

CDR File Information

User Entered VIN	2B3KA43G08H*****
User	
Case Number	SAMPLE: 2008 Dodge Charger
EDR Data Imaging Date	Data collected for CDR v3.1
Crash Date	
Filename	SAMPLE_CHRYSLER.CDR
Saved on	Thursday, August 21 2008 at 01:10:27 PM
Collected with CDR version	Crash Data Retrieval Tool 3.0.74b Test Version
Reported with CDR version	Crash Data Retrieval Tool 3.2
EDR Device Type	airbag control module
Event(s) recovered	Most Recent Event

IMPORTANT NOTICE: Robert Bosch LLC recommends that the latest production release of Crash Data Retrieval software be utilized when viewing, printing or exporting any retrieved data from within the CDR program. This ensures that the retrieved data has been translated using the most recent information including but not limited to that which was provided by the manufacturers of the vehicles supported in this product.

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 (ex: bench top imaging). This situation will occur when the CDR tool is connected directly to the ACM. This will not affect any of the stored fault data information. Always make a note in the CDR case comments page when an ACM benchtop imaging process is performed.

The recorded Deployment Event will contain Pre-Crash data.

- T0 (where '0' is subscript) (-.01 sec.) is defined as the last sample point in the vehicle data buffer when the ACM commanded a deployment for all vehicles except the 2008 - 2009 Dodge Grand Caravan, 2008-2009 Chrysler Town and Country and 2009 Dodge Journey. In these vehicles, T0 (where '0' is subscript) is defined as 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 can not be modified.

CDR FILE INFORMATION:

Event(s) Recovered definitions:

- None - There are no stored events in the Airbag Control Module (ACM)
- Not Retrievable - Event Data is 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.
- Etc., (for modules with 3 to 5 stored events)

CDR RECORD INFORMATION:

- If power to the ACM is lost during a deployment event, all or part of the event data record may not be recorded. "Interrupted" will be displayed for Vehicle Event Recorder Status.
- The Airbag Control Module Configuration indicates the inputs and outputs that the ACM for a particular vehicle monitors and/or controls.
- Vehicle Data (Pre-Crash) is transmitted to the Airbag Control Module, by various vehicle control modules, via the vehicle's communication network. (For example: Vehicle Speed, Engine RPM, Percent throttle, and brake switch status are transmitted by the PCM. ESP data is from the electronic brake module.)
- On 2006-2009 Dodge Ram 2500/3500, the Engine RPM recorded is limited to a maximum of 4080 RPM.
- On the 2008 - 2009 Dodge Grand Caravan, 2008-2009 Chrysler Town and Country and 2009 Dodge Journey, the engine RPM resolution is 256 rpm.
- On all other vehicles, the resolution is 32 rpm.
- If a recorded event has RPM equal to 8160 or 4080 and vehicle speed equals 158 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 Vehicle Speed will be affected if the vehicle had the tire size or the final drive axle ratio changed from the factory build specifications.

- Vehicle Speed 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 mph. On all other vehicles, the resolution is 1 mph.
- 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.

NOTE: A StarScan 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:

- N/A - Not Applicable is used to show default values. This indicates that no data exists or that the data parameter is not applicable for vehicle configuration.
- SNA - Signal Not Available indicates that a defective sensor or system fault condition exists that is not allowing the data parameter to be sent across the vehicle communication bus.
- Not Retrievable - This indicates that the CDR tool was not able to retrieve that data for that particular vehicle data parameter.

Vehicle Event Recorder Status definitions:

- Interrupted: Contains Event, but was interrupted during recording;
Indicates data from the captured event was not fully recorded
- Complete: Contains Complete Data from an Event;
Indicates data from the captured event has been fully recorded
- No data: Contains No Event Data
- Relative Throttle (%) - This is the percentage of throttle blade opening (0 - 100%)
- Relative Pedal (%) - This is the percentage of accelerator pedal depressed (0 - 100%)
- Brake Switch #1 Status - This is the brake switch status of Service Brake (Open/Closed); Open = Brake not depressed; Closed = Brake depressed
- Brake Switch #2 Status - This is the brake switch status for Cruise Control (Open/Closed); Open = Brake not depressed; Closed = Brake depressed
- ABS MIL status - This indicates the ABS fault indicator lamp status. It will only be illuminated 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 status - This indicates the ESP/BAS fault indicator lamp status. It will only be illuminated 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. This is only valid for vehicles equipped with ESP.
- ESP Lamp Steady State Requested - This is the status of the ESP symbol - "car with squiggly lines" indicator lamp. "Yes" indicates ESP has been turned off by the driver or has reduced performance and is not an indication of a fault in the system. This is only valid for vehicles equipped with ESP.
- ESP Lamp Flashing Requested - If "Yes", then an ESP, Traction Control or Trailer Sway Control (if equipped) event was active at the time of data capture. This is only valid for vehicles equipped with ESP.
- ESP Disabled - "Yes" indicates that ABS & ESP have been disabled by the driver or due to system performance. This is only valid for vehicles equipped with ESP.
- Traction Control On/Off Button Status - Enabled means the system is functional and not turned off by the driver. On equipped vehicles.
- ESP Active - "YES" indicates that the ESP system is intervening with wheel specific braking/engine control. This is only valid for vehicles equipped with ESP.
- Panic Brake Assist Active - "Yes" indicates that all four of the brake circuits are under going ABS control. This is only valid for vehicles equipped with ESP.
- Steering Angle (Degrees) if equipped: Valid range is -2048 degrees to +2047 degrees;
 - Steering Angle polarity is positive for right turns on:
 - § 2005 - 2007 Grand Cherokee
 - § 2006 - 2007 Commander
 - § 2005 - 2009 300, Magnum, and Charger
 - § 2008 - 2009 Challenger
 - Steering Angle polarity is negative for right turns on:
 - § 2008 - 2009 Grand Cherokee and Commander
 - § All other vehicles not specified
- Yaw Rate (Degrees) if equipped: Valid range is -327.68 degrees/second to +327.67 degrees/second. All vehicles use negative yaw rate when making a right turn.
- Wheel Speed (stored for some vehicles equipped with ABS/ESP); value is revolutions per minute:
 - LF = Left Front Tire
 - RF = Right Front Tire
 - LR = Left Rear Tire
 - RR = Right Rear Tire

- ETC Lamp Status - Lamp "ON " indicates there is an active Electronic Throttle DTC. This is only valid for vehicles equipped with ETC.
- ETC Lamp Flashing - If "Yes", then the ETC is in the limp-in mode. This is only valid for vehicles equipped with ETC.
- 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 (2,3) Location - 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 SPARE for all 3 Tire Locations as these vehicles do not send actual pressure values across the communication bus.
- Tire 1 (2,3) Pressure Status - 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 (2,3) Pressure (psi) - 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. Note: Not all vehicle TPM systems have a tire pressure sensor located in the spare tire.
- Cruise Control System Status - "Yes" indicates that the Cruise Control system is turned on.
- Cruise Control System Active - "Yes" indicates the Cruise Control system is actively controlling vehicle speed. "No" indicates the system is NOT controlling vehicle speed.

GENERAL DEFINITIONS:

- Capture - The process of buffering data into a temporary, volatile storage medium where it is continuously updated at regular time intervals.
- Ignition Cycle - Ignition power applied to and removed from the ACM.
- Matured - Diagnostic Trouble Code has met criteria to be stored in module.
- Powered-Up - The act of applying a 10V - 16V dc power source to the appropriate pins on a specific module.
- Record - The process of saving captured data into a non-volatile device for subsequent retrieval.

ACRONYMS:

ABS	Anti-Lock Brake System
ACM	Air Bag Control Module
BAS	Brake Assist System
DTC	Diagnostic Trouble Code
EBD	Electronic Brake Distribution
ESP	Electronic Stability Program
ETC	Electronic Throttle Control
MIL	Malfunction Indicator Lamp
PCM	Power Train Control Module
PVS	Pedal Voltage Sensor
RPM	Revolution per Minute
Service Brake	Brake Pedal
TCM	Transmission Control Module
TPM	Tire Pressure Monitoring
TPS	Throttle Position Sensor
VIN	Vehicle Identification Number

APPLICATION INFORMATION:

- Only 2004 - 2009 Durangos equipped with side airbags have EDR data that can be imaged by the CDR tool. Durangos not equipped with side airbags have EDR Data that can be imaged by the supplier, but not by the CDR tool.
- For 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.
- For 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:

2004-2007	Durango - with side airbags
2007	Aspen
2006-2007	Ram 1500
2006-2009	Ram 2500/3500 Heavy Duty
2007	Caliber, Compass, Patriot
2007	Sebring
2007	Nitro
2007	Wrangler

Airbag Control Module Identification

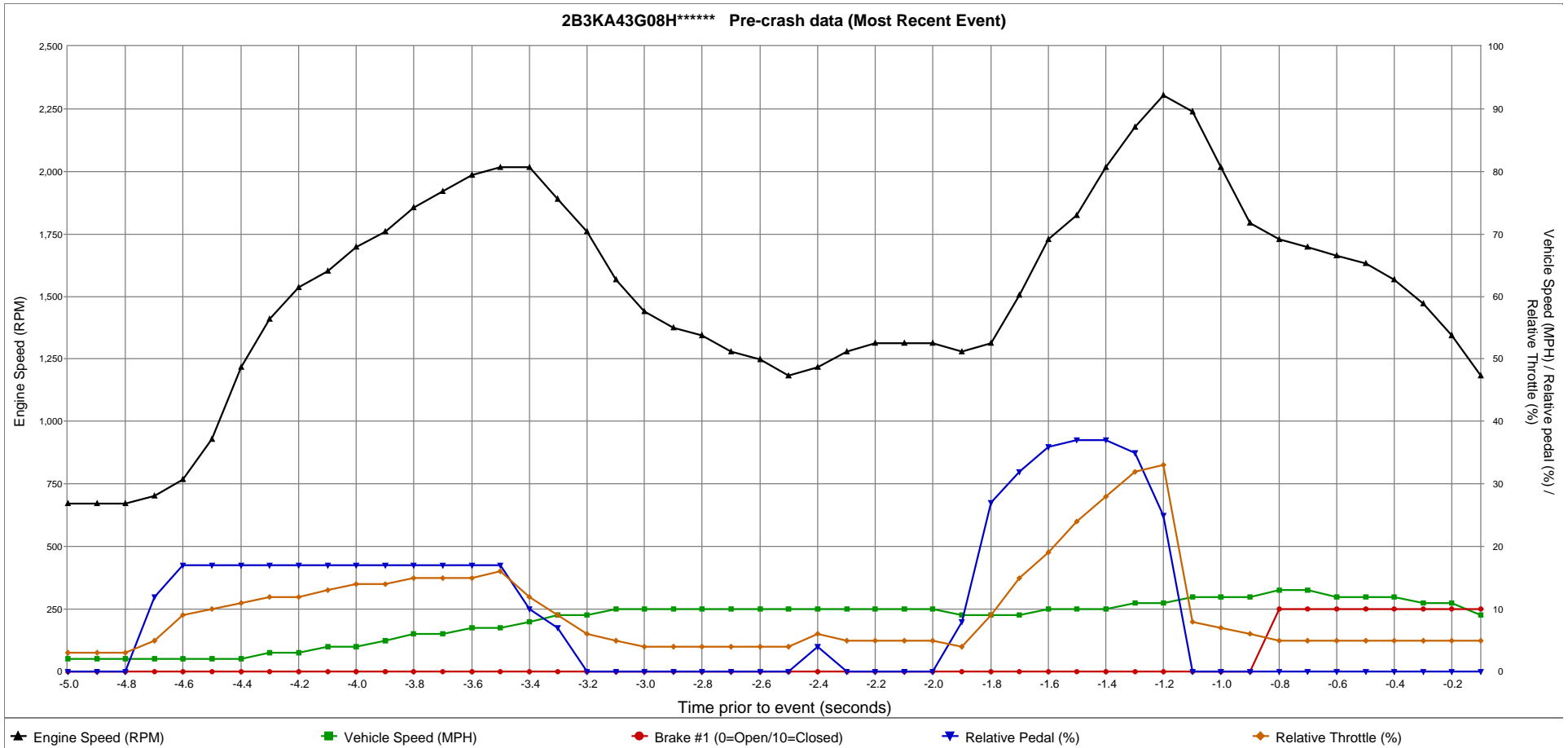
Airbag Control Module Part Number	04896098AE
Airbag Control Module Serial Number	T52MD3417A1622
Airbag Control Module Supplier	Robert Bosch Corporation

Airbag Control Module Configuration

Configured for Front Driver Seatbelt Switch	No
Configured for Front Center Seatbelt Switch	No
Configured for Front Passenger Seatbelt Switch	No
Configured for 2nd Row Left Seatbelt Switch	No
Configured for 2nd Row Center Seatbelt Switch	No
Configured for 2nd Row Right Seatbelt Switch	No
Configured for 3rd Row Left Seatbelt Switch	No
Configured for 3rd Row Center Seatbelt Switch	No
Configured for 3rd Row Right Seatbelt Switch	No
Configured for Driver Inflatable Knee Bolster	No
Configured for Left Curtain #1	No
Configured for Right Curtain #1	No
Configured for Left Curtain #2	No
Configured for Right Curtain #2	No
Configured for Front Driver Seatbelt Pretensioner	Yes
Configured for Front Center Seatbelt Pretensioner	No
Configured for Front Passenger Seatbelt Pretensioner	Yes
Configured for 2nd Row Left Seatbelt Pretensioner	No
Configured for 2nd Row Center Seatbelt Pretensioner	No
Configured for 2nd Row Right Seatbelt Pretensioner	No
Configured for 3rd Row Left Seatbelt Pretensioner	No
Configured for 3rd Row Center Seatbelt Pretensioner	No
Configured for 3rd Row Right Seatbelt Pretensioner	No
Configured for Left Side Sensor #1	No
Configured for Left Side Sensor #2	No
Configured for Left Side Sensor #3	No
Configured for Right Side Sensor #1	No
Configured for Right Side Sensor #2	No
Configured for Right Side Sensor #3	No
Configured for Left Up Front Sensor	Yes
Configured for Right Up Front Sensor	Yes
Configured for Front Driver Digressive Load Limiter	No
Configured for Front Passenger Digressive Load Limiter	No
Configured for Driver Seat Track Position Sensor	Yes
Configured for Passenger Seat Track Position Sensor	Yes
Configured for Driver Airbag Disable Switch	No
Configured for Passenger Airbag Disable Switch	No
Configured for Passenger Occupant Classification System	No
Configured for Right Side Thorax	No
Configured for Left Side Thorax	No
Configured for Passenger Inflatable Knee Bolster	No
Configured for Passenger Belt Tension Sensor	No
Configured for Driver Belt Tension Sensor	No
Configured for Occupant Detection Sensor	No
Configured for DOC Disable Switch	No

System Status at Time of Retrieval

Original VIN	2B3KA43G08H*****
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Pre-crash data (Most Recent Event - table 1 of 5)

Time Stamp (sec)	Vehicle Event Recorder Status	Engine RPM	Vehicle Speed (MPH [km/h])	Relative Throttle (%)	Relative Pedal (%)	Raw Manifold Pressure (Volts)	Brake Switch #1 Status	Brake Switch #2 Status	Brake Lamps On
-5.0	Complete	672	2 [4]	2.8	0.0	0.88	Open	Open	No
-4.9	Complete	672	2 [4]	2.8	0.0	0.88	Open	Open	No
-4.8	Complete	672	2 [4]	2.8	0.0	0.88	Open	Open	No
-4.7	Complete	704	2 [4]	5.1	11.8	0.88	Open	Open	No
-4.6	Complete	768	2 [4]	8.7	16.9	1.05	Open	Open	No
-4.5	Complete	928	2 [4]	9.8	16.9	1.31	Open	Open	No
-4.4	Complete	1,216	2 [4]	10.6	17.3	1.48	Open	Open	No
-4.3	Complete	1,408	3 [5]	11.8	17.3	1.60	Open	Open	No
-4.2	Complete	1,536	3 [5]	12.2	17.3	1.66	Open	Open	No
-4.1	Complete	1,600	4 [6]	12.6	17.3	1.70	Open	Open	No
-4.0	Complete	1,696	4 [7]	13.8	17.3	1.78	Open	Open	No
-3.9	Complete	1,760	5 [8]	14.2	17.3	1.84	Open	Open	No
-3.8	Complete	1,856	6 [9]	15.0	17.3	1.89	Open	Open	No
-3.7	Complete	1,920	6 [10]	15.4	17.3	1.91	Open	Open	No
-3.6	Complete	1,984	7 [11]	15.4	17.3	1.91	Open	Open	No
-3.5	Complete	2,016	7 [12]	15.7	16.5	1.91	Open	Open	No
-3.4	Complete	2,016	8 [13]	11.8	10.2	1.87	Open	Open	No
-3.3	Complete	1,888	9 [14]	9.1	7.5	1.62	Open	Open	No
-3.2	Complete	1,760	9 [15]	5.9	0.0	1.35	Open	Open	No
-3.1	Complete	1,568	10 [16]	5.1	0.0	1.09	Open	Open	No
-3.0	Complete	1,440	10 [16]	4.3	0.0	0.96	Open	Open	No
-2.9	Complete	1,376	10 [16]	4.3	0.0	0.84	Open	Open	No
-2.8	Complete	1,344	10 [16]	4.3	0.0	0.80	Open	Open	No
-2.7	Complete	1,280	10 [16]	4.3	0.0	0.78	Open	Open	No
-2.6	Complete	1,248	10 [16]	4.3	0.0	0.76	Open	Open	No
-2.5	Complete	1,184	10 [16]	4.3	0.0	0.76	Open	Open	No
-2.4	Complete	1,216	10 [16]	5.9	4.3	0.76	Open	Open	No
-2.3	Complete	1,280	10 [16]	5.1	0.0	0.82	Open	Open	No
-2.2	Complete	1,312	10 [16]	5.1	0.0	0.82	Open	Open	No
-2.1	Complete	1,312	10 [16]	5.1	0.0	0.82	Open	Open	No
-2.0	Complete	1,312	10 [16]	4.7	0.0	0.82	Open	Open	No
-1.9	Complete	1,280	9 [15]	4.3	8.3	0.80	Open	Open	No
-1.8	Complete	1,312	9 [15]	9.1	26.8	0.88	Open	Open	No
-1.7	Complete	1,504	9 [15]	15.4	32.3	1.31	Open	Open	No
-1.6	Complete	1,728	10 [16]	19.3	35.8	1.84	Open	Open	No
-1.5	Complete	1,824	10 [16]	24.0	36.6	2.21	Open	Open	No
-1.4	Complete	2,016	10 [16]	28.3	36.6	2.30	Open	Open	No
-1.3	Complete	2,176	11 [17]	31.9	35.4	2.34	Open	Open	No
-1.2	Complete	2,304	11 [18]	33.5	25.2	2.34	Open	Open	No
-1.1	Complete	2,240	12 [19]	8.3	0.0	1.86	Open	Open	No
-1.0	Complete	2,016	12 [20]	7.1	0.0	1.35	Open	Open	No
-0.9	Complete	1,792	12 [20]	6.3	0.0	1.13	Open	Open	No
-0.8	Complete	1,728	13 [21]	4.7	0.0	1.00	Closed	Closed	Yes
-0.7	Complete	1,696	13 [21]	4.7	0.0	0.86	Closed	Closed	Yes
-0.6	Complete	1,664	12 [20]	4.7	0.0	0.80	Closed	Closed	Yes
-0.5	Complete	1,632	12 [20]	4.7	0.0	0.76	Closed	Closed	Yes
-0.4	Complete	1,568	12 [20]	4.7	0.0	0.72	Closed	Closed	Yes
-0.3	Complete	1,472	11 [18]	4.7	0.0	0.70	Closed	Closed	Yes
-0.2	Complete	1,344	11 [17]	4.7	0.0	0.70	Closed	Closed	Yes
-0.1	Complete	1,184	9 [15]	4.7	0.0	0.72	Closed	Closed	Yes

Pre-crash data (Most Recent Event - table 2 of 5)

Time Stamp (sec)	ABS MIL Status (if equipped)	ESP MIL Status (if equipped)	ESP Lamp Steady State Requested (if equipped)	ESP Lamp Flashing Requested (if equipped)	ESP Disabled (if equipped)	Traction Control On/Off Button Status (if equipped)	ESP Active (if equipped)
-5.0	Off	Off	No	No	No	Enabled	Yes
-4.9	Off	Off	No	No	No	Enabled	Yes
-4.8	Off	Off	No	No	No	Enabled	Yes
-4.7	Off	Off	No	No	No	Enabled	Yes
-4.6	Off	Off	No	No	No	Enabled	Yes
-4.5	Off	Off	No	No	No	Enabled	Yes
-4.4	Off	Off	No	No	No	Enabled	Yes
-4.3	Off	Off	No	No	No	Enabled	Yes
-4.2	Off	Off	No	No	No	Enabled	Yes
-4.1	Off	Off	No	No	No	Enabled	Yes
-4.0	Off	Off	No	No	No	Enabled	Yes
-3.9	Off	Off	No	No	No	Enabled	Yes
-3.8	Off	Off	No	No	No	Enabled	Yes
-3.7	Off	Off	No	No	No	Enabled	Yes
-3.6	Off	Off	No	No	No	Enabled	Yes
-3.5	Off	Off	No	No	No	Enabled	Yes
-3.4	Off	Off	No	No	No	Enabled	Yes
-3.3	Off	Off	No	No	No	Enabled	Yes
-3.2	Off	Off	No	No	No	Enabled	Yes
-3.1	Off	Off	No	No	No	Enabled	Yes
-3.0	Off	Off	No	No	No	Enabled	Yes
-2.9	Off	Off	No	No	No	Enabled	Yes
-2.8	Off	Off	No	No	No	Enabled	Yes
-2.7	Off	Off	No	No	No	Enabled	Yes
-2.6	Off	Off	No	No	No	Enabled	Yes
-2.5	Off	Off	No	No	No	Enabled	Yes
-2.4	Off	Off	No	No	No	Enabled	Yes
-2.3	Off	Off	No	No	No	Enabled	Yes
-2.2	Off	Off	No	No	No	Enabled	Yes
-2.1	Off	Off	No	No	No	Enabled	Yes
-2.0	Off	Off	No	No	No	Enabled	Yes
-1.9	Off	Off	No	No	No	Enabled	Yes
-1.8	Off	Off	No	No	No	Enabled	Yes
-1.7	Off	Off	No	No	No	Enabled	Yes
-1.6	Off	Off	No	No	No	Enabled	Yes
-1.5	Off	Off	No	No	No	Enabled	Yes
-1.4	Off	Off	No	No	No	Enabled	Yes
-1.3	Off	Off	No	No	No	Enabled	Yes
-1.2	Off	Off	No	No	No	Enabled	Yes
-1.1	Off	Off	No	No	No	Enabled	Yes
-1.0	Off	Off	No	No	No	Enabled	Yes
-0.9	Off	Off	No	No	No	Enabled	Yes
-0.8	Off	Off	No	No	No	Enabled	Yes
-0.7	Off	Off	No	No	No	Enabled	Yes
-0.6	Off	Off	No	No	No	Enabled	Yes
-0.5	Off	Off	No	No	No	Enabled	Yes
-0.4	Off	Off	No	No	No	Enabled	Yes
-0.3	Off	Off	No	No	No	Enabled	Yes
-0.2	Off	Off	No	No	No	Enabled	Yes
-0.1	Off	Off	No	No	No	Enabled	Yes

Pre-crash data (Most Recent Event - table 3 of 5)

Time Stamp (sec)	Panic Brake Assist Active (if equipped)	Steering Angle (degrees) (if equipped)	Yaw Rate (Deg/sec) (if equipped)	Wheel Speed LF (RPM) (if equipped)	Wheel Speed RF (RPM) (if equipped)	Wheel Speed LR (RPM) (if equipped)	Wheel Speed RR (RPM) (if equipped)
-5.0	No	-18.0	-0.01	35	35	35	35
-4.9	No	-24.0	0.16	35	35	35	35
-4.8	No	-30.0	0.33	35	35	35	35
-4.7	No	-42.0	0.50	35	35	35	35
-4.6	No	-56.0	0.85	35	36	35	36
-4.5	No	-74.0	1.54	35	37	36	38
-4.4	No	-94.0	2.06	37	39	39	41
-4.3	No	-114.0	2.75	41	43	42	44
-4.2	No	-132.0	4.14	45	49	47	49
-4.1	No	-150.0	5.87	51	57	53	57
-4.0	No	-168.0	7.25	58	64	59	64
-3.9	No	-178.0	8.81	65	71	66	72
-3.8	No	-182.0	10.72	72	80	74	81
-3.7	No	-182.0	12.10	80	88	81	90
-3.6	No	-176.0	12.97	89	98	89	98
-3.5	No	-172.0	13.83	97	107	98	108
-3.4	No	-162.0	14.18	106	116	106	116
-3.3	No	-156.0	14.35	114	123	112	122
-3.2	No	-150.0	14.52	118	129	117	127
-3.1	No	-144.0	14.35	122	133	120	131
-3.0	No	-138.0	14.00	124	134	122	134
-2.9	No	-134.0	13.66	125	134	123	133
-2.8	No	-128.0	12.97	125	135	123	134
-2.7	No	-126.0	12.62	124	134	123	134
-2.6	No	-126.0	12.27	125	134	123	133
-2.5	No	-126.0	12.10	123	132	122	131
-2.4	No	-124.0	11.93	122	131	121	130
-2.3	No	-118.0	11.75	122	130	120	129
-2.2	No	-116.0	10.89	121	129	120	128
-2.1	No	-122.0	10.72	119	127	118	128
-2.0	No	-136.0	11.58	119	127	118	128
-1.9	No	-152.0	13.14	118	127	117	128
-1.8	No	-164.0	15.05	117	128	115	126
-1.7	No	-180.0	16.08	117	129	116	129
-1.6	No	-198.0	17.29	118	131	119	132
-1.5	No	-208.0	20.06	121	135	120	134
-1.4	No	-220.0	21.97	124	141	126	141
-1.3	No	-228.0	23.53	131	150	131	148
-1.2	No	-230.0	25.78	138	157	139	157
-1.1	No	-230.0	27.68	146	166	146	165
-1.0	No	-236.0	28.72	152	173	150	170
-0.9	No	-244.0	30.28	155	177	152	173
-0.8	No	-246.0	31.66	154	177	151	175
-0.7	No	-246.0	31.84	155	178	149	174
-0.6	No	-242.0	31.14	153	175	147	171
-0.5	No	-240.0	30.28	149	170	145	169
-0.4	No	-260.0	28.72	141	160	138	160
-0.3	No	-278.0	28.89	127	148	123	148
-0.2	No	-294.0	29.76	112	135	108	133
-0.1	No	-300.0	27.86	96	114	90	114

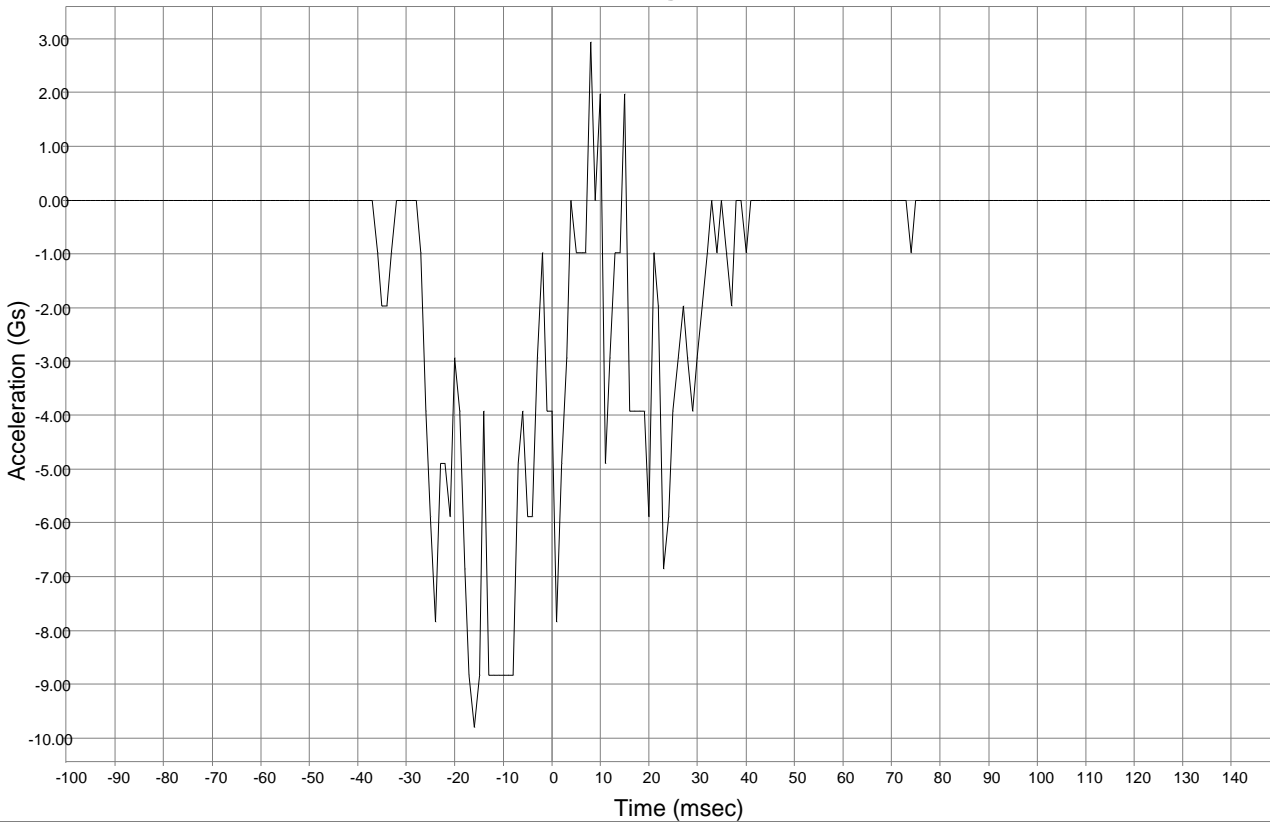
Pre-crash data (Most Recent Event - table 4 of 5)

Time Stamp (sec)	ETC Lamp Status	ETC Lamp Flashing	Engine Torque Applied	Shift Gear Position (if equipped)	Tire Pressure Monitor Faults (if equipped)	Tire 1 Location (if equipped)	Tire 1 Pressure Status (if equipped)	Tire 1 Pressure (psi) (if equipped)
-5.0	Off	No	Yes	Drive	No	LF	Normal	32
-4.9	Off	No	Yes	Drive	No	LF	Normal	32
-4.8	Off	No	Yes	Drive	No	LF	Normal	32
-4.7	Off	No	Yes	Drive	No	LF	Normal	32
-4.6	Off	No	Yes	Drive	No	LF	Normal	32
-4.5	Off	No	Yes	Drive	No	LR	Normal	33
-4.4	Off	No	Yes	Drive	No	LR	Normal	33
-4.3	Off	No	Yes	Drive	No	LR	Normal	33
-4.2	Off	No	Yes	Drive	No	LR	Normal	33
-4.1	Off	No	Yes	Drive	No	LR	Normal	33
-4.0	Off	No	Yes	Drive	No	LR	Normal	33
-3.9	Off	No	Yes	Drive	No	LR	Normal	33
-3.8	Off	No	Yes	Drive	No	LR	Normal	33
-3.7	Off	No	Yes	Drive	No	LR	Normal	33
-3.6	Off	No	Yes	Drive	No	LR	Normal	33
-3.5	Off	No	Yes	Drive	No	LF	Normal	32
-3.4	Off	No	Yes	Drive	No	LF	Normal	32
-3.3	Off	No	Yes	Drive	No	LF	Normal	32
-3.2	Off	No	Yes	Drive	No	LF	Normal	32
-3.1	Off	No	Yes	Drive	No	LF	Normal	32
-3.0	Off	No	Yes	Drive	No	LF	Normal	32
-2.9	Off	No	Yes	Drive	No	LF	Normal	32
-2.8	Off	No	Yes	Drive	No	LF	Normal	32
-2.7	Off	No	Yes	Drive	No	LF	Normal	32
-2.6	Off	No	Yes	Drive	No	LF	Normal	32
-2.5	Off	No	Yes	Drive	No	LR	Normal	33
-2.4	Off	No	Yes	Drive	No	LR	Normal	33
-2.3	Off	No	Yes	Drive	No	LR	Normal	33
-2.2	Off	No	Yes	Drive	No	LR	Normal	33
-2.1	Off	No	Yes	Drive	No	LR	Normal	33
-2.0	Off	No	Yes	Drive	No	LR	Normal	33
-1.9	Off	No	Yes	Drive	No	LR	Normal	33
-1.8	Off	No	Yes	Drive	No	LR	Normal	33
-1.7	Off	No	Yes	Drive	No	LR	Normal	33
-1.6	Off	No	Yes	Drive	No	LR	Normal	33
-1.5	Off	No	Yes	Drive	No	LF	Normal	32
-1.4	Off	No	Yes	Drive	No	LF	Normal	32
-1.3	Off	No	Yes	Drive	No	LF	Normal	32
-1.2	Off	No	Yes	Drive	No	LF	Normal	32
-1.1	Off	No	Yes	Drive	No	LF	Normal	32
-1.0	Off	No	Yes	Drive	No	LF	Normal	32
-0.9	Off	No	Yes	Drive	No	LF	Normal	32
-0.8	Off	No	Yes	Drive	No	LF	Normal	32
-0.7	Off	No	Yes	Drive	No	LF	Normal	32
-0.6	Off	No	Yes	Drive	No	LF	Normal	32
-0.5	Off	No	Yes	Drive	No	LR	Normal	33
-0.4	Off	No	Yes	Drive	No	LR	Normal	33
-0.3	Off	No	Yes	Drive	No	LR	Normal	33
-0.2	Off	No	Yes	Drive	No	LR	Normal	33
-0.1	Off	No	Yes	Drive	No	LR	Normal	33

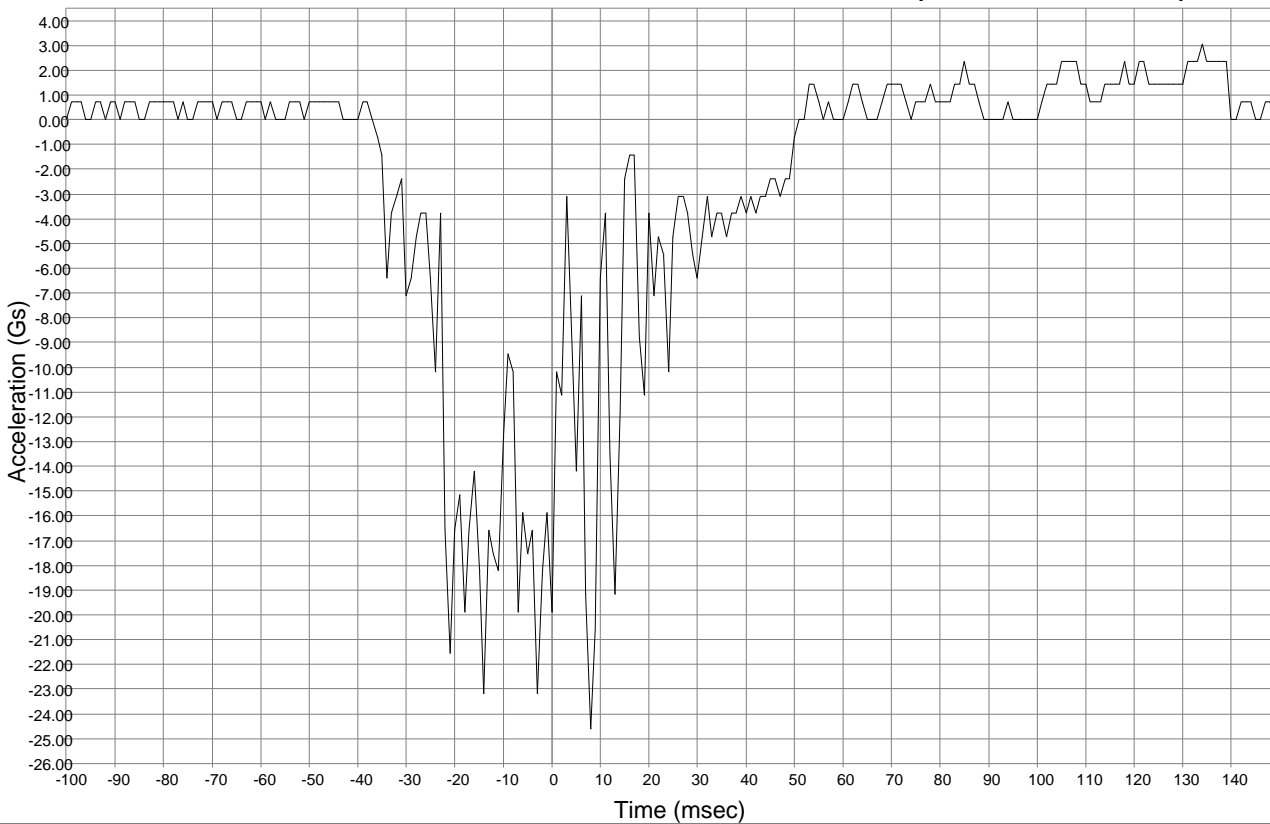
Pre-crash data (Most Recent Event - table 5 of 5)

Time Stamp (sec)	Tire 2 Location (if equipped)	Tire 2 Pressure Status (if equipped)	Tire 2 Pressure (psi) (if equipped)	Tire 3 Location (if equipped)	Tire 3 Pressure Status (if equipped)	Tire 3 Pressure (psi) (if equipped)	Cruise Control System Status	Cruise Control System Active
-5.0	RF	Normal	32	Spare	Normal	N/A	Off	No
-4.9	RF	Normal	32	Spare	Normal	N/A	Off	No
-4.8	RF	Normal	32	Spare	Normal	N/A	Off	No
-4.7	RF	Normal	32	Spare	Normal	N/A	Off	No
-4.6	RF	Normal	32	Spare	Normal	N/A	Off	No
-4.5	RR	Low	26	Spare	Normal	N/A	Off	No
-4.4	RR	Low	26	Spare	Normal	N/A	Off	No
-4.3	RR	Low	26	Spare	Normal	N/A	Off	No
-4.2	RR	Low	26	Spare	Normal	N/A	Off	No
-4.1	RR	Low	26	Spare	Normal	N/A	Off	No
-4.0	RR	Low	26	Spare	Normal	N/A	Off	No
-3.9	RR	Low	26	Spare	Normal	N/A	Off	No
-3.8	RR	Low	26	Spare	Normal	N/A	Off	No
-3.7	RR	Low	26	Spare	Normal	N/A	Off	No
-3.6	RR	Low	26	Spare	Normal	N/A	Off	No
-3.5	RF	Normal	32	Spare	Normal	N/A	Off	No
-3.4	RF	Normal	32	Spare	Normal	N/A	Off	No
-3.3	RF	Normal	32	Spare	Normal	N/A	Off	No
-3.2	RF	Normal	32	Spare	Normal	N/A	Off	No
-3.1	RF	Normal	32	Spare	Normal	N/A	Off	No
-3.0	RF	Normal	32	Spare	Normal	N/A	Off	No
-2.9	RF	Normal	32	Spare	Normal	N/A	Off	No
-2.8	RF	Normal	32	Spare	Normal	N/A	Off	No
-2.7	RF	Normal	32	Spare	Normal	N/A	Off	No
-2.6	RF	Normal	32	Spare	Normal	N/A	Off	No
-2.5	RR	Low	26	Spare	Normal	N/A	Off	No
-2.4	RR	Low	26	Spare	Normal	N/A	Off	No
-2.3	RR	Low	26	Spare	Normal	N/A	Off	No
-2.2	RR	Low	26	Spare	Normal	N/A	Off	No
-2.1	RR	Low	26	Spare	Normal	N/A	Off	No
-2.0	RR	Low	26	Spare	Normal	N/A	Off	No
-1.9	RR	Low	26	Spare	Normal	N/A	Off	No
-1.8	RR	Low	26	Spare	Normal	N/A	Off	No
-1.7	RR	Low	26	Spare	Normal	N/A	Off	No
-1.6	RR	Low	26	Spare	Normal	N/A	Off	No
-1.5	RF	Normal	32	Spare	Normal	N/A	Off	No
-1.4	RF	Normal	32	Spare	Normal	N/A	Off	No
-1.3	RF	Normal	32	Spare	Normal	N/A	Off	No
-1.2	RF	Normal	32	Spare	Normal	N/A	Off	No
-1.1	RF	Normal	32	Spare	Normal	N/A	Off	No
-1.0	RF	Normal	32	Spare	Normal	N/A	Off	No
-0.9	RF	Normal	32	Spare	Normal	N/A	Off	No
-0.8	RF	Normal	32	Spare	Normal	N/A	Off	No
-0.7	RF	Normal	32	Spare	Normal	N/A	Off	No
-0.6	RF	Normal	32	Spare	Normal	N/A	Off	No
-0.5	RR	Low	26	Spare	Normal	N/A	Off	No
-0.4	RR	Low	26	Spare	Normal	N/A	Off	No
-0.3	RR	Low	26	Spare	Normal	N/A	Off	No
-0.2	RR	Low	26	Spare	Normal	N/A	Off	No
-0.1	RR	Low	26	Spare	Normal	N/A	Off	No

2B3KA43G08H***** Longitudinal Crash Pulse (Most Recent Event)



2B3KA43G08H***** Lateral Crash Pulse (Most Recent Event)



Longitudinal Crash Pulse (Most Recent Event)

Time (msec)	Recorded Vehicle Longitudinal Acceleration (g)
-100	0.00
-99	0.00
-98	0.00
-97	0.00
-96	0.00
-95	0.00
-94	0.00
-93	0.00
-92	0.00
-91	0.00
-90	0.00
-89	0.00
-88	0.00
-87	0.00
-86	0.00
-85	0.00
-84	0.00
-83	0.00
-82	0.00
-81	0.00
-80	0.00
-79	0.00
-78	0.00
-77	0.00
-76	0.00
-75	0.00
-74	0.00
-73	0.00
-72	0.00
-71	0.00
-70	0.00
-69	0.00
-68	0.00
-67	0.00
-66	0.00
-65	0.00
-64	0.00
-63	0.00
-62	0.00
-61	0.00
-60	0.00
-59	0.00
-58	0.00
-57	0.00
-56	0.00
-55	0.00
-54	0.00
-53	0.00
-52	0.00
-51	0.00

Time (msec)	Recorded Vehicle Longitudinal Acceleration (g)
-50	0.00
-49	0.00
-48	0.00
-47	0.00
-46	0.00
-45	0.00
-44	0.00
-43	0.00
-42	0.00
-41	0.00
-40	0.00
-39	0.00
-38	0.00
-37	0.00
-36	-0.98
-35	-1.96
-34	-1.96
-33	-0.98
-32	0.00
-31	0.00
-30	0.00
-29	0.00
-28	0.00
-27	-0.98
-26	-3.92
-25	-5.88
-24	-7.84
-23	-4.90
-22	-4.90
-21	-5.88
-20	-2.94
-19	-3.92
-18	-6.86
-17	-8.82
-16	-9.80
-15	-8.82
-14	-3.92
-13	-8.82
-12	-8.82
-11	-8.82
-10	-8.82
-9	-8.82
-8	-8.82
-7	-4.90
-6	-3.92
-5	-5.88
-4	-5.88
-3	-2.94
-2	-0.98
-1	-3.92

Time (msec)	Recorded Vehicle Longitudinal Acceleration (g)
0	-3.92
1	-7.84
2	-4.90
3	-2.94
4	0.00
5	-0.98
6	-0.98
7	-0.98
8	2.94
9	0.00
10	1.96
11	-4.90
12	-2.94
13	-0.98
14	-0.98
15	1.96
16	-3.92
17	-3.92
18	-3.92
19	-3.92
20	-5.88
21	-0.98
22	-1.96
23	-6.86
24	-5.88
25	-3.92
26	-2.94
27	-1.96
28	-2.94
29	-3.92
30	-2.94
31	-1.96
32	-0.98
33	0.00
34	-0.98
35	0.00
36	-0.98
37	-1.96
38	0.00
39	0.00
40	-0.98
41	0.00
42	0.00
43	0.00
44	0.00
45	0.00
46	0.00
47	0.00
48	0.00
49	0.00

Longitudinal Crash Pulse (Most Recent Event)

Time (msec)	Recorded Vehicle Longitudinal Acceleration (g)	Time (msec)	Recorded Vehicle Longitudinal Acceleration (g)
50	0.00	100	0.00
51	0.00	101	0.00
52	0.00	102	0.00
53	0.00	103	0.00
54	0.00	104	0.00
55	0.00	105	0.00
56	0.00	106	0.00
57	0.00	107	0.00
58	0.00	108	0.00
59	0.00	109	0.00
60	0.00	110	0.00
61	0.00	111	0.00
62	0.00	112	0.00
63	0.00	113	0.00
64	0.00	114	0.00
65	0.00	115	0.00
66	0.00	116	0.00
67	0.00	117	0.00
68	0.00	118	0.00
69	0.00	119	0.00
70	0.00	120	0.00
71	0.00	121	0.00
72	0.00	122	0.00
73	0.00	123	0.00
74	-0.98	124	0.00
75	0.00	125	0.00
76	0.00	126	0.00
77	0.00	127	0.00
78	0.00	128	0.00
79	0.00	129	0.00
80	0.00	130	0.00
81	0.00	131	0.00
82	0.00	132	0.00
83	0.00	133	0.00
84	0.00	134	0.00
85	0.00	135	0.00
86	0.00	136	0.00
87	0.00	137	0.00
88	0.00	138	0.00
89	0.00	139	0.00
90	0.00	140	0.00
91	0.00	141	0.00
92	0.00	142	0.00
93	0.00	143	0.00
94	0.00	144	0.00
95	0.00	145	0.00
96	0.00	146	0.00
97	0.00	147	0.00
98	0.00	148	0.00
99	0.00	149	0.00

Lateral Crash Pulse (Most Recent Event)

Time (msec)	Recorded Vehicle Lateral Acceleration (g)
-100	0.00
-99	0.71
-98	0.71
-97	0.71
-96	0.00
-95	0.00
-94	0.71
-93	0.71
-92	0.00
-91	0.71
-90	0.71
-89	0.00
-88	0.71
-87	0.71
-86	0.71
-85	0.00
-84	0.00
-83	0.71
-82	0.71
-81	0.71
-80	0.71
-79	0.71
-78	0.71
-77	0.00
-76	0.71
-75	0.00
-74	0.00
-73	0.71
-72	0.71
-71	0.71
-70	0.71
-69	0.00
-68	0.71
-67	0.71
-66	0.71
-65	0.00
-64	0.00
-63	0.71
-62	0.71
-61	0.71
-60	0.71
-59	0.00
-58	0.71
-57	0.00
-56	0.00
-55	0.00
-54	0.71
-53	0.71
-52	0.71
-51	0.00

Time (msec)	Recorded Vehicle Lateral Acceleration (g)
-50	0.71
-49	0.71
-48	0.71
-47	0.71
-46	0.71
-45	0.71
-44	0.71
-43	0.00
-42	0.00
-41	0.00
-40	0.00
-39	0.71
-38	0.71
-37	0.00
-36	-0.71
-35	-1.42
-34	-6.39
-33	-3.79
-32	-3.08
-31	-2.37
-30	-7.10
-29	-6.39
-28	-4.73
-27	-3.79
-26	-3.79
-25	-6.39
-24	-10.18
-23	-3.79
-22	-16.57
-21	-21.54
-20	-16.57
-19	-15.15
-18	-19.89
-17	-16.57
-16	-14.20
-15	-18.23
-14	-23.20
-13	-16.57
-12	-17.52
-11	-18.23
-10	-12.78
-9	-9.47
-8	-10.18
-7	-19.89
-6	-15.86
-5	-17.52
-4	-16.57
-3	-23.20
-2	-18.23
-1	-15.86

Time (msec)	Recorded Vehicle Lateral Acceleration (g)
0	-19.89
1	-10.18
2	-11.13
3	-3.08
4	-7.81
5	-14.20
6	-7.10
7	-19.18
8	-24.62
9	-20.60
10	-6.39
11	-3.79
12	-13.49
13	-19.18
14	-11.84
15	-2.37
16	-1.42
17	-1.42
18	-8.76
19	-11.13
20	-3.79
21	-7.10
22	-4.73
23	-5.45
24	-10.18
25	-4.73
26	-3.08
27	-3.08
28	-3.79
29	-5.45
30	-6.39
31	-4.73
32	-3.08
33	-4.73
34	-3.79
35	-3.79
36	-4.73
37	-3.79
38	-3.79
39	-3.08
40	-3.79
41	-3.08
42	-3.79
43	-3.08
44	-3.08
45	-2.37
46	-2.37
47	-3.08
48	-2.37
49	-2.37

Lateral Crash Pulse (Most Recent Event)

Time (msec)	Recorded Vehicle Lateral Acceleration (g)	Time (msec)	Recorded Vehicle Lateral Acceleration (g)
50	-0.71	100	0.00
51	0.00	101	0.71
52	0.00	102	1.42
53	1.42	103	1.42
54	1.42	104	1.42
55	0.71	105	2.37
56	0.00	106	2.37
57	0.71	107	2.37
58	0.00	108	2.37
59	0.00	109	1.42
60	0.00	110	1.42
61	0.71	111	0.71
62	1.42	112	0.71
63	1.42	113	0.71
64	0.71	114	1.42
65	0.00	115	1.42
66	0.00	116	1.42
67	0.00	117	1.42
68	0.71	118	2.37
69	1.42	119	1.42
70	1.42	120	1.42
71	1.42	121	2.37
72	1.42	122	2.37
73	0.71	123	1.42
74	0.00	124	1.42
75	0.71	125	1.42
76	0.71	126	1.42
77	0.71	127	1.42
78	1.42	128	1.42
79	0.71	129	1.42
80	0.71	130	1.42
81	0.71	131	2.37
82	0.71	132	2.37
83	1.42	133	2.37
84	1.42	134	3.08
85	2.37	135	2.37
86	1.42	136	2.37
87	1.42	137	2.37
88	0.71	138	2.37
89	0.00	139	2.37
90	0.00	140	0.00
91	0.00	141	0.00
92	0.00	142	0.71
93	0.00	143	0.71
94	0.71	144	0.71
95	0.00	145	0.00
96	0.00	146	0.00
97	0.00	147	0.71
98	0.00	148	0.71
99	0.00	149	0.00

Angular Rate (Most Recent Event) (if equipped)

Contains No Recorded data

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.

5A 87 02 03 03 03 80 00 00 09 11 01 30 34 38 39 36 30 39 38 41 45

5A 88 32 42 33 4B 41 34 33 47 30 38 48 2A 2A 2A 2A 2A

5A 90 32 42 33 4B 41 34 33 47 30 38 48 2A 2A 2A 2A 2A

61 0D FF

61 E1 54 35 32 4D 44 33 34 31 37 41 31 36 32 32

61 EA 00 80 02 C0 C0 93 40

71 02 01 00 CC 01 25 0F 01 C0 E3 C0 B4 C0 C0 C0 E4 8A E2 00 81 00 01 01 27 D9 16 0B 25 0C 00 CC
00 44 01 03 21 0C 1A 00 FF 01 0D A8 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 01 CC 01 2A 11 01 C1 09 C0 D7 C0 E0 C1 0D 8B A0 00 81 00 01 01 27 D9 16 0B 24 0C 00 CC
00 44 01 03 21 0C 1A 00 FF 01 0D B4 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 02 CC 01 2E 12 01 C1 28 C0 F5 C0 FD C1 27 8B 49 00 81 00 01 01 27 D9 16 0B 24 0C 00 CC
00 44 01 03 21 0C 1A 00 FF 01 0D D4 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 03 CC 01 31 14 01 C1 3F C1 13 C1 19 C1 3F 8B 38 00 81 00 01 01 27 D9 16 0B 25 0C 00 CC
00 44 01 03 21 0C 1A 00 FF 01 0D F8 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 04 CC 01 33 14 01 C1 51 C1 22 C1 29 C1 53 8B D4 00 81 00 01 01 27 D9 16 0B 27 0C 00 CC
00 44 01 03 21 0C 1A 00 FF 01 0E 20 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 05 CC 01 34 14 01 C1 56 C1 26 C1 31 C1 5D 8C 2A 00 81 00 01 01 27 D9 16 0B 29 0C 00 CC
00 44 01 01 20 02 20 00 FF 01 0E 1C 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 06 CC 01 35 15 01 C1 5B C1 2A C1 35 C1 63 8C 70 00 81 00 01 01 26 D9 16 0B 2C 0C 00 CC
00 44 01 01 20 02 20 00 FF 01 0E 14 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 07 CC 01 36 15 01 C1 5D C1 2D C1 34 C1 62 8C 5E 00 81 00 01 01 27 D9 16 0B 33 0C 00 CC
00 44 01 01 20 02 20 00 FF 01 0E 14 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 08 CC 01 38 14 01 C1 5A C1 2F C1 35 C1 61 8B D4 00 80 00 00 01 2B D5 16 0B 3A 10 00 C0
00 44 01 01 20 02 20 00 FF 01 0E 18 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 09 CC 01 3F 14 01 C1 54 C1 2B C1 30 C1 5A 8B 38 00 80 00 00 01 2D D3 16 0B 45 12 00 C0
00 44 01 01 20 02 20 00 FF 01 0E 28 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 0A CC 01 46 13 01 C1 49 C1 24 C1 23 C1 4C 8A D0 00 80 00 00 01 30 D0 16 0B 5F 15 00 C0
00 44 01 01 20 02 20 00 FF 01 0E 34 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 0B CC 01 48 12 01 C1 39 C1 16 C1 13 C1 3A 8A 12 00 80 00 00 01 70 90 53 00 78 55 40 C0
00 44 01 01 20 02 20 00 FF 01 0E 34 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 0C CC 01 44 11 01 C1 28 C1 06 C1 05 C1 2C 89 31 00 80 00 00 01 6C 93 7A 3E 78 51 5A C0
00 44 01 01 20 02 20 00 FF 01 0E 38 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 0D CC 01 3F 10 01 C1 19 C0 FC C0 F7 C1 19 88 95 00 80 00 00 01 63 9C 7D 3F 76 48 5D C0
00 44 01 01 20 02 20 00 FF 01 0E 48 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 0E CC 01 39 10 01 C1 0C C0 F0 C0 F1 C1 0E 87 D6 00 80 00 00 01 58 A8 7D 3F 71 3D 5D C0
00 44 01 01 20 02 20 00 FF 01 0E 60 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

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71 02 01 10 CC 01 2F 0F 01 C1 01 C0 E7 C0 E9 C1 01 86 48 00 80 00 00 01 42 BE 73 3B 43 27 52 C0


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71 02 01 28 CC 01 32 06 01 C0 71 C0 69 C0 66 C0 71 82 4B 00 80 00 00 01 3B C4 4C 26 57 20 2C C0
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