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Special Crash Investigations: On-Site Ambulance Crash Investigation; Vehicle: 2018 Dodge RAM Promaster 3500 Type II Ambulance; Location: Minnesota; Crash Date: June 2021

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16. Abstract				
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old male patient, secured in the Ferno	Power X1 patient cot. There were min	or injuries to the a	mbulance's belted	
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injuries and was transported by helico	pter to a hospital. His injuries and treat	tment information	are unknown.	
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Special Crash Investigations On-Site Ambulance Crash Investigation Case Number: CR21016 Vehicle: 2018 Dodge RAM Promaster 3500 Type II Ambulance Location: Minnesota Crash Date: June 2021

Background

This report documents the on-site investigation of the crash and rollover of a 2018 Dodge RAM Promaster 3500 Type II ambulance (Figure 1) and a 2006 Sterling L8500 series dump truck (Figure 2). This resulted in fatal injuries to the unbelted 51-year-old male emergency medical technician (EMT) who was in the patient compartment with a 17-year-old male patient, secured in the patient cot. There were minor injuries to the ambulance's seat-belted, 28-year-old female driver. The investigation was initiated by the National Highway Traffic Safety Administration through its Office of Emergency Medical Services, which initiated the crash investigation in June 2021. The on-site investigation was assigned to the Special Crash Investigation (SCI) team at Crash Research and Analysis, Inc., in the same month. The crash was investigated by the Minnesota State Patrol.



Figure 1. The 2018 Dodge RAM Promaster ambulance



Figure 2. The 2006 Sterling L8500 dump truck

The crash occurred in the intersection of two 2-lane, undivided county roadways in Minnesota. The 17-year-old male patient was restrained on a Ferno Power X1 patient cot. The ambulance was operated without emergency lights or siren activated. The Sterling was transporting a load of class 5 gravel and was driven by a belted 67-year-old male. The front of the Sterling struck the right side of the Dodge. Both vehicles rotated clockwise off the roadway where each rolled over, left side leading, one-quarter turn. The ambulance driver sustained minor injuries and was transported by ambulance to a hospital where she was hospitalized for 1 day. The EMT and patient were fatally injured and were transported to the medical examiner's facility. The Sterling driver also sustained police-reported A-level injuries and was transported by helicopter to a hospital. His injury and treatment information are unknown. Both vehicles were towed from the crash scene. On-site investigation included an inspection of the Dodge to examine and document the exterior and interior damage, identify occupant contacts, determine kinematics, and evaluate the manual, supplemental, and patient restraint systems. The Dodge had an event data recorder (EDR) that was removed from the vehicle during the police investigation and imaged. The CDRX data file was provided to SCI. An exterior inspection of the Sterling was also completed. The crash scene was photographed and mapped with a Nikon total station. Vehicle and scene inspections were completed in June 2021.

Ambulance Service Data

The privately owned ambulance company provided information that it had been in operation for about 42 years and provided emergency and non-emergency transport services using a fleet of six Type II and Type III ambulances. The company employed about 55 management, dispatch, emergency medical responder, EMTs, and paramedic personnel. The company also provided training classes for basic life support and cardiopulmonary resuscitation. Medical transport services were provided over a broad range of urban and rural areas encompassing some 4,830 square km (3,000 square miles).

The ambulance service evaluated driving records as a prerequisite for employment. If hired, all drivers were required to take an emergency vehicle operators course, which was given by an on-staff trainer. Each driver's training was renewed annually.

Summary

Crash Site

The crash occurred during the day at the intersection of an undivided, 2-lane county roadway that traversed north-south and another undivided, 2-lane county roadway that traversed east-west. The weather conditions were clear skies, a temperature of 31 °C (88 °F), and wind from the north at 5 km/h (3 mph), according to local weather reports.

Each roadway had one lane in each direction. All lanes were approximately 3.5 m (11.5 ft) wide and both roadways were straight and level, surfaced with bituminous with gravel shoulders. Pavement markings for both roadways consisted of a solid yellow with a dashed center line that prohibited passing on the approach to the intersection, and solid white edge lines. The speed limit for both roadways was 89 km/h (55 mph) and there were stop signs at the intersection for north and southbound travel. A "Stop Ahead" warning sign was posted for southbound travel approximately 325 m (1,066 ft) north of the intersection. The police report stated that this sign was partially obscured by foliage. The sign was clear of foliage at the time of SCI inspection. The crash diagram is included at the end of this report.

Pre-Crash

The Dodge was traveling south (Figures 3 and 5), without its emergency lights or siren activated, approaching the intersection at an EDR-reported speed of 101 mph (63 mph). This speed was maintained in the 5 seconds prior to algorithm enable (AE). There was no braking or antilock braking system activity, but the EDR reported 0% accelerator pedal at -0.2 sec prior to AE and the steering wheel was turned 14° to the left at -0.25 sec prior to AE. The driver was restrained by the available 3-point lap and shoulder seat belt system and according to the police, the unbelted EMT was seated on the right bench seat. The patient was secured to the cot, but specifics of restraints used are unknown. The Sterling was traveling east (Figures 4 and 5) at an unknown speed, approaching the same intersection.



Figure 3. South view of the Dodge's travel path and approach to the intersection



Figure 4. East view of the Sterling's travel path and approach to the intersection

Figure 5. Overhead view of travel paths, postcrash trajectory, and final rest locations for both vehicles. Image taken during the police investigation, used with permission.

Crash

Both vehicles entered the intersection, and the front of the Sterling struck the right side of the Dodge (Event 1). The impact induced a clockwise rotation to the Dodge, and it was redirected southeast, off the roadway. After the roadway departure, the Dodge traveled down a shallow ditch, negatively graded at 12 percent. The left rear wheel contacted the upslope of the ditch and the vehicle rolled over (Event 2), left side leading, one-quarter turn. From the trip point in the ditch, the Dodge traveled approximately 11 m (36 ft) and came to final rest on its left side facing northwest. The Sterling, a "straight" truck with a dump body, also rotated clockwise and was redirected southeast. The impact caused the Sterling's front axle assembly to separate from the chassis and it came to rest on the south roadside, immediately north of the Dodge. The Sterling traveled off the south road edge and rolled over (Event 3), left side leading, one-quarter turn.

During the rollover, the gravel in the dump body spilled onto the south roadside. At final rest, the Sterling was on its left side facing west. Figure 6 is an aerial view of the crash site.



Figure 6. Roadway crash evidence and final rest of vehicles. Image taken during the police investigation, used with permission.

Post-Crash

Police and emergency/medical personnel were notified of the crash and arrived 16 minutes afterward. The Dodge driver sustained minor injuries and was transported by ambulance to a hospital. According to the investigating officer, the ambulance EMT was found lying face down, on the left side cabinetry of the patient compartment with his legs in an unnatural position behind his head. The investigating officer also stated that the patient, still restrained to the cot, came to final rest with his head at the left rear wall while his feet emerged between the rear doors. Both the EMT and patient were entrapped by the intruded side plane and were extricated by mechanical means. Each sustained fatal injuries prior to extrication and were transported to the medical examiner's facility. The Sterling driver sustained police-reported A-level injuries and was transported by helicopter to a hospital for treatment.

2018 Dodge RAM Promaster 3500 Ambulance

Description

The Dodge was a front-wheel-drive, high-roof, Type II, van-based ambulance, manufactured in November 2017 with the Vehicle Identification Number (VIN) 3C6URVJG6JExxxxxx. It had a 6-cylinder, 3.6-liter, gasoline engine and was built on a 404 cm (159.0 in) wheelbase.

According to the information placard, the Dodge had a gross vehicle weight rating of 4,242 kg (9,350 lb) and front/rear gross axle weight ratings of 2,100 kg (4,629 lb) front and 2,400 kg (5,292 lb) rear. The curb weight was 2,283 (5,034 lb). The total usable payload of the vehicle (total remaining weight capacity of occupants and cargo) was 1,957 kg (4,314 lb).

The vehicle manufacturer's recommended tire size was 225/75R16 with a recommended cold tire pressure of 448 kPa (65 PSI) for the front and 552 kPa (80 PSI) for the rear tires. The vehicle had Firestone Transforce HT2 tires, all the recommended size. The right rear tire separated from the vehicle during the crash and was not recovered. The remaining tires were in good condition.

The Dodge's cab area had seating for two occupants with box-mounted seats, 3-point lap and shoulder seat belts, adjustable head restraints, dual frontal, outboard seat-mounted side impact, and inflatable curtain (IC) air bags, and retractor and buckle-mounted seat belt pretensioners.

The patient compartment had a right-side sliding door and twin rear doors for patient ingress/egress. Medical supplies, oxygen, and other equipment were kept in the cabinets at the front and left side of the patient compartment. A rear-facing, high-back, box-mounted seat with an integrated lap and shoulder seat belt was mounted at the forward aspect. There was also a two-passenger bench seat along the right wall which had two wall-mounted, 4-point harnesses for medical personnel and wall-mounted straps to secure an additional patient.

Exterior Damage, Event 1

The Dodge sustained severe damage to its right side (Figure 7) during the impact with the Sterling. The right doors, side panel, and right rear wheel were directly damaged. The direct damage began 74 cm (29.1 in) behind the right front axle and extended 381 cm (150.0 in) rearward. The field L was 463 cm (182.3 in). Crush measurements were taken at the level of the beltline and the maximum crush was 111 cm (43.7 in), occurring 410 cm (161.4) rear of the right front axle. The crush profile at this level was as follows: C1 = 26 cm (10.2 in), C2 = 95 cm (37.4 in), C3 = 104 cm (40.9 in), C4 = 111 cm (43.7 in), C5 = 97 cm (38.2 in), C6 = 10 cm (3.9 in). The Collision Deformation Classification assigned to the damage pattern was 01RDAW6. The Dodge's EDR reported the longitudinal and lateral velocity changes as -51 km/h (-31.7 mph) and -26 km/h (-16.2 mph). The WinSMASH algorithm could not be used to calculate delta V as both vehicles were outside the scope of the program. The collision deformation classification (CDC) for this damage pattern was 01LDAW6.

Exterior Damage, Event 2

The Dodge sustained direct damage to the entire left plane during the rollover (Figure 8) consisting of body panel abrasions. There was no crush damage associated to the rollover. The CDC for this damage pattern was 00LDAO2.



Figure 7. Right side damage from impact with the Sterling



Figure 8. Left side rollover damage

Event Data Recorder

The Dodge's EDR was imaged with version 21.1 of the Bosch Crash Data Retrieval software and reported with version 23.2. The investigating police agency that provided the CDRX file for this crash investigation also imaged the data. The EDR reported two deployment events and one non-deployment event. All recorded files were complete. The report is attached at the end of this report as Appendix A.

System Status at Event (2nd Prior Event – Deployment): The EDR reported the driver's frontal air bag warning lamp was "Off" and the driver's seat belt was buckled. The maximum longitudinal and lateral accelerations were recorded as -51 km/h (-31.7 mph) and -26 km/h (-16.2 mph), respectively and occurred 282 and 140 msec after AE. The EDR reported deployments of all air bags and the actuation of the driver's buckle pretensioner. The left side-impact air bag and both IC air bags deployed 13 msec after AE. The first stage of both frontal air bags and the driver's pretensioner deployed 90 msec after AE. The right side-impact air bag time to deploy was reported as "Exceeded storage range." The data limitations indicated that the deployment time is equal to or greater than the 255 msec that can be stored.

System Status at Event (1st Prior Event – Non-Deployment): This event was recorded 0.69 sec after Event 1 and was likely recorded when the Dodge was re-directed off the roadway and into the ditch. The EDR reported the frontal air bag warning lamp was "On." The maximum longitudinal and lateral accelerations were recorded as 19 km/h (11.8 mph) and 9 km/h (5.6 mph) respectively, occurring 236 and 267 msec after AE.

System Status at Event (Most Recent Event – Deployment): This event occurred 28 msec after the first event and the pre-crash data was identical to the 2nd prior event. The frontal air bag deployment times were reported as 0 sec after AE and the side air bag and buckle pretensioner deployment times were reported as 254 msec after AE. The data limitations indicated that 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 8 km/h (5 mph) within a 150 msec interval after the side deployment occurred. Furthermore, the data limitations stated that if a device is not deployed, the "time to deploy" for that device will display 0, SNA, N/A, or 255. The data indicates that the same impact was recorded twice, 0.028 sec apart.

Interior Damage

The Dodge's cab interior was significantly damaged during the crash. The right sill intruded 17 cm (6.7 in) and the right front seat cushion was displaced 26 cm (10.2 in) to the left and separated from the vehicle (Figure 9). Though the right front door was separated and remained engaged to the front of the Sterling, the deformation of the right front seat indicated that the door intruded laterally approximately 54 cm (21 in). The entire right side of the patient compartment was also severely intruded. The right B-pillar was completely sheared from the vehicle (Figure 10) and the lateral bulkhead separating the patient compartment from the operator's cab was displaced rearward (Figure 11).



Figure 9. Damaged/intruded right front seat, separated from the vehicle



Figure 10. Stub of the right B-pillar, remainder sheared from the vehicle



Figure 11. Intrusion of the right side. Note displacement of the bulkhead (R) and the captain's chair (L).

The bulkhead was found near the left wall, having intruded laterally 102 cm (40.2 in). The right wall panel, roof side rail, and right sliding door intruded laterally 93 cm (36.6 in), 85 cm (33.5 in), and 60 cm (23.6 in), respectively.

Occupant contacts in the driver compartment were noted to the knee bolster (scratches) and bulkhead (hair). No overt occupant contact was noted in the patient compartment. However, significant blood stains were noted on the forward left cabinetry and left rear side panel, indicating the final rest area for the EMT and patient. The patient remained restrained in the patient cot, though the cot had broken away from its floor anchoring.

Manual Restraint Systems

The cab of the Dodge had a 3-point lap and shoulder seat belt systems for both seating positions that consisted of continuous loop webbing, sliding latch plates, and adjustable upper anchors. The driver's upper anchor was adjusted between the middle and full-up positions. The driver was restrained by the lap and shoulder seat belt. The belt webbing was cut by rescue personnel and the latch plate remained in the buckle.

The patient compartment had manual seat belt systems at the three seating positions. The rearfacing captain's chair had a 3-point, integrated seat belt. The bench seat had two 4-point seat belts which were housed in the right wall. There were also three straps mounted to the right wall that were used for restraint of a patient lying on the bench. None of these seat belts were in use at the time of the crash.

Supplemental Restraint Systems

The Dodge had dual-stage frontal air bags, outboard seat-mounted side air bags, and IC air bags. All air bags deployed as a result of the impact with the Sterling.

The driver's frontal air bag was located in the steering wheel hub. The deflated air bag was 59 cm (23.2 in) in diameter and there were numerous small burn holes on the front side of the fabric (Figure 12). The module cover was a three-flap configuration constructed of semi-pliable vinyl, with two diagonal and one vertical tear seams. The bottom flaps were 7 cm (2.8 in) wide and 10 cm (3.9 in) high. The top flap was 14 cm (5.5 in) wide and 9 cm (3.5 in) high. The cover flaps opened at the designated tear seams and were undamaged.



Figure 12. Multiple small burn holes on face of the driver's air bag

The right frontal air bag was located at the mid-instrument panel level. The deflated air bag was trapezoidal in shape, measuring 90 cm (35.4 in) across the front but 40 cm (15.7 in) wide at the back, and 55 cm (21.7 in) high. Two small holes, (< 1 cm (0.4 in) or less) in length were noted on the forward top center portion of the air bag. Otherwise, there was no other damage or occupant contact noted. The module cover was a single flap configuration constructed of rigid vinyl with tear seams at the front edge and sides. The flap was 28 cm (11.0 in) wide and 10 cm (3.9 in) high. There were no contacts nor damage noted to the flap.

The seat-mounted side air bags were located in the outboard sides of each seatback. Each deflated air bag measured 60 cm (23.6 in) in height and 28 cm (11.0 in) in width. There was no damage to either air bag, but blood stains were noted on the driver's air bag that occurred from driver injuries after the vehicle rolled over.

The IC air bags were located along the roof side rail inside the headliner and extended from the A-pillar to the B-pillar. The deflated air bags were 94 cm (37.0 in) long and 67 cm (26.3 in) tall, with excursion below the belt line measuring 17 cm (6.7 in). There were moderate blood stains on the driver's air bag, but it was not damaged. The right IC air bag was not contacted or damaged.

Patient Cot System

The Power X1 ambulance cot (Figure 13) was manufactured by Ferno, serial number: 19F00xxxx. It was constructed of a tubular aluminum frame with an X-frame supporting the mattress and featured battery-powered lift capabilities. The cot had a maximum height of 112 cm (44.1 in) and a maximum load capacity of 318 kg (700 lb). The weight of the cot with one battery pack, no mattress or restraints was 65 kg (143 lb).

The backrest was adjustable, but it is unknown if the legs/knees could be elevated with this model. Overall dimensions of the cot were 61 cm (24.0 in) wide and 203 cm (79.9 in) long. Inspection of the cot revealed that the frame had sustained major damage. The frame was bent or broken in several places and the leg support panel had been separated from the frame.

The cot had a multi-point harness system for manual restraint of the patient. This multi-point harness system included lateral straps for the lower legs, waist, and shoulder straps that crossed diagonally over the chest. All straps were cut post-crash to facilitate removal of the patient from the patient compartment.



Figure 13. Reassembled parts of the Ferno Power X1 ambulance cot

Cot Fastening System

The cot was secured to the floor of the patient compartment via an antler bracket and rail clamp system. The antler bracket was floor-mounted and secured the head of the cot by restraining the undercarriage using the wheel frame as an anchor point. There was no damage to the antler clamp, and it remained secured to the floor. The rail clamp secured the cot in place with a spring-loaded clamp that attached to the locking pin on the frame of the cot. The rail clamp was attached to a floor-mounted bracket near the back of the left side of the patient compartment. Upon inspection it was discovered that the support bracket had fractured (Figure 14) and was pulled from the floor mount (Figure 15). The actual rail clamp was not found amid the debris from the patient compartment.



Figure 14. Fractured and displaced rail clamp anchor plate



Figure 15. Rail clamp floor anchor

2018 Dodge RAM Promaster 3500 Occupants

Driver Demographics

28 years/female
165 cm (65 in)
83 kg (183 lb)
Unknown
Box-mounted seat with adjustable head restraint
Between middle and rear-most
Lap and shoulder belt
Vehicle inspection
Driver frontal, seat-mounted, and IC air bags, all deployed
Not tested
Removed by EMS
Transported to level 3 trauma center
Hospitalized for 1 day

Driver Injuries

Iniurv		Injury	Involved	IPC
No.	Injury	Severity AIS 2015	Physical Components (IPC)	Confidence Level
1	Numerous small punctate lacerations to scalp	110602.1	Isolated Non-contact Injury – flying glass	Probable
2	Numerous small punctate lacerations to face	210602.1	Isolated Non-contact Injury – flying glass	Probable
3	Chest wall bruising	410402.1	Isolated Interior – shoulder portion of belt restraint	Certain
4	Ecchymosis transversely across abdomen	510402.1	Isolated Interior – lap portion of belt restraint	Certain
5	Right shoulder bruising	710402.1	Isolated Interior – other seating position seatback	Probable
6	Left hip bruising	810402.1	Isolated Left Door Panel – left rear lower quadrant	Probable

Source: Emergency room report

Driver Kinematics

The driver was seated in the box-mounted driver's seat with the seat track adjusted between the middle and full-rear positions. She was restrained by the available 3-point lap and shoulder seat belt. At impact the driver was displaced to the right and forward as she loaded the seat belt system. As she loaded the seat belt she sustained contusions of the chest wall and across her

abdomen. She probably contacted the intruding right front seatback with her right shoulder resulting in a contusion. As the Dodge was re-directed off-road, the left rear wheel struck the upslope of the ditch and the vehicle rolled to its left side, displacing the driver rearward against the seatback. The Dodge rolled onto its left side and the driver sustained contusions to her left hip as she contacted the door. She also sustained small punctate lacerations to her face and scalp from flying glass. The driver was removed from the vehicle by rescue personnel and transported to a level 3 trauma center where she was hospitalized for 1 day.

EMT Demographics

Age/sex:	51 years/male
Height:	173 cm (68 in)
Weight:	116 kg (255 lb)
Eyewear:	Unknown
Seat type:	Bench seat
Seat track position:	Not adjustable
Manual restraint usage:	4-point harness available; none used
Usage source:	Vehicle inspection
Air bags:	None available
Egress from vehicle:	Removed by EMS
Transport from scene:	To medical examiner
Medical treatment:	None, fatal

EMT Injuries

Injury No.	Injury	Injury Severity AIS 2015	Involved Physical Components (IPC)	IPC Confidence Level
1	Pight femur fracture NES	853000 3	Critical IPC 2-point Critical #1: Right Side – other right-side object (specify) right wall of	Possible
1	Right femul fracture, NFS	855000.5	patient compartment Critical #2: Interior – other interior object (specify) patient cot	Possible
2	Left femur fracture, NFS	853000.3	Critical IPC 2-point Critical #1: Right Side – other right-side object (specify) right wall of patient compartment	Possible
			Critical #2: Interior – other interior object (specify) patient cot	Possible
3	Pelvic ring fracture, NFS	856100.2	Critical IPC 2-point Critical #1: Right Side – other right-side object (specify) right wall of patient compartment	Possible

Injury		Injury	Involved	IPC
No.	Injury	Severity AIS	Physical Components	Confidence
1.00		2015	(IPC)	Level
			Critical #2: Interior –	
			other interior object	Possible
			(specify) patient cot	
			Isolated IPC	
	Deformity of lumbosacral		Right Side – other right-	
4	spine NFS	630099.9	side object (specify) right	Probable
			wall of patient	
			compartment	
			Isolated IPC	
_	Bilateral multiplanar rib		Right Side – other right-	D 1 11
5	fractures. NFS	450210.2	side object (specify) right	Probable
	,		wall of patient	
			compartment	
			Isolated IPC	
6		751100 0	Right Side – other right-	D 1 11
6	Right humerus fracture, NFS	/51100.2	side object (specify) right	Probable
			wall of patient	
			compartment	
			Dight Side other right	
7	Left house some for store NES	751100.2	Right Side – other right	Duchehle
/	Lett numerus tracture, NFS	/31100.2	side object (specify) right	Probable
			wall of patient	
			Joolated	
	Mandibular teeth anatomically		Isolated	
8	distorted and fractured with	251408.1	object (specify) left wall	Possible
	exposed brown-yellow roots		and cabinetry	
			Isolated	
	Contusions to forehead nose		Left Side – other left side	
9	upper lin, right cheek	210402.1	object (specify) left wall	Possible
	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~		and cabinetry	
			Isolated	
	Abrasions to forehead, nose.		Left Side – other left side	
10	upper lip, right cheek	210202.1	object (specify) left wall	Possible
	11 17 8		and cabinetry	
			Isolated	
11	Left torso has pink contusion	410402 1	Left Side – other left side	D
11	extending over mid-abdomen	410402.1	object (specify) left wall	Possible
			and cabinetry	
			Isolated	
12	Mid abdomen contusion	510402.1	Left Side – Other left side	Dossible
12	Wild-abdomen contusion	510402.1	object (specify) left wall	rossible
			and cabinetry	
	Variably-oriented dry abrasions		Isolated	
13	to left torso extending over	410202.1	Left Side – other left side	Possible
13	mid-abdomen	710202.1	object (specify) left wall	1 0551010
			and cabinetry	

Injury	Iniury	Injury Severity AIS	Involved Physical Components	IPC Confidence
No.	yy	2015	(IPC)	Level
14	Variably-oriented dry abrasions to over mid-abdomen	510202.1	Isolated Left Side – other left side object (specify) left wall and cabinetry	Possible
15	Right arm lacerations, NFS	710600.1	Isolated Left Side – other left side object (specify) left wall and cabinetry	Possible
16	Left arm lacerations, NFS	710600.1	Isolated Left Side – Other left side object (specify) left wall and cabinetry	Possible
17	Right leg lacerations, NFS	810600.1	Isolated Left Side – other left side object (specify) left wall and cabinetry	Possible
18	Left leg lacerations, NFS	810600.1	Isolated Left Side – other left side object (specify) left wall and cabinetry	Possible

Source: Autopsy report (external)

#### **EMT Kinematics**

The EMT was seated on the right side bench seat and was attending to an IV line in the patient. The initial impact displaced the unbelted EMT rearward with respect to his seated position against the intruding right wall of the patient compartment. He sustained fractures of the right and left humerus, multiplanar rib fractures, and a deformity of the lumbrosarcal spine. The intrusion compressed his lower extremities into the patient cot resulting in bilateral femur fractures and a pelvic ring fracture. During the rollover, the EMT was displaced toward the left side and contacted the wall/cabinetry. He sustained fractured teeth, and contusions and abrasions to his face and forehead, mid abdomen, and left torso contusions from his contact with the wall/cabinetry, which also resulted in lacerations to his arms and legs. His body was removed from the vehicle by rescue personnel and transported to the medical examiner's facility for a non-invasive autopsy.

#### **Patient Demographics**

Age/Sex:	17 years/male
Height:	191 cm (75 in)
Weight:	123 kg (272 lb)
Eyewear:	Unknown
Seat type:	Patient cot
Seat track position:	Not applicable
Manual restraint usage:	Cot restraints, unknown position
Usage source:	Vehicle inspection
Air bags:	None

Egress from vehicle:	Removed by EMS
Transport from scene:	Ambulance to medical examiner
Type of medical treatment:	None, fatal

### **Patient Kinematics**

The 17-year-old male patient had a history of seizure disorder and cerebral palsy. He was being transported in a non-emergency mode to the hospital following a seizure episode. According to the investigating officer, he was secured to the patient cot with unknown straps in use. The cot was secured to the floor of the patient compartment by the front-mounted antler bracket and the rear-mounted rail clamp. As a result of the deformation to the patient compartment, the cot was displaced from the containment clamps that secured it to the floor.

The patient's left side was exposed to the severe intrusion of the right wall of the patient compartment. The cot was loaded by the intrusion and the displaced EMT. Based on the location and severity of the patient's injuries, and the severity of damage to the patient compartment, the majority of his injuries were attributed to the intruding right wall of the patient compartment. These included the soft tissue injuries of the face and scalp, lacerations of the brain stem and corpus callosum and associated hemorrhages, and the left upper extremity fractures. As the cot was displaced and compressed laterally to the left aspect of the patient compartment, he sustained contusions of the right arm.

During the crash sequence, the patient remained secured to the ambulance cot by the harness straps. He sustained abrasions and contusions of the abdomen, chest, and shoulders from possible loading of the harness system.

Following the crash, the first responders evaluated the patient and determined he was deceased. His body was removed from the patient compartment and transported to the medical examiner's facility where an autopsy was performed.

Injumy		Injury	Involved	IPC
No	Injury	Severity AIS	Physical Components	Confidence
110.		2015	(IPC)	Level
	Partial thickness laceration of		Isolated IPC	
	brainstem at junction of		Right Side – other right-	
1	midbrain and pons; associated	140212.6	side object (specify):	Probable
	subarachnoid hemorrhage most		Right wall of patient	
	prominent at base of brain		compartment	
			Isolated IPC	
	Dertial thickness lacoration of		Right Side – other right-	
2	corpus callosum	140688.3	side object (specify):	Probable
			Right wall of patient	
			compartment	
			Isolated IPC	
	Cerebral hemispheres show		Right Side – other right-	
3	numerous punctate	140629.3	side object (specify):	Probable
	hemorrhages		Right wall of patient	
			compartment	

### **Patient Injuries**

Injury	Iniury	Injury Severity AIS	Involved Physical Components	IPC Confidence
No.	injui y	2015	(IPC)	Level
4	Right hemothorax	442200.3	Isolated IPC Right Side – other right- side object (specify): Right wall of patient compartment	Probable
5	Left hemothorax	442200.3	Isolated IPC Right Side – other right- side object (specify): Right wall of patient compartment	Probable
6	Fracture of left radius, NFS	752800.2	Isolated Right Side – other right- side object (specify): Right wall of patient compartment	Probable
7	Fracture of left ulna, NFS	753200.2	Isolated Right Side – other right- side object (specify): Right wall of patient compartment	Probable
8	Avulsion of left frontal and parietal scalp, NFS	110800.1	Isolated Right Side – other right- side object (specify): Right wall of patient compartment	Probable
9	Left vertex scalp has 4 cm partial thickness laceration	110602.1	Isolated Right Side – other right- side object (specify): Right wall of patient compartment	Probable
10	Deep left scalp hemorrhage	110402.1	Isolated Right Side – other right- side object (specify): Right wall of patient compartment	Probable
11	Right forehead has 4 cm partial thickness laceration	210602.1	Isolated Right Side – other right- side object (specify): Right wall of patient compartment	Probable
12	Left forehead has 4 cm Y- shaped laceration	210602.1	Isolated Right Side – other right- side object (specify): Right wall of patient compartment	Probable

Iniury		Injury	Involved	IPC
No.	Injury	Severity AIS	Physical Components	Confidence
		2015	(IPC)	Level
12			Pight Side other right	
	Right chin has 0.5 cm	210602.1	side object (specify):	Probable
15	laceration		Right wall of patient	Tiobable
			compartment	
			Isolated	
			Right Side – other right-	
14	Left face and forehead abrasions	210202.1	side object (specify):	Probable
			Right wall of patient	
			compartment	
	11 x 9 cm abraded contusion to		Isolated	
15	left upper chest	410402.1	Interior – shoulder portion	Possible
			of belt restraint	
	11 x 9 cm abraded contusion to		Isolated	
16	left upper chest	410202.1	Interior – shoulder portion	Possible
	11		of belt restraint	
17	10 x 4 cm abrasion to left lower	510202 1	Isolated	D 11
17	abdomen	510202.1	Interior – lap portion of	Possible
			Japlatad	
	11 x 9 cm abraded contusion to		Interior other restraint	
18	superior left shoulder	710402.1	system component	Possible
			(specify): cot strap	
			Isolated	
10	11 x 9 cm abraded contusion to		Interior – other restraint	D 111
19	superior left shoulder	710202.1	system component	Possible
			(specify): cot strap	
			Isolated	
20	10 x 7 cm contusion to lateral	710402 1	Left Side – other left side	Probable
20	upper right arm	/10402.1	object (specify): Left wall	Tiobable
			of patient compartment	
			Isolated	
21	11 x 10 cm contusion to	710402.1	Left Side – other left side	Probable
	anterior right forearm		object (specify): Left wall	
			of patient compartment	
			Isolated Dight Side other right	
22	9 x 5 cm abraded contusion to anterolateral upper left arm	710402.1	side object (specify):	Drobabla
			Right wall of patient	FIODADIC
			compartment	
			Isolated	
23	9 x 5 cm abraded contusion to anterolateral upper left arm	710202.1	Right Side – other right-	
			side object (specify):	Probable
			Right wall of patient	
			compartment	

Injury No.	Injury	Injury Severity AIS 2015	Involved Physical Components (IPC)	IPC Confidence Level
24	Proximal left forearm has circumferential abraded contusion	710402.1	Isolated Right Side – other right- side object (specify): Right wall of patient compartment	Probable
25	Proximal left forearm has circumferential abraded contusion	710202.1	Isolated Right Side – Other right- side object (specify): Right wall of patient compartment	Probable
26	Dorsal right foot has 3 cm laceration	810602.1	Unknown	Unknown
27	Dorsal right foot has abrasions up to 7 cm	810202.1	Unknown	Unknown

Source: Autopsy report (internal)

# 2006 Sterling LT Straight Truck With Dump Body

# Description

The Sterling was a straight truck with a hydraulic dump body. It was configured with a front steer axle and dual rear drive axles with dual tires at the rear axle locations. It was identified by the VIN 2FZHAWDC66Axxxxx. The Sterling was powered by a 6-cylinder, 7.2-liter, diesel engine and was built on a 404 cm (159.0 in) wheelbase.

According to VIN-generated information, the Sterling was a class 8 truck and had a gross vehicle weight rating of approximately 27,216 kg (60,000 lb). According to the police reconstruction report, it was loaded with 13,246 kg (29,600 lb) of class 5 gravel.

### Exterior Damage, Event 1

The frontal area of the Sterling sustained significant damage as a result of the crash sequence with the Dodge resulting in direct contact damage to the bumper, grille, and hood (Figure 16). The front steer axle separated from the chassis and ended up on the south roadside, just north of the Dodge. The WinSMASH program could not calculate velocity changes as the vehicles were out of the scope of the program. The truck deformation classification (TDC) for the impact was 10FDEWC.



Figure 16. Left oblique view of Sterling and dump box

### Exterior Damage, Event 2

The entire left side of the Sterling and its dump box sustained direct damage during the rollover (Event 3). The dump box sustained minor damage and the Sterling cab's damage was moderate. The TDC for Event 2 was 00LDAOB.

### **Occupant Data**

The belted 67-year-old male driver sustained A-level injuries and was transported by helicopter to a hospital. His specific injuries and treatment information are unknown.

# **Crash Diagram**



Appendix A: 2018 Dodge RAM Promaster 3500 Type II Ambulance Event Data Recorder¹

¹ The EDR report contained in this technical report was imaged by police investigators and has been sanitized. 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	3C6URVJG6JE*****
User	
Case Number	
EDR Data Imaging Date	
Crash Date	
Filename	CR21016_V1_ACM.CDRX
Saved on	
Imaged with CDR version	Crash Data Retrieval Tool 21.1
Imaged with Software Licensed to (Company	Company Name information was removed when this file was saved without
Name)	VIN sequence number
Reported with CDR version	Crash Data Retrieval Tool 23.2
Reported with Software Licensed to (Company	
Name)	
EDR Device Type	Airbag Control Module
	Most Recent Event (Deployment),
Event(s) recovered	1st Prior Event (Non-Deployment),
	2nd Prior Event (Deployment)

#### 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.
- If a DLC adapter has to be used with the CDR Tool, the "Read VIN from Vehicle" feature in the CDR Tool will not work. The VIN will have to be manually entered.
- If a 2021 or later MY Dodge Durango was imaged with a CDR Tool version 19.4 or older, the ACM will need to be reimaged as not all the peripheral sensor data will have been retrieved.
- If a 2023 MY Jeep Grand Cherokee or Jeep Grand Cherokee L was imaged with a CDR Tool version 23.0.2 or older, the ACM will need to be reimaged as not all the data will have been retrieved.
- 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.
  - Note that the ignition cycle count in an ACM may differ from the ignition cycle count in a Pedestrian Protection Module (PPM) in the same vehicle due to the fact that the ACM has an energy reserve while the PPM does not.

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:

BOSCH

- 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 may be stored with activation of the Active Head Restraints. See AHR explanation under System Configuration at Retrieval/Event section.
- A deployment event may be stored in a 2019 MY+ Ram 3500 as the result of a rear impact, even though the Ram 3500 does not deploy any restraint system devices in a rear impact.

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.
- For the 2021MY Jeep Grand Cherokee L, an event may be displayed in the "Event(s) Recovered" section of the report as "End of Line Test event See Data Limitations". This event is an End of Line test event from the module manufacturing process which will be included in the count for the total number of events, but no data will be displayed in the CDR Report.

#### 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. It is possible that the AHRs may activate after the EDR record has been stored and written, based on achieving the minimum delta V. This condition will result in an EDR but no record of the AHR activation in the CDR report. Activation of only the AHRs, if stored, will be a non-deployment event.

#### SYSTEM STATUS AT EVENT:

- Frontal Airbag Warning Lamp / Airbag Warning Lamp In Veoneer modules, the airbag warning lamp may indicate ON at the time of a most recent event without any DTCs present if a deployment event has already occurred in the same ignition cycle. The ABWL will come on due to the deployment but, as there are still algorithms processing data, the actual faults will not be qualified yet and will not show up as DTCs.
- Number, Total Events / Total Number of Events Cumulative number of events that the ACM has recorded, including those non-





deployment events that have been overwritten by a subsequent event.

- For the 2021MY Jeep Grand Cherokee L, the module will contain one, two, or three End of Line test events from the module manufacturing process which will be included in the count for the total number of events. However, the data from these End of Line test events will not be displayed in the CDR Report.
- 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. "SNA" indicates undetermined;
- For some non-North American applications, "Empty" indicates an empty seat;
- Odometer at Event Vehicle odometer at the time of the event
  - For 2014-2016 MY Fiat 500L, the odometer value in miles may be shown in the brackets, labeled as kilometers. If this is the case, the non-bracketed value is not valid.
- Operation via Energy Reserve Only / Operation via Energy Reserve -"Yes" indicates that the ACM had lost power at or before T0 and was only operating on energy reserve at T0.
- Safety Belt Status, Outboard Front Passenger For vehicles sold outside of North America which do not contain a buckle switch for the outboard front passenger, the safety belt status, outboard front passenger will default to "not buckled/unbuckled".
- System Voltage at Event, ACM / Supply Voltage at Event ACM (V) Voltage at the ACM as measured by the ACM. This voltage may be approximately 0.7V (one diode drop) below the bused voltage.
- System Voltage at Event, Bused 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.
  - 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 / 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.
  - For 2019 and later MY RAMs, this time is only cumulative for the current ignition cycle.
- Tire Pressure Indicator Lamp at Event- "On" indicates a tire with low pressure or a fault in the tire pressure monitoring system at the time of the event. The TPM module DTC's should be read and recorded for final system interpretation. "Flashing" indicates a recent fault in the tire pressure monitoring system.
- Tire Pressure at Event, LF, LR, RF, RR See "Tire Information" under Pre-Crash Data section for details.
- 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.
- For the 2023-2024 MY Alfa Romeo Tonale and Dodge Hornet "255" will be displayed for a particular time to deploy whenever 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 N/A.
- A time to deploy value of 0 is valid and indicates that the deployment of the device triggered the EDR t0.
- In vehicles with Bosch and Veoneer ACMs, once a device has been deployed in an ignition cycle, it is possible that the ACM will not attempt to re-deploy any already deployed device during subsequent events in that same ignition cycle.

#### 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.
- For the 2021 MY+ Jeep Grand Cherokee L, the DTCs will not be updated for the subsequent events within the same ignition cycle.

#### SENSOR DATA:





- The design range for the angular rate data is:

- +/- 240 deg/sec for Bosch ACMs unless specifically called out below
- +/- 299.48 deg/sec for the 2023-2024 MY Alfa Romeo Tonale and Dodge Hornet
- +/- 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
  - - 416.67 deg/sec to +413.41 deg/sec for 2014+ MY Jeep Cherokee
  - +/- 300 deg/sec for vehicles with Veoneer ACMs
- 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.
- For the 2010-2012 MY Chrysler Town and Country, Dodge Caravan, Dodge Grand Caravan, and Dodge Journey and the 2010-2011 MY Grand Voyager, the angular rate will only be displayed if it is non-zero.

#### 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.
- In the Pre-Crash Data graph, data transmitted at a rate other than 0.1 seconds will be shown as dots for each available data point. Only data transmitted at a rate of 0.1 seconds will have the dots connected by a line.
- (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.
- Brake Pedal Position This indicates the percentage of brake pedal depression by the driver.
- Brake Torque This indicates the calculated amount of brake torque the system is producing at the wheels.
- Brake Torque Driver This indicates the calculated amount of brake torque that the driver is requesting.
- Braking System, Maximum Braking -- "Yes" indicates that ABS is active on all 4 wheels at the same time.
- For the 2023-2024 MY Alfa Romeo Tonale and Dodge Hornet, "Braking System, Maximum Braking" indicates the status (active/not active) of the Hydraulic Brake Assist (HBA).
- Cruise Control:
  - Note that the following two Cruise Control data elements are only valid for vehicles not equipped with Adaptive Cruise Control (ACC). For vehicles equipped with ACC, the ACC data elements are used for both regular Cruise Control and ACC.
  - Cruise Control System/Lamp Status -"On" indicates that the Cruise Control system is turned on.
  - Cruise Control Status "Off" indicates that all cruise control functionality is disabled; "NCC_On" indicates that the Normal Cruise Control system is turned on; "NCC_Engaged" indicates the Normal Cruise Control is actively controlling vehicle speed; "ACC_On" indicates that ACC is turned on; "ACC_Engaged" indicates that the ACC is actively controlling vehicle speed.
    - For the 2023-2024 MY Alfa Romeo Tonale and Dodge Hornet, "Fail Present" is set if the CC-related steering wheel commands "Speed Rocker", "Resume" and "Resume/Cancel" fail the plausibility check; otherwise, the signal is set to "Fail Not Present"
  - Cruise Control Engaged Status/Active / Cruise Control Engaged "Engaged"/ "Yes"/ "Active" indicates the Cruise Control system is actively controlling vehicle speed. "Not Engaged"/ "No" / "Not Active" indicates the system is NOT controlling vehicle speed.
  - Cruise Control Override "Active" indicates that the driver has overridden the set speed. "Not Active" indicates that the cruise control is either not turned on or is not being overridden.
  - Adaptive Cruise Control (ACC) Status / Adaptive Cruise Control System 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.
    - For the 2023-2024 MY Alfa Romeo Tonale and Dodge Hornet, "Off" indicates that system has been disabled by the user; "Enabled" indicates that the system has been enabled by the user, but is not engaged; "Engaged" indicates that the system is actively controlling and regulating the cruise speed; "Engaged Brake Only" indicates that the system is actively controlling only the braking portion; "Override" indicates that the system engagement is suspended to allow the driver manual takeover; "Cancel" indicates that the system has been disengaged by the driver or due to other reasons.
  - Set Speed / Adaptive Cruise Control Set Speed (if equip.) This indicates the desired speed in mph that was input by the driver for the cruise control system.
  - ACC Faulted / Adaptive Cruise Control System Fail Status "Yes" indicates that the ACC system will not function and the





ACC warning lamp is lit; "No" indicates that the ACC system is functional and the ACC warning lamp is off;

- For new 2017+MY Jeep Compass, cruise control data elements are only available for vehicles 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 brake 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.
    - For the 2023-2024 MY Alfa Romeo Tonale and Dodge Hornet stability control will not be displayed.
  - ESC Button Status This indicates the driver selected mode for the ESC system. "Disabled" indicates that the driver pressed the ESC Button to disable engine management. "Enabled" is the default state for the ESC system.
    - SRT and some Fiat products have the ability to fully disable the ESC system if the ESC button has been pressed and held for a specific amount of time. Additional system analysis is required.
  - ESP Feature is Completely Disabled This indicates that the stability control system has turned off engine management, traction control, and stability control.
  - 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 RPM For the RAM ProMaster City, the minimum resolution for Engine RPM is 32 rpm.
- 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 If the FCW system is acting on the object, this indicates the actual forward distance to the main object being tracked by the FCW system. "No Object" indicates that the FCW system is not currently acting on an object. If the value is SNA for all time stamps, then the vehicle is not equipped with FCW.
  - FCW System Operating State "Off" indicates that the FCW system is off and the FCW Warning Lamp will be "On"; "On" indicates that the FCW system is on with the audible and visual warnings enabled.
  - FCW System Status "Off" indicates that the FCW system is off and the FCW Warning Lamp will be "On". "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 enabled as well as the audible and visual warnings enabled. SNA indicates that the vehicle is not equipped with FCW.
    - For the 2023-2024 MY Alfa Romeo Tonale and Dodge Hornet, "On-braking" indicates that the system is engaged and ready to brake autonomously without providing a collision warning before braking occurs.
  - FCW Braking Enabled "Yes" indicates that the FCW system has active braking enabled; "No" indicates that the FCW system does not have active braking enabled.
- Gear Position/Current Gear For all vehicles except the RAM ProMaster City and the 2023-2024 MY Alfa Romeo Tonale and Dodge Hornet, this indicates the current transmission gear.
  - For the RAM ProMaster City and the 2023-2024 MY Alfa Romeo Tonale and Dodge Hornet, this indicates the status of the gear shift lever.
- Gear Status This indicates what gear the Gearbox (TCM) has currently engaged.
- Estimate Regenerative Braking Axle Torque (HEV only) This indicates the calculated braking torque applied by the HEV system to the drive axles in Nm.
- Driver Intended Axle Torque (HEV only) This indicates the calculated value of torque in Nm being applied to the drive axles based on accelerator pedal position.
- Trans torque request (HEV only) "Yes" indicates that the transmission controller has requested a torque reduction when shifting from one gear to another.
- Static Axle Torque (HEV only) This indicates the torque in Nm at the axle when the speed of the axle is constant.
- HEV Battery Pack Contactor State (HEV only) "Closed' indicates that the HEV battery pack is connected to the vehicle's electrical system. "Open" indicates that the HEV battery pack is disconnected from the vehicle's electrical system. "Pre-Charging" indicates that the inverter internal capacitor is charging. "Pre-Charge Failed" indicates that the attempt to charge an internal capacitor failed. "Pre-Charge Inhibited" indicates that an attempt to charge an internal capacitor was not made.
- HEV Lamp Request (HEV only) This indicates the HEV indicator lamp status. It will only be "On" when there is a fault in the HEV system. The vehicle DTC's should be read and recorded for final system interpretation.
- Master Cylinder Pressure This indicates the brake pressure applied to the brakes through the brake pedal.
- OCM (Occupant Classification Module) status , This indicates the occupant size classification, outboard front passenger for the 2023-2024 MY Alfa Romeo Tonale and Dodge Hornet. "EMPTY_RFIS" will indicate either a rear facing infant seat or an empty seat; "OC_5TH_UP" indicates anything weighing the same as or more than a 5th percentile female adult crash dummy; "OC_UNDETERMINED" indicates undetermined;





- OCM (Occupant Classification Module) Fault Status This indicates if there is a fault in the OCM
- PCM MIL This indicates the PCM fault indicator lamp status. It will only be "On" when there is a fault in the PCM. "Flashing" indicates misfire detection. The Powertrain Control Module DTC's should be read and recorded for final system interpretation.
  - For the 2023-2024 MY Alfa Romeo Tonale and Dodge Hornet, for the versions with ETC (Electric Throttle Control) "Flash for service" indicates that service is necessary on the ETC module or the ECM (Engine Control Module); while for the versions without ETC service is necessary on the diesel or gasoline ECM system
- Pre-Crash Recorder Complete / Pre-Crash Recorder Status 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" / "Active" indicates that the brake pedal is physically depressed. Braking from the ABS or FCW systems will not be reported in this data element.
- Shift Selector Position This indicates the status of the gear shift selector.
- Speed, Vehicle Indicated This indicates the average of the wheel speeds of the drive wheels.
  - The reporting resolution for Speed, Vehicle Indicated is 1 km/h.
  - To display this data element in mph, the CDR Tool converts the km/h to mph and reports a rounded value in mph.
  - The accuracy of the recorded Speed, Vehicle Indicated may be affected by a significant change of the tire size for the drive wheels or the final drive axle ratio of the transmission from the factory build specifications, wheel lockup, wheel slip, or wheel spin.
  - 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 Significantly Under Inflated (TPM lamp will be on), LOW/Under/Under Inflated, NORMAL, HIGH/Over/Over Inflated, 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 of a particular tire as denoted by XX.
- Tire Pressure Monitor Indicator Lamp/Faults "On" indicates a tire with low pressure or a fault in the tire pressure monitoring system. The TPM module DTC's should be read and recorded for final system interpretation. "Flashing" indicates a recent fault in the tire pressure monitoring system.
- "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:**

- Alfa Romeo Giulia, Alfa Romeo Stelvio, Fiat 500L, Fiat 500X, and Jeep Renegade are only CDR supported in the United States, Canada, and Saudi Arabia markets.
- Alfa Romeo Tonale is only CDR supported in the United States, Canada, Mexico and Saudi Arabia markets.
- Dodge Hornet is only CDR supported in the United States and Canada markets.
- Fiat 500/500e is only CDR supported in the United States, Canada, Mexico, and Brazil markets.

03002_Chrysler_ r048





### System Status at Retrieval

Vehicle Identification Number (VIN)	3C6URVJG6JE*****
Ignition Cycle, Download	6,662
ACM Part Number	68336643AC
ACM Serial Number	TF17J258719819
ACM Supplier	Bosch
ACM Supply voltage at time of retrieval (V)	11.90





# System Configuration at Retrieval

Configured for Occupant Classification (OCM)	No
Configured for Passenger Airbag Disable Indicator (PADI)	No
Configured for Passenger Airbag Disable (PAD) Switch	No
Configured for Rollover Sensing	No
Configured for Right D-Pillar Impact Peripheral Sensor Y	No
Configured for Left D-Pillar Impact Peripheral Sensor Y	No
Configured for Right C-Pillar Impact Peripheral Sensor Y	No
Configured for Left C-Pillar Impact Peripheral Sensor Y	No
Configured for Right B-Pillar Impact Peripheral Sensor Y	Yes
Configured for Left B-Pillar Impact Peripheral Sensor Y	Yes
Configured for Right Frontal Peripheral Sensor X	Yes
Configured for Left Frontal Peripheral Sensor X	Yes
Configured for Right Door Satellite Pressure Sensor	Yes
Configured for Left Side Door Satellite Pressure Sensor	Yes
Configured for Passenger Seat Track Position Sensor (STPS)	No
Configured for Driver Seat Track Position Sensor (STPS)	No
Configured for Passenger Swivel Seat Sensor	No
Configured for Driver Swivel Seat Sensor	No
Configured for Passanger Presance Detection Sensor	Ves
Configured for Control Proconco Detection Sensor	No
Configured for Driver Presence Detection Sensor	No
Configured for Driver Presence Detection Sensor	NO No
Configured for 3rd Row Right Seatbelt Buckle Switch	NO No
Configured for 3rd Row Central Seatbelt Buckle Switch	NO
Configured for 3rd Row Left Seatbelt Buckle Switch	No
Configured for 2nd Row Right Seatbelt Buckle Switch	No
Configured for 2nd Row Center Seatbelt Buckle Switch	No
Configured for 2nd Row Left Seatbelt Buckle Switch	No
Configured for 1st Row Passenger Seatbelt Buckle Switch	Yes
Configured for 1st Row Driver Seatbelt Buckle Switch	Yes
Configured for 2nd Row Right Seatbelt Buckle Pretensioner	No
Configured for 2nd Row Center Seatbelt Buckle Pretensioner	No
Configured for 2nd Row Left Seatbelt Buckle Pretensioner	No
Configured for Passenger Adaptive Load Limiter	No
Configured for Driver Adaptive Load Limiter	No
Configured for Passenger Seatbelt Anchor Pretensioner	No
Configured for Driver Seatbelt Anchor Pretensioner	No
Configured for Passenger Seatbelt Retractor Pretensioner	Yes
Configured for Driver Seatbelt Retractor Pretensioner	Yes
Configured for 4th Row Right Seat Side Airbag	No
Configured for 4th Row Loft Soat Side Airbag	No
Configured for 2rd Dow Dight Soot Side Airbag	No
Configured for 3rd Row Loft Seet Side Airbag	No
Configured for 3rd Row Left Seat Side Alibag	NO No
Configured for 2nd Row Right Seat Side Airbag	NO No
Configured for 2nd Row Left Seat Side Airbag	NO NO
Configured for Right Front Seat Side Airbag	Yes
Configured for Left Front Seat Side Airbag	Yes
Configured for Right Side Curtain	Yes
Configured for Left Side Curtain	Yes
Configured for Passenger Knee Airbag	No
Configured for Driver Knee Airbag	No
Configured for Passenger Frontal Airbag Squib 4	No
Configured for Passenger Frontal Airbag Squib 3	No
Configured for Passenger Frontal Airbag Stage 2	No
Configured for Passenger Frontal Airbag Stage 1	Yes
Configured for Driver Frontal Airbag Squib 4	No
Configured for Driver Frontal Airbag Squib 3	No
Configured for Driver Frontal Airbag Stage 2	No
Configured for Driver Frontal Airbag Stage 1	Voc
Configured for Front Center Proteinsioner	T es
	INU




# System Status at Event (Most Recent Event - Deployment)

Event Number	3
Data Recorder Status	Complete
Recorder Status, Pre-Crash Data	Complete
Recorded Status, Delta-V, Lateral	Complete
Recorded Status, Delta-V, Longitudinal	Complete
Complete File Recorded	Yes
Ignition Cycle, Crash	6,017
Time From Event 1 to 2 (sec)	0.028
Multi-Event, Number of Events	3
Safety Belt Status, Driver	Buckled
Safety Belt Status, Outboard Front Passenger	N/A
Frontal Airbag Warning Lamp	Off
Maximum Delta-V, Longitudinal (MPH [km/h])	-29.8 [-48]
Time, Maximum Delta-V, Longitudinal (ms)	290
Maximum Delta-V, Lateral (MPH [km/h])	-9.9 [-16]
Time, Maximum Delta-V, Lateral (ms)	124
Operation system time (sec)	302,187,264
Airbag Warning Lamp On Time (min)	267
ACM Supply Voltage at Event (V)	8.7
Odometer at Event (miles [km])	187197.4 [301,265]
VIN at Event (last 8 characters)	JE*****





#### **Deployment Command Data (Most Recent Event - Deployment)**

Frontal Airbag Deployment, 1st Stage, Driver	No
Frontal Airbag Deployment, 1st Stage, Passenger	No
Frontal Airbag Deployment, 2nd Stage, Driver	No
Frontal Airbag Deployment, 3rd Squib, Driver	No
Frontal Airbag Deployment, 4th Squib, Driver	No
Frontal Airbag Deployment 2nd Stage, Passenger	No
Frontal Airbag Deployment 3rd Squib. Passenger	No
Frontal Airbag Deployment 4th Squib, Passenger	No
Knee Airbag Deployment, Driver	No
Knee Airbag Deployment, Passenger	No
Side Curtain Airbag Deployment, Left	Yes
Side Curtain Airbag Deployment, Right	Yes
Side Seat Airbag Deployment, Front Left	Yes
Side Seat Airbag Deployment, Front Bight	Yes
Side Curtain Airbag Deployment, 2nd Row Left	No
Side Curtain Airbag Deployment, 2nd Row Right	No
Side Curtain Airbag Deployment, 2rd Row Left	No
Side Curtain Airbag Deployment, 3rd Row Bight	No
Side Curtain Airbag Deployment, old Row Right	No
Retractor Pretensioner Deployment, Triver	No
Retractor Pretensioner Deployment, Briver	No
Anchor Pretensioner Deployment, Driver	No
Anchor Pretensioner Deployment, Shver	No
Adaptive Load Limiter Deployment, Driver	No
Adaptive Load Limiter Deployment, Briver	No
Buckle Pretensioner Deployment, Priver	Ves
Buckle Pretensioner Deployment, Eront Center Occupant	No
Buckle Pretensioner Deployment, Front Passenger	No
Seatbelt Pretensioner Deployment, 1 font 1 assenger	No
Seatbelt Protonsioner Deployment, 2nd Row Center	No
Seatbelt Pretensioner Deployment, 2nd Row Right	No
Seatbelt Protonsioner Deployment, 2rd Row Left	No
Seatbelt Pretensioner Deployment, 3rd Now Leit	No
Seatbelt Pretensioner Deployment, 3rd Row Cellier	No
Frontal Airbag Deployment, Time to Deploy, 1st Stage, Driver (me)	
Frontal Airbag Deployment, Time to Deploy, 1st Stage, Driver (IIIS)	0
Soot Side Airbag Time to Deploy, Driver (ms)	254
Seat Side Airbag, Time to Deploy, Diver (IIIS)	254
Side Curtain Airbag, Time to Deploy, Passenger (ms)	254
Side Curtain Airbag, Leit, Time to Deploy (ms)	254
Side Curtain Airbag, Right, Time to Deploy (Ins)	234
Side Curtain Airbag Driver 2nd Row, Time to Deploy (ms)	0
Side Curtain Airbag Passenger Zhu Row, Time to Deploy (ms)	0
Side Curtain Airbag Driver 3rd Row, Time to Deploy (ms)	0
Side Curtain Airbag Passenger 3rd Row, Time to Deploy (ms)	0
Side Curtain Airbag Passenger 4th Row, Time to Deploy (ms)	0
Buckle Pretensioner, Time to Deploy, Driver (ms)	254
Buckle Pretensioner, Time to Deploy, Passenger (ms)	0
Buckle Pretensioner, Time to Deploy, Front Center Occupant (ms)	0











#### Longitudinal Crash Pulse (Most Recent Event - Deployment)

$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$		Time (msec)	Delta-V, Longitudinal (MPH [km/h])	Time (ms	ec) Longiti (MPH [l	n-V, udinal km/h])	Time (msec)	Delta-V, Longitudinal (MPH [km/h])
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	F	0	0 [0]	100	-19 [-	.31]	200	-27 [-43]
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Ē	2	0 [0]	102	-20 [-	32]	202	-27 [-43]
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	Ē	4	0 [0]	104	-20 [-	32]	204	-27 [-43]
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	Ē	6	0 [0]	106	-20 [-	32]	206	-27 [-43]
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $		8	-1 [-1]	108	-20 [-	32]	208	-27 [-43]
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $		10	-1 [-1]	110	-20 [-	32]	210	-27 [-44]
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $		12	0 [0]	112	-21 [-	·33]	212	-27 [-44]
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$		14	-1 [-1]	114	-21 [·	.33]	214	-27 [-44]
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$		16	-1 [-1]	116	-21 [·	33]	216	-27 [-44]
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$		18	-1 [-2]	118	-21 [·	.33]	218	-27 [-44]
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	L	20	-1 [-2]	120	-21 [·	.33]	220	-27 [-44]
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$		22	-1 [-2]	122	-21 [·	33]	222	-27 [-44]
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	Ļ	24	-2 [-4]	124	-21 [·	.33]	224	-27 [-44]
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	Ļ	26	-2 [-4]	126	-21 [·	.33]	226	-27 [-44]
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $		28	-3 [-5]	128	-21 [·	.33]	228	-27 [-44]
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	ļ	30	-3 [-5]	130	-21 [·	·33]	230	-27 [-44]
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$		32	-4 [-6]	132	-21 [·	.33]	232	-27 [-44]
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	ļ	34	-3 [-5]	134	-21 [·	.34]	234	-27 [-44]
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	ļ	36	-4 [-7]	136	-21 [·	.34]	236	-27 [-44]
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	Ļ	38	-5 [-8]	138	-21 [·	.34]	238	-27 [-44]
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	+	40	-5 [-8]	140	-21 [·	.34]	240	-28 [-45]
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	-	42	-6 [-9]	142	-22 [·	.35]	242	-28 [-45]
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	+	44	-6 [-9]	144	-22 [·	.35]	244	-28 [-45]
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	+	46	-6 [-10]	146	-22 [·	.35]	246	-28 [-45]
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	+	48	-7 [-11]	148	-22 [·	·36]	248	-28 [-45]
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	-	50	-7 [-12]	150	-22 [·	·36]	250	-28 [-45]
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	+	52	-8 [-13]	152	-23 [	·37]	252	-29 [-46]
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	+	54	-9 [-14]	154	-23 [	.37]	254	-29 [-46]
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	+	56	-10 [-16]	156	-23 [	·37]	256	-29 [-46]
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	+	58	-10 [-16]	158	-23 [	37]	258	-29 [-46]
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	ł	60	-11[-17]	160	-23	-37]	260	-29 [-46]
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	┝	62	-11 [-18]	162	-24	-38	262	-29 [-46]
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	┝	64	-12 [-19]	164	-24	38	264	-29 [-46]
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	ł	66	-12 [-19]	166	-24 [-	-39]	266	-29 [-47]
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	┝	68	-12 [-20]	168	-24	39	268	-29 [-47]
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	ł	70	-13[-21]	170	-24 [-	.39	270	-29 [-47]
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	ł	72	-14 [-22]	172	-25	40]	272	-29 [-47]
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	ŀ	74	-14 [-23]	174	-25 [-	40]	274	-29 [-47]
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	ł	70	-14 [-23]	176	-25	40]	276	-29 [-47]
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	┝	/8	-14 [-23]	178	-25 [-	40]	278	-29 [-47]
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	ł	80	-16 [-25]	180	-25 [	40]	280	-29 [-47]
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	ł	82	-10[-20]	182	-25 [	40]	282	-29 [-47]
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	╞	04 86	-10[-20]	104	-25	411	204	-29[-4/]
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	┝	00	-1/[-2/]	100	-25	411	200	-29[-4/]
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	╞	<u> </u>	-1/[-28]	188	-25	41	<u>∠00</u>	-29[-4/]
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	┝	<u>90</u>	-10[-29]	190	-25	.421	280	-30 [-40]
34         -19 [-30]         194         -20 [-42]         294         -30 [-40]           96         -19 [-31]         196         -26 [-42]         296         -30 [-48]           98         -19 [-31]         198         -26 [-42]         298         -30 [-48]           300         -30 [-48]         -30 [-48]         -30 [-48]         -30 [-48]	┝	<u> </u>	_10 [-30]	192	-20[	.421	292	-30 [-40]
35         -13 [-31]         130         -20 [-42]         230         -30 [-46]           98         -19 [-31]         198         -26 [-42]         298         -30 [-48]           300         -30 [-48]         -30 [-48]         -30 [-48]         -30 [-48]	╞	94 QR	-19[-30]	194	-20[-	.421	294	-30 [-40] _30 [_48]
<u> </u>	┝	00 90	-19[-31]	190	-20	.421	200	-30 [-40]
	L	30	-13[-31]	190	-20[		200	-30 [-40]











Delta-V, Lateral (MPH [km/h])

> -9 [-15] -10 [-16] -10 [-16] -9 [-15] -9 [-15] -9 [-15] -9 [-15] -9 [-15] -9 [-15] <u>-9 [-15]</u> -9 [-15] -9 [-15] -9 [-15] -9 [-15] -9 [-15] -9 [-15] -9 [-15] -9 [-15] -9 [-15] -9 [-15] -9 [-15] -9 [-15] -9 [-15] -9 [-15] -9 [-15] -9 [-15] -9 [-15] -9 [-15] -9 [-15] -9 [-15] -9 [-15] -9 [-15] -9 [-14] -9 [-14] -9 [-14] -9 [-14] -9 [-14] -9 [-14] -9 [-14] -9 [-14] -9 [-14] -9 [-14] -9 [-14] -9 [-14] -9 [-14] -9 [-14] -9 [-14] -8 [-13] -8 [-13] -8 [-13]

### Lateral Crash Pulse (Most Recent Event - Deployment)

Time (msec)	Delta-V, Lateral (MPH [km/h])	Time (msec)	Delta-V, Lateral (MPH [km/h])	Time (msec)
0	0 [0]	100	-8 [-13]	200
2	0 [0]	102	-8 [-13]	202
4	-1 [-2]	104	-8 [-13]	204
6	-1 [-1]	106	-8 [-13]	206
8	-1 [-2]	108	-9 [-14]	208
10	-1 [-1]	110	-9 [-14]	210
12	-1 [-2]	112	-9 [-15]	212
14	-1 [-2]	114	-9 [-15]	214
16	-2 [-3]	116	-9 [-15]	216
18	-2 [-3]	118	-9 [-15]	218
20	-2 [-4]	120	-9 [-15]	220
22	-2 [-4]	122	-9 [-15]	222
24	-3 [-5]	124	-10[-16]	224
26	-4 [-6]	126	-10 [-16]	226
28	-4 [-6]	128	-10 [-16]	228
30	-4 [-6]	130	-10 [-16]	230
32	-4 [-6]	132	-10 [-16]	232
34	-4 [-7]	134	-10 [-16]	234
36	-4 [-7]	136	-10 [-16]	236
38	-5 [-8]	138	-10 [-16]	238
40	-5 [-8]	140	-10 [-16]	240
42	-6 [-9]	142	-10 [-16]	242
44	-6 [-9]	144	-10 [-16]	242
46	-6 [-9]	146	-10 [-16]	246
48	-6 [-10]	148	-10 [-16]	248
50	-6 [-10]	150	-10 [-16]	250
52	-7 [-11]	152	-10 [-16]	252
54	-6 [-10]	154	-10 [-16]	254
56	-7 [-11]	156	-10 [-16]	256
58	-7 [-11]	158	-10 [-16]	258
60	-7 [-11]	160	-10 [-16]	260
62	-7 [-12]	162	-10 [-16]	262
64	-7 [-12]	164	-10 [-16]	264
66	-7 [-12]	166	-10 [-16]	266
68	-7 [-12]	168	-10 [-16]	268
70	-7 [-12]	170	-9 [-15]	270
72	-7 [-12]	172	-9 [-15]	272
74	-7 [-12]	174	-9 [-15]	274
76	-7 [-12]	176	-10[-16]	276
78	-7 [-12]	178	-9 [-15]	278
80	-7 [-12]	180	-9 [-15]	280
82	-7 [-12]	182	-9 [-15]	282
84	-7 [-12]	184	-9 [-15]	284
86	-7 [-12]	186	-9 [-15]	286
88	-7 [-12]	188	-9 [-15]	288
90	-7 [-12]	190	-10 [-16]	290
92	-7 [-12]	192	-10 [-16]	292
94	-7 [-12]	194	-10 [-16]	294
96	-7 [-12]	196	-10 [-16]	296
98	-7 [-12]	198	-10 [-16]	298
				300

-8 [-13]











# Left Frontal Peripheral Sensor X (Most Recent Event - Deployment)

Time (msec)	Left Frontal Peripheral Sensor X (g)	Time (msec	Left Frontal Peripheral Sensor X (g)		Time (msec)	Left Frontal Peripheral Sensor X (g)
0	0	25	0		50	8
0.5	36	25.5	32		50.5	-4
1	40	26	52	-	51	8
1.5	12	26.5	0		51.5	0
2	20	27	0		52	-4
2.5	20	27.5	4	-	52.5	12
3	0	28	8		53	28
3.5	0	28.5	4	-	53.5	32
4	0	29	-4	-	54	20
4.5	60	29.5	20		54.5	-4
5	20	30	20	-	55	4
5.5	0	30.5	0		55.5	32
6	0	31	24	-	56	12
6.5	8	31.5	88		56.5	-4
7	0	32	4		57	16
7.5	0	32.5	0	-	57.5	8
8	36	33	20		58	28
8.5	60	33.5	48	-	58.5	20
9	20	34	0	-	59	4
95	0	34.5	0		59.5	12
10	16	35	60	L	00.0	12
10.5	52	35.5	64			
11	8	36	-8	-		
11.5	0	36.5	0	-		
12	16	37	32			
12.5	8	37.5	12	-		
13	0	38	0	-		
13.5	0	38.5	0			
14	32	39	0	-		
14.5	12	39.5	4	-		
15	0	40	32	-		
15.5	32	40.5	4	-		
16	8	41	-8	1		
16.5	0	41.5	-4	1		
17	20	42	28	1		
17.5	16	42.5	60	1		
18	0	43	12	1		
18.5	0	43.5	0	1		
19	24	44	16	-		
19.5	0	44.5	28			
20	0	45	12			
20.5	48	45.5	8	1		
21	24	46	0			
21.5	0	46.5	-8	-		
22	0	47	12	1		
22.5	56	47.5	44	-		
23	0	48	32	1		
23.5	0	48.5	28	1		
24	64	49	20	1		

24.5

32

44

49.5











# Right Frontal Peripheral Sensor X (Most Recent Event - Deployment)

Time (msec)	Right Frontal Peripheral Sensor X (g)	Time (mse	Right Frontal c) Peripheral Sensor X (g)	Tim	ie (msec)	Right Frontal Peripheral Sensor X (g)
0	0	25	12		50	0
0.5	0	25.5	36		50.5	52
1	24	26	0		51	24
1.5	24	26.5	0		51.5	0
2	36	27	36		52	36
2.5	60	27.5	48		52.5	32
3	-4	28	0		53	12
3.5	0	28.5	0		53.5	16
4	4	29	-4		54	32
4.5	0	29.5	0		54.5	20
5	52	30	0		55	0
5.5	88	30.5	28		55.5	4
6	12	31	72		56	20
6.5	64	31.5	20		56.5	12
7	72	32	0		57	12
7.5	0	32.5	16		57.5	20
8	-4	33	28		58	-4
8.5	20	33.5	28		58.5	12
9	0	34	36		59	44
9.5	0	34.5	0		59.5	0
10	28	35	0			
10.5	0	35.5	28			
11	12	36	40	-		
11.5	-4	36.5	0			
12	-4	37	4	-		
12.5	0	37.5	44	-		
13	0	38	0	-		
13.5	0	38.5	0	-		
14	64	39	72	-		
14.5	0	39.5	56			
15	0	40	-4	1		
15.5	12	40.5	0	1		
16	24	41	68	1		
16.5	0	41.5	44	1		
17	40	42	0	1		
17.5	12	42.5	-8	1		
18	0	43	60	1		
18.5	0	43.5	12	1		
19	8	44	4	1		
19.5	0	44.5	72			
20	0	45	24	1		
20.5	24	45.5	0	1		
21	8	46	52	1		
21.5	0	46.5	-4	1		
22	20	47	0	1		
22.5	24	47.5	72	1		
23	-4	48	0	1		
23.5	24	48.5	8	1		
24	56	49	88	1		
24.5	16	49.5	-4	1		











### Left Door Satellite Pressure Sensor (Most Recent Event - Deployment)

Time (msec)	Left Door Satellite Pressure Sensor Data (mPor)	Time (msec)	Left Door Satellite Pressure Sensor Data (mPar)	-	Time (msec)	Left Door Satellite Pressure Sensor Data
0	(IIIDal) 4 10021975	25		-	50	(IIIDal) 0.48828125
0.5	4.19921075	25	0.40020125	-	50 5	0.40020123
1	4.00730000	25.5	0.40020125	-	51	0.39002300
1.5	4.49210750	20	0.40020123	+ +	51.5	0.29290075
1.5	4.59455125	20.3	0.30393730	-	52	0.39002500
25	4.00750000	27.5	0.70123000	-	52 5	0.39002300
2.5	4.00750000	27.5	1.07/21875	-	53	0.40020123
35	4 29687500	28 5	1 26953125		53.5	0.50593750
4	4.00390625	29	1 36718750		54	0.68359375
4.5	3.80859375	29.5	1.36718750		54 5	0.68359375
5	3,71093750	30	1,17187500		55	0.78125000
5.5	3 61328125	30.5	1 17187500		55.5	0.78125000
6	3 61328125	31	1 07421875		56	0.68359375
6.5	3 41796875	31.5	1 07421875		56.5	0.58593750
7	3.32031250	32	0.97656250		57	0.48828125
7.5	3 02734375	32.5	0.97656250		57.5	0.39062500
8	2 83203125	33	1 07421875		58	0.29296875
8.5	2 83203125	33.5	1 17187500		58.5	0.19531250
9	2 92968750	34	1 26953125		59	0.19531250
9.5	2 92968750	34.5	1.36718750		59.5	0 29296875
10	2.83203125	35	1.56250000		00.0	0.20200010
10.5	2,73437500	35.5	1.46484375			
11	2.53906250	36	1.36718750			
11.5	2.63671875	36.5	1.26953125			
12	2.63671875	37	1.07421875			
12.5	2.63671875	37.5	0.97656250			
13	2.53906250	38	0.87890625			
13.5	2.44140625	38.5	0.68359375			
14	2.44140625	39	0.87890625			
14.5	2.34375000	39.5	0.97656250			
15	2.14843750	40	0.97656250			
15.5	2.05078125	40.5	1.07421875			
16	1.95312500	41	1.07421875			
16.5	1.85546875	41.5	0.97656250			
17	1.75781250	42	0.97656250			
17.5	1.75781250	42.5	0.97656250			
18	1.66015625	43	0.87890625			
18.5	1.46484375	43.5	0.78125000			
19	1.26953125	44	0.78125000			
19.5	1.17187500	44.5	0.87890625			
20	1.07421875	45	0.78125000			
20.5	1.07421875	45.5	0.68359375			
21	0.97656250	46	0.68359375			
21.5	0.87890625	46.5	0.78125000			
22	0.97656250	47	0.78125000			
22.5	0.87890625	47.5	0.68359375			
23	0.58593750	48	0.58593750			
23.5	0.48828125	48.5	0.58593750			
24	0.48828125	49	0.48828125			
24.5	0 48828125	49.5	0 48828125			











### <u>Right Door Satellite Pressure Sensor (Most Recent Event - Deployment)</u>

Time (msec)	Right Door Satellite Pressure Sensor Data (mBar)	Time (msec)	Right Door Satellite Pressure Sensor Data (mBar)		Time (msec)	Right Door Satellite Pressure Sensor Data (mBar)
0	14 94140625	25	14,94140625	F	50	14,94140625
0.5	14.94140625	25.5	14.94140625	F	50.5	14.94140625
1	14 94140625	26	14.94140625	F	51	14.94140625
1.5	14.94140625	26.5	14.94140625		51.5	14.94140625
2	14.94140625	27	14.94140625	F	52	14.94140625
2.5	14.94140625	27.5	14.94140625		52.5	14.94140625
3	14.94140625	28	14.94140625		53	14.94140625
3.5	14.94140625	28.5	14.94140625		53.5	14.94140625
4	14.94140625	29	14.94140625		54	14.94140625
4.5	14.94140625	29.5	14.94140625	F	54.5	14.94140625
5	14.94140625	30	14.94140625		55	14.94140625
5.5	14.94140625	30.5	14.94140625		55.5	14.94140625
6	14.94140625	31	14.94140625		56	14.94140625
6.5	14.94140625	31.5	14.94140625		56.5	14.94140625
7	14.94140625	32	14.94140625		57	14.94140625
7.5	14.94140625	32.5	14.94140625		57.5	14.94140625
8	14.94140625	33	14.94140625		58	14.94140625
8.5	14.94140625	33.5	14.94140625		58.5	14.94140625
9	14.94140625	34	14.94140625		59	14.94140625
9.5	14.94140625	34.5	14.94140625		59.5	14.94140625
10	14.94140625	35	14.94140625	_		,,
10.5	14.94140625	35.5	14.94140625			
11	14.94140625	36	14.94140625			
11.5	14.94140625	36.5	14.94140625			
12	14.94140625	37	14.94140625			
12.5	14.94140625	37.5	14.94140625			
13	14.94140625	38	14.94140625			
13.5	14.94140625	38.5	14.94140625			
14	14.94140625	39	14.94140625			
14.5	14.94140625	39.5	14.94140625			
15	14.94140625	40	14.94140625			
15.5	14.94140625	40.5	14.94140625			
16	14.94140625	41	14.94140625			
16.5	14.94140625	41.5	14.94140625			
17	14.94140625	42	14.94140625			
17.5	14.94140625	42.5	14.94140625			
18	14.94140625	43	14.94140625			
18.5	14.94140625	43.5	14.94140625			
19	14.94140625	44	14.94140625			
19.5	14.94140625	44.5	14.94140625			
20	14.94140625	45	14.94140625			
20.5	14.94140625	45.5	14.94140625			
21	14.94140625	46	14.94140625			
21.5	14.94140625	46.5	14.94140625			
22	14.94140625	47	14.94140625			
22.5	14.94140625	47.5	14.94140625			
23	14.94140625	48	14.94140625			
23.5	14.94140625	48.5	14.94140625			
24	14.94140625	49	14.94140625			
24.5	14.94140625	49.5	14.94140625			











### Left B-Pillar Impact Peripheral Sensor X (Most Recent Event - Deployment)

Time (msec)	Left B-Pillar Impact Peripheral Sensor X (g)		Time (msec)	Left B-Pillar Impact Peripheral Sensor X (g)		Time (msec)	Left B-Pillar Impact Peripheral Sensor X (g)
0	0		25	0		50	0
0.5	0		25.5	0		50.5	0
1	0		26	0		51	0
1.5	0		26.5	0		51.5	0
2	0		27	0		52	0
2.5	0		27.5	0		52.5	0
3	0		28	0		53	0
3.5	0		28.5	0		53.5	0
4	0		29	0		54	0
4.5	0		29.5	0		54.5	0
5	0		30	0		55	0
5.5	0	1 1	30.5	0	1	55.5	0
6	0		31	0		56	0
6.5	0	1 1	31.5	0	1	56.5	0
7	0		32	0		57	0
7.5	0		32.5	0		57.5	0
8	0		33	0		58	0
8.5	0		33.5	0		58.5	0
9	0		34	0		59	0
9.5	0		34.5	0		59.5	0
10	0		35	0			-
10.5	0		35.5	0			
11	0		36	0			
11.5	0		36.5	0			
12	0		37	0			
12.5	0		37.5	0			
13	0		38	0			
13.5	0		38.5	0			
14	0		39	0			
14.5	0		39.5	0			
15	0	] [	40	0			
15.5	0	] [	40.5	0			
16	0	[	41	0			
16.5	0	[	41.5	0			
17	0		42	0			
17.5	0		42.5	0			
18	0		43	0			
18.5	0		43.5	0			
19	0		44	0			
19.5	0		44.5	0			
20	0		45	0			
20.5	0		45.5	0			
21	0	[	46	0			
21.5	0		46.5	0			
22	0		47	0			
22.5	0		47.5	0			
23	0		48	0			
23.5	0		48.5	0			
24	0	[	49	0			
24.5	0	[	49.5	0			











# Left B-Pillar Impact Peripheral Sensor Y (Most Recent Event - Deployment)

Time (msec)	Left B-Pillar Impact Peripheral Sensor Y (g)	т	Time (msec)	Left B-Pillar Impact Peripheral Sensor Y (g)	Time (msec)	Left B-Pillar Impact Peripheral Sensor Y (g)
0	0		25	0	50	0
0.5	0		25.5	0	50.5	0
1	0		26	2	51	0
1.5	36		26.5	5	51.5	0
2	20		27	0	52	0
25	0		27.5	2	52.5	0
3	0		28	59	53	0
35	22		28.5	9	53.5	1
0.0	0		20.0	0	54	-2
4.5	0		29.5	19	54.5	0
5	65		30	5	55	0
55	63		30.5	0	55 5	0
6	34		31	0	56	0
65	52		31.5	0	56 5	0
7	61		32	2	57	0
75	12		32.5		57.5	0
7.5 Q	15		32.5	0	58	0
<u> </u>	15		33.5		58.5	0
0.5	45		33.5	-2	50.5	0
9	45		34	16	59	1
9.5	0		34.5	0	59.5	0
10 5	120		25.5	7		
10.5	120		35.5	/		
11	2		30	0		
11.5	0		30.5	0		
12	33		37	0		
12.0	21		37.5	-2		
10	0		38	0		
13.5	0		38.5	0		
14	3		39			
14.5	2		39.5	<u> </u>		
10	0		40	0		
15.5	0		40.5	0		
16	40	-	41	0		
16.5	29	-	41.5	0		
1/	0	-	42	0		
17.5	0	-	42.5	0		
18	0		43	0		
18.5	0		43.5	0		
19	0		44	0		
19.5	0		44.5	<u> </u>		
20	0		45	0		
20.5	0	-	45.5	0		
21	0		46	0		
21.5	0		46.5	0		
22	8		4/	0		
22.5	3		47.5	2		
23	0		48	0		
23.5	0		48.5	0		
24	0		49	0		
24.5	0		49.5	0		











#### Right B-Pillar Impact Peripheral Sensor X (Most Recent Event - Deployment)

Time (msec)	Right B- Pillar Impact Peripheral Sensor X (g)		Time (msec)	Right B- Pillar Impact Peripheral Sensor X (g)		Time (msec)	Right B- Pillar Impact Peripheral Sensor X (g)
0	0	1	25	0		50	0
0.5	0	-	25.5	0		50.5	0
1	0		26	0		51	0
1.5	0	-	26.5	0		51.5	0
2	0	-	27	0		52	0
2.5	0	-	27.5	0		52.5	0
3	0	-	28	0		53	0
35	0	-	28.5	0		53.5	0
1	0	-	20.0	0		54	0
4	0	-	29	0		54.5	0
4.5	0	-	29.5	0	_	55	0
5	0	-	20.5	0		55	0
5.5	0	_	30.5	0		50.0	0
6.5	0	-	21.5	0		50	0
0.0	0	-	31.5	0		50.5	0
	0	-	32	0		57	0
7.5	0	-	32.5	0		57.5	0
8	0	-	33	0		58	0
8.5	0	-	33.5	0		58.5	0
9	0	-	34	0		59	0
9.5	0	_	34.5	0		59.5	0
10	0	-	35	0			
10.5	0	-	35.5	0			
11	0	-	36	0			
11.5	0	-	36.5	0			
12	0	-	37	0			
12.5	0	-	37.5	0	-		
13	0	-	38	0			
13.5	0	-	38.5	0			
14	0	-	39	0			
14.5	0	-	39.5	0			
15	0	-	40	0			
15.5	0	-	40.5	0			
16	0	-	41	0			
16.5	0	-	41.5	0			
17	0	-	42	0			
17.5	0	-	42.5	0	-		
18	0	_	43	0			
18.5	0	-	43.5	0			
19	0	-	44	0			
19.5	0	_	44.5	0			
20	0		45	0			
20.5	0	-	45.5	0			
21	0	4	46	0			
21.5	0		46.5	0			
22	0		47	0			
22.5	0		47.5	0			
23	0		48	0			
23.5	0		48.5	0			
24	0		49	0			
24.5	0		49.5	0			











#### Right B-Pillar Impact Peripheral Sensor Y (Most Recent Event - Deployment)

Time (msec)	Right B- Pillar Impact Peripheral Sensor Y (g)	Time	(msec)	Right B- Pillar Impact Peripheral Sensor Y (g)		Time (msec)	Right B- Pillar Impact Peripheral Sensor Y (g)
0	SNA	2	5	SNA		50	SNA
0.5	SNA	25	5.5	SNA	]	50.5	SNA
1	SNA	2	6	SNA		51	SNA
1.5	SNA	26	6.5	SNA		51.5	SNA
2	SNA	2	7	SNA		52	SNA
2.5	SNA	27	7.5	SNA		52.5	SNA
3	SNA	2	8	SNA		53	SNA
3.5	SNA	28	3.5	SNA		53.5	SNA
4	SNA	2	9	SNA		54	SNA
4.5	SNA	29	9.5	SNA		54.5	SNA
5	SNA	3	0	SNA		55	SNA
5.5	SNA	30	).5	SNA		55.5	SNA
6	SNA	3	1	SNA		56	SNA
6.5	SNA	3	.5	SNA		56.5	SNA
7	SNA	3	2	SNA		57	SNA
7.5	SNA	32	2.5	SNA		57.5	SNA
8	SNA	3	3	SNA		58	SNA
8.5	SNA	33	3.5	SNA		58.5	SNA
9	SNA	3	4	SNA		59	SNA
9.5	SNA	34	1.5	SNA		59.5	SNA
10	SNA	3	5	SNA		· · · · · · ·	
10.5	SNA	35	5.5	SNA			
11	SNA	3	6	SNA	1		
11.5	SNA	36	6.5	SNA			
12	SNA	3	7	SNA	]		
12.5	SNA	37	7.5	SNA			
13	SNA	3	8	SNA			
13.5	SNA	38	3.5	SNA			
14	SNA	3	9	SNA			
14.5	SNA	39	9.5	SNA			
15	SNA	4	0	SNA			
15.5	SNA	40	).5	SNA			
16	SNA	4	1	SNA			
16.5	SNA	4	.5	SNA			
17	SNA	4	2	SNA	]		
17.5	SNA	42	2.5	SNA			
18	SNA	4	3	SNA	]		
18.5	SNA	43	3.5	SNA	]		
19	SNA	4	4	SNA			
19.5	SNA	44	1.5	SNA			
20	SNA	4	5	SNA			
20.5	SNA	45	5.5	SNA			
21	SNA	4	6	SNA	1		
21.5	SNA	40	6.5	SNA	1		
22	SNA	4	7	SNA	1		
22.5	SNA	47	7.5	SNA	1		
23	SNA	4	8	SNA	1		
23.5	SNA	48	3.5	SNA	1		
24	SNA		9	SNA	1		
	CNIA	40		SNA	1		







3C6URVJG6JE*****





# Left C-Pillar Impact Peripheral Sensor Y (Most Recent Event - Deployment)

$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	mpact eriphera ensor Y (g)
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	0
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	0
1.5 $0$ $2$ $0$ $2.5$ $0$ $2.5$ $0$ $3.5$ $0$ $3.5$ $0$ $4$ $0$ $4.5$ $0$ $5.5$ $0$ $5.5$ $0$ $6$ $0$ $6.5$ $0$ $7$ $0$ $7.5$ $0$ $8$ $0$ $9$ $0$ $9.5$ $0$ $11.5$ $0$ $12.5$ $0$ $11.5$ $0$ $12.5$ $0$ $13.5$ $0$ $14.5$ $0$ $14.5$ $0$ $15.5$ $0$ $16$ $0$ $11.5$ $0$ $12.5$ $0$ $13.5$ $0$ $14.5$ $0$ $15.5$ $0$ $16$ $0$ $17.5$ $0$ $18$ $0$ $18$ $0$ $18$ $0$ $18$ $0$	0
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	0
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	0
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	0
3.50 $28.5$ 0 $4$ 0290 $4.5$ 029.50 $5.5$ 030.055 $6$ 031.00 $6.5$ 031.50 $6.5$ 032.057 $7.5$ 032.50 $8$ 033.50 $8.5$ 034.50 $9.5$ 034.50 $10$ 035.50 $11$ 036.50 $12$ 0370 $12.5$ 038.00 $14$ 039.50 $14$ 040.50 $15.5$ 040.50 $16$ 041.50 $17.5$ 042.50 $18$ 0430	0
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	0
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	0
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	0
5.50 $30.5$ 0 $6$ 0 $31.5$ 0 $6.5$ 0 $31.5$ 0 $7$ 0 $32.5$ 0 $7.5$ 0 $32.5$ 0 $8$ 0 $33.5$ 0 $8.5$ 0 $33.5$ 0 $9$ 0 $34.5$ 0 $9.5$ 0 $34.5$ 0 $10$ 0 $35.5$ 0 $11.5$ 0 $36.5$ 0 $12$ 0 $37.5$ 0 $13.5$ 0 $38.5$ 0 $14.5$ 0 $39.5$ 0 $15.5$ 0 $40.5$ 0 $16.5$ 0 $41.5$ 0 $17.5$ 0 $42.5$ 0 $18$ 0 $43$ 0	0
6       0 $6$ 0 $6$ 0 $6$ 0 $6$ 0 $7$ 0 $7$ 0 $7$ 0 $7$ 0 $7$ 0 $7$ 0 $7$ 0 $7$ 0 $31$ 0 $8$ 0 $8$ 0 $32$ 0 $32$ 0 $32$ 0 $32$ 0 $33$ 0 $35$ 0 $11$ 0 $11$ 0 $11$ 0 $11$ 0 $12$ 0 $13$ 0 $14$ 0 $14.5$ 0 $15$ 0 $16$ 0 $17$ 0 $18$ 0 $18$ 0	0
1 $2$ $6.5$ $0$ $7$ $0$ $7.5$ $0$ $8$ $0$ $8.5$ $0$ $9$ $0$ $9.5$ $0$ $11$ $0$ $10.5$ $0$ $11.5$ $0$ $11.5$ $0$ $12$ $0$ $12.5$ $0$ $13.5$ $0$ $14.5$ $0$ $14.5$ $0$ $15.5$ $0$ $16$ $0$ $17.5$ $0$ $17.5$ $0$ $18$ $0$	0
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	0
32.5 $0$ $32.5$ $0$ $32.5$ $0$ $33.5$ $0$ $33.5$ $0$ $33.5$ $0$ $9$ $0$ $9$ $0$ $9.5$ $0$ $10$ $0$ $10.5$ $0$ $11.5$ $0$ $11.5$ $0$ $11.5$ $0$ $11.5$ $0$ $12$ $0$ $13.5$ $0$ $14.5$ $0$ $15.5$ $0$ $16$ $0$ $17.5$ $0$ $17.5$ $0$ $18$ $0$	0
33 $0$ $8$ $0$ $8.5$ $0$ $9$ $0$ $9.5$ $0$ $10$ $0$ $10.5$ $0$ $11$ $0$ $11.5$ $0$ $11.5$ $0$ $11.5$ $0$ $11.5$ $0$ $12.5$ $0$ $13.5$ $0$ $14.5$ $0$ $14.5$ $0$ $15.5$ $0$ $16$ $0$ $17$ $0$ $17.5$ $0$ $18$ $0$	0
3.5 $0$ $8.5$ $0$ $9$ $0$ $9.5$ $0$ $10$ $0$ $10.5$ $0$ $11.5$ $0$ $11.5$ $0$ $11.5$ $0$ $11.5$ $0$ $11.5$ $0$ $11.5$ $0$ $12.5$ $0$ $13.5$ $0$ $13.5$ $0$ $14.5$ $0$ $15.5$ $0$ $16.5$ $0$ $17.5$ $0$ $17.5$ $0$ $18$ $0$	0
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	0
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	0
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	0
10.5 $0$ $10.5$ $0$ $11$ $0$ $11.5$ $0$ $11.5$ $0$ $12$ $0$ $12.5$ $0$ $13$ $0$ $13.5$ $0$ $14$ $0$ $15.5$ $0$ $15.5$ $0$ $16$ $0$ $16$ $0$ $17$ $0$ $17.5$ $0$ $18$ $0$ $18$ $0$	0
11.5 $0$ $11$ $0$ $11.5$ $0$ $11.5$ $0$ $12$ $0$ $12$ $0$ $12$ $0$ $12.5$ $0$ $13$ $0$ $13.5$ $0$ $14$ $0$ $14.5$ $0$ $15.5$ $0$ $16$ $0$ $16.5$ $0$ $17$ $0$ $18$ $0$	
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	
17.5     0       18     0       43     0	
18 0 43 0	
20 0 45 0	
21 0 $46$ 0	
215 0 465 0	
22 0 47 0	
225 0 475 0	
23 0 48 0	
23.5 0 40 0	
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	











#### <u>Right C-Pillar Impact Peripheral Sensor Y (Most Recent Event - Deployment)</u>

$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	_ Time (msec)	Right C- Pillar Impact Peripheral Sensor Y (g)		Time (msec)	Right C- Pillar Impact Peripheral Sensor Y (g)		Time (msec)	Right Pilla Impa Peripho Senso (g)
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	0	0	1	25	0		50	0
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	0.5	0	1	25.5	0		50.5	0
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	1	0		26	0		51	0
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	1.5	0	1	26.5	0		51.5	0
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	2	0	1	27	0		52	0
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	2.5	0		27.5	0		52.5	0
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	3	0	1	28	0		53	0
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	3.5	0		28.5	0		53.5	0
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	4	0		29	0		54	0
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	4.5	0	-	29.5	0	-	54.5	0
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	5	0	-	30	0	-	55	0
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	55	0	1	30.5	0	1	55.5	0
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	6	0	1	31	0	1	56	0
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	65	0	1	31.5	0	1	56.5	0
32 $32$ $33$ $7.5$ $0$ $32.5$ $0$ $8$ $0$ $33$ $0$ $8.5$ $0$ $33.5$ $0$ $9$ $0$ $34$ $0$ $9.5$ $0$ $34.5$ $0$ $10$ $0$ $35.5$ $0$ $10.5$ $0$ $35.5$ $0$ $11.5$ $0$ $36.5$ $0$ $11.5$ $0$ $36.5$ $0$ $11.5$ $0$ $37.5$ $0$ $13.0$ $38.5$ $0$ $38.5$ $0$ $14.5$ $0$ $40.5$ $0$ $14.5$ $0$ $41.5$ $0$ $17.5$ $0$ $42.5$ $0$ $17.5$ $0$ $44.5$ $0$ $18.5$ $0$ $43.5$ $0$ $19.0$ $44.5$ $0$ $20.0$ $0$ $45.5$ $0$ $21.5$ $0$ $47.5$ $0$ $22.5$ $0$ <td>7</td> <td>0</td> <td>1</td> <td>31.5</td> <td>0</td> <td>1</td> <td>57</td> <td>0</td>	7	0	1	31.5	0	1	57	0
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	75	0	-	22.5	0	-	57.5	0
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	7.5	0	-	32.5	0	-	57.5	0
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	0	0	-	22.5	0	-		0
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	8.5	0	-	33.5	0	-	58.5	0
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	9	0	-	34	0	-	59	0
10 $0$ $35$ $0$ $10.5$ $0$ $35.5$ $0$ $11$ $0$ $36.5$ $0$ $11.5$ $0$ $36.5$ $0$ $12$ $0$ $37$ $0$ $12.5$ $0$ $37.5$ $0$ $13.0$ $38.0$ $0$ $13.5$ $0$ $38.5$ $0$ $14.0$ $0$ $39.5$ $0$ $15.5$ $0$ $40.0$ $0$ $15.5$ $0$ $40.5$ $0$ $16.0$ $41.5$ $0$ $17.5$ $0$ $42.5$ $0$ $18.5$ $0$ $43.5$ $0$ $20$ $0$ $45.5$ $0$ $20.5$ $0$ $45.5$ $0$ $21.5$ $0$ $46.5$ $0$ $22.5$ $0$ $47$ $0$ $23.5$ $0$ $48.5$ $0$ $23.5$ $0$ $49.5$ $0$	9.5	0	-	34.5	0	-	59.5	0
10.50 $36.5$ 0 $11$ 0 $36$ 0 $11.5$ 0 $36.5$ 0 $12$ 0 $37$ 0 $12.5$ 0 $37.5$ 0 $13$ 0 $38$ 0 $13.5$ 0 $38.5$ 0 $14$ 0 $39$ 0 $14.5$ 0 $40.5$ 0 $15.5$ 0 $40.5$ 0 $16.5$ 0 $41.5$ 0 $17$ 0 $42$ 0 $17.5$ 0 $43.5$ 0 $18.5$ 0 $44.5$ 0 $19$ 0 $44.5$ 0 $20.5$ 0 $45.5$ 0 $21.5$ 0 $46.5$ 0 $22.5$ 0 $47.5$ 0 $23.5$ 0 $48.5$ 0 $23.5$ 0 $49.5$ 0 $24.0$ $49$ 00	10	0	-	35	0	-		
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	10.5	0	-	35.5	0	-		
11.50 $36.5$ 0 $12$ 0 $37$ 0 $12.5$ 0 $37.5$ 0 $13.5$ 0 $38.5$ 0 $14.4$ 0 $39$ 0 $14.5$ 0 $39.5$ 0 $15$ 0 $40$ 0 $15.5$ 0 $40.5$ 0 $16$ 0 $41.5$ 0 $16.5$ 0 $42.5$ 0 $17.5$ 0 $42.5$ 0 $18.5$ 0 $43.5$ 0 $19$ 0 $44.5$ 0 $20.5$ 0 $45.5$ 0 $21$ 0 $46.5$ 0 $22.5$ 0 $47.5$ 0 $23.5$ 0 $48.5$ 0 $23.5$ 0 $48.5$ 0 $24.6$ 0 $49.6$ 0	11	0	-	36	0	-		
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	11.5	0	-	36.5	0	-		
12.50 $37.5$ 0 $13$ 0 $38$ 0 $13.5$ 0 $38.5$ 0 $14$ 0 $39$ 0 $14.5$ 0 $39.5$ 0 $15$ 0 $40$ 0 $15.5$ 0 $40.5$ 0 $16$ 0 $41.5$ 0 $16.5$ 0 $41.5$ 0 $17.5$ 0 $42.5$ 0 $18.5$ 0 $43.5$ 0 $19$ 0 $44.5$ 0 $20$ 0 $45.5$ 0 $21.5$ 0 $46.5$ 0 $22.5$ 0 $47$ 0 $22.5$ 0 $48.5$ 0 $23.5$ 0 $49$ 0	12	0	-	37	0	-		
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	12.5	0	-	37.5	0	-		
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	13	0	-	38	0	-		
140 $39$ 0 $14.5$ 0 $39.5$ 0 $15$ 0 $40$ 0 $15.5$ 0 $40$ 0 $15.5$ 0 $40.5$ 0 $16$ 0 $41.5$ 0 $17.5$ 0 $42.5$ 0 $17.5$ 0 $42.5$ 0 $18.5$ 0 $43.5$ 0 $19.5$ 0 $44.5$ 0 $20$ 0 $45.5$ 0 $21.5$ 0 $45.5$ 0 $22.5$ 0 $47.5$ 0 $23.5$ 0 $48.5$ 0 $24.5$ 0 $49.5$ 0	13.5	0	-	38.5	0	-		
14.50 $15$ 0 $15$ 0 $15.5$ 0 $16$ 0 $16$ 0 $16$ 0 $16$ 0 $16$ 0 $17$ 0 $17$ 0 $17$ 0 $17.5$ 0 $18$ 0 $18.5$ 0 $19$ 0 $19.5$ 0 $20$ 0 $21.5$ 0 $21.5$ 0 $22$ 0 $22.5$ 0 $23$ 0 $23.5$ 0 $24$ 0 $24$ 0	14	0	-	39	0	-		
150 $15.5$ 0 $16$ 0 $16$ 0 $16$ 0 $16$ 0 $16$ 0 $16$ 0 $16$ 0 $16$ 0 $16$ 0 $16$ 0 $16$ 0 $17$ 0 $17$ 0 $17$ 0 $17$ 0 $17$ 0 $17$ 0 $17$ 0 $18$ 0 $18$ 0 $18.5$ 0 $19$ 0 $19.5$ 0 $20$ 0 $20$ 0 $21.5$ 0 $21$ 0 $22.5$ 0 $23$ 0 $23.5$ 0 $24$ 0 $24.5$ 0	14.5	0	-	39.5	0	-		
15.50 $16$ 0 $16$ 0 $16.5$ 0 $17$ 0 $17$ 0 $17.5$ 0 $18$ 0 $18.5$ 0 $19$ 0 $19.5$ 0 $20$ 0 $20.5$ 0 $21.5$ 0 $22.5$ 0 $23.5$ 0 $23.5$ 0 $24$ 0 $24.5$ 0 $24.5$ 0 $24.5$ 0 $24.5$ 0 $24.5$ 0 $24.5$ 0 $24.5$ 0 $24.5$ 0 $24.5$ 0 $24.5$ 0	15	0	4	40	0			
160 $16.5$ 0 $17$ 0 $17$ 0 $17.5$ 0 $18$ 0 $18.5$ 0 $19$ 0 $19.5$ 0 $20$ 0 $20.5$ 0 $21$ 0 $21.5$ 0 $22$ 0 $22.5$ 0 $23.5$ 0 $24$ 0 $24$ 0 $24.5$ 0 $24.5$ 0 $24.5$ 0 $24.5$ 0 $24.5$ 0 $24.5$ 0 $24.5$ 0	15.5	0	-	40.5	0	1		
16.50 $41.5$ 0 $17$ 0 $42$ 0 $17.5$ 0 $42.5$ 0 $18$ 0 $43.3$ 0 $18.5$ 0 $43.5$ 0 $19$ 0 $44$ 0 $19.5$ 0 $44.5$ 0 $20$ 0 $44.5$ 0 $20.5$ 0 $45.5$ 0 $21$ 0 $46$ 0 $21.5$ 0 $47.5$ 0 $22.5$ 0 $47.5$ 0 $23$ 0 $48.5$ 0 $23.5$ 0 $48.5$ 0 $24$ 0 $49$ 0	16	0	-	41	0	-		
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	16.5	0	4	41.5	0	4		
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	17	0	-	42	0	1		
180 $18.5$ 0 $19$ 0 $19$ 0 $19.5$ 0 $20$ 0 $20$ 0 $20.5$ 0 $21$ 0 $21.5$ 0 $22$ 0 $22.5$ 0 $23$ 0 $23.5$ 0 $24$ 0 $24.5$ 0 $24.5$ 0	17.5	0	-	42.5	0	-		
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	18	0		43	0			
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	18.5	0		43.5	0			
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	19	0		44	0			
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	19.5	0		44.5	0			
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	20	0		45	0			
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	20.5	0		45.5	0			
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	21	0		46	0			
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	21.5	0	]	46.5	0			
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	22	0	]	47	0	]		
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	22.5	0	1	47.5	0	1		
23.5     0       24     0       24.5     0       49     0       49.5     0	23	0	1	48	0	1		
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	23.5	0	1	48.5	0	1		
24.5 0	24	0	1	49	0	1		
	24.5	0	1	49.5	0	1		











# Left D-Pillar Impact Peripheral Sensor Y (Most Recent Event - Deployment)

Time (msec)	Left D-Pillar Impact Peripheral Sensor Y (g)	Time (m	Sec) Left D-Pillar Impact Peripheral Sensor Y (g)	Time (msec	Left D-Pillar Impact Peripheral Sensor Y (g)
0	0	25	0	50	0
0.5	0	25.5	0	50.5	0
1	0	26	0	51	0
1.5	0	26.5	0	51.5	0
2	0	20.0	0	52	0
25	0	27.5	0	52.5	0
3	0	28	0	53	0
3.5	0	28.5	0	53.5	0
0.0	0	20.3	0	54	0
4	0	29	0	54 5	0
	0	29.5	0	55	0
55	0		0		0
5.5	0	30.5	0	50.5	0
6.5	0	31	0		0
0.5	0	31.5	0	56.5	0
1	0	32	0		0
C.1	0	32.5		57.5	0
<u></u>	0	33	0		0
8.5	0	33.5	0	58.5	0
9	0	34	0	59	0
9.5	0	34.5	0	59.5	0
10	0	35	0	-	
10.5	0	35.5	0	-	
11	0	36	0	-	
11.5	0	36.5	0	-	
12	0	37	0	-	
12.5	0	37.5	0	-	
13	0	38	0	-	
13.5	0	38.5	0	-	
14	0	39	0	4	
14.5	0	39.5	0	4	
15	0	40	0	4	
15.5	0	40.5	0	4	
16	0	41	0	4	
16.5	0	41.5	0	4	
17	0	42	0	4	
17.5	0	42.5	0	4	
18	0	43	0	4	
18.5	0	43.5	0	4	
19	0	44	0	4	
19.5	0	44.5	0	4	
20	0	45	0	4	
20.5	0	45.5	0	4	
21	0	46	0	1	
21.5	0	46.5	0	1	
22	0	47	0		
22.5	0	47.5	0		
23	0	48	0		
23.5	0	48.5	0		
24	0	49	0		
24.5	0	49.5	0		











### Right D-Pillar Impact Peripheral Sensor Y (Most Recent Event - Deployment)

Time (msec)	Right D- Pillar Impact Peripheral Sensor Y (g)		Time (msec)	Right D- Pillar Impact Peripheral Sensor Y (g)		Time (msec)	Right D- Pillar Impact Peripheral Sensor Y (g)
0	0	1 [	25	0		50	0
0.5	0	1 [	25.5	0	]	50.5	0
1	0	1	26	0		51	0
1.5	0	] [	26.5	0		51.5	0
2	0		27	0		52	0
2.5	0		27.5	0		52.5	0
3	0		28	0		53	0
3.5	0		28.5	0		53.5	0
4	0		29	0		54	0
4.5	0		29.5	0		54.5	0
5	0		30	0		55	0
5.5	0		30.5	0		55.5	0
6	0	j l	31	0		56	0
6.5	0	] [	31.5	0	]	56.5	0
7	0	1 [	32	0		57	0
7.5	0	1	32.5	0		57.5	0
8	0	1 [	33	0		58	0
8.5	0	1 [	33.5	0		58.5	0
9	0	1	34	0	]	59	0
9.5	0	1	34.5	0		59.5	0
10	0	1	35	0	1		
10.5	0	1 [	35.5	0	1		
11	0	1 [	36	0			
11.5	0		36.5	0			
12	0	1	37	0	1		
12.5	0	1	37.5	0			
13	0	1	38	0			
13.5	0	1 [	38.5	0			
14	0	1	39	0	]		
14.5	0	1 [	39.5	0			
15	0	1 [	40	0			
15.5	0	] [	40.5	0			
16	0	] [	41	0	]		
16.5	0	j	41.5	0			
17	0	] [	42	0	]		
17.5	0	] [	42.5	0	]		
18	0	] [	43	0	]		
18.5	0		43.5	0	]		
19	0		44	0			
19.5	0	] [	44.5	0			
20	0		45	0			
20.5	0	] [	45.5	0			
21	0	] [	46	0	]		
21.5	0	] [	46.5	0			
22	0	] [	47	0	]		
22.5	0	1	47.5	0	1		
23	0	1	48	0	1		
23.5	0	1	48.5	0	]		
24	0	1	49	0	1		
24.5	0	1	49.5	0	1		











# Angular Rate (Most Recent Event - Deployment)

Angular Rate (deg/sec)

Time (msec)	Angular Rate (deg/sec)	Time (msec)
-2500	0	-1500
-2480	0	-1480
-2460	0	-1460
-2440	0	-1440
-2420	0	-1420
-2400	0	-1400
-2380	0	-1380
-2360	0	-1360
-2340	0	-1340
-2320	0	-1320
-2300	0	-1300
-2280	0	-1280
-2260	0	-1260
-2240	0	-1240
-2220	0	-1220
-2200	0	-1200
-2180	0	-1180
-2160	0	-1160
-2140	0	-1140
-2120	0	-1120
-2100	0	-1100
-2080	0	-1080
-2060	0	-1060
-2040	0	-1040
-2020	0	-1020
-2000	0	-1000
-1980	0	-980
-1960	0	-960
-1940	0	-940
-1920	0	-920
-1900	0	-900
-1880	0	-880
-1860	0	-860
-1840	0	-840
-1820	0	-820
-1800	0	-800
-1780	0	-780
-1760	0	-760
-1740	0	-740
-1720	0	-720
-1700	0	-700
-1680	0	-680
-1660	0	-660
-1640	0	-640
-1620	0	-620
-1600	0	-600
-1580	0	-580
-1560	0	-560
-1540	0	-540
-1520	0	-520

Time (msec)	Angular Rate (deg/sec)				
-500	0				
-480	0				
-460	0				
-440	0				
-420	0				
-400	0				
-380	0				
-360	0				
-340	0				
-320	0				
-300	0				
-280	0				
-260	0				
-240	0				
-220	0				
-200	0				
-180	25				
-160	0				
-140	0				
-140	0				
-120	0				
-100	0				
-60	0				
-00	0				
-40	10				
-20	72.5				
0	72.5				
20	57.5 167.5				
40	107.5				
60	42.5				
80	0				
100	0				
120	0				
140	0				
160	50				
180	30				
200	37.5				
220	15				
240	2.5				
260	7.5				
280	-5				
300	0				
320	0				
340	0				
360	0				
380	0				
400	0				
420	0				
440	42.5				
460	5				
480	0				





# Angular Rate (Most Recent Event - Deployment)

Time (msec)	Angular Rate (deg/sec)	Time (msec)	Angular Rate (deg/sec)
500	0	1500	0
520	0	1520	0
540	0	1540	0
560	0	1560	0
580	0	1580	0
600	0	1600	0
620	0	1620	0
640	0	1640	0
660	0	1660	0
680	0	1680	0
700	0	1700	0
720	0	1720	0
740	0	1740	0
760	0	1760	-2.5
780	0	1780	0
800	0	1800	0
820	0	1820	0
840	0	1840	2.5
860	0	1860	0
880	0	1880	5
900	0	1900	2.5
920	0	1920	5
940	0	1940	5
960	0	1960	15
980	0	1980	12.5
1000	0	2000	12.5
1020	0	2020	12.5
1040	0	2040	15
1060	0	2060	17.5
1080	0	2080	22.5
1100	0	2100	22.5
1120	0	2120	22.5
1140	0	2140	22.5
1160	0	2160	22.5
1180	0	2180	22.5
1200	0	2200	20
1220	0	2220	20
1240	0	2240	17.5
1260	0	2260	15
1280	0	2280	17.5
1300	0	2300	17.5
1320	0	2320	17.5
1340	0	2340	17.5
1360	0	2360	17.5
1380	0	2380	15
1400	0	2400	15
1420	0	2420	12.5
1440	0	2440	12.5
1460	0	2460	7.5
1480	0	2480	2.5
		2500	0



Pre-Crash Data -5 to 0 Sec







### Pre-Crash Data -5 to 0 Sec (100 msec) (Most Recent Event - Deployment) - Table 1 of 2

	Pre-Crash Recorder	Speed, Vehicle Indicated	Accelerator Pedal, % Full	Service	Engine RPM	Stability	Traction Control Intervention	
Time (sec)	Status	(MPH [km/h])	(%)	Brake	(RPM)	Control	Active	Reverse gear
-5.0	Complete	63 [101]	12	Off	1,856	on	Not active	No
-4.9	Complete	63 [101]	15	Off	1,856	on	Not active	No
-4.8	Complete	63 [101]	16	Off	1,856	on	Not active	No
-4.7	Complete	63 [101]	16	Off	1,856	on	Not active	No
-4.6	Complete	63 [101]	18	Off	1,856	on	Not active	No
-4.5	Complete	63 [101]	20	Off	1,856	on	Not active	No
-4.4	Complete	63 [101]	23	Off	1,856	on	Not active	No
-4.3	Complete	63 [101]	25	Off	1,856	on	Not active	No
-4.2	Complete	63 [101]	26	Off	1,856	on	Not active	No
-4.1	Complete	63 [101]	26	Off	1,856	on	Not active	No
-4.0	Complete	62 [100]	26	Off	1,856	on	Not active	No
-3.9	Complete	62 [100]	26	Off	1,856	on	Not active	No
-3.8	Complete	62 [100]	26	Off	1,856	on	Not active	No
-3.7	Complete	62 [100]	26	Off	1,856	on	Not active	No
-3.6	Complete	62 [100]	26	Off	1,856	on	Not active	No
-3.5	Complete	62 [100]	27	Off	1,856	on	Not active	No
-3.4	Complete	62 [100]	28	Off	1,856	on	Not active	No
-3.3	Complete	62 [100]	28	Off	1,856	on	Not active	No
-3.2	Complete	62 [100]	28	Off	1,856	on	Not active	No
-3.1	Complete	62 [100]	28	Off	1,856	on	Not active	No
-3.0	Complete	62 [100]	28	Off	1,824	on	Not active	No
-2.9	Complete	62 [100]	29	Off	1,856	on	Not active	No
-2.8	Complete	62 [100]	30	Off	1,856	on	Not active	No
-2.7	Complete	62 [100]	32	Off	1,856	on	Not active	No
-2.6	Complete	62 [100]	39	Off	1,856	on	Not active	No
-2.5	Complete	62 [100]	44	Off	1,856	on	Not active	NO
-2.4	Complete	62 [100]	47	Off	2,016	on	Not active	No
-2.3	Complete	62 [100]	49	Off	1,984	on	Not active	NO
-2.2	Complete	62 [100]	49	Off	2,048	on	Not active	NO
-2.1	Complete	62 [99]	49	Off	2,144	on	Not active	NO
-2.0	Complete	62 [99]	49	Off	2,368	on	Not active	No
-1.9	Complete	62 [99]	49	Off	2,752	on	Not active	NO
-1.8	Complete	62 [99]	49	Off	3,008	on	Not active	NO
-1.7	Complete	62 [99]	48	Off	2,976	on	Not active	NO
-1.6	Complete	62 [99]	48		2,976	on	Not active	NO
-1.5	Complete	62 [100]	48	Off	2,976	on	Not active	NO
-1.4	Complete	62 [100]	47	Off	2,976	on	Not active	NO
-1.3	Complete	62 [100]	47	Off	2,976	on	Not active	NO
-1.2	Complete	62 [100]	46	Off	2,976	on	Not active	NO No
-1.1	Complete	<u>[100]</u>	40		2,976	on	Not active	INO
-1.0	Complete	62 [100]	46	Off	2,976	on	Not active	NO NI-
-0.9	Complete	62 [100]	45	Off Off	3,008	on	Not active	INO No
-0.8	Complete	62 [100]	41	Off Off	3,008	on	Not active	INO No
-0.7		02[100]	40	Off Off	2,976	on	Not active	INO
-0.6	Complete	<u>[100]</u>	35		3,008	<u> </u>	Not active	INO No
-0.5		62 [100]	36	UTT Off	3,008	on	Not active	INO
-0.4	Complete	62 [100]	44		3,008	on	Not active	INO
-0.3	Complete	62 [101]	<u> </u>	011	3,008	00	Not active	INO No
-0.2	Complete	62 [101]	0	01	2,040	011	Not active	NO
-U. I	CONDER		U U	UII UII	1 7.13/	UH		I INO





# Pre-Crash Data -5 to 0 Sec (100 msec) (Most Recent Event - Deployment) - Table 2 of 2

Time (sec)	PCM MIL
-5.0	Off
-4.9	Off
-4.8	Off
-4.7	Off
-4.6	Off
-4.5	Off
-4.4	Off
-4.3	Off
-4.2	Off
-4.1	Off
-4.0	Off
-3.9	Off
-3.8	Off
-3.7	Off
-3.6	Off
-3.5	Off
-3.4	Off
-3.3	Off
-3.2	Off
-3.1	Off
-3.0	Off
-2.9	Off
-2.8	Off
-2.7	Off
-2.6	Off
-2.5	Off
-2.4	Off
-2.3	Off
-2.2	Off
-2.1	Off
-2.0	Off
-1.9	Off
-1.8	Off
-1.7	Off
-1.6	Off
-1.5	Off
-1 4	Off
-1.3	Off
-1.2	Off
-1 1	Off
-1.0	Off
-0.9	Off
-0.8	Off
-0.7	Off
-0.6	Off
-0.5	Off
-0.5	Off
-0.3	Off
-0.3	Off
-0.2	011
-0.1	




	Pre-Crash	Engine Throttle, %		Steering		Tire Pressure	
Time (see)	Recorder	Full (%)		Input (dog)	ETC Lamp	Indicator	Yaw Rate
-5.00	Complete	(70)	No	(deg)			
-4.75	Complete	12	No	3	Off	Off	-0.08
-4.75	Complete	12	No	3	Off	Off	-0.08
-4 25	Complete	24	No	2	Off	Off	-0.56
-4 00	Complete	24	No	2	Off	Off	-0.56
-3.75	Complete	31	No	1	Off	Off	-0.72
-3.50	Complete	31	No	1	Off	Off	-0.72
-3.25	Complete	34	No	4	Off	Off	0.00
-3.00	Complete	34	No	4	Off	Off	0.00
-2.75	Complete	34	No	2	Off	Off	0.00
-2.50	Complete	34	No	2	Off	Off	0.00
-2.25	Complete	35	No	5	Off	Off	0.24
-2.00	Complete	35	No	5	Off	Off	0.24
-1.75	Complete	42	No	5	Off	Off	0.16
-1.50	Complete	42	No	5	Off	Off	0.16
-1.25	Complete	49	No	4	Off	Off	0.00
-1.00	Complete	49	No	4	Off	Off	0.00
-0.75	Complete	49	No	5	Off	Off	-0.16
-0.50	Complete	49	No	5	Off	Off	-0.16
-0.25	Complete	45	No	14	Off	Off	0.96

#### Pre-Crash Data -5 to 0 Sec (250 msec) (Most Recent Event - Deployment)





## System Status at Event (1st Prior Event - Non-Deployment)

Event Number	2
Data Recorder Status	Complete
Recorder Status, Pre-Crash Data	Complete
Recorded Status, Delta-V, Lateral	Complete
Recorded Status, Delta-V, Longitudinal	Complete
Complete File Recorded	Yes
Ignition Cycle, Crash	6,017
Time From Event 1 to 2 (sec)	0.690
Multi-Event, Number of Events	2
Safety Belt Status, Driver	Buckled
Safety Belt Status, Outboard Front Passenger	N/A
Frontal Airbag Warning Lamp	On
Maximum Delta-V, Longitudinal (MPH [km/h])	11.8 [19]
Time, Maximum Delta-V, Longitudinal (ms)	250
Maximum Delta-V, Lateral (MPH [km/h])	5.6 [9]
Time, Maximum Delta-V, Lateral (ms)	236
Operation system time (sec)	302,121,728
Airbag Warning Lamp On Time (min)	267
ACM Supply Voltage at Event (V)	14.0
Odometer at Event (miles [km])	187197.4 [301,265]
VIN at Event (last 8 characters)	JE*****





### Deployment Command Data (1st Prior Event - Non-Deployment)

Frontal Airbag Deployment, 1st Stage, Driver	No
Frontal Airbag Deployment, 1st Stage, Passenger	No
Frontal Airbag Deployment, 2nd Stage, Driver	No
Frontal Airbag Deployment, 3rd Squib, Driver	No
Frontal Airbag Deployment, 4th Squib, Driver	No
Frontal Airbag Deployment 2nd Stage, Passenger	No
Frontal Airbag Deployment 3rd Squib, Passenger	No
Frontal Airbag Deployment 4th Squib, Passenger	No
Knee Airbag Deployment, Driver	No
Knee Airbag Deployment, Passenger	No
Side Curtain Airbag Deployment, Left	No
Side Curtain Airbag Deployment, Right	No
Side Seat Airbag Deployment, Front Left	No
Side Seat Airbag Deployment, Front Right	No
Side Curtain Airbag Deployment, 2nd Row Left	No
Side Curtain Airbag Deployment, 2nd Row Right	No
Side Curtain Airbag Deployment, 3rd Row Left	No
Side Curtain Airbag Deployment, 3rd Row Right	No
Side Curtain Airbag Deployment, 4th Row Right	No
Retractor Pretensioner Deployment, Driver	No
Retractor Pretensioner Deployment, 1st row Passenger	No
Anchor Pretensioner Deployment, Driver	No
Anchor Pretensioner Deployment, 1st row Passenger	No
Adaptive Load Limiter Deployment, Driver	No
Adaptive Load Limiter Deployment, Passenger	No
Buckle Pretensioner Deployment, Driver	No
Buckle Pretensioner Deployment, Front Center Occupant	No
Buckle Pretensioner Deployment, Front Passenger	No
Seatbelt Pretensioner Deployment, 2nd Row Left	No
Seatbelt Pretensioner Deployment, 2nd Row Center	No
Seatbelt Pretensioner Deployment, 2nd Row Right	No
Seatbelt Pretensioner Deployment, 3rd Row Left	No
Seatbelt Pretensioner Deployment, 3rd Row Center	No
Seatbelt Pretensioner Deployment, 3rd Row Right	No
Frontal Airbag Deployment, Time to Deploy, 1st Stage, Driver (ms)	0
Frontal Airbag Deployment, Time to Deploy, 1st Stage, Passenger (ms)	0
Seat Side Airbag, Time to Deploy, Driver (ms)	0
Seat Side Airbag, Time to Deploy, Passenger (ms)	0
Side Curtain Airbag, Left, Time to Deploy (ms)	0
Side Curtain Airbag, Right, Time to Deploy (ms)	0
Side Curtain Airbag Driver 2nd Row, Time to Deploy (ms)	0
Side Curtain Airbag Passenger 2nd Row, Time to Deploy (ms)	0
Side Curtain Airbag Driver 3rd Row, Time to Deploy (ms)	0
Side Curtain Airbag Passenger 3rd Row, Time to Deploy (ms)	0
Side Curtain Airbag Passenger 4th Row, Time to Deploy (ms)	0
Buckle Pretensioner, Time to Deploy, Driver (ms)	0
Buckle Pretensioner, Time to Deploy, Passenger (ms)	0
Buckle Pretensioner, Time to Deploy, Front Center Occupant (ms)	0











### Longitudinal Crash Pulse (1st Prior Event - Non-Deployment)

Time (msec)	Delta-V, Longitudinal (MPH [km/h])	Time (msec)	Delta-V, Longitudinal (MPH [km/h])	Time (msec)	Delta-V, Longitudinal (MPH [km/h])
0	[0] 0	100	6 [9]	200	10 [16]
2	[0] 0	102	6 [9]	202	10 [16]
4	[0] 0	104	6 [9]	204	10 [16]
6	[0] 0	106	6 [9]	206	10 [16]
8	[0] 0	108	6 [9]	208	10 [16]
10	[0] 0	110	6 [9]	210	10 [16]
12	[0] 0	112	6 [9]	212	10 [16]
14	0 [0]	114	6 [10]	214	10 [16]
16	1 [1]	116	6 [10]	216	10 [16]
18	1 [1]	118	6 [10]	218	11 [17]
20	1 [1]	120	6 [10]	220	11 [17]
22	1 [1]	122	6 [10]	222	11 [17]
24	1 [1]	124	6 [10]	224	11 [17]
26	1 [2]	126	6 [10]	226	11 [17]
28	1 [2]	128	6 [10]	228	11 [17]
30	1 [2]	130	7 [11]	230	11 [17]
32	1 [2]	132	7 [11]	232	11 [17]
34	1 [2]	134	7 [11]	234	11 [18]
36	1 [2]	136	7 [11]	236	11 [18]
38	1 [2]	138	7 [11]	238	11 [18]
40	2 [3]	140	7 [11]	240	11 [18]
42	2 [3]	142	7 [11]	242	11 [18]
44	2 [3]	144	7 [11]	244	11 [18]
46	2 [4]	146	7 [11]	246	11 [18]
48	2 [4]	148	7 [11]	248	11 [18]
50	2 [4]	150	7 [11]	250	12 [19]
52	2 [4]	152	7 [12]	252	12 [19]
54	2 [4]	154	7 [12]	254	12 [19]
56	3 [5]	156	7 [12]	256	12 [19]
58	3 [5]	158	7 [12]	258	12 [19]
60	3 [5]	160	7 [12]	260	12 [19]
62	3 [5]	162	7 [12]	262	12 [19]
64	3 [5]	164	7 [12]	264	12 [19]
66	3 [5]	166	7 [12]	266	12 [19]
68	3 [5]	168	7 [12]	268	12 [19]
70	3 [5]	170	8 [13]	270	12 [19]
72	4 [6]	172	8 [13]	272	12 [19]
74	4 [6]	174	8 [13]	274	12 [19]
76	4 [6]	176	8 [13]	276	12 [19]
78	4 [7]	178	8 [13]	278	12 [19]
80	4 [7]	180	9 [14]	280	12 [19]
82	4 [7]	182	9 [14]	282	12 [19]
84	4 [7]	184	9 [14]	284	12 [19]
86	5 [8]	186	9 [14]	286	12 [19]
88	5 [8]	188	9 [15]	288	12 [19]
90	5 [8]	190	9 [15]	290	12 [19]
92	6 [9]	192	9 [15]	292	12 [19]
94	6 [9]	194	9 [15]	294	12 [19]
96	6 [9]	196	10 [16]	296	12 [19]
98	6 [9]	198	10 [16]	298	12 [19]
				300	12 [19]











# Lateral Crash Pulse (1st Prior Event - Non-Deployment)

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

Time (msec)	Delta-V, Lateral (MPH [km/h])
100	1 [2]
102	1 [2]
104	1 [2]
106	1 [2]
108	1 [2]
110	1 [2]
112	1 [2]
114	1 [2]
116	1 [2]
118	1 [2]
120	1 [2]
122	2 [3]
12/	1 [2]
124	2 [2]
120	2 [3]
120	∠ [3]
130	2 [3]
132	2 [3]
134	1 [2]
136	1 [2]
138	2 [3]
140	2 [3]
142	1 [2]
144	1 [2]
146	1 [2]
148	1 [2]
150	1 [2]
152	2 [3]
154	2 [3]
156	2 [3]
158	2 [3]
160	2 [4]
162	2 [4]
164	2 [4]
166	2 [4]
168	2 [4]
170	3 [5]
172	3 [5]
174	3 [5]
176	3 [5]
178	3 [5]
180	3 [5]
182	3 [5]
102	3 [5]
186	3 [5]
100	2 [5]
100	3 [3] 2 [5]
190	3 [5]
192	3 [5]
194	3 [5]
196	3 [5]
198	3 [5]

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Time (msec)	Delta-V, Lateral (MPH [km/h])
200	4 [6]
202	4 [6]
204	4 [6]
206	4 [6]
208	4 [6]
210	4 [7]
212	4 [7]
214	4 [7]
216	4 [7]
218	4 [7]
220	4 [7]
222	5 [8]
224	5 [8]
226	5 [8]
228	5 [8]
230	5 [8]
232	5 [8]
234	5 [8]
236	6 [9]
238	6 [9]
240	6 [9]
242	6 [9]
244	6 [9]
246	6 [9]
248	6 [9]
250	6 [9]
252	6 [9]
254	6 [9]
256	6 [9]
258	6 [9]
260	6 [9]
262	6 [9]
264	6 [9]
266	6 [9]
268	6 [9]
270	6 [9]
272	6 [9]
274	6 [9]
276	6 [9]
278	6 [9]
280	6 [9]
282	6 [9]
284	6 [9]
286	6 [9]
288	6 [9]
290	6 [9]
292	6 [9]
294	6 [9]
296	6 [9]
298	6 [9]
300	6 [9]











# Left Frontal Peripheral Sensor X (1st Prior Event - Non-Deployment)

Time (msec)	Left Frontal Peripheral Sensor X (g)	Tir	ne (msec)	Left Frontal Peripheral Sensor X (g)	Time (msec)	Left Frontal Peripheral Sensor X (g)
0	0		25	-4	50	8
0.5	0		25.5	-4	50.5	0
1	0		26	0	51	-8
1.5	0		26.5	0	51.5	-4
2	0		27	0	52	-4
2.5	0		27.5	0	52.5	-4
3	0		28	0	53	-4
3.5	0		28.5	0	53.5	0
4	0		29	0	54	-4
4.5	0		29.5	-4	54.5	0
5	0		30	-4	55	0
5.5	0		30.5	-4	55.5	-4
6	0		31	-4	56	-4
6.5	0		31.5	-8	56.5	0
7	0		32	0	57	0
7.5	0		32.5	4	57.5	-8
8	0		33	-4	58	-4
8.5	0		33.5	0	58.5	0
9	0		34	0	59	0
9.5	0		34.5	0	59.5	-4
10	0		35	-4		
10.5	0		35.5	0		
11	0		36	0		
11.5	4		36.5	-4		
12	0		37	0		
12.5	-4		37.5	0		
13	0		38	4		
13.5	0		38.5	0		
14	-4		39	0		
14.5	0		39.5	-4		
15	0		40	-4		
15.5	0		40.5	-8		
16	0		41	0		
16.5	0		41.5	4		
17	0		42	-4		
17.5	0		42.5	-8		
18	0		43	-4		
18.5	-4		43.5	-4		
19	-4		44	-8		
19.5	0		44.5	0		
20	0		45	0		
20.5	0		45.5	0		
21	0		46	0		
21.5	-4		46.5	0		
22	-8		4/	0		
22.5	-4		47.5	0		
23	-4		48	0		
23.5	-8 1		40.5	0		
Z4	-4	I	49	0		

24.5

0

49.5

8











## <u>Right Frontal Periph</u>eral Sensor X (1st Prior Event - Non-Deployment)

ті	me (msec)	Right Frontal Peripheral Sensor X (g)		Time (msec)	Right Frontal Peripheral Sensor X (g)		Time (msec)	Right Frontal Peripheral Sensor X (g)
	0	-4		25	0		50	4
	0.5	-4		25.5	0		50.5	0
	1	-4	1	26	-4		51	-4
	1.5	-4		26.5	-4		51.5	0
	2	0	1	27	-4	-	52	-4
	2.5	0		27.5	0	-	52.5	-4
	3	0	-	28	0	-	53	0
	3.5	0	-	28.5	0	-	53.5	-4
	4	0	-	29	0	-	54	0
	4.5	0	-	29.5	-4	-	54.5	0
	5	0	-	30	-8	-	55	-4
	55	-4	-	30.5	-4	-	55 5	0
-	6	-4	-	31	0	-	56	0
	6.5	0	1	31.5	4	1	56.5	-4
-	7	0	1	32	8	1	57	<u>т</u> О
-	7.5	0	1	32.5	-4	1	57.5	-4
	8	-4	1	32.5	 	-	58	
	85	-4	-	33.5	-8	-	58.5	-1
-	0.5 Q	-4	-	34	-0	-	50.5	-4
	95	0	-	34.5	-1	-	59.5	-4
	10	0	-	35	-4	-	59.5	-0
	10.5	-1	-	35.5	-4	-		
-	11.5	-4	-	36	-4	-		
	11.5	0	-	36.5	-0	-		
	12	-1	-	30.5	0	-		
	12 5	-4	-	37.5	-8	-		
-	12.5	0	-	37.5	-0	-		
-	13.5	0	-	38.5	-1	-		
-	13.5	0	-	30.5	-4	-		
-	14	0	-	20.5	-0	-		
-	14.5	0	-	39.5	-0	_		
-	15	-4	-	40	0	4		
-	10.0	-4	-	40.5	-8 0	-		
-	16.5	-4	+	41	0	-		
-	17	-4	-	41.5	0	-		
-	17 5	-4	-	42	-8 1	-		
-	17.5	-4	-	42.5	-4	-		
-	18	-4	-	43	-8	-		
-	18.5	-4	-	43.5	0	-		
-	19	-4	-	44	-4	-		
-	19.5	0	-	44.5	-8	-		
-	20	0	-	45	0	-		
-	20.5	U	-	45.5	-4	-		
-	21	-4	-	46	-4	-		
	21.5	-4	-	46.5	0	-		
	22	0	-	4/	0	4		
-	22.5	0	-	47.5	-4	4		
-	23	0	-	48	0	4		
-	23.5	0	-	48.5	0	-		
-	24	0	-	49	-4	-		
	24.5	0		49.5	-4			











### Left Door Satellite Pressure Sensor (1st Prior Event - Non-Deployment)

Time (msec)	Left Door Satellite Pressure Sensor Data (mPar)	Time (msec)	Left Door Satellite Pressure Sensor Data	Time (msec)	Left Door Satellite Pressure Sensor Data
0		25		50	
0	0.0000000	25	0.0000000	50.5	0.0000000
0.5	0.0000000	20.0	0.0000000	50.5	0.0000000
1.5	0.0000000	20	0.0000000	51.5	0.0000000
1.5	0.0000000	20.3	0.0000000	51.5	0.0000000
2	0.0000000	21	0.0000000	52	0.0000000
2.5	0.0000000	27.5	0.0000000	52.5	0.0000000
১	0.0000000	20	0.0000000	53	0.0000000
3.5	0.0000000	20.0	0.0000000	53.5	0.0000000
4	0.0000000	29	0.0000000	54	0.0000000
4.5	0.0000000	29.5	0.0000000	54.5	0.0000000
5	0.0000000	30	0.0000000	55	0.0000000
5.5	0.0000000	30.5	0.0000000	50.0	0.0000000
6	0.0000000	31	0.00000000	56	0.09765625
6.5	0.0000000	31.5	0.00000000	56.5	0.09765625
/	0.0000000	32	0.00000000	57	0.09765625
7.5	0.00000000	32.5	0.00000000	57.5	0.09765625
8	0.00000000	33	0.00000000	58	0.09765625
8.5	0.0000000	33.5	0.00000000	58.5	0.09765625
9	0.0000000	34	0.00000000	59	0.09765625
9.5	0.0000000	34.5	0.00000000	59.5	0.09765625
10	0.0000000	35	0.00000000		
10.5	0.00000000	35.5	0.00000000		
11	0.00000000	36	0.00000000		
11.5	0.00000000	36.5	0.00000000		
12	0.00000000	37	0.00000000		
12.5	0.00000000	37.5	0.00000000		
13	0.00000000	38	0.00000000		
13.5	0.00000000	38.5	0.00000000		
14	0.09765625	39	0.00000000		
14.5	0.09765625	39.5	0.00000000		
15	0.00000000	40	0.00000000		
15.5	0.00000000	40.5	0.00000000		
16	0.00000000	41	0.00000000		
16.5	0.00000000	41.5	0.00000000		
17	0.00000000	42	0.00000000		
17.5	0.00000000	42.5	0.00000000		
18	0.00000000	43	0.00000000		
18.5	0.0000000	43.5	0.00000000		
19	0.00000000	44	0.00000000		
19.5	0.0000000	44.5	0.00000000		
20	0.0000000	45	0.00000000		
20.5	0.00000000	45.5	0.00000000		
21	0.00000000	46	0.00000000		
21.5	0.00000000	46.5	0.00000000		
22	0.00000000	47	0.00000000		
22.5	0.00000000	47.5	0.00000000		
23	0.00000000	48	0.00000000		
23.5	0.00000000	48.5	0.00000000		
24	0.00000000	49	0.00000000		
24.5	0.0000000	49.5	0.00000000		











# Right Door Satellite Pressure Sensor (1st Prior Event - Non-Deployment)

	Right Door		Right Door		Right Door
Time (msec)	Satellite Pressure	Time (msec)	Satellite Pressure	Time (msec)	Satellite Pressure
Time (msec)	Sensor Data	Time (msec)	Sensor Data	Time (insec)	Sensor Data
	(mBar)		(mBar)		(mBar)
0	14.94140625	25	14.94140625	50	14.94140625
0.5	14.94140625	25.5	14.94140625	50.5	14.94140625
1	14.94140625	26	14.94140625	51	14.94140625
1.5	14.94140625	26.5	14.94140625	51.5	14.94140625
2	14.94140625	27	14.94140625	52	14.94140625
2.5	14.94140625	27.5	14.94140625	52.5	14.94140625
3	14.94140625	28	14.94140625	53	14.94140625
3.5	14.94140625	28.5	14.94140625	53.5	14.94140625
4	14.94140625	29	14.94140625	54	14.94140625
4.5	14.94140625	29.5	14.94140625	54.5	14.94140625
5	14.94140625	30	14.94140625	55	14.94140625
5.5	14.94140625	30.5	14.94140625	55.5	14.94140625
6	14.94140625	31	14.94140625	56	14.94140625
6.5	14.94140625	31.5	14.94140625	56.5	14.94140625
7	14.94140625	32	14.94140625	57	14.94140625
7.5	14.94140625	32.5	14.94140625	57.5	14.94140625
8	14.94140625	33	14.94140625	58	14.94140625
8.5	14.94140625	33.5	14.94140625	58.5	14.94140625
9	14.94140625	34	14.94140625	59	14.94140625
9.5	14.94140625	34.5	14.94140625	59.5	14.94140625
10	14.94140625	35	14.94140625		
10.5	14.94140625	35.5	14.94140625		
11	14.94140625	36	14.94140625		
11.5	14.94140625	36.5	14.94140625		
12	14.94140625	37	14.94140625		
12.5	14.94140625	37.5	14.94140625		
13	14.94140625	38	14.94140625		
13.5	14.94140625	38.5	14.94140625		
14	14.94140625	39	14.94140625		
14.5	14.94140625	39.5	14.94140625		
15	14.94140625	40	14.94140625		
15.5	14.94140625	40.5	14.94140625		
16	14.94140625	41	14.94140625		
16.5	14.94140625	41.5	14.94140625		
17	14.94140625	42	14.94140625		
17.5	14.94140625	42.5	14.94140625	-	
18	14.94140625	43	14.94140625		
18.5	14.94140625	43.5	14.94140625		
19	14.94140625	44	14.94140625		
19.5	14.94140625	44.5	14.94140625		
20	14.94140625	45	14.94140625		
20.5	14.94140625	45.5	14.94140625		
21	14.94140625	46	14.94140625		
21.5	14.94140625	46.5	14.94140625		
22	14.94140625	47	14.94140625		
22.5	14.94140625	47.5	14.94140625		
23	14.94140625	48	14.94140625		
23.5	14.94140625	48.5	14.94140625		
24	14.94140625	49	14.94140625		
24.5	14.94140625	49.5	14.94140625		











## Left B-Pillar Impact Peripheral Sensor X (1st Prior Event - Non-Deployment)

Time (msec)	Left B-Pillar Impact Peripheral Sensor X (g)		Time (msec)	Left B-Pillar Impact Peripheral Sensor X (g)		Time (msec)	Left B-Pillar Impact Peripheral Sensor X (g)
0	0		25	0		50	0
0.5	0		25.5	0		50.5	0
1	0		26	0		51	0
1.5	0		26.5	0		51.5	0
2	0		27	0		52	0
2.5	0		27.5	0		52.5	0
3	0		28	0		53	0
3.5	0		28.5	0		53.5	0
4	0		29	0		54	0
4.5	0		29.5	0		54.5	0
5	0		30	0		55	0
5.5	0		30.5	0		55.5	0
6	0		31	0		56	0
6.5	0		31.5	0		56.5	0
7	0		32	0		57	0
7.5	0		32.5	0		57.5	0
8	0		33	0		58	0
8.5	0		33.5	0		58.5	0
9	0		34	0		59	0
9.5	0		34.5	0	1	59.5	0
10	0		35	0			
10.5	0		35.5	0			
11	0		36	0			
11.5	0		36.5	0			
12	0		37	0			
12.5	0		37.5	0			
13	0		38	0			
13.5	0		38.5	0	_		
14	0		39	0			
14.5	0		39.5	0			
15	0		40	0			
15.5	0		40.5	0			
16	0	]	41	0			
16.5	0		41.5	0			
17	0		42	0			
17.5	0		42.5	0			
18	0		43	0			
18.5	0		43.5	0			
19	0		44	0			
19.5	0		44.5	0			
20	0		45	0			
20.5	0		45.5	0			
21	0		46	0	-		
21.5	0		46.5	0			
22	0		47	0			
22.5	0		47.5	0	-		
23	0		48	0			
23.5	0		48.5	0	-		
24	0		49	0			
24.5	0		49.5	0			











# Left B-Pillar Impact Peripheral Sensor Y (1st Prior Event - Non-Deployment)

Time (msec)	Left B-Pillar Impact Peripheral Sensor Y (g)		Time (msec)	Left B-Pillar Impact Peripheral Sensor Y (g)		Time (msec)	Left B-Pillar Impact Peripheral Sensor Y (g)
0	7		25	2		50	2
0.5	3	1	25.5	2		50.5	5
1	1		26	4		51	8
1.5	3		26.5	4		51.5	6
2	7	1	27	2		52	6
2.5	5		27.5	2	-	52.5	6
3	1	1	28	3		53	7
3.5	1	-	28.5	2		53.5	7
4	4	1	29	0		54	8
4.5	3	-	29.5	1		54.5	7
5	2	-	30	3		55	5
5.5	2	-	30.5	5		55.5	8
6	2	-	31	3		56	6
65	3	-	31.5	5		56.5	4
7	3	-	32	6		57	8
75	3	-	32.5	6		57.5	5
8	4	-	33	3		58	5
8.5	4	-	33.5	2		58.5	3
0.5	2	-	24	2	-	50.5	- 4
9	2	-	34	5		59 5	2
9.5	4	-	34.5	5		59.5	5
10 5	0	+	35	1			
10.5	4	-	35.5	1			
11 5	0	-	30	9			
11.5	2 5	-	30.5	5			
12	5	-	37	0			
12.5	4	-	37.5	1			
13	3	-	38	1			
13.5	3	-	38.5	-1	-		
14	4	-	39	0	-		
14.5	4	-	39.5	3			
15	4	-	40	2	-		
15.5	4	4	40.5	4	-		
16	4	-	41	6			
16.5	4	{	41.5	6	1		
	3	-	42	7	-		
17.5	2	-	42.5	6	-		
18	3	-	43	2			
18.5	2	-	43.5	6			
19	0	-	44	4	-		
19.5	0	-	44.5	0			
20	2	-	45	0			
20.5	3	-	45.5	5	-		
21	3	4	46	1	-		
21.5	2	-	46.5	0			
22	4	4	47	3			
22.5	6	-	47.5	8			
23	5	1	48	4	4		
23.5	3		48.5	3			
24	4		49	4			
24.5	4		49.5	3			











### Right B-Pillar Impact Peripheral Sensor X (1st Prior Event - Non-Deployment)

- Time (msec)	Right B- Pillar Impact Peripheral Sensor X (g)		Time (msec)	Right B- Pillar Impact Peripheral Sensor X (g)		Time (msec)
0	0	]	25	0		50
0.5	0		25.5	0		50.5
1	0		26	0	1	51
1.5	0		26.5	0		51.5
2	0		27	0		52
2.5	0		27.5	0	1	52.5
3	0		28	0		53
3.5	0		28.5	0	1	53.5
4	0		29	0	1	54
4.5	0		29.5	0	1	54.5
5	0		30	0	1	55
5.5	0	]	30.5	0	1	55.5
6	0	1	31	0	1	56
6.5	0	1	31.5	0	1	56.5
7	0	1	32	0	1	57
7.5	0	1	32.5	0	1	57.5
8	0	1	33	0	1	58
8.5	0	1	33.5	0	1	58.5
9	0		34	0	1	59
9.5	0	1	34.5	0	-	59.5
10	0	1	35	0	-	
10.5	0	1	35.5	0	1	
11	0	-	36	0	-	
11.5	0	1	36.5	0	-	
12	0	1	37	0	1	
12.5	0	1	37.5	0	1	
13	0	1	38	0	1	
13.5	0	1	38.5	0	1	
14	0	1	39	0	1	
14.5	0	1	39.5	0	1	
15	0	1	40	0	1	
15.5	0	1	40.5	0	1	
16	0	1	41	0	1	
16.5	0	1	41.5	0	1	
17	0	1	42	0	1	
17.5	0	1	42.5	0	1	
18	0	1	43	0	1	
18.5	0	1	43.5	0	1	
19	0	-	44	0	-	
19.5	0	-	44 5	0	1	
20	0	-	45	0	1	
20.5	0	-	45.5	0	-	
20.0	0	-	46	0	1	
21.5	0	-	46.5	0	1	
21.0	0	-	40.5	0	-	
22	0	-	41	0	-	
22.0	0	-	47.0	0	-	
20	0	-	40	0	-	
23.5	0	-	48.5	0	-	
24	0	-	49	U	-	
24.5	U		49.5	0		











### Right B-Pillar Impact Peripheral Sensor Y (1st Prior Event - Non-Deployment)

Time (msec)	Right B- Pillar Impact Peripheral Sensor Y (g)	Time (msec)	Right B- Pillar Impact Peripheral Sensor Y (g)		Time (msec)	1
0	SNA	25	SNA		50	-
0.5	SNA	25.5	SNA		50.5	┢
1	SNA	20.0	SNA		51	+
1.5		26 5			51.5	t
2		20:3	SNA		52	t
2	SNA	27	SNA		52	╀
2.5		27.5	SINA	-		┼
3	SINA	28	SINA	-	53	╀
3.5	SNA	28.5	SNA	-	53.5	+
4	SNA	29	SNA	i –	54	+
4.5	SNA	29.5	SNA		54.5	ļ
5	SNA	30	SNA	l L	55	ļ
5.5	SNA	30.5	SNA	l L	55.5	ļ
6	SNA	31	SNA	L L	56	1
6.5	SNA	31.5	SNA	í [	56.5	ĺ
7	SNA	32	SNA		57	ļ
7.5	SNA	32.5	SNA		57.5	Í
8	SNA	33	SNA	í F	58	ļ
8.5	SNA	33.5	SNA		58.5	t
9	SNA	34	SNA		59	t
9.5	SNA	34.5	SNA		59.5	ł
9.5	SNA	34.3	SNA			1
10		35				
10.5		35.5	SINA			
11	SNA	36	SNA			
11.5	SNA	36.5	SNA			
12	SNA	37	SNA			
12.5	SNA	37.5	SNA			
13	SNA	38	SNA	-		
13.5	SNA	38.5	SNA			
14	SNA	39	SNA			
14.5	SNA	39.5	SNA			
15	SNA	40	SNA			
15.5	SNA	40.5	SNA			
16	SNA	41	SNA			
16.5	SNA	41.5	SNA			
17	SNA	42	SNA			
17.5	SNA	42.5	SNA			
18	SNA	43	SNA			
18.5	SNA	43.5	SNA			
10.0	SNA					
10 5	SNA SNA	44 // E		ĺ		
19.0	SINA	44.0	SINA			
20	SNA	45	SINA	1		
20.5	SNA	45.5	SNA	-		
21	SNA	46	SNA	-		
21.5	SNA	46.5	SNA	-		
22	SNA	47	SNA			
22.5	SNA	47.5	SNA			
23	SNA	48	SNA			
23.5	SNA	48.5	SNA			
24	SNA	49	SNA			
24.5	SNA	49.5	SNA			
-						











# Left C-Pillar Impact Peripheral Sensor Y (1st Prior Event - Non-Deployment)

Time (msec)	Left C-Pillar Impact Peripheral Sensor Y (g)		Time (msec)	Left C-Pillar Impact Peripheral Sensor Y (g)		Time (msec)	Left C-Pillar Impact Peripheral Sensor Y (g)
0	0		25	0		50	0
0.5	0	1 1	25.5	0		50.5	0
1	0		26	0		51	0
1.5	0	1	26.5	0		51.5	0
2	0	1	27	0		52	0
2.5	0		27.5	0		52.5	0
3	0	1	28	0	-	53	0
3.5	0	1	28.5	0		53.5	0
4	0		29	0		54	0
4.5	0	1 1	29.5	0		54.5	0
5	0	1	30	0		55	0
5.5	0		30.5	0		55.5	0
6	0		31	0	-	56	0
6.5	0	1	31.5	0		56.5	0
7	0	1	32	0	-	57	0
7.5	0	-	32.5	0	-	57.5	0
8	0	1	33	0	-	58	0
85	0	1	33.5	0	-	58.5	0
9	0		34	0	-	59	0
95	0		34.5	0	-	59.5	0
10	0	1 -	35	0	-	00.0	0
10.5	0	1	35.5	0	-		
11	0	1	36	0	-		
11.5	0		36.5	0	-		
12	0	1	37	0	-		
12.5	0		37.5	0	-		
13	0		38	0			
13.5	0	1	38.5	0	-		
14	0		39	0			
14.5	0	1	39.5	0	-		
15	0	1	40	0	-		
15.5	0	1 1	40.5	0	1		
16	0	1	41	0	1		
16.5	0	1 1	41.5	0	1		
17	0	1 1	42	0	1		
17.5	0	1	42.5	0	1		
18	0	1	43	0	1		
18.5	0	1 1	43.5	0	1		
19	0	1	44	0	1		
19.5	0	1 t	44.5	0	1		
20	0	1 t	45	0	1		
20.5	0	1 t	45.5	0	1		
21	0	1 t	46	0	1		
21.5	0	1 t	46.5	0	1		
22	0	1 t	47	0	1		
22.5	0	1 t	47.5	0	1		
23	0	1	48	0	1		
23.5	0	1 1	48.5	0	1		
24	0	1	49	0	1		
24.5	0	1	49.5	0			











### <u>Right C-Pillar Impact Peripheral Sensor Y (1st Prior Event - Non-Deployment)</u>

Time (msec)	Right C- Pillar Impact Peripheral Sensor Y (g)		Time (msec)	Right C- Pillar Impact Peripheral Sensor Y (g)		Time (msec)	Right C- Pillar Impact Peripheral Sensor Y (g)
0	0		25	0		50	0
0.5	0		25.5	0		50.5	0
1	0		26	0		51	0
1.5	0		26.5	0		51.5	0
2	0		27	0		52	0
2.5	0		27.5	0		52.5	0
3	0		28	0		53	0
3.5	0	-	28.5	0		53.5	0
4	0	_	29	0		54	0
4.5	0	-	29.5	0	_	54.5	0
5	0		30	0		55	0
5.5	0	-	30.5	0	_	55.5	0
6	0		31	0		56	0
6.5	0	-	31.5	0	-	56.5	0
7	0		32	0	-	57	0
7.5	0	-	32.5	0	-	57.5	0
8	0	-	33	0	-	58	0
8.5	0	-	33.5	0	-	58.5	0
9	0	-	34	0	-	59	0
9.5	0	-	34.5	0	-	59.5	0
10	0	-	35	0	-		
10.5	0	-	35.5	0	4		
11	0	-	36	0	-		
11.5	0	-	36.5	0	-		
12	0	-	37	0	-		
12.5	0	-	37.5	0	-		
13	0	-	38	0	-		
13.5	0	-	38.5	0	-		
14	0	-	39	0	-		
14.5	0	-	39.5	0	-		
15	0	-	40	0	-		
15.5	0	-	40.5	0	-		
16	0		41	0	-		
16.5	0	4	41.5	0	-		
17	0	{ }	42	0	-		
17.5	0	-	42.5	0	-		
10	0	{ }	43	0	-		
10.5	0	{ }	43.5	0	-		
10 5	0	{ }	44	0	1		
19.0	0	{ }	44.3 15	0	1		
20 5	0		45	0	1		
20.0	0	† †	40.0	0	1		
21.5	0		40	0	1		
21.0	0	1 I		0	1		
22.5	0	† †	47.5	0	1		
23	0		48	0	1		
23.5	0	1 1	48.5	0	1		
20.0	0	1 1	49	0	1		
	0	1	49.5	0	1		











## Left D-Pillar Impact Peripheral Sensor Y (1st Prior Event - Non-Deployment)

Time (msec)	Left D-Pillar Impact Peripheral Sensor Y (g)		Time (msec)	Left D-Pillar Impact Peripheral Sensor Y (g)		Time (msec)	Left D-Pillar Impact Peripheral Sensor Y (g)
0	0		25	0		50	0
0.5	0		25.5	0	1	50.5	0
1	0		26	0		51	0
1.5	0		26.5	0		51.5	0
2	0		27	0		52	0
2.5	0		27.5	0		52.5	0
3	0		28	0		53	0
3.5	0		28.5	0		53.5	0
4	0		29	0		54	0
4.5	0		29.5	0		54.5	0
5	0		30	0		55	0
5.5	0		30.5	0	1	55.5	0
6	0		31	0		56	0
6.5	0		31.5	0		56.5	0
7	0		32	0		57	0
7.5	0		32.5	0		57.5	0
8	0		33	0	1	58	0
8.5	0		33.5	0		58.5	0
9	0		34	0		59	0
9.5	0		34.5	0		59.5	0
10	0		35	0			
10.5	0		35.5	0	]		
11	0		36	0			
11.5	0		36.5	0			
12	0		37	0			
12.5	0		37.5	0			
13	0		38	0			
13.5	0		38.5	0			
14	0		39	0			
14.5	0		39.5	0			
15	0		40	0			
15.5	0		40.5	0			
16	0	] [	41	0			
16.5	0		41.5	0			
17	0	] [	42	0			
17.5	0		42.5	0			
18	0		43	0			
18.5	0		43.5	0			
19	0		44	0			
19.5	0		44.5	0			
20	0		45	0			
20.5	0		45.5	0			
21	0		46	0			
21.5	0		46.5	0			
22	0		47	0			
22.5	0		47.5	0	-		
23	0		48	0			
23.5	0		48.5	0	-		
24	0		49	0			
24.5	0		49.5	0			











### <u>Right D-Pillar Impact Peripheral Sensor Y (1st Prior Event - Non-Deployment)</u>

$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	Time (msec)	Right D- Pillar Impact Peripheral Sensor Y (g)		Time (msec)	Right D- Pillar Impact Peripheral Sensor Y (g)		Time (msec)	Right D- Pillar Impact Peripheral Sensor Y (g)
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	0	0	1	25	0		50	0
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	0.5	0		25.5	0		50.5	0
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	1	0		26	0		51	0
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	1.5	0		26.5	0		51.5	0
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	2	0		27	0		52	0
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	2.5	0		27.5	0		52.5	0
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	3	0		28	0		53	0
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	3.5	0		28.5	0		53.5	0
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	4	0		29	0		54	0
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	4.5	0		29.5	0		54.5	0
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	5	0		30	0		55	0
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	5.5	0		30.5	0		55.5	0
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	6	0		31	0		56	0
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	6.5	0		31.5	0		56.5	0
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	7	0		32	0	_	57	0
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	7.5	0		32.5	0		57.5	0
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	8	0		33	0	_	58	0
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	8.5	0		33.5	0		58.5	0
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	9	0		34	0	_	59	0
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	9.5	0	_	34.5	0	-	59.5	0
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	10	0	-	35	0	-		
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	10.5	0	_	35.5	0	-		
11.50 $36.5$ 0 $12$ 0 $37$ 0 $12.5$ 0 $37.5$ 0 $13$ 0 $38$ 0 $13.5$ 0 $38.5$ 0 $14$ 0 $39$ 0 $14.5$ 0 $40$ 0 $15.5$ 0 $40.5$ 0 $16$ 0 $41.5$ 0 $17$ 0 $42.5$ 0 $18$ 0 $43.5$ 0 $19$ 0 $44.5$ 0 $20.5$ 0 $45.5$ 0 $21.5$ 0 $47$ 0 $22.5$ 0 $47.5$ 0 $23.5$ 0 $48.5$ 0 $24.5$ 0 $49.5$ 0	11	0	-	36	0	-		
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	11.5	0	-	36.5	0	-		
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	12	0	-	37	0	-		
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	12.5	0	-	37.5	0	-		
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	13	0	-	38	0	-		
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	13.5	0	-	38.5	0	-		
14.50 $39.5$ 0 $15$ 0 $40$ 0 $15.5$ 0 $40.5$ 0 $16$ 0 $41$ 0 $16.5$ 0 $41.5$ 0 $17$ 0 $42$ 0 $17.5$ 0 $42.5$ 0 $18$ 0 $43.5$ 0 $18.5$ 0 $44.5$ 0 $19.5$ 0 $44.5$ 0 $20.5$ 0 $45.5$ 0 $21.5$ 0 $46.5$ 0 $22.5$ 0 $47.5$ 0 $23.5$ 0 $48.5$ 0 $24$ 0 $49.5$ 0	14	0	-	39	0	-		
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	14.5	0	-	39.5	0	-		
15.50 $40.5$ 0 $16$ 0 $41$ 0 $16.5$ 0 $41.5$ 0 $17$ 0 $42$ 0 $17.5$ 0 $42.5$ 0 $18$ 0 $43$ 0 $18.5$ 0 $43.5$ 0 $19$ 0 $44$ 0 $19.5$ 0 $44.5$ 0 $20$ 0 $45$ 0 $20.5$ 0 $45.5$ 0 $21$ 0 $46$ 0 $21.5$ 0 $47.5$ 0 $22$ 0 $47.5$ 0 $23$ 0 $48.5$ 0 $24$ 0 $49$ 0	15	0	-	40	0	-		
16 $0$ $16.5$ $0$ $17$ $0$ $17$ $0$ $17$ $0$ $17.5$ $0$ $18$ $0$ $18.5$ $0$ $18.5$ $0$ $19$ $0$ $19$ $0$ $19.5$ $0$ $20$ $0$ $20$ $0$ $21.5$ $0$ $21.5$ $0$ $22.5$ $0$ $23.5$ $0$ $23.5$ $0$ $24$ $0$ $24$ $0$ $24$ $0$	15.5	0	-	40.5	0	-		
16.50 $41.5$ 0 $17$ 0 $42$ 0 $17.5$ 0 $42.5$ 0 $18$ 0 $43$ 0 $18.5$ 0 $43.5$ 0 $19$ 0 $44$ 0 $19.5$ 0 $44.5$ 0 $20$ 0 $45$ 0 $20$ 0 $45.5$ 0 $21.5$ 0 $46.5$ 0 $22.5$ 0 $47.5$ 0 $23.5$ 0 $48.5$ 0 $24$ 0 $49$ 0	16	0	-	41	0	-		
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	16.5	0	4	41.5	0	{		
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	17	0	-	42	0	-		
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	17.5	0	-	42.5	0	-		
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	18	0	-	43	0	-		
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	18.5	0	-	43.5	0			
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	19	0	-	44	0	-		
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	19.5	0	-	44.5	0	{		
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	20	0	-	40 AE E	0	-		
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	20.5	0	-	40.0	0	1		
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	21 5	0	-	40 /6 5	0	{		
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	21.0	0	1	40.0	0	1		
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	22	0	-	+/ /75	0	1		
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	22.5	0	-		0	-		
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	23	0	-	485	0	1		
24.5 0 49.5 0	23.5	0	-	40.5 40	0	1		
	24 5	0	1	<u>405</u>	0	1		











# Angular Rate (1st Prior Event - Non-Deployment)

Time (msec)	Angular Rate (deg/sec)
-2500	0
-2480	0
-2460	0
-2440	0
-2420	0
-2400	0
-2380	0
-2360	0
-2340	0
-2320	0
-2300	0
-2280	0
-2260	0
-2200	0
-2240	0
-2220	0
-2200	0
-2180	0
-2160	0
-2140	0
-2120	0
-2100	0
-2080	0
-2060	0
-2040	0
-2020	0
-2000	0
-1980	0
-1960	0
-1940	0
-1920	0
-1900	0
-1880	0
-1860	0
-1840	0
-1820	0
-1800	0
-1780	0
-1760	0
-1740	0
-1720	0
-1700	0
-1680	0
-1660	0
-1640	0
-1620	0
-1600	25
-1580	2.3
-1560	0
-1000	0
-1040	0
-1520	U

Time (msec)	Angular Rate (deg/sec)
-1500	0
-1480	0
-1460	0
-1440	0
-1420	0
-1400	0
-1380	0
-1360	0
-1340	0
-1320	0
-1300	0
-1280	0
-1260	0
-1240	0
-1220	0
-1200	0
-1180	0
-1160	0
-1140	0
-1120	0
-1120	0
-1100	0
-1060	0
-1060	0
-1040	0
-1020	0
-1000	0
-960	0
-960	0
-940	0
-920	0
-900	0
-880	0
-860	2.5
-840	0
-820	0
-800	0
-780	0
-760	0
-740	0
-720	0
-700	10
-680	72.5
-660	57.5
-640	167.5
-620	42.5
-600	0
-580	0
-560	0
-540	0
-520	50

Time (msec)	Angular Rate (deg/sec)
-500	30
-480	37.5
-460	15
-440	2.5
-420	7.5
-400	-5
-380	0
-360	0
-340	0
-320	0
-300	0
-280	0
-260	0
-240	42.5
-220	5
-200	0
-180	0
-160	0
-140	0
-120	0
-100	0
-80	0
-60	0
-40	0
-20	0
0	0
20	0
40	0
60	0
80	0
100	0
120	0
140	0
160	0
180	0
200	0
220	0
240	0
260	0
280	0
300	0
320	0
340	0
360	0
380	0
400	0
420	0
440	0
460	0
480	0





## Angular Rate (1st Prior Event - Non-Deployment)

Time (msec)	Angular Rate (deg/sec)	Time (msec)	Angular Rate (deg/sec)
500	0	1500	22.5
520	0	1520	20
540	0	1540	20
560	0	1560	17.5
580	0	1580	15
600	0	1600	17.5
620	0	1620	17.5
640	0	1640	17.5
660	0	1660	17.5
680	0	1680	17.5
700	0	1700	15
720	0	1720	15
740	0	1740	12.5
760	0	1760	12.5
780	0	1780	7.5
800	0	1800	2.5
820	0	1820	0
840	0	1840	-2.5
860	0	1860	0
880	0	1880	0
900	0	1900	0
920	0	1920	0
940	0	1940	0
960	0	1960	0
980	0	1980	0
1000	0	2000	0
1020	0	2020	0
1040	0	2040	0
1060	0	2060	0
1080	-2.5	2080	0
1100	0	2100	0
1120	0	2120	0
1140	0	2140	0
1160	2.5	2160	0
1180	0	2180	0
1200	5	2200	0
1220	2.5	2220	0
1240	5	2240	-5
1260	5	2260	0
1280	15	2280	0
1300	12.5	2300	2.5
1320	12.5	2320	5
1340	12.5	2340	7.5
1360	15	2360	7.5
1380	17.5	2380	10
1400	22.5	2400	10
1420	22.5	2420	10
1440	22.5	2440	10
1460	22.5	2460	10
1480	22.5	2480	10
			10



Pre-Crash Data -5 to 0 Sec







# Pre-Crash Data -5 to 0 Sec (100 msec) (1st Prior Event - Non-Deployment) - Table 1 of

<b>_</b>	[	_						
		Speed,					Traction	
	Pre-Crash	Vehicle	Accelerator				Control	
	Recorder	Indicated	Pedal, % Full	Service	Engine RPM	Stability	Intervention	
Time (sec)	Status	(MPH [km/h])	(%)	Brake	(RPM)	Control	Active	Reverse gear
-5.0	Complete	63 [101]	25	Off	1,856	on	Not active	No
-4.9	Complete	63 [101]	26	Off	1.856	on	Not active	No
-4.8	Complete	63 [101]	26	Off	1.856	on	Not active	No
-4 7	Complete	62 [100]	26	Off	1,856	on	Not active	No
-4.6	Complete	62 [100]	26	Off	1,856	on	Not active	No
-4.5	Complete	62 [100]	26	Off	1,856	on	Not active	No
-4.4	Complete	62 [100]	26	Off	1,856	on	Not active	No
-13	Complete	62 [100]	26	Off	1,856	00	Not active	No
-1.2	Complete	62 [100]	20	Off	1,050	00	Not active	No
-4.1	Complete	62 [100]	20	011	1,050	00	Not active	No
-4.1	Complete	62 [100]	20	011	1,000	011	Not active	No
-4.0	Complete	02 [100]	20	011	1,000	01	Not active	INU N I -
-3.9	Complete	62 [100]	28	<u> </u>	1,856	on	Not active	NO
-3.8	Complete	62 [100]	28	Off	1,856	on	Not active	NO
-3.7	Complete	62 [100]	28	Off	1,824	on	Not active	No
-3.6	Complete	62 [100]	29	Off	1,856	on	Not active	No
-3.5	Complete	62 [100]	30	Off	1,856	on	Not active	No
-3.4	Complete	62 [100]	32	Off	1,856	on	Not active	No
-3.3	Complete	62 [100]	39	Off	1,856	on	Not active	No
-3.2	Complete	62 [100]	44	Off	1,856	on	Not active	No
-3.1	Complete	62 [100]	47	Off	2,016	on	Not active	No
-3.0	Complete	62 [100]	49	Off	1,984	on	Not active	No
-2.9	Complete	62 [100]	49	Off	2,048	on	Not active	No
-2.8	Complete	62 [99]	49	Off	2,144	on	Not active	No
-2.7	Complete	62 [99]	49	Off	2,368	on	Not active	No
-2.6	Complete	62 [99]	49	Off	2,752	on	Not active	No
-2.5	Complete	62 [99]	49	Off	3,008	on	Not active	No
-2.4	Complete	62 [99]	48	Off	2,976	on	Not active	No
-2.3	Complete	62 [99]	48	Off	2,976	on	Not active	No
-2.2	Complete	62 [100]	48	Off	2,976	on	Not active	No
-2.1	Complete	62 [100]	47	Off	2.976	on	Not active	No
-2.0	Complete	62 [100]	47	Off	2,976	on	Not active	No
-1.9	Complete	62 [100]	46	Off	2.976	on	Not active	No
-1.8	Complete	62 [100]	46	Off	2,976	on	Not active	No
-1.7	Complete	62 [100]	46	Off	2,976	on	Not active	No
-1.6	Complete	62 [100]	45	Off	3,008	on	Not active	No
-1.5	Complete	62 [100]	41	Off	3,008	on	Not active	No
-1.4	Complete	62 [100]	40	Off	2 976	on	Not active	No
-1.3	Complete	62 [100]	35	Off	3,008	 	Not active	No
-1.2	Complete	62 [100]	36	Off	3,008	 	Not active	No
-1.1	Complete	62 [100]	44	Off	3,008	0n	Not active	No
-1.0	Complete	63 [101]	37	Off	3,008	00	Not active	No
-0.9	Complete	63 [101]	0	Off	2 8/8	01	Not active	No
-0.8	Complete	62 [100]	0	Off	2 752	00	Not active	No
_0.7	Complete	62 [00]	0	Off	2,732	00	Not active	No
-0.6	Complete	62 [00]	0	0#	2,720	00	Not activo	No
-0.0		62 [99]	0	Off	2,720	01	Not active	No
-0.3	Complete	55 [20]	0	011	2,120	01	Not active	No
-0.4	Complete	51 [02]	100	011	2,300	off	Not active	No
-0.3	Complete	17 [75]	100	011	2,040	off	Not active	No
-0.2	Complete	47 [75]	22	011	3,200	011	Not active	No
-0.1	Complete	43 [09]	20	01	3,450	011	I NUL AULIVE	INU




# Pre-Crash Data -5 to 0 Sec (100 msec) (1st Prior Event - Non-Deployment) - Table 2 of 2

Time (sec)	PCM MIL
-5.0	Off
-4.9	Off
-4.8	Off
-4.7	Off
-4.6	Off
-4.5	Off
-4.4	Off
-4.3	Off
-4.2	Off
-4.1	Off
-4.0	Off
-3.9	Off
-3.8	Off
-3.7	Off
-3.6	Off
-3.5	Off
-3.4	Off
-3.3	Off
-3.2	Off
-3.1	Off
-3.0	Off
-2.9	Off
-2.8	Off
-2.0	011
-2.1	Off
-2.0	011
-2.5	011
-2.4	011
-2.3	011
-2.2	011
-2.1	011
-2.0	011
-1.9	011
-1.8	011
-1.7	011
-1.0	011
-1.5	011
-1.4	011
-1.3	011
-1.2	011
-1.1	011
-1.0	Off
-0.9	
-0.8	Off
-0.7	Off
-0.6	Off
-0.5	Off
-0.4	Off
-0.3	Off
-0.2	Off
-0.1	Off





	Pre-Crash	Engine Throttle, %		Steering		Tire Pressure	Your Poto
Time (sec)	Status	(%)	ABS Activity	(deg)	ETC Lamp	Lamp	(deg/sec)
-5.00	Complete	24	No	2	Off	Off	-0.56
-4.75	Complete	24	No	2	Off	Off	-0.56
-4.50	Complete	31	No	1	Off	Off	-0.72
-4.25	Complete	31	No	1	Off	Off	-0.72
-4.00	Complete	34	No	4	Off	Off	0.00
-3.75	Complete	34	No	4	Off	Off	0.00
-3.50	Complete	34	No	2	Off	Off	0.00
-3.25	Complete	34	No	2	Off	Off	0.00
-3.00	Complete	35	No	5	Off	Off	0.24
-2.75	Complete	35	No	5	Off	Off	0.24
-2.50	Complete	42	No	5	Off	Off	0.16
-2.25	Complete	42	No	5	Off	Off	0.16
-2.00	Complete	49	No	4	Off	Off	0.00
-1.75	Complete	49	No	4	Off	Off	0.00
-1.50	Complete	49	No	5	Off	Off	-0.16
-1.25	Complete	49	No	5	Off	Off	-0.16
-1.00	Complete	45	No	14	Off	Off	0.96
-0.75	Complete	45	No	14	Off	Off	0.96
-0.50	Complete	8	No	37	Off	Off	7.20
-0.25	Complete	88	Yes	-28	Off	Off	SNA

#### Pre-Crash Data -5 to 0 Sec (250 msec) (1st Prior Event - Non-Deployment)





## System Status at Event (2nd Prior Event - Deployment)

Event Number	1
Data Recorder Status	Complete
Recorder Status, Pre-Crash Data	Complete
Recorded Status, Delta-V, Lateral	Complete
Recorded Status, Delta-V, Longitudinal	Complete
Complete File Recorded	Yes
Ignition Cycle, Crash	6,017
Time From Event 1 to 2 (sec)	0.000
Multi-Event, Number of Events	1
Safety Belt Status, Driver	Buckled
Safety Belt Status, Outboard Front Passenger	N/A
Frontal Airbag Warning Lamp	Off
Maximum Delta-V, Longitudinal (MPH [km/h])	-31.7 [-51]
Time, Maximum Delta-V, Longitudinal (ms)	282
Maximum Delta-V, Lateral (MPH [km/h])	-16.2 [-26]
Time, Maximum Delta-V, Lateral (ms)	140
Operation system time (sec)	302,056,192
Airbag Warning Lamp On Time (min)	267
ACM Supply Voltage at Event (V)	14.0
Odometer at Event (miles [km])	187197.4 [301,265]
VIN at Event (last 8 characters)	JE*****





#### Deployment Command Data (2nd Prior Event - Deployment)

Frontal Airbag Deployment, 1st Stage, Driver	Yes
Frontal Airbag Deployment, 1st Stage, Passenger	Yes
Frontal Airbag Deployment, 2nd Stage, Driver	No
Frontal Airbag Deployment, 3rd Squib, Driver	No
Frontal Airbag Deployment, 4th Squib, Driver	No
Frontal Airbag Deployment 2nd Stage, Passenger	No
Frontal Airbag Deployment 3rd Squib, Passenger	No
Frontal Airbag Deployment 4th Squib, Passenger	No
Knee Airbag Deployment, Driver	No
Knee Airbag Deployment, Passenger	No
Side Curtain Airbag Deployment, Left	Yes
Side Curtain Airbag Deployment, Right	Yes
Side Seat Airbag Deployment, Front Left	Yes
Side Seat Airbag Deployment, Front Right	Yes
Side Curtain Airbag Deployment, 2nd Row Left	No
Side Curtain Airbag Deployment, 2nd Row Right	No
Side Curtain Airbag Deployment, 3rd Row Left	No
Side Curtain Airbag Deployment, 3rd Row Right	No
Side Curtain Airbag Deployment, 4th Row Right	No
Retractor Pretensioner Deployment, Driver	No
Retractor Pretensioner Deployment, 1st row Passenger	No
Anchor Pretensioner Deployment, Driver	No
Anchor Pretensioner Deployment, 1st row Passenger	No
Adaptive Load Limiter Deployment, Driver	No
Adaptive Load Limiter Deployment, Passenger	No
Buckle Pretensioner Deployment, Driver	Yes
Buckle Pretensioner Deployment, Front Center Occupant	No
Buckle Pretensioner Deployment, Front Passenger	No
Seatbelt Pretensioner Deployment, 2nd Row Left	No
Seatbelt Pretensioner Deployment, 2nd Row Center	No
Seatbelt Pretensioner Deployment, 2nd Row Right	No
Seatbelt Pretensioner Deployment, 3rd Row Left	No
Seatbelt Pretensioner Deployment, 3rd Row Center	No
Seatbelt Pretensioner Deployment, 3rd Row Right	No
Frontal Airbag Deployment, Time to Deploy, 1st Stage, Driver (ms)	90
Frontal Airbag Deployment, Time to Deploy, 1st Stage, Passenger (ms)	90
Seat Side Airbag, Time to Deploy, Driver (ms)	13
Seat Side Airbag, Time to Deploy, Passenger (ms)	Exceeded storage range
Side Curtain Airbag, Left, Time to Deploy (ms)	13
Side Curtain Airbag, Right, Time to Deploy (ms)	Exceeded storage range
Side Curtain Airbag Driver 2nd Row. Time to Deploy (ms)	0
Side Curtain Airbag Passenger 2nd Row, Time to Deploy (ms)	0
Side Curtain Airbag Driver 3rd Row, Time to Deploy (ms)	0
Side Curtain Airbag Passenger 3rd Row, Time to Deploy (ms)	0
Side Curtain Airbag Passenger 4th Row. Time to Deploy (ms)	0
Buckle Pretensioner, Time to Deploy, Driver (ms)	90
Buckle Pretensioner, Time to Deploy, Passenger (ms)	0
Buckle Pretensioner, Time to Deploy, Front Center Occupant (ms)	0











## Longitudinal Crash Pulse (2nd Prior Event - Deployment)

	Time (msec)	Delta-V, Longitudinal (MPH [km/h])	Time (msec)	Delta-V, Longitudinal (MPH [km/h])	Time (
ŀ	0	[0] 0	100	-16 [-26]	20
F	2	0 [0]	102	-17 [-27]	20
F	4	0 [0]	104	-17 [-27]	20
ľ	6	0 [0]	106	-17 [-28]	20
F	8	0 [0]	108	-18 [-29]	20
f	10	-1 [-1]	110	-19 [-30]	2
F	12	-1 [-1]	112	-19[-31]	2
F	14	-1 [-1]	114	-20 [-32]	2
Ē	16	-1 [-1]	116	-21 [-33]	21
F	18	-1 [-2]	118	-21 [-33]	21
F	20	-1 [-2]	120	-21 [-34]	22
F	22	-2 [-3]	122	-22 [-35]	22
F	24	-1 [-2]	124	-22 [-36]	22
ľ	26	-2 [-3]	126	-22 [-36]	22
ľ	28	-2 [-4]	128	-22 [-36]	22
F	30	-2 [-4]	130	-22 [-36]	23
ľ	32	-2 [-4]	132	-23 [-37]	23
F	34	-3 [-5]	134	-23 [-37]	23
ľ	36	-3 [-5]	136	-23 [-37]	23
F	38	-3 [-5]	138	-23 [-37]	23
F	40	-3 [-5]	140	-23 [-37]	24
ľ	42	-3 [-5]	142	-23 [-37]	24
F	44	-3 [-5]	144	-23 [-37]	24
F	46	-4 [-6]	146	-23 [-37]	24
F	48	-4 [-6]	148	-23 [-37]	24
F	50	-4 [-7]	150	-23 [-37]	25
f	52	-6 [-9]	152	-24 [-38]	25
F	54	-6 [-9]	154	-23 [-37]	25
ŀ	56	-6 [-9]	156	-24 [-38]	2!
ŀ	58	-6 [-9]	158	-24 [-38]	25
F	60	-7 [-11]	160	-24 [-38]	26
ľ	62	-6 [-10]	162	-24 [-39]	26
ľ	64	-7 [-11]	164	-24 [-39]	26
F	66	-7 [-12]	166	-24 [-39]	26
ľ	68	-7 [-12]	168	-24 [-39]	26
F	70	-8 [-13]	170	-25 [-40]	27
F	72	-9 [-14]	172	-25 [-40]	27
F	74	-9 [-15]	174	-25 [-40]	27
F	76	-10 [-16]	176	-25 [-40]	27
f	78	-11 [-17]	178	-25 [-40]	27
F	80	-11 [-17]	180	-25 [-41]	28
f	82	-12 [-19]	182	-25 [-41]	28
F	84	-12 [-20]	184	-25 [-41]	28
F	86	-12 [-20]	186	-26 [-42]	28
ŀ	88	-13 [-21]	188	-26 [-42]	28
ł	90	-14 [-23]	190	-27 [-43]	20
ŀ	92	-14 [-23]	192	-27 [-43]	20
ŀ	94	-14 [-23]	194	-27 [-43]	20
ŀ	96	-16 [-25]	196	-27 [-44]	20
ŀ	98	-16 [-26]	198	-27 [-44]	29
L					<b>_</b> _`

Time (msec)	Delta-V, Longitudinal (MPH [km/h])
200	-27 [-44]
202	-27 [-44]
204	-27 [-44]
206	-27 [-44]
208	-28 [-45]
210	-28 [-45]
212	-28 [-45]
214	-28 [-45]
216	-29 [-46]
218	-29 [-46]
220	-29 [-46]
222	-29 [-47]
224	-29 [-47]
226	-29 [-47]
228	-29 [-47]
230	-29 [-47]
232	-29 [-47]
234	-29 [-47]
236	_29 [-47]
238	-29 [-47]
230	-29 [-47]
240	-30 [-40]
242	-30 [-48]
244	-30 [-48]
240	-30 [-46]
240	-30 [-46]
250	-30 [-46]
202	-30 [-46]
204	-30 [-46]
250	-30 [-48]
200	-30 [-49]
200	-30 [-49]
262	-30 [-49]
204	-30 [-49]
200	-30 [-49]
268	-30 [-49]
270	-31[-50]
272	-31 [-50]
2/4	-31 [-50]
2/6	-31 [-50]
2/8	-31 [-50]
280	-31 [-50]
282	-32 [-51]
284	-32 [-51]
286	-32 [-51]
288	-32 [-51]
290	-32 [-51]
292	-32 [-51]
294	-32 [-51]
296	-32 [-51]
298	-32 [-51]
300	-32 [-51]











# Lateral Crash Pulse (2nd Prior Event - Deployment)

	Time (msec)	Delta-V, Lateral (MPH [km/h])	Time (msec)	Delta-V, Lateral (MPH [km/h])		Time (mse
F	0	[0] 0	100	-14 [-23]		200
	2	0 [0]	102	-14 [-23]		202
	4	0 [0]	104	-14 [-23]		204
	6	-1 [-1]	106	-14 [-23]		206
	8	-1 [-2]	108	-14 [-23]		208
	10	-2 [-3]	110	-14 [-23]		210
	12	-3 [-5]	112	-14 [-23]		212
	14	-4 [-6]	114	-14 [-23]		214
	16	-4 [-7]	116	-14 [-23]		216
	18	-5 [-8]	118	-14 [-23]		218
	20	-6 [-9]	120	-14 [-23]		220
	22	-7 [-11]	122	-14 [-23]		222
	24	-7 [-11]	124	-14 [-23]		224
	26	-7 [-11]	126	-14 [-23]		226
	28	-6 [-10]	128	-15 [-24]		228
	30	-7 [-11]	130	-15 [-24]		230
	32	-7 [-12]	132	-15 [-24]		232
	34	-7 [-12]	134	-15 [-24]		234
	36	-7 [-12]	136	-16 [-25]		236
	38	-7 [-12]	138	-16 [-25]		238
	40	-7 [-12]	140	-16 [-26]		240
	42	-8 [-13]	142	-16 [-26]		242
	44	-9 [-14]	144	-16 [-26]		244
	46	-9 [-14]	146	-16 [-26]		246
	48	-9 [-15]	148	-16 [-26]		248
	50	-9 [-15]	150	-16 [-26]		250
	52	-10 [-16]	152	-16 [-26]		252
	54	-11 [-17]	154	-16 [-26]		254
L	56	-11 [-17]	156	-16 [-26]		256
L	58	-11 [-17]	158	-16 [-26]		258
L	60	-11 [-17]	160	-16 [-26]		260
	62	-11 [-18]	162	-16 [-26]		262
	64	-11 [-18]	164	-16 [-26]		264
	66	-12 [-19]	166	-16 [-26]		266
	68	-12 [-19]	168	-16 [-26]		268
	70	-12 [-19]	170	-16 [-26]		270
	72	-12 [-20]	172	-16 [-26]		272
	74	-12 [-20]	174	-16 [-26]		274
L	76	-13 [-21]	176	-16 [-26]		276
L	78	-13 [-21]	178	-16 [-26]		278
L	80	-14 [-22]	180	-16 [-26]		280
	82	-13 [-21]	182	-16 [-26]		282
	84	-14 [-22]	184	-16 [-26]		284
	86	-14 [-22]	186	-16 [-26]		286
	88	-14 [-22]	188	-16 [-26]		288
L	90	-14 [-23]	190	-16 [-26]	-	290
Ļ	92	-14 [-23]	192	-16 [-26]	ļ	292
Ļ	94	-14 [-23]	194	-16 [-26]	ļ	294
Ļ	96	-14 [-23]	196	-16 [-26]		296
L	98	-14 [-23]	198	-16 [-26]		298

$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	Time (msec)	Delta-V, Lateral (MPH [km/h])
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	200	-16 [-26]
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	202	-16 [-26]
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	204	-16 [-26]
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	206	-16 [-26]
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	208	-16 [-26]
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	210	-16 [-26]
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	212	-16 [-26]
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	214	-16 [-26]
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	216	-16 [-26]
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	218	-16 [-26]
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	220	-16 [-26]
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	222	-16 [-26]
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	224	-16 [-26]
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	226	-16 [-26]
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	228	-16 [-26]
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	230	-16 [-26]
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	232	-16 [-26]
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	234	-16 [-26]
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	236	-16 [-26]
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	238	-16 [-26]
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	240	-16 [-26]
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	242	-16 [-26]
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	244	-16 [-26]
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	246	-16 [-26]
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	248	-16 [-26]
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	250	-16 [-26]
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	252	-16 [-26]
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	254	-16 [-26]
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	256	-16 [-26]
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	258	-16 [-26]
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	260	-16 [-26]
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	262	-16 [-26]
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	264	-16 [-26]
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	266	-16 [-26]
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	268	-16 [-26]
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	270	-16 [-26]
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	272	-16 [-26]
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	274	-16 [-26]
278 -16 [-26]   280 -16 [-26]   282 -16 [-26]   284 -16 [-26]   286 -16 [-26]   288 -16 [-26]   290 -16 [-25]   292 -16 [-25]   294 -16 [-25]   296 -16 [-25]   298 -16 [-25]   298 -16 [-25]   298 -16 [-25]   300 -16 [-25]	276	-16 [-26]
280 -16 [-26]   282 -16 [-26]   284 -16 [-26]   286 -16 [-26]   288 -16 [-26]   290 -16 [-25]   292 -16 [-25]   294 -16 [-25]   296 -16 [-25]   298 -16 [-25]   298 -16 [-25]   300 -16 [-25]	278	-16 [-26]
282 -16 [-26]   284 -16 [-26]   286 -16 [-26]   288 -16 [-26]   290 -16 [-25]   292 -16 [-25]   294 -16 [-25]   296 -16 [-25]   298 -16 [-25]   298 -16 [-25]   300 -16 [-25]	280	-16 [-26]
284 -16 [-26]   286 -16 [-26]   288 -16 [-26]   290 -16 [-25]   292 -16 [-25]   294 -16 [-25]   296 -16 [-25]   298 -16 [-25]   298 -16 [-25]   300 -16 [-25]	282	-16 [-26]
286 -16 [-26]   288 -16 [-26]   290 -16 [-25]   292 -16 [-25]   294 -16 [-25]   296 -16 [-25]   298 -16 [-25]   300 -16 [-25]	284	-16 [-26]
288 -16 [-26]   290 -16 [-25]   292 -16 [-25]   294 -16 [-25]   296 -16 [-25]   298 -16 [-25]   300 -16 [-25]	286	-16 [-26]
290 -16 [-25]   292 -16 [-25]   294 -16 [-25]   296 -16 [-25]   298 -16 [-25]   300 -16 [-25]	288	-16 [-26]
292 -16 [-25]   294 -16 [-25]   296 -16 [-25]   298 -16 [-25]   300 -16 [-25]	290	-16 [-25]
294 -16 [-25]   296 -16 [-25]   298 -16 [-25]   300 -16 [-25]	292	-16 [-25]
296 -16 [-25]   298 -16 [-25]   300 -16 [-25]	294	-16 [-25]
298 -16 [-25]   300 -16 [-25]	296	-16 [-25]
300 -16 [-25]	298	-16 [-25]
	300	-16 [-25]











# Left Frontal Peripheral Sensor X (2nd Prior Event - Deployment)

Time (msec)	Left Frontal Peripheral Sensor X (g)		Time (msec)	Left Frontal Peripheral Sensor X (g)		Time (msec)	Left Frontal Peripheral Sensor X (g)
0	0	]	25	20		50	0
0.5	0	1	25.5	8		50.5	56
1	0		26	24		51	0
1.5	0	1	26.5	40		51.5	0
2	0	1	27	60		52	64
2.5	0		27.5	0		52.5	32
3	0	1	28	0		53	0
3.5	0		28.5	36		53.5	32
4	0		29	40		54	52
4.5	4		29.5	12		54.5	0
5	0		30	20		55	0
5.5	0		30.5	20		55.5	4
6	0		31	0	-	56	8
6.5	4	-	31.5	0		56.5	4
7	4		32	0		57	-4
7.5	0		32.5	60		57.5	20
8	0	-	33	20		58	20
8.5	0	-	33.5	0		58.5	0
9	16	-	34	0	-	59	24
9.5	24	-	34.5	8		59.5	88
10	12	-	35	0			
10.5	0	-	35.5	0			
11	-8	-	36	36			
11.5	8	-	36.5	60	-		
12	28	-	37	20			
12.5	-8	-	37.5	0	-		
13	0	-	38	16	-		
13.5	32	-	38.5	52			
14	16		39	8			
14.5	0		39.5	0			
15	24	1	40	16	1		
15.5	56	1	40.5	8	1		
16	0	1	41	0	1		
16.5	0	1	41.5	0			
17	0	1	42	32	1		
17.5	0	1	42.5	12			
18	0	1	43	0			
18.5	0	1	43.5	32	1		
19	76	1	44	8			
19.5	32	]	44.5	0			
20	0		45	20			
20.5	0	]	45.5	16	]		
21	48	]	46	0	]		
21.5	52	]	46.5	0			
22	24	]	47	24			
22.5	0	]	47.5	0			
23	0	]	48	0			
23.5	0	]	48.5	48			
24	0		49	24			

24.5

0

0

49.5











## Right Frontal Peripheral Sensor X (2nd Prior Event - Deployment)

Time (msec)	Right Frontal Peripheral Sensor X (g)	1	Time (msec)	Right Frontal Peripheral Sensor X (g)		Time (msec)	Right Frontal Peripheral Sensor X (g)
0	4		25	4		50	20
0.5	4		25.5	24		50.5	24
1	4		26	12		51	-4
1.5	0		26.5	0		51.5	24
2	0		27	12		52	56
2.5	-4		27.5	56		52.5	16
3	-4		28	0		53	12
3.5	-4		28.5	0	-	53.5	36
4	0		29	24		54	0
4.5	-4		29.5	24		54.5	0
5	4		30	36		55	36
55	8	1 –	30.5	60	1	55.5	48
6	48	-	31	-4	4	56	0 
65	60	-	31.5	<del></del>	4	56.5	0
7	0	-	31.0	0	-	57	
75	0		32.5	4		57.5	-4
8	0	-	32.0	52		58	0
85	72	-	33.5	88		58.5	28
0.5	56		33.5	12	_	50.5	20
9	0		34	64		59	20
9.5	0		34.5	72		59.5	20
10.5	12		25.5	0			
10.5	12		30.0	0			
11.5	0		36.5	-4	_		
12	0		27	20			
12 5	18		37.5	0	_		
12.5	20		29	28			
13.5	0	-	38.5	0			
11.5	0	-	30.5	12	_		
14 5	0	-	39.5				
14.5	0	-	<u> </u>	-4			
15.5	12	-	40.5	-4	-		
16	60	-	41	0	-		
16.5	12	-	41.5	0	4		
17	0	-	42	64			
17.5	0	-	42.5	04	4		
18	20	-	43	0	-		
18.5	20	-	43.5	12	1		
10.0	40	-	43.5	24	-		
10.5	20	-	44	<u> </u>	-		
20	12	-	44.5	40	1		
20 5	0	-	45	40	-		
20.3	0	-	40.0	0	{		
21 5	0	-	40	0	1		
21.0	0	┥ ┝	40.5	0	-		
22 5	0	-	41	0	-		
22.0	0	-	41.0 10	0	-		
23	0	-	40	0	-		
23.0	0 1 4	-	40.0	∠4	-		
24	44	-	49	ŏ	-		
24.5	16		49.5	U			











### Left Door Satellite Pressure Sensor (2nd Prior Event - Deployment)

Time (msec)	Left Door Satellite Pressure Sensor Data	Time (msec)	Left Door Satellite Pressure Sensor Data	Time	(msec)	Left Door Satellite Pressure Sensor Data
	(mBar)		(mBar)			(mBar)
0	0.00000000	25	4.58984375	5	0	0.97656250
0.5	0.0000000	25.5	4.68750000	50	J.5	0.87890625
1	0.00000000	26	4.29687500	5	51 · -	0.58593750
1.5	0.00000000	26.5	4.19921875	5	1.5	0.48828125
2	0.00000000	27	4.19921875	5	<u>2</u>	0.48828125
2.5	0.00000000	27.5	4.00390625	52	2.5	0.48828125
3	0.00000000	28	4.19921875	5	53	0.48828125
3.5	0.00000000	28.5	4.68750000	53	3.5	0.48828125
4	0.09765625	29	4.49218750	5	54	0.48828125
4.5	0.09765625	29.5	4.39453125	54	4.5	0.58593750
5	0.09765625	30	4.68750000	5	5 	0.78125000
5.5	0.09765625	30.5	4.68750000	55	5.5	0.87890625
6	0.09765625	31	4.39453125	5	56	1.07421875
6.5	0.09765625	31.5	4.29687500	56	5.5	1.26953125
7	0.09765625	32	4.00390625	5	57	1.36718750
7.5	0.19531250	32.5	3.80859375	57	7.5	1.36718750
8	0.29296875	33	3.71093750	5	58	1.17187500
8.5	0.39062500	33.5	3.61328125	58	3.5	1.17187500
9	0.68359375	34	3.61328125	5	59	1.07421875
9.5	0.87890625	34.5	3.41796875	59	9.5	1.07421875
10	1.17187500	35	3.32031250			
10.5	1.56250000	35.5	3.02734375			
11	1.95312500	36	2.83203125			
11.5	2.34375000	36.5	2.83203125			
12	2.53906250	37	2.92968750			
12.5	2.83203125	37.5	2.92968750			
13	3.12500000	38	2.83203125			
13.5	3.32031250	38.5	2.73437500			
14	3.51562500	39	2.53906250			
14.5	3.71093750	39.5	2.63671875			
15	3.80859375	40	2.63671875			
15.5	3.80859375	40.5	2.63671875			
16	3.71093750	41	2.53906250			
16.5	3.71093750	41.5	2.44140625			
17	3.51562500	42	2.44140625			
17.5	3.41796875	42.5	2.34375000			
18	3.22265625	43	2.14843750			
18.5	3.02734375	43.5	2.05078125			
19	2.92968750	44	1.95312500			
19.5	2.73437500	44.5	1.85546875			
20	2.63671875	45	1.75781250			
20.5	2.63671875	45.5	1.75781250			
21	2.83203125	46	1.66015625			
21.5	3.32031250	46.5	1.46484375			
22	3.71093750	47	1.26953125			
22.5	3.80859375	47.5	1.17187500			
23	4.10156250	48	1.07421875			
23.5	4.10156250	48.5	1.07421875			
24	4.00390625	49	0.97656250			
24.5	4,10156250	49.5	0.87890625			











## Right Door Satellite Pressure Sensor (2nd Prior Event - Deployment)

	Right Door		Right Door		Right Door
Timo (meac)	Satellite Pressure	Time (msec)	Satellite Pressure	Time (meac)	Satellite Pressure
Time (msec)	Sensor Data	nine (insec)	Sensor Data	Time (msec)	Sensor Data
	(mBar)		(mBar)		(mBar)
0	2.83203125	25	14.94140625	50	14.94140625
0.5	3.61328125	25.5	14.94140625	50.5	14.94140625
1	8.39843750	26	14.94140625	51	14.94140625
1.5	12.89062500	26.5	14.94140625	51.5	14.94140625
2	12.89062500	27	14.94140625	52	14.94140625
2.5	14.55078125	27.5	14.94140625	52.5	14.94140625
3	14.94140625	28	14.94140625	53	14.94140625
3.5	14.94140625	28.5	14.94140625	53.5	14.94140625
4	14.94140625	29	14.94140625	54	14.94140625
4.5	14.94140625	29.5	14.94140625	54.5	14.94140625
5	14.94140625	30	14.94140625	55	14.94140625
5.5	14.94140625	30.5	14.94140625	55.5	14.94140625
6	14.94140625	31	14.94140625	56	14.94140625
6.5	14.94140625	31.5	14.94140625	56.5	14.94140625
7	14.94140625	32	14.94140625	57	14.94140625
7.5	14.25781250	32.5	14.94140625	57.5	14.94140625
8	13.76953125	33	14.94140625	58	14.94140625
8.5	11.32812500	33.5	14.94140625	58.5	14.94140625
9	8.49609375	34	14.94140625	59	14.94140625
9.5	7.91015625	34.5	14.94140625	59.5	14.94140625
10	8.30078125	35	14.94140625		
10.5	9.37500000	35.5	14.94140625		
11	11.32812500	36	14.94140625		
11.5	11.91406250	36.5	14.94140625		
12	13.28125000	37	14.94140625		
12.5	14.06250000	37.5	14.94140625		
13	14.45312500	38	14.94140625		
13.5	14.55078125	38.5	14.94140625		
14	13.37890625	39	14.94140625		
14.5	12.20703125	39.5	14.94140625		
15	11.91406250	40	14.94140625		
15.5	12.01171875	40.5	14.94140625		
16	12.69531250	41	14.94140625		
16.5	14.55078125	41.5	14.94140625		
17	14.94140625	42	14.94140625		
17.5	14.94140625	42.5	14.94140625		
18	14.94140625	43	14.94140625		
18.5	14.94140625	43.5	14.94140625		
19	14.16015625	44	14.94140625		
19.5	14.94140625	44.5	14.94140625		
20	14.94140625	45	14.94140625		
20.5	14.94140625	45.5	14.94140625		
21	14.94140625	46	14.94140625		
21.5	14.94140625	46.5	14.94140625		
22	14.94140625	47	14.94140625		
22.5	14.94140625	47.5	14.94140625		
23	14.94140625	48	14.94140625		
23.5	14.94140625	48.5	14.94140625		
24	14.94140625	49	14.94140625		
24.5	14,94140625	49.5	14,94140625		











## Left B-Pillar Impact Peripheral Sensor X (2nd Prior Event - Deployment)

Time (msec)	Left B-Pillar Impact Peripheral Sensor X (g)		Time (msec)	Left B-Pillar Impact Peripheral Sensor X (g)		Time (msec)	Left B-Pillar Impact Peripheral Sensor X (g)
0	0	]	25	0		50	0
0.5	0	1	25.5	0		50.5	0
1	0		26	0		51	0
1.5	0		26.5	0		51.5	0
2	0		27	0		52	0
2.5	0		27.5	0		52.5	0
3	0		28	0		53	0
3.5	0		28.5	0		53.5	0
4	0		29	0		54	0
4.5	0		29.5	0		54.5	0
5	0		30	0		55	0
5.5	0		30.5	0		55.5	0
6	0		31	0		56	0
6.5	0		31.5	0		56.5	0
7	0	-	32	0		57	0
7.5	0		32.5	0		57.5	0
8	0	-	33	0		58	0
8.5	0	-	33.5	0		58.5	0
9	0	-	34	0		59	0
9.5	0	-	34.5	0		59.5	0
10	0	-	35	0			
10.5	0	-	35.5	0			
11	0	-	36	0			
11.5	0	-	36.5	0			
12	0	-	37	0			
12.5	0	-	37.5	0	-		
13	0	-	38	0			
13.5	0	-	38.5	0			
14	0	-	39	0	-		
14.5	0	-	39.5	0			
15	0	-	40	0			
15.5	0	-	40.5	0			
16	0	-	41	0			
16.5	0	{	41.5	0	4		
1/	0	-	42	0	-		
17.5	0	-	42.5	0			
10 5	0	{	43	0	-		
10.5	0	-	43.5				
19	0	-	44	0			
19.5	0	-	44.5	0			
20	0	-	40	0			
20.0	0	1	40.0	0	-		
21 5	0	+	40	0	-		
∠1.0 22	0	1	40.0	0	-		
22	0	1	41	0	-		
22.0	0	1	47.5	0	4		
23	0	1	40 10 F	0	1		
20.0 01	0	{	40.0	0	-		
24 24 5	0	+	49	0	-		
24.0	0		49.0	U U	]		











## Left B-Pillar Impact Peripheral Sensor Y (2nd Prior Event - Deployment)

Time (msec)	Left B-Pillar Impact Peripheral Sensor Y (g)		Time (msec)	Left B-Pillar Impact Peripheral Sensor Y (g)		Time (msec)	Left B-Pillar Impact Peripheral Sensor Y (g)
0	0	]	25	28		50	8
0.5	0		25.5	0		50.5	3
1	0		26	0		51	0
1.5	0		26.5	6		51.5	0
2	-1	1	27	0		52	0
2.5	0		27.5	0		52.5	0
3	0	1	28	0		53	0
3.5	0	1	28.5	0	-	53.5	0
4	0		29	0		54	2
4.5	0	1	29.5	36		54.5	5
5	0		30	20		55	0
5.5	0	-	30.5	0		55.5	2
6	27	-	31	0		56	59
6.5	40	-	31.5	22		56.5	9
7	0	-	32	0		57	0
7.5	0	-	32.5	0		57.5	19
8	0	-	33	65		58	5
85	0	-	33.5	63		58.5	0
0:0 Q	0	-	34	34		59	0
95	57	-	34.5	53		59.5	0
10	43	-	35	61		00.0	0
10.5		-	35.5	13			
11	43	-	36	15			
11.5	43	-	36.5	45			
12		-	37	45			
12 5	0	-	37.5	- 45			
12.0	53	-	39	0			
13.5	0	-	38.5	120			
1/	0	-	30.5	2			
14 5	0	-	30.5	0			
14.5	0	-	40	33			
15.5	0	-	40 5	27			
16	0	-	40.5	0			
16.5	0	-	41.5	0	4		
17	11	-	41.5	2	1		
17.5	66	-	42.5	2	4		
18	40	-	42.5	0	-		
18.5	15	1	42.5	0	1		
10.5	30	-	40.0	40	-		
10.5	0	-	44	20			
20	0	1	44.5	23	-		
20	16	-	45	0	-		
20.0	0	-	40.0	0	1		
21 21 5	0	1	40 76 5	0	4		
21.J 22	0	1	40.3	0	1		
22	0	1	41 17 F	0	1		
22.J 22	0	-	47.0	0	-		
20	0	1	40 10 E	0	1		
20.0 04	23	-	40.0	0	-		
24	10	-	49	0	-		
∠4.5	13		49.5	U	]		











### Right B-Pillar Impact Peripheral Sensor X (2nd Prior Event - Deployment)

Time (msec)	Right B- Pillar Impact Peripheral Sensor X (g)	Tin	ne (msec)	Right B- Pillar Impact Peripheral Sensor X (g)		Time (msec)	Right B- Pillar Impact Periphera Sensor X (g)
0	0		25	0	-	50	0
0.5	0		25.5	0	-	50.5	0
1	0		26	0	-	51	0
1.5	0		26.5	0		51.5	0
2	0		27	0		52	0
2.5	0		27.5	0		52.5	0
3	0		28	0		53	0
3.5	0		28.5	0		53.5	0
4	0		29	0		54	0
4.5	0		29.5	0		54.5	0
5	0		30	0		55	0
5.5	0		30.5	0		55.5	0
6	0		31	0		56	0
6.5	0		31.5	0		56.5	0
7	0		32	0		57	0
7.5	0		32.5	0	-	57.5	0
8	0		33	0		58	0
8.5	0		33.5	0		58.5	0
9	0		34	0	-	59	0
9.5	0		34.5	0		59.5	0
10	0		35	0	-		
10.5	0		35.5	0			
11	0		36	0	-		
11.5	0		36.5	0	-		
12	0		37	0			
12.5	0		37.5	0	-		
13	0		38	0	-		
13.5	0		38.5	0			
14	0		39	0	=		
14.5	0		39.5	0			
15	0		40	0			
15.5	0		40.5	0			
16	0		41	0			
16.5	0		41.5	0			
17	0		42	0			
17.5	0		42.5	0			
18	0		43	0			
18.5	0		43.5	0			
19	0		44	0			
19.5	0		44.5	0			
20	0		45	0			
20.5	0		45.5	0			
21	0		46	0			
21.5	0		46.5	0			
22	0		47	0			
22.5	0		47.5	0			
23	0		48	0			
23.5	0		48.5	0			
24	0		49	0			
24.5	0		49.5	0			











### Right B-Pillar Impact Peripheral Sensor Y (2nd Prior Event - Deployment)

– Time (msec)	Right B- Pillar Impact Peripheral Sensor Y (g)	- Time (msec)	Right B- Pillar Impact Peripheral Sensor Y (g)	Time (msec)	F Pe S
0	43	25	SNA	50	1
0.5	120	25.5	SNA	50.5	+
1	120	26	SNA	51	1
1.5	120	26.5	SNA	51.5	+
2	120	27	SNA	52	+
25	120	27.5	SNA	52.5	+
3	0	28	SNA	53	+
35	0	28 5	SNA	53.5	
<u> </u>	0	20.3	SNA	54	+
4	1	29		54	+
4.0		29.0		54.5	+
<u>э</u>	0	30	SINA	55	+
5.5	0	30.5	SNA	55.5	+
6	98	31	SNA	56	+
6.5	120	31.5	SNA	56.5	+
7	120	32	SNA	57	
7.5	120	32.5	SNA	57.5	+
8	120	33	SNA	58	-
8.5	103	33.5	SNA	58.5	<u> </u>
9	0	34	SNA	59	
9.5	120	34.5	SNA	59.5	
10	120	35	SNA		
10.5	120	35.5	SNA		
11	86	36	SNA		
11.5	54	36.5	SNA		
12	0	37	SNA		
12.5	0	37.5	SNA		
13	0	38	SNA		
13.5	120	38.5	SNA		
14	23	39	SNA		
14.5	14	39.5	SNA		
15	120	40	SNA		
15.5	4	40.5	SNA		
16	0	41	SNA		
16.5	0	41.5	SNA		
17	0	42	SNA		
17.5	0	42.5	SNA		
18	0	43	SNA		
18.5	0	43.5	SNA		
19	0		SNA		
19.5	SNA		SNA		
20	SNA		SNA		
20 5		45			
20.0		40.0			
21 5		40			
21.0	SINA	40.0	SINA		
22	SNA	47	5NA		
22.5	SNA	47.5	SNA		
23	SNA	48	SNA		
23.5	SNA	48.5	SNA		
24	SNA	49	SNA		
24.5	SNA	49.5	SNA		











## Left C-Pillar Impact Peripheral Sensor Y (2nd Prior Event - Deployment)

Time (msec)	Left C-Pillar Impact Peripheral Sensor Y (g)		Time (msec)	Left C-Pillar Impact Peripheral Sensor Y (g)		Time (msec)	Left C-Pillar Impact Peripheral Sensor Y (g)
0	0		25	0		50	0
0.5	0	]	25.5	0		50.5	0
1	0		26	0		51	0
1.5	0		26.5	0		51.5	0
2	0		27	0		52	0
2.5	0		27.5	0	-	52.5	0
3	0		28	0		53	0
3.5	0		28.5	0		53.5	0
4	0		29	0	-	54	0
4.5	0		29.5	0	-	54.5	0
5	0		30	0	-	55	0
5.5	0		30.5	0		55.5	0
6	0	-	31	0		56	0
65	0		31.5	0		56.5	0
7	0		32	0		57	0
75	0		32.5	0		57.5	0
8	0		33	0		58	0
85	0		33.5	0		58 5	0
0.5 Q	0		34	0		50.5	0
95	0	-	34.5	0		59.5	0
<u> </u>	0		35	0	-	59.5	0
10.5	0		35.5	0			
11	0		36	0	-		
11.5	0		36.5	0			
12	0		30.5	0			
12 5	0		37.5	0	-		
12.0	0		20	0	-		
12.5	0	-	29 5	0			
11	0		30.5	0	-		
14	0	-	20.5	0			
14.5	0		39.5	0			
15 5	0	-	40	0	-		
10.0	0	-	40.5	0	-		
16.5	0	-	41	0	-		
17	0	{	41.5	0	{		
175	0	-	42	0	-		
12	0	1	42.0	0	-		
10	0		43	0			
10.0	0		43.5	0	-		
19	0		44	0			
19.5	0		44.5	0			
20	0	-	40	0	-		
20.0	0	-	43.5	0	-		
21	0	-	40	0	-		
21.5	0	-	40.0	0	-		
22	0	-	47	0	-		
22.5	0	-	47.5	0	-		
23	0	{	48	0	-		
23.5	0	{	48.5	0	-		
24	0		49	0			
24.5	0		49.5	0			











#### Right C-Pillar Impact Peripheral Sensor Y (2nd Prior Event - Deployment)

Time (msec)	Right C- Pillar Impact Peripheral Sensor Y (g)		Time (msec)	Right C- Pillar Impact Peripheral Sensor Y (g)		Time (msec)	Right C- Pillar Impact Peripheral Sensor Y (g)
0	0		25	0		50	0
0.5	0		25.5	0		50.5	0
1	0		26	0		51	0
1.5	0		26.5	0		51.5	0
2	0	-	27	0		52	0
2.5	0		27.5	0		52.5	0
3	0		28	0		53	0
3.5	0		28.5	0		53.5	0
4	0		29	0		54	0
4.5	0		29.5	0		54.5	0
5	0		30	0		55	0
5.5	0		30.5	0		55.5	0
6	0		31	0		56	0
6.5	0		31.5	0		56.5	0
7	0		32	0		57	0
7.5	0		32.5	0		57.5	0
8	0		33	0		58	0
85	0		33.5	0		58.5	0
0:0 Q	0		34	0		59	0
95	0		34.5	0		59.5	0
10	0		35	0		00.0	0
10.5	0		35.5	0			
11	0		36	0			
11 5	0		36.5	0			
12	0		37	0			
12.5	0		37.5	0			
13	0		38	0			
13.5	0		38.5	0			
14	0		39	0			
14.5	0		39.5	0			
15	0		40	0			
15.5	0		40.5	0			
16	0	1	41	0			
16.5	0	1	41.5	0			
17	0	1	42	0			
17.5	0	1	42.5	0			
18	0	-	43	0			
18.5	0		43.5	0			
19	0		44	0			
19.5	0		44.5	0			
20	0	1	45	0			
20.5	0		45.5	0			
21	0	1	46	0			
21.5	0	1	46.5	0			
22	0	1	47	0			
22.5	0	1	47.5	0			
23	0	•	48	0			
23.5	0	1	48.5	0			
20.0	0	1	49	0	4		
24.5	0	1	49.5	0			
	~	J		<b>v</b>	1		











## Left D-Pillar Impact Peripheral Sensor Y (2nd Prior Event - Deployment)

Time (msec)	Left D-Pillar Impact Peripheral Sensor Y (g)		Time (msec)	Left D-Pillar Impact Peripheral Sensor Y (g)		Time (msec)	Left D-Pillar Impact Peripheral Sensor Y (g)
0	0		25	0		50	0
0.5	0		25.5	0		50.5	0
1	0		26	0		51	0
1.5	0		26.5	0		51.5	0
2	0		27	0		52	0
2.5	0		27.5	0		52.5	0
3	0		28	0		53	0
3.5	0		28.5	0		53.5	0
4	0		29	0		54	0
4.5	0		29.5	0		54.5	0
5	0		30	0		55	0
5.5	0		30.5	0		55.5	0
6	0		31	0	]	56	0
6.5	0		31.5	0	1	56.5	0
7	0		32	0		57	0
7.5	0		32.5	0		57.5	0
8	0		33	0		58	0
8.5	0		33.5	0	-	58.5	0
9	0		34	0		59	0
9.5	0		34.5	0	-	59.5	0
10	0		35	0	-		
10.5	0		35.5	0	-		
11	0		36	0	-		
11.5	0	-	36.5	0	-		
12	0		37	0	-		
12.5	0	-	37.5	0	-		
13	0	-	38	0	-		
13.5	0		38.5	0	-		
14	0	-	39	0	-		
14.5	0		39.5	0	-		
15	0	1 1	40	0	1		
15.5	0		40.5	0	1		
16	0	1 1	41	0	1		
16.5	0		41.5	0	1		
17	0		42	0	1		
17.5	0		42.5	0	1		
18	0		43	0	1		
18.5	0		43.5	0	1		
19	0		44	0	1		
19.5	0		44.5	0	1		
20	0		45	0	]		
20.5	0		45.5	0			
21	0		46	0	]		
21.5	0		46.5	0	1		
22	0		47	0	1		
22.5	0		47.5	0	1		
23	0		48	0	1		
23.5	0	1 1	48.5	0	1		
24	0		49	0	1		
24.5	0		49.5	0			











#### Right D-Pillar Impact Peripheral Sensor Y (2nd Prior Event - Deployment)

Time (msec)	Right D- Pillar Impact Peripheral Sensor Y (g)	-	Time (msec)	Right D- Pillar Impact Peripheral Sensor Y (g)		Time (msec)	Right D- Pillar Impact Peripheral Sensor Y (g)
0	0	]	25	0		50	0
0.5	0		25.5	0		50.5	0
1	0		26	0		51	0
1.5	0		26.5	0		51.5	0
2	0		27	0		52	0
2.5	0		27.5	0		52.5	0
3	0	-	28	0		53	0
3.5	0	-	28.5	0		53.5	0
4	0	-	29	0		54	0
4.5	0	-	29.5	0		54.5	0
5	0	-	30	0		55	0
5.5	0	-	30.5	0		55.5	0
6	0	-	31	0		56	0
6.5	0	-	31.5	0		56.5	0
7	0	-	32	0	-	57	0
7.5	0	-	32.5	0		57.5	0
8	0	-	33	0	-	58	0
8.5	0	-	33.5	0		58.5	0
9	0	-	34	0		59	0
9.5	0	-	34.5	0		59.5	0
10	0	-	35	0			
10.5	0	-	35.5	0			
11	0	-	30	0			
11.5	0	-	30.5	0			
12	0	-	37	0			
12.0	0	-	37.5	0			
12.5	0	-	30 29 E	0			
13.5	0	-	30.0	0			
14	0	-	30.5	0	-		
15	0	-	40	0			
15.5	0	1	40.5	0	4		
16	0	1	41	0	1		
16.5	0	1	41.5	0	1		
17	0	1	42	0	1		
17.5	0	1	42.5	0			
18	0	1	43	0			
18.5	0	1	43.5	0			
19	0	1	44	0			
19.5	0	]	44.5	0			
20	0		45	0			
20.5	0		45.5	0			
21	0		46	0			
21.5	0		46.5	0			
22	0		47	0			
22.5	0		47.5	0			
23	0		48	0			
23.5	0	1	48.5	0			
24	0	-	49	0			
24.5	0	]	49.5	0	]		











# Angular Rate (2nd Prior Event - Deployment)

Time (msec)	Angular Rate (deg/sec)
-2500	0
-2480	0
-2460	0
-2440	0
-2420	0
-2400	0
-2380	0
-2360	0
-2340	0
-2320	0
-2300	0
-2280	0
-2260	0
-2200	0
-2240	0
-2220	0
-2200	0
-2180	0
-2160	0
-2140	0
-2120	0
-2100	0
-2080	0
-2060	0
-2040	0
-2020	0
-2000	0
-1980	0
-1960	0
-1940	0
-1920	0
-1900	0
-1880	0
-1860	0
-1840	0
_1820	0
-1800	0
1700	0
-1/80	0
-1/60	0
-1740	0
-1720	0
-1700	0
-1680	0
-1660	0
-1640	0
-1620	0
-1600	0
-1580	0
-1560	0
-1540	0
-1520	0

Time (msec)	Angular Rate (deg/sec)
-1500	0
-1480	0
-1460	0
-1440	0
-1420	0
-1400	0
-1380	0
-1360	0
-1340	0
-1320	0
-1300	0
-1280	0
-1260	0
-1240	0
-1220	0
-1200	0
-1180	0
-1160	0
-1140	0
-1120	0
-1100	0
-1080	0
-1060	0
-1040	0
-1020	0
-1000	0
-980	0
-960	0
-940	0
-920	0
-900	25
-880	0
-860	0
-840	0
-040	0
-820	0
-000	0
-760	0
-760	0
-740	0
-720	0
-700	0
-680	0
-000	0
-040	0
-620	0
-600	0
-580	0
-560	0
-540	0
-520	0

Time (msec)	Angular Rate (deg/sec)
-500	0
-480	0
-460	0
-440	0
-420	0
-400	0
-380	0
-360	0
-340	0
-320	0
-300	0
-280	0
-260	0
-240	0
-220	0
-200	0
-180	0
-160	2.5
-140	0
-120	0
-100	0
-80	0
-60	0
-40	0
-20	0
0	10
20	72.5
40	57.5
60	167.5
80	42.5
100	0
120	0
140	0
140	0
180	50
200	30
200	37.5
2/0	15
240	25
200	2.3
200	-5
300	-5
340	0
360	0
200	0
400	0
400	0
420	0
440	125
400	42.J
400	) J





#### Angular Rate (2nd Prior Event - Deployment)

		,			
Time (msec)	Angular Rate (deg/sec)	Time (msec)	Angular Rate (deg/sec)		
500	0	1500	0		
520	0	1520	0		
540	0	1540	0		
560	0	1560	0		
580	0	1580	0		
600	0	1600	0		
620	0	1620	0		
640	0	1640	0		
660	0	1660	0		
680	0	1680	0		
700	0	1700	0		
720	0	1720	0		
740	0	1740	0		
760	0	1760	0		
780	0	1780	-2.5		
800	0	1800	0		
820	0	1820	0		
840	0	1840	0		
860	0	1860	25		
880	0	1880	2.5		
900	0	1900	5		
900	0	1020	25		
920	0	1920	2.5		
940	0	1940	5		
900	0	1090	15		
1000	0	2000	12.5		
1020	0	2000	12.5		
1020	0	2020	12.5		
1040	0	2040	12.5		
1000	0	2000	17.5		
1100	0	2000	17.5		
1100	0	2100	22.0		
1120	0	2120	22.5		
1140	0	2140	22.5		
1100	0	2100	22.5		
1200	0	2100	22.5		
1200	0	2200	22.5		
1220	0	2220	20		
1240	0	2240	20		
1260	0	2260	17.5		
1280	0	2280	15		
1300	0	2300	17.5		
1320	0	2320	17.5		
1340	0	2340	17.5		
1360	0	2360	17.5		
1380	0	2380	17.5		
1400	0	2400	15		
1420	0	2420	15		
1440	0	2440	12.5		
1460	0	2460	12.5		
1480	0	2480	7.5		
		2500	2.5		



Pre-Crash Data -5 to 0 Sec






## Pre-Crash Data -5 to 0 Sec (100 msec) (2nd Prior Event - Deployment) - Table 1 of 2

	Pre-Crash Recorder	Speed, Vehicle Indicated	Accelerator Pedal, % Full	Service	Engine RPM	Stability	Traction Control Intervention	
Time (sec)	Status	(MPH [km/h])	(%)	Brake	(RPM)	Control	Active	Reverse gear
-5.0	Complete	63 [101]	12	Off	1,856	on	Not active	No
-4.9	Complete	63 [101]	15	Off	1,856	on	Not active	No
-4.8	Complete	63 [101]	16	Off	1,856	on	Not active	No
-4.7	Complete	63 [101]	16	Off	1,856	on	Not active	No
-4.6	Complete	63 [101]	18	Off	1,856	on	Not active	No
-4.5	Complete	63 [101]	20	Off	1,856	on	Not active	No
-4.4	Complete	63 [101]	23	Off	1,856	on	Not active	No
-4.3	Complete	63 [101]	25	Off	1,856	on	Not active	No
-4.2	Complete	63 [101]	26	Off	1,856	on	Not active	No
-4.1	Complete	63 [101]	26	Off	1,856	on	Not active	No
-4.0	Complete	62 [100]	26	Off	1,856	on	Not active	No
-3.9	Complete	62 [100]	26	Off	1,856	on	Not active	No
-3.8	Complete	62 [100]	26	Off	1,856	on	Not active	No
-3.7	Complete	62 [100]	26	Off	1,856	on	Not active	No
-3.6	Complete	62 [100]	26	Off	1,856	on	Not active	No
-3.5	Complete	62 [100]	27	Off	1,856	on	Not active	No
-3.4	Complete	62 [100]	28	Off	1,856	on	Not active	No
-3.3	Complete	62 [100]	28	Off	1,856	on	Not active	No
-3.2	Complete	62 [100]	28	Off	1,856	on	Not active	No
-3.1	Complete	62 [100]	28	Off	1,856	on	Not active	No
-3.0	Complete	62 [100]	28	Off	1.824	on	Not active	No
-2.9	Complete	62 [100]	29	Off	1.856	on	Not active	No
-2.8	Complete	62 [100]	30	Off	1.856	on	Not active	No
-2.7	Complete	62 [100]	32	Off	1.856	on	Not active	No
-2.6	Complete	62 [100]	39	Off	1.856	on	Not active	No
-2.5	Complete	62 [100]	44	Off	1.856	on	Not active	No
-2.4	Complete	62 [100]	47	Off	2.016	on	Not active	No
-2.3	Complete	62 [100]	49	Off	1.984	on	Not active	No
-2.2	Complete	62 [100]	49	Off	2.048	on	Not active	No
-2.1	Complete	62 [99]	49	Off	2,144	on	Not active	No
-2.0	Complete	62 [99]	49	Off	2.368	on	Not active	No
-1.9	Complete	62 [99]	49	Off	2.752	on	Not active	No
-1.8	Complete	62 [99]	49	Off	3.008	on	Not active	No
-1.7	Complete	62 [99]	48	Off	2.976	on	Not active	No
-1.6	Complete	62 [99]	48	Off	2.976	on	Not active	No
-1.5	Complete	62 [100]	48	Off	2.976	on	Not active	No
-1.4	Complete	62 [100]	47	Off	2.976	on	Not active	No
-1.3	Complete	62 [100]	47	Off	2.976	on	Not active	No
-1.2	Complete	62 [100]	46	Off	2.976	on	Not active	No
-1.1	Complete	62 [100]	46	Off	2.976	on	Not active	No
-1.0	Complete	62 [100]	46	Off	2,976	on	Not active	No
-0.9	Complete	62 [100]	45	Off	3.008	on	Not active	No
-0.8	Complete	62 [100]	41	Off	3,008	on	Not active	No
-0.7	Complete	62 [100]	40	Off	2.976	on	Not active	No
-0.6	Complete	62 [100]	35	Off	3,008	on	Not active	No
-0.5	Complete	62 [100]	36	Off	3,008	on	Not active	No
-0.4	Complete	62 [100]	44	Off	3,008	on	Not active	No
-0.3	Complete	63 [101]	37	Off	3,008	on	Not active	No
-0.2	Complete	63 [101]	0	Off	2.848	on	Not active	No
-0.1	Complete	62 [100]	0	Off	2.752	on	Not active	No





# Pre-Crash Data -5 to 0 Sec (100 msec) (2nd Prior Event - Deployment) - Table 2 of 2

Time (sec)	PCM MIL
-5.0	Off
-4.9	Off
-4.8	Off
-4.7	Off
-4.6	Off
-4.5	Off
-4.4	Off
-4.3	Off
-4.2	Off
-4.1	Off
-4.0	Off
-3.9	Off
-3.8	Off
-3.7	Off
-3.6	Off
-3.5	Off
-3.4	Off
-3.3	Off
-3.2	Off
-3.1	Off
-3.0	Off
-2.9	Off
-2.8	Off
-2.7	Off
-2.6	Off
-2.5	Off
-2.4	Off
-2.3	Off
-2.2	Off
-2.1	Off
-2.0	Off
-1.9	Off
-1.8	Off
-1.7	Off
-1.6	Off
-1.5	Off
-1.4	Off
-1.3	Off
-1.2	Off
-1.1	Off
-1.0	Off
-0.9	Off
-0.8	Off
-0.7	Off
-0.6	Off
-0.5	Off
-0.4	Off
-0.3	Off
-0.2	Off
-0.1	Off





	Pre-Crash	Engine Throttle, %		Steering	•	Tire Pressure	
<b>—</b>	Recorder	Full		Input		Indicator	Yaw Rate
lime (sec)	Status	(%)	ABS Activity	(deg)	ETC Lamp	Lamp	(deg/sec)
-5.00	Complete	6	No	6	Off	Off	0.88
-4.75	Complete	12	No	3	Off	Off	-0.08
-4.50	Complete	12	No	3	Off	Off	-0.08
-4.25	Complete	24	No	2	Off	Off	-0.56
-4.00	Complete	24	No	2	Off	Off	-0.56
-3.75	Complete	31	No	1	Off	Off	-0.72
-3.50	Complete	31	No	1	Off	Off	-0.72
-3.25	Complete	34	No	4	Off	Off	0.00
-3.00	Complete	34	No	4	Off	Off	0.00
-2.75	Complete	34	No	2	Off	Off	0.00
-2.50	Complete	34	No	2	Off	Off	0.00
-2.25	Complete	35	No	5	Off	Off	0.24
-2.00	Complete	35	No	5	Off	Off	0.24
-1.75	Complete	42	No	5	Off	Off	0.16
-1.50	Complete	42	No	5	Off	Off	0.16
-1.25	Complete	49	No	4	Off	Off	0.00
-1.00	Complete	49	No	4	Off	Off	0.00
-0.75	Complete	49	No	5	Off	Off	-0.16
-0.50	Complete	49	No	5	Off	Off	-0.16
-0.25	Complete	45	No	14	Off	Off	0.96

### Pre-Crash Data -5 to 0 Sec (250 msec) (2nd Prior Event - Deployment)





#### **Hexadecimal Data**

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

71 01 03 02 01 CC 00 00 00 00 FF FF 00 FF FF FE FE FD FB FB FA FA F8 F9 F7 F6 F6 F5 F4 F3 F2 F0 EF EE EC EC EA E9 E8 E7 E6 E5 E4 E3 E2 E2 E0 DF DE DD DC DB D9 D8 D8 D8 D7 D7 D7 D7 D7 D6 D6 D6 D6 D6 D6 D5 D5 D5 D5 D5 D5 D4 D4 D4 D4 D3 D3 D3 D2 D2 D1 D1 D1 D0 D0 CF CF CE CE CE CD CD CD CD CC CC CC CB CB CB CA CA CA CA CA C9 C9 C9 C9 C8 C7 C7 C7 C7 C7 C7 C7 C6 C6 C6 C6 C6 C6 C5 C5 C5 C5 C5 C5 C5 C4 C4 C4 C4 C4 C4 C3 C3 C3 C3 C3 C3 C3 C2 C2 C2 C2 C2 C2 71 01 03 02 02 CC 00 00 00 00 00 00 00 01 01 01 01 01 02 02 02 02 03 03 03 04 04 04 05 05 05 05 06 06 06 06 06 07 07 07 07 08 08 08 09 09 09 09 0A 0A 0A 0B 0B 0B 0C 0C 0C 0C OC OC OC OD OD OD OD OD OD OD OD OD OE OF OF OF OF 10 10 10 10 10 11 11 11 11 11 12 12 12 12 12 13 13 13 13 14 14 14 14 14 15 15 15 15 15 15 16 16 16 16 16 16 18 19 19 19 19 19 18 71 01 03 02 03 CC 00 00 00 00 00 FF FF FF FF FE FE FC FE FC FB FB FB FA F9 F9 FA F9 F9 F8 F8 F7 F5 F5 F5 F5 F2 F3 F2 F0 F0 EF EE ED EC EA EA E8 E6 E6 E5 E3 E2 E2 E0 DF DE DD DD DC DB D9 D8 D7 D6 D5 D4 D3 D2 D2 D2 D2 D1 D1 D1 D1 D1 D1 D0 D0 D0 CF D0 CF CF CF CF CE CE CE CE CD CD CD CC CC CB CB CB CA CA C9 C9 C9 C8 C8 C7 C7 C7 C7 C6 C6 C6 C6 C5 C5 C5 C4 C4 C4 C4 C3 C3 C3 C3 C3 C2 C1 C1 C1 C1 C1 C1 C0 C0 C0 C0 C0 BF BF BF BF BF BF BF BE BE BE 71 01 03 03 01 CC 00 00 FE FF FE FF FE FD FC FC FB FB F9 F8 F8 F8 F8 F7 F7 F6 F6 F5 F4 F4 **73 73 73 73 73 33 33** 02 02 02 03 03 03 03 04 03 04 04 04 04 03 03 04 04 04 03 03 04 04 03 03 03 03 03 04 04 04 04 04 05 05 05 05 05 06 06 06 06 06 06 06 06 06 06 07 07 07 07 07 08 08 08 08 08 09 09 09 09 09 0A 0A 0A OC OB OB OB OB OB OB 71 01 03 03 03 CC 00 00 00 FF FD FC FA F8 F7 F6 F4 F2 F2 F2 F2 F2 F0 F1 F0 F1 F0 EF EE EE ED ED EB EA EA EA EA E9 E9 E8 E8 E7 E6 E6 E5 E5 E4 E5 E4 E4 E4 E3 E3 E3 E3 E2 E1 E1 E1 E1 E1 E0 E0 DF DF DF DF DF DE DE DE DE DE DE DE DE E2 DE DF EO EO EO EO EO EO 00 00 00 00 00 00 00 00 00 00 00 0.0 00 00 00 01 01 00 00 00 00 00 00 04 1D 17 43 11 00 00 00 14 0C 0F 06 01 03 FE 00 00 09 09 09 08 08 07 06 07 07 07 07 07 06 06 05 05 03 01 00 01 00 00 00 00 00 00 00 04 1D 17 43 11 00 00 00 01 14 0C 0F 06 01 03 FE 00 00 00 00 00 00 00 





00 00 08 00	00 00 07 00	00 00 06 00	00 00 07 00	00 00 07 00	00 00 07 FE	00 00 07 00	00 FF 07 00	00 00 06 01	00 00 06 02	00 00 05 03	00 01 05 03	00 00 03 04	00 02 01 04	00 01 00 04	00 02 FF 04	00 02 00 04	00 06 00 04	00 05 00 04	00 05 00	00 05 00	00 06 00	00 07 00	00 09 00	00 09 00	00 09 00	00 09 00	00 09 00	00 09 00	00 08 00
71 00 00 00 00 00 00 00 00	01 00 00 00 00 00 00 00 00	03 00 00 00 00 00 00 00 00 00	04 00 00 00 00 00 00 00 00 00	03 00 00 00 00 00 00 00 00 00	CC 00 00 01 00 00 00 00 08	00 00 00 00 11 00 00 07	00 00 00 00 02 00 00 00 00	00 00 00 00 00 00 00 00 00	00 00 00 00 00 00 00 00 00	00 00 00 00 00 00 00 00 07	00 00 00 00 00 00 00 00 00	00 00 00 00 00 00 FF 07	00 00 00 04 00 00 00 00 00	00 00 00 1D 00 00 00 00	00 00 00 17 00 00 00 00 05	00 00 00 43 00 00 01 05	00 00 00 11 00 00 00 00 03	00 00 00 00 00 00 00 02 01	00 00 00 00 00 00 00	00 00 00 00 00 00 00 02	00 00 00 00 00 00 00 02	00 00 00 14 00 00 06	00 00 00 00 00 00 00 05	00 00 00 0F 00 00 05	00 00 00 06 00 00 05	00 00 00 01 00 00 00	00 00 00 03 00 00 07	00 00 01 00 FE 00 00 09	00 00 00 00 00 00 00 00
71 08	01 32	03 08	05 31	01 A8	01 00	CC 00	03 B2	1F 08	00	00 08	56 74	00	00	00	00	00	00	07	25	12	BD	50	00	84	00	00	31	в0	32
71 28	01 32	03 08	05 31	01 E0	02 00	CC 00	03 B2	24 08	00 07	00 08	59 6A	00	00	00	00	00	00	06	AE	12	46	50	00	84	00	00	32	08	32
71 50	01 32	03 20	05 32	01 08	03 00	CC 00	03 B2	24 07	00 FE	00 08	5E 40	00	00	00	00	00	00	06	38	11	CF	50	00	84	00	5E	32	38	32
71 28	01 32	03 00	05 32	01 08	04 00	CC 00	03 B2	22 07	00 FC	00 08	5E 23	00	00	00	00	00	00	05	C1	11	58	50	00	84	00	70	32	20	32
71 18	01 32	03 00	05 32	01 00	05 00	CC 00	03 B2	22 08	00 0B	00 08	5E 19	00	00	00	00	00	00	05	4A	10	E2	50	00	84	00	5B	32	18	32
71 18	01 31	03 F0	05 31	01 F0	06 00	CC 00	03 B2	20 08	00 0E	00 08	5E 0A	00	00	00	00	00	00	04	D4	10	6B	50	00	84	00	59	32	08	32
71 08	01 31	03 D0	05 31	01 E8	07 00	CC 00	03 B2	20 08	00 06	00 08	5D 14	00	00	00	00	00	00	04	5E	0F	F5	50	00	84	00	66	32	08	32
71 F8	01 31	03 B8	05 31	01 D8	08 00	CC 00	03 B2	1E 08	00 04	00 08	5E 06	00	00	00	00	00	00	03	E7	0F	7F	50	00	84	00	69	32	00	31
71 F0	01 31	03 B8	05 31	01 C8	09 00	CC 00	03 B2	1E 08	00 0C	00 07	5E F2	00	00	00	00	00	00	03	71	0F	09	50	00	84	00	73	31	FO	31
71 E8	01 31	03 B0	05 31	01 C0	0A 00	CC 00	03 B2	1D 08	00 10	00 07	5D F3	00	00	00	00	00	00	02	FB	0E	94	50	00	84	00	75	31	E8	31
71 D8	01 31	03 98	05 31	01 B8	0B 00	CC 00	03 B2	1D 08	00 18	00 07	5D F8	00	00	00	00	00	00	02	85	0E	1E	50	00	84	00	75	31	D8	31
71 C0	01 31	03 78	05 31	01 B0	0C 00	CC 00	03 B2	1C 08	00 0A	00 08	5D 06	00	00	00	00	00	00	02	OF	0D	8A	50	00	84	00	75	31	C0	31
71 C8	01 31	03 88	05 31	01 B0	0D 00	CC 00	03 B2	1C 08	00 17	00 07	5D FA	00	00	00	00	00	00	01	9A	0D	33	50	00	84	00	77	31	В8	31
71 C0	01 31	03 88	05 31	01 98	0E 00	CC 00	03 B2	1C 08	00 16	00 08	5D 04	00	00	00	00	00	00	01	24	0C	BE	50	00	84	00	77	31	C8	31
71 C0	01 31	03 88	05 31	01 98	0F 00	CC 00	03 B2	1C 08	00 10	00 08	5D 00	00	00	00	00	00	00	00	AE	0C	48	50	00	84	00	7A	31	C0	31
71 B0	01 31	03 78	05 31	01 A0	10 00	CC 00	03 B2	1A 08	00 08	00 08	5D 05	00	00	00	00	00	00	00	39	0B	D3	50	00	84	00	7B	31	В8	31
71 A8	01 31	03 78	05 31	01 88	11 00	CC 00	03 B2	18 08	00 08	00 07	5D FF	00	00	00	00	00	00	1F	C3	0B	5D	60	00	84	00	7B	31	8A	31
71	01	03	05	01	12	CC	03	18	00	00	5E	00	00	00	00	00	00	1F	4E	0A	E8	60	00	84	00	7C	31	80	31













71 18	01 31	03 F0	05 31	02 F0	0D 00	CC 00	03 B2	20 08	00 0E	00 08	5E 0A	00	00	00	00	00	00	04	D4	10	6B	50	00	84	00	59	32	08	32
71 08	01 31	03 D0	05 31	02 E8	0E 00	CC 00	03 B2	20 08	00 06	00 08	5D 14	00	00	00	00	00	00	04	5E	OF	F5	50	00	84	00	66	32	08	32
71 F8	01 31	03 B8	05 31	02 D8	0F 00	CC 00	03 B2	1E 08	00 04	00 08	5E 06	00	00	00	00	00	00	03	E7	OF	7f	50	00	84	00	69	32	00	31
71 F0	01 31	03 B8	05 31	02 C8	10 00	CC 00	03 B2	1E 08	00 0C	00 07	5E F2	00	00	00	00	00	00	03	71	OF	09	50	00	84	00	73	31	FO	31
71 E8	01 31	03 B0	05 31	02 C0	11 00	CC 00	03 B2	1D 08	00 10	00 07	5D F3	00	00	00	00	00	00	02	FB	0E	94	50	00	84	00	75	31	E8	31
71 D8	01 31	03 98	05 31	02 B8	12 00	CC 00	03 B2	1D 08	00 18	00 07	5D F8	00	00	00	00	00	00	02	85	0E	1E	50	00	84	00	75	31	D8	31
71 C0	01 31	03 78	05 31	02 B0	13 00	CC 00	03 B2	1C 08	00 0A	00 08	5D 06	00	00	00	00	00	00	02	OF	0D	A8	50	00	84	00	75	31	C0	31
71 C8	01 31	03 88	05 31	02 B0	14 00	CC 00	03 B2	1C 08	00 17	00 07	5D FA	00	00	00	00	00	00	01	9A	0D	33	50	00	84	00	77	31	В8	31
71 C0	01 31	03 88	05 31	02 98	15 00	CC 00	03 B2	1C 08	00 16	00 08	5D 04	00	00	00	00	00	00	01	24	0C	BE	50	00	84	00	77	31	C8	31
71 C0	01 31	03 88	05 31	02 98	16 00	CC 00	03 B2	1C 08	00 10	00 08	5D 00	00	00	00	00	00	00	00	AE	0C	48	50	00	84	00	7A	31	C0	31
71 B0	01 31	03 78	05 31	02 A0	17 00	CC 00	03 B2	1A 08	00 08	00 08	5D 05	00	00	00	00	00	00	00	39	0B	D3	50	00	84	00	7B	31	в8	31
71 A8	01 31	03 78	05 31	02 88	18 00	CC 00	03 B2	18 08	00 08	00 07	5D FF	00	00	00	00	00	00	1F	C3	0B	5D	60	00	84	00	7в	31	A8	31
71 80	01 31	03 80	05 31	02 98	19 00	CC 00	03 B2	18 07	00 F3	00 08	5E 05	00	00	00	00	00	00	1F	4E	0A	E8	60	00	84	00	7C	31	80	31
71 80	01 31	03 98	05 31	02 A8	1A 00	CC 00	03 B2	19 08	00 01	00 08	56 04	00	00	00	00	00	00	1E	D8	0A	73	60	00	84	00	7C	31	80	31
71 A0	01 31	03 A0	05 31	02 B8	1B 00	CC 00	03 B2	1A 07	00 EF	00 08	4A 15	00	00	00	00	00	00	1E	62	09	FD	60	00	84	00	7D	31	98	31
71 B0	01 31	03 A8	05 31	02 C8	1C 00	CC 00	03 B2	1A 08	00	00 08	43 01	00	00	00	00	00	00	1D	EC	09	87	60	00	84	00	7D	31	В8	31
71 B8	01 31	03 A8	05 31	02 C0	1D 00	CC 00	03 B2	1C 08	00 07	00 08	40 0A	00	00	00	00	00	00	1D	76	09	11	60	00	84	00	7D	31	C0	31
71 C0	01 31	03 B8	05 31	02 C0	1E 00	CC 00	03 B2	1C 08	00 03	00 08	3E 01	00	00	00	00	00	00	1D	00	08	9C	60	00	84	00	7D	31	C0	31
71 B8	01 31	03 B0	05 31	02 C0	1F 00	CC 00	03 B2	1D 08	00 12	00 08	3F 04	00	00	00	00	00	00	1C	8A	08	26	60	00	84	00	78	31	C0	31
71 C0	01 31	03 B8	05 31	02 D0	20 00	CC 00	03 B2	1D 08	00 07	00 08	3A 05	00	00	00	00	00	00	1C	14	07	в0	60	00	84	00	70	31	C0	31
71 D8	01 31	03 C0	05 31	02 E0	21 00	CC 00	03 B2	1D 08	00 05	00 08	3A 00	00	00	00	00	00	00	1в	9E	07	3A	60	00	84	00	64	31	D0	31
71 E0	01 31	03 C8	05 31	02 D8	22 00	CC 00	03 B2	1D 07	00 FE	00 08	3A 05	00	00	00	00	00	00	1B	28	06	C4	60	00	84	00	51	31	D8	31
71	01	03	05	02	23	CC	03	1E	00	00	3A	00	00	00	00	00	00	1A	в1	06	4E	60	00	84	00	4C	31	E8	31









71 F8	01 31	03 B8	05 31	03 D8	08 00	CC 00	03 B2	1E 08	00 04	00 08	5E 06	00	00	00	00	00	00	03	E7	0F	7F	50	00	84	00	69	32	00	31
71 F0	01 31	03 B8	05 31	03 C8	09 00	CC 00	03 B2	1E 08	00 0C	00 07	5E F2	00	00	00	00	00	00	03	71	OF	09	50	00	84	00	73	31	FO	31
71 E8	01 31	03 B0	05 31	03 C0	0A 00	CC 00	03 B2	1D 08	00 10	00 07	5D F3	00	00	00	00	00	00	02	FB	0E	94	50	00	84	00	75	31	E8	31
71 D8	01 31	03 98	05 31	03 B8	0B 00	CC 00	03 B2	1D 08	00 18	00 07	5D F8	00	00	00	00	00	00	02	85	0E	1E	50	00	84	00	75	31	D8	31
71 C0	01 31	03 78	05 31	03 B0	0C 00	CC 00	03 B2	1C 08	00 0A	00 08	5D 06	00	00	00	00	00	00	02	0F	0D	A8	50	00	84	00	75	31	C0	31
71 C8	01 31	03 88	05 31	03 B0	0D 00	CC 00	03 B2	1C 08	00 17	00 07	5D FA	00	00	00	00	00	00	01	9A	0D	33	50	00	84	00	77	31	В8	31
71 C0	01 31	03 88	05 31	03 98	0E 00	CC 00	03 B2	1C 08	00 16	00 08	5D 04	00	00	00	00	00	00	01	24	0C	BE	50	00	84	00	77	31	C8	31
71 C0	01 31	03 88	05 31	03 98	0F 00	CC 00	03 B2	1C 08	00 10	00 08	5D 00	00	00	00	00	00	00	00	AE	0C	48	50	00	84	00	7A	31	C0	31
71 B0	01 31	03 78	05 31	03 A0	10 00	CC 00	03 B2	1A 08	00 08	00 08	5D 05	00	00	00	00	00	00	00	39	0B	D3	50	00	84	00	7B	31	в8	31
71 A8	01 31	03 78	05 31	03 88	11 00	CC 00	03 B2	18 08	00	00 07	5D FF	00	00	00	00	00	00	1F	C3	0B	5D	60	00	84	00	7B	31	A8	31
71 80	01 31	03 80	05 31	03 98	12 00	CC 00	03 B2	18 07	00 F3	00 08	5E 05	00	00	00	00	00	00	1F	4E	0A	E8	60	00	84	00	7C	31	80	31
71 80	01 31	03	05 31	03 A8	13	CC	03 B2	19 08	00	00	56 04	00	00	00	00	00	00	1E	D8	0A	73	60	00	84	00	7C	31	80	31
71 A0	01 31	03 A0	05 31	03 B8	14	CC	03 B2	1A 07	00 EF	00	4A 15	00	00	00	00	00	00	1E	62	09	FD	60	00	84	00	7D	31	98	31
71 80	01	03	05	03	15	CC	03 B2	1A 08	00	00	43	00	00	00	00	00	00	1D	EC	09	87	60	00	84	00	7D	31	в8	31
71 70	01	03	05	03	16	CC	03	1C	00	00	40	00	00	00	00	00	00	1D	76	09	11	60	00	84	00	7D	31	C0	31
Бо 71	01	03	05	03	17	CC	Б2 03 D2	1C	00	00	3E	00	00	00	00	00	00	1D	00	08	9C	60	00	84	00	7D	31	C0	31
71	01	В8 03	05	03	18	CC	В2 03	1D	00	00	3F	00	00	00	00	00	00	1C	8A	08	26	60	00	84	00	78	31	C0	31
в8 71	31 01	03 B0	31 05	03	19	CC	В2 03	08 1D	00	00	04 3A	00	00	00	00	00	00	1C	14	07	в0	60	00	84	00	70	31	C0	31
C0 71	31 01	B8	31 05	D0 03	00 1A	00 CC	B2 03	08 1D	0.7	00	05 3A	00	00	00	00	00	00	1B	9E	07	3A	60	00	84	00	64	31	D0	31
D8 71	31 01	C0 03	31 05	E0 03	00 1B	00 CC	В2 03	08 1D	05 00	08 00	00 3A	00	00	00	00	00	00	1в	28	06	C4	60	00	84	00	51	31	D8	31
E0 71	31 01	C8 03	31 05	D8 03	00 1C	00 CC	B2 03	07 1E	FE 00	08 00	05 3A	00	00	00	00	00	00	1A	В1	06	4E	60	00	84	00	4C	31	E8	31
E0 71	31 01	D0 03	31 05	E8 03	00 1D	00 CC	В2 03	08 1F	00	07 00	FC 3A	00	00	00	00	00	00	1A	3B	05	D7	60	00	84	00	4A	31	F8	31
F8	31	D8	32	08	00	00	в2	07	F7	08	04																		





71 00	01 31	03 E8	05 32	03 08	1E 00	CC 00	03 B2	1F 08	00 03	00 08	39 03	00	00	00	00	00	00	19	C4	05	61	60	00	84	00	48	32	00	32
71 08	01 31	03 F0	05 32	03 08	1F 00	CC 00	03 B2	20 08	00 08	00 08	3A 00	00	00	00	00	00	00	19	4D	04	EB	60	00	84	00	48	32	08	32
71 00	01 31	03 E8	05 31	03 F8	20 00	CC 00	03 B2	20 08	00 07	00 08	3A 03	00	00	00	00	00	00	18	D7	04	74	60	00	84	00	48	32	08	32
71 00	01 31	03 E8	05 32	03 08	21 00	CC 00	03 B2	20 08	00 05	00 08	3A 04	00	00	00	00	00	00	18	60	03	FE	60	00	84	00	48	32	00	32
71 10	01 32	03 08	05 32	03 20	22 00	CC 00	03 B2	21 07	00 FD	00 08	3A 03	00	00	00	00	00	00	17	E9	03	87	60	00	84	00	48	32	08	32
71 20	01 32	03 08	05 32	03 18	23 00	CC 00	03 B2	21 08	00 0B	00 07	3A F4	00	00	00	00	00	00	17	73	03	11	60	00	84	00	45	32	20	32
71 10	01 32	03 00	05 32	03 18	24 00	CC 00	03 B2	21 07	00 FF	00 07	3A F7	00	00	00	00	00	00	16	FC	02	9A	60	00	84	00	43	32	18	32
71 18	01 32	03 00	05 32	03 20	25 00	CC 00	03 B2	22 07	00 FC	00 07	3a F2	00	00	00	00	00	00	16	85	02	24	60	00	84	00	43	32	18	32
71 28	01 32	03 08	05 32	03 40	26 00	CC 00	03 B2	23 07	00 FE	00 07	3A F8	00	00	00	00	00	00	16	0E	01	AD	60	00	84	00	43	32	20	32
71 38	01 32	03 18	05 32	03 48	27 00	CC 00	03 B2	23 08	00 03	00 07	3A F1	00	00	00	00	00	00	15	97	01	36	60	00	84	00	43	32	40	32
71 40	01 32	03 20	05 32	03 40	28 00	CC 00	03 B2	23 08	00 03	00 07	3A F7	00	00	00	00	00	00	15	20	00	BF	60	00	84	00	43	32	40	32
71 40	01 32	03 20	05 32	03 48	29 00	CC 00	03 B2	24 07	00 FE	00 07	3A F4	00	00	00	00	00	00	15	20	00	BF	60	00	84	00	42	32	40	32
71 48	01 32	03 40	05 32	03 60	2A 00	CC 00	03 B2	25 08	00	00 07	3A F5	00	00	00	00	00	00	14	A8	00	48	60	00	84	00	42	32	50	32
71 58	01 32	03 48	05 32	03 78	2B 00	CC 00	03 B2	24 07	00 F7	00 07	3A F5	00	00	00	00	00	00	14	31	1F	D1	60	00	84	00	40	32	58	32
71 58	01 32	03 48	05 32	03 60	2C 00	CC 00	03 B2	25 08	00 0B	00 07	3A F4	00	00	00	00	00	00	13	в9	1F	5A	60	00	84	00	3A	32	58	32
71 50	01 32	03 50	05 32	03 70	2D 00	CC 00	03 B2	25 07	00 F1	00 07	3A FC	00	00	00	00	00	00	13	42	1E	E3	60	00	84	00	33	32	50	32
71 60	01 32	03 60	05 32	03 90	2E 00	CC 00	03 B2	27 07	00 F8	00 07	3A F6	00	00	00	00	00	00	12	CA	1E	6C	60	00	84	00	2D	32	68	32
71 68	01 32	03 70	05 32	03 98	2F 00	CC 00	03 B2	25 07	00 E7	00 08	3A 0C	00	00	00	00	00	00	12	52	1D	F4	60	00	84	00	2A	32	70	32
71 68	01 32	03 78	05 32	03 88	30 00	CC 00	03 B2	26 08	00 0E	00 08	3A 05	00	00	00	00	00	00	11	DB	1D	7D	60	00	84	00	28	32	78	32
71 88	01 32	03 A0	05 32	03 C0	31 00	CC 00	03 B2	2A 07	00 FE	00 07	3A F6	00	00	00	00	00	00	11	63	1D	05	60	00	84	00	26	32	90	32
71 A0	01 32	03 B8	05 32	03 B8	32 00	CC 00	03 B2	29 07	00 F3	00 08	3A 0C	00	00	00	00	00	00	10	EB	1C	8D	60	00	84	00	1E	32	A8	32
71 00	01 00	03 00	06 00	01	01	CC	00	72	00	1F	01	04	98	D1	58	00	80	00	2C	29	33	32	00	9C	98	08	0C	04	в7
71	01	03	06	01	02	CC	00	7D	00	1E	Α5	04	98	D1	58	00	80	00	2C	29	33	32	00	9D	A2	07	FE	04	в7









71 00	01 00	03 00	06 00	02	05	CC	00	7D	00	1E	A5	04	98	D1	58	00	80	00	2C	29	33	32	00	9D	A2	07	FE	04	в7
71 00	01 00	03 00	06 00	02	06	CC	00	7D	00	1E	A5	04	98	D1	58	00	80	00	2C	29	33	32	06	9D	A2	07	FE	04	в7
71 00	01 00	03 00	06 00	02	07	CC	00	7D	00	1E	9E	04	98	D1	58	00	80	00	2C	29	33	32	06	9D	Α4	08	00	04	в7
71 00	01 00	03 00	06 00	02	08	CC	00	7D	00	1E	9E	04	98	D1	58	00	80	00	2C	29	33	32	06	9D	Α4	08	00	04	в7
71 00	01 00	03 00	06 00	02	09	CC	00	6B	00	1E	A9	04	98	D1	58	00	80	00	2C	29	33	32	06	93	9B	08	02	04	в7
71 00	01 00	03 00	06 00	02	0A	CC	00	6B	00	1E	A9	04	98	D1	58	00	80	00	2C	29	33	32	04	93	9B	08	02	04	в7
71 00	01 00	03 00	06 00	02	0B	CC	00	5A	00	1E	AB	04	98	D1	58	00	80	00	2C	29	33	32	04	8C	92	08	03	04	в7
71 00	01 00	03 00	06 00	02	0C	CC	00	5A	00	1E	AB	04	98	D1	58	00	80	00	2C	29	33	32	04	8C	92	08	03	04	в7
71 00	01 00	03 00	06 00	02	0D	CC	00	57	00	1E	8F	04	98	D1	58	00	80	00	2C	29	33	32	04	8A	8B	08	00	04	в7
71 00	01 00	03 00	06 00	02	ΟE	CC	00	57	00	1E	8F	04	98	D1	58	00	80	00	2C	29	33	32	02	8A	8B	08	00	04	в7
71 00	01 00	03 00	06 00	02	0F	CC	00	56	00	1E	A3	04	98	D1	58	00	80	00	2C	29	33	32	02	89	8C	08	00	04	в7
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71 00	01 00	03 00	06 00	02	11	CC	00	4F	00	1E	84	04	98	D1	58	00	80	00	2C	29	33	32	02	88	8B	07	F7	04	в7
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71 00	01 00	03 00	06 00	02	13	CC	00	3D	00	1E	8A	04	98	D1	58	00	80	00	2C	29	33	32	00	67	87	07	F9	04	в7
71 00	01 00	03 00	06 00	02	14	CC	00	3D	00	1E	8A	04	98	D1	58	00	80	00	2C	29	33	32	00	67	87	07	F9	04	в7
71 00	01 00	03 00	06 00	03	01	CC	00	72	00	1F	01	04	98	D1	58	00	80	00	2C	29	33	32	00	9C	98	08	0C	04	в7
71 00	01 00	03 00	06 00	03	02	CC	00	7D	00	1E	A5	04	98	D1	58	00	80	00	2C	29	33	32	00	9D	A2	07	FE	04	в7
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71 00	01 00	03 00	06 00	03	05	CC	00	7D	00	1E	9E	04	98	D1	58	00	80	00	2C	29	33	32	06	9D	Α4	08	00	04	в7
71 00	01 00	03 00	06 00	03	06	CC	00	6B	00	1E	Α9	04	98	D1	58	00	80	00	2C	29	33	32	06	93	9B	08	02	04	В7





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71 00	01 00	03 00	06 00	03	08	CC	00	5A	00	1E	AB	04	98	D1	58	00	80	00	2C	29	33	32	04	8C	92	08	03	04	в7
71 00	01 00	03 00	06 00	03	09	CC	00	5A	00	1E	AB	04	98	D1	58	00	80	00	2C	29	33	32	04	8C	92	08	03	04	в7
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71 00	01 00	03 00	06 00	03	0D	CC	00	56	00	1E	A3	04	98	D1	58	00	80	00	2C	29	33	32	02	89	8C	08	00	04	в7
71 00	01 00	03 00	06 00	03	0E	CC	00	4F	00	1E	84	04	98	D1	58	00	80	00	2C	29	33	32	02	88	8B	07	F7	04	В7
71 00	01 00	03 00	06 00	03	0F	CC	00	4F	00	1E	84	04	98	D1	58	00	80	00	2C	29	33	32	00	88	8B	07	F7	04	в7
71 00	01 00	03 00	06 00	03	10	CC	00	3D	00	1E	8A	04	98	D1	58	00	80	00	2C	29	33	32	00	67	87	07	F9	04	В7
71 00	01 00	03 00	06 00	03	11	CC	00	3D	00	1E	8A	04	98	D1	58	00	80	00	2C	29	33	32	00	67	87	07	F9	04	в7
71 00	01 00	03 00	06 00	03	12	CC	00	1F	00	1E	98	04	98	D1	58	00	80	00	2C	29	33	32	00	37	5F	07	FF	04	в7
71 00	01 00	03 00	06 00	03	13	CC	00	1F	00	1E	98	04	98	D1	58	00	80	00	2C	29	33	32	06	37	5F	07	FF	04	В7
71 00	01 00	03 00	06 00	03	14	CC	00	10	00	1E	в2	04	98	D1	58	00	80	00	2C	29	33	32	06	28	29	08	0B	04	в7
62	10	06	77																										
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62	F1	87	36	38	33	33	36	36	34	33	41	43	20																
62	F1	8C	54	46	31	37	4A	32	35	38	37	31	39	38	31	39	20												
62	F1	90	33	43	36	55	52	56	4A	47	36	4A	45	2A	2A	2A	2A	2A	2A										
62	F1	92	30	32	38	35	30	31	33	38	38	39	20																
62	F1	94	42	42	31	30	30	33	31	34	20	20	20																
62	F1	Α5	00	1A	40	0A	16																						
71 04 00 07 04	01 02 01 0F 02	AA 00 02 03 07	01 00 01 00 05	01 08 FF 04 01	CC 03 05 07 03	00 00 05 03 03	09 08 00 02	0A 02 06 00	03 00 16 FE	05 05 01 03	05 04 00 0B	00 00 05 08	00 00 0C 07	00 06 00 05	0F 00 00 0B	05 00 0F 02	00 0C 10 FF	00 06 FE 02	02 00 00 00	00 00 08 FF	00 0E 03 03	09 00 00 07	0F 00 00 08	05 10 00 05	00 08 01 FF	04 00 08 01	0D 08 01 08	02 0D FE 03	00 00 FF FF
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71 00 00 00 00	01 00 00 00 00	AA 00 00 00 00	13 00 00 00 00	02 00 00 00 00	CC 00 00 00 00	00 00 00 00 00	00 00 00 00	0 0 0 0 0 0 0 0	00 00 00 00	00 00 00 00	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	00 00 00 00	0 0 0 0 0 0 0 0	00 00 00 00	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	00 00 00 00	00 00 00 00	0 0 0 0 0 0 0 0	00 00 00 00	0 0 0 0 0 0 0 0	00 00 00 00	00 00 00 00	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0			
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AA 00 00 00 00 00 00 00 00	AA 00 00 00 00 00 00 00 00	AA 00 00 00 00 00 00 00	AA 00 00 00 00 00 00 00	AA 00 00 00 00 00 00 00 00	AA 00 00 00 00 00 00 00 00	AA 00 00 00 00
16 00 00 00 00 00 00 00	16 00 00 00 00 00 00 7F	16 00 00 00 00 00 00 00	15 00 00 01 00 00 00 00	15 00 1D 00 00 00 7F 00	15 00 00 00 00 AE 00 00 00	14 00 00 00 00
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