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	2G1WT55K281245755
User	M Kittel
Case Number	
EDR Data Imaging Date	Thursday, January 13 2011
Crash Date	Unknown
Filename	
Saved on	Thursday, January 13 2011 at 09:09:40 AM
Collected with CDR version	Crash Data Retrieval Tool 3.4
Reported with CDR version	Crash Data Retrieval Tool 3.4
EDR Device Type	airbag control module
Event(s) recovered	Deployment

Comments

Exemplar module removed from salvage yard vehicle along with front passenger seatbelt retractor.

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 minimum SDM Recorded Vehicle Velocity Change, that is needed to record a Non-Deployment Event, is five MPH. A Non-Deployment Event may contain Pre-Crash and Crash data. The SDM can store up to one Non-Deployment Event. This event will be cleared by the SDM, after approximately 250 ignition cycles. This event can be overwritten by a second Deployment Event, referred to as Deployment Event #2, if the Non-Deployment Event is not locked. A locked Non Deployment Event cannot be overwritten by the SDM.
The second type of SDM recorded crash event is the Deployment Event. It also may contain Pre-Crash and Crash data. The SDM can store up to two different Deployment Events. If a second Deployment Event occurs any time after the Deployment Event, the Deployment Event #2 will overwrite any non-locked Non-Deployment Event. Deployment Events cannot be overwritten or cleared by the SDM. Once the SDM has deployed an air bag, the SDM must be replaced.

Data:
-SDM Recorded Vehicle Velocity Change reflects the change in velocity that the sensing system experienced during the recorded portion of the event. SDM Recorded Vehicle 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. For Deployment Events, the SDM can record 220 milliseconds of data after deployment criteria is met and up to 70 milliseconds before deployment criteria is met. For Non-Deployment Events, the SDM can record up to the first 300 milliseconds of data after algorithm enable. Velocity Change data is displayed in SAE sign convention.

-The CDR tool displays time from Algorithm Enable (AE) to time of deployment command in a deployment event and AE to time of

maximum SDM recorded vehicle velocity change in a non-deployment event. Time from AE begins when the first air bag system

enable threshold is met and ends when deployment command criteria is met or at maximum SDM recorded vehicle velocity

change. Air bag systems such as frontal, side, or rollover, may be a source of an enable. The time represented in a CDR report

can be that of the enable of one air bag system to the deployment time of another air bag system.
-Maximum Recorded Vehicle Velocity Change is the maximum square root value of the sum of the squares for the vehicle's combined "X" and "Y" axis change in velocity.
-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 by various factors, including but not limited to the following:
-significant changes in the tire's rolling radius
-final drive axle ratio changes
-wheel lockup and wheel slip
-Brake Switch Circuit Status indicates the status of the brake switch circuit.
-Pre-Crash data is recorded asynchronously.
-Pre-Crash Electronic Data Validity Check Status indicates "Data Invalid" if:
-the SDM receives a message with an "invalid" flag from the module sending the pre-crash data
-no data is received from the module sending the pre-crash data
-no module present to send the pre-crash data
-Driver's and Passenger's Belt Switch Circuit Status indicates the status of the seat belt switch circuit.

-The Time Between Non-Deployment to 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 the value is negative, then the Deployment Event occurred first. If the value is positive, then the Non-Deployment Event occurred first.
-If power to the SDM is lost during a crash event, all or part of the crash record may not be recorded.
-The ignition cycle counter relies upon the transitions through OFF->RUN->CRANK power-moding messages, on the GMLAN communication bus, to increment the counter. Applying and removing of battery power to the module will not increment the ignition cycle counter.
-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:
-Vehicle Status Data (Pre-Crash) is transmitted to the SDM, by various vehicle control modules, via the vehicle's communication network.
-The Belt Switch Circuit is wired directly to the SDM.

01004_SDMC-autoliv_r001

Multiple Event Data

Associated Events Not Recorded	0
An Event(s) Preceded the Recorded Event(s)	No
An Event(s) was in Between the Recorded Event(s)	No
An Event(s) Followed the Recorded Event(s)	No
The Event(s) Not Recorded was a Deployment Event(s)	No
The Event(s) Not Recorded was a Non-Deployment Event(s)	No

System Status At AE

|	
Low Tire Pressure Warning Lamp (If Equipped)	Invalid
Vehicle Power Mode Status	Run
Remote Start Status (If Equipped)	Inactive
Run/Crank Ignition Switch Logic Level	Active

Pre-crash data

Parameter	-1.0 sec	-0.5 sec
Reduced Engine Power Mode	OFF	OFF
Cruise Control Active (If Equipped)	No	No
Cruise Control Resume Switch Active (If Equipped)	No	No
Cruise Control Set Switch Active (If Equipped)	No	No
Engine Torque (foot pounds)	-7.01	-5.9

Pre-Crash Data

Parameter	-2.5 sec	-2.0 sec	-1.5 sec	-1.0 sec	-0.5 sec
Accelerator Pedal Position (percent)	0	0	0	0	0
Vehicle Speed (MPH)	33	32	32	31	30
Engine Speed (RPM)	896	896	896	832	832
Percent Throttle	11	16	12	12	12
Brake Switch Circuit Status	OFF	OFF	OFF	OFF	OFF

System Status At Deployment

Ignition Cycles At Investigation	6578
SIR Warning Lamp Status	OFF
SIR Warning Lamp ON Time Continuously (seconds)	0
Number of Ignition Cycles SIR Warning Lamp was ON/OFF Continuously	528
Ignition Cycles At Event	6576
Ignition Cycles Since DTCs Were Last Cleared	255
Driver's Belt Switch Circuit Status	UNBUCKLED
Passenger's Belt Switch Circuit Status	UNBUCKLED
Passenger Classification Status at Event Enable	Passenger Seat Empty
Current Passenger Position Status at Event Enable	Position Not Applicable
Previous Passenger Position Status at Event Enable	Unknown
Passenger Air Bag Indicator Status at Event Enable	OFF
Diagnostic Trouble Codes at Event, fault number: 1	N/A
Diagnostic Trouble Codes at Event, fault number: 2	N/A
Diagnostic Trouble Codes at Event, fault number: 3	N/A
Diagnostic Trouble Codes at Event, fault number: 4	N/A
Diagnostic Trouble Codes at Event, fault number: 5	N/A
Diagnostic Trouble Codes at Event, fault number: 6	N/A
Diagnostic Trouble Codes at Event, fault number: 7	N/A
Diagnostic Trouble Codes at Event, fault number: 8	N/A
Diagnostic Trouble Codes at Event, fault number: 9	N/A
Driver 1st Stage Time From Algorithm Enable to Deployment Command Criteria Met (msec)	18
Driver 2nd Stage Time From Algorithm Enable to Deployment Command Criteria Met (msec)	26
Passenger 1st Stage Time From Algorithm Enable to Deployment Command Criteria Met (msec)	Suppressed
Passenger 2nd Stage Time From Algorithm Enable to Deployment Command Criteria Met (msec)	Suppressed
Driver Side or Roof Rail/Head Curtain Time From Algorithm Enable to Deployment Command Criteria Met (msec)	N/A
Passenger Side or Roof Rail/Head Curtain Time From Algorithm Enable to Deployment Command Criteria Met (msec)	N/A
Time Between Events (sec)	0
Crash Record Locked	Yes
Vehicle Event Data (Pre-Crash) Associated With This Event	Yes
SDM Synchronization Counter	6575
Event Recording Complete	Yes
Driver First Stage Deployment Loop Commanded	Yes
Passenger First Stage Deployment Loop Commanded	No
Driver Second Stage Deployment Loop Commanded	Yes
Driver 2nd Stage Deployment Loop Commanded for Disposal	No
Passenger Second Stage Deployment Loop Commanded	No
Passenger 2nd Stage Deployment Loop Commanded for Disposal	No
Driver Pretensioner Deployment Loop Commanded	Yes
Passenger Pretensioner Deployment Loop Commanded	Yes
Driver Side Deployment Loop Commanded	No
Passenger Side Deployment Loop Commanded	No
Second Row Left Side Deployment Loop Commanded	No
Second Row Right Side Deployment Loop Commanded	No
Driver (Initiator 1) Roof Rail/Head Curtain Loop Commanded	No
Passenger (Initiator 1) Roof Rail/Head Curtain Loop Commanded	No
Driver (Initiator 2) Roof Rail/Head Curtain Loop Commanded	No
Passenger (Initiator 2) Roof Rail/Head Curtain Loop Commanded	No
Driver (Initiator 3) Roof Rail/Head Curtain Loop Commanded	No
Passenger (Initiator 3) Roof Rail/Head Curtain Loop Commanded	No
Driver Knee Deployment Loop Commanded	No
Passenger Knee Deployment Loop Commanded	No
Second Row Left Pretensioner Deployment Loop Commanded	No
Second Row Right Pretensioner Deployment Loop Commanded	No
Second Row Center Pretensioner Deployment Loop Commanded	No

2G1WT55K281245755 Longitudinal Axis Deployment Data
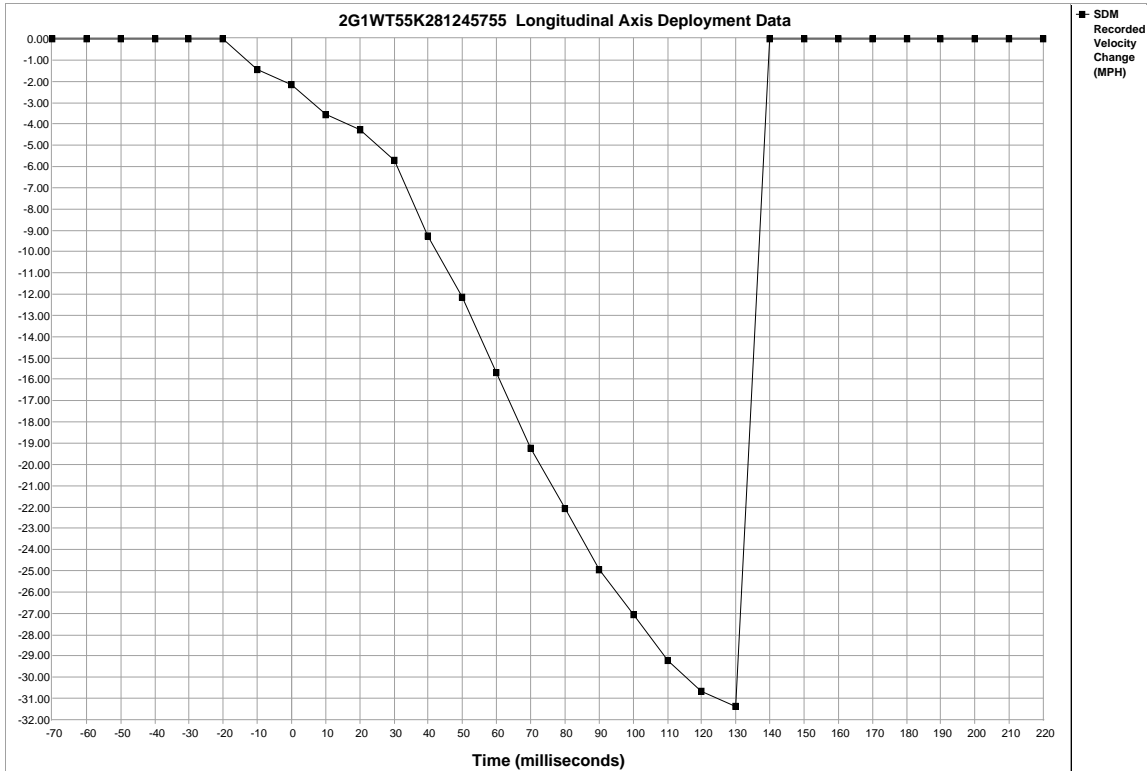
Time (milliseconds)	-70	-60	-50	-40	-30	-20	-10	0	10	20	30	40	50	60	70
SDM Longitudinal Axis Recorded Velocity Change (MPH)	0.00	0.00	0.00	0.00	0.00	0.00	-1.43	-2.14	-3.56	-4.28	-5.70	-9.27	-12.12	-15.68	-19.24
Time (milliseconds)	80	90	100	110	120	130	140	150	160	170	180	190	200	210	220
SDM Longitudinal Axis Recorded Velocity Change (MPH)	-22.09	-24.94	-27.08	-29.22	-30.65	-31.36	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

2G1WT55K281245755 Lateral Axis Deployment Data
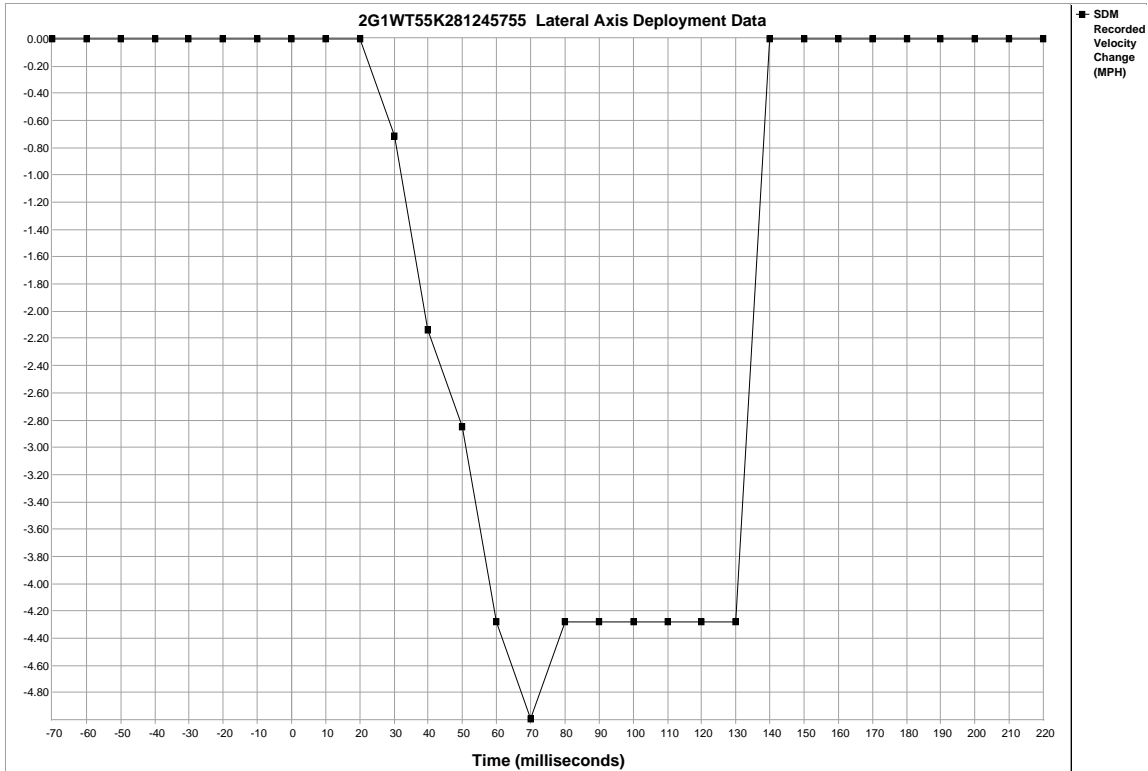
Time (milliseconds)	-70	-60	-50	-40	-30	-20	-10	0	10	20	30	40	50	60	70
SDM Lateral Axis Recorded Velocity Change (MPH)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-0.71	-2.14	-2.85	-4.28	-4.99
Time (milliseconds)	80	90	100	110	120	130	140	150	160	170	180	190	200	210	220
SDM Lateral Axis Recorded Velocity Change (MPH)	-4.28	-4.28	-4.28	-4.28	-4.28	-4.28	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.

```
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$02   00 00 00 00 00 00 00
$03   00 00 00 00 00 00 00
$04   00 00 00 00 00 00 00
$05   00 00 00 00 00 00 00
$06   40 00 00 00 00 00 00
$0A   08 00 00 20 00 00 00
$0B   00 00 00 00 00 00 00
$0C   00 00 00 00 00 00 00
$0D   00 00 00 00 00 00 00
$0E   00 00 00 00 00 00 00
$0F   00 00 00 00 00 00 00
$10   00 00 00 00 00 00 00
$11   29 15 15 00 00 00 00
$12   FF 00 F0 F0 C0 00 00
$13   F3 00 C0 30 40 00 00
$14   F3 00 C0 30 40 00 00
$15   01 02 03 04 00 00 05
$16   06 00 00 00 00 00 00
$17   00 00 00 00 00 00 00
$18   01 03 00 00 00 00 00
$19   07 07 07 07 07 07 07
$1A   07 00 00 00 00 00 00
$1B   00 00 00 00 00 00 00
$1C   00 00 00 00 00 00 00
$1D   00 00 00 00 00 00 00
$1E   01 00 00 00 00 00 00
$1F   00 00 00 00 00 00 00
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$34   00 00 00 00 00 00 00
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$39   00 00 00 00 00 00 00
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$3D   B4 C0 00 00 00 00 00
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$44   1E 1E 1E 29 1D 00 00
$45   30 32 33 34 35 00 00
$46   00 B4 C0 00 00 00 00
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$92   00 00 00 02 10 00 00
$93   FF 19 B0 19 AF 00 00
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$98   00 00 00 00 00 00 00
$99   00 00 00 00 00 00 00
$9A   00 00 00 00 00 00 00
$9B   02 00 03 00 05 00 00
$9C   06 00 08 FF 0D FD 00
$9D   11 FC 16 FA 1B F9 00
$9E   1F FA 23 FA 26 FA 00
$9F   29 FA 2B FA 2C FA 00
$A0   00 00 00 00 00 00 00
$A1   00 00 00 00 00 00 00
$A2   00 00 00 00 00 00 00
$A3   04 54 54 50 00 00 00
$A4   00 00 01 20 01 20 00
$A5   09 0D 00 00 00 00 00

$01   00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
$02   00 00 00 00
$03   00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
$04   00 00 00 00
$05   00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
$06   00 00 00 00
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$0A   00 00 00 00
$0B   00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
$0C   00 00 00 00
```

```
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$0E   00 00 00 00
$0F   74 43 00 00
$22   11 53
$23   47 31 57 FA 35 35 FA FA
$24   47 31 57 FA 35 35 FA FA
$25   47 31 57 FA 35 35 FA 35
$26   47 31 57 FA 35 35 FA 35
$40   00 00
$42   D4 10 10
$43   00 00 FC 9E
$44   C6 00 00 FC 80 40
$45   00 00 0A 0A 64 64 64 64
$46   00 00 00 00 00 00 00 00 00 00 04 64
$47   18 08 08
$B4   41 53 36 33 30 37 45 35 32 30 59 4D 4A 44 34 30
$C1   00 F2 B3 43
$C2   00 F2 F0 01
$CB   00 F2 DD 13
$CC   00 F2 DD 13
$DB   49 41
$DC   48 41
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