

CDR File Information

| | |
|-------------------------------|---------------------------------|
| Vehicle Identification Number | 1G8AL52F24Z***** |
| Investigator | |
| Case Number | |
| Investigation Date | |
| Crash Date | |
| Filename | 2006-12-106-V1.CDR |
| Saved on | xxxxx |
| Collected with CDR version | Crash Data Retrieval Tool 2.800 |
| Reported with CDR version | Crash Data Retrieval Tool 2.900 |
| Event(s) recovered | Deployment Non-Deployment |

SDM Data Limitations

SDM Recorded Crash Events:

There are two types of SDM recorded crash events. The first is the Non-Deployment Event. A Non-Deployment Event is an event severe enough to wake up the sensing algorithm but not severe enough to deploy the air bag(s). It contains Pre-Crash and Crash data. The SDM can store up to one Non-Deployment Event. This event can be overwritten by an event that has a greater SDM recorded forward velocity change. This event will be cleared by the SDM after the ignition has been cycled 250 times.

The second type of SDM recorded crash event is the Deployment Event. It also contains Pre-Crash and Crash data. The SDM can store up to two different Deployment Events, if they occur within five seconds of one another. Deployment Events cannot be overwritten or cleared from the SDM. Once the SDM has deployed the air bag, the SDM must be replaced.

The data in the Non-Deployment Event file will be locked after a Deployment Event, if the Non-Deployment Event occurred within 5 seconds before the Deployment Event unless a Deployment Level Event occurs within 5 seconds after the Deployment Event, then the Deployment Level Event will overwrite the Non-Deployment Event file.

SDM Data Limitations:

-SDM Recorded Vehicle Forward Velocity Change reflects the change in forward velocity that the sensing system experienced during the recorded portion of the event. SDM Recorded Vehicle Forward Velocity Change is the change in velocity during the recording time and is not the speed the vehicle was traveling before the event, and is also not the Barrier Equivalent Velocity. This data should be examined in conjunction with other available physical evidence from the vehicle and scene when assessing occupant or vehicle forward velocity change. For Deployment Events and Deployment Level Events, the SDM will record 100 milliseconds of data after deployment criteria is met and up to 50 milliseconds before deployment criteria is met. For Non-Deployment Events, the SDM will record the first 150 milliseconds of data after algorithm enable.

-Event Recording Complete will indicate if data from the recorded event has been fully written to the SDM memory or if it has been interrupted and not fully written.

-SDM Recorded Vehicle Speed accuracy can be affected if the vehicle has had the tire size or the final drive axle ratio changed from the factory build specifications.

-Brake Switch Circuit Status indicates the status of the brake switch circuit.

-Pre-Crash Electronic Data Validity Check Status indicates Data Invalid if the SDM receive an invalid message from the module sending the pre-crash data.

-Driver's Belt Switch Circuit Status indicates the status of the driver's seat belt switch circuit. If the vehicle's electrical system is compromised during a crash, the state of the Driver's Belt Switch Circuit may be reported other than the actual state.

-The Time between Non-Deployment and Deployment Events is displayed in seconds. If the time between the two events is greater than five seconds, N/A is displayed in place of the time.

-If power to the SDM is lost during a crash event, all or part of the crash record may not be recorded.

SDM Data Source:

All SDM recorded data is measured, calculated, and stored internally, except for the following:

-Vehicle Speed, Engine Speed, and Percent Throttle data are transmitted once a second by the Powertrain Control Module (PCM), via the vehicle's communication network, to the SDM.

-Brake Switch Circuit Status data is transmitted once a second by either the ABS module or the PCM, via the vehicle's communication network, to the SDM. Depending on vehicle option content, the Brake Switch Circuit Status data may not be available.

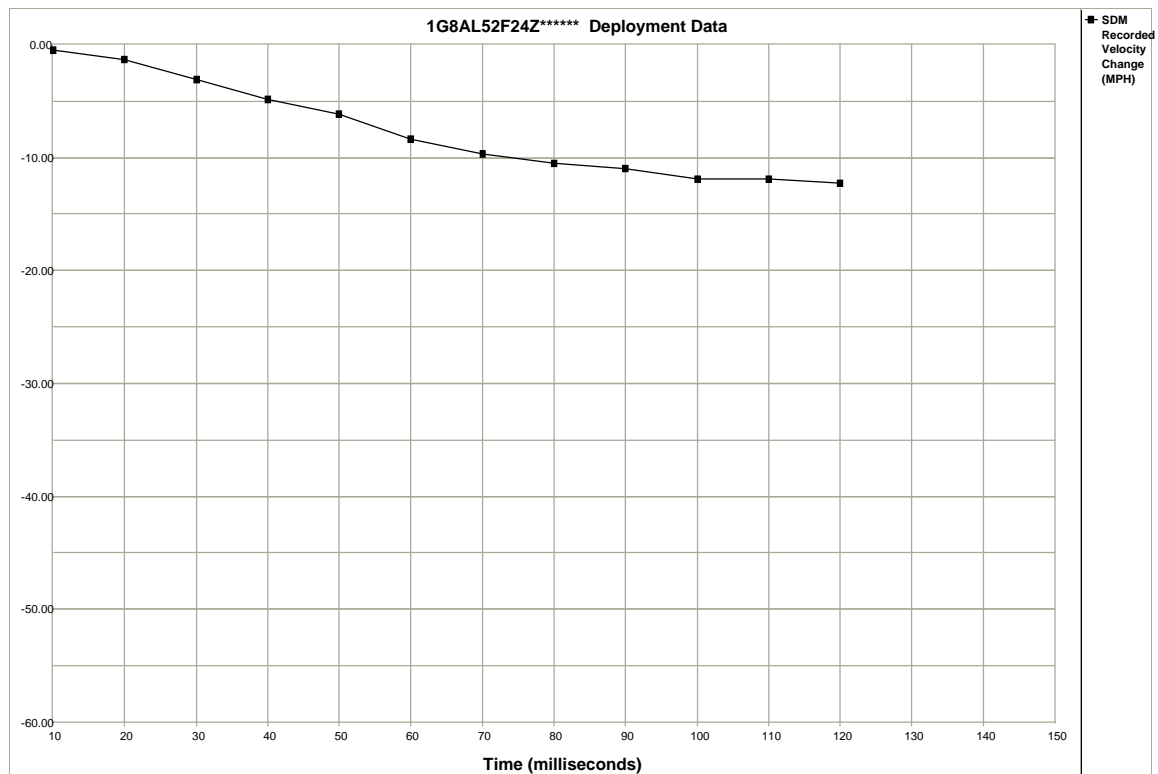
-The SDM may obtain Belt Switch Circuit Status data a number of different ways, depending on the vehicle architecture. Some switches are wired directly to the SDM, while others may obtain the data from various vehicle control modules, via the vehicle's communication network.

System Status At Deployment

| | |
|--|-----------|
| SIR Warning Lamp Status | OFF |
| Driver's Belt Switch Circuit Status | BUCKLED |
| Passenger Belt Switch Circuit Status (If Equipped) | UNBUCKLED |
| Ignition Cycles At Deployment | 1890 |
| Ignition Cycles At Investigation | 1898 |
| Maximum SDM Recorded Velocity Change (MPH) | -12.32 |
| Algorithm Enable to Maximum SDM Recorded Velocity Change (msec) | 117.5 |
| Driver 1st Stage Time From Algorithm Enable to Deployment Command Criteria Met (msec) | 25 |
| Driver 2nd Stage Time From Algorithm Enable to Deployment Command Criteria Met (msec) | N/A |
| Passenger 1st Stage Time From Algorithm Enable to Deployment Command Criteria Met (msec) | 25 |
| Passenger 2nd Stage Time From Algorithm Enable to Deployment Command Criteria Met (msec) | N/A |
| Time Between Non-Deployment And Deployment Events (sec) | N/A |
| Event Recording Complete | Yes |

| Seconds Before AE | Vehicle Speed (MPH) | Engine Speed (RPM) | Percent Throttle |
|-------------------|---------------------|--------------------|------------------|
| -5 | 19 | 1408 | 1 |
| -4 | 11 | 1152 | 1 |
| -3 | 12 | 1920 | 18 |
| -2 | 16 | 2496 | 48 |
| -1 | 22 | 2752 | 56 |

| Seconds Before AE | Brake Switch Circuit Status |
|-------------------|-----------------------------|
| -8 | OFF |
| -7 | OFF |
| -6 | ON |
| -5 | ON |
| -4 | OFF |
| -3 | OFF |
| -2 | OFF |
| -1 | OFF |



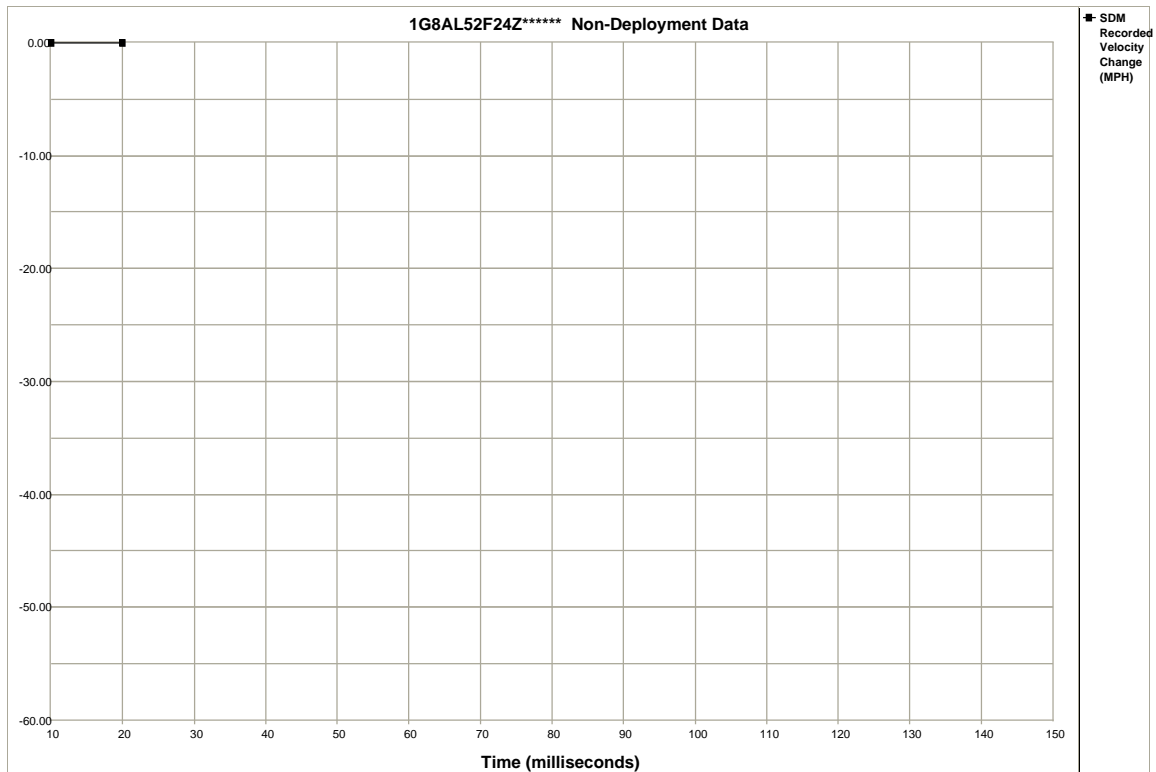
| | | | | | | | | | | | | | | | |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|--------|--------|--------|--------|--------|-----|-----|-----|
| Time (milliseconds) | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 110 | 120 | 130 | 140 | 150 |
| SDM Recorded Velocity Change | -0.44 | -1.32 | -3.07 | -4.83 | -6.14 | -8.34 | -9.65 | -10.53 | -10.97 | -11.85 | -11.85 | -12.29 | N/A | N/A | N/A |

System Status At Non-Deployment

| | |
|---|-----------|
| SIR Warning Lamp Status | OFF |
| Driver's Belt Switch Circuit Status | BUCKLED |
| Passenger Belt Switch Circuit Status (If Equipped) | UNBUCKLED |
| Ignition Cycles At Non-Deployment | 1890 |
| Ignition Cycles At Investigation | 1898 |
| Maximum SDM Recorded Velocity Change (MPH) | -0.04 |
| Algorithm Enable to Maximum SDM Recorded Velocity Change (msec) | 2.5 |
| A Deployment was Commanded Prior to this Event | Yes |
| Event Recording Complete | Yes |

| Seconds Before AE | Vehicle Speed (MPH) | Engine Speed (RPM) | Percent Throttle |
|-------------------|---------------------|--------------------|------------------|
| -5 | 12 | 1920 | 18 |
| -4 | 16 | 2496 | 48 |
| -3 | 22 | 2752 | 56 |
| -2 | 22 | 2560 | 1 |
| -1 | 17 | 1856 | 1 |

| Seconds Before AE | Brake Switch Circuit Status |
|-------------------|-----------------------------|
| -8 | ON |
| -7 | ON |
| -6 | OFF |
| -5 | OFF |
| -4 | OFF |
| -3 | OFF |
| -2 | OFF |
| -1 | OFF |



| | | | | | | | | | | | | | | | |
|------------------------------|------|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Time (milliseconds) | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 110 | 120 | 130 | 140 | 150 |
| SDM Recorded Velocity Change | 0.00 | 0.00 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

Hexadecimal Data

```
$01 A2 26 00 00 00 00
$02 A8 5F 00 00 00 00
$03 41 53 34 30 36 32
$04 4B 35 50 45 55 32
$05 02 41 00 00 00 00
$06 22 70 85 00 00 00
$10 FF 12 FC 00 00 00
$11 8F 00 00 00 00 85
$12 00 00 00 00 00 00
$13 02 00 00 00 00 00
$14 F3 04 ED 00 50 00
$18 86 85 86 3D FF 00
$1C 38 32 41 FA FA FA
$1D FA 38 32 41 FA FA
$1E FA FA 00 00 00 00
$1F FF 02 00 00 00 00
$20 C0 00 00 80 FE 00
$21 DF FE 9F DB FF FF
$22 FF FF FF FF 00 00
$23 00 00 FF FF FF FF
$24 FF FF FF FF FF FF
$25 FF FF FF 02 00 00
$26 1C 23 23 1A 13 03
$27 02 02 8E 7A 2D 00
$28 1D 28 2B 27 1E 00
$29 FF 13 FC 00 00 00
$2A 00 00 00 31 00 00
$2B 15 15 00 00 00 00
$2C 00 00 FF 00 00 03
$2D 00 00 00 00 00 00
$2E 00 00 00 00 00 00
$30 40 00 00 16 C0 00
$31 FF FF FF FF FF FF
$32 FF FF FF FF 00 00
$33 15 15 00 00 03 03
$34 00 00 01 03 07 0B
$35 0E 13 16 18 19 1B
$36 1B 1C FF FF FF 0C
$37 23 1A 13 12 1F 0C
$38 8E 7A 2D 02 02 00
$39 2B 27 1E 12 16 00
$3A FF 13 FC 00 00 00
$3B 31 31 00 00 00 00
$3C 45 03 83 00 00 AA
$3D 00 00 00 00 00 00
$3E 00 00 00 00 00 00
$40 FF FF FF FF FF 00
$41 FF FF FF FF FF FF
$42 FF FF FF FF 00 00
$43 FF FF FF 00 00 00
$44 FF 00 00 00 00 00
$50 00 00 00 00 01 00
$51 01 AA 00 00 00 00
$60 0A 0A 00 00 51 28
$61 2F 00 00 00 00 00
```