Attachment C

LPV into CT 48 MPH Delta-V
No Underride, Unbelted,
Survived

Docket No. NHTSA–2023–0012
Side Underride Guards

Perry L. Ponder, P.E

the fire with Santa during a recent holiday event
ement in Blountstown. DOMENICK ESGRO PHOTO

The crash is being investi
ed by Cpl. W.A. Mathers.

ital after collision with truck traile

An ambulance is shown next to the wreckage of the car that slammed into a log truck trailer. KARA FOWLER PHOT

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	2B3CA3CVXAH285985
User	
Case Number	
EDR Data Imaging Date	08/30/2016
Crash Date	
Filename	2B3CA3CVXAH285985_ACM.CDRX
Saved on	Tuesday, August 30 2016 at 14:24:17
Collected with CDR version	Crash Data Retrieval Tool 14.2
Reported with CDR version	Crash Data Retrieval Tool 14.2
EDR Device Type	Airbag Control Module
Event(s) recovered	Most Recent Event

Comments

No comments entered.

Data Limitations

AIRBAG CONTROL MODULE (ACM) DATA LIMITATIONS:

GENERAL INFORMATION:

CAUTION: During Bench top imaging, make sure the ACM is not moved, tilted or turned over while connected to and powered by the CDR Interface Module. 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 bench top imaging could cause new events to be recorded in the ACM.

The ACM current fault status will be altered if the ACM is powered-up without having all of the other vehicle inputs connected (e.g., bench top imaging). This situation will occur when the CDR tool is connected directly to the ACM. This will not affect the stored fault data information in any of the Event Records. Always make a note in the CDR case comments section when an ACM bench top imaging process is being performed.

The recorded Event will contain Pre-Crash data.

- T0 (where ‘0’ is subscript) (-0.1 sec.) is defined as either:
  - The last sample point in the vehicle data buffer when the ACM commanded a deployment
  - The algorithm wakeup.
  - Please note that the algorithm wakeup may be different for front, side, and roll-over events and their associated parameters.
- 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 modified.
- 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 software during the imaging process.

CDR FILE INFORMATION:

Event(s) Recovered definitions:

- None - There are no stored events in the Airbag Control Module (ACM)
- Not Retrievable - Event Data may be stored in the ACM but is not retrievable by the CDR tool.
- For Continental ACMs:
- 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)
- Event Record 3 - Data from another event is stored in the ACM (not necessarily in chronological order) (for modules with 3 stored events)
- For all other ACMs:
- 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.

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- Etc., (for modules with 3 to 5 stored events)

CDR RECORD INFORMATION:

- The following table provides an explanation of the sign notation for data elements that may be included in this CDR report.

Data Element Name	Positive Sign Notation Indicates
Longitudinal Acceleration	Forward
Delta-V, Longitudinal	Forward
Maximum Delta-V, Longitudinal	Forward
Lateral Acceleration	Left to Right
Delta-V, Lateral	Left to Right
Maximum Delta-V, Lateral	Left to Right
Normal Acceleration	Upward
Vehicle Roll Angle	Left to Right Rotation

- If power to the ACM is lost during an event, all or part of the event data record may not be recorded. Two scenarios may be recorded under this condition:
    - "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 Vehicle Event Recorder Status.
- Note: For the 2010-2012 MY Dodge Journey, Dodge Grand Caravan, Fiat Freemont, Chrysler Town and Country, and Chrysler Grand Voyager, and Lancia Grand Voyager, "interrupted" in Vehicle Event Recorder Status/Event Recorder Status indicates either be a non-deployment event or an interrupted deployment event.
- For ACMs that store non-deployment events, the minimum delta V required to store an event is a delta V of 5 mph (8 km/h) within a 150 ms interval.
- Definitions for Data Blocks 1 - 7 and Overall Data Record Complete:
    1. Crash Record (system status and DTCs)
    2. NHTSA Table #1 Vehicle System data
    3. NHTSA Table #1 Longitudinal delta-V
    4. NHTSA Table #2 Vehicle System Data
    5. NHTSA Table #2 Lateral delta-V - will be a NO if vehicle is not equipped with side sensing
    6. ACM angular rate data - will be a NO if vehicle is not equipped with roll-over sensing
    7. Other Vehicle System Data - Chrysler Specific Data

    Overall Data Record Complete - Yes, No is defined based on the specific vehicle configuration. For example, a NO may be present for a non-applicable data block but a YES may be present for overall data record complete as all of the applicable data is complete.
- For non-NAFTA ACMs that control pedestrian protection devices, a non-deployment event will be also stored when the pedestrian protection devices are activated.
- The Airbag Control Module Configuration indicates the inputs and outputs that the ACM for a particular vehicle monitors and/or controls.
- "Event Number" in the System Status at Event section of the report:
    - Indicates the event number per vehicle ignition cycle for:
        - 2010 - 2012 Sebring, Avenger, Caliber, Nitro, Compass, Liberty, Patriot, Wrangler, and Ram
        - Indicates the overall order of the events for all other applicable vehicles.
- "Total Number of Events Recorded" in the System Status at Event section of the report:
    - Stops incrementing when each event record is recorded by the ACM for:
        - 2010 - 2012 Sebring, Avenger, Caliber, Nitro, Compass, Liberty, Patriot, Wrangler, and Ram
        - Indicates the total number of events that the ACM has recorded for all other applicable vehicles.
- "Operation System Time at Event (min)" in the System Status at Event section of the report is a lifetime timer for the ACM. It indicates the total amount of time the ACM has been powered up.
- "Time from Event 1 to 2 (sec)" in the System Status at Event section of the report indicates the time from t0 of the first event to t0 of the second event. If the value is greater than 5 seconds, ">5" will be displayed.
- Active Head Restraint (AHR) - This refers to the active head restraint systems that are electronically controlled by the ACM.
- For applicable vehicles, a "Yes" for a particular item in the Deployment Command Data section of the report indicates that the ACM commanded the deployment of the associated device. Note: For 2010 MY vehicles equipped with AHR, the AHR deployment will not be recorded in the EDR.
- Pre-Crash data from the various electronic control modules in the vehicle is transmitted to the Airbag Control Module via the vehicle's communication network.
- On 2006-2009 Ram 2500/3500, the Engine RPM recorded is limited to a maximum of 4080 RPM. On the 2008 - 2010 Dodge Grand Caravan, 2008-2010 Chrysler Town and Country and 2009-2010 Dodge Journey, the engine RPM resolution is 256 rpm. On all other vehicles, the resolution is 32 rpm.
- If a recorded event has Engine RPM equal to SNA and Speed, Vehicle Indicated equals SNA for each time stamp, then the data is default data and the event stored in the ACM is not valid.
- The accuracy of the recorded Speed, Vehicle Indicated will be affected if the vehicle had the tire size or the final drive axle ratio changed from the factory build specifications.
- Speed, Vehicle Indicated is reported as an average of the drive wheels.

- On the 2008 - 2009 Dodge Grand Caravan, 2008-2009 Chrysler Town and Country and 2009 Dodge Journey, the vehicle speed resolution is 2 kph. On all other vehicles, the resolution is 1 kph.
- The MIL (Malfunction Indicator Lamp) Status for the various recorded systems indicates the 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.
- For correct polarity of Maximum Delta-V Longitudinal or Maximum Delta-V Lateral, reference the graph and the table of Delta-V values.
- On vehicles equipped with ETC, "Accelerator Pedal, % Full" and "Engine Throttle, % Full" are relative values - relative pedal position and relative engine throttle. These parameters may record values of less than 100% when the pedal/throttle is actually at its maximum. (Max. ~ 77%)

NOTE: 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.

VEHICLE DATA DEFINITIONS:

Vehicle Event Recorder Status definitions:
- For additional definitions, please refer to the CDR Help File Glossary
- ABS MIL (if equip.) - 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.
- ESP MIL (if equip.) - This indicates the ESP/BAS fault indicator lamp status. It will only be "On" when there is a fault or thermal model shutdown in the ESP system. The ESP module DTC's should be read and recorded for final system interpretation.
- ESP Lamp (if equip.) - This is the status of the ESP symbol - "car with squiggly lines" indicator lamp. "On" indicates ESP has been turned off by the driver or has reduced performance and is not an indication of a fault in the system.
- ESP Lamp Flashing Requested (if equip.) - If "Yes", then an ESP, Traction Control or Trailer Sway Control (if equipped) event was active at the time of data capture.
- ESP Disabled (if equip.)- "Yes" indicates that ABS & ESP have been disabled by the driver or due to system performance.
- ESP Functional/Active (if equip.)- "YES" indicates that the ESP system is functional and has no faults.
- Panic Brake Assist Active (if equip.)- "Yes" indicates that all four of the brake circuits are under going ABS control.
- Steering Input (deg) (if equip.):
- Steering Input polarity is positive for right turns on:
    - 2006 - 2007 Grand Cherokee
    - 2006 - 2007 Commander
    - 2005 - 2010 300, Magnum, and Charger
    - 2008 - 2010 Challenger
- Steering Input polarity is negative for right turns on:
    - All other vehicles and model years not specified above
- Yaw Rate (deg/sec) (if equip.): All vehicles have negative yaw rate when making a right turn.
- ETC Lamp - Lamp "ON "indicates there is an active Electronic Throttle DTC.
- ETC Lamp Flashing - If "Yes", then the ETC is in the limp-in mode.
- Engine Torque Applied - If "No", then 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.
- Tire 1 (2) Location (if equip.)- This indicates the location of the tire pressure sensor data. Default is used to indicate that the location of the tire pressure sensor is unknown or there is no tire pressure sensor in the 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 1 (2) Pressure Status (if equip.)- This indicates the actual pressure status of the Tire Location defined in the previous column. Possible values are LOW, NORMAL, HIGH, or SNA for this parameter. Vehicles with Base Tire Pressure Monitoring systems will display NORMAL even though these vehicles do not send actual pressure values across the communication bus.
- Tire 1 (2) Pressure (psi) (if equip.)- This indicates the actual tire pressure value of the Tire Location defined. 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.
- Cruise Control System - "On" indicates that the Cruise Control system is turned on.
  Cruise Control Active - "Yes" indicates the Cruise Control system is actively controlling vehicle speed. "No" indicates the system is NOT controlling vehicle speed.
- (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.

APPLICATION INFORMATION:

- 2005 - 2009 Durango's equipped with side airbags have EDR data that can be imaged by the CDR tool. Durango's not equipped with side airbags have EDR Data that might be imaged by the CDR tool and may be imaged by the supplier.
- For 2005 & 2006 MY, some Chrysler 300, Dodge Magnum, Dodge Charger, Jeep Grand Cherokee, and Jeep Commander models may contain EDR data that can not be imaged by the CDR tool but may be imaged by the supplier.
- For 2006 & 2007 MY, some PT Cruiser models may contain EDR data that can not be imaged by the CDR tool.
- EDR Data is only recorded for frontal deployments in the following vehicles:

- 2005-2007	Durango
- 2006-2007	Ram 1500
- 2006-2009	Ram 2500/3500 Heavy Duty
- 2007	Aspen, Caliber, Compass, Patriot, Nitro, Sebring, Wrangler

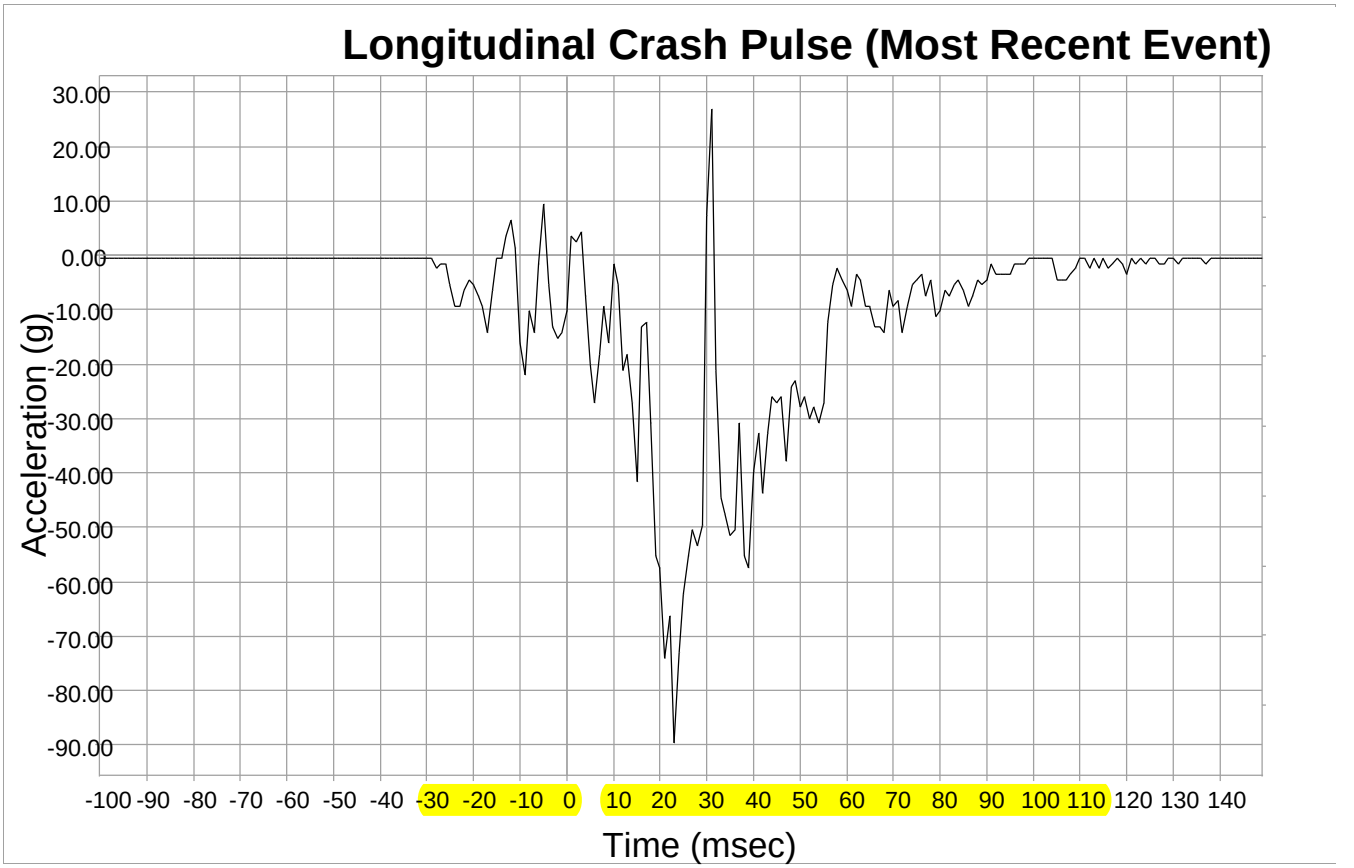
03001_Chrysler_r013

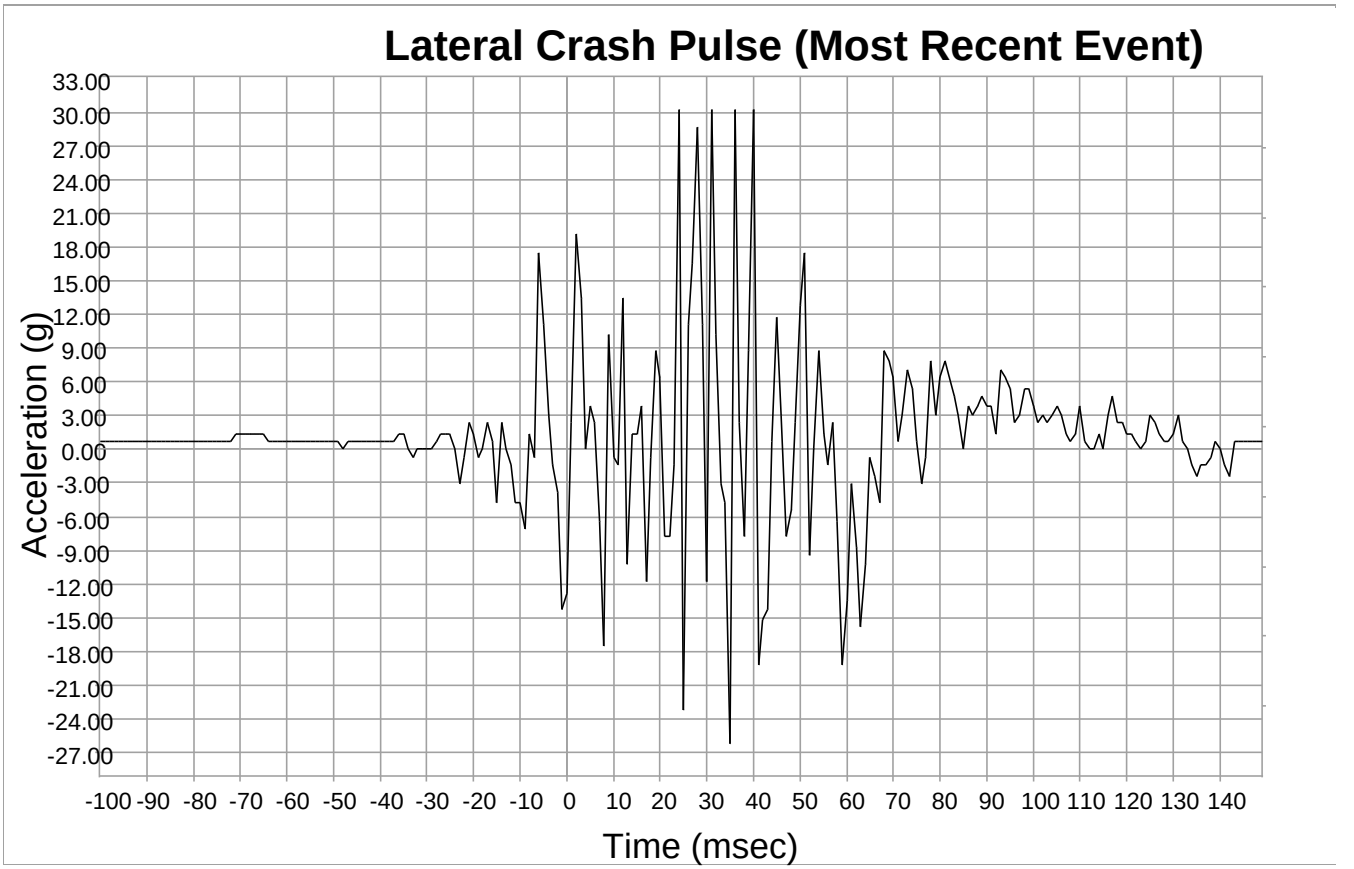
System Status at Retrieval

Original VIN	2B3CA3CVXAH285985
Airbag Control Module Part Number	56054087AC
Airbag Control Module Serial Number	T52MD176000103a
Airbag Control Module Supplier	Bosch

System Configuration at Retrieval

Configured for Driver Seatbelt Switch	No
Configured for Front Center Seatbelt Switch	No
Configured for Front Passenger Seatbelt Switch	No
Configured for 2nd Row Left Seatbelt Switch	No
Configured for 2nd Row Center Seatbelt Switch	No
Configured for 2nd Row Right Seatbelt Switch	No
Configured for 3rd Row Left Seatbelt Switch	No
Configured for 3rd Row Center Seatbelt Switch	No
Configured for 3rd Row Right Seatbelt Switch	No
Configured for Driver Knee Airbag	No
Configured for Left Curtain #1	Yes
Configured for Right Curtain #1	Yes
Configured for Left Curtain #2	No
Configured for Right Curtain #2	No
Configured for Front Driver Seatbelt Pretensioner	Yes
Configured for Front Center Seatbelt Pretensioner	No
Configured for Front Passenger Seatbelt Pretensioner	Yes
Configured for 2nd Row Left Seatbelt Pretensioner	No
Configured for 2nd Row Center Seatbelt Pretensioner	No
Configured for 2nd Row Right Seatbelt Pretensioner	No
Configured for 3rd Row Left Seatbelt Pretensioner	No
Configured for 3rd Row Center Seatbelt Pretensioner	No
Configured for 3rd Row Right Seatbelt Pretensioner	No
Configured for Left Side Sensor #1	Yes
Configured for Left Side Sensor #2	Yes
Configured for Left Side Sensor #3	No
Configured for Right Side Sensor #1	Yes
Configured for Right Side Sensor #2	Yes
Configured for Right Side Sensor #3	No
Configured for Left Up Front Sensor	Yes
Configured for Right Up Front Sensor	Yes
Configured for Front Driver Digressive Load Limiter	No
Configured for Front Passenger Digressive Load Limiter	No
Configured for Driver Seat Track Position Sensor	Yes
Configured for Front Passenger Seat Track Position Sensor	No
Configured for Driver Airbag Disable Switch	No
Configured for Passenger Airbag Disable Switch	No
Configured for Front Passenger Occupant Classification System	No
Configured for Right Side Thorax	No
Configured for Left Side Thorax	No
Configured for Passenger Knee Airbag	No
Configured for Passenger Belt Tension Sensor	No
Configured for Driver Belt Tension Sensor	No
Configured for Occupant Detection Sensor	No
Configured for DOC Disable Switch	No


Longitudinal Crash Pulse (Most Recent Event)
Acceleration (g)
30.00
20.00
10.00
0.00
-10.00
-20.00
-30.00
-40.00
-50.00
-60.00
-70.00
-80.00
-90.00
-100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140
Time (msec)


Lateral Crash Pulse (Most Recent Event)
Acceleration (g)
33.00
30.00
27.00
24.00
21.00
18.00
15.00
12.00
9.00
6.00
3.00
0.00
-3.00
-6.00
-9.00
-12.00
-15.00
-18.00
-21.00
-24.00
-27.00
-100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140
Time (msec)

Longitudinal Crash Pulse (Most Recent Event)

Time (msec)	Longitudinal Acceleration (g)	Time (msec)	Longitudinal Acceleration (g)	Time (msec)	Longitudinal Acceleration (g)
-100	-0.49	-50	-0.49	0	-10.30
-99	-0.49	-49	-0.49	1	3.43
-98	-0.49	-48	-0.49	2	2.45
-97	-0.49	-47	-0.49	3	4.41
-96	-0.49	-46	-0.49	4	-7.35
-95	-0.49	-45	-0.49	5	-20.10
-94	-0.49	-44	-0.49	6	-26.96
-93	-0.49	-43	-0.49	7	-18.14
-92	-0.49	-42	-0.49	8	-9.31
-91	-0.49	-41	-0.49	9	-16.18
-90	-0.49	-40	-0.49	10	-1.47
-89	-0.49	-39	-0.49	11	-5.39
-88	-0.49	-38	-0.49	12	-21.08
-87	-0.49	-37	-0.49	13	-18.14
-86	-0.49	-36	-0.49	14	-26.96
-85	-0.49	-35	-0.49	15	-41.67
-84	-0.49	-34	-0.49	16	-13.24
-83	-0.49	-33	-0.49	17	-12.26
-82	-0.49	-32	-0.49	18	-30.88
-81	-0.49	-31	-0.49	19	-55.39
-80	-0.49	-30	-0.49	20	-57.35
-79	-0.49	-29	-0.49	21	-74.02
-78	-0.49	-28	-2.45	22	-66.18
-77	-0.49	-27	-1.47	23	-89.71
-76	-0.49	-26	-1.47	24	-73.04
-75	-0.49	-25	-5.39	25	-62.26
-74	-0.49	-24	-9.31	26	-55.39
-73	-0.49	-23	-9.31	27	-50.49
-72	-0.49	-22	-6.37	28	-53.43
-71	-0.49	-21	-4.41	29	-49.51
-70	-0.49	-20	-5.39	30	7.35
-69	-0.49	-19	-7.35	31	26.96
-68	-0.49	-18	-9.31	32	-21.08
-67	-0.49	-17	-14.22	33	-44.61
-66	-0.49	-16	-6.37	34	-47.55
-65	-0.49	-15	-0.49	35	-51.47
-64	-0.49	-14	-0.49	36	-50.49
-63	-0.49	-13	3.43	37	-30.88
-62	-0.49	-12	6.37	38	-55.39
-61	-0.49	-11	1.47	39	-57.35
-60	-0.49	-10	-16.18	40	-39.71
-59	-0.49	-9	-22.06	41	-32.84
-58	-0.49	-8	-10.30	42	-43.63
-57	-0.49	-7	-14.22	43	-32.84
-56	-0.49	-6	-1.47	44	-25.98
-55	-0.49	-5	9.31	45	-26.96
-54	-0.49	-4	-5.39	46	-25.98
-53	-0.49	-3	-13.24	47	-37.75
-52	-0.49	-2	-15.20	48	-24.02
-51	-0.49	-1	-14.22	49	-23.04

Longitudinal Crash Pulse (Most Recent Event)

Time (msec)	Longitudinal Acceleration (g)	Time (msec)	Longitudinal Acceleration (g)
50	-27.94	100	-0.49
51	-25.98	101	-0.49
52	-29.90	102	-0.49
53	-27.94	103	-0.49
54	-30.88	104	-0.49
55	-26.96	105	-4.41
56	-12.26	106	-4.41
57	-5.39	107	-4.41
58	-2.45	108	-3.43
59	-4.41	109	-2.45
60	-6.37	110	-0.49
61	-9.31	111	-0.49
62	-3.43	112	-2.45
63	-4.41	113	-0.49
64	-9.31	114	-2.45
65	-9.31	115	-0.49
66	-13.24	116	-2.45
67	-13.24	117	-1.47
68	-14.22	118	-0.49
69	-6.37	119	-1.47
70	-9.31	120	-3.43
71	-8.33	121	-0.49
72	-14.22	122	-1.47
73	-9.31	123	-0.49
74	-5.39	124	-1.47
75	-4.41	125	-0.49
76	-3.43	126	-0.49
77	-7.35	127	-1.47
78	-4.41	128	-1.47
79	-11.28	129	-0.49
80	-10.30	130	-0.49
81	-6.37	131	-1.47
82	-7.35	132	-0.49
83	-5.39	133	-0.49
84	-4.41	134	-0.49
85	-6.37	135	-0.49
86	-9.31	136	-0.49
87	-7.35	137	-1.47
88	-4.41	138	-0.49
89	-5.39	139	-0.49
90	-4.41	140	-0.49
91	-1.47	141	-0.49
92	-3.43	142	-0.49
93	-3.43	143	-0.49
94	-3.43	144	-0.49
95	-3.43	145	-0.49
96	-1.47	146	-0.49
97	-1.47	147	-0.49
98	-1.47	148	-0.49
99	-0.49	149	-0.49

Lateral Crash Pulse (Most Recent Event)

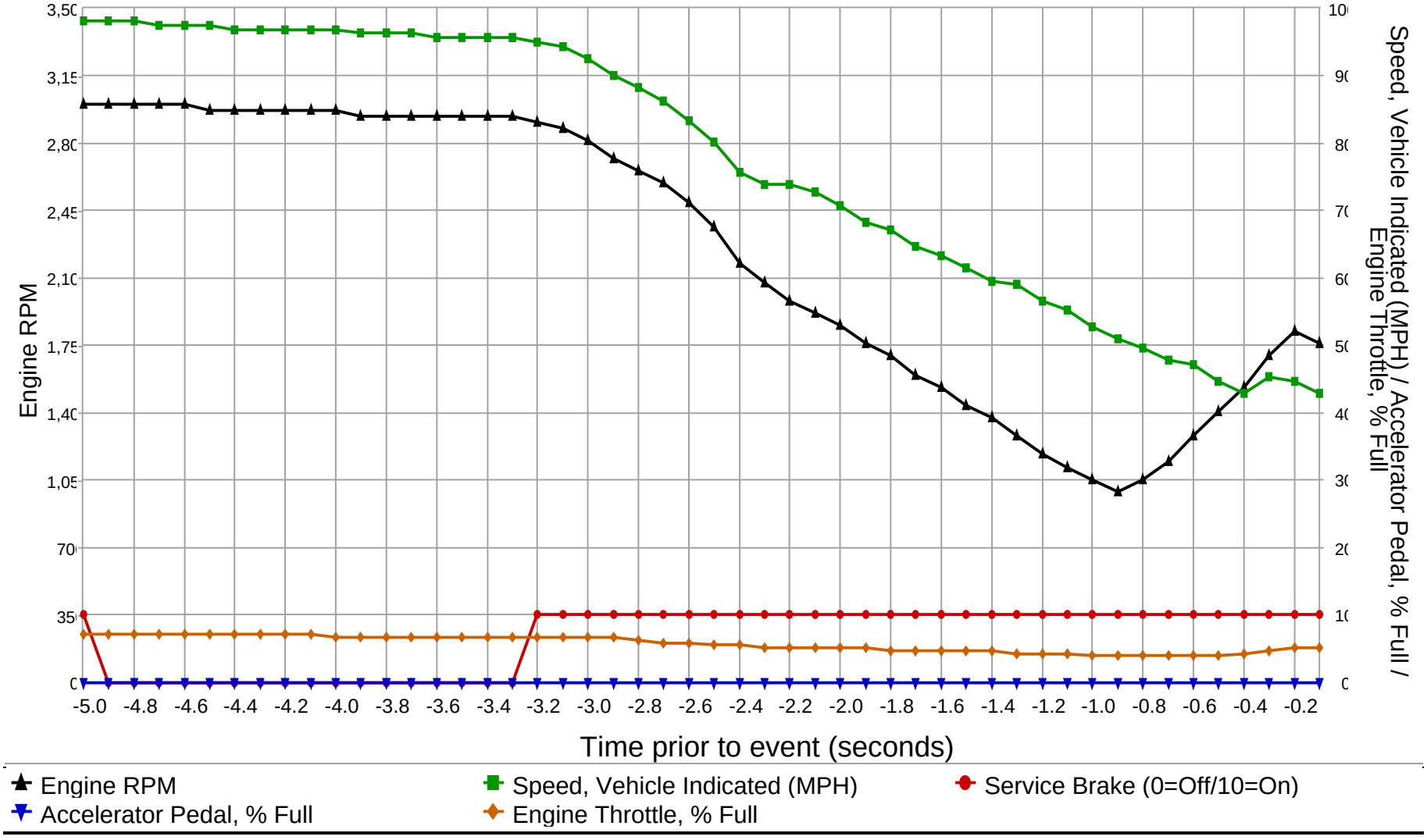
Time (msec)	Lateral Acceleration (g)	Time (msec)	Lateral Acceleration (g)	Time (msec)	Lateral Acceleration (g)
-100	0.71	-50	0.71	0	-12.79
-99	0.71	-49	0.71	1	2.36
-98	0.71	-48	0.00	2	19.17
-97	0.71	-47	0.71	3	13.49
-96	0.71	-46	0.71	4	0.00
-95	0.71	-45	0.71	5	3.79
-94	0.71	-44	0.71	6	2.36
-93	0.71	-43	0.71	7	-6.39
-92	0.71	-42	0.71	8	-17.52
-91	0.71	-41	0.71	9	10.18
-90	0.71	-40	0.71	10	-0.71
-89	0.71	-39	0.71	11	-1.42
-88	0.71	-38	0.71	12	13.49
-87	0.71	-37	0.71	13	-10.18
-86	0.71	-36	1.42	14	1.42
-85	0.71	-35	1.42	15	1.42
-84	0.71	-34	0.00	16	3.79
-83	0.71	-33	-0.71	17	-11.84
-82	0.71	-32	0.00	18	-0.71
-81	0.71	-31	0.00	19	8.76
-80	0.71	-30	0.00	20	6.39
-79	0.71	-29	0.00	21	-7.82
-78	0.71	-28	0.71	22	-7.82
-77	0.71	-27	1.42	23	-1.42
-76	0.71	-26	1.42	24	30.30
-75	0.71	-25	1.42	25	-23.20
-74	0.71	-24	0.00	26	11.12
-73	0.71	-23	-3.08	27	16.57
-72	0.71	-22	-0.71	28	28.64
-71	1.42	-21	2.36	29	11.12
-70	1.42	-20	1.42	30	-11.84
-69	1.42	-19	-0.71	31	30.30
-68	1.42	-18	0.00	32	10.18
-67	1.42	-17	2.36	33	-3.08
-66	1.42	-16	0.71	34	-4.74
-65	1.42	-15	-4.74	35	-26.28
-64	0.71	-14	2.36	36	30.30
-63	0.71	-13	0.00	37	2.36
-62	0.71	-12	-1.42	38	-7.82
-61	0.71	-11	-4.74	39	8.76
-60	0.71	-10	-4.74	40	30.30
-59	0.71	-9	-7.10	41	-19.18
-58	0.71	-8	1.42	42	-15.15
-57	0.71	-7	-0.71	43	-14.21
-56	0.71	-6	17.52	44	0.71
-55	0.71	-5	11.12	45	11.83
-54	0.71	-4	3.07	46	3.07
-53	0.71	-3	-1.42	47	-7.82
-52	0.71	-2	-3.79	48	-5.45
-51	0.71	-1	-14.21	49	2.36

Lateral Crash Pulse (Most Recent Event)

Time (msec)	Lateral Acceleration (g)	Time (msec)	Lateral Acceleration (g)
50	12.78	100	3.79
51	17.52	101	2.36
52	-9.47	102	3.07
53	0.00	103	2.36
54	8.76	104	3.07
55	1.42	105	3.79
56	-1.42	106	3.07
57	2.36	107	1.42
58	-6.39	108	0.71
59	-19.18	109	1.42
60	-13.50	110	3.79
61	-3.08	111	0.71
62	-8.76	112	0.00
63	-15.86	113	0.00
64	-10.18	114	1.42
65	-0.71	115	0.00
66	-2.37	116	3.07
67	-4.74	117	4.73
68	8.76	118	2.36
69	7.81	119	2.36
70	6.39	120	1.42
71	0.71	121	1.42
72	3.07	122	0.71
73	7.10	123	0.00
74	5.44	124	0.71
75	0.71	125	3.07
76	-3.08	126	2.36
77	-0.71	127	1.42
78	7.81	128	0.71
79	3.07	129	0.71
80	6.39	130	1.42
81	7.81	131	3.07
82	6.39	132	0.71
83	4.73	133	0.00
84	3.07	134	-1.42
85	0.00	135	-2.37
86	3.79	136	-1.42
87	3.07	137	-1.42
88	3.79	138	-0.71
89	4.73	139	0.71
90	3.79	140	0.00
91	3.79	141	-1.42
92	1.42	142	-2.37
93	7.10	143	0.71
94	6.39	144	0.71
95	5.44	145	0.71
96	2.36	146	0.71
97	3.07	147	0.71
98	5.44	148	0.71
99	5.44	149	0.71

BOSCH

Pre-Crash Data (Most Recent Event)



SNA values will not be plotted on the graph

Pre-Crash Data (Most Recent Event - table 1 of 5)

(the most recent sampled values are recorded prior to the event)

Time Stamp (sec)	Vehicle Event Recorder Status	Engine RPM	Speed, Vehicle Indicated (MPH [km/h])	Engine Throttle, % Full	Accelerator Pedal, % Full	Raw Manifold Pressure (kPa)	Service Brake	Brake Switch #2 Status	Brake Lamps On
-5.0	Complete	3,008	98 [158]	7.1	0.0	18	On	Closed	Yes
-4.9	Complete	3,008	98 [158]	7.1	0.0	18	Off	Open	No
-4.8	Complete	3,008	98 [158]	7.1	0.0	18	Off	Open	No
-4.7	Complete	3,008	98 [157]	7.1	0.0	18	Off	Open	No
-4.6	Complete	3,008	98 [157]	7.1	0.0	18	Off	Open	No
-4.5	Complete	2,976	98 [157]	7.1	0.0	18	Off	Open	No
-4.4	Complete	2,976	97 [156]	7.1	0.0	18	Off	Open	No
-4.3	Complete	2,976	97 [156]	7.1	0.0	18	Off	Open	No
-4.2	Complete	2,976	97 [156]	7.1	0.0	18	Off	Open	No
-4.1	Complete	2,976	97 [156]	7.1	0.0	18	Off	Open	No
-4.0	Complete	2,976	97 [156]	6.7	0.0	18	Off	Open	No
-3.9	Complete	2,944	96 [155]	6.7	0.0	18	Off	Open	No
-3.8	Complete	2,944	96 [155]	6.7	0.0	18	Off	Open	No
-3.7	Complete	2,944	96 [155]	6.7	0.0	18	Off	Open	No
-3.6	Complete	2,944	96 [154]	6.7	0.0	18	Off	Open	No
-3.5	Complete	2,944	96 [154]	6.7	0.0	18	Off	Open	No
-3.4	Complete	2,944	96 [154]	6.7	0.0	18	Off	Open	No
-3.3	Complete	2,944	96 [154]	6.7	0.0	18	Off	Open	No
-3.2	Complete	2,912	95 [153]	6.7	0.0	18	On	Closed	Yes
-3.1	Complete	2,880	94 [152]	6.7	0.0	18	On	Closed	Yes
-3.0	Complete	2,816	93 [149]	6.7	0.0	19	On	Closed	Yes
-2.9	Complete	2,720	90 [145]	6.7	0.0	19	On	Closed	Yes
-2.8	Complete	2,656	88 [142]	6.3	0.0	19	On	Closed	Yes
-2.7	Complete	2,592	86 [139]	5.9	0.0	20	On	Closed	Yes
-2.6	Complete	2,496	83 [134]	5.9	0.0	20	On	Closed	Yes
-2.5	Complete	2,368	80 [129]	5.5	0.0	20	On	Closed	Yes
-2.4	Complete	2,176	76 [122]	5.5	0.0	21	On	Closed	Yes
-2.3	Complete	2,080	74 [119]	5.1	0.0	21	On	Closed	Yes
-2.2	Complete	1,984	74 [119]	5.1	0.0	21	On	Closed	Yes
-2.1	Complete	1,920	73 [117]	5.1	0.0	21	On	Closed	Yes
-2.0	Complete	1,856	71 [114]	5.1	0.0	21	On	Closed	Yes
-1.9	Complete	1,760	68 [110]	5.1	0.0	22	On	Closed	Yes
-1.8	Complete	1,696	67 [108]	4.7	0.0	22	On	Closed	Yes
-1.7	Complete	1,600	65 [104]	4.7	0.0	22	On	Closed	Yes
-1.6	Complete	1,536	63 [102]	4.7	0.0	22	On	Closed	Yes
-1.5	Complete	1,440	62 [99]	4.7	0.0	23	On	Closed	Yes
-1.4	Complete	1,376	60 [96]	4.7	0.0	23	On	Closed	Yes
-1.3	Complete	1,280	59 [95]	4.3	0.0	24	On	Closed	Yes
-1.2	Complete	1,184	57 [91]	4.3	0.0	25	On	Closed	Yes
-1.1	Complete	1,120	55 [89]	4.3	0.0	25	On	Closed	Yes
-1.0	Complete	1,056	53 [85]	3.9	0.0	26	On	Closed	Yes
-0.9	Complete	992	51 [82]	3.9	0.0	26	On	Closed	Yes
-0.8	Complete	1,056	50 [80]	3.9	0.0	27	On	Closed	Yes
-0.7	Complete	1,152	48 [77]	3.9	0.0	27	On	Closed	Yes
-0.6	Complete	1,280	47 [76]	3.9	0.0	26	On	Closed	Yes
-0.5	Complete	1,408	45 [72]	3.9	0.0	26	On	Closed	Yes
-0.4	Complete	1,536	43 [69]	4.3	0.0	25	On	Closed	Yes
-0.3	Complete	1,696	45 [73]	4.7	0.0	24	On	Closed	Yes
-0.2	Complete	1,824	45 [72]	5.1	0.0	23	On	Closed	Yes
-0.1	Complete	1,760	43 [69]	5.1	0.0	22	On	Closed	Yes

Pre-Crash Data (Most Recent Event - table 2 of 5)

(the most recent sampled values are recorded prior to the event)

Time Stamp (sec)	Panic Brake Assist Active (if equip.)	ABS MIL (if equip.)	ESP MIL (if equip.)	ESP Lamp (if equip.)	ESP Lamp Flashing Requested (if equip.)	ESP Disabled (if equip.)	ESP Active (if equip.)
-5.0	No	Off	Off	Off	No	No	Yes
-4.9	No	Off	Off	Off	No	No	Yes
-4.8	No	Off	Off	Off	No	No	Yes
-4.7	No	Off	Off	Off	No	No	Yes
-4.6	No	Off	Off	Off	No	No	Yes
-4.5	No	Off	Off	Off	No	No	Yes
-4.4	No	Off	Off	Off	No	No	Yes
-4.3	No	Off	Off	Off	No	No	Yes
-4.2	No	Off	Off	Off	No	No	Yes
-4.1	No	Off	Off	Off	No	No	Yes
-4.0	No	Off	Off	Off	No	No	Yes
-3.9	No	Off	Off	Off	No	No	Yes
-3.8	No	Off	Off	Off	No	No	Yes
-3.7	No	Off	Off	Off	No	No	Yes
-3.6	No	Off	Off	Off	No	No	Yes
-3.5	No	Off	Off	Off	No	No	Yes
-3.4	No	Off	Off	Off	No	No	Yes
-3.3	No	Off	Off	Off	No	No	Yes
-3.2	No	Off	Off	Off	No	No	Yes
-3.1	No	Off	Off	Off	No	No	Yes
-3.0	No	Off	Off	Off	No	No	Yes
-2.9	No	Off	Off	Off	No	No	Yes
-2.8	No	Off	Off	Off	No	No	Yes
-2.7	No	Off	Off	Off	No	No	Yes
-2.6	No	Off	Off	Off	No	No	Yes
-2.5	No	Off	Off	Off	No	No	Yes
-2.4	No	Off	Off	Off	No	No	Yes
-2.3	No	Off	Off	Off	No	No	Yes
-2.2	No	Off	Off	Off	No	No	Yes
-2.1	No	Off	Off	Off	No	No	Yes
-2.0	No	Off	Off	Off	No	No	Yes
-1.9	No	Off	Off	Off	No	No	Yes
-1.8	No	Off	Off	Off	No	No	Yes
-1.7	No	Off	Off	Off	No	No	Yes
-1.6	No	Off	Off	Off	No	No	Yes
-1.5	No	Off	Off	Off	No	No	Yes
-1.4	No	Off	Off	Off	No	No	Yes
-1.3	No	Off	Off	Off	No	No	Yes
-1.2	No	Off	Off	Off	No	No	Yes
-1.1	No	Off	Off	Off	No	No	Yes
-1.0	No	Off	Off	Off	No	No	Yes
-0.9	No	Off	Off	Off	No	No	Yes
-0.8	No	Off	Off	Off	No	No	Yes
-0.7	No	Off	Off	Off	No	No	Yes
-0.6	No	Off	Off	Off	No	No	Yes
-0.5	No	Off	Off	Off	No	No	Yes
-0.4	No	Off	Off	Off	No	No	Yes
-0.3	No	Off	Off	Off	No	No	Yes
-0.2	No	Off	Off	Off	No	No	Yes
-0.1	No	Off	Off	Off	No	No	Yes

Pre-Crash Data (Most Recent Event - table 3 of 5)

(the most recent sampled values are recorded prior to the event)

Time Stamp (sec)	Steering Input (deg) (if equip.)	Yaw Rate (deg/sec) (if equip.)	Wheel Speed LF (RPM) (if equip.)	Wheel Speed RF (RPM) (if equip.)	Wheel Speed LR (RPM) (if equip.)	Wheel Speed RR (RPM) (if equip.)
-5.0	2	0	1,217	1,211	1,213	1,212
-4.9	4	0	1,209	1,213	1,211	1,221
-4.8	4	0	1,210	1,206	1,209	1,202
-4.7	4	-1	1,206	1,206	1,204	1,208
-4.6	2	-1	1,203	1,195	1,198	1,207
-4.5	2	-1	1,203	1,201	1,204	1,206
-4.4	2	0	1,202	1,205	1,188	1,192
-4.3	4	0	1,203	1,198	1,194	1,192
-4.2	2	0	1,200	1,196	1,196	1,193
-4.1	2	0	1,195	1,193	1,193	1,198
-4.0	2	0	1,192	1,192	1,191	1,196
-3.9	2	0	1,191	1,190	1,189	1,193
-3.8	2	0	1,188	1,187	1,187	1,191
-3.7	2	0	1,186	1,186	1,185	1,189
-3.6	2	0	1,183	1,183	1,183	1,186
-3.5	2	0	1,186	1,180	1,180	1,185
-3.4	4	0	1,183	1,178	1,178	1,183
-3.3	4	-1	1,180	1,174	1,175	1,182
-3.2	4	-1	1,166	1,160	1,167	1,175
-3.1	4	0	1,142	1,131	1,148	1,157
-3.0	2	0	1,113	1,108	1,120	1,126
-2.9	2	0	1,096	1,095	1,094	1,096
-2.8	2	0	1,075	1,081	1,064	1,074
-2.7	4	0	1,027	1,024	1,041	1,049
-2.6	6	0	983	974	997	1,011
-2.5	6	-2	937	933	948	956
-2.4	8	-2	931	887	916	894
-2.3	8	-2	942	854	934	911
-2.2	8	-2	923	912	913	905
-2.1	8	-2	906	894	896	874
-2.0	8	-2	871	850	865	844
-1.9	10	-3	842	800	849	816
-1.8	22	-3	824	742	825	803
-1.7	38	-4	798	745	814	755
-1.6	46	-7	766	655	792	766
-1.5	46	-8	713	687	757	712
-1.4	56	-8	657	692	745	724
-1.3	58	-8	717	395	724	696
-1.2	60	-8	689	427	710	663
-1.1	86	-6	607	504	692	650
-1.0	128	-8	595	585	676	576
-0.9	132	-12	584	582	666	515
-0.8	152	-13	531	618	644	465
-0.7	174	-10	550	568	631	505
-0.6	178	-10	584	519	609	456
-0.5	188	-13	455	557	602	429
-0.4	198	-17	477	559	583	525
-0.3	204	-16	455	487	580	551
-0.2	202	-13	472	523	567	486
-0.1	200	-15	503	507	552	384

Pre-Crash Data (Most Recent Event - table 4 of 5)

(the most recent sampled values are recorded prior to the event)

Time Stamp (sec)	ETC Lamp (if equip.)	ETC Lamp Flashing (if equip.)	Engine Torque Applied	Shift Gear Position (if equip.)	Cruise Control System	Cruise Control Active
-5.0	Off	No	Yes	Drive	Off	No
-4.9	Off	No	Yes	Drive	Off	No
-4.8	Off	No	Yes	Drive	Off	No
-4.7	Off	No	Yes	Drive	Off	No
-4.6	Off	No	Yes	Drive	Off	No
-4.5	Off	No	Yes	Drive	Off	No
-4.4	Off	No	Yes	Drive	Off	No
-4.3	Off	No	Yes	Drive	Off	No
-4.2	Off	No	Yes	Drive	Off	No
-4.1	Off	No	Yes	Drive	Off	No
-4.0	Off	No	Yes	Drive	Off	No
-3.9	Off	No	Yes	Drive	Off	No
-3.8	Off	No	Yes	Drive	Off	No
-3.7	Off	No	Yes	Drive	Off	No
-3.6	Off	No	Yes	Drive	Off	No
-3.5	Off	No	Yes	Drive	Off	No
-3.4	Off	No	Yes	Drive	Off	No
-3.3	Off	No	Yes	Drive	Off	No
-3.2	Off	No	Yes	Drive	Off	No
-3.1	Off	No	Yes	Drive	Off	No
-3.0	Off	No	Yes	Drive	Off	No
-2.9	Off	No	Yes	Drive	Off	No
-2.8	Off	No	Yes	Drive	Off	No
-2.7	Off	No	Yes	Drive	Off	No
-2.6	Off	No	Yes	Drive	Off	No
-2.5	Off	No	Yes	Drive	Off	No
-2.4	Off	No	Yes	Drive	Off	No
-2.3	Off	No	Yes	Drive	Off	No
-2.2	Off	No	Yes	Drive	Off	No
-2.1	Off	No	Yes	Drive	Off	No
-2.0	Off	No	Yes	Drive	Off	No
-1.9	Off	No	Yes	Drive	Off	No
-1.8	Off	No	Yes	Drive	Off	No
-1.7	Off	No	Yes	Drive	Off	No
-1.6	Off	No	Yes	Drive	Off	No
-1.5	Off	No	Yes	Drive	Off	No
-1.4	Off	No	Yes	Drive	Off	No
-1.3	Off	No	Yes	3rd Gear	Off	No
-1.2	Off	No	Yes	3rd Gear	Off	No
-1.1	Off	No	Yes	3rd Gear	Off	No
-1.0	Off	No	Yes	3rd Gear	Off	No
-0.9	Off	No	Yes	3rd Gear	Off	No
-0.8	Off	No	Yes	3rd Gear	Off	No
-0.7	Off	No	Yes	3rd Gear	Off	No
-0.6	Off	No	Yes	Low	Off	No
-0.5	Off	No	Yes	Low	Off	No
-0.4	Off	No	Yes	Low	Off	No
-0.3	Off	No	Yes	Low	Off	No
-0.2	Off	No	Yes	Low	Off	No
-0.1	Off	No	Yes	Low	Off	No

Pre-Crash Data (Most Recent Event - table 5 of 5)

(the most recent sampled values are recorded prior to the event)

Time Stamp (sec)	Tire Pressure Monitor Faults (if equip.)	Tire 1 Location (if equip.)	Tire 1 Pressure Status (if equip.)	Tire 1 Pressure (psi) (if equip.)	Tire 2 Location (if equip.)	Tire 2 Pressure Status (if equip.)	Tire 2 Pressure (psi) (if equip.)
-5.0	No	LF	Normal	37	RF	Normal	30
-4.9	No	LF	Normal	37	RF	Normal	30
-4.8	No	LF	Normal	37	RF	Normal	30
-4.7	No	LF	Normal	37	RF	Normal	30
-4.6	No	LF	Normal	37	RF	Normal	30
-4.5	No	LF	Normal	37	RF	Normal	30
-4.4	No	LF	Normal	37	RF	Normal	30
-4.3	No	LF	Normal	37	RF	Normal	30
-4.2	No	LR	Normal	39	RR	Normal	27
-4.1	No	LR	Normal	39	RR	Normal	27
-4.0	No	LR	Normal	39	RR	Normal	27
-3.9	No	LR	Normal	39	RR	Normal	27
-3.8	No	LR	Normal	39	RR	Normal	27
-3.7	No	LR	Normal	39	RR	Normal	27
-3.6	No	LR	Normal	39	RR	Normal	27
-3.5	No	LR	Normal	39	RR	Normal	27
-3.4	No	LR	Normal	39	RR	Normal	27
-3.3	No	LR	Normal	39	RR	Normal	27
-3.2	No	LF	Normal	37	RF	Normal	30
-3.1	No	LF	Normal	37	RF	Normal	30
-3.0	No	LF	Normal	37	RF	Normal	30
-2.9	No	LF	Normal	37	RF	Normal	30
-2.8	No	LF	Normal	37	RF	Normal	30
-2.7	No	LF	Normal	37	RF	Normal	30
-2.6	No	LF	Normal	37	RF	Normal	30
-2.5	No	LF	Normal	37	RF	Normal	30
-2.4	No	LF	Normal	37	RF	Normal	30
-2.3	No	LF	Normal	37	RF	Normal	30
-2.2	No	LR	Normal	39	RR	Normal	27
-2.1	No	LR	Normal	39	RR	Normal	27
-2.0	No	LR	Normal	39	RR	Normal	27
-1.9	No	LR	Normal	39	RR	Normal	27
-1.8	No	LR	Normal	39	RR	Normal	27
-1.7	No	LR	Normal	39	RR	Normal	27
-1.6	No	LR	Normal	39	RR	Normal	27
-1.5	No	LR	Normal	39	RR	Normal	27
-1.4	No	LR	Normal	39	RR	Normal	27
-1.3	No	LR	Normal	39	RR	Normal	27
-1.2	No	LF	Normal	37	RF	Normal	30
-1.1	No	LF	Normal	37	RF	Normal	30
-1.0	No	LF	Normal	37	RF	Normal	30
-0.9	No	LF	Normal	37	RF	Normal	30
-0.8	No	LF	Normal	37	RF	Normal	30
-0.7	No	LF	Normal	37	RF	Normal	30
-0.6	No	LF	Normal	37	RF	Normal	30
-0.5	No	LF	Normal	37	RF	Normal	30
-0.4	No	LF	Normal	37	RF	Normal	30
-0.3	No	LF	Normal	37	RF	Normal	30
-0.2	No	LR	Normal	39	RR	Normal	27
-0.1	No	LR	Normal	39	RR	Normal	27

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.

```
5A 87 02 03 03 03 80 12 02 0E 12 02 35 36 30 35 34 30 38 37 41 43

5A 88 32 42 33 43 41 33 43 56 58 41 48 32 38 35 39 38 35

5A 90 32 42 33 43 41 33 43 56 58 41 48 32 38 35 39 38 35

61 0D FF

61 E1 54 35 32 4D 44 31 37 36 30 30 30 31 30 33

61 EA 00 98 02 DB C0 91 40

71 02 01 00 CC 01 37 45 01 C2 FF C4 50 C3 ED C3 F6 79 D1 00 81 00 01 01 29 D6 16 0B 1C 0D 00
CC 01 4C 01 03 27 0C 1B 00 00 01 11 90 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 01 CC 01 39 48 01 C3 CB C4 6D C3 AF C4 15 7A E3 00 81 00 01 01 29 D6 16 00 1D 0D 00
CC 01 4C 01 03 27 0C 1B 00 00 01 11 94 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 02 CC 01 35 49 01 C4 4E C4 87 C3 8D C3 CD 79 92 00 81 00 01 01 29 D7 16 0B 1E 0C 00
CC 01 4C 01 01 25 02 1E 00 00 01 11 98 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 03 CC 01 30 45 01 C4 19 C4 8E C3 BA C4 5D 79 00 00 81 00 01 01 27 D8 16 0B 1F 0B 00
CC 01 4C 01 01 25 02 1E 00 00 01 11 8C 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 04 CC 01 2C 48 01 C3 59 C4 B3 C3 8D C4 59 7A 8E 00 81 00 01 01 26 D9 16 0A 20 0A 00
CC 01 4C 01 01 25 02 1E 00 00 01 11 78 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 05 CC 01 28 4C 01 C3 8F C4 C1 C4 8F C4 0E 7C 04 00 81 00 01 01 26 D9 16 0B 21 0A 00
CC 01 4C 01 01 25 02 1E 00 00 01 11 64 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 06 CC 01 24 4D 01 C3 F2 C4 EE C4 4B C4 70 7C 12 00 81 00 01 01 26 D9 16 0B 22 0A 00
CC 01 33 01 01 25 02 1E 00 00 01 11 5C 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 07 CC 01 21 50 01 C3 A1 C5 08 C4 25 C4 D3 7A BA 00 81 00 01 01 26 D9 16 0B 22 0A 00
CC 01 33 01 01 25 02 1E 00 00 01 11 30 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 08 CC 01 1F 52 01 C4 06 C5 34 C4 8F C4 8B 7B 25 00 81 00 01 01 26 D9 16 0B 21 0A 00
CC 01 33 01 01 25 02 1E 00 00 01 11 08 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 09 CC 01 21 55 01 C4 80 C5 47 C4 A5 C4 92 7C CB 00 81 00 01 01 26 D9 16 0B 21 0A 00
CC 01 33 01 01 25 02 1E 00 00 01 11 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 0A CC 01 23 59 01 C5 13 C5 67 C4 BD C3 F0 7D 51 00 81 00 01 01 27 D8 16 0B 1F 0B 00
CC 00 33 01 01 25 02 1E 00 00 01 10 AC 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 0B CC 01 25 5B 01 C5 2D C5 8B C5 62 C3 56 7C DB 00 81 00 01 01 27 D8 16 0B 1F 0B 00
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4A 36 A8 80 5B 7A 86 76 9B D1 B9 8D A5 C3 AB 83 8A 94 5B 5F 65 7D 73 62 69 7D 8D 83 5F 73 65
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data, CDR software or use thereof.

FLORIDA TRAFFIC CRASH REPORT

LONG FORM [X] SHORT FORM [ ] UPDATE [ ]

(Electronic Version)

HIGHWAY SAFETY & MOTOR VEHICLES,
TRAFFIC CRASH RECORDS
NEIL KIRKMAN BUILDING, TALLAHASSEE, FL 32399-0537

Date of Crash	Time of Crash	Date of Report	Invest. Agency Report Number	HSMV Crash Report Number
17/Dec/2015 07:00 PM	17/Dec/2015 07:00 PM	17/Dec/2015 08:19 PM	FHPH15OFF020852	83795864

CRASH IDENTIFIERS

County Code	City Code	County of Crash	Place or City of Crash	Within City Limits	Time Reported	Time Dispatched
67	30	LIBERTY	BRISTOL	No	17/Dec/2015 07:17 PM	17/Dec/2015 07:22 PM

Time on Scene	Time Cleared Scene	Completed	Reason (if Investigation NOT Completed)	Notified By
17/Dec/2015 07:56 PM	17/Dec/2015 09:16 PM	No	PENDING CHARGES	Law Enforcement

ROADWAY INFORMATION

Crash Occured On Street, Road, Highway	At Street Address#	At Lattitude	and Longitude
COUNTY ROAD 12		30.345050000000001	-84.98706

At Feet	Or Miles	Direction	From Intersection With Street, Road, Highway	Or From Milepost #
			STATE ROAD 379	

Road System Identifier	Type Of Shoulder	Type Of Intersection
4 County	2 Unpaved	3 T-Intersection

CRASH INFORMATION (Check if Pictures Taken) [ ]

light Condition	Weather Condition	Roadway Surface Condition	School Bus Related	Manner Of Collision
5 Dark-Not Lighted	1 Clear	1 Dry	1 No	3 Angle

First Harmful Event Type	First Harmful Event	First Harmful Event Location	Within Interchange	First Harmful Event Relation to Junction
	14	1 On Roadway	No	2 Intersection

Contributing Circumstances: Road	Contributing Circumstances: Road	Contributing Circumstances: Road
1 None		

Contributing Circumstances: Environment	Contributing Circumstances: Environment	Contributing Circumstances: Environment
1 None		

Work Zone Related	Crash In Work Zone	Type Of Work Zone	Workers In Work Zone	Law Enforcement In Work Zone
1 No				

VEHICLE (Check if Commercial) [X]

Vehicle	Motor Vehicle Type	Hit and Run	Veh License Number	State	Reg. Expires	Permanent Reg.	VIN
2	1 Vehicle in Transport	1 No	F4062S	FL	31/Mar/2016	No	1FUJBBCKX7LV75182

Year	Make	Model	Style	Color	Extent of Damage	Est. Damage	Towed Due To Damage	Vehicle Removed By	Rotation
2007	FRHT	TRACTOR TRAI	TR	BLU	Minor	100	No		

Insurance Company	Insurance Policy Number
SELF	00000

Name of Vehicle Owner (Check Box If Business)		Current Address (Number and Street)	City and State	Zip Code
CS FAMILY HOLDINGS LLC	[X]	9813 GROSVENOR POINTE CIR	WINDERMERE FL	34786-5661

Trailer	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make	Length	Axles
One:	4257CQ	FL		Yes	1UYFS25326A901801	2006	UTIL	53	2
Two:									

Vehicle Traveling:	Direction	On Street, Road, Highway	At Est. Speed	Posted Speed	Total Lanes
	North	CR 12	10	55	2

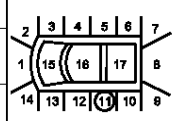
CMV Configuration	Cargo Body Type
6	7

Comm GVWR/GCWR	Trailer Type (trailer one)	Trailer Type (trailer two)
3 More than 26,000 lbs (11,793 kg)	Single Semi Trailer	

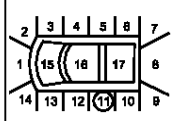
Haz. Mat. Release	Haz Mat. Placard	Number	Class
1	1		

Motor Carrier Name	US DOT Number
MLM FREIGHT LLC	2586060

Area of Initial Impact



Most Damaged Area



Motor Carrier Address	City and State	Zip Code	Phone Number
1595 WEST DONEGAN AVENUE	KISSIMEE FL	34741	

Comm/Non-Commercial	Vehicle Body Type	Vehicle Defects (one)	Vehicle Defects (two)	Emergency Vehicle Use	Speciual Function of MV
1	20 Medium/Heavy Trucks (more than 10,000 lbs (4,536 kg))	1 None		1 No	1 No Special Function

Vehicle Maneuver Action	Trafficway	Roadway Grade	Roadway Alignment	Most Harmful Event	Most Harmful Event Detail
3 Turning Left	1 Two-Way, Not Divided	2 Hillcrest	1 Straight	2 Collision with Non-Fixed Object	14 Motor Vehicle in Transport

Traffic Control Device For This Vehicle	First (1) Sequence of Events	Second (2) Sequence of Events	Third (3) Sequence of Events	Fourth (4) Sequence of Events
1 No Controls	2 Collision with Non-Fixed Object 14 Motor Vehicle in Transport			

VEHICLE (Check if Commercial) [ ]

Vehicle	Motor Vehicle Type	Hit and Run	Veh License Number	State	Reg. Expires	Permanent Reg.	VIN
1	1 Vehicle in Transport	1 No	CKSC96	FL	22/Oct/2016	No	2B3CA3CVXAH285985

Year	Make	Model	Style	Color	Extent of Damage	Est. Damage	Towed Due To Damage	Vehicle Removed By	Rotation
2010	DODG	CHARGER	4D	WHI	Disabling	10000	Yes	BRISTOL 66 W671 643-	Rotation

HSMV 90010 S

Date of Crash	Date of Report	Invest. Agency Report Number	HSMV Crash Report Number
17/Dec/2015 07:00 PM	17/Dec/2015 07:00 PM	FHPH15OFF020852	83795864

Insurance Company	Insurance Policy Number
DIRECT GENERAL INSURANCE COMPANY	FLAD164407621

Name of Vehicle Owner (Check Box If Business)	Current Address (Number and Street)	City and State	Zip Code
GLENWOOD PARKER	18895 NW CR 12 LOT L	BRISTOL FL	32321-0094

	License Number	State	Reg. Expires	Permanent Reg.	VIN	Year	Make	Length	Axles
Trailer One:									
Trailer Two:									

Vehicle Traveling:	Direction	On Street, Road, Highway	At Est. Speed	Posted Speed	Total Lanes
	North	CR 12	70	55	2

CMV Configuration	Cargo Body Type	Area of Initial Impact	Most Damaged Area
		18. Undercarriage 19. Overturn 20. Windshield 21. Trailer	18. Undercarriage 19. Overturn 20. Windshield 21. Trailer

Comm GVWR/GCWR	Trailer Type (trailer one)	Trailer Type (trailer two)

Haz. Mat. Release	Haz Mat. Placard	Number	Class

Motor Carrier Name	US DOT Number

Motor Carrier Address	City and State	Zip Code	Phone Number

Comm/Non-Commercial	Vehicle Body Type	Vehicle Defects (one)	Vehicle Defects (two)	Emergency Vehicle Use	Special Function of MV
	1 Passenger Car	1 None	1 None	1 No	1 No Special Function

Vehicle Maneuver Action	Trafficway	Roadway Grade	Roadway Alignment	Most Harmful Event	Most Harmful Event Detail
1 Straight Ahead	1 Two-Way, Not Divided	2 Hillcrest	1 Straight	2 Collision with Non-Fixed Object	14 Motor Vehicle in Transport

Traffic Control Device For This Vehicle	First (1) Sequence of Events	Second (2) Sequence of Events	Third (3) Sequence of Events	Fourth (4) Sequence of Events
1 No Controls	2 Collision with Non-Fixed Object 14 Motor Vehicle in Transport			

PERSON RECORD

Person#	Description	Vehicle #	Name	Date of Birth	Sex	Phone Number	Re-Exam
1	1 Driver	1	[redacted]	25/Oct/1982	1 Male		No

Address	City	State	Zip Code
18895 NW COUNTY ROAD 12	BRISTOL	FL	32321

Driver License Number	State	Expires	DL Type	Req. End.	Injury Severity	Ejection
P626421823850	FL	25/Oct/2024	5 E/Operator	2 No	4 Incapacitating	1 Not Ejected

Restraint System	Air Bag Deployed	Helmet Use	Eye Protection	Seating Location Seat	Seating Location Row	Seating Location Other
2 None Used -Motor Vehicle Occupant	3 Deployed-Front			1 Left	1 Front	1 Not Applicable

Drivers Actions at Time of Crash (first)	Drivers Actions at Time of Crash (second)	Driver Distracted By	Vision Obstruction
2 Operated MV in Careless or Negligent Manner	17 Exceeded Posted Speed	7 Inattentive	1 Vision Not Obscured

Drivers Actions at Time of Crash (third)	Drivers Actions at Time of Crash (fourth)	Drivers Condition at Time of Crash
		88 Unknown

Suspected Alcohol Use	Alcohol Tested	Alcohol Test Type	Alcohol Test Result	BAC	Suspected Drug Use	Drug Tested	Drug Test Type	Drug Test Result
2 Yes	1 Test Not Given				1 No	1 Test Not Given		

Source of Transport to Medical Facility	EMS Agency Name or ID	EMS Run Number	Medical Facility Transported To
2 EMS	LIBERTY COUNTY EMS		TALLAHASSEE MEMORIAL HOSPITAL

PERSON RECORD

Person#	Description	Vehicle #	Name	Date of Birth	Sex	Injury Severity	Ejection
3	3 Passenger	1	[redacted]	27/Sep/1991	2 Female	4 Incapacitating	1 Not Ejected

Address	City	State	Zip Code
18895 NW COUNTY ROAD 12	BRISTOL	FL	32321

Restraint System	Air Bag Deployed	Helmet Use	Eye Protection	Seating Location Seat	Seating Location Row	Seating Location Other
2 None Used -Motor Vehicle Occupant	3 Deployed-Front		3 Not Applicable	3	1	1

Source of Transport to Medical Facility	EMS Agency Name or ID	EMS Run Number	Medical Facility Transported To
2 EMS	LIBERTY COUNTY EMS		TALLAHASSEE MEMORIAL HOSPITAL

PERSON RECORD

Person#	Description	Vehicle #	Name	Date of Birth	Sex	Injury Severity	Ejection
4	3 Passenger	1	[redacted]	18/Dec/2006	1 Male	4 Incapacitating	1 Not Ejected

Address	City	State	Zip Code
18895 NW COUNTY ROAD 12	BRISTOL	FL	32321

Restraint System	Air Bag Deployed	Helmet Use	Eye Protection	Seating Location Seat	Seating Location Row	Seating Location Other
2 None Used -Motor Vehicle Occupant	1 Not Applicable		3 Not Applicable	2	2	1

Source of Transport to Medical Facility	EMS Agency Name or ID	EMS Run Number	Medical Facility Transported To
2 EMS	LIBERTY COUNTY EMS		TALLAHASSEE MEMORIAL HOSPITAL

PERSON RECORD

Date of Crash	Date of Report	Invest. Agency Report Number	HSMV Crash Report Number
17/Dec/2015 07:00 PM	17/Dec/2015 07:00 PM	FHPH15OFF020852	83795864

Person#	Description	Vehicle #	Name	Date of Birth	Sex	Injury Severity	Ejection
5	3 Passenger	1	[redacted]	07/Sep/2013	1 Male	4 Incapacitating	1 Not Ejected

Address	City	State	Zip Code
18895 NW COUNTY ROAD 12	BRISTOL	FL	32321

Restraint System	Air Bag Deployed	Helmet Use	Eye Protection	Seating Location Seat	Seating Location Row	Seating Location Other
2 None Used -Motor Vehicle Occupant	1 Not Applicable		3 Not Applicable	3	2	1

Source of Transport to Medical Facility	EMS Agency Name or ID	EMS Run Number	Medical Facility Transported To
2 EMS	LIBERTY COUNTY EMS		TALLAHASSEE MEMORIAL HOSPITAL

PERSON RECORD

Person#	Description	Vehicle #	Name	Date of Birth	Sex	Phone Number	Re-Exam
2	1 Driver	2	HECTOR MANUEL CRUZ J	17/Aug/1966	1 Male	4073003766	No

Address	City	State	Zip Code
2438 HARBOR TOWN DR	KISSIMMEE	FL	34744

Driver License Number	State	Expires	DL Type	Req. End.	Injury Severity	Ejection
C620333662970	FL	17/Aug/2019	1 A	1 Yes	1 None	1 Not Ejected

Restraint System	Air Bag Deployed	Helmet Use	Eye Protection	Seating Location Seat	Seating Location Row	Seating Location Other
3 Shoulder and Lap Belt Used	1 Not Applicable		3 Not Applicable	1 Left	1 Front	1 Not Applicable

Drivers Actions at Time of Crash (first)	Drivers Actions at Time of Crash (second)	Driver Distracted By	Vision Obstruction
1 No Contributing Action		1 Not Distracted	1 Vision Not Obscured

Drivers Actions at Time of Crash (third)	Drivers Actions at Time of Crash (fourth)	Drivers Condition at Time of Crash
		1 Apparently Normal

Suspected Alcohol Use	Alcohol Tested	Alcohol Test Type	Alcohol Test Result	BAC	Suspected Drug Use	Drug Tested	Drug Test Type	Drug Test Result
1 No	1 Test Not Given				1 No	1 Test Not Given		

Source of Transport to Medical Facility	EMS Agency Name or ID	EMS Run Number	Medical Facility Transported To
1 Not Transported			

NARRATIVE

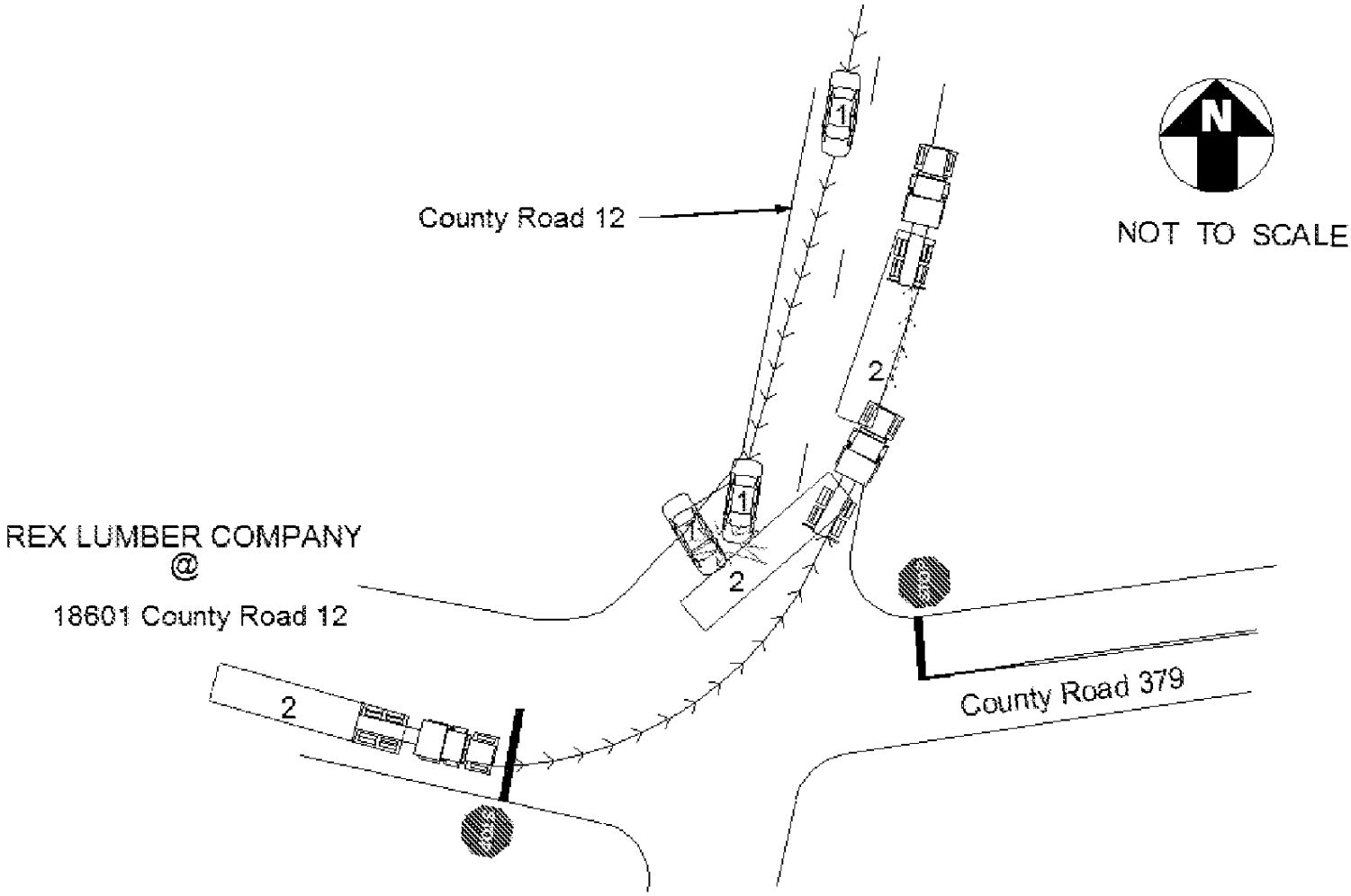
ID Number	Rank	Name	Troop / Post	Officer Agency	Phone Number	Date Created
3654	TROOPER	A BURNETTE	I	FLORIDA HIGHWAY PATROL	850-488-5140	Dec 18, 2015

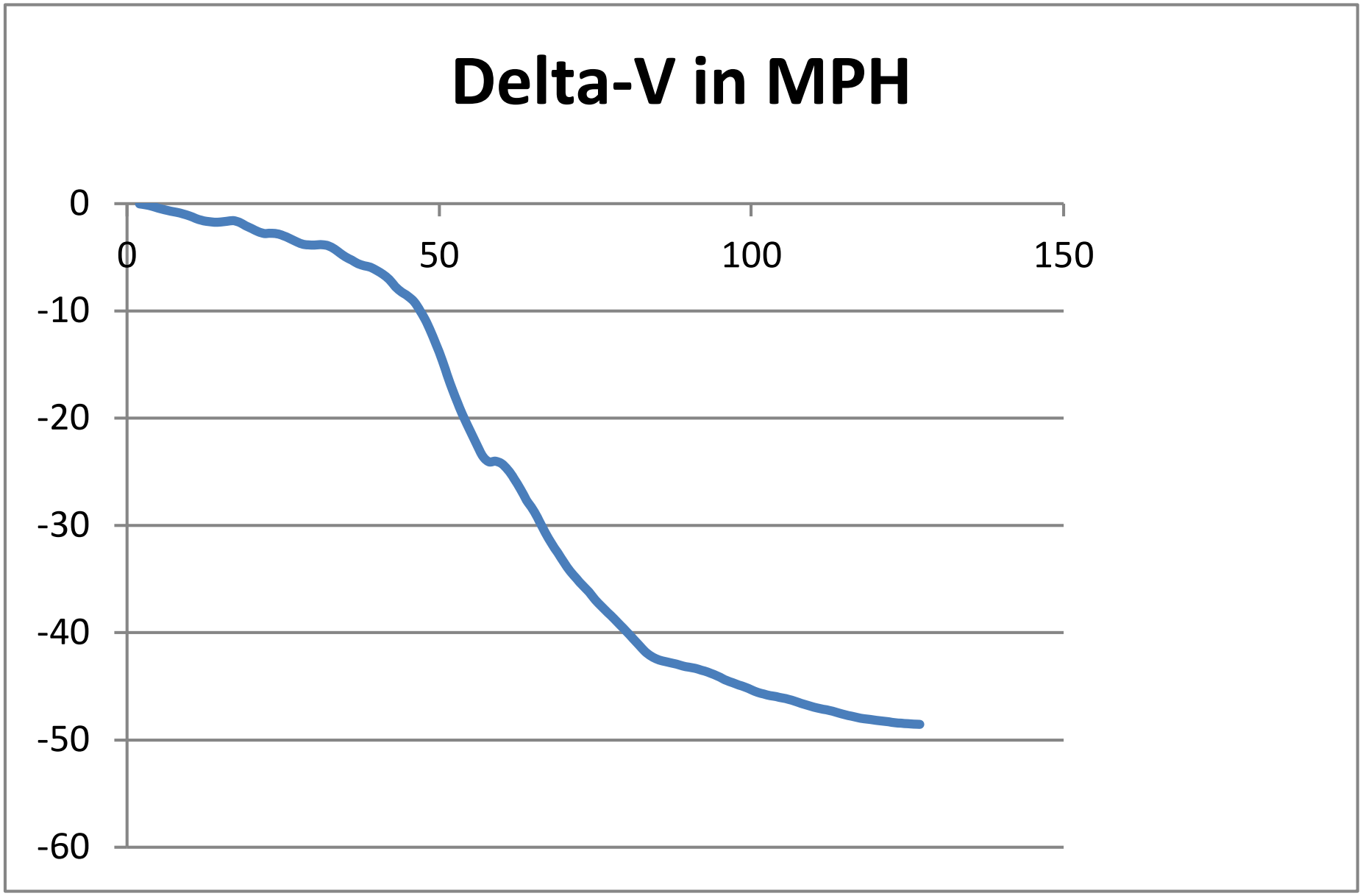
Vehicle 01 (V01) was traveling southbound on County Road 12. Vehicle 02 (V02) entered upon County Road 12 to travel northbound and the front of V02 had established travel upon the northbound lane from the address located at 18601 County Road 12. V01 failed to reduce speed as the trailer of V02 was still partially on the southbound lane. V01's front struck V02's trailer on the left rear tandem axle. Following impact, V01 rotated counterclockwise and traveled onto the west shoulder and came to final rest, facing a southerly direction. V02 traveled northbound approximately 40 feet, and came to final rest facing north in the northbound lane of County Road 12.
Evidence at the scene indicated the V01 driver (D01) was possibly impaired and under the influence of alcoholic beverages. However, attempts to obtain legal blood draw were unsuccessful. A subpoena has been requested to obtain medical blood results of D01 from Tallahassee Memorial Hospital.

REPORTING OFFICER

ID/Badge #	Rank and Name	Department	Type of Department
3654	TROOPER A BURNETTE	FLORIDA HIGHWAY PATROL	FHP

Date of Crash	Date of Report	Invest. Agency Report Number	HSMV Crash Report Number
17/Dec/2015 07:00 PM	17/Dec/2015 07:00 PM	FHPH15OFF020852	83795864




Delta-V in MPH
0
-10
-20
-30
-40
-50
-60
0
50
100
150