

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	1G2HX52K6S4235206
User	Allen Powers
Case Number	40708A
EDR Data Imaging Date	Monday, August 9 2004
Crash Date	Saturday, June 12 2004
Filename	1G2HX52K6S4235206.CDR
Saved on	Monday, August 9 2004 at 04:41:38 PM
Collected with CDR version	Crash Data Retrieval Tool 2.24
Reported with CDR version	Crash Data Retrieval Tool 4.2
EDR Device Type	Airbag Control Module
Event(s) recovered	Crash 1 Deployment Non-Deployment

## Comments

No comments entered.

## Data Limitations

### Recorded Crash Events:

There are two types of Recorded Crash Events. The first is the Non-Deployment Event. A Non-Deployment Event records data but does not deploy the air bag(s). The SDM can store up to one Non-Deployment Event. This event can be overwritten by an event that has a greater SDM recorded longitudinal velocity change. This event will be cleared by the SDM, after approximately 125 ignition cycles. The data in the Non-Deployment Event file will be locked, if the Non-Deployment Event occurred within 7.65 seconds before a Deployment Event. A locked Non Deployment Event cannot be overwritten or cleared by the SDM.

The second type of SDM recorded crash event is the Deployment Event. The SDM can store up to two different Deployment Events. The first Deployment Event will be stored in the #1 Deployment Event file and the second Deployment Event will be stored in the #2 Deployment Event file. Deployment Events cannot be overwritten or cleared by the SDM. Once the SDM has two Deployment Events recorded, the SDM must be replaced.

### Data:

-SDM Recorded Vehicle Longitudinal Velocity Change reflects the change in longitudinal velocity that the sensing system experienced during the recorded portion of the event. SDM Recorded Vehicle Longitudinal 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. The SDM records the first 300 milliseconds of Vehicle Longitudinal Velocity Change after Algorithm Enable. The maximum value that can be recorded for Vehicle Longitudinal Velocity Change is 28 MPH. Velocity Change data is displayed in SAE sign convention.

-Driver's Belt Switch Circuit Status indicates the status of the driver's seat belt switch circuit.

-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. An indication of a loss of power would be if the ignition cycles at the event is recorded as zero. Data recorded after that may not be reliable, such as Time Between Non-Deployment and Deployment Events and Driver Belt Switch Circuit Status.

-All data should be examined in conjunction with other available physical evidence from the vehicle and scene.

### Data Source:

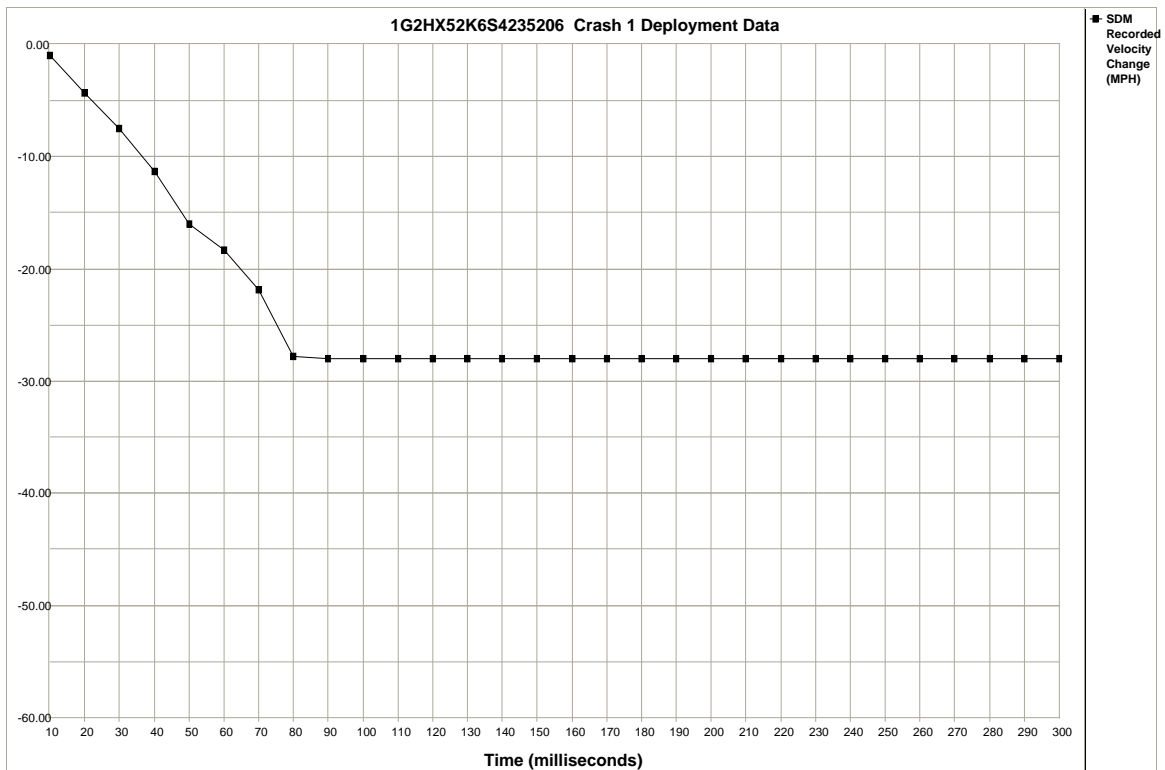
All SDM recorded data is measured, calculated, and stored internally, except for the following:

-The Driver's Belt Switch Circuit is wired directly to the SDM.

01001\_SDMA\_r001

### System Status At Crash 1

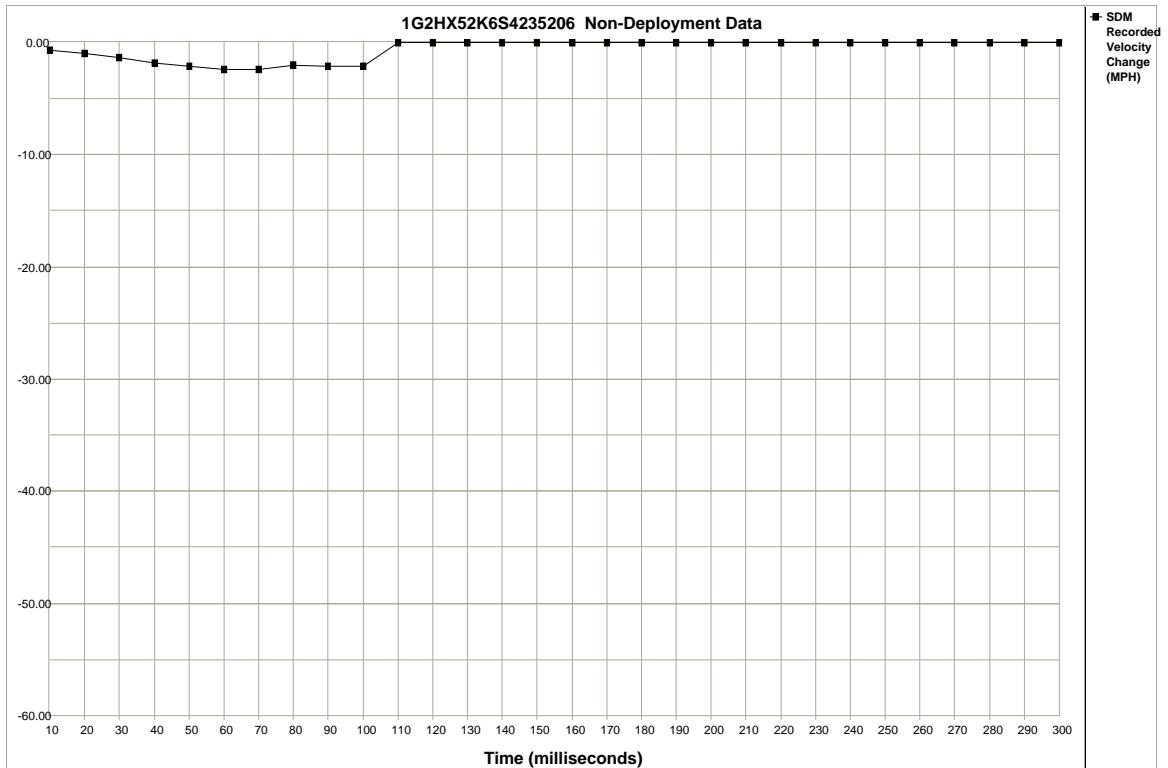
SIR Warning Lamp Status	OFF
Driver's Belt Switch Circuit Status	BUCKLED
Ignition Cycles At Deployment	16082
Ignition Cycles At Investigation	16083
Time From Algorithm Enable to Deployment Command Criteria Met (msec)	13.75
Time Between Non-Deployment And Deployment Events (sec)	N/A



Time (milliseconds)	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150
Recorded Velocity Change (MPH)	-0.99	-4.28	-7.46	-11.30	-16.02	-18.32	-21.83	-27.75	-27.97	-27.97	-27.97	-27.97	-27.97	-27.97	-27.97
Time (milliseconds)	160	170	180	190	200	210	220	230	240	250	260	270	280	290	300
Recorded Velocity Change (MPH)	-27.97	-27.97	-27.97	-27.97	-27.97	-27.97	-27.97	-27.97	-27.97	-27.97	-27.97	-27.97	-27.97	-27.97	-27.97

### System Status At Non-Deployment

SIR Warning Lamp Status	OFF
Driver's Belt Switch Circuit Status	UNBUCKLED
Ignition Cycles At Non-Deployment	16082
Ignition Cycles At Investigation	16083
Algorithm Enable to Maximum SDM Recorded Velocity Change (msec)	63.75
Maximum SDM Recorded Velocity Change (MPH)	-2.52
A Deployment was Commanded Prior to this Event	Yes



Time (milliseconds)	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150
Recorded Velocity Change (MPH)	-0.66	-0.99	-1.32	-1.86	-2.08	-2.41	-2.41	-1.97	-2.08	-2.08	0.00	0.00	0.00	0.00	0.00
Time (milliseconds)	160	170	180	190	200	210	220	230	240	250	260	270	280	290	300
Recorded Velocity Change (MPH)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

## 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.

```
B600: 25 81 80 01 00 00 00 55
B608: 00 00 00 00 00 40 53 F9
B610: F9 F9 F9 F9 F9 F9 00 64
B618: 02 75 FD 00 00 00 00 00
B620: AA AA 00 00 00 00 7D 00
B628: 08 00 0B 09 27 44 67 92
B630: A7 C7 FD FF FF FF FF FF
B638: FF FF FF FF FF FF FF FF
B640: FF FF FF FF FF FF FF FF
B648: FF 3E D2 0F FF 00 00 55
B650: AA 55 55 55 01 00 00 00
B658: 00 00 00 00 00 00 00 00
B660: 00 00 00 00 00 00 00 00
B668: 00 00 00 00 00 00 00 00
B670: 00 00 00 00 00 00 00 00
B678: 00 00 00 00 00 00 00 00
B680: 00 00 00 00 00 00 00 00
B688: 7D 00 08 00 33 17 06 09
B690: 0C 11 13 16 16 12 13 13
B698: 00 00 00 00 00 00 00 00
B6A0: 00 00 00 00 00 00 00 00
B6A8: 00 00 00 00 3E D2 00 00
B6B0: 55 AA AA AA AA 00 00 00
B6B8: 7D 00 00 7D 00 00 7D 00
B6C0: 00 81 00 00 7D 00 00 7D
B6C8: 00 00 7D 00 00 7D 00 00
B6D0: 00 00 00 14 90 43 84 30
B6D8: 87 64 20 41 53 11 49 4B
B6E0: 00 00 00 00 00 00 00 AA
B6E8: 00 00 00 00 00 00 0D 20
B6F0: F0 18 30 F0 05 50 3F 64
B6F8: FF FF FF 49 49 49 49 49
B700: 49 4A 4D 52 57 5A 5D 63
B708: 69 6E 72 76 7A 7D 7F 82
B710: 83 84 84 87 8B 8F 92 95
B718: 97 99 9A 9A 9A 9A 9A 9A
B720: 9A 9C A1 A5 A9 AD B2 B6
B728: BB BF C4 C8 CD D1 D5 D9
B730: DD E2 E8 F0 F7 FD 41 42
B738: 44 45 47 49 4A 4C 4D 4F
B740: 50 52 53 54 55 56 57 58
B748: 59 5A 5A 5B 5C 5C 5D 5D
B750: 5E 5F 5F 60 60 61 61 62
B758: 62 62 63 63 10 20 21 00
B760: 00 00 00 00 00 00 00 00
B768: 00 00 00 00 00 00 14 15
B770: 16 18 1A 1E 24 26 27 2B
B778: 2E 31 31 33 34 35 35 00
B780: 00 00 00 00 00 00 00 00
B788: 00 00 00 00 00 00 00 00
B790: 00 00 00 00 00 00 00 AA
B798: 03 20 03 70 32 00 01 00
B7A0: 00 00 00 00 00 00 50 51
B7A8: FF FF FF 24 24 24 24 24
B7B0: 24 24 24 24 24 24 24 24
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B7B8: 24 24 24 24 24 24 24 24  
B7C0: 24 24 24 24 24 24 24 24  
B7C8: 24 24 24 24 24 24 24 24  
B7D0: 24 24 24 24 24 24 24 24  
B7D8: 24 24 24 24 24 24 24 24  
B7E0: 24 24 24 24 24 24 24 24  
B7E8: 24 24 24 24 24 24 24 24  
B7F0: 24 24 24 24 24 24 24 24  
B7F8: 9D DD A3 38 5C C7 00 00

### **Disclaimer of Liability**

The users of the CDR product and reviewers of the CDR reports and exported data shall ensure that data and information supplied is applicable to the vehicle, vehicle's system(s) and the vehicle ECU. Robert Bosch LLC and all its directors, officers, employees and members shall not be liable for damages arising out of or related to incorrect, incomplete or misinterpreted software and/or data. Robert Bosch LLC expressly excludes all liability for incidental, consequential, special or punitive damages arising from or related to the CDR data, CDR software or use thereof.