General Motors LLC
General Motors Holdings LLC
PO BOX 62530
Phoenix, AZ 85082-2530

CHECK No. [redacted]

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

VOID VOID VOID VOID VOID

DATE	U.S FUNDS	AMOUNT
10/10/18	100 DOLLARS 00 CENTS	$*100.00

NOT VALID AFTER
180 DAYS FROM DATE

PAY TO THE ORDER OF [redacted] Reidsville NC

[redacted]
SIGNATURE

JP Morgan Chase Bank N.A.
Syracuse NEW YORK 13201

AUDIT

[redacted]

VENDOR DUNS NO [redacted]
VENDOR NAME

1

General Motors LLC
General Motors Holdings LLC
PO BOX 62530
Phoenix, AZ 85082-2530

DETACH BEFORE DEPOSITING CHECK
CHECK NO: [redacted]
PAYMENT DATE 10/10/18

REGISTER NO. / DESCRIPTION	INVOICE DATE	DOC. REFERENCE NUMBER	% DISC	INVOICE AMOUNT	DISC. AMOUNT	NET AMOUNT
[redacted]			0.000	100.00	0.00	100.00
		UOM: EA		U/P: 100.00	EXT:	100.00
				TOTAL 100.00	0.00	100.00

VOID VOID VOID

For payment inquiries, please use GM Supplier Portal via GM Supply Power or contact the Service Desk at gmnar2phelp@gm.com or 1-888-376-6115

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	1GCGTBE37F1[redacted]
User	rpershell
Case Number	[redacted]
[redacted]	08/07/2018
Crash Date	
Filename	1GCGTBE37F1[redacted] ACM.CDRX
Saved on	Tuesday, August 7 2018 at 10:53:12
Imaged with CDR version	Crash Data Retrieval Tool 17.7.2
Imaged with Software Licensed to (Company Name)	Raytheon Professional Services
Reported with CDR version	Crash Data Retrieval Tool 17.7.2
Reported with Software Licensed to (Company Name)	Raytheon Professional Services
EDR Device Type	Airbag Control Module
Event(s) recovered	Non-Deployment

Comments

Woods Chevrolet in Batesville, AR

34211 miles

DLC

Data Limitations

Recorded Crash Events:

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

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

The second type of SDM recorded crash event for FSR Events is the Deployment Event. It also contains Pre-Crash and Crash data. Deployment Events cannot be overwritten or cleared by the SDM.
Rollover Events contains Pre-Crash and Crash data. Rollover event follow the same rules as FSR Deployment events.
The SDM can store up to three Events.

Data:

For FSR Events, SDM Recorded Vehicle Velocity Change reflects the change in velocity that the sensing system experienced during the recorded portion of the event. SDM Recorded Vehicle Velocity Change is the change in velocity during the recording time and is not the speed the vehicle was traveling before the event, and is also not the Barrier Equivalent Velocity. For Deployment and Non-Deployment Events, the SDM will record up to 300 milliseconds of data after time zero. The SDM will also record up to 300 milliseconds of Vehicle Acceleration data after time zero.
For Rollover Events, the SDM may record Lateral Acceleration, Vertical Acceleration, and Roll Rate data, if the SDM is rollover capable. This data reflects what the sensing system experienced during the recorded portion of the event. For Rollover Deployment Events, the SDM will record up to 700 milliseconds of data before the Deployment criteria is met and 290 milliseconds after the Deployment criteria is met.
-Deployment loops may be displayed as being deployed in a Non-Deployment event record, if a Deployment event is qualified during the Non-Deployment event. That is, if two or more events are occurring at the same time and one is a Non-Deployment event and one of the others is a Deployment event, and the Deployment event is qualified while the Non-Deployment is still active, the deployed loops may be recorded in the Non-Deployment event record.
-Time between events is recorded in 10 msec intervals and is displayed in seconds for a maximum time of 655.33 seconds. The counter measures the time from the start of one event to the start of the next event if both events occur within the same ignition cycle.

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

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

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

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

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

01049_SDM30-autoliv_r010

System Status at Time of Retrieval

Dynamic Deployment Event Counter	0
Multi-Event, Number of Events (Dynamic Event Counter)	1
Dynamic OnStar Notification Event Counter	0
Vehicle Identification Number (VIN)	1GCGTBE37F1[redacted]
Ignition Cycle, Download (Ignition Cycles at Investigation)	8647
End Model Part Number	00CF43EC
System Type	N/A
Software Module Identifier 1	00CF5205
Software Module Identifier 2	016398DD
Software Module Identifier 3	015E927A
Manufacturing Traceability Data, LineID	2
Manufacturing Traceability Data, ShiftID	1
Manufacturing Traceability Data, Year	14
Manufacturing Traceability Data, DayOfTheYear	315
Manufacturing Traceability Data, Serial/Lot/BatchNumber	000001962
ESS # 1 Traceability Data, Component Identifier	AU
ESS # 1 Traceability Data, Part Number/Broadcast Code	6422
ESS # 1 Traceability Data, Supplier Code	E
ESS # 1 Traceability Data, Traceability Number	017D71D11
ESS # 2 Traceability Data, Component Identifier	AT
ESS # 2 Traceability Data, Part Number/Broadcast Code	6422
ESS # 2 Traceability Data, Supplier Code	E
ESS # 2 Traceability Data, Traceability Number	027781D11
ESS # 3 Traceability Data, Component Identifier	AH
ESS # 3 Traceability Data, Part Number/Broadcast Code	6947
ESS # 3 Traceability Data, Supplier Code	E
ESS # 3 Traceability Data, Traceability Number	0B2081C05
ESS # 4 Traceability Data, Component Identifier	AJ
ESS # 4 Traceability Data, Part Number/Broadcast Code	6947
ESS # 4 Traceability Data, Supplier Code	E
ESS # 4 Traceability Data, Traceability Number	060031C05
ESS # 5 Traceability Data, Component Identifier	DA
ESS # 5 Traceability Data, Part Number/Broadcast Code	4470
ESS # 5 Traceability Data, Supplier Code	E
ESS # 5 Traceability Data, Traceability Number	04FAB0505
ESS # 6 Traceability Data, Component Identifier	DB
ESS # 6 Traceability Data, Part Number/Broadcast Code	4470
ESS # 6 Traceability Data, Supplier Code	E
ESS # 6 Traceability Data, Traceability Number	0CD0BF804
ESS # 7 Traceability Data, Component Identifier	00
ESS # 7 Traceability Data, Part Number/Broadcast Code	0000
ESS # 7 Traceability Data, Supplier Code	0
ESS # 7 Traceability Data, Traceability Number	000000000
ESS # 8 Traceability Data, Component Identifier	00
ESS # 8 Traceability Data, Part Number/Broadcast Code	0000
ESS # 8 Traceability Data, Supplier Code	0
ESS # 8 Traceability Data, Traceability Number	000000000

System Status at Event (Event Record 1)

Event Record Type	Non-Deployment
OnStar Deployment Status Data Sent	No
Complete file recorded (Event Recording Complete)	Yes
Crash Record Locked	No
OnStar SDM Recorded Vehicle Velocity Change Data Sent	No
Deployment Event Counter	0
Multi-Event, Number of Events (Event Counter)	1
OnStar Notification Event Counter	0
Time From Event 1 to 2 (Time Between Events) (seconds)	Data Not Available
Ignition Cycle, Crash (Ignition Cycles at Event)	6682
Algorithm Active: Frontal	Yes
Algorithm Active: Side	No
Algorithm Active: Rollover	Yes
Algorithm Active: Rear	No
Concurrent Event Flag Set	No
Event Severity Status: Frontal Pretensioner	No
Event Severity Status: Frontal Stage 1	No
Event Severity Status: Frontal Stage 2	No
Event Severity Status: Left Side	No
Event Severity Status: Right Side	No
Event Severity Status: Rear	No
Event Severity Status: Rollover	No
Safety Belt Status, Driver (Driver Belt Switch Circuit Status)	Buckled
Safety Belt Status, Right Front Passenger (Passenger Belt Switch Circuit Status)	Not Buckled
Center Front Row Belt Switch Circuit Status (If Equipped)	Data Not Available
Left Row 3 Belt Switch Circuit Status (If Equipped)	Data Not Available
Center Row 3 Belt Switch Circuit Status (If Equipped)	Data Not Available
Right Row 3 Belt Switch Circuit Status (If Equipped)	Data Not Available
Passenger Seat Occupancy Status	Empty
Occupant Size Right Front Passenger Child (Passenger Classification Status)	No (Not Applicable)
Passenger Air Bag ON Indicator Status	Off
Passenger Air Bag OFF Indicator Status	On
Low Tire Pressure Warning Lamp Status 0.5 Seconds Prior to Time Zero	Off
Frontal Air Bag Warning Lamp (SIR Warning Lamp Status 0.5 Seconds Prior to Time Zero)	Off
SIR Warning Lamp ON/OFF Time Continuously (seconds)	655330
Number of Ignition Cycles SIR Warning Lamp was ON/OFF Continuously	6528
Ignition Cycles Since DTCs Were Last Cleared 0.5 Seconds Prior to Time Zero	253
Maximum Delta-V, Longitudinal (Maximum Longitudinal SDM Recorded Vehicle Velocity Change for FSR Event) MPH [km/h]	-6 [-10]
Time, Maximum Delta-V (Time From FSR Time Zero to Maximum Longitudinal SDM Recorded Vehicle Velocity Change)(msec)	110
Maximum Delta-V, Lateral (Maximum Lateral SDM Recorded Vehicle Velocity Change for FSR Event) MPH [km/h]	0 [0]
Time Maximum Delta-V, Lateral (Time From FSR Time Zero to Maximum Lateral SDM Recorded Vehicle Velocity Change)(msec)	110
High Voltage Disable Notification Sent	No
Deployment Commanded in Energy Reserve Mode	No

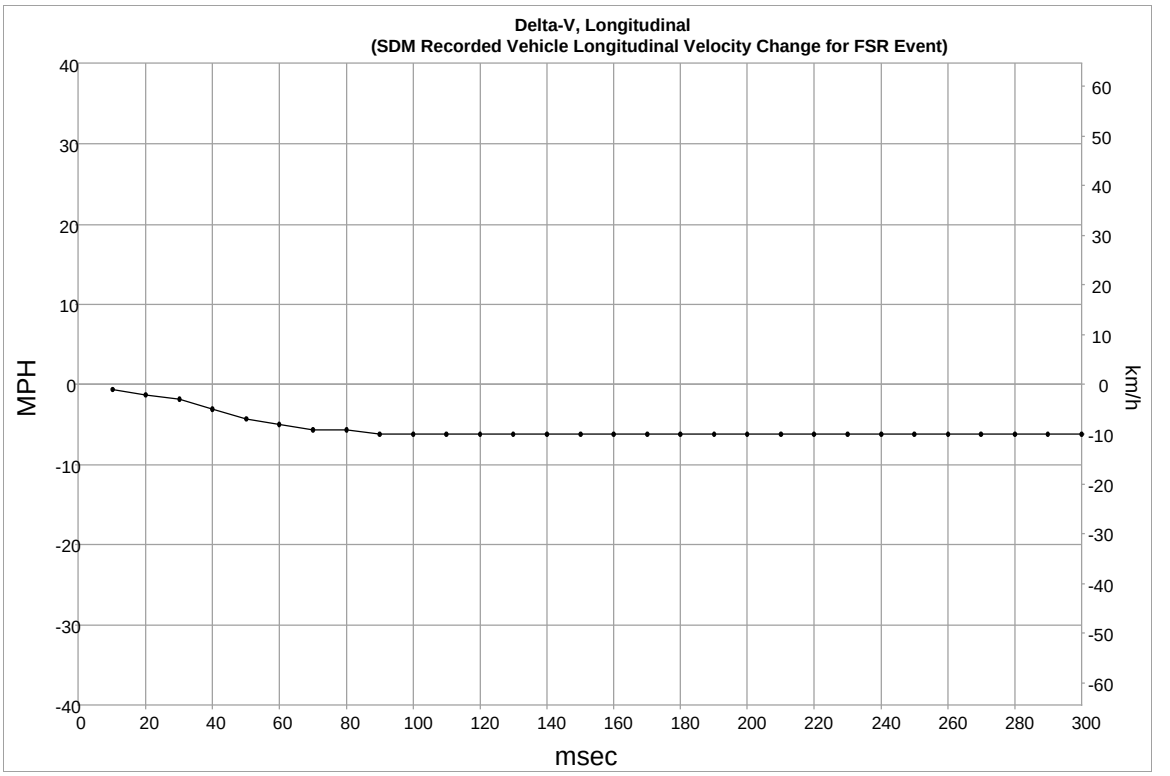
DTCs Present at Time of Event (Event Record 1)

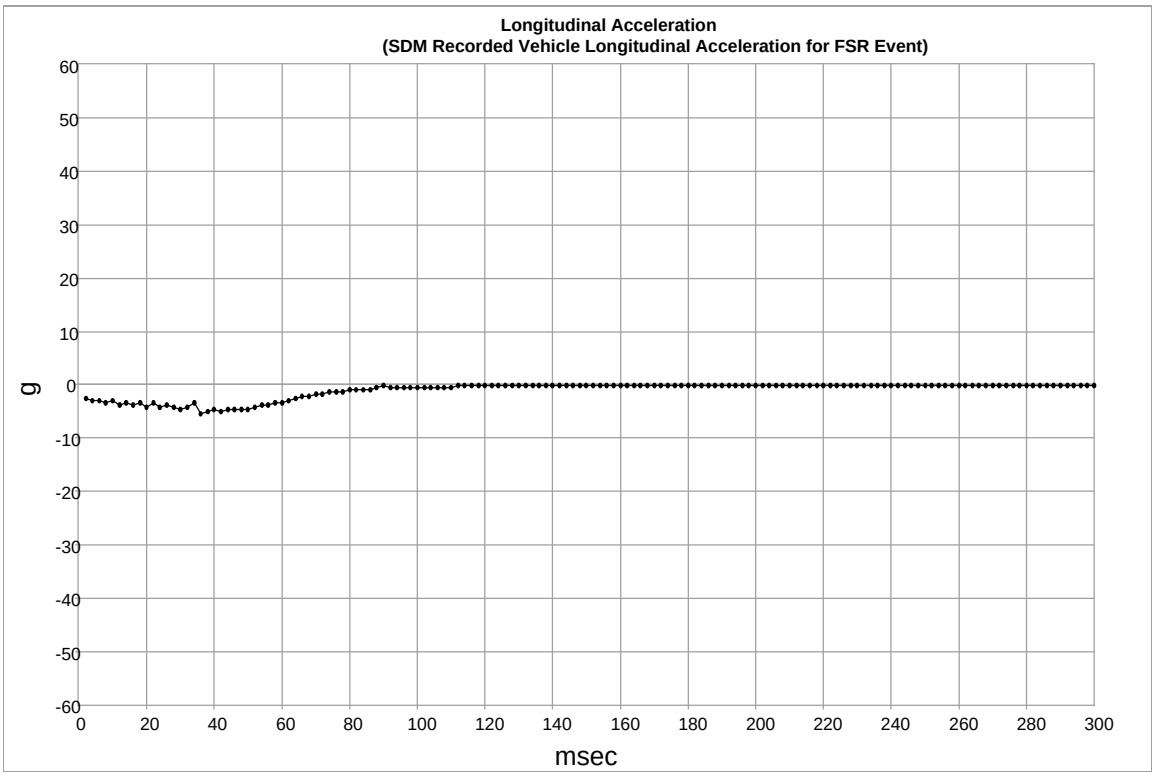
No Diagnostic Trouble Codes

Event Data (Event Record 1)

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

Longitudinal Crash Pulse (Event Record 1)





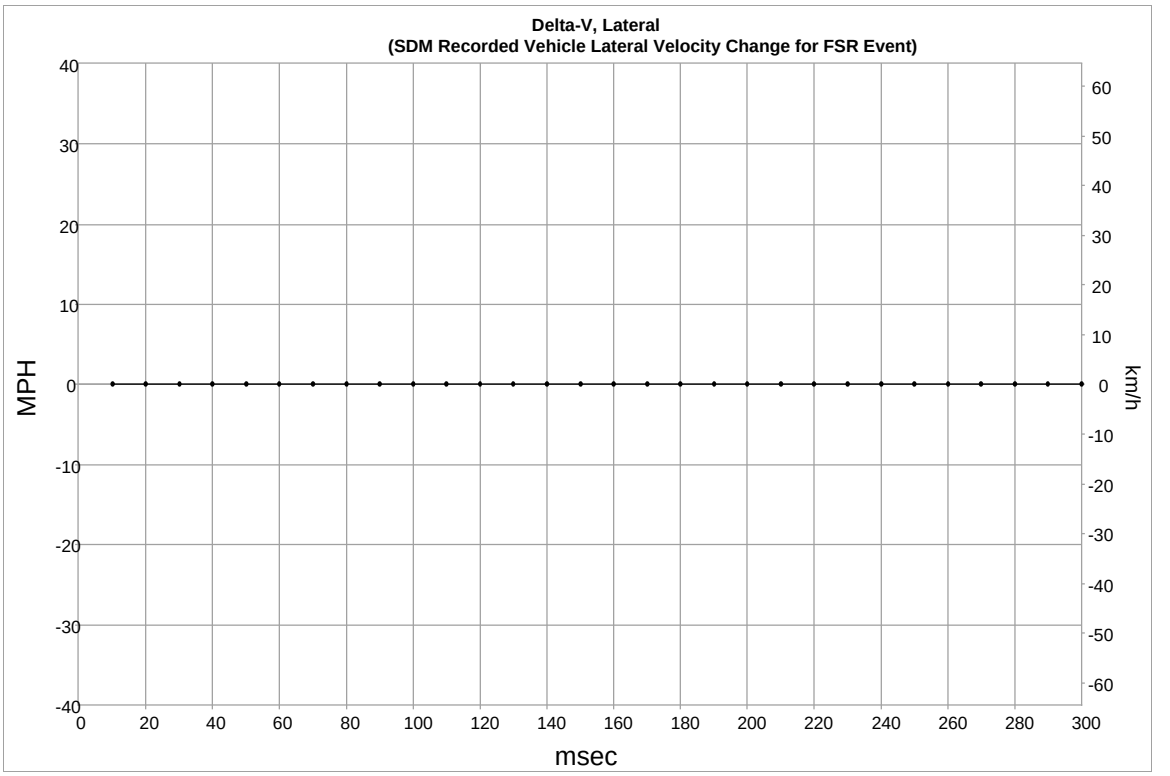
Longitudinal Crash Pulse (Event Record 1)

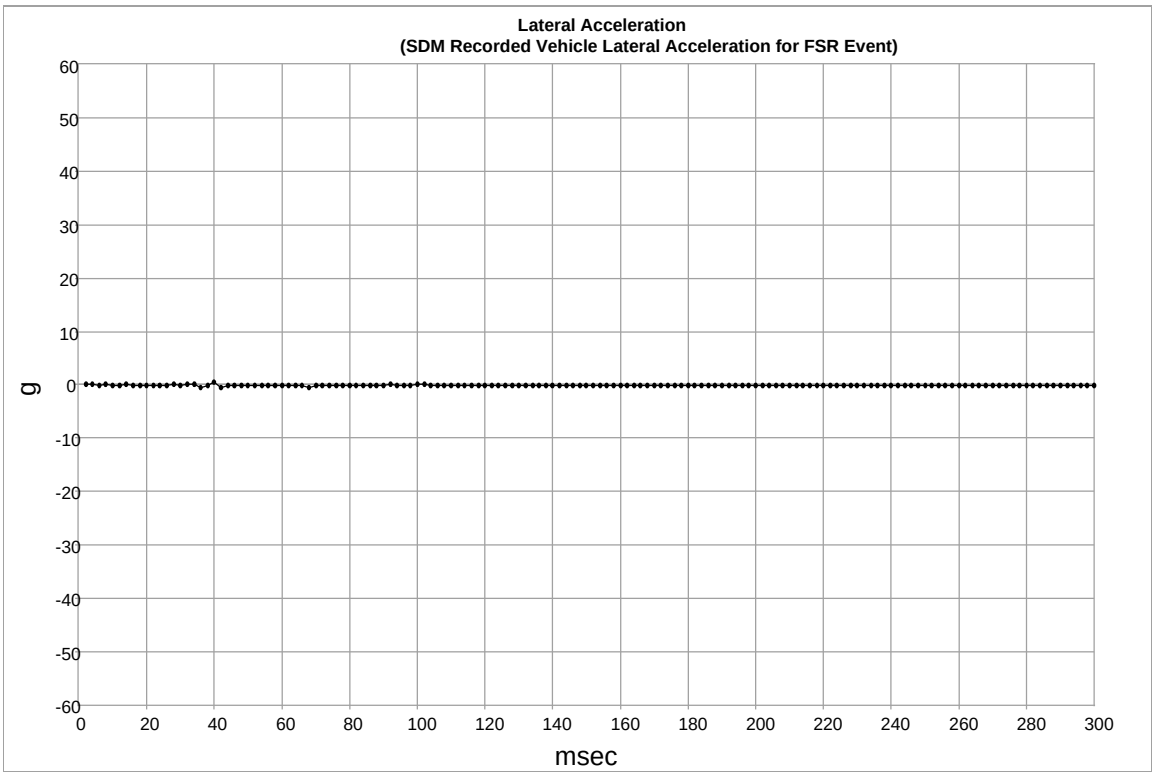
Time (msec)	Delta-V, Longitudinal (SDM Recorded Vehicle Longitudinal Velocity Change for FSR Event) (MPH)	Delta-V, Longitudinal (SDM Recorded Vehicle Longitudinal Velocity Change for FSR Event) (km/h)
10	-0.6	-1.0
20	-1.2	-2.0
30	-1.9	-3.0
40	-3.1	-5.0
50	-4.3	-7.0
60	-5.0	-8.0
70	-5.6	-9.0
80	-5.6	-9.0
90	-6.2	-10.0
100	-6.2	-10.0
110	-6.2	-10.0
120	-6.2	-10.0
130	-6.2	-10.0
140	-6.2	-10.0
150	-6.2	-10.0
160	-6.2	-10.0
170	-6.2	-10.0
180	-6.2	-10.0
190	-6.2	-10.0
200	-6.2	-10.0
210	-6.2	-10.0
220	-6.2	-10.0
230	-6.2	-10.0
240	-6.2	-10.0
250	-6.2	-10.0
260	-6.2	-10.0
270	-6.2	-10.0
280	-6.2	-10.0
290	-6.2	-10.0
300	-6.2	-10.0

Longitudinal Crash Pulse (Event Record 1)

Time (msec)	Longitudinal Acceleration (SDM Recorded Vehicle Longitudinal Acceleration for FSR Event) (g)	Time (msec)	Longitudinal Acceleration (SDM Recorded Vehicle Longitudinal Acceleration for FSR Event) (g)	Time (msec)	Longitudinal Acceleration (SDM Recorded Vehicle Longitudinal Acceleration for FSR Event) (g)
2	-2.6	102	-0.6	202	-0.2
4	-3.0	104	-0.6	204	-0.2
6	-3.0	106	-0.6	206	-0.2
8	-3.4	108	-0.6	208	-0.2
10	-3.0	110	-0.6	210	-0.2
12	-3.8	112	-0.2	212	-0.2
14	-3.4	114	-0.2	214	-0.2
16	-3.8	116	-0.2	216	-0.2
18	-3.4	118	-0.2	218	-0.2
20	-4.2	120	-0.2	220	-0.2
22	-3.4	122	-0.2	222	-0.2
24	-4.2	124	-0.2	224	-0.2
26	-3.8	126	-0.2	226	-0.2
28	-4.2	128	-0.2	228	-0.2
30	-4.6	130	-0.2	230	-0.2
32	-4.2	132	-0.2	232	-0.2
34	-3.4	134	-0.2	234	-0.2
36	-5.4	136	-0.2	236	-0.2
38	-5.0	138	-0.2	238	-0.2
40	-4.6	140	-0.2	240	-0.2
42	-5.0	142	-0.2	242	-0.2
44	-4.6	144	-0.2	244	-0.2
46	-4.6	146	-0.2	246	-0.2
48	-4.6	148	-0.2	248	-0.2
50	-4.6	150	-0.2	250	-0.2
52	-4.2	152	-0.2	252	-0.2
54	-3.8	154	-0.2	254	-0.2
56	-3.8	156	-0.2	256	-0.2
58	-3.4	158	-0.2	258	-0.2
60	-3.4	160	-0.2	260	-0.2
62	-3.0	162	-0.2	262	-0.2
64	-2.6	164	-0.2	264	-0.2
66	-2.2	166	-0.2	266	-0.2
68	-2.2	168	-0.2	268	-0.2
70	-1.8	170	-0.2	270	-0.2
72	-1.8	172	-0.2	272	-0.2
74	-1.4	174	-0.2	274	-0.2
76	-1.4	176	-0.2	276	-0.2
78	-1.4	178	-0.2	278	-0.2
80	-1.0	180	-0.2	280	-0.2
82	-1.0	182	-0.2	282	-0.2
84	-1.0	184	-0.2	284	-0.2
86	-1.0	186	-0.2	286	-0.2
88	-0.6	188	-0.2	288	-0.2
90	-0.2	190	-0.2	290	-0.2
92	-0.6	192	-0.2	292	-0.2
94	-0.6	194	-0.2	294	-0.2
96	-0.6	196	-0.2	296	-0.2
98	-0.6	198	-0.2	298	-0.2
100	-0.6	200	-0.2	300	-0.2

Lateral Crash Pulse (Event Record 1)





Lateral Crash Pulse (Event Record 1)

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

Lateral Crash Pulse (Event Record 1)

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

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

Contains No Recorded Data

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

Contains No Recorded Data

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

Contains No Recorded Data

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

Times (sec)	Accelerator Pedal, % Full (Accelerator Pedal Position)	Service Brake (Brake Switch Circuit State)	Engine RPM (Engine Speed)	Engine Throttle, % Full (Throttle Position)	Speed, Vehicle Indicated (Vehicle Speed) (MPH [km/h])
-5.0	0	On	640	10	2 [3]
-4.5	0	On	640	10	1 [2]
-4.0	0	On	640	10	0 [0]
-3.5	0	On	640	10	0 [0]
-3.0	0	Off	640	10	0 [0]
-2.5	0	Off	640	10	1 [2]
-2.0	0	Off	640	10	2 [3]
-1.5	0	Off	704	11	2 [4]
-1.0	14	Off	768	22	3 [5]
-0.5	0	Off	960	10	4 [6]

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

Times (sec)	Cruise Control Active	Cruise Control Resume Switch Active	Cruise Control Set Switch Active	Engine Torque (lb-ft [N-m])	Reduced Engine Power Mode Indicator
-2.0	No	No	No	14 [19]	Off
-1.5	No	No	No	14 [20]	Off
-1.0	No	No	No	39 [54]	Off
-0.5	No	No	No	21 [28]	Off

Hexadecimal Data

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DPID $11
FF F0 00 FC C0 7C 00

DPID $15
03 02 01 04 05 06 07

DPID $16
08 09 0A 0D 0E 00 00

DPID $17
00 00 00 00 00 00 00

DPID $32
FF FD 21 C7 00 00 00

DPID $35
78 00 00 00 00 00 00

DID $01
41 55 36 34 32 32 45 30 31 37 44 37 31 44 31 31

DID $03
41 54 36 34 32 32 45 30 32 37 37 38 31 44 31 31

DID $05
41 48 36 39 34 37 45 30 42 32 30 38 31 43 30 35

DID $07
41 4A 36 39 34 37 45 30 36 30 30 33 31 43 30 35

DID $09
44 41 34 34 37 30 45 30 34 46 41 42 30 35 30 35

DID $0B
44 42 34 34 37 30 45 30 43 44 30 42 46 38 30 34

DID $0D
30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30

DID $0F
30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30

DID $30
00 00 01 00

DID $90
31 47 43 47 54 42 45 33 37 46 31 31 35 31 33 34 34

DID $9A
09 11

DID $B4
32 31 31 34 33 31 35 30 30 30 30 30 31 39 36 32

DID $C1
00 CF 52 05

DID $C2
01 63 98 DD

DID $C3
01 5E 92 7A
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DID $CB
00 CF 43 EC

DID $31

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0020	4C	FC	FC	F0	00	00	FC	10	00	0E
0030	00	00	00	00	00	00	00	00	00	05
0040	50	00	00	00	00	0F	0C	0B	0A	0A
0050	0A	0A	0A	0A	0A	06	D8	07	0B	06
0060	C7	06	C6	0A	16	0B	0A	0A	0A	0A
0070	0A	0A	0A	06	05	04	03	02	00	00
0080	00	02	03	00	FF	FD	19	80	FD	00
0090	00	00	00	00	00	00	00	00	00	00
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0140	76	7F	76	7F	75	7F	75	7F	75	7F
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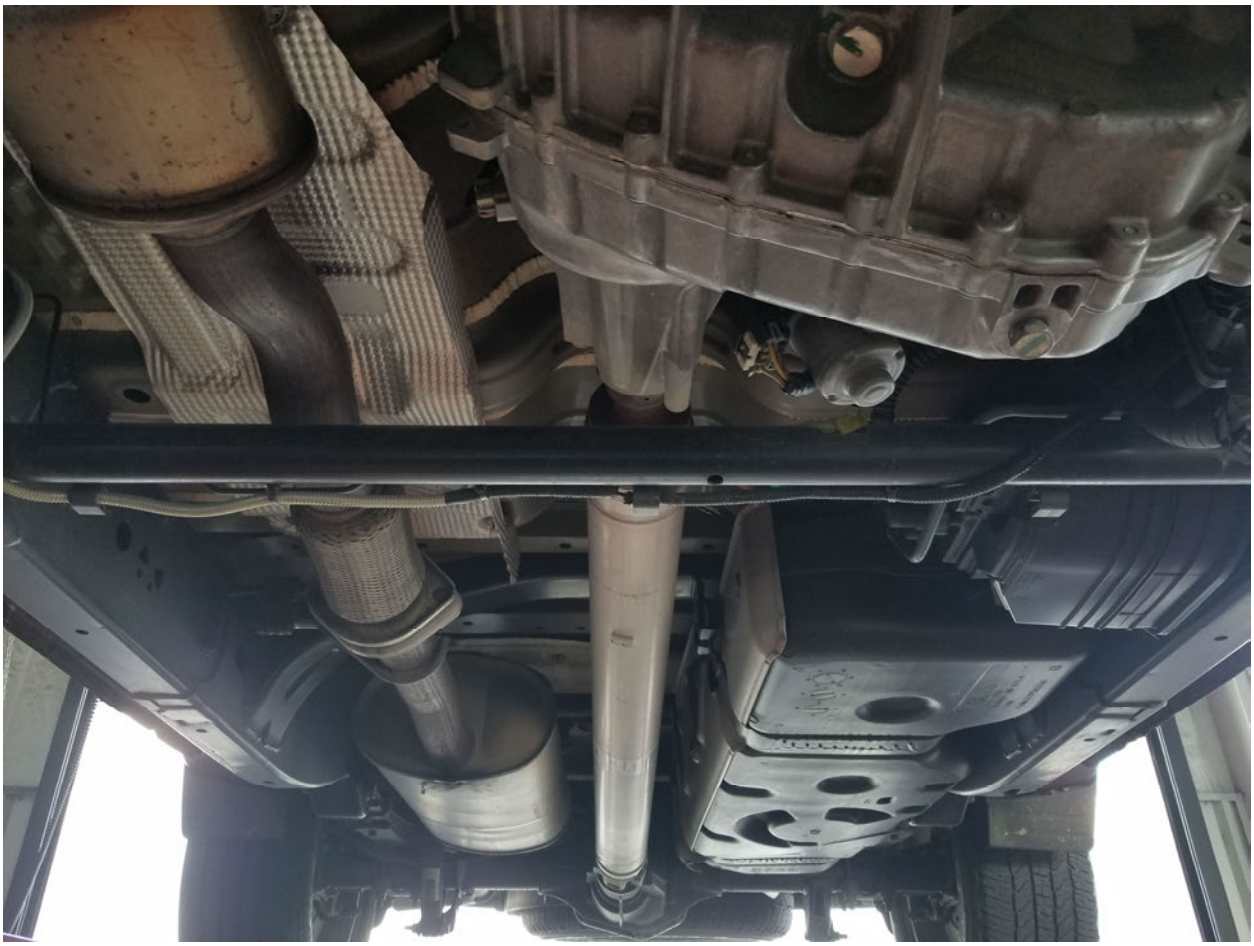
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265/70R18







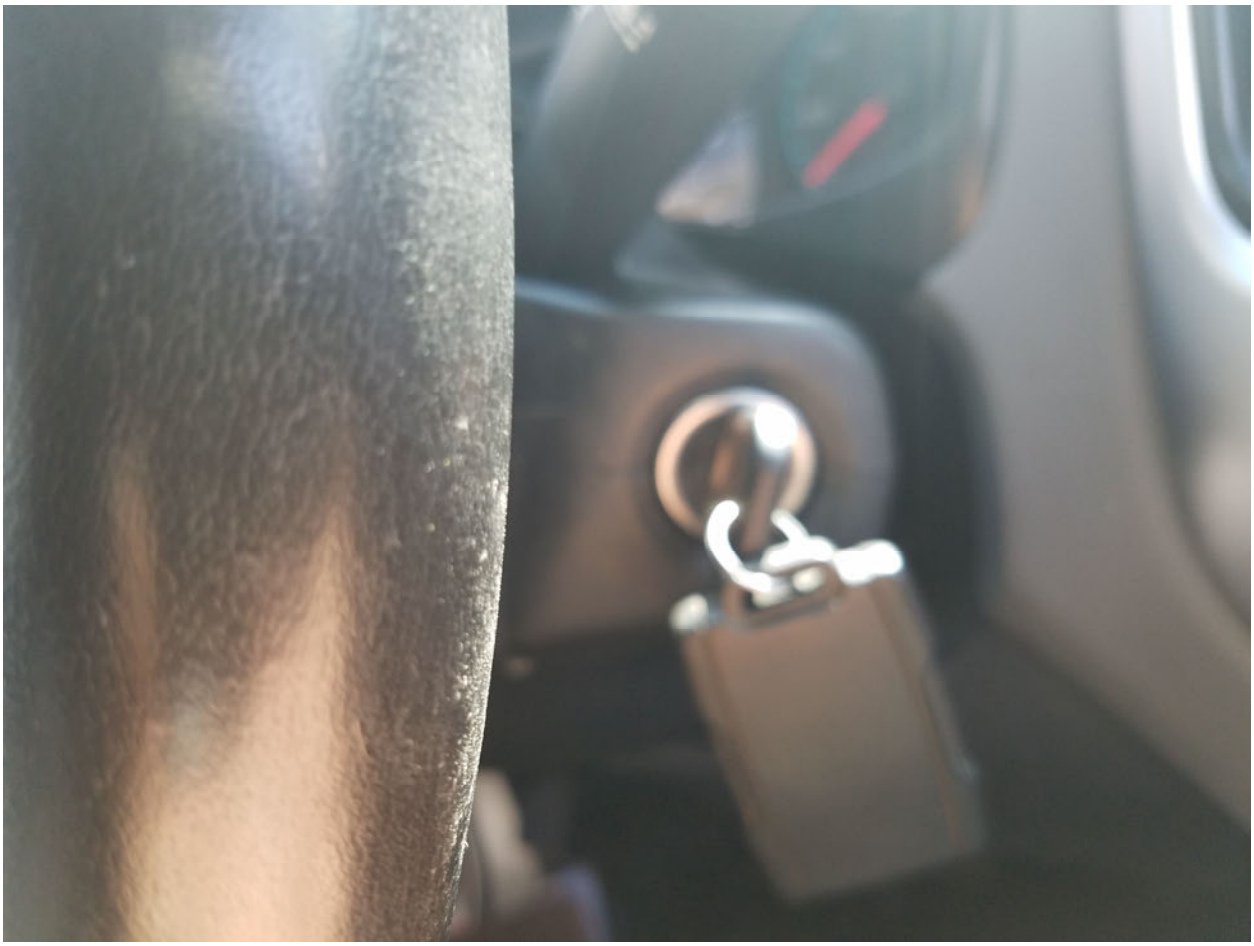



WRANGLER
GEAR
255/65R17
110T


FORTITUDE HT
GOODYEAR
WRANGLER


WRANGLER
255/65R17 110T














GM
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GM
MFD BY GENERAL MOTORS LLC
12/14
GVWR
2722 KG
6000 LB
GAWR FRT
1452 KG
3200 LB
GAWR RR
1588 KG
3500 LB
THIS VEHICLE CONFORMS TO ALL APPLICABLE U.S. FEDERAL MOTOR VEHICLE SAFETY AND THEFT PREVENTION STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE.
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MODEL: 2N43
2BD9
TIRE SIZE
SPEED RTG
RIM
COLD TIRE PRESSURE
FRT 255/65R17 T 17X8.0J 240KPA(35PSI)
RR 255/65R17 T 17X8.0J 240KPA(35PSI)
SPA 265/70R16 T 16X7.0J 240KPA(35PSI)
SEE OWNER'S MANUAL FOR MORE INFORMATION.




COLORADO
4X4


COLORADO