position Sensor Low Voltage During Learn	Body Control Module	No	
Brake Pedal Position Sensor Move During Learn	Body Control Module	No	
Brake Pedal Position Sensor	Body Control Module	1.16	V
Brake Pedal Position Sensor Reference	Body Control Module	4.98	V
Calculated Brake Pedal Position	Body Control Module	0.02	V
Calculated Brake Pedal Position	Body Control Module	0	%
Brake Transmission Shift Interlock Solenoid Actuator Command	Body Control Module	Inactive	
Cruise Control Switch Status	Body Control Module	Inactive	
In Park Switch Status	Body Control Module	Off	
Park Brake Status	Body Control Module	Released	

GDS 2

Data Display

Create ReportAdd Bookmark

Diagnostic Data DisplayGraphical Data DisplayLine Graph

Chassis Control Data

Parameter Name	Control Module	Value	Unit
Automatic Transmission Manual Shift Switch	Body Control Module	On	
Brake Pedal Applied	Body Control Module	Active	
Brake Pedal Initial Travel Position Achieved	Body Control Module	Yes	
Brake Pedal Pulled Up from Released Position	Body Control Module	No	
Brake Pedal Position Sensor High Voltage During Learn	Body Control Module	No	
Brake Pedal Position Sensor Learn	Body Control Module	No	
Brake Pedal Position Sensor Learned Released Position	Body Control Module	Yes	
Brake Pedal Position Sensor Learned Released Position	Body Control Module	1.14	V
Brake Pedal Position Sensor Learned Released Position	Body Control Module	46	%
Brake Pedal Position Sensor Low Voltage During Learn	Body Control Module	No	
Brake Pedal Position Sensor Move During Learn	Body Control Module	No	
Brake Pedal Position Sensor	Body Control Module	1.70	V
Brake Pedal Position Sensor Reference	Body Control Module	4.98	V
Calculated Brake Pedal Position	Body Control Module	0.57	V
Calculated Brake Pedal Position	Body Control Module	11	%
Brake Transmission Shift Interlock Solenoid Actuator Command	Body Control Module	Active	
Cruise Control Switch Status	Body Control Module	Inactive	
In Park Switch Status	Body Control Module	Off	
Park Brake Status	Body Control Module	Released	

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 Create Report

 Add Bookmark

Chassis Control Data

III

GDS 2

Data Display

Create Report

Add Bookmark

Diagnostic Data Display

Graphical Data Display

Line Graph

Chassis Control Data

Pause

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Lock

Home

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Parameter Name	Control Module	Value	Unit
Automatic Transmission Manual Shift Switch	Body Control Module	On	
Brake Pedal Applied	Body Control Module	Inactive	
Brake Pedal Initial Travel Position Achieved	Body Control Module	No	
Brake Pedal Pulled Up from Released Position	Body Control Module	No	
Brake Pedal Position Sensor High Voltage During Learn	Body Control Module	No	
Brake Pedal Position Sensor Learn	Body Control Module	No	
Brake Pedal Position Sensor Learned Released Position	Body Control Module	Yes	
Brake Pedal Position Sensor Learned Released Position	Body Control Module	1.14	V
Brake Pedal Position Sensor Learned Released Position	Body Control Module	46	%
Brake Pedal Position Sensor Low Voltage During Learn	Body Control Module	No	
Brake Pedal Position Sensor Move During Learn	Body Control Module	No	
Brake Pedal Position Sensor	Body Control Module	1.18	V
Brake Pedal Position Sensor Reference	Body Control Module	4.98	V
Calculated Brake Pedal Position	Body Control Module	0.02	V
Calculated Brake Pedal Position	Body Control Module	0	%
Brake Transmission Shift Interlock Solenoid Actuator Command	Body Control Module	Inactive	
Cruise Control Switch Status	Body Control Module	Inactive	
In Park Switch Status	Body Control Module	Off	
Park Brake Status	Body Control Module	Released	

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GDS 2 v.11.2.01119

GM Global v2014.4.5

VIN: 2G1115SL8E9

2014,Chevrolet,Impala,1

13.9 V

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GDS 2

Data Display

Create Report

Add Bookmark

Diagnostic Data Display

Graphical Data Display

Line Graph

Chassis Control Data

Pause

Refresh

Lock

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Parameter Name	Control Module	Value	Unit
Brake Pedal Applied	Body Control Module	Active	
Brake Pedal Initial Travel Position Achieved	Body Control Module	Yes	
Brake Pedal Pulled Up from Released Position	Body Control Module	No	
Brake Pedal Position Sensor High Voltage During Learn	Body Control Module	No	
Brake Pedal Position Sensor Learn	Body Control Module	No	
Brake Pedal Position Sensor Learned Released Position	Body Control Module	Yes	
Brake Pedal Position Sensor Learned Released Position	Body Control Module	1.14	V
Brake Pedal Position Sensor Learned Released Position	Body Control Module	46	%
Brake Pedal Position Sensor Low Voltage During Learn	Body Control Module	No	
Brake Pedal Position Sensor Move During Learn	Body Control Module	No	
Brake Pedal Position Sensor	Body Control Module	1.91	V
Brake Pedal Position Sensor Reference	Body Control Module	4.98	V
Calculated Brake Pedal Position	Body Control Module	0.77	V
Calculated Brake Pedal Position	Body Control Module	15	%
Brake Transmission Shift Interlock Solenoid Actuator Command	Body Control Module	Active	
Cruise Control Switch Status	Body Control Module	Inactive	
In Park Switch Status	Body Control Module	Off	
Park Brake Status	Body Control Module	Released	
Traction Control Switch	Body Control Module	Inactive	

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GDS 2

Data Display

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Add Bookmark

Diagnostic Data Display

Graphical Data Display

Line Graph

Chassis Control Data

Pause

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Parameter Name	Control Module	Value	Unit
Brake Pedal Applied	Body Control Module	Inactive	
Brake Pedal Initial Travel Position Achieved	Body Control Module	No	
Brake Pedal Pulled Up from Released Position	Body Control Module	No	
Brake Pedal Position Sensor High Voltage During Learn	Body Control Module	No	
Brake Pedal Position Sensor Learn	Body Control Module	No	
Brake Pedal Position Sensor Learned Released Position	Body Control Module	Yes	
Brake Pedal Position Sensor Learned Released Position	Body Control Module	Yes	1.14 V
Brake Pedal Position Sensor Learned Released Position	Body Control Module	46	%
Brake Pedal Position Sensor Low Voltage During Learn	Body Control Module	No	
Brake Pedal Position Sensor Move During Learn	Body Control Module	No	
Brake Pedal Position Sensor	Body Control Module	1.17	V
Brake Pedal Position Sensor Reference	Body Control Module	4.98	V
Calculated Brake Pedal Position	Body Control Module	0.03	V
Calculated Brake Pedal Position	Body Control Module	1	%
Brake Transmission Shift Interlock Solenoid Actuator Command	Body Control Module	Inactive	
Cruise Control Switch Status	Body Control Module	Inactive	
In Park Switch Status	Body Control Module	Off	
Park Brake Status	Body Control Module	Released	
Traction Control Switch	Body Control Module	Inactive	

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 Create Report

 Add Bookmark

Chassis Control Data

[illegible]

GDS 2

Transmission Control Module

Drive Motor Control Module

Electronic Brake Control Module

Distance Sensing Cruise Control Module

Parking Brake Control Module

Power Steering Control Module

Steering Wheel Angle Sensor Module

Body Control Module

Inflatable Restraint Sensing and Diagnostic Module

Passenger Presence Module

Instrument Cluster

Radio Controls

HVAC Controls

Radio

Amplifier

Human Machine Interface Control Module

Telematics Communication Interface Control Module

HVAC Control Module

Seat Memory Control Module

Selected Vehicle Configuration

Property	Value
Headlamp Type	Halogen (T4A TT4)
Steering Column Lock Contro...	Not Equipped
Chassis Control Module Versi...	Fuel Pump and Active Grille ...
Power Steering Type	Electric Power Steering (NJ0 ...
Power Steering Control Modu...	0224
Engine Identifier	2.5L (LKW)

Navigation Path

Module Diagnostics

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GDS 2

Diagnostic Trouble Codes (DTC)

Identification Information

Data Display

Control Functions

Configuration/Reset Functions

Selected Vehicle Configuration

Property	Value
Headlamp Type	Halogen (T4A TT4)
Steering Column Lock Contro...	Not Equipped
Chassis Control Module Versi...	Fuel Pump and Active Grille ...
Power Steering Type	Electric Power Steering (NJ0 ...
Power Steering Control Modu...	0224
Engine Identifier	2.5L (LKW)

Navigation Path

Module Diagnostics

Telematics Communication Interface Control Module

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GM Global v2014.4.5

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GDS 2

DTC Display

Create ReportAdd Bookmark

DTC Summary

Status	Control Module Name	Control Module Status	DTC Count
	Telematics Communication Interface Control Module	No DTCs Stored	0

Clear DTCsRefreshDetails

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GDS 2 v.11.2.01119 GM Global v2014.4.5 VIN: 2G1115SL8E92014,Chevrolet,Impala,112.5 V1:51 PM

GDS 2

Identification Information

Diagnostic Data Display

Identification Information

Create Report

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Lock

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Parameter Name	Control Module	Value	Unit
Bluetooth	Telematics Communication Interface Control Mo...	Disabled	
Call Mode	Telematics Communication Interface Control Mo...	PCS B Band	
Current Transceiver Identifier	Telematics Communication Interface Control Mo...	4192	
End Model Part Number	Telematics Communication Interface Control Mo...	13505319	
Firmware Over-the-Air Version	Telematics Communication Interface Control Mo...	4308	
GSM Network Code	Telematics Communication Interface Control Mo...	0	
GSM Station Identifier	Telematics Communication Interface Control Mo...	0	
Manufacturer	Telematics Communication Interface Control Mo...	LG	
Manufacturer's Traceability Number	Telematics Communication Interface Control Mo...	1113285000003222	
Mobile Directory Number	Telematics Communication Interface Control Mo...	0310005053737195	
Mobile Identification Number	Telematics Communication Interface Control Mo...	0310008182727373	
Mobile Equipment Identifier	Telematics Communication Interface Control Mo...	270113193915806983	
Module Generation Identifier	Telematics Communication Interface Control Mo...	9	
Network Access Identifier	Telematics Communication Interface Control Mo...	M:5053737195@vzw3g.com	
Network Access Identifier Password	Telematics Communication Interface Control Mo...	vzw	
Off-Board Navigation	Telematics Communication Interface Control Mo...	Enabled	
OnStar Customer Identifier	Telematics Communication Interface Control Mo...	89822404	
Option Configuration	Telematics Communication Interface Control Mo...	On	
Preferred Roaming List Outdated Status	Telematics Communication Interface Control Mo...	No	

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GDS 2

Identification Information

Diagnostic Data Display

Identification Information

Create Report

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Pause

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Up

Down

Parameter Name	Control Module	Value	Unit
Firmware Over-the-Air Version	Telematics Communication Interface Control Mo...	4308	
GSM Network Code	Telematics Communication Interface Control Mo...	0	
GSM Station Identifier	Telematics Communication Interface Control Mo...	0	
Manufacturer	Telematics Communication Interface Control Mo...	LG	
Manufacturer's Traceability Number	Telematics Communication Interface Control Mo...	111328500003222	
Mobile Directory Number	Telematics Communication Interface Control Mo...	0310005053737195	
Mobile Identification Number	Telematics Communication Interface Control Mo...	0310008182727373	
Mobile Equipment Identifier	Telematics Communication Interface Control Mo...	270113193915806983	
Module Generation Identifier	Telematics Communication Interface Control Mo...	9	
Network Access Identifier	Telematics Communication Interface Control Mo...	M:5053737195@vzw3g.com	
Network Access Identifier Password	Telematics Communication Interface Control Mo...	vzw	
Off-Board Navigation	Telematics Communication Interface Control Mo...	Enabled	
OnStar Customer Identifier	Telematics Communication Interface Control Mo...	89822404	
Option Configuration	Telematics Communication Interface Control Mo...	On	
Preferred Roaming List Outdated Status	Telematics Communication Interface Control Mo...	No	
Preferred Roaming List Update Command	Telematics Communication Interface Control Mo...	Inactive	
Preferred Roaming List Version Number	Telematics Communication Interface Control Mo...	27019	
Remote Vehicle Speed Limiting	Telematics Communication Interface Control Mo...	Active	
Software Module 1 Identifier	Telematics Communication Interface Control Mo...	3427894	

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GDS 2

Data Display

Select Data List

GPS Data

Signal Strength Data

Bluetooth Data

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GDS 2

Data Display

Diagnostic Data Display

Graphical Data Display

Line Graph

Create Report

Add Bookmark

GPS Data

Parameter Name	Control Module	Value	Unit
Dead Reckoning Calibration Status	Telematics Communication Interface Control Mod...	Calibrated	
Position Calculation Method	Telematics Communication Interface Control Mod...	Wheel Speed and GPS	
Month	Telematics Communication Interface Control Mod...	4	
Day	Telematics Communication Interface Control Mod...	26	
Year	Telematics Communication Interface Control Mod...	14	
Hour	Telematics Communication Interface Control Mod...	17	
Minute	Telematics Communication Interface Control Mod...	51	
Second	Telematics Communication Interface Control Mod...	49	
GPS Signal	Telematics Communication Interface Control Mod...	Waiting for Data...	

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GDS 2

Data Display

Select Data List

GPS Data

Signal Strength Data

Bluetooth Data

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 Create Report

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Create Report



Parameter Name	Control Module	Value	Unit
Current Transceiver Identifier	Telematics Communication Interface Control Mod...	4192	
GSM Signal Strength	Telematics Communication Interface Control Mod...	22	dBm
Signal Type	Telematics Communication Interface Control Mod...	Digital	

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GDS 2

Distance Sensing Cruise Control Module

Parking Brake Control Module

Power Steering Control Module

Steering Wheel Angle Sensor Module

Body Control Module

Inflatable Restraint Sensing and Diagnostic Module

Passenger Presence Module

Instrument Cluster

Radio Controls

HVAC Controls

Radio

Amplifier

Human Machine Interface Control Module

Telematics Communication Interface Control Module

HVAC Control Module

Seat Memory Control Module

Keyless Entry Control Module

Right Side Object Detection Control Module

Left Side Object Detection Control Module

Selected Vehicle Configuration

Property	Value
Headlamp Type	Halogen (T4A TT4)
Steering Column Lock Contro...	Not Equipped
Chassis Control Module Versi...	Fuel Pump and Active Grille ...
Power Steering Type	Electric Power Steering (NJ0 ...
Power Steering Control Modu...	0224
Engine Identifier	2.5L (LKW)

Navigation Path

Module Diagnostics

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GDS 2

Diagnostic Trouble Codes (DTC)

Identification Information

Data Display

Control Functions

Configuration/Reset Functions

Selected Vehicle Configuration

Property	Value
Headlamp Type	Halogen (T4A TT4)
Steering Column Lock Contro...	Not Equipped
Chassis Control Module Versi...	Fuel Pump and Active Grille ...
Power Steering Type	Electric Power Steering (NJ0 ...
Power Steering Control Modu...	0224
Engine Identifier	2.5L (LKW)

Navigation Path

Module Diagnostics

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GDS 2

DTC Display

Create Report

Add Bookmark

DTC Summary

Status	Control Module Name	Control Module Status	DTC Count
	Radio	DTCs Stored	1

Clear DTCs

Refresh

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GDS 2

DTC Display

Create Report

Add Bookmark

DTC Display

Control Module	DTC	Symptom Byte	Description	Symptom Description	Status
Radio	U0164	00	Lost Communication with HVAC Control Module	----	History

Category	Decoded Value
DTC Current Status	Not Current
DTC History Status	History

Clear DTCs

Refresh

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GDS 2

Diagnostic Trouble Codes (DTC)

Identification Information

Data Display

Control Functions

Configuration/Reset Functions

Selected Vehicle Configuration

Property	Value
Headlamp Type	Halogen (T4A TT4)
Steering Column Lock Contro...	Not Equipped
Chassis Control Module Versi...	Fuel Pump and Active Grille ...
Power Steering Type	Electric Power Steering (NJ0 ...
Power Steering Control Modu...	0224
Engine Identifier	2.5L (LKW)

Navigation Path

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GDS 2

Identification Information

Diagnostic Data Display

Identification Information

Create Report

Add Bookmark

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Parameter Name	Control Module	Value	Unit
End Model Part Number	Radio	23115521	
Boot Software Part Number	Radio	287454020	
Software Module 1 Identifier	Radio	23115518	
Software Module 2 Identifier	Radio	22761695	
Software Module 3 Identifier	Radio	23455863	
Software Module 4 Identifier	Radio	23172880	
Software Module 5 Identifier	Radio	22970004	
Software Module 6 Identifier	Radio	23132160	
Software Module 7 Identifier	Radio	23152830	
Software Module 8 Identifier	Radio	22969974	
Software Module 9 Identifier	Radio	22997533	
Software Module 10 Identifier	Radio	22969969	
Software Module 11 Identifier	Radio	22969968	
Digital Radio Receiver ID	Radio	HHGKZ2CQ	
Manufacturer Enable Counter	Radio	0	
VIN Digits 2-17	Radio	G1115SL8E9217551	
Diagnostic Data Identifier	Radio	203	

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🔄 Vehicle Menu

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GDS 2

Diagnostic Trouble Codes (DTC)

Identification Information

Data Display

Control Functions

Configuration/Reset Functions

Selected Vehicle Configuration

Property	Value
Headlamp Type	Halogen (T4A TT4)
Steering Column Lock Contro...	Not Equipped
Chassis Control Module Versi...	Fuel Pump and Active Grille ...
Power Steering Type	Electric Power Steering (NJ0 ...
Power Steering Control Modu...	0224
Engine Identifier	2.5L (LKW)

Navigation Path

Module Diagnostics

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GDS 2

Data Display

Create ReportAdd Bookmark

Diagnostic Data DisplayGraphical Data DisplayLine Graph

Radio Data

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Parameter Name	Control Module	Value	Unit
Battery Voltage	Radio	12.0	V
Power Mode	Radio	Run	
Date	Radio	April 26, 2000	
Time	Radio	00:00:00	
Radio Band	Radio	XM	
Audio Source Status	Radio	XM	
Current FM Frequency	Radio	0	MHz
Current AM Frequency	Radio	0	kHz
Volume Control	Radio	0	Counts
Mute Status	Radio	Inactive	
Equalizer Preset	Radio	Invalid	
Surround Sound	Radio	Off	
Radio Power Button	Radio	On	
Remote CD	Radio	Present	
Rear Seat Entertainment	Radio	Not Present	
Front 3.5 mm AUX Input	Radio	Not Present	
Rear 3.5 mm AUX Input	Radio	Not Present	
Front USB Receptacle	Radio	Not Present	
Rear USB Receptacle	Radio	Not Present	

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GDS 2

Data Display

Create ReportAdd Bookmark

Diagnostic Data DisplayGraphical Data DisplayLine Graph

Radio Data

Parameter Name	Control Module	Value	Unit
Rear USB Receptacle	Radio	Not Present	
Front SD Card Receptacle	Radio	Not Present	
Rear SD Card Receptacle	Radio	Not Present	
Radio Theft Lock Armed	Radio	Armed	
Radio Theft Lock Status	Radio	Inactive	
Test Bench Mode	Radio	Inactive	
Valet Mode Status	Radio	Inactive	
XM Subscription Status	Radio	Invalid	
High Definition Signal	Radio	Not Present	
Digital Audio Signal	Radio	Not Present	
Alternative Frequency Status	Radio	Inactive	
Surrogate MOST Master Node Upstream Position	Radio	0	
Number of MOST Communication Breaks	Radio	352	
Last Working MOST ID of Node 1	Radio	Radio	
Last Working MOST ID of Node 2	Radio	Human Machine Interface Control ...	
Last Working MOST ID of Node 3	Radio	Amplifier	
Last Working MOST ID of Node 4	Radio	Instrument Cluster	
Last Working MOST ID of Node 5	Radio	CD	
Last Working MOST ID of Node 6	Radio	UNRECOGNIZED STATE	

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GDS 2

Data Display

Create ReportAdd Bookmark

Diagnostic Data DisplayGraphical Data DisplayLine Graph

Radio Data

Parameter Name	Control Module	Value	Unit
Front SD Card Receptacle	Radio	Not Present	
Rear SD Card Receptacle	Radio	Not Present	
Radio Theft Lock Armed	Radio	Armed	
Radio Theft Lock Status	Radio	Inactive	
Test Bench Mode	Radio	Inactive	
Valet Mode Status	Radio	Inactive	
XM Subscription Status	Radio	Invalid	
High Definition Signal	Radio	Not Present	
Digital Audio Signal	Radio	Not Present	
Alternative Frequency Status	Radio	Inactive	
Surrogate MOST Master Node Upstream Position	Radio	0	
Number of MOST Communication Breaks	Radio	352	
Last Working MOST ID of Node 1	Radio	Radio	
Last Working MOST ID of Node 2	Radio	Human Machine Interface Control ...	
Last Working MOST ID of Node 3	Radio	Amplifier	
Last Working MOST ID of Node 4	Radio	Instrument Cluster	
Last Working MOST ID of Node 5	Radio	CD	
Last Working MOST ID of Node 6	Radio	UNRECOGNIZED STATE	
Last Working MOST ID of Node 7	Radio	UNRECOGNIZED STATE	

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PE14-010

GM

6/6/2014

Q 08 C

Hertz Police Report_FLA
vehicle

FLORIDA TRAFFIC CRASH REPORT

LONG FORM ☐ SHORT FORM ☒ UPDATE ☐

(Electronic Version)

HIGHWAY SAFETY & MOTOR VEHICLES,
TRAFFIC CRASH RECORDS
NEIL KIRKMAN BUILDING, TALLAHASSEE, FL 32399-0537

Date of Crash 11/Mar/2014 12:00 AM	Time of Crash 11/Mar/2014 12:00 AM	Date of Report 11/Mar/2014 12:17 PM	Invest. Agency Report Number [REDACTED]	HSMV Crash Report Number [REDACTED]
---------------------------------------	---------------------------------------	--	--	--

CRASH IDENTIFIERS

County Code 38	City Code [REDACTED]	County of Crash [REDACTED]	Place or City of Crash [REDACTED]	Within City Limits No	Time Reported 11/Mar/2014 12:05 PM	Time Dispatched 11/Mar/2014 12:06 PM
Time on Scene 11/Mar/2014 12:15 PM	Time Cleared Scene 11/Mar/2014 12:45 PM	Completed Yes	Reason (if Investigation NOT Completed)			Notified By Law Enforcement

ROADWAY INFORMATION

Crash Occured On Street, Road, Highway [REDACTED]			At Street Address# [REDACTED]	At Latitude 24.710475494971899	and Longitude -81.095932707900502
At Feet [REDACTED]	Or Miles [REDACTED]	Direction [REDACTED]	From Intersection With Street, Road, Highway [REDACTED]	Or From Milepost # [REDACTED]	
Road System Identifier 3 State		Type Of Shoulder 1 Paved	Type Of Intersection 1 Not at Intersection		

CRASH INFORMATION (Check if Pictures Taken) ☐

Light Condition 1 Daylight	Weather Condition 1 Clear	Roadway Surface Condition 1 Dry	School Bus Related 1 No	Manner Of Collision 1 Front to Rear
First Harmful Event Type [REDACTED]	First Harmful Event 14	First Harmful Event Location 1 On Roadway	Within Interchange No	First Harmful Event Relation to Junction 1 Non-Junction
Contributing Circumstances: Road 1 None		Contributing Circumstances: Road		Contributing Circumstances: Road
Contributing Circumstances: Environment 1 None		Contributing Circumstances: Environment		Contributing Circumstances: Environment
Work Zone Related 1 No	Crash in Work Zone [REDACTED]	Type Of Work Zone [REDACTED]	Workers in Work Zone [REDACTED]	Law Enforcement in Work Zone [REDACTED]

VEHICLE (Check if Commercial) ☐

Vehicle 1	Motor Vehicle Type 1 Vehicle in Transport	Hit and Run 1 No	Veh License Number [REDACTED]	State MA	Reg. Expires 31/Oct/2014	Permanent Reg. No	VIN 1GJHG35U83[REDACTED]
Year 2003	Make GMC	Model SPORTVAN	Style VAN	Color GRY	Extent of Damage Minor	Est. Damage 800	Towed Due To Damage No
Insurance Company HANOVER INS GROUP				Insurance Policy Number APN9709282			
Name of Vehicle Owner (Check Box If Business) ☐			Current Address (Number and Street) [REDACTED]			City and State LEXINGTON MA	
Zip Code [REDACTED]							
Trailer One	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make
Trailer Two	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make
Vehicle Traveling	Direction West	On Street, Road, Highway SR5 SB 62MM				At Est. Speed 40	Posted Speed 55
CMV Configuration		Cargo Body Type		Area of Initial Impact		Most Damaged Area	
Comm GVWR/GCWR		Trailer Type (trailer one)		Trailer Type (trailer two)			
Haz. Mat. Release	Haz. Mat. Placard	Number		Class			
Motor Carrier Name			US DOT Number				
Motor Carrier Address			City and State			Zip Code	
Phone Number							
Comm/Non-Commercial	Vehicle Body Type 2 Passenger Van	Vehicle Defects (one) 1 None		Vehicle Defects (two)		Emergency Vehicle Use 1 No	Special Function of MV 1 No Special Function
Vehicle Maneuver Action 1 Straight Ahead	Trafficway 1 Two-Way, Not Divided	Roadway Grade 1 Level		Roadway Alignment 1 Straight		Most Harmful Event 2 Collision with Non-Fixed Object	Most Harmful Event Detail 14 Motor Vehicle in Transport
Traffic Control Device For This Vehicle 1 No Controls	First (1) Sequence of Events 2 Collision with Non-Fixed Object 14 Motor Vehicle in Transport		Second (2) Sequence of Events		Third (3) Sequence of Events		Fourth (4) Sequence of Events

VEHICLE (Check if Commercial) ☐

Vehicle 2	Motor Vehicle Type 1 Vehicle in Transport	Hit and Run 1 No	Veh License Number [REDACTED]	State TN	Reg. Expires 30/Jun/2014	Permanent Reg. No	VIN 2G1115SL8E[REDACTED]
Year 2014	Make CHEVY	Model IMPALA	Style SEDAN	Color GRY	Extent of Damage Minor	Est. Damage 600	Towed Due To Damage No
Insurance Company FARMERS				Insurance Policy Number [REDACTED]			

Date of Crash 11/Mar/2014 12:00 AM		Date of Report 11/Mar/2014 12:00 AM		Invest. Agency Report Number		HSMV Crash Report Number	
Name of Vehicle Owner (Check Box If Business) ☒ HERTZ VEHICLE LLC				Current Address (Number and Street) 2187 ACOLA HWY		City and State ALCOA TN	
						Zip Code 37701	
Trailer One	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make
Trailer Two	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make
Vehicle Traveling	Direction West	On Street, Road, Highway				At Est. Speed 50	Posted Speed 55
						Total Lanes 2	
CMV Configuration		Cargo Body Type		Area of Initial Impact		Most Damaged Area	
Comm GVWR/GCWR		Trailer Type (trailer one)		Trailer Type (trailer two)			
Haz. Mat. Release		Haz Mat. Placard		Number		Class	
Motor Carrier Name		US DOT Number					
Motor Carrier Address		City and State		Zip Code		Phone Number	
Comm/Non-Commercial	Vehicle Body Type 1 Passenger Car	Vehicle Defects (one) 77 Other, Explain in Narrative		Vehicle Defects (two)		Emergency Vehicle Use 1 No	Special Function of MV 1 No Special Function
Vehicle Maneuver Action 77 Other, Explain in Narrative	Trafficway 1 Two-Way, Not Divided	Roadway Grade 1 Level		Roadway Alignment 1 Straight		Most Harmful Event 2 Collision with Non-Fixed Object	Most Harmful Event Detail 14 Motor Vehicle in Transport
Traffic Control Device For This Vehicle 1 No Controls		First (1) Sequence of Events 2 Collision with Non-Fixed Object 14 Motor Vehicle in Transport		Second (2) Sequence of Events		Third (3) Sequence of Events	
						Fourth (4) Sequence of Events	

PERSON RECORD

Person# 1	Description 1 Driver	Vehicle # 1	Name	Date of Birth	Sex	Phone Number	Re Exam No
Address		City LEXINGTON		State MA		Zip Code	
Driver License Number	State MA	Expires 20/Jul/2018	DL Type 5 E/Operator	Req. End.	Injury Severity 1 None	Ejection 1 Not Ejected	
Restraint System 3 Shoulder and Lap Belt Used	Air Bag Deployed 2 Not Deployed	Helmet Use	Eye Protection 3 Not Applicable	Seating Location Seat 1 Left	Seating Location Row 1 Front	Seating Location Other 1 Not Applicable	
Drivers Actions at Time of Crash (first) 10 Followed too Closely		Drivers Actions at Time of Crash (second)		Driver Distracted By 1 Not Distracted		Vision Obstruction 1 Vision Not Obscured	
Drivers Actions at Time of Crash (third)		Drivers Actions at Time of Crash (fourth)		Drivers Condition at Time of Crash 1 Apparently Normal			
Suspected Alcohol Use 1 No	Alcohol Tested 1 Test Not Given	Alcohol Test Type	Alcohol Test Result	BAC	Suspected Drug Use 1 No	Drug Tested 1 Test Not Given	Drug Test Type
Source of Transport to Medical Facility 1 Not Transported		EMS Agency Name or ID		EMS Run Number		Medical Facility Transported To	

PERSON RECORD

Person# 2	Description 1 Driver	Vehicle # 2	Name	Date of Birth	Sex	Phone Number	Re Exam No
Address		City NEVIS		State MN		Zip Code	
Driver License Number	State MN	Expires 13/Jan/2015	DL Type 5 E/Operator	Req. End.	Injury Severity 1 None	Ejection 1 Not Ejected	
Restraint System 3 Shoulder and Lap Belt Used	Air Bag Deployed 2 Not Deployed	Helmet Use	Eye Protection 3 Not Applicable	Seating Location Seat 1 Left	Seating Location Row 1 Front	Seating Location Other 1 Not Applicable	
Drivers Actions at Time of Crash (first) 1 No Contributing Action		Drivers Actions at Time of Crash (second)		Driver Distracted By 1 Not Distracted		Vision Obstruction 1 Vision Not Obscured	
Drivers Actions at Time of Crash (third)		Drivers Actions at Time of Crash (fourth)		Drivers Condition at Time of Crash 1 Apparently Normal			
Suspected Alcohol Use 1 No	Alcohol Tested 1 Test Not Given	Alcohol Test Type	Alcohol Test Result	BAC	Suspected Drug Use 1 No	Drug Tested 1 Test Not Given	Drug Test Type
Source of Transport to Medical Facility 1 Not Transported		EMS Agency Name or ID		EMS Run Number		Medical Facility Transported To	

PERSON RECORD

Person# 3	Description 3 Passenger	Vehicle # 2	Name	Date of Birth	Sex	Injury Severity 1 None	Ejection 1 Not Ejected
Address		City NEVIS		State MN		Zip Code	

Date of Crash 11/Mar/2014 12:00 AM		Date of Report 11/Mar/2014 12:00 AM		Invest. Agency Report Number [REDACTED]		HSMV Crash Report Number [REDACTED]	
Restraint System 3 Shoulder and Lap Belt Used		Air Bag Deployed 2 Not Deployed		Helmet Use		Eye Protection 3 Not Applicable	
				Seating Location Seat 3		Seating Location Row 1	
				Seating Location Other 1			
Source of Transport to Medical Facility 1 Not Transported		EMS Agency Name or ID		EMS Run Number		Medical Facility Transported To	
NARRATIVE ----- ID Number Rank Name Troop / Post Officer Agency Phone Number Date Created 9522 DEPUTY BOURCIER, LEON PATROL 4/5 MONROE COUNTY SO 305-289-2430 Mar 11, 2014 Both Vehicle 1 and Vehicle 2 were traveling SB on SR5 around the 62MM. Driver of Vehicle 2 stated that for an unknown reason the vehicles brakes and steering mechanisms just "locked up" as he had no control. Vehicle 1 then hit the rear of Vehicle 2. Driver of Vehicle 1 also stated that Vehicle 2 just locked up for no reason. Vehicle 1 sustained damage to the front passengers corner. Vehicle 2 sustained damage to the rear driver side corner. Both vehicles were off the roadway upon my arrival and were both operational. This all occurred in Monroe County Florida.							
REPORTING OFFICER							
ID/Badge # 9522	Rank and Name DEPUTY BOURCIER, LEON			Department MONROE COUNTY SO		Type of Department SO	

Date of Crash 11/Mar/2014 12:00 AM	Date of Report 11/Mar/2014 12:00 AM	Invest. Agency Report Number [REDACTED]	HSMV Crash Report Number [REDACTED]
---------------------------------------	--	--	--

PE14-010

GM

6/6/2014

Q 08 C

Impala Repair Orders

Date: 2/3/2014 02:39 PM
Estimate ID: H909064-1398-5792767
Estimate Version: 0
Preliminary
Profile ID: * DTG DOMESTIC

DTG OPERATIONS

MIAMI 3670 NW SOUTH RIVER DRIVE, MIAMI, FL 33141

(305) 894-5032

Fax: (305) 894-5070

Email: rafael.gonzales@dtg.com

Rafael Gonzales

Damage Assessed By: RAFAEL GONZALES

Vend Date: _____

Due Date: _____

Return Date: _____

Estimate Type: Repair
Date of Est: 1/20/2014
Deductible: UNKNOWN
PO #: JH410020

Unit #: H909064-1398-5792767

Webdocs #: H909064

Mitchell Service: 911598

Description: 2014 Chevrolet Impala LT
Body Style: 4D Sed
VIN: 2G1115SL8E9
Mileage: 1,850
OEM/ALT: A
Color: GREY
Options:

Drive Train: 2.5L I4 Cy 6A FWD
License:

Search Code: N/A

PASSENGER AIRBAG, DRIVER AIRBAG, POWER DRIVER SEAT, POWER LOCKS, POWER WINDOW
REAR WINDOW DEFOGGER, CRUISE CONTROL, TILT STEERING COLUMN
TELESCOPIC STEERING COLUMN, ANTI-LOCK BRAKE SYS., TRACTION CONTROL
ALUM/ALLOY WHEELS, AUXILIARY INPUT, SATELLITE RADIO, TINTED GLASS
AUTO AIR CONDITION, TRIP COMPUTER, TELEMATIC SYSTEMS, VARIABLE ASSISTED STEERING
SIDE AIRBAGS, ANTI-THEFT SYSTEM, AUTOMATIC HEADLIGHTS, SECOND ROW SIDE AIRBAG
SIDE HEAD CURTAIN AIRBAGS, VEHICLE THEFT TRACKING/NOTIFICATION
DAYTIME RUNNING LIGHTS, AM/FM STEREO CD/MP3 PLAYER, ELECTRONIC STABILITY CONTROL
FRONT BUCKET SEATS, FRONT SEATS WITH POWER LUMBAR SUPPORT, INTERIOR AIR FILTER
KEYLESS ENTRY SYSTEM, POWER DISC BRAKES, POWER LIFTGATE/TRUNK
STEERING WHEEL AUDIO CONTROLS

Line	Entry Number	Labor Type	Operation	Line Item Description	Part Type/Part Number	Dollar Amount	Labor Units
<u>Front Bumper</u>							
	100178	BDY	REMOVE/INSTALL	Frt Bumper Cover			1.5 #
	100351	BDY	REPAIR	Frt Bumper Cover	Existing		3.0*#
		REF	REFINISH/REPAIR	Frt Bumper Cover			C 1.4*
MODIFIED REFINISH WITH FULL CLEAR COAT							
<u>Front Lamps</u>							
	100471	BDY	REMOVE/REPLACE	L Front Combination Lamp Assembly	13111943 GM PART	568.07	0.3 #
		BDY	CHECK/ADJUST	Headlamps			0.4

Front Fender

ESTIMATE RECALL NUMBER: 01/20/2014 10:09:31 H909064-1398-5792767

Mitchell Data Version: OEM: DEC_13_V

MAPP: DEC_13_V

Software Version: 7.1.162

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Page 1 of 3

Existing	2.0*#
	C 2.1

* - Judgment Item
- Labor Note Applies
C - Included in Clear Coat Calc

Labor Subtotals	Units	Rate	Add'l Labor Amount	Sublet Amount	Totals	II. Part Replacement Summary	Amount
Body	7.2	19.00	0.00	35.00	171.80 T	Taxable Parts	568.07
Refinish	6.0	19.00	0.00	0.00	114.00 T	Parts Adjustments	132.93
Taxable Labor					285.80	Total Replacement Parts Amount	435.14
Labor Summary	13.2				285.80		
Additional Costs					Amount	IV. Adjustments	Amount
Taxable Costs					89.00	Customer Responsibility	0.00
Total Additional Costs					89.00		
Paint Material Method: Rates							
Init Rate = 14.00 , Init Max Hours = 99.9, Addl Rate = 0.00							
						I. Total Labor:	285.80
						II. Total Replacement Parts:	435.14
						III. Total Additional Costs:	89.00
						Gross Total:	809.94
						IV. Total adjustments:	0.00
						Net Total:	809.94

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Date: 2/ 3/2014 02:39 PM
Estimate ID: H909064-1398-5792767
Estimate Version: 0
Preliminary
Profile ID: * DTG DOMESTIC

Point(s) of Impact

11 Left Front Corner (P)

RA #: _____

Vended by Signature: _____

Inspected by Signature: _____

Approved for Pymt by Sig: _____

ESTIMATE RECALL NUMBER: 01/20/2014 10:09:31 H909064-1398-5792767

Mitchell Data Version: OEM: DEC_13_V

Software Version: MAPP:DEC_13_V
7.1.162

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Date: 3/12/2014 09:15 AM
Estimate ID: H909064-1398-5792767
Estimate Version: 0
Preliminary
Profile ID: DTG DOMESTIC

DTG OPERATIONS

MIAMI 3670 NW SOUTH RIVER DRIVE, MIAMI, FL 33142
(305) 894-5032
Fax: (305) 894-5070
Email: rafael.gonzales@dtg.com

Damage Assessed By: RAFAEL GONZALES

Vend Date: 03/12/14

Due Date: 03/18/14

Return Date:

Estimate Type: Repair
Date of Est: 3/12/2014
Deductible: UNKNOWN
PO #: JF385257

Unit #: H909064-13-8-5792767

Webdocs #: H909064

Mitchell Service: 911598

Description: 2014 Chevrolet Impala LT
Body Style: 4D Sed
VIN: 2G1115SL8E9
Mileage: 4,081
OEM/ALT: A
Color: GREY
Options:

Drive Train: 4 Cyl Inj 4 Cyl 6A FWD
License:
Search Code: MIA

PASSENGER AIRBAG, DRIVER AIRBAG, POWER DRIVER SEAT, POWER LOCK, POWER WINDOW
REAR WINDOW DEFOGGER, CRUISE CONTROL, TILT STEERING COLUMN
TELESCOPIC STEERING COLUMN, ANTI-LOCK BRAKE SYS., TRACTION CONTROL
ALUM/ALLOY WHEELS, AUXILIARY INPUT, SATELLITE RADIO, TINTED GLASS
AUTO AIR CONDITION, TRIP COMPUTER, TELEMATIC SYSTEMS, VARIABLE ASSISTED STEERING
SIDE AIRBAGS, ANTI-THEFT SYSTEM, AUTOMATIC HEADLIGHTS, SECOND ROW SIDE AIRBAG
SIDE HEAD CURTAIN AIRBAGS, VEHICLE THEFT TRACKING/NOTIFICATION
DAYTIME RUNNING LIGHTS, AM/FM STEREO CD/MP3 PLAYER, ELECTRONIC STABILITY CONTROL
FRONT BUCKET SEATS, FRONT SEATS WITH POWER LUMBAR SUPPORT, INTERIOR AIR FILTER
KEYLESS ENTRY SYSTEM, POWER DISC BRAKES, POWER LIFTGATE/TRUNK
STEERING WHEEL AUDIO CONTROLS

Entry Number	Labor Type	Operation	Line Item Description	Part Type/Part Number	Dollar Amount	Labor Units
Rear Door						
101442	REF	BLEND	L Rear Door Outside			1.0*
Side Body						
101808	REF	REFINISH	L Quarter Panel Outside			C 2.1
100928	BDY	REPAIR	L Side Body Panel Assembly	Existing		5.0*#
Rear Lamps						
101659	BDY	REMOVE/REPLACE	L Rear Combination Lamp Assembly	23964657 GM PART	195.00	0.3 #
	BDY	REMOVE/INSTALL	Rear Bumper Cover			INC #
Rear Bumper						

ESTIMATE RECALL NUMBER: 03/12/2014 09:11:45 H909064-1398-5792767

Mitchell Data Version: OEM: FEB_14_V

MAPP: FEB_14_V

Software Version: 7.1.153

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1065270

Date: 3/12/2014 09:15 AM
 Estimate ID: H909064-1398-5792767
 Estimate Version: 0
 Preliminary
 Profile ID: DTG DOMESTIC

1	BDY	OVERHAUL	Rear Bumper Cover Assy				1.9 #
101734	BDY	REMOVE/REPLACE	Rear Bumper Cover	22934635	GM PART	451.68	INC #
	REF	REFINISH	Rear Bumper Cover				C 3.2
<u>ADDITIONAL OPERATIONS</u>							
	REF	ADD'L OPR	Clear Coat				1.5
<u>MANUAL ENTRIES</u>							
0	900500	BDY *	ADD'L LABOR OP	TOW	Sublet	687.50	* 0.0*
<u>Additional Costs & Materials</u>							
1		ADD'L COST	Paint/Materials			109.20	*
2		ADD'L COST	Hazardous Waste Disposal			5.00	*

* - Judgment Item
 # - Labor Note Applies
 C - Included in Clear Coat Calc

Estimate Totals

Labor Subtotals	Units	Rate	Add'l Labor Amount	Sublet Amount	Totals	II. Part Replacement Summary	Amount
Body	7.2	19.00	0.00	687.50	824.30 T	Taxable Parts	646.68
Refinish	7.8	19.00	0.00	0.00	148.20 T	Parts Adjustments	247.03-
Taxable Labor					972.50	Total Replacement Parts Amount	399.65
Labor Summary	15.0				972.50		
Additional Costs					Amount	IV. Adjustments	Amount
Taxable Costs					114.20	Customer Responsibility	0.00
Total Additional Costs					114.20		
Paint Material Method: Rates Init Rate = 14.00 , Init Max Hours = 99.9, Add'l Rate = 0.00							
						I. Total Labor:	972.50
						II. Total Replacement Parts:	399.65
						III. Total Additional Costs:	114.20
						Gross Total:	1,486.35
						IV. Total adjustments:	0.00
						Net Total:	1,486.35

This is a preliminary estimate.
Additional changes to the estimate may be required for the actual repair.

Point(s) of Impact

* Left Rear Corner (P)

ESTIMATE RECALL NUMBER: 03/12/2014 09:11:45 H909064-1398-5792767

Mitchell Data Version: OEM: FEB_14_V

MAPP: FEB_14_V

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Software Version: 7.1.163

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Date: 3/12/2014 09:15 AM
Estimate ID: H909064-1398-5792767
Estimate Version: 0
Preliminary
Profile ID: DTG DOMESTIC

RA #: _____

Vended by Signature: _____

Inspected by Signature: _____

Approved for Pymt by Sig: _____

ESTIMATE RECALL NUMBER: 03/12/2014 09:11:45 H909064-1398-5792767

Mitchell Data Version: OEM: FEB_14_V

MAPP:FEB_14_V

Software Version: 7.1.163

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PE14-010

GM

6/6/2014

Q 08 C



██████████ – WITNESS / BULLET VEHICLE DRIVER – INTERVIEW SUMMARY

This interview was conducted by T. Ellingsworth on 04/29/14, by telephone and unless otherwise indicated, the following information was obtained from ██████████:

I reside at ██████████ Lexington, MA ██████████ years of age, DOB: 7/20/61. I own a 2003 GMC van, grey in color and was driving the van in the Florida Keys on 03/11/14, when I was involved in an accident about noon that day. I was alone and driving south on Florida St. Tr. 5., almost to Marathon. The roadway is two lanes wide and is paved. It is very narrow in many places and most of the time there is no shoulder for pulling over or stopping.

Just before the accident, I was about 4 to 5 car lengths behind a grey color Chevrolet. I had probably been following the car for 20 minutes or more. There wasn't a lot of traffic on the roadway. I was driving on a long narrow bridge, with ocean on both sides and no shoulder. The roadway was straight but there was a slight arch to the bridge. The driving conditions were clear and dry. I had my windows rolled up and the A/C was on.

I had not noticed the car make any erratic movements before the accident. I think we were going about 20-25 mph when the incident occurred. I believe the brake lights came on the rear of the car and that is what first alerted me. I'm certain the brake lights came on and I said to myself, what the hell is this guy doing. I saw the brake lights and it was if the brakes locked up on the car. It stopped very suddenly. My next thought was, I'm going to hit him. I don't recall the hearing the sound of squealing tires from the tires of the car, as it came to a stop.

I veered to my left and it appeared as if the car driver steered to his right. The car did move somewhat to the right as it came to an abrupt stop. The right front corner of my van contacted the left rear corner of the car. I'm pretty sure the car was at a stop when my van hit it. I had applied my brakes. The impact wasn't real significant. After the incident, the car driver got out of the vehicle and walked back to my van and asked if I was alright. I said something to the affect, "you can't stop here". The car driver stated his brakes locked up. From what I saw, it appeared the brakes of the car did lock up. If he didn't depress the brake pedal, something caused the car to come to a sudden stop. Again, I didn't hear the sound of squealing tires as the car came to a stop, but my windows were rolled up and the A/C was blowing. Maybe the tires squealed and I simply didn't hear the noise.

The car driver was accompanied by his family. He asked me to follow him down to the next place to the south, where we could pull safely off the roadway. I think we drove south about a mile or so and pulled over onto the left side of the road. We would have been north of

Marathon at that point. We called the police and a deputy came to where we were. The officer took information from both of us for a report. I later determined I had some damage on the right front corner of the van but it was only minor.

T. Ellingsworth 04/29/14

PE14-010

GM

6/6/2014

Q 08 C

Questions

Questions:

Weather Conditions? Raining?

Road Conditions?

Were other items running in the vehicle, cell phone charging?

Were there chimes heard during the event?

Was cruise control on prior to the event?

Adjusting any / playing with buttons on the vehicle during the event?

Were there other people in the vehicle?

What did the vehicle feel like during the stop?

Was there any steering input required?

Did you apply the brake pedal or throttle?

Was the vehicle drivable? Was there damage to the vehicle?

Was the radio on during the event?

Was there an engine surge? Feel like the vehicle was lurching prior to the event?

In general, what do think or perceived to have happened?

PE14-010

GM

6/6/2014

Q 08 C

redacted - Hertz police report-
FLA vehicle

FLORIDA TRAFFIC CRASH REPORT

LONG FORM ☐ SHORT FORM ☒ UPDATE ☐

(Electronic Version)

HIGHWAY SAFETY & MOTOR VEHICLES,
TRAFFIC CRASH RECORDS
NEIL KIRKMAN BUILDING, TALLAHASSEE, FL 32399-0537

Date of Crash 11/Mar/2014 12:00 AM	Time of Crash 11/Mar/2014 12:00 AM	Date of Report 11/Mar/2014 12:17 PM	Invest. Agency Report Number [REDACTED]	HSMV Crash Report Number [REDACTED]
---------------------------------------	---------------------------------------	--	--	--

CRASH IDENTIFIERS

County Code 38	City Code	County of Crash MONROE	Place or City of Crash	Within City Limits No	Time Reported 11/Mar/2014 12:05 PM	Time Dispatched 11/Mar/2014 12:08 PM
Time on Scene 11/Mar/2014 12:15 PM	Time Cleared Scene 11/Mar/2014 12:45 PM	Completed Yes	Reason (if Investigation NOT Completed)			Notified By Law Enforcement

ROADWAY INFORMATION

Crash Occurred On Street, Road, Highway [REDACTED]			A At Street Address #		B At Latitude and Longitude 24.710475494971609 -81.095032707800502	
At Feet	Or Miles	Direction	C From Intersection With Street, Road, Highway SR5 SB 62MM			D Or From Milepost #
Road System Identifier 3 State		Type Of Shoulder 1 Paved	Type Of Intersection 1 Not at Intersection			

CRASH INFORMATION (Check if Pictures Taken) ☐

Light Condition 1 Daylight	Weather Condition 1 Clear	Roadway Surface Condition 1 Dry	School Bus Related 1 No	Manner Of Collision 1 Front to Rear
First Harmful Event Type	First Harmful Event 14	First Harmful Event Location 1 On Roadway	Within Interchange No	First Harmful Event Relation to Junction 1 Non Junction
Contributing Circumstances: Road 1 None		Contributing Circumstances: Road		Contributing Circumstances: Road
Contributing Circumstances: Environment 1 None		Contributing Circumstances: Environment		Contributing Circumstances: Environment
Work Zone Related 1 No	Crash In Work Zone	Type Of Work Zone	Workers In Work Zone	Law Enforcement In Work Zone

VEHICLE (Check if Commercial) ☐

Vehicle 1	Motor Vehicle Type 1 Vehicle in Transport	Hil and Run 1 No	Veh License Number [REDACTED]	State MA	Reg. Expires 31/Oct/2014	Permanent Reg. No	VIN 1GJHG35U831 [REDACTED]
Year 2003	Make GMC	Model SPORTVAN	Style VAN	Color GRY	Extent of Damage Minor	Est. Damage 800	Towed Due To Damage No
Insurance Company HANOVER INS GROUP				Insurance Policy Number [REDACTED]			
Name of Vehicle Owner (Check Box if Business) ☐			Current Address (Number and Street) [REDACTED]		City and State LEXINGTON MA		Zip Code 02421
Trailer One	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make
Trailer Two	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make
Vehicle Traveling	Direction West	On Street, Road, Highway SR5 SB 62MM				At Est. Speed 40	Posted Speed 55
CMV Configuration		Cargo Body Type		Area of Initial Impact		Most Damaged Area	
Comm GVWR/GCWR		Trailer Type (Trailer one)		Trailer Type (Trailer two)			
Haz. Mat. Release	Haz Mat. Placard	Number	Class				
Motor Carrier Name			US DOT Number				
Motor Carrier Address			City and State			Zip Code	Phone Number
Comm/Non-Commercial	Vehicle Body Type 2 Passenger Van	Vehicle Defects (one) 1 None		Vehicle Defects (two)		Emergency Vehicle Use 1 No	Special Function of MV 1 No Special Function
Vehicle Maneuver Action 1 Straight Ahead	Trafficway 1 Two-Way, Not Divided	Roadway Grade 1 Level	Roadway Alignment 1 Straight	Most Harmful Event 2 Collision with Non-Fixed Object		Most Harmful Event Detail 14 Motor Vehicle in Transport	
Traffic Control Device For This Vehicle 1 No Controls		First (1) Sequence of Events 2 Collision with Non-Fixed Object 14 Motor Vehicle in Transport		Second (2) Sequence of Events		Third (3) Sequence of Events	
						Fourth (4) Sequence of Events	

VEHICLE (Check if Commercial) ☐

Vehicle 2	Motor Vehicle Type 1 Vehicle in Transport	Hil and Run 1 No	Veh License Number [REDACTED]	State TN	Reg. Expires 30/Jun/2014	Permanent Reg. No	VIN 2G1116SL8E0 [REDACTED]
Year 2014	Make CHEVY	Model IMPALA	Style SEDAN	Color GRY	Extent of Damage Minor	Est. Damage 600	Towed Due To Damage No
Insurance Company FARMERS				Insurance Policy Number [REDACTED]			

Date of Crash 11/Mar/2014 12:00 AM		Date of Report 11/Mar/2014 12:00 AM		Invest. Agency Report Number		HSMV Crash Report Number	
Name of Vehicle Owner (Check Box If Business) ☒ HERTZ VEHICLE LLC				Current Address (Number and Street) 2107 ACOLA HWY		City and State ALCOA TN	
Zip Code 37701							
Trailer One	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make
Trailer Two	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make
Vehicle Travelling:	Direction West	On Street, Road, Highway SR5B SB 02MM				At Est. Speed 50	Posted Speed 55
Total Lanes 2							
CMV Configuration		Cargo Body Type		Area of Initial Impact		Most Damaged Area	
Comm GVWR/GCWR		Trailer Type (trailer one)		Trailer Type (trailer two)			
Haz. Mat. Release		Haz. Mat. Placard		Number		Class	
Motor Carrier Name		US DOT Number					
Motor Carrier Address		City and State		Zip Code		Phone Number	
Comm/Non-Commercial		Vehicle Body Type 1 Passenger Car		Vehicle Defects (one) 77 Other, Explain in Narrative		Vehicle Defects (two)	
Emergency Vehicle Use 1 No		Special Function of MV 1 No Special Function					
Vehicle Maneuver Action 77 Other, Explain in Narrative		Trafffloway 1 Two-Way, Not Divided		Roadway Grade 1 Level		Roadway Alignment 1 Straight	
Most Harmful Event 2 Collision with Non-Fixed Object		Most Harmful Event Detail 14 Motor Vehicle in Transport					
Traffic Control Device For This Vehicle 1 No Controls		First (1) Sequence of Events 2 Collision with Non-Fixed Object 14 Motor Vehicle in Transport		Second (2) Sequence of Events		Third (3) Sequence of Events	
Fourth (4) Sequence of Events							

PERSON RECORD

Person# 1	Description 1 Driver	Vehicle # 1	Name [REDACTED]	Date of Birth [REDACTED]	Sex [REDACTED]	Phone Number [REDACTED]	Re-Exam No
Address [REDACTED]		City LEXINGTON		State MA		Zip Code 02421	
Driver License Number [REDACTED]		State MA	Expires 20/Jul/2018	DL Type 5 E/Operator	Req. End.	Injury Severity 1 None	Ejection 1 Not Ejected
Restraint System 3 Shoulder and Lap Belt Used		Air Bag Deployed 2 Not Deployed		Helmet Use		Eye Protection 3 Not Applicable	Seating Location Seat 1 Left
Seating Location Row 1 Front		Seating Location Other 1 Not Applicable					
Drivers Actions at Time of Crash (first) to Followed too Closely		Drivers Actions at Time of Crash (second)		Driver Distracted By 1 Not Distracted		Vision Obstruction 1 Vision Not Obscured	
Drivers Actions at Time of Crash (third)		Drivers Actions at Time of Crash (fourth)		Drivers Condition at Time of Crash 1 Apparently Normal			
Suspected Alcohol Use 1 No		Alcohol Tested 1 Test Not Given		Alcohol Test Type		Alcohol Test Result	
BAC		Suspected Drug Use 1 No		Drug Tested 1 Test Not Given		Drug Test Type	
Drug Test Result		Source of Transport to Medical Facility 1 Not Transported		EMS Agency Name or ID		EMS Run Number	
Medical Facility Transported To							

PERSON RECORD

Person# 2	Description 1 Driver	Vehicle # 2	Name [REDACTED]	Date of Birth [REDACTED]	Sex [REDACTED]	Phone Number [REDACTED]	Re-Exam No
Address [REDACTED]		City NEVIS		State MN		Zip Code 56467	
Driver License Number [REDACTED]		State MN	Expires 13/Jun/2015	DL Type 5 E/Operator	Req. End.	Injury Severity 1 None	Ejection 1 Not Ejected
Restraint System 3 Shoulder and Lap Belt Used		Air Bag Deployed 2 Not Deployed		Helmet Use		Eye Protection 3 Not Applicable	Seating Location Seat 1 Left
Seating Location Row 1 Front		Seating Location Other 1 Not Applicable					
Drivers Actions at Time of Crash (first) 1 No Contributing Action		Drivers Actions at Time of Crash (second)		Driver Distracted By 1 Not Distracted		Vision Obstruction 1 Vision Not Obscured	
Drivers Actions at Time of Crash (third)		Drivers Actions at Time of Crash (fourth)		Drivers Condition at Time of Crash 1 Apparently Normal			
Suspected Alcohol Use 1 No		Alcohol Tested 1 Test Not Given		Alcohol Test Type		Alcohol Test Result	
BAC		Suspected Drug Use 1 No		Drug Tested 1 Test Not Given		Drug Test Type	
Drug Test Result		Source of Transport to Medical Facility 1 Not Transported		EMS Agency Name or ID		EMS Run Number	
Medical Facility Transported To							

PERSON RECORD

Person# 3	Description 3 Passenger	Vehicle # 2	Name [REDACTED]	Date of Birth [REDACTED]	Sex [REDACTED]	Injury Severity 1 None	Ejection 1 Not Ejected
Address 18618 ESCAPE DR		City NEVIS		State MN		Zip Code 56467	

Date of Crash 11/Mar/2014 12:00 AM	Date of Report 11/Mar/2014 12:00 AM	Invest. Agency Report Number [REDACTED]	HSMV Crash Report Number [REDACTED]
Restraint System 3 Shoulder and Lap Belt Used	Air Bag Deployed 2 Not Deployed	Helmet Use [REDACTED]	Eye Protection 3 Not Applicable
Seating Location Seat 3	Seating Location Row 1	Seating Location Other 1	
Source of Transport to Medical Facility 1 Not Transported	EMS Agency Name or ID [REDACTED]	EMS Run Number [REDACTED]	Medical Facility Transported To [REDACTED]

NARRATIVE

ID Number 9522	Rank DEPUTY	Name BOURCIER, LEON	Troop / Post PATROL 4/5	Officer Agency MONROE COUNTY SO	Phone Number 305-289-2430	Date Created Mar 11, 2014
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Both Vehicle 1 and Vehicle 2 were traveling SB on SR5 around the 62MM. Driver of Vehicle 2 stated that for an unknown reason the vehicles brakes and steering mechanisms just "locked up" as he had no control. Vehicle 1 then hit the rear of Vehicle 2. Driver of Vehicle 1 also stated that Vehicle 2 just locked up for no reason.

Vehicle 1 sustained damage to the front passengers corner.

Vehicle 2 sustained damage to the rear driver side corner.

Both vehicles were off the roadway upon my arrival and were both operational.

This all occurred in Monroe County Florida.

REPORTING OFFICER

ID/Badge # 0522	Rank and Name DEPUTY BOURCIER, LEON	Department MONROE COUNTY SO	Type of Department SO
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Date of Crash 11/Mar/2014 12:00 AM	Date of Report 11/Mar/2014 12:00 AM	Invest. Agency Report Number [REDACTED]	HSMV Crash Report Number [REDACTED]
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