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Special Crash Investigations On-Site Side Air Bag Non-Deployment Investigation Vehicle: 2015 Ram 2500 Location: Texas Crash Date: November 2016

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<p>16. <i>Abstract</i> This report documents the on-site investigation of a single vehicle rollover crash of a 2015 Ram 2500 and the non-deployment of the vehicle's roll-sensing inflatable curtain (IC) air bags. This crash occurred in an interchange area on the west road side of a straight, four-lane, divided, interstate highway. The Ram was a 4-door crew cab pickup truck equipped with multi-stage frontal air bags, front-seat-mounted side impact air bag, and rollover/side impact IC air bags that were compliant with Federal Motor Vehicle Safety Standard (FVMSS) No. 226, Ejection Mitigation. A belted 22-year-old male drove the vehicle. The Ram was traveling south in the right through lane when the driver fell asleep. The vehicle departed the right side of the roadway and sustained a front plane impact to a React 350 crash cushion (Event 1) followed by a right side leading rollover (Event 2). The Ram's IC air bags did not deploy during the rollover and the driver was partially ejected through the disintegrated left front glazing. The driver sustained police-reported "A" (incapacitating) injuries and was transported by helicopter to a hospital. The vehicle was towed from the crash scene due to damage. The SCI investigation determined that a roll sensor-related Data Trouble Code (DTC) was probably set due to physical exertion of the vehicle due to rough roadside surface as well as the impact to the crash cushion prior to the rollover as described in NHTSA recall 17V-302, resulting in non-deployment of the IC air bags.</p>			
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Special Crash Investigations
On-Site Air Bag Non-Deployment Investigation
Case Number - IN17033
Office Of Defects Investigation
Location – Texas
Vehicle - 2015 Ram 2500
Crash Date - November 2016

BACKGROUND

This report documents the on-site investigation of a single-vehicle rollover crash of a 2015 Ram 2500 (**Figure 1**) and the non-deployment of the vehicle’s roll-sensing inflatable curtain (IC) air bags. This crash investigation was initiated by the National Highway Traffic Safety Administration in November 2017 and assigned to the Special Crash Investigation (SCI) team at the Indiana University Transportation Research Center. The crash occurred in Texas in November 2016 during dark, early morning hours and was investigated by a local police agency. The Ram and the crash scene were inspected in November 2017.



Figure 1: The damaged 2015 Ram 2500

This crash occurred in an interchange area on the west road side of a straight, four-lane, divided, interstate highway. The Ram was a 4-door crew cab pickup truck equipped with multi-stage frontal air bags, front-seat-mounted side impact air bag, and rollover/side impact IC air bags that were compliant with Federal Motor Vehicle Safety Standard (FVMSS) No. 226, Ejection Mitigation. A belted 22-year-old male drove the vehicle. The Ram was traveling south in the right through lane when the driver fell asleep. The vehicle departed the right side of the roadway and sustained a front plane impact to a React 350 crash cushion (Event 1) followed by a right side leading rollover (Event 2). The Ram’s IC air bags did not deploy during the rollover and the driver was partially ejected through the disintegrated left front glazing. The driver sustained police-reported “A” (incapacitating) injuries and was transported by helicopter to a hospital. The vehicle was towed from the crash scene due to damage. The SCI investigation determined that a roll-sensor-related Data Trouble Code (DTC) was probably set due to physical exertion of the vehicle due to rough roadside surface as well as the impact to the crash cushion prior to the rollover as described in NHTSA recall 17V-302, resulting in non-deployment of the IC air bags.

CRASH SUMMARY

Crash Site

This crash occurred in dark early morning in an interchange area on the west roadides of a straight, four-lane, divided, interstate highway. The area was illuminated by artificial overhead lighting. The weather conditions were clear visibility, southeasterly winds at 16 km/h (8 mph), a temperature of 17.2 °C (63 °F), and a dew point of 17.2 °C (63 °F), according to local weather reports. The interstate had two bituminous lanes in each direction that were separated by a grass median and bordered by bituminous shoulders. A React 350 crash cushion that protected errant vehicles from the end of a concrete overpass bridge rail was located on the west side of the southbound lanes. The speed limit was 121 km/h (75 mph). The crash diagram is included at the end of this report.

Pre-Crash

The Ram was traveling south in the right through lane (**Figure 2**). The vehicle's event data recorder (EDR) reported that the vehicle was traveling 121 km/h (75 mph) at -5.0 seconds prior to algorithm enable (AE). The driver was fatigued after being awake for 26 hours and fell asleep, according to the police crash report. The vehicle's EDR-reported steering input indicated a gradual right steer from -2.9 to -1.8 seconds, indicating the driving was probably falling asleep and the vehicle was drifting to the right. The vehicle then departed the right side roadway departure. At -1.6 seconds the steering input began to increase back to the left probably indicating that the driver awoke and was attempting to steer the vehicle back onto the roadway. At -1.1 seconds the service brake was reported as "On" with antilock brake (ABS) activity reported as "Yes," and the vehicle speed was reported as 118 km/h (74 mph). At -1.0 seconds the stability control was reported as "Engaged" and a left steer angle of 80 degrees was reported. The service brake remained "On" with continued ABS and stability control activity as the left steering input continued to increase to -0.1 seconds, which was the end of the pre-crash reporting. The vehicle speed at this point was reported as 69 km/h (43 mph).



Figure 2: Southbound approach of the Ram

Crash

The Ram's front plane (**Figure 3**) struck the React 350 crash cushion (Event 1, **Figure 4**). The force direction on the vehicle was in the 12 o'clock sector and the impact resulted in actuation of the front seat belt pretensioners but no deployment of the driver's frontal air bag. WinSMASH could not be used to calculate delta V since an impact with a yielding object is out of



Figure 3: Crash cushion impact to front left corner of Ram

scope for the program. However, WinSMASH was used to calculate a barrier equivalent speed of 11 km/h (6.8 mph) based on the crush to the front plane. The result appeared reasonable.

The crash cushion impact caused the vehicle to rotate counterclockwise and it rolled over (Event 2, **Figure 5**), right side leading, an estimated 11 quarter turns across an estimated distance of 40 m (131 ft) coming to final rest on its left plane heading northeast. The IC air bags did not deploy and the driver was partially ejected through the disintegrated left front glazing during the rollover according to the police crash report.

Post-Crash

The police were notified of the crash at 0555 hours and arrived on scene at 0615 hours. The driver sustained police-reported “A” (incapacitating) injuries and was transported by ambulance to a hospital. The Ram was towed from the crash scene due to damage.

2015 RAM 2500

Description

The Ram was a 4-wheel-drive, 6-occupant, 4-door crew cab pickup truck with the Vehicle Identification Number (VIN) 3C6UR5DLXFGxxxxxx manufactured May 7, 2015. The vehicle was equipped with a 6.7-liter, I-6 turbo-charged diesel engine, 6-speed automatic transmission with sport shift feature, 4-wheel ABS, traction control, and electronic stability control. The vehicle was also equipped with multi-stage frontal air bags, front-seat-mounted side impact air bags, rollover/side impact IC air bags that were compliant with Federal Motor Vehicle Safety Standard (FVMSS) No. 226, ejection mitigation, and a tilt steering column, which was adjusted between the full-up and center positions. The vehicle’s EDR-reported odometer reading was 42,296 kilometers (26,281.4 miles). The specified wheelbase was 380 cm (149.5 in).

The vehicle manufacturer’s recommended tire size placard could not be accessed since the left front door was jammed shut. According to the 2015 Tire Guide there was an option of two recommended tire sizes: LT275/70R18 or LT285/60R20. The vehicle was equipped with Atturo Trailblade M/T tires size 35X12.5R20LT. The manufacturer’s recommended cold tire pressure for the front and rear tires was 240 kPa (35 psi). The tires were in good condition prior to the crash.



Figure 4: Southbound approach to impact with React 350 crash cushion



Figure 5: Post-impact travel to area of rollover, view southwest

The front row was equipped with driver, front row center, and front row right passenger cloth-covered bucket seats. The outboard seats had adjustable head restraints, while the center seat had no head restraint. The driver's seat track was adjusted to the rear-most position and the seat back was reclined 25 degrees aft of vertical. The top of the driver's head restraint was located 20 cm (7.9 in) above the top of the seat back. The remaining seat positions were unoccupied at the time of the crash.

Exterior Damage

Exterior Damage Event 1: The front plane of the Ram sustained direct and induced damage during the impact with the crash cushion. The direct damage began at the left corner of the front bumper and extended 53 cm (20.9 in) across the front plane. The Field L was 180 cm (70.9 in). The maximum residual crush was 13 cm (5.1 in) occurring at the left corner of the front bumper. The crush values were: $C_1 = 13$ cm (5.1 in), $C_2 = 0$ cm, $C_3 = 0$ cm, $C_4 = 0$ cm, $C_5 = 0$ cm, $C_6 = 0$ cm.

Damage Classifications Event 1: The Collision Deformation Classifications (CDC) 12FLEW1 (0 degrees). The severity of the damage was minor.

Exterior Damage Event 2: The vehicle sustained direct and induced damage to both side planes and the top plane during the rollover. The direct damage extended the full length of both side planes (550 cm [216.5 in.]). The direct damage on the top plane began at the front of the hood and extended onto the roof and bed. The maximum vertical crush was 15 cm (5.9 in.) occurring at the left corner of the windshield header. The maximum lateral crush was 5 cm (2.0 in.) occurring at the top of the left A-pillar.

Damage Classification Event 2: The CDC was 00TDDO3. The severity of the damage was moderate.

Event Data Recorder

The Ram's EDR was imaged with version 17.5 of the Bosch Crash Data Retrieval software and reported with version 19.3. The data was imaged via direct connection to the air bag control module. The EDR report is attached to the end of this report as **Appendix A**. A representative of Bosch was also present during the SCI vehicle inspection.

The EDR reported that five events occurred and of those five, three events entitled "Most Recent Event," "1st Prior Event," and "2nd Prior Event" were reported. The driver's seat belt status was reported as "Buckled." The ignition cycles at the time of the crash and when the data were imaged were reported as 1,341 and 1,350, respectively.

Most Recent Event: This event was recorded during the rollover and was reported as the fifth or last event in the series of five EDR-reported events. The time between this event and the 1st prior event (fourth event in the series of five) was reported at 1.5 sec. The EDR reported that a complete file was not recorded. No air bags were reported as deploying and the air bag warning light was reported as "On." The rollover "Angular Rate Data" table reported 2,500 msec of data

prior to time 0 and 2,420 msec of data following time 0. The angular rate was reported as 238 deg/sec of clockwise rotation about the vehicle's longitudinal axis from -2,500 msec to -2,040 msec, 0 deg/sec at -2,020 msec, and 238 deg/sec from -2,000 msec to -1,860 msec. The angular rate for the remaining data points was 0.00 deg/sec. DTCs B007F and E, B2207-00, and C10CC-00 were reported for this event. A service representative at a Ram dealer was contacted and stated that B007F and E were related to pretensioner deployment and indicated an open circuit. C10CC-00 was related to a "dynamic sensor fault" (probably the roll sensor) in the ACM and B2207-00 indicated a fault in the ACM.

1st Prior Event: This event was also recorded during the rollover and was reported as the fourth event in the series of five EDR-reported events. No air bags were reported as deploying and the air bag warning light was reported as "On." The time between this event and the 2nd prior event (second event in the series of five) was reported at 1.0 sec. The EDR reported that a complete file was recorded. DTCs B2207-00 and C10CC-00 were reported.

2nd Prior Event: This event was probably related to the impact with the React 350 crash cushion and was reported as the second event in the series of five EDR-reported events. The data for the first event in the series five was not reported. The time between the 2nd prior event and the non-reported first event was 0.33 sec. No air bags were reported as deploying; however, the driver's and front passenger's retractor-mounted pretensioners were reported to have deployed. The air bag warning lamp was reported as "Off" and no DTCs were reported. The maximum longitudinal and lateral delta Vs were reported as 0.0 km/h and -3 km/h (-1.9 mph), respectively.

Interior Damage

The interior of the Ram sustained severe damage from intrusion of the roof and left roof side rails. The most severe intrusions into the driver's seating position involved the top of the window frame, windshield header, and left roof side rail, which intruded vertically 23 cm (9.1 in), 19 cm (7.5 in), and 15 cm (5.9 in), respectively. Evidence of occupant contact consisted of two areas of scuffing on the roof from probable contact by the driver's head. Areas of possible occupant contact were also present on the outside top and back of the left front window frame. The left front and left rear doors were jammed shut. The right front and right rear doors remained closed and operational. The windshield was not present at the SCI vehicle inspection. It is not known if it was displaced from the vehicle during the crash. The remaining glazing was disintegrated during the rollover.

Manual Restraint Systems

The front and second row seating positions were equipped with lap and shoulder seat belts. The front row seat belts had adjustable upper anchors and retractor-mounted pretensioners. The EDR reported that each pretensioner actuated during the crash; however, this could not be confirmed during the SCI vehicle inspection. While the belt webbing for each belt would not spool, it could not be determined if this condition was due to damage to the B-pillar/retractor or pretensioner actuation. The driver's adjustable upper anchor was in the full-up position.

The driver was restrained by the lap and shoulder seat belt as evidenced by load marks on the belt webbing from the D-ring. The belt webbing had also been cut by emergency responders. The vehicle's EDR reported the driver seat belt status as "Buckled."

Supplemental Restraint Systems

The Ram was equipped with multi-stage frontal air bags, front-seat-mounted side impact air bags, and rollover/side impact IC air bags that were compliant with FVMSS No. 226. No air bags deployed during the crash.

NHTSA Recalls and Investigations

The Safercar.gov website was searched for recall information in January 2020 using the Ram's VIN. The search returned five active recalls on the vehicle, one of which involved the air bag system. The NHTSA recall was dated May 9, 2017, and the NHTSA and manufacturer's recall numbers were 17V-302 and T25, respectively. The recall stated that the occupant restraint control (ORC) module may activate a DTC due to external stimulus, which disables its ability to sense vehicle rollover events. When the DTC is set, air bag deployment and pretensioner actuation based on roll sensing is disabled. The remedy required that the ORC be reprogrammed with new software. The status of the recall was indicated as incomplete.

A Carfax report was also obtained on the vehicle that was the subject of this investigation. It reported that the vehicle had two owners. The estimated length of ownership for the first owner was seven months. No crashes, problems, issues, or recalls were reported for the first owner. The second owner purchased the vehicle in 2016 and was the owner of the vehicle when the crash that is the subject of this investigation occurred. The Carfax reported the manufacturer recall for the second owner.

Air Bag Non-Deployment Discussion

The SCI investigation determined that the vehicle sustained a frontal impact with a React 350 crash cushion, which resulted in counterclockwise rotation of the vehicle followed by a right side leading rollover. It is likely that the crash cushion impact and/or the resulting counterclockwise rotation provided the "external stimulus" referred to in the NHTSA recall and set the recall-referenced DTC resulting in non-deployment of the IC air bags. DTCs related to the vehicle's roll sensor were identified in the EDR report.

2015 RAM 2500 OCCUPANT

Driver Demographics

Age/sex:	22 years/male
Height:	Unknown
Weight:	Unknown
Eyewear:	Unknown
Seat type:	Bucket
Seat track position:	Rear-most

Manual restraint usage:	Lap and shoulder seat belt
Usage source:	Vehicle inspection, EDR
Air bags	Frontal, seat-mounted side impact, both ICs; not deployed
Alcohol/drug involvement:	None
Egress from vehicle:	Removed by emergency responders
Transport from scene:	Helicopter
Medical treatment:	Unknown

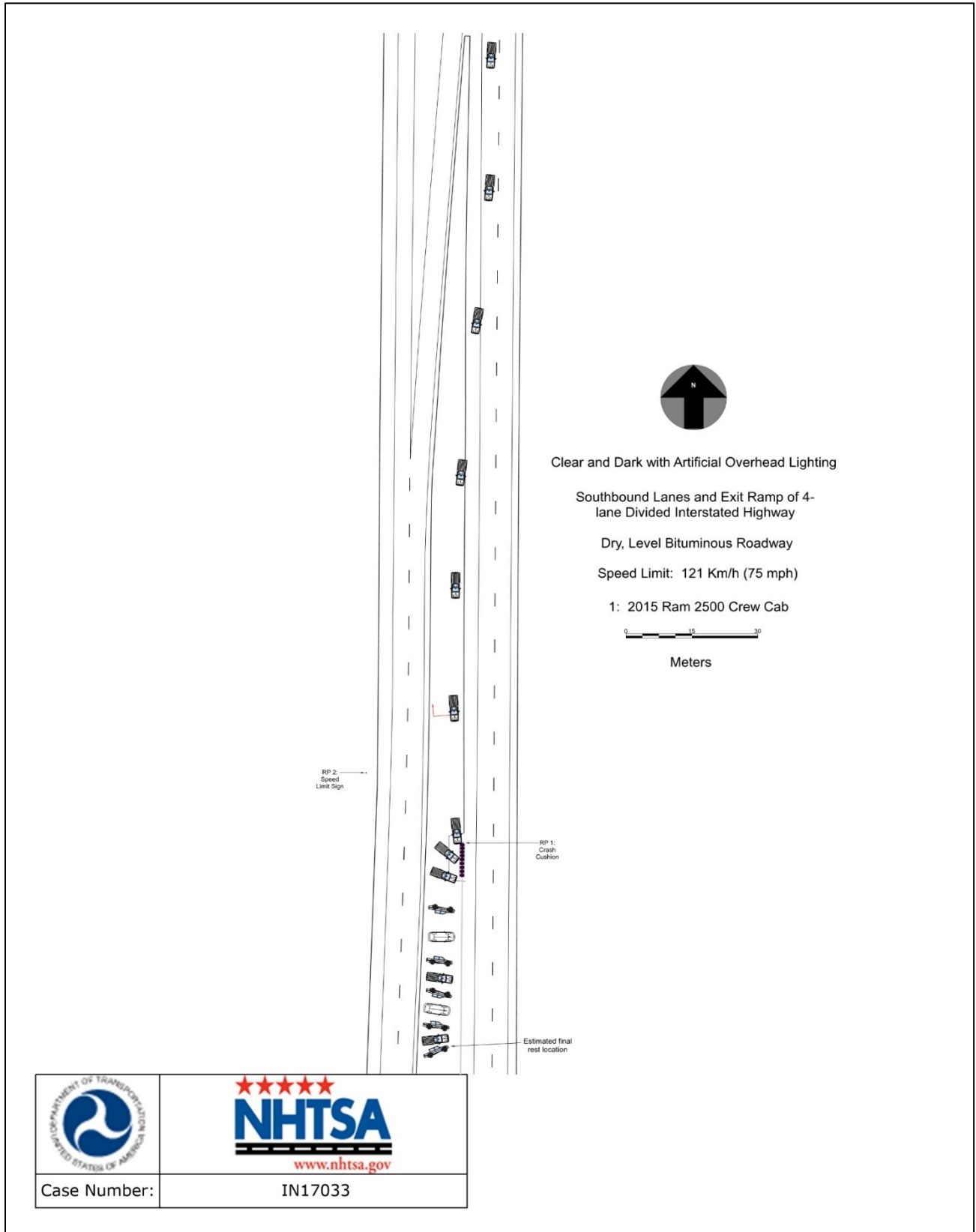
Driver Injuries

No injury information was available for the driver.

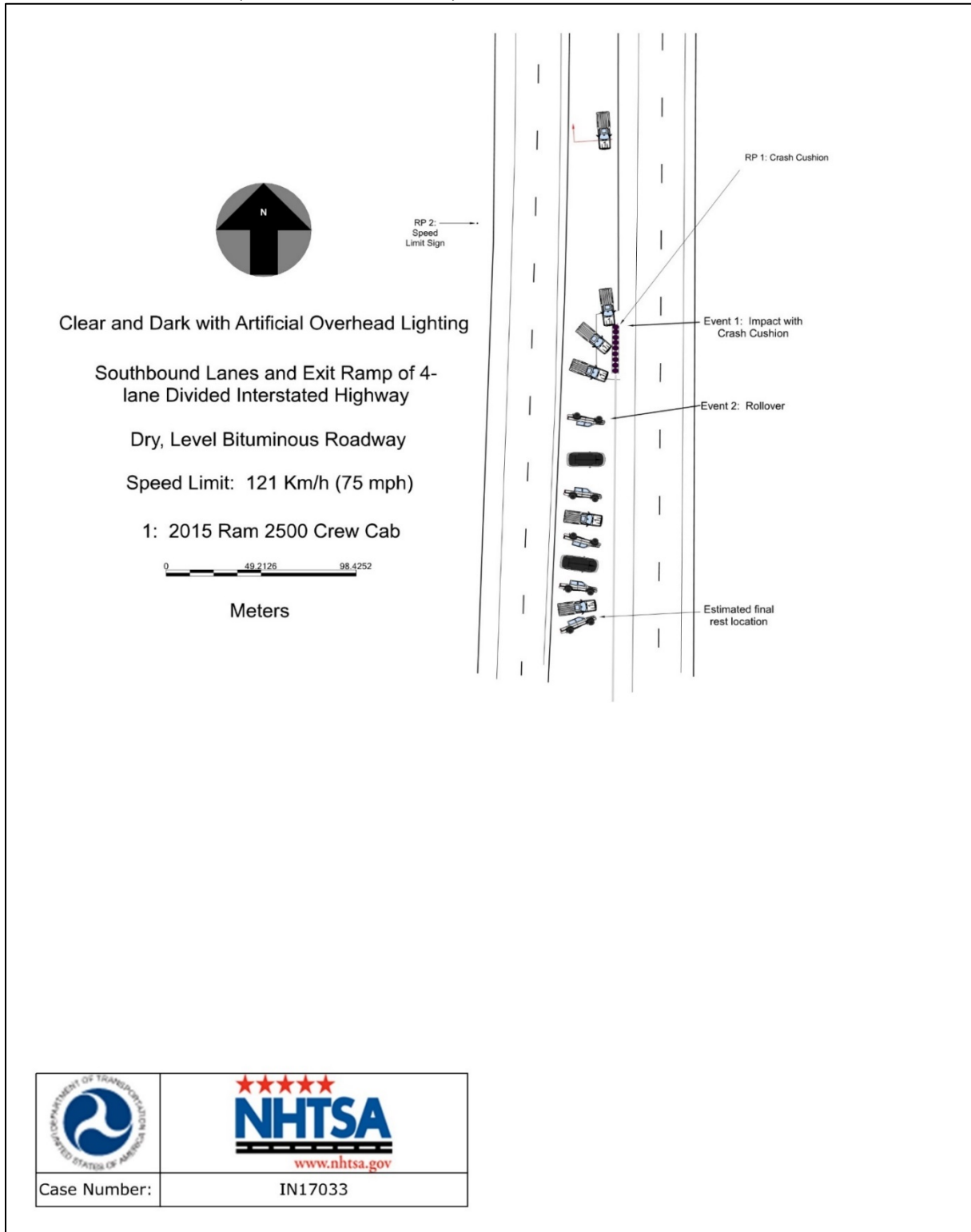
Driver Kinematics

The driver was restrained by a lap and shoulder seat belt and the seat track was adjusted to the rear-most position. The frontal impact with the crash cushion displaced the driver forward and he loaded his seat belt. The driver was then redirected to the right and in multiple directions in the seat belt as the vehicle rotated counterclockwise, decelerated, and rolled over, right side leading. The driver was partially ejected through the disintegrated left front glazing according to the police crash report. He sustained police-reported “A” (incapacitating) injuries and was transported by helicopter to a hospital. The driver’s injury status and treatment are not known.

CRASH DIAGRAM



CRASH DIAGRAM (DETAILED VIEW)



APPENDIX A: 2015 RAM 2500 EVENT DATA RECORDER (EDR) REPORT¹

¹ The EDR report contained in this technical report was imaged using the current version of the Bosch CDR software at the time of the vehicle inspection. The CDR report contained in the associated Crash Viewer application may differ relative to this report.

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	3C6UR5DLXFG*****
User	
Case Number	
EDR Data Imaging Date	
Crash Date	
Filename	201850S2IN17033_V1_ACM.CDRX
Saved on	
Imaged with CDR version	Crash Data Retrieval Tool 17.5
Imaged with Software Licensed to (Company Name)	NHTSA
Reported with CDR version	Crash Data Retrieval Tool 19.3
Reported with Software Licensed to (Company Name)	NHTSA
EDR Device Type	Airbag Control Module
Event(s) recovered	Most Recent Event 1st Prior Event 2nd Prior Event

Comments

No comments entered.

Data Limitations

AIRBAG CONTROL MODULE (ACM) DATA LIMITATIONS:

GENERAL INFORMATION:

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

- For additional definitions, please refer to the CDR Help File Glossary.
- As the VIN may be used to determine the configuration of the restraint system, it is imperative that the correct VIN be entered into the CDR Tool during the imaging process.
- For Fiat vehicles, the "Read VIN from Vehicle" feature in the CDR Tool will not work. The VIN will have to be manually entered.
- The 2019 MY RAM 1500 may take up to 30 minutes to retrieve the EDR data. The ignition will time out within 20 minutes so the vehicle flashers must be turned on within 20 minutes to keep the ignition and communication bus active.
- Lateral Delta V will not be displayed for the 2013 MY Jeep Compass and Patriot.
- Ignition Cycle, download/crash - For RAMs and Dodge Vipers, there are 2 internal ignition counters in the ACM. It is possible for the ignition cycles at download to be different than the ignition cycles at event due to the 2 different counters.
- The following table provides an explanation of the sign notation for data elements that may be included in this CDR report. All directional references to sign notation are from the perspective of the driver when seated in the vehicle facing the direction of forward vehicle travel.

Data Element Name	Positive Sign Notation Indicates
Delta-V, Longitudinal	Forward
Maximum Delta-V, Longitudinal	Forward
Delta-V, Lateral	Left to Right
Maximum Delta-V, Lateral	Left to Right
Angular Rate	Clockwise rotation around the longitudinal axis
Peripheral Sensors, X and Y	Outside to Inside
Pressure Sensors	Compression of air
Internal Y Acceleration	Left to Right
Low-g Z Acceleration	Downward
Steering Input	Steering wheel turned counter clockwise
Yaw Rate	Counter clockwise rotation

CDR FILE INFORMATION:

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

Event(s) Recovered definitions:

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

SYSTEM STATUS AT RETRIEVAL:

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

SYSTEM CONFIGURATION AT RETRIEVAL/EVENT:

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

SYSTEM STATUS AT EVENT:

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

time from event 1 to 2 will be shown as time from that non-stored event.

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

DEPLOYMENT COMMAND DATA:

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

DTCs PRESENT AT START OF EVENT:

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

SENSOR DATA:

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

PRE-CRASH DATA:

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

- Button for 5 seconds to disable the ESC System. "Enabled" indicates that the ESC button has not been pressed for 5 seconds and thus the ESC System is enabled.
- ESC/ESP MIL - This indicates the ESC/ESP fault indication lamp status. It will only be "On" when there is a fault or thermal mode shutdown in the ESC/ESP system. The ESC/ESP module DTC's should be read and recorded for final system interpretation.
 - Brake Intervention by ESP - "Yes" indicates that the stability control system has engaged the brakes.
 - Engine Torque Applied - "No" indicates no engine torque output was applied (as in Park/Neutral for Automatic transmissions or clutch depressed on manual or during an ESP/Traction Control event). If "Yes", then engine torque output was applied.
 - Traction Control Active - "Yes" indicates that the traction control system is actively controlling the vehicle's wheels.
 - Electronic Park Brake (EPB):
 - Park Brake Engaged - "Yes" indicates that the park brake is applied.
 - EPB MIL - "On" indicates that there is a fault in the Electronic Park Brake System.
 - Engine Throttle, % Full - This indicates the actual position of the Engine Throttle blade. This data element is not supported by vehicles with diesel engines. Thus a value of "SNA" will be displayed if the vehicle has a diesel engine.
 - ETC Lamp - Lamp "ON" indicates there is an active Electronic Throttle DTC.
 - ETC Lamp Flashing - "Yes" indicates that the ETC is in the limp-in mode.
 - Forward Collision Warning (FCW) (if equip.):
 - Object of Interest Distance - This indicates the actual forward distance to the main object being tracked by the FCW system. "FCW present but not tracking" indicates that the FCW system is not currently tracking an object. If the value is SNA for all time stamps, then the vehicle is not equipped with FCW.
 - FCW System Status - "Off" indicates that the FCW system is off and the FCW Warning Lamp will be "On". "On-braking" indicates that the FCW system is on with active braking enabled but there will no FCW audible or visual warnings in an FCW event. "On-warning" indicates that the FCW system is on but active braking is disabled. In an FCW event, the driver will only receive FCW audible and visual warnings. "On-full" indicates that the FCW system is fully on with active braking as well as the audible and visual warnings enabled. SNA indicates that the vehicle is not equipped with FCW.
 - Gear Position - This indicates the current transmission gear.
 - Master Cylinder Pressure - This indicates the brake pressure applied to the brakes by the driver.
 - PCM MIL - This indicates the PCM fault indicator lamp status. It will only be "On" when there is a fault in the PCM. The Powertrain Control Module DTC's should be read and recorded for final system interpretation.
 - Pre-Crash Recorder Complete - Due to the interruption of data recording in one section, this data element may display "Interrupted" for all sections when some data sections are actually complete.
 - For the 2014 MY Jeep Grand Cherokee and Dodge Durango, if recording of angular rate data is interrupted, the entire EDR record will display "Interrupted" even though the rest of the data may be complete.
 - PRND/PRNDL/PRNDS Status - This indicates the status of the Shifter Position.
 - Raw Manifold Pressure - This indicates engine load in kPa.
 - Reverse Gear - For manual transmission vehicles only, "Yes" indicates the transmission is in the reverse gear.
 - Service Brake - "On" indicates that the brake pedal is depressed.
 - Speed, Vehicle Indicated - This indicates the average of the drive wheels. The accuracy of the recorded Speed, Vehicle Indicated will be affected if the vehicle had the tire size or the final drive axle ratio changed from the factory build specifications. On some vehicles capable of speeds in excess of 255km/h (about 158mph), the actual vehicle speed may have exceeded the reporting range. It is always prudent to check the reported wheel speeds and other parameters to confirm the Speed, Vehicle Indicated value(s).
 - Tire Information:
 - XX where LF = Left Front Tire, RF = Right Front Tire, LR = Left Rear Tire, and RR = Right Rear Tire.
 - Tire X Location - This indicates the location of the tire pressure sensor data being displayed for that time stamp. Default is used to indicate that the location of the tire pressure sensor is unknown or there is no tire pressure sensor in that wheel. Vehicles with Base Tire Pressure Monitoring systems will display SNA for both Tire Locations as these vehicles do not send actual pressure values across the communication bus.
 - Tire X Pressure/Tire Pressure Status, XX - This indicates the actual pressure status of the Tire Location defined in the previous column (Tire X Location) or by the values for XX. Possible values are LOW, NORMAL, HIGH, or SNA for this parameter. Vehicles with Base Tire Pressure Monitoring systems may display NORMAL even though these vehicles do not send actual pressure values across the communication bus.
 - Tire X Pressure/Tire Pressure Value, XX (psi) - This indicates the actual tire pressure value of the Tire Location defined in the previous column (Tire X Location) or by the values for XX. Vehicles with Base Tire Pressure Monitoring systems will display N/A for this parameter as these vehicles do not send actual pressure values across the communication bus.
 - For the following vehicles, the tire location, if displayed, may not be accurate if the tires have been rotated:
 - 2013 MY Ram
 - 2013-2017 MY Jeep Patriot
 - 2013-2014 MY Chrysler 200
 - 2013-2017 MY Jeep Compass
 - 2013-2016 MY Dodge Dart
 - For the 2013 MY Ram, if the values for tire pressure status and the tire pressure are SNA, the EDR does not store tire pressure monitoring data.
 - Tire pressure is not stored in the EDR for the following vehicles:
 - 2014-2018 MY RAM 1500
 - 2014+ MY RAM (all but 1500)
 - 2013+ MY Jeep Wrangler
 - 2013 MY Jeep Grand Cherokee
 - 2013 MY Dodge Durango
 - 2013-2014 MY Dodge Challenger
 - 2013-2016 MY Chrysler Town and Country
 - 2013+ MY Dodge Grand Caravan
 - 2015+ MY Fiat 500
 - Wheel Speed, XX - This indicates the speed value (in revolutions per minute) of a particular tire as denoted by XX.

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

APPLICATION INFORMATION:

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

03002_Chrysler_r036

System Status at Retrieval

Original VIN	3C6UR5DLXFG*****
Ignition Cycle, Download	1350
ACM Part Number	68263739AA
ECU Serial Number	T52MD119504655
ACM Supplier	Bosch
ECU Supply Voltage at Time of Retrieval	12.1

System Configuration at Retrieval

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

System Configuration at Event (Most Recent Event)

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

System Status at Event (Most Recent Event)

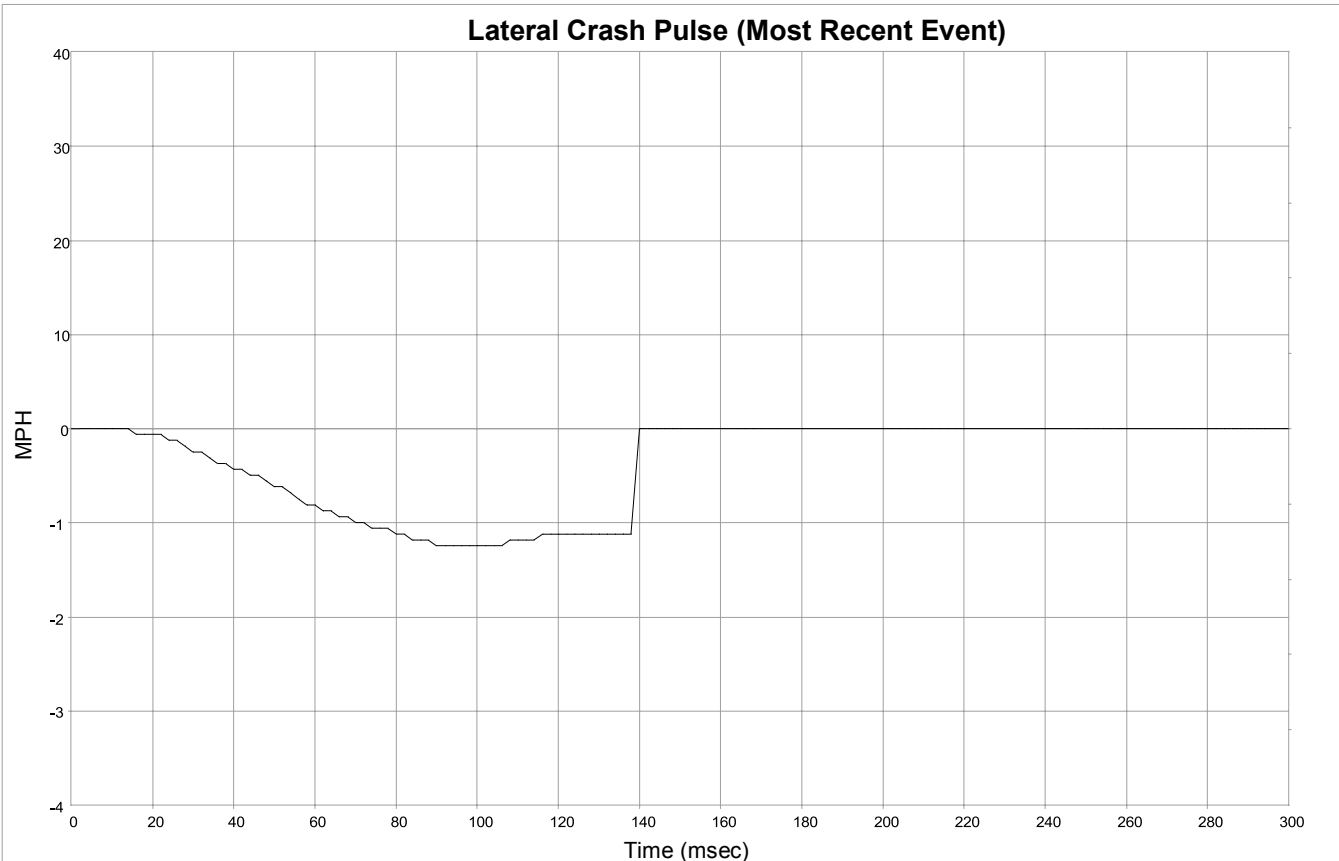
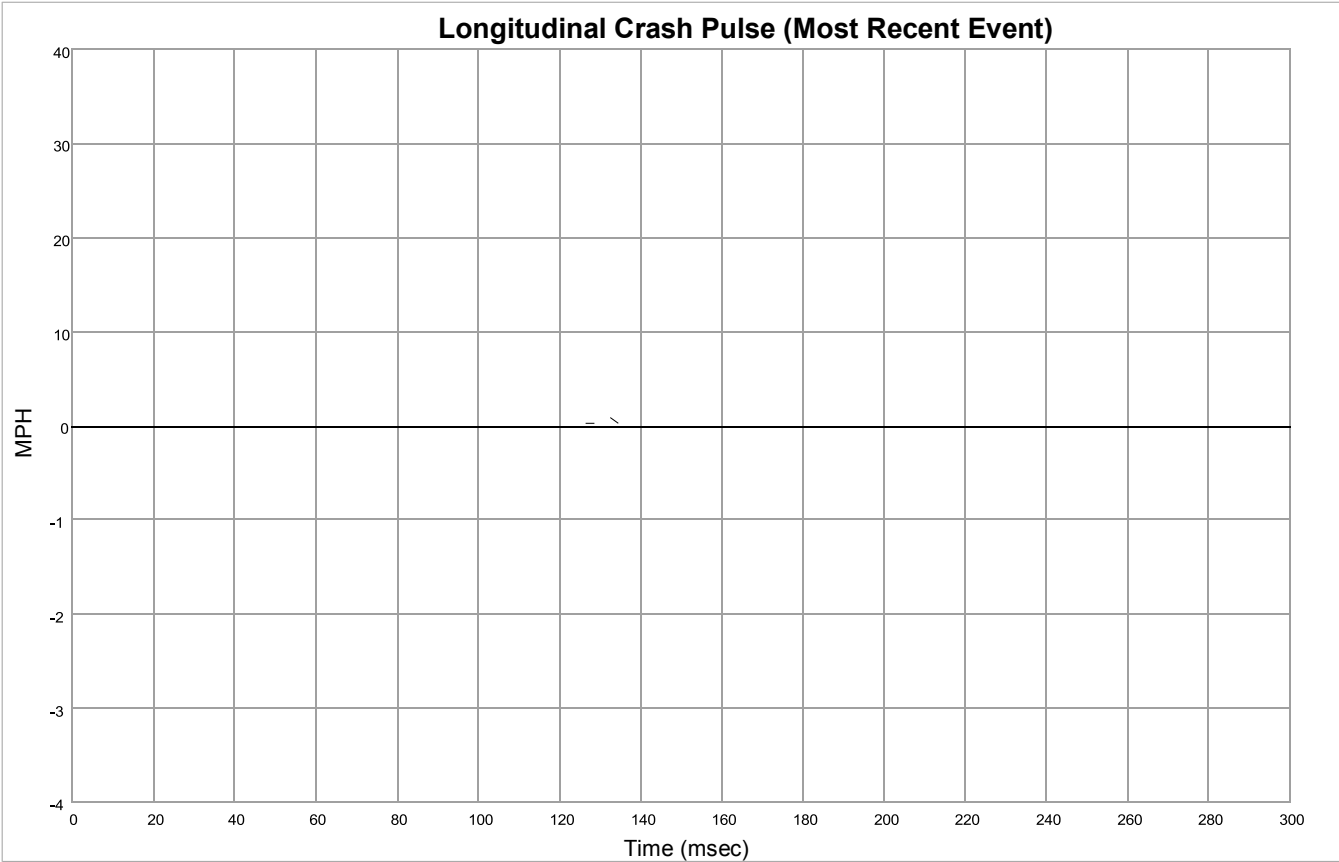
Event Number	5
Multi-Event, Number of Events (1,2)	2
Total number of events	5
Time from Event 1 to 2 (Time since last event)(sec)	1.50
Complete File Recorded (Yes, No)	No
Maximum Delta-V Longitudinal (MPH [km/h])	0.6 [1]
Time, Maximum Delta-V, Longitudinal (msec)	128
Maximum Delta-V Lateral (MPH [km/h])	-12.4 [-20]
Time, Maximum Delta-V, Lateral (msec)	90
Ignition Cycle, Crash	1341
Safety Belt Status, Driver	Buckled
Airbag Warning Lamp, On/Off	On
Operation System Time (sec)	2306132
Airbag Warning Lamp On Time Before Event (min)	0
Supply Voltage at Event, ACM (V)	0.0
Operation via Energy Reserve	Yes
VIN at Event (last 8 digits)	FG*****
Odometer at Event (km [miles])	42296 [26281.4]

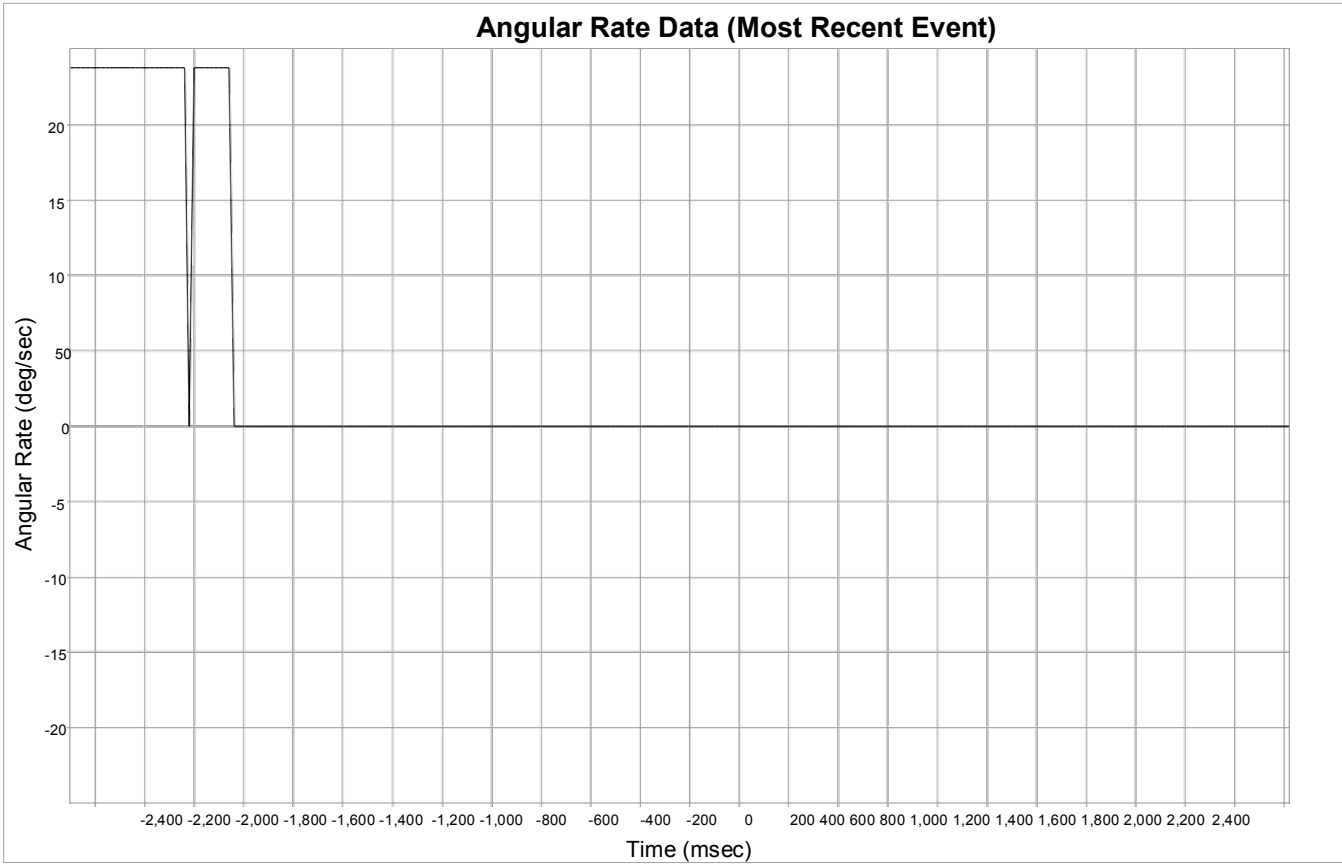
Deployment Command Data (Most Recent Event)

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

DTCs Present at Start of Event (Most Recent Event)

DTC Number	DTC Status
B2207-00	Active
C10CC-00	Active
B007F-13	Active
B007E-13	Active





Longitudinal Crash Pulse (Most Recent Event)

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

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

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

Lateral Crash Pulse (Most Recent Event)

Time (msec)	Delta-V, Lateral (MPH [km/h])
0	0.0 [0]
2	0.0 [0]
4	0.0 [0]
6	0.0 [0]
8	0.0 [0]
10	0.0 [0]
12	0.0 [0]
14	0.0 [0]
16	-0.6 [-1]
18	-0.6 [-1]
20	-0.6 [-1]
22	-0.6 [-1]
24	-1.2 [-2]
26	-1.2 [-2]
28	-1.9 [-3]
30	-2.5 [-4]
32	-2.5 [-4]
34	-3.1 [-5]
36	-3.7 [-6]
38	-3.7 [-6]
40	-4.3 [-7]
42	-4.3 [-7]
44	-5.0 [-8]
46	-5.0 [-8]
48	-5.6 [-9]
50	-6.2 [-10]
52	-6.2 [-10]
54	-6.8 [-11]
56	-7.5 [-12]
58	-8.1 [-13]
60	-8.1 [-13]
62	-8.7 [-14]
64	-8.7 [-14]
66	-9.3 [-15]
68	-9.3 [-15]
70	-9.9 [-16]
72	-9.9 [-16]
74	-10.6 [-17]
76	-10.6 [-17]
78	-10.6 [-17]
80	-11.2 [-18]
82	-11.2 [-18]
84	-11.8 [-19]
86	-11.8 [-19]
88	-11.8 [-19]
90	-12.4 [-20]
92	-12.4 [-20]
94	-12.4 [-20]
96	-12.4 [-20]
98	-12.4 [-20]

Time (msec)	Delta-V, Lateral (MPH [km/h])
100	-12.4 [-20]
102	-12.4 [-20]
104	-12.4 [-20]
106	-12.4 [-20]
108	-11.8 [-19]
110	-11.8 [-19]
112	-11.8 [-19]
114	-11.8 [-19]
116	-11.2 [-18]
118	-11.2 [-18]
120	-11.2 [-18]
122	-11.2 [-18]
124	-11.2 [-18]
126	-11.2 [-18]
128	-11.2 [-18]
130	-11.2 [-18]
132	-11.2 [-18]
134	-11.2 [-18]
136	-11.2 [-18]
138	-11.2 [-18]
140	0.0 [0]
142	0.0 [0]
144	0.0 [0]
146	0.0 [0]
148	0.0 [0]
150	0.0 [0]
152	0.0 [0]
154	0.0 [0]
156	0.0 [0]
158	0.0 [0]
160	0.0 [0]
162	0.0 [0]
164	0.0 [0]
166	0.0 [0]
168	0.0 [0]
170	0.0 [0]
172	0.0 [0]
174	0.0 [0]
176	0.0 [0]
178	0.0 [0]
180	0.0 [0]
182	0.0 [0]
184	0.0 [0]
186	0.0 [0]
188	0.0 [0]
190	0.0 [0]
192	0.0 [0]
194	0.0 [0]
196	0.0 [0]
198	0.0 [0]

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

Angular Rate Data (Most Recent Event)

Time (msec)	Angular Rate (deg/sec)
-2500	238.00
-2480	238.00
-2460	238.00
-2440	238.00
-2420	238.00
-2400	238.00
-2380	238.00
-2360	238.00
-2340	238.00
-2320	238.00
-2300	238.00
-2280	238.00
-2260	238.00
-2240	238.00
-2220	238.00
-2200	238.00
-2180	238.00
-2160	238.00
-2140	238.00
-2120	238.00
-2100	238.00
-2080	238.00
-2060	238.00
-2040	238.00
-2020	0.00
-2000	238.00
-1980	238.00
-1960	238.00
-1940	238.00
-1920	238.00
-1900	238.00
-1880	238.00
-1860	238.00
-1840	0.00
-1820	0.00
-1800	0.00
-1780	0.00
-1760	0.00
-1740	0.00
-1720	0.00
-1700	0.00
-1680	0.00
-1660	0.00
-1640	0.00
-1620	0.00
-1600	0.00
-1580	0.00
-1560	0.00
-1540	0.00
-1520	0.00

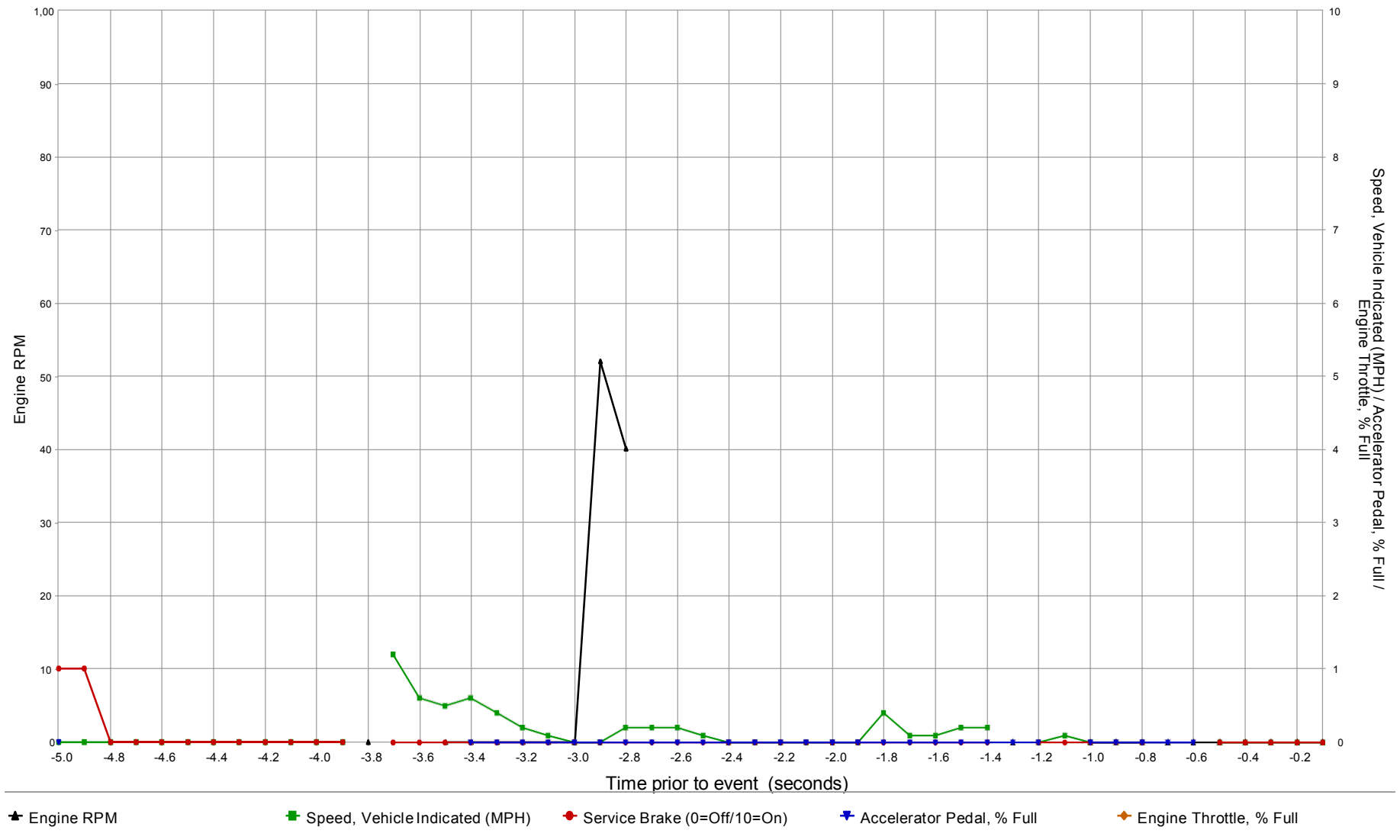
Time (msec)	Angular Rate (deg/sec)
-1500	0.00
-1480	0.00
-1460	0.00
-1440	0.00
-1420	0.00
-1400	0.00
-1380	0.00
-1360	0.00
-1340	0.00
-1320	0.00
-1300	0.00
-1280	0.00
-1260	0.00
-1240	0.00
-1220	0.00
-1200	0.00
-1180	0.00
-1160	0.00
-1140	0.00
-1120	0.00
-1100	0.00
-1080	0.00
-1060	0.00
-1040	0.00
-1020	0.00
-1000	0.00
-980	0.00
-960	0.00
-940	0.00
-920	0.00
-900	0.00
-880	0.00
-860	0.00
-840	0.00
-820	0.00
-800	0.00
-780	0.00
-760	0.00
-740	0.00
-720	0.00
-700	0.00
-680	0.00
-660	0.00
-640	0.00
-620	0.00
-600	0.00
-580	0.00
-560	0.00
-540	0.00
-520	0.00

Time (msec)	Angular Rate (deg/sec)
-500	0.00
-480	0.00
-460	0.00
-440	0.00
-420	0.00
-400	0.00
-380	0.00
-360	0.00
-340	0.00
-320	0.00
-300	0.00
-280	0.00
-260	0.00
-240	0.00
-220	0.00
-200	0.00
-180	0.00
-160	0.00
-140	0.00
-120	0.00
-100	0.00
-80	0.00
-60	0.00
-40	0.00
-20	0.00
0	0.00
20	0.00
40	0.00
60	0.00
80	0.00
100	0.00
120	0.00
140	0.00
160	0.00
180	0.00
200	0.00
220	0.00
240	0.00
260	0.00
280	0.00
300	0.00
320	0.00
340	0.00
360	0.00
380	0.00
400	0.00
420	0.00
440	0.00
460	0.00
480	0.00

Angular Rate Data (Most Recent Event)

Time (msec)	Angular Rate (deg/sec)	Time (msec)	Angular Rate (deg/sec)
500	0.00	1500	0.00
520	0.00	1520	0.00
540	0.00	1540	0.00
560	0.00	1560	0.00
580	0.00	1580	0.00
600	0.00	1600	0.00
620	0.00	1620	0.00
640	0.00	1640	0.00
660	0.00	1660	0.00
680	0.00	1680	0.00
700	0.00	1700	0.00
720	0.00	1720	0.00
740	0.00	1740	0.00
760	0.00	1760	0.00
780	0.00	1780	0.00
800	0.00	1800	0.00
820	0.00	1820	0.00
840	0.00	1840	0.00
860	0.00	1860	0.00
880	0.00	1880	0.00
900	0.00	1900	0.00
920	0.00	1920	0.00
940	0.00	1940	0.00
960	0.00	1960	0.00
980	0.00	1980	0.00
1000	0.00	2000	0.00
1020	0.00	2020	0.00
1040	0.00	2040	0.00
1060	0.00	2060	0.00
1080	0.00	2080	0.00
1100	0.00	2100	0.00
1120	0.00	2120	0.00
1140	0.00	2140	0.00
1160	0.00	2160	0.00
1180	0.00	2180	0.00
1200	0.00	2200	0.00
1220	0.00	2220	0.00
1240	0.00	2240	0.00
1260	0.00	2260	0.00
1280	0.00	2280	0.00
1300	0.00	2300	0.00
1320	0.00	2320	0.00
1340	0.00	2340	0.00
1360	0.00	2360	0.00
1380	0.00	2380	0.00
1400	0.00	2400	0.00
1420	0.00	2420	0.00
1440	0.00		
1460	0.00		
1480	0.00		

Pre-Crash Data (Most Recent Event)



SNA values will not be plotted on the graph

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

Time Stamp (sec)	Pre-Crash Recorder Status	Speed, Vehicle Indicated (MPH [km/h])	Accelerator Pedal, % Full	Engine Throttle, % Full	Service Brake	Engine RPM	ABS Activity	Stability Control	Steering Input (deg)
-5.0	Interrupted	0 [0]	0	SNA	On	SNA	No	Off	205
-4.9	Interrupted	0 [0]	SNA	SNA	On	SNA	No	Off	225
-4.8	Interrupted	0 [0]	SNA	SNA	Off	SNA	No	Off	204
-4.7	Interrupted	0 [0]	SNA	SNA	Off	SNA	No	Off	205
-4.6	Interrupted	0 [0]	SNA	SNA	Off	SNA	No	Off	197
-4.5	Interrupted	0 [0]	SNA	SNA	Off	SNA	No	Off	183
-4.4	Interrupted	0 [0]	SNA	SNA	Off	SNA	No	Off	166
-4.3	Interrupted	0 [0]	SNA	SNA	Off	SNA	No	Off	98
-4.2	Interrupted	0 [0]	SNA	SNA	Off	SNA	No	Off	5
-4.1	Interrupted	0 [0]	SNA	SNA	Off	SNA	No	Off	11
-4.0	Interrupted	0 [0]	SNA	SNA	Off	SNA	No	Off	24
-3.9	Interrupted	0 [0]	SNA	SNA	Off	SNA	No	Off	16
-3.8	Interrupted	SNA	SNA	SNA	SNA	0	Yes	On	24
-3.7	Interrupted	12 [19]	SNA	SNA	Off	SNA	No	Off	13
-3.6	Interrupted	6 [9]	SNA	SNA	Off	SNA	No	Off	13
-3.5	Interrupted	5 [8]	SNA	SNA	Off	0	No	Off	23
-3.4	Interrupted	6 [9]	0	SNA	Off	0	No	Off	24
-3.3	Interrupted	4 [6]	0	SNA	Off	0	No	Off	48
-3.2	Interrupted	2 [4]	0	SNA	Off	0	No	Off	17
-3.1	Interrupted	1 [2]	0	SNA	Off	0	No	Off	29
-3.0	Interrupted	0 [0]	0	SNA	Off	0	No	Off	275
-2.9	Interrupted	0 [0]	0	SNA	Off	521	Yes	Off	270
-2.8	Interrupted	2 [3]	0	SNA	Off	401	Yes	Off	253
-2.7	Interrupted	2 [3]	0	SNA	Off	SNA	Yes	On	SNA
-2.6	Interrupted	2 [3]	0	SNA	Off	SNA	No	Off	233
-2.5	Interrupted	1 [2]	0	SNA	Off	SNA	No	Off	205
-2.4	Interrupted	0 [0]	0	SNA	Off	SNA	No	Off	225
-2.3	Interrupted	0 [0]	0	SNA	Off	SNA	No	Off	204
-2.2	Interrupted	0 [0]	0	SNA	Off	SNA	No	Off	205
-2.1	Interrupted	0 [0]	0	SNA	Off	SNA	No	Off	197
-2.0	Interrupted	0 [0]	0	SNA	Off	SNA	No	Off	183
-1.9	Interrupted	0 [0]	0	SNA	Off	SNA	No	Off	166
-1.8	Interrupted	4 [6]	0	SNA	Off	SNA	No	Off	98
-1.7	Interrupted	1 [2]	0	SNA	Off	SNA	No	Off	5
-1.6	Interrupted	1 [1]	0	SNA	Off	SNA	No	Off	11
-1.5	Interrupted	2 [3]	0	SNA	Off	SNA	No	Off	24
-1.4	Interrupted	2 [3]	0	SNA	Off	SNA	No	Off	16
-1.3	Interrupted	SNA	0	SNA	SNA	0	Yes	On	24
-1.2	Interrupted	0 [0]	0	SNA	Off	SNA	No	Off	13
-1.1	Interrupted	1 [1]	SNA	SNA	Off	SNA	No	Off	13
-1.0	Interrupted	0 [0]	0	SNA	Off	0	No	Off	23
-0.9	Interrupted	0 [0]	0	SNA	Off	0	No	Off	24
-0.8	Interrupted	0 [0]	0	SNA	Off	0	No	Off	48
-0.7	Interrupted	SNA	0	SNA	SNA	0	No	Off	17
-0.6	Interrupted	SNA	0	SNA	SNA	0	No	Off	29
-0.5	Interrupted	0 [0]	SNA	SNA	Off	0	No	Off	37
-0.4	Interrupted	0 [0]	SNA	SNA	Off	0	No	Off	19
-0.3	Interrupted	0 [0]	SNA	SNA	Off	0	No	Off	20
-0.2	Interrupted	0 [0]	SNA	SNA	Off	0	No	Off	27
-0.1	Interrupted	0 [0]	SNA	SNA	Off	0	No	Off	25

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

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

Time Stamp (sec)	Raw Manifold Pressure (kPa)	PCM MIL	Yaw Rate (deg/sec)	Wheel Speed LF (RPM)	Wheel Speed RF (RPM)	Wheel Speed LR (RPM)	Wheel Speed RR (RPM)	ETC Lamp
-5.0	142.40	On	0	769	749	784	779	Off
-4.9	142.40	Off	0	774	739	776	780	Off
-4.8	142.40	Off	0	772	752	777	765	Off
-4.7	142.40	Off	1	772	753	781	767	Off
-4.6	142.40	Off	1	756	728	766	751	Off
-4.5	142.40	Off	6	580	571	746	734	Off
-4.4	140.80	Off	4	647	700	706	679	Off
-4.3	136.80	Off	0	610	566	682	680	Off
-4.2	132.80	Off	7	638	532	624	565	Off
-4.1	130.40	Off	15	632	672	587	492	Off
-4.0	126.40	Off	28	590	680	564	581	Off
-3.9	121.60	Off	26	539	604	613	635	Off
-3.8	117.60	Off	11	318	446	613	599	Off
-3.7	116.80	Off	46	36	310	549	482	Off
-3.6	114.40	Off	91	10	212	508	376	Off
-3.5	114.40	On	80	14	49	456	367	Off
-3.4	113.60	On	54	13	9	388	308	On
-3.3	112.80	On	43	6	5	380	295	On
-3.2	112.00	On	22	5	5	381	249	On
-3.1	110.40	On	-66	5	5	394	162	On
-3.0	109.60	On	-70	9	0	400	174	On
-2.9	108.80	On	-43	10	5	385	163	Off
-2.8	108.80	On	-20	9	12	379	155	Off
-2.7	108.00	On	SNA	8,192	8,192	8,192	8,192	Off
-2.6	108.00	On	2	8,192	8,192	8,192	8,192	Off
-2.5	108.00	On	16	8,192	8,192	8,192	8,192	Off
-2.4	SNA	Off	60	8,192	8,192	8,192	8,192	Off
-2.3	SNA	Off	82	8,192	8,192	8,192	8,192	Off
-2.2	SNA	Off	77	8,192	8,192	8,192	8,192	Off
-2.1	SNA	Off	10	8,192	8,192	8,192	8,192	Off
-2.0	SNA	Off	9	8,192	8,192	8,192	8,192	Off
-1.9	SNA	Off	30	8,192	8,192	8,192	8,192	Off
-1.8	SNA	Off	48	8,192	8,192	8,192	8,192	Off
-1.7	SNA	Off	23	8,192	8,192	8,192	8,192	Off
-1.6	SNA	Off	81	8,192	8,192	8,192	8,192	Off
-1.5	SNA	Off	17	8,192	8,192	8,192	8,192	Off
-1.4	SNA	Off	29	8,192	8,192	8,192	8,192	Off
-1.3	SNA	Off	SNA	8,192	8,192	8,192	8,192	Off
-1.2	SNA	Off	39	5	5	214	36	Off
-1.1	SNA	Off	78	35	5	113	18	Off
-1.0	SNA	On	28	30	5	83	14	Off
-0.9	102.40	On	-5	22	41	83	32	On
-0.8	101.60	On	73	9	9	66	12	On
-0.7	102.40	On	41	19	17	42	6	On
-0.6	101.60	On	8	7	8	21	7	On
-0.5	101.60	On	-8	29	5	7	5	On
-0.4	101.60	On	53	11	5	5	5	On
-0.3	101.60	On	51	5	5	39	10	On
-0.2	101.60	On	28	5	0	33	9	On
-0.1	101.60	On	-4	5	5	28	6	On

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

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

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

System Configuration at Event (1st Prior Event)

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

System Status at Event (1st Prior Event)

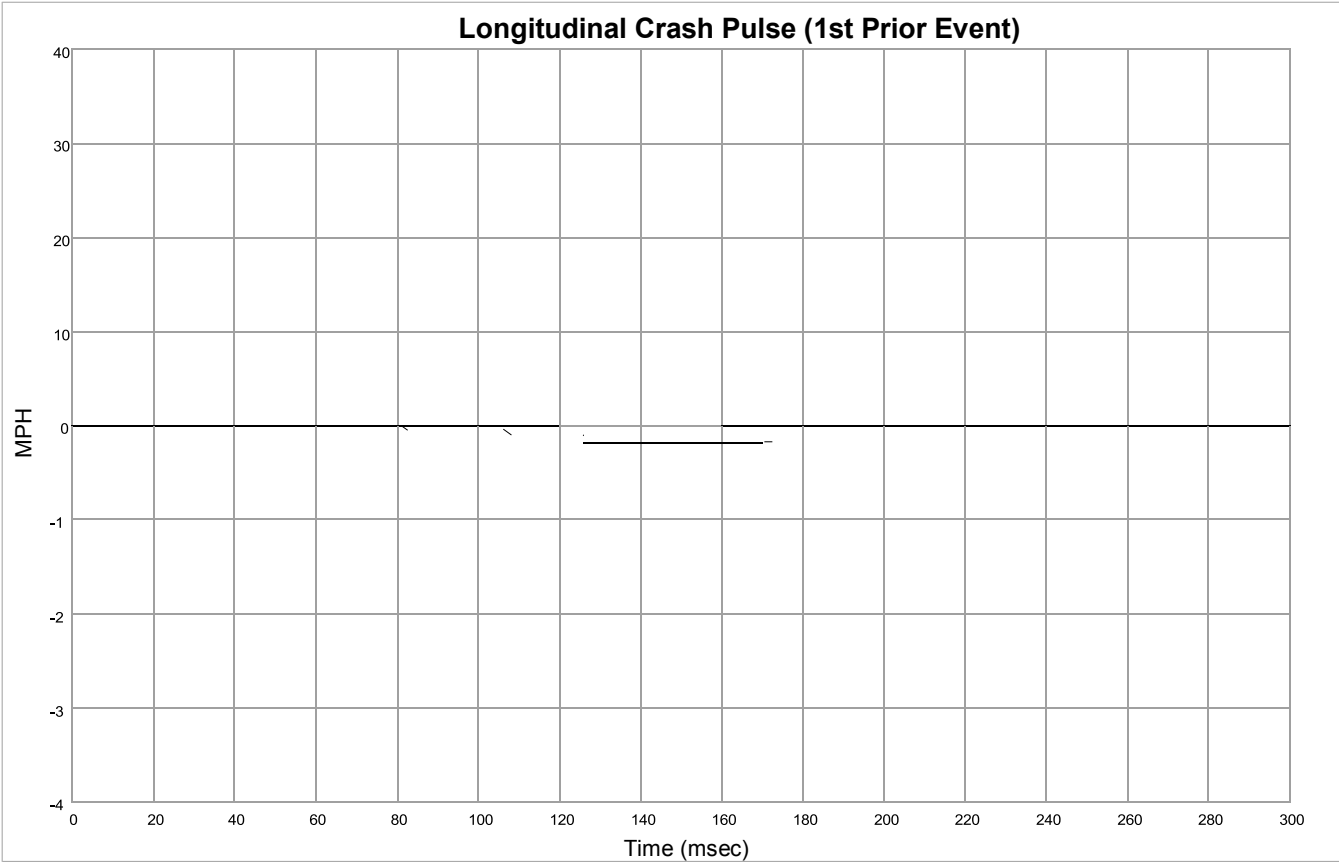
Event Number	4
Multi-Event, Number of Events (1,2)	2
Total number of events	5
Time from Event 1 to 2 (Time since last event)(sec)	1.00
Complete File Recorded (Yes, No)	Yes
Maximum Delta-V Longitudinal (MPH [km/h])	-1.9 [-3]
Time, Maximum Delta-V, Longitudinal (msec)	126
Maximum Delta-V Lateral (MPH [km/h])	-13.0 [-21]
Time, Maximum Delta-V, Lateral (msec)	134
Ignition Cycle, Crash	1341
Safety Belt Status, Driver	Buckled
Airbag Warning Lamp, On/Off	On
Operation System Time (sec)	2306131
Airbag Warning Lamp On Time Before Event (min)	0
Supply Voltage at Event, ACM (V)	12.5
Operation via Energy Reserve	No
VIN at Event (last 8 digits)	FG*****
Odometer at Event (km [miles])	42296 [26281.4]

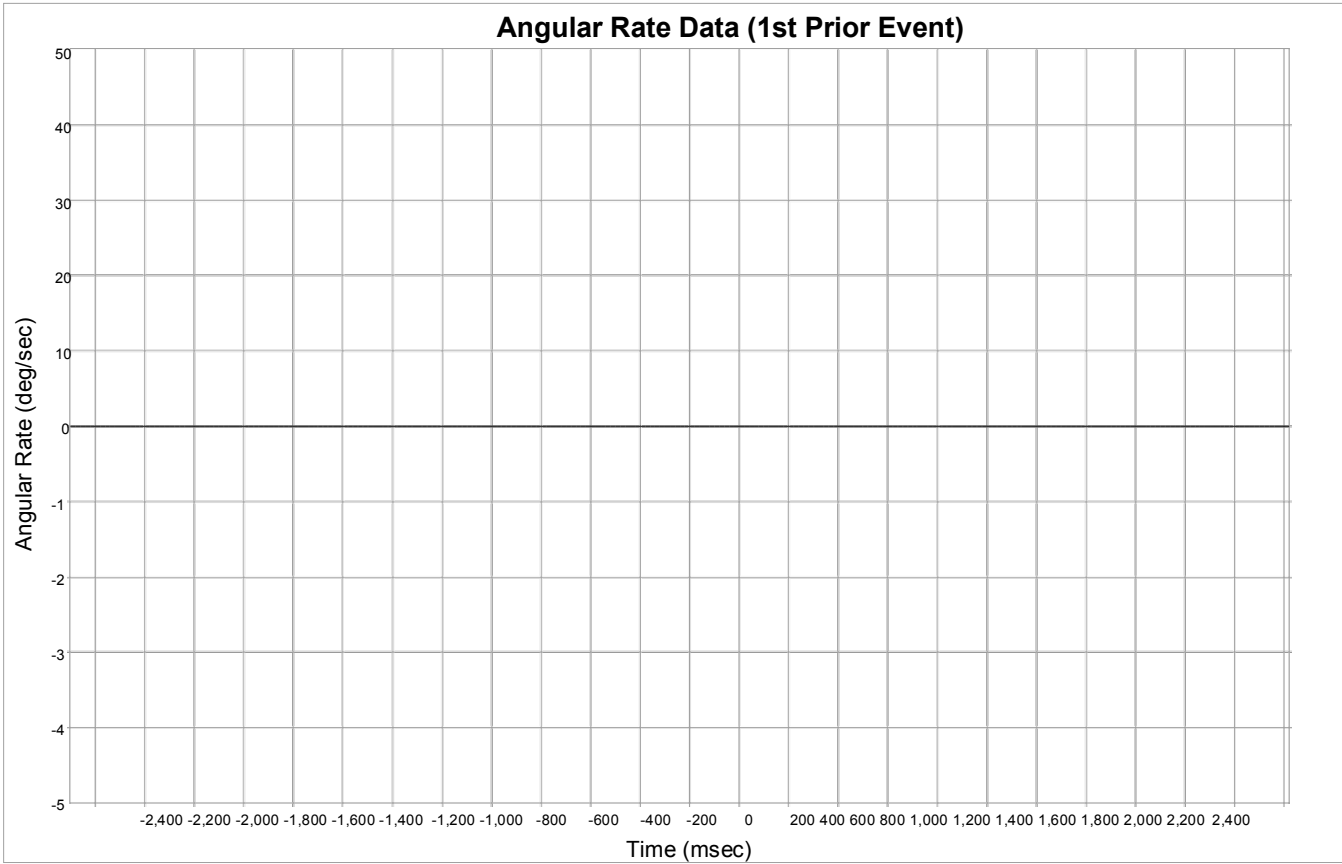
Deployment Command Data (1st Prior Event)

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

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

DTC Number	DTC Status
B2207-00	Active
C10CC-00	Active





Longitudinal Crash Pulse (1st Prior Event)

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

Time (msec)	Delta-V, Longitudinal (MPH [km/h])
100	-0.6 [-1]
102	-0.6 [-1]
104	-0.6 [-1]
106	-1.2 [-2]
108	-1.2 [-2]
110	-1.2 [-2]
112	-1.2 [-2]
114	-1.2 [-2]
116	-1.2 [-2]
118	-1.2 [-2]
120	-1.2 [-2]
122	-1.2 [-2]
124	-1.2 [-2]
126	-1.9 [-3]
128	-1.9 [-3]
130	-1.9 [-3]
132	-1.9 [-3]
134	-1.9 [-3]
136	-1.9 [-3]
138	-1.9 [-3]
140	-1.9 [-3]
142	-1.9 [-3]
144	-1.9 [-3]
146	-1.9 [-3]
148	-1.9 [-3]
150	-1.9 [-3]
152	-1.9 [-3]
154	-1.9 [-3]
156	-1.9 [-3]
158	-1.9 [-3]
160	-1.9 [-3]
162	-1.9 [-3]
164	-1.9 [-3]
166	-1.9 [-3]
168	-1.9 [-3]
170	-1.9 [-3]
172	0.0 [0]
174	0.0 [0]
176	0.0 [0]
178	0.0 [0]
180	0.0 [0]
182	0.0 [0]
184	0.0 [0]
186	0.0 [0]
188	0.0 [0]
190	0.0 [0]
192	0.0 [0]
194	0.0 [0]
196	0.0 [0]
198	0.0 [0]

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

Lateral Crash Pulse (1st Prior Event)

Time (msec)	Delta-V, Lateral (MPH [km/h])
0	0.0 [0]
2	0.0 [0]
4	0.0 [0]
6	0.0 [0]
8	0.0 [0]
10	0.0 [0]
12	0.0 [0]
14	0.0 [0]
16	-0.6 [-1]
18	-0.6 [-1]
20	-0.6 [-1]
22	-0.6 [-1]
24	-1.2 [-2]
26	-1.2 [-2]
28	-1.2 [-2]
30	-1.9 [-3]
32	-1.9 [-3]
34	-1.9 [-3]
36	-2.5 [-4]
38	-2.5 [-4]
40	-3.1 [-5]
42	-3.1 [-5]
44	-3.7 [-6]
46	-3.7 [-6]
48	-3.7 [-6]
50	-4.3 [-7]
52	-4.3 [-7]
54	-5.0 [-8]
56	-5.0 [-8]
58	-5.0 [-8]
60	-5.6 [-9]
62	-5.6 [-9]
64	-6.2 [-10]
66	-6.2 [-10]
68	-6.2 [-10]
70	-6.8 [-11]
72	-6.8 [-11]
74	-7.5 [-12]
76	-8.1 [-13]
78	-8.1 [-13]
80	-8.7 [-14]
82	-8.7 [-14]
84	-9.3 [-15]
86	-9.3 [-15]
88	-9.9 [-16]
90	-9.9 [-16]
92	-9.9 [-16]
94	-10.6 [-17]
96	-10.6 [-17]
98	-10.6 [-17]

Time (msec)	Delta-V, Lateral (MPH [km/h])
100	-11.2 [-18]
102	-11.2 [-18]
104	-11.2 [-18]
106	-11.8 [-19]
108	-11.8 [-19]
110	-11.8 [-19]
112	-11.8 [-19]
114	-11.8 [-19]
116	-12.4 [-20]
118	-12.4 [-20]
120	-12.4 [-20]
122	-12.4 [-20]
124	-12.4 [-20]
126	-12.4 [-20]
128	-12.4 [-20]
130	-12.4 [-20]
132	-12.4 [-20]
134	-13.0 [-21]
136	-13.0 [-21]
138	-13.0 [-21]
140	-13.0 [-21]
142	-13.0 [-21]
144	-13.0 [-21]
146	-13.0 [-21]
148	-13.0 [-21]
150	-13.0 [-21]
152	-13.0 [-21]
154	-13.0 [-21]
156	-13.0 [-21]
158	-13.0 [-21]
160	-13.0 [-21]
162	-13.0 [-21]
164	-13.0 [-21]
166	-13.0 [-21]
168	-13.0 [-21]
170	-13.0 [-21]
172	0.0 [0]
174	0.0 [0]
176	0.0 [0]
178	0.0 [0]
180	0.0 [0]
182	0.0 [0]
184	0.0 [0]
186	0.0 [0]
188	0.0 [0]
190	0.0 [0]
192	0.0 [0]
194	0.0 [0]
196	0.0 [0]
198	0.0 [0]

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

Angular Rate Data (1st Prior Event)

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

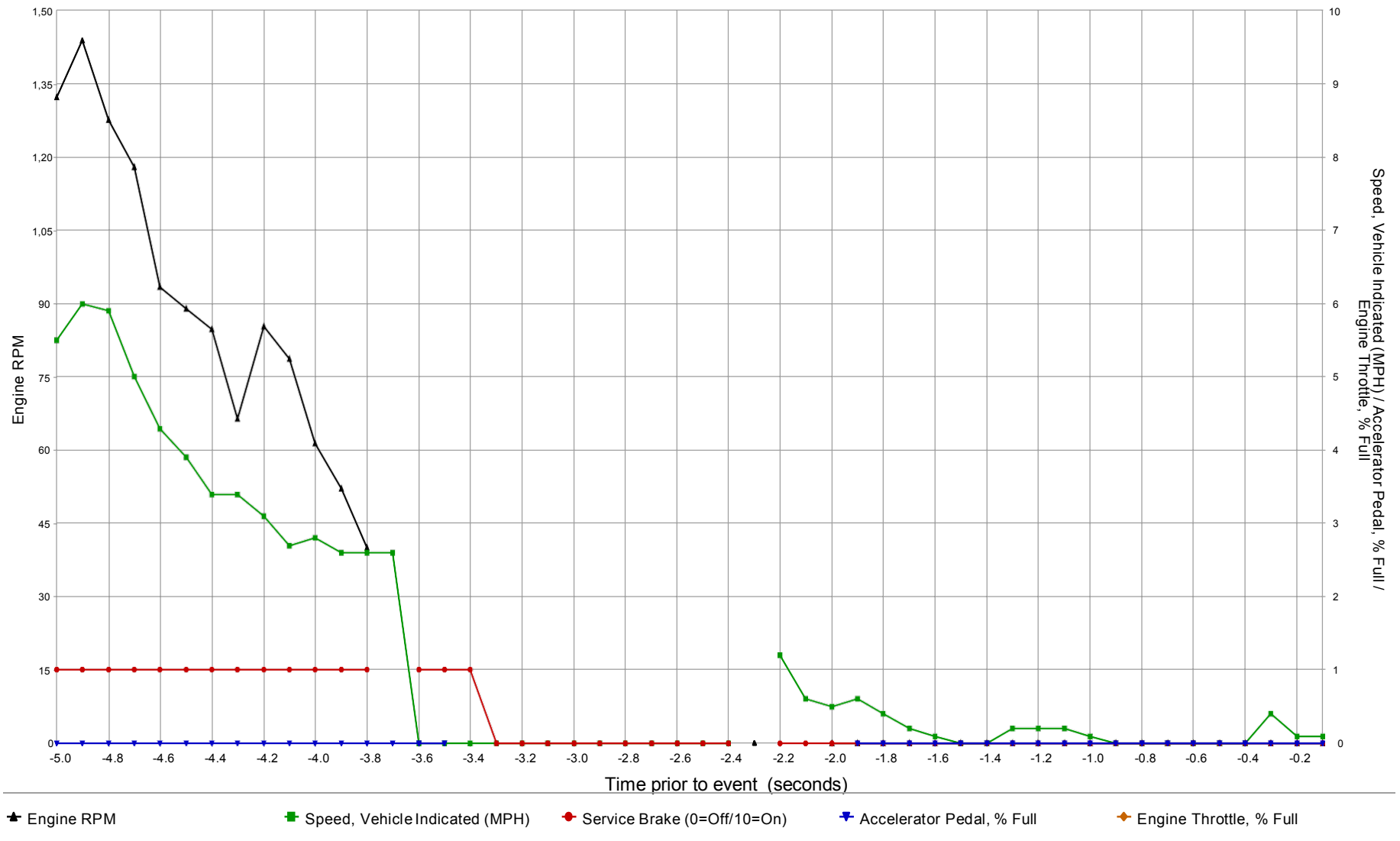
Time (msec)	Angular Rate (deg/sec)
-1500	0.00
-1480	0.00
-1460	0.00
-1440	0.00
-1420	0.00
-1400	0.00
-1380	0.00
-1360	0.00
-1340	0.00
-1320	0.00
-1300	0.00
-1280	0.00
-1260	0.00
-1240	0.00
-1220	0.00
-1200	0.00
-1180	0.00
-1160	0.00
-1140	0.00
-1120	0.00
-1100	0.00
-1080	0.00
-1060	0.00
-1040	0.00
-1020	0.00
-1000	0.00
-980	0.00
-960	0.00
-940	0.00
-920	0.00
-900	0.00
-880	0.00
-860	0.00
-840	0.00
-820	0.00
-800	0.00
-780	0.00
-760	0.00
-740	0.00
-720	0.00
-700	0.00
-680	0.00
-660	0.00
-640	0.00
-620	0.00
-600	0.00
-580	0.00
-560	0.00
-540	0.00
-520	0.00

Time (msec)	Angular Rate (deg/sec)
-500	0.00
-480	0.00
-460	0.00
-440	0.00
-420	0.00
-400	0.00
-380	0.00
-360	0.00
-340	0.00
-320	0.00
-300	0.00
-280	0.00
-260	0.00
-240	0.00
-220	0.00
-200	0.00
-180	0.00
-160	0.00
-140	0.00
-120	0.00
-100	0.00
-80	0.00
-60	0.00
-40	0.00
-20	0.00
0	0.00
20	0.00
40	0.00
60	0.00
80	0.00
100	0.00
120	0.00
140	0.00
160	0.00
180	0.00
200	0.00
220	0.00
240	0.00
260	0.00
280	0.00
300	0.00
320	0.00
340	0.00
360	0.00
380	0.00
400	0.00
420	0.00
440	0.00
460	0.00
480	0.00

Angular Rate Data (1st Prior Event)

Time (msec)	Angular Rate (deg/sec)	Time (msec)	Angular Rate (deg/sec)
500	0.00	1500	0.00
520	0.00	1520	0.00
540	0.00	1540	0.00
560	0.00	1560	0.00
580	0.00	1580	0.00
600	0.00	1600	0.00
620	0.00	1620	0.00
640	0.00	1640	0.00
660	0.00	1660	0.00
680	0.00	1680	0.00
700	0.00	1700	0.00
720	0.00	1720	0.00
740	0.00	1740	0.00
760	0.00	1760	0.00
780	0.00	1780	0.00
800	0.00	1800	0.00
820	0.00	1820	0.00
840	0.00	1840	0.00
860	0.00	1860	0.00
880	0.00	1880	0.00
900	0.00	1900	0.00
920	0.00	1920	0.00
940	0.00	1940	0.00
960	0.00	1960	0.00
980	0.00	1980	0.00
1000	0.00	2000	0.00
1020	0.00	2020	0.00
1040	0.00	2040	0.00
1060	0.00	2060	0.00
1080	0.00	2080	0.00
1100	0.00	2100	0.00
1120	0.00	2120	0.00
1140	0.00	2140	0.00
1160	0.00	2160	0.00
1180	0.00	2180	0.00
1200	0.00	2200	0.00
1220	0.00	2220	0.00
1240	0.00	2240	0.00
1260	0.00	2260	0.00
1280	0.00	2280	0.00
1300	0.00	2300	0.00
1320	0.00	2320	0.00
1340	0.00	2340	0.00
1360	0.00	2360	0.00
1380	0.00	2380	0.00
1400	0.00	2400	0.00
1420	0.00	2420	0.00
1440	0.00		
1460	0.00		
1480	0.00		

Pre-Crash Data (1st Prior Event)



SNA values will not be plotted on the graph

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

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

Time Stamp (sec)	Pre-Crash Recorder Status	Speed, Vehicle Indicated (MPH [km/h])	Accelerator Pedal, % Full	Engine Throttle, % Full	Service Brake	Engine RPM	ABS Activity	Stability Control	Steering Input (deg)
-5.0	Interrupted	55 [88]	0	SNA	On	1,322	Yes	On	138
-4.9	Interrupted	60 [96]	0	SNA	On	1,439	Yes	Engaged	137
-4.8	Interrupted	59 [96]	0	SNA	On	1,276	Yes	Engaged	135
-4.7	Interrupted	50 [81]	0	SNA	On	1,180	Yes	Engaged	189
-4.6	Interrupted	43 [69]	0	SNA	On	935	Yes	Engaged	194
-4.5	Interrupted	39 [63]	0	SNA	On	889	Yes	Engaged	236
-4.4	Interrupted	34 [54]	0	SNA	On	848	Yes	Engaged	292
-4.3	Interrupted	34 [54]	0	SNA	On	665	Yes	Engaged	301
-4.2	Interrupted	31 [49]	0	SNA	On	853	Yes	Engaged	303
-4.1	Interrupted	27 [43]	0	SNA	On	788	Yes	Engaged	296
-4.0	Interrupted	28 [44]	0	SNA	On	615	Yes	Off	275
-3.9	Interrupted	26 [42]	0	SNA	On	521	Yes	Off	270
-3.8	Interrupted	26 [42]	0	SNA	On	401	Yes	Off	253
-3.7	Interrupted	26 [41]	0	SNA	SNA	SNA	Yes	On	SNA
-3.6	Interrupted	0 [0]	0	SNA	On	SNA	No	Off	233
-3.5	Interrupted	0 [0]	0	SNA	On	SNA	No	Off	205
-3.4	Interrupted	0 [0]	SNA	SNA	On	SNA	No	Off	225
-3.3	Interrupted	0 [0]	SNA	SNA	Off	SNA	No	Off	204
-3.2	Interrupted	0 [0]	SNA	SNA	Off	SNA	No	Off	205
-3.1	Interrupted	0 [0]	SNA	SNA	Off	SNA	No	Off	197
-3.0	Interrupted	0 [0]	SNA	SNA	Off	SNA	No	Off	183
-2.9	Interrupted	0 [0]	SNA	SNA	Off	SNA	No	Off	166
-2.8	Interrupted	0 [0]	SNA	SNA	Off	SNA	No	Off	98
-2.7	Interrupted	0 [0]	SNA	SNA	Off	SNA	No	Off	5
-2.6	Interrupted	0 [0]	SNA	SNA	Off	SNA	No	Off	11
-2.5	Interrupted	0 [0]	SNA	SNA	Off	SNA	No	Off	24
-2.4	Interrupted	0 [0]	SNA	SNA	Off	SNA	No	Off	16
-2.3	Interrupted	SNA	SNA	SNA	SNA	0	Yes	On	24
-2.2	Interrupted	12 [19]	SNA	SNA	Off	SNA	No	Off	13
-2.1	Interrupted	6 [9]	SNA	SNA	Off	SNA	No	Off	13
-2.0	Interrupted	5 [8]	SNA	SNA	Off	0	No	Off	23
-1.9	Interrupted	6 [9]	0	SNA	Off	0	No	Off	24
-1.8	Interrupted	4 [6]	0	SNA	Off	0	No	Off	48
-1.7	Interrupted	2 [4]	0	SNA	Off	0	No	Off	17
-1.6	Interrupted	1 [2]	0	SNA	Off	0	No	Off	29
-1.5	Interrupted	0 [0]	0	SNA	Off	0	No	Off	37
-1.4	Interrupted	0 [0]	0	SNA	Off	0	No	Off	19
-1.3	Interrupted	2 [3]	0	SNA	Off	0	No	Off	20
-1.2	Interrupted	2 [3]	0	SNA	Off	0	No	Off	27
-1.1	Interrupted	2 [3]	0	SNA	Off	0	No	Off	25
-1.0	Interrupted	1 [2]	0	SNA	Off	0	No	Off	37
-0.9	Interrupted	0 [0]	0	SNA	Off	0	No	Off	47
-0.8	Interrupted	0 [0]	0	SNA	Off	0	No	Off	108
-0.7	Interrupted	0 [0]	0	SNA	Off	0	No	Off	123
-0.6	Interrupted	0 [0]	0	SNA	Off	0	No	Off	115
-0.5	Interrupted	0 [0]	0	SNA	Off	0	No	Off	117
-0.4	Interrupted	0 [0]	0	SNA	Off	0	No	Off	97
-0.3	Interrupted	4 [6]	0	SNA	Off	0	No	Off	20
-0.2	Interrupted	1 [2]	0	SNA	Off	0	No	Off	-104
-0.1	Interrupted	1 [1]	0	SNA	Off	0	No	Off	-113

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

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

Time Stamp (sec)	Raw Manifold Pressure (kPa)	PCM MIL	Yaw Rate (deg/sec)	Wheel Speed LF (RPM)	Wheel Speed RF (RPM)	Wheel Speed LR (RPM)	Wheel Speed RR (RPM)	ETC Lamp
-5.0	126.40	Off	28	590	680	564	581	Off
-4.9	121.60	Off	26	539	604	613	635	Off
-4.8	117.60	Off	11	318	446	613	599	Off
-4.7	116.80	Off	46	36	310	549	482	Off
-4.6	114.40	Off	91	10	212	508	376	Off
-4.5	114.40	Off	80	14	49	456	367	Off
-4.4	113.60	Off	54	13	9	388	308	Off
-4.3	112.80	Off	43	6	5	380	295	Off
-4.2	112.00	Off	22	5	5	381	249	Off
-4.1	110.40	On	-66	5	5	394	162	Off
-4.0	109.60	On	-70	9	0	400	174	Off
-3.9	108.80	On	-43	10	5	385	163	Off
-3.8	108.80	On	-20	9	12	379	155	Off
-3.7	108.00	On	SNA	8,192	8,192	8,192	8,192	Off
-3.6	108.00	On	2	8,192	8,192	8,192	8,192	Off
-3.5	108.00	On	16	8,192	8,192	8,192	8,192	Off
-3.4	SNA	Off	60	8,192	8,192	8,192	8,192	Off
-3.3	SNA	Off	82	8,192	8,192	8,192	8,192	Off
-3.2	SNA	Off	77	8,192	8,192	8,192	8,192	Off
-3.1	SNA	Off	10	8,192	8,192	8,192	8,192	Off
-3.0	SNA	Off	9	8,192	8,192	8,192	8,192	Off
-2.9	SNA	Off	30	8,192	8,192	8,192	8,192	Off
-2.8	SNA	Off	48	8,192	8,192	8,192	8,192	Off
-2.7	SNA	Off	23	8,192	8,192	8,192	8,192	Off
-2.6	SNA	Off	81	8,192	8,192	8,192	8,192	Off
-2.5	SNA	Off	17	8,192	8,192	8,192	8,192	Off
-2.4	SNA	Off	29	8,192	8,192	8,192	8,192	Off
-2.3	SNA	Off	SNA	8,192	8,192	8,192	8,192	Off
-2.2	SNA	Off	39	5	5	214	36	Off
-2.1	SNA	Off	78	35	5	113	18	Off
-2.0	SNA	On	28	30	5	83	14	Off
-1.9	102.40	On	-5	22	41	83	32	On
-1.8	101.60	On	73	9	9	66	12	On
-1.7	102.40	On	41	19	17	42	6	On
-1.6	101.60	On	8	7	8	21	7	On
-1.5	101.60	On	-8	29	5	7	5	On
-1.4	101.60	On	53	11	5	5	5	On
-1.3	101.60	On	51	5	5	39	10	On
-1.2	101.60	On	28	5	0	33	9	On
-1.1	101.60	On	-4	5	5	28	6	On
-1.0	101.60	On	-5	12	11	16	5	On
-0.9	100.80	On	75	20	29	8	5	On
-0.8	101.60	On	28	12	19	6	5	On
-0.7	101.60	On	-1	7	13	5	5	On
-0.6	101.60	On	-9	5	6	5	5	On
-0.5	101.60	On	-15	5	5	5	5	On
-0.4	100.80	On	45	0	5	0	0	On
-0.3	100.80	On	48	5	5	62	0	On
-0.2	101.60	On	-4	8	14	18	5	On
-0.1	100.80	On	0	5	6	11	5	On

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

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

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

System Configuration at Event (2nd Prior Event)

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

System Status at Event (2nd Prior Event)

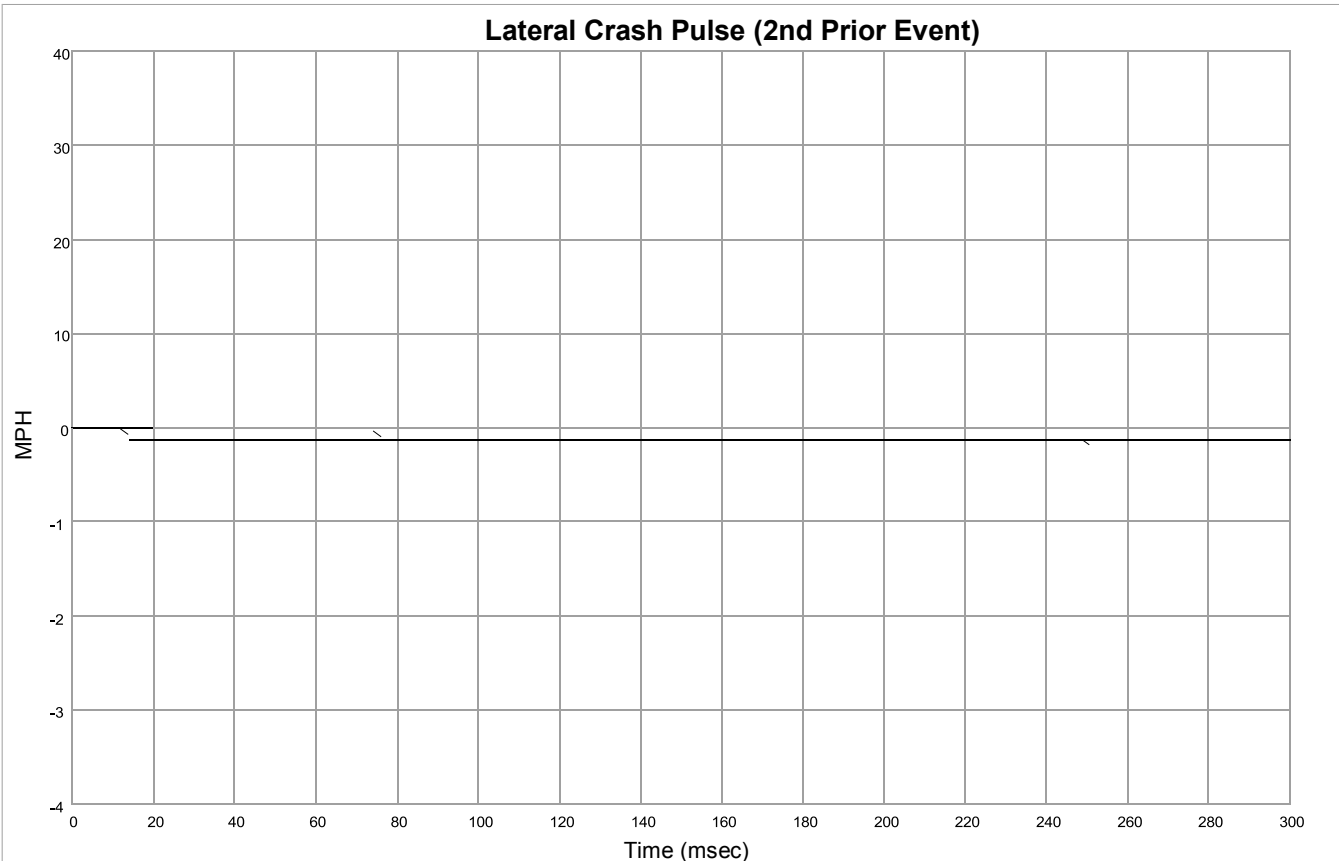
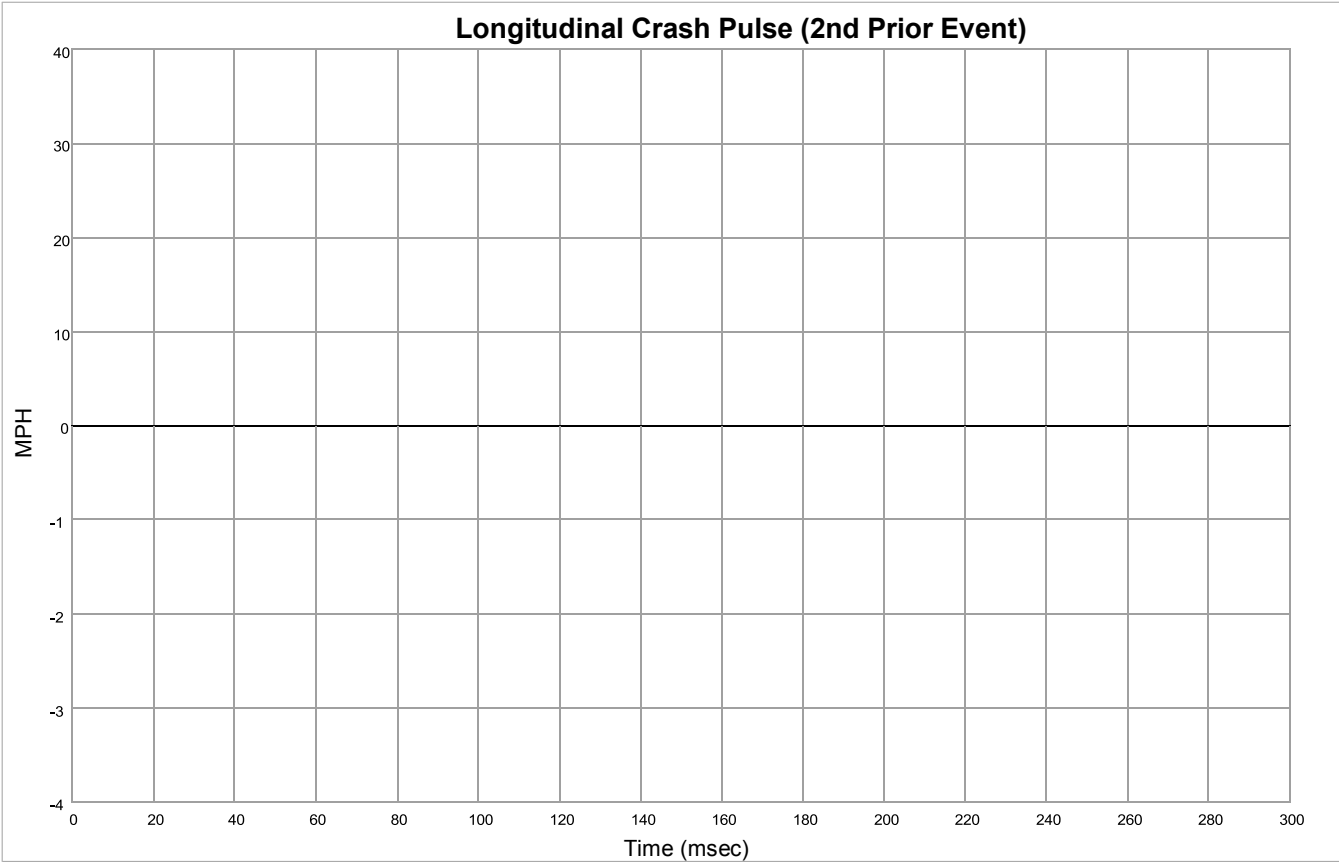
Event Number	2
Multi-Event, Number of Events (1,2)	2
Total number of events	5
Time from Event 1 to 2 (Time since last event)(sec)	0.33
Complete File Recorded (Yes, No)	Yes
Maximum Delta-V Longitudinal (MPH [km/h])	0.0 [0]
Time, Maximum Delta-V, Longitudinal (msec)	0
Maximum Delta-V Lateral (MPH [km/h])	-1.9 [-3]
Time, Maximum Delta-V, Lateral (msec)	250
Ignition Cycle, Crash	1341
Safety Belt Status, Driver	Buckled
Airbag Warning Lamp, On/Off	Off
Operation System Time (sec)	2306125
Airbag Warning Lamp On Time Before Event (min)	0
Supply Voltage at Event, ACM (V)	14.0
Operation via Energy Reserve	No
VIN at Event (last 8 digits)	FG*****
Odometer at Event (km [miles])	42303 [26286.0]

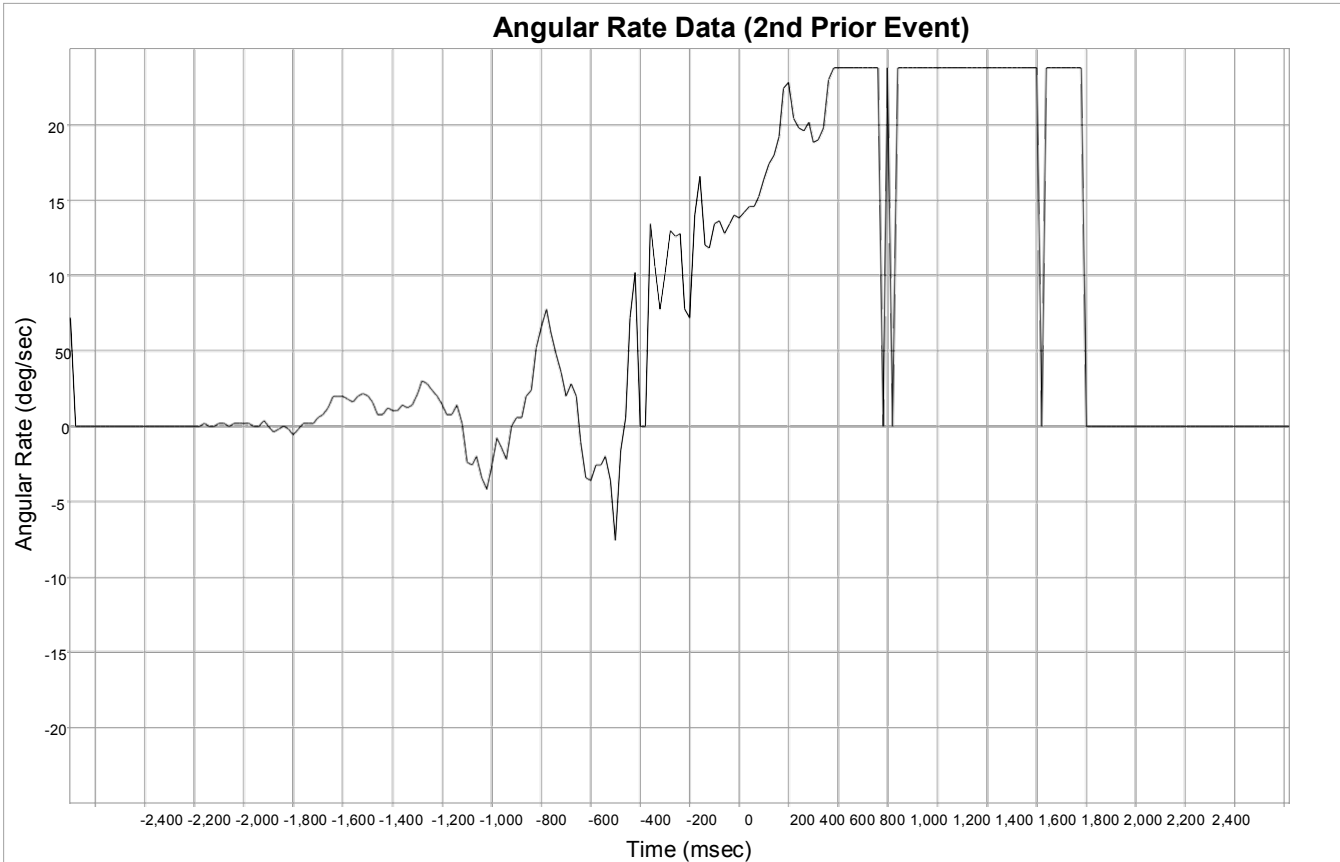
Deployment Command Data (2nd Prior Event)

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

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

No DTCs Present





Longitudinal Crash Pulse (2nd Prior Event)

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

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

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

Lateral Crash Pulse (2nd Prior Event)

Time (msec)	Delta-V, Lateral (MPH [km/h])
0	0.0 [0]
2	0.0 [0]
4	0.0 [0]
6	0.0 [0]
8	0.0 [0]
10	0.0 [0]
12	0.0 [0]
14	-0.6 [-1]
16	-0.6 [-1]
18	-0.6 [-1]
20	-0.6 [-1]
22	-0.6 [-1]
24	-0.6 [-1]
26	-0.6 [-1]
28	-0.6 [-1]
30	-0.6 [-1]
32	-0.6 [-1]
34	-0.6 [-1]
36	-0.6 [-1]
38	-0.6 [-1]
40	-0.6 [-1]
42	-0.6 [-1]
44	-0.6 [-1]
46	-0.6 [-1]
48	-0.6 [-1]
50	-0.6 [-1]
52	-0.6 [-1]
54	-0.6 [-1]
56	-0.6 [-1]
58	-0.6 [-1]
60	-0.6 [-1]
62	-0.6 [-1]
64	-0.6 [-1]
66	-0.6 [-1]
68	-0.6 [-1]
70	-1.2 [-2]
72	-1.2 [-2]
74	-1.2 [-2]
76	-1.2 [-2]
78	-1.2 [-2]
80	-1.2 [-2]
82	-1.2 [-2]
84	-1.2 [-2]
86	-1.2 [-2]
88	-1.2 [-2]
90	-1.2 [-2]
92	-1.2 [-2]
94	-1.2 [-2]
96	-1.2 [-2]
98	-1.2 [-2]

Time (msec)	Delta-V, Lateral (MPH [km/h])
100	-1.2 [-2]
102	-1.2 [-2]
104	-1.2 [-2]
106	-1.2 [-2]
108	-1.2 [-2]
110	-1.2 [-2]
112	-1.2 [-2]
114	-1.2 [-2]
116	-1.2 [-2]
118	-1.2 [-2]
120	-1.2 [-2]
122	-1.2 [-2]
124	-1.2 [-2]
126	-1.2 [-2]
128	-1.2 [-2]
130	-1.2 [-2]
132	-1.2 [-2]
134	-1.2 [-2]
136	-1.2 [-2]
138	-1.2 [-2]
140	-1.2 [-2]
142	-1.2 [-2]
144	-1.2 [-2]
146	-1.2 [-2]
148	-1.2 [-2]
150	-1.2 [-2]
152	-1.2 [-2]
154	-1.2 [-2]
156	-1.2 [-2]
158	-1.2 [-2]
160	-1.2 [-2]
162	-1.2 [-2]
164	-1.2 [-2]
166	-1.2 [-2]
168	-1.2 [-2]
170	-1.2 [-2]
172	-1.2 [-2]
174	-1.2 [-2]
176	-1.2 [-2]
178	-1.2 [-2]
180	-1.2 [-2]
182	-1.2 [-2]
184	-1.2 [-2]
186	-1.2 [-2]
188	-1.2 [-2]
190	-1.2 [-2]
192	-1.2 [-2]
194	-1.2 [-2]
196	-1.2 [-2]
198	-1.2 [-2]

Time (msec)	Delta-V, Lateral (MPH [km/h])
200	-1.2 [-2]
202	-1.2 [-2]
204	-1.2 [-2]
206	-1.2 [-2]
208	-1.2 [-2]
210	-1.2 [-2]
212	-1.2 [-2]
214	-1.2 [-2]
216	-1.2 [-2]
218	-1.2 [-2]
220	-1.2 [-2]
222	-1.2 [-2]
224	-1.2 [-2]
226	-1.2 [-2]
228	-1.2 [-2]
230	-1.2 [-2]
232	-1.2 [-2]
234	-1.2 [-2]
236	-1.2 [-2]
238	-1.2 [-2]
240	-1.2 [-2]
242	-1.2 [-2]
244	-1.2 [-2]
246	-1.2 [-2]
248	-1.2 [-2]
250	-1.9 [-3]
252	-1.9 [-3]
254	-1.9 [-3]
256	-1.9 [-3]
258	-1.9 [-3]
260	-1.9 [-3]
262	-1.9 [-3]
264	-1.9 [-3]
266	-1.9 [-3]
268	-1.9 [-3]
270	-1.9 [-3]
272	-1.9 [-3]
274	-1.9 [-3]
276	-1.9 [-3]
278	-1.9 [-3]
280	-1.9 [-3]
282	-1.9 [-3]
284	-1.9 [-3]
286	-1.9 [-3]
288	-1.9 [-3]
290	-1.9 [-3]
292	-1.9 [-3]
294	-1.9 [-3]
296	-1.9 [-3]
298	-1.9 [-3]
300	-1.9 [-3]

Angular Rate Data (2nd Prior Event)

Time (msec)	Angular Rate (deg/sec)
-2500	72.00
-2480	0.00
-2460	0.00
-2440	0.00
-2420	0.00
-2400	0.00
-2380	0.00
-2360	0.00
-2340	0.00
-2320	0.00
-2300	0.00
-2280	0.00
-2260	0.00
-2240	0.00
-2220	0.00
-2200	0.00
-2180	0.00
-2160	0.00
-2140	0.00
-2120	0.00
-2100	0.00
-2080	0.00
-2060	0.00
-2040	0.00
-2020	0.00
-2000	0.00
-1980	0.00
-1960	2.00
-1940	0.00
-1920	0.00
-1900	2.00
-1880	2.00
-1860	0.00
-1840	2.00
-1820	2.00
-1800	2.00
-1780	2.00
-1760	0.00
-1740	0.00
-1720	4.00
-1700	0.00
-1680	-4.00
-1660	-2.00
-1640	0.00
-1620	-2.00
-1600	-6.00
-1580	-2.00
-1560	2.00
-1540	2.00
-1520	2.00

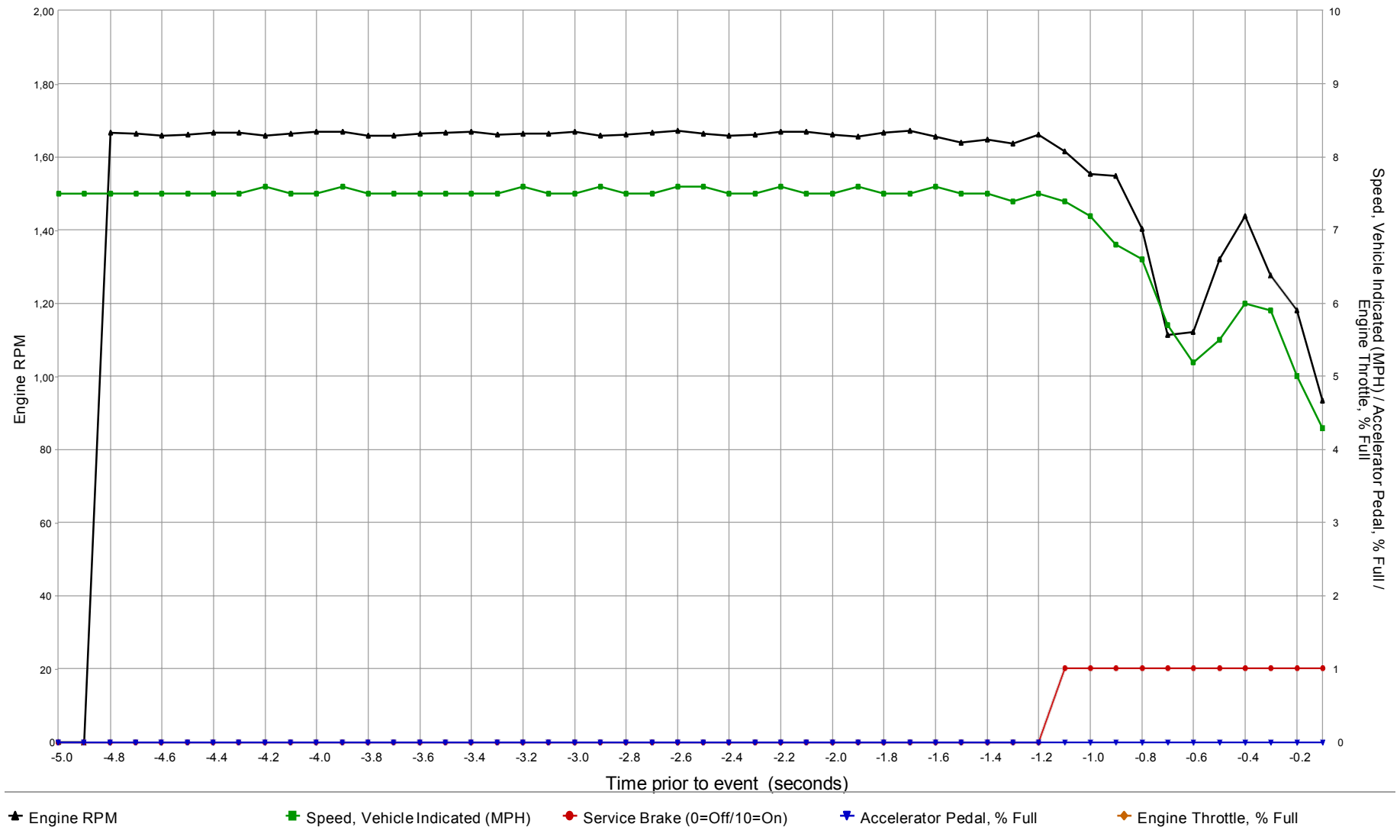
Time (msec)	Angular Rate (deg/sec)
-1500	6.00
-1480	8.00
-1460	12.00
-1440	20.00
-1420	20.00
-1400	20.00
-1380	18.00
-1360	16.00
-1340	20.00
-1320	22.00
-1300	20.00
-1280	16.00
-1260	8.00
-1240	8.00
-1220	12.00
-1200	10.00
-1180	10.00
-1160	14.00
-1140	12.00
-1120	14.00
-1100	22.00
-1080	30.00
-1060	28.00
-1040	24.00
-1020	20.00
-1000	14.00
-980	8.00
-960	8.00
-940	14.00
-920	2.00
-900	-24.00
-880	-26.00
-860	-20.00
-840	-34.00
-820	-42.00
-800	-26.00
-780	-8.00
-760	-14.00
-740	-22.00
-720	0.00
-700	6.00
-680	6.00
-660	20.00
-640	24.00
-620	52.00
-600	66.00
-580	78.00
-560	62.00
-540	48.00
-520	36.00

Time (msec)	Angular Rate (deg/sec)
-500	20.00
-480	28.00
-460	20.00
-440	-10.00
-420	-34.00
-400	-36.00
-380	-26.00
-360	-26.00
-340	-20.00
-320	-36.00
-300	-76.00
-280	-16.00
-260	6.00
-240	72.00
-220	102.00
-200	0.00
-180	0.00
-160	134.00
-140	106.00
-120	78.00
-100	102.00
-80	130.00
-60	126.00
-40	128.00
-20	78.00
0	72.00
20	140.00
40	166.00
60	120.00
80	118.00
100	134.00
120	136.00
140	128.00
160	134.00
180	140.00
200	138.00
220	142.00
240	146.00
260	146.00
280	152.00
300	164.00
320	174.00
340	180.00
360	192.00
380	224.00
400	228.00
420	204.00
440	198.00
460	196.00
480	202.00

Angular Rate Data (2nd Prior Event)

Time (msec)	Angular Rate (deg/sec)	Time (msec)	Angular Rate (deg/sec)
500	188.00	1500	238.00
520	190.00	1520	238.00
540	198.00	1540	238.00
560	230.00	1560	238.00
580	238.00	1580	238.00
600	238.00	1600	0.00
620	238.00	1620	0.00
640	238.00	1640	0.00
660	238.00	1660	0.00
680	238.00	1680	0.00
700	238.00	1700	0.00
720	238.00	1720	0.00
740	238.00	1740	0.00
760	238.00	1760	0.00
780	0.00	1780	0.00
800	238.00	1800	0.00
820	0.00	1820	0.00
840	238.00	1840	0.00
860	238.00	1860	0.00
880	238.00	1880	0.00
900	238.00	1900	0.00
920	238.00	1920	0.00
940	238.00	1940	0.00
960	238.00	1960	0.00
980	238.00	1980	0.00
1000	238.00	2000	0.00
1020	238.00	2020	0.00
1040	238.00	2040	0.00
1060	238.00	2060	0.00
1080	238.00	2080	0.00
1100	238.00	2100	0.00
1120	238.00	2120	0.00
1140	238.00	2140	0.00
1160	238.00	2160	0.00
1180	238.00	2180	0.00
1200	238.00	2200	0.00
1220	238.00	2220	0.00
1240	238.00	2240	0.00
1260	238.00	2260	0.00
1280	238.00	2280	0.00
1300	238.00	2300	0.00
1320	238.00	2320	0.00
1340	238.00	2340	0.00
1360	238.00	2360	0.00
1380	238.00	2380	0.00
1400	238.00	2400	0.00
1420	0.00	2420	0.00
1440	238.00		
1460	238.00		
1480	238.00		

Pre-Crash Data (2nd Prior Event)



SNA values will not be plotted on the graph

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

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

Time Stamp (sec)	Pre-Crash Recorder Status	Speed, Vehicle Indicated (MPH [km/h])	Accelerator Pedal, % Full	Engine Throttle, % Full	Service Brake	Engine RPM	ABS Activity	Stability Control	Steering Input (deg)
-5.0	Complete	75 [121]	0	SNA	Off	0	No	Off	17
-4.9	Complete	75 [121]	0	SNA	Off	0	No	Off	29
-4.8	Complete	75 [121]	0	SNA	Off	1,666	No	On	-1
-4.7	Complete	75 [121]	0	SNA	Off	1,665	No	On	-1
-4.6	Complete	75 [121]	0	SNA	Off	1,660	No	On	-1
-4.5	Complete	75 [121]	0	SNA	Off	1,663	No	On	-1
-4.4	Complete	75 [121]	0	SNA	Off	1,666	No	On	-1
-4.3	Complete	75 [121]	0	SNA	Off	1,666	No	On	-1
-4.2	Complete	76 [122]	0	SNA	Off	1,658	No	On	-1
-4.1	Complete	75 [121]	0	SNA	Off	1,664	No	On	-1
-4.0	Complete	75 [121]	0	SNA	Off	1,671	No	On	-1
-3.9	Complete	76 [122]	0	SNA	Off	1,670	No	On	-1
-3.8	Complete	75 [121]	0	SNA	Off	1,660	No	On	-1
-3.7	Complete	75 [121]	0	SNA	Off	1,660	No	On	-1
-3.6	Complete	75 [121]	0	SNA	Off	1,664	No	On	-1
-3.5	Complete	75 [121]	0	SNA	Off	1,668	No	On	-1
-3.4	Complete	75 [121]	0	SNA	Off	1,669	No	On	-1
-3.3	Complete	75 [121]	0	SNA	Off	1,661	No	On	-1
-3.2	Complete	76 [122]	0	SNA	Off	1,664	No	On	-1
-3.1	Complete	75 [121]	0	SNA	Off	1,664	No	On	-1
-3.0	Complete	75 [121]	0	SNA	Off	1,669	No	On	-1
-2.9	Complete	76 [122]	0	SNA	Off	1,660	No	On	-2
-2.8	Complete	75 [121]	0	SNA	Off	1,663	No	On	-2
-2.7	Complete	75 [121]	0	SNA	Off	1,668	No	On	-2
-2.6	Complete	76 [122]	0	SNA	Off	1,673	No	On	-2
-2.5	Complete	76 [122]	0	SNA	Off	1,664	No	On	-2
-2.4	Complete	75 [121]	0	SNA	Off	1,660	No	On	-2
-2.3	Complete	75 [121]	0	SNA	Off	1,663	No	On	-2
-2.2	Complete	76 [122]	0	SNA	Off	1,670	No	On	-2
-2.1	Complete	75 [121]	0	SNA	Off	1,671	No	On	-2
-2.0	Complete	75 [121]	0	SNA	Off	1,662	No	On	-2
-1.9	Complete	76 [122]	0	SNA	Off	1,657	No	On	-3
-1.8	Complete	75 [121]	0	SNA	Off	1,667	No	On	-4
-1.7	Complete	75 [121]	0	SNA	Off	1,672	No	On	1
-1.6	Complete	76 [122]	0	SNA	Off	1,657	No	On	13
-1.5	Complete	75 [121]	0	SNA	Off	1,640	No	On	23
-1.4	Complete	75 [121]	0	SNA	Off	1,647	No	On	26
-1.3	Complete	74 [120]	0	SNA	Off	1,638	No	On	29
-1.2	Complete	75 [121]	0	SNA	Off	1,663	No	On	46
-1.1	Complete	74 [118]	0	SNA	On	1,615	Yes	On	62
-1.0	Complete	72 [115]	0	SNA	On	1,555	Yes	Engaged	80
-0.9	Complete	68 [109]	0	SNA	On	1,548	Yes	On	91
-0.8	Complete	66 [107]	0	SNA	On	1,404	Yes	On	128
-0.7	Complete	57 [93]	0	SNA	On	1,113	Yes	On	159
-0.6	Complete	52 [84]	0	SNA	On	1,123	Yes	On	148
-0.5	Complete	55 [88]	0	SNA	On	1,322	Yes	On	138
-0.4	Complete	60 [96]	0	SNA	On	1,439	Yes	Engaged	137
-0.3	Complete	59 [96]	0	SNA	On	1,276	Yes	Engaged	135
-0.2	Complete	50 [81]	0	SNA	On	1,180	Yes	Engaged	189
-0.1	Complete	43 [69]	0	SNA	On	935	Yes	Engaged	194

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

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

Time Stamp (sec)	Raw Manifold Pressure (kPa)	PCM MIL	Yaw Rate (deg/sec)	Wheel Speed LF (RPM)	Wheel Speed RF (RPM)	Wheel Speed LR (RPM)	Wheel Speed RR (RPM)	ETC Lamp
-5.0	102.40	On	41	19	17	42	6	On
-4.9	101.60	On	8	7	8	21	7	On
-4.8	101.60	Off	-8	29	5	7	5	Off
-4.7	144.00	Off	0	773	771	777	777	Off
-4.6	142.40	Off	0	771	772	777	780	Off
-4.5	144.00	Off	0	775	772	780	779	Off
-4.4	144.00	Off	0	773	772	777	778	Off
-4.3	144.00	Off	0	772	772	777	778	Off
-4.2	144.00	Off	0	775	775	782	780	Off
-4.1	144.00	Off	0	776	774	780	779	Off
-4.0	144.00	Off	0	773	775	780	780	Off
-3.9	144.00	Off	0	775	775	783	783	Off
-3.8	144.00	Off	0	775	774	782	783	Off
-3.7	144.00	Off	0	775	773	778	777	Off
-3.6	144.00	Off	0	775	775	782	780	Off
-3.5	144.00	Off	0	775	773	780	779	Off
-3.4	142.40	Off	0	775	773	780	778	Off
-3.3	144.00	Off	0	775	773	777	779	Off
-3.2	144.00	Off	0	775	774	781	782	Off
-3.1	144.00	Off	0	775	772	777	777	Off
-3.0	144.00	Off	0	772	771	779	779	Off
-2.9	144.00	Off	0	774	774	783	783	Off
-2.8	144.00	Off	0	776	774	777	776	Off
-2.7	142.40	Off	0	775	773	776	779	Off
-2.6	142.40	Off	0	775	775	783	782	Off
-2.5	142.40	Off	0	774	774	784	783	Off
-2.4	142.40	Off	0	776	774	778	777	Off
-2.3	142.40	Off	0	773	772	781	780	Off
-2.2	142.40	Off	0	775	775	781	781	Off
-2.1	142.40	Off	0	775	774	778	778	Off
-2.0	142.40	Off	0	774	773	779	779	Off
-1.9	142.40	Off	0	775	773	782	783	Off
-1.8	142.40	Off	-1	776	766	780	778	Off
-1.7	142.40	Off	0	771	757	775	776	Off
-1.6	142.40	Off	-1	765	744	786	782	Off
-1.5	142.40	Off	0	769	749	784	779	Off
-1.4	142.40	Off	0	774	739	776	780	Off
-1.3	142.40	Off	0	772	752	777	765	Off
-1.2	142.40	Off	1	772	753	781	767	Off
-1.1	142.40	Off	1	756	728	766	751	Off
-1.0	142.40	Off	6	580	571	746	734	Off
-0.9	140.80	Off	4	647	700	706	679	Off
-0.8	136.80	Off	0	610	566	682	680	Off
-0.7	132.80	Off	7	638	532	624	565	Off
-0.6	130.40	Off	15	632	672	587	492	Off
-0.5	126.40	Off	28	590	680	564	581	Off
-0.4	121.60	Off	26	539	604	613	635	Off
-0.3	117.60	Off	11	318	446	613	599	Off
-0.2	116.80	Off	46	36	310	549	482	Off
-0.1	114.40	Off	91	10	212	508	376	Off

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

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

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


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00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
71 01 03 01 01 00 66 00 00 00 08 00 0C 00 37 00 0A 00 0A 7E 60 00 00 00 00 00 FF FF FF FF 7F FF
FF 10 00 00 00 07 00 FF 00 00 00 00 00 10 32 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 00
00 08 00 02 FB FF 03 FF FF FF FF FF 42 7B 73 67 AB 80 00 00 00 00 00 00 0F 9C 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF
71 01 03 01 01 01 66 00 00 00 08 00 12 00 41 00 0A 00 00 8B 18 00 00 00 00 00 FF FF FF FF 7F FF
FF 10 00 00 00 07 00 FF 00 00 00 00 00 10 35 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 00
00 08 00 02 FB FF 03 FF FF FF FF FF 42 7B 73 66 77 80 00 00 00 00 00 00 10 C8 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF
71 01 03 01 01 02 66 00 00 00 08 00 13 00 4E 00 0A 00 0A 93 F8 00 00 00 00 00 FF FF FF FF 7F FF
FF 10 00 00 00 07 00 FF 00 00 00 00 00 10 28 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 00
00 08 00 02 FB FF 03 FF FF FF FF FF 42 7B 73 6D 40 80 00 00 00 00 00 00 10 C8 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF
71 01 03 01 01 03 66 00 00 00 08 00 0A 00 0A 00 15 00 0A 94 B8 00 00 00 00 00 FF FF FF FF 7F FF
FF 10 00 00 00 07 00 FF 00 00 00 00 00 10 25 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 00
00 08 00 02 FB FF 03 FF FF FF FF FF 42 7B 73 BD B7 80 00 00 00 00 00 00 10 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF
71 01 03 01 01 04 66 00 00 00 08 00 0A 00 0D 00 39 00 0A 7C A0 00 00 00 00 00 FF FF FF FF 7F FF
FF 10 00 00 00 07 00 FF 00 00 00 00 00 10 4A 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 00
00 08 00 02 FB FF 03 FF FF FF FF FF 42 7B 73 77 26 80 00 00 00 00 00 00 10 64 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF
71 01 03 01 01 05 66 00 00 00 08 00 0D 00 2A 00 0D 00 10 83 50 06 00 00 00 03 00 FF FF 15 0A 7F FF
00 10 00 00 00 07 00 FF 00 00 00 00 00 10 39 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 00
FF 08 00 02 FB FF 03 FF FF FF FF FF 40 7B 73 6E FA 80 00 00 00 00 00 00 11 2C 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF
71 01 03 01 01 06 66 00 00 00 08 00 0C 00 54 00 26 00 21 90 50 06 00 00 00 03 00 FF FF 15 0A 80 FF
00 10 00 00 00 07 00 FF 00 00 00 00 00 10 21 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 00
FF 08 00 02 FB FF 03 FF FF FF FF FF 40 80 73 04 FE 80 00 00 00 00 00 00 1A 8C 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF
71 01 03 01 01 07 66 00 00 00 08 00 17 00 84 00 11 00 11 9C 98 00 00 00 00 00 FF FF 15 0A 7F FF
00 10 00 00 00 07 00 FF 00 00 00 00 00 10 60 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 00
00 08 00 02 FB FF 03 FF FF FF FF FF 42 80 73 00 FE 80 00 00 00 00 00 00 04 AC 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF
71 01 03 01 01 08 66 00 00 00 08 00 40 00 A6 00 2C 00 52 7D E8 00 00 00 00 00 FF FF 15 0A 80 FF
00 10 00 00 00 07 00 FF 00 00 00 00 00 10 2F 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 00
00 08 00 02 FB FF 03 FF FF FF FF FF 42 80 73 00 FE 80 00 00 00 00 00 00 13 E8 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF
71 01 03 01 01 09 66 00 00 00 08 00 1C 00 A6 00 3C 00 0A 8B 30 00 00 00 00 00 FF FF 15 0A FF FF
00 00 00 00 00 07 00 FF 00 00 00 00 00 10 2E 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 00
00 08 00 02 FB FF 03 FF FF FF FF FF 42 80 73 4E FE 80 00 00 00 00 00 00 0E 0C 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF
71 01 03 01 01 0A 66 00 FF FF 08 00 23 00 E2 00 46 00 0A 9E 80 00 00 00 00 00 FF FF FF FF FF FF
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9B 00 00 07 FB FF 03 FF FF FF FF FF 42 80 73 FE B9 80 00 00 00 00 00 00 0F 38 00 00 00 00 00 00
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00 00 00 00 00 07 00 FF 00 00 00 00 00 10 2F 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 00
FF 00 00 07 FB FF 03 FF FF FF FF FF 30 FF FF FF FF FF 00 00 00 00 00 00 10 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF
71 01 03 01 01 0D 66 00 FF FF 00 3F FF 3F FF 3F FF 3F FF 8B 58 00 00 00 00 00 FF FF 15 0A FF FF

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00 00 00 00 00 07 00 FF 00 00 00 00 00 10 20 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 01
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00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 01 0E 66 00 FF FF 00 3F FF 3F FF 3F FF 3F FF 86 D0 00 00 00 00 00 FF FF 15 0A FF FF
00 00 00 00 00 07 00 FF 00 00 00 00 00 10 2F 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 01
B6 00 00 07 FB FF 03 FF FF FF FF FF 42 7B 73 90 9F 80 00 00 00 00 00 00 11 2C 00 00 00 00 00
00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 01 0F 66 00 FF FF 00 3F FF 3F FF 3F FF 3F FF 9F F8 00 00 00 00 00 FF FF 15 0A FF FF
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AB 00 00 07 FB FF 03 FF FF FF FF FF 42 7B 73 0E DF 80 00 00 00 00 00 00 10 64 00 00 00 00 00
00 00 00 00 00 00 00 00 00 FF FF

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71 01 03 01 01 11 66 00 FF FF 00 3F FF 3F FF 3F FF 3F FF 93 00 00 00 00 00 FF FF 15 0A FF FF
00 00 00 00 00 07 00 FF 00 00 00 00 00 10 C3 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 02
D6 00 00 07 FB FF 03 FF FF FF FF FF 42 7B 73 68 00 80 00 00 00 00 00 00 03 E4 00 00 00 00 00
00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 01 12 66 00 FF FF 00 3F FF 3F FF 3F FF 3F FF 8B E8 00 00 00 00 00 FF FF 15 0A FF FF
00 00 00 00 00 07 00 FF 00 00 00 00 00 11 4B 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 00
00 00 00 07 FB FF 03 FF FF FF FF FF 42 7B 73 B3 00 80 00 00 00 00 00 12 58 00 00 00 00 00
00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 01 13 66 00 FF FF 00 3F FF 3F FF 3F FF 3F FF 83 A0 00 00 00 00 00 FF FF 15 0A FF FF
00 00 00 00 00 07 00 FF 00 00 00 00 00 11 6D 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 00
00 00 00 07 FB FF 03 FF FF FF FF FF 42 7B 73 E2 FE 80 00 00 00 00 00 00 0F 38 00 00 00 00 00
00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 01 14 66 00 FF FF 00 3F FF 3F FF 3F FF 3F FF 84 30 00 00 00 00 00 FF FF 15 0A FF FF
00 00 00 00 00 07 00 FF 00 00 00 00 00 11 89 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 00
00 00 00 07 FB FF 03 FF FF FF FF FF 42 80 73 91 FE 80 00 00 00 00 00 00 0F 38 00 00 00 00 00
00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 01 15 66 00 FF FF 00 3F FF 3F FF 3F FF 3F FF 9E 30 00 00 00 00 00 FF FF 15 0A FF FF
00 00 00 00 00 07 00 FF 00 00 00 00 00 11 9A 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 00
00 00 00 07 FB FF 03 FF FF FF FF FF 42 80 73 88 FE 80 00 00 00 00 00 10 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 01 16 66 00 FF FF 00 3F FF 3F FF 3F FF 3F FF A0 28 00 00 00 00 00 FF FF 15 0A FF FF
00 00 00 00 00 07 00 FF 00 00 00 00 00 11 98 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 00
00 00 00 07 FB FF 03 FF FF FF FF FF 42 80 73 93 AD 80 00 00 00 00 00 10 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 FF FF

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00 00 00 00 00 07 00 FF 00 00 00 00 00 11 C1 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 00
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00 00 00 00 00 00 00 00 00 FF FF

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00 00 00 00 00 07 00 FF 00 00 00 00 00 11 99 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 00
D6 08 00 07 FB FF 03 FF FF FF FF FF 42 80 73 71 DA 80 00 00 00 00 00 10 C8 00 00 00 00 00
00 00 00 00 00 00 00 00 00 FF FF

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51 08 00 07 FB FF 03 FF FF FF FF FF 42 80 73 00 00 80 00 00 00 00 00 0C 18 00 00 00 00 00
00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 01 1A 66 00 FF FF 00 3F FF 3F FF 3F FF 3F FF FF FF 00 00 00 00 00 FF FF 15 0A 87 FF
00 02 00 00 00 07 00 FF 00 00 00 00 00 11 00 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 01
BF 08 06 04 FB FF 03 FF FF FF FF FF 32 FF FF FF FF FF 00 00 00 00 00 00 3F FF 00 00 00 00 00
00 00 00 00 00 00 00 00 00 FF FF

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B7 08 00 04 FB FF 03 FF FF FF FF FF 5A 7A 71 00 8C 7F 00 00 00 00 00 00 0E 0C 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 01 1C 66 00 02 09 00 01 45 03 02 00 13 00 0A 6F 10 00 00 00 00 00 FF FF 15 0A 88 FF
00 02 00 00 00 07 00 FF 00 00 00 00 00 12 1C 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF 00
00 08 00 04 FB FF 03 FF FF FF FF FF 5A 7A 71 6A 06 7F 00 00 00 00 00 00 0D 44 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 01 1D 66 00 00 00 08 01 5C 03 1F 00 12 00 00 64 48 00 00 00 00 00 FF FF 15 0A 89 FF
00 10 00 00 00 07 00 FF 00 00 00 00 00 12 26 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF 00
00 08 00 02 FB FF 03 FF FF FF FF FF 42 7A 71 6E 00 7F 00 00 00 00 00 00 10 64 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 01 1E 66 00 00 00 08 01 44 03 13 00 0A 00 0A 66 08 00 00 00 00 00 FF FF 15 0A 8A FF
00 10 00 00 00 07 00 FF 00 00 00 00 00 10 39 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF 01
17 08 00 02 FB FF 03 FF FF FF FF FF 42 7A 71 A8 FE 7F 00 00 00 00 00 00 11 2C 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 01 1F 66 00 00 00 08 01 F2 02 FA 00 0A 00 0A 88 E8 00 00 00 00 00 FF FF 15 0A 8C FF
00 10 00 00 00 07 00 FF 00 00 00 00 00 10 21 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF 01
E3 08 00 02 FB FF 03 FF FF FF FF FF 42 7A 71 75 BD 7F 00 00 00 00 00 00 1A 8C 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

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00 10 00 00 00 07 00 FF 00 00 00 00 00 10 60 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF 03
12 08 00 02 FB FF 03 FF FF FF FF FF 42 7A 71 98 7B 7F 00 00 00 00 00 00 04 AC 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 01 21 66 00 00 00 08 02 67 03 08 00 1A 00 12 95 78 00 00 00 00 00 FF FF 15 0A 8E FF
00 10 00 00 00 07 00 FF 00 00 00 00 00 10 2F 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF 04
97 08 00 02 FB FF 03 FF FF FF FF FF 42 7A 71 1D E2 7F 00 00 00 00 00 00 13 E8 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 01 22 66 00 00 00 08 02 DE 03 8F 00 1B 00 62 9F 58 00 00 00 00 00 FF FF 15 0A 8F FF
FF 00 00 00 00 07 00 FF 00 00 00 00 00 10 2E 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF 04
01 08 00 02 FB FF 03 FF FF FF FF FF 42 7A 71 00 00 7F 00 00 00 00 00 0E 0C 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 01 23 66 00 FF FF 08 02 EF 03 F8 00 13 01 A8 A3 C8 00 00 00 00 00 FF FF 15 0A 90 FF
FF 00 00 00 00 07 00 FF 00 00 00 00 00 10 19 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF 04
8E 00 00 07 FB FF 03 FF FF FF FF FF 42 7A 71 00 30 7F 00 00 00 00 00 00 0F 38 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 01 24 66 00 FF FF 08 03 C3 04 49 00 47 02 6B 92 20 00 00 00 00 00 FF FF 15 0A 91 FF
FF 00 00 00 00 07 00 FF 00 00 00 00 00 10 1A 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF 09
8E 00 00 07 FB FF 03 FF FF FF FF FF 42 7A 71 00 00 7F 00 00 00 00 00 10 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 01 25 66 00 00 00 00 04 AE 04 CA 02 7B 03 7C 84 90 06 00 00 03 00 FF FF 15 0A 92 FF
FF 00 00 00 00 07 00 FF 00 00 00 00 00 10 2F 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF 00
FF 00 00 07 FB FF 03 FF FF FF FF FF 30 7A 71 00 00 7F 00 00 00 00 00 10 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 01 26 66 00 FF FF 00 04 F6 04 CA 04 36 04 B8 8A 60 00 00 00 00 00 FF FF 15 0A 93 FF
FF 00 00 00 00 07 00 FF 00 00 00 00 00 10 20 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF 00
00 00 00 07 FB FF 03 FF FF FF FF FF 42 7A 71 3D FE 7F 00 00 00 00 00 00 11 90 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 01 27 66 00 FF FF 00 04 89 04 68 04 9B 05 4F 8B 10 00 00 00 00 00 FF FF 15 0A 94 FF
FF 00 00 00 00 07 00 FF 00 00 00 00 00 10 2F 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF 00
00 00 00 07 FB FF 03 FF FF FF FF FF 42 7A 71 54 95 7F 00 00 00 00 00 00 11 2C 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 01 28 66 00 FF FF 00 03 D7 04 95 04 F0 05 3F 85 F0 00 00 00 00 00 FF FF 15 0A 95 FF
FF 00 00 00 00 07 00 FF 00 00 00 00 00 10 15 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF 00

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00 00 00 07 FB FF 03 FF FF FF FF FF 42 7A 71 61 CB 7F 00 00 00 00 00 00 10 64 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 01 29 66 00 FF FF 00 04 6A 04 E0 04 FB 04 28 82 C0 02 00 00 00 00 FF FF FF FF A6 FF
FF 00 00 00 00 07 00 FF 00 00 00 00 00 10 09 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 00
00 00 00 07 FB FF 03 FF FF FF FF FF 42 7A 71 35 FE 7F 00 00 00 00 00 00 0C E0 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 01 2A 66 00 FF FF 00 05 50 05 54 04 C3 04 6B 80 10 00 00 00 00 00 00 FF FF FF FF AB FF
FF 00 00 00 00 07 00 FF 00 00 00 00 00 10 C3 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 00
00 00 00 07 FB FF 03 FF FF FF FF FF 42 7A 71 29 E9 7F 00 00 00 00 00 00 03 E4 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 01 2B 66 00 FF FF 00 05 4D 05 83 05 0D 05 77 81 A0 00 00 00 00 00 00 FF FF FF FF B0 FF
FF 00 00 00 00 07 00 FF 00 00 00 00 00 11 4B 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 00
00 00 00 07 FB FF 03 FF FF FF FF FF 42 7A 71 AD 18 7F 00 00 00 00 00 00 12 58 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 01 2C 66 00 FF FF 00 05 BB 05 D3 04 87 04 76 82 B8 00 00 00 00 00 00 FF FF FF FF B2 FF
FF 00 00 00 00 07 00 FF 00 00 00 00 00 11 6D 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 00
00 00 00 07 FB FF 03 FF FF FF FF FF 42 7A 71 83 A0 7F 00 00 00 00 00 00 0F 38 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 01 2D 66 00 FF FF 00 05 DD 05 FB 05 E8 05 AF 80 68 00 00 00 00 00 00 FF FF FF FF B2 FF
FF 00 00 00 00 07 00 FF 00 00 00 00 00 11 89 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 00
00 00 00 07 FB FF 03 FF FF FF FF FF 42 7A 71 7F BE 7F 00 00 00 00 00 00 0F 38 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 01 2E 66 00 FF FF 00 05 FE 06 1A 06 07 05 E2 80 B0 00 00 00 00 00 00 FF FF FF FF B2 FF
FF 00 00 00 00 07 00 FF 00 00 00 00 00 11 9A 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 00
00 00 00 07 FB FF 03 FF FF FF FF FF 42 7A 71 6E 6C 7F 00 00 00 00 00 00 10 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 01 2F 66 00 FF FF 00 05 F9 06 12 06 08 05 DF 80 00 00 00 00 00 00 FF FF FF FF B2 FF
FF 00 00 00 00 07 00 FF 00 00 00 00 00 11 98 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 00
00 00 00 07 FB FF 03 FF FF FF FF FF 42 7A 71 5D 90 7F 00 00 00 00 00 00 10 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 01 30 66 00 FF FF 00 06 17 06 0F 06 0B 05 C5 80 00 02 00 00 01 00 FF FF FF FF B2 FF
FF 00 00 00 00 07 00 FF 00 00 00 00 00 11 C1 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 00
00 00 00 07 FB FF 03 FF FF FF FF FF 42 7A 71 65 73 7F 00 00 00 00 00 00 0F 38 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 01 31 66 00 FF FF 00 06 16 06 1F 06 02 05 DA 7F A0 02 00 00 01 00 FF FF 15 0A B2 FF
00 00 00 00 00 07 00 FF 00 00 00 00 00 11 99 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 00
00 08 00 07 FB FF 03 FF FF FF FF FF 42 7A 71 6B 8F 7F 00 00 00 00 00 00 10 C8 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 02 00 66 00 00 00 08 00 0A 00 16 00 0A 00 0C 80 40 00 00 00 00 00 00 FF FF 15 0A 7E FF
00 10 00 00 00 07 00 FF 00 00 00 00 00 0F 1E 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 00
AB 08 00 02 FB FF 03 FF FF FF FF FF 42 7B 73 5F 97 80 00 00 00 00 00 00 0E D4 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 02 01 66 00 00 00 08 00 0A 00 23 00 0F 00 1C 7E 70 00 00 00 00 00 00 FF FF 15 0A 7F FF
00 10 00 00 00 07 00 FF 00 00 00 00 00 0F 31 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 00
E6 08 00 02 FB FF 03 FF FF FF FF FF 42 7B 73 88 A5 80 00 00 00 00 00 00 0C E0 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 02 02 66 00 00 00 08 00 00 00 7C 00 0A 00 0A 92 C0 00 00 00 00 00 00 FF FF 15 0A 7E FF
00 10 00 00 00 07 00 FF 00 00 00 00 00 10 27 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 02
D6 08 00 02 FB FF 03 FF FF FF FF FF 42 7B 73 E7 00 80 00 00 00 00 00 00 01 F0 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 02 03 66 00 00 00 08 00 00 00 00 00 00 00 0A 91 E8 00 00 00 00 00 00 FF FF 15 0A 7E FF
00 10 00 00 00 07 00 FF 00 00 00 00 00 10 C1 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 00
00 08 00 02 FB FF 03 FF FF FF FF FF 42 7B 73 93 64 80 00 00 00 00 00 00 0D A8 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

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71 01 03 01 02 04 66 00 00 00 08 00 0A 00 0A 00 0A 00 0A 7A 18 00 00 00 00 00 FF FF 15 0A 7F FF
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00 08 00 02 FB FF 03 FF FF FF FF FF FF 42 7B 73 60 7C 80 00 00 00 00 00 00 10 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

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

71 01 03 01 02 06 66 00 00 00 08 00 0A 00 0A 00 0D 00 1A 7F 68 00 00 00 00 00 FF FF 15 0A 7F FF
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00 08 00 02 FB FF 03 FF FF FF FF FF FF 42 7B 73 90 B3 80 00 00 00 00 00 00 0D 44 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 02 07 66 00 00 00 08 00 0A 00 0B 00 18 00 26 8B 18 00 00 00 00 00 FF FF 15 0A 7F FF
00 10 00 00 00 07 00 FF 00 00 00 00 00 10 D8 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 00
00 08 00 02 FB FF 03 FF FF FF FF FF FF 42 7B 73 24 F5 80 00 00 00 00 00 00 14 B0 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 02 08 66 00 00 00 08 00 0A 00 0F 00 28 00 3A 9D 78 00 00 00 00 00 FF FF 15 0A 7E FF
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00 08 00 02 FB FF 03 FF FF FF FF FF FF 42 7B 73 ED FB 80 00 00 00 00 00 00 13 20 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 02 09 66 00 00 00 08 00 0A 00 20 00 17 00 15 7D C8 00 00 00 00 00 FF FF 15 0A 7F FF
00 10 00 00 00 07 00 FF 00 00 00 00 00 10 49 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 00
D6 08 00 02 FB FF 03 FF FF FF FF FF FF 42 7B 73 00 FE 80 00 00 00 00 00 11 2C 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 02 0A 66 00 00 00 08 00 0C 00 37 00 0A 00 0A 7E 60 00 00 00 00 00 FF FF 15 0A 7F FF
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51 08 00 02 FB FF 03 FF FF FF FF FF FF 42 7B 73 67 AB 80 00 00 00 00 00 00 0F 9C 00 00 00 00 00 00
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BF 08 00 02 FB FF 03 FF FF FF FF FF FF 42 7B 73 66 77 80 00 00 00 00 00 10 C8 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 02 0C 66 00 00 00 08 00 13 00 4E 00 0A 00 0A 93 F8 00 00 00 00 00 FF FF 15 0A 7F FF
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B7 08 00 02 FB FF 03 FF FF FF FF FF FF 42 7B 73 6D 40 80 00 00 00 00 00 10 C8 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

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

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

71 01 03 01 02 0F 66 00 00 00 08 00 0D 00 2A 00 0D 00 10 83 50 00 00 00 00 00 FF FF 15 0A 7F FF
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17 08 00 02 FB FF 03 FF FF FF FF FF FF 42 7B 73 6E FA 80 00 00 00 00 00 11 2C 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 02 10 66 00 00 00 08 00 0C 00 54 00 26 00 21 90 50 00 00 00 00 00 FF FF 15 0A 80 FF
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E3 08 00 02 FB FF 03 FF FF FF FF FF FF 42 80 73 04 FE 80 00 00 00 00 00 1A 8C 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 02 11 66 00 00 00 08 00 17 00 84 00 11 00 11 9C 98 00 00 00 00 00 FF FF 15 0A 7F FF
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00 00 00 00 00 00 00 00 00 00 00 FF FF
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8E 00 00 07 FB FF 03 FF FF FF FF FF 42 80 73 FE B9 80 00 00 00 00 00 00 00 0F 38 00 00 00 00 00 00
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8E 00 00 07 FB FF 03 FF FF FF FF FF 42 80 73 8D 60 80 00 00 00 00 00 00 10 00 00 00 00 00 00 00
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00 08 00 07 FB FF 03 FF FF FF FF FF 42 80 73 71 DA 80 00 00 00 00 00 10 C8 00 00 00 00 00 00
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71 01 03 01 02 23 66 00 FF FF 00 3F FF 3F FF 3F FF 3F FF 80 D8 02 00 00 01 00 FF FF 15 0A 87 FF
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71 01 03 01 02 25 66 00 01 91 00 01 36 02 F5 00 11 00 18 77 E0 02 00 00 01 00 FF FF 16 0B 88 FF
00 02 00 00 00 07 00 FF 00 00 00 00 00 11 FA 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 15
05 08 00 04 FB FF 03 FF FF FF FF FF 5A 7A 71 00 8C 7F 00 00 00 00 00 00 0E 0C 00 00 00 00 00
00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 02 26 66 00 02 09 00 01 45 03 02 00 13 00 0A 6F 10 02 00 00 01 00 FF FF 15 0A 88 FF
00 02 00 00 00 07 00 FF 00 00 00 00 00 12 1C 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 15
29 08 00 04 FB FF 03 FF FF FF FF FF 5A 7A 71 6A 06 7F 00 00 00 00 00 00 0D 44 00 00 00 00 00
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71 01 03 01 02 27 66 00 02 67 00 01 5C 03 1F 00 12 00 00 64 48 02 00 00 01 00 FF FF 15 0A 89 FF
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3D 08 00 04 FB FF 03 FF FF FF FF FF 5A 7A 71 6E 00 7F 00 00 00 00 00 10 00 00 00 00 00 00
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71 01 03 01 02 28 66 00 03 14 00 01 44 03 13 00 0A 00 0A 66 08 02 00 00 01 00 FF FF 15 0A 8A FF
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7E 08 00 04 FB FF 03 FF FF FF FF FF 31 7A 71 A8 FE 7F 00 00 00 00 00 10 C8 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 02 29 66 00 03 55 00 01 F2 02 FA 00 0A 00 0A 88 E8 02 00 00 01 00 FF FF 15 0A 8C FF
00 02 00 00 00 07 00 FF 00 00 00 00 00 12 5E 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 18
A0 00 00 04 FB FF 03 FF FF FF FF FF 31 7A 71 75 BD 7F 00 00 00 00 00 10 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 02 2A 66 00 02 99 00 02 4E 02 F8 00 0B 00 0A 90 E0 02 00 00 01 00 FF FF 15 0A 8D FF
00 02 00 00 00 07 00 FF 00 00 00 00 00 12 59 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 1A
F8 00 00 04 FB FF 03 FF FF FF FF FF 31 7A 71 98 7B 7F 00 00 00 00 00 0E 70 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 02 2B 66 00 03 50 00 02 67 03 08 00 1A 00 12 95 78 02 00 00 01 00 FF FF 15 0A 8E FF
00 02 00 00 00 07 00 FF 00 00 00 00 00 12 48 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 1B
2E 00 00 04 FB FF 03 FF FF FF FF FF 31 7A 71 1D E2 7F 00 00 00 00 00 13 E8 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 02 2C 66 00 03 79 00 02 DE 03 8F 00 1B 00 62 9F 58 02 00 00 01 00 FF FF 15 0A 8F FF
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00 02 00 00 00 07 00 FF 00 00 00 00 00 11 7A 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 28
90 00 00 04 FB FF 03 FF FF FF FF FF FF 31 7A 71 00 00 7F 00 00 00 00 00 00 16 40 00 00 00 00 00 00

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00 02 00 00 00 07 00 FF 00 00 00 00 00 11 0E 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 2F
C0 00 00 04 FB FF 03 FF FF FF FF FF FF 31 7A 71 00 00 7F 00 00 00 00 00 00 10 00 00 00 00 00 00 00

71 01 03 01 02 30 66 00 05 9F 00 04 F6 04 CA 04 36 04 B8 8A 60 02 00 00 01 00 FF FF 15 0A 98 FF
00 02 00 00 00 07 00 FF 00 00 00 00 00 11 12 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 30
2B 00 00 04 FB FF 03 FF FF FF FF FF FF 31 7A 71 3D FE 7F 00 00 00 00 00 00 11 90 00 00 00 00 00 00

71 01 03 01 02 31 66 00 05 2A 00 04 89 04 68 04 9B 05 4F 8B 10 02 00 00 01 00 FF FF 15 0A 9E FF
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FC 00 00 04 FB FF 03 FF FF FF FF FF FF 38 7A 71 54 95 7F 00 00 00 00 00 00 0F 9C 00 00 00 00 00 00

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AE 00 00 04 FB FF 03 FF FF FF FF FF FF 31 7A 71 00 30 7F 00 00 00 00 00 00 12 58 00 00 00 00 00 00

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90 00 00 04 FB FF 03 FF FF FF FF FF FF 31 7A 71 00 00 7F 00 00 00 00 00 00 16 40 00 00 00 00 00 00

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00 02 00 00 00 07 00 FF 00 00 00 00 00 11 0E 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 2F
C0 00 00 04 FB FF 03 FF FF FF FF FF FF 31 7A 71 00 00 7F 00 00 00 00 00 00 10 00 00 00 00 00 00 00

71 01 03 01 03 03 CC 00 05 9F 00 04 F6 04 CA 04 36 04 B8 8A 60 02 00 00 01 00 FF FF 15 0A 98 FF
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71 01 03 01 03 04 CC 00 05 2A 00 04 89 04 68 04 9B 05 4F 8B 10 02 00 00 01 00 FF FF 15 0A 9E FF
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71 01 03 01 03 08 CC 00 06 0C 00 05 4D 05 83 05 0D 05 77 81 A0 02 00 00 01 00 FF FF 15 0A B0 FF
00 02 00 00 00 07 00 FF 00 00 00 00 00 10 B6 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 36

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E4 00 00 04 FB FF 03 FF FF FF FF FF 20 7A 71 5D 90 7F 00 00 00 00 00 00 10 C8 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 03 0D CC 00 06 6F 00 06 17 06 0F 06 0B 05 C5 80 00 00 00 00 00 00 00 FF FF 15 0A B2 FF
00 03 00 00 00 07 00 FF 00 00 00 00 00 10 33 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 3C
6C 00 00 04 FB FF 03 FF FF FF FF FF 20 7A 71 65 73 7F 00 00 00 00 00 00 10 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 03 0E CC 00 06 68 00 06 16 06 1F 06 02 05 DA 7F A0 00 00 00 00 00 00 00 FF FF 15 0A B2 FF
00 03 00 00 00 07 00 FF 00 00 00 00 00 10 2D 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 3C
B4 00 00 04 FB FF 03 FF FF FF FF FF 20 7A 71 6B 8F 7F 00 00 00 00 00 00 10 64 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

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00 03 00 00 00 07 00 FF 00 00 00 00 00 10 1A 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 3C
D6 00 00 04 FB FF 03 FF FF FF FF FF 20 7A 71 79 5D 7F 00 00 00 00 00 00 10 C8 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

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00 03 00 00 00 07 00 FF 00 00 00 00 00 10 01 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 3C
49 00 00 04 FB FF 03 FF FF FF FF FF 20 7A 71 7E 84 7F 00 00 00 00 00 00 10 64 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 03 11 CC 00 06 83 00 06 13 06 18 06 10 05 FC 7F 68 00 00 00 00 00 00 00 FF FF 15 0A B2 FF
00 03 00 00 00 07 00 FF 00 00 00 00 00 00 0F F9 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 3C
A0 00 00 04 FB FF 03 FF FF FF FF FF 20 7A 71 7F 7C 7F 00 00 00 00 00 00 10 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 03 12 CC 00 06 79 00 06 1D 06 1C 06 0E 06 0A 7F A0 00 00 00 00 00 00 00 FF FF 15 0A B2 FF
00 03 00 00 00 07 00 FF 00 00 00 00 00 00 0F FA 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 3C
D8 00 00 04 FB FF 03 FF FF FF FF FF 20 7A 71 80 7A 7F 00 00 00 00 00 00 0F 9C 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 03 13 CC 00 06 7E 00 06 16 06 15 06 0C 06 09 7F D8 00 00 00 00 00 00 00 FF FF 15 0A B2 FF
00 03 00 00 00 07 00 FF 00 00 00 00 00 00 0F FD 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 3C
8E 00 00 04 FB FF 03 FF FF FF FF FF 20 7A 71 83 7C 7F 00 00 00 00 00 00 10 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 03 14 CC 00 06 87 00 06 13 06 14 06 0E 06 0B 7F B8 00 00 00 00 00 00 00 FF FF 15 0A B2 FF
00 03 00 00 00 07 00 FF 00 00 00 00 00 00 0F FD 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 3C
83 00 00 04 FB FF 03 FF FF FF FF FF 20 7A 71 7B 81 7F 00 00 00 00 00 00 10 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 03 15 CC 00 06 86 00 06 1A 06 19 06 0E 06 0D 7F C0 00 00 00 00 00 00 00 FF FF 15 0A B2 FF
00 03 00 00 00 07 00 FF 00 00 00 00 00 00 0F FD 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 3C
C9 00 00 04 FB FF 03 FF FF FF FF FF 20 7A 71 81 81 7F 00 00 00 00 00 00 10 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

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71 01 03 01 03 16 CC 00 06 7F 00 06 17 06 1A 06 0A 06 08 7F B8 00 00 00 00 00 FF FF 15 0A B2 FF
00 03 00 00 00 07 00 FF 00 00 00 00 00 0F FD 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF 3C
A5 00 00 04 FB FF 03 FF FF FF FF FF 20 7A 71 83 7D 7F 00 00 00 00 00 00 10 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 03 17 CC 00 06 7C 00 06 12 06 14 06 0F 06 0B 7F B0 00 00 00 00 00 FF FF 15 0A B2 FF
00 03 00 00 00 07 00 FF 00 00 00 00 00 0F FD 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF 3C
83 00 00 04 FB FF 03 FF FF FF FF FF 20 7A 71 7E 80 7F 00 00 00 00 00 00 10 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

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00 03 00 00 00 07 00 FF 00 00 00 00 00 0F FD 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF 3C
C2 00 00 04 FB FF 03 FF FF FF FF FF 20 7A 71 7B 7F 7F 00 00 00 00 00 00 10 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 03 19 CC 00 06 89 00 06 1B 06 1E 06 0D 06 0E 7F B0 00 00 00 00 00 FF FF 15 0A B2 FF
00 03 00 00 00 07 00 FF 00 00 00 00 00 0F FD 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF 3C
D1 00 00 04 FB FF 03 FF FF FF FF FF 20 7A 71 80 7B 7F 00 00 00 00 00 00 10 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 03 1A CC 00 06 84 00 06 16 06 10 06 0E 06 0A 7F C0 00 00 00 00 00 FF FF 15 0A B2 FF
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75 00 00 04 FB FF 03 FF FF FF FF FF 20 7A 71 83 7C 7F 00 00 00 00 00 00 10 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 03 1B CC 00 06 7F 00 06 0F 06 12 06 0F 06 0B 7F C0 00 00 00 00 00 FF FF 15 0A B4 FF
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83 00 00 04 FB FF 03 FF FF FF FF FF 20 7A 71 7A 82 7F 00 00 00 00 00 00 10 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 03 1C CC 00 06 7C 00 06 1D 06 1D 06 0C 06 0C 7F A0 00 00 00 00 00 FF FF 15 0A B4 FF
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D4 00 00 04 FB FF 03 FF FF FF FF FF 20 7A 71 81 7D 7F 00 00 00 00 00 00 10 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 03 1D CC 00 06 85 00 06 16 06 16 06 07 06 05 7F B0 00 00 00 00 00 FF FF 15 0A B4 FF
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8C 00 00 04 FB FF 03 FF FF FF FF FF 20 7A 71 85 7C 7F 00 00 00 00 00 00 10 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 03 1E CC 00 06 80 00 06 12 06 12 06 0D 06 07 7F C8 00 00 00 00 00 FF FF 15 0A B4 FF
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71 00 00 04 FB FF 03 FF FF FF FF FF 20 7A 71 7B 81 7F 00 00 00 00 00 00 10 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF

71 01 03 01 03 1F CC 00 06 80 00 06 1B 06 1A 06 0E 06 0B 7F D8 00 00 00 00 00 FF FF 15 0A B4 FF
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71 01 03 01 03 21 CC 00 06 85 00 06 14 06 18 06 0E 06 0A 7F C0 00 00 00 00 00 FF FF 15 0A B2 FF
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71 01 03 01 03 23 CC 00 06 80 00 06 18 06 1B 06 0E 06 0D 7F C0 00 00 00 00 00 FF FF 15 0A B4 FF
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00 00 00 00 00 00 00 00 00 00

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00 00 00 00 00 00 00 00 00 00 00 FF FF
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00 00 00 00 00 00 00 00 00 00 FF FF
71 01 03 01 03 25 CC 00 06 7C 00 06 1D 06 1B 06 0E 06 0C 7F B0 00 00 00 00 00 FF FF 15 0A B4 FF
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71 01 03 01 03 26 CC 00 06 86 00 06 1E 06 1D 06 0E 06 0D 7F C0 00 00 00 00 00 FF FF 15 0A B4 FF
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00 00 00 00 00 00 00 00 00 00 FF FF
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89 00 00 04 FB FF 03 FF FF FF FF FF 20 7B 73 77 26 80 00 00 00 00 00 00 10 00 00 00 00 00 00
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00 10 00 00 00 07 00 FF 00 00 00 00 00 10 39 00 0F 1F FF 00 FF 60 03 FF FF 78 FF FF FF FF FF 3C
93 08 00 02 FB FF 03 FF FF FF FF FF 40 7B 73 6E FA 80 00 00 00 00 00 00 11 2C 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 FF FF
71 01 03 01 03 31 CC 00 00 00 08 00 0C 00 54 00 26 00 21 90 50 00 00 00 00 00 FF FF 15 0A 80 FF

00 00

62 F1 0B 22 00 00 00 07 1F AA 00 B6 88 07 00 04 00 00 00 07 01 02 3F 10 4F FD 26 C7 00 02 00 00
07 39 21 03 00 CF 37 00 8E 67 18 06 00 02 B0 FE FE 42 00 54 3C 00 00 00 00 0C 5A 03 00 00 00 00
00

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10 13 89 80 02 13 89 80 01 13 89 D4 2A 00 08

59 06 A2 07 00 08 01 00 0A 53 0A 53 01 09 02 00 00 00 23 30 52 00 23 30 54

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59 06 D4 15 00 89 01 00 0A 53 0A 53 01 00 02 00 24 00 23 33 D8 FF FF FF FF

59 06 A1 2D 13 89 01 00 0A 53 0A 53 02 00 02 00 29 00 23 30 64 FF FF FF FF

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59 06 80 7E 13 89 01 00 0A 53 0A 53 01 00 02 00 30 00 23 30 54 FF FF FF FF

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59 06 80 10 13 89 01 00 FF FF FF FF 01 00 02 00 2B 00 23 31 F0 FF FF FF FF

59 06 80 02 13 89 01 00 FF FF FF FF 01 00 02 00 2B 00 23 31 F0 FF FF FF FF

59 06 80 01 13 89 01 00 FF FF FF FF 01 00 02 00 2B 00 23 31 F0 FF FF FF FF

59 06 D4 2A 00 08 01 00 FF FF FF FF 01 05 02 00 07 00 23 31 FB 00 23 33 C2

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March 2020



U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

