

PE17-005

POLARIS

11/14/2017

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LIVONIA PD
15050 FARMINGTON RD
LIVONIA MI 48154
734-466-2470



Case Report

Administrative Details:

CR No [REDACTED]	Subject FATAL CRASH INVESTIGATION
Report Date/Time 08/14/2016 10:09	Occurrence Date/Time 08/13/2016 15:43
Location [REDACTED]	Call Source 911
	Verified Offense L3506 Police Not Required
OIC Hayne, Stacy (LIHAYNES-00625)	OIC Contact Number
County 82 - Wayne	City/Twp/Village 96 - Livonia
Division Patrol	

Action Requested:

☐ Arrest warrant	☐ Review only
☐ Search warrant	☐ Forfeiture
☐ Juvenile petition	☐ Other

Offenses:**C3165 - Fatal Traffic Crash [LIHAYNES (00625)]**

IBR Code / IBR Group /	Offense File Class	
Crime Against	Location Type [REDACTED]	Offense Completed Completed
Domestic Violence No	Hate/Bias 00 - None (No Bias)	
Using	Cargo Theft	
A-Alcohol: No C-Computer Equipment: No D-Drugs/Narcotics: No		

People:**[REDACTED] (W-WITNESS) [LIHAYNES (00625)]**

PE:	W.Type: EY	Last Name	First Name	Middle Name	Suffix	Mr/Mrs/Ms
Aliases	Driver License#	DL State	DL Country	Personal ID#		
DOB (Age)	Sex	Race	Ethnicity	Birth City & State	Birth Country	Country of Citizenship
[REDACTED] (18)	M	WHITE	Unknown			
Eye Color	Hair Color	Hair Style	Hair Length	Facial Hair		
[REDACTED]	Brown					
Complexion	Build	Teeth	Height	Weight	Attire	
[REDACTED]			[REDACTED]	[REDACTED]		
Street Address	Apt #	County	Country	Home Phone	Work Phone	
[REDACTED]				UNKNOWN		
City	State	Zip	Cell Phone	Email		
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]			

[REDACTED] (W-WITNESS) [LIHAYNES (00625)]

PE:	W.Type: EY	Last Name	First Name	Middle Name	Suffix	Mr/Mrs/Ms
Aliases	Driver License#	DL State	DL Country	Personal ID#		
DOB (Age)	Sex	Race	Ethnicity	Birth City & State	Birth Country	Country of Citizenship
[REDACTED] (36)	M	WHITE	Unknown			
Eye Color	Hair Color	Hair Style	Hair Length	Facial Hair		
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]			
Complexion	Build	Teeth	Height	Weight	Attire	
[REDACTED]			[REDACTED]	[REDACTED]		
Street Address	Apt #	County	Country	Home Phone	Work Phone	
[REDACTED]				UNKNOWN		
City	State	Zip	Cell Phone	Email		
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]			

[REDACTED] (O-OTHER) (D-DRIVER) [LIHAYNES (00625)]

PE:	W.Type: EY	Last Name	First Name	Middle Name	Suffix	Mr/Mrs/Ms
Aliases	Driver License#	DL State	DL Country	Personal ID#		
DOB (Age)	Sex	Race	Ethnicity	Birth City & State	Birth Country	Country of Citizenship
[REDACTED] (54)	M	BLACK	Unknown			
Eye Color	Hair Color	Hair Style	Hair Length	Facial Hair		
[REDACTED]	[REDACTED]					
Complexion	Build	Teeth	Height	Weight	Attire	
[REDACTED]			[REDACTED]	[REDACTED]		

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Street Address		Apt #	County	Country	Home Phone	Work Phone
					UNKNOWN	
City	State	Zip	Cell Phone	Email		

(O-OTHER) (Z-DECEASED) [LIHAYNES (00625)]						
PE:	W.Type:	Last Name	First Name	Middle Name	Suffix	Mr/Mrs/Ms
Aliases		Driver License#	DL State	DL Country	Personal ID#	
			MI	USA		
DOB (Age)	Sex	Race	Ethnicity	Birth City & State	Birth Country	Country of Citizenship
(64)	M	WHITE	Unknown			
Eye Color	Hair Color	Hair Style	Hair Length	Facial Hair		
Green	Gray or Part Gray	Straight	Medium			
Complexion	Build	Teeth	Height	Weight	Attire	
Fair	Medium		5' 10"	190		
Street Address		Apt #	County	Country	Home Phone	Work Phone
			WAYNE	USA		
City	State	Zip	Cell Phone	Email		
LIVONIA	MI		UNKNOWN			

Property:			
3501 - Automobile/Car/Vehicle (not Stolen Or Recovered) 5403 [LIHAYNES (00625)]			
Property Class	IBR Type	UCR Type	
03	03 - Automobiles	V - Other Vehicle (not Stolen or Recovered)	
Status	Count	Value	
I - Information Only	1	1	
Manufacturer	Model	Serial No.	License No. Color
CHEVROLET	CRUZE	1G1BE5SM1G7	DBL - Dark Blue
Vehicle Year	Body Style	State	License Year
2016	4D - 4 Door	MI	2017
Description	Disposition	Evidence Tag	
AUTOMOBILE			
Recovered Date/Time	Location	Owner	

3513 - Motorcycle (not Stolen Or Recovered) 5424 [LIHAYNES (00625)]			
Property Class	IBR Type	UCR Type	
24	24 - Other Motor Vehicles	V - Other Vehicle (not Stolen or Recovered)	
Status	Count	Value	
I - Information Only	1	1	
Manufacturer	Model	Serial No.	License No. Color
POLARIS	SLINGSHOT SL	57XAAPFA0F5	RED - Red
Vehicle Year	Body Style	State	License Year
2015	MC - Motorcycle	MI	2017
Description	Disposition	Evidence Tag	
2015 POLARIS			
Recovered Date/Time	Location	Owner	
Notes			
LIVONIA TOW			

Narrative:

On 08/13/16 at approximately 1543 hours, Livonia Police and Fire Rescue units responded to the area of s/b [REDACTED] on the report of an injury accident involving a 2015 Polaris Slingshot and a 2016 Chevrolet Cruze. PO Schramm, PO Gosur and Sgt. Guerro were the first units to arrive on scene. PO Gosur observed that the driver of the Polaris Slingshot was unresponsive and not breathing. PO Gosur began CPR in effort to revive the driver of the Slingshot. The driver of the Slingshot was identified by his MI operator's license as [REDACTED]. The driver of the Cruze was identified by his MI operator's license as [REDACTED]. At this point, due to the severity of the crash, TSB was called out to investigate the crash. Myself, PO Stacy Hayne, Sgt. Brian Leigh and PO Paul Walters were the TSB units that investigated the crash.

Preliminary Investigation:

The preliminary on-scene investigation revealed that a dark blue Chevrolet Cruze was S/B on [REDACTED] approaching [REDACTED] when a red Polaris Slingshot motorcycle was N/B on [REDACTED] and was attempting to change lanes when it lost control and slid sideways into oncoming S/B traffic and was struck by the Cruze.

The driver of the Slingshot, [REDACTED] was partially ejected from the motorcycle and was unresponsive and not breathing. [REDACTED] was transported to St. Mary hospital by the Livonia Fire Department and was pronounced dead at the hospital.

The driver of the Cruze, [REDACTED], had bruising on both of his knees as well as bruising and scratches on his left arm. [REDACTED] refused medical treatment.

Scene:

[REDACTED] north of [REDACTED] is a five lane, worn asphalt road surface and the posted speed limit for [REDACTED] is 45mph. Traffic signals at [REDACTED] were functioning properly that day. The weather conditions at the time of the crash were as follows: 80.6 degrees Fahrenheit, 84% humidity, 9 mile visibility and thunderstorms with an 18.4mph wind out of the southwest.

Sgt. Leigh photographed the crash scene and completed the UD-10 crash report # [REDACTED]. I conducted the initial crash investigation and mapped the crash scene using the Sokkia total station.

Investigation:

At the scene of the crash, PO Schramm spoke to witness, [REDACTED] who relayed the following: [REDACTED] was traveling in the left thru lane of N/B [REDACTED] and was stopped at the red light at [REDACTED]. [REDACTED] stated that there was heavy rain at the time and the light had just turned green. As [REDACTED] started to proceed northbound, he observed [REDACTED] pass him in the right lane of N/B [REDACTED]. [REDACTED] stated that he then observed [REDACTED] getting over into his lane, ahead of him. As [REDACTED] was entering into the left lane, [REDACTED] lost control and started turning sideways, sliding across S/B lanes of traffic and was struck by the Chevrolet Cruze. [REDACTED] stated that he pulled over to check on injuries and observed [REDACTED] body partially ejected from the Slingshot. [REDACTED] stated that [REDACTED] face had a bluish tint to it and that there were no obvious signs of life. [REDACTED] called 911 and remained on scene to speak with officers.

PO Schramm also spoke to witness, [REDACTED] who relayed the following: [REDACTED] was traveling in the left thru lane of N/B [REDACTED] in a heavy downpour when he observed [REDACTED] pass him in the right lane of N/B [REDACTED]. [REDACTED] stated that [REDACTED] was a few cars ahead of him. As [REDACTED] was entering into the left thru lane, [REDACTED] observed [REDACTED] hit a large puddle of water and lose control, sliding into the S/B lanes of oncoming traffic. [REDACTED] stated that he pulled over to check on injuries and remained on scene to speak with officers.

PO Gosur spoke with the driver of the [REDACTED] who relayed the following: [REDACTED] was traveling S/B on [REDACTED], just north of [REDACTED] when all of the sudden, a motorcycle "came out of nowhere" and he collided with it. [REDACTED] stated that the weather started off as a light rain and turned into a heavy downpour when the accident occurred. [REDACTED] stated that he suffered minor injuries from the airbag deployment and refused medical treatment. PO Gosur did not detect any odor of intoxicants coming from [REDACTED] and did not observe any unusual behavior from Belle.

On 08/16/16, I contacted [REDACTED] daughter, [REDACTED] via telephone. [REDACTED] stated that her mother, [REDACTED] and [REDACTED] were together on 08/13/16 and that they had just picked up [REDACTED] Slingshot from getting an oil change at the Monroe Power Sports dealership. [REDACTED] stated that [REDACTED] was following [REDACTED] home in her vehicle from the dealership and had gotten separated from him prior to the crash. [REDACTED] also stated that [REDACTED] had no known medical issues and was not on any medications.

On 08/16/16, I spoke MSP Sgt. Kevin Lucidi, an accident reconstructionist, about performing a download on the Slingshot and was advised that there is no event data recorder (EDR) to do a download on.

[REDACTED]

On 08/17/16, I filled out a search warrant request to perform a download on the ACM (airbag control module) that is located in the Cruze. The search warrant was approved and signed by Judge Kavanagh.

On 08/17/16, I went to Livonia Towing and took photographs of both the Cruze and the Slingshot. I also performed a download of the ACM (airbag control module) that is located in the Cruze. The information obtained from the ACM indicated that Belle was traveling 47mph 5 seconds prior to impact, down to 38mph at .5 seconds prior to impact.

On 08/18/16, I spoke with Jeffrey Eyres, a representative of the legal team at Polaris about performing a download on the Slingshot and was told by Eyres that the computer system in the Polaris doesn't hold that type of information and would not be able to be downloaded.

On 08/18/16, I contacted the Wayne County ME and was informed that [REDACTED] died from multiple injuries sustained in the crash. At the time of this report, the autopsy report is still pending. It is the investigator's conclusion that weather, a possible medical condition or [REDACTED] lack of experience with the Slingshot due to the fact that he only possessed a cycle learning permit (issued 05-25-16) are the factors that caused the crash.

[REDACTED] Written By: LIHAYNES (00625) Date: 08/25/2016 11:05 AM

On 08/25/16, I was contacted by [REDACTED] brother, [REDACTED], who provided recall information about the Polaris Slingshot. I looked up the recall information on the Polaris Slingshot which discussed a problem with the steering system and with roll hoops that do not meet Polaris' specifications. I contacted the dealership (Monroe Powersports) where [REDACTED] purchased his Slingshot and had it serviced. Chris was able to look up the recalls with the VIN# and informed me that [REDACTED] Slingshot only had one recall on it. The recall involved the headlights possibly failing. Chris stated that that recall had been addressed and replaced on 08/13/16. Chris faxed over the documentation for the recall and also stated that the steering system recall was part of the 2014 models and did not effect the 2015 models.

CFS Narrative By: LIPILAK (00613)

00561 - 10:09:52 Primary Event: MAIN Opened: 16/08/14 10:09 00561 - 10:09:52 Incident Initiated By: LI/ASHLEYP *CLONE* - 10:09:54 Original Date/Time for Event Update: 16/08/13 15:44 *CLONE* - 10:09:54 Primary Event: MAIN Opened: 16/08/13 15:44 *CLONE* - 10:09:54 Original Date/Time for Event Update: 16/08/13 15:44 *CLONE* - 10:09:54 IN FRM- TO-LI00691

[REDACTED]

CLONE - 10:09:54 Original Date/Time for Comment: 16/08/13 15:44 *CLONE* - 10:09:54
Original Location : CALLBK [REDACTED] *CLONE* - 10:09:54 Original Date/Time for
Comment: 16/08/13 15:44 *CLONE* - 10:09:54 NON RESPONSIVE MALE *CLONE* - 10:09:54
Original Date/Time for Recommendation: 16/08/13 15:44 *CLONE* - 10:09:54 RM LI/0033
BLI/0022 LI/0030 LI/0031 LI/0032 *CLONE* - 10:09:55 Original Date/Time for Recommendation:
16/08/13 15:44 *CLONE* - 10:09:55 RM ALI/0022 ALI/0033 ALI/0032 ALI/0061 *CLONE* -
10:09:55 Original Date/Time for Unit Status: 16/08/13 15:44 *CLONE* - 10:09:55
USDPCALLBK=[REDACTED] PIA *CLONE* - 10:09:55 Original Date/Time for Unit Status:
16/08/13 15:44 *CLONE* - 10:09:55 USDPCALLBK=[REDACTED] IA *CLONE* - 10:09:55
Original Date/Time for Event Update: 16/08/13 15:44 *CLONE* - 10:09:55 PU FRM- TO-LI/0033
CLONE - 10:09:55 Original Date/Time for Unit Status: 16/08/13 15:46 *CLONE* - 10:09:55
USARCALLBK=[REDACTED] PIA *CLONE* - 10:09:55 Original Date/Time for Unit Status:
16/08/13 15:47 *CLONE* - 10:09:55 USDPCALLBK=[REDACTED] PIA *CLONE* - 10:09:55
Original Date/Time for Unit Status: 16/08/13 15:47 *CLONE* - 10:09:56
USARCALLBK=[REDACTED] PIA *CLONE* - 10:09:56 Original Date/Time for Comment:
16/08/13 15:47 *CLONE* - 10:09:56 CPR IN PROGRESS *CLONE* - 10:09:56 Original
Date/Time for Unit Status: 16/08/13 15:47 *CLONE* - 10:09:56 USERCALLBK=[REDACTED]
PIA *CLONE* - 10:09:56 Original Date/Time for Unit Status: 16/08/13 15:47 *CLONE* - 10:09:56
USARCALLBK=[REDACTED] PIA *CLONE* - 10:09:56 Original Date/Time for Event Update:
16/08/13 15:47 *CLONE* - 10:09:56 CN FRM-VERIZON WIRELESS TO-[REDACTED] *CLONE*
- 10:09:56 Original Date/Time for Comment: 16/08/13 15:48 *CLONE* - 10:09:56 TRAFFIC
CALLED OUT *CLONE* - 10:09:56 Original Date/Time for Comment: 16/08/13 15:50 *CLONE* -
10:09:56 [REDACTED] 609 SHUT DOWN *CLONE* - 10:09:56 Original Date/Time for
Comment: 16/08/13 15:51 *CLONE* - 10:09:57 SHUT DOWN SB AT BELL CREEK LANE
CLONE - 10:09:57 Original Date/Time for Comment: 16/08/13 15:51 *CLONE* - 10:09:57 TSB
NOTIFIED *CLONE* - 10:09:57 Original Date/Time for Comment: 16/08/13 15:55 *CLONE* -
10:09:57 SB BLOCKED COMPLETELY, ROUTING EVERYONE NB *CLONE* - 10:09:57
Original Date/Time for Comment: 16/08/13 16:08 *CLONE* - 10:09:57 SB FARM AT
BROADMORE SHUT DOWN *CLONE* - 10:09:57 Original Date/Time for Unit Status: 16/08/13
16:58 *CLONE* - 10:09:57 USDPCALLBK=[REDACTED] PIA *CLONE* - 10:09:57 Original
Date/Time for Unit Status: 16/08/13 16:58 *CLONE* - 10:09:57 USARCALLBK=[REDACTED]
PIA *CLONE* - 10:09:57 Original Date/Time for Unit Status: 16/08/13 17:05 *CLONE* - 10:09:57
USDPCALLBK=[REDACTED] PIA *CLONE* - 10:09:58 Original Date/Time for Unit Status:
16/08/13 17:12 *CLONE* - 10:09:58 USARCALLBK=[REDACTED] PIA *CLONE* - 10:09:58
Original Date/Time for Unit Status: 16/08/13 17:25 *CLONE* - 10:09:58 USC PIA *CLONE* -
10:09:58 Original Date/Time for Comment: 16/08/13 17:55 *CLONE* - 10:09:58 16957
FARMINGTON *CLONE* - 10:09:58 Original Date/Time for Unit Status: 16/08/13 17:56 *CLONE*



- 10:09:58 USDPCALLBK=[REDACTED] PIA *CLONE* - 10:09:58 Original Date/Time for Event
Update: 16/08/13 17:57 *CLONE* - 10:09:58 PU FRM-LI/0033 TO-LI/0080 *CLONE* - 10:09:58
Original Date/Time for Comment: 16/08/13 17:59 *CLONE* - 10:09:58 [REDACTED]

[REDACTED]

Unit Status: 16/08/13 18:19 *CLONE* - 10:10:00 USARCALLBK=[REDACTED] PIA *CLONE* -
10:10:00 Original Date/Time for Comment: 16/08/13 18:19 *CLONE* - 10:10:00 UNITS OPENED
[REDACTED] UNITS CLEARING *CLONE* - 10:10:00 Original Date/Time for Unit Status:
16/08/13 18:20 *CLONE* - 10:10:00 USC PIA *CLONE* - 10:10:00 Original Date/Time for Event
Update: 16/08/13 18:20 *CLONE* - 10:10:00 D FRM- TO-N/R MAIN 1 *CLONE* - 10:10:00
Original Date/Time for Unit Status: 16/08/13 18:21 *CLONE* - 10:10:00 USC PIA *CLONE* -
10:10:00 Original Date/Time for Unit Status: 16/08/13 18:21 *CLONE* - 10:10:00 USC PIA
CLONE - 10:10:00 Original Date/Time for Event Update: 16/08/13 18:21 *CLONE* - 10:10:01 D
FRM-N/R TO-AR MAIN 1 *CLONE* - 10:10:01 Original Date/Time for Unit Status: 16/08/13 18:29
CLONE - 10:10:01 USC PIA *CLONE* - 10:10:01 Original Date/Time for Unit Status: 16/08/13
18:30 *CLONE* - 10:10:01 USC PIA *CLONE* - 10:10:01 Original Date/Time for Event Update:
16/08/13 18:30 *CLONE* - 10:10:01 Route Closed: MAIN *CLONE* - 10:10:01 Original
Date/Time for Event Update: 16/08/13 18:30 *CLONE* - 10:10:01 Incident Closed: 16/08/13
18:30 00561 - 10:10:55 Route Closed: MAIN R

Livonia Police Department

Witness Statement Form

Witness name: _____

Last

First

Middle

DOB: _____

Address _____

Street

City

State / Zip

Home Tele: / Work Tele: _____

Social Security Number: _____

Date of Occurrence 8/13/16 At Approximately: 3³⁰ AM (PM)

Give a detailed account of what you saw and can testify to: I WAS TRAVELING

NORTH ON [REDACTED] FROM [REDACTED] AT WHICH TIME I WAS PASSED
BY A RED SOLARIS SLUGSHOT. ABOUT 2 BLOCKS NORTH OF [REDACTED]
THE RED SOLARIS LOST CONTROL SLIDING SIDEWAYS INTO [REDACTED]
BOUND TRAFFIC ON [REDACTED] AND WAS STRUCK BY A BLUE CHEVY
AT [REDACTED] THERE WAS NO RESPONSE OR MOVEMENT
BY THE DRIVER WHO WAS PARTIALLY EJECTED OUT OF THE SLUGSHOT.
I CALLED 911 TO REPORT THE ACCIDENT AND STOOD BY FOR
EMS AND POLICE.

Today's Date: 8/13/16

Page: 1 of 1

A. Schramm

Officer Taking Statement

Livonia Police Department Witness Statement Form

Witness name:

DOB

Last

First

Middle

Address

Street

City

State / Zip

Home Tele: / work Tele:

Social Security Number:

Date of Occurrence 8/13/16 At Approximately: 3:40 AM (PM)

Give a detailed account of what you saw and can testify to: Coming down

B6 I saw a man in his dune buggy go past me
in the right lane. He tried to merge into the left lane
a couple cars ahead of me and lost control of his vehicle,
sliding into the other lane and crashing into the other car.
When I pulled out to help he was unconscious and not breathing
Police officers and Emt's were on the scene in minutes.

Today's Date:

8/13/16

Witness Signature

Page:

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A. Schramm

Officer Taking Statement

Livonia Police Department

Witness Statement Form

Witness name:

DOB:

Last

First

Middle

Address:

Street

City

State / Zip

Home Tele: / Work Tele:

Social Security Number:

Date of Occurrence

Sat

At Approximately:

3:58

AM/PM

Give a detailed account of what you saw and can testify to:

was traveling Southbound on [redacted] below
posted speed and vehicle pulled out in
front of me. I immediately hit my brakes
and slid into vehicle.

Today's Date:

8/13/14

Witness Signature

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Officer Taking Statement

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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	1G1BE5SM1G7
User	PO Stacy Hayne #625
Case Number	
EDR Data Imaging Date	08/17/2016
Crash Date	08/13/2016
Filename	1G1BE5SM1G7 ACM.CDRX
Saved on	Wednesday, August 17 2016 at 10:50:25
Collected with CDR version	Crash Data Retrieval Tool 16.6
Reported with CDR version	Crash Data Retrieval Tool 16.6
EDR Device Type	Airbag Control Module
Event(s) recovered	Deployment

Comments

No comments entered.

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. A Non-Deployment Event can be overwritten by a more recent Non-Deployment Event if all three records are full and the Non-Deployment is older than 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. Rollover Events contains Pre-Crash and Crash data. Rollover event follow the same rules as FSR 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 up to 300 milliseconds of data after time zero. The SDM will also record up to 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 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.

-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

-For diesel powered vehicles, the data displayed as Throttle Position (%) is actually the data for the Air Inlet Flap Position. This is not the same as the throttle position for a gasoline powered engines.

-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.

-Dynamic Deployment Event Counter tracks the number of Deployment events that have occurred during the SDM's lifetime.

-Dynamic Event Counter tracks the number of qualified events (either Deployments, Non-deploy, or Rollover events) that have occurred during the SDM's lifetime.

-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 Name	Positive Sign Notation Indicates
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_r010

System Status at Time of Retrieval

Dynamic Deployment Event Counter	1
Multi-Event, Number of Events (Dynamic Event Counter)	1
Dynamic OnStar Notification Event Counter	1
Vehicle Identification Number (VIN)	1G1BE5SM1G7 [REDACTED]
Ignition Cycle, Download (Ignition Cycles at Investigation)	408
End Model Part Number	00CE2E68
System Type	N/A
Software Module Identifier 1	00CE2E80
Software Module Identifier 2	02540760
Software Module Identifier 3	015E927A
Manufacturing Traceability Data, Component Identifier	21
Manufacturing Traceability Data, Part Number/Broadcast Code	1616
Manufacturing Traceability Data, Supplier Code	1
Manufacturing Traceability Data, Traceability Number	000002058
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	053378AB1
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	06B2800B1
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	0DFB6F30A
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	05999000B
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	0FCA6F30A
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	03E52F70A
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

System Status at Event (Event Record 1)

Event Record Type	Deployment
OnStar Deployment Status Data Sent	Yes
Complete file recorded (Event Recording Complete)	Yes
Crash Record Locked	Yes
OnStar SDM Recorded Vehicle Velocity Change Data Sent	Yes
Deployment Event Counter	1
Multi-Event, Number of Events (Event Counter)	1
OnStar Notification Event Counter	1
Time From Event 1 to 2 (Time Between Events) (seconds)	Data Not Available
Ignition Cycle, Crash (Ignition Cycles at Event)	407
Algorithm Active: Frontal	Yes
Algorithm Active: Side	Yes
Algorithm Active: Rollover	Yes
Algorithm Active: Rear	No
Concurrent Event Flag Set	No
Event Severity Status: Frontal Pretensioner	Yes
Event Severity Status: Frontal Stage 1	Yes
Event Severity Status: Frontal Stage 2	Yes
Event Severity Status: Left Side	No
Event Severity Status: Right Side	No
Event Severity Status: Rear	No
Event Severity Status: Rollover	No
Safety Belt Status, Driver (Driver Belt Switch Circuit Status)	Not Buckled
Safety Belt Status, Right Front Passenger (Passenger Belt Switch Circuit Status)	Not Buckled
Center Front Row Belt Switch Circuit Status (If Equipped)	Data Not Available
Left Row 3 Belt Switch Circuit Status (If Equipped)	Data Not Available
Center Row 3 Belt Switch Circuit Status (If Equipped)	Data Not Available
Right Row 3 Belt Switch Circuit Status (If Equipped)	Data Not Available
Passenger Seat Occupancy Status	Empty
Passenger Classification Status	Not Applicable
Passenger Air Bag ON Indicator Status	Off
Passenger Air Bag OFF Indicator Status	On
Low Tire Pressure Warning Lamp Status 0.5 Seconds Prior to Time Zero	Off
Frontal Air Bag Warning Lamp (SIR Warning Lamp Status 0.5 Seconds Prior to Time Zero)	Off
SIR Warning Lamp ON/OFF Time Continuously (seconds)	570420
Number of Ignition Cycles SIR Warning Lamp was ON/OFF Continuously	405
Ignition Cycles Since DTCs Were Last Cleared 0.5 Seconds Prior to Time Zero	253
Maximum Delta-V, Longitudinal (Maximum Longitudinal SDM Recorded Vehicle Velocity Change for FSR Event) MPH [km/h]	-25 [-40]
Time, Maximum Delta-V (Time From FSR Time Zero to Maximum Longitudinal SDM Recorded Vehicle Velocity Change)(msec)	82
Maximum Delta-V, Lateral (Maximum Lateral SDM Recorded Vehicle Velocity Change for FSR Event) MPH [km/h]	6 [10]
Time Maximum Delta-V, Lateral (Time From FSR Time Zero to Maximum Lateral SDM Recorded Vehicle Velocity Change)(msec)	72
High Voltage Disable Notification Sent	Yes
Deployment Commanded in Energy Reserve Mode	No



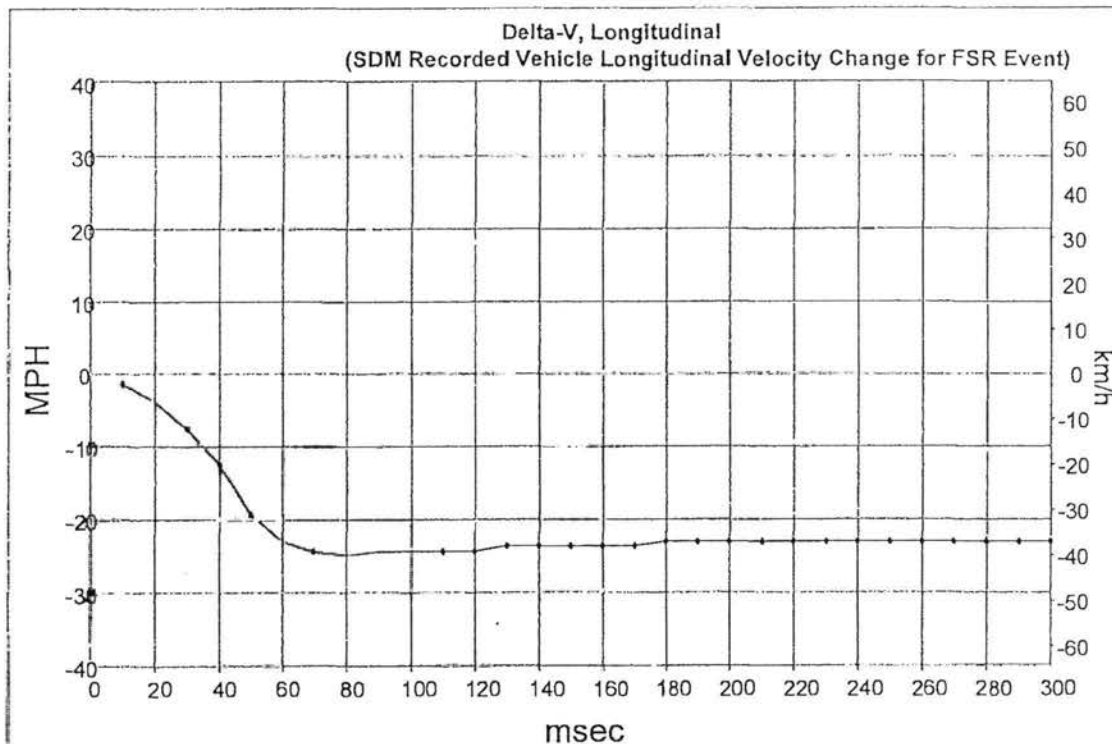
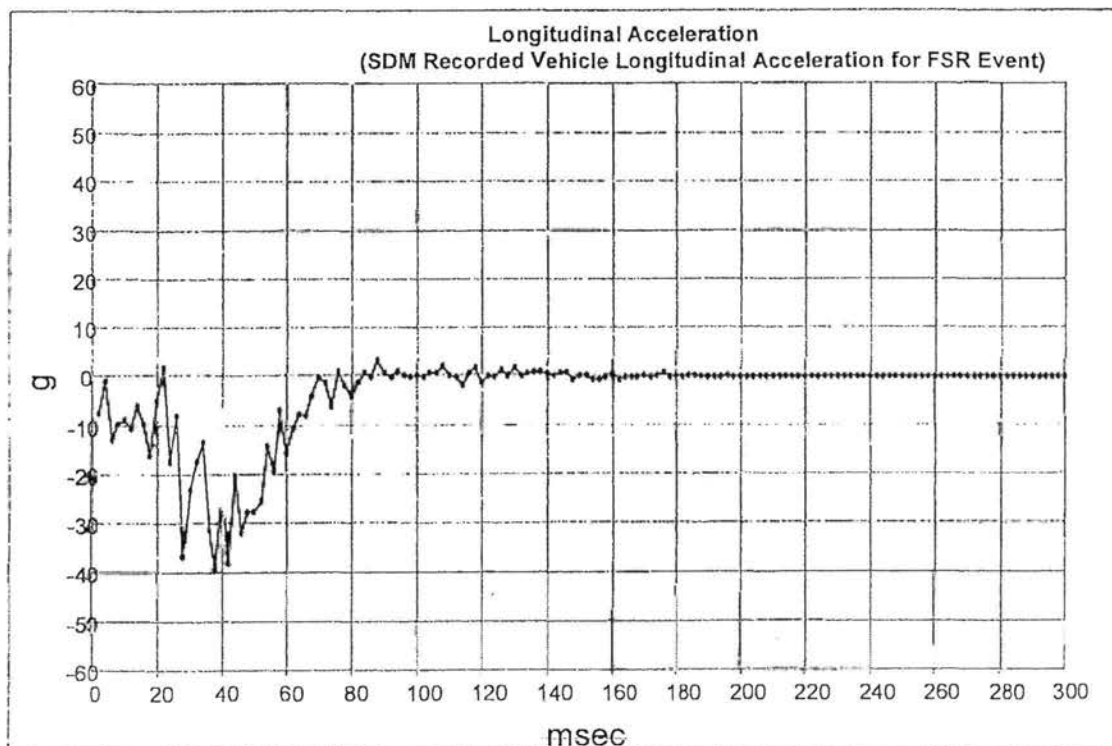
DTCs Present at Time of Event (Event Record 1)

B0052-00

Event Data (Event Record 1)

Driver 1st Stage Deployment Loop Commanded	Yes
Passenger 1st Stage Deployment Loop Commanded	No
Driver 2nd Stage Deployment Loop Commanded	No
Passenger 2nd Stage Deployment Loop Commanded	No
Driver Pretensioner Deployment Loop #1 Commanded	Yes
Passenger Pretensioner Deployment Loop #1 Commanded	Yes
Driver Pretensioner Deployment Loop #2 Commanded	Yes
Passenger Pretensioner Deployment Loop #2 Commanded	Yes
Driver Thorax Loop Commanded	No
Passenger Thorax Loop Commanded	No
Left Row 2 Thorax Loop Commanded	No
Right Row 2 Thorax Loop Commanded	No
Left Row 1 Roof Rail/Head Curtain Loop Commanded	Yes
Right Row 1 Roof Rail/Head Curtain Loop Commanded	Yes
Driver Knee Deployment Loop Commanded	Yes
Passenger Knee Deployment Loop Commanded	No
Frontal Air Bag Deployment, Time to 1st Stage Deployment, Driver (Driver 1st Stage Time From Time Zero to Deployment Command Criteria Met) (msec)	22
Frontal Air Bag Deployment, Time to 2nd Stage, Driver (Driver 2nd Stage Time From Time Zero to Deployment Command Criteria Met) (msec)	Data Not Available
Frontal Air Bag Deployment, Time to 1st Stage Deployment, Right Front Passenger (Passenger 1st Stage Time From Time Zero to Deployment Command Criteria Met) (msec)	Data Not Available
Frontal Air Bag Deployment, Time to 2nd Stage, Right Front Passenger (Passenger 2nd Stage Time From Time Zero to Deployment Command Criteria Met) (msec)	Data Not Available
Side air bag deployment, time to deploy, driver (Driver Thorax/Curtain Time From Time Zero to Deployment Command Criteria Met) (msec)	47
Side air bag deployment, time to deploy, right front passenger (Passenger Thorax/Curtain Time From Time Zero to Deployment Command Criteria Met) (msec)	47
Pretensioner Deployment, Time to Fire, Driver (Driver Pretensioner Time From Time Zero to Deployment Loop #1 or Loop #2 Command Criteria Met) (msec)	8
Pretensioner Deployment, Time to Fire, Right Front Passenger (Passenger Pretensioner Time From Time Zero to Deployment Loop #1 or Loop #2 Command Criteria Met) (msec)	8

Longitudinal Crash Pulse (Event Record 1)



Longitudinal Crash Pulse (Event Record 1)

Time (msec)	Delta-V, Longitudinal (SDM Recorded Vehicle Longitudinal Velocity Change for FSR Event) (MPH)	Delta-V, Longitudinal (SDM Recorded Vehicle Longitudinal Velocity Change for FSR Event) (km/h)
10	-1.2	-2.0
20	-3.7	-6.0
30	-7.5	-12.0
40	-12.4	-20.0
50	-19.3	-31.0
60	-23.0	-37.0
70	-24.2	-39.0
80	-24.9	-40.0
90	-24.2	-39.0
100	-24.2	-39.0
110	-24.2	-39.0
120	-24.2	-39.0
130	-23.6	-38.0
140	-23.6	-38.0
150	-23.6	-38.0
160	-23.6	-38.0
170	-23.6	-38.0
180	-23.0	-37.0
190	-23.0	-37.0
200	-23.0	-37.0
210	-23.0	-37.0
220	-23.0	-37.0
230	-23.0	-37.0
240	-23.0	-37.0
250	-23.0	-37.0
260	-23.0	-37.0
270	-23.0	-37.0
280	-23.0	-37.0
290	-23.0	-37.0
300	-23.0	-37.0

Longitudinal Crash Pulse (Event Record 1)

Time (msec)	Longitudinal Acceleration (SDM Recorded Vehicle Longitudinal Acceleration for FSR Event) (g)
2	-7.4
4	-1.0
6	-13.0
8	-9.8
10	-9.0
12	-10.6
14	-6.2
16	-9.8
18	-16.2
20	-5.0
22	1.8
24	-17.4
26	-8.2
28	-36.6
30	-23.0
32	-17.4
34	-13.4
36	-31.0
38	-38.6
40	-23.0
42	-38.2
44	-20.2
46	-31.8
48	-27.8
50	-27.8
52	-25.4
54	-14.2
56	-19.4
58	-7.0
60	-15.8
62	-10.6
64	-7.8
66	-8.2
68	-4.2
70	-0.2
72	-1.4
74	-6.2
76	1.0
78	-1.8
80	-4.2
82	-1.4
84	0.6
86	-0.2
88	3.4
90	0.6
92	-0.2
94	1.0
96	0.2
98	-0.2

Time (msec)	Longitudinal Acceleration (SDM Recorded Vehicle Longitudinal Acceleration for FSR Event) (g)
100	0.2

Time (msec)	Longitudinal Acceleration (SDM Recorded Vehicle Longitudinal Acceleration for FSR Event) (g)
102	-0.2
104	0.6
106	0.6
108	2.2
110	0.2
112	-0.2
114	-1.8
116	0.6
118	1.8
120	-1.4
122	0.2
124	-0.2
126	1.4
128	0.2
130	1.8
132	0.2
134	0.6
136	1.0
138	1.0
140	0.6
142	0.2
144	0.6
146	0.6
148	-0.6
150	0.2
152	0.2
154	-0.6
156	-0.6
158	-0.2
160	0.6
162	-0.6
164	-0.2
166	-0.2
168	-0.2
170	0.2
172	-0.2
174	0.2
176	0.6
178	-0.2
180	0.2
182	-0.2
184	0.2
186	0.2
188	-0.2
190	-0.2
192	-0.2
194	-0.2
196	0.2
198	-0.2

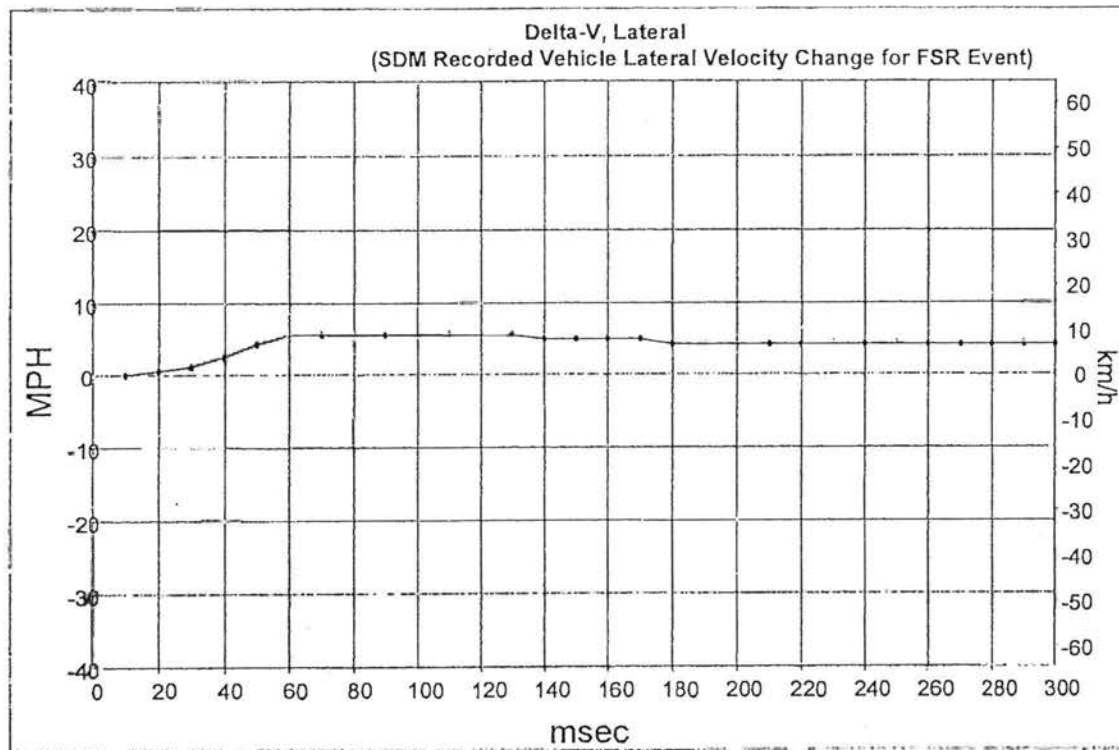
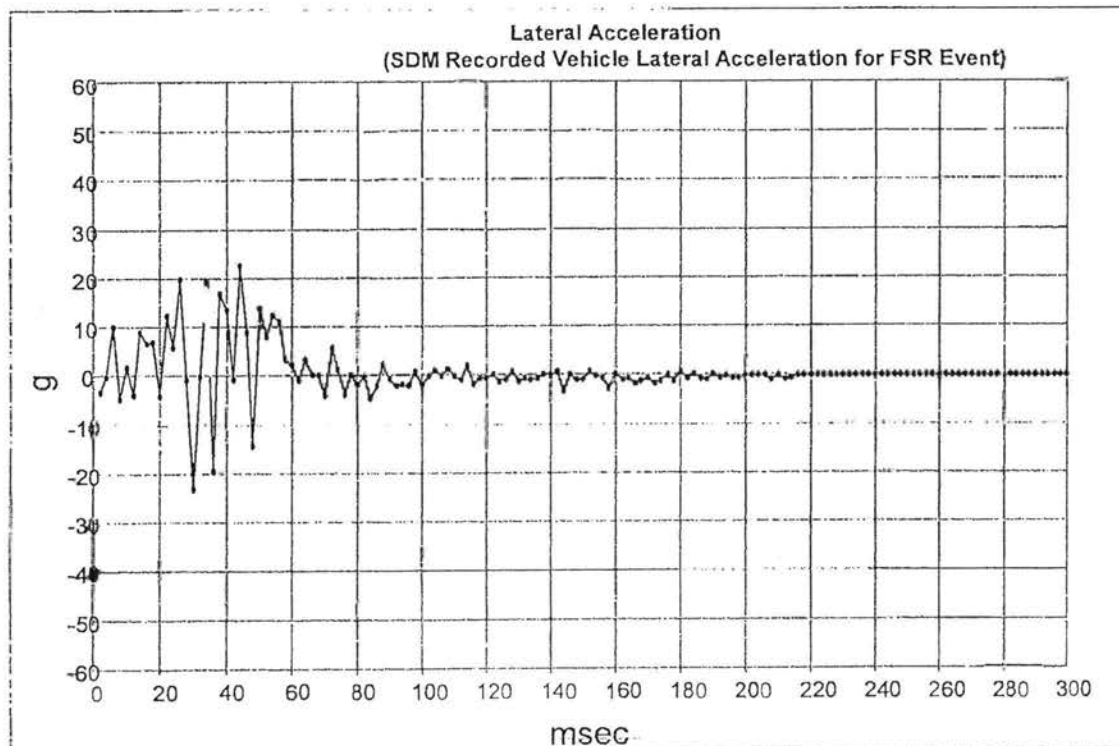
Time (msec)	Longitudinal Acceleration (SDM Recorded Vehicle Longitudinal Acceleration for FSR Event) (g)
200	-0.2

Time (msec)	Longitudinal Acceleration (SDM Recorded Vehicle Longitudinal Acceleration for FSR Event) (g)
202	-0.2
204	-0.2
206	-0.2
208	-0.2
210	-0.2
212	-0.2
214	-0.2
216	-0.2
218	-0.2
220	-0.2
222	-0.2
224	-0.2
226	-0.2
228	-0.2
230	-0.2
232	-0.2
234	-0.2
236	-0.2
238	-0.2
240	-0.2
242	-0.2
244	-0.2
246	-0.2
248	-0.2
250	-0.2
252	-0.2
254	-0.2
256	-0.2
258	-0.2
260	-0.2
262	-0.2
264	-0.2
266	-0.2
268	-0.2
270	-0.2
272	-0.2
274	-0.2
276	-0.2
278	-0.2
280	-0.2
282	-0.2
284	-0.2
286	-0.2
288	-0.2
290	-0.2
292	-0.2
294	-0.2
296	-0.2
298	-0.2



Time (msec)	Longitudinal Acceleration (SDM Recorded Vehicle Longitudinal Acceleration for FSR Event) (g)
300	-0.2

Lateral Crash Pulse (Event Record 1)



Lateral Crash Pulse (Event Record 1)

Time (msec)	Delta-V, Lateral (SDM Recorded Vehicle Lateral Velocity Change for FSR Event) (MPH)	Delta-V, Lateral (SDM Recorded Vehicle Lateral Velocity Change for FSR Event) (km/h)
10	0.0	0.0
20	0.6	1.0
30	1.2	2.0
40	2.5	4.0
50	4.3	7.0
60	5.6	9.0
70	5.6	9.0
80	5.6	9.0
90	5.6	9.0
100	5.6	9.0
110	5.6	9.0
120	5.6	9.0
130	5.6	9.0
140	5.0	8.0
150	5.0	8.0
160	5.0	8.0
170	5.0	8.0
180	4.3	7.0
190	4.3	7.0
200	4.3	7.0
210	4.3	7.0
220	4.3	7.0
230	4.3	7.0
240	4.3	7.0
250	4.3	7.0
260	4.3	7.0
270	4.3	7.0
280	4.3	7.0
290	4.3	7.0
300	4.3	7.0

Lateral Crash Pulse (Event Record 1)

Time (msec)	Lateral Acceleration (SDM Recorded Vehicle Lateral Acceleration for FSR Event) (g)	Time (msec)	Lateral Acceleration (SDM Recorded Vehicle Lateral Acceleration for FSR Event) (g)	Time (msec)	Lateral Acceleration (SDM Recorded Vehicle Lateral Acceleration for FSR Event) (g)
2	-3.4	102	-0.2	202	-0.2
4	-0.2	104	1.0	204	-0.2
6	10.2	106	-0.2	206	-0.2
8	-4.6	108	1.4	208	-1.0
10	1.8	110	-0.2	210	-0.2
12	-3.8	112	-1.0	212	-1.0
14	9.0	114	1.8	214	-0.6
16	6.6	116	-1.8	216	-0.2
18	7.0	118	-0.6	218	-0.2
20	-4.2	120	-0.6	220	-0.2
22	12.2	122	0.2	222	-0.2
24	5.8	124	-1.4	224	-0.2
26	19.8	126	-1.0	226	-0.2
28	-0.6	128	0.6	228	-0.2
30	-23.0	130	-1.4	230	-0.2
32	-0.2	132	-0.6	232	-0.2
34	19.0	134	-1.0	234	-0.2
36	-19.4	136	-0.6	236	-0.2
38	17.0	138	0.2	238	-0.2
40	13.4	140	-0.2	240	-0.2
42	-0.6	142	0.6	242	-0.2
44	22.6	144	-3.4	244	-0.2
46	9.0	146	0.2	246	-0.2
48	-14.2	148	-1.0	248	-0.2
50	13.8	150	-1.0	250	-0.2
52	8.2	152	0.6	252	-0.2
54	12.2	154	-0.2	254	-0.2
56	11.0	156	-0.6	256	-0.2
58	3.4	158	-2.6	258	-0.2
60	2.2	160	0.2	260	-0.2
62	-1.0	162	-1.0	262	-0.2
64	3.4	164	-0.6	264	-0.2
66	0.2	166	-1.8	266	-0.2
68	0.2	168	-1.4	268	-0.2
70	-4.2	170	-0.6	270	-0.2
72	5.4	172	-1.8	272	-0.2
74	1.4	174	-1.4	274	-0.2
76	-3.8	176	-0.2	276	-0.2
78	0.2	178	-1.4	278	-0.2
80	-1.8	180	0.6	280	-0.2
82	-0.2	182	-0.6	282	-0.2
84	-4.6	184	0.2	284	-0.2
86	-2.2	186	-0.6	286	-0.2
88	2.2	188	-1.0	288	-0.2
90	-0.6	190	0.2	290	-0.2
92	-2.2	192	-0.6	292	-0.2
94	-1.8	194	-0.2	294	-0.2
96	-2.2	196	-0.6	296	-0.2
98	0.6	198	-0.6	298	-0.2
100	-2.2	200	-0.2	300	-0.2



**Rollover Crash Pulse (Event Record 1)
SDM Recorded Vehicle Roll Rate**

Contains No Recorded Data

**Rollover Crash Pulse (Event Record 1)
Lateral Acceleration (SDM Recorded Vehicle Lateral Acceleration for
Rollover Event)**

Contains No Recorded Data



**Vertical Crash Pulse (Event Record 1)
Normal Acceleration (SDM Recorded Vehicle Vertical Acceleration for
Rollover Event)**

Contains No Recorded Data

Pre-Crash Data -5.0 to -0.5 sec (Event Record 1)

Times (sec)	Accelerator Pedal, % Full (Accelerator Pedal Position)	Service Brake (Brake Switch Circuit State)	Engine RPM (Engine Speed)	Engine Throttle, % Full (Throttle Position)	Speed, Vehicle Indicated (Vehicle Speed) (MPH [km/h])
-5.0	11	Off	1472	30	47 [76]
-4.5	11	Off	1472	30	47 [76]
-4.0	10	Off	1472	30	47 [76]
-3.5	10	Off	1472	30	47 [76]
-3.0	9	Off	1472	28	47 [76]
-2.5	9	Off	1472	28	47 [75]
-2.0	10	Off	1472	28	47 [75]
-1.5	12	Off	1472	31	47 [75]
-1.0	0	On	1472	22	47 [75]
-0.5	0	On	1344	13	38 [61]

Pre-Crash Data -2.0 to -0.5 sec (Event Record 1)

Times (sec)	Cruise Control Active	Cruise Control Resume Switch Active	Cruise Control Set Switch Active	Engine Torque (lb-ft [N-m])	Reduced Engine Power Mode Indicator
-2.0	No	No	No	19 [26]	Off
-1.5	No	No	No	29 [39]	Off
-1.0	No	No	No	18 [24]	Off
-0.5	No	No	No	-4 [-5]	Off

Hexadecimal Data

DPID \$11
DF FF 00 FC C0 7C 00

DPID \$15
01 02 00 04 05 06 07

DPID \$16
08 09 0A 0D 0E 13 14

DPID \$17
0B 0C 00 00 00 00 00

DPID \$32
00 FD 01 98 00 00 00

DPID \$35
78 00 00 00 00 00 00

DID \$01
41 55 36 34 32 32 45 30 35 33 33 37 38 41 42 31

DID \$03
41 54 36 34 32 32 45 30 36 42 32 38 30 30 42 31

DID \$05
41 48 34 34 37 30 45 30 44 46 42 36 46 33 30 41

DID \$07
41 4A 34 34 37 30 45 30 35 39 39 39 30 30 30 42

DID \$09
44 41 34 34 37 30 45 30 46 43 41 36 46 33 30 41

DID \$0B
44 42 34 34 37 30 45 30 33 45 35 32 46 37 30 41

DID \$0D
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DID \$0F
30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30

DID \$30
01 00 01 01

DID \$90
31 47 31 42 45 35 53 4D 31 47 37 32 39 34 35 39 31

DID \$9A
09 11

DID \$B4
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DID \$C1
00 CE 2E 80

DID \$C2
02 54 07 60



DID \$C3
01 5E 92 7A

DID \$CB
00 CE 2E 68

DID \$31

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0040 00 00 00 00 00 15 17 17 17 17
0050 17 17 17 17 17 06 96 06 D1 06
0060 EE 06 D4 0D 16 1F 1C 1C 1C 1E
0070 1E 1E 1E 3D 4B 4B 4B 4B 4C 4C
0080 4C 4C 4C 00 DE D2 01 95 FD 00
0090 00 00 00 00 00 00 00 00 00 00
0100 00 00 00 00 00 00 00 00 00 00
0110 00 00 00 80 52 00 57 29 89 24
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0140 58 88 57 88 58 88 58 88 58 88
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0200 70 96 67 90 57 91 73 75 84 9E
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0290 81 82 81 7F 85 83 80 7F 7F 7D
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0310 7F 7C 83 7D 80 81 84 7C 80 7E
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0330 81 77 81 80 7E 7D 80 7D 80 81
0340 7E 7F 7E 7E 7F 79 81 80 7E 7D
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0360 80 7C 81 7F 7F 7C 80 81 7F 7E
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Disclaimer of Liability

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

PE17-005

POLARIS

11/14/2017

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Authority: 1649 PA 300, Sec. 257.622
Compliance: Required MSP UD-10E
Penalty: \$100 and/or 90 days (Rev. 11/2006)

Page 1 of 1
Incident # 93001

STATE OF MICHIGAN TRAFFIC CRASH REPORT

ORI: [REDACTED]	Department Name LIVONIA PD	Special Circumstances ☐ School Bus ☐ Hit and Run ☐ Deer ☐ Falling Police	Special Checks ☒ Fatal ☐ Non-Traffic Area ☐ ORV/Snowmobile
Crash Date 08/13/2016	Crash Time 15:43	No. of Units 2	Crash Type 9-SIDESWIPE-OPPOSITE
County 82 - WAYNE	Traffic Control NONE OF THESE	Restriction to Roadway ON ROAD	Weather RAIN
City/Town 96 - LIVONIA	Construction Zone (if applicable) Type	Link Closed	Activity
Light DAYLIGHT		Road Condition WET	Total Lanes 5
Speed Limit 45		Posted YES	

Prefix [REDACTED]	Road Name [REDACTED]	Road Type RD	Suffix [REDACTED]	Divided Roadway
Access Control 1-NOT PHYSICALLY DIVIDED		Access Control 1-NO ACCESS CONTROL		
Prefix [REDACTED]	Intersecting Road RAYBURN	Road Type ST	Suffix [REDACTED]	Divided Roadway

Unit Number 1	Unit Known Y	State Driver License Number [REDACTED]	Date of Birth (Age) [REDACTED] (34)	License Type ☒ Operator ☐ Chauffeur ☐ Moped	Endorsements ☐ Cycle ☐ Farm ☐ Recreation	Sex M	Total Occupants 1	Hazardous Action 01-SPEED TOO FAST
Unit Type M	LIVONIA MI			Injury K	Position 01	Resident 10	Hospital 820190-ST. MARY MERCY HOSPITAL	
Driver's Position [REDACTED]		Interlock NO	Ejected NO	Trapped NO	Airbag Deployed NOT EQUIPPED	Ambulance 821018-LIVONIA FIRE & RESCUE		
Alcohol ☒ Yes ☐ No ☐ Refused ☐ Not offered		Test Results		Drugs ☒ Yes ☐ No ☐ Urine		Test Results		Citation Issued ☐ Hazardous ☐ Other
Vehicle Registration MI		Insurance / Policy # AUTO OWNER'S	Towed To/By LIVONIA TOWING		Special Vehicles 0	Private Trailer Type	Vehicle Defect	
VIN 5TXAAPFA0F5	Vehicle Description POLARIS	Model SLINGSHOT SL	Color RED	Year 2015	Vehicle Type 05-CYCLE			
Location of Damage 3	First Impact 3	Extent of Damage 6	Drivable NO	Vehicle Direction N	Vehicle Use 01-PRIVATE	Action Prior 06-CHANGING LANES		
Sequence of Events (*) Indicate MOST harmful event		First 01-LOSS OF CONTROL						
		Second 02-CROSS CENTERLINE/MEDIAN						
		Third * 17-MOTOR VEH IN TRANSP						
		Fourth						

PASSENGERS	Passenger Information	Date of Birth (Age)	Sex	Position	Restraint	Hospital
		Injury	Airbag Deployed	Ejected	Trapped	Ambulance
	Passenger Information	Date of Birth (Age)	Sex	Position	Restraint	Hospital
		Injury	Airbag Deployed	Ejected	Trapped	Ambulance
	Passenger Information	Date of Birth (Age)	Sex	Position	Restraint	Hospital
		Injury	Airbag Deployed	Ejected	Trapped	Ambulance
Passenger Information	Date of Birth (Age)	Sex	Position	Restraint	Hospital	
	Injury	Airbag Deployed	Ejected	Trapped	Ambulance	
Passenger Information	Date of Birth (Age)	Sex	Position	Restraint	Hospital	
	Injury	Airbag Deployed	Ejected	Trapped	Ambulance	

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

Owner Information	Owner Information
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Person Affected of Damaged Traffic Control Contact Name: Contact Date: Contact Time:	Damaged Property Owner & Phone Folio
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Unit Number 2	Unit Known Y	Driver License Number [REDACTED]	Date of Birth (MM/DD) [REDACTED] 4)	License Type ☐ Operator ☐ Chauffeur ☐ Moped	Endorsements ☐ Cyclist ☐ Farm ☐ Recreational	Sex M	Total Occupants 1	Hazardous Action 00-NONE
Unit Type M	[REDACTED]			Injury B	Position 01	Reinaint 4	Hospital REFUSED	
Driver Condition [REDACTED]				Interlock NO	Ejected NO	Trapped NO	Airbag Deployed YES	Ambulance REFUSED-REFUSED
Alcohol ☐ Yes ☐ No ☐ Refused ☐ Not offered				Test Results ☐ Test Type ☐ Blood ☐ Urine		Citation Issued ☐ Hazardous ☐ Other		
Vehicle Registration MI AAA [REDACTED]				Towed To/By LIVONIA TOWING				Special Vehicles 0
VIN 1G1BE53M1G [REDACTED]	Vehicle Description CHEVROLET CRUZE		Color BLUE	Year 2016	Vehicle Type 01-PASSENGER CAR			
Location of GAMING Damage 1	First Impact 1	Extent of Damage 5	Driveable NO	Vehicle Direction S	Vehicle Use 01-PRIVATE	Action Prior 01-GOING STRAIGHT AHEAD		
Sequence of Events * 17-MOTOR VEH IN TRANSPORT (* Indicate MOST harmful event)								

PASSENGERS	Passenger Information		Date of Birth (Age)	Sex	Position	Restraint	Hospital
	Injury	Airbag Deployed	Ejected	Trapped	Ambulance		
Passenger Information	Date of Birth (Age)		Sex	Position	Restraint	Hospital	
	Injury	Airbag Deployed	Ejected	Trapped	Ambulance		
Passenger Information	Date of Birth (Age)		Sex	Position	Restraint	Hospital	
	Injury	Airbag Deployed	Ejected	Trapped	Ambulance		
Passenger Information	Date of Birth (Age)		Sex	Position	Restraint	Hospital	
	Injury	Airbag Deployed	Ejected	Trapped	Ambulance		
Passenger Information	Date of Birth (Age)		Sex	Position	Restraint	Hospital	
	Injury	Airbag Deployed	Ejected	Trapped	Ambulance		
Passenger Information	Date of Birth (Age)		Sex	Position	Restraint	Hospital	
	Injury	Airbag Deployed	Ejected	Trapped	Ambulance		
Passenger Information	Date of Birth (Age)		Sex	Position	Restraint	Hospital	
	Injury	Airbag Deployed	Ejected	Trapped	Ambulance		

CARRIER INFORMATION	Carrier Source				GVWR		JCGMC		USDOT		MPBC	
	Driver's CDL Type				Endorsements		CDL Exempt		CDL Restrictions			
				☐ H ☐ P ☐ T ☐ N ☐ S ☐ X		☐ Farm ☐ Other		☐ 28 ☐ 29 ☐ 30 ☐ 35 ☐ 38				
Interstate/Intrastate	Vehicle Type	Type & Axle Per Unit	First	Second	Third	Fourth	Cargo Body Type	Medical Card	Hazardous Material		ID #	Class #
									☐ Placard ☐ Cargo Spill			

Owner Information		Owner Information	
[REDACTED]		[REDACTED]	

WITNESS: _____
_____ Age: _____

Investigated at Boona	Reported Date (Time)	1st Investigator Name (Badge)	2nd Investigator Name (Badge)	Photo By
YES	08/13/2016 (15:43)	SGT B. LEIGH (492)	PO S. HAYNE (625)	SGT. B LEIGH

<p>Name(s)</p> <p>INVESTIGATION REVEALED THAT #1 WAS N/B ON [REDACTED] CHANGING LANES FROM THE RIGHT CURB LANE INTO THE LEFT THRU LANE WHEN #1 LOST CONTROL AND DROVE INTO THE S/B LANES OF TRAFFIC ON FARMINGTON. #2 WAS S/B IN THE LEFT THRU LANE WHEN #1 CROSSED INTO ITS PATH, CAUSING THE COLLISION. WITNESS GERATHY STATED THAT HE WAS N/B [REDACTED] IN THE LEFT THRU LANE WHEN HE OBSERVED #1 TRY TO GET INTO THE LEFT THRU LANE FROM THE RIGHT CURB LANE. GERATHY OBSERVED #1 LOSE CONTROL AND SLIDE INTO ONCOMING LANES OF TRAFFIC WHEN IT WAS THEN HIT BY #2. WITNESS O'NEIL STATED THAT HE WAS ALSO N/B ON [REDACTED] FROM 5 MILE WHEN HE OBSERVED #1 PASS HIM. O'NEIL THEN OBSERVED #1 LOSE CONTROL AND SLIDE SIDEWAYS INTO ONCOMING TRAFFIC WHEN IT WAS THEN HIT BY #2.</p>	<p>Diagram</p>
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