

Vehicle Identification Number	2G4WS52M6X1501535
Investigator	
Case Number	
Investigation Date	
Crash Date	
Filename	2G4WS52M6X1501535B.CDR
Saved on	7/17/01 11:58:28 AM
Data check information	8CC479FB
CDR version	Crash Data Retrieval Tool 1.250
Program verification number	16694C94
Interface information	Block number: 00 Interface version: 18 Date: 03-22-01 Checksum: 8700
Events recovered	Near deployment

SDM DATA LIMITATIONS

SDM Recorded Crash Events:

There are two types of SDM recorded crash events. The first is the Near Deployment Event. A Near 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 Near Deployment Event. This event can be overwritten by another Near Deployment event. 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. The first deployment event will be stored in the Deployment file (this would have been the event that deployed the air bag) and the second Deployment Event will be stored in the Near Deployment file. Deployment events can not be overwritten or cleared from the SDM. Once the SDM has deployed the air bag, the SDM must be replaced.

The data in the near deployment file will be locked after a deployment, if the near deployment occurred within 5 seconds before the deployment or a deployment level event occurs within 5 seconds after the deployment.

SDM Data Limitations:

-SDM Adjusted Algorithm Forward Velocity Change:

Once the crash data is downloaded, the CDR tool mathematically adjusts the recorded algorithm forward velocity data to generate an adjusted algorithm forward velocity change (AA/Delta V) that may more closely approximate the forward velocity change the sensing system experienced during the recorded portion of the event. The adjustment takes place within the downloading tool and does not affect the crash data, which remains stored in the SDM. The AA/Delta V may not closely approximate what the sensing system experienced in all types of events. For example, if a crash is preceded by other common events, such as rough road, struck objects, or off-road travel, the AA/Delta V may be less than, and some times significantly less than the actual forward velocity change the sensing system experienced. 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. The SDM will record 100 milliseconds of data after deployment criteria is met and up to 50 milliseconds before deployment criteria is met.

-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 does not receive a valid message for any of the four Pre-Crash data parameters (Vehicle Speed, Engine Speed, Percent Throttle, and Brake Switch Circuit Status).

-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 as unbuckled, even though the driver's seat belt was buckled.

-Passenger Front Air Bag Suppression Switch Circuit Status indicates the status of the Suppression Switch Circuit.

-The Time between Deployment and Near 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 is transmitted, once a second by the Powertrain Control Module (PCM) via the Class 2 data link, to the SDM.

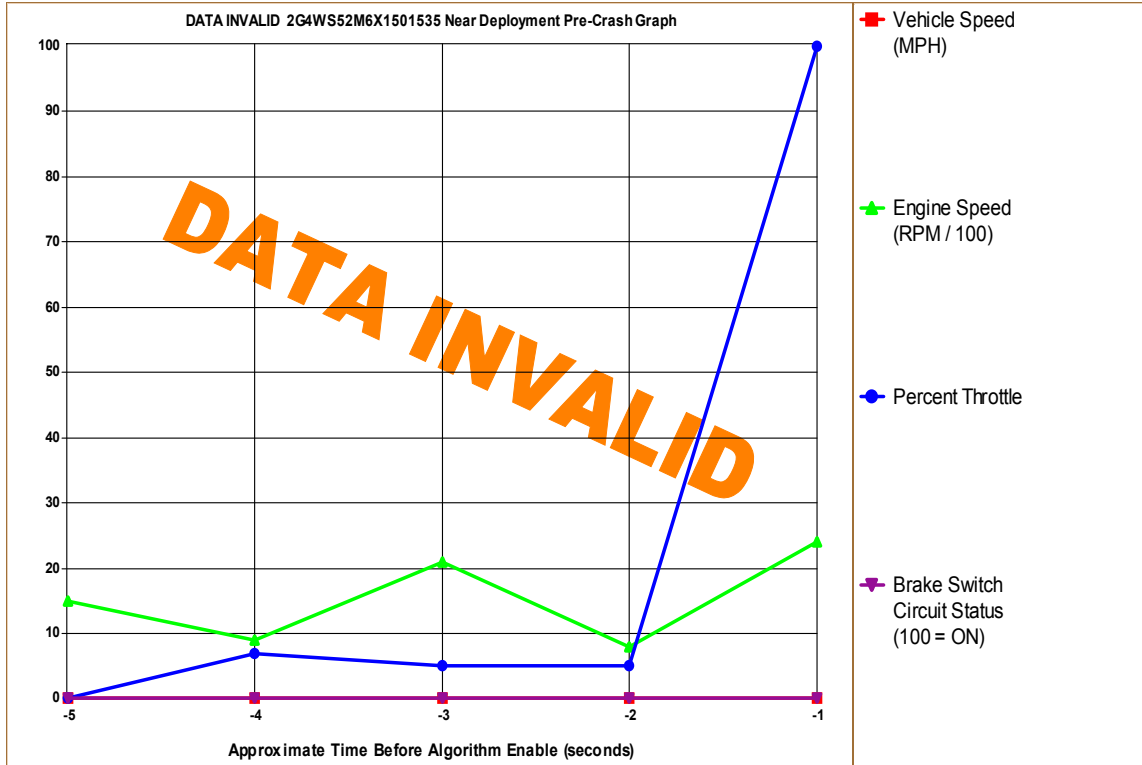
-Brake Switch Circuit Status data is transmitted, once a second by either the ABS module or the PCM via the Class 2 data link, to the SDM. Depending on vehicle option content, the Brake Switch Circuit Status data may not be available.

-In most vehicles, the Driver's Belt Switch Circuit is wired directly to the SDM. In some vehicles, the Driver's Belt Switch Circuit status data is transmitted from the Body Control Module (BCM), via the Class 2 data link, to the SDM.

-The Passenger Front Air Bag Suppression Switch Circuit is wired directly to the SDM.

System Status At Near Deployment

SIR Warning Lamp Status	OFF
Driver's Belt Switch Circuit Status	UNBUCKLED
Passenger Front Air Bag Suppression Switch Circuit Status	Air Bag Not Suppressed
Ignition Cycles At Near Deployment	443



Seconds Before AE	Vehicle Speed (MPH)	Engine Speed (RPM)	Percent Throttle	Brake Switch Circuit Status
-5	0	1472	0	OFF
-4	0	896	7	OFF
-3	0	1112	5	OFF
-2	0	872	5	OFF
-1	0	2432	100	OFF

Hexadecimal Data

This page displays all the data retrieved from the air bag module.
It contains data that is not converted by this program.

```
$01 7C 05 00 00
$02 87 F0
$03 41 53 39 30 30 34
$04 4B 31 50 33 50 31
$05 00
$06 16 23 86 01
$11 8A 8D 8E FF 93 00
$14 03 04 2D 00
$18 82 82 82 C6 FF 00
$1C 34 32 57 42 46 53
$1D 59 34 32 57 4B 4C
$1E 4C 4C
$1F FF 02 00 00
$20 80 00 00 FF 37 FF
$21 FF FF FF FF FF FF
$22 7F FF 38 00 FF 00
$23 00 00 03 04 04 05
$24 07 06 00 00 00 00
$25 00 00 00 02 00 00
$26 00 00 00 00 00 FF
$27 FF 0C 0C 12 00 00
$28 26 0D 21 0E 17 00
$29 FF C8 F8 FF FF FF
$2A FF FF FF FF 00 00
$2B 00 00 00 00 00
$30 FF FF FF FF FF FF
$31 FF FF FF FF FF FF
$32 FF FF FF FF FF FF
$33 FF FF FF FF FF FF
$34 FF FF FF FF FF FF
$35 FF FF FF FF FF FF
$36 FF FF FF FF FF FF
$37 FF FF FF FF FF FF
$38 FF FF FF FF FF FF
$39 FF FF FF FF FF FF
$3A FF FF FF FF
$40 FF FF FF FF FF FF
$41 FF FF FF FF FF FF
$42 FF FF
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Comments

test 1, car 2