

EA16-002

FLAT CHRYSLER

5-12-2016

ENCLOSURE 04

CAIR Backup





February 20, 2014

[Redacted]  
Clarksville, TN [Redacted]

File No.: [Redacted]

Dear Mr. [Redacted]

This letter is to confirm that you are the owner of a 2013 Chrysler 300, VIN: 2C3CCAAG5DH[Redacted] that was involved in an incident. This letter further confirms that you have given Chrysler Group LLC permission to perform an inspection of the vehicle.

As part of the inspection, the vehicle will be documented by photographs and measurements. The vehicle is equipped with an Occupant Restraint Control module. As explained in the Owner's Manual, in addition to other functions, the ORC records information about the airbag system and other data during an airbag deployment event. As part of our investigation, we will image the ORC data using a Bosch Crash Data Retrieval Tool. Using the Bosch Crash Data Retrieval Tool will not erase or alter any data contained in the ORC.

Please sign the space provided below to confirm that you consent to the inspection of this vehicle as described above.

Sincerely,

J. S. Susalla  
Special Investigations  
(586) 274-8171  
Fax No.: (586) 497-2112

JSS/ss

Agreed:

Signature

Date

Phone: 800.992.7377

**CHRYSLER**

February 20, 2014

██████████  
Clarksville, TN ██████████

File No.: ██████████

Dear Mr. ██████████

This letter is to confirm that you are the owner of a 2013 Chrysler 300, VIN: 2C3CCAAG5DH6██████████ that was involved in an incident. This letter further confirms that you have given Chrysler Group LLC permission to perform an inspection of the vehicle.

As part of the inspection, the vehicle will be documented by photographs and measurements. The vehicle is equipped with an Occupant Restraint Control module. As explained in the Owner's Manual, in addition to other functions, the ORC records information about the airbag system and other data during an airbag deployment event. As part of our investigation, we will image the ORC data using a Bosch Crash Data Retrieval Tool. Using the Bosch Crash Data Retrieval Tool will not erase or alter any data contained in the ORC.

Please sign the space provided below to confirm that you consent to the inspection of this vehicle as described above.

Sincerely,

J. S. Susalla  
Special Investigations  
(586) 274-8171  
Fax No.: (586) 497-2112

JSS/ss

Agreed:

██████████  
\_\_\_\_\_

2/24/2014  
Date

Phone: 800.223.1111



March 4, 2014

[REDACTED]  
Clarksville, TN [REDACTED]

Re: [REDACTED]

VIN: 2C3CCAAG5DH [REDACTED]

Dear Mr. [REDACTED]

This will further acknowledge contact to Chrysler Group LLC, regarding your 2013 Chrysler 300.

Naturally, we were sorry to learn of the incident described to us during the initial contact. However, we have had the opportunity to review the inspection report and must inform you that we are not led to believe that the incident was due to a manufacturing responsibility. Therefore, we must respectfully decline any assistance associated with this incident.

Based on this information, we can only suggest that you refer this matter to your insurance carrier. Should they feel a manufacturing responsibility exists, they have full subrogation rights under the terms of your policy.

Thank you for allowing us the opportunity in reviewing this matter with you.

Sincerely,

J. S. Susalla  
Special Investigations  
586-274-8171

JSS/ss

Phone 800.992.1997

Chrysler Group LLC | CIMS 484-04-04 | P.O. Box 21-8004 | Auburn Hills, MI USA | 48321

**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	2C3CCAAG5DH6 [REDACTED]
User	Gary Falls EAA
Case Number	[REDACTED]
EDR Data Imaging Date	02/26/2014
Crash Date	01/27/2014
Filename	2C3CCAAG5DH6 [REDACTED].ACM.CDRX
Saved on	Wednesday, February 26 2014 at 12:29:35
Collected with CDR version	Crash Data Retrieval Tool 12.2.1
Reported with CDR version	Crash Data Retrieval Tool 12.2.1
EDR Device Type	Airbag Control Module
Event(s) recovered	Most Recent Event, Non-Deployment

### Comments

There was no contact with customer. The incident date is based on information from the CAIR

### Data Limitations

#### AIRBAG CONTROL MODULE (ACM) DATA LIMITATIONS:

#### GENERAL INFORMATION:

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

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

The recorded Event will contain Pre-Crash data.

TO (where '0' is subscript) (-0.1 sec.) is defined as either:

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

#### CDR FILE INFORMATION:

Event(s) Recovered definitions:

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

**CDR RECORD INFORMATION:**

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

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

If power to the ACM is lost during an event, all or part of the event data record may not be recorded. Two scenarios may be recorded under this condition:

- "None" may be displayed in the "Event(s) Recovered" section of the report indicating no pre-crash vehicle data.
- An event may be displayed in the "Event(s) Recovered" section of the report and "Interrupted" will be displayed for Vehicle Event Recorder Status.

Note: For the 2010-2012 MY Dodge Journey, Dodge Grand Caravan, Fiat Freemont, Chrysler Town and Country, and Chrysler Grand Voyager, and Lancia Grand Voyager, "interrupted" in Vehicle Event Recorder Status/Event Recorder Status indicates either be a non-deployment event or an interrupted deployment event.

For ACMs that store non-deployment events, the minimum delta V required to store an event is a delta V of 5 mph (8 km/h) within a 150 ms interval.

Definitions for Data Blocks 1 - 7 and Overall Data Record Complete:

1. Crash Record (system status and DTCs)
2. NHTSA Table #1 Vehicle System data
3. NHTSA Table #1 Longitudinal delta-V
4. NHTSA Table #2 Vehicle System Data
5. NHTSA Table #2 Lateral delta-V - will be a NO if vehicle is not equipped with side sensing
6. ACM angular rate data - will be a NO if vehicle is not equipped with roll-over sensing
7. Other Vehicle System Data - Chrysler Specific Data

Overall Data Record Complete - Yes, No is defined based on the specific vehicle configuration. For example, a NO may be present for a non-applicable data block but a YES may be present for overall data record complete as all of the applicable data is complete.

For non-NAFTA ACMs that control pedestrian protection devices, a non-deployment event will be also stored when the pedestrian protection devices are activated.

The Airbag Control Module Configuration indicates the inputs and outputs that the ACM for a particular vehicle monitors and/or controls.

"Event Number" in the System Status at Event section of the report:

- Indicates the event number per vehicle ignition cycle for:
  - 2010 - 2012 Sebring, Avenger, Caliber, Nitro, Compass, Liberty, Patriot, Wrangler, and Ram
  - Indicates the overall order of the events for all other applicable vehicles.

"Total Number of Events Recorded" in the System Status at Event section of the report:

- Stops incrementing when each event record is recorded by the ACM for:
  - 2010 - 2012 Sebring, Avenger, Caliber, Nitro, Compass, Liberty, Patriot, Wrangler, and Ram
  - Indicates the total number of events that the ACM has recorded for all other applicable vehicles.

"Operation System Time at Event (min)" in the System Status at Event section of the report is a lifetime timer for the ACM. It indicates the total amount of time the ACM has been powered up.

"Time from Event 1 to 2 (sec)" in the System Status at Event section of the report indicates the time from t0 of the first event to t0 of the second event. If the value is greater than 5 seconds, ">5" will be displayed.

Active Head Restraint (AHR) - This refers to the active head restraint systems that are electronically controlled by the ACM.

For applicable vehicles, a "Yes" for a particular item in the Deployment Command Data section of the report indicates that the ACM commanded the deployment of the associated device. Note: For 2010 MY vehicles equipped with AHR, the AHR deployment will not be recorded in the EDR.

Pre-Crash data from the various electronic control modules in the vehicle is transmitted to the Airbag Control Module via the vehicle's communication network.

On 2006-2009 Ram 2500/3500, the Engine RPM recorded is limited to a maximum of 4080 RPM. On the 2008 - 2010 Dodge Grand Caravan, 2008-2010 Chrysler Town and Country and 2009-2010 Dodge Journey, the engine RPM resolution is 256 rpm. On all other vehicles, the resolution is 32 rpm.

If a recorded event has Engine RPM equal to SNA and Speed, Vehicle Indicated equals SNA for each time stamp, then the data is default data and the event stored in the ACM is not valid.

The accuracy of the recorded Speed, Vehicle Indicated will be affected if the vehicle had the tire size or the final drive axle ratio changed from the factory build specifications.

Speed, Vehicle Indicated is reported as an average of the drive wheels.

On the 2008 - 2009 Dodge Grand Caravan, 2008-2009 Chrysler Town and Country and 2009 Dodge Journey, the vehicle speed resolution is 2 kph. On all other vehicles, the resolution is 1 kph.

- 11 The MIL (Malfunction Indicator Lamp) Status for the various recorded systems indicates the state of the applicable malfunction indicator lamp at the time that the data was captured. Note: Some fault codes could be stored due to component/system damage from the accident.
- 12 For correct polarity of Maximum Delta-V Longitudinal or Maximum Delta-V Lateral, reference the graph and the table of Delta-V values.
- 13 On vehicles equipped with ETC, "Accelerator Pedal, % Full" and "Engine Throttle, % Full" are relative values - relative pedal position and relative engine throttle. These parameters may record values of less than 100% when the pedal/throttle is actually at its maximum. (Max. ~ 77%)

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

#### VEHICLE DATA DEFINITIONS:

##### Vehicle Event Recorder Status definitions:

- 14 For additional definitions, please refer to the CDR Help File Glossary
- 15 ABS MIL (if equip.) - This indicates the ABS fault indicator lamp status. It will only be "On" when there is a fault in the ABS system. The Electronic brake module DTC's should be read and recorded for final system interpretation.
- 16 ESP MIL (if equip.) - This indicates the ESP/BAS fault indicator lamp status. It will only be "On" when there is a fault or thermal model shutdown in the ESP system. The ESP module DTC's should be read and recorded for final system interpretation.
- 17 ESP Lamp (if equip.) - This is the status of the ESP symbol - "car with squiggly lines" indicator lamp. "On" indicates ESP has been turned off by the driver or has reduced performance and is not an indication of a fault in the system.
- 18 ESP Lamp Flashing Requested (if equip.) - If "Yes", then an ESP, Traction Control or Trailer Sway Control (if equipped) event was active at the time of data capture.
- 19 ESP Disabled (if equip.) - "Yes" indicates that ABS & ESP have been disabled by the driver or due to system performance.
- 20 ESP Functional/Active (if equip.) - "YES" indicates that the ESP system is functional and has no faults.
- 21 Panic Brake Assist Active (if equip.) - "Yes" indicates that all four of the brake circuits are under going ABS control.
- 22 Steering Input (deg) (if equip.):
  - 23 Steering Input polarity is positive for right turns on:
    - 24 2006 - 2007 Grand Cherokee
    - 25 2006 - 2007 Commander
    - 26 2005 - 2010 300, Magnum, and Charger
    - 27 2008 - 2010 Challenger
  - 28 Steering Input polarity is negative for right turns on:
    - 29 All other vehicles and model years not specified above
- 30 Yaw Rate (deg/sec) (if equip.): All vehicles have negative yaw rate when making a right turn.
- 31 ETC Lamp - Lamp "ON" indicates there is an active Electronic Throttle DTC.
- 32 ETC Lamp Flashing - If "Yes", then the ETC is in the limp-in mode.
- 33 Engine Torque Applied - If "No", then no engine torque output was applied (as in Park/Neutral for Automatic transmissions or clutch depressed on manual or during an ESP/Traction Control event). If "Yes", then engine torque output was applied.
- 34 Tire 1 (2) Location (if equip.) - This indicates the location of the tire pressure sensor data. Default is used to indicate that the location of the tire pressure sensor is unknown or there is no tire pressure sensor in the wheel. Vehicles with Base Tire Pressure Monitoring systems will display SNA for both Tire Locations as these vehicles do not send actual pressure values across the communication bus.
- 35 Tire 1 (2) Pressure Status (if equip.) - This indicates the actual pressure status of the Tire Location defined in the previous column. Possible values are LOW, NORMAL, HIGH, or SNA for this parameter. Vehicles with Base Tire Pressure Monitoring systems will display NORMAL even though these vehicles do not send actual pressure values across the communication bus.
- 36 Tire 1 (2) Pressure (psi) (if equip.) - This indicates the actual tire pressure value of the Tire Location defined. Vehicles with Base Tire Pressure Monitoring systems will display N/A for this parameter as these vehicles do not send actual pressure values across the communication bus.
- 37 Cruise Control System - "On" indicates that the Cruise Control system is turned on.
- 38 Cruise Control Active - "Yes" indicates the Cruise Control system is actively controlling vehicle speed. "No" indicates the system is NOT controlling vehicle speed.
- 39 (if equip.) - If a parameter name is followed by the words (if equip.), then the parameter is only valid for vehicles equipped with the associated parameter/vehicle system.

#### APPLICATION INFORMATION:

- 40 2005 - 2009 Durango's equipped with side airbags have EDR data that can be imaged by the CDR tool. Durango's not equipped with side airbags have EDR Data that might be imaged by the CDR tool and may be imaged by the supplier.
- 41 For 2005 & 2006 MY, some Chrysler 300, Dodge Magnum, Dodge Charger, Jeep Grand Cherokee, and Jeep Commander models may contain EDR data that can not be imaged by the CDR tool but may be imaged by the supplier.
- 42 For 2006 & 2007 MY, some PT Cruiser models may contain EDR data that can not be imaged by the CDR tool.
- 43 EDR Data is only recorded for frontal deployments in the following vehicles:
  - 44 - 2005-2007 Durango



- 2006-2007 Ram 1500
- 2006-2009 Ram 2500/3500 Heavy Duty
- 2007 Aspen, Caliber, Compass, Patriot, Nitro, Sebring, Wrangler

03001\_Chrysler\_r013

**System Status at Retrieval**

Original VIN	2C3CCAAG5DH
Ignition Cycle, Download	1739
ACM Part Number	68105510AE
ECU Serial Number	T52MD010301492
ACM Supplier	Bosch
ECU Supply Voltage at Time of Retrieval	12.2

**System Configuration at Retrieval**

Configured for Driver Frontal Airbag	Yes
Configured for Driver Knee Airbag	Yes
Configured for Driver Buckle Pretensioner	Yes
Configured for Driver Retractor Pretensioner	Yes
Configured for Driver Seat Seatbelt Switch	Yes
Configured for Driver Seat Track Position Switch	Yes
Configured for Left Side Curtain Airbag	Yes
Configured for Left Side Seat Airbag	Yes
Configured for Passenger Frontal Airbag	Yes
Configured for Passenger Buckle Pretensioner	Yes
Configured for Passenger Retractor Pretensioner	Yes
Configured for Passenger Seat Seatbelt Switch	Yes
Configured for Passenger Seat Track Position Switch	No
Configured for Right Side Curtain Airbag	Yes
Configured for Right Side Seat Airbag	Yes
Configured for Pedestrian Protection Hood Actuators	No

### System Status at Event (Most Recent Event)

Complete File Recorded	Yes
Safety Belt Status, Driver	Not Buckled
Safety Belt Status, Outboard Front Passenger	Not Buckled
Airbag Warning Lamp, On/Off	Off
Seat Track Position Switch, Foremost, Status, Driver	No
Seat Track Position Switch, Foremost, Status, Outboard Front Passenger	Not Present
Maximum Delta-V Longitudinal (MPH [km/h])	-6.2 [-10]
Time, Maximum Delta-V, Longitudinal (msec)	120
Maximum Delta-V Lateral (MPH [km/h])	0.6 [1]
Time, Maximum Delta-V, Lateral (msec)	88
Time, Operation System Time (sec)	2129422
Time, Airbag Warning Lamp On (min)	0
Event Number	1
Total Number of Events Recorded	1
Multi-Event, Number of Events (1,2)	1
Time from Event 1 to 2 (sec)	> 5
Operation Via Energy Reserve Only (Yes, No)	No
Supply Voltage at Event, ECU (V)	14.9
Temperature, Outside (deg C)	9
Event Signal Transmission, Complete (Yes, No)	No
Odometer at Event (km)	29599.4
Ignition Cycle, Crash	1631
VIN, Original	2C3CCAAG5D [REDACTED]
VIN Recorded at Event (last 8 characters)	D [REDACTED]

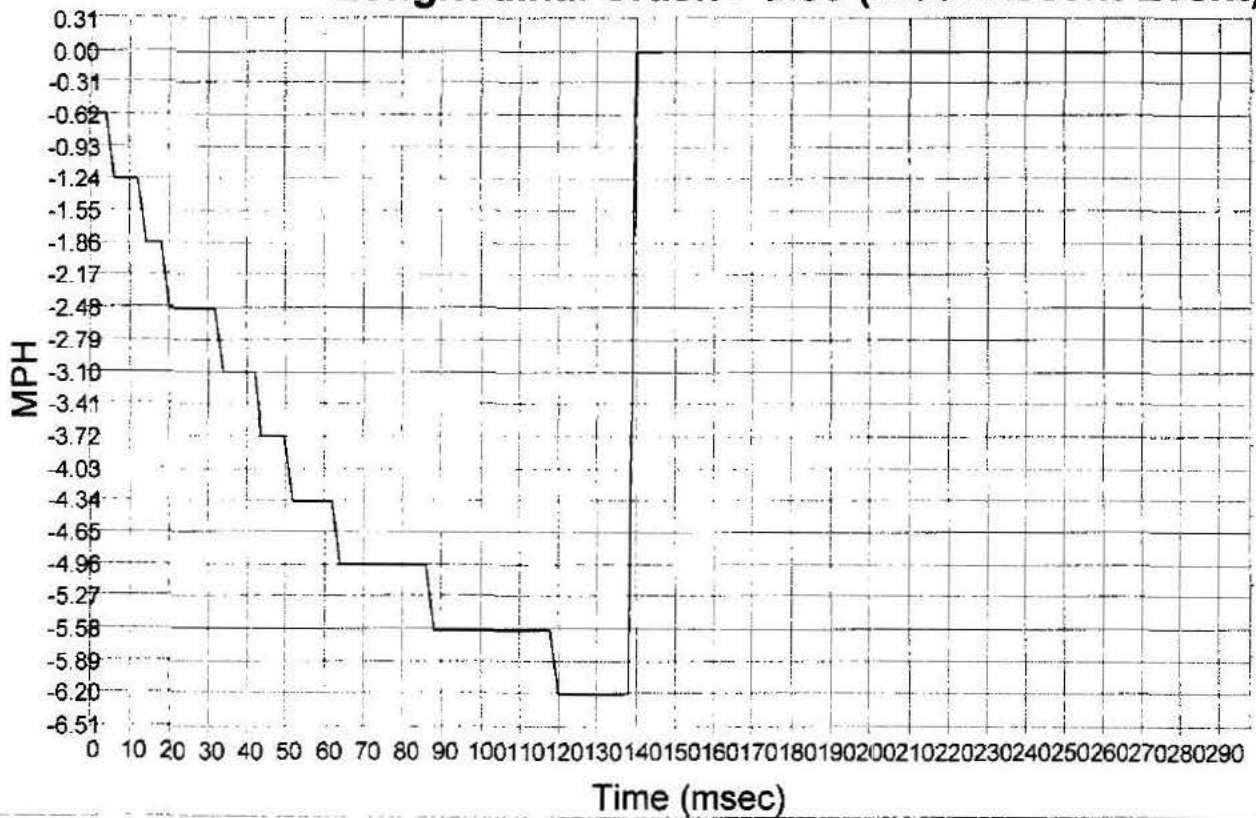
### Deployment Command Data (Most Recent Event)

Frontal Airbag Deployment, 1st Stage, Driver	No
Frontal Airbag Deployment, 2nd Stage, Driver	No
Frontal Airbag Deployment, Time to First Stage Deployment, Driver (msec)	0
Frontal Airbag Deployment, Time from T0 to 2nd Stage Deployment, Driver (msec)	0
Frontal Airbag Deployment, 1st Stage, Passenger	No
Frontal Airbag Deployment, 2nd Stage, Passenger	No
Frontal Airbag Deployment, Time to First Stage Deployment, Passenger (msec)	0
Frontal Airbag Deployment, Time from T0 to 2nd Stage Deployment, Passenger (msec)	0
Knee Airbag Deployment, Driver	No
Buckle Pretensioner, Driver	No
Retractor Pretensioner, Driver	No
Buckle Pretensioner, Passenger	No
Retractor Pretensioner, Passenger	No
Side Seat Airbag Deployment, Left	No
Side Curtain Airbag Deployment, Left	No
Side Seat Airbag Deployment, Right	No
Side Curtain Airbag Deployment, Right	No

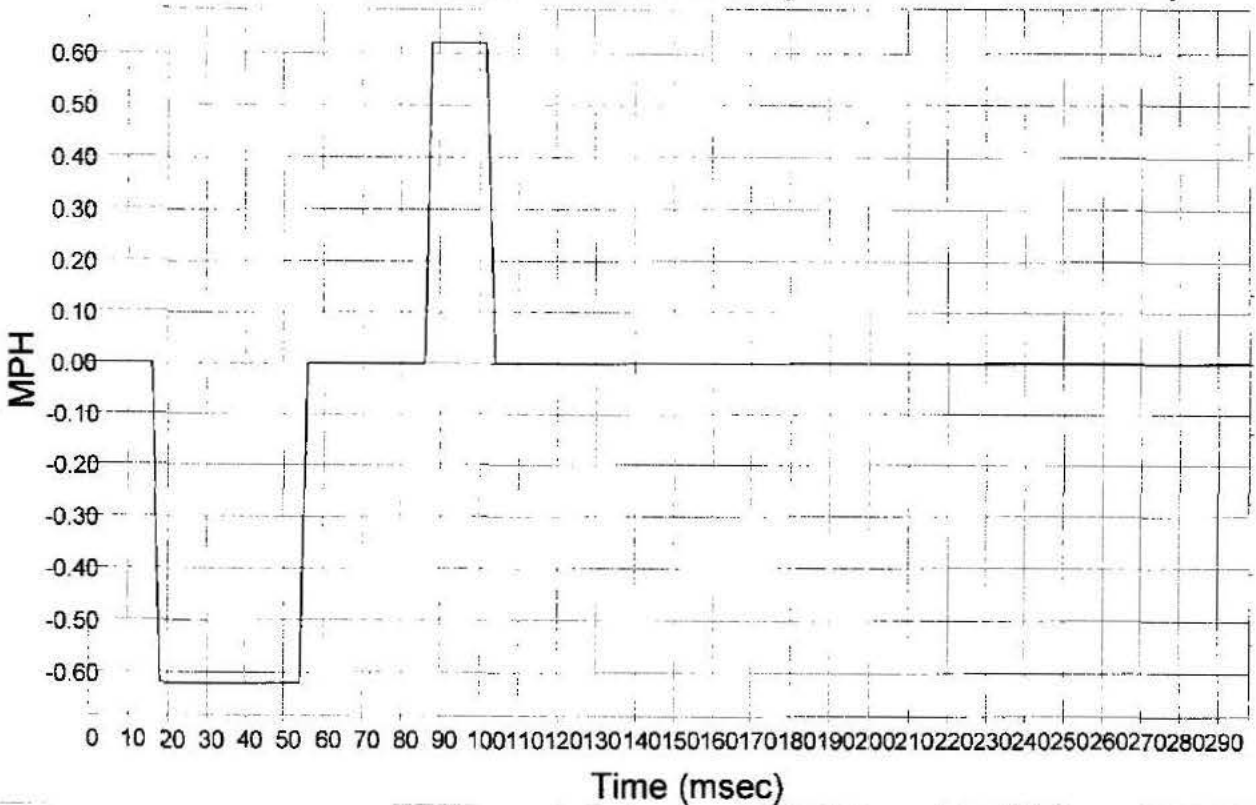
**DTCs Present at Start of Event (Most Recent Event)**

No DTCs Present

### Longitudinal Crash Pulse (Most Recent Event)



### Lateral Crash Pulse (Most Recent Event)



**Longitudinal Crash Pulse (Most Recent Event)**

Time (msec)	Delta-V, Longitudinal (MPH [km/h])
0	-0.6 [-1]
2	-0.6 [-1]
4	-0.6 [-1]
6	-1.2 [-2]
8	-1.2 [-2]
10	-1.2 [-2]
12	-1.2 [-2]
14	-1.9 [-3]
16	-1.9 [-3]
18	-1.9 [-3]
20	-2.5 [-4]
22	-2.5 [-4]
24	-2.5 [-4]
26	-2.5 [-4]
28	-2.5 [-4]
30	-2.5 [-4]
32	-2.5 [-4]
34	-3.1 [-5]
36	-3.1 [-5]
38	-3.1 [-5]
40	-3.1 [-5]
42	-3.1 [-5]
44	-3.7 [-6]
46	-3.7 [-6]
48	-3.7 [-6]
50	-3.7 [-6]
52	-4.3 [-7]
54	-4.3 [-7]
56	-4.3 [-7]
58	-4.3 [-7]
60	-4.3 [-7]
62	-4.3 [-7]
64	-5.0 [-8]
66	-5.0 [-8]
68	-5.0 [-8]
70	-5.0 [-8]
72	-5.0 [-8]
74	-5.0 [-8]
76	-5.0 [-8]
78	-5.0 [-8]
80	-5.0 [-8]
82	-5.0 [-8]
84	-5.0 [-8]
86	-5.0 [-8]
88	-5.6 [-9]
90	-5.6 [-9]
92	-5.6 [-9]
94	-5.6 [-9]
96	-5.6 [-9]
98	-5.6 [-9]

Time (msec)	Delta-V, Longitudinal (MPH [km/h])
100	-5.6 [-9]
102	-5.6 [-9]
104	-5.6 [-9]
106	-5.6 [-9]
108	-5.6 [-9]
110	-5.6 [-9]
112	-5.6 [-9]
114	-5.6 [-9]
116	-5.6 [-9]
118	-5.6 [-9]
120	-6.2 [-10]
122	-6.2 [-10]
124	-6.2 [-10]
126	-6.2 [-10]
128	-6.2 [-10]
130	-6.2 [-10]
132	-6.2 [-10]
134	-6.2 [-10]
136	-6.2 [-10]
138	-6.2 [-10]
140	0.0 [0]
142	0.0 [0]
144	0.0 [0]
146	0.0 [0]
148	0.0 [0]
150	0.0 [0]
152	0.0 [0]
154	0.0 [0]
156	0.0 [0]
158	0.0 [0]
160	0.0 [0]
162	0.0 [0]
164	0.0 [0]
166	0.0 [0]
168	0.0 [0]
170	0.0 [0]
172	0.0 [0]
174	0.0 [0]
176	0.0 [0]
178	0.0 [0]
180	0.0 [0]
182	0.0 [0]
184	0.0 [0]
186	0.0 [0]
188	0.0 [0]
190	0.0 [0]
192	0.0 [0]
194	0.0 [0]
196	0.0 [0]
198	0.0 [0]

Time (msec)	Delta-V, Longitudinal (MPH [km/h])
200	0.0 [0]
202	0.0 [0]
204	0.0 [0]
206	0.0 [0]
208	0.0 [0]
210	0.0 [0]
212	0.0 [0]
214	0.0 [0]
216	0.0 [0]
218	0.0 [0]
220	0.0 [0]
222	0.0 [0]
224	0.0 [0]
226	0.0 [0]
228	0.0 [0]
230	0.0 [0]
232	0.0 [0]
234	0.0 [0]
236	0.0 [0]
238	0.0 [0]
240	0.0 [0]
242	0.0 [0]
244	0.0 [0]
246	0.0 [0]
248	0.0 [0]
250	0.0 [0]
252	0.0 [0]
254	0.0 [0]
256	0.0 [0]
258	0.0 [0]
260	0.0 [0]
262	0.0 [0]
264	0.0 [0]
266	0.0 [0]
268	0.0 [0]
270	0.0 [0]
272	0.0 [0]
274	0.0 [0]
276	0.0 [0]
278	0.0 [0]
280	0.0 [0]
282	0.0 [0]
284	0.0 [0]
286	0.0 [0]
288	0.0 [0]
290	0.0 [0]
292	0.0 [0]
294	0.0 [0]
296	0.0 [0]
298	0.0 [0]

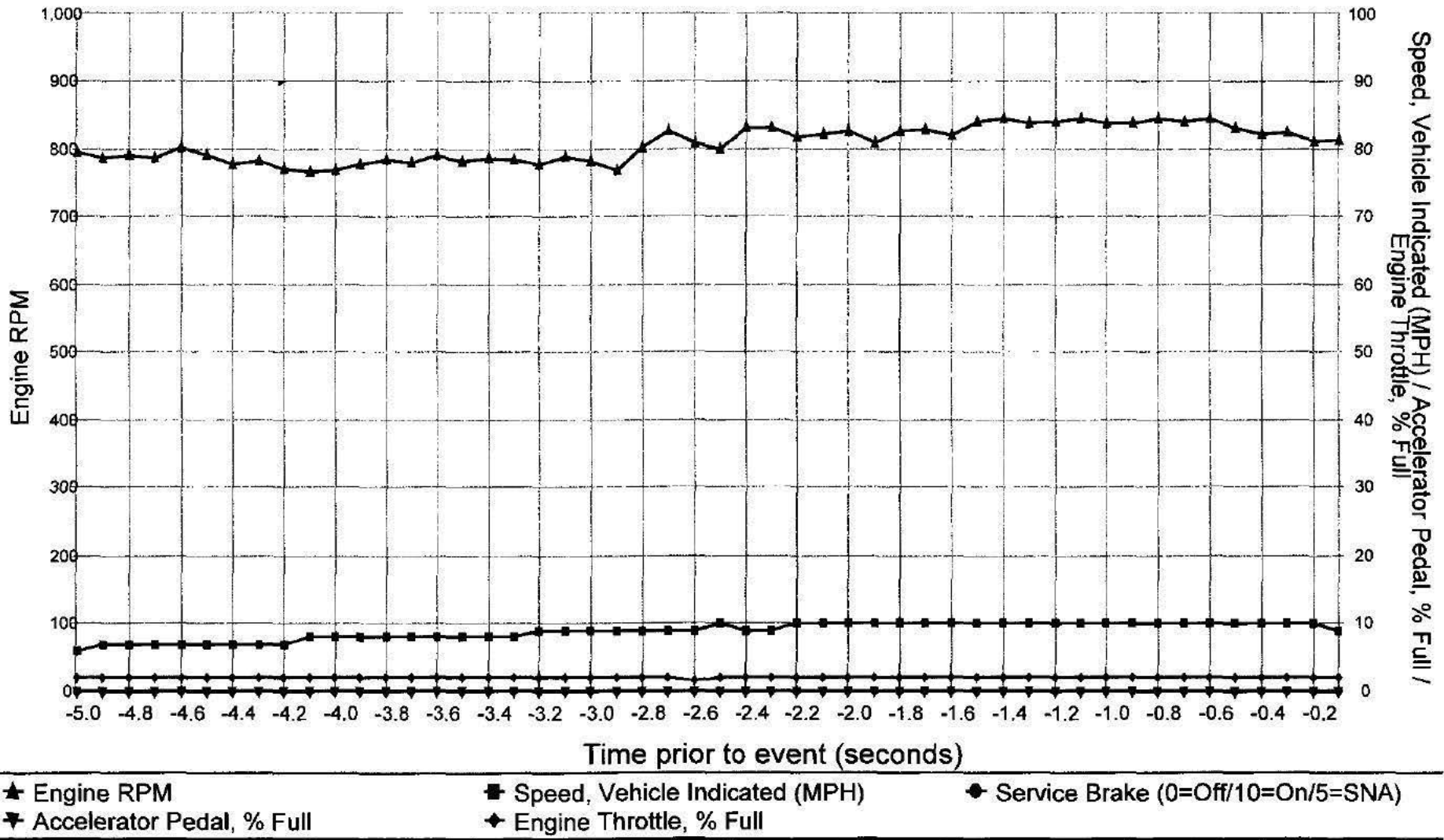
### Lateral Crash Pulse (Most Recent Event)

Time (msec)	Delta-V, Lateral (MPH [km/h])
0	0.0 [0]
2	0.0 [0]
4	0.0 [0]
6	0.0 [0]
8	0.0 [0]
10	0.0 [0]
12	0.0 [0]
14	0.0 [0]
16	0.0 [0]
18	-0.6 [-1]
20	-0.6 [-1]
22	-0.6 [-1]
24	-0.6 [-1]
26	-0.6 [-1]
28	-0.6 [-1]
30	-0.6 [-1]
32	-0.6 [-1]
34	-0.6 [-1]
36	-0.6 [-1]
38	-0.6 [-1]
40	-0.6 [-1]
42	-0.6 [-1]
44	-0.6 [-1]
46	-0.6 [-1]
48	-0.6 [-1]
50	-0.6 [-1]
52	-0.6 [-1]
54	-0.6 [-1]
56	0.0 [0]
58	0.0 [0]
60	0.0 [0]
62	0.0 [0]
64	0.0 [0]
66	0.0 [0]
68	0.0 [0]
70	0.0 [0]
72	0.0 [0]
74	0.0 [0]
76	0.0 [0]
78	0.0 [0]
80	0.0 [0]
82	0.0 [0]
84	0.0 [0]
86	0.0 [0]
88	0.6 [1]
90	0.6 [1]
92	0.6 [1]
94	0.6 [1]
96	0.6 [1]
98	0.6 [1]

Time (msec)	Delta-V, Lateral (MPH [km/h])
100	0.6 [1]
102	0.6 [1]
104	0.0 [0]
106	0.0 [0]
108	0.0 [0]
110	0.0 [0]
112	0.0 [0]
114	0.0 [0]
116	0.0 [0]
118	0.0 [0]
120	0.0 [0]
122	0.0 [0]
124	0.0 [0]
126	0.0 [0]
128	0.0 [0]
130	0.0 [0]
132	0.0 [0]
134	0.0 [0]
136	0.0 [0]
138	0.0 [0]
140	0.0 [0]
142	0.0 [0]
144	0.0 [0]
146	0.0 [0]
148	0.0 [0]
150	0.0 [0]
152	0.0 [0]
154	0.0 [0]
156	0.0 [0]
158	0.0 [0]
160	0.0 [0]
162	0.0 [0]
164	0.0 [0]
166	0.0 [0]
168	0.0 [0]
170	0.0 [0]
172	0.0 [0]
174	0.0 [0]
176	0.0 [0]
178	0.0 [0]
180	0.0 [0]
182	0.0 [0]
184	0.0 [0]
186	0.0 [0]
188	0.0 [0]
190	0.0 [0]
192	0.0 [0]
194	0.0 [0]
196	0.0 [0]
198	0.0 [0]

Time (msec)	Delta-V, Lateral (MPH [km/h])
200	0.0 [0]
202	0.0 [0]
204	0.0 [0]
206	0.0 [0]
208	0.0 [0]
210	0.0 [0]
212	0.0 [0]
214	0.0 [0]
216	0.0 [0]
218	0.0 [0]
220	0.0 [0]
222	0.0 [0]
224	0.0 [0]
226	0.0 [0]
228	0.0 [0]
230	0.0 [0]
232	0.0 [0]
234	0.0 [0]
236	0.0 [0]
238	0.0 [0]
240	0.0 [0]
242	0.0 [0]
244	0.0 [0]
246	0.0 [0]
248	0.0 [0]
250	0.0 [0]
252	0.0 [0]
254	0.0 [0]
256	0.0 [0]
258	0.0 [0]
260	0.0 [0]
262	0.0 [0]
264	0.0 [0]
266	0.0 [0]
268	0.0 [0]
270	0.0 [0]
272	0.0 [0]
274	0.0 [0]
276	0.0 [0]
278	0.0 [0]
280	0.0 [0]
282	0.0 [0]
284	0.0 [0]
286	0.0 [0]
288	0.0 [0]
290	0.0 [0]
292	0.0 [0]
294	0.0 [0]
296	0.0 [0]
298	0.0 [0]

**Pre-Crash Data (Most Recent Event)**



SNA values will not be plotted on the graph

### Pre-Crash Data (Most Recent Event - table 1 of 3)

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

Time Stamp (sec)	Pre-Crash Recorder Status	Speed, Vehicle Indicated (MPH [km/h])	Accelerator Pedal, % Full	Engine Throttle, % Full	Service Brake	Engine RPM	ABS Activity	Stability Control	Steering Input (deg)
-5.0	Complete	6 [10]	0	2	Off	795	No	On	0
-4.9	Complete	7 [11]	0	2	Off	787	No	On	3
-4.8	Complete	7 [11]	0	2	Off	791	No	On	3
-4.7	Complete	7 [11]	0	2	Off	787	No	On	5
-4.6	Complete	7 [11]	0	2	Off	802	No	On	9
-4.5	Complete	7 [11]	0	2	Off	790	No	On	18
-4.4	Complete	7 [12]	0	2	Off	777	No	On	19
-4.3	Complete	7 [12]	0	2	Off	782	No	On	18
-4.2	Complete	7 [12]	0	2	Off	770	No	On	19
-4.1	Complete	8 [12]	0	2	Off	766	No	On	20
-4.0	Complete	8 [13]	0	2	Off	768	No	On	20
-3.9	Complete	8 [13]	0	2	Off	777	No	On	19
-3.8	Complete	8 [13]	0	2	Off	784	No	On	20
-3.7	Complete	8 [13]	0	2	Off	780	No	On	18
-3.6	Complete	8 [13]	0	2	Off	791	No	On	18
-3.5	Complete	8 [13]	0	2	Off	783	No	On	16
-3.4	Complete	8 [13]	0	2	Off	787	No	On	23
-3.3	Complete	8 [14]	0	2	Off	785	No	On	38
-3.2	Complete	9 [14]	0	2	Off	777	No	On	47
-3.1	Complete	9 [14]	0	2	Off	789	No	On	51
-3.0	Complete	9 [14]	0	2	Off	781	No	On	34
-2.9	Complete	9 [14]	0	2	Off	769	No	On	15
-2.8	Complete	9 [15]	0	2	Off	803	No	On	12
-2.7	Complete	9 [15]	0	2	Off	828	No	On	15
-2.6	Complete	9 [14]	0	2	Off	810	No	On	32
-2.5	Complete	10 [16]	0	2	Off	801	No	On	39
-2.4	Complete	9 [15]	0	2	Off	832	No	On	36
-2.3	Complete	9 [15]	0	2	Off	831	No	On	30
-2.2	Complete	10 [15]	0	2	Off	817	No	On	20
-2.1	Complete	10 [16]	0	2	Off	823	No	On	19
-2.0	Complete	10 [16]	0	2	Off	828	No	On	25
-1.9	Complete	10 [16]	0	2	Off	810	No	On	31
-1.8	Complete	10 [16]	0	2	Off	828	No	On	28
-1.7	Complete	10 [16]	0	2	Off	829	No	On	23
-1.6	Complete	10 [16]	0	2	Off	820	No	On	22
-1.5	Complete	10 [16]	0	2	Off	840	No	On	22
-1.4	Complete	10 [16]	0	2	Off	846	No	On	23
-1.3	Complete	10 [16]	0	2	Off	838	No	On	23
-1.2	Complete	10 [16]	0	2	Off	840	No	On	23
-1.1	Complete	10 [16]	0	2	Off	846	No	On	23
-1.0	Complete	10 [16]	0	2	Off	839	No	On	22
-0.9	Complete	10 [16]	0	2	Off	839	No	On	20
-0.8	Complete	10 [16]	0	2	Off	845	No	On	14
-0.7	Complete	10 [16]	0	2	Off	841	No	On	15
-0.6	Complete	10 [16]	0	2	Off	844	No	On	15
-0.5	Complete	10 [16]	0	2	Off	832	No	On	14
-0.4	Complete	10 [16]	0	2	Off	823	No	On	14
-0.3	Complete	10 [15]	0	2	Off	824	No	On	14
-0.2	Complete	10 [15]	0	2	Off	812	No	On	12
-0.1	Complete	9 [15]	0	2	Off	813	No	On	9

### Pre-Crash Data (Most Recent Event - table 2 of 3)

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

Time Stamp (sec)	Raw Manifold Pressure (kPa)	PCM MIL	Yaw Rate (deg/sec)	Wheel Speed LF (RPM)	Wheel Speed RF (RPM)	Wheel Speed LR (RPM)	Wheel Speed RR (RPM)	ETC Lamp	ETC Lamp Flashing
-5.0	29	Off	0	79	83	79	79	No	No
-4.9	29	Off	0	83	80	81	79	No	No
-4.8	29	Off	0	81	87	82	83	No	No
-4.7	29	Off	1	89	84	83	83	No	No
-4.6	29	Off	1	85	85	85	83	No	No
-4.5	29	Off	1	86	86	87	86	No	No
-4.4	29	Off	1	85	91	89	87	No	No
-4.3	30	Off	1	91	92	88	88	No	No
-4.2	30	Off	1	94	89	91	90	No	No
-4.1	30	Off	0	96	94	95	90	No	No
-4.0	30	Off	0	97	93	96	94	No	No
-3.9	30	Off	0	98	93	97	95	No	No
-3.8	30	Off	2	117	95	94	96	No	No
-3.7	30	Off	3	110	102	94	101	No	No
-3.6	30	Off	1	100	97	102	103	No	No
-3.5	30	Off	0	104	103	98	100	No	No
-3.4	30	Off	1	102	125	98	102	No	No
-3.3	30	Off	4	100	120	102	104	No	No
-3.2	30	Off	2	102	105	105	104	No	No
-3.1	30	Off	3	102	109	106	106	No	No
-3.0	30	Off	5	105	109	110	106	No	No
-2.9	30	Off	2	108	108	125	112	No	No
-2.8	30	Off	0	112	110	113	110	No	No
-2.7	30	Off	2	112	114	109	108	No	No
-2.6	30	Off	2	109	113	112	122	No	No
-2.5	30	Off	3	113	116	115	101	No	No
-2.4	30	Off	4	113	119	113	117	No	No
-2.3	30	Off	1	116	117	115	117	No	No
-2.2	29	Off	2	117	118	115	119	No	No
-2.1	29	Off	2	116	119	117	120	No	No
-2.0	29	Off	1	118	120	120	120	No	No
-1.9	29	Off	2	118	122	120	120	No	No
-1.8	29	Off	2	121	122	121	122	No	No
-1.7	29	Off	2	121	123	120	124	No	No
-1.6	29	Off	1	122	124	122	123	No	No
-1.5	29	Off	1	123	123	122	124	No	No
-1.4	28	Off	2	123	125	123	126	No	No
-1.3	28	Off	2	123	126	123	124	No	No
-1.2	28	Off	1	123	126	123	124	No	No
-1.1	28	Off	2	122	124	123	124	No	No
-1.0	28	Off	1	122	124	123	123	No	No
-0.9	28	Off	1	122	122	121	123	No	No
-0.8	28	Off	2	121	122	121	124	No	No
-0.7	28	Off	1	120	122	119	123	No	No
-0.6	28	Off	1	119	121	119	120	No	No
-0.5	28	Off	1	118	120	117	120	No	No
-0.4	28	Off	1	117	118	117	118	No	No
-0.3	28	Off	1	115	117	115	117	No	No
-0.2	28	Off	0	115	116	115	116	No	No
-0.1	28	Off	0	110	111	112	113	No	No

### Pre-Crash Data (Most Recent Event - table 3 of 3)

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

Time Stamp (sec)	PRNDL Status	Reverse Gear (Manual Only)	Tire Pressure Monitor Indicator Lamp	Tire Pressure, LF	Tire Pressure, RF	Tire Pressure, LR	Tire Pressure, RR	Cruise Control System (if equip.)	Cruise Control Active (if equip.)
-5.0	Drive	No	Off	30	30	30	34	Off	No
-4.9	Drive	No	Off	30	30	30	34	Off	No
-4.8	Drive	No	Off	30	30	30	34	Off	No
-4.7	Drive	No	Off	30	30	30	34	Off	No
-4.6	Drive	No	Off	30	30	30	34	Off	No
-4.5	Drive	No	Off	30	30	30	34	Off	No
-4.4	Drive	No	Off	30	30	30	34	Off	No
-4.3	Drive	No	Off	30	30	30	34	Off	No
-4.2	Drive	No	Off	30	30	30	34	Off	No
-4.1	Drive	No	Off	30	30	30	34	Off	No
-4.0	Drive	No	Off	30	30	30	34	Off	No
-3.9	Drive	No	Off	30	30	30	34	Off	No
-3.8	Drive	No	Off	30	30	30	34	Off	No
-3.7	Drive	No	Off	30	30	30	34	Off	No
-3.6	Drive	No	Off	30	30	30	34	Off	No
-3.5	Drive	No	Off	30	30	30	34	Off	No
-3.4	Drive	No	Off	30	30	30	34	Off	No
-3.3	Drive	No	Off	30	30	30	34	Off	No
-3.2	Drive	No	Off	30	30	30	34	Off	No
-3.1	Drive	No	Off	30	30	30	34	Off	No
-3.0	Drive	No	Off	30	30	30	34	Off	No
-2.9	Drive	No	Off	30	30	30	34	Off	No
-2.8	Drive	No	Off	30	30	30	34	Off	No
-2.7	Drive	No	Off	30	30	30	34	Off	No
-2.6	Drive	No	Off	30	30	30	34	Off	No
-2.5	Drive	No	Off	30	30	30	34	Off	No
-2.4	Drive	No	Off	30	30	30	34	Off	No
-2.3	Drive	No	Off	30	30	30	34	Off	No
-2.2	Drive	No	Off	30	30	30	34	Off	No
-2.1	Drive	No	Off	30	30	30	34	Off	No
-2.0	Drive	No	Off	30	30	30	34	Off	No
-1.9	Drive	No	Off	30	30	30	34	Off	No
-1.8	Drive	No	Off	30	30	30	34	Off	No
-1.7	Drive	No	Off	30	30	30	34	Off	No
-1.6	Drive	No	Off	30	30	30	34	Off	No
-1.5	Drive	No	Off	30	30	30	34	Off	No
-1.4	Drive	No	Off	30	30	30	34	Off	No
-1.3	Drive	No	Off	30	30	30	34	Off	No
-1.2	Drive	No	Off	30	30	30	34	Off	No
-1.1	Drive	No	Off	30	30	30	34	Off	No
-1.0	Drive	No	Off	30	30	30	34	Off	No
-0.9	Drive	No	Off	30	30	30	34	Off	No
-0.8	Drive	No	Off	30	30	30	34	Off	No
-0.7	Drive	No	Off	30	30	30	34	Off	No
-0.6	Drive	No	Off	30	30	30	34	Off	No
-0.5	Drive	No	Off	30	30	30	34	Off	No
-0.4	Drive	No	Off	30	30	30	34	Off	No
-0.3	Drive	No	Off	30	30	30	34	Off	No
-0.2	Drive	No	Off	30	30	30	34	Off	No
-0.1	Drive	No	Off	30	30	30	34	Off	No



00 00 00 00 00 00 00 00

71 01 03 01 01 01 CC 00 03 2C 00 00 E7 00 E6 00 E6 00 E7 80 5F 00 00 00 00 00 00 1D E2 15 0B 23  
04 00 C0 00 00 00 00 00 00 00 00 00 00 10 18 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF 00 00 00  
07 A6 00 00 04 40 00 00 1E 1E 1E 22 FF 22 7E 7B 7F 84 7C 74 74 7F 80 01 E4 0F F1 00 FF 00 00  
00 00 00 00 00 00 00 00

71 01 03 01 01 02 CC 00 03 38 00 00 E9 00 E6 00 E6 00 E9 80 6C 00 00 00 00 00 00 1D E2 15 0B 23  
04 00 C0 00 00 00 00 00 00 00 00 00 00 10 1B 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF 00 00 00  
07 AF 00 00 04 40 00 00 1E 1E 1E 22 FF 22 7E 7B 7F 81 7C 74 74 7F 7F 01 E6 0F FB 00 FF 00 00  
00 00 00 00 00 00 00 00

71 01 03 01 01 03 CC 00 03 37 00 00 EC 00 E9 00 E9 00 EB 80 A4 00 00 00 00 00 00 1D E2 15 0B 23  
04 00 C0 00 00 00 00 00 00 00 00 00 00 10 1B 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF 00 00 00  
07 CE 00 00 04 40 00 00 1E 1E 1E 22 FF 22 7E 7B 7F 80 7C 74 74 7F 7F 01 DF 0F FB 00 FF 00 00  
00 00 00 00 00 00 00 00

71 01 03 01 01 04 CC 00 03 40 00 00 EF 00 EA 00 EB 00 EF 80 AE 00 00 00 00 00 00 1D E2 15 0B 23  
04 00 C0 00 00 00 00 00 00 00 00 00 00 10 1C 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF 00 00 00  
07 DA 00 00 04 40 00 00 1E 1E 1E 22 FF 22 7E 7B 7F 80 7C 74 74 7F 80 01 E3 10 00 00 FF 00 00  
00 00 00 00 00 00 00 00

71 01 03 01 01 05 CC 00 03 4C 00 00 EF 00 EE 00 ED 00 F1 80 70 00 00 00 00 00 00 1D E2 15 0B 23  
04 00 C0 00 00 00 00 00 00 00 00 00 00 10 1D 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF 00 00 00  
07 EC 00 00 04 40 00 00 1E 1E 1E 22 FF 22 7E 7B 7F 80 7C 74 74 7F 7F 01 E4 10 00 00 FF 00 00  
00 00 00 00 00 00 00 00

71 01 03 01 01 06 CC 00 03 49 00 00 F5 00 ED 00 F0 00 F3 80 B3 00 00 00 00 00 00 1D E2 15 0B 23  
04 00 C0 00 00 00 00 00 00 00 00 00 00 10 1D 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF 00 00 00  
08 00 00 00 04 40 00 00 1E 1E 1E 22 FF 22 7E 7B 7F 80 7C 74 74 7F 7F 01 E3 10 00 00 FF 00 00  
00 00 00 00 00 00 00 00

71 01 03 01 01 07 CC 00 03 4D 00 00 F7 00 F1 00 F2 00 F4 80 E1 00 00 00 00 00 00 1D E2 15 0B 23  
04 00 C0 00 00 00 00 00 00 00 00 00 00 10 1C 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF 00 00 00  
08 1A 00 00 04 40 00 00 1E 1E 1E 22 FF 22 7E 7B 7F 7F 7C 74 74 7F 80 01 E5 0F B5 00 FF 00 00  
00 00 00 00 00 00 00 00

71 01 03 01 01 08 CC 00 03 47 00 00 F6 00 F1 00 F3 00 F4 80 8D 00 00 00 00 00 00 1D E2 15 0B 23  
04 00 C0 00 00 00 00 00 00 00 00 00 00 10 27 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF 00 00 00  
08 17 00 00 04 40 00 00 1E 1E 1E 22 FF 22 7E 7B 7E 86 7C 74 74 7F 7F 01 E5 0F E2 00 FF 00 00  
00 00 00 00 00 00 00 00

71 01 03 01 01 09 CC 00 03 47 00 00 F6 00 F5 00 F4 00 F8 80 C4 00 00 00 00 00 00 1D E2 15 0B 23  
04 00 C0 00 00 00 00 00 00 00 00 00 00 10 2B 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF 00 00 00  
08 26 00 00 04 40 00 00 1E 1E 1E 22 FF 22 7E 7B 7E 82 7C 74 74 7F 7F 01 E5 0F F6 00 FF 00 00  
00 00 00 00 00 00 00 00

71 01 03 01 01 0A CC 00 03 4E 00 00 F7 00 F5 00 F4 00 F8 80 DF 00 00 00 00 00 00 1D E2 15 0B 23  
04 00 C0 00 00 00 00 00 00 00 00 00 00 10 2D 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF 00 00 00  
08 23 00 00 04 40 00 00 1E 1E 1E 22 FF 22 7E 7B 7E 80 7C 74 74 7F 7F 01 E6 10 00 00 FF 00 00  
00 00 00 00 00 00 00 00

71 01 03 01 01 0B CC 00 03 48 00 00 F8 00 F6 00 F6 00 FC 80 B1 00 00 00 00 00 00 1D E2 15 0B 23  
04 00 C0 00 00 00 00 00 00 00 00 00 00 10 2E 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF 00 00 00  
08 2C 00 00 04 40 00 00 1E 1E 1E 22 FF 22 7E 7B 7E 81 7C 74 74 7F 7F 01 EC 10 05 00 FF 00 00  
00 00 00 00 00 00 00 00

71 01 03 01 01 0C CC 00 03 46 00 00 F7 00 F5 00 F5 00 FB 80 F6 00 00 00 00 00 00 1D E2 15 0B 23  
04 00 C0 00 00 00 00 00 00 00 00 00 00 10 2E 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF 00 00 00  
08 34 00 00 04 40 00 00 1E 1E 1E 22 FF 22 7E 7B 7F 7D 7C 74 74 7F 7F 01 F0 10 05 00 FF 00 00  
00 00 00 00 00 00 00 00

71 01 03 01 01 0D CC 00 03 4E 00 00 FB 00 F5 00 F5 00 F9 81 15 00 00 00 00 00 00 1D E2 15 0B 23  
04 00 C0 00 00 00 00 00 00 00 00 00 00 10 2D 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF 00 00 00  
08 31 00 00 04 40 00 00 1E 1E 1E 22 FF 22 7E 7B 7E 77 7C 74 74 7F 7F 01 E3 10 00 00 FF 00 00

00 00 00 00 00 00 00 00

71 01 03 01 01 0E CC 00 03 48 00 00 F8 00 F4 00 F5 00 F5 80 C3 00 00 00 00 00 00 1D E2 15 0B 24
04 00 C0 00 00 00 00 00 00 00 00 00 00 10 2C 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF 00 00 00
08 23 00 00 04 40 00 00 1E 1E 1E 22 FF 22 7E 7B 7E 7E 7C 74 74 7F 7F 01 F5 0F FB 00 FF 00 00
00 00 00 00 00 00 00 00

71 01 03 01 01 0F CC 00 03 34 00 00 F6 00 F3 00 F3 00 F8 80 AC 00 00 00 00 00 00 1D E2 15 00 24
04 00 C0 00 00 00 00 00 00 00 00 00 10 2C 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF 00 00 00
08 1A 00 00 04 40 00 00 1E 1E 1E 22 FF 22 7E 7B 7D 82 7C 74 74 7F 7F 01 F3 0F C4 00 FF 00 00
00 00 00 00 00 00 00 00

71 01 03 01 01 10 CC 00 03 3D 00 00 F7 00 F0 00 F1 00 F6 81 0E 00 00 00 00 00 00 1D E2 15 0B 24
04 00 C0 00 00 00 00 00 00 00 00 00 10 2D 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF 00 00 00
08 0A 00 00 04 40 00 00 1E 1E 1E 22 FF 22 7E 7B 7E 80 7C 74 74 7F 7F 01 F6 0F B0 00 FF 00 00
00 00 00 00 00 00 00 00

71 01 03 01 01 11 CC 00 03 3C 00 00 F3 00 F1 00 F2 00 F4 81 1F 00 00 00 00 00 00 1D E2 15 0B 24
04 00 C0 00 00 00 00 00 00 00 00 00 10 38 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF 00 00 00
07 FD 00 00 04 40 00 00 1E 1E 1E 22 FF 22 7E 7B 7D 81 7C 74 74 7F 7F 01 F7 0F E7 00 FF 00 00
00 00 00 00 00 00 00 00

71 01 03 01 01 12 CC 00 03 2A 00 00 EF 00 EF 00 EC 00 F3 80 CF 00 00 00 00 00 00 1D E2 15 0B 24
04 00 C0 00 00 00 00 00 00 00 00 00 10 3E 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF 00 00 00
07 E7 00 00 04 40 00 00 1E 1E 1E 22 FF 22 7E 7B 7F 78 7C 74 74 7F 7F 01 F7 10 7D 00 FF 00 00
00 00 00 00 00 00 00 00

71 01 03 01 01 13 CC 00 03 3C 00 00 EF 00 EF 00 EB 00 EF 80 BE 00 00 00 00 00 00 1D E2 15 0B 24
04 00 C0 00 00 00 00 00 00 00 00 00 10 31 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF 00 00 00
07 E8 00 00 04 40 00 00 1E 1E 1E 22 FF 22 7E 7B 7F 72 7C 74 74 7F 7F 01 F9 10 41 00 FF 00 00
00 00 00 00 00 00 00 00

71 01 03 01 01 14 CC 00 03 37 00 00 EF 00 E9 00 E8 00 EE 81 09 00 00 00 00 00 00 1D E2 15 0B 24
04 00 C0 00 00 00 00 00 00 00 00 00 10 25 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF 00 00 00
07 C8 00 00 04 40 00 00 1E 1E 1E 22 FF 22 7E 7B 7E 79 7C 74 74 7F 7F 01 FA 10 05 00 FF 00 00
00 00 00 00 00 00 00 00

71 01 03 01 01 15 CC 00 03 31 00 00 ED 00 E6 00 E9 00 EB 80 C9 00 00 00 00 00 00 1D E2 15 0B 24
04 00 C0 00 00 00 00 00 00 00 00 00 10 27 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF 00 00 00
07 BD 00 00 04 40 00 00 1E 1E 1E 22 FF 22 7E 7B 7E 7E 7C 74 74 7F 7F 02 02 0F 5B 00 FF 00 00
00 00 00 00 00 00 00 00

71 01 03 01 01 16 CC 00 03 3F 00 00 E9 00 E6 00 E8 00 EA 80 B4 00 00 00 00 00 00 1D E2 15 0B 25
04 00 C0 00 00 00 00 00 00 00 00 00 10 3C 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF 00 00 00
07 97 00 00 04 40 00 00 1E 1E 1E 22 FF 22 7E 7B 7D 8F 7C 74 74 7F 7F 02 0C 0F A6 00 FF 00 00
00 00 00 00 00 00 00 00

71 01 03 01 01 17 CC 00 03 40 00 00 E9 00 E1 00 E1 00 ED 81 B6 00 00 00 00 00 00 1D E2 15 0B 25
04 00 C0 00 00 00 00 00 00 00 00 00 10 48 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF 00 00 00
07 7A 00 00 04 40 00 00 1E 1E 1E 22 FF 22 7E 7B 7F 81 7C 74 74 7F 7F 02 10 0F E2 00 FF 00 00
00 00 00 00 00 00 00 00

71 01 03 01 01 18 CC 00 03 21 00 00 CA 00 E6 00 E1 00 E8 81 80 00 00 00 00 00 00 1E E1 15 0B 25
04 00 C0 00 00 00 00 00 00 00 00 00 10 4E 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF 00 00 00
07 D8 00 00 04 40 00 00 1E 1E 1E 22 FF 22 7E 7B 80 7D 7C 75 74 7F 7F 02 0B 10 00 00 FF 00 00
00 00 00 00 00 00 00 00

71 01 03 01 01 19 CC 00 03 2A 00 00 F3 00 DF 00 DA 00 E2 80 CF 00 00 00 00 00 00 1D E2 15 0B 25
03 00 C0 00 00 00 00 00 00 00 00 00 10 3F 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF 00 00 00
07 37 00 00 04 40 00 00 1E 1E 1E 22 FF 22 7E 7B 79 6E 7C 74 74 7F 7F 02 11 10 C3 00 FF 00 00
00 00 00 00 00 00 00 00

71 01 03 01 01 1A CC 00 03 3C 00 00 D8 00 DA 00 DF 00 E3 80 E7 00 00 00 00 00 00 1D E2 15 0B 26
04 00 C0 00 00 00 00 00 00 00 00 00 10 1E 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF 00 00 00
07 68 00 00 04 40 00 00 1E 1E 1E 22 FF 22 7E 7B 7F 62 7C 74 74 7F 7F 02 21 10 1E 00 FF 00 00

00 00 00 00 00 00 00 00

71 01 03 01 01 1B CC 00 03 23 00 00 DC 00 E2 00 DF 00 DB 80 48 00 00 00 00 00 00 1E E1 15 0B 26
04 00 C0 00 00 00 00 00 00 00 00 00 10 18 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF 00 00 00
07 5C 00 00 04 40 00 00 1E 1E 1E 22 FF 22 7E 7B 7D 80 7C 74 74 7F 80 02 20 10 00 00 FF 00 00
00 00 00 00 00 00 00 00

71 01 03 01 01 1C CC 00 03 01 00 00 DF 00 FA 00 D8 00 D8 80 D4 00 00 00 00 00 00 1E E2 15 0B 26
04 00 C0 00 00 00 00 00 00 00 00 00 10 1D 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF 00 00 00
07 35 00 00 04 40 00 00 1E 1E 1E 22 FF 22 7E 7B 79 82 7C 74 74 7F 7F 02 18 0E 98 00 FF 00 00
00 00 00 00 00 00 00 00

71 01 03 01 01 1D CC 00 03 0D 00 00 D3 00 DB 00 D1 00 D9 82 46 00 00 00 00 00 00 1D E2 15 0B 26
04 00 C0 00 00 00 00 00 00 00 00 00 10 43 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF 00 00 00
06 E1 00 00 04 40 00 00 1E 1E 1E 22 FF 22 7E 7B 77 97 7C 74 74 7F 7F 02 1A 0F 51 00 FF 00 00
00 00 00 00 00 00 00 00

71 01 03 01 01 1E CC 00 03 15 00 00 D4 00 D4 00 CC 00 DA 81 35 00 00 00 00 00 00 1D E2 15 0B 26
04 00 C0 00 00 00 00 00 00 00 00 00 10 65 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF 00 00 00
06 F3 00 00 04 40 00 00 1E 1E 1E 22 FF 22 7E 7B 7C 8E 7C 74 74 7F 7F 02 14 0F FB 00 FF 00 00
00 00 00 00 00 00 00 00

71 01 03 01 01 1F CC 00 03 09 00 00 CF 00 D1 00 CC 00 D1 81 1C 00 00 00 00 00 00 1E E1 15 0B 25
04 00 C0 00 00 00 00 00 00 00 00 00 10 5D 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF 00 00 00
06 F1 00 00 04 40 00 00 1E 1E 1E 22 FF 22 7E 7B 7D 71 7C 74 74 7F 7F 02 07 10 EB 00 FF 00 00
00 00 00 00 00 00 00 00

71 01 03 01 01 20 CC 00 03 11 00 00 CF 00 CB 00 C8 00 EF 81 AC 00 00 00 00 00 00 1D E2 15 00 25
04 00 C0 00 00 00 00 00 00 00 00 00 10 4B 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF 00 00 00
06 C1 00 00 04 40 00 00 1E 1E 1E 22 FF 22 7E 7B 7C 77 7C 74 74 7F 80 02 00 10 DC 00 FF 00 00
00 00 00 00 00 00 00 00

71 01 03 01 01 21 CC 00 03 13 00 00 CC 00 C3 00 CC 00 F9 80 A7 00 00 00 00 00 00 1D E2 15 0B 25
04 00 C0 00 00 00 00 00 00 00 00 00 10 2E 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF 00 00 00
06 A3 00 00 04 40 00 00 1E 1E 1E 22 FF 22 7E 7B 78 62 7C 74 74 7F 7F 02 01 10 4B 00 FF 00 00
00 00 00 00 00 00 00 00

71 01 03 01 01 22 CC 00 03 0F 00 00 C8 00 C4 00 CF 00 CD 80 0C 00 00 00 00 00 00 1D E2 15 0B 25
04 00 C0 00 00 00 00 00 00 00 00 00 10 1F 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF 00 00 00
06 A5 00 00 04 40 00 00 1E 1E 1E 22 FF 22 7E 7B 80 74 7C 74 74 7F 7F 02 0A 10 00 00 FF 00 00
00 00 00 00 00 00 00 00

71 01 03 01 01 23 CC 00 03 17 00 00 CD 00 CB 00 C7 00 C1 80 6C 00 00 00 00 00 00 1D E2 15 0B 25
04 00 C0 00 00 00 00 00 00 00 00 00 10 23 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF 00 00 00
06 BA 00 00 04 40 00 00 1E 1E 1E 22 FF 22 7E 7B 80 8E 7C 74 74 7F 80 02 05 0F FB 00 FF 00 00
00 00 00 00 00 00 00 00

71 01 03 01 01 24 CC 00 03 0C 00 00 C9 00 BC 00 DB 00 CB 81 38 00 00 00 00 00 00 1D E2 15 0B 25
04 00 C0 00 00 00 00 00 00 00 00 00 10 24 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF 00 00 00
06 73 00 00 04 40 00 00 1E 1E 1E 22 FF 22 7E 7B 7D 7A 7C 74 74 7F 7F 02 06 0F F1 00 FF 00 00
00 00 00 00 00 00 00 00

71 01 03 01 01 25 CC 00 03 10 00 00 BF 00 BC 00 EA 00 BE 80 DD 00 00 00 00 00 00 1D E2 15 0B 25
04 00 C0 00 00 00 00 00 00 00 00 00 10 27 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF 00 00 00
06 58 00 00 04 40 00 00 1E 1E 1E 22 FF 22 7E 7B 77 7F 7C 74 74 7F 7F 02 07 10 14 00 FF 00 00
00 00 00 00 00 00 00 00

71 01 03 01 01 26 CC 00 03 09 00 00 BE 00 C1 00 C4 00 BA 80 39 00 00 00 00 00 00 1D E2 15 0B 25
04 00 C0 00 00 00 00 00 00 00 00 00 10 25 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF 00 00 00
06 5D 00 00 04 40 00 00 1E 1E 1E 22 FF 22 7E 7B 7A 80 7C 74 74 7F 80 02 05 0F F1 00 FF 00 00
00 00 00 00 00 00 00 00

71 01 03 01 01 27 CC 00 03 00 00 00 BC 00 BF 00 C1 00 BA 80 59 00 00 00 00 00 00 1D E2 15 0B 25
04 00 C0 00 00 00 00 00 00 00 00 00 10 28 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF 00 00 00
06 40 00 00 04 40 00 00 1E 1E 1E 22 FF 22 7E 7B 78 7D 7C 74 74 7F 7F 02 06 10 00 00 FF 00 00

00 00 00 00 00 00 00 00

71 01 03 01 01 28 CC 00 02 FE 00 00 B3 00 BE 00 C0 00 BC 80 25 00 00 00 00 00 1D E2 15 0B 25  
04 00 C0 00 00 00 00 00 00 00 00 00 10 27 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF 00 00 00  
06 2A 00 00 04 40 00 00 1E 1E 1E 22 FF 22 7E 7B 79 6F 7C 74 74 7F 7F 02 02 10 0A 00 FF 00 00  
00 00 00 00 00 00 00 00

71 01 03 01 01 29 CC 00 03 02 00 00 B3 00 B5 00 BC 00 B1 80 76 00 00 00 00 00 1D E2 15 0B 25  
04 00 C0 00 00 00 00 00 00 00 00 10 25 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF 00 00 00  
05 F4 00 00 04 40 00 00 1E 1E 1E 22 FF 22 7E 7B 78 79 7C 74 74 7F 80 01 FF 10 00 00 FF 00 00  
00 00 00 00 00 00 00 00

71 01 03 01 01 2A CC 00 03 0E 00 00 AF 00 B0 00 B6 00 B7 80 80 00 00 00 00 00 1D E2 15 0B 25  
04 00 C0 00 00 00 00 00 00 00 10 24 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF 00 00 00  
05 FD 00 00 04 40 00 00 1E 1E 1E 22 FF 22 7E 7B 7C 87 7C 74 74 7F 7F 01 F9 0F F6 00 FF 00 00  
00 00 00 00 00 00 00 00

71 01 03 01 01 2B CC 00 03 09 00 00 AD 00 B2 00 A9 00 B6 80 AD 00 00 00 00 00 1D E2 15 0B 24  
04 00 C0 00 00 00 00 00 00 00 10 26 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF 00 00 00  
05 CC 00 00 04 40 00 00 1E 1E 1E 22 FF 22 7E 7B 7C 81 7C 74 74 7F 7F 01 F8 10 00 00 FF 00 00  
00 00 00 00 00 00 00 00

71 01 03 01 01 2C CC 00 03 16 00 00 AB 00 AD 00 AC 00 AC 80 9A 00 00 00 00 00 1D E2 15 0B 24  
04 00 C0 00 00 00 00 00 00 00 10 23 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF 00 00 00  
05 9D 00 00 04 40 00 00 1E 1E 1E 22 FF 22 7E 7B 7A 79 7C 74 74 7F 7F 01 F7 10 7D 00 FF 00 00  
00 00 00 00 00 00 00 00

71 01 03 01 01 2D CC 00 03 22 00 00 A6 00 AA 00 A9 00 AA 80 94 00 00 00 00 00 1D E2 15 0B 24  
04 00 C0 00 00 00 00 00 00 00 10 12 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF 00 00 00  
05 8B 00 00 04 40 00 00 1E 1E 1E 22 FF 22 7E 7B 7A 68 7C 74 74 7F 7F 01 F8 10 28 00 FF 00 00  
00 00 00 00 00 00 00 00

71 01 03 01 01 2E CC 00 03 13 00 00 A6 00 A6 00 B1 00 A7 80 69 00 00 00 00 00 1D E2 15 0B 24  
04 00 C0 00 00 00 00 00 00 00 10 09 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF 00 00 00  
05 65 00 00 04 40 00 00 1E 1E 1E 22 FF 22 7E 7B 7A 73 7C 74 74 7F 7F 01 F8 10 00 00 FF 00 00  
00 00 00 00 00 00 00 00

71 01 03 01 01 2F CC 00 03 17 00 00 A6 00 A3 00 A2 00 AE 7F DA 00 00 00 00 00 1D E2 15 0B 24  
04 00 C0 00 00 00 00 00 00 00 10 06 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF 00 00 00  
05 68 00 00 04 40 00 00 1E 1E 1E 22 FF 22 7E 7B 7D 7E 7C 74 74 7F 7F 01 FC 10 00 00 FF 00 00  
00 00 00 00 00 00 00 00

71 01 03 01 01 30 CC 00 03 13 00 00 9E 00 A1 00 A5 00 9F 80 2D 00 00 00 00 00 1D E2 15 0B 24  
04 00 C0 00 00 00 00 00 00 00 10 06 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF 00 00 00  
05 45 00 00 04 40 00 00 1E 1E 1E 22 FF 22 7E 7B 7D 79 7C 74 74 7F 7F 01 FA 10 1E 00 FF 00 00  
00 00 00 00 00 00 00 00

71 01 03 01 01 31 CC 00 03 1B 00 00 9D 00 9E 00 9D 00 A5 80 18 00 00 00 00 00 1D E2 15 00 24  
04 00 C0 00 00 00 00 00 00 00 10 00 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF 00 00 00  
05 39 00 00 04 40 00 00 1E 1E 1E 22 FF 22 7E 7B 7C 7A 7C 74 74 7F 80 01 FE 10 00 00 FF 00 00  
00 00 00 00 00 00 00 00

71 01 03 01 02 00 FF 00  
00  
00  
00 00 00 00 00 00 00 00

71 01 03 01 02 01 FF 00  
00  
00  
00 00 00 00 00 00 00 00

71 01 03 01 02 02 FF 00  
00  
00 00











**⚠ WARNING**

**EVEN WITH ADVANCED AIRBAGS**

- CHILDREN CAN BE KILLED OR SERIOUSLY INJURED BY THE AIRBAG.
- THE BACK SEAT IS THE SAFEST PLACE FOR CHILDREN.
- NEVER PUT A REAR-FACING CHILD SEAT IN THE FRONT.
- ALWAYS USE SEATBELTS AND CHILD RESTRAINTS.
- SEE OWNER'S MANUAL FOR MORE INFORMATION ABOUT AIRBAGS.

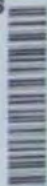


05108 114AA

**⚠ MISE EN GARDE**

**MÊME AVEC DES SACS GONFLABLES PERFECTIONNÉS**

- LES ENFANTS PEUVENT ÊTRE TUÉS OU GRAVEMENT BLESSÉS PAR UN SAC GONFLABLE.
- LA BANQUETTE ARRIÈRE EST LA PLACE LA PLUS SÉCURITAIRE POUR LES ENFANTS.
- NE JAMAIS PLACER UN SIÈGE POUR ENFANT ORIENTÉ VERS L'ARRIÈRE À L'AVANT DU VÉHICULE.
- TOUJOURS UTILISER LES CEINTURES DE SÉCURITÉ ET LES SYSTÈMES DE RETENUE POUR ENFANT.
- CONSULTER LE GUIDE DE L'AUTOMOBILISTE POUR OBTENIR PLUS DE RENSEIGNEMENTS SUR LES SACS GONFLABLES.



02/26/2014



02/26/2014



02/26/2014



02/26/2014



02/26/2014



02/26/2014

NW

18958mi

23°

Vehicle  
Not in  
Park

P

R

N

D

02/26/2014



NW

18958mi

23°

Vehicle  
Not in  
Park



P  
R  
N  
D  
L

02/26/2014

NW

18958mi

23°

Vehicle  
Not in  
Park



P  
R  
N  
D  
L

02/26/2014

NW 18958mi 23°

Press Brake and  
Push Button to  
Shift into Gear



P  
R  
N  
D  
L

02/26/2014

--

18958mi

23°

Press Brake  
and Push  
Button to  
Start



02/26/2014



02/26/2014



02/26/2014



02/26/2014



02/26/2014



P04800730AC

02/26/2014



02/26/2014



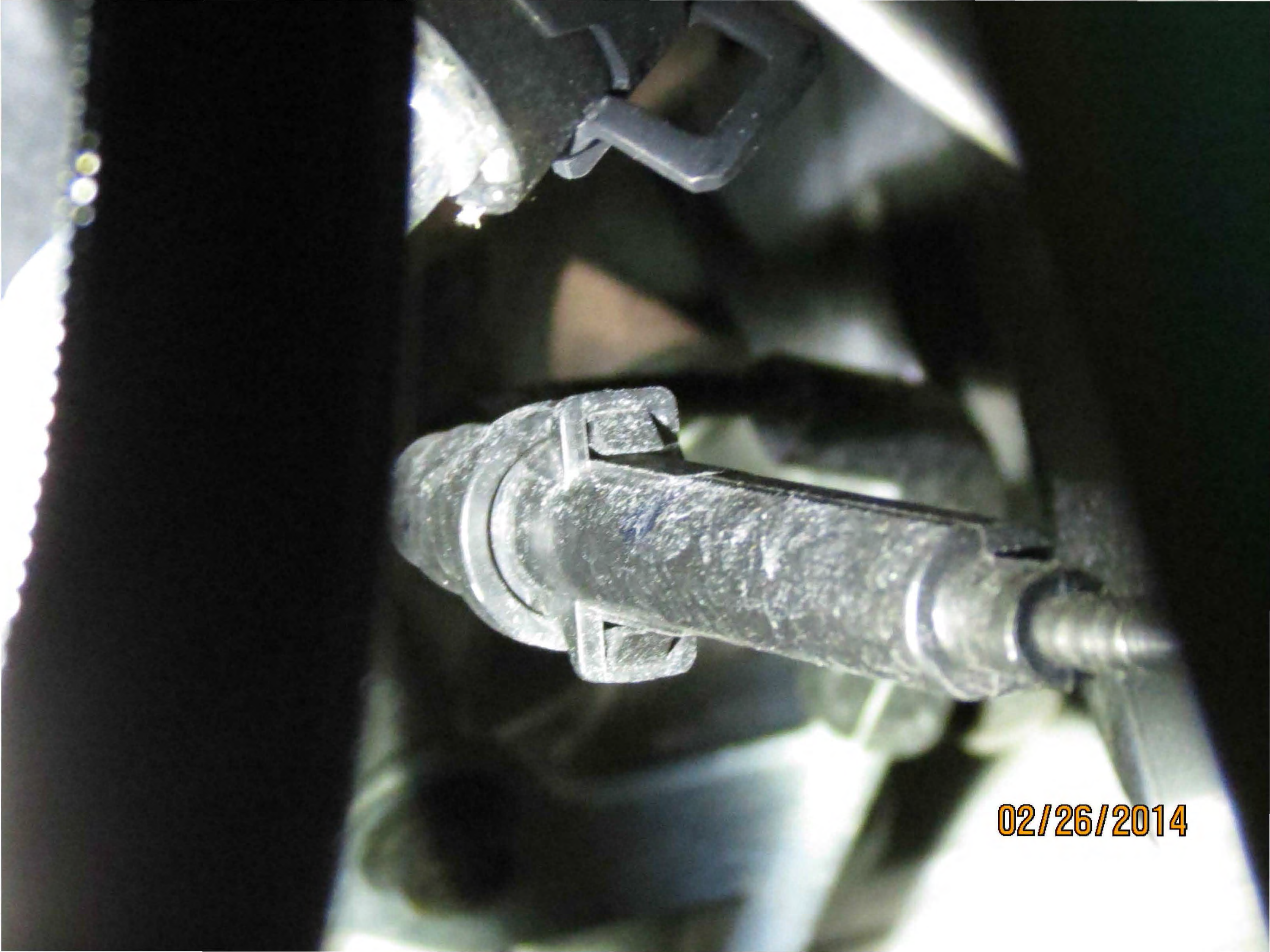
02/26/2014



02/26/2014



02/26/2014



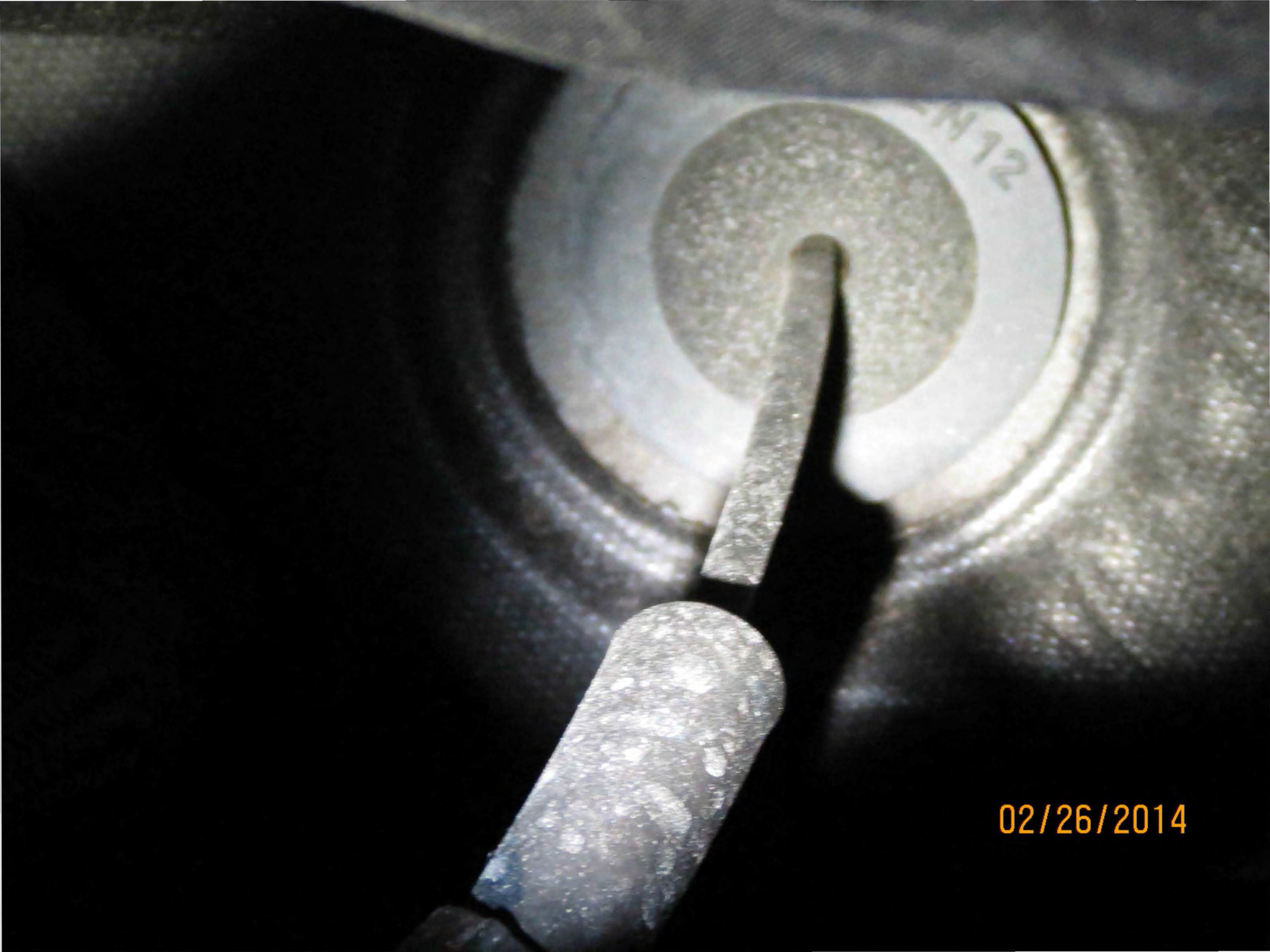
02/26/2014



02/26/2014



02/26/2014



02/26/2014

Utilities Reports Monitors Preferences About Help

# Vehicle View

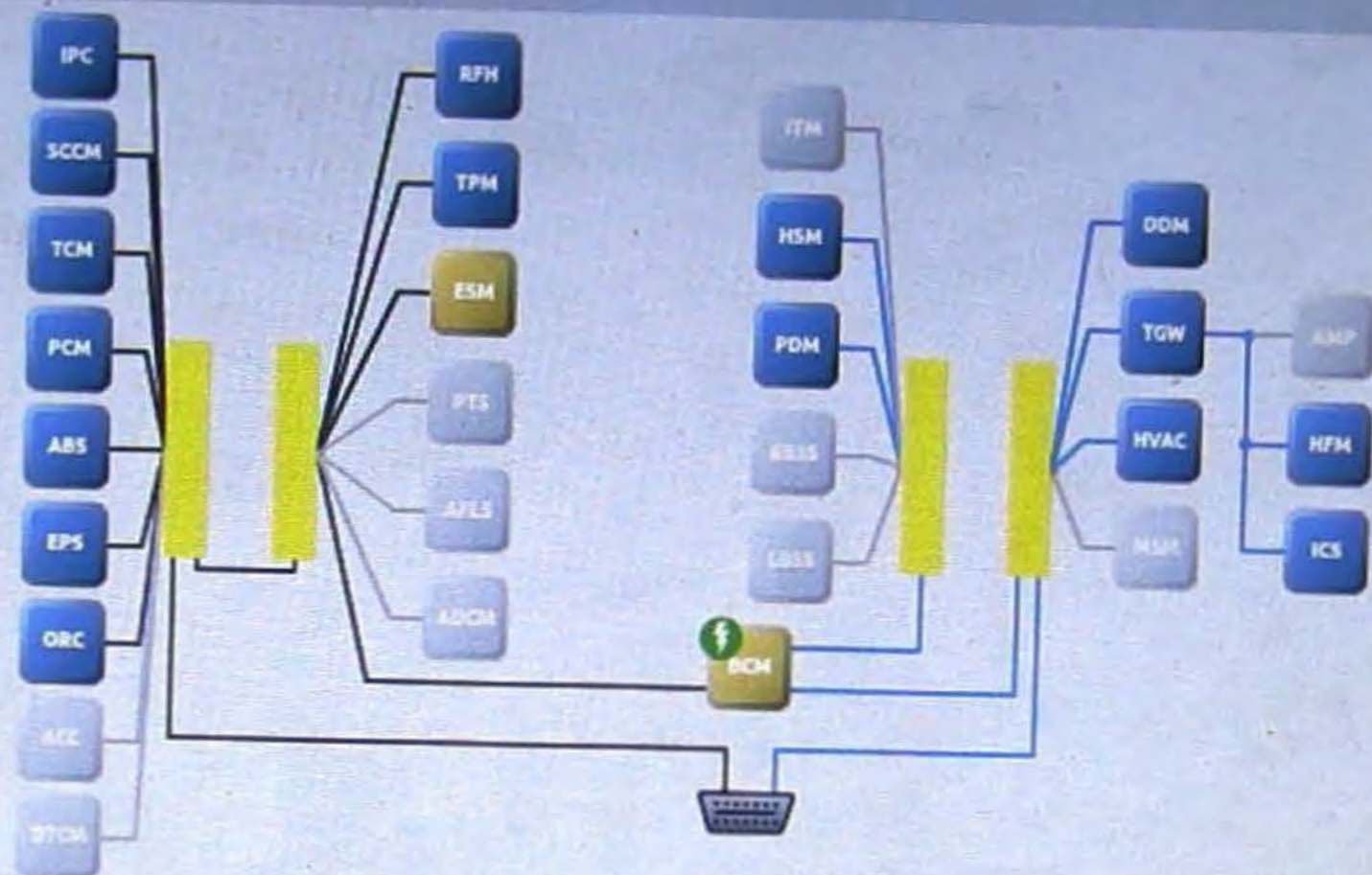
Roll over an ECU to see full name. Click on an ECU for complete details.

Search Service Information



2013 LX 3.6L  
VIN: 2C3CCAAG5D  
Battery: 11.91 volts

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



All DTCs Diagnostic Procedures Customer Preferences Vehicle Preparations

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

All Active Stored Pending

ECU	Code	Status	Description
	U1009-00	Stored	LIN 2 Bus-
	U1190-00	Stored	Lost Communication with Humidity Sensor-
A	U10161-00	Stored	Lost Communication With Compass Module-

View Freeze Frame  View Event Data

There are unread knowledge base articles available below.

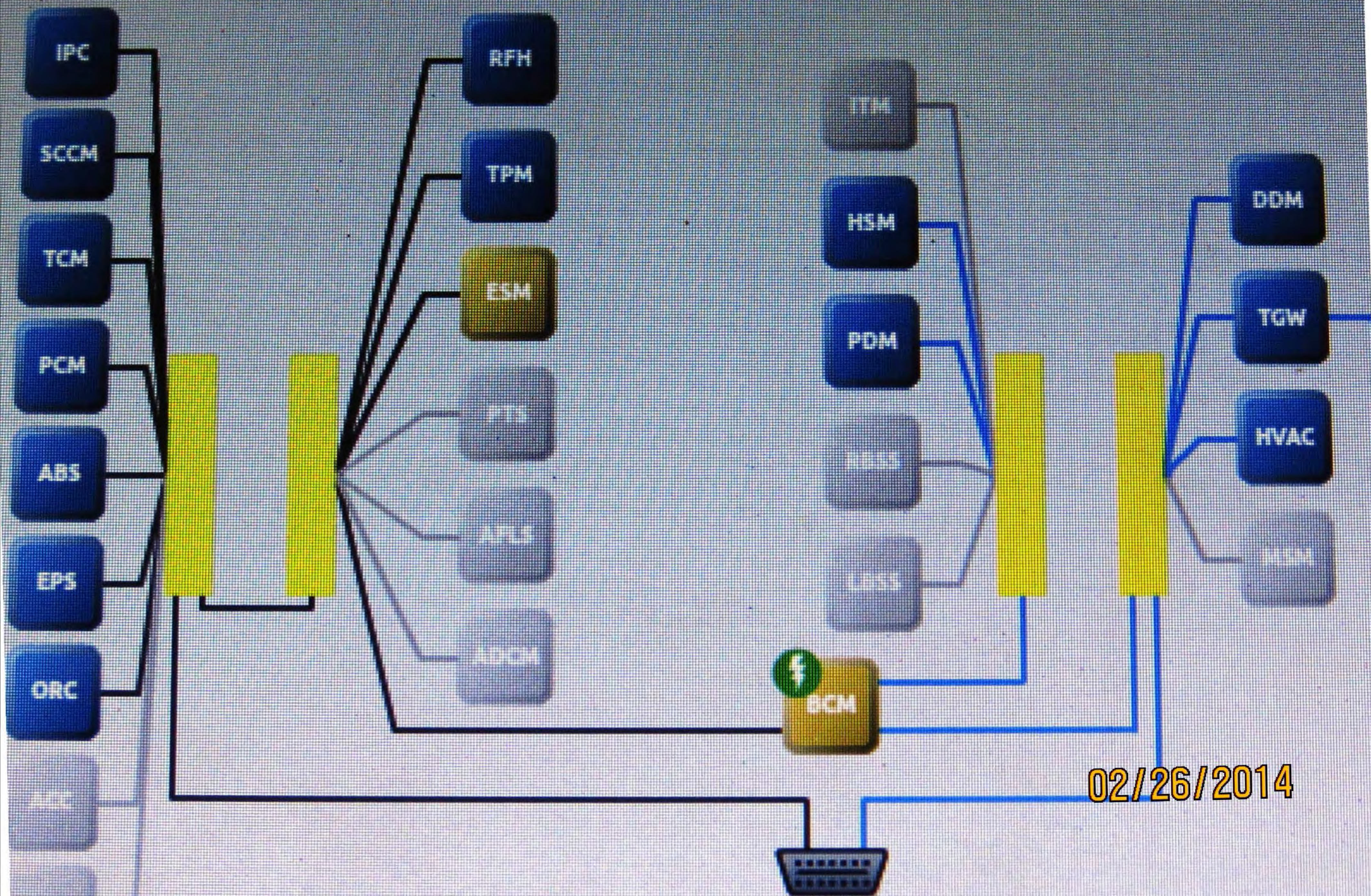
(2) New knowledge base articles

Online

Disconnect Warnings: 0 Errors: 0



02/26/2014 1:08 PM






02/26/2014

2013 LX 3.6L

VIN: 2C3CCAAG5DH [REDACTED]

Battery:  11.87 volts

Legend

-  Active ECU
-  Non-responsive ECU
-  DTCs Present



All DTCs

Diagnostic Procedures


Customer Preferences


Vehicle Preparations




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

All Active Stored Pending

 View Freeze Frame

 View Event Data

 Clear Stored DTCs

	ECU	Code	Status	Description			
	BCM	U1009-	Stored	LIN 2 Bus-			
	BCM	U1190-	Stored	Lost Communication with Humidity Sensor-			
	BCM	U0161-	Stored	Lost Communication With Compass Module-			
	ESM	U1175-	Stored	Lost Ignition Status Message-			

Click on th

Environm

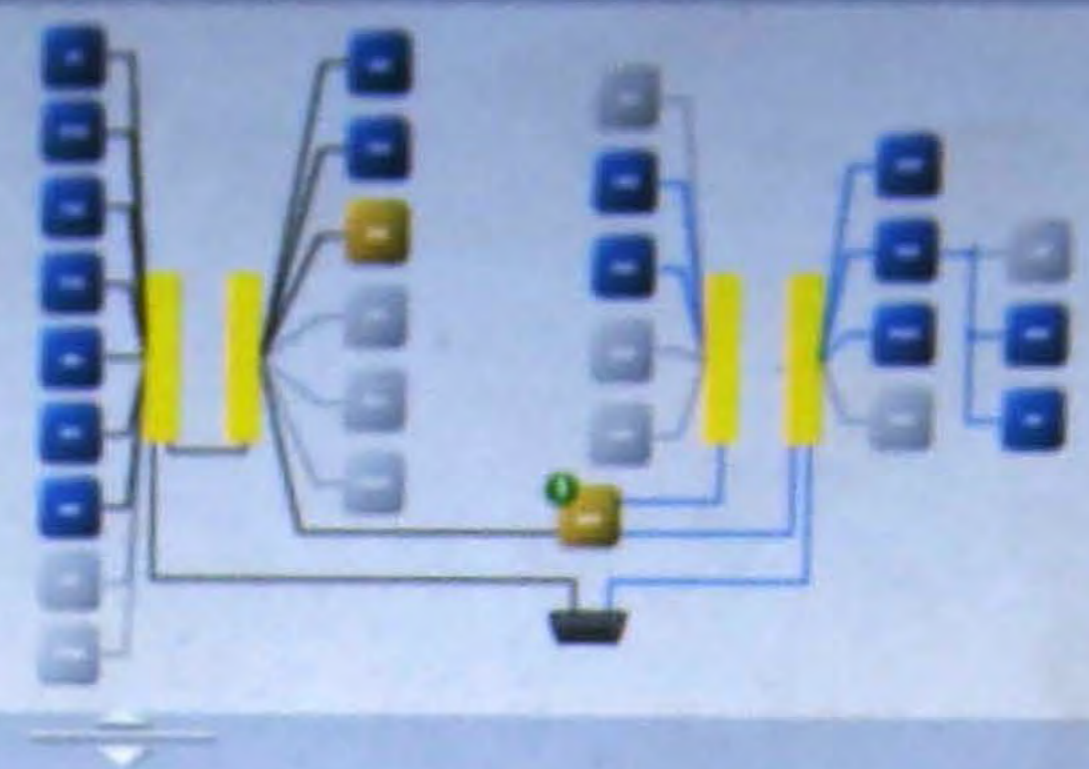
Name
Test Fail
Test Fail
Pending
Confirme
Test Not
Test Fail
Test Not
Warning

02/26/2014

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

11.91 volts

Responsive ECU



Diagnostic Procedures Customer Preferences Vehicle Preparations

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

View Freeze Frame View Event Data Clear Stored DTCs

ECU	Code	Status	Description
BCM	U1009-	Stored	LIN 2 Bus-
BCM	U1190-	Stored	Lost Communication with Humidity Sensor-
BCM	U0161-	Stored	Lost Communication With Compass Mod
ESM	U1175-	Stored	Lost Ignition Status Message-

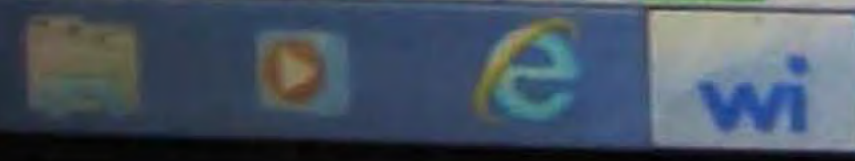
Click on the buttons to view the desired information. Click on column heading to sort

Environmental Data for BCM | U1190-00 Lost Communication with Humidity Sens

Name	Value
Test Failed	False
Test Failed This Operation Cycle	False
Pending DTC	False
Confirmed DTC	True
Test Not Completed Since Last Clear	False
Test Failed Since Last Clear	True
Test Not Completed This Operation Cycle	False
Warning Indicator Requested	False

View knowledge base articles

Online

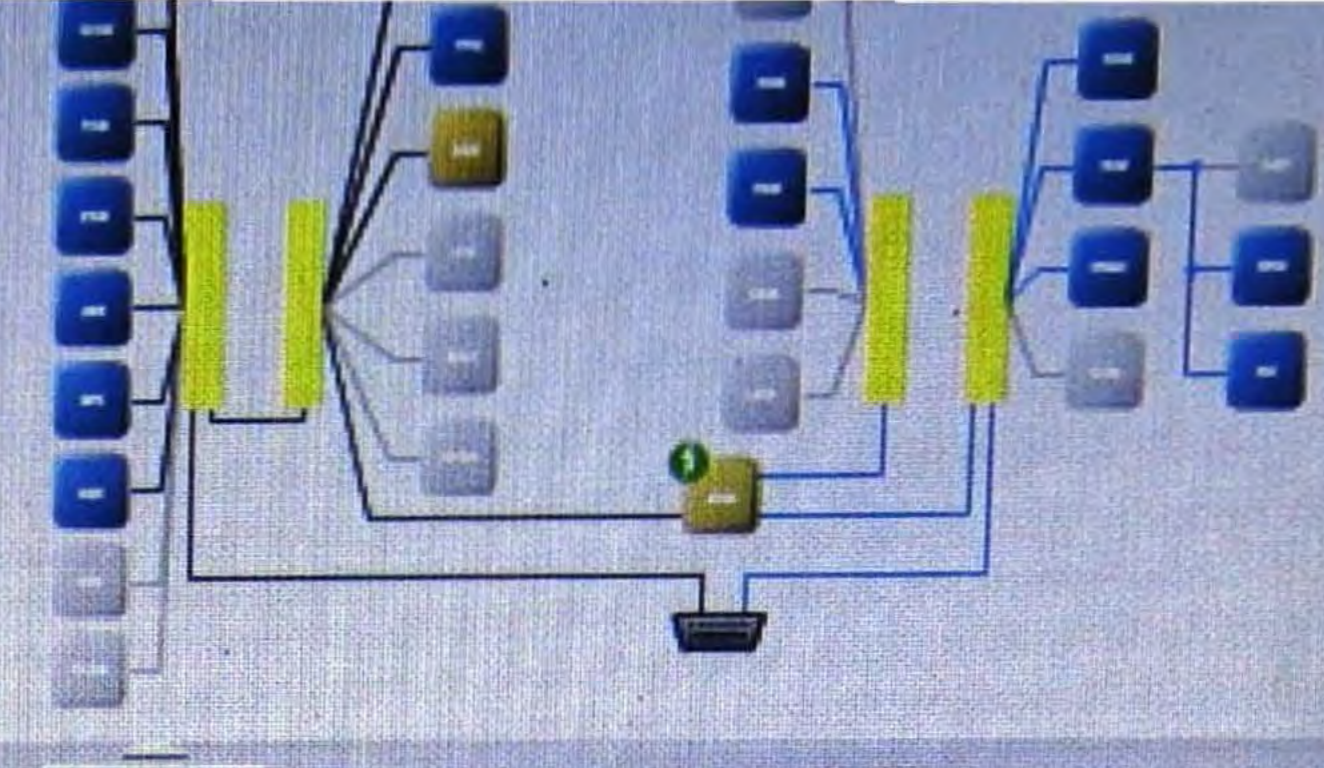


02/26/2014

GSDH

11.91 volts

U  
onsive ECU  
sent



Diagnostic Procedures   Customer Preferences   **Vehicle Preparations**

Click on the buttons to view environmental data. Click on column heading to sort table.

Stored    Pending   
    
   

U	Code	Status	Description
CM	U1009-	Stored	LIN 2 Bus-
CM	U1190-	Stored	Lost Communication with Humidity Sensor-
CM	U0161-	Stored	Lost Communication With Compass Mod
SM	U1175-	Stored	Lost Ignition Status Message-

Click on the buttons to view the desired information. Click

**Environmental Data for BCM | U0161-00 Lost Communi**

Name	Value
Test Failed	False
Test Failed This Operation Cycle	False
Pending DTC	False
Confirmed DTC	True
Test Not Completed Since Last Clear	False
Test Failed Since Last Clear	True
Test Not Completed This Operation Cycle	False
Warning Indicator Requested	False

knowledge base articles  



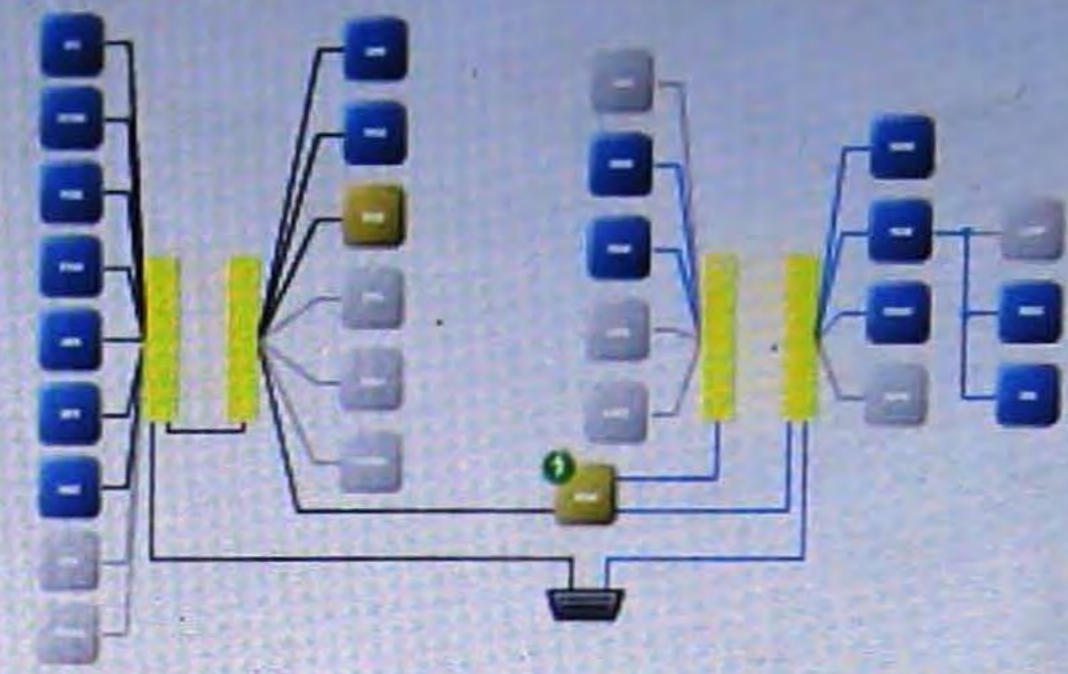
02/26/2014

# Vehicle View

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

013 LX 3.6L  
VIN: 2C3CCAAG5DH  
Battery: 11.87 volts

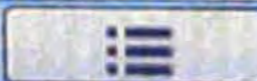


- Legend
- Active ECU
  - Non-responsive ECU
  - DTCs Present



All DTCs Diagnostic Procedures Customer Preferences Vehicle Preparations

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

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

ECU	Code	Status	Description	
BCM	U1009-	Stored	LIN 2 Bus-	
BCM	U1190-	Stored	Lost Communication with Humidity Sensor-	
BCM	U0161-	Stored	Lost Communication With Compass Module-	
ESM	U1175-	Stored	Lost Ignition Status Message-	  

Click on the buttons to view the desired information. Click on column head

### Environmental Data for ESM | U1175-00 Lost Ignition Status Message-

Name	Value
Test Failed	False
Test Failed This Operation Cycle	False
Pending DTC	False
Confirmed DTC	True
Test Not Completed Since Last Clear	False
Test Failed Since Last Clear	True
Test Not Completed This Operation Cycle	False
Warning Indicator Requested	False

(2) New knowledge base articles Online



02/26/2014



**GARY MATHEWS MOTORS, INC.**  
 D/B/A CHRYSLER-DODGE-JEEP  
 1100 New Ashland City Road • CLARKSVILLE, TN 37040  
 Phone: 931-552-7100

CHRYSLER



Jeep

RECOMMENDED SERVICES

OPERATION	OPERATION DESCRIPTION	MO/MI	TOTAL	OPERATION	OPERATION DESCRIPTION	MO/MI	TOTAL
Z6CHZ18	18000 MILE SERVICE	MI	0.00				

SERVICE HISTORY

DATE	REPAIR ORDER	MILEAGE	ADVISOR	TECHNICIAN	TYPE	OPERATION	OPERATION DESCRIPTION
11/07/13		17745	79980	3143	I	23CHZ80DY	BODY CONCERN
10/31/13		17745	2105	9568	I	30CHZ500	UC CERTIFICATION
				9568	I	30CHZ307	O/F CHANGE ONLY

SALESPERSON NO. 1556 ROGER ALAN PACK SERVICE STATE REG# 3781

TERMS:  CASH  CREDIT CARD  CHECK  (PRIOR APPROVAL) OTHER  CLARKSVILLE, TN

VEHICLE NO. Z63CCAAG5DH6 YEAR/MAKE/MODEL 13/CHRYSLER/300/4DR SDN RWD PRODUCTION DATE [REDACTED] LICENSE NO. [REDACTED]

DELIVERY DATE 01/15/14 DELIVERY MILES 17,761 SELLING DEALER NO. [REDACTED] B.D. DATE 02/19/14

CLERK BLACK/ CONTRACT NO. [REDACTED] EXPIRATION DATE [REDACTED] EXPIRATION MILES 8795

CALL WHEN READY  YES  NO NONE

SAVE REMOVE PARTS FOR CUSTOMER  YES  NO

APPOINTMENT  Yes  No

TURBO CHZZ AIR COND. R.SY TRANS MILEAGE 18,958 ADVISOR MIKE

LABOR RATE 95.00

Customer Labor Charges are based upon hours published in a Per Fiat Rate Hour Guide, which reflects an average time for performance of a specific repair and may therefore, be more or less than the actual time expended for the repair.

ENVIRONMENTAL FEE: a separate charge is included for supplies used in the repair process, such as fluids, aerosols, and parts, etc., and

NOT RESPONSIBLE FOR LOSS OR DAMAGE TO CARS OR ARTICLES LEFT IN CARS IN CASE OF FIRE, THEFT, OR ANY CAUSE BEYOND OUR CONTROL.

ORIGINAL CUSTOMER ESTIMATE: TOTAL 95.01

DISCLAIMER OF WARRANTIES  
 THE ONLY WARRANTIES APPLYING TO THIS PART(S) ARE THOSE WHICH MAY BE OFFERED BY THE MANUFACTURER. THE SELLING DEALER HEREBY EXPRESSLY DISCLAIMS ALL WARRANTIES EITHER EXPRESS OR IMPLIED, INCLUDING ANY IMPLIED WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE, AND NEITHER ASSUMES NOR AUTHORIZES ANY OTHER PERSON TO ASSUME FOR IT ANY LIABILITY IN CONNECTION WITH THE SALE OF THIS PART(S) AND/OR SERVICE. BUYER SHALL NOT BE ENTITLED TO RECOVER FROM THE SELLING DEALER ANY CONSEQUENTIAL DAMAGES, DAMAGES TO PROPERTY, DAMAGES FOR LOSS OF USE, LOSS OF TIME, LOSS OF PROFIT, OR INCOME, OR ANY OTHER INCIDENTAL DAMAGES.

CUSTOMER STATES: VEHICLE WAS IN PARK, KEYS WERE NOT IN VEHICLE. ROLLED THROUGH FIELD INTO APARTMENT COMPLEX

INVESTIGATE

CASE # [REDACTED]

COURTESY 23 POINT INSPECTION

CASE # [REDACTED]

CALL CENTER

TERMS: STRICTLY CASH UNLESS ARRANGEMENTS MADE  
 I hereby authorize the repair work hereinafter set forth to be done along with the necessary material and agree that you are not responsible for loss or damage to vehicle or articles left in vehicle in case of fire, theft or any other cause beyond your control or for any delays caused by unavailability of parts or delays in parts shipments by the supplier or transporter. I hereby grant you and/or your employees permission to operate the vehicle herein described on streets, highways or elsewhere for the purpose of testing and/or inspection. An express mechanic's lien is hereby acknowledged on vehicle to secure the amount of repairs thereto. IN THE EVENT OF MY DEFAULT IN PAYMENT OF MY BILL, I SHALL BE RESPONSIBLE FOR COST OF COLLECTION INCLUDING REASONABLE ATTORNEY FEES PLUS INTEREST. NOT RESPONSIBLE FOR PERSONAL ITEMS LEFT IN VEHICLE WHILE IN OUR POSSESSION, INCLUDING CELL PHONES, RADIOS, TAPE PLAYERS, OR ANY OTHER NON-FACTORY EQUIPMENT, ETC. STORAGE CHARGE OF \$25.00 PER DAY WILL BE CHARGED FOR DAMAGE FROM [REDACTED] IS 12 MONTHS OR

In the event that you, the customer, authorize commencement but do not authorize completion of a repair or service, a charge will be imposed for disassembly, reassembly or partially completed work. Such charge will be directly related to the actual amount of labor or parts involved in the inspection, repair or service.

ALL DIAGNOSTIC TIME WILL BE CHARGED TO THE CUSTOMER BASED ON ACTUAL TIME AT CURRENT LABOR RATE - 1/2 HOUR MINIMUM TIME CHARGE.

ORIGINAL EST. \$	REVISED EST. \$	DATE	A.M.	<input type="checkbox"/> VIA PHONE <input type="checkbox"/> IN PERSON
			P.M.	BY
SOCIAL SECURITY NO.		TIME PROMISED	WRITTEN BY	

WE RECOMMEND THE FOLLOWING REPAIRS

2110

GARY MATHEWS MOTORS, INC. CHRYSLER  
 D/B/A CHRYSLER-DODGE-JEEP  
 1100 New Ashland City Road  
 CLARKSVILLE, TENNESSEE 37040  
 Phone 552-7100

WDF-090290 WHOLESALE DEALER PRINTING INC



Technical Assistance Ticket Number 628914

Request Detail

<p><b>Contact Information</b>                  ID: S49555B                  Name: James Owen                  Dealer Code: 66908                  Phone Number: (831) 552 - 7100                  Email Alerts: No                  Mobile Alerts: No                  Email Address: tech052004@yahoo.com</p>	<p><b>Vehicle Information</b>                  VIN: 2C3CCAAG5D1 [REDACTED]                  Vehicle: 2013 CHRYSLER 300 TOURING                  FOUR DOOR SEDAN                  Engine: 3.6L V6 24V VVT Engine                  Odometer: 18958                  Vehicle In Shop: 1 day (or less)                  Vehicle Off Road: No                  Repeat Repair: No</p>	<p><b>Request Information</b>                  Primary System: 21A - Automatic Trans                  Previous Contact: STAR Previously Not Contacted                  Priority: Low (4 hour response)                  Status: Response provided                  Next Steps: Requestor to resubmit or close the ticket</p>
--	---	--

Note: Requestor is responsible for mobile carrier text message charges.

<p><b>Repair Information</b>                  Customer Concern: vehicle came out of park and rolled thru a field into apartment complex                  Concern Duplicated: No                  Repairs, Parts and Tests: checked parking brake, checked to make sure will go into park and checked for codes and found U1175-00 in ESM insurance adjuster wanting to know is it possible to come out of park with that code, customer states both keys were inside house when car rolled backwards. info would be greatly appreciated.                  Service Bulletins Performed:                  DTCs:                  Information Sent:                  Scan Tool Software Version:                  Last TechCONNECT Search: neutral</p>
---

Ticket History				
Customer Concern	Status	ID	Date	
Dealer States vehicle came out of park and rolled thru a field into apartment complex	Submitted	S49555B	02/19/2014 11:38:14 AM	
<b>STAR Response</b>				
Agent States James contact the Customer CAIR Center and open a CAIR Case on the vehicle. By doing so the Special Investigations Team is activated and they will then take the appropriate steps to assist the Dealer and/or the Vehicle Owner. Escalating the case.	Response provided	T7720AO	02/19/2014 01:49:48 PM	
Agent States Star is escalating case to Field Technical Services for assistance. You should receive a reply from FTS.	Response provided	T4083MVV	02/19/2014 02:43:24 PM	
Agent States Vehicle had front end damage, was repaired.	Response provided	T0442KS	02/20/2014 08:24:52 AM	
Agent States Sending to Special investigation.	Response provided	TB442KS	02/20/2014 08:26:55 AM	

Resubmit Request With Additional Information

Additional Information:

Maximum character limit 5000.