

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	1B3HB48B07D268108
User	SDM/KTJ/JMH
Case Number	Tech Class
EDR Data Imaging Date	11/08/2010
Crash Date	
Filename	1B3HB48B07D268108_ACM.CDRX
Saved on	Monday, November 8 2010 at 18:19:00
Collected with CDR version	Crash Data Retrieval Tool 3.5.1
Reported with CDR version	Crash Data Retrieval Tool 3.5.1
EDR Device Type	airbag control module
Event(s) recovered	Most Recent Event

Comments

Classroom test..direct to box

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 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 - 2010 Dodge Grand Caravan, 2008-2010 Chrysler Town and Country and 2009-2010 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.
- 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 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:

- If power to the ACM is lost during a deployment 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.
- 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 - 2011 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 - 2011 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.
- 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.
- Vehicle Data (Pre-Crash) is transmitted to the Airbag Control Module, by various vehicle control modules, 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 - 2010 Dodge Grand Caravan, 2008-2010 Chrysler Town and Country and 2009-2010 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.

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:

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.
- Traction Control Button (if equip.)- When the button is “ON”, (driver has pushed the button), the Traction Control system is “Disabled”. When the button is “OFF”, the Traction Control system is “Enabled”.
- 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:
 - o 2005 - 2007 Grand Cherokee
 - o 2006 - 2007 Commander
 - o 2005 - 2010 300, Magnum, and Charger
 - o 2008 - 2010 Challenger
 - Steering Input polarity is negative for right turns on:
 - o 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 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 can always 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.
- 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_r005

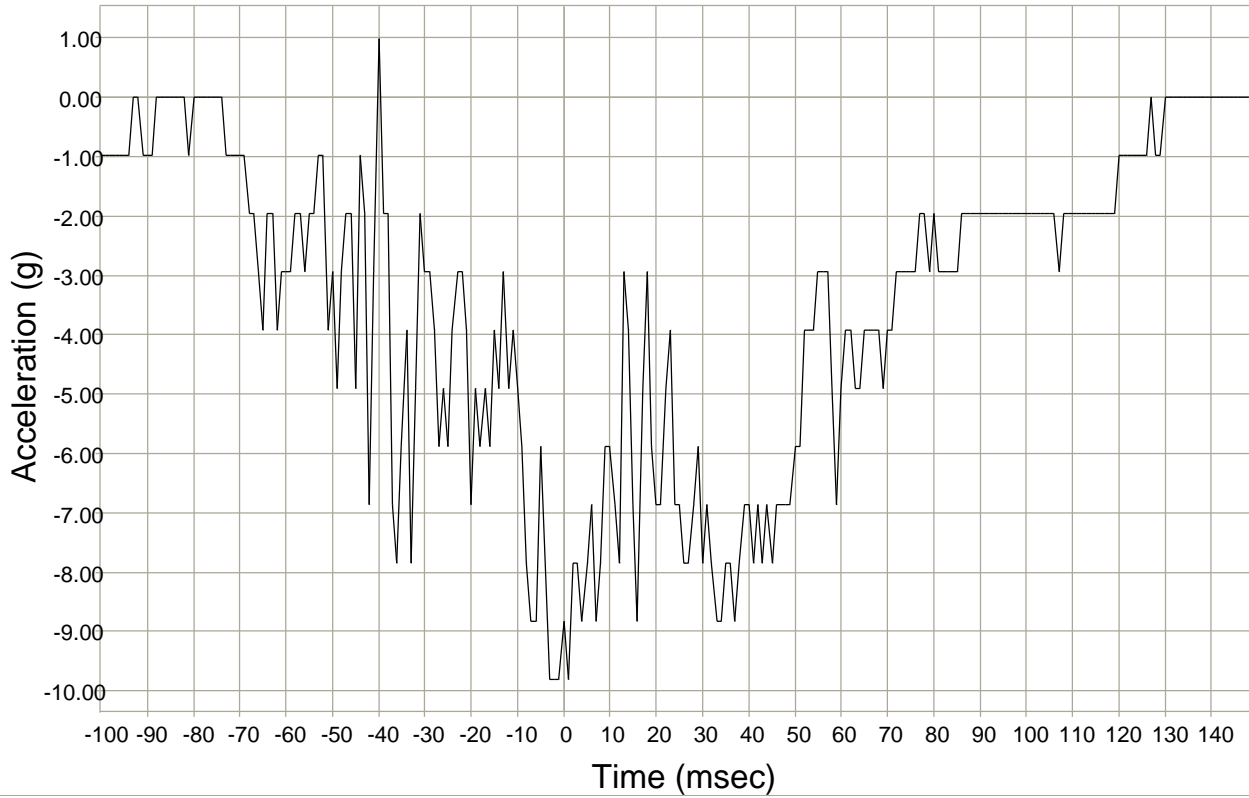
System Status at Retrieval

Original VIN	1B3HB48B07D268108
Airbag Control Module Part Number	04672501AE
Airbag Control Module Serial Number	TNOME0227O0713
Airbag Control Module Supplier	TRW

System Configuration at Retrieval

Configured for 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 Knee Airbag	Yes
Configured for Left Curtain #1	Yes
Configured for Right Curtain #1	Yes
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	Yes
Configured for Left Side Sensor #2	Yes
Configured for Left Side Sensor #3	No
Configured for Right Side Sensor #1	Yes
Configured for Right Side Sensor #2	Yes
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 Front Passenger Seat Track Position Sensor	Yes
Configured for Passenger Airbag Disable Switch	No
Configured for Front Passenger Occupant Classification System	Yes

Longitudinal Crash Pulse (Most Recent Event)



Longitudinal Crash Pulse (Most Recent Event)

Time (msec)	Longitudinal Acceleration (g)
-100	-0.98
-99	-0.98
-98	-0.98
-97	-0.98
-96	-0.98
-95	-0.98
-94	-0.98
-93	0.00
-92	0.00
-91	-0.98
-90	-0.98
-89	-0.98
-88	0.00
-87	0.00
-86	0.00
-85	0.00
-84	0.00
-83	0.00
-82	0.00
-81	-0.98
-80	0.00
-79	0.00
-78	0.00
-77	0.00
-76	0.00
-75	0.00
-74	0.00
-73	-0.98
-72	-0.98
-71	-0.98
-70	-0.98
-69	-0.98
-68	-1.96
-67	-1.96
-66	-2.94
-65	-3.92
-64	-1.96
-63	-1.96
-62	-3.92
-61	-2.94
-60	-2.94
-59	-2.94
-58	-1.96
-57	-1.96
-56	-2.94
-55	-1.96
-54	-1.96
-53	-0.98
-52	-0.98
-51	-3.92

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

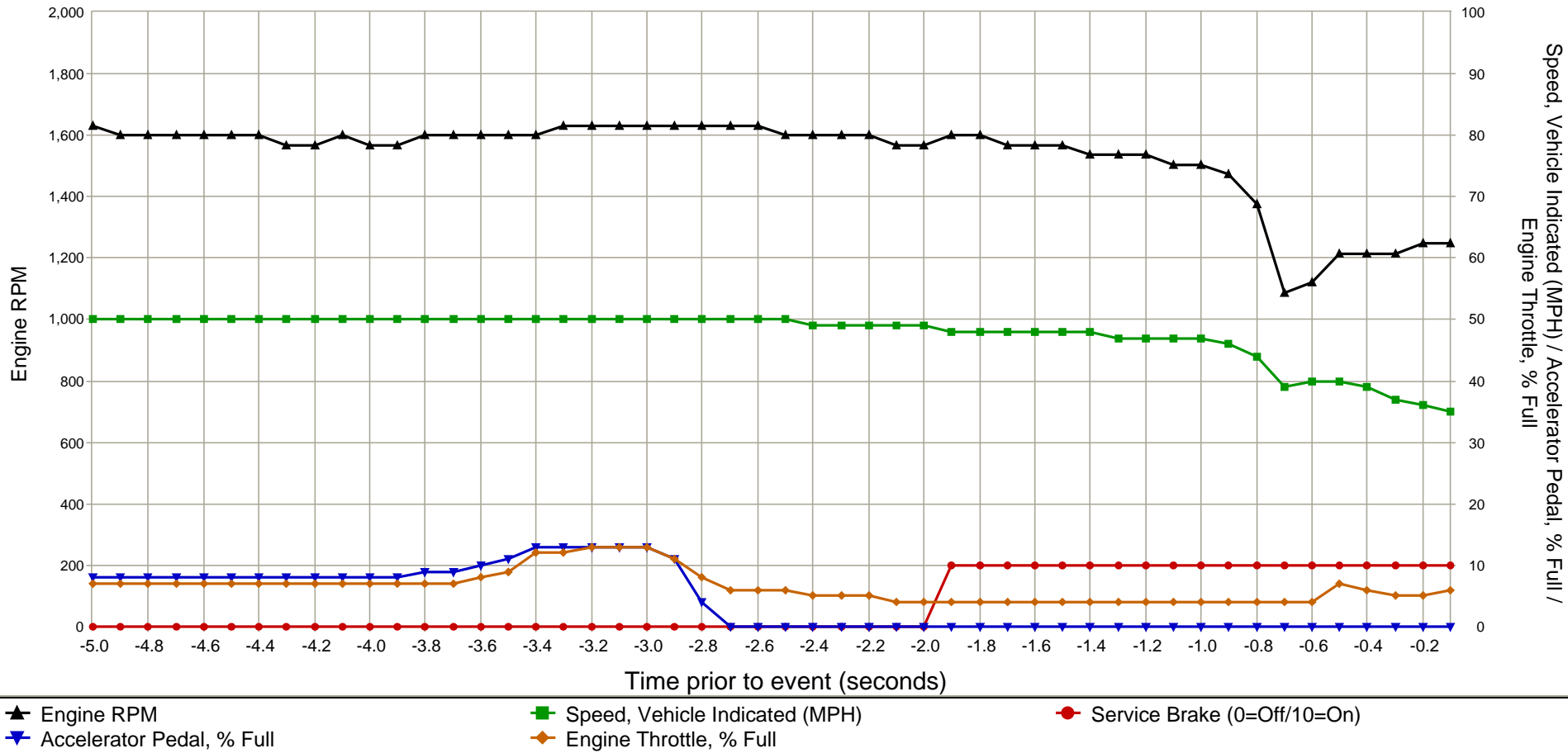
Time (msec)	Longitudinal Acceleration (g)
0	-8.82
1	-9.80
2	-7.84
3	-7.84
4	-8.82
5	-7.84
6	-6.86
7	-8.82
8	-7.84
9	-5.88
10	-5.88
11	-6.86
12	-7.84
13	-2.94
14	-3.92
15	-6.86
16	-8.82
17	-4.90
18	-2.94
19	-5.88
20	-6.86
21	-6.86
22	-4.90
23	-3.92
24	-6.86
25	-6.86
26	-7.84
27	-7.84
28	-6.86
29	-5.88
30	-7.84
31	-6.86
32	-7.84
33	-8.82
34	-8.82
35	-7.84
36	-7.84
37	-8.82
38	-7.84
39	-6.86
40	-6.86
41	-7.84
42	-6.86
43	-7.84
44	-6.86
45	-7.84
46	-6.86
47	-6.86
48	-6.86
49	-6.86

Longitudinal Crash Pulse (Most Recent Event)

Time (msec)	Longitudinal Acceleration (g)
50	-5.88
51	-5.88
52	-3.92
53	-3.92
54	-3.92
55	-2.94
56	-2.94
57	-2.94
58	-4.90
59	-6.86
60	-4.90
61	-3.92
62	-3.92
63	-4.90
64	-4.90
65	-3.92
66	-3.92
67	-3.92
68	-3.92
69	-4.90
70	-3.92
71	-3.92
72	-2.94
73	-2.94
74	-2.94
75	-2.94
76	-2.94
77	-1.96
78	-1.96
79	-2.94
80	-1.96
81	-2.94
82	-2.94
83	-2.94
84	-2.94
85	-2.94
86	-1.96
87	-1.96
88	-1.96
89	-1.96
90	-1.96
91	-1.96
92	-1.96
93	-1.96
94	-1.96
95	-1.96
96	-1.96
97	-1.96
98	-1.96
99	-1.96

Time (msec)	Longitudinal Acceleration (g)
100	-1.96
101	-1.96
102	-1.96
103	-1.96
104	-1.96
105	-1.96
106	-1.96
107	-2.94
108	-1.96
109	-1.96
110	-1.96
111	-1.96
112	-1.96
113	-1.96
114	-1.96
115	-1.96
116	-1.96
117	-1.96
118	-1.96
119	-1.96
120	-0.98
121	-0.98
122	-0.98
123	-0.98
124	-0.98
125	-0.98
126	-0.98
127	0.00
128	-0.98
129	-0.98
130	0.00
131	0.00
132	0.00
133	0.00
134	0.00
135	0.00
136	0.00
137	0.00
138	0.00
139	0.00
140	0.00
141	0.00
142	0.00
143	0.00
144	0.00
145	0.00
146	0.00
147	0.00
148	0.00
149	0.00

Pre-Crash Data (Most Recent Event)



Pre-Crash Data (Most Recent Event - table 1 of 3)

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

Time Stamp (sec)	Vehicle Event Recorder Status	Engine RPM	Speed, Vehicle Indicated (MPH [km/h])	Engine Throttle, % Full	Accelerator Pedal, % Full	Raw Manifold Pressure (kPa)	Service Brake	Brake Switch #2 Status
-5.0	Complete	1,632	50 [81]	7.5	8.3	57	Off	Open
-4.9	Complete	1,600	50 [81]	7.1	8.3	56	Off	Open
-4.8	Complete	1,600	50 [81]	6.7	7.9	54	Off	Open
-4.7	Complete	1,600	50 [81]	6.7	7.9	53	Off	Open
-4.6	Complete	1,600	50 [81]	6.7	7.9	52	Off	Open
-4.5	Complete	1,600	50 [81]	6.7	7.9	51	Off	Open
-4.4	Complete	1,600	50 [81]	6.7	7.9	50	Off	Open
-4.3	Complete	1,568	50 [81]	6.7	7.9	50	Off	Open
-4.2	Complete	1,568	50 [80]	6.7	7.9	50	Off	Open
-4.1	Complete	1,600	50 [80]	6.7	7.9	50	Off	Open
-4.0	Complete	1,568	50 [80]	6.7	7.9	49	Off	Open
-3.9	Complete	1,568	50 [80]	6.7	7.9	48	Off	Open
-3.8	Complete	1,600	50 [80]	7.1	8.7	48	Off	Open
-3.7	Complete	1,600	50 [80]	7.5	8.7	50	Off	Open
-3.6	Complete	1,600	50 [80]	8.3	10.2	52	Off	Open
-3.5	Complete	1,600	50 [80]	9.1	11.4	56	Off	Open
-3.4	Complete	1,600	50 [80]	11.8	13.4	61	Off	Open
-3.3	Complete	1,632	50 [80]	12.2	13.4	73	Off	Open
-3.2	Complete	1,632	50 [80]	12.6	13.4	76	Off	Open
-3.1	Complete	1,632	50 [80]	13.0	13.4	77	Off	Open
-3.0	Complete	1,632	50 [80]	12.6	13.4	78	Off	Open
-2.9	Complete	1,632	50 [80]	11.4	11.4	77	Off	Open
-2.8	Complete	1,632	50 [80]	7.9	4.3	72	Off	Open
-2.7	Complete	1,632	50 [80]	6.3	0.0	59	Off	Open
-2.6	Complete	1,632	50 [80]	5.9	0.0	53	Off	Open
-2.5	Complete	1,600	50 [80]	5.5	0.0	50	Off	Open
-2.4	Complete	1,600	49 [79]	5.1	0.0	47	Off	Open
-2.3	Complete	1,600	49 [79]	4.7	0.0	44	Off	Open
-2.2	Complete	1,600	49 [79]	4.7	0.0	42	Off	Open
-2.1	Complete	1,568	49 [79]	4.3	0.0	39	Off	Open
-2.0	Complete	1,568	49 [79]	4.3	0.0	37	Off	Open
-1.9	Complete	1,600	48 [78]	3.9	0.0	33	On	Closed
-1.8	Complete	1,600	48 [78]	4.3	0.0	30	On	Closed
-1.7	Complete	1,568	48 [78]	3.9	0.0	29	On	Closed
-1.6	Complete	1,568	48 [77]	3.9	0.0	27	On	Closed
-1.5	Complete	1,568	48 [77]	3.9	0.0	26	On	Closed
-1.4	Complete	1,536	48 [77]	3.5	0.0	26	On	Closed
-1.3	Complete	1,536	47 [76]	3.5	0.0	25	On	Closed
-1.2	Complete	1,536	47 [76]	3.5	0.0	23	On	Closed
-1.1	Complete	1,504	47 [76]	3.5	0.0	23	On	Closed
-1.0	Complete	1,504	47 [75]	3.5	0.0	22	On	Closed
-0.9	Complete	1,472	46 [74]	3.5	0.0	22	On	Closed
-0.8	Complete	1,376	44 [71]	3.5	0.0	23	On	Closed
-0.7	Complete	1,088	39 [62]	3.5	0.0	24	On	Closed
-0.6	Complete	1,120	40 [64]	4.3	0.0	25	On	Closed
-0.5	Complete	1,216	40 [65]	7.1	0.0	34	On	Closed
-0.4	Complete	1,216	39 [62]	5.5	0.0	39	On	Closed
-0.3	Complete	1,216	37 [60]	5.1	0.0	39	On	Closed
-0.2	Complete	1,248	36 [58]	5.1	0.0	39	On	Closed
-0.1	Complete	1,248	35 [57]	5.5	0.0	39	On	Closed

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

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

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

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

Time Stamp (sec)	ETC Lamp (if equip.)	ETC Lamp Flashing (if equip.)	Engine Torque Applied	Cruise Control System	Cruise Control Active
-5.0	Off	No	Yes	Off	No
-4.9	Off	No	Yes	Off	No
-4.8	Off	No	Yes	Off	No
-4.7	Off	No	Yes	Off	No
-4.6	Off	No	Yes	Off	No
-4.5	Off	No	Yes	Off	No
-4.4	Off	No	Yes	Off	No
-4.3	Off	No	Yes	Off	No
-4.2	Off	No	Yes	Off	No
-4.1	Off	No	Yes	Off	No
-4.0	Off	No	Yes	Off	No
-3.9	Off	No	Yes	Off	No
-3.8	Off	No	Yes	Off	No
-3.7	Off	No	Yes	Off	No
-3.6	Off	No	Yes	Off	No
-3.5	Off	No	Yes	Off	No
-3.4	Off	No	Yes	Off	No
-3.3	Off	No	Yes	Off	No
-3.2	Off	No	Yes	Off	No
-3.1	Off	No	Yes	Off	No
-3.0	Off	No	Yes	Off	No
-2.9	Off	No	Yes	Off	No
-2.8	Off	No	Yes	Off	No
-2.7	Off	No	Yes	Off	No
-2.6	Off	No	Yes	Off	No
-2.5	Off	No	Yes	Off	No
-2.4	Off	No	Yes	Off	No
-2.3	Off	No	Yes	Off	No
-2.2	Off	No	Yes	Off	No
-2.1	Off	No	Yes	Off	No
-2.0	Off	No	Yes	Off	No
-1.9	Off	No	Yes	Off	No
-1.8	Off	No	Yes	Off	No
-1.7	Off	No	Yes	Off	No
-1.6	Off	No	Yes	Off	No
-1.5	Off	No	Yes	Off	No
-1.4	Off	No	Yes	Off	No
-1.3	Off	No	Yes	Off	No
-1.2	Off	No	Yes	Off	No
-1.1	Off	No	Yes	Off	No
-1.0	Off	No	Yes	Off	No
-0.9	Off	No	Yes	Off	No
-0.8	Off	No	Yes	Off	No
-0.7	Off	No	Yes	Off	No
-0.6	Off	No	Yes	Off	No
-0.5	Off	No	Yes	Off	No
-0.4	Off	No	Yes	Off	No
-0.3	Off	No	Yes	Off	No
-0.2	Off	No	Yes	Off	No
-0.1	Off	No	Yes	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.

5A 87 02 27 01 54 FF 41 48 36 35 42 30 34 36 37 32 35 30 31 41 45

5A 88 31 42 33 48 42 34 38 42 30 37 44 32 36 38 31 30 38

5A 90 31 42 33 48 42 34 38 42 30 37 44 32 36 38 31 30 38

61 E1 54 4E 4F 4D 45 30 32 32 37 4F 30 37 31 33

61 EA 00 9A 02 DB 6C 00

73 E2 07 13 C5 9B 2E FF FF 9B 2A FF FF 9B 12 FF FF C1 54 FF FF D4 14 FF FF C0 19 FF FF 9B 22
FF FF 9B 1A FF FF

61 02 00 00 00 00 00

71 02 01 00 CC 01 27 39 00 04 25 DA 2D 16 31 0E 00 8C 00

71 02 01 01 CC 01 27 3A 00 04 25 DA 2D 16 31 0D 00 8C 00

71 02 01 02 CC 01 26 3C 00 04 25 DA 2D 16 31 0D 00 8C 00

71 02 01 03 CC 01 26 3E 01 04 26 D9 2D 16 31 0E 00 8C 00

71 02 01 04 CC 01 26 41 00 04 26 D8 2D 16 2A 12 00 8C 00

71 02 01 05 CC 01 23 40 00 04 26 D9 2D 16 1F 0B 00 8C 00

71 02 01 06 CC 01 22 3E 00 04 20 DE 2D 16 1E 09 00 8C 00

71 02 01 07 CC 01 2B 47 00 04 21 DE 2D 16 1D 09 00 8C 00

71 02 01 08 CC 01 2E 4A 01 04 21 DE 2D 16 1C 09 00 8C 00

71 02 01 09 CC 01 2F 4B 00 05 20 DE 2D 16 1C 09 00 8C 00

71 02 01 0A CC 01 2F 4C 00 04 21 DE 2D 16 1D 09 00 8C 00

71 02 01 0B CC 01 30 4C 00 04 20 DE 2D 16 1D 09 00 8C 00

71 02 01 0C CC 01 30 4C 00 04 21 DE 2D 16 1F 09 00 8C 00

71 02 01 0D CC 01 30 4D 01 04 21 DE 2D 16 20 09 00 8C 00

71 02 01 0E CC 01 31 4D 00 04 22 DD 2D 16 21 0A 00 8C 00

71 02 01 0F CC 01 31 4D 00 04 22 DD 2D 16 22 0A 00 8C 00

71 02 01 10 CC 01 31 4E 00 04 22 DD 2D 16 24 0A 00 8C 00

71 02 01 11 CC 01 32 4E 00 04 22 DD 2D 16 26 0B 00 8C 00

71 02 01 12 CC 01 32 4E 01 04 22 DD 2D 16 29 0A 00 8C 00

71 02 01 13 CC 01 31 4F 00 05 23 DC 2D 16 2E 0B 00 80 00

71 02 01 14 CC 01 31 4F 01 04 23 DC 2D 16 31 0B 00 80 00

71 02 01 15 CC 01 32 4F 00 04 24 DB 2D 16 34 0C 00 80 00
71 02 01 16 CC 01 32 4F 00 04 24 DB 2D 16 37 0C 00 80 00
71 02 01 17 CC 01 32 4F 01 04 25 DA 2D 16 3B 0D 00 80 00
71 02 01 18 CC 01 32 50 00 04 26 D9 2D 16 3E 0E 00 80 00
71 02 01 19 CC 01 33 50 00 04 26 D8 2D 16 42 0F 00 80 00
71 02 01 1A CC 01 33 50 00 04 28 D7 2D 16 4A 10 00 80 00
71 02 01 1B CC 01 33 50 00 04 2B D4 3E 1F 5A 14 0B 80 00
71 02 01 1C CC 01 33 50 01 04 34 CA 4F 27 60 1D 1D 80 00
71 02 01 1D CC 01 33 50 00 05 38 C7 56 2B 61 20 22 80 00
71 02 01 1E CC 01 33 50 00 04 39 C6 58 2C 60 21 22 80 00
71 02 01 1F CC 01 33 50 00 04 37 C8 59 2D 5F 20 22 80 00
71 02 01 20 CC 01 33 50 00 04 37 C8 59 2D 5B 1F 22 80 00
71 02 01 21 CC 01 32 50 01 04 36 C9 59 2C 4C 1E 22 80 00
71 02 01 22 CC 01 32 50 00 04 2F D1 55 2B 46 17 1D 80 00
71 02 01 23 CC 01 32 50 00 04 2E D2 51 29 41 15 1A 80 00
71 02 01 24 CC 01 32 50 00 04 2B D5 4E 27 3E 13 16 80 00
71 02 01 25 CC 01 32 50 00 04 2A D5 4B 26 3C 12 16 80 00
71 02 01 26 CC 01 31 50 01 04 29 D7 4A 25 3C 11 14 80 00
71 02 01 27 CC 01 31 50 00 05 29 D6 49 25 3D 11 14 80 00
71 02 01 28 CC 01 32 50 00 04 29 D6 49 25 3E 11 14 80 00
71 02 01 29 CC 01 31 50 00 04 29 D6 49 25 3E 11 14 80 00
71 02 01 2A CC 01 31 51 00 04 29 D6 49 25 3F 11 14 80 00
71 02 01 2B CC 01 32 51 01 04 29 D6 49 25 3F 11 14 80 00
71 02 01 2C CC 01 32 51 00 04 29 D6 49 25 40 11 14 80 00
71 02 01 2D CC 01 32 51 00 04 29 D6 49 25 41 11 14 80 00
71 02 01 2E CC 01 32 51 00 04 29 D6 49 25 42 11 14 80 00
71 02 01 2F CC 01 32 51 00 04 29 D6 49 25 43 11 14 80 00
71 02 01 30 CC 01 32 51 01 04 2A D5 49 25 46 12 15 80 00
71 02 01 31 CC 01 33 51 00 05 2B D4 49 25 47 13 15 80 00
7F 31 31 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
7F 31 31 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
7F 31 31 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

