

INFORMATION REDACTED PURSUANT TO THE FREEDOM OF INFORMATION ACT (FOIA), 5 U.S.C. 552(B)(6)



CA US LLC

BUILD: 10-16

2722 KG 6000 LB

18X8.0

2949 KG 6500 LB

18X8.0

CHGR:

4536 KG 10000 LB

WITH

LT275/70R18E

TIRES

RIMS AT

415 KPA ( 60 PSI) COLD

WITH

LT275/70R18E

TIRES

RIMS AT

550 KPA ( 80 PSI) COLD

THIS VEHICLE CONFORMS TO ALL APPLICABLE U.S.A. FEDERAL MOTOR VEHICLE SAFETY STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE.

VIN:

TYPE:

TRUCK

MDM: 100309 909AA

PAINT: PW7

TRIM: USXB

VEHICLE MADE IN MEXICO



S [mail icon] 79°F

Coolant Low

---

21341.6mi

[gas pump icon] [coolant icon]



[airbag icon] P R N D [up/down arrows] [airbag icon]

[brake icon] BRAKE [brake icon]





















































STANLEY  
25'  
ft





































DC9024

34076951





























RAM

















656

CHECKPOINT USA  
CS28





















**▲ WARNING**

**NEVER WITH ADVANCED AIRBAGS**

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

0510014AA



**▲ MISE EN GARDE**

**MÊME AVEC DES SIÈGES GONFLABLES PERFECTIONNÉS**

- LES ENFANTS PEUVENT ÊTRE TUÉS OU BLESSÉS GRAVEMENT PAR LES SIÈGES GONFLABLES.
- LE SIÈGE D'UN ENFANT EST LA PLACE LA PLUS SÛRE POUR LES ENFANTS.
- LE SIÈGE D'UN ENFANT NE DOIT PAS ÊTRE PLACÉ DANS LE SIÈGE AVANT.
- L'INSTALLATION ET L'USAGE DES SIÈGES GONFLABLES PERFECTIONNÉS SONT DÉCRITS DANS LE MANUEL D'UTILISATION ET LES ÉTIQUETTES DE LA VOITURE.
- VOUS DEVEZ LIRE LE MANUEL D'UTILISATION ET LES ÉTIQUETTES DE LA VOITURE POUR EN SAVOIR PLUS.































**⚠ WARNING**

**EVEN WITH ADVANCED AIRBAGS**

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



0210K 11AAA

**⚠ MISE EN GARDE**

**MÊME AVEC DES SACS GONFLABLES PERFECTIONNÉS**

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







































































P R N D ↗







S 86°F  
Active Airbox  
Service  
Required  
See Dealer  
21341.6mi



P R N D



LEFT FRONT

A close-up photograph of a person's hand holding a white label with the text "RIGHT FRONT" in black capital letters. The label is positioned next to a worn, dark-colored tire with a complex tread pattern. The tire is mounted on a vehicle, and a yellow shock absorber is visible in the background. The ground is a light-colored, textured surface.

RIGHT FRONT

A close-up photograph of a vehicle's tire tread, showing a complex pattern of sipes and grooves. The tire is dark and appears to be on a paved surface. A white paper label with the text "RIGHT REAR" is placed against the bottom of the tire. The background is out of focus, showing a parking lot with other vehicles and trees under a bright sky.

RIGHT REAR

A close-up photograph of a car's left rear tire. The tire has a dark, treaded surface. A white rectangular label with the text "LEFT REAR" is attached to the bottom of the tire with a silver paperclip. The car's undercarriage, including the suspension and exhaust system, is visible to the right of the tire. The background shows a paved parking lot with other vehicles, including a white SUV and a dark car with its trunk open, under a clear sky.

LEFT REAR









**WARNING**

Small text below the warning label, likely containing safety instructions or technical specifications.











33.5





LEFT FRONT

A close-up photograph of a vehicle's front left wheel hub and brake rotor. The brake rotor is heavily rusted and shows significant wear. A hand is holding a white label with a paperclip that reads "LEFT FRONT". The surrounding area is cluttered with mechanical parts, including a blue and yellow suspension component and a red tool. The tire tread is visible on the left side of the frame.











27.55 mm

MODE ON OFF ZERO

A close-up photograph of a person's hand holding a white label with the text "RIGHT FRONT" printed on it. The hand is positioned next to a heavily rusted and worn brake rotor. The rotor is mounted on a hub with several bolts. In the background, the vehicle's suspension system, including a coil spring and various metal components, is visible. The person holding the label is wearing a black wristband.

RIGHT FRONT












RIGHT REAR





A close-up photograph of a person's hand holding a white label with a paperclip. The label is positioned next to a vehicle's rear brake assembly, which includes a brake disc and a brake caliper. The person is wearing a black wristwatch. The background shows parts of the vehicle's suspension and a red jack.

LEFT REAR







July 18, 2018

[REDACTED]  
Machiasport, ME [REDACTED]

RE: Cair: [REDACTED]  
VIN: [REDACTED]

Dear Ms. [REDACTED]

This will acknowledge contact to Fiat Chrysler Automobiles, regarding the 2017 RAM 2500. Naturally, we were sorry to learn of this incident. Please rest assured, we appreciate and share your concerns about vehicle safety.

FCA US LLC provided for Engineering Analysis Associates/Bosch Automotive Service Solutions to examine your vehicle. EAA is a leading supplier of technical field support to the transportation industry. They have hundreds of specialists in the United States that conduct thousands of product investigations each year, providing valuable automotive field expertise. FCA feels that the expense of this independent inspection is in the best interest of you, our customer, and the Corporation in our efforts to properly evaluate serious concerns such as yours.

The inspection involved a thorough examination of your vehicle and the photographing of all critical areas. We have had the opportunity to review the details of the inspection report, and must inform you that we are not led to believe that the incident was due to a manufacturing responsibility.

After review of the inspection report and photos there is no indication a steering related condition caused or contributed to the accident. The steering and suspension components that were damaged are due to the impact damage.

Please contact your insurance carrier for further resolution.

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

Sincerely,

FCA Special Investigations Group

TK/sk



July 18, 2018

[REDACTED]  
Machiasport, ME [REDACTED]

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VIN: [REDACTED]

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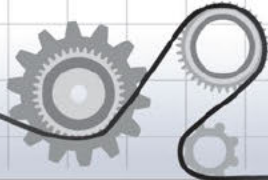
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Thank you for allowing us the opportunity in reviewing this matter with you.

Sincerely,

FCA Special Investigations Group

TK/sk



WI  
TECH 2.0

## VEHICLE SCAN REPORT

Vehicle 2017 RAM 2500 PICKUP 6.7L I6 CUMMINS TURBO DIESEL  
VIN [REDACTED]

Odometer 21341.7 miles  
Publication Date Jul 17, 2018, 9:40:26 AM

### ECU SUMMARY INFO

ECU	NAME	BUS TYPE	FLASH PART #	CURRENT VIN	ORIGINAL VIN	PART #
PCM	Powertrain Control Module	CAN-C	32370731AD	[REDACTED]	[REDACTED]	32370731AD
RFH	Radio Frequency Hub	CAN-C	68319677AB	[REDACTED]	[REDACTED]	68319677AB
ABS	Anti Lock Brakes	CAN-C	68306179AB	[REDACTED]	[REDACTED]	68306179AB
DTCM	Drive Train Control Module	CAN-C	68250127AA	[REDACTED]	[REDACTED]	68250127AA
ORC	Occupant Restraint	CAN-C	68303224AA	[REDACTED]	[REDACTED]	68303224AA
HVAC	Heat, Ventilation and A/C	CAN-I	68268189AA	[REDACTED]	[REDACTED]	68268189AA
DDM	Driver Door Module	CAN-I	68225101AC	[REDACTED]	[REDACTED]	68225101AC
PDM	Passenger Door Module	CAN-I	68225100AC	[REDACTED]	[REDACTED]	68225100AC
IPC	Instrument Panel Cluster	CAN-C	68302607AC	[REDACTED]	[REDACTED]	68302607AC
PTS	Parktronics	CAN-C	68204477AD	[REDACTED]	[REDACTED]	68204477AD
SCCM	Steering Column Control Module	CAN-C	68110739AE	[REDACTED]	[REDACTED]	68110739AE
BCM	Body Controller	CAN-C	68320320AB	[REDACTED]	[REDACTED]	68320319AB
DCU	Dosing Control Unit	CAN-C	68313041AA	[REDACTED]	[REDACTED]	68313041AA
RADIO	Radio	CAN-I	68271367AC	[REDACTED]	[REDACTED]	68271367AC
ITBM	Integrated Trailer Brake Module	CAN-C	68288760AB	[REDACTED]	[REDACTED]	68288760AB
VGT	Variable Geometry Turbo	CAN-C	68213171AC	[REDACTED]	[REDACTED]	68213171AC

### ECU SUMMARY INFO (CONT...)

ECU	COUNTRY CODE	HARDWARE VERSION	SOFTWARE VERSION	VARIANT	VERSION	ISO CODE
PCM	USA	00	17	24	08	
RFH	USA	0D 20 01	10 20 01	41	04	
ABS		10 09 00	10 09 01	40	08	
DTCM	USA	10 11	05 01 09	40	02	
ORC	USA	0C 25 02	0F 2D 00	42	01	
HVAC	USA	0E 03 09	0E 30 00	42	01	
DDM	USA / USA	13 22 00	15 07 00	41	02	
PDM	USA	13 22 00	15 07 00	41	02	
IPC	USA / USA	05 01 00	10 0E 00	42	01	

PTS	USA	08 33 01	0E 28 01	41	05	
SCCM	USA	0A 2E 04	0B 26 00	41	01	
BCM	USA	0D 11 00	10 0F 40	43	05	
DCU	--	0C 18 00	0E 21 00	02	00	
RADIO	USA	10 26 00	10 24 09	80	10	
ITBM	USA	10 0E 02	10 0E 40	40	00	
VGT		0D 06 00	0E 02 00	01	00	

## DTC SUMMARY

ECU	DTC CODE	DTC DESCRIPTION	STATUS
PCM	P1475	Intake Air Diverter Valve Out of Calibration/Missing Calibration	Active
PCM	P2560	Engine Coolant Level Low	Active
PCM	P2706	MS Solenoid Circuit	Active
ABS	C0051-28	Steering Wheel Position Sensor-Signal Bias Level Out of Range / Zero Adjustment failure	Stored
ORC	B0020-13	Left Side Seat Deployment Squib 1-Circuit Open	Active
ORC	B0021-13	Left Curtain Deployment Squib 1-Circuit Open	Active
ORC	B0028-13	Right Side Seat Deployment Squib 1-Circuit Open	Active
ORC	B0029-13	Right Curtain Deployment Squib 1-Circuit Open	Active
ORC	B1BC7-00	Deployment Data Record Full-	Active
ORC	B007F-13	Passenger Seatbelt Retractor Pretensioner Deployment Control-Circuit Open	Active
ORC	B007E-13	Driver Seatbelt Retractor Pretensioner Deployment Control-Circuit Open	Active
BCM	B16C3-15	Front Right Sidemarkers Lamp Control-Circuit Short to Battery or Open	Active
BCM	B16BF-15	Front Left Sidemarkers Lamp Control-Circuit Short to Battery or Open	Active
BCM	B162E-15	Right Low Beam Control-Circuit Short to Battery or Open	Active

## ENVIRONMENTAL DATA SUMMARY

### PCM | P1475 | ACTIVE | INTAKE AIR DIVERTER VALVE OUT OF CALIBRATION/MISSING CALIBRATION

NAME	VALUE	UNITS
DTC Readiness Flag	Test Complete	
DTC	01 14	
DTC Storage State	active / stored	
Occurrence Flag	Fault	
Warning Indicator Request State	False	
Frequency Counter	1	
Operation Cycle Counter	0	
Original Odometer	21335	miles
Most Recent Odometer	21335	miles

### PCM | P2560 | ACTIVE | ENGINE COOLANT LEVEL LOW

NAME	VALUE	UNITS
DTC Readiness Flag	Test Complete	
DTC	01 25	
Occurrence Flag	Fault	
DTC Storage State	active / stored	

Warning Indicator Request State	False	
Frequency Counter	9	
Operation Cycle Counter	0	
Original Odometer	21335	miles
Most Recent Odometer	21335	miles

**PCM | P2706 | ACTIVE | MS SOLENOID CIRCUIT**

NAME	VALUE	UNITS
DTC Readiness Flag	Test Complete	
DTC	01 27	
DTC Storage State	active / stored	
Occurrence Flag	Fault	
Warning Indicator Request State	True	
Frequency Counter	1	
Operation Cycle Counter	0	
Original Odometer	21335	miles
Most Recent Odometer	21335	miles

**ABS | C0051-28 | STORED | STEERING WHEEL POSITION SENSOR-SIGNAL BIAS LEVEL OUT OF RANGE / ZERO ADJUSTMENT FAILURE**

NAME	VALUE	UNITS
DTC	40 51 28	
Test Failed	False	
Test Failed This Operation Cycle	False	
Pending DTC	False	
Test Not Completed Since Last Clear	False	
Confirmed DTC	True	
Test Not Completed This Operation Cycle	False	
Test Failed Since Last Clear	True	
Warning Indicator Requested	True	
Occurrence flag	ERROR	
Controller Event	No	
Mirror Memory	No	
Undervoltage Suspected	No	
Current System Mode	Engine Running	
Previous System Mode	Engine Running	
System Condition	OK	
Rotation Direction Left Front	Forward	
Rotation Direction Right Front	Forward	
Rotation Direction Left Rear	Forward	
Rotation Direction Right Rear	Forward	
ABS control	Not active	
ASR control	Not active	
EBV control	Not active	

ESP Control	Not active	
MSR control	Not active	
HSA control	Not active	
HBA control	Not active	
Hold	No	
Braking assistance system	No Assistance System Is Braking	
Plant Mode	No	
BLS_High	Yes	
Park Brake	Not Activated	
ESP-OFF mode	No	
Clutch	Not Activated	
Stop Coordinator Active	No	
Actual Gear	6	
BLS_Low	Yes	
Transmission selector lever setting	D	
Original Odometer Value	20977	miles
Most Recent Odometer Value	20987	miles
Ignition Cycle Counter	0	
Fault Time	417.60	S
Frequency Counter	2	
Valve Relay Voltage	6.9	V
Supply Voltage Valves	13.4	V
Supply voltage Pump	13.4	V
Uecu unfiltered	13.4	V
Uecu filtered	7.0	V
Wheel Speed Left Front	45.857	MPH
Wheel Speed Right Front	45.857	MPH
Wheel Speed Left Rear	44.739	MPH
Wheel Speed Right Rear	45.857	MPH
Steering Wheel Angle	89.60	°
Longitudinal Acceleration	-0.43	m/s^2
Lateral Acceleration	-0.22	m/s^2
Yaw Rate	0.000	°/s
Pressure Left Rear	0.00	PSI
Primary Circuit Pressure	0.00	PSI
Pressure Left Front	0.00	PSI
Accelerator Pedal Position	0.0	%
Supplier Internal Code	65535	

### ORC | B0020-13 | ACTIVE | LEFT SIDE SEAT DEPLOYMENT SQUIB 1-CIRCUIT OPEN

NAME	VALUE	UNITS
Test Failed	True	
Test Failed This Operation Cycle	False	
Pending DTC	False	

Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	False	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	True	
Original Odometer Value	21335	miles
Most Recent Odometer Value	21335	miles

**ORC | B0021-13 | ACTIVE | LEFT CURTAIN DEPLOYMENT SQUIB 1-CIRCUIT OPEN**

NAME	VALUE	UNITS
Test Failed	True	
Test Failed This Operation Cycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	False	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	True	
Original Odometer Value	21335	miles
Most Recent Odometer Value	21335	miles

**ORC | B0028-13 | ACTIVE | RIGHT SIDE SEAT DEPLOYMENT SQUIB 1-CIRCUIT OPEN**

NAME	VALUE	UNITS
Test Failed	True	
Test Failed This Operation Cycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	False	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	True	
Original Odometer Value	21335	miles
Most Recent Odometer Value	21335	miles

**ORC | B0029-13 | ACTIVE | RIGHT CURTAIN DEPLOYMENT SQUIB 1-CIRCUIT OPEN**

NAME	VALUE	UNITS
Test Failed	True	
Test Failed This Operation Cycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	False	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	True	

Original Odometer Value	21335	miles
Most Recent Odometer Value	21335	miles

**ORC | B1BC7-00 | ACTIVE | DEPLOYMENT DATA RECORD FULL-**

NAME	VALUE	UNITS
Test Failed	True	
Test Failed This Operation Cycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	False	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	True	
Original Odometer Value	21335	miles
Most Recent Odometer Value	21335	miles

**ORC | B007F-13 | ACTIVE | PASSENGER SEATBELT RETRACTOR PRETENSIONER DEPLOYMENT CONTROL-CIRCUIT OPEN**

NAME	VALUE	UNITS
Test Failed	True	
Test Failed This Operation Cycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	False	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	True	
Original Odometer Value	21335	miles
Most Recent Odometer Value	21335	miles

**ORC | B007E-13 | ACTIVE | DRIVER SEATBELT RETRACTOR PRETENSIONER DEPLOYMENT CONTROL-CIRCUIT OPEN**

NAME	VALUE	UNITS
Test Failed	True	
Test Failed This Operation Cycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	False	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	True	
Original Odometer Value	21335	miles
Most Recent Odometer Value	21335	miles

**BCM | B16C3-15 | ACTIVE | FRONT RIGHT SIDEMARKER LAMP CONTROL-CIRCUIT SHORT TO BATTERY OR OPEN**

NAME	VALUE	UNITS
Test Failed	True	
Test Failed This Operation Cycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	True	
Warning Indicator Requested	False	
DTC Extended Data Record Number - All	01	
Occurrence flag	ERROR	
Original Odometer Value	21335	miles
Most Recent Odometer Value	21335	miles
Frequency Counter	1	
Ignition Cycle Counter	0	

### BCM | B16BF-15 | ACTIVE | FRONT LEFT SIDEMARKER LAMP CONTROL-CIRCUIT SHORT TO BATTERY OR OPEN

NAME	VALUE	UNITS
Test Failed	True	
Test Failed This Operation Cycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	True	
Warning Indicator Requested	False	
DTC Extended Data Record Number - All	01	
Occurrence flag	ERROR	
Original Odometer Value	21335	miles
Most Recent Odometer Value	21335	miles
Frequency Counter	1	
Ignition Cycle Counter	0	

### BCM | B162E-15 | ACTIVE | RIGHT LOW BEAM CONTROL-CIRCUIT SHORT TO BATTERY OR OPEN

NAME	VALUE	UNITS
Test Failed	True	
Test Failed This Operation Cycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	True	
Warning Indicator Requested	False	
DTC Extended Data Record Number - All	01	

Occurrence flag	ERROR	
Original Odometer Value	21335	miles
Most Recent Odometer Value	21335	miles
Frequency Counter	1	
Ignition Cycle Counter	0	

## SNAPSHOT DATA SUMMARY

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	[REDACTED]
User	[REDACTED]
Case Number	[REDACTED]
EDR Data Imaging Date	07/17/2018
Crash Date	06/07/2018
Filename	[REDACTED]
Saved on	Tuesday, July 17 2018 at 09:55:24
Imaged with CDR version	Crash Data Retrieval Tool 17.7.2
Imaged with Software Licensed to (Company Name)	Engineering Analysis Associates
Reported with CDR version	Crash Data Retrieval Tool 17.7.2
Reported with Software Licensed to (Company Name)	Engineering Analysis Associates
EDR Device Type	Airbag Control Module
Event(s) recovered	Most Recent Event 1st Prior Event 2nd Prior Event

### Comments

No comments entered.

### Data Limitations

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

#### GENERAL INFORMATION:

CAUTION: During direct-to-module imaging where the Airbag Control Module (ACM) is disconnected and removed from a vehicle, make sure the ACM is not moved, tilted or turned over while connected to and powered by the CDR Interface Module (with appropriate adaptors in place, where required). Also, after a CDR imaging process, wait 2 minutes after power is removed from the ACM before attempting to move the module. Not following these general ACM guidelines for direct-to-module imaging may cause new events to be recorded in the ACM.

- For additional definitions, please refer to the CDR Help File Glossary.
- As the VIN may be used to determine the configuration of the restraint system, it is imperative that the correct VIN be entered into the CDR Tool during the imaging process.
- For Fiat vehicles, the "Read VIN from Vehicle" feature in the CDR Tool will not work. The VIN will have to be manually entered.
- The 2019 MY RAM 1500 may take up to 30 minutes to retrieve the EDR data. The ignition will time out within 20 minutes so the vehicle flashers must be turned on within 20 minutes to keep the ignition and communication bus active.
- Lateral Delta V will not be displayed for the 2013 MY Jeep Compass and Patriot.
- Ignition Cycle, download/crash - For RAMs and Dodge Vipers, there are 2 internal ignition counters in the ACM. It is possible for the ignition cycles at download to be different than the ignition cycles at event due to the 2 different counters.
- The following table provides an explanation of the sign notation for data elements that may be included in this CDR report. All directional references to sign notation are 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
Delta-V, Longitudinal	Forward
Maximum Delta-V, Longitudinal	Forward
Delta-V, Lateral	Left to Right
Maximum Delta-V, Lateral	Left to Right
Angular Rate	Clockwise rotation around the longitudinal axis
Peripheral Sensors, X and Y	Outside to Inside
Pressure Sensors	Compression of air
Internal Y Acceleration	Left to Right
Low-g Z Acceleration	Downward
Steering Input	Steering wheel turned counter clockwise
Yaw Rate	Counter clockwise rotation

**CDR FILE INFORMATION:**

- An event will be stored when the delta V is approximately 5 mph (8 km/h) or greater within a 150 ms interval.
- For non-NAFTA ACMs that control pedestrian protection devices, a non-deployment event will be stored when the pedestrian protection devices are activated.
- A non-deployment event will be stored with activation of the Active Head Restraints.

**Event(s) Recovered definitions:**

- None - There are no stored events in the ACM
- Not Retrievable - Event Data may be stored in the ACM but is not retrievable by the CDR Tool.
- Most Recent Event - Data of the most recent event is displayed in the report
- 1st Prior Event - Two events are stored in the ACM, Data displayed is of the first prior event.
- 2nd Prior Event - Three events are stored in the ACM, Data displayed is of the second prior event.
- For 2013 and 2014 MY Dodge Journey and Fiat Freemont:
  - Event Record 1 - Data from an event is stored in the ACM (not necessarily in chronological order)
  - Event Record 2 - Data from another event is stored in the ACM (not necessarily in chronological order)
- For TRW modules:
  - If there is a side impact, two EDR events may be stored for the one side impact event. The second event may be recorded due to the Lateral Delta V exceeding 5 mph (8 km/h) within a 150 ms interval after the side deployment occurred.
- For some Fiat vehicles:
  - Two EDR events may be stored for one impact event. The second event may be recorded due to the deployment of the frontal airbag, 3<sup>rd</sup> stage passenger.
- During an event, if power to the ACM is lost, all or part of the event data record may not be recorded. An indication may be observed in the recorded data under this condition: The restraint data is recorded first and then the vehicle data.
  - "None" may be displayed in the "Event(s) Recovered" section of the report indicating no pre-crash vehicle data.
  - An event may be displayed in the "Event(s) Recovered" section of the report and "Interrupted" will be displayed for Pre-Crash Recorder Status.

**SYSTEM STATUS AT RETRIEVAL:**

- Original VIN - The VIN is captured by the ACM and then recorded as the Original VIN after 10 consecutive ignition cycles of capturing the same number. Once it has been recorded, this number cannot be changed.

**SYSTEM CONFIGURATION AT RETRIEVAL/EVENT:**

- The System Configuration data tables indicate the components that the ACM for a particular vehicle monitors and/or controls.
- Active Head Restraint (AHR) - This refers to some active head restraint systems that are electronically controlled by the ACM. AHRs may activate but not store an EDR Record if the delta V does not exceed the minimum delta V threshold. Activation of only the AHRs, if stored, will be a non-deployment event.

**SYSTEM STATUS AT EVENT:**

- Number, Total Events - Cumulative number of events that the ACM has recorded, including those non-deployment events that have been overwritten by a subsequent event.
- Occupant Size Classification, Outboard Front Passenger - "Child" status may be used to indicate anything weighing less than a 5<sup>th</sup> percentile female adult crash dummy, including an empty seat; "Not Child" indicates anything weighing the same as or more than a 5<sup>th</sup> percentile female adult crash dummy.
- Odometer at Event - Vehicle odometer at the time of the event
- Operation via Energy Reserve Only - "Yes" indicates that the ACM had lost power at or before T0 and was only operating on energy reserve at T0.
- System Voltage at Event, ACM - Voltage at the ACM as measured by the ACM.
- System Voltage at Event, Bussed - Voltage of the vehicle system, communicated on the communication bus to other electronic modules in the vehicle.
- Temperature, Outside - Ambient Air Temperature.
- Time, Airbag Warning Lamp On - This is a cumulative time. It indicates the total amount of time that the ACM has requested the Airbag Warning Lamp be turned on.
  - This time does not include the warning lamp bulb check time, which occurs at every ignition cycle
    - For 2013 MY Minivans and new 2017+ MY Jeep Compass, this time is only cumulative for the past 10 ignition cycles.
- Time from event 1 to 2 -
  - If only one event is stored, either a value of 0 or >5 may be displayed for this data element.
  - For the 2018+ MY Promaster and 2019+ MY RAM 1500, a value of 0 may be displayed for the first event or for events >5 seconds apart.
  - If multiple events exist in the EDR, the time from event 1 to event 2 is defined as:
    - For Bosch and TRW modules, the time from the prior recorded event (even if it has been overwritten) to the current recorded event.
    - For Continental modules, the time from the prior existing recorded event (as long as it is still displayed in the CDR report) to the current recorded event. If the prior event in a multi-event condition is overwritten by a subsequent event, the multi-event status will no longer be displayed.
    - For the 2019+ MY RAM 1500, the time from event 1 to 2 may utilize a non-stored event as event 1. In this case, the total

number of events and multi-event data elements will not include the non-stored event in the number of events. However, the time from event 1 to 2 will be shown as time from that non-stored event.

- Time, Operation System Time - This is a cumulative lifetime timer for the ACM. It indicates the total amount of time the ACM has been powered up.
- VIN at Event, Last 8 Digits- Last 8 digits of the VIN of the vehicle at the time the ACM records the event.

#### DEPLOYMENT COMMAND DATA:

- A "Yes" for a particular item indicates that the ACM commanded the deployment /activation of the associated device.
- The phrase "Exceeded Storage Range" for a particular time to deploy indicates that the deployment time is equal to or greater than the 255 milliseconds that can be stored.
- If a device is not deployed, the "time to deploy" for that device will display 0, SNA, N/A or 255.

#### DTCs PRESENT AT START OF EVENT:

- If any DTCs (diagnostic trouble codes) are present in the ACM at the start of the event, these will be listed in this section. A dealership service manual can be used to decode the DTCs.
  - DTCs Present at Start of Event are not present in the Alfa Romeo Giulia, Fiat 500X, and the Jeep Renegade.

#### SENSOR DATA:

- The design range for the angular rate data is:
  - +/- 240 deg/sec for Bosch ACMs
  - +/- 300 deg/sec for TRW ACMs, the 2019 MY RAM 1500, and the 2018+ MY Dodge Journey
  - +/- 290 deg/sec for 2008+ MY minivans and 2009-2017 MY Dodge Journey
  - +/- 340 deg/sec for 2017+ MY Chrysler Pacifica and new 2017+ MY Jeep Compass
- For vehicles that store peripheral sensor data, t0 for the peripheral sensors is the same as the t0 for the delta V.
- Internal y acceleration is stored prior to t0 so the internal y acceleration data will usually be zero unless the rollover sensing algorithm has triggered storage of the EDR event.
- The words "Sensor Design Range Exceeded" and a vertical line will be displayed on the Longitudinal and Lateral Delta-V graphs the first time the applicable sensor range is exceeded.

#### PRE-CRASH DATA:

- The recorded Event may contain Pre-Crash data. Pre-Crash data from the various electronic control modules in the vehicle is transmitted to the Airbag Control Module via the vehicle's communication bus.
- (if equip.) - If a parameter name is followed by the words (if equip.), then the parameter is only valid for vehicles equipped with the associated parameter/vehicle system.
- The MIL (Malfunction Indicator Lamp) Status for the various recorded systems indicates the requested state of the applicable malfunction indicator lamp at the time that the data was captured. Note: Some fault codes could be stored due to component/system damage from the accident. The appropriate diagnostic tool should be used to read any stored Diagnostic Trouble Codes (DTC's) in the various electronic modules (ACM, PCM, ABS, TCM, etc., where applicable) for use in interpretation of some vehicle specific recorded data.
- ABS Activity - "Yes" indicates an active ABS event in which the ABS is actively controlling the brakes.
- ABS MIL- This indicates the ABS fault indicator lamp status. It will only be "On" when there is a fault in the ABS system. The Electronic brake module DTC's should be read and recorded for final system interpretation.
- Accelerator Pedal, % Full - This indicates the actual position of the accelerator pedal. It will be "SNA" if the vehicle is in the power free mode which limits acceleration.
- Accelerator Pedal (Derived), % Full - This indicates the calculated value of the accelerator pedal for battery electric vehicles only.
- Accelerator Pedal/Engine Throttle, % Full - This indicates the actual position of the accelerator pedal unless the cruise control is engaged. If the cruise control is engaged, this indicates the actual position of the engine throttle blade.
- Braking System, Maximum Braking - "Yes" indicates that ABS is active on all 4 wheels.
- Cruise Control:
  - Cruise Control System/Lamp Status -"On" indicates that the Cruise Control system is turned on.
  - Cruise Control Engaged Status/Active - "Engaged"/"Yes" indicates the Cruise Control system is actively controlling vehicle speed. "Not Engaged"/"No" indicates the system is NOT controlling vehicle speed.
  - Adaptive Cruise Control (ACC) Status (if equip.)- "Off" indicates that all cruise control functionality is disabled; "NCC\_On" indicates that the Normal Cruise Control system is turned on; "NCC\_Set" indicates the Normal Cruise Control is actively controlling vehicle speed; "ACC\_On" indicates that ACC is turned on; "ACC\_Set" indicates that the ACC is actively controlling vehicle speed. If the value is SNA for all time stamps, then the vehicle is not equipped with ACC.
  - ACC Speed Set (if equip.)- This indicates the desired speed in mph that was input by the driver for the ACC system. If the value is SNA for all time stamps, then the vehicle is not equipped with ACC.
- Drive Mode - This indicates the driver selected mode of operation (e.g. normal, sport, track, ...)
- Electronic Brake/Stability Control information:
  - Stability Control - This is the status of the ESC symbol - "car with squiggly lines" indicator lamp. "On" indicates that the ESC system is functional. "Off" indicates that the ESC system was turned off either by the driver or due to a fault or thermal mode shutdown.
  - "Engaged" indicates an active ESC/TCS event. "Partial Off" indicates that engine management has been turned off but traction control is still functional.
  - For the Jeep Renegade, if the Stability Control is "Off", the ESC Button Status is "Disabled", and the vehicle speed exceeds 40 mph, the stability control system will operate in a reduced functionality mode with traction control turned off ("partial off" mode)

even though the user disabled it. For all other conditions, when the Stability Control is "Off", the stability control system will be off.

- ESC Button Status - This indicates the driver selected mode for the ESC system. "Disabled" indicates that the driver pressed the ESC Button for 5 seconds to disable the ESC System. "Enabled" indicates that the ESC button has not been pressed for 5 seconds and thus the ESC System is enabled.
- ESC/ESP MIL - This indicates the ESC/ESP fault indication lamp status. It will only be "On" when there is a fault or thermal mode shutdown in the ESC/ESP system. The ESC/ESP module DTC's should be read and recorded for final system interpretation.
- Brake Intervention by ESP - "Yes" indicates that the stability control system has engaged the brakes.
- Engine Torque Applied - "No" indicates no engine torque output was applied (as in Park/Neutral for Automatic transmissions or clutch depressed on manual or during an ESP/Traction Control event). If "Yes", then engine torque output was applied.
- Traction Control Active - "Yes" indicates that the traction control system is actively controlling the vehicle's wheels.
- Electronic Park Brake (EPB):
  - Park Brake Engaged - "Yes" indicates that the park brake is applied.
  - EPB MIL - "On" indicates that there is a fault in the Electronic Park Brake System.
- Engine Throttle, % Full - This indicates the actual position of the Engine Throttle blade. This data element is not supported by vehicles with diesel engines. Thus a value of "SNA" will be displayed if the vehicle has a diesel engine.
- ETC Lamp - Lamp "ON" indicates there is an active Electronic Throttle DTC.
- ETC Lamp Flashing - "Yes" indicates that the ETC is in the limp-in mode.
- Forward Collision Warning (FCW) (if equip.):
  - Object of Interest Distance - This indicates the actual forward distance to the main object being tracked by the FCW system. "FCW present but not tracking" indicates that the FCW system is not currently tracking an object. If the value is SNA for all time stamps, then the vehicle is not equipped with FCW.
  - FCW System Status - "Off" indicates that the FCW system is off and the FCW Warning Lamp will be "On". "On-braking" indicates that the FCW system is on with active braking enabled but there will no FCW audible or visual warnings in an FCW event. "On-warning" indicates that the FCW system is on but active braking is disabled. In an FCW event, the driver will only receive FCW audible and visual warnings. "On-full" indicates that the FCW system is fully on with active braking as well as the audible and visual warnings enabled. SNA indicates that the vehicle is not equipped with FCW.
- Gear Position - This indicates the current transmission gear.
- Master Cylinder Pressure - This indicates the brake pressure applied to the brakes by the driver.
- PCM MIL - This indicates the PCM fault indicator lamp status. It will only be "On" when there is a fault in the PCM. The Powertrain Control Module DTC's should be read and recorded for final system interpretation.
- Pre-Crash Recorder Complete - Due to the interruption of data recording in one section, this data element may display "Interrupted" for all sections when some data sections are actually complete.
  - For the 2014 MY Jeep Grand Cherokee and Dodge Durango, if recording of angular rate data is interrupted, the entire EDR record will display "Interrupted" even though the rest of the data may be complete.
- PRND/PRNDL/PRNDS Status - This indicates the status of the Shifter Position.
- Raw Manifold Pressure - This indicates engine load in kPa.
- Reverse Gear - For manual transmission vehicles only, "Yes" indicates the transmission is in the reverse gear.
- Service Brake - "On" indicates that the brake pedal is depressed.
- Speed, Vehicle Indicated - This indicates the average of the drive wheels. The accuracy of the recorded Speed, Vehicle Indicated will be affected if the vehicle had the tire size or the final drive axle ratio changed from the factory build specifications. On some vehicles capable of speeds in excess of 255km/h (about 158mph), the actual vehicle speed may have exceeded the reporting range. It is always prudent to check the reported wheel speeds and other parameters to confirm the Speed, Vehicle Indicated value(s).
- Tire Information:
  - XX where LF = Left Front Tire, RF = Right Front Tire, LR = Left Rear Tire, and RR = Right Rear Tire.
  - Tire X Location - This indicates the location of the tire pressure sensor data being displayed for that time stamp. Default is used to indicate that the location of the tire pressure sensor is unknown or there is no tire pressure sensor in that wheel. Vehicles with Base Tire Pressure Monitoring systems will display SNA for both Tire Locations as these vehicles do not send actual pressure values across the communication bus.
  - Tire X Pressure/Tire Pressure Status, XX - This indicates the actual pressure status of the Tire Location defined in the previous column (Tire X Location) or by the values for XX. Possible values are LOW, NORMAL, HIGH, or SNA for this parameter. Vehicles with Base Tire Pressure Monitoring systems may display NORMAL even though these vehicles do not send actual pressure values across the communication bus.
  - Tire X Pressure/Tire Pressure Value, XX (psi) - This indicates the actual tire pressure value of the Tire Location defined in the previous column (Tire X Location) or by the values for XX. Vehicles with Base Tire Pressure Monitoring systems will display N/A for this parameter as these vehicles do not send actual pressure values across the communication bus.
    - For the following vehicles, the tire location, if displayed, may not be accurate if the tires have been rotated:
      - 2013 MY Ram
      - 2013-2017 MY Jeep Patriot
      - 2013-2014 MY Chrysler 200
      - 2013-2017 MY Jeep Compass
      - 2013-2016 MY Dodge Dart
      - For the 2013 MY Ram, if the values for tire pressure status and the tire pressure are SNA, the EDR does not store tire pressure monitoring data.
    - Tire pressure is not stored in the EDR for the following vehicles:
      - 2014-2018 MY RAM 1500
      - 2014+ MY RAM (all but 1500)
      - 2013+ MY Jeep Wrangler
      - 2013 MY Jeep Grand Cherokee
      - 2013 MY Dodge Durango
      - 2013-2014 MY Dodge Challenger
      - 2013-2016 MY Chrysler Town and Country

- 2013+ MY Dodge Grand Caravan
- 2015+ MY Fiat 500
- Wheel Speed, XX - This indicates the speed value (in revolutions per minute) of a particular tire as denoted by XX.
- Tire Pressure Monitor Indicator Lamp/Faults - "On" indicates a fault in the tire pressure monitoring system. The TPM module DTC's should be read and recorded for final system interpretation.
- "T0" ("Time zero" where '0' is seen as subscript) is defined as "beginning of the crash event". T0 is the time at which the ACM algorithm is activated, a specific Delta-V is exceeded, or a non-reversible restraint device is deployed. T0 may be defined differently for front, side, rear and roll-over events.
  - If multiple algorithm decisions (i.e.: frontal, side, rear and/or rollover) are made before the first recorded event ends, all of those events are part of the same event record and "T0" is defined as the "T0" from the first recorded event.
  - In the Pre-Crash data tables, the relative time marker "-0.1s" or "-0.25s" respectively represents the last set of data captured in the buffer prior to "T0."
- Torque Information:
  - Axle Torque - This indicates the E-Motor Torque multiplied by the gear ratio for battery electric vehicles only.
  - E-Motor Torque - This indicates the calculated torque from the output shaft of the electric motor in battery electric vehicles only.
- Traction Control Intervention Active - "Active" indicates wheel slippage was occurring during vehicle acceleration.

#### APPLICATION INFORMATION:

- Jeep Renegade and Alfa Romeo Giulia are only CDR supported in the NAFTA market.

03002\_Chrysler\_r036

### System Status at Retrieval

Original VIN	[REDACTED]
Ignition Cycle, Download	2785
ACM Part Number	68303224AA
ECU Serial Number	T52MD272600090
ACM Supplier	Bosch
ECU Supply Voltage at Time of Retrieval	12.2

### System Configuration at Retrieval

Configured for Driver Frontal Airbag	Yes
Configured for Passenger Airbag	Yes
Configured for Driver Retractor Pretensioner	Yes
Configured for Passenger Retractor Pretensioner	Yes
Configured for Left Side Curtain Airbag	Yes
Configured for Right Side Curtain Airbag	Yes
Configured for Front Left Seat Airbags	Yes
Configured for Front Right Seat Airbag	Yes
Configured for Safety Belt Status, Driver	Yes
Configured for Safety Belt Status, Outboard Front Passenger	No
Configured for Seat Track Position Switch, Foremost, Status, Driver	No
Configured for Seat Track Position Switch, Foremost, Status, Outboard Front Passenger	No

**System Configuration at Event (Most Recent Event)**

Configured for Driver Frontal Airbag	Yes
Configured for Passenger Airbag	Yes
Configured for Driver Retractor Pretensioner	Yes
Configured for Passenger Retractor Pretensioner	Yes
Configured for Left Side Curtain Airbag	Yes
Configured for Right Side Curtain Airbag	Yes
Configured for Front Left Seat Airbags	Yes
Configured for Front Right Seat Airbag	Yes
Configured for Safety Belt Status, Driver	Yes
Configured for Safety Belt Status, Outboard Front Passenger	No
Configured for Seat Track Position Switch, Foremost, Status, Driver	No
Configured for Seat Track Position Switch, Foremost, Status, Outboard Front Passenger	No

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

Event Number	8
Multi-Event, Number of Events (1,2)	1
Total number of events	8
Time from Event 1 to 2 (Time since last event)(sec)	>5
Complete File Recorded (Yes, No)	Yes
Maximum Delta-V Longitudinal (MPH [km/h])	0.0 [0]
Time, Maximum Delta-V, Longitudinal (msec)	0
Maximum Delta-V Lateral (MPH [km/h])	0.6 [1]
Time, Maximum Delta-V, Lateral (msec)	158
Ignition Cycle, Crash	2777
Safety Belt Status, Driver	Buckled
Airbag Warning Lamp, On/Off	Off
Operation System Time (sec)	3212852
Airbag Warning Lamp On Time Before Event (min)	0
Supply Voltage at Event, ACM (V)	13.1
Operation via Energy Reserve	No
VIN at Event (last 8 digits)	[REDACTED]
Odometer at Event (km [miles])	34346 [21341.7]

### Deployment Command Data (Most Recent Event)

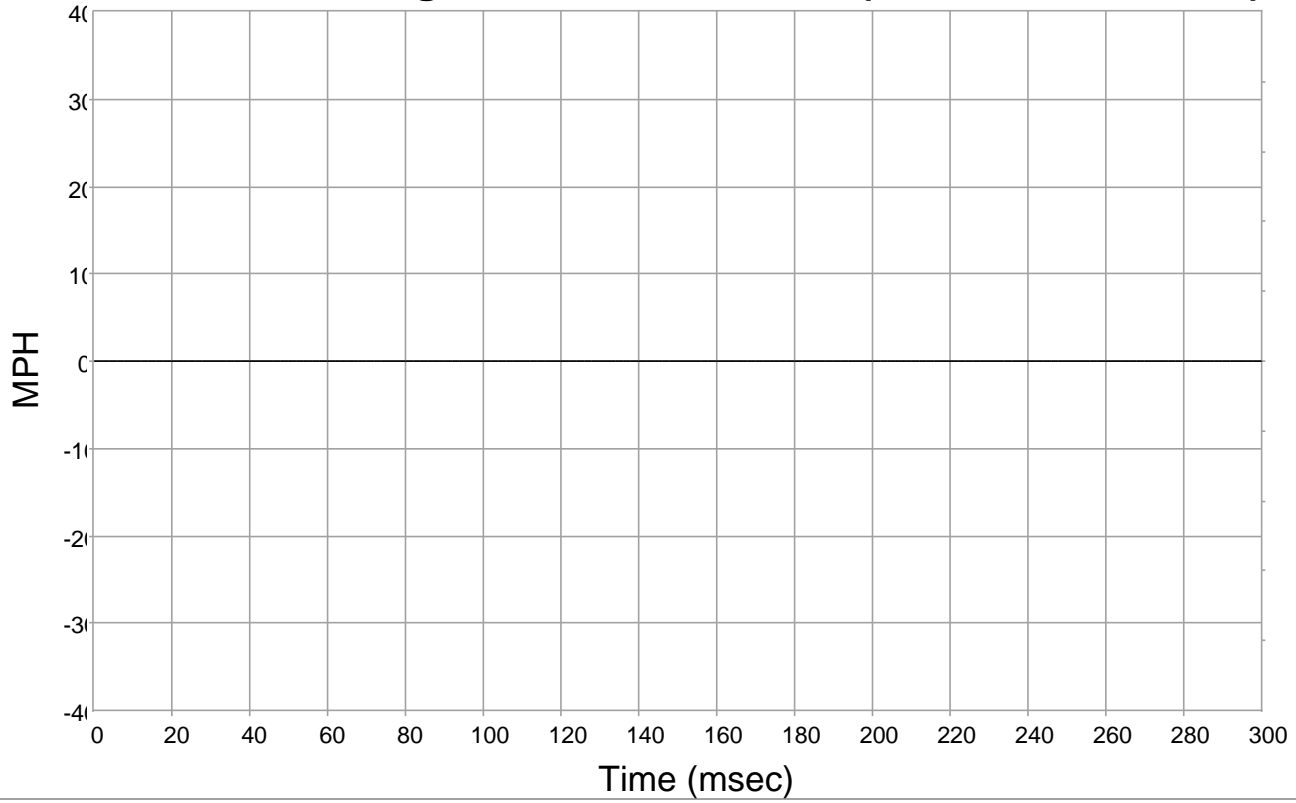
Driver Frontal Airbag Commanded	No
Driver Front Airbag, Time to 1st stage (msec)	0
Driver Front Airbag, Time to 2nd Stage from T0 (msec)	0
Passenger Frontal Airbag Commanded	No
Passenger Front Airbag, Time to 1st stage (msec)	0
Passenger Front Airbag, Time to 2nd Stage from T0 (msec)	0
Commanded Driver Retractor Pretensioner Deployment	Yes
Commanded Passenger Retractor Pretensioner Deployment	Yes
Commanded Left Side Curtain Airbag Deployment	Yes
Commanded Left Seat Airbag Deployment	Yes
Commanded Right Side Curtain Airbag Deployment	Yes
Commanded Front Right Side Seat Airbag Deployment	Yes

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

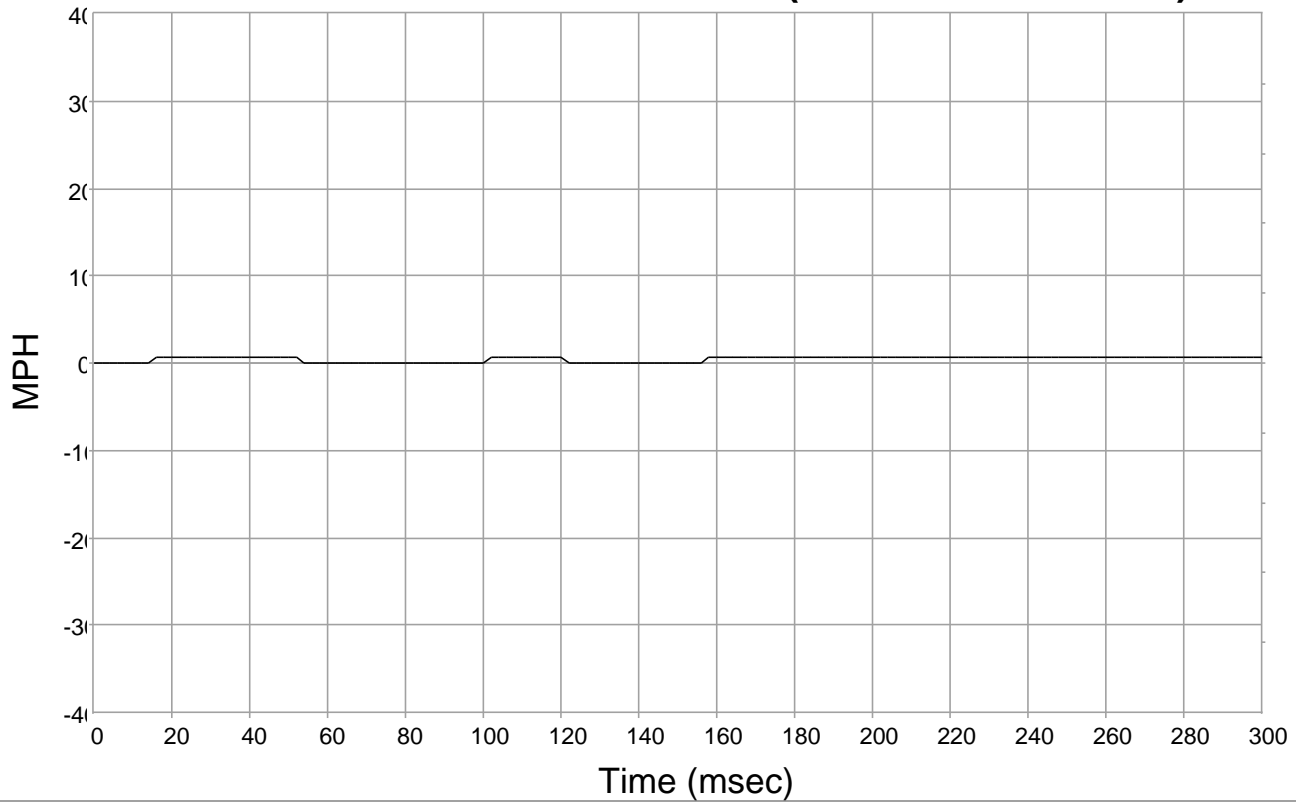
No DTCs Present



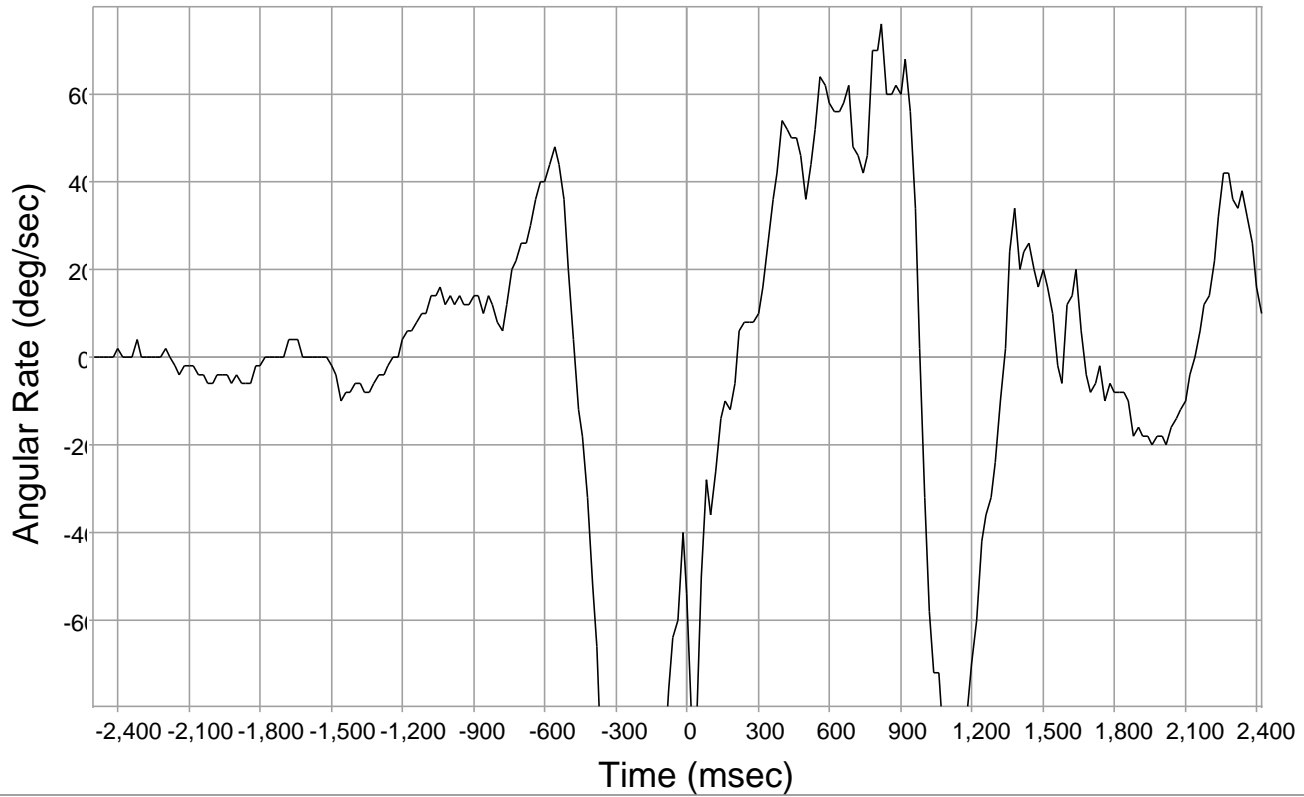
### Longitudinal Crash Pulse (Most Recent Event)



### Lateral Crash Pulse (Most Recent Event)



### Angular Rate Data (Most Recent Event)



### Longitudinal Crash Pulse (Most Recent Event)

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

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

Time (msec)	Delta-V, Longitudinal (MPH [km/h])
200	0.0 [0]
202	0.0 [0]
204	0.0 [0]
206	0.0 [0]
208	0.0 [0]
210	0.0 [0]
212	0.0 [0]
214	0.0 [0]
216	0.0 [0]
218	0.0 [0]
220	0.0 [0]
222	0.0 [0]
224	0.0 [0]
226	0.0 [0]
228	0.0 [0]
230	0.0 [0]
232	0.0 [0]
234	0.0 [0]
236	0.0 [0]
238	0.0 [0]
240	0.0 [0]
242	0.0 [0]
244	0.0 [0]
246	0.0 [0]
248	0.0 [0]
250	0.0 [0]
252	0.0 [0]
254	0.0 [0]
256	0.0 [0]
258	0.0 [0]
260	0.0 [0]
262	0.0 [0]
264	0.0 [0]
266	0.0 [0]
268	0.0 [0]
270	0.0 [0]
272	0.0 [0]
274	0.0 [0]
276	0.0 [0]
278	0.0 [0]
280	0.0 [0]
282	0.0 [0]
284	0.0 [0]
286	0.0 [0]
288	0.0 [0]
290	0.0 [0]
292	0.0 [0]
294	0.0 [0]
296	0.0 [0]
298	0.0 [0]
300	0.0 [0]

### Lateral Crash Pulse (Most Recent Event)

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

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

Time (msec)	Delta-V, Lateral (MPH [km/h])
200	0.6 [1]
202	0.6 [1]
204	0.6 [1]
206	0.6 [1]
208	0.6 [1]
210	0.6 [1]
212	0.6 [1]
214	0.6 [1]
216	0.6 [1]
218	0.6 [1]
220	0.6 [1]
222	0.6 [1]
224	0.6 [1]
226	0.6 [1]
228	0.6 [1]
230	0.6 [1]
232	0.6 [1]
234	0.6 [1]
236	0.6 [1]
238	0.6 [1]
240	0.6 [1]
242	0.6 [1]
244	0.6 [1]
246	0.6 [1]
248	0.6 [1]
250	0.6 [1]
252	0.6 [1]
254	0.6 [1]
256	0.6 [1]
258	0.6 [1]
260	0.6 [1]
262	0.6 [1]
264	0.6 [1]
266	0.6 [1]
268	0.6 [1]
270	0.6 [1]
272	0.6 [1]
274	0.6 [1]
276	0.6 [1]
278	0.6 [1]
280	0.6 [1]
282	0.6 [1]
284	0.6 [1]
286	0.6 [1]
288	0.6 [1]
290	0.6 [1]
292	0.6 [1]
294	0.6 [1]
296	0.6 [1]
298	0.6 [1]
300	0.6 [1]

### Angular Rate Data (Most Recent Event)

Time (msec)	Angular Rate (deg/sec)
-2500	0.00
-2480	0.00
-2460	0.00
-2440	0.00
-2420	0.00
-2400	2.00
-2380	0.00
-2360	0.00
-2340	0.00
-2320	4.00
-2300	0.00
-2280	0.00
-2260	0.00
-2240	0.00
-2220	0.00
-2200	2.00
-2180	0.00
-2160	-2.00
-2140	-4.00
-2120	-2.00
-2100	-2.00
-2080	-2.00
-2060	-4.00
-2040	-4.00
-2020	-6.00
-2000	-6.00
-1980	-4.00
-1960	-4.00
-1940	-4.00
-1920	-6.00
-1900	-4.00
-1880	-6.00
-1860	-6.00
-1840	-6.00
-1820	-2.00
-1800	-2.00
-1780	0.00
-1760	0.00
-1740	0.00
-1720	0.00
-1700	0.00
-1680	4.00
-1660	4.00
-1640	4.00
-1620	0.00
-1600	0.00
-1580	0.00
-1560	0.00
-1540	0.00
-1520	0.00

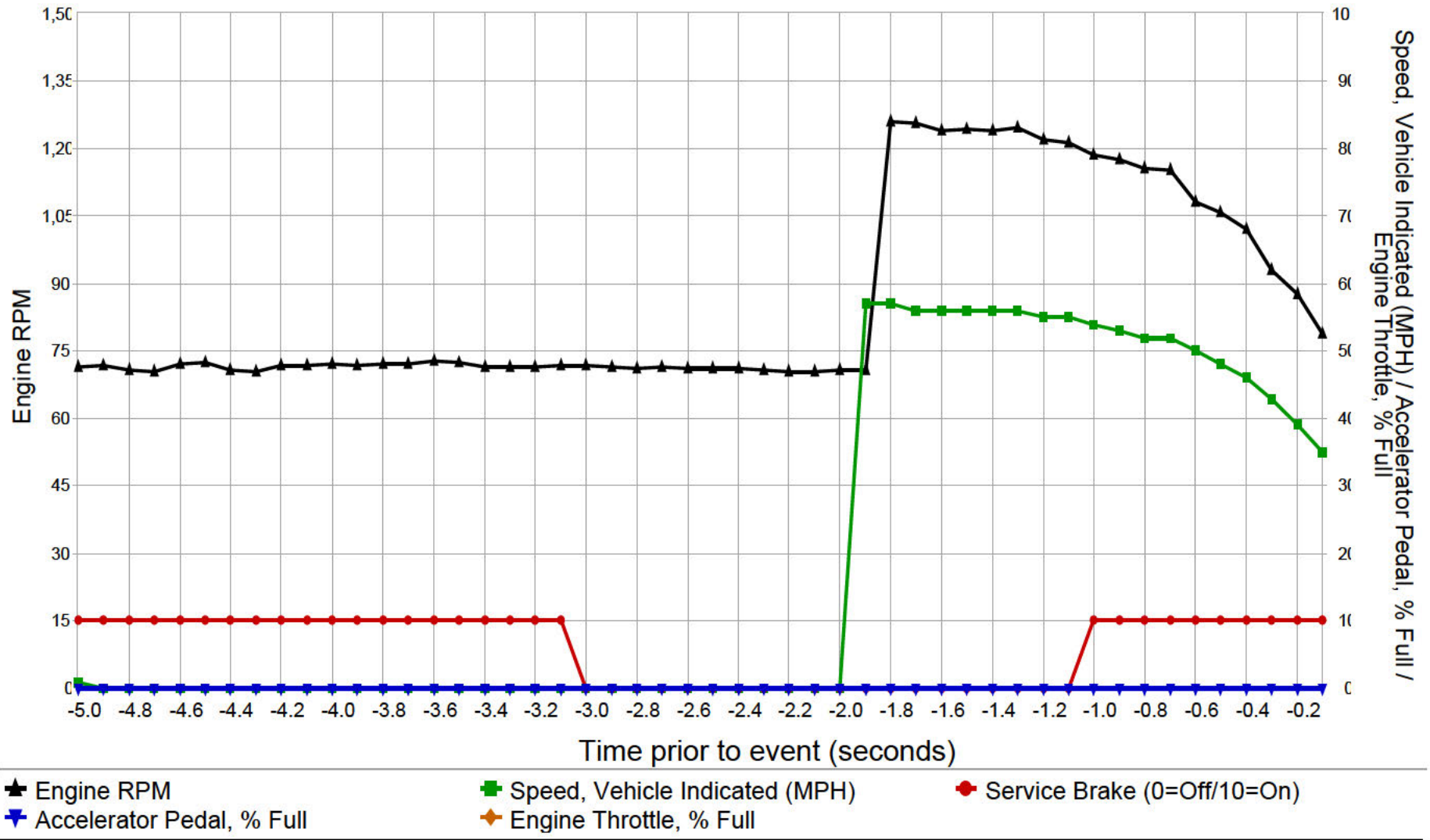
Time (msec)	Angular Rate (deg/sec)
-1500	-2.00
-1480	-4.00
-1460	-10.00
-1440	-8.00
-1420	-8.00
-1400	-6.00
-1380	-6.00
-1360	-8.00
-1340	-8.00
-1320	-6.00
-1300	-4.00
-1280	-4.00
-1260	-2.00
-1240	0.00
-1220	0.00
-1200	4.00
-1180	6.00
-1160	6.00
-1140	8.00
-1120	10.00
-1100	10.00
-1080	14.00
-1060	14.00
-1040	16.00
-1020	12.00
-1000	14.00
-980	12.00
-960	14.00
-940	12.00
-920	12.00
-900	14.00
-880	14.00
-860	10.00
-840	14.00
-820	12.00
-800	8.00
-780	6.00
-760	12.00
-740	20.00
-720	22.00
-700	26.00
-680	26.00
-660	30.00
-640	36.00
-620	40.00
-600	40.00
-580	44.00
-560	48.00
-540	44.00
-520	36.00

Time (msec)	Angular Rate (deg/sec)
-500	20.00
-480	4.00
-460	-12.00
-440	-18.00
-420	-32.00
-400	-52.00
-380	-66.00
-360	-90.00
-340	-92.00
-320	-100.00
-300	-138.00
-280	-136.00
-260	-128.00
-240	-158.00
-220	-144.00
-200	-150.00
-180	-136.00
-160	-112.00
-140	-126.00
-120	-116.00
-100	-104.00
-80	-76.00
-60	-64.00
-40	-60.00
-20	-40.00
0	-54.00
20	-82.00
40	-84.00
60	-50.00
80	-28.00
100	-36.00
120	-26.00
140	-14.00
160	-10.00
180	-12.00
200	-6.00
220	6.00
240	8.00
260	8.00
280	8.00
300	10.00
320	16.00
340	26.00
360	36.00
380	42.00
400	54.00
420	52.00
440	50.00
460	50.00
480	46.00

### Angular Rate Data (Most Recent Event)

Time (msec)	Angular Rate (deg/sec)	Time (msec)	Angular Rate (deg/sec)
500	36.00	1500	20.00
520	44.00	1520	16.00
540	52.00	1540	10.00
560	64.00	1560	-2.00
580	62.00	1580	-6.00
600	58.00	1600	12.00
620	56.00	1620	14.00
640	56.00	1640	20.00
660	58.00	1660	6.00
680	62.00	1680	-4.00
700	48.00	1700	-8.00
720	46.00	1720	-6.00
740	42.00	1740	-2.00
760	46.00	1760	-10.00
780	70.00	1780	-6.00
800	70.00	1800	-8.00
820	76.00	1820	-8.00
840	60.00	1840	-8.00
860	60.00	1860	-10.00
880	62.00	1880	-18.00
900	60.00	1900	-16.00
920	68.00	1920	-18.00
940	56.00	1940	-18.00
960	34.00	1960	-20.00
980	2.00	1980	-18.00
1000	-32.00	2000	-18.00
1020	-58.00	2020	-20.00
1040	-72.00	2040	-16.00
1060	-72.00	2060	-14.00
1080	-88.00	2080	-12.00
1100	-106.00	2100	-10.00
1120	-104.00	2120	-4.00
1140	-100.00	2140	0.00
1160	-96.00	2160	6.00
1180	-80.00	2180	12.00
1200	-70.00	2200	14.00
1220	-60.00	2220	22.00
1240	-42.00	2240	32.00
1260	-36.00	2260	42.00
1280	-32.00	2280	42.00
1300	-24.00	2300	36.00
1320	-10.00	2320	34.00
1340	2.00	2340	38.00
1360	24.00	2360	32.00
1380	34.00	2380	26.00
1400	20.00	2400	16.00
1420	24.00	2420	10.00
1440	26.00		
1460	20.00		
1480	16.00		

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



SNA values will not be plotted on the graph

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

Time Stamp (sec)	Pre-Crash Recorder Status	Speed, Vehicle Indicated (MPH [km/h])	Accelerator Pedal, % Full	Engine Throttle, % Full	Service Brake	Engine RPM	ABS Activity	Stability Control	Steering Input (deg)
-5.0	Complete	1 [1]	0	SNA	On	716	Yes	Off	576
-4.9	Complete	0 [0]	0	SNA	On	717	Yes	Off	570
-4.8	Complete	0 [0]	0	SNA	On	709	Yes	Off	563
-4.7	Complete	0 [0]	0	SNA	On	706	Yes	Off	575
-4.6	Complete	0 [0]	0	SNA	On	721	Yes	Off	579
-4.5	Complete	0 [0]	0	SNA	On	726	Yes	Off	578
-4.4	Complete	0 [0]	0	SNA	On	708	Yes	Off	574
-4.3	Complete	0 [0]	0	SNA	On	706	Yes	Off	573
-4.2	Complete	0 [0]	0	SNA	On	719	Yes	Off	573
-4.1	Complete	0 [0]	0	SNA	On	719	Yes	Off	576
-4.0	Complete	0 [0]	0	SNA	On	721	Yes	Off	579
-3.9	Complete	0 [0]	0	SNA	On	718	No	Off	580
-3.8	Complete	0 [0]	0	SNA	On	721	No	Off	580
-3.7	Complete	0 [0]	0	SNA	On	723	No	Off	580
-3.6	Complete	0 [0]	0	SNA	On	727	No	Off	580
-3.5	Complete	0 [0]	0	SNA	On	726	No	Off	580
-3.4	Complete	0 [0]	0	SNA	On	716	No	Off	580
-3.3	Complete	0 [0]	0	SNA	On	716	No	Off	580
-3.2	Complete	0 [0]	0	SNA	On	713	No	Off	580
-3.1	Complete	0 [0]	0	SNA	On	717	No	Off	580
-3.0	Complete	0 [0]	0	SNA	Off	718	No	Off	580
-2.9	Complete	0 [0]	0	SNA	Off	715	No	Off	580
-2.8	Complete	0 [0]	0	SNA	Off	711	No	Off	580
-2.7	Complete	0 [0]	0	SNA	Off	713	No	Off	580
-2.6	Complete	0 [0]	0	SNA	Off	710	No	Off	580
-2.5	Complete	0 [0]	0	SNA	Off	712	No	Off	580
-2.4	Complete	0 [0]	0	SNA	Off	711	No	Off	580
-2.3	Complete	0 [0]	0	SNA	Off	709	No	Off	580
-2.2	Complete	0 [0]	0	SNA	Off	705	No	Off	580
-2.1	Complete	0 [0]	0	SNA	Off	705	No	Off	580
-2.0	Complete	0 [0]	0	SNA	Off	709	No	Off	580
-1.9	Complete	57 [92]	0	SNA	Off	708	No	Off	580
-1.8	Complete	57 [91]	0	SNA	Off	1,261	No	Off	570
-1.7	Complete	56 [90]	0	SNA	Off	1,258	No	Off	581
-1.6	Complete	56 [90]	0	SNA	Off	1,241	No	Off	612
-1.5	Complete	56 [90]	0	SNA	Off	1,243	No	Off	620
-1.4	Complete	56 [90]	0	SNA	Off	1,239	No	Off	622
-1.3	Complete	56 [90]	0	SNA	Off	1,246	No	Off	625
-1.2	Complete	55 [88]	0	SNA	Off	1,219	No	Off	629
-1.1	Complete	55 [88]	0	SNA	Off	1,215	No	Off	629
-1.0	Complete	54 [87]	0	SNA	On	1,185	Yes	Off	629
-0.9	Complete	53 [86]	0	SNA	On	1,178	Yes	Off	629
-0.8	Complete	52 [84]	0	SNA	On	1,157	Yes	Off	628
-0.7	Complete	52 [83]	0	SNA	On	1,153	Yes	Off	626
-0.6	Complete	50 [81]	0	SNA	On	1,082	Yes	Off	626
-0.5	Complete	48 [78]	0	SNA	On	1,060	Yes	Off	624
-0.4	Complete	46 [74]	0	SNA	On	1,020	Yes	Off	620
-0.3	Complete	43 [69]	0	SNA	On	932	Yes	Off	620
-0.2	Complete	39 [62]	0	SNA	On	878	Yes	Off	611
-0.1	Complete	35 [56]	0	SNA	On	788	Yes	Off	614

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

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

Time Stamp (sec)	Raw Manifold Pressure (kPa)	PCM MIL	Yaw Rate (deg/sec)	Wheel Speed LF (RPM)	Wheel Speed RF (RPM)	Wheel Speed LR (RPM)	Wheel Speed RR (RPM)	ETC Lamp
-5.0	100.00	Off	0	0	5	7	8	Off
-4.9	98.40	Off	2	0	0	5	5	Off
-4.8	100.00	Off	0	0	0	5	5	Off
-4.7	98.40	Off	0	0	0	5	5	Off
-4.6	100.00	Off	0	0	0	0	5	Off
-4.5	98.40	Off	0	0	0	0	5	Off
-4.4	98.40	Off	0	0	0	0	5	Off
-4.3	98.40	Off	0	0	0	5	5	Off
-4.2	98.40	Off	0	0	0	5	5	Off
-4.1	98.40	Off	0	0	0	0	0	Off
-4.0	98.40	Off	0	0	0	0	0	Off
-3.9	98.40	Off	0	0	0	0	0	Off
-3.8	98.40	Off	0	0	0	0	0	Off
-3.7	98.40	Off	0	0	0	0	0	Off
-3.6	98.40	Off	0	0	0	0	0	Off
-3.5	98.40	Off	0	0	0	0	0	Off
-3.4	98.40	Off	0	0	0	0	0	Off
-3.3	98.40	Off	0	0	0	0	0	Off
-3.2	98.40	Off	0	0	0	0	0	Off
-3.1	98.40	Off	0	0	0	0	0	Off
-3.0	98.40	Off	0	0	0	0	0	Off
-2.9	98.40	Off	0	0	0	0	0	Off
-2.8	98.40	Off	0	0	0	0	0	Off
-2.7	98.40	Off	0	0	0	0	0	Off
-2.6	98.40	Off	0	0	0	0	0	Off
-2.5	98.40	Off	0	0	0	0	0	Off
-2.4	97.60	Off	0	0	0	0	0	Off
-2.3	97.60	Off	0	0	0	0	0	Off
-2.2	97.60	Off	0	0	0	0	0	Off
-2.1	97.60	Off	0	0	0	0	0	Off
-2.0	97.60	Off	0	0	0	0	0	Off
-1.9	97.60	Off	0	0	0	0	0	Off
-1.8	97.60	Off	0	0	0	0	0	Off
-1.7	92.00	Off	-2	603	571	598	565	Off
-1.6	92.00	Off	-2	604	584	594	567	Off
-1.5	92.00	Off	0	605	596	593	562	Off
-1.4	92.00	Off	-2	598	573	596	563	Off
-1.3	92.00	Off	-2	591	565	592	561	Off
-1.2	92.00	Off	-5	597	561	593	546	Off
-1.1	92.80	Off	-5	592	553	589	544	Off
-1.0	92.80	Off	-4	570	500	581	538	Off
-0.9	92.80	Off	-4	534	522	578	525	Off
-0.8	92.80	Off	-2	469	516	571	509	Off
-0.7	92.80	Off	-1	484	517	553	512	Off
-0.6	93.60	Off	0	460	483	529	515	Off
-0.5	94.40	Off	-6	508	451	492	508	Off
-0.4	96.00	Off	-15	421	315	481	471	Off
-0.3	96.00	Off	-40	414	380	477	416	Off
-0.2	96.80	Off	-51	406	340	415	387	Off
-0.1	96.80	Off	-62	434	368	344	378	Off

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

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

Time Stamp (sec)	ETC Flashing	Engine Torque Applied	PRNDL Status (if equip.)	Reverse Gear (Manual Only)	Cruise Control Engaged (if equip.)	Cruise Control Status (if equip.)
-5.0	No	No	Drive	No	Not Engaged	Off
-4.9	No	No	Drive	No	Not Engaged	Off
-4.8	No	No	Drive	No	Not Engaged	Off
-4.7	No	No	Drive	No	Not Engaged	Off
-4.6	No	No	Drive	No	Not Engaged	Off
-4.5	No	No	Drive	No	Not Engaged	Off
-4.4	No	No	Drive	No	Not Engaged	Off
-4.3	No	No	Drive	No	Not Engaged	Off
-4.2	No	No	Drive	No	Not Engaged	Off
-4.1	No	No	Drive	No	Not Engaged	Off
-4.0	No	No	Drive	No	Not Engaged	Off
-3.9	No	No	Drive	No	Not Engaged	Off
-3.8	No	No	Drive	No	Not Engaged	Off
-3.7	No	No	Drive	No	Not Engaged	Off
-3.6	No	No	Drive	No	Not Engaged	Off
-3.5	No	No	Drive	No	Not Engaged	Off
-3.4	No	No	Drive	No	Not Engaged	Off
-3.3	No	No	Drive	No	Not Engaged	Off
-3.2	No	No	Drive	No	Not Engaged	Off
-3.1	No	No	Drive	No	Not Engaged	Off
-3.0	No	No	Drive	No	Not Engaged	Off
-2.9	No	No	Drive	No	Not Engaged	Off
-2.8	No	No	Drive	No	Not Engaged	Off
-2.7	No	No	Drive	No	Not Engaged	Off
-2.6	No	No	Drive	No	Not Engaged	Off
-2.5	No	No	Drive	No	Not Engaged	Off
-2.4	No	No	Drive	No	Not Engaged	Off
-2.3	No	No	Drive	No	Not Engaged	Off
-2.2	No	No	Drive	No	Not Engaged	Off
-2.1	No	No	Drive	No	Not Engaged	Off
-2.0	No	No	Drive	No	Not Engaged	Off
-1.9	No	No	Drive	No	Not Engaged	Off
-1.8	No	No	Drive	No	Not Engaged	Off
-1.7	No	No	Drive	No	Not Engaged	Off
-1.6	No	No	Drive	No	Not Engaged	Off
-1.5	No	No	Drive	No	Not Engaged	Off
-1.4	No	No	Drive	No	Not Engaged	Off
-1.3	No	No	Drive	No	Not Engaged	Off
-1.2	No	No	Drive	No	Not Engaged	Off
-1.1	No	No	Drive	No	Not Engaged	Off
-1.0	No	No	Drive	No	Not Engaged	Off
-0.9	No	No	Drive	No	Not Engaged	Off
-0.8	No	No	Drive	No	Not Engaged	Off
-0.7	No	No	Drive	No	Not Engaged	Off
-0.6	No	No	Drive	No	Not Engaged	Off
-0.5	No	No	Drive	No	Not Engaged	Off
-0.4	No	No	Drive	No	Not Engaged	Off
-0.3	No	No	Drive	No	Not Engaged	Off
-0.2	No	No	Drive	No	Not Engaged	Off
-0.1	No	No	Drive	No	Not Engaged	Off

**System Configuration at Event (1st Prior Event)**

Configured for Driver Frontal Airbag	Yes
Configured for Passenger Airbag	Yes
Configured for Driver Retractor Pretensioner	Yes
Configured for Passenger Retractor Pretensioner	Yes
Configured for Left Side Curtain Airbag	Yes
Configured for Right Side Curtain Airbag	Yes
Configured for Front Left Seat Airbags	Yes
Configured for Front Right Seat Airbag	Yes
Configured for Safety Belt Status, Driver	Yes
Configured for Safety Belt Status, Outboard Front Passenger	No
Configured for Seat Track Position Switch, Foremost, Status, Driver	No
Configured for Seat Track Position Switch, Foremost, Status, Outboard Front Passenger	No

### System Status at Event (1st Prior Event)

Event Number	7
Multi-Event, Number of Events (1,2)	1
Total number of events	8
Time from Event 1 to 2 (Time since last event)(sec)	>5
Complete File Recorded (Yes, No)	Yes
Maximum Delta-V Longitudinal (MPH [km/h])	0.0 [0]
Time, Maximum Delta-V, Longitudinal (msec)	0
Maximum Delta-V Lateral (MPH [km/h])	0.6 [1]
Time, Maximum Delta-V, Lateral (msec)	158
Ignition Cycle, Crash	2777
Safety Belt Status, Driver	Buckled
Airbag Warning Lamp, On/Off	Off
Operation System Time (sec)	3212852
Airbag Warning Lamp On Time Before Event (min)	0
Supply Voltage at Event, ACM (V)	13.1
Operation via Energy Reserve	No
VIN at Event (last 8 digits)	HG541157
Odometer at Event (km [miles])	34346 [21341.7]

### Deployment Command Data (1st Prior Event)

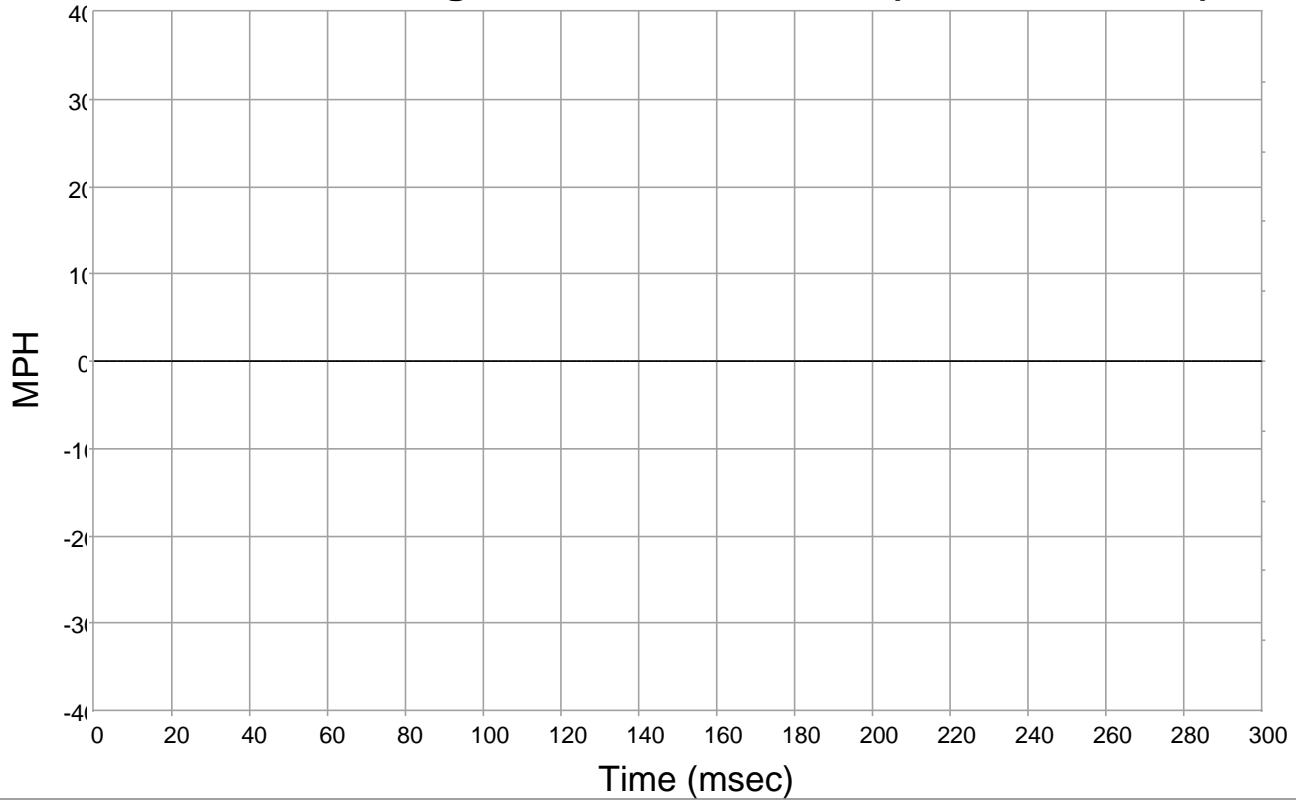
Driver Frontal Airbag Commanded	No
Driver Front Airbag, Time to 1st stage (msec)	0
Driver Front Airbag, Time to 2nd Stage from T0 (msec)	0
Passenger Frontal Airbag Commanded	No
Passenger Front Airbag, Time to 1st stage (msec)	0
Passenger Front Airbag, Time to 2nd Stage from T0 (msec)	0
Commanded Driver Retractor Pretensioner Deployment	Yes
Commanded Passenger Retractor Pretensioner Deployment	Yes
Commanded Left Side Curtain Airbag Deployment	Yes
Commanded Left Seat Airbag Deployment	Yes
Commanded Right Side Curtain Airbag Deployment	Yes
Commanded Front Right Side Seat Airbag Deployment	Yes

**DTCs Present at Start of Event (1st Prior Event)**

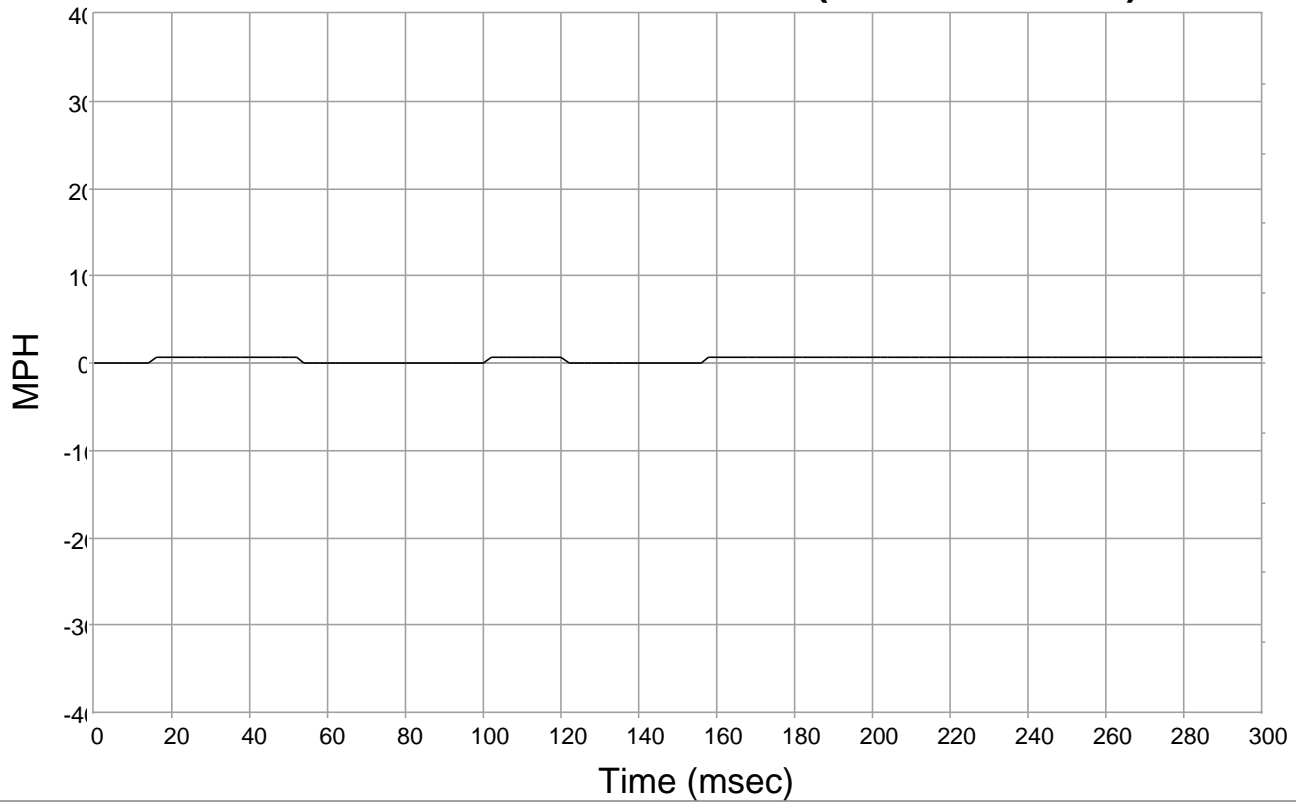
No DTCs Present



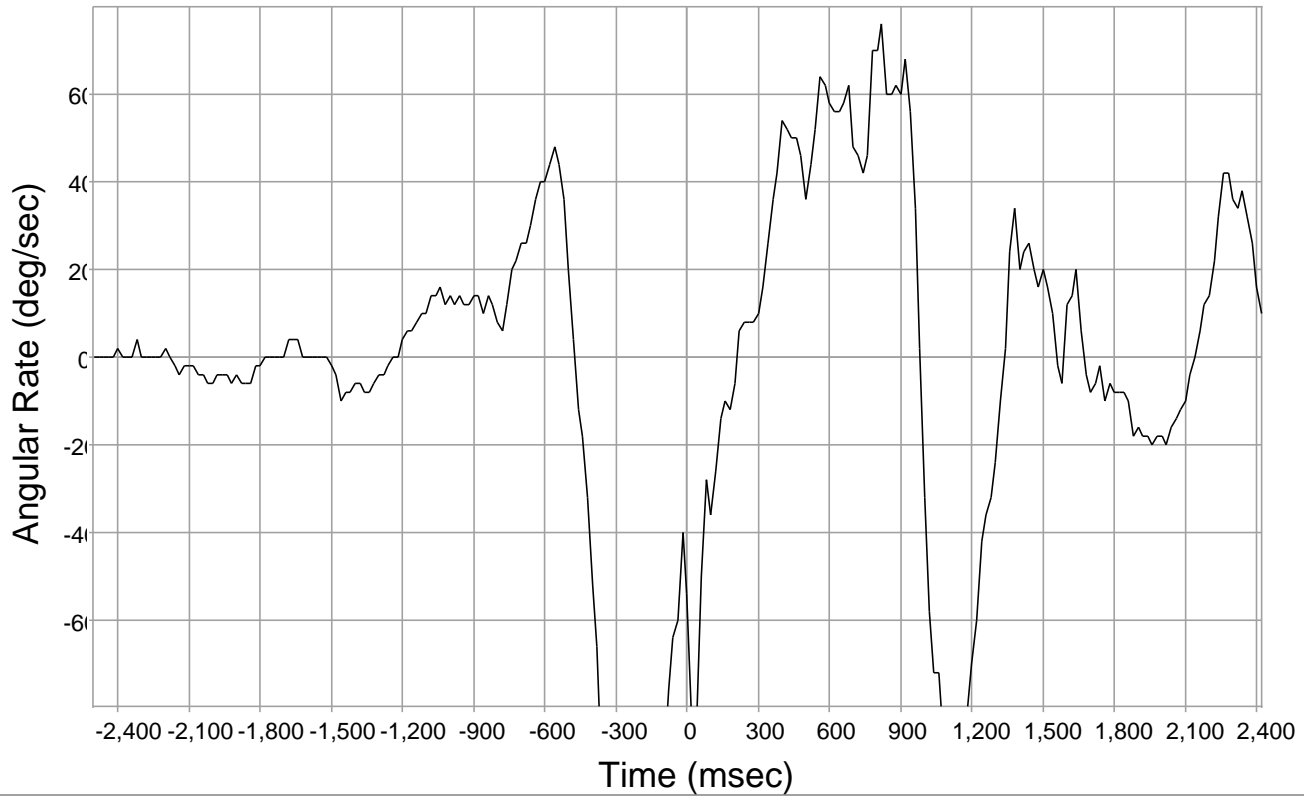
### Longitudinal Crash Pulse (1st Prior Event)



### Lateral Crash Pulse (1st Prior Event)



### Angular Rate Data (1st Prior Event)



### Longitudinal Crash Pulse (1st Prior Event)

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

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

Time (msec)	Delta-V, Longitudinal (MPH [km/h])
200	0.0 [0]
202	0.0 [0]
204	0.0 [0]
206	0.0 [0]
208	0.0 [0]
210	0.0 [0]
212	0.0 [0]
214	0.0 [0]
216	0.0 [0]
218	0.0 [0]
220	0.0 [0]
222	0.0 [0]
224	0.0 [0]
226	0.0 [0]
228	0.0 [0]
230	0.0 [0]
232	0.0 [0]
234	0.0 [0]
236	0.0 [0]
238	0.0 [0]
240	0.0 [0]
242	0.0 [0]
244	0.0 [0]
246	0.0 [0]
248	0.0 [0]
250	0.0 [0]
252	0.0 [0]
254	0.0 [0]
256	0.0 [0]
258	0.0 [0]
260	0.0 [0]
262	0.0 [0]
264	0.0 [0]
266	0.0 [0]
268	0.0 [0]
270	0.0 [0]
272	0.0 [0]
274	0.0 [0]
276	0.0 [0]
278	0.0 [0]
280	0.0 [0]
282	0.0 [0]
284	0.0 [0]
286	0.0 [0]
288	0.0 [0]
290	0.0 [0]
292	0.0 [0]
294	0.0 [0]
296	0.0 [0]
298	0.0 [0]
300	0.0 [0]

### Lateral Crash Pulse (1st Prior Event)

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

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

Time (msec)	Delta-V, Lateral (MPH [km/h])
200	0.6 [1]
202	0.6 [1]
204	0.6 [1]
206	0.6 [1]
208	0.6 [1]
210	0.6 [1]
212	0.6 [1]
214	0.6 [1]
216	0.6 [1]
218	0.6 [1]
220	0.6 [1]
222	0.6 [1]
224	0.6 [1]
226	0.6 [1]
228	0.6 [1]
230	0.6 [1]
232	0.6 [1]
234	0.6 [1]
236	0.6 [1]
238	0.6 [1]
240	0.6 [1]
242	0.6 [1]
244	0.6 [1]
246	0.6 [1]
248	0.6 [1]
250	0.6 [1]
252	0.6 [1]
254	0.6 [1]
256	0.6 [1]
258	0.6 [1]
260	0.6 [1]
262	0.6 [1]
264	0.6 [1]
266	0.6 [1]
268	0.6 [1]
270	0.6 [1]
272	0.6 [1]
274	0.6 [1]
276	0.6 [1]
278	0.6 [1]
280	0.6 [1]
282	0.6 [1]
284	0.6 [1]
286	0.6 [1]
288	0.6 [1]
290	0.6 [1]
292	0.6 [1]
294	0.6 [1]
296	0.6 [1]
298	0.6 [1]
300	0.6 [1]

### Angular Rate Data (1st Prior Event)

Time (msec)	Angular Rate (deg/sec)
-2500	0.00
-2480	0.00
-2460	0.00
-2440	0.00
-2420	0.00
-2400	2.00
-2380	0.00
-2360	0.00
-2340	0.00
-2320	4.00
-2300	0.00
-2280	0.00
-2260	0.00
-2240	0.00
-2220	0.00
-2200	2.00
-2180	0.00
-2160	-2.00
-2140	-4.00
-2120	-2.00
-2100	-2.00
-2080	-2.00
-2060	-4.00
-2040	-4.00
-2020	-6.00
-2000	-6.00
-1980	-4.00
-1960	-4.00
-1940	-4.00
-1920	-6.00
-1900	-4.00
-1880	-6.00
-1860	-6.00
-1840	-6.00
-1820	-2.00
-1800	-2.00
-1780	0.00
-1760	0.00
-1740	0.00
-1720	0.00
-1700	0.00
-1680	4.00
-1660	4.00
-1640	4.00
-1620	0.00
-1600	0.00
-1580	0.00
-1560	0.00
-1540	0.00
-1520	0.00

Time (msec)	Angular Rate (deg/sec)
-1500	-2.00
-1480	-4.00
-1460	-10.00
-1440	-8.00
-1420	-8.00
-1400	-6.00
-1380	-6.00
-1360	-8.00
-1340	-8.00
-1320	-6.00
-1300	-4.00
-1280	-4.00
-1260	-2.00
-1240	0.00
-1220	0.00
-1200	4.00
-1180	6.00
-1160	6.00
-1140	8.00
-1120	10.00
-1100	10.00
-1080	14.00
-1060	14.00
-1040	16.00
-1020	12.00
-1000	14.00
-980	12.00
-960	14.00
-940	12.00
-920	12.00
-900	14.00
-880	14.00
-860	10.00
-840	14.00
-820	12.00
-800	8.00
-780	6.00
-760	12.00
-740	20.00
-720	22.00
-700	26.00
-680	26.00
-660	30.00
-640	36.00
-620	40.00
-600	40.00
-580	44.00
-560	48.00
-540	44.00
-520	36.00

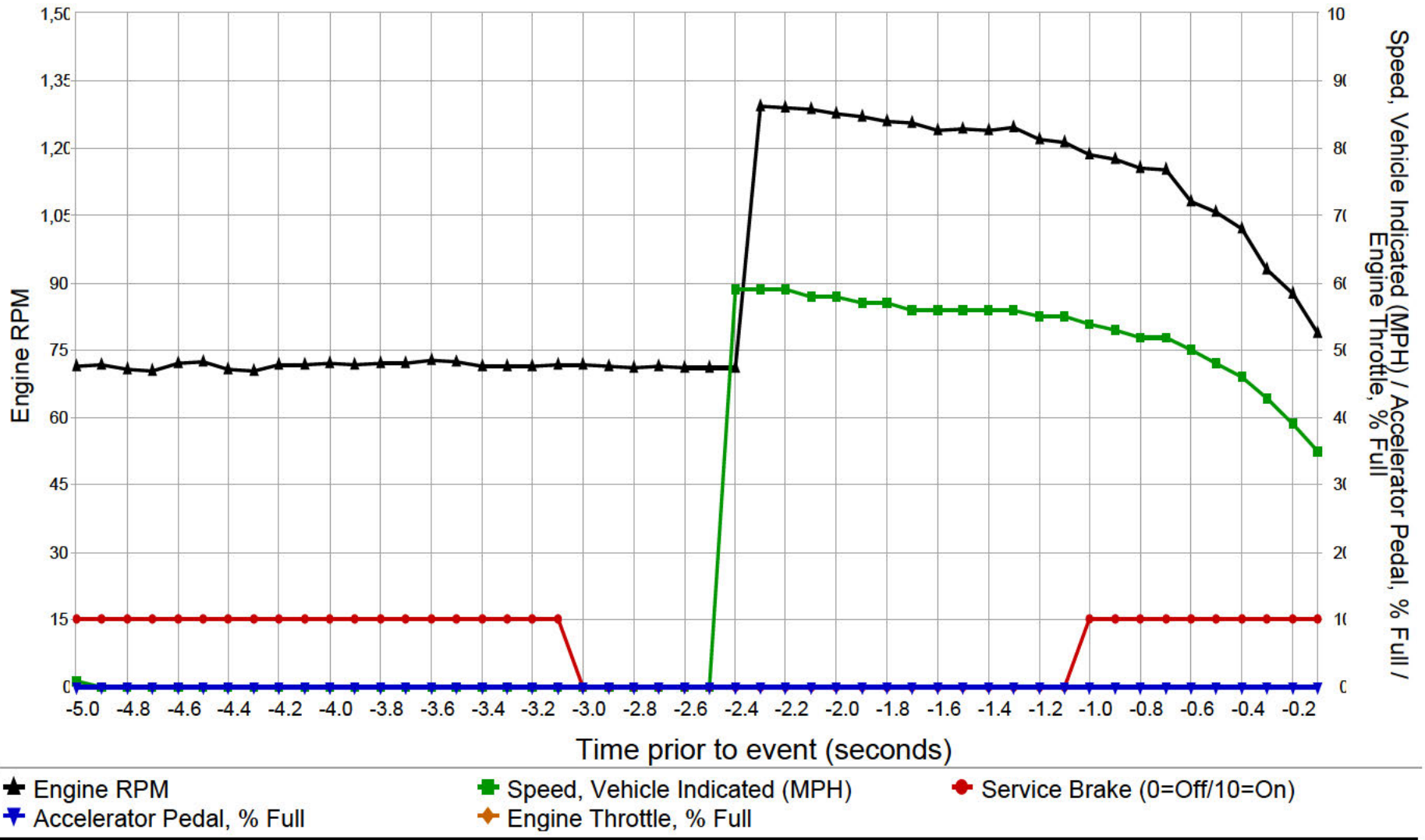
Time (msec)	Angular Rate (deg/sec)
-500	20.00
-480	4.00
-460	-12.00
-440	-18.00
-420	-32.00
-400	-52.00
-380	-66.00
-360	-90.00
-340	-92.00
-320	-100.00
-300	-138.00
-280	-136.00
-260	-128.00
-240	-158.00
-220	-144.00
-200	-150.00
-180	-136.00
-160	-112.00
-140	-126.00
-120	-116.00
-100	-104.00
-80	-76.00
-60	-64.00
-40	-60.00
-20	-40.00
0	-54.00
20	-82.00
40	-84.00
60	-50.00
80	-28.00
100	-36.00
120	-26.00
140	-14.00
160	-10.00
180	-12.00
200	-6.00
220	6.00
240	8.00
260	8.00
280	8.00
300	10.00
320	16.00
340	26.00
360	36.00
380	42.00
400	54.00
420	52.00
440	50.00
460	50.00
480	46.00

### Angular Rate Data (1st Prior Event)

Time (msec)	Angular Rate (deg/sec)
500	36.00
520	44.00
540	52.00
560	64.00
580	62.00
600	58.00
620	56.00
640	56.00
660	58.00
680	62.00
700	48.00
720	46.00
740	42.00
760	46.00
780	70.00
800	70.00
820	76.00
840	60.00
860	60.00
880	62.00
900	60.00
920	68.00
940	56.00
960	34.00
980	2.00
1000	-32.00
1020	-58.00
1040	-72.00
1060	-72.00
1080	-88.00
1100	-106.00
1120	-104.00
1140	-100.00
1160	-96.00
1180	-80.00
1200	-70.00
1220	-60.00
1240	-42.00
1260	-36.00
1280	-32.00
1300	-24.00
1320	-10.00
1340	2.00
1360	24.00
1380	34.00
1400	20.00
1420	24.00
1440	26.00
1460	20.00
1480	16.00

Time (msec)	Angular Rate (deg/sec)
1500	20.00
1520	16.00
1540	10.00
1560	-2.00
1580	-6.00
1600	12.00
1620	14.00
1640	20.00
1660	6.00
1680	-4.00
1700	-8.00
1720	-6.00
1740	-2.00
1760	-10.00
1780	-6.00
1800	-8.00
1820	-8.00
1840	-8.00
1860	-10.00
1880	-18.00
1900	-16.00
1920	-18.00
1940	-18.00
1960	-20.00
1980	-18.00
2000	-18.00
2020	-20.00
2040	-16.00
2060	-14.00
2080	-12.00
2100	-10.00
2120	-4.00
2140	0.00
2160	6.00
2180	12.00
2200	14.00
2220	22.00
2240	32.00
2260	42.00
2280	42.00
2300	36.00
2320	34.00
2340	38.00
2360	32.00
2380	26.00
2400	16.00
2420	10.00

### Pre-Crash Data (1st Prior Event)



SNA values will not be plotted on the graph

### Pre-Crash Data (1st Prior Event - table 1 of 3)

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

Time Stamp (sec)	Pre-Crash Recorder Status	Speed, Vehicle Indicated (MPH [km/h])	Accelerator Pedal, % Full	Engine Throttle, % Full	Service Brake	Engine RPM	ABS Activity	Stability Control	Steering Input (deg)
-5.0	Complete	1 [1]	0	SNA	On	716	Yes	Off	576
-4.9	Complete	0 [0]	0	SNA	On	717	Yes	Off	570
-4.8	Complete	0 [0]	0	SNA	On	709	Yes	Off	563
-4.7	Complete	0 [0]	0	SNA	On	706	Yes	Off	575
-4.6	Complete	0 [0]	0	SNA	On	721	Yes	Off	579
-4.5	Complete	0 [0]	0	SNA	On	726	Yes	Off	578
-4.4	Complete	0 [0]	0	SNA	On	708	Yes	Off	574
-4.3	Complete	0 [0]	0	SNA	On	706	Yes	Off	573
-4.2	Complete	0 [0]	0	SNA	On	719	Yes	Off	573
-4.1	Complete	0 [0]	0	SNA	On	719	Yes	Off	576
-4.0	Complete	0 [0]	0	SNA	On	721	Yes	Off	579
-3.9	Complete	0 [0]	0	SNA	On	718	No	Off	580
-3.8	Complete	0 [0]	0	SNA	On	721	No	Off	580
-3.7	Complete	0 [0]	0	SNA	On	723	No	Off	580
-3.6	Complete	0 [0]	0	SNA	On	727	No	Off	580
-3.5	Complete	0 [0]	0	SNA	On	726	No	Off	580
-3.4	Complete	0 [0]	0	SNA	On	716	No	Off	580
-3.3	Complete	0 [0]	0	SNA	On	716	No	Off	580
-3.2	Complete	0 [0]	0	SNA	On	713	No	Off	580
-3.1	Complete	0 [0]	0	SNA	On	717	No	Off	580
-3.0	Complete	0 [0]	0	SNA	Off	718	No	Off	580
-2.9	Complete	0 [0]	0	SNA	Off	715	No	Off	580
-2.8	Complete	0 [0]	0	SNA	Off	711	No	Off	580
-2.7	Complete	0 [0]	0	SNA	Off	713	No	Off	580
-2.6	Complete	0 [0]	0	SNA	Off	710	No	Off	580
-2.5	Complete	0 [0]	0	SNA	Off	712	No	Off	580
-2.4	Complete	59 [95]	0	SNA	Off	711	No	Off	580
-2.3	Complete	59 [94]	0	SNA	Off	1,293	No	Off	505
-2.2	Complete	59 [94]	0	SNA	Off	1,291	No	Off	518
-2.1	Complete	58 [94]	0	SNA	Off	1,286	No	Off	542
-2.0	Complete	58 [93]	0	SNA	Off	1,277	No	Off	563
-1.9	Complete	57 [92]	0	SNA	Off	1,271	No	Off	565
-1.8	Complete	57 [91]	0	SNA	Off	1,261	No	Off	570
-1.7	Complete	56 [90]	0	SNA	Off	1,258	No	Off	581
-1.6	Complete	56 [90]	0	SNA	Off	1,241	No	Off	612
-1.5	Complete	56 [90]	0	SNA	Off	1,243	No	Off	620
-1.4	Complete	56 [90]	0	SNA	Off	1,239	No	Off	622
-1.3	Complete	56 [90]	0	SNA	Off	1,246	No	Off	625
-1.2	Complete	55 [88]	0	SNA	Off	1,219	No	Off	629
-1.1	Complete	55 [88]	0	SNA	Off	1,215	No	Off	629
-1.0	Complete	54 [87]	0	SNA	On	1,185	Yes	Off	629
-0.9	Complete	53 [86]	0	SNA	On	1,178	Yes	Off	629
-0.8	Complete	52 [84]	0	SNA	On	1,157	Yes	Off	628
-0.7	Complete	52 [83]	0	SNA	On	1,153	Yes	Off	626
-0.6	Complete	50 [81]	0	SNA	On	1,082	Yes	Off	626
-0.5	Complete	48 [78]	0	SNA	On	1,060	Yes	Off	624
-0.4	Complete	46 [74]	0	SNA	On	1,020	Yes	Off	620
-0.3	Complete	43 [69]	0	SNA	On	932	Yes	Off	620
-0.2	Complete	39 [62]	0	SNA	On	878	Yes	Off	611
-0.1	Complete	35 [56]	0	SNA	On	788	Yes	Off	614

### Pre-Crash Data (1st Prior Event - table 2 of 3)

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

Time Stamp (sec)	Raw Manifold Pressure (kPa)	PCM MIL	Yaw Rate (deg/sec)	Wheel Speed LF (RPM)	Wheel Speed RF (RPM)	Wheel Speed LR (RPM)	Wheel Speed RR (RPM)	ETC Lamp
-5.0	100.00	Off	0	0	5	7	8	Off
-4.9	98.40	Off	2	0	0	5	5	Off
-4.8	100.00	Off	0	0	0	5	5	Off
-4.7	98.40	Off	0	0	0	5	5	Off
-4.6	100.00	Off	0	0	0	0	5	Off
-4.5	98.40	Off	0	0	0	0	5	Off
-4.4	98.40	Off	0	0	0	0	5	Off
-4.3	98.40	Off	0	0	0	5	5	Off
-4.2	98.40	Off	0	0	0	5	5	Off
-4.1	98.40	Off	0	0	0	0	0	Off
-4.0	98.40	Off	0	0	0	0	0	Off
-3.9	98.40	Off	0	0	0	0	0	Off
-3.8	98.40	Off	0	0	0	0	0	Off
-3.7	98.40	Off	0	0	0	0	0	Off
-3.6	98.40	Off	0	0	0	0	0	Off
-3.5	98.40	Off	0	0	0	0	0	Off
-3.4	98.40	Off	0	0	0	0	0	Off
-3.3	98.40	Off	0	0	0	0	0	Off
-3.2	98.40	Off	0	0	0	0	0	Off
-3.1	98.40	Off	0	0	0	0	0	Off
-3.0	98.40	Off	0	0	0	0	0	Off
-2.9	98.40	Off	0	0	0	0	0	Off
-2.8	98.40	Off	0	0	0	0	0	Off
-2.7	98.40	Off	0	0	0	0	0	Off
-2.6	98.40	Off	0	0	0	0	0	Off
-2.5	98.40	Off	0	0	0	0	0	Off
-2.4	97.60	Off	0	0	0	0	0	Off
-2.3	97.60	Off	0	0	0	0	0	Off
-2.2	92.00	Off	-1	609	611	606	607	Off
-2.1	92.00	Off	0	606	599	606	605	Off
-2.0	92.00	Off	0	599	593	601	600	Off
-1.9	90.40	Off	0	599	588	598	590	Off
-1.8	92.00	Off	0	600	576	597	575	Off
-1.7	92.00	Off	-2	603	571	598	565	Off
-1.6	92.00	Off	-2	604	584	594	567	Off
-1.5	92.00	Off	0	605	596	593	562	Off
-1.4	92.00	Off	-2	598	573	596	563	Off
-1.3	92.00	Off	-2	591	565	592	561	Off
-1.2	92.00	Off	-5	597	561	593	546	Off
-1.1	92.80	Off	-5	592	553	589	544	Off
-1.0	92.80	Off	-4	570	500	581	538	Off
-0.9	92.80	Off	-4	534	522	578	525	Off
-0.8	92.80	Off	-2	469	516	571	509	Off
-0.7	92.80	Off	-1	484	517	553	512	Off
-0.6	93.60	Off	0	460	483	529	515	Off
-0.5	94.40	Off	-6	508	451	492	508	Off
-0.4	96.00	Off	-15	421	315	481	471	Off
-0.3	96.00	Off	-40	414	380	477	416	Off
-0.2	96.80	Off	-51	406	340	415	387	Off
-0.1	96.80	Off	-62	434	368	344	378	Off

### Pre-Crash Data (1st Prior Event - table 3 of 3)

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

Time Stamp (sec)	ETC Flashing	Engine Torque Applied	PRNDL Status (if equip.)	Reverse Gear (Manual Only)	Cruise Control Engaged (if equip.)	Cruise Control Status (if equip.)
-5.0	No	No	Drive	No	Not Engaged	Off
-4.9	No	No	Drive	No	Not Engaged	Off
-4.8	No	No	Drive	No	Not Engaged	Off
-4.7	No	No	Drive	No	Not Engaged	Off
-4.6	No	No	Drive	No	Not Engaged	Off
-4.5	No	No	Drive	No	Not Engaged	Off
-4.4	No	No	Drive	No	Not Engaged	Off
-4.3	No	No	Drive	No	Not Engaged	Off
-4.2	No	No	Drive	No	Not Engaged	Off
-4.1	No	No	Drive	No	Not Engaged	Off
-4.0	No	No	Drive	No	Not Engaged	Off
-3.9	No	No	Drive	No	Not Engaged	Off
-3.8	No	No	Drive	No	Not Engaged	Off
-3.7	No	No	Drive	No	Not Engaged	Off
-3.6	No	No	Drive	No	Not Engaged	Off
-3.5	No	No	Drive	No	Not Engaged	Off
-3.4	No	No	Drive	No	Not Engaged	Off
-3.3	No	No	Drive	No	Not Engaged	Off
-3.2	No	No	Drive	No	Not Engaged	Off
-3.1	No	No	Drive	No	Not Engaged	Off
-3.0	No	No	Drive	No	Not Engaged	Off
-2.9	No	No	Drive	No	Not Engaged	Off
-2.8	No	No	Drive	No	Not Engaged	Off
-2.7	No	No	Drive	No	Not Engaged	Off
-2.6	No	No	Drive	No	Not Engaged	Off
-2.5	No	No	Drive	No	Not Engaged	Off
-2.4	No	No	Drive	No	Not Engaged	Off
-2.3	No	No	Drive	No	Not Engaged	Off
-2.2	No	No	Drive	No	Not Engaged	Off
-2.1	No	No	Drive	No	Not Engaged	Off
-2.0	No	No	Drive	No	Not Engaged	Off
-1.9	No	No	Drive	No	Not Engaged	Off
-1.8	No	No	Drive	No	Not Engaged	Off
-1.7	No	No	Drive	No	Not Engaged	Off
-1.6	No	No	Drive	No	Not Engaged	Off
-1.5	No	No	Drive	No	Not Engaged	Off
-1.4	No	No	Drive	No	Not Engaged	Off
-1.3	No	No	Drive	No	Not Engaged	Off
-1.2	No	No	Drive	No	Not Engaged	Off
-1.1	No	No	Drive	No	Not Engaged	Off
-1.0	No	No	Drive	No	Not Engaged	Off
-0.9	No	No	Drive	No	Not Engaged	Off
-0.8	No	No	Drive	No	Not Engaged	Off
-0.7	No	No	Drive	No	Not Engaged	Off
-0.6	No	No	Drive	No	Not Engaged	Off
-0.5	No	No	Drive	No	Not Engaged	Off
-0.4	No	No	Drive	No	Not Engaged	Off
-0.3	No	No	Drive	No	Not Engaged	Off
-0.2	No	No	Drive	No	Not Engaged	Off
-0.1	No	No	Drive	No	Not Engaged	Off

**System Configuration at Event (2nd Prior Event)**

Configured for Driver Frontal Airbag	Yes
Configured for Passenger Airbag	Yes
Configured for Driver Retractor Pretensioner	Yes
Configured for Passenger Retractor Pretensioner	Yes
Configured for Left Side Curtain Airbag	Yes
Configured for Right Side Curtain Airbag	Yes
Configured for Front Left Seat Airbags	Yes
Configured for Front Right Seat Airbag	Yes
Configured for Safety Belt Status, Driver	Yes
Configured for Safety Belt Status, Outboard Front Passenger	No
Configured for Seat Track Position Switch, Foremost, Status, Driver	No
Configured for Seat Track Position Switch, Foremost, Status, Outboard Front Passenger	No

### System Status at Event (2nd Prior Event)

Event Number	6
Multi-Event, Number of Events (1,2)	1
Total number of events	8
Time from Event 1 to 2 (Time since last event)(sec)	>5
Complete File Recorded (Yes, No)	Yes
Maximum Delta-V Longitudinal (MPH [km/h])	0.0 [0]
Time, Maximum Delta-V, Longitudinal (msec)	0
Maximum Delta-V Lateral (MPH [km/h])	0.6 [1]
Time, Maximum Delta-V, Lateral (msec)	158
Ignition Cycle, Crash	2777
Safety Belt Status, Driver	Buckled
Airbag Warning Lamp, On/Off	Off
Operation System Time (sec)	3212852
Airbag Warning Lamp On Time Before Event (min)	0
Supply Voltage at Event, ACM (V)	13.1
Operation via Energy Reserve	No
VIN at Event (last 8 digits)	[REDACTED]
Odometer at Event (km [miles])	34346 [21341.7]

**Deployment Command Data (2nd Prior Event)**

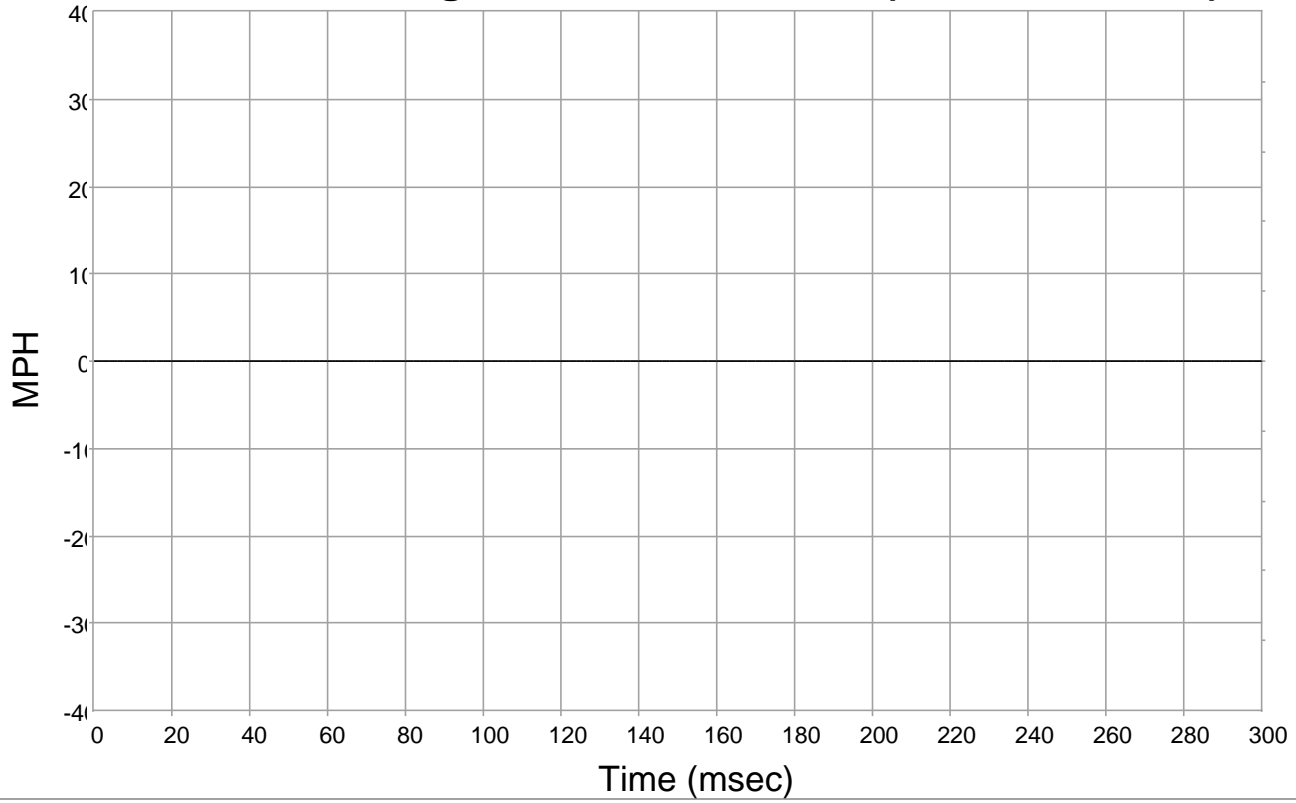
Driver Frontal Airbag Commanded	No
Driver Front Airbag, Time to 1st stage (msec)	0
Driver Front Airbag, Time to 2nd Stage from T0 (msec)	0
Passenger Frontal Airbag Commanded	No
Passenger Front Airbag, Time to 1st stage (msec)	0
Passenger Front Airbag, Time to 2nd Stage from T0 (msec)	0
Commanded Driver Retractor Pretensioner Deployment	Yes
Commanded Passenger Retractor Pretensioner Deployment	Yes
Commanded Left Side Curtain Airbag Deployment	Yes
Commanded Left Seat Airbag Deployment	Yes
Commanded Right Side Curtain Airbag Deployment	Yes
Commanded Front Right Side Seat Airbag Deployment	Yes

**DTCs Present at Start of Event (2nd Prior Event)**

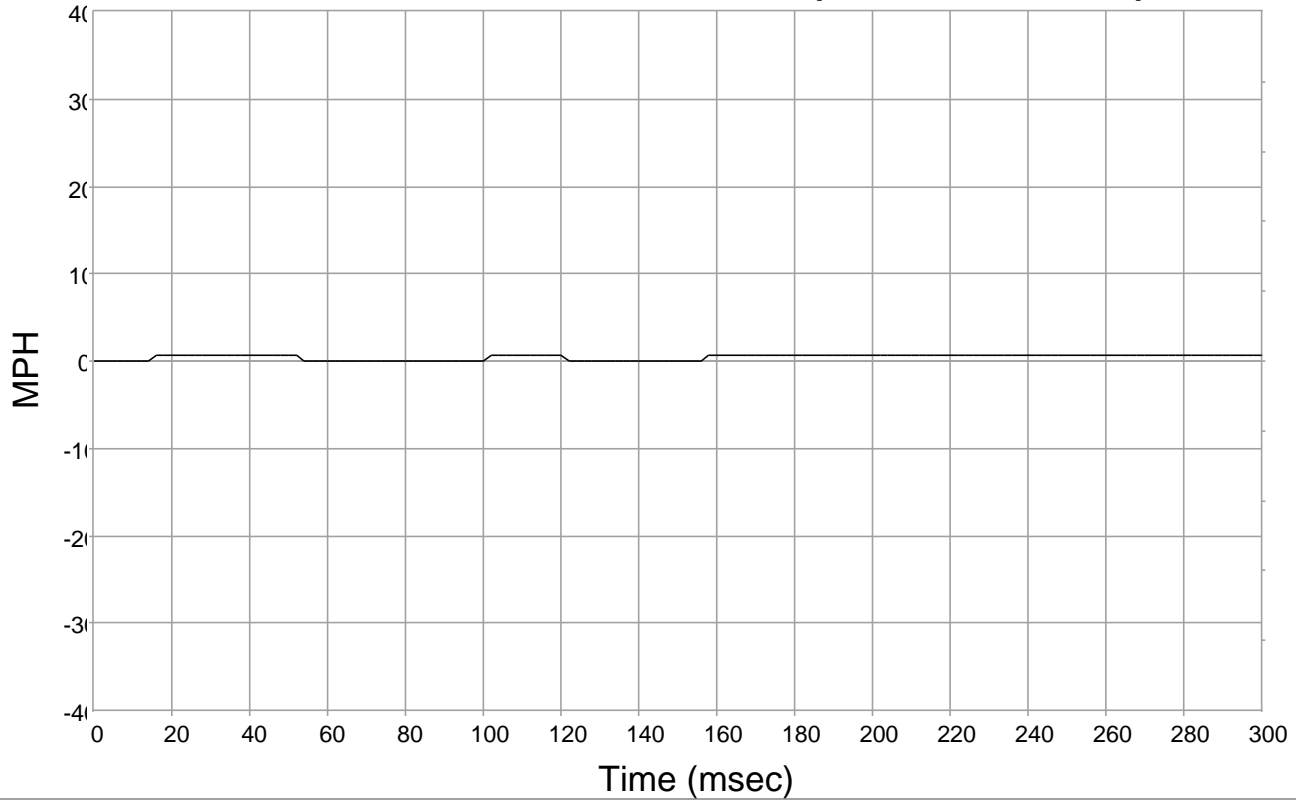
No DTCs Present



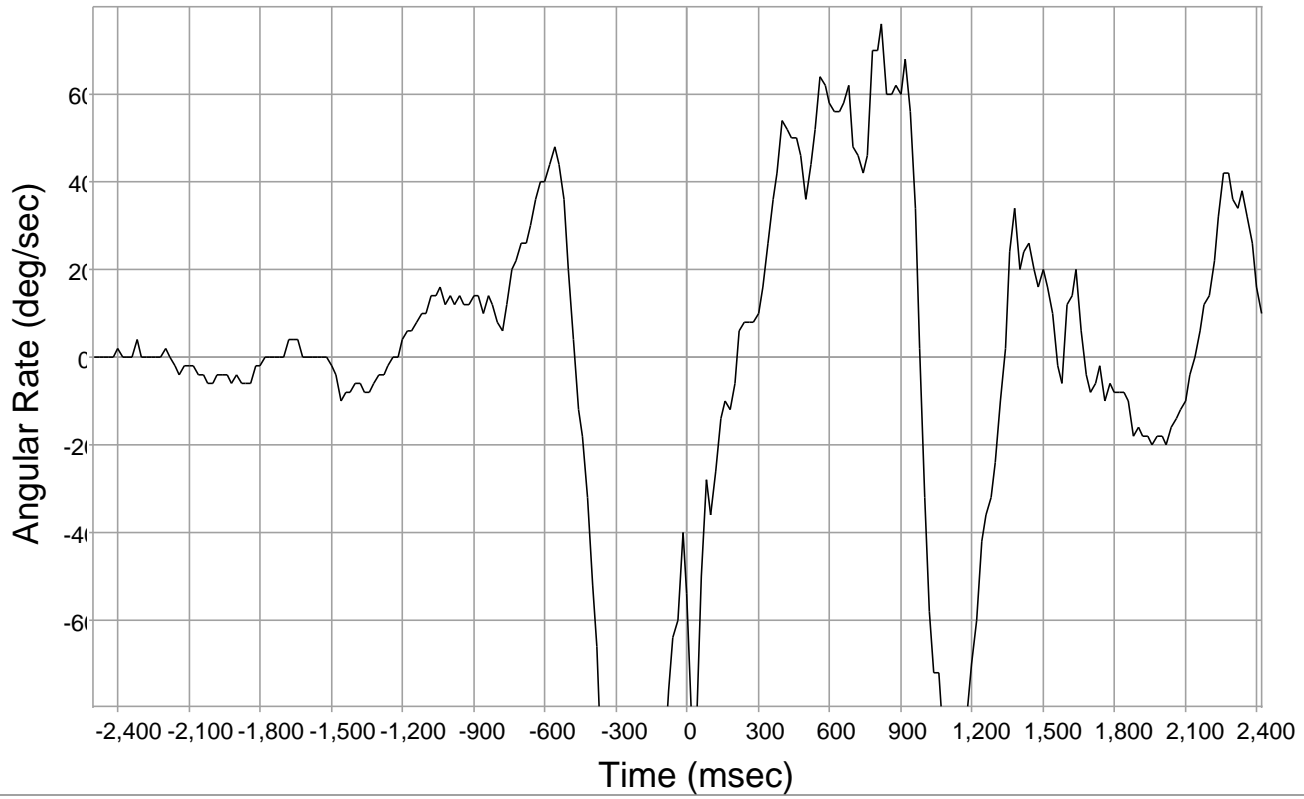
### Longitudinal Crash Pulse (2nd Prior Event)



### Lateral Crash Pulse (2nd Prior Event)



### Angular Rate Data (2nd Prior Event)



### Longitudinal Crash Pulse (2nd Prior Event)

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

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

Time (msec)	Delta-V, Longitudinal (MPH [km/h])
200	0.0 [0]
202	0.0 [0]
204	0.0 [0]
206	0.0 [0]
208	0.0 [0]
210	0.0 [0]
212	0.0 [0]
214	0.0 [0]
216	0.0 [0]
218	0.0 [0]
220	0.0 [0]
222	0.0 [0]
224	0.0 [0]
226	0.0 [0]
228	0.0 [0]
230	0.0 [0]
232	0.0 [0]
234	0.0 [0]
236	0.0 [0]
238	0.0 [0]
240	0.0 [0]
242	0.0 [0]
244	0.0 [0]
246	0.0 [0]
248	0.0 [0]
250	0.0 [0]
252	0.0 [0]
254	0.0 [0]
256	0.0 [0]
258	0.0 [0]
260	0.0 [0]
262	0.0 [0]
264	0.0 [0]
266	0.0 [0]
268	0.0 [0]
270	0.0 [0]
272	0.0 [0]
274	0.0 [0]
276	0.0 [0]
278	0.0 [0]
280	0.0 [0]
282	0.0 [0]
284	0.0 [0]
286	0.0 [0]
288	0.0 [0]
290	0.0 [0]
292	0.0 [0]
294	0.0 [0]
296	0.0 [0]
298	0.0 [0]
300	0.0 [0]

### Lateral Crash Pulse (2nd Prior Event)

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

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

Time (msec)	Delta-V, Lateral (MPH [km/h])
200	0.6 [1]
202	0.6 [1]
204	0.6 [1]
206	0.6 [1]
208	0.6 [1]
210	0.6 [1]
212	0.6 [1]
214	0.6 [1]
216	0.6 [1]
218	0.6 [1]
220	0.6 [1]
222	0.6 [1]
224	0.6 [1]
226	0.6 [1]
228	0.6 [1]
230	0.6 [1]
232	0.6 [1]
234	0.6 [1]
236	0.6 [1]
238	0.6 [1]
240	0.6 [1]
242	0.6 [1]
244	0.6 [1]
246	0.6 [1]
248	0.6 [1]
250	0.6 [1]
252	0.6 [1]
254	0.6 [1]
256	0.6 [1]
258	0.6 [1]
260	0.6 [1]
262	0.6 [1]
264	0.6 [1]
266	0.6 [1]
268	0.6 [1]
270	0.6 [1]
272	0.6 [1]
274	0.6 [1]
276	0.6 [1]
278	0.6 [1]
280	0.6 [1]
282	0.6 [1]
284	0.6 [1]
286	0.6 [1]
288	0.6 [1]
290	0.6 [1]
292	0.6 [1]
294	0.6 [1]
296	0.6 [1]
298	0.6 [1]
300	0.6 [1]

### Angular Rate Data (2nd Prior Event)

Time (msec)	Angular Rate (deg/sec)
-2500	0.00
-2480	0.00
-2460	0.00
-2440	0.00
-2420	0.00
-2400	2.00
-2380	0.00
-2360	0.00
-2340	0.00
-2320	4.00
-2300	0.00
-2280	0.00
-2260	0.00
-2240	0.00
-2220	0.00
-2200	2.00
-2180	0.00
-2160	-2.00
-2140	-4.00
-2120	-2.00
-2100	-2.00
-2080	-2.00
-2060	-4.00
-2040	-4.00
-2020	-6.00
-2000	-6.00
-1980	-4.00
-1960	-4.00
-1940	-4.00
-1920	-6.00
-1900	-4.00
-1880	-6.00
-1860	-6.00
-1840	-6.00
-1820	-2.00
-1800	-2.00
-1780	0.00
-1760	0.00
-1740	0.00
-1720	0.00
-1700	0.00
-1680	4.00
-1660	4.00
-1640	4.00
-1620	0.00
-1600	0.00
-1580	0.00
-1560	0.00
-1540	0.00
-1520	0.00

Time (msec)	Angular Rate (deg/sec)
-1500	-2.00
-1480	-4.00
-1460	-10.00
-1440	-8.00
-1420	-8.00
-1400	-6.00
-1380	-6.00
-1360	-8.00
-1340	-8.00
-1320	-6.00
-1300	-4.00
-1280	-4.00
-1260	-2.00
-1240	0.00
-1220	0.00
-1200	4.00
-1180	6.00
-1160	6.00
-1140	8.00
-1120	10.00
-1100	10.00
-1080	14.00
-1060	14.00
-1040	16.00
-1020	12.00
-1000	14.00
-980	12.00
-960	14.00
-940	12.00
-920	12.00
-900	14.00
-880	14.00
-860	10.00
-840	14.00
-820	12.00
-800	8.00
-780	6.00
-760	12.00
-740	20.00
-720	22.00
-700	26.00
-680	26.00
-660	30.00
-640	36.00
-620	40.00
-600	40.00
-580	44.00
-560	48.00
-540	44.00
-520	36.00

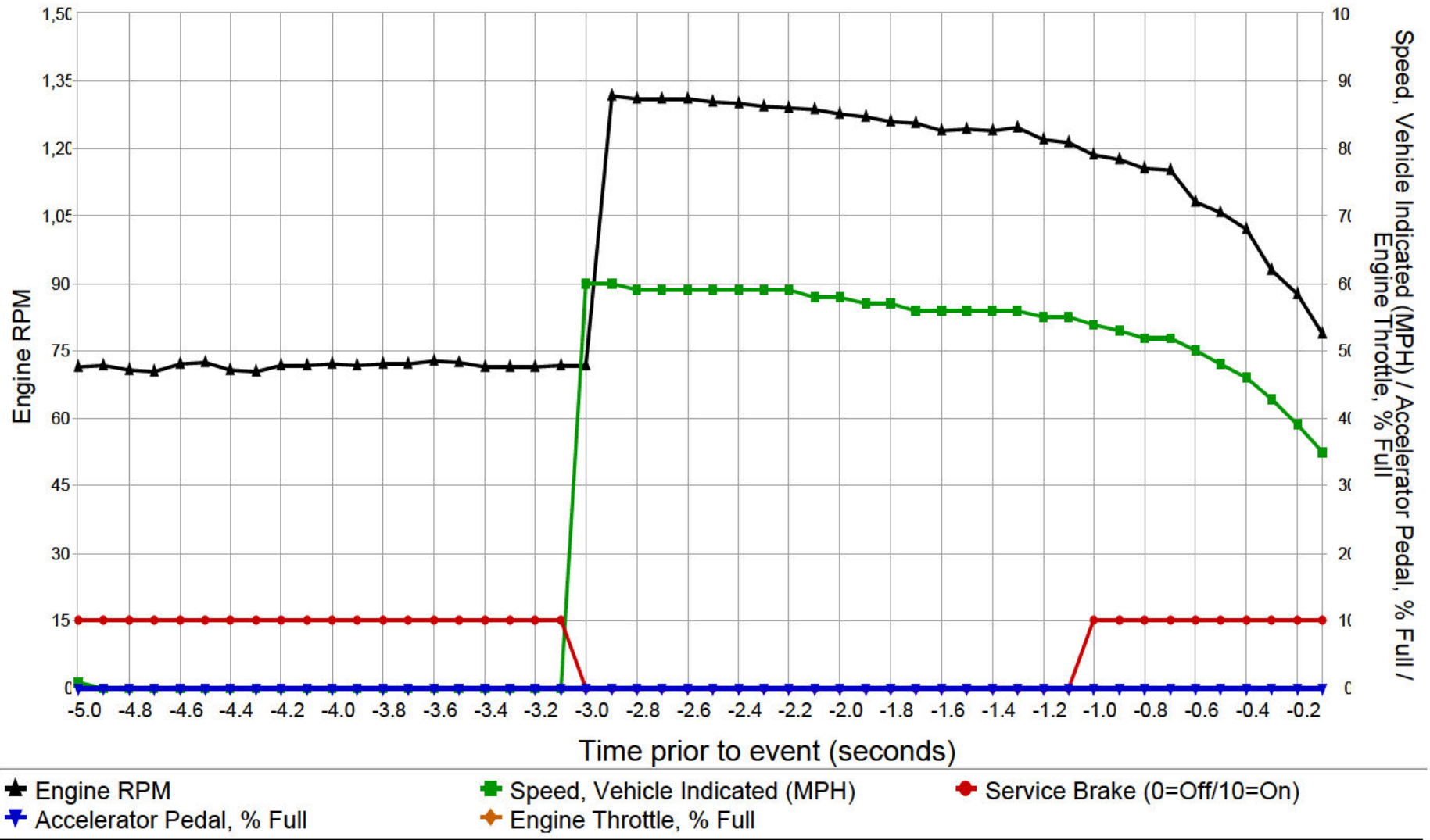
Time (msec)	Angular Rate (deg/sec)
-500	20.00
-480	4.00
-460	-12.00
-440	-18.00
-420	-32.00
-400	-52.00
-380	-66.00
-360	-90.00
-340	-92.00
-320	-100.00
-300	-138.00
-280	-136.00
-260	-128.00
-240	-158.00
-220	-144.00
-200	-150.00
-180	-136.00
-160	-112.00
-140	-126.00
-120	-116.00
-100	-104.00
-80	-76.00
-60	-64.00
-40	-60.00
-20	-40.00
0	-54.00
20	-82.00
40	-84.00
60	-50.00
80	-28.00
100	-36.00
120	-26.00
140	-14.00
160	-10.00
180	-12.00
200	-6.00
220	6.00
240	8.00
260	8.00
280	8.00
300	10.00
320	16.00
340	26.00
360	36.00
380	42.00
400	54.00
420	52.00
440	50.00
460	50.00
480	46.00

### Angular Rate Data (2nd Prior Event)

Time (msec)	Angular Rate (deg/sec)
500	36.00
520	44.00
540	52.00
560	64.00
580	62.00
600	58.00
620	56.00
640	56.00
660	58.00
680	62.00
700	48.00
720	46.00
740	42.00
760	46.00
780	70.00
800	70.00
820	76.00
840	60.00
860	60.00
880	62.00
900	60.00
920	68.00
940	56.00
960	34.00
980	2.00
1000	-32.00
1020	-58.00
1040	-72.00
1060	-72.00
1080	-88.00
1100	-106.00
1120	-104.00
1140	-100.00
1160	-96.00
1180	-80.00
1200	-70.00
1220	-60.00
1240	-42.00
1260	-36.00
1280	-32.00
1300	-24.00
1320	-10.00
1340	2.00
1360	24.00
1380	34.00
1400	20.00
1420	24.00
1440	26.00
1460	20.00
1480	16.00

Time (msec)	Angular Rate (deg/sec)
1500	20.00
1520	16.00
1540	10.00
1560	-2.00
1580	-6.00
1600	12.00
1620	14.00
1640	20.00
1660	6.00
1680	-4.00
1700	-8.00
1720	-6.00
1740	-2.00
1760	-10.00
1780	-6.00
1800	-8.00
1820	-8.00
1840	-8.00
1860	-10.00
1880	-18.00
1900	-16.00
1920	-18.00
1940	-18.00
1960	-20.00
1980	-18.00
2000	-18.00
2020	-20.00
2040	-16.00
2060	-14.00
2080	-12.00
2100	-10.00
2120	-4.00
2140	0.00
2160	6.00
2180	12.00
2200	14.00
2220	22.00
2240	32.00
2260	42.00
2280	42.00
2300	36.00
2320	34.00
2340	38.00
2360	32.00
2380	26.00
2400	16.00
2420	10.00

### Pre-Crash Data (2nd Prior Event)



SNA values will not be plotted on the graph

### Pre-Crash Data (2nd Prior Event - table 1 of 3)

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

Time Stamp (sec)	Pre-Crash Recorder Status	Speed, Vehicle Indicated (MPH [km/h])	Accelerator Pedal, % Full	Engine Throttle, % Full	Service Brake	Engine RPM	ABS Activity	Stability Control	Steering Input (deg)
-5.0	Complete	1 [1]	0	SNA	On	716	Yes	Off	576
-4.9	Complete	0 [0]	0	SNA	On	717	Yes	Off	570
-4.8	Complete	0 [0]	0	SNA	On	709	Yes	Off	563
-4.7	Complete	0 [0]	0	SNA	On	706	Yes	Off	575
-4.6	Complete	0 [0]	0	SNA	On	721	Yes	Off	579
-4.5	Complete	0 [0]	0	SNA	On	726	Yes	Off	578
-4.4	Complete	0 [0]	0	SNA	On	708	Yes	Off	574
-4.3	Complete	0 [0]	0	SNA	On	706	Yes	Off	573
-4.2	Complete	0 [0]	0	SNA	On	719	Yes	Off	573
-4.1	Complete	0 [0]	0	SNA	On	719	Yes	Off	576
-4.0	Complete	0 [0]	0	SNA	On	721	Yes	Off	579
-3.9	Complete	0 [0]	0	SNA	On	718	No	Off	580
-3.8	Complete	0 [0]	0	SNA	On	721	No	Off	580
-3.7	Complete	0 [0]	0	SNA	On	723	No	Off	580
-3.6	Complete	0 [0]	0	SNA	On	727	No	Off	580
-3.5	Complete	0 [0]	0	SNA	On	726	No	Off	580
-3.4	Complete	0 [0]	0	SNA	On	716	No	Off	580
-3.3	Complete	0 [0]	0	SNA	On	716	No	Off	580
-3.2	Complete	0 [0]	0	SNA	On	713	No	Off	580
-3.1	Complete	0 [0]	0	SNA	On	717	No	Off	580
-3.0	Complete	60 [96]	0	SNA	Off	718	No	Off	580
-2.9	Complete	60 [96]	0	SNA	Off	1,318	No	Off	440
-2.8	Complete	59 [96]	0	SNA	Off	1,310	No	Off	446
-2.7	Complete	59 [95]	0	SNA	Off	1,312	No	Off	455
-2.6	Complete	59 [95]	0	SNA	Off	1,310	No	Off	475
-2.5	Complete	59 [95]	0	SNA	Off	1,304	No	Off	496
-2.4	Complete	59 [95]	0	SNA	Off	1,302	No	Off	497
-2.3	Complete	59 [94]	0	SNA	Off	1,293	No	Off	505
-2.2	Complete	59 [94]	0	SNA	Off	1,291	No	Off	518
-2.1	Complete	58 [94]	0	SNA	Off	1,286	No	Off	542
-2.0	Complete	58 [93]	0	SNA	Off	1,277	No	Off	563
-1.9	Complete	57 [92]	0	SNA	Off	1,271	No	Off	565
-1.8	Complete	57 [91]	0	SNA	Off	1,261	No	Off	570
-1.7	Complete	56 [90]	0	SNA	Off	1,258	No	Off	581
-1.6	Complete	56 [90]	0	SNA	Off	1,241	No	Off	612
-1.5	Complete	56 [90]	0	SNA	Off	1,243	No	Off	620
-1.4	Complete	56 [90]	0	SNA	Off	1,239	No	Off	622
-1.3	Complete	56 [90]	0	SNA	Off	1,246	No	Off	625
-1.2	Complete	55 [88]	0	SNA	Off	1,219	No	Off	629
-1.1	Complete	55 [88]	0	SNA	Off	1,215	No	Off	629
-1.0	Complete	54 [87]	0	SNA	On	1,185	Yes	Off	629
-0.9	Complete	53 [86]	0	SNA	On	1,178	Yes	Off	629
-0.8	Complete	52 [84]	0	SNA	On	1,157	Yes	Off	628
-0.7	Complete	52 [83]	0	SNA	On	1,153	Yes	Off	626
-0.6	Complete	50 [81]	0	SNA	On	1,082	Yes	Off	626
-0.5	Complete	48 [78]	0	SNA	On	1,060	Yes	Off	624
-0.4	Complete	46 [74]	0	SNA	On	1,020	Yes	Off	620
-0.3	Complete	43 [69]	0	SNA	On	932	Yes	Off	620
-0.2	Complete	39 [62]	0	SNA	On	878	Yes	Off	611
-0.1	Complete	35 [56]	0	SNA	On	788	Yes	Off	614

### Pre-Crash Data (2nd Prior Event - table 2 of 3)

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

Time Stamp (sec)	Raw Manifold Pressure (kPa)	PCM MIL	Yaw Rate (deg/sec)	Wheel Speed LF (RPM)	Wheel Speed RF (RPM)	Wheel Speed LR (RPM)	Wheel Speed RR (RPM)	ETC Lamp
-5.0	100.00	Off	0	0	5	7	8	Off
-4.9	98.40	Off	2	0	0	5	5	Off
-4.8	100.00	Off	0	0	0	5	5	Off
-4.7	98.40	Off	0	0	0	5	5	Off
-4.6	100.00	Off	0	0	0	0	5	Off
-4.5	98.40	Off	0	0	0	0	5	Off
-4.4	98.40	Off	0	0	0	0	5	Off
-4.3	98.40	Off	0	0	0	5	5	Off
-4.2	98.40	Off	0	0	0	5	5	Off
-4.1	98.40	Off	0	0	0	0	0	Off
-4.0	98.40	Off	0	0	0	0	0	Off
-3.9	98.40	Off	0	0	0	0	0	Off
-3.8	98.40	Off	0	0	0	0	0	Off
-3.7	98.40	Off	0	0	0	0	0	Off
-3.6	98.40	Off	0	0	0	0	0	Off
-3.5	98.40	Off	0	0	0	0	0	Off
-3.4	98.40	Off	0	0	0	0	0	Off
-3.3	98.40	Off	0	0	0	0	0	Off
-3.2	98.40	Off	0	0	0	0	0	Off
-3.1	98.40	Off	0	0	0	0	0	Off
-3.0	98.40	Off	0	0	0	0	0	Off
-2.9	98.40	Off	0	0	0	0	0	Off
-2.8	98.40	Off	0	0	0	0	0	Off
-2.7	92.80	Off	0	619	615	615	613	Off
-2.6	92.80	Off	-1	616	617	611	611	Off
-2.5	92.80	Off	0	615	617	608	608	Off
-2.4	92.00	Off	-2	617	617	609	607	Off
-2.3	92.00	Off	0	613	612	607	608	Off
-2.2	92.00	Off	-1	609	611	606	607	Off
-2.1	92.00	Off	0	606	599	606	605	Off
-2.0	92.00	Off	0	599	593	601	600	Off
-1.9	90.40	Off	0	599	588	598	590	Off
-1.8	92.00	Off	0	600	576	597	575	Off
-1.7	92.00	Off	-2	603	571	598	565	Off
-1.6	92.00	Off	-2	604	584	594	567	Off
-1.5	92.00	Off	0	605	596	593	562	Off
-1.4	92.00	Off	-2	598	573	596	563	Off
-1.3	92.00	Off	-2	591	565	592	561	Off
-1.2	92.00	Off	-5	597	561	593	546	Off
-1.1	92.80	Off	-5	592	553	589	544	Off
-1.0	92.80	Off	-4	570	500	581	538	Off
-0.9	92.80	Off	-4	534	522	578	525	Off
-0.8	92.80	Off	-2	469	516	571	509	Off
-0.7	92.80	Off	-1	484	517	553	512	Off
-0.6	93.60	Off	0	460	483	529	515	Off
-0.5	94.40	Off	-6	508	451	492	508	Off
-0.4	96.00	Off	-15	421	315	481	471	Off
-0.3	96.00	Off	-40	414	380	477	416	Off
-0.2	96.80	Off	-51	406	340	415	387	Off
-0.1	96.80	Off	-62	434	368	344	378	Off

### Pre-Crash Data (2nd Prior Event - table 3 of 3)

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

Time Stamp (sec)	ETC Flashing	Engine Torque Applied	PRNDL Status (if equip.)	Reverse Gear (Manual Only)	Cruise Control Engaged (if equip.)	Cruise Control Status (if equip.)
-5.0	No	No	Drive	No	Not Engaged	Off
-4.9	No	No	Drive	No	Not Engaged	Off
-4.8	No	No	Drive	No	Not Engaged	Off
-4.7	No	No	Drive	No	Not Engaged	Off
-4.6	No	No	Drive	No	Not Engaged	Off
-4.5	No	No	Drive	No	Not Engaged	Off
-4.4	No	No	Drive	No	Not Engaged	Off
-4.3	No	No	Drive	No	Not Engaged	Off
-4.2	No	No	Drive	No	Not Engaged	Off
-4.1	No	No	Drive	No	Not Engaged	Off
-4.0	No	No	Drive	No	Not Engaged	Off
-3.9	No	No	Drive	No	Not Engaged	Off
-3.8	No	No	Drive	No	Not Engaged	Off
-3.7	No	No	Drive	No	Not Engaged	Off
-3.6	No	No	Drive	No	Not Engaged	Off
-3.5	No	No	Drive	No	Not Engaged	Off
-3.4	No	No	Drive	No	Not Engaged	Off
-3.3	No	No	Drive	No	Not Engaged	Off
-3.2	No	No	Drive	No	Not Engaged	Off
-3.1	No	No	Drive	No	Not Engaged	Off
-3.0	No	No	Drive	No	Not Engaged	Off
-2.9	No	No	Drive	No	Not Engaged	Off
-2.8	No	No	Drive	No	Not Engaged	Off
-2.7	No	No	Drive	No	Not Engaged	Off
-2.6	No	No	Drive	No	Not Engaged	Off
-2.5	No	No	Drive	No	Not Engaged	Off
-2.4	No	No	Drive	No	Not Engaged	Off
-2.3	No	No	Drive	No	Not Engaged	Off
-2.2	No	No	Drive	No	Not Engaged	Off
-2.1	No	No	Drive	No	Not Engaged	Off
-2.0	No	No	Drive	No	Not Engaged	Off
-1.9	No	No	Drive	No	Not Engaged	Off
-1.8	No	No	Drive	No	Not Engaged	Off
-1.7	No	No	Drive	No	Not Engaged	Off
-1.6	No	No	Drive	No	Not Engaged	Off
-1.5	No	No	Drive	No	Not Engaged	Off
-1.4	No	No	Drive	No	Not Engaged	Off
-1.3	No	No	Drive	No	Not Engaged	Off
-1.2	No	No	Drive	No	Not Engaged	Off
-1.1	No	No	Drive	No	Not Engaged	Off
-1.0	No	No	Drive	No	Not Engaged	Off
-0.9	No	No	Drive	No	Not Engaged	Off
-0.8	No	No	Drive	No	Not Engaged	Off
-0.7	No	No	Drive	No	Not Engaged	Off
-0.6	No	No	Drive	No	Not Engaged	Off
-0.5	No	No	Drive	No	Not Engaged	Off
-0.4	No	No	Drive	No	Not Engaged	Off
-0.3	No	No	Drive	No	Not Engaged	Off
-0.2	No	No	Drive	No	Not Engaged	Off
-0.1	No	No	Drive	No	Not Engaged	Off

Hexadecimal Data

Data that the vehicle manufacturer has specified for data retrieval is shown in the hexadecimal data section of the CDR report. The hexadecimal data section of the CDR report may contain data that is not translated by the CDR program. The control module contains additional data that is not retrievable by the CDR system.

62 F1 00 00 42 01 03

62 F1 32 36 38 33 30 33 32 32 34 41 41

62 F1 50 0C 25 02

62 F1 51 0F 2D 00 0F 2E 00

62 02 20 04 7A 10 01 11 22 05 3D A6 0D 90 10 00 00 02 00 00 00 00 00 00 00 00 00 07 33 43 36 55 52
35 43 4C 36 48 47 35 34 31 31 35 37 7E 0F 00 00 00 00

62 F1 8C 54 35 32 4D 44 32 37 32 36 30 30 30 39 30

62 F1 54 00 03

62 F1 90 33 43 36 55 52 35 43 4C 36 48 47 35 34 31 31 35 37

62 02 B1 01 CC 08 08 63 FF 0F 0F 18 00 31 06 34 00 00 00 B0 0A D9 05 3D A5 22 02 07 F8 01 F0 03
00 00 00 00 00 33 11 0F 00 00 00 00 00 C3 0C 00 00 80 00 00 00 00 10 0F 2E 00 82 00 00 00 00 00
00 00
00 48
47 35 34 31 31 35 37 FF FE FF FF FF 00 00 00 03 83 F4 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00
00 00
00 00
00 00 00 00 00 00 02 00 00 00 00 00 00 00 FF 00 01 08 00 06 00 00 00 00 00 00 00 00 00 00 00 00
00 00
00 00 00

62 02 B2 02 CC 07 08 63 FF 0F 0F 18 00 31 06 34 00 00 00 B0 0A D9 05 3D A5 22 02 07 F8 01 F0 03
00 00 00 00 00 33 11 0F 00 00 00 00 00 C3 0C 00 00 80 00 00 00 00 10 0F 2E 00 82 00 00 00 00 00
00 00
00 48
47 35 34 31 31 35 37 FF FE FF FF FF 00 00 00 03 83 F4 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00
00 00
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00 00 00 00 00 00 02 00 00 00 00 00 00 00 FF 00 01 08 00 06 00 00 00 00 00 00 00 00 00 00 00 00
00 00
00 00 00

62 02 B3 03 CC 06 08 63 FF 0F 0F 18 00 31 06 34 00 00 00 B0 0A D9 05 3D A5 22 02 07 F8 01 F0 03
00 00 00 00 00 33 11 0F 00 00 00 00 00 C3 0C 00 00 80 00 00 00 00 10 0F 2E 00 82 00 00 00 00 00
00 00
00 48
47 35 34 31 31 35 37 FF FE FF FF FF 00 00 00 03 83 F4 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00
00 00
00 00
00 00 00 00 00 00 02 00 00 00 00 00 00 00 FF 00 01 08 00 06 00 00 00 00 00 00 00 00 00 00 00 00
00 00
00 00 00

62 02 C1 08 7F 00 07 7F 00 06 7F 00

62 02 10 FF FF FF FF FF FF FF FF 03 3D 01 A0 01 9F FF FF 00 00 00 00 00 00

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62 02 50 0A E1 00 31 1F 35 08 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
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71 01 03 01 01 00 CC 00 03 14 00 02 F4 02 B0 03 63 02 DF 67 B8 02 00 00 01 00 FF FF 16 0A 79 FF
00 00 00 00 00 07 00 FF 00 00 00 00 00 14 CC 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 1C
3F 00 00 04 FB FF 03 FF FF FF FF FF 5A 80 71 00 00 83 00 00 00 00 00 00 10 C8 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 01 01 CC 00 03 6E 00 03 06 03 3D 03 2B 02 A8 6B E0 02 00 00 01 00 FF FF 16 0A 79 FF
00 00 00 00 00 07 00 FF 00 00 00 00 00 14 C5 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 1F
1B 00 00 04 FB FF 03 FF FF FF FF FF 5A 80 71 00 1D 83 00 00 00 00 00 0F 9C 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 01 02 CC 00 03 A4 00 03 40 03 BA 03 3C 02 F8 70 10 02 00 00 01 00 FF FF 16 0A 78 FF
00 00 00 00 00 07 00 FF 00 00 00 00 00 14 D7 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 22
99 00 00 04 FB FF 03 FF FF FF FF FF 5A 80 71 00 4B 83 00 00 00 00 00 10 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 01 03 CC 00 03 FC 00 03 AD 03 C1 03 49 02 76 7A 08 02 00 00 01 00 FF FF 16 0A 78 FF
00 00 00 00 00 07 00 FF 00 00 00 00 00 14 D7 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 25
29 00 00 04 FB FF 03 FF FF FF FF FF 5A 80 71 00 7D 83 00 00 00 00 00 10 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 01 04 CC 00 04 24 00 03 F7 03 D8 03 F7 03 86 7D 58 02 00 00 01 00 FF FF 16 0A 76 FF
00 00 00 00 00 07 00 FF 00 00 00 00 00 14 E0 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 26
F1 00 00 04 FB FF 03 FF FF FF FF FF 5A 80 71 3F 6B 83 00 00 00 00 00 0F 38 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 01 05 CC 00 04 3A 00 04 05 04 21 03 97 03 C6 7F D0 02 00 00 01 00 FF FF 16 0A 75 FF
00 00 00 00 00 07 00 FF 00 00 00 00 00 14 E4 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 28
71 00 00 04 FB FF 03 FF FF FF FF FF 5A 80 71 4C 84 83 00 00 00 00 00 10 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 01 06 CC 00 04 81 00 03 FF 04 51 03 C7 04 0A 7F 98 02 00 00 01 00 FF FF 16 0A 74 FF
00 00 00 00 00 07 00 FF 00 00 00 00 00 14 E4 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 29
7A 00 00 04 FB FF 03 FF FF FF FF FF 5A 80 71 5A 91 83 00 00 00 00 00 0F 38 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 01 07 CC 00 04 85 00 03 F9 04 75 03 A9 04 08 7F 18 02 00 00 01 00 FF FF 16 0A 74 FF
00 00 00 00 00 07 00 FF 00 00 00 00 00 14 E7 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 29
FE 00 00 04 FB FF 03 FF FF FF FF FF 5A 80 71 3A BE 83 00 00 00 00 00 10 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 01 08 CC 00 04 9A 00 04 1A 04 83 04 2B 04 14 7E 30 02 00 00 01 00 FF FF 16 0A 74 FF
00 00 00 00 00 07 00 FF 00 00 00 00 00 14 E9 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 2A
ED 00 00 04 FB FF 03 FF FF FF FF FF 5A 80 71 50 44 83 00 00 00 00 00 10 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 01 09 CC 00 04 A1 00 04 33 04 8A 04 73 03 E7 7E 50 02 00 00 01 00 FF FF 16 0A 74 FF
00 00 00 00 00 07 00 FF 00 00 00 00 00 14 E9 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 2B
92 00 00 04 FB FF 03 FF FF FF FF FF 56 80 71 67 56 83 00 00 00 00 00 10 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 01 0A CC 00 04 BF 00 04 40 04 99 04 9F 04 51 7D F0 00 00 00 00 00 FF FF 16 0A 74 FF
00 00 00 00 00 07 00 FF 00 00 00 00 00 14 E9 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 2C
09 00 00 04 FB FF 03 FF FF FF FF FF 42 80 71 77 77 83 00 00 00 00 00 10 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 01 0B CC 00 04 C3 00 04 43 04 A1 04 A9 04 61 7D C8 00 00 00 00 00 FF FF 16 0A 73 FF
00 00 00 00 00 07 00 FF 00 00 00 00 00 14 EA 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 2C
36 00 00 04 FB FF 03 FF FF FF FF FF 42 80 71 75 73 83 00 00 00 00 00 10 64 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 01 0C CC 00 04 DE 00 04 61 04 9F 04 9E 04 69 7F 20 00 00 00 00 00 FF FF 16 0A 73 FF
00 00 00 00 00 07 00 FF 00 00 00 00 00 14 E1 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 2C
DF 00 00 04 FB FF 03 FF FF FF FF FF 42 80 71 5F 75 83 00 00 00 00 00 10 C8 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

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71 01 03 01 01 0D CC 00 04 D7 00 04 65 04 A7 04 AB 04 7A 7F 28 00 00 00 00 00 FF FF 16 0A 73 FF  
00 00 00 00 00 07 00 FF 00 00 00 00 00 14 DB 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 2D  
05 00 00 04 FB FF 03 FF FF FF FF FF 42 80 71 80 8C 83 00 00 00 00 00 00 10 00 00 00 00 00 00  
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 01 0E CC 00 04 DB 00 04 63 04 A2 04 BA 04 A7 7F B0 00 00 00 00 00 00 FF FF 16 0A 73 FF  
00 00 00 00 00 07 00 FF 00 00 00 00 00 14 D8 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 2C  
E3 00 00 04 FB FF 03 FF FF FF FF FF 42 80 71 73 64 83 00 00 00 00 00 00 0E D4 00 00 00 00 00 00  
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 01 0F CC 00 04 D9 00 04 6D 04 A3 04 B7 04 8F 7F 20 00 00 00 00 00 00 FF FF 16 0A 73 FF  
00 00 00 00 00 07 00 FF 00 00 00 00 00 14 C7 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 2D  
19 00 00 04 FB FF 03 FF FF FF FF FF 42 80 71 64 6F 83 00 00 00 00 00 00 13 20 00 00 00 00 00 00  
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 01 10 CC 00 04 EA 00 04 6A 04 AC 04 B6 04 75 7F 38 00 00 00 00 00 00 FF FF 16 0A 73 FF  
00 00 00 00 00 07 00 FF 00 00 00 00 00 14 89 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 2D  
36 00 00 04 FB FF 03 FF FF FF FF FF 42 80 71 7B 83 83 00 00 00 00 00 00 11 90 00 00 00 00 00 00  
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 01 11 CC 00 04 ED 00 00 00 00 00 00 00 00 00 00 80 00 00 00 00 00 00 FF FF 16 0A 7A FF  
00 00 00 00 00 07 00 FF 00 00 00 00 00 14 74 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 2D  
9C 00 00 04 FB FF 03 FF FF FF FF FF 42 80 71 62 60 83 00 00 00 00 00 00 10 64 00 00 00 00 00 00  
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 01 12 CC 00 02 C4 00 00 00 00 00 00 00 00 00 80 00 00 00 00 00 00 FF FF 16 0A 7A FF  
00 00 00 00 00 07 00 FF 00 00 00 00 00 14 88 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 2E  
36 00 00 04 FB FF 03 FF FF FF FF FF 42 80 71 63 60 83 00 00 00 00 00 00 10 00 00 00 00 00 00 00  
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 01 13 CC 00 02 C5 00 00 00 00 00 00 00 00 00 80 00 00 00 00 00 00 FF FF 16 0A 7A FF  
00 00 00 00 00 07 00 FF 00 00 00 00 00 14 88 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 00  
00 00 00 04 FB FF 03 FF FF FF FF FF 42 80 71 62 60 83 00 00 00 00 00 00 10 00 00 00 00 00 00 00  
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 01 14 CC 00 02 C1 00 00 00 00 00 00 00 00 00 80 00 00 00 00 00 00 FF FF 16 0A 7A FF  
00 00 00 00 00 07 00 FF 00 00 00 00 00 14 88 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 00  
00 00 00 04 FB FF 03 FF FF FF FF FF 42 80 71 62 5F 83 00 00 00 00 00 00 10 00 00 00 00 00 00 00  
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 01 15 CC 00 02 C1 00 00 00 00 00 00 00 00 00 80 00 00 00 00 00 00 FF FF 16 0A 7A FF  
00 00 00 00 00 07 00 FF 00 00 00 00 00 14 88 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 00  
00 00 00 04 FB FF 03 FF FF FF FF FF 42 80 71 63 5F 83 00 00 00 00 00 00 10 00 00 00 00 00 00 00  
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 01 16 CC 00 02 C5 00 00 00 00 00 00 00 00 00 80 00 00 00 00 00 00 FF FF 16 0A 7A FF  
00 00 00 00 00 07 00 FF 00 00 00 00 00 14 88 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 00  
00 00 00 04 FB FF 03 FF FF FF FF FF 42 80 71 62 60 83 00 00 00 00 00 00 10 00 00 00 00 00 00 00  
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 01 17 CC 00 02 C7 00 00 00 00 00 00 00 00 00 80 00 00 00 00 00 00 FF FF 16 0A 7A FF  
00 00 00 00 00 07 00 FF 00 00 00 00 00 14 88 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 00  
00 00 00 04 FB FF 03 FF FF FF FF FF 42 80 71 62 5F 83 00 00 00 00 00 00 10 00 00 00 00 00 00 00  
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 01 18 CC 00 02 C8 00 00 00 00 00 00 00 00 00 80 00 00 00 00 00 00 FF FF 16 0A 7B FF  
00 00 00 00 00 07 00 FF 00 00 00 00 00 14 88 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 00  
00 00 00 04 FB FF 03 FF FF FF FF FF 42 80 71 62 61 83 00 00 00 00 00 00 10 00 00 00 00 00 00 00  
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 01 19 CC 00 02 C6 00 00 00 00 00 00 00 00 00 80 00 00 00 00 00 00 FF FF 16 0A 7B FF  
00 00 00 00 00 07 00 FF 00 00 00 00 00 14 88 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 00  
00 00 00 04 FB FF 03 FF FF FF FF FF 42 80 71 63 5F 83 00 00 00 00 00 00 10 00 00 00 00 00 00 00  
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 01 1A CC 00 02 C9 00 00 00 00 00 00 00 00 00 80 00 00 00 00 00 00 FF FF 16 0A 7B FF



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00 00 00 00 00 00 00 00 00 00 00 FF FF
71 01 03 01 01 28 CC 00 02 CF 00 00 00 00 00 00 00 00 80 00 02 00 00 01 00 FF FF 16 0A 7B FF
00 00 00 00 00 07 00 FF 00 00 00 00 00 14 80 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 00
00 00 00 04 FB FF 03 FF FF FF FF FF 5A 80 71 62 61 83 00 00 00 00 00 00 64 00 00 00 00 00 00
00 00 00 00 00 00 00 FF FF

71 01 03 01 01 29 CC 00 02 CF 00 00 0A 00 0A 00 00 00 00 80 00 02 00 00 01 00 FF FF 16 0A 7B FF
00 00 00 00 00 07 00 FF 00 00 00 00 00 14 79 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 00
00 00 00 04 FB FF 03 FF FF FF FF FF 5A 80 71 63 5D 83 00 00 00 00 00 00 10 00 00 00 00 00 00
00 00 00 00 00 00 00 FF FF

71 01 03 01 01 2A CC 00 02 C2 00 00 0A 00 0A 00 00 00 00 7F E8 02 00 00 01 00 FF FF 16 0A 7B FF
00 00 00 00 00 07 00 FF 00 00 00 00 00 14 79 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 00
00 00 00 04 FB FF 03 FF FF FF FF FF 5A 80 71 65 61 83 00 00 00 00 00 00 10 00 00 00 00 00 00
00 00 00 00 00 00 00 FF FF

71 01 03 01 01 2B CC 00 02 C4 00 00 0A 00 00 00 00 00 00 80 00 02 00 00 01 00 FF FF 16 0A 7B FF
00 00 00 00 00 07 00 FF 00 00 00 00 00 14 7B 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 00
00 00 00 04 FB FF 03 FF FF FF FF FF 5A 80 71 63 64 83 00 00 00 00 00 00 10 00 00 00 00 00 00
00 00 00 00 00 00 00 FF FF

71 01 03 01 01 2C CC 00 02 D6 00 00 0A 00 00 00 00 00 00 80 28 02 00 00 01 00 FF FF 16 0A 7B FF
00 00 00 00 00 07 00 FF 00 00 00 00 00 14 84 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 00
00 00 00 04 FB FF 03 FF FF FF FF FF 5A 80 71 62 5D 83 00 00 00 00 00 00 0F 9C 00 00 00 00 00 00
00 00 00 00 00 00 00 FF FF

71 01 03 01 01 2D CC 00 02 D1 00 00 0A 00 00 00 00 00 00 7F F0 02 00 00 01 00 FF FF 16 0A 7D FF
00 00 00 00 00 07 00 FF 00 00 00 00 00 14 86 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 00
00 00 00 04 FB FF 03 FF FF FF FF FF 5A 80 71 65 57 83 00 00 00 00 00 00 10 64 00 00 00 00 00 00
00 00 00 00 00 00 00 FF FF

71 01 03 01 01 2E CC 00 02 C2 00 00 0A 00 0A 00 00 00 00 7F A0 02 00 00 01 00 FF FF 16 0A 7B FF
00 00 00 00 00 07 00 FF 00 00 00 00 00 14 7D 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 00
00 00 00 04 FB FF 03 FF FF FF FF FF 5A 80 71 5F 61 83 00 00 00 00 00 00 11 2C 00 00 00 00 00 00
00 00 00 00 00 00 00 FF FF

71 01 03 01 01 2F CC 00 02 C5 00 00 0A 00 0A 00 00 00 00 80 20 02 00 00 01 00 FF FF 16 0A 7D FF
00 00 00 00 00 07 00 FF 00 00 00 00 00 14 65 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 00
00 00 00 04 FB FF 03 FF FF FF FF FF 5A 80 71 62 6E 83 00 00 00 00 00 00 10 00 00 00 00 00 00
00 00 00 00 00 00 00 FF FF

71 01 03 01 01 30 CC 00 02 CD 00 00 0A 00 0A 00 00 00 00 80 C8 02 00 00 01 00 FF FF 16 0A 7B FF
00 00 00 00 00 07 00 FF 00 00 00 00 00 14 74 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 00
00 00 00 04 FB FF 03 FF FF FF FF FF 5A 80 71 6B 5C 83 00 00 00 00 00 00 0F 9C 00 00 00 00 00 00
00 00 00 00 00 00 00 FF FF

71 01 03 01 01 31 CC 00 02 CC 00 00 0F 00 0D 00 00 00 0A 7F F0 02 00 00 01 00 FF FF 16 0A 7D FF
00 00 00 00 00 07 00 FF 00 00 00 00 00 14 7F 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 00
8C 00 00 04 FB FF 03 FF FF FF FF FF 5A 80 71 63 51 83 00 00 00 00 00 00 0F 9C 00 00 00 00 00 00
00 00 00 00 00 00 00 FF FF

71 01 03 01 02 00 CC 00 03 14 00 02 F4 02 B0 03 63 02 DF 67 B8 02 00 00 01 00 FF FF 16 0A 79 FF
00 00 00 00 00 07 00 FF 00 00 00 00 00 14 CC 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 1C
3F 00 00 04 FB FF 03 FF FF FF FF FF 5A 80 71 00 00 83 00 00 00 00 00 10 C8 00 00 00 00 00 00
00 00 00 00 00 00 00 FF FF

71 01 03 01 02 01 CC 00 03 6E 00 03 06 03 3D 03 2B 02 A8 6B E0 02 00 00 01 00 FF FF 16 0A 79 FF
00 00 00 00 00 07 00 FF 00 00 00 00 00 14 C5 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 1F
1B 00 00 04 FB FF 03 FF FF FF FF FF 5A 80 71 00 1D 83 00 00 00 00 00 00 0F 9C 00 00 00 00 00 00
00 00 00 00 00 00 00 FF FF

71 01 03 01 02 02 CC 00 03 A4 00 03 40 03 BA 03 3C 02 F8 70 10 02 00 00 01 00 FF FF 16 0A 78 FF
00 00 00 00 00 07 00 FF 00 00 00 00 00 14 D7 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 22
99 00 00 04 FB FF 03 FF FF FF FF FF 5A 80 71 00 4B 83 00 00 00 00 00 00 10 00 00 00 00 00 00
00 00 00 00 00 00 00 FF FF

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71 01 03 01 02 03 CC 00 03 FC 00 03 AD 03 C1 03 49 02 76 7A 08 02 00 00 01 00 FF FF 16 0A 78 FF
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29 00 00 04 FB FF 03 FF FF FF FF FF 5A 80 71 00 7D 83 00 00 00 00 00 10 00 00 00 00 00 00 00

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00 00 00 00 00 07 00 FF 00 00 00 00 00 14 E0 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 26
F1 00 00 04 FB FF 03 FF FF FF FF FF 5A 80 71 3F 6B 83 00 00 00 00 00 0F 38 00 00 00 00 00 00

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00 00 00 00 00 07 00 FF 00 00 00 00 00 14 E4 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 28
71 00 00 04 FB FF 03 FF FF FF FF FF 5A 80 71 4C 84 83 00 00 00 00 00 10 00 00 00 00 00 00 00

71 01 03 01 02 06 CC 00 04 81 00 03 FF 04 51 03 C7 04 0A 7F 98 02 00 00 01 00 FF FF 16 0A 74 FF
00 00 00 00 00 07 00 FF 00 00 00 00 00 14 E4 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 29
7A 00 00 04 FB FF 03 FF FF FF FF FF 5A 80 71 5A 91 83 00 00 00 00 00 0F 38 00 00 00 00 00 00

71 01 03 01 02 07 CC 00 04 85 00 03 F9 04 75 03 A9 04 08 7F 18 02 00 00 01 00 FF FF 16 0A 74 FF
00 00 00 00 00 07 00 FF 00 00 00 00 00 14 E7 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 29
FE 00 00 04 FB FF 03 FF FF FF FF FF 5A 80 71 3A BE 83 00 00 00 00 00 10 00 00 00 00 00 00 00

71 01 03 01 02 08 CC 00 04 9A 00 04 1A 04 83 04 2B 04 14 7E 30 02 00 00 01 00 FF FF 16 0A 74 FF
00 00 00 00 00 07 00 FF 00 00 00 00 00 14 E9 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 2A
ED 00 00 04 FB FF 03 FF FF FF FF FF 5A 80 71 50 44 83 00 00 00 00 00 10 00 00 00 00 00 00 00

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00 00 00 00 00 07 00 FF 00 00 00 00 00 14 E9 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 2B
92 00 00 04 FB FF 03 FF FF FF FF FF 56 80 71 67 56 83 00 00 00 00 00 10 00 00 00 00 00 00 00

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00 00 00 00 00 07 00 FF 00 00 00 00 00 14 E9 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 2C
09 00 00 04 FB FF 03 FF FF FF FF FF 42 80 71 77 77 83 00 00 00 00 00 10 00 00 00 00 00 00 00

71 01 03 01 02 0B CC 00 04 C3 00 04 43 04 A1 04 A9 04 61 7D C8 00 00 00 00 00 FF FF 16 0A 73 FF
00 00 00 00 00 07 00 FF 00 00 00 00 00 14 EA 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 2C
36 00 00 04 FB FF 03 FF FF FF FF FF 42 80 71 75 73 83 00 00 00 00 00 10 64 00 00 00 00 00 00

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00 00 00 00 00 07 00 FF 00 00 00 00 00 14 E1 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 2C
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71 01 03 01 02 0D CC 00 04 D7 00 04 65 04 A7 04 AB 04 7A 7F 28 00 00 00 00 00 FF FF 16 0A 73 FF
00 00 00 00 00 07 00 FF 00 00 00 00 00 14 DB 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 2D
05 00 00 04 FB FF 03 FF FF FF FF FF 42 80 71 80 8C 83 00 00 00 00 00 10 00 00 00 00 00 00 00

71 01 03 01 02 0E CC 00 04 DB 00 04 63 04 A2 04 BA 04 A7 7F B0 00 00 00 00 00 FF FF 16 0A 73 FF
00 00 00 00 00 07 00 FF 00 00 00 00 00 14 D8 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 2C
E3 00 00 04 FB FF 03 FF FF FF FF FF 42 80 71 73 64 83 00 00 00 00 00 0E D4 00 00 00 00 00 00

71 01 03 01 02 0F CC 00 04 D9 00 04 6D 04 A3 04 B7 04 8F 7F 20 00 00 00 00 00 FF FF 16 0A 73 FF
00 00 00 00 00 07 00 FF 00 00 00 00 00 14 C7 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 2D
19 00 00 04 FB FF 03 FF FF FF FF FF 42 80 71 64 6F 83 00 00 00 00 00 13 20 00 00 00 00 00 00

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00 00 00 00 00 07 00 FF 00 00 00 00 00 14 89 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 2D

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36 00 00 04 FB FF 03 FF FF FF FF FF 42 80 71 7B 83 83 00 00 00 00 00 00 11 90 00 00 00 00 00
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00 00 00 00 00 07 00 FF 00 00 00 00 14 74 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 2D
9C 00 00 04 FB FF 03 FF FF FF FF FF 42 80 71 75 86 83 00 00 00 00 00 00 10 64 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 02 12 CC 00 04 F7 00 04 9B 04 AB 04 AE 04 97 7F B8 00 00 00 00 00 FF FF 16 0A 71 FF
00 00 00 00 00 07 00 FF 00 00 00 00 14 6A 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 2E
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B0 00 00 04 FB FF 03 FF FF FF FF FF 42 80 71 70 80 83 00 00 00 00 00 00 10 C8 00 00 00 00 00
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37 00 00 04 FB FF 03 FF FF FF FF FF 42 80 71 62 60 83 00 00 00 00 00 00 10 C8 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

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00 00 00 00 00 00 00 00 00 00 FF FF

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00 00 00 00 00 00 00 00 00 00 FF FF

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00 00 00 00 00 00 00 00 00 00 FF FF

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00 00 00 00 00 00 00 00 00 FF FF

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00 00 00 00 00 00 00 00 00 FF FF

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00 00 00 00 00 07 00 FF 00 00 00 00 00 14 7F 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 00
8C 00 00 04 FB FF 03 FF FF FF FF FF 5A 80 71 63 51 83 00 00 00 00 00 00 0F 9C 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 FF FF

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3F 00 00 04 FB FF 03 FF FF FF FF FF 5A 80 71 00 00 83 00 00 00 00 00 10 C8 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 FF FF

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1B 00 00 04 FB FF 03 FF FF FF FF FF 5A 80 71 00 1D 83 00 00 00 00 00 00 0F 9C 00 00 00 00 00 00
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99 00 00 04 FB FF 03 FF FF FF FF FF 5A 80 71 00 4B 83 00 00 00 00 00 00 10 00 00 00 00 00 00
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29 00 00 04 FB FF 03 FF FF FF FF FF 5A 80 71 00 7D 83 00 00 00 00 00 00 10 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 FF FF

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F1 00 00 04 FB FF 03 FF FF FF FF FF 5A 80 71 3F 6B 83 00 00 00 00 00 00 0F 38 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 FF FF

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00 00 00 00 00 07 00 FF 00 00 00 00 00 14 E4 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 28
71 00 00 04 FB FF 03 FF FF FF FF FF 5A 80 71 4C 84 83 00 00 00 00 00 00 10 00 00 00 00 00 00
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00 00 00 00 00 07 00 FF 00 00 00 00 00 14 E4 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 29
7A 00 00 04 FB FF 03 FF FF FF FF FF 5A 80 71 5A 91 83 00 00 00 00 00 00 0F 38 00 00 00 00 00 00

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00 00 00 00 00 00 00 00 00 00 00 FF FF
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FE 00 00 04 FB FF 03 FF FF FF FF FF 5A 80 71 3A BE 83 00 00 00 00 00 10 00 00 00 00 00 00 00
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ED 00 00 04 FB FF 03 FF FF FF FF FF 5A 80 71 50 44 83 00 00 00 00 00 10 00 00 00 00 00 00 00
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9C 00 00 04 FB FF 03 FF FF FF FF FF 42 80 71 75 86 83 00 00 00 00 00 10 64 00 00 00 00 00 00
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B0 00 00 04 FB FF 03 FF FF FF FF FF 42 80 71 70 80 83 00 00 00 00 00 10 C8 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 FF FF

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32 00 00 04 FB FF 03 FF FF FF FF FF 42 80 71 6A 81 83 00 00 00 00 00 00 11 F4 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

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7C 00 00 04 FB FF 03 FF FF FF FF FF 42 80 71 7E 73 83 00 00 00 00 00 00 11 90 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

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AE 00 00 04 FB FF 03 FF FF FF FF FF 42 80 71 7E 7B 83 00 00 00 00 00 00 10 C8 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 03 1B CC 00 05 1E 00 00 00 00 00 00 00 00 00 00 00 80 00 00 00 00 00 00 FF FF 16 0A 7B FF
00 00 00 00 00 07 00 FF 00 00 00 00 00 13 7C 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 2F
C2 00 00 04 FB FF 03 FF FF FF FF FF 42 80 71 62 60 83 00 00 00 00 00 00 10 C8 00 00 00 00 00
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71 01 03 01 03 1C CC 00 05 26 00 00 00 00 00 00 00 00 00 00 80 00 00 00 00 00 00 FF FF 16 0A 7B FF
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FE 00 00 04 FB FF 03 FF FF FF FF FF 42 80 71 62 60 83 00 00 00 00 00 00 10 64 00 00 00 00 00
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71 01 03 01 03 1D CC 00 02 CE 00 00 00 00 00 00 00 00 00 00 80 00 00 00 00 00 00 FF FF 16 0A 7B FF
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27 00 00 04 FB FF 03 FF FF FF FF FF 42 80 71 62 60 83 00 00 00 00 00 00 10 00 00 00 00 00 00
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