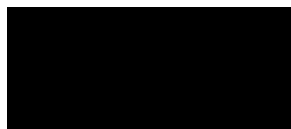


PE18-012

GM

3-27-2019

Q3





Service Request Activities – UCC PAR

Report Date: Friday, November 2, 2018

Page 1 of 9

Service Request Detail

| | | | | | | | |
|----------------------|--|----------------|---------------------|--------------|--|---------------|-----------------------|
| SR No. | [REDACTED] | Ref No. | [REDACTED] | Cost Ast. | No Goodwill Offered | BRC Type | CA CEC |
| Account | [REDACTED] | Site/BAC | [REDACTED] | GW SubType | | Business Unit | BRC |
| Address | [REDACTED] | | | Approval | Not Initiated | Area | CA CEC |
| City | Los [REDACTED] | Zip | [REDACTED] | State | [REDACTED] | Sub-Area | Tier 2 |
| | | | | UCC | Brakes - Booster - Hydro / Vac or Pump | | |
| Last Name | [REDACTED] | First Name | [REDACTED] | Involved Dir | Keyes Chevrolet | Safety | Loss of Braking |
| Daytime # | [REDACTED] | Evening # | [REDACTED] | Source | Phone | Updated | 10/31/2018 16:20:36 |
| Serial/VIN # | 3GCUCSEC2GG [REDACTED] | Mileage | 48939 | Priority | Medium License # | Owner | KZPMLS |
| Model | Silverado 1500 | Model Year | 2016 | Status | Open | Opened | Oct 30, 2018 12:46 AM |
| Make | Chevrolet | Warranty Start | 08/19/2016 00:00:00 | Sub Status | Dissatisfied | Closed | |
| Cust Concern | Vehicle Complaint | | | | | | |
| Customer Description | "This is a California CEC Case. Do NOT assume or close." | | | | | | |

Pre-Par

| PAR Notifier | Incident Date/Time | Injuries | # Other Veh | # People in Veh | Road Surface | Road Cond | Fire Report# | Police Report# |
|---------------------------|----------------------------|----------|------------------|-----------------|--------------|-----------|--------------|----------------|
| Owner | Oct 26, 2018 2:30 PM | | | | Asphalt | Dry | | |
| Driver Last Name | Driver First Name | Height | DOB | Disabilities | | | | |
| [REDACTED] | [REDACTED] | | | | | | | |
| Insurance Agent Last Name | Insurance Agent First Name | Phone # | Insurance Agency | | | | | |



Service Request Activities – UCC PAR

Report Date: Friday, November 2, 2018

Page 2 of 9

| | | | |
|---------------------|-------------------------|---------------|--|
| Incident Loc | [REDACTED] Van Nuys, CA | Incident Desc | brakes went out cust hit stop sign to stop the vehicle |
| Component | | Damage Desc | |
| Vehicle Loc | | Add'l Info | |
| Emergency Svc Names | | Maint Loc | |

PAR Detail

| | | | | | | | |
|---------------------|---------------|----------------------|-----|---------------|-------------------------|------|--------------------------|
| Collision | Non Collision | Property Damage | Y | Thermal Event | Spec Equip | | |
| Vehicle Speed | 30 | Weather Condition | dry | | Prop Owner | Snow | Property Type vehicle |
| Last Service Date | 03/08/2018 | Loc Last Service | | | Property Location | | Prop Est Repair Cost |
| Veh Est Repair Cost | | Spec Equip Installer | | | Prop Damage Description | | |



Service Request Activities – UCC PAR

Report Date: Friday, November 2, 2018

Page 3 of 9

| | | | | |
|------------------------|--|-----------------|---------------|----------------------|
| Primary Veh Use | Personal | Inspection Type | Inspected By | Inspection Date/Time |
| Veh Damage Description | damage to front center bumper from hitting stop sign when brake pump failed - dealership replaced pump | | Explain Other | |

Activities

| Created | Created By | Assigned To | Activity Type | Sub-Type | Status | Actual Completion | Description |
|----------------------|------------|-------------|--------------------------------------|-------------------|-----------------|-------------------|--------------------------|
| Oct 31, 2018 4:19 PM | KZPMLS | KZPMLS | Scheduled Outbound Call Cust Account | Follow-up Attempt | Scheduled Alarm | | advise on PAC escalation |

| | | |
|-----------|------------|----------|
| Last Name | First Name | BAC Code |
| █ | █ | |

Comments
Dianna/BRC CA CEC/ATX /5912020

Confidential Comments

| Created | Created By | Assigned To | Activity Type | Sub-Type | Status | Actual Completion | Description |
|----------------------|------------|-------------|-------------------|----------|--------|---------------------|--------------------|
| Oct 31, 2018 2:35 PM | KLOPEZ777 | KZPMLS | Follow-Up Account | | Done | 10/31/2018 16:14:23 | Dealer Update Case |

| | | |
|-----------|------------|----------|
| Last Name | First Name | BAC Code |
| █ | █ | |

Comments
sending repair order

Confidential Comments

| Created | Created By | Assigned To | Activity Type | Sub-Type | Status | Actual Completion | Description |
|---------|------------|-------------|---------------|----------|--------|-------------------|-------------|
|---------|------------|-------------|---------------|----------|--------|-------------------|-------------|



Service Request Activities – UCC PAR

Report Date: Friday, November 2, 2018

Page 4 of 9

| | | | | | | |
|----------------------|------------|--------|--------------------------|------|---------------------|---|
| Oct 30, 2018 8:30 PM | SADMIN | SADMIN | Email - Outbound Account | Done | 10/30/2018 20:30:54 | CA CEC Alert – Action Required: Case # Chevrolet, 8 |
| Last Name | First Name | | BAC Code | | | VIN |
| [REDACTED] | [REDACTED] | | | | | 3GCUCSEC2GG [REDACTED] |
| | | | | | | Mileage 48939 |

Comments
Please provide copy of RO for brake pump failure

Dianna 866-790-5600 ecxt 5912020

[SR [REDACTED]]

Confidential Comments

| Created | Created By | Assigned To | Activity Type | Sub-Type | Status | Actual Completion | Description |
|----------------------|------------|-------------|---------------------|----------|--------|---------------------|------------------------|
| Oct 30, 2018 8:30 PM | KZPMLS | KZPMLS | Scheduled Follow up | | Done | 10/31/2018 16:19:31 | PAC escalation- see TL |

| | | | |
|------------|------------|--|----------|
| Last Name | First Name | | BAC Code |
| [REDACTED] | [REDACTED] | | |

Comments

Confidential Comments

| Created | Created By | Assigned To | Activity Type | Sub-Type | Status | Actual Completion | Description |
|----------------------|------------|-------------|---------------------|-----------------|--------|---------------------|---|
| Oct 30, 2018 8:29 PM | KZPMLS | ZALSIBAI | Dealer Notification | Action Required | Done | 10/31/2018 16:14:36 | customer advised he hit a stop sign due to brake pump failure |

| | | | |
|------------|------------|--|----------|
| Last Name | First Name | | BAC Code |
| [REDACTED] | [REDACTED] | | |

Comments
Please provide copy of RO for brake pump failure

Dianna 866-790-5600 ecxt 5912020

Confidential Comments



Service Request Activities – UCC PAR

Report Date: Friday, November 2, 2018

Page 5 of 9

| Created | Created By | Assigned To | Activity Type | Sub-Type | Status | Actual Completion | Description |
|----------------------|------------|-------------|---------------|------------------------|-------------|-------------------|--------------------|
| Oct 30, 2018 8:23 PM | KZPMLS | ESISBIQU | Escalation | ESIS - CAC Third Party | In Progress | | Escalating to ESIS |

| Last Name | First Name | Account | BAC Code |
|------------|------------|---------|----------|
| [REDACTED] | [REDACTED] | | |

Comments

- Date of the incident: 10/26/2018 02:30:00 PM
- Was there an accident?: Hit stop sign at corner to stop the vehicle when the brakes failed.
- Accident Location (State): [REDACTED] Van Nuys, CA
- Please describe the incident and what vehicle part is the alleged concern: brakes failed hit a stop sign to stop the vehicle and it damage the front of the vehicle and knocked the sign out of the ground.
- Where is the vehicle currently located? (Dealer, tow yard, customer home, other): customer has his vehicle and dealer replaced the brake pump.
- Was an insurance claim filed?: no
- Has the vehicle been repaired?: brake pump replaced but the body damage has not and customer is seeking GM repair his vehicle.
If yes to 8 or 9 below, send to ESIS:
- Did anyone seek professional medical attention?
If Yes: Who was hurt? No injuries
Name:
Seat position:
Nature of injury:
- Did the part concern/allegation cause damage to anything outside the vehicle? Yes,
If Yes: What was damaged? (Building, house, wall, other) the vehicle body damage and damaged a stop sign knocking it out of the ground when he collided with it.
- Why are you Escalating this to PAC or ESIS? Customer is seeking to have vehicle damage repaired by GM due to brake failure.

Confidential Comments

| Created | Created By | Assigned To | Activity Type | Sub-Type | Status | Actual Completion | Description |
|----------------------|------------|-------------|----------------|----------|--------|---------------------|----------------|
| Oct 30, 2018 8:18 PM | KZPMLS | BZMCJS | Manager Review | PAC/ESIS | Done | 11/01/2018 13:17:09 | Review for PAC |

| Last Name | First Name | Account | BAC Code |
|------------|------------|---------|----------|
| [REDACTED] | [REDACTED] | | |

Comments

OTS approval to submit to PAC granted.
Kevin/BRC CA CEC/ATX/TL/5317015



Service Request Activities – UCC PAR

Report Date: Friday, November 2, 2018

Page 6 of 9

Confidential Comments

| Created | Created By | Assigned To | Activity Type | Sub-Type | Status | Actual Completion | Description |
|----------------------|------------|-------------|---------------|-----------------|----------|---------------------|-------------|
| Oct 30, 2018 7:57 PM | KZPMLS | KZPMLS | CA CEC | Initial Contact | Done | 10/30/2018 20:29:16 | Initial |
| Last Name | | First Name | Account | | BAC Code | | |

Comments

DS advised that his concern about the brake pump was assigned to me. He picked up the vehicle on Friday, it went out Thursday. He had the brakes pads changed previously. He took out a stop sign when the brake pump failed. Cust feels that GM should reimburse him. The HVAC went out and he had to pay to have it repaired. He took it to a indep. to have it repaired. Dlr said it was out of warranty. He took it back to the dlr. He hit a stop sign and damaged the bumper of his vehicle. DS did a PAC escalation
Dianna/BRC CA CEC/ATX /5912020

Dianna/BRC CA CEC/ATX /5912020

Confidential Comments

| Created | Created By | Assigned To | Activity Type | Sub-Type | Status | Actual Completion | Description |
|----------------------|------------|-------------|---------------|------------------|----------|---------------------|--------------------|
| Oct 30, 2018 7:57 PM | KZPMLS | KZPMLS | CA CEC | Initial VIN Scan | Done | 10/30/2018 19:57:43 | VIN Scan completed |
| Last Name | | First Name | Account | | BAC Code | | |

Comments

VIN Scan Completed. Prior SR found associated to this VIN:

CA CEC dlr complaint

No open recalls

Special Coverage 18127 Driver's Front Seat Belt Anchor Pretensioner

Repair Service Agent: 259910
 KEYES CHEVROLET
 5949 N VAN NUYS BLVD
 VAN NUYS CA 91401-3319

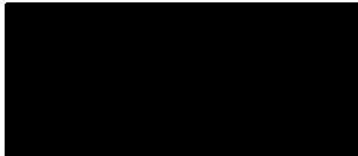


Service Request Activities – UCC PAR

Report Date: Friday, November 2, 2018

Page 7 of 9

8182671400



Dianna/BRC CA CEC/ATX /5912020

Confidential Comments

| Created | Created By | Assigned To | Activity Type | Sub-Type | Status | Actual Completion | Description |
|----------------------|------------|-------------|-------------------|----------------------------|--------|---------------------|----------------------------|
| Oct 30, 2018 3:18 PM | NZRYFG | NZRYFG | Ownership Changed | Ownership Escalated to BRC | Done | 10/30/2018 15:18:26 | Ownership Escalated to BRC |

| Last Name | First Name | Account | BAC Code |
|------------|------------|---------|----------|
| [REDACTED] | [REDACTED] | | |

Comments

Confidential Comments

| Created | Created By | Assigned To | Activity Type | Sub-Type | Status | Actual Completion | Description |
|-----------------------|------------|-------------|---------------|----------|--------|---------------------|---------------------|
| Oct 30, 2018 12:55 AM | SADMIN | KZPMLS | Notify CRM | Other | Done | 10/30/2018 19:57:16 | New Case Assignment |

| Last Name | First Name | Account | BAC Code |
|-----------|------------|---------|----------|
| | | | |

Comments

Service Request Assigned to CA CEC CRS

Confidential Comments

| Created | Created By | Assigned To | Activity Type | Sub-Type | Status | Actual Completion | Description |
|-----------------------|------------|-------------|-------------------|----------------------|--------|---------------------|---------------|
| Oct 30, 2018 12:54 AM | PZPZLO | CACECQ | CA CEC Escalation | Assigned CA CEC Case | Done | 10/30/2018 15:18:29 | CA Escalation |

| Last Name | First Name | Account | BAC Code |
|------------|------------|---------|----------|
| [REDACTED] | [REDACTED] | | |



Service Request Activities – UCC PAR

Report Date: Friday, November 2, 2018

Page 8 of 9

Comments

REASON FOR CALLING:

- The customer called complaining about the vehicle. The brake suddenly stopped working while driving that had caused almost an accident last week.
- The customer stated no medical attention needed and towed the vehicle to a dealership for service. The diagnosis was that the brake pump went out.
- the customer is requesting for reimbursement.

Confidential Comments

| Created | Created By | Assigned To | Activity Type | Sub-Type | Status | Actual Completion | Description |
|-----------------------|------------|-------------|---------------|-----------------|--------|---------------------|-------------|
| Oct 30, 2018 12:53 AM | PZPZL0 | PZPZL0 | Inbound Call | Complex Request | Done | 10/30/2018 12:55:10 | Brake Pump |

| Last Name | First Name | Customer Account | BAC Code |
|-----------|------------|------------------|----------|
| █ | █ | | |

Comments

REASON FOR CALLING:

- The customer called complaining about the vehicle. The brake suddenly stopped working while driving that had caused almost an accident last week.
- The customer stated no medical attention needed and towed the vehicle to a dealership for service. The diagnosis was that the brake pump went out.
- the customer is requesting for reimbursement.

EXPECTATION SET:

- Informed the customer that a specialist who will continue to work directly with you and your dealership to address your concern will be handling your case, and will return a call within one business day.

MAGGIE / CAC T1 / MNL

Confidential Comments

UCC Information

| UCC Code | Description | Symptom |
|----------|--|-------------|
| H46 | Brakes - Booster - Hydro / Vac or Pump | Inoperative |



Service Request Activities – UCC PAR

Report Date: Friday, November 2, 2018

Page 9 of 9

End of Report



Service Request Activities – UCC PAR

Report Date: Friday, November 2, 2018

Page 1 of 11

Service Request Detail

| | | | | | | | |
|----------------------|--|----------------|---------------------|--------------|---------------------|---------------|-----------------------|
| SR No. | ██████████ | Ref No. | | Cost Ast. | No Goodwill Offered | BRC Type | Legal |
| Account | | Site/BAC | | GW SubType | | Business Unit | BRC |
| Address | ██████████ Dr | | | Approval | Not Initiated | Area | CA CEC |
| City | ██████████ | Zip | ██████████ State | UCC | Non Component GM | Sub-Area | Tier 2 |
| Last Name | ██████ | First Name | ██████ | Involved Dir | Keyes Chevrolet | Safety | No |
| Daytime # | ██████████ | Evening # | ██████████ | Source | Phone | Updated | 10/19/2017 11:54:33 |
| Serial/VIN # | 3GCUCSEC2GG ████████ | Mileage | 22000 | Priority | Medium License # | Owner | BZ5K0Z |
| Model | Silverado 1500 | Model Year | 2016 | Status | Closed | Opened | Oct 6, 2017 6:55 PM |
| Make | Chevrolet | Warranty Start | 08/19/2016 00:00:00 | Sub Status | Unable to Contact | Closed | Oct 19, 2017 11:54 AM |
| Cust Concern | dealer complaint | | | | | | |
| Customer Description | "This is a California CEC Case. Do NOT assume or close." | | | | | | |

Pre-Par

| PAR Notifier | Incident Date/Time | Injuries | # Other Veh | # People in Veh | Road Surface | Road Cond | Fire Report# | Police Report# |
|---------------------------|----------------------------|----------|------------------|-----------------|--------------|-----------|--------------|----------------|
| | | | | | | | | |
| Driver Last Name | Driver First Name | Height | DOB | Disabilities | | | | |
| | | | | | | | | |
| Insurance Agent Last Name | Insurance Agent First Name | Phone # | Insurance Agency | | | | | |
| | | | | | | | | |
| Incident Loc | Incident Desc | | | | | | | |
| | | | | | | | | |



Service Request Activities – UCC PAR

| | | |
|----------------------------|--|--------------------|
| Component | | Damage Desc |
| Vehicle Loc | | Add'l Info |
| Emergency Svc Names | | Maint Loc |

PAR Detail

| | | | | | |
|----------------------------|----------------------|-----------------------------|----------------------|--------------------------------|-----------------------------|
| Collision | Non Collision | Property Damage | Thermal Event | Spec Equip | |
| Vehicle Speed | | Weather Condition | | Prop Owner | Property Type |
| Last Service Date | | Loc Last Service | | Property Location | Prop Est Repair Cost |
| Veh Est Repair Cost | | Spec Equip Installer | | Prop Damage Description | |
| Primary Veh Use | | Inspection Type | | Inspected By | Inspection Date/Time |



Service Request Activities – UCC PAR

| | |
|--------------------|----------------------|
| Veh Damage | Explain Other |
| Description | |

Activities

| Created | Created By | Assigned To | Activity Type | Sub-Type | Status | Actual Completion | Description |
|--|------------|-------------------|-------------------------------|-------------------|-----------------|---------------------|--|
| Oct 19, 2017 11:54 AM | SZFWXT | BZ5K0Z | SR Closed - Unable to Contact | | Done | 10/19/2017 11:54:33 | Service Request has been Closed Unable to Contact. |
| Last Name | | First Name | | Account | BAC Code | | |
| [REDACTED] | | [REDACTED] | | | | | |
| Comments | | | | | | | |
| Confidential Comments | | | | | | | |
| Oct 19, 2017 11:53 AM | SZFWXT | SZFWXT | SR Summary | SR Closure Review | Done | 10/19/2017 11:54:24 | Close case |
| Last Name | | First Name | | Account | BAC Code | | |
| [REDACTED] | | [REDACTED] | | | | | |
| Comments | | | | | | | |
| Customer had dealer complaint. Customer was UTC. | | | | | | | |
| MEY/SME/CA.CEC/ATX | | | | | | | |
| Confidential Comments | | | | | | | |
| Oct 19, 2017 11:51 AM | SZFWXT | SZFWXT | Correspondence | | Done | 10/19/2017 11:51:38 | Created:CAC_RS0006. SR# [REDACTED] |
| Last Name | | First Name | | Account | BAC Code | | |
| [REDACTED] | | [REDACTED] | | | | | |



Service Request Activities – UCC PAR

| Snow | | Bill | | | | | | |
|--|------------|-------------|------------------------------|-----------------------------|--------|---------------------|-------------|--|
| Comments | | | | | | | | |
| Confidential Comments | | | | | | | | |
| Created | Created By | Assigned To | Activity Type | Sub-Type | Status | Actual Completion | Description | |
| Oct 19, 2017 11:50 AM | SZFWXT | SZFWXT | Outbound Call Customer | Received No Answer | Done | 10/19/2017 11:51:17 | [REDACTED] | |
| Last Name | First Name | Account | BAC Code | | | | | |
| [REDACTED] | [REDACTED] | | | | | | | |
| Comments | | | | | | | | |
| Received No Answer. VM full. | | | | | | | | |
| MEY/SME/CA.CEC/ATX | | | | | | | | |
| Confidential Comments | | | | | | | | |
| Created | Created By | Assigned To | Activity Type | Sub-Type | Status | Actual Completion | Description | |
| Oct 18, 2017 7:58 PM | SZFWXT | SZFWXT | Scheduled Outbound Call Cust | Cancelled - Completed Early | Done | 10/19/2017 11:50:28 | [REDACTED] | |
| Last Name | First Name | Account | BAC Code | | | | | |
| [REDACTED] | [REDACTED] | | | | | | | |
| Comments | | | | | | | | |
| Final Attempt | | | | | | | | |
| F/U and notify you made dlr aware and close case UTC | | | | | | | | |
| Confidential Comments | | | | | | | | |
| Created | Created By | Assigned To | Activity Type | Sub-Type | Status | Actual Completion | Description | |



Service Request Activities – UCC PAR

| | | | | | | | |
|------------------------------|-------------------|--------------------|------------------------------|-----------------------------|---------------|--------------------------|--------------------|
| Oct 18, 2017 7:57 PM | SZFWXT | SZFWXT | Outbound Call Customer | Received No Answer | Done | 10/18/2017 19:58:02 | |
| Last Name | | First Name | | Account | BAC Code | | |
| [REDACTED] | | [REDACTED] | | | | | [REDACTED] |
| Comments | | | | | | | |
| VM full. | | | | | | | |
| MEY/SME/CA.CEC/ATX | | | | | | | |
| Confidential Comments | | | | | | | |
| <hr/> | | | | | | | |
| Created | Created By | Assigned To | Activity Type | Sub-Type | Status | Actual Completion | Description |
| Oct 16, 2017 7:18 PM | BZ5K0Z | BZ5K0Z | Scheduled Outbound Call Cust | Cancelled - Completed Early | Done | 10/18/2017 19:57:43 | Second Attempt |
| Last Name | | First Name | | Account | BAC Code | | |
| [REDACTED] | | [REDACTED] | | | | | |
| Comments | | | | | | | |
| Confidential Comments | | | | | | | |
| <hr/> | | | | | | | |
| Created | Created By | Assigned To | Activity Type | Sub-Type | Status | Actual Completion | Description |
| Oct 16, 2017 7:14 PM | BZ5K0Z | BZ5K0Z | Outbound Call Customer | Received No Answer | Done | 10/16/2017 19:18:06 | [REDACTED] |
| Last Name | | First Name | | Account | BAC Code | | |
| [REDACTED] | | [REDACTED] | | | | | |
| Comments | | | | | | | |
| No answer, No VM left | | | | | | | |
| Kristina.atx.cacec.5915105 | | | | | | | |
| Confidential Comments | | | | | | | |
| <hr/> | | | | | | | |
| Created | Created By | Assigned To | Activity | Sub-Type | Status | Actual Completion | Description |



Service Request Activities – UCC PAR

| Created | Created By | Assigned To | Activity Type | Sub-Type | Status | Actual Completion | Description |
|---|------------|-------------|------------------------------|--------------|--------|---------------------|-------------|
| Oct 11, 2017 2:43 PM | BZ5K0Z | BZ5K0Z | Scheduled Outbound Call Cust | | Done | 10/16/2017 18:55:35 | █ |
| Last Name | | First Name | | Account | | BAC Code | |
| █ | | █ | | | | | |
| Comments | | | | | | | |
| F/U and notify you made dlr aware and close case | | | | | | | |
| Confidential Comments | | | | | | | |
| | | | | | | | |
| Oct 11, 2017 2:36 PM | BZ5K0Z | BZ5K0Z | Outbound Call Customer | Made Contact | Done | 10/11/2017 14:43:40 | █ |
| Last Name | | First Name | | Account | | BAC Code | |
| █ | | █ | | | | | |
| Comments | | | | | | | |
| Disclaimer | | | | | | | |
| Cust sts dropped veh off on a Weds after having app made and veh wasn't looked at until Saturday and answer was told that tint on veh was messing in temp in veh. Wasn't fair as a cust to not get veh serviced or a loaner and i've never had anything like this happen before. Have veh in my possession. | | | | | | | |
| CSR sts **empathy** we do take complaints very seriously and this issue will get looked into even after case is closed on your end. I will notify my CEM at dlr of complaint of call you back to notify you before i close out case. | | | | | | | |
| no further questions or concerns | | | | | | | |
| Kristina.atx.cacec.5915105 | | | | | | | |
| Confidential Comments | | | | | | | |
| | | | | | | | |
| Oct 11, 2017 2:19 PM | BZ5K0Z | BZ5K0Z | Outbound Call Customer | Made Contact | Done | 10/11/2017 14:36:36 | █ |
| Last Name | | First Name | | Account | | BAC Code | |
| █ | | █ | | | | | |



Service Request Activities – UCC PAR

| <p>█</p> <p>Comments</p> <p>Disclaimer</p> <p>Cust sts to call back in 5 mins</p> <p>Kristina.atx.cacec.5915105</p> <p>Confidential Comments</p> | | | | | | | |
|--|------------|-------------|------------------------------|-----------------------------|--------|---------------------|--------------------|
| Created | Created By | Assigned To | Activity Type | Sub-Type | Status | Actual Completion | Description |
| Oct 9, 2017 2:20 PM | BZ5K0Z | BZ5K0Z | Scheduled Outbound Call Cust | Cancelled - Completed Early | Done | 10/11/2017 14:19:52 | █ |
| Last Name | First Name | Account | BAC Code | | | | |
| █ | █ | | | | | | |
| <p>Comments</p> <p>Confidential Comments</p> | | | | | | | |
| Created | Created By | Assigned To | Activity Type | Sub-Type | Status | Actual Completion | Description |
| Oct 9, 2017 2:18 PM | BZ5K0Z | BZ5K0Z | CA CEC | Initial Contact | Done | 10/09/2017 14:20:20 | █ |
| Last Name | First Name | Account | BAC Code | | | | |
| █ | █ | | | | | | |
| <p>Comments</p> <p>VM stating text or e-mail faster and VM full so no VM left</p> <p>Kristina.atx.cacec.5915105</p> <p>Confidential Comments</p> | | | | | | | |
| Created | Created By | Assigned To | Activity Type | Sub-Type | Status | Actual Completion | Description |
| Oct 9, 2017 2:18 PM | BZ5K0Z | BZ5K0Z | CA CEC | VIN Scan Completed | Done | 10/09/2017 14:18:32 | VIN Scan Preformed |
| Last Name | First Name | Account | BAC Code | | | | |
| | | | | | | | |



Service Request Activities – UCC PAR

| <p>█</p> <p>Comments</p> <p>Previous SR's Found: No</p> <p>Open Recalls- No</p> <p>Branded Title/ Warranty Block – No</p> <p>Previous Goodwill-No</p> <p>Kristina.ATX.CACEC.5915105</p> <p>Confidential Comments</p> | | | | | | | |
|--|------------|-------------------|-------------------|------------------|--------|---------------------|---|
| Created | Created By | Assigned To | Activity Type | Sub-Type | Status | Actual Completion | Description |
| Oct 9, 2017 11:39 AM | MZJDWZ | BZ5K0Z | Ownership Changed | | Done | 10/09/2017 11:39:27 | Service Request Ownership has changed FROM: KZG864 TO: BZ5K0Z |
| Last Name | | First Name | | Account | | BAC Code | |
| █ | | █ | | | | | |
| <p>Comments</p> <p>Confidential Comments</p> | | | | | | | |
| Created | Created By | Assigned To | Activity Type | Sub-Type | Status | Actual Completion | Description |
| Oct 9, 2017 11:39 AM | MZJDWZ | BZ5K0Z | CA CEC | Initial VIN Scan | Done | 10/09/2017 14:18:15 | VIN Scan Performed |
| Last Name | | First Name | | Account | | BAC Code | |
| █ | | █ | | | | | |
| <p>Comments</p> <p>VIN Scan Completed. No SR's found associated to this VIN:</p> <p>Cory/BRC/Legal/ATX/5913628/WF</p> <p>Confidential Comments</p> | | | | | | | |
| Created | Created By | Assigned To | Activity | Sub-Type | Status | Actual Completion | Description |



Service Request Activities – UCC PAR

| | | | | | | | Type |
|---|------------|-------------|-----------------------|----------------------------|----------|---------------------|---|
| Oct 9, 2017 11:38 AM | MZJDWZ | BZ5K0Z | Notify CRM | Other | Done | 10/09/2017 14:18:12 | Service Request assigned to CA CEC CRS BZ5K0Z ext.5915105 |
| Last Name | | First Name | Account | | BAC Code | | |
| █ | | █ | | | | | |
| Comments | | | | | | | |
| Assigned 10/9/2017 11:38:54 AM | | | | | | | |
| Confidential Comments | | | | | | | |
| | | | | | | | |
| Created | Created By | Assigned To | Activity Type | Sub-Type | Status | Actual Completion | Description |
| Oct 9, 2017 11:38 AM | MZJDWZ | MZJDWZ | Ownership Changed | Ownership Escalated to BRC | Done | 10/09/2017 11:38:53 | Ownership Escalated to BRC |
| Last Name | | First Name | Account | | BAC Code | | |
| █ | | █ | | | | | |
| Comments | | | | | | | |
| Confidential Comments | | | | | | | |
| | | | | | | | |
| Created | Created By | Assigned To | Activity Type | Sub-Type | Status | Actual Completion | Description |
| Oct 6, 2017 7:08 PM | KZG864 | BZ5K0Z | CA CEC Escalation | Assigned CA CEC Case | Done | 10/09/2017 14:18:10 | CA Escalation |
| Last Name | | First Name | Account | | BAC Code | | |
| █ | | █ | | | | | |
| Comments | | | | | | | |
| Reason: Customer is complaining about dealership's service. He set up an appointment on Wednesday, vehicle has been at the dealership for 3 days and they haven't checked it. They told him there are too many people. | | | | | | | |
| Confidential Comments | | | | | | | |
| | | | | | | | |
| Created | Created By | Assigned To | Activity Type | Sub-Type | Status | Actual Completion | Description |
| Oct 6, 2017 7:06 PM | KZG864 | KZG864 | Inbound Call Customer | Complex Request | Done | 10/06/2017 19:31:43 | dealer complaint |
| Last Name | | First Name | Account | | BAC Code | | |
| █ | | █ | | | | | |



Service Request Activities – UCC PAR

| Snow | Bill | | |
|--|------|--|--|
| Comments | | | |
| <p>Name: [REDACTED] BNTC: [REDACTED] Email: [REDACTED] Address: [REDACTED] VIN: 3GCUCSEC2GG [REDACTED] YMM: 2016 Chevrolet Silverado Mileage: 22,000 Potential Safety: N</p> <p>Reason: Customer is complaining about dealership's service. He set up an appointment on Wednesday, vehicle has been at the dealership for 3 days and they haven't checked it. They told him there are too many people.</p> <p>Expectations: I set these expectations: Your case will be endorse to a specialist who will continue to work directly with you and your dealership to address your concern will be handling your case, and will return a call within one business day.</p> <p>Source: SS2676</p> <p>Lene/CAC/Tier1/Manila</p> | | | |
| Confidential Comments | | | |

| UCC Information | | |
|------------------------|------------------|-----------|
| UCC Code | Description | Symptom |
| S96 | Non Component GM | Chevrolet |

End of Report



Service Request Activities – UCC PAR

Report Date: Friday, November 2, 2018

Page 11 of 11

Detroit, MI

CARFAX® Vehicle History Report™

An independent company established in 1986

US \$39.99

Vehicle Information:
 2016 CHEVROLET SILVERADO C1500 LTZ
 VIN: 3GCUCSEC2GG
 CREW PICKUP
 5.3L V8 F OHV 16V
 GASOLINE
 REAR WHEEL DRIVE
[Standard Equipment](#) | [Safety Options](#)

CARFAX Report Provided By:
 ESJS GM
 300 Renaissance Ctr
 Detroit, MI 48243
 (586) 212-2141


| | |
|--|--|
| | No accidents reported to CARFAX |
| | No damage reported to CARFAX |
| | CARFAX 1-Owner vehicle |
| | 5 Service history records |
| | Personal vehicle |
| | 48,187 Last reported odometer reading |


This CARFAX Vehicle History Report is based only on information supplied to CARFAX and available as of 11/2/18 at 9:18:16 AM (CDT). Other information about this vehicle, including problems, may not have been reported to CARFAX. Use this report as one important tool, along with a vehicle inspection and test drive, to make a better decision about your next used car.

| CARFAX Ownership History | Owner 1 |
|--|--------------|
| <small>The number of owners is estimated</small> | |
| Year purchased | 2016 |
| Type of owner | Personal |
| Estimated length of ownership | 2 yrs. 1 mo. |
| Owned in the following states/provinces | California |
| Estimated miles driven per year | 21,751/yr |
| Last reported odometer reading | 48,187 |

| CARFAX Title History | Owner 1 |
|---|---------------------------------|
| <small>CARFAX guarantees the information in this section</small> | |
| Salvage Junk Rebuilt Fire Flood Hail Lemon | Guaranteed No Problem |
| Not Actual Mileage Exceeds Mechanical Limits | Guaranteed No Problem |
| <p>GUARANTEED - None of these major title problems were reported by a state Department of Motor Vehicles (DMV). If you find that any of these title problems were reported by a DMV and not included in this report, CARFAX will buy this vehicle back. Register View Terms View Certificate</p> | |


| CARFAX Additional History | Owner 1 |
|--|---------------------|
| <small>Not all accidents / issues are reported to CARFAX</small> | |
| Total Loss No total loss reported to CARFAX. | No Issues Reported |
| Structural Damage No structural damage reported to CARFAX. | No Issues Reported |
| Airbag Deployment No airbag deployment reported to CARFAX. | No Issues Reported |
| Odometer Check No indication of an odometer rollback. | No Issues Indicated |
| Accident / Damage No accidents or damage reported to CARFAX. | No Issues Reported |
| Manufacturer Recall | No Recalls |

| | |
|--|---|
| No open recalls reported to CARFAX. Check for open recalls on GM vehicles at recalls.gm.com . |  Reported |
| Basic Warranty Original warranty estimated to have expired. | Warranty Expired |



Detailed History
Glossary

Owner 1

Purchased: 2016
 Type: Personal
 Where: California
 Est. miles/year: 21,751/yr
 Est. length owned: 9/16/16 - present (2 yrs, 1 mo.)

| Date: | Mileage: | Source: | Comments: |
|---|----------|---|---|
| Original Equipment | | OnStar | Vehicle equipped with OnStar Get 3 free months of premium OnStar with Automatic Crash Response, Roadside Assistance and Remote Door Unlock by pressing the blue OnStar button Learn more |
| 05/01/2016 | | US Customs | Vehicle exported from Mexico and imported to the United States |
| 07/05/2016 | 2 | Dealer Inventory | Vehicle offered for sale |
| 08/05/2016 | 2,943 | Dealer Inventory | Vehicle offered for sale |
| 09/16/2016 | 2,956 | California Motor Vehicle Dept. Los Angeles, CA | Title issued or updated First owner reported Titled or registered as personal vehicle Loan or lien reported |
|  <div style="border: 1px solid black; padding: 5px; font-size: x-small; display: inline-block;"> Avoid financial headaches. Make sure the loan has been paid off if you're buying from a private seller. </div> | | | |
| 05/08/2017 | 7,734 | Keyes Chevrolet Van Nuys, CA 818-267-1400 keyeschevy.net | Maintenance inspection completed Recommended maintenance performed Tire condition and pressure checked |
| 10/04/2017 | 23,183 | Keyes Chevrolet Van Nuys, CA 818-267-1400 keyeschevy.net | Maintenance inspection completed Tire condition and pressure checked |
| 03/07/2018 | 31,643 | Keyes Chevrolet Van Nuys, CA 818-267-1400 keyeschevy.net | Maintenance inspection completed Tire condition and pressure checked Rear brake pads replaced |
| 06/16/2018 | 39,534 | Valvoline Instant Oil Change Burbank, CA 818-841-8866 vioc.com | Oil and filter changed |
| 10/15/2018 | 48,187 | Lucas Auto Van Nuys, CA 818-782-3501 lucasautoair.com | A/C refrigerant recharged A/C system checked |

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


Glossary
View Full Glossary

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

Ownership History
CARFAX defines an owner as an individual or business that possesses and uses a vehicle. Not all title transactions represent changes in ownership. To provide estimated number of owners, CARFAX proprietary technology analyzes all the events in a vehicle history. Estimated ownership is available for vehicles manufactured after 1991 and titled solely in the US including Puerto Rico. Dealers sometimes opt to take ownership of a vehicle and are required to in the following states: Maine, Massachusetts, New Jersey, Ohio, Oklahoma, Pennsylvania and South Dakota. Please consider this as you review a vehicle's estimated ownership history.

Title Issued
A state issues a title to provide a vehicle owner with proof of ownership. Each title has a unique number. Each title or registration record on a CARFAX report does not necessarily indicate a change in ownership. In Canada, a registration and bill of sale are used as proof of ownership.

2/3

Follow Us:  facebook.com/CARFAX  [@CarfaxReports](https://twitter.com/CarfaxReports)  [CARFAX on Google+](#)

CARFAX DEPENDS ON ITS SOURCES FOR THE ACCURACY AND RELIABILITY OF ITS INFORMATION. THEREFORE, NO RESPONSIBILITY IS ASSUMED BY CARFAX OR ITS AGENTS FOR ERRORS OR OMISSIONS IN THIS REPORT. CARFAX FURTHER EXPRESSLY DISCLAIMS ALL WARRANTIES, EXPRESS OR IMPLIED, INCLUDING ANY IMPLIED WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. CARFAX®

© 2018 CARFAX, Inc., a unit of IHS Markit. All rights reserved.

Covered by United States Patent Nos. 7,113,853; 7,778,841; 7,596,512, 8,600,823; 8,595,079; 8,606,648; 7,505,838.

11/2/18 9:18:16 AM (CDT)

CDR File Information

| | |
|---|---------------------------------------|
| User Entered VIN | 3GCUCSEC2GG [REDACTED] |
| User | Steve Casteel |
| Case Number | [REDACTED] |
| EDR Data Imaging Date | 11/27/2018 |
| Crash Date | 10/26/2018 |
| Filename | 3GCUCSEC2GG [REDACTED].ACM.CDRX |
| Saved on | Tuesday, November 27 2018 at 11:33:18 |
| Imaged with CDR version | Crash Data Retrieval Tool 17.9.1 |
| Imaged with Software Licensed to (Company Name) | Gladding & Michel |
| Reported with CDR version | Crash Data Retrieval Tool 17.9.1 |
| Reported with Software Licensed to (Company Name) | Gladding & Michel |
| EDR Device Type | Airbag Control Module |
| Event(s) recovered | NONE |

IMPORTANT NOTICE: Robert Bosch LLC and the manufacturers whose vehicles are accessible using the CDR System urge end users to use the latest production release of the Crash Data Retrieval system software when viewing, printing or exporting any retrieved data from within the CDR program. Using the latest version of the CDR software is the best way to ensure that retrieved data has been translated using the most current information provided by the manufacturers of the vehicles supported by this product.

Data Limitations

Recorded Crash Events:

There are two types of recorded crash events 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:

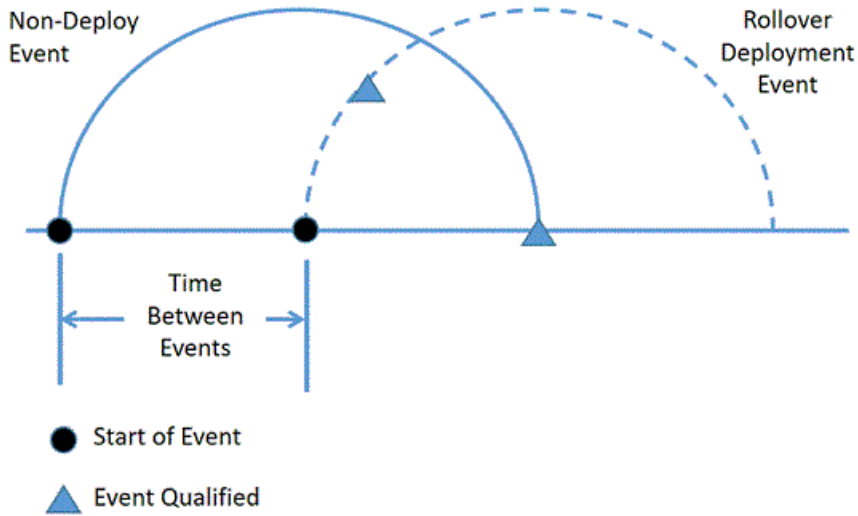
For FSR Events, SDM Recorded Vehicle Velocity Change reflects the change in velocity that the sensing system experienced during the recorded portion of the event. SDM Recorded Vehicle Velocity Change is the change in velocity during the recording time and is not the speed the vehicle was traveling before 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. The SDM will only record Maximum SDM Recorded Vehicle Velocity Change for the first 300 milliseconds of the event.
 - If the SDM Recorded Vehicle Velocity Change data exceeds the max output range of -127 km/h then the exceeded values will be displayed with an offset of a +256 km/h. If the SDM Recorded Vehicle Velocity Change data exceeds the max output range of +126 km/h then the exceeded values will be displayed with an offset of a -256 km/h.
 - 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 engine.
 - 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.
 - In an event where the module is operating on energy reserve, the Dynamic counters may report a value that is less than the actual value. If the stored values in the Dynamic counters are less than the counter values in the event records or if more than one event record has the same counter value as another, the module may have been operating on its energy reserve.
 - A Concurrent Event is when two events are happening nearly simultaneously. The "Concurrent Event Flag Set" parameter will indicate "Yes" if one event begins, but before that event is qualified, another event begins and is qualified.
- A Non-Deployment event typically becomes qualified if that event exceeds the 5 MPH (8 km/h) delta V recording threshold and the event has concluded. A deployment event (FSR or Rollover) becomes qualified when a deployment has been commanded for that event.
- Example of a Concurrent Event:
- A Non-Deployment event begins. Before the Non-Deployment event is qualified, a Rollover Deployment event begins and is qualified. Sometime after the Rollover event is qualified, the Non-Deployment event is qualified. The Rollover event will be recorded in the first open record even though the Non-Deployment event enabled before the Rollover event. The Non-Deployment event will be recorded in the next open record. The "Concurrent Event Flag Set" parameter will indicate "Yes" for the Non-Deployment event. The "Time Between Events" parameter will indicate the time from the start of the Non-Deployment event to the start of the Rollover event.



| Event Record #1 | Event Record #2 |
|------------------------------|----------------------------------|
| Event record Type = Rollover | Non-deployment |
| Concurrent Event Flag = No | Concurrent Event Flag = Yes |
| Time Between Events = N/A | Time Between Events = XX seconds |

- 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.
- Due to a CDR Tool data imaging issue, all CDR files imaged from SDM-30 Delphi airbag control modules (ACM) using version 17.6 software are invalid and the ACM must be re-imaged using CDR version 17.6.1 and later software.
- 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.

01050_SDM30-delphi_r018

Event Data General (part one)

| Data Location | Data Value (Hex) | Parameter Descriptor | Translated Value | Units |
|---------------------|--------------------------|---|------------------|--------|
| DPID \$32 Bytes 2-3 | \$2C29 | Ignition Cycle, Download (Ignition Cycles at Investigation) | 11305 | counts |
| DID \$01 Bytes 0-1 | \$4155 | ESS # 1 Traceability Data, Component Identifier | AU | |
| DID \$01 Bytes 2-5 | \$38363737 | ESS # 1 Traceability Data, Part Number/Broadcast Code | 8677 | |
| DID \$01 Byte 6 | \$44 | ESS # 1 Traceability Data, Supplier Code | D | |
| DID \$01 Bytes 7-15 | \$5032373036313 04630 | ESS # 1 Traceability Data, Traceability Number | P270610F0 | |
| DID \$03 Bytes 0-1 | \$4154 | ESS # 2 Traceability Data, Component Identifier | AT | |
| DID \$03 Bytes 2-5 | \$38363737 | ESS # 2 Traceability Data, Part Number/Broadcast Code | 8677 | |
| DID \$03 Byte 6 | \$44 | ESS # 2 Traceability Data, Supplier Code | D | |
| DID \$03 Bytes 7-15 | \$5035373036434 63430 | ESS # 2 Traceability Data, Traceability Number | P5706CF40 | |
| DID \$05 Bytes 0-1 | \$4148 | ESS # 3 Traceability Data, Component Identifier | AH | |
| DID \$05 Bytes 2-5 | \$38363736 | ESS # 3 Traceability Data, Part Number/Broadcast Code | 8676 | |
| DID \$05 Byte 6 | \$44 | ESS # 3 Traceability Data, Supplier Code | D | |
| DID \$05 Bytes 7-15 | \$4138424437353 43041 | ESS # 3 Traceability Data, Traceability Number | A8BD7540A | |
| DID \$07 Bytes 0-1 | \$414A | ESS # 4 Traceability Data, Component Identifier | AJ | |
| DID \$07 Bytes 2-5 | \$38363736 | ESS # 4 Traceability Data, Part Number/Broadcast Code | 8676 | |
| DID \$07 Byte 6 | \$44 | ESS # 4 Traceability Data, Supplier Code | D | |
| DID \$07 Bytes 7-15 | \$4130444346353 43041 | ESS # 4 Traceability Data, Traceability Number | A0DCF540A | |
| DID \$09 Bytes 0-1 | \$4441 | ESS # 5 Traceability Data, Component Identifier | DA | |
| DID \$09 Bytes 2-5 | \$38363738 | ESS # 5 Traceability Data, Part Number/Broadcast Code | 8678 | |
| DID \$09 Byte 6 | \$44 | ESS # 5 Traceability Data, Supplier Code | D | |
| DID \$09 Bytes 7-15 | \$4131323743323 23041 | ESS # 5 Traceability Data, Traceability Number | A127C220A | |
| DID \$0B Bytes 0-1 | \$4442 | ESS # 6 Traceability Data, Component Identifier | DB | |
| DID \$0B Bytes 2-5 | \$38363738 | ESS # 6 Traceability Data, Part Number/Broadcast Code | 8678 | |
| DID \$0B Byte 6 | \$44 | ESS # 6 Traceability Data, Supplier Code | D | |
| DID \$0B Bytes 7-15 | \$4141413246304 43041 | ESS #6 Traceability Data, Traceability Number | AAA2F0D0A | |
| DID \$0D Bytes 0-1 | \$0100 | ESS # 7 Traceability Data, Component Identifier | ?? | |
| DID \$0D Bytes 2-5 | \$30303030 | ESS # 7 Traceability Data, Part Number/Broadcast Code | 0000 | |
| DID \$0D Byte 6 | \$44 | ESS # 7 Traceability Data, Supplier Code | D | |
| DID \$0D Bytes 7-15 | \$4130303030303 03030 | ESS # 7 Traceability Data, Traceability Number | A00000000 | |
| DID \$0F Bytes 0-1 | \$0100 | ESS # 8 Traceability Data, Component Identifier | ?? | |

| Data Location | Data Value (Hex) | Parameter Descriptor | Translated Value | Units |
|---------------------|--------------------------|---|------------------|--------|
| DID \$0F Bytes 2-5 | \$30303030 | ESS # 8 Traceability Data, Part Number/Broadcast Code | 0000 | |
| DID \$0F Byte 6 | \$44 | ESS # 8 Traceability Data, Supplier Code | D | |
| DID \$0F Bytes 7-15 | \$4130303030303 03030 | ESS # 8 Traceability Data, Traceability Number | A00000000 | |
| DID \$30 Byte 0 | \$00 | Dynamic Deployment Event Counter | 0 | counts |
| DID \$30 Bytes 1-2 | \$0000 | Multi-Event, Number of Events (Dynamic Event Counter) | 0 | counts |
| DID \$30 Byte 3 | \$00 | Dynamic OnStar Notification Event Counter | 0 | counts |

Event Data General (part two)

| Data Location | Data Value (Hex) | Parameter Descriptor | Translated Value | Units |
|---------------------|--------------------------|---|------------------|-------|
| DID \$90 Byte 0 | \$33 | Vehicle Identification Number (VIN) Digit 1 | 3 | |
| DID \$90 Byte 1 | \$47 | Vehicle Identification Number (VIN) Digit 2 | G | |
| DID \$90 Byte 2 | \$43 | Vehicle Identification Number (VIN) Digit 3 | C | |
| DID \$90 Byte 3 | \$55 | Vehicle Identification Number (VIN) Digit 4 | U | |
| DID \$90 Byte 4 | \$43 | Vehicle Identification Number (VIN) Digit 5 | C | |
| DID \$90 Byte 5 | \$53 | Vehicle Identification Number (VIN) Digit 6 | S | |
| DID \$90 Byte 6 | \$45 | Vehicle Identification Number (VIN) Digit 7 | E | |
| DID \$90 Byte 7 | \$43 | Vehicle Identification Number (VIN) Digit 8 | C | |
| DID \$90 Byte 8 | \$32 | Vehicle Identification Number (VIN) Digit 9 | 2 | |
| DID \$90 Byte 9 | \$47 | Vehicle Identification Number (VIN) Digit 10 | G | |
| DID \$90 Byte 10 | \$47 | Vehicle Identification Number (VIN) Digit 11 | G | |
| DID \$90 Byte 11 | \$33 | Vehicle Identification Number (VIN) Digit 12 | | |
| DID \$90 Byte 12 | \$34 | Vehicle Identification Number (VIN) Digit 13 | | |
| DID \$90 Byte 13 | \$32 | Vehicle Identification Number (VIN) Digit 14 | | |
| DID \$90 Byte 14 | \$36 | Vehicle Identification Number (VIN) Digit 15 | | |
| DID \$90 Byte 15 | \$36 | Vehicle Identification Number (VIN) Digit 16 | | |
| DID \$90 Byte 16 | \$31 | Vehicle Identification Number (VIN) Digit 17 | | |
| DID \$9A Bytes 0-1 | \$0B11 | System Type | N/A | |
| DID \$B4 Byte 0 | \$4B | Manufacturing Traceability Data, LineID | K | |
| DID \$B4 Byte 1 | \$33 | Manufacturing Traceability Data, ShiftID | 3 | |
| DID \$B4 Bytes 2-3 | \$3136 | Manufacturing Traceability Data, Year | 16 | |
| DID \$B4 Bytes 4-6 | \$313237 | Manufacturing Traceability Data, DayOfTheYear | 127 | |
| DID \$B4 Bytes 7-15 | \$334D323946354 A3030 | Manufacturing Traceability Data, Serial/Lot/BatchNumber | 3M29F5J00 | |
| DID \$C1 Bytes 0-3 | \$00CE44D6 | Software Module Identifier 1 | 00CE44D6 | |
| DID \$C2 Bytes 0-3 | \$05051752 | Software Module Identifier 2 | 05051752 | |
| DID \$C3 Bytes 0-3 | \$01621D42 | Software Module Identifier 3 | 01621D42 | |
| DID \$CB Bytes 0-3 | \$00CF6F22 | End Model Part Number | 00CF6F22 | |

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 | 3GCUCSEC2GG [REDACTED] |
| User | Steve Casteel |
| Case Number | [REDACTED] |
| EDR Data Imaging Date | 11/27/2018 |
| Crash Date | 10/26/2018 |
| Filename | 3GCUCSEC2GG [REDACTED].ACM.CDRX |
| Saved on | Tuesday, November 27 2018 at 11:33:18 |
| Imaged with CDR version | Crash Data Retrieval Tool 17.9.1 |
| Imaged with Software Licensed to (Company Name) | Gladding & Michel |
| Reported with CDR version | Crash Data Retrieval Tool 17.9.1 |
| Reported with Software Licensed to (Company Name) | Gladding & Michel |
| EDR Device Type | Airbag Control Module |
| Event(s) recovered | NONE |

Comments

Persons: Steve Casteel

Location: Claimant's Current Work Location as of 11/27/2018

Location Address: [REDACTED], Beverly Hills, CA [REDACTED]

Mileage: 51,421

Lamp Status: Flashed and turned-off

Power: Vehicle's Direct Power

Data collected from DLC

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.

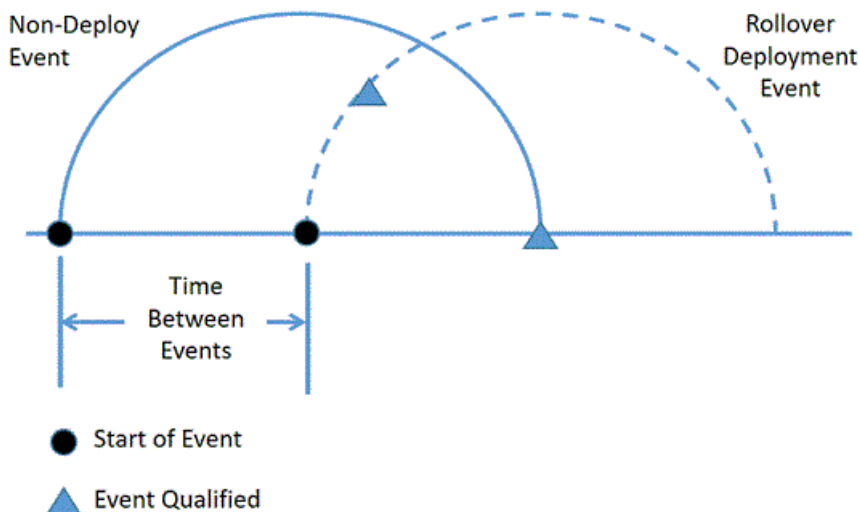
-Deployment loops may be displayed as being deployed in a Non-Deployment event record, if a Deployment event is qualified during the Non-Deployment event. That is, if two or more events are occurring at the same time and one is a Non-Deployment event and one of the others is a Deployment event, and the 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. The SDM will only record Maximum SDM Recorded Vehicle Velocity Change for the first 300 milliseconds of the event.
 - If the SDM Recorded Vehicle Velocity Change data exceeds the max output range of -127 km/h then the exceeded values will be displayed with an offset of a +256 km/h. If the SDM Recorded Vehicle Velocity Change data exceeds the max output range of +126 km/h then the exceeded values will be displayed with an offset of a -256 km/h.
 - 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 engine.
 - 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.
 - In an event where the module is operating on energy reserve, the Dynamic counters may report a value that is less than the actual value. If the stored values in the Dynamic counters are less than the counter values in the event records or if more than one event record has the same counter value as another, the module may have been operating on its energy reserve.
 - A Concurrent Event is when two events are happening nearly simultaneously. The "Concurrent Event Flag Set" parameter will indicate "Yes" if one event begins, but before that event is qualified, another event begins and is qualified.
- A Non-Deployment event typically becomes qualified if that event exceeds the 5 MPH (8 km/h) delta V recording threshold and the event has concluded. A deployment event (FSR or Rollover) becomes qualified when a deployment has been commanded for that event.

Example of a Concurrent Event:

A Non-Deployment event begins. Before the Non-Deployment event is qualified, a Rollover Deployment event begins and is qualified. Sometime after the Rollover event is qualified, the Non-Deployment event is qualified. The Rollover event will be recorded in the first open record even though the Non-Deployment event enabled before the Rollover event. The Non-Deployment event will be recorded in the next open record. The "Concurrent Event Flag Set" parameter will indicate "Yes" for the Non-Deployment event. The "Time Between Events" parameter will indicate the time from the start of the Non-Deployment event to the start of the Rollover event.



| Event Record #1 | Event Record #2 |
|------------------------------|----------------------------------|
| Event record Type = Rollover | Non-deployment |
| Concurrent Event Flag = No | Concurrent Event Flag = Yes |
| Time Between Events = N/A | Time Between Events = XX seconds |

- 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.
- Due to a CDR Tool data imaging issue, all CDR files imaged from SDM-30 Delphi airbag control modules (ACM) using version 17.6 software are invalid and the ACM must be re-imaged using CDR version 17.6.1 and later software.
- 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.

01050_SDM30-delphi_r018

System Status at Time of Retrieval

| | |
|---|------------------------|
| Dynamic Deployment Event Counter | 0 |
| Multi-Event, Number of Events (Dynamic Event Counter) | 0 |
| Dynamic OnStar Notification Event Counter | 0 |
| Vehicle Identification Number (VIN) | 3GCUCSEC2GG [REDACTED] |
| Ignition Cycle, Download (Ignition Cycles at Investigation) | 11305 |
| End Model Part Number | 00CF6F22 |
| System Type | N/A |
| Software Module Identifier 1 | 00CE44D6 |
| Software Module Identifier 2 | 05051752 |
| Software Module Identifier 3 | 01621D42 |
| Manufacturing Traceability Data, LineID | K |
| Manufacturing Traceability Data, ShiftID | 3 |
| Manufacturing Traceability Data, Year | 16 |
| Manufacturing Traceability Data, DayOfTheYear | 127 |
| Manufacturing Traceability Data, Serial/Lot/BatchNumber | 3M29F5J00 |
| ESS # 1 Traceability Data, Component Identifier | AU |
| ESS # 1 Traceability Data, Part Number/Broadcast Code | 8677 |
| ESS # 1 Traceability Data, Supplier Code | D |
| ESS # 1 Traceability Data, Traceability Number | P270610F0 |
| ESS # 2 Traceability Data, Component Identifier | AT |
| ESS # 2 Traceability Data, Part Number/Broadcast Code | 8677 |
| ESS # 2 Traceability Data, Supplier Code | D |
| ESS # 2 Traceability Data, Traceability Number | P5706CF40 |
| ESS # 3 Traceability Data, Component Identifier | AH |
| ESS # 3 Traceability Data, Part Number/Broadcast Code | 8676 |
| ESS # 3 Traceability Data, Supplier Code | D |
| ESS # 3 Traceability Data, Traceability Number | A8BD7540A |
| ESS # 4 Traceability Data, Component Identifier | AJ |
| ESS # 4 Traceability Data, Part Number/Broadcast Code | 8676 |
| ESS # 4 Traceability Data, Supplier Code | D |
| ESS # 4 Traceability Data, Traceability Number | A0DCF540A |
| ESS # 5 Traceability Data, Component Identifier | DA |
| ESS # 5 Traceability Data, Part Number/Broadcast Code | 8678 |
| ESS # 5 Traceability Data, Supplier Code | D |
| ESS # 5 Traceability Data, Traceability Number | A127C220A |
| ESS # 6 Traceability Data, Component Identifier | DB |
| ESS # 6 Traceability Data, Part Number/Broadcast Code | 8678 |
| ESS # 6 Traceability Data, Supplier Code | D |
| ESS # 6 Traceability Data, Traceability Number | AAA2F0D0A |
| ESS # 7 Traceability Data, Component Identifier | ?? |
| ESS # 7 Traceability Data, Part Number/Broadcast Code | 0000 |
| ESS # 7 Traceability Data, Supplier Code | D |
| ESS # 7 Traceability Data, Traceability Number | A00000000 |
| ESS # 8 Traceability Data, Component Identifier | ?? |
| ESS # 8 Traceability Data, Part Number/Broadcast Code | 0000 |
| ESS # 8 Traceability Data, Supplier Code | D |
| ESS # 8 Traceability Data, Traceability Number | A00000000 |

Hexadecimal Data

DPID \$11

FF F0 00 FC C4 7C 04

DPID \$15

01 02 03 04 05 06 07

DPID \$16

08 09 0A 0D 0E 27 27

DPID \$17

27 27 27 27 27 27 00

DPID \$32

FA FF 2C 29 00 00 00

DPID \$35

78 00 00 00 00 00 00

DID \$01

41 55 38 36 37 37 44 50 32 37 30 36 31 30 46 30

DID \$03

41 54 38 36 37 37 44 50 35 37 30 36 43 46 34 30

DID \$05

41 48 38 36 37 36 44 41 38 42 44 37 35 34 30 41

DID \$07

41 4A 38 36 37 36 44 41 30 44 43 46 35 34 30 41

DID \$09

44 41 38 36 37 38 44 41 31 32 37 43 32 32 30 41

DID \$0B

44 42 38 36 37 38 44 41 41 41 32 46 30 44 30 41

DID \$0D

01 00 30 30 30 30 44 41 30 30 30 30 30 30 30 30

DID \$0F

01 00 30 30 30 30 44 41 30 30 30 30 30 30 30 30

DID \$30

00 00 00 00

DID \$90

33 47 43 55 43 53 45 43 32 47 47 33 34 32 36 36 31

DID \$9A

0B 11

DID \$B4

4B 33 31 36 31 32 37 33 4D 32 39 46 35 4A 30 30

DID \$C1

00 CE 44 D6

DID \$C2

05 05 17 52

DID \$C3

01 62 1D 42

DID \$CB
00 CF 6F 22

DID \$31

```
0000 FF FF FF FF FF FF FF FF FF FF
0010 FF FF FF FF FF FF FF FF FF FF
0020 FF FF FF FF FF FF FF FF FF FF
0030 FF FF FF FF FF FF FF FF FF FF
0040 FF FF FF FF FF FF FF FF FF FF
0050 FF FF FF FF FF FF FF FF FF FF
0060 FF FF FF FF FF FF FF FF FF FF
0070 FF FF FF FF FF FF FF FF FF FF
0080 FF FF FF FF FF FF FF FF FF FF
0090 FF FF FF FF FF FF FF FF FF FF
0100 FF FF FF FF FF FF FF FF FF FF
0110 FF FF FF FF FF FF FF FF FF FF
0120 FF FF FF FF FF FF FF FF FF FF
0130 FF FF FF FF FF FF FF FF FF FF
0140 FF FF FF FF FF FF FF FF FF FF
0150 FF FF FF FF FF FF FF FF FF FF
0160 FF FF FF FF FF FF FF FF FF FF
0170 FF FF FF FF FF FF FF FF FF FF
0180 FF FF FF FF FF FF FF FF FF FF
0190 FF FF FF FF FF FF FF FF FF FF
0200 FF FF FF FF FF FF FF FF FF FF
0210 FF FF FF FF FF FF FF FF FF FF
0220 FF FF FF FF FF FF FF FF FF FF
0230 FF FF FF FF FF FF FF FF FF FF
0240 FF FF FF FF FF FF FF FF FF FF
0250 FF FF FF FF FF FF FF FF FF FF
0260 FF FF FF FF FF FF FF FF FF FF
0270 FF FF FF FF FF FF FF FF FF FF
0280 FF FF FF FF FF FF FF FF FF FF
0290 FF FF FF FF FF FF FF FF FF FF
0300 FF FF FF FF FF FF FF FF FF FF
0310 FF FF FF FF FF FF FF FF FF FF
0320 FF FF FF FF FF FF FF FF FF FF
0330 FF FF FF FF FF FF FF FF FF FF
0340 FF FF FF FF FF FF FF FF FF FF
0350 FF FF FF FF FF FF FF FF FF FF
0360 FF FF FF FF FF FF FF FF FF FF
0370 FF FF FF FF FF FF FF FF FF FF
0380 FF FF FF FF FF FF FF FF FF FF
0390 FF FF FF FF FF FF FF FF FF FF
0400 FF FF FF FF FF FF FF FF FF FF
0410 FF FF FF FF FF FF FF FF FF FF
0420 FF FF FF FF FF FF FF FF FF FF
0430 FF FF FF FF FF FF FF FF FF FF
0440 FF FF FF FF FF FF FF FF FF FF
0450 FF FF FF FF FF FF FF FF FF FF
0460 FF FF FF FF FF FF FF FF FF FF
0470 FF FF FF FF FF FF FF FF FF FF
0480 FF FF FF FF FF FF FF FF FF FF
0490 FF FF FF FF FF FF FF FF FF FF
0500 FF FF FF FF FF FF FF FF FF FF
0510 FF FF FF FF FF FF FF FF FF FF
0520 FF FF FF FF FF FF FF FF FF FF
0530 FF FF FF FF FF FF FF FF FF FF
0540 FF FF FF FF FF FF FF FF FF FF
0550 FF FF FF FF FF FF FF FF FF FF
0560 FF FF FF FF FF FF FF FF FF FF
0570 FF FF FF FF FF FF FF FF FF FF
0580 FF FF FF FF FF FF FF FF FF FF
0590 FF FF FF FF FF FF FF FF FF FF
0600 FF FF FF FF FF FF FF FF FF FF
0610 FF FF FF FF FF FF FF FF FF FF
```

0620 FF FF FF FF FF FF FF FF FF FF
0630 FF FF FF FF FF FF FF FF FF FF
0640 FF FF FF FF FF FF FF FF FF FF
0650 FF FF FF FF FF FF FF FF FF FF
0660 FF FF FF FF FF FF FF FF FF FF
0670 FF FF FF FF FF FF FF FF FF FF
0680 FF FF FF FF FF FF FF FF FF FF
0690 FF FF FF FF FF FF FF FF FF FF
0700 FF FF FF FF FF FF FF FF FF FF
0710 FF FF FF FF FF FF FF FF FF FF
0720 FF FF FF FF FF FF FF FF FF FF
0730 FF FF FF FF FF FF FF FF FF FF
0740 FF FF FF FF FF FF FF FF FF FF
0750 FF FF FF FF FF FF FF FF FF FF
0760 FF FF FF FF FF FF FF FF FF FF
0770 FF FF FF FF FF FF FF FF FF FF
0780 FF FF FF FF FF FF FF FF FF FF
0790 FF FF FF FF FF FF FF FF FF FF
0800 FF FF FF FF FF FF FF FF FF FF
0810 FF FF FF FF FF FF FF FF FF FF
0820 FF FF FF FF FF FF FF FF FF FF
0830 FF FF FF FF FF FF FF FF FF FF
0840 FF FF FF FF FF FF FF FF FF FF
0850 FF FF FF FF FF FF FF FF FF FF
0860 FF FF FF FF FF FF FF FF FF FF
0870 FF FF FF FF FF FF FF FF FF FF
0880 FF FF FF FF FF FF FF FF FF FF
0890 FF FF FF FF FF FF FF FF FF FF
0900 FF FF FF FF FF FF FF FF FF FF
0910 FF FF FF FF FF FF FF FF FF FF
0920 FF FF FF FF FF FF FF FF FF FF
0930 FF FF FF FF FF FF FF FF FF FF
0940 FF FF FF FF FF FF FF FF FF FF
0950 FF FF FF FF FF FF FF FF FF FF
0960 FF FF FF FF FF FF FF FF FF FF
0970 FF FF FF FF FF FF FF FF FF FF
0980 FF FF FF FF FF FF FF FF FF FF
0990 FF FF FF FF FF FF FF FF FF FF
1000 FF FF FF FF FF FF FF FF FF FF
1010 FF FF FF FF FF FF FF FF FF FF
1020 FF FF FF FF FF FF FF FF FF FF
1030 FF FF FF FF FF FF FF FF FF FF
1040 FF FF FF FF FF FF FF FF FF FF
1050 FF FF FF FF FF FF FF FF FF FF
1060 FF FF FF FF FF FF FF FF FF FF
1070 FF FF FF FF FF FF FF FF FF FF
1080 FF FF FF FF FF FF FF FF FF FF
1090 FF FF FF FF FF FF FF FF FF FF
1100 FF FF FF FF FF FF FF FF FF FF
1110 FF FF FF FF FF FF FF FF FF FF
1120 FF FF FF FF FF FF FF FF FF FF
1130 FF FF FF FF FF FF FF FF FF FF
1140 FF FF FF FF FF FF FF FF FF FF
1150 FF FF FF FF FF FF FF FF FF FF
1160 FF FF FF FF FF FF FF FF FF FF
1170 FF FF FF FF FF FF FF FF FF FF
1180 FF FF FF FF FF FF FF FF FF FF
1190 FF FF FF FF FF FF FF FF FF FF
1200 FF

DID §32

0000 FF FF FF FF FF FF FF FF FF FF
0010 FF FF FF FF FF FF FF FF FF FF
0020 FF FF FF FF FF FF FF FF FF FF
0030 FF FF FF FF FF FF FF FF FF FF
0040 FF FF FF FF FF FF FF FF FF FF

0050 FF FF FF FF FF FF FF FF FF FF
0060 FF FF FF FF FF FF FF FF FF FF
0070 FF FF FF FF FF FF FF FF FF FF
0080 FF FF FF FF FF FF FF FF FF FF
0090 FF FF FF FF FF FF FF FF FF FF
0100 FF FF FF FF FF FF FF FF FF FF
0110 FF FF FF FF FF FF FF FF FF FF
0120 FF FF FF FF FF FF FF FF FF FF
0130 FF FF FF FF FF FF FF FF FF FF
0140 FF FF FF FF FF FF FF FF FF FF
0150 FF FF FF FF FF FF FF FF FF FF
0160 FF FF FF FF FF FF FF FF FF FF
0170 FF FF FF FF FF FF FF FF FF FF
0180 FF FF FF FF FF FF FF FF FF FF
0190 FF FF FF FF FF FF FF FF FF FF
0200 FF FF FF FF FF FF FF FF FF FF
0210 FF FF FF FF FF FF FF FF FF FF
0220 FF FF FF FF FF FF FF FF FF FF
0230 FF FF FF FF FF FF FF FF FF FF
0240 FF FF FF FF FF FF FF FF FF FF
0250 FF FF FF FF FF FF FF FF FF FF
0260 FF FF FF FF FF FF FF FF FF FF
0270 FF FF FF FF FF FF FF FF FF FF
0280 FF FF FF FF FF FF FF FF FF FF
0290 FF FF FF FF FF FF FF FF FF FF
0300 FF FF FF FF FF FF FF FF FF FF
0310 FF FF FF FF FF FF FF FF FF FF
0320 FF FF FF FF FF FF FF FF FF FF
0330 FF FF FF FF FF FF FF FF FF FF
0340 FF FF FF FF FF FF FF FF FF FF
0350 FF FF FF FF FF FF FF FF FF FF
0360 FF FF FF FF FF FF FF FF FF FF
0370 FF FF FF FF FF FF FF FF FF FF
0380 FF FF FF FF FF FF FF FF FF FF
0390 FF FF FF FF FF FF FF FF FF FF
0400 FF FF FF FF FF FF FF FF FF FF
0410 FF FF FF FF FF FF FF FF FF FF
0420 FF FF FF FF FF FF FF FF FF FF
0430 FF FF FF FF FF FF FF FF FF FF
0440 FF FF FF FF FF FF FF FF FF FF
0450 FF FF FF FF FF FF FF FF FF FF
0460 FF FF FF FF FF FF FF FF FF FF
0470 FF FF FF FF FF FF FF FF FF FF
0480 FF FF FF FF FF FF FF FF FF FF
0490 FF FF FF FF FF FF FF FF FF FF
0500 FF FF FF FF FF FF FF FF FF FF
0510 FF FF FF FF FF FF FF FF FF FF
0520 FF FF FF FF FF FF FF FF FF FF
0530 FF FF FF FF FF FF FF FF FF FF
0540 FF FF FF FF FF FF FF FF FF FF
0550 FF FF FF FF FF FF FF FF FF FF
0560 FF FF FF FF FF FF FF FF FF FF
0570 FF FF FF FF FF FF FF FF FF FF
0580 FF FF FF FF FF FF FF FF FF FF
0590 FF FF FF FF FF FF FF FF FF FF
0600 FF FF FF FF FF FF FF FF FF FF
0610 FF FF FF FF FF FF FF FF FF FF
0620 FF FF FF FF FF FF FF FF FF FF
0630 FF FF FF FF FF FF FF FF FF FF
0640 FF FF FF FF FF FF FF FF FF FF
0650 FF FF FF FF FF FF FF FF FF FF
0660 FF FF FF FF FF FF FF FF FF FF
0670 FF FF FF FF FF FF FF FF FF FF
0680 FF FF FF FF FF FF FF FF FF FF
0690 FF FF FF FF FF FF FF FF FF FF
0700 FF FF FF FF FF FF FF FF FF FF
0710 FF FF FF FF FF FF FF FF FF FF

0720 FF FF FF FF FF FF FF FF FF FF
0730 FF FF FF FF FF FF FF FF FF FF
0740 FF FF FF FF FF FF FF FF FF FF
0750 FF FF FF FF FF FF FF FF FF FF
0760 FF FF FF FF FF FF FF FF FF FF
0770 FF FF FF FF FF FF FF FF FF FF
0780 FF FF FF FF FF FF FF FF FF FF
0790 FF FF FF FF FF FF FF FF FF FF
0800 FF FF FF FF FF FF FF FF FF FF
0810 FF FF FF FF FF FF FF FF FF FF
0820 FF FF FF FF FF FF FF FF FF FF
0830 FF FF FF FF FF FF FF FF FF FF
0840 FF FF FF FF FF FF FF FF FF FF
0850 FF FF FF FF FF FF FF FF FF FF
0860 FF FF FF FF FF FF FF FF FF FF
0870 FF FF FF FF FF FF FF FF FF FF
0880 FF FF FF FF FF FF FF FF FF FF
0890 FF FF FF FF FF FF FF FF FF FF
0900 FF FF FF FF FF FF FF FF FF FF
0910 FF FF FF FF FF FF FF FF FF FF
0920 FF FF FF FF FF FF FF FF FF FF
0930 FF FF FF FF FF FF FF FF FF FF
0940 FF FF FF FF FF FF FF FF FF FF
0950 FF FF FF FF FF FF FF FF FF FF
0960 FF FF FF FF FF FF FF FF FF FF
0970 FF FF FF FF FF FF FF FF FF FF
0980 FF FF FF FF FF FF FF FF FF FF
0990 FF FF FF FF FF FF FF FF FF FF
1000 FF FF FF FF FF FF FF FF FF FF
1010 FF FF FF FF FF FF FF FF FF FF
1020 FF FF FF FF FF FF FF FF FF FF
1030 FF FF FF FF FF FF FF FF FF FF
1040 FF FF FF FF FF FF FF FF FF FF
1050 FF FF FF FF FF FF FF FF FF FF
1060 FF FF FF FF FF FF FF FF FF FF
1070 FF FF FF FF FF FF FF FF FF FF
1080 FF FF FF FF FF FF FF FF FF FF
1090 FF FF FF FF FF FF FF FF FF FF
1100 FF FF FF FF FF FF FF FF FF FF
1110 FF FF FF FF FF FF FF FF FF FF
1120 FF FF FF FF FF FF FF FF FF FF
1130 FF FF FF FF FF FF FF FF FF FF
1140 FF FF FF FF FF FF FF FF FF FF
1150 FF FF FF FF FF FF FF FF FF FF
1160 FF FF FF FF FF FF FF FF FF FF
1170 FF FF FF FF FF FF FF FF FF FF
1180 FF FF FF FF FF FF FF FF FF FF
1190 FF FF FF FF FF FF FF FF FF FF
1200 FF

DID §33

0000 FF FF FF FF FF FF FF FF FF FF
0010 FF FF FF FF FF FF FF FF FF FF
0020 FF FF FF FF FF FF FF FF FF FF
0030 FF FF FF FF FF FF FF FF FF FF
0040 FF FF FF FF FF FF FF FF FF FF
0050 FF FF FF FF FF FF FF FF FF FF
0060 FF FF FF FF FF FF FF FF FF FF
0070 FF FF FF FF FF FF FF FF FF FF
0080 FF FF FF FF FF FF FF FF FF FF
0090 FF FF FF FF FF FF FF FF FF FF
0100 FF FF FF FF FF FF FF FF FF FF
0110 FF FF FF FF FF FF FF FF FF FF
0120 FF FF FF FF FF FF FF FF FF FF
0130 FF FF FF FF FF FF FF FF FF FF
0140 FF FF FF FF FF FF FF FF FF FF

0150 FF FF FF FF FF FF FF FF FF FF
0160 FF FF FF FF FF FF FF FF FF FF
0170 FF FF FF FF FF FF FF FF FF FF
0180 FF FF FF FF FF FF FF FF FF FF
0190 FF FF FF FF FF FF FF FF FF FF
0200 FF FF FF FF FF FF FF FF FF FF
0210 FF FF FF FF FF FF FF FF FF FF
0220 FF FF FF FF FF FF FF FF FF FF
0230 FF FF FF FF FF FF FF FF FF FF
0240 FF FF FF FF FF FF FF FF FF FF
0250 FF FF FF FF FF FF FF FF FF FF
0260 FF FF FF FF FF FF FF FF FF FF
0270 FF FF FF FF FF FF FF FF FF FF
0280 FF FF FF FF FF FF FF FF FF FF
0290 FF FF FF FF FF FF FF FF FF FF
0300 FF FF FF FF FF FF FF FF FF FF
0310 FF FF FF FF FF FF FF FF FF FF
0320 FF FF FF FF FF FF FF FF FF FF
0330 FF FF FF FF FF FF FF FF FF FF
0340 FF FF FF FF FF FF FF FF FF FF
0350 FF FF FF FF FF FF FF FF FF FF
0360 FF FF FF FF FF FF FF FF FF FF
0370 FF FF FF FF FF FF FF FF FF FF
0380 FF FF FF FF FF FF FF FF FF FF
0390 FF FF FF FF FF FF FF FF FF FF
0400 FF FF FF FF FF FF FF FF FF FF
0410 FF FF FF FF FF FF FF FF FF FF
0420 FF FF FF FF FF FF FF FF FF FF
0430 FF FF FF FF FF FF FF FF FF FF
0440 FF FF FF FF FF FF FF FF FF FF
0450 FF FF FF FF FF FF FF FF FF FF
0460 FF FF FF FF FF FF FF FF FF FF
0470 FF FF FF FF FF FF FF FF FF FF
0480 FF FF FF FF FF FF FF FF FF FF
0490 FF FF FF FF FF FF FF FF FF FF
0500 FF FF FF FF FF FF FF FF FF FF
0510 FF FF FF FF FF FF FF FF FF FF
0520 FF FF FF FF FF FF FF FF FF FF
0530 FF FF FF FF FF FF FF FF FF FF
0540 FF FF FF FF FF FF FF FF FF FF
0550 FF FF FF FF FF FF FF FF FF FF
0560 FF FF FF FF FF FF FF FF FF FF
0570 FF FF FF FF FF FF FF FF FF FF
0580 FF FF FF FF FF FF FF FF FF FF
0590 FF FF FF FF FF FF FF FF FF FF
0600 FF FF FF FF FF FF FF FF FF FF
0610 FF FF FF FF FF FF FF FF FF FF
0620 FF FF FF FF FF FF FF FF FF FF
0630 FF FF FF FF FF FF FF FF FF FF
0640 FF FF FF FF FF FF FF FF FF FF
0650 FF FF FF FF FF FF FF FF FF FF
0660 FF FF FF FF FF FF FF FF FF FF
0670 FF FF FF FF FF FF FF FF FF FF
0680 FF FF FF FF FF FF FF FF FF FF
0690 FF FF FF FF FF FF FF FF FF FF
0700 FF FF FF FF FF FF FF FF FF FF
0710 FF FF FF FF FF FF FF FF FF FF
0720 FF FF FF FF FF FF FF FF FF FF
0730 FF FF FF FF FF FF FF FF FF FF
0740 FF FF FF FF FF FF FF FF FF FF
0750 FF FF FF FF FF FF FF FF FF FF
0760 FF FF FF FF FF FF FF FF FF FF
0770 FF FF FF FF FF FF FF FF FF FF
0780 FF FF FF FF FF FF FF FF FF FF
0790 FF FF FF FF FF FF FF FF FF FF
0800 FF FF FF FF FF FF FF FF FF FF
0810 FF FF FF FF FF FF FF FF FF FF

0820 FF FF FF FF FF FF FF FF FF FF
0830 FF FF FF FF FF FF FF FF FF FF
0840 FF FF FF FF FF FF FF FF FF FF
0850 FF FF FF FF FF FF FF FF FF FF
0860 FF FF FF FF FF FF FF FF FF FF
0870 FF FF FF FF FF FF FF FF FF FF
0880 FF FF FF FF FF FF FF FF FF FF
0890 FF FF FF FF FF FF FF FF FF FF
0900 FF FF FF FF FF FF FF FF FF FF
0910 FF FF FF FF FF FF FF FF FF FF
0920 FF FF FF FF FF FF FF FF FF FF
0930 FF FF FF FF FF FF FF FF FF FF
0940 FF FF FF FF FF FF FF FF FF FF
0950 FF FF FF FF FF FF FF FF FF FF
0960 FF FF FF FF FF FF FF FF FF FF
0970 FF FF FF FF FF FF FF FF FF FF
0980 FF FF FF FF FF FF FF FF FF FF
0990 FF FF FF FF FF FF FF FF FF FF
1000 FF FF FF FF FF FF FF FF FF FF
1010 FF FF FF FF FF FF FF FF FF FF
1020 FF FF FF FF FF FF FF FF FF FF
1030 FF FF FF FF FF FF FF FF FF FF
1040 FF FF FF FF FF FF FF FF FF FF
1050 FF FF FF FF FF FF FF FF FF FF
1060 FF FF FF FF FF FF FF FF FF FF
1070 FF FF FF FF FF FF FF FF FF FF
1080 FF FF FF FF FF FF FF FF FF FF
1090 FF FF FF FF FF FF FF FF FF FF
1100 FF FF FF FF FF FF FF FF FF FF
1110 FF FF FF FF FF FF FF FF FF FF
1120 FF FF FF FF FF FF FF FF FF FF
1130 FF FF FF FF FF FF FF FF FF FF
1140 FF FF FF FF FF FF FF FF FF FF
1150 FF FF FF FF FF FF FF FF FF FF
1160 FF FF FF FF FF FF FF FF FF FF
1170 FF FF FF FF FF FF FF FF FF FF
1180 FF FF FF FF FF FF FF FF FF FF
1190 FF FF FF FF FF FF FF FF FF FF
1200 FF

DID §7B

0000 FF FF FF FF FF FF FF FF FF FF
0010 FF FF FF FF FF FF FF FF FF FF
0020 FF FF FF FF FF FF FF FF FF FF
0030 FF FF FF FF FF FF FF FF FF FF
0040 FF FF FF FF FF FF FF FF FF FF
0050 FF FF FF FF FF FF FF FF FF FF
0060 FF FF FF FF FF FF FF FF FF FF
0070 FF FF FF FF FF FF FF FF FF FF
0080 FF FF FF FF FF FF FF FF FF FF
0090 FF FF FF FF FF FF FF FF FF FF
0100 FF FF FF FF FF FF FF FF FF FF
0110 FF FF FF FF FF FF FF FF FF FF
0120 FF FF FF FF FF FF FF FF FF FF
0130 FF FF FF FF FF FF FF FF FF FF
0140 FF FF FF FF FF FF FF FF FF FF
0150 FF FF FF FF FF FF FF FF FF FF
0160 FF FF FF FF FF FF FF FF FF FF
0170 FF FF FF FF FF FF FF FF FF FF
0180 FF FF FF FF FF FF FF FF FF FF
0190 FF FF FF FF FF FF FF FF FF FF
0200 FF FF FF FF FF FF FF FF FF FF
0210 FF FF FF FF FF FF FF FF FF FF
0220 FF FF FF FF FF FF FF FF FF FF
0230 FF FF FF FF FF FF FF FF FF FF
0240 FF FF FF FF FF FF FF FF FF FF

0250 FF FF FF FF FF FF FF FF FF FF
0260 FF FF FF FF FF FF FF FF FF FF
0270 FF FF FF FF FF FF FF FF FF FF
0280 FF FF FF FF FF FF FF FF FF FF
0290 FF FF FF FF FF FF FF FF FF FF
0300 FF FF FF FF FF FF FF FF FF FF
0310 FF FF FF FF FF FF FF FF FF FF
0320 FF FF FF FF FF FF FF FF FF FF
0330 FF FF FF FF FF FF FF FF FF FF
0340 FF FF FF FF FF FF FF FF FF FF
0350 FF FF FF FF FF FF FF FF FF FF
0360 FF FF FF FF FF FF FF FF FF FF
0370 FF FF FF FF FF FF FF FF FF FF
0380 FF FF FF FF FF FF FF FF FF FF
0390 FF FF FF FF FF FF FF FF FF FF
0400 FF FF FF FF FF FF FF FF FF FF
0410 FF FF FF FF FF FF FF FF FF FF
0420 FF FF FF FF FF FF FF FF FF FF
0430 FF FF FF FF FF FF FF FF FF FF
0440 FF FF FF FF FF FF FF FF FF FF
0450 FF FF FF FF FF FF FF FF FF FF
0460 FF FF FF FF FF FF FF FF FF FF
0470 FF FF FF FF FF FF FF FF FF FF
0480 FF FF FF FF FF FF FF FF FF FF
0490 FF FF FF FF FF FF FF FF FF FF
0500 FF FF FF FF FF FF FF FF FF FF
0510 FF FF FF FF FF FF FF FF FF FF
0520 FF FF FF FF FF FF FF FF FF FF
0530 FF FF FF FF FF FF FF FF FF FF
0540 FF FF FF FF FF FF FF FF FF FF
0550 FF FF FF FF FF FF FF FF FF FF
0560 FF FF FF FF FF FF FF FF FF FF
0570 FF FF FF FF FF FF FF FF FF FF
0580 FF FF FF FF FF FF FF FF FF FF
0590 FF FF FF FF FF FF FF FF FF FF
0600 FF FF FF FF FF FF FF FF FF FF
0610 FF FF FF FF FF FF FF FF FF FF
0620 FF FF FF FF FF FF FF FF FF FF
0630 FF FF FF FF FF FF FF FF FF FF
0640 FF FF FF FF FF FF FF FF FF FF
0650 FF FF FF FF FF FF FF FF FF FF
0660 FF FF FF FF FF FF FF FF FF FF
0670 FF FF FF FF FF FF FF FF FF FF
0680 FF FF FF FF FF FF FF FF FF FF
0690 FF FF FF FF FF FF FF FF FF FF
0700 FF FF FF FF FF FF FF FF FF FF
0710 FF FF FF FF FF FF FF FF FF FF
0720 FF FF FF FF FF FF FF FF FF FF
0730 FF FF FF FF FF FF FF FF FF FF
0740 FF FF FF FF FF FF FF FF FF FF
0750 FF FF FF FF FF FF FF FF FF FF
0760 FF FF FF FF FF FF FF FF FF FF
0770 FF FF FF FF FF FF FF FF FF FF
0780 FF FF FF FF FF FF FF FF FF FF
0790 FF FF FF FF FF FF FF FF FF FF
0800 FF FF FF FF FF FF FF FF FF FF
0810 FF FF FF FF FF FF FF FF FF FF
0820 FF FF FF FF FF FF FF FF FF FF
0830 FF FF FF FF FF FF FF FF FF FF
0840 FF FF FF FF FF FF FF FF FF FF
0850 FF FF FF FF FF FF FF FF FF FF
0860 FF FF FF FF FF FF FF FF FF FF
0870 FF FF FF FF FF FF FF FF FF FF
0880 FF FF FF FF FF FF FF FF FF FF
0890 FF FF FF FF FF FF FF FF FF FF
0900 FF FF FF FF FF FF FF FF FF FF
0910 FF FF FF FF FF FF FF FF FF FF

0920 FF FF FF FF FF FF FF FF FF FF
0930 FF FF FF FF FF FF FF FF FF FF
0940 FF FF FF FF FF FF FF FF FF FF
0950 FF FF FF FF FF FF FF FF FF FF
0960 FF FF FF FF FF FF FF FF FF FF
0970 FF FF FF FF FF FF FF FF FF FF
0980 FF FF FF FF FF FF FF FF FF FF
0990 FF FF FF FF FF FF FF FF FF FF
1000 FF FF FF FF FF FF FF FF FF FF
1010 FF FF FF FF FF FF FF FF FF FF
1020 FF FF FF FF FF FF FF FF FF FF
1030 FF FF FF FF FF FF FF FF FF FF
1040 FF FF FF FF FF FF FF FF FF FF
1050 FF FF FF FF FF FF FF FF FF FF
1060 FF FF FF FF FF FF FF FF FF FF
1070 FF FF FF FF FF FF FF FF FF FF
1080 FF FF FF FF FF FF FF FF FF FF
1090 FF FF FF FF FF FF FF FF FF FF
1100 FF FF FF FF FF FF FF FF FF FF
1110 FF FF FF FF FF FF FF FF FF FF
1120 FF FF FF FF FF FF FF FF FF FF
1130 FF FF FF FF FF FF FF FF FF FF
1140 FF FF FF FF FF FF FF FF FF FF
1150 FF FF FF FF FF FF FF FF FF FF
1160 FF FF FF FF FF FF FF FF FF FF
1170 FF FF FF FF FF FF FF FF FF FF
1180 FF FF FF FF FF FF FF FF FF FF
1190 FF FF FF FF FF FF FF FF FF FF
1200 FF FF FF FF FF FF FF FF FF FF
1210 FF FF FF FF FF FF FF FF FF FF
1220 FF FF FF FF FF FF FF FF FF FF
1230 FF FF FF FF FF FF FF FF FF FF
1240 FF FF FF FF FF FF FF FF FF FF
1250 FF FF FF FF FF FF FF FF FF FF
1260 FF FF FF FF FF FF FF FF FF FF
1270 FF FF FF FF FF FF FF FF FF FF
1280 FF FF FF FF FF FF FF FF FF FF
1290 FF FF

DID §7C

0000 FF FF FF FF FF FF FF FF FF FF
0010 FF FF FF FF FF FF FF FF FF FF
0020 FF FF FF FF FF FF FF FF FF FF
0030 FF FF FF FF FF FF FF FF FF FF
0040 FF FF FF FF FF FF FF FF FF FF
0050 FF FF FF FF FF FF FF FF FF FF
0060 FF FF FF FF FF FF FF FF FF FF
0070 FF FF FF FF FF FF FF FF FF FF
0080 FF FF FF FF FF FF FF FF FF FF
0090 FF FF FF FF FF FF FF FF FF FF
0100 FF FF FF FF FF FF FF FF FF FF
0110 FF FF FF FF FF FF FF FF FF FF
0120 FF FF FF FF FF FF FF FF FF FF
0130 FF FF FF FF FF FF FF FF FF FF
0140 FF FF FF FF FF FF FF FF FF FF
0150 FF FF FF FF FF FF FF FF FF FF
0160 FF FF FF FF FF FF FF FF FF FF
0170 FF FF FF FF FF FF FF FF FF FF
0180 FF FF FF FF FF FF FF FF FF FF
0190 FF FF FF FF FF FF FF FF FF FF
0200 FF FF FF FF FF FF FF FF FF FF
0210 FF FF FF FF FF FF FF FF FF FF
0220 FF FF FF FF FF FF FF FF FF FF
0230 FF FF FF FF FF FF FF FF FF FF
0240 FF FF FF FF FF FF FF FF FF FF
0250 FF FF FF FF FF FF FF FF FF FF

0260 FF FF FF FF FF FF FF FF FF FF
0270 FF FF FF FF FF FF FF FF FF FF
0280 FF FF FF FF FF FF FF FF FF FF
0290 FF FF FF FF FF FF FF FF FF FF
0300 FF FF FF FF FF FF FF FF FF FF
0310 FF FF FF FF FF FF FF FF FF FF
0320 FF FF FF FF FF FF FF FF FF FF
0330 FF FF FF FF FF FF FF FF FF FF
0340 FF FF FF FF FF FF FF FF FF FF
0350 FF FF FF FF FF FF FF FF FF FF
0360 FF FF FF FF FF FF FF FF FF FF
0370 FF FF FF FF FF FF FF FF FF FF
0380 FF FF FF FF FF FF FF FF FF FF
0390 FF FF FF FF FF FF FF FF FF FF
0400 FF FF FF FF FF FF FF FF FF FF
0410 FF FF FF FF FF FF FF FF FF FF
0420 FF FF FF FF FF FF FF FF FF FF
0430 FF FF FF FF FF FF FF FF FF FF
0440 FF FF FF FF FF FF FF FF FF FF
0450 FF FF FF FF FF FF FF FF FF FF
0460 FF FF FF FF FF FF FF FF FF FF
0470 FF FF FF FF FF FF FF FF FF FF
0480 FF FF FF FF FF FF FF FF FF FF
0490 FF FF FF FF FF FF FF FF FF FF
0500 FF FF FF FF FF FF FF FF FF FF
0510 FF FF FF FF FF FF FF FF FF FF
0520 FF FF FF FF FF FF FF FF FF FF
0530 FF FF FF FF FF FF FF FF FF FF
0540 FF FF FF FF FF FF FF FF FF FF
0550 FF FF FF FF FF FF FF FF FF FF
0560 FF FF FF FF FF FF FF FF FF FF
0570 FF FF FF FF FF FF FF FF FF FF
0580 FF FF FF FF FF FF FF FF FF FF
0590 FF FF FF FF FF FF FF FF FF FF
0600 FF FF FF FF FF FF FF FF FF FF
0610 FF FF FF FF FF FF FF FF FF FF
0620 FF FF FF FF FF FF FF FF FF FF
0630 FF FF FF FF FF FF FF FF FF FF
0640 FF FF FF FF FF FF FF FF FF FF
0650 FF FF FF FF FF FF FF FF FF FF
0660 FF FF FF FF FF FF FF FF FF FF
0670 FF FF FF FF FF FF FF FF FF FF
0680 FF FF FF FF FF FF FF FF FF FF
0690 FF FF FF FF FF FF FF FF FF FF
0700 FF FF FF FF FF FF FF FF FF FF
0710 FF FF FF FF FF FF FF FF FF FF
0720 FF FF FF FF FF FF FF FF FF FF
0730 FF FF FF FF FF FF FF FF FF FF
0740 FF FF FF FF FF FF FF FF FF FF
0750 FF FF FF FF FF FF FF FF FF FF
0760 FF FF FF FF FF FF FF FF FF FF
0770 FF FF FF FF FF FF FF FF FF FF
0780 FF FF FF FF FF FF FF FF FF FF
0790 FF FF FF FF FF FF FF FF FF FF
0800 FF FF FF FF FF FF FF FF FF FF
0810 FF FF FF FF FF FF FF FF FF FF
0820 FF FF FF FF FF FF FF FF FF FF
0830 FF FF FF FF FF FF FF FF FF FF
0840 FF FF FF FF FF FF FF FF FF FF
0850 FF FF FF FF FF FF FF FF FF FF
0860 FF FF FF FF FF FF FF FF FF FF
0870 FF FF FF FF FF FF FF FF FF FF
0880 FF FF FF FF FF FF FF FF FF FF
0890 FF FF FF FF FF FF FF FF FF FF
0900 FF FF FF FF FF FF FF FF FF FF
0910 FF FF FF FF FF FF FF FF FF FF
0920 FF FF FF FF FF FF FF FF FF FF

0930 FF FF FF FF FF FF FF FF FF FF
0940 FF FF FF FF FF FF FF FF FF FF
0950 FF FF FF FF FF FF FF FF FF FF
0960 FF FF FF FF FF FF FF FF FF FF
0970 FF FF FF FF FF FF FF FF FF FF
0980 FF FF FF FF FF FF FF FF FF FF
0990 FF FF FF FF FF FF FF FF FF FF
1000 FF FF FF FF FF FF FF FF FF FF
1010 FF FF FF FF FF FF FF FF FF FF
1020 FF FF FF FF FF FF FF FF FF FF
1030 FF FF FF FF FF FF FF FF FF FF
1040 FF FF FF FF FF FF FF FF FF FF
1050 FF FF FF FF FF FF FF FF FF FF
1060 FF FF FF FF FF FF FF FF FF FF
1070 FF FF FF FF FF FF FF FF FF FF
1080 FF FF FF FF FF FF FF FF FF FF
1090 FF FF FF FF FF FF FF FF FF FF
1100 FF FF FF FF FF FF FF FF FF FF
1110 FF FF FF FF FF FF FF FF FF FF
1120 FF FF FF FF FF FF FF FF FF FF
1130 FF FF FF FF FF FF FF FF FF FF
1140 FF FF FF FF FF FF FF FF FF FF
1150 FF FF FF FF FF FF FF FF FF FF
1160 FF FF FF FF FF FF FF FF FF FF
1170 FF FF FF FF FF FF FF FF FF FF
1180 FF FF FF FF FF FF FF FF FF FF
1190 FF FF FF FF FF FF FF FF FF FF
1200 FF FF FF FF FF FF FF FF FF FF
1210 FF FF FF FF FF FF FF FF FF FF
1220 FF FF FF FF FF FF FF FF FF FF
1230 FF FF FF FF FF FF FF FF FF FF
1240 FF FF FF FF FF FF FF FF FF FF
1250 FF FF FF FF FF FF FF FF FF FF
1260 FF FF FF FF FF FF FF FF FF FF
1270 FF FF FF FF FF FF FF FF FF FF
1280 FF FF FF FF FF FF FF FF FF FF
1290 FF FF

DID \$7D

0000 FF FF FF FF FF FF FF FF FF FF
0010 FF FF FF FF FF FF FF FF FF FF
0020 FF FF FF FF FF FF FF FF FF FF
0030 FF FF FF FF FF FF FF FF FF FF
0040 FF FF FF FF FF FF FF FF FF FF
0050 FF FF FF FF FF FF FF FF FF FF
0060 FF FF FF FF FF FF FF FF FF FF
0070 FF FF FF FF FF FF FF FF FF FF
0080 FF FF FF FF FF FF FF FF FF FF
0090 FF FF FF FF FF FF FF FF FF FF
0100 FF FF FF FF FF FF FF FF FF FF
0110 FF FF FF FF FF FF FF FF FF FF
0120 FF FF FF FF FF FF FF FF FF FF
0130 FF FF FF FF FF FF FF FF FF FF
0140 FF FF FF FF FF FF FF FF FF FF
0150 FF FF FF FF FF FF FF FF FF FF
0160 FF FF FF FF FF FF FF FF FF FF
0170 FF FF FF FF FF FF FF FF FF FF
0180 FF FF FF FF FF FF FF FF FF FF
0190 FF FF FF FF FF FF FF FF FF FF
0200 FF FF FF FF FF FF FF FF FF FF
0210 FF FF FF FF FF FF FF FF FF FF
0220 FF FF FF FF FF FF FF FF FF FF
0230 FF FF FF FF FF FF FF FF FF FF
0240 FF FF FF FF FF FF FF FF FF FF
0250 FF FF FF FF FF FF FF FF FF FF
0260 FF FF FF FF FF FF FF FF FF FF

0270 FF FF FF FF FF FF FF FF FF FF
0280 FF FF FF FF FF FF FF FF FF FF
0290 FF FF FF FF FF FF FF FF FF FF
0300 FF FF FF FF FF FF FF FF FF FF
0310 FF FF FF FF FF FF FF FF FF FF
0320 FF FF FF FF FF FF FF FF FF FF
0330 FF FF FF FF FF FF FF FF FF FF
0340 FF FF FF FF FF FF FF FF FF FF
0350 FF FF FF FF FF FF FF FF FF FF
0360 FF FF FF FF FF FF FF FF FF FF
0370 FF FF FF FF FF FF FF FF FF FF
0380 FF FF FF FF FF FF FF FF FF FF
0390 FF FF FF FF FF FF FF FF FF FF
0400 FF FF FF FF FF FF FF FF FF FF
0410 FF FF FF FF FF FF FF FF FF FF
0420 FF FF FF FF FF FF FF FF FF FF
0430 FF FF FF FF FF FF FF FF FF FF
0440 FF FF FF FF FF FF FF FF FF FF
0450 FF FF FF FF FF FF FF FF FF FF
0460 FF FF FF FF FF FF FF FF FF FF
0470 FF FF FF FF FF FF FF FF FF FF
0480 FF FF FF FF FF FF FF FF FF FF
0490 FF FF FF FF FF FF FF FF FF FF
0500 FF FF FF FF FF FF FF FF FF FF
0510 FF FF FF FF FF FF FF FF FF FF
0520 FF FF FF FF FF FF FF FF FF FF
0530 FF FF FF FF FF FF FF FF FF FF
0540 FF FF FF FF FF FF FF FF FF FF
0550 FF FF FF FF FF FF FF FF FF FF
0560 FF FF FF FF FF FF FF FF FF FF
0570 FF FF FF FF FF FF FF FF FF FF
0580 FF FF FF FF FF FF FF FF FF FF
0590 FF FF FF FF FF FF FF FF FF FF
0600 FF FF FF FF FF FF FF FF FF FF
0610 FF FF FF FF FF FF FF FF FF FF
0620 FF FF FF FF FF FF FF FF FF FF
0630 FF FF FF FF FF FF FF FF FF FF
0640 FF FF FF FF FF FF FF FF FF FF
0650 FF FF FF FF FF FF FF FF FF FF
0660 FF FF FF FF FF FF FF FF FF FF
0670 FF FF FF FF FF FF FF FF FF FF
0680 FF FF FF FF FF FF FF FF FF FF
0690 FF FF FF FF FF FF FF FF FF FF
0700 FF FF FF FF FF FF FF FF FF FF
0710 FF FF FF FF FF FF FF FF FF FF
0720 FF FF FF FF FF FF FF FF FF FF
0730 FF FF FF FF FF FF FF FF FF FF
0740 FF FF FF FF FF FF FF FF FF FF
0750 FF FF FF FF FF FF FF FF FF FF
0760 FF FF FF FF FF FF FF FF FF FF
0770 FF FF FF FF FF FF FF FF FF FF
0780 FF FF FF FF FF FF FF FF FF FF
0790 FF FF FF FF FF FF FF FF FF FF
0800 FF FF FF FF FF FF FF FF FF FF
0810 FF FF FF FF FF FF FF FF FF FF
0820 FF FF FF FF FF FF FF FF FF FF
0830 FF FF FF FF FF FF FF FF FF FF
0840 FF FF FF FF FF FF FF FF FF FF
0850 FF FF FF FF FF FF FF FF FF FF
0860 FF FF FF FF FF FF FF FF FF FF
0870 FF FF FF FF FF FF FF FF FF FF
0880 FF FF FF FF FF FF FF FF FF FF
0890 FF FF FF FF FF FF FF FF FF FF
0900 FF FF FF FF FF FF FF FF FF FF
0910 FF FF FF FF FF FF FF FF FF FF
0920 FF FF FF FF FF FF FF FF FF FF
0930 FF FF FF FF FF FF FF FF FF FF

```
0940 FF FF FF FF FF FF FF FF FF FF
0950 FF FF FF FF FF FF FF FF FF FF
0960 FF FF FF FF FF FF FF FF FF FF
0970 FF FF FF FF FF FF FF FF FF FF
0980 FF FF FF FF FF FF FF FF FF FF
0990 FF FF FF FF FF FF FF FF FF FF
1000 FF FF FF FF FF FF FF FF FF FF
1010 FF FF FF FF FF FF FF FF FF FF
1020 FF FF FF FF FF FF FF FF FF FF
1030 FF FF FF FF FF FF FF FF FF FF
1040 FF FF FF FF FF FF FF FF FF FF
1050 FF FF FF FF FF FF FF FF FF FF
1060 FF FF FF FF FF FF FF FF FF FF
1070 FF FF FF FF FF FF FF FF FF FF
1080 FF FF FF FF FF FF FF FF FF FF
1090 FF FF FF FF FF FF FF FF FF FF
1100 FF FF FF FF FF FF FF FF FF FF
1110 FF FF FF FF FF FF FF FF FF FF
1120 FF FF FF FF FF FF FF FF FF FF
1130 FF FF FF FF FF FF FF FF FF FF
1140 FF FF FF FF FF FF FF FF FF FF
1150 FF FF FF FF FF FF FF FF FF FF
1160 FF FF FF FF FF FF FF FF FF FF
1170 FF FF FF FF FF FF FF FF FF FF
1180 FF FF FF FF FF FF FF FF FF FF
1190 FF FF FF FF FF FF FF FF FF FF
1200 FF FF FF FF FF FF FF FF FF FF
1210 FF FF FF FF FF FF FF FF FF FF
1220 FF FF FF FF FF FF FF FF FF FF
1230 FF FF FF FF FF FF FF FF FF FF
1240 FF FF FF FF FF FF FF FF FF FF
1250 FF FF FF FF FF FF FF FF FF FF
1260 FF FF FF FF FF FF FF FF FF FF
1270 FF FF FF FF FF FF FF FF FF FF
1280 FF FF FF FF FF FF FF FF FF FF
1290 FF FF
```

Disclaimer of Liability

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



Global Diagnostic System 2

DTC Display

Overview

Vehicle Identification Number (VIN) 3GCUCSEC2GG [REDACTED]
 Report Creation Date 2018-11-27 12:01:27 PST

Vehicle Configuration Property

Make Chevrolet
 Model Silverado
 Model Year 2016
 Headlamp Type Light Emitting Diode (T4L)
 Chassis Control Module Version 0401
 Passenger Presence System Version Passenger Presence System (AL0)
 Radio Type Uplevel (IO4 IO5 IO6)
 Telematics Communication Interface Control Module Version 10
 Transmission Type Automatic Transmission 8 Speed (M5U)
 Seat Memory Control Module Version 050A
 HVAC Control Module Type Auto Control Dual Zone (CJ2)
 Transfer Case Control Module Version Two Wheel Drive
 Engine Identifier 5.3L (L83)

System Information Property

VCI Serial Number MDI 2: [REDACTED]
 Vehicle Session Creation Date 2018-11-27 11:41:31
 Test Start Time 2018-11-27 12:00:21 PST

| Control Module Name | Control Module Status | DTC Count | DLC Pin |
|-----------------------------|-----------------------|-----------|---------|
| Transmission Control Module | DTCs Stored | 1 | 6,14 |

| Control Module | DTC Display Byte | Symptom | DTC Description | Symptom Description | Status |
|-----------------------------|------------------|---------|---|---------------------|---|
| Transmission Control Module | P0711 | 00 | Transmission Fluid Temperature Sensor Performance | - - - | Passed and Failed This Ignition Not Run Cycle Last Test |

| | |
|--------------------------|----------------------|
| Since DTC Clear | Passed and Failed |
| DTC History Status | Not History |
| MIL Status | Not Requested |



Global Diagnostic System 2

Freeze Frame/Failure Records

Overview

Vehicle Identification Number (VIN) 3GCUCSEC2GG [REDACTED]
 Report Creation Date 2018-11-27 11:44:35 PST

Vehicle Configuration Property

Make Chevrolet
 Model Silverado
 Model Year 2016
 Headlamp Type Light Emitting Diode (T4L)
 Chassis Control Module Version 0401
 Passenger Presence System Version Passenger Presence System (AL0)
 Radio Type Uplevel (IO4 IO5 IO6)
 Telematics Communication Interface Control Module Version 10
 Transmission Type Automatic Transmission 8 Speed (M5U)
 Seat Memory Control Module Version 050A
 HVAC Control Module Type Auto Control Dual Zone (CJ2)
 Transfer Case Control Module Version Two Wheel Drive
 Engine Identifier 5.3L (L83)

System Information Property

VCI Serial Number MDI 2: [REDACTED]
 Vehicle Session Creation Date 2018-11-27 11:41:31
 Test Start Time 2018-11-27 11:44:18 PST

| Freeze Frame/Failure Records | DTC Display | Symptom Byte | DTC Description | Symptom Description |
|------------------------------|-------------|--------------|-----------------|---------------------|
| Freeze Frame | P0000 | 00 | Unknown DTC | --- |

| Parameter Name | Control Module | Value | Unit |
|---|---------------------------------|-------|--------|
| Ignition Cycles Since Last DTC | Electronic Brake Control Module | 255 | Counts |
| Number of Times DTC has Occurred Since DTCs Cleared | Electronic Brake Control Module | 20 | Counts |
| Secondary Code of DTC | Electronic Brake Control Module | 0 | |

| | | | |
|-----------------------------------|---------------------------------|----------|-----|
| Antilock Braking System Status | Electronic Brake Control Module | Inactive | |
| Traction Control System Status | Electronic Brake Control Module | Inactive | |
| Vehicle Stability System | Electronic Brake Control Module | Inactive | |
| Dynamic Rear Proportioning Status | Electronic Brake Control Module | Inactive | |
| Left Front Wheel Speed Sensor | Electronic Brake Control Module | 0 | MPH |
| Right Front Wheel Speed Sensor | Electronic Brake Control Module | 0 | MPH |
| Left Rear Wheel Speed Sensor | Electronic Brake Control Module | 0 | MPH |
| Right Rear Wheel Speed Sensor | Electronic Brake Control Module | 0 | MPH |
| Steering Wheel Angle | Electronic Brake Control Module | 0 | ° |
| Brake Pressure Sensor | Electronic Brake Control Module | 0 | kPa |
| Brake Pedal Position Sensor | Electronic Brake Control Module | Inactive | |
| Lateral Acceleration | Electronic Brake Control Module | 0 | g |
| Longitudinal Acceleration | Electronic Brake Control Module | 0 | g |
| Yaw Rate | Electronic Brake Control Module | 0 | °/s |



Global Diagnostic System 2

Freeze Frame/Failure Records

Overview

Vehicle Identification Number (VIN) 3GCUCSEC2GG [REDACTED]
 Report Creation Date 2018 11 27 12 01 57 PST

Vehicle Configuration Property

| | |
|---|--------------------------------------|
| Make | Chevrolet |
| Model | Silverado |
| Model Year | 2016 |
| Headlamp Type | Light Emitting Diode (T4L) |
| Chassis Control Module Version | 0401 |
| Passenger Presence System Version | Passenger Presence System (AL0) |
| Radio Type | Uplevel (IO4 IO5 IO6) |
| Telematics Communication Interface Control Module Version | 10 |
| Transmission Type | Automatic Transmission 8 Speed (M5U) |
| Seat Memory Control Module Version | 050A |
| HVAC Control Module Type | Auto Control Dual Zone (CJ2) |
| Transfer Case Control Module Version | Two Wheel Drive |
| Engine Identifier | 5.3L (L83) |

System Information Property

| | |
|-------------------------------|-------------------------|
| VCI Serial Number | MDI 2: [REDACTED] |
| Vehicle Session Creation Date | 2018 11 27 11 41 31 |
| Test Start Time | 2018-11-27 12:01:50 PST |

| Freeze Frame/Failure Records | DTC Display | Symptom Byte | DTC Description | Symptom Description |
|------------------------------|-------------|--------------|---|---------------------|
| Failure Record 1 | P0711 | 00 | Transmission Fluid Temperature Sensor Performance | --- |

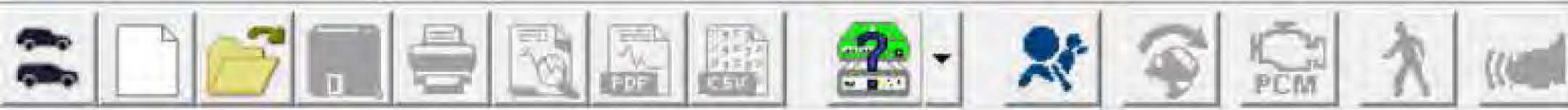


CDR CRASH DATA RETRIEVAL

 **BOSCH**
Invented for life



Software Version 17.9.1



Reading Data From Module

Pass 1

Pass 2

Pass 3



Diagnostics

Manage Diagnostic Packages

Review Stored Data

Preferences

Release Notes

Language

Days Remaining Until Lease Expires
29

Close Application

Back

Contact Us

Home

Vehicle Menu

Enter

Vehicle Selection

Device: MDI 2: [REDACTED] Navigate Without Device

Press Enter To Continue.

| | |
|------------|-----------|
| Make | Chevrolet |
| Model | Silverado |
| Model Year | 2016 |

VIN: 3GCUJ2EE2GG [REDACTED]

| | | | | |
|------------------------|------|-----------|--------------|--------------------------|
| 3GCUJ2EE2GG [REDACTED] | 2016 | Chevrolet | Silverado | Oct 17, 2018 1:51:15 PM |
| 1G1JC6SH3G4 [REDACTED] | 2016 | Chevrolet | Sonic | Oct 15, 2018 10:05:12 AM |
| 1GNKRFD5E [REDACTED] | 2014 | Chevrolet | Traverse | Oct 1, 2018 12:54:07 PM |
| 1G1ZB5T4JF [REDACTED] | 2018 | Chevrolet | Malibu | Sep 30, 2018 11:19:28 AM |
| 1GN5CBK6GR [REDACTED] | 2016 | Chevrolet | Tahoe | Sep 29, 2018 2:07:39 PM |
| 1GCH5CEA3J1 [REDACTED] | 2018 | Chevrolet | Colorado | Sep 5, 2018 10:02:48 AM |
| 1GYS3KKJ5H7 [REDACTED] | 2017 | Cadillac | Escalade ESV | Aug 30, 2018 10:09:35 AM |
| 1GN5CBK6GR [REDACTED] | 2015 | Chevrolet | Tahoe | Aug 28, 2018 12:52:34 PM |
| 1GCPTDE14H1 [REDACTED] | 2017 | Chevrolet | Colorado | Aug 28, 2018 10:15:01 AM |
| KL8CD6890E0 [REDACTED] | 2014 | Chevrolet | Spark | Aug 23, 2018 11:21:39 AM |
| 2G1125S36F9 [REDACTED] | 2015 | Chevrolet | Impala | Aug 12, 2018 5:04:10 PM |
| 1G1PA5SH3D7 [REDACTED] | 2013 | Chevrolet | Cruze | Aug 7, 2018 7:54:24 AM |
| 2G1165S33F9 [REDACTED] | 2015 | Chevrolet | Impala | Jul 9, 2018 8:10:52 AM |
| 1GNSKBK64HR [REDACTED] | 2017 | Chevrolet | Tahoe | Jun 28, 2018 3:02:49 PM |
| NQVIN180619 [REDACTED] | 2017 | Chevrolet | Tahoe | Jun 19, 2018 3:39:40 AM |

Module Diagnostics

Vehicle Diagnostics

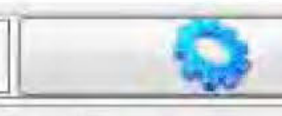
System Diagnostics

Session Manager

Selected Vehicle

| Property | Value | Value Source |
|------------|-----------|--------------|
| Model Year | 2016 | VIN |
| Make | Chevrolet | VIN |
| Model | Silverado | VIN |

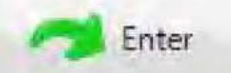
Selected Vehicle Configuration



| Property | Value | Value Source |
|----------|-------|--------------|
|----------|-------|--------------|

Navigation Path

| |
|--|
| |
|--|



Engine Identifier - Please Select an Engine Identifier

| |
|-------------------|
| 4.3L (LV1) |
| 4.3L (LV3) |
| 5.3L (L83) |
| 5.3L (L8B) |
| 6.0L (L96) |
| 6.0L (LC8) |
| 6.2L (L86) |
| 6.6L (LML) |

No TIS Connection Available

Enter

Transmission Type - Please select a Transmission Type

| |
|---|
| Automatic Transmission 6 Speed (MYC) |
| Automatic Transmission 8 Speed (M5U) |
| Automatic Transmission 8 Speed (M5X) |

No TIS Connection Available

Enter

Transfer Case Control Module Version - Please make a selection

| |
|---|
| Two Wheel Drive |
| Transfer Case, Two Speed, Electric Shift (NQF) |
| Transfer Case, Two Speed, Manual Shift (NQG) |
| Transfer Case, Two Speed, Switch Activated (NQH) |
| Transfer Case, Single Speed, Switch Activated (NP0) |

No TIS Connection Available

Enter

Radio Type - Please select a Radio Type

| |
|------------------------------|
| Radio (IO3) |
| Radio (IOB) |
| Uplevel (IO4 IO5 IO6) |

No TIS Connection Available

Enter

Headlamp Type - Please select a Headlamp Type

| |
|--|
| Halogen (T4A TT4) |
| High Intensity Discharge (T4F TT2 TT6 TT7 TT8) |
| Light Emitting Diode (T4L) |

No TIS Connection Available

Enter

HVAC Control Module Type - Please select a Heating Ventilation and Air Conditioning Control Module Type

| |
|----------------------------------|
| Auto Control Dual Zone (CJ2) |
| Manual Control Heater Only (C42) |
| Manual Control Single Zone (C67) |

No TIS Connection Available

Enter

Module Diagnostics

Vehicle Diagnostics

System Diagnostics

Session Manager

Selected Vehicle

| Property | Value | Value Source |
|------------|-----------|--------------|
| Model Year | 2016 | VIN |
| Make | Chevrolet | VIN |
| Model | Silverado | VIN |

Selected Vehicle Configuration



| Property | Value | Value Source |
|--|--|-----------------------|
| Engine Identifier | 5.3L (L83) | User |
| Telematics Communication I... | 10 | Control Module |
| Transmission Type | Automatic Transmission 8 Sp... | User |
| Passenger Presence System V... | Passenger Presence System (...) | Control Module |
| Transfer Case Control Modul... | Two Wheel Drive | Control Module |
| HVAC Control Module Type | Auto Control Dual Zone (CJ2) | User |
| Chassis Control Module Versi... | 0401 | Control Module |
| Radio Type | Uplevel (IO4 IO5 IO6) | User |
| Seat Memory Control Modul... | 050A | Control Module |
| Headlamp Type | Light Emitting Diode (T4L) | User |

Navigation Path



Back



Contact Us

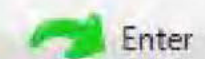
VIN: 3GCUCSEC2GG342661



Home



Vehicle Menu



Enter



- [K20] Engine Control Module
- [K103] Fuel Injector Control Module
- [K38] Chassis Control Module
- [K34] Glow Plug Control Module
- Hybrid Powertrain Control Module
- Hybrid Powertrain Control Module 2
- [K71] Transmission Control Module
- [K44] Power Take-Off Control Module
- [K69] Transfer Case Control Module
- [K17] Electronic Brake Control Module**
- [K43] Power Steering Control Module
- [B219] Steering Wheel Angle Sensor Module
- [K19] Suspension Control Module
- [K9] Body Control Module
- [K36] Inflatable Restraint Sensing and Diagnostic Module
- [K85] Passenger Presence Module
- [P16] Instrument Cluster
- [A22] Radio Controls
- [A26] HVAC Controls
- [A11] Radio

Selected Vehicle

| Property | Value | Value Source |
|------------|-----------|--------------|
| Model Year | 2016 | VIN |
| Make | Chevrolet | VIN |
| Model | Silverado | VIN |

Selected Vehicle Configuration



| Property | Value | Value Source |
|--|--|-----------------------|
| Engine Identifier | 5.3L (L83) | User |
| Telematics Communication I... | 10 | Control Module |
| Transmission Type | Automatic Transmission 8 Sp... | User |
| Passenger Presence System V... | Passenger Presence System (...) | Control Module |
| Transfer Case Control Modul... | Two Wheel Drive | Control Module |
| HVAC Control Module Type | Auto Control Dual Zone (CJ2) | User |
| Chassis Control Module Versi... | 0401 | Control Module |
| Radio Type | Uplevel (IO4 IO5 IO6) | User |
| Seat Memory Control Modul... | 050A | Control Module |
| Headlamp Type | Light Emitting Diode (T4L) | User |

Navigation Path

Module Diagnostics



Diagnostic Trouble Codes (DTC)

Identification Information

Data Display

Control Functions

Configuration/Reset Functions

Selected Vehicle

| Property | Value | Value Source |
|------------|-----------|--------------|
| Model Year | 2016 | VIN |
| Make | Chevrolet | VIN |
| Model | Silverado | VIN |

Selected Vehicle Configuration

| Property | Value | Value Source |
|--|--|-----------------------|
| Engine Identifier | 5.3L (L83) | User |
| Telematics Communication I... | 10 | Control Module |
| Transmission Type | Automatic Transmission 8 Sp... | User |
| Passenger Presence System V... | Passenger Presence System (...) | Control Module |
| Transfer Case Control Modul... | Two Wheel Drive | Control Module |
| HVAC Control Module Type | Auto Control Dual Zone (CJ2) | User |
| Chassis Control Module Versi... | 0401 | Control Module |
| Radio Type | Uplevel (IO4 IO5 IO6) | User |
| Seat Memory Control Modul... | 050A | Control Module |
| Headlamp Type | Light Emitting Diode (T4L) | User |

Navigation Path

Module Diagnostics
 Electronic Brake Control Module



Back



Contact Us

VIN: 3GCUCSEC2G3



Home



Vehicle Menu



Enter

- DTC Display
- Freeze Frame/Failure Records

Selected Vehicle

| Property | Value | Value Source |
|------------|-----------|--------------|
| Model Year | 2016 | VIN |
| Make | Chevrolet | VIN |
| Model | Silverado | VIN |

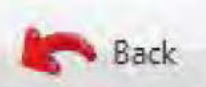
Selected Vehicle Configuration



| Property | Value | Value Source |
|--|--|-----------------------|
| Engine Identifier | 5.3L (L83) | User |
| Telematics Communication I... | 10 | Control Module |
| Transmission Type | Automatic Transmission 8 Sp... | User |
| Passenger Presence System V... | Passenger Presence System (...) | Control Module |
| Transfer Case Control Modul... | Two Wheel Drive | Control Module |
| HVAC Control Module Type | Auto Control Dual Zone (CJ2) | User |
| Chassis Control Module Versi... | 0401 | Control Module |
| Radio Type | Uplevel (IO4 IO5 IO6) | User |
| Seat Memory Control Modul... | 050A | Control Module |
| Headlamp Type | Light Emitting Diode (T4L) | User |

Navigation Path

- Module Diagnostics
- Electronic Brake Control Module
- Diagnostic Trouble Codes (DTC)



Back



Contact Us

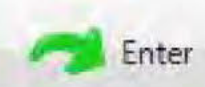
VIN: 3GCUCSEC2G



Home



Vehicle Menu



Enter

DTC Display

Create Report

Add Bookmark

| Status | Control Module Name | Control Module Status | DTC Count | DLC Pin |
|--------|---------------------------------|-----------------------|-----------|---------|
| | Electronic Brake Control Module | No DTCs Stored | 0 | 6,14 |

| Control Module | DTC | Symptom Byte | Description | Symptom Description | Status |
|----------------|-----|--------------|-------------|---------------------|--------|
| | | | | | |

| Category | Decoded Value |
|----------|---------------|
| | |

Clear DTCs
 Refresh

Back
 Contact Us
 Home
 Vehicle Menu
 Enter

DTC Display

Freeze Frame/Failure Records

Selected Vehicle

| Property | Value | Value Source |
|------------|-----------|--------------|
| Model Year | 2016 | VIN |
| Make | Chevrolet | VIN |
| Model | Silverado | VIN |

Selected Vehicle Configuration



| Property | Value | Value Source |
|--|---------------------------------------|-----------------------|
| Engine Identifier | 5.3L (L83) | User |
| Telematics Communication I... | 10 | Control Module |
| Transmission Type | Automatic Transmission 8 Sp... | User |
| Passenger Presence System V... | Passenger Presence System (... | Control Module |
| Transfer Case Control Modul... | Two Wheel Drive | Control Module |
| HVAC Control Module Type | Auto Control Dual Zone (CJ2) | User |
| Chassis Control Module Versi... | 0401 | Control Module |
| Radio Type | Uplevel (IO4 IO5 IO6) | User |
| Seat Memory Control Modul... | 050A | Control Module |
| Headlamp Type | Light Emitting Diode (T4L) | User |

Navigation Path

Module Diagnostics
 Electronic Brake Control Module
 Diagnostic Trouble Codes (DTC)

Back

Contact Us

Home

Vehicle Menu

Enter



Freeze Frame/Failure Records

Create Report Add Bookmark

Freeze Frame Failure Records

| Freeze Frame/Failure Records | DTC | Symptom Byte | Description | Symptom Description |
|------------------------------|-------|--------------|-------------|---------------------|
| Freeze Frame | P0000 | 00 | Unknown DTC | --- |

| Parameter Name | Value | Unit | Control Module |
|---|----------|--------|---------------------------------|
| Ignition Cycles Since Last DTC | 255 | Counts | Electronic Brake Control Module |
| Number of Times DTC has Occurred Since DTCs Cleared | 20 | Counts | Electronic Brake Control Module |
| Secondary Code of DTC | 0 | | Electronic Brake Control Module |
| Antilock Braking System Status | Inactive | | Electronic Brake Control Module |
| Traction Control System Status | Inactive | | Electronic Brake Control Module |
| Vehicle Stability System | Inactive | | Electronic Brake Control Module |
| Dynamic Rear Proportioning Status | Inactive | | Electronic Brake Control Module |
| Left Front Wheel Speed Sensor | 0 | MPH | Electronic Brake Control Module |
| Right Front Wheel Speed Sensor | 0 | MPH | Electronic Brake Control Module |
| Left Rear Wheel Speed Sensor | 0 | MPH | Electronic Brake Control Module |
| Right Rear Wheel Speed Sensor | 0 | MPH | Electronic Brake Control Module |
| Steering Wheel Angle | 0 | ° | Electronic Brake Control Module |
| Brake Pressure Sensor | 0 | kPa | Electronic Brake Control Module |
| Brake Pedal Position Sensor | Inactive | | Electronic Brake Control Module |

Refresh

Back Contact Us Home Vehicle Menu Enter

Freeze Frame/Failure Records

Freeze Frame Failure Records

| Freeze Frame/Failure Records | DTC | Symptom Byte | Description | Symptom Description |
|------------------------------|-------|--------------|-------------|---------------------|
| Freeze Frame | P0000 | 00 | Unknown DTC | --- |

| Parameter Name | Value | Unit | Control Module |
|---|----------|--------|---------------------------------|
| Ignition Cycles Since Last DTC | 255 | Counts | Electronic Brake Control Module |
| Number of Times DTC has Occurred Since DTCs Cleared | 20 | Counts | Electronic Brake Control Module |
| Secondary Code of DTC | 0 | | Electronic Brake Control Module |
| Antilock Braking System Status | Inactive | | Electronic Brake Control Module |
| Traction Control System Status | Inactive | | Electronic Brake Control Module |
| Vehicle Stability System | Inactive | | Electronic Brake Control Module |
| Dynamic Rear Proportioning Status | Inactive | | Electronic Brake Control Module |
| Left Front Wheel Speed Sensor | 0 | MPH | Electronic Brake Control Module |
| Right Front Wheel Speed Sensor | 0 | MPH | Electronic Brake Control Module |
| Left Rear Wheel Speed Sensor | 0 | MPH | Electronic Brake Control Module |
| Right Rear Wheel Speed Sensor | 0 | MPH | Electronic Brake Control Module |
| Steering Wheel Angle | 0 | ° | Electronic Brake Control Module |
| Brake Pressure Sensor | 0 | kPa | Electronic Brake Control Module |
| Brake Pedal Position Sensor | Inactive | | Electronic Brake Control Module |

Navigation controls including up/down arrows and a home button.

Refresh

Freeze Frame/Failure Records

Create Report Add Bookmark

Freeze Frame Failure Records

| Freeze Frame/Failure Records | DTC | Symptom Byte | Description | Symptom Description |
|------------------------------|-------|--------------|-------------|---------------------|
| Freeze Frame | P0000 | 00 | Unknown DTC | --- |

| Parameter Name | Value | Unit | Control Module |
|------------------------------------|-----------------|------|--|
| Antilock Braking System Status | Inactive | | Electronic Brake Control Module |
| Traction Control System Status | Inactive | | Electronic Brake Control Module |
| Vehicle Stability System | Inactive | | Electronic Brake Control Module |
| Dynamic Rear Proportioning Status | Inactive | | Electronic Brake Control Module |
| Left Front Wheel Speed Sensor | 0 | MPH | Electronic Brake Control Module |
| Right Front Wheel Speed Sensor | 0 | MPH | Electronic Brake Control Module |
| Left Rear Wheel Speed Sensor | 0 | MPH | Electronic Brake Control Module |
| Right Rear Wheel Speed Sensor | 0 | MPH | Electronic Brake Control Module |
| Steering Wheel Angle | 0 | ° | Electronic Brake Control Module |
| Brake Pressure Sensor | 0 | kPa | Electronic Brake Control Module |
| Brake Pedal Position Sensor | Inactive | | Electronic Brake Control Module |
| Lateral Acceleration | 0 | g | Electronic Brake Control Module |
| Longitudinal Acceleration | 0 | g | Electronic Brake Control Module |
| Yaw Rate | 0 | °/s | Electronic Brake Control Module |

Navigation icons: Home, Up, Down, Refresh

Refresh

Back Contact Us Home Vehicle Menu Enter

Diagnostic Trouble Codes (DTC)

Identification Information

Data Display

Control Functions

Configuration/Reset Functions

Selected Vehicle

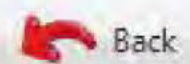
| Property | Value | Value Source |
|------------|-----------|--------------|
| Model Year | 2016 | VIN |
| Make | Chevrolet | VIN |
| Model | Silverado | VIN |

Selected Vehicle Configuration

| Property | Value | Value Source |
|--|---------------------------------------|-----------------------|
| Engine Identifier | 5.3L (L83) | User |
| Telematics Communication I... | 10 | Control Module |
| Transmission Type | Automatic Transmission 8 Sp... | User |
| Passenger Presence System V... | Passenger Presence System (... | Control Module |
| Transfer Case Control Modul... | Two Wheel Drive | Control Module |
| HVAC Control Module Type | Auto Control Dual Zone (CJ2) | User |
| Chassis Control Module Versi... | 0401 | Control Module |
| Radio Type | Uplevel (IO4 IO5 IO6) | User |
| Seat Memory Control Modul... | 050A | Control Module |
| Headlamp Type | Light Emitting Diode (T4L) | User |

Navigation Path

Module Diagnostics
 Electronic Brake Control Module



Back



Contact Us



Home



Vehicle Menu



Enter

Diagnostic Data Display

Identification Information



| Parameter Name | Value | Unit | Control Module |
|---|---------------------------|------|---------------------------------|
| Vehicle Identification Number (VIN) | 3GCUCSEC2G[REDACTED] | | Electronic Brake Control Module |
| Subscriber ID | PCSISTN#22 | | Electronic Brake Control Module |
| Date Programmed | Tuesday, May 24, 2016 | | Electronic Brake Control Module |
| Diagnostic Data Identifier | 2B03 | | Electronic Brake Control Module |
| XML Configuration Compatibility Identifier | 261 | | Electronic Brake Control Module |
| XML Data File Part Number | 23223279 | | Electronic Brake Control Module |
| XML Data File Alpha Code | DA | | Electronic Brake Control Module |
| Previous Subscriber ID | yyyyyyyyyy | | Electronic Brake Control Module |
| 2nd Previous Subscriber ID | | | Electronic Brake Control Module |
| Manufacturer Enable Counter | 0 | | Electronic Brake Control Module |
| Manufacturer's Traceability Number | 111612754G560226 | | Electronic Brake Control Module |
| Module Diagnostic Address | 28 | | Electronic Brake Control Module |
| End Model Part Number | 23388971 | | Electronic Brake Control Module |
| Base Model Part Number | 23388991 | | Electronic Brake Control Module |
| End Model Part Number Alpha Code | DA | | Electronic Brake Control Module |
| Base Model Part Number Alpha Code | DA | | Electronic Brake Control Module |
| Boot Software Part Number | 23115283 | | Electronic Brake Control Module |
| Software Part Number Alpha Code | CA | | Electronic Brake Control Module |
| Software Module 1 Identifier | 23389011 | | Electronic Brake Control Module |
| Software Module 1 Identifier Alpha Code | DA | | Electronic Brake Control Module |
| Software Module 2 Identifier | 23389007 | | Electronic Brake Control Module |
| Software Module 2 Identifier Alpha Code | DA | | Electronic Brake Control Module |
| Software Module 3 Identifier | 23232553 | | Electronic Brake Control Module |
| Software Module 3 Identifier Alpha Code | CA | | Electronic Brake Control Module |
| GMLAN Identification Data - Bus 1 Type | High Speed CAN Bus | | Electronic Brake Control Module |
| GMLAN Identification Data - GMLAN Kernel 1 Version | 300 | | Electronic Brake Control Module |
| GMLAN Identification Data - Data Dictionary 1 Version | 80000 | | Electronic Brake Control Module |
| GMLAN Identification Data - Bus 2 Type | Chassis Expansion CAN Bus | | Electronic Brake Control Module |
| GMLAN Identification Data - GMLAN Kernel 2 Version | 300 | | Electronic Brake Control Module |

Back

Contact Us

Home

Vehicle Menu

Enter



Identification Information

Create Report

Add Bookmark

Diagnostic Data Display

Identification Information



| Parameter Name | Value | Unit | Control Module |
|---|---------------------------|------|---------------------------------|
| Date Programmed | Tuesday, May 24, 2016 | | Electronic Brake Control Module |
| Diagnostic Data Identifier | 2803 | | Electronic Brake Control Module |
| XML Configuration Compatibility Identifier | 261 | | Electronic Brake Control Module |
| XML Data File Part Number | 23223279 | | Electronic Brake Control Module |
| XML Data File Alpha Code | DA | | Electronic Brake Control Module |
| Previous Subscriber ID | yyyyyyyyyy | | Electronic Brake Control Module |
| 2nd Previous Subscriber ID | | | Electronic Brake Control Module |
| Manufacturer Enable Counter | 0 | | Electronic Brake Control Module |
| Manufacturer's Traceability Number | 1116127S4G560226 | | Electronic Brake Control Module |
| Module Diagnostic Address | 28 | | Electronic Brake Control Module |
| End Model Part Number | 23388971 | | Electronic Brake Control Module |
| Base Model Part Number | 23388991 | | Electronic Brake Control Module |
| End Model Part Number Alpha Code | DA | | Electronic Brake Control Module |
| Base Model Part Number Alpha Code | DA | | Electronic Brake Control Module |
| Boot Software Part Number | 23115283 | | Electronic Brake Control Module |
| Software Part Number Alpha Code | CA | | Electronic Brake Control Module |
| Software Module 1 Identifier | 23389011 | | Electronic Brake Control Module |
| Software Module 1 Identifier Alpha Code | DA | | Electronic Brake Control Module |
| Software Module 2 Identifier | 23389007 | | Electronic Brake Control Module |
| Software Module 2 Identifier Alpha Code | DA | | Electronic Brake Control Module |
| Software Module 3 Identifier | 23232553 | | Electronic Brake Control Module |
| Software Module 3 Identifier Alpha Code | CA | | Electronic Brake Control Module |
| GMLAN Identification Data - Bus 1 Type | High Speed CAN Bus | | Electronic Brake Control Module |
| GMLAN Identification Data - GMLAN Kernel 1 Version | 300 | | Electronic Brake Control Module |
| GMLAN Identification Data - Data Dictionary 1 Version | 80000 | | Electronic Brake Control Module |
| GMLAN Identification Data - Bus 2 Type | Chassis Expansion CAN Bus | | Electronic Brake Control Module |
| GMLAN Identification Data - GMLAN Kernel 2 Version | 300 | | Electronic Brake Control Module |
| GMLAN Identification Data - Data Dictionary 2 Version | 80000 | | Electronic Brake Control Module |
| System Code | 2B | | Electronic Brake Control Module |

Back

Contact Us

Home

Vehicle Menu

Enter

Diagnostic Trouble Codes (DTC)

Identification Information

Data Display

Control Functions

Configuration/Reset Functions

Selected Vehicle

| Property | Value | Value Source |
|------------|-----------|--------------|
| Model Year | 2016 | VIN |
| Make | Chevrolet | VIN |
| Model | Silverado | VIN |

Selected Vehicle Configuration



| Property | Value | Value Source |
|--|--|-----------------------|
| Engine Identifier | 5.3L (L83) | User |
| Telematics Communication I... | 10 | Control Module |
| Transmission Type | Automatic Transmission 8 Sp... | User |
| Passenger Presence System V... | Passenger Presence System (...) | Control Module |
| Transfer Case Control Modul... | Two Wheel Drive | Control Module |
| HVAC Control Module Type | Auto Control Dual Zone (CJ2) | User |
| Chassis Control Module Versi... | 0401 | Control Module |
| Radio Type | Uplevel (IO4 IO5 IO6) | User |
| Seat Memory Control Modul... | 050A | Control Module |
| Headlamp Type | Light Emitting Diode (T4L) | User |

Navigation Path

Module Diagnostics
Electronic Brake Control Module

Back

Contact Us

Home

Vehicle Menu

Enter

Select Data List

Antilock Braking Data

Solenoid Valve Data

Adaptive Pressure Control Data



| Parameter Name | Value | Unit | Control Module |
|------------------------------------|----------|------------------|---------------------------------|
| System Voltage | 12.47 | V | Electronic Brake Control Module |
| ABS Pump Motor Voltage | 0.00 | V | Electronic Brake Control Module |
| Brake Pressure Sensor | 335.5 | PSI | Electronic Brake Control Module |
| Brake Pressure Sensor | 0.51 | V | Electronic Brake Control Module |
| Left Front Wheel Speed Sensor | 0 | MPH | Electronic Brake Control Module |
| Right Front Wheel Speed Sensor | 0 | MPH | Electronic Brake Control Module |
| Left Rear Wheel Speed Sensor | 0 | MPH | Electronic Brake Control Module |
| Right Rear Wheel Speed Sensor | 0 | MPH | Electronic Brake Control Module |
| Lateral Acceleration Signal | 1 | m/s ² | Electronic Brake Control Module |
| Yaw Rate Signal | 0 | °/s | Electronic Brake Control Module |
| Steering Wheel Angle | 10.9 | ° | Electronic Brake Control Module |
| Requested Torque | 27 | % | Electronic Brake Control Module |
| Delivered Torque | 39 | % | Electronic Brake Control Module |
| Brake Pedal Position Sensor | Inactive | | Electronic Brake Control Module |
| Traction Control System Status | Inactive | | Electronic Brake Control Module |
| Vehicle Stability System Status | Inactive | | Electronic Brake Control Module |
| Brake Fluid Level Sensor | OK | | Electronic Brake Control Module |
| Antilock Braking System | OK | | Electronic Brake Control Module |
| Traction Control System | OK | | Electronic Brake Control Module |
| Vehicle Stability System | OK | | Electronic Brake Control Module |
| Panic Brake Assist Status | OK | | Electronic Brake Control Module |
| Dynamic Rear Proportioning Status | OK | | Electronic Brake Control Module |
| Brake Booster Vacuum Sensor Supply | 4.94 | V | Electronic Brake Control Module |
| Brake Booster Vacuum Sensor | -10.0 | PSI | Electronic Brake Control Module |



| Parameter Name | Value | Unit | Control Module |
|------------------------------------|----------|------------------|---------------------------------|
| System Voltage | 12.47 | V | Electronic Brake Control Module |
| ABS Pump Motor Voltage | 0.00 | V | Electronic Brake Control Module |
| Brake Pressure Sensor | 335.5 | PSI | Electronic Brake Control Module |
| Brake Pressure Sensor | 0.51 | V | Electronic Brake Control Module |
| Left Front Wheel Speed Sensor | 0 | MPH | Electronic Brake Control Module |
| Right Front Wheel Speed Sensor | 0 | MPH | Electronic Brake Control Module |
| Left Rear Wheel Speed Sensor | 0 | MPH | Electronic Brake Control Module |
| Right Rear Wheel Speed Sensor | 0 | MPH | Electronic Brake Control Module |
| Lateral Acceleration Signal | 1 | m/s ² | Electronic Brake Control Module |
| Yaw Rate Signal | 0 | °/s | Electronic Brake Control Module |
| Steering Wheel Angle | 11.0 | ° | Electronic Brake Control Module |
| Requested Torque | 27 | % | Electronic Brake Control Module |
| Delivered Torque | 39 | % | Electronic Brake Control Module |
| Brake Pedal Position Sensor | Inactive | | Electronic Brake Control Module |
| Traction Control System Status | Inactive | | Electronic Brake Control Module |
| Vehicle Stability System Status | Inactive | | Electronic Brake Control Module |
| Brake Fluid Level Sensor | OK | | Electronic Brake Control Module |
| Antilock Braking System | OK | | Electronic Brake Control Module |
| Traction Control System | OK | | Electronic Brake Control Module |
| Vehicle Stability System | OK | | Electronic Brake Control Module |
| Panic Brake Assist Status | OK | | Electronic Brake Control Module |
| Dynamic Rear Proportioning Status | OK | | Electronic Brake Control Module |
| Brake Booster Vacuum Sensor Supply | 4.94 | V | Electronic Brake Control Module |
| Brake Booster Vacuum Sensor | -10.0 | PSI | Electronic Brake Control Module |



Back



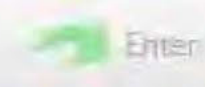
Contact Us



Home



Vehicle Menu



Enter

Diagnostic Data Display Graphical Data Display Line Graph

Antilock Braking Data



| Parameter Name | Value | Unit | Control Module |
|------------------------------------|----------|------------------|---------------------------------|
| System Voltage | 12.47 | V | Electronic Brake Control Module |
| ABS Pump Motor Voltage | 0.00 | V | Electronic Brake Control Module |
| Brake Pressure Sensor | 1084.0 | PSI | Electronic Brake Control Module |
| Brake Pressure Sensor | 1.65 | V | Electronic Brake Control Module |
| Left Front Wheel Speed Sensor | 0 | MPH | Electronic Brake Control Module |
| Right Front Wheel Speed Sensor | 0 | MPH | Electronic Brake Control Module |
| Left Rear Wheel Speed Sensor | 0 | MPH | Electronic Brake Control Module |
| Right Rear Wheel Speed Sensor | 0 | MPH | Electronic Brake Control Module |
| Lateral Acceleration Signal | 1 | m/s ² | Electronic Brake Control Module |
| Yaw Rate Signal | 0 | °/s | Electronic Brake Control Module |
| Steering Wheel Angle | 11.0 | ° | Electronic Brake Control Module |
| Requested Torque | 27 | % | Electronic Brake Control Module |
| Delivered Torque | 39 | % | Electronic Brake Control Module |
| Brake Pedal Position Sensor | Active | | Electronic Brake Control Module |
| Traction Control System Status | Inactive | | Electronic Brake Control Module |
| Vehicle Stability System Status | Inactive | | Electronic Brake Control Module |
| Brake Fluid Level Sensor | OK | | Electronic Brake Control Module |
| Antilock Braking System | OK | | Electronic Brake Control Module |
| Traction Control System | OK | | Electronic Brake Control Module |
| Vehicle Stability System | OK | | Electronic Brake Control Module |
| Panic Brake Assist Status | OK | | Electronic Brake Control Module |
| Dynamic Rear Proportioning Status | OK | | Electronic Brake Control Module |
| Brake Booster Vacuum Sensor Supply | 4.94 | V | Electronic Brake Control Module |
| Brake Booster Vacuum Sensor | -7.6 | PSI | Electronic Brake Control Module |



Back



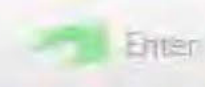
Contact Us



Home



Vehicle Menu



Enter

Data Display

Create Report Add Bookmark

Diagnostic Data Display Graphical Data Display Line Graph

Antilock Braking Data



| Parameter Name | Value | Unit | Control Module |
|------------------------------------|----------|------------------|---------------------------------|
| System Voltage | 12.47 | V | Electronic Brake Control Module |
| ABS Pump Motor Voltage | 0.00 | V | Electronic Brake Control Module |
| Brake Pressure Sensor | 335.5 | PSI | Electronic Brake Control Module |
| Brake Pressure Sensor | 0.51 | V | Electronic Brake Control Module |
| Left Front Wheel Speed Sensor | 0 | MPH | Electronic Brake Control Module |
| Right Front Wheel Speed Sensor | 0 | MPH | Electronic Brake Control Module |
| Left Rear Wheel Speed Sensor | 0 | MPH | Electronic Brake Control Module |
| Right Rear Wheel Speed Sensor | 0 | MPH | Electronic Brake Control Module |
| Lateral Acceleration Signal | 1 | m/s ² | Electronic Brake Control Module |
| Yaw Rate Signal | 0 | °/s | Electronic Brake Control Module |
| Steering Wheel Angle | 10.9 | ° | Electronic Brake Control Module |
| Requested Torque | 27 | % | Electronic Brake Control Module |
| Delivered Torque | 39 | % | Electronic Brake Control Module |
| Brake Pedal Position Sensor | Inactive | | Electronic Brake Control Module |
| Traction Control System Status | Inactive | | Electronic Brake Control Module |
| Vehicle Stability System Status | Inactive | | Electronic Brake Control Module |
| Brake Fluid Level Sensor | OK | | Electronic Brake Control Module |
| Antilock Braking System | OK | | Electronic Brake Control Module |
| Traction Control System | OK | | Electronic Brake Control Module |
| Vehicle Stability System | OK | | Electronic Brake Control Module |
| Panic Brake Assist Status | OK | | Electronic Brake Control Module |
| Dynamic Rear Proportioning Status | OK | | Electronic Brake Control Module |
| Brake Booster Vacuum Sensor Supply | 4.94 | V | Electronic Brake Control Module |
| Brake Booster Vacuum Sensor | -4.7 | PSI | Electronic Brake Control Module |

Back Contact Us Home Vehicle Menu Enter

Data Display

Select Data List

Antilock Braking Data

Solenoid Valve Data

Adaptive Pressure Control Data



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

Data Display

Select Data List

Antilock Braking Data

Solenoid Valve Data

Adaptive Pressure Control Data



| Parameter Name | Value | Unit | Control Module |
|--|----------|------|---------------------------------|
| Successful Adaptive Pressure Control Learn Counter | 21 | | Electronic Brake Control Module |
| Ignition Cycles Until Next Adaptive Pressure Control Maintenance Mode | 51 | | Electronic Brake Control Module |
| Inhibited Adaptive Pressure Control Maintenance Mode Activation Attempts | 0 | | Electronic Brake Control Module |
| Primary Isolation Solenoid Valve Learn Status | Learned | | Electronic Brake Control Module |
| Secondary Isolation Solenoid Valve Learn Status | Learned | | Electronic Brake Control Module |
| ABS Left Front Inlet Solenoid Valve Learn Status | Learned | | Electronic Brake Control Module |
| ABS Right Front Inlet Solenoid Valve Learn Status | Learned | | Electronic Brake Control Module |
| ABS Left Rear Inlet Solenoid Valve Learn Status | Learned | | Electronic Brake Control Module |
| ABS Right Rear Inlet Solenoid Valve Learn Status | Learned | | Electronic Brake Control Module |
| Adaptive Pressure Control Performance Value 1 | 6AD0300 | | Electronic Brake Control Module |
| Adaptive Pressure Control Performance Value 2 | 7FFF5FFF | | Electronic Brake Control Module |
| Primary Isolation Solenoid Valve Learned Value | 2 | | Electronic Brake Control Module |
| Secondary Isolation Solenoid Valve Learned Value | 2 | | Electronic Brake Control Module |
| ABS Left Front Inlet Solenoid Valve Learned Value | 1 | | Electronic Brake Control Module |
| ABS Right Front Inlet Solenoid Valve Learned Value | 2 | | Electronic Brake Control Module |
| ABS Left Rear Inlet Solenoid Valve Learned Value | 0 | | Electronic Brake Control Module |
| ABS Right Rear Inlet Solenoid Valve Learned Value | FF | | Electronic Brake Control Module |

- [K20] Engine Control Module
- [K103] Fuel Injector Control Module
- [K38] Chassis Control Module
- [K34] Glow Plug Control Module
- Hybrid Powertrain Control Module
- Hybrid Powertrain Control Module 2
- [K71] Transmission Control Module
- [K44] Power Take-Off Control Module
- [K69] Transfer Case Control Module
- [K17] Electronic Brake Control Module
- [K43] Power Steering Control Module
- [B219] Steering Wheel Angle Sensor Module
- [K19] Suspension Control Module
- [K9] Body Control Module

[K36] Inflatable Restraint Sensing and Diagnostic Module

- [K85] Passenger Presence Module
- [P16] Instrument Cluster
- [A22] Radio Controls
- [A26] HVAC Controls
- [A11] Radio

Selected Vehicle

| Property | Value | Value Source |
|------------|-----------|--------------|
| Model Year | 2016 | VIN |
| Make | Chevrolet | VIN |
| Model | Silverado | VIN |

Selected Vehicle Configuration

| Property | Value | Value Source |
|--|--|-----------------------|
| Engine Identifier | 5.3L (L83) | User |
| Telematics Communication I... | 10 | Control Module |
| Transmission Type | Automatic Transmission 8 Sp... | User |
| Passenger Presence System V... | Passenger Presence System (...) | Control Module |
| Transfer Case Control Modul... | Two Wheel Drive | Control Module |
| HVAC Control Module Type | Auto Control Dual Zone (CJ2) | User |
| Chassis Control Module Versi... | 0401 | Control Module |
| Radio Type | Uplevel (IO4 IO5 IO6) | User |
| Seat Memory Control Modul... | 050A | Control Module |
| Headlamp Type | Light Emitting Diode (T4L) | User |

Navigation Path

Module Diagnostics



Back

Back



Contact Us



Home



Vehicle Menu



Enter



Diagnostic Trouble Codes (DTC)

Identification Information

Data Display

Control Functions

Configuration/Reset Functions

Selected Vehicle

| Property | Value | Value Source |
|------------|-----------|--------------|
| Model Year | 2016 | VIN |
| Make | Chevrolet | VIN |
| Model | Silverado | VIN |

Selected Vehicle Configuration



| Property | Value | Value Source |
|--|--|-----------------------|
| Engine Identifier | 5.3L (L83) | User |
| Telematics Communication I... | 10 | Control Module |
| Transmission Type | Automatic Transmission 8 Sp... | User |
| Passenger Presence System V... | Passenger Presence System (...) | Control Module |
| Transfer Case Control Modul... | Two Wheel Drive | Control Module |
| HVAC Control Module Type | Auto Control Dual Zone (CJ2) | User |
| Chassis Control Module Versi... | 0401 | Control Module |
| Radio Type | Uplevel (IO4 IO5 IO6) | User |
| Seat Memory Control Modul... | 050A | Control Module |
| Headlamp Type | Light Emitting Diode (T4L) | User |

Navigation Path

Module Diagnostics
Inflatable Restraint Sensing and Diagnostic Module



Back



Contact Us



Home



Vehicle Menu



Enter

