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	3C3CFFAR8CT272030
User	
Case Number	LC0300
EDR Data Imaging Date	06/07/2012
Crash Date	
Filename	(7768) 12 FIAT 500.CDRX
Saved on	Thursday, June 7 2012 at 12:15:47
Collected with CDR version	Crash Data Retrieval Tool 5.0.2
Reported with CDR version	Crash Data Retrieval Tool 11.1.1
EDR Device Type	Airbag Control Module
Event(s) recovered	Most Recent Event, Deployment

Comments

No comments entered.

Data Limitations

AIRBAG CONTROL MODULE (ACM) DATA LIMITATIONS:

GENERAL INFORMATION:

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

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

The recorded Event will contain Pre-Crash data.

- T0 (where '0' is subscript) (-0.1 sec.) is defined as either:
  - The last sample point in the vehicle data buffer when the ACM commanded a deployment
  - The algorithm wakeup.
  - Please note that the algorithm wakeup may be different for front, side, and roll-over events and their associated parameters.
- The VIN is captured by the ACM and then recorded as the Original VIN after 10 consecutive ignition cycles of capturing the same number. Once it has been recorded, this number cannot be modified.
- As the VIN may be used to determine the configuration of the restraint system, it is imperative that the correct VIN be entered into the CDR software during the imaging process.

CDR FILE INFORMATION:

Event(s) Recovered definitions:

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

- Etc., (for modules with 3 to 5 stored events)

CDR RECORD INFORMATION:

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

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

- If power to the ACM is lost during an event, all or part of the event data record may not be recorded. Two scenarios may be recorded under this condition:
  - "None" may be displayed in the "Event(s) Recovered" section of the report indicating no pre-crash vehicle data.
  - An event may be displayed in the "Event(s) Recovered" section of the report and "Interrupted" will be displayed for Vehicle Event Recorder Status.
- Note: For the 2010-2012 MY Dodge Journey, Dodge Grand Caravan, Fiat Freemont, Chrysler Town and Country, and Chrysler Grand Voyager, and Lancia Grand Voyager, "interrupted" in Vehicle Event Recorder Status/Event Recorder Status indicates either be a non-deployment event or an interrupted deployment event.
- For ACMs that store non-deployment events, the minimum delta V required to store an event is a delta V of 5 mph (8 km/h) within a 150 ms interval.
- Definitions for Data Blocks 1 - 7 and Overall Data Record Complete:
  1. Crash Record (system status and DTCs)
  2. NHTSA Table #1 Vehicle System data
  3. NHTSA Table #1 Longitudinal delta-V
  4. NHTSA Table #2 Vehicle System Data
  5. NHTSA Table #2 Lateral delta-V - will be a NO if vehicle is not equipped with side sensing
  6. ACM angular rate data - will be a NO if vehicle is not equipped with roll-over sensing
  7. Other Vehicle System Data - Chrysler Specific Data

  Overall Data Record Complete - Yes, No is defined based on the specific vehicle configuration. For example, a NO may be present for a non-applicable data block but a YES may be present for overall data record complete as all of the applicable data is complete.
- For non-NAFTA ACMs that control pedestrian protection devices, a non-deployment event will be also stored when the pedestrian protection devices are activated.
- The Airbag Control Module Configuration indicates the inputs and outputs that the ACM for a particular vehicle monitors and/or controls.
- "Event Number" in the System Status at Event section of the report:
  - Indicates the event number per vehicle ignition cycle for:
    - 2010 - 2012 Sebring, Avenger, Caliber, Nitro, Compass, Liberty, Patriot, Wrangler, and Ram
    - Indicates the overall order of the events for all other applicable vehicles.
- "Total Number of Events Recorded" in the System Status at Event section of the report:
  - Stops incrementing when each event record is recorded by the ACM for:
    - 2010 - 2012 Sebring, Avenger, Caliber, Nitro, Compass, Liberty, Patriot, Wrangler, and Ram
    - Indicates the total number of events that the ACM has recorded for all other applicable vehicles.
- "Operation System Time at Event (min)" in the System Status at Event section of the report is a lifetime timer for the ACM. It indicates the total amount of time the ACM has been powered up.
- "Time from Event 1 to 2 (sec)" in the System Status at Event section of the report indicates the time from t0 of the first event to t0 of the second event. If the value is greater than 5 seconds, ">5" will be displayed.
- Active Head Restraint (AHR) - This refers to the active head restraint systems that are electronically controlled by the ACM.
- For applicable vehicles, a "Yes" for a particular item in the Deployment Command Data section of the report indicates that the ACM commanded the deployment of the associated device. Note: For 2010 MY vehicles equipped with AHR, the AHR deployment will not be recorded in the EDR.
- Pre-Crash data from the various electronic control modules in the vehicle is transmitted to the Airbag Control Module via the vehicle's communication network.
- On 2006-2009 Ram 2500/3500, the Engine RPM recorded is limited to a maximum of 4080 RPM. On the 2008 - 2010 Dodge Grand Caravan, 2008-2010 Chrysler Town and Country and 2009-2010 Dodge Journey, the engine RPM resolution is 256 rpm. On all other vehicles, the resolution is 32 rpm.
- If a recorded event has Engine RPM equal to SNA and Speed, Vehicle Indicated equals SNA for each time stamp, then the data is default data and the event stored in the ACM is not valid.
- The accuracy of the recorded Speed, Vehicle Indicated will be affected if the vehicle had the tire size or the final drive axle ratio changed from the factory build specifications.

- Speed, Vehicle Indicated is reported as an average of the drive wheels.
- On the 2008 - 2009 Dodge Grand Caravan, 2008-2009 Chrysler Town and Country and 2009 Dodge Journey, the vehicle speed resolution is 2 kph. On all other vehicles, the resolution is 1 kph.
- The MIL (Malfunction Indicator Lamp) Status for the various recorded systems indicates the state of the applicable malfunction indicator lamp at the time that the data was captured. Note: Some fault codes could be stored due to component/system damage from the accident.
- For correct polarity of Maximum Delta-V Longitudinal or Maximum Delta-V Lateral, reference the graph and the table of Delta-V values.
- On vehicles equipped with ETC, "Accelerator Pedal, % Full" and "Engine Throttle, % Full" are relative values - relative pedal position and relative engine throttle. These parameters may record values of less than 100% when the pedal/throttle is actually at its maximum. (Max. ~ 77%)

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

VEHICLE DATA DEFINITIONS:

Vehicle Event Recorder Status definitions:

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

Cruise Control Active - "Yes" indicates the Cruise Control system is actively controlling vehicle speed. "No" indicates the system is NOT controlling vehicle speed.

- (if equip.) - If a parameter name is followed by the words (if equip.), then the parameter is only valid for vehicles equipped with the associated parameter/vehicle system.

APPLICATION INFORMATION:

- 2005 - 2009 Durango's equipped with side airbags have EDR data that can be imaged by the CDR tool. Durango's not equipped with side airbags have EDR Data that might be imaged by the CDR tool and may be imaged by the supplier.
- For 2005 & 2006 MY, some Chrysler 300, Dodge Magnum, Dodge Charger, Jeep Grand Cherokee, and Jeep Commander

models may contain EDR data that can not be imaged by the CDR tool but may be imaged by the supplier.

- For 2006 & 2007 MY, some PT Cruiser models may contain EDR data that can not be imaged by the CDR tool.
- EDR Data is only recorded for frontal deployments in the following vehicles:
  - 2005-2007 Durango
  - 2006-2007 Ram 1500
  - 2006-2009 Ram 2500/3500 Heavy Duty
  - 2007 Aspen, Caliber, Compass, Patriot, Nitro, Sebring, Wrangler

03001_Chrysler_r013

System Status at Retrieval

Original VIN	3C3CFFAR8CT272030
Ignition Cycle, Download	74
Airbag Control Module Part Number	68148020AC
Airbag Control Module Serial Number	TLNMF012205423
Airbag Control Module Supplier	TRW
ECU Supply Voltage at Time of Retrieval	11.7

System Configuration at Retrieval

Configured for Driver Frontal Airbag	Yes
Configured for Driver Knee Airbag	Yes
Configured for Driver Anchor Pretensioner	Yes
Configured for Driver Retractor Pretensioner	Yes
Configured for Passenger Frontal Airbag	Yes
Configured for Passenger Anchor Pretensioner	Yes
Configured for Passenger Retractor Pretensioner	Yes
Configured for Passenger Adaptive Load Limiter	Yes
Configured for Right Side Seat Airbag	Yes
Configured for Right Side Curtain Airbag	Yes
Configured for Left Side Seat Airbag	Yes
Configured for Left Side Curtain Airbag	Yes
Configured for Driver Seat Seatbelt Switch	Yes
Configured for Driver Seat Track Position Sensor	Yes
Configured for Passenger Seat Seatbelt Switch	Yes
Configured for Passenger Seat Track Position Sensor	Yes
Configured for Right Up Front Sensor	Yes
Configured for Right Side Sensor	Yes
Configured for Right Side Pressure Sensor	Yes
Configured for Left Up Front Sensor	Yes
Configured for Left Side Sensor	Yes
Configured for Left Side Pressure Sensor	Yes

System Status at Event (Most Recent Event)

Vehicle Event Recorder Status	Complete
Event Record Status - Delta-V, Longitudinal	Complete
Event Record Status - Delta-V, Lateral	Complete
Safety Belt Status, Driver	Buckled
Safety Belt Status, Passenger	Not Buckled
Airbag Warning Lamp, On/Off	Off
Event Number	1
Total Number of Events	1
Time from Event 1 to 2 (sec)	0.000
Seat Track Position Switch, Foremost, Status, Driver	No
Seat Track Position Switch, Foremost, Status, Passenger	No
Maximum Delta-V Longitudinal (MPH [km/h])	-4.9 [-8]
Time, Maximum Delta-V, Longitudinal (msec)	181
Maximum Delta-V Lateral (MPH [km/h])	15.5 [25]
Time, Maximum Delta-V, Lateral (msec)	61
Time, Operation System (sec)	20,247.00
Time, Airbag Warning Lamp On (min)	4
Operation Via Energy Reserve Only (Yes, No)	No
System Voltage at Event, Bussed (V)	12.3
Side Fuel Cutoff Activated	No
Odometer at Event (km)	13
Ignition Cycle, Crash	70

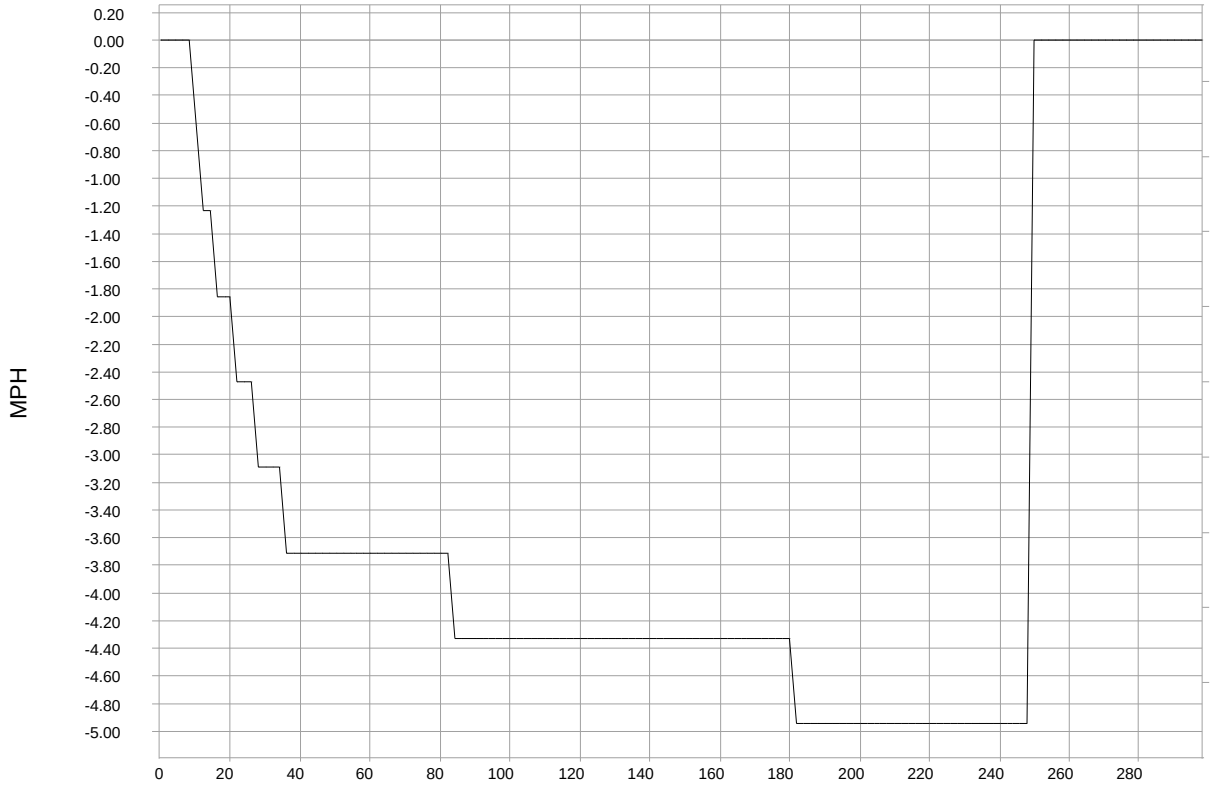
Deployment Command Data (Most Recent Event)

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

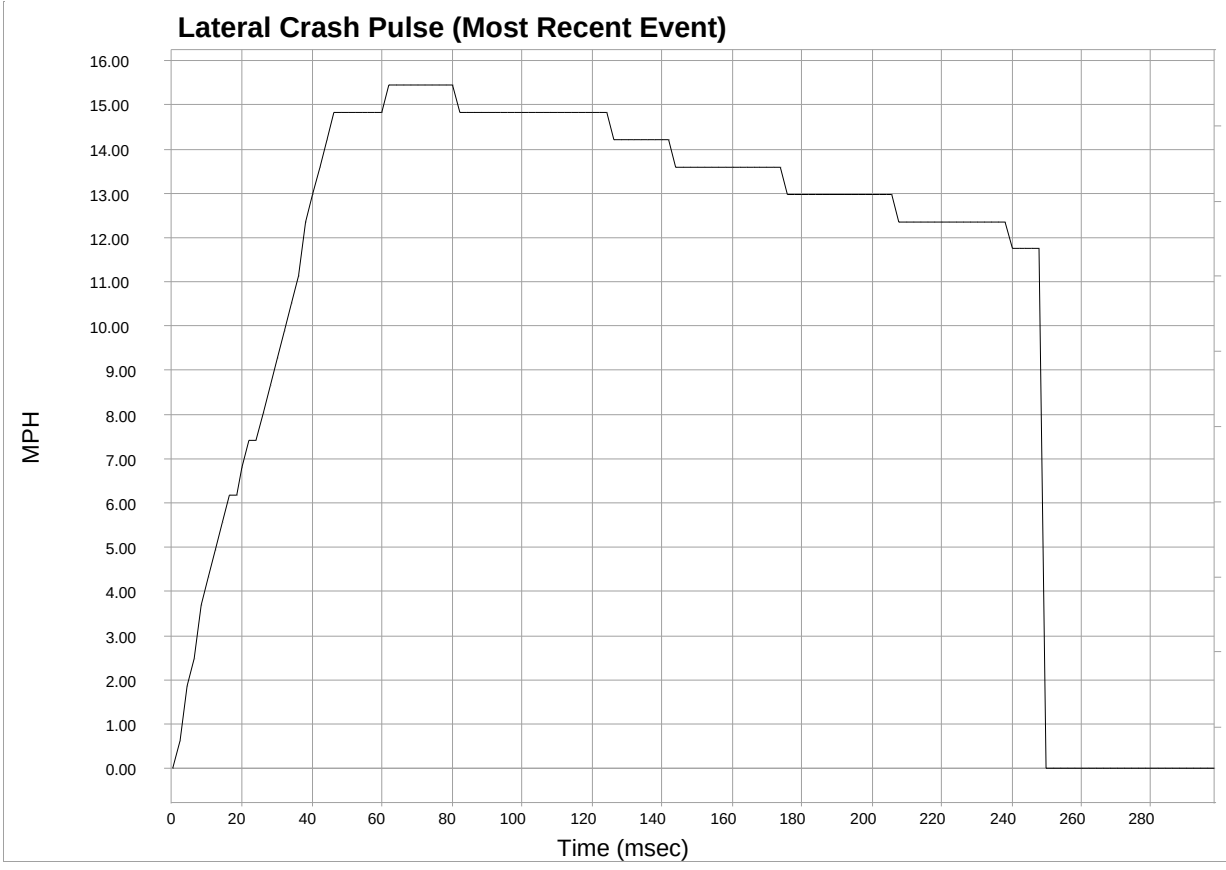
DTCs Present at Start of Event (Most Recent Event)

No DTCs Present

Longitudinal Crash Pulse (Most Recent Event)



Lateral Crash Pulse (Most Recent Event)



Longitudinal Crash Pulse (Most Recent Event)

Time (msec)	Delta-V, Longitudinal (MPH [km/h])	Time (msec)	Delta-V, Longitudinal (MPH [km/h])	Time (msec)	Delta-V, Longitudinal (MPH [km/h])
0	0.0 [0]	100	-4.3 [-7]	200	-4.9 [-8]
2	0.0 [0]	102	-4.3 [-7]	202	-4.9 [-8]
4	0.0 [0]	104	-4.3 [-7]	204	-4.9 [-8]
6	0.0 [0]	106	-4.3 [-7]	206	-4.9 [-8]
8	0.0 [0]	108	-4.3 [-7]	208	-4.9 [-8]
10	-0.6 [-1]	110	-4.3 [-7]	210	-4.9 [-8]
12	-1.2 [-2]	112	-4.3 [-7]	212	-4.9 [-8]
14	-1.2 [-2]	114	-4.3 [-7]	214	-4.9 [-8]
16	-1.9 [-3]	116	-4.3 [-7]	216	-4.9 [-8]
18	-1.9 [-3]	118	-4.3 [-7]	218	-4.9 [-8]
20	-1.9 [-3]	120	-4.3 [-7]	220	-4.9 [-8]
22	-2.5 [-4]	122	-4.3 [-7]	222	-4.9 [-8]
24	-2.5 [-4]	124	-4.3 [-7]	224	-4.9 [-8]
26	-2.5 [-4]	126	-4.3 [-7]	226	-4.9 [-8]
28	-3.1 [-5]	128	-4.3 [-7]	228	-4.9 [-8]
30	-3.1 [-5]	130	-4.3 [-7]	230	-4.9 [-8]
32	-3.1 [-5]	132	-4.3 [-7]	232	-4.9 [-8]
34	-3.1 [-5]	134	-4.3 [-7]	234	-4.9 [-8]
36	-3.7 [-6]	136	-4.3 [-7]	236	-4.9 [-8]
38	-3.7 [-6]	138	-4.3 [-7]	238	-4.9 [-8]
40	-3.7 [-6]	140	-4.3 [-7]	240	-4.9 [-8]
42	-3.7 [-6]	142	-4.3 [-7]	242	-4.9 [-8]
44	-3.7 [-6]	144	-4.3 [-7]	244	-4.9 [-8]
46	-3.7 [-6]	146	-4.3 [-7]	246	-4.9 [-8]
48	-3.7 [-6]	148	-4.3 [-7]	248	-4.9 [-8]
50	-3.7 [-6]	150	-4.3 [-7]	250	0.0 [0]
52	-3.7 [-6]	152	-4.3 [-7]	252	0.0 [0]
54	-3.7 [-6]	154	-4.3 [-7]	254	0.0 [0]
56	-3.7 [-6]	156	-4.3 [-7]	256	0.0 [0]
58	-3.7 [-6]	158	-4.3 [-7]	258	0.0 [0]
60	-3.7 [-6]	160	-4.3 [-7]	260	0.0 [0]
62	-3.7 [-6]	162	-4.3 [-7]	262	0.0 [0]
64	-3.7 [-6]	164	-4.3 [-7]	264	0.0 [0]
66	-3.7 [-6]	166	-4.3 [-7]	266	0.0 [0]
68	-3.7 [-6]	168	-4.3 [-7]	268	0.0 [0]
70	-3.7 [-6]	170	-4.3 [-7]	270	0.0 [0]
72	-3.7 [-6]	172	-4.3 [-7]	272	0.0 [0]
74	-3.7 [-6]	174	-4.3 [-7]	274	0.0 [0]
76	-3.7 [-6]	176	-4.3 [-7]	276	0.0 [0]
78	-3.7 [-6]	178	-4.3 [-7]	278	0.0 [0]
80	-3.7 [-6]	180	-4.3 [-7]	280	0.0 [0]
82	-3.7 [-6]	182	-4.9 [-8]	282	0.0 [0]
84	-4.3 [-7]	184	-4.9 [-8]	284	0.0 [0]
86	-4.3 [-7]	186	-4.9 [-8]	286	0.0 [0]
88	-4.3 [-7]	188	-4.9 [-8]	288	0.0 [0]
90	-4.3 [-7]	190	-4.9 [-8]	290	0.0 [0]
92	-4.3 [-7]	192	-4.9 [-8]	292	0.0 [0]
94	-4.3 [-7]	194	-4.9 [-8]	294	0.0 [0]
96	-4.3 [-7]	196	-4.9 [-8]	296	0.0 [0]
98	-4.3 [-7]	198	-4.9 [-8]	298	0.0 [0]

Lateral Crash Pulse (Most Recent Event)

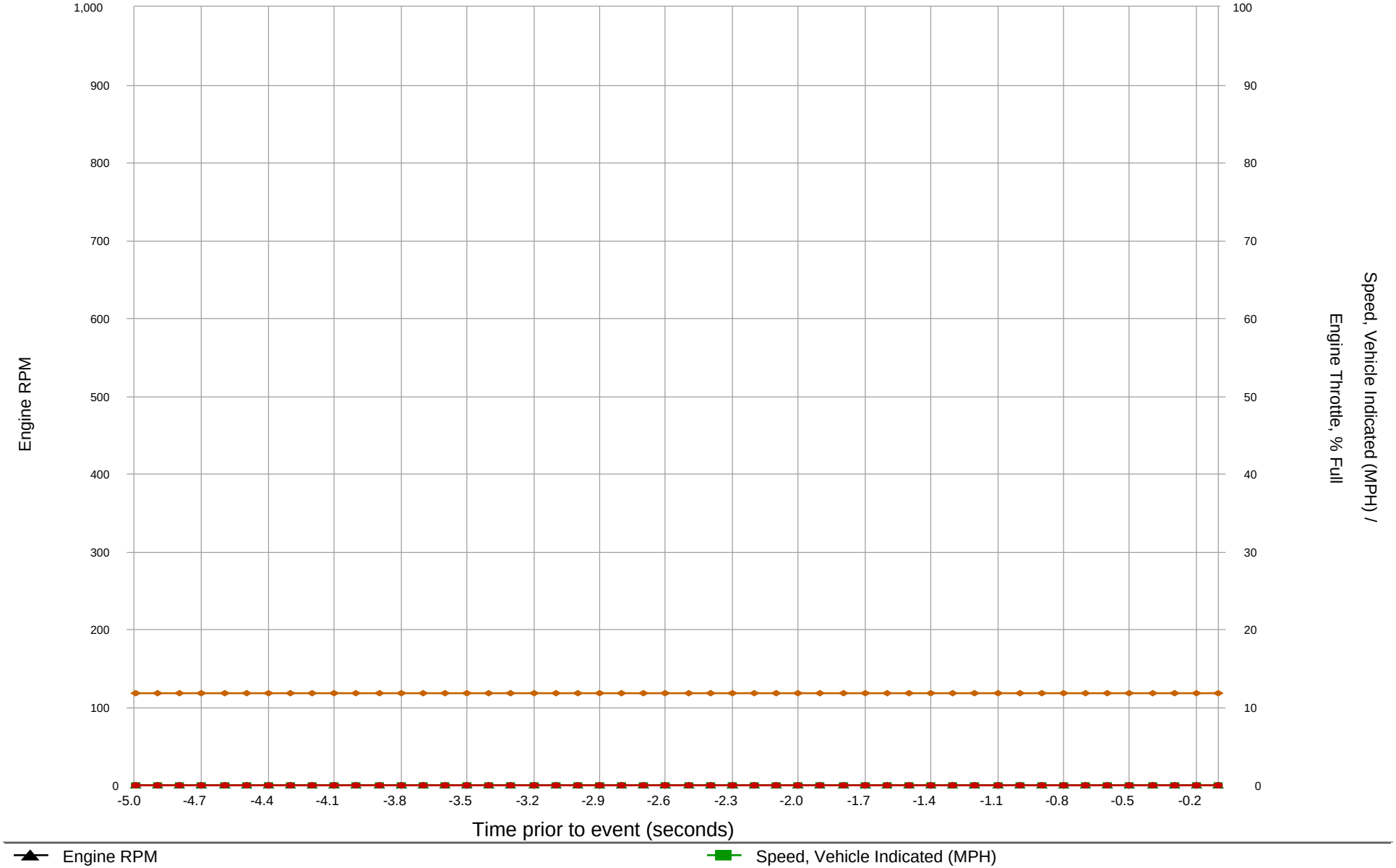
Time (msec)	Delta-V, Lateral (MPH [km/h])
0	0.0 [0]
2	0.6 [1]
4	1.9 [3]
6	2.5 [4]
8	3.7 [6]
10	4.3 [7]
12	4.9 [8]
14	5.6 [9]
16	6.2 [10]
18	6.2 [10]
20	6.8 [11]
22	7.4 [12]
24	7.4 [12]
26	8.0 [13]
28	8.7 [14]
30	9.3 [15]
32	9.9 [16]
34	10.5 [17]
36	11.1 [18]
38	12.4 [20]
40	13.0 [21]
42	13.6 [22]
44	14.2 [23]
46	14.8 [24]
48	14.8 [24]
50	14.8 [24]
52	14.8 [24]
54	14.8 [24]
56	14.8 [24]
58	14.8 [24]
60	14.8 [24]
62	15.5 [25]
64	15.5 [25]
66	15.5 [25]
68	15.5 [25]
70	15.5 [25]
72	15.5 [25]
74	15.5 [25]
76	15.5 [25]
78	15.5 [25]
80	15.5 [25]
82	14.8 [24]
84	14.8 [24]
86	14.8 [24]
88	14.8 [24]
90	14.8 [24]
92	14.8 [24]
94	14.8 [24]
96	14.8 [24]
98	14.8 [24]

Time (msec)	Delta-V, Lateral (MPH [km/h])
100	14.8 [24]
102	14.8 [24]
104	14.8 [24]
106	14.8 [24]
108	14.8 [24]
110	14.8 [24]
112	14.8 [24]
114	14.8 [24]
116	14.8 [24]
118	14.8 [24]
120	14.8 [24]
122	14.8 [24]
124	14.8 [24]
126	14.2 [23]
128	14.2 [23]
130	14.2 [23]
132	14.2 [23]
134	14.2 [23]
136	14.2 [23]
138	14.2 [23]
140	14.2 [23]
142	14.2 [23]
144	13.6 [22]
146	13.6 [22]
148	13.6 [22]
150	13.6 [22]
152	13.6 [22]
154	13.6 [22]
156	13.6 [22]
158	13.6 [22]
160	13.6 [22]
162	13.6 [22]
164	13.6 [22]
166	13.6 [22]
168	13.6 [22]
170	13.6 [22]
172	13.6 [22]
174	13.6 [22]
176	13.0 [21]
178	13.0 [21]
180	13.0 [21]
182	13.0 [21]
184	13.0 [21]
186	13.0 [21]
188	13.0 [21]
190	13.0 [21]
192	13.0 [21]
194	13.0 [21]
196	13.0 [21]
198	13.0 [21]

Time (msec)	Delta-V, Lateral (MPH [km/h])
200	13.0 [21]
202	13.0 [21]
204	13.0 [21]
206	13.0 [21]
208	12.4 [20]
210	12.4 [20]
212	12.4 [20]
214	12.4 [20]
216	12.4 [20]
218	12.4 [20]
220	12.4 [20]
222	12.4 [20]
224	12.4 [20]
226	12.4 [20]
228	12.4 [20]
230	12.4 [20]
232	12.4 [20]
234	12.4 [20]
236	12.4 [20]
238	12.4 [20]
240	11.7 [19]
242	11.7 [19]
244	11.7 [19]
246	11.7 [19]
248	11.7 [19]
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]

BOSCH

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])	Engine Throttle, % Full	Service Brake	Engine RPM	ABS Activity
-5.0	Complete	0 [0]	11.8	OFF	0	No
-4.9	Complete	0 [0]	11.8	OFF	0	No
-4.8	Complete	0 [0]	11.8	OFF	0	No
-4.7	Complete	0 [0]	11.8	OFF	0	No
-4.6	Complete	0 [0]	11.8	OFF	0	No
-4.5	Complete	0 [0]	11.8	OFF	0	No
-4.4	Complete	0 [0]	11.8	OFF	0	No
-4.3	Complete	0 [0]	11.8	OFF	0	No
-4.2	Complete	0 [0]	11.8	OFF	0	No
-4.1	Complete	0 [0]	11.8	OFF	0	No
-4.0	Complete	0 [0]	11.8	OFF	0	No
-3.9	Complete	0 [0]	11.8	OFF	0	No
-3.8	Complete	0 [0]	11.8	OFF	0	No
-3.7	Complete	0 [0]	11.8	OFF	0	No
-3.6	Complete	0 [0]	11.8	OFF	0	No
-3.5	Complete	0 [0]	11.8	OFF	0	No
-3.4	Complete	0 [0]	11.8	OFF	0	No
-3.3	Complete	0 [0]	11.8	OFF	0	No
-3.2	Complete	0 [0]	11.8	OFF	0	No
-3.1	Complete	0 [0]	11.8	OFF	0	No
-3.0	Complete	0 [0]	11.8	OFF	0	No
-2.9	Complete	0 [0]	11.8	OFF	0	No
-2.8	Complete	0 [0]	11.8	OFF	0	No
-2.7	Complete	0 [0]	11.8	OFF	0	No
-2.6	Complete	0 [0]	11.8	OFF	0	No
-2.5	Complete	0 [0]	11.8	OFF	0	No
-2.4	Complete	0 [0]	11.8	OFF	0	No
-2.3	Complete	0 [0]	11.8	OFF	0	No
-2.2	Complete	0 [0]	11.8	OFF	0	No
-2.1	Complete	0 [0]	11.8	OFF	0	No
-2.0	Complete	0 [0]	11.8	OFF	0	No
-1.9	Complete	0 [0]	11.8	OFF	0	No
-1.8	Complete	0 [0]	11.8	OFF	0	No
-1.7	Complete	0 [0]	11.8	OFF	0	No
-1.6	Complete	0 [0]	11.8	OFF	0	No
-1.5	Complete	0 [0]	11.8	OFF	0	No
-1.4	Complete	0 [0]	11.8	OFF	0	No
-1.3	Complete	0 [0]	11.8	OFF	0	No
-1.2	Complete	0 [0]	11.8	OFF	0	No
-1.1	Complete	0 [0]	11.8	OFF	0	No
-1.0	Complete	0 [0]	11.8	OFF	0	No
-0.9	Complete	0 [0]	11.8	OFF	0	No
-0.8	Complete	0 [0]	11.8	OFF	0	No
-0.7	Complete	0 [0]	11.8	OFF	0	No
-0.6	Complete	0 [0]	11.8	OFF	0	No
-0.5	Complete	0 [0]	11.8	OFF	0	No
-0.4	Complete	0 [0]	11.8	OFF	0	No
-0.3	Complete	0 [0]	11.8	OFF	0	No
-0.2	Complete	0 [0]	11.8	OFF	0	No
-0.1	Complete	0 [0]	11.8	OFF	0	No

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

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

Time Stamp (sec)	Traction Control Intervention Active	ESC Active	Steering Input (deg) (if equip.)	ESC Lamp (if equip.)	Yaw Rate (deg/sec) (if equip.)	Gear Status
-5.0	No	No	2.5	Off	0.00	Neutral
-4.9	No	No	2.5	Off	0.00	Neutral
-4.8	No	No	2.5	Off	0.00	Neutral
-4.7	No	No	2.5	Off	0.00	Neutral
-4.6	No	No	2.5	Off	0.00	Neutral
-4.5	No	No	2.5	Off	0.00	Neutral
-4.4	No	No	2.5	Off	0.00	Neutral
-4.3	No	No	2.5	Off	0.00	Neutral
-4.2	No	No	2.5	Off	0.00	Neutral
-4.1	No	No	2.5	Off	0.00	Neutral
-4.0	No	No	2.5	Off	0.00	Neutral
-3.9	No	No	2.5	Off	0.00	Neutral
-3.8	No	No	2.5	Off	0.00	Neutral
-3.7	No	No	2.5	Off	0.00	Neutral
-3.6	No	No	2.5	Off	0.00	Neutral
-3.5	No	No	2.5	Off	0.00	Neutral
-3.4	No	No	2.5	Off	0.00	Neutral
-3.3	No	No	2.5	Off	0.00	Neutral
-3.2	No	No	2.5	Off	0.00	Neutral
-3.1	No	No	2.5	Off	0.00	Neutral
-3.0	No	No	2.5	Off	0.00	Neutral
-2.9	No	No	2.5	Off	0.00	Neutral
-2.8	No	No	2.5	Off	0.00	Neutral
-2.7	No	No	2.5	Off	0.00	Neutral
-2.6	No	No	2.5	Off	0.00	Neutral
-2.5	No	No	2.5	Off	0.00	Neutral
-2.4	No	No	2.5	Off	0.08	Neutral
-2.3	No	No	2.5	Off	0.08	Neutral
-2.2	No	No	2.5	Off	0.08	Neutral
-2.1	No	No	2.5	Off	0.08	Neutral
-2.0	No	No	2.5	Off	0.08	Neutral
-1.9	No	No	2.5	Off	0.08	Neutral
-1.8	No	No	2.5	Off	0.08	Neutral
-1.7	No	No	2.5	Off	0.08	Neutral
-1.6	No	No	2.5	Off	0.08	Neutral
-1.5	No	No	2.5	Off	0.08	Neutral
-1.4	No	No	2.5	Off	0.08	Neutral
-1.3	No	No	2.5	Off	0.08	Neutral
-1.2	No	No	2.5	Off	0.08	Neutral
-1.1	No	No	2.5	Off	0.08	Neutral
-1.0	No	No	2.5	Off	0.08	Neutral
-0.9	No	No	2.5	Off	0.08	Neutral
-0.8	No	No	2.5	Off	0.08	Neutral
-0.7	No	No	2.5	Off	0.08	Neutral
-0.6	No	No	2.5	Off	0.08	Neutral
-0.5	No	No	2.5	Off	0.08	Neutral
-0.4	No	No	2.5	Off	0.08	Neutral
-0.3	No	No	2.5	Off	0.08	Neutral
-0.2	No	No	2.5	Off	0.08	Neutral
-0.1	No	No	2.5	Off	0.08	Neutral

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

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

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

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.

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62 F1 32 36 38 31 34 38 30 32 30 41 43

62 F1 90 33 43 33 43 46 46 41 52 38 43 54 32 37 32 30 33 30

62 F1 8C 54 4C 4E 4D 46 30 31 32 32 30 35 34 32 33 20

62 10 04 2D B8

62 F1 A5 EA 07 B3 8A 83

62 20 0A 00 4A

62 20 0F 88

62 2A BD 01 CC 01 01 13 00 00 2D 01 00 06 2D CC 00 04 00 00 00 46 00 00 0D 08 00 B5 E7 00
3D 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 22 00 00 00 00 00 00 00 0B 16 09 4D 00
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62 2A BE 02 FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
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71 01 03 02 01 CC 00 00 00 00 00 00 FF FE FE FD FD FD FC FC FC FB FB FB FB FA FA FA FA FA
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71 01 03 01 01 00 CC 00 00 00 00 00 00 00 00 00 00 00 00 08 01 00 00 00 00 00 00 00 00 00
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71 01 03 01 01 01 CC 00 00 00 00 00 00 00 00 00 00 00 00 08 01 00 00 00 00 00 00 00 00 00
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71 01 03 01 01 02 CC 00 00 00 00 00 00 00 00 00 00 00 00 08 01 00 00 00 00 00 00 00 00 00
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71 01 03 01 01 03 CC 00 00 00 00 00 00 00 00 00 00 00 00 08 01 00 00 00 00 00 00 00 00 00
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71 01 03 01 01 04 CC 00 00 00 00 00 00 00 00 00 00 00 00 08 01 00 00 00 00 00 00 00 00 00
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71 01 03 01 01 05 CC 00 00 00 00 00 00 00 00 00 00 00 00 08 01 00 00 00 00 00 00 00 00 00
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71 01 03 01 01 06 CC 00 00 00 00 00 00 00 00 00 00 00 00 08 01 00 00 00 00 00 00 00 00 00
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71 01 03 01 01 07 CC 00 00 00 00 00 00 00 00 00 00 00 00 08 01 00 00 00 00 00 00 00 00 00
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71 01 03 01 01 08 CC 00 00 00 00 00 00 00 00 00 00 00 00 08 01 00 00 00 00 00 00 00 00 00
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71 01 03 01 01 09 CC 00 00 00 00 00 00 00 00 00 00 00 00 08 01 00 00 00 00 00 00 00 00 00
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71 01 03 01 01 0A CC 00 00 00 00 00 00 00 00 00 00 00 00 08 01 00 00 00 00 00 00 00 00 00
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71 01 03 01 01 0B CC 00 00 00 00 00 00 00 00 00 00 00 08 01 00 00 00 00 00 00 00 00
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71 01 03 01 01 0C CC 00 00 00 00 00 00 00 00 00 00 00 08 01 00 00 00 00 00 00 00 00
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71 01 03 01 01 0E CC 00 00 00 00 00 00 00 00 00 00 00 08 01 00 00 00 00 00 00 00 00
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71 01 03 01 01 0F CC 00 00 00 00 00 00 00 00 00 00 00 08 01 00 00 00 00 00 00 00 00
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71 01 03 01 01 10 CC 00 00 00 00 00 00 00 00 00 00 00 08 01 00 00 00 00 00 00 00 00
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71 01 03 01 01 11 CC 00 00 00 00 00 00 00 00 00 00 00 08 01 00 00 00 00 00 00 00 00
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71 01 03 01 01 12 CC 00 00 00 00 00 00 00 00 00 00 00 08 01 00 00 00 00 00 00 00 00
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71 01 03 01 01 13 CC 00 00 00 00 00 00 00 00 00 00 00 08 01 00 00 00 00 00 00 00 00
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71 01 03 01 01 14 CC 00 00 00 00 00 00 00 00 00 00 00 08 01 00 00 00 00 00 00 00 00
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71 01 03 01 01 15 CC 00 00 00 00 00 00 00 00 00 00 00 08 01 00 00 00 00 00 00 00 00
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71 01 03 01 01 16 CC 00 00 00 00 00 00 00 00 00 00 00 08 01 00 00 00 00 00 00 00 00
00 1E 00 00 00 0F 00 00 00 00 00 00 00 00 1C 39 00 00 00 00 00 00 00 00 00 00 00 00
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71 01 03 01 01 17 CC 00 00 00 00 00 00 00 00 00 00 00 08 01 00 00 00 00 00 00 00 00
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71 01 03 01 01 18 CC 00 00 00 00 00 00 00 00 00 00 00 08 00 00 00 00 00 00 00 00 00
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71 01 03 01 01 19 CC 00 00 00 00 00 00 00 00 00 00 00 08 00 00 00 00 00 00 00 00 00
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71 01 03 01 01 1A CC 00 00 00 00 00 00 00 00 00 00 00 08 00 00 00 00 00 00 00 00 00
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59 06 81 06 1B 8F 01 60 80 28

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59 06 81 16 1B 8F 01 60 80 28

59 06 81 26 1B 8F 01 60 80 28

59 06 81 24 1B 8F 01 60 80 28

59 06 81 23 1B 8F 01 60 80 28

59 06 81 14 1B 8F 01 60 80 28

59 06 81 2D 2F 8F 01 60 80 28

59 06 81 11 2F 8F 01 60 80 28

59 06 81 2E 2F 8F 01 60 80 28

59 06 81 12 2F 8F 01 60 80 28

59 06 81 2C 2F 8F 01 60 80 28

59 06 81 2B 2F 8F 01 60 80 28
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