STATE OF NEW JERSEY Plaintiff, v. SEAN HIGGINS Defendant.	: : : : : : : : :	SUPERIOR COURT OF NEW JERSEY LAW DIVISION - CRIMINAL PART SALEM COUNTY INDICTMENT NO.: 24-12-400-I **BRIEF IN SUPPORT OF MOTION TO SUPPRESS DATA**

Statement of Facts

The physical search warrant for Mr. Higgins' motor vehicle, same being the 2018 Jeep Grand Cherokee bearing New Jersey Registration [redacted] and Vehicle Identification Number [redacted] (hereinafter "Jeep"), was signed by Judge DePersia and conducted on September 4, 2024 (See Exhibit "A"). As part of the **PHYSICAL SEARCH WARRANT**, according to Trooper Pope in his Crash Investigation Report (See Exhibit "B"), Trooper Pope "conducted an image of the Event Data Record (EDR) within the Higgins Jeep, specifically referred to as the Airbag Control Module (ACM) . . . Bosch Crash Data Retrieval (CDR) Systems Version 24.1.289 was utilized to image the data stored in the ACM as a result of this crash." Exhibit "B": *Pope Crash Investigation Report at 11*.

Trooper Pope then writes "The recovered data indicated that one event was captured by the ACM; however, this event was determined to not be related to this pedalcyclist crash. The record indicates at the time of the download that the vehicle's ignition cycle was 10270. At the time of the event, the vehicle's ignition cycle was 4413. Such a great difference in ignition cycles means that Event Record 1 was an event that occurred previously. Furthermore, I noted that the odometer at the time of the search was 120054 miles. The record indicates that the odometer at the time of the saved event was 44827.1 miles." " Exhibit "B": *Pope Crash Investigation Report*

at 12.

As it relates to the infotainment system, Trooper Pope writes “Det. McGrady entered the Higgins Jeep and performed an extraction of the Uconnect 4C electronic control unit(infotainment system) from the vehicle . . . Det. McGrady kept the unit in his possession and later removed the motherboard containing the data chip from the Uconnect 4C, but data acquisition was not possible using the equipment available to him. Det. McGrady advised that the data would have to be retrieved via a “chip-off” style acquisition performed by the NJSP Cyber Crimes Unit.” ” Exhibit "B": *Pope Crash Investigation Report at 12*.

Trooper Pope then writes “Due to being past the 12 day search warrant window, DSG Hall authored a new combined search warrant and communications data warrant specifically related to the chip-off procedure. **Results of this data acquisition are still pending.** ” Exhibit "B":” *Pope Crash Investigation Report at 13.*

On December 23, 2024, DSG Hall emailed defense counsel with the most recent Communications Data Warrant which was signed on **October 8, 2024** by Judge Eastlack and executed on **October 10, 2024.** *See Email and Search Warrant Documents* attached hereto as Exhibit "C."

Illegality of the Search

To begin, defense counsel received Trooper Pope’s Crash Report on October 10, 2024, two days after Judge Eastlack signed the CDW. In the crash report, **“Appendix E” is 34 pages of crash data** which is seemingly relied upon in the investigation. However, according the Trooper Pope’s own report, the crash data they were able to retrieve is from an unrelated incident which happened about 80 thousand miles prior . . . so why attach in the crash report?

Second, only a **PHYSICAL** search warrant was granted initially. This would give the

State the ability to **PHYSICALLY** remove items from the Jeep. Which they did, they physically removed the infotainment system. However, the ACM produces stored data information and the State retrieved that information immediately without a CDW. This raises the following issue:

> **A CDW is required to retrieve the data stored in ACM and the State illegally extracted the data and any information received at the time and thereafter from further investigation of same should be properly Suppressed.**

Whether or not a chip-off procedure is required to extract the data from the infotainment system is moot, the State had already began extracting stored data.

This raises another concern in terms of the investigation as a whole as it seems the State is retroactively attempting to conceal their mistake as set forth below:

- The State obtained a Physical Search Warrant on September 4, 2024
- The State entered into the Jeep LEGALLY to physically remove items
- They then ILLEGALLY extracted data from the ACM due to the absence of a CDW
- The State then realizes the illegal search and seizure and applies for a CDW retroactively

What is also concerning is the fact that the State provided a Crash Investigation Report which they have relied heavily upon which not only contains no crash data from the crash on August 29, 2024, but contains 34 pages of crash data from a completely irrelevant incident.

Based on the foregoing facts and case law set forth infra, any information received from the CDW should be properly suppressed as "fruit of the poisonous tree" *Wong Sun v. United States*, 371 U.S. 471 (1963).

Legal Argument

The Fourth Amendment to the United States Constitution and Article I, Paragraph 7 of the New Jersey Constitution require that police officers obtain a warrant before conducting a search, unless that search falls into a recognized exception to the warrant requirement.

A search without a warrant is presumptively invalid" unless it falls within an exception to the warrant requirement, and the State "bears the burden of proving by a preponderance of the evidence that a warrantless search or seizure 'falls within one of the few well-delineated exceptions to the warrant requirement.'" *State v. Elders*, 192 N.J. 224, 246, 927 A.2d 1250 (2007) (quoting *State v. Pineiro*, 181 N.J. 13, 19-20, 853 A.2d 887 (2004)). "[Those exceptions] include, among others, plain view . . . ." *State v. Pena-Flores*, 198 N.J. 6, 18, 965 A.2d 114 (2009). *State v. DeLuca*, 168 N.J. 626, 631, 775 A.2d 1284 (2001). Besides plain view, other possible exceptions excusing the need for a warrant are searches incident to arrest and exigent circumstances, none of which exists here. *See, e.g., State v. Brown*, 456 N.J. Super. 352, 364-65, 194 A.3d 534 (App. Div. 2018); *State v. Sencion*, 454 N.J. Super. 25, 32, 183 A.3d 961 (App. Div. 2018).

In *U.S. v. Leon*, 468 U.S. 897, 905, 920, 104 S. Ct. 3405, 82 L. Ed. 2d 677 (1984), the "good faith" exception to the exclusionary rule was created in federal law. Although the language of Article I, Paragraph 7 of the State Constitution is identical to the 4th Amendment, our Supreme Court has rejected the "good faith" exception. *State v. Novembrino*, 105 N.J. 95, 157-58, 519 A.2d 820 (1987). Our Court ruled that the function of the exclusionary rule under the State Constitution serves as "the indispensable mechanism for vindicating the constitutional right to be free from unreasonable searches." *Id.* 105 N.J. at 157, 519 A.2d 820.

In *United States v. Stabile*, the Third Circuit addressed the issues of whether a detective properly viewed files found on a hard drive folder, and "whether evidence of other crimes in a computer can be examined under the plain view doctrine." 633 F.3d 219, 237, 240 (3d Cir. 2011). In *Stabile*, the police were given a warrant to search a computer for evidence of financial criminal behavior. *Id.* at 226. The search revealed files labeled as storing child

pornography. *Id.* at 227-28. The court held that evidence of sexual crimes was in plain view, as the police officer was properly inspecting the contents of the computer. *Id.* at 241-42. The Third Circuit noted that "the plain view doctrine applies to seizures of evidence during searches of computer files, but the exact boundaries of the doctrine will vary from case to case in a common-sense, fact-intensive manner." *Id.* at 240-41. Here, the police were not searching the hard drive of a computer, but rather were inspecting the airbag control module. For the police to open and inspect the contents of the airbag control module outside of the operative time frame and four corners of the search warrant was not a plain view search, nor permissible.

The State's actions of clicking on the airbag control module to open them up are analogous to an officer opening a door or cabinet to view what is inside, essentially to get a better view of the item. This is contrary to *Arizona v. Hicks*, 480 U.S. 321, 324-25, 107 S. Ct. 1149, 94 L. Ed. 2d 347 (1987) (holding that the officer's actions, in moving stereo equipment in order to locate serial numbers to determine if equipment was stolen, constituted a "search," even though the officer was lawfully present within the apartment where the equipment was located in plain view). Clicking to open a airbag control module was similar to moving stereo equipment to locate a serial number. Without probable cause to search that item, plain view does not justify the search. The "inadvertence" prong was also not satisfied because the officer knew that the airbag control module files were data, which were not included in the warrant, making his plain view neither inadvertent nor in compliance with *Hicks*. As such, any claim of "innocent oversight" does not excuse the violation of the need for a warrant or probable cause.

If the State makes an argument that the warrantless search was proper, same argument would be firmly planted in wet sand. In *State v. Johnson*, our Supreme Court reaffirmed the bedrock principle that our constitutional jurisprudence favors warrants, and that warrantless

searches or seizures are "presumptively unreasonable." 193 N.J. 528, 552, 940 A.2d 1185 (2008). Accordingly, when police act without a warrant, the State in a motion to suppress "bears the burden of proving by a preponderance of the evidence not only that the search or seizure was premised on probable cause, but also that it 'f[ell] within one of the few well-delineated exceptions to the warrant requirement.'" *Ibid.* (quoting *State v. Pineiro*, 181 N.J. 13, 19-20, 853 A.2d 887 (2004)).

"Exigent circumstances" is one of those recognized exceptions. The Court in *Johnson* explained that exigent circumstances cannot be precisely defined nor reduced to a "neat formula." *Ibid.* (citing *State v. Nishina*, 175 N.J. 502, 516, 816 A.2d 153 (2003)); *see also State v. DeLuca*, 168 N.J. 626, 632, 775 A.2d 1284 (2001) ("'[t]he term "exigent circumstances" is, by design, inexact. It is incapable of precise definition because, by its nature, the term takes on form and shape depending on the facts of any given case.'") *State v. Cooke*, 163 N.J. 657, 676, 751 A.2d 92 (2000)). Consequently, the application of the exigent circumstances exception demands a "fact-sensitive, objective analysis." *Johnson*, 193 N.J. at 552 (citing *State v. Bruzzese*, 94 N.J. 210, 219, 463 A.2d 320 (1983)).

The Court in *Johnson* identified factors to consider when determining whether law enforcement officials faced exigent circumstances, including "the urgency of the situation, the time it will take to secure a warrant, the seriousness of the crime under investigation, and the threat that evidence will be destroyed or lost or that the physical well-being of people will be endangered unless immediate action is taken." *Id.* at 552-53; *see also DeLuca*, 168 N.J. at 632 ("Generally stated, circumstances are exigent when they 'preclude expenditure of the time necessary to obtain a warrant because of a probability that the suspect or the object of the search will disappear, or both.'") (quoting *State v. Smith*, 129 N.J. Super. 430, 435, 324 A.2d 62 (App.

Div. 1974)). None of these factors exist at bar. The State was in possession of the Jeep; there was no chance of the ACM disappearing; and the State had ever opportunity to properly apply for a CDW and failed to do so.

Conclusion

For the reasons listed above, any information received from the CDW should be properly suppressed as "fruit of the poisonous tree" *Wong Sun v. United States*, 371 U.S. 471 (1963).

Respectfully Submitted,
Co-Counsel for Defendant, Sean M. Higgins:

Dated: July 9, 2025

Richard F. Klineburger, III

Richard F. Klineburger, III, Esquire
Attorney ID#037671995
Klineburger Law
38 North Haddon Avenue
Haddonfield, New Jersey 08033
Telephone: (856) 428-7000
Email: rfk@klineburgerandnussey.com

Matthew V. Portella

Matthew V. Portella, Esquire
Attorney ID#19921994
Matthew V. Portella, LLC
25 Chestnut Street, Suite 2
Haddonfield, New Jersey 08033
Telephone: (856) 310-9800
Email: matt@mvplawoffice.com

Exhibit "A"

SUPERIOR COURT OF NEW JERSEY
LAW DIVISION-CRIMINAL PART
SALEM COUNTY

STATE OF NEW JERSEY)

SEARCH WARRANT **SS.**

COUNTY OF SALEM)

To: Any Law Enforcement Officer

WHEREAS, Trooper Mark Allonardo #8847 currently assigned to the New Jersey State Woodstown Station, has this day provided certified information to me, a Judge of the Superior Court of the State of New Jersey, that the crimes of **2C:11-5A** have occurred in the Township of Oldmans, County of Salem, State of New Jersey, and that evidence relating to the crimes, may be located within a certain vehicle, more particularly described as:

A 2018 Jeep Grand Cherokee, black in color, bearing New Jersey Registration:

[redacted], and vehicle identification number

[redacted]

Registered owner: Sean M. Higgins, 27 Buttonwood Drive, Woodstown, New Jersey 08098.

AND THE COURT, being satisfied that probable cause for the granting of this application for a search warrant exists;

NOW, THEREFORE, YOU ARE HEREBY COMMANDED, in the name of the State of New Jersey, with the necessary and proper assistance,

to enter said vehicle described above, at any time, and thereby diligently search the entire vehicle.

YOU ARE FURTHER COMMANDED, to search and seize all evidence contained within the vehicle including, but not limited to, physical evidence of impact or contact, such as structural damage, paint and/or fabric transfer, a mechanical inspection of the vehicle and its component parts and operating systems to determine safety and operability parameters, the retrieval of any electronically or mechanically stored information or data relating to the condition and status of the vehicle and its operating systems prior to, at the time of, and post-collision, in particular but not limited to, all data regarding the engine, power train, brake system, steering system, suspension system and other parameters, such as change in velocity and seat belt usage, utilizing, and /or downloading any onboard electronic computer diagnostic system, event data recorder, airbag control module, or any other electronic or mechanical source of data, and anything else of evidential value that a thorough and diligent search might disclose, to include any sources of intoxicating substances, blood, DNA, fingerprint, or other physical evidence that will aid in the investigation and that would tend to establish a connection between the above captioned vehicle and the victim in this case and that may be evidence of the above crimes.

All information contained in the certification furnished in support of the application for this search warrant is expressly incorporated herein by reference, and the executing officers are directed to familiarize themselves with the contents thereof.

YOU ARE FURTHER COMMANDED THAT, in the event you seize any evidence from said vehicle, you are to give a copy of this Search Warrant, together with a receipt for the property seized to the person from whom it is taken, or in whose possession it was found, or, in the absence of

such person, to leave a copy of this Search Warrant together with such receipt at the place where said property is found.

YOU ARE FURTHER COMMANDED, to execute this warrant within ten (10) days from the issuance thereof at any time and forthwith make return thereof to me with your report of the execution of this warrant and a written inventory of the property seized hereunder by you.

GIVEN AND ISSUED under my hand this ___ day of August, 2024, at _____AM/PM.

/S/ _____, J.S.C.
JUDGE OF THE SUPERIOR COURT
STATE OF NEW JERSEY

System Signed Warrant/Order

GIVEN AND ISSUED under my hand on this day, August 30, 2024, at 02:51:53 PM.

08/30/2024
Date

s/ Russell DePersia
Judge of the Superior Court
New Jersey Judiciary

Exhibit "B"

NEW JERSEY STATE POLICE

FATAL ACCIDENT INVESTIGATION UNIT

TROOPER W. POPE #8651

CRASH INVESTIGATION

JOHN M. GAUDREAU & MATTHEW R. GAUDREAU
FATALITIES

INVESTIGATION REPORT #A140-2024-00439
NJTR-1 CRASH REPORT #A140-2024-00547C

AUGUST 29, 2024
2019 HOURS

COUNTY ROUTE 551, NORTHBOUND, MILEPOST 11.15
OLDMANS TOWNSHIP, SALEM COUNTY, NJ

TABLE OF CONTENTS

SECTION I	SYNOPSIS	3
SECTION II	LOCATION	4
SECTION III	SCENE INVESTIGATION	5
	A. Roadway Evidence	7
	B. Conclusion of On-Scene Invest	9
SECTION IV	CONTINUED INVESTIGATION	10
	A. Statements	10
	B. Search Warrant Execution	10
	C. Vehicle Damage	11
	D. Airbag Control Module	11
	E. Infotainment system	12
	F. NHTSA / CARFAX Inquiry	13
SECTION V	MECHANICAL INSPECTION	14
SECTION VI	HUMAN FACTORS	16
	A. Driver Sean M. Higgins	16
	B. Pedalcyclist John M. Gaudreau	17
	C. Pedalcyclist Matthew R. Gaudreau	17
SECTION VII	INVESTIGATION REVEALED	18
SECTION VIII	CONCLUSION	19
SECTION IX	SIGNATURE PAGE	20
SECTION X	APPENDICES	21
	A. NJTR-1 Crash Reports #A140202400547C	
	B. Scene Measurements Raw Data	
	C. Final Rest Diagram	
	D. Collision Sequence Diagram	
	E. Crash Data Retrieval (CDR) Report	
	F. NHTSA Report	
	G. CARFAX Report	
	H. Mechanical Inspection Report	
	I. Toxicology Analysis Report – Sean P. Higgins	

SECTION I. SYNOPSIS

On August 29, 2024 at approximately 2019 hours, a single motor vehicle – pedalcyclist crash occurred on County Route 551 (Pennsville Auburn Road), in the area of milepost 11.15, in Oldmans Township, Salem County, NJ. Preliminary investigation revealed that Sean M. Higgins (Driver Higgins) was operating a 2018 Jeep Grand Cherokee (Higgins Jeep) northbound on County Route 551. John M. Gaudreau (Pedalcyclist J. Gaudreau) and Matthew R. Gaudreau (Pedalcyclist M. Gaudreau) were riding bicycles northbound along the northbound fog line in a single file fashion, where there is minimal shoulder present. While presumably operating the Higgins Jeep while under the influence of alcohol, which was later confirmed by toxicology results, Driver Higgins passed a slower moving uninvolved sedan to the left and attempted to re-enter the northbound lane. A second uninvolved SUV in front of Driver Higgins began to travel over the center dividing line, splitting the southbound and northbound lanes, in order to safely pass Pedalcyclist J. Gaudreau and Pedalcyclist M. Gaudreau. Driver Higgins then attempted to improperly pass the second uninvolved SUV on the right-hand side and impacted the rear of the two pedalcyclists in the northbound lane. As a result of this crash, Pedalcyclist J. Gaudreau and Pedalcyclist M. Gaudreau sustained fatal injuries.

SECTION II. LOCATION

This crash occurred on County Route 551 (Pennsville Auburn Road), in the area of milepost 11.15, in Oldmans Township, Salem County, NJ. In the vicinity of the crash, CR 551 consists of two lanes for vehicular traffic, one northbound and one southbound. Both lanes of travel are blacktop and are separated by an intermittent yellow centerline indicating passing is permitted. The northbound lane of travel is approximately 12 feet wide and the southbound lane of travel is approximately 11.5 feet wide. Each lane is bordered by a minimal blacktop shoulder, approximately 2 feet wide. The lanes of travel are delineated from the blacktop shoulders by a white fog line on either side. The southbound shoulder is bordered by a negatively graded grass shoulder and a field of crops while the northbound shoulder is bordered by a negatively graded grass shoulder and a wood post and cable fence which runs parallel to the road the entire length of the crash scene. The area of the crash can be considered rural with minimal residences or businesses present.

The blacktop roadway is clearly marked through the area with painted traffic lines and the speed limit is posted at 50 MPH. Inspection of the roadway north and south of the scene found the roadway to be clear of any defects, hazards, or view obstructions that would have contributed to the cause of this crash. At the time of the crash, the weather was clear and the roadway was dry. This crash occurred during nighttime hours and there is no overhead lighting in the area of the crash.

County Route 551 runs in a south to north direction; however, the portion of CR 551 where this crash occurred physically runs in a west to east direction. When describing the directionality of the scene, I will use directions that are based on the nominal direction of the overall north – south roadway, as opposed to the true geographical direction of this specific portion.

SECTION III. SCENE INVESTIGATION

Due to the severity of this crash, I was requested by Woodstown Station personnel to respond to assist. Trooper S. Brodzik #8394 from the Fatal Accident Investigation Unit also responded to assist me. Upon my arrival on scene, the road was closed in both directions. New Jersey State Police – Woodstown Station personal were on scene along with members of the Auburn Volunteer Fire Department. Throughout the course of the on-scene investigation, the NJSP Crime Scene Investigation Unit, Salem County Prosecutors Office, and the Gloucester – Camden – Salem County Examiner's Office also responded to assist.

As I approached the scene from the north in a southbound direction, I observed the striking vehicle at final rest partially off the east edge of pavement and onto the grass shoulder. It should be noted that this vehicle was at final rest approximately 1500 feet from the crash scene. Substantial damage was observed on the passenger side of the vehicle, specifically the front bumper cover, passenger headlight, hood, fender, and the windshield. I then conducted an inspection of the damage to the involved vehicle, which will be discussed in detail later in this report.

As I continued south, I observed the two bicycles at final uncontrolled rest off the east edge of pavement and in the grass shoulder. I further observed two males in the grass shoulder north of the bicycles. Both males were unresponsive and had suffered apparent fatal injuries. I walked the entirety of the scene and conducted a preliminary observation of the roadway evidence consisting of various vehicle and bicycle debris and personal items, and damage to a fence post near the location of final rest of the pedalcyclists.

The vehicle, driver, and pedalcyclists involved in this motor vehicle crash are as follows:

Vehicle

2018 Jeep Grand Cherokee (Higgins Jeep)

New Jersey Registration: [redacted]

Registration Expires: 05/2025

V.I.N: [redacted]

Registered Owner: Sean M. Higgins (Driver Higgins)

Registered Owner Address [redacted]

Insurance: United Services Auto Insurance [redacted]

Driver

Sean M. Higgins (Driver Higgins)

Date of Birth: 11/11/1980

NJ License [redacted]

License Validity: Valid

License expiration date: 11/11/2025

Address [redacted]

Pedalcyclists

John M. Gaudreau (Pedalcyclist J. Gaudreau)

Date of Birth: 08/13/1993

Address: [redacted]

Bicycle: Cerveio (J. Gaudreau Bicycle) – front bicycle

Matthew R. Gaudreau (Pedalcyclist M. Gaudreau)

Date of Birth: 12/05/1994

Address: [redacted]

Bicycle: Trek (M. Gaudreau Bicycle) – rear bicycle

It should be noted that various aspects of the investigation led me to determine which individual was riding which bicycle and in which order. These aspects include:

1. A witness statement that the male with no shirt on was riding in the front (Pedalcyclist J. Gaudreau did not have a shirt on at the time of this crash).
2. Injury sustained by Pedalcyclist M. Gaudreau being consistent with being directly struck by the front of the Higgins Jeep, specifically the circular damage on the windshield and A-pillar consistent with the injuries sustained to the rear of Pedalcyclist M. Gaudreau's head.
3. Damage to the bicycles, specifically that the Trek bicycle sustained both rear and front damage while the Cerveio bicycle sustained mostly rear damage.
4. Paint transfer on the rear of the Cerveio bicycle matching the paint color of the Trek bicycle.

A. ROADWAY EVIDENCE

Detective A. Garofalo #7864 of the NJSP Crime Scene Investigation Unit responded to the scene and photographed the road, vehicle, bicycles and pertinent evidence while I began to more closely observe the roadway evidence along with Det. Brodzik. While conducting my on-scene investigation, I utilized the LTI Impulse Laser, Flint handheld computer, and Quickmap Software to map the location of the vehicle, bicycles, pedalcyclists, scene evidence, and features of the road. On a later date, I constructed a scaled final rest diagram of the scene and evidence found at the scene, and a diagram depicting the apparent collision sequence. These diagrams should be referenced for specific evidence locations throughout the scene. The measurements taken at the scene and diagrams are included in Appendices B, C, and D.

I began south of the scene and walked in a northern direction. The first roadway evidence observed was a blue in color "Barstool" branded ball cap which was located in the northbound lane of travel. I then observed various pieces of the driver side front wheel well liner from the Higgins Jeep located along the white fog line and off the eastern edge of pavement in the grass shoulder. In the area of wheel well liners, I observed a severely disformed bicycle wheel and a metal chain sprocket. The bicycle wheel and chain sprocket were determined to be from the M. Gaudreau Bicycle. As I continued north, I observed a black in color left foot Adidas shoe along the northern edge of pavement. East of the shoe, I observed a piece of wheel well trim from the Higgins Jeep in the grass shoulder. Continuing north, within the northbound lane of travel, there was more plastic debris determined to be part of the Higgins Jeep front bumper cover and driver side headlight assembly. I then observed a black and blue in color Trek Bicycle, determined to be the M. Gaudreau Bicycle, at its position of final rest in the grass shoulder off the northbound (or can say eastern) edge of pavement. The bicycle had damage on the rear frame section as well as the front tire. The front tire was contorted, and the front forks were bent.

As I continued in a northern direction, I located a blue and white left foot Nike shoe, later determined to be Pedalcyclist J. Gaudreau's. Just south of the left shoe I located a bicycle seat which became detached from the J. Gaudreau Bicycle during the collision sequence. I then observed J. Gaudreau's right shoe near the fence line and adjacent to a fence post which had been struck by J. Gaudreau and broken at the base. I observed blood on the base of the struck fence post. Directly next to the broken fence post I located M. Gaudreau's cell phone. Approximately 15 feet north of the broken fence post, I observed a black in color Cerveio bicycle, determined to be the J. Gaudreau Bicycle, at its position of final rest in the grass shoulder. The J. Gaudreau Bicycle had substantial

damage to the rear wheel and frame section. The carbon fiber frame was cracked and the water bottle holder was detached. A closer inspection of the J. Gaudreau Bicycle revealed that there was blue paint transfer in the area of the rear brake caliber. This blue paint transfer was consistent with the color of the M. Gaudreau Bicycle, supporting that Pedalcyclist M. Gaudreau was riding the Trek bicycle behind Pedalcyclist M. Gaudreau, who was riding the Cerveio bicycle. After a thorough search of the area, there were no lights attached to either bike or in the surrounding area of the bikes which would have been being utilized at the time of the crash. It should be noted, as per NJ 39:4-10, all bicycles being operated during nighttime hours must have a front and rear light visible from 500 feet in either direction. It can also be noted that despite not having a front and rear light, the witness that traveled around the bicycles had obviously been able to observe them despite not having rear lights.

Approximately seven feet north of the J. Gaudreau Bicycle, I observed Pedalcyclist M. Gaudreau at his position of final rest. Pedalcyclist M. Gaudreau was lying on his right side with his both arms outstretched over his head in the northern direction. Pedalcyclist M. Gaudreau had visible trauma to his upper left arm and shoulder as well as bleeding from the head. I then observed Pedalcyclist J. Gaudreau at his position of final rest, which was approximately eight feet north of Pedalcyclist M. Gaudreau. Pedalcyclist J. Gaudreau was lying on his back with his arms outstretched over his head and partially beneath the wire fence line. Pedalcyclist J. Gaudreau had visible trauma to his lower left leg.

I did not observe any evidence to specifically be able to determine the point of impact, i.e., I did not observe any tire scuffs created by either bicycle upon impact by the Higgins Jeep. I traveled back to the crash location on a later date during daylight hours, and same could still not be determined. It was however known that the pedalcyclists were struck near the white fog line as determined by the witness statement, the directionality of the pedalcyclists and debris post impact, and the area of damage to the Higgins Jeep. Based on debris evidence, a general area of impact was determined.

B. CONCLUSION OF ON-SCENE INVESTIGATION

Medicolegal Death Investigator Connor McGlynn from the Gloucester – Salem – Camden County Medical Examiner's Office conducted his on-scene investigation and transported Pedalcyclist J. Gaudreau and Pedalcyclist M. Gaudreau to the Gloucester – Salem – Camden County Medical Examiner's Office. The medical examiner's office provided me with a time of death of 2037 hours on August 29, 2024.

The Higgins Jeep was removed from the scene by Riehl's Towing and towed to the NJSP Woodstown Station located at 769 Route 40, Pilesgrove, NJ pending execution of a search warrant. The Higgins Jeep was stored within the secure garage at the NJSP Woodstown Station. The bicycles were also transported to the Woodstown Station to be held as evidence.

SECTION IV. CONTINUED INVESTIGATION

A. STATEMENTS

There were two witnesses to this crash, both of which returned to the NJSP Woodstown Station to provide formal statements. These statements, as well as Driver Higgins' interview, were documented in detail in the Investigation Report by Trooper M. Allonardo #8847.

B. SEARCH WARRANT EXECUTION

A search warrant for a search of the Higgins Jeep was authored by Trooper M. Allonardo #8847 of the NJSP Woodstown Station and was approved by the Honorable Judge Russell DePersia of the Superior Court of New Jersey. A full search of the Higgins Jeep was conducted on September 4, 2024 at the NJSP Woodstown station located at 769 Route 40, Pilesgrove, NJ. The search took place from 0945 hours to 1230 hours and present with me during the search were:

DSG M. Presti #7001 – NJSP Fatal Accident Investigation Unit – Racing Control Squad
DSG J. Hall #7315 – NJSP Fatal Accident Investigation Unit South
Detective II K. Zima #8104 – NJSP Fatal Accident Investigation Unit South
Detective T. Repose #8348 – NJSP Criminal Investigation Office – Woodstown
Detective D. Sherman #8361 – NJSP Crime Scene Investigation Unit South
Trooper M. Allonardo #8847 – NJSP Woodstown Station
Detective K. McGrady #2136 – NJ Department of Criminal Justice
Detective B. Moreno #432 – NJ Department of Criminal Justice

The following items were collected, photographed, and packaged by Detective Sherman as a result of the search:

Items collected from the Higgins Jeep:

- One (1) sample of hair from the windshield, marked DS01
- Biological matter, marked DS02
- Biological matter, marked DS03
- Biological matter, marked DS04

C. VEHICLE DAMAGE

Detective Garofalo photographed the Higgins Jeep on scene the evening of the crash and Detective Sherman photographed it again at the time of the search warrant execution. My preliminary observation of the damage to the Higgins Jeep was made at the scene, and again during execution of the search warrant.

The passenger side portion of the bumper cover and fog light assembly were detached from the vehicle and had been located in the area of the impact with the pedalcyclists. The headlight assembly was shattered and several wires were loosely hanging near the mounting point of the passenger headlight. The passenger side fender and hood were crushed inward with several pieces of apparent biological matter on the jagged edges of the metal hood and metal fender. Approximately one foot down from the top of the windshield and along the A-pillar was a circular imprint pattern which extended from the windshield onto the A-pillar. Within the shattered glass was more biological matter. The driver side and rear of the vehicle were free of any damage sustained in this collision.

Inspection of the interior of the vehicle revealed there was no intrusion into the passenger compartment. The vehicle had no airbag deployment and the driver's seatbelt was free to extend.

D. AIRGBAG CONTROL MODULE

As part of the search of the Higgins Jeep, I conducted an image of the Event Data Record (EDR) within the Higgins Jeep, specifically referred to as the Airbag Control Module (ACM). I accessed the Data Link Connector (DLC) located to the left under the steering wheel. I performed an image of the ACM through the DLC. Bosch Crash Data Retrieval (CDR) Systems Version 24.1.289 was utilized to image the data stored in the ACM as a result of this crash. Utilizing the CANplus and

cable F00K108287, the DLC was connected to my issued laptop computer. After accessing the CDR software, I imaged the information contained on the ACM.

The recovered data indicated that one event was captured by the ACM; however, this event was determined to not be related to this pedalcyclist crash. The record indicates at the time of the download that the vehicle's ignition cycle was 10270. At the time of the event, the vehicle's ignition cycle was 4413. Such a great difference in ignition cycles means that Event Record 1 was a result of an event that occurred previously. Furthermore, I noted that the odometer at the time of the search was 120054 miles. The record indicates that the odometer at the time of the saved event was 44827.1 miles.

The ACM will record information if an event occurs or triggers the system to "wake up", called algorithm enable. This particular vehicle and ACM will store an event when the Delta-V (change in velocity) is approximately 5 MPH or greater within a 150 milliseconds (ms) interval or a non-reversible occupant restraint system is activated. Therefore, this crash did not meet the necessary change in velocity needed to store the event, which is common in motor vehicle - pedalcyclist crashes. The minimal change in velocity experienced by a vehicle in a pedalcyclist crash does not come close to what would be required to register an event to be stored due to the large disparity in momentum between the two (velocity and weight difference). Therefore, the front-end impact of the Higgins Jeep with the pedalcyclists did not produce any recoverable data. The CDR Report is included in Appendix E.

E. INFOTAINMENT SYSTEM

Prior to the execution of the Search Warrant, DSG Hall inquired with the NJSP Motor Vehicle Crimes Unit about retrieving data from the infotainment system within the Higgins Jeep. Such systems are capable of storing various data that could be helpful in motor vehicle crash investigations, such as GPS, hard braking, hard accelerating, and speed. As a result, Det. McGrady and Det. Moreno of the Department of Criminal Justice (DCJ) who work on a task for with NJSP Motor Vehicle Crimes assisted with the extraction. During the search, Det. McGrady entered the Higgins Jeep and performed an extraction of the Uconnect 4C electronic control unit (infotainment system) from the vehicle. The serial number was noted to be [redacted]. Det. McGrady kept the unit in his possession and later removed the motherboard containing the data chip from the Uconnect 4C, but data acquisition was not possible using the equipment available to him. Det. McGrady advised that the data would have to be retrieved via a "chip-off" style acquisition performed by the NJSP Cyber Crimes Unit and

NJ Regional Computer Forensics Laboratory (RCFL). Det. McGrady completed the necessary online form to submit the chip to the RCFL. The motherboard containing the chip (SanDisk SDIN8DE4-320) was subsequently turned over to DSG Hall who then labeled it WP01, entered it into the NJSP Buena Station evidence ledger, and stored it within their temporary evidence locker pending future transport for the chip-off. DSG Hall made contact with the NJSP Cyber Crimes Unit who would physically conduct the chip removal, and was advised that the chip removal process would result in the infotainment system itself being destroyed, and to verify with the Assistant Prosecutor if we wished to proceed forward with the chip off process.

Due to being past the 12 day search warrant window, DSG Hall authored a new combined search warrant and communications data warrant specifically related to the chip-off procedure. Results of this data acquisition are still pending. See DSG J. Hall's supplement report for further information.

F. NHTSA / CARFAX INQUIRY

In addition to the damage analysis and ACM image, I accessed the National Highway Traffic Safety Administration's website (www.nhtsa.gov/recalls) and determined that there were no open recalls for the Higgins Jeep at the time of the crash. I also requested a CARFAX Vehicle History Report through the CARFAX For Police Database. Same showed that the Higgins Jeep had one previous owner and was purchased by Driver Higgins in 2021. There were no recorded total loss reports, structural damage, airbag deployment, odometer rollback, or manufacturer recalls on this vehicle. There was minor damage reported to the vehicle in December of 2019, November 2021, and August of 2022, and the only reported accident was this particular one on August 29, 2024. The NHTSA and CARFAX reports are included in Appendices F and G.

SECTION V. MECHANICAL INSPECTION

As part of the search warrant execution, DSG. M. Presti #7001 of the Motor Vehicle Racing Control Unit performed a mechanical inspection of the Higgins Jeep and completed a New Jersey State Police Mechanical Inspection Report. He concluded in this report that there were no pre-existing mechanical conditions that would have contributed to the cause of this crash. (See Appendix H)

While inspecting the Higgins Jeep, DSG. M. Presti and I discovered that the Higgins Jeep would unintentionally stall when the headlight switch was turned to the manual 'parking light on' and 'headlights on' position. It should be noted, upon entering the vehicle at the beginning of the search warrant, the headlight switch was set to the automatic position. DSG. M Presti subsequently switch the headlights back off, restarted the vehicle, and slowly drove the Higgins Jeep across the parking lot while simultaneously turning the headlight switch back in to the manual 'headlight on' position. The Higgins Jeep subsequently stalled out while in motion and coasted to a stop unless the brakes were applied by DSG. M. Presti, in which case the Higgins Jeep would stop relatively quicker. Although the 'power brakes' were lost during the stall, the brakes were still operational.

DSG M. Presti located a large electrical connection behind the passenger side headlight assembly that had obviously become disconnected as a result of the impact. DSG. M. Presti reestablished the connection during our testing. Once the connection was reestablished, all functions and positions of the headlights, blinkers, hazards, and tail lights functioned correctly without the vehicle stalling out.

To simulate the conditions of the evening of the crash, DSG. M. Presti reconnected the connection and I started the vehicle with the headlight switch in the off position. Once the vehicle was running, I placed the Higgins Jeep in drive with my foot on the brake. I then turned the headlight switch into the manual on position and the Higgins Jeep remained running. While the vehicle was in drive, DSG. M. Presti then disconnected the same electrical connection to simulate the loss of connection as a result of the impact. The Higgins Jeep subsequently stalled out and was unable to be restarted.

At the end of the inspection, it was determined that the Higgins Jeep would stall out under several circumstances with the electrical connection disconnected. They are as follows:

HEADLIGHT SWICH MANUALLY OPERATED

-Headlight switch is manually turned into the 'headlights on' position

-Headlight switch is manually turned into the 'parking lights on' position

HEADLIGHT SWITCH IN AUTO POSITION

-The vehicle's hazard lights are turned on

-The vehicle's lift gate is open (which flashes the rear tail lights)

-The left blinker is applied fully

-The left blinker is momentarily applied (three blinks)

It should be noted that on September 4, 2024, during the inspection timeframe, the weather was sunny and clear. As a result, in the automatic headlight position, the vehicle would not be requiring the headlights to be activated. Therefore, the vehicle was not stalling out while the headlight switch was in the automatic position due to the vehicle not activating the headlights. On the evening of the crash, it was dark with no street lighting and the vehicle would have had the headlights activated in the automatic position. It can therefore be concluded that the headlights being in the automatic position the night of the crash would result in the same stalling following the loss of the electrical connection after impact.

On September 10, 2024, DSG J. Hall and I utilized my issued 2017 Ford Police Interceptor to conduct testing on the coasting distance at 50 MPH (the posted speed limit of CR 551). DSG J. Hall and I utilized a desolate road with minimal traffic. The road was level and free of any defects or obstacles. After accelerating to 50 MPH and passing a predetermined landmark, I placed the vehicle into neutral and coasted to a stop. It was determined the vehicle coasted 4,455 feet (approximately 0.80 miles) under these conditions.

Based on Driver Higgins' statements in his interview with Det. Repose and Tpr. Allonardo about his actions after the collision, the testing DSG. J. Hall and I conducted, as well as DSG M. Presti's inspection, it can determined that the Higgins Jeep stalled out at impact or shortly thereafter resulting in it losing power and subsequently began coasting. The Higgins Jeep coasted for approximately 1500 feet north of the crash location until Driver Higgins eventually brought it to a stop after not being able to restore power.

SECTION V. HUMAN FACTORS

A. DRIVER SEAN P. HIGGINS

At the time of the crash, Driver Sean M. Higgins possessed a valid New Jersey Class D driver license [redacted] with an expiration of 11/11/2025. No endorsements or restrictions were active on his driver's license at the time of the crash.

Tpr. Allonardo briefly spoke with Driver Higgins on scene while he was outside his vehicle. Tpr. Allonardo observed his demeanor to be extremely anxious. More specifically, Driver Higgins was observed to take several audible deep breaths and frequently paced back and forth while speaking with Troopers. In addition, Tpr. Allonardo detected the strong odor of an alcoholic beverage emanating from the breath of Driver Higgins. Tpr. Allonardo asked Driver Higgins how much he had to drink today, to which he stated, "I've been drinking beers." Tpr. Allonardo then administered Standardized Field Sobriety Tests, which Driver Higgins failed. As a result, he was placed under arrest for Driving Under the Influence and transported to the NJSP Woodstown station.

Tpr. Allonardo applied for a telephonic search warrant for blood samples from Driver Higgins. It was granted by Salem County Superior Court Judge Robert Malestein and blood samples for toxicology testing were obtained from Driver Higgins by hospital staff at Inspira Medical Center – Mannington and turned over to Tpr. Allonardo. The gray top vials containing the blood samples of Driver Higgins (marked MF03) and secondary blood samples from Driver Higgins (marked MF04) were transported to Woodstown Station. They were entered into the Woodstown Station Evidence Ledger, held in temporary evidence, and later transported to the South Regional Laboratory for testing. The toxicology analysis results were issued by the NJSP Office of Forensic Sciences, South Regional Laboratory on September 5, 2024. Analysis revealed a BAC of 0.087% and was negative for drugs. A copy of the toxicology analysis report is included in Appendix I.

Driver Sean M. Higgins was issued the following motor vehicle summonses by Tpr. Allonardo as a result of the investigation of this crash: 39:4-50 (DWI), 39:4-96 (Reckless Driving), 39:4-88b (Failure to Maintain Lane), 39:4-85 (Improper passing), 39:4-50a (Possession of Open Container), and 39:4-51a (Consumption of Alcohol).

B. PEDALCYCLIST JOHN M. GAUDREAU

At the time of the crash, Pedalcyclist J. Gaudreau was wearing green boxer briefs and white sneakers. He was riding in a single file fashion and as near to the right side of the roadway as practicable. Pedalcyclist J. Gaudreau was enroute with his brother from the Gaudreau residence to visit a family friend in the area according to family. While not required by law, Pedalcyclist J. Gaudreau was not utilizing a helmet.

Pedelcyclist J. Gaudreau was ejected from his bike and sustained fatal injuries as a result of this crash. John M. Gaudreau was pronounced deceased via telemetry by Dr. Britton of Inspira Medical Center - Woodbury at 2037 hours on August 29, 2024. He was removed from the scene and transported to the Gloucester – Camden – Salem County Medical Examiner's Office by Medical Examiner's Office personnel. At the time of this report, the toxicology analysis and Medical Examiner's autopsy report for Pedalcyclist J. Gaudreau is not complete.

C. PEDALCYCLIST MATTHEW R. GAUDREAU

At the time of the crash, Pedalcyclist M. Gaudreau was wearing a black polo style shirt, multicolored floral shorts and black sneakers. He was riding in a single file fashion and as near to the right side of the roadway as practicable. Pedalcyclist M. Gaudreau was enroute with his brother from the Gaudreau residence to visit a family friend in the area according to family. While not required by law, Pedalcyclist M. Gaudreau was not utilizing a helmet.

Pedalcyclist M. Gaudreau was ejected from his bike and sustained fatal injuries as a result of this crash. Matthew R. Gaudreau was pronounced deceased via telemetry by Dr. Britton of Inspira Medical Center - Woodbury at 2037 hours on August 29, 2024. He was removed from the scene and transported to the Gloucester – Camden – Salem County Medical Examiner's Office by Medical Examiner's Office personnel. At the time of this report, the toxicology analysis and Medical Examiner's autopsy report for Pedalcyclist M. Gaudreau is not complete

SECTION VII. INVESTIGATION REVEALED

Based on my examination at the crash scene, vehicle and bicycle damage analysis, and a review of various statements received, I determined that Sean M. Higgins was operating a 2018 Jeep Grand Cherokee bearing NJ Registration [redacted] northbound on County Route 551 (Pennsville Auburn Road) in Oldmans Township, Salem County, NJ. John M. Gaudreau was operating a Cerveio bicycle north on County Route 551 to the far right along the northbound white fog line where there is a minimal shoulder present. Matthew R. Gaudreau was operating a Trek bicycle north on County Route 551 directly behind Pedalcyclist J. Gaudreau.

In the area of milepost 11.15, the Higgins Jeep was the third vehicle in a line of three traveling northbound. Driver Higgins passed an uninvolved sedan (the middle vehicle) on the left and began to re-enter the northbound lane. Simultaneously, an uninvolved SUV (the front vehicle) crossed the center line and entered the southbound lane of travel to safely pass Pedalcyclist J. Gaudreau and Pedalcyclist M. Gaudreau. Driver Higgins then attempted to pass the uninvolved SUV on the right and failed to observe and yield to Pedalcyclist J. Gaudreau and Pedalcyclist M. Gaudreau. The front passenger side of the Higgins Jeep impacted Pedalcyclist M. Gaudreau from the rear. The front passenger side of the Higgins Jeep then impacted Pedalcyclist J. Gaudreau while simultaneously accelerating the front of the M. Gaudreau Bicycle into the rear of the J. Gaudreau Bicycle. As a result of this crash, Pedalcyclist J. Gaudreau and Pedalcyclist M. Gaudreau were ejected from their bicycles and onto the grass shoulder adjacent to the northbound lane. Pedalcyclist J. Gaudreau struck a fence post before coming to final rest on the grass shoulder. Pedalcyclist M. Gaudreau came to final rest in close proximity to Pedalcyclist J. Gaudreau. The Higgins Jeep lost power due to the impact and continued to coast for approximately 1500 feet from the area of impact before coming to final rest partially off the edge of pavement of the northbound lane. Driver Higgins then exited the Higgins Jeep and proceeded to remove several beer cans from the vehicle and discarded them into the adjacent farm field.

SECTION VIII. CONCLUSION

The cause of this crash can be attributed to the driving actions of Sean M. Higgins. Driver Higgins was found to be driving while under the influence of alcohol and in a reckless manner as he improperly passed a vehicle on the right. He also failed to yield to the pedalcyclists by making a proper lane change or slowing his vehicle. Pedalcyclist J. Gaudreau and Pedalcyclist M. Gaudreau did not exhibit any improper actions to contribute to the cause of the crash. As previously mentioned, Pedalcyclist J. Gaudreau and Pedalcyclist M. Gaudreau did not have the required front and rear lighting on their bicycles; however, they were visible as reported by the driver of the front vehicle and also supported by that driver's actions of moving to the left to pass the pedalcyclists.

This crash investigation is complete. It should be noted that the Medical Examiner's documents, to include the Toxicology and Autopsy Reports of Pedalcyclist J. Gaudreau and Pedalcyclist M. Gaudreau, will be obtained once completed and added to the case. The results of same will be reflected in a Supplemental Report.

SECTION IX. SIGNATURE PAGE

TPR William Pope #8651

Trooper William Pope #8651

DSG Jennifer Hall #7315

Detective Sergeant Jennifer Hall #7315

SECTION X. APPENDICES

APPENDIX A – NJTR-1 CRASH REPORTS #A140202400547C

APPENDIX B – SCENE MEASUREMENTS RAW DATA

APPENDIX C – FINAL REST DIAGRAM

APPENDIX D – COLLISION SEQUENCE DIAGRAM

APPENDIX E – CRASH DATA RETRIEVAL (CDR) REPORT

APPENDIX F – NHTSA REPORT

APPENDIX G – CARFAX REPORT

APPENDIX H – MECHANICAL INSPECTION REPORT

APPENDIX I – TOXICOLOGY ANALYIS REPORT – SEAN P. HIGGINS

Appendix A

New Jersey Police Crash Investigation Report

☒ Fatal ☒ Reportable ☐ Non-Reportable ☐ Change Report

1. Case Number: A140202400547C
2. Police Dept. of: NJSP Division Headquarters — Code: 02
3. Station/Precinct: A140
4. Date of Crash: 08/29/2024
5. Day of Week: Thursday
6. Time (use 2400 hrs.): 2019
7. Municipality Code: 1706
8. Total Killed: 2
9. Total Injured: 0
10. Crash Occurred On: COUNTY ROUTE 551 — Road Name — N — Dir
☐ At Intersection with ☐ Feet ☐ Miles — ☐ N ☐ E ☐ S ☐ W — of:
11. Speed Limit: 50
12. Route No.: 551
13. Milepost: 11.15
14 15 16
17. Cross Road Name/Route No.
18. Speed Limit
19. Ramp ☐ To: ☐ From:
☐ NB ☐ EB ☐ SB ☐ WB
20. Route Name/Route No.
21. Latitude: 39.710701
22. Longitude: -75.380272

Vehicle 1

23. Veh. #: 01 — ☐ Parked ☐ Ped ☐ Pedalcyclist ☐ Resp. to Emergency ☐ Hit & Run
24. Policy No.: [redacted]
25. NJ Ins. Code: 355
26. Driver's First Name: Sean — Initial: M — Last Name: Higgins
29. Sex: M
27. Number & Street: [redacted]
30. Eyes: 02 — DL Class: D — Restrictions: — Endorsements: — 31. State: NJ
32. Driver's License Number: [redacted]
33. DOB: 11/11/1980
34. Expires: 11/11/2025
35. Owner's First Name: ☒ Same as Driver — Sean — Initial: M — Last Name: Higgins
36. Number & Street: [redacted]
37. City — State — Zip
38. Make: JEEP — 39. Model: Grand Cherokee — 40. Color: BK — 41. Year: 2018 — 42. Plate No.: [redacted] — 43. State: NJ
44. VIN: [redacted]
45. Expires: 05/31/2025
46. Vehicle Removed to: Woodstown Station Sally Port
☐ Driven ☐ Towed Disabled ☒ Towed Disabled & Impounded ☐ Left at Scene ☐ Towed Impounded
47. Authority: ☐ Owner ☐ Driver ☒ Police
48. Alcohol Drug Test: Given: ☐ No ☒ Yes ☐ Refused — Type: ☐ Breath ☒ Blood ☐ Urine — Results: % ☒ Pending
49. Hazardous Material: ☐ None ☐ On Board ☐ Spill — Hazard Class — Placard No.
50. Carrier No.: ☐ USDOT ☐ MC/MX ☐ None
51. GVWR/GCWR (trucks & buses only): ☐ ≤ 10,000 lbs. ☐ 10,001 - 26,000 lbs. ☐ ≥ 26,001 lbs.
52. Motor Carrier or Government Entity
Number & Street
City — State — Zip
Level of Autonomy: 150 - AVAILABLE ☒ 0 ☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐ Unknown — 151 - ENGAGED ☒ 0 ☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐ Unknown

Vehicle 2

25. NJ Ins. Code:
53. Veh. #: B1 — ☐ Parked ☐ Ped ☒ Pedalcyclist ☐ Resp. to Emergency ☐ Hit & Run
54. Policy No.:
55. NJ Ins. Code:
56. Driver's First Name: Matthew — Initial: R — Last Name: Gaudreau
59. Sex: M
57. Number & Street: [redacted]
60. Eyes: 02 — DL Class: — Restrictions: — Endorsements: — 61. State:
62. Driver's License Number:
63. DOB: 12/05/1994
64. Expires:
65. Owner's First Name: ☐ Same as Driver — Initial — Last Name
66. Number & Street
67. City — State — Zip
68. Make — 69. Model — 70. Color — 71. Year — 72. Plate No. — 73. State
74. VIN — 75. Expires
76. Vehicle Removed to:
☐ Driven ☐ Towed Disabled ☐ Towed Disabled & Impounded ☐ Left at Scene ☐ Towed Impounded
77. Authority: ☐ Owner ☐ Driver ☐ Police
78. Alcohol Drug Test: Given: ☐ No ☒ Yes ☐ Refused — Type: ☐ Breath ☒ Blood ☐ Urine — Results: % ☒ Pending
79. Hazardous Material: ☐ None ☐ On Board ☐ Spill — Hazard Class — Placard No.
80. Carrier No.: ☐ USDOT ☐ MC/MX ☐ None
81. GVWR/GCWR (trucks & buses only): ☐ ≤ 10,000 lbs. ☐ 10,001 - 26,000 lbs. ☐ ≥ 26,001 lbs.
82. Motor Carrier or Government Entity
Number & Street
City — State — Zip
Level of Autonomy: 152 - AVAILABLE ☐ 0 ☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐ Unknown — 153 - ENGAGED ☐ 0 ☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐ Unknown

135. Damage to Other Property ☒ Yes (If Yes, describe) ☐ No
K9 Kountry Klub (57 Pennsville Auburn Rd) : Wooden Fence Post

Oper.	136. Charge	137. Summons No.	Oper.	138. Charge	139. Summons No.
01	39:4-50 - DWI	1715E24000834			
Oper.	140. Charge	141. Summons No.	Oper.	142. Charge	143. Summons No.
01	39:4-96 - Reckless Driving	1715E24000835			

	83	84	85	86	87	88	89	90	91	92	93	94	95	Names & Addresses of Occupants If Deceased, Date & Time of Death
A	01	01	01	05	43	M	-	-	-	04	00	06	-	Sean M Higgins [redacted]
B	B1	-	-	01	29	M	01	03	02	01	01	-	0098	Matthew R Gaudreau (08/29/2024, 2037) [redacted]
C	B2	-	-	01	31	M	01	03	02	01	01	-	0098	John M Gaudreau (08/29/2024, 2037) [redacted]
D														

SCPO/2400054700000608

☒ Fatal **New Jersey Police Crash Investigation Report** ☒ Reportable ☐ Non-Reportable ☐ Change Report

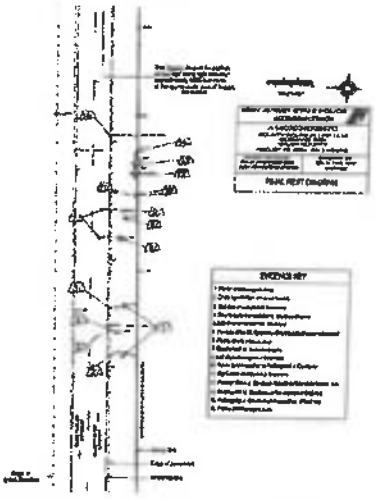
96 05	1. Case Number A140202400547C	10. Crash Occurred On: COUNTY ROUTE 551 (Road Name)	N (Dir)	11. Speed Limit 50	551 (12. Route No.)	(Suffix)	11.15 (19. Milepost)	118a 11
97 01	2. Police Dept. of NJSP Division Headquarters	Code 02	☐ At Intersection with ☐ Feet ☐ Miles (14 15) ☐ N ☐ E ☐ S ☐ W (16) of:				18. Speed Limit	118b -
98 05	3. Station/Precinct A140							118c -
99 05	4. Date of Crash 08/29/2024	5. Day of Week Thursday	6. Time (use 2400 hrs.) 2019	7. Municipality Code 1706	8. Total Killed 2	9. Total Injured 0	19. Ramp ☐ To: ☐ From:	17. Cross Road Name/Route No.	☐ NB ☐ EB ☐ SB ☐ WB	118d -
100a 01	21. Latitude 39.710701	20. Route Name/Route No.	22. Longitude -75.380272							120a 00
100b 04	23. Veh. # B2	24. Policy No.	25. NJ Ins. Code	☐ Parked ☐ Ped ☒ Pedalcyclist ☐ Resp. to Emergency ☐ Hit & Run						120b -
101 02	26. Driver's First Name John	Initial M	Last Name Gaudreau	29. Sex M	[redacted]					121a -
102 01	30. Eyes 02	DL Class	Restrictions	Endorsements	31. State					121b -
103 01	32. Driver's License Number	33. DOB 08/13/1993	34. Expires							122 01
104 1	35. Owner's First Name	Initial	Last Name	☐ Same as Driver						123 -
105 14	36. Number & Street									124 04
106 -	37. City	State	Zip							125 -
107 -	38. Make	39. Model	40. Color	41. Year	42. Plate No.	43. State				126a 26
108 -	44. VIN		45. Expires							126b 59
109 -	46. Vehicle Removed to:									126c -
110 -	☐ Driven ☐ Towed Disabled ☐ Towed Disabled & Impounded ☐ Left at Scene ☐ Towed Impounded									126d -
111 -	47. Authority ☐ Owner ☐ Driver ☐ Police									126e 26
112 -	48. Alcohol Drug Test Given: ☐ No ☒ Yes ☐ Refused Type: ☐ Breath ☒ Blood ☐ Urine Results: % ☒ Pending									127a -
113 -	49. Hazardous Material ☐ None ☐ On Board ☐ Spill Hazard Class Placard No.									127b -
114 -	50. Carrier No. ☐ USDOT ☐ MC/MX ☐ None									127c -
115 -	51. GVWR/GCWR (trucks & buses only) ☐ ≤ 10,000 lbs. ☐ 10,001 - 26,000 lbs. ☐ ≥ 26,001 lbs.									127d -
116 01	52. Motor Carrier or Government Entity									127e -
117 -	Number & Street									128 21
	City	State	Zip							129
	Level of Autonomy 150 - AVAILABLE ☐0 ☐1 ☐2 ☐3 ☐4 ☐5 ☐Unknown 151 - ENGAGED ☐0 ☐1 ☐2 ☐3 ☐4 ☐5 ☐Unknown									130
	135. Damage to Other Property ☒ Yes (If Yes, describe) ☐ No									131 -
	K9 Kountry Klub (57 Pennsville Auburn Rd) : Wooden Fence Post									132 -
	Oper. 136. Charge	137. Summons No.	Oper. 138. Charge	139. Summons No.						133 -
	Oper. 140. Charge	141. Summons No.	Oper. 142. Charge	143. Summons No.						134 -

	83	84	85	86	87	88	89	90	91	92	93	94	95	Names & Addresses of Occupants If Deceased, Date & Time of Death
E														
F														
G														
H														

SCPO/2400054700000609

	83	84	85	86	87	88	89	90	91	92	93	94	95	Names & Addresses of Occupants If Deceased, Date & Time of Death
I														

144. Crash Diagram



145. Crash Description/Narrative

On August 29, 2024, at approximately 2019 hours, a motor vehicle – two pedalcyclist crash occurred on County Route 551 (Pennsville Auburn Road), in the area of milepost 11.15, located in Oldmans Township, Salem County, New Jersey. This crash resulted in the death of Pedalcyclist John M. Gaudreau and Pedalcyclist Matthew R. Gaudreau.

Preliminary investigation revealed that Sean M. Higgins (Driver Higgins) was operating a 2018 Jeep Grand Cherokee (Higgins Jeep) north on County Route 551. John M. Gaudreau (Pedalcyclist J. Gaudreau) was operating a Cerveio Bicycle north on County Route 551 to the far right along the northbound white fog line where there is a minimal shoulder present. Matthew R. Gaudreau (Pedalcyclist M. Gaudreau) was operating a Trek Bicycle north on County Route 551 directly behind Pedalcyclist J. Gaudreau.

In the area of milepost 11.15, Driver Higgins passed an uninvolved sedan on the left and began to re-enter the northbound lane. Simultaneously, an uninvolved SUV in front of the Higgins Jeep crossed the center line and entered the southbound lane of travel to safely pass Pedalcyclist J. Gaudreau and Pedalcyclist M. Gaudreau. Driver Higgins attempted to pass the uninvolved SUV on the right, failed to observe Pedalcyclist J. Gaudreau and Pedalcyclist M. Gaudreau and impacted Pedalcyclist J. Gaudreau and Pedalcyclist M. Gaudreau from the rear. As a result of this crash, Pedalcyclist J. Gaudreau and Pedalcyclist M. Gaudreau were ejected from their bicycles and sustained fatal injuries. Driver Higgins continued to travel north on County Route 551 for approximately 1500 feet before coming to Pedalcyclist J. Gaudreau and Pedalcyclist M. Gaudreau were pronounced deceased on scene at 2037 hours via telemetry by Dr. Britton from the Inspira Medical Center – Woodbury. Following the on scene investigation, the Higgins Jeep, as well as both Gaudreau Bicycles, were transported from the scene back to the Woodstown Station sally port by Riehl's Towing pending a search warrant.

As a result of the circumstances surrounding this crash, a telephonic search warrant for the purpose of taking a blood sample from Driver Higgins for toxicological testing was applied for and granted. Toxicology analysis results are currently pending. Following an interview with Driver Higgins, who admitted to drinking, complaint warrant 1715W000109 was prepared charging him with two counts of 2C:11-5A, Death by Auto. Driver Higgins was transported to the Salem County Jail and lodged on the strength of his warrant.

This crash is pending additional investigation and will be further detailed in the Investigation Report (A140-2024-00439).

Additional Citations

01 - 39:4-51a Consumption of Alcohol - 1715E24000836
01 - 39:4-50b Possession of Open Container - 1715E24000837
01 - 39:4-85 Improper Passing - 1715E24000838
01 - 39:4-88b - Unsafe Lane Change - 1715E24000839

Other Descriptions

01 - Driver Higgins failed to observe two pedalcyclists traveling north - Field 118b

146. Officer's Signature	147. Badge #	148. Reviewer	Badge #	149. Case Status
Allonardo, Mark	8847	Hall, Jennifer	7315	☒ Pending ☐ Complete

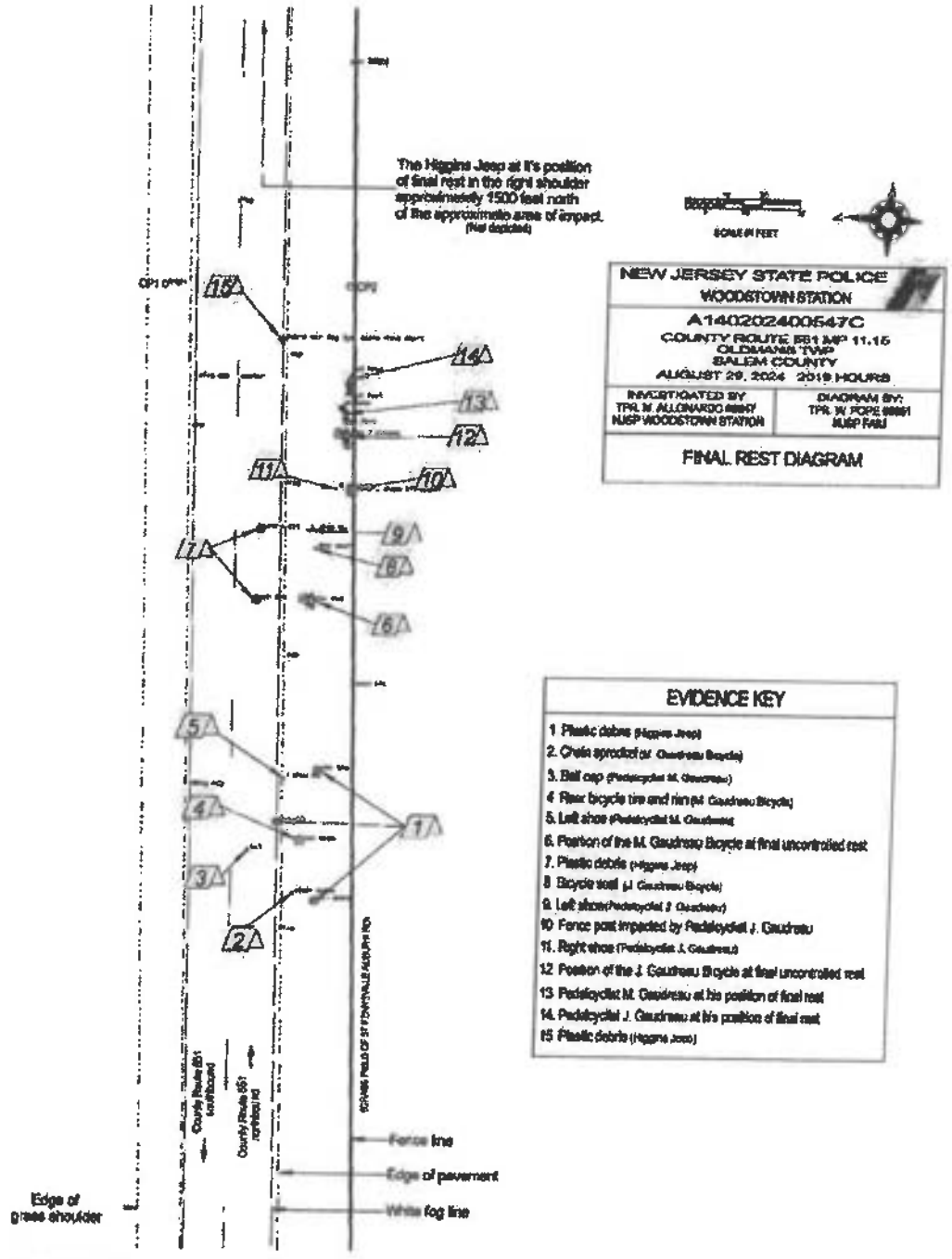
SCPO/2400054700000610

New Jersey Police Crash Investigation Report
Motor Vehicle Crash Diagram

Police Dept: NJSP Division Headquarters Code: 02

Station: A140 Case No: A140202400547C

144. Crash Diagram (NOT TO SCALE)



NJTR-1B (Rev. 01/17)

Allonardo, Mark
Officer's Signature

8847
Badge Number

☒ Fatal **New Jersey Police Crash Investigation Report** ☒ Reportable ☐ Non-Reportable ☒ Change Report

1. Case Number: A140202400547C
2. Police Dept. of: NJSP Division Headquarters — Code: 02
3. Station/Precinct: A140
4. Date of Crash: 08/29/2024
5. Day of Week: Thursday
6. Time (use 2400 hrs.): 2019
7. Municipality Code: 1706
8. Total Killed: 2
9. Total Injured: 0
10. Crash Occurred On: COUNTY ROUTE 551 — Road Name — N — Dir
☐ At Intersection with ☐ Feet ☐ Miles ☐N ☐E ☐S ☐W — of:
11. Speed Limit: 50
12. Route No.: 551
13. Milepost: 11.15
18. Speed Limit:
19. Ramp ☐ To: ☐ From: 17. Cross Road Name/Route No. ☐NB ☐EB ☐SB ☐WB
21. Latitude: 39.710701
20. Route Name/Route No.:
22. Longitude: -75.380272

	23. Veh. #	24. Policy No.	25. NJ Ins. Code	26. Driver's First Name	Initial	Last Name	29. Sex	30. Eyes	DL Class	Restrictions	Endorsements	31. State	32. Driver's License Number	33. DOB	34. Expires
Vehicle	01	[redacted]	355	Sean	M	Higgins	M	02	D			NJ	[redacted]	11/11/1980	11/11/2025
Owner	Same as Driver			Sean	M	Higgins									
Vehicle	01	[redacted]		27. Make: JEEP	28. Model: Grand Cherokee	40. Color: BK	41. Year: 2018	42. Plate No.: [redacted]	43. State: NJ	44. VIN: [redacted]	45. Expires: 05/31/2025				

46. Vehicle Removed to: Woodstown Station Sally Port
☐ Driven ☐ Towed Disabled ☒ Towed Disabled & Impounded ☐ Left at Scene ☐ Towed Impounded
47. Authority: ☐ Owner ☐ Driver ☒ Police
48. Alcohol/Drug Test Given: ☐ No ☒ Yes ☐ Refused Type: ☐ Breath ☒ Blood ☐ Urine Results: % ☒ Pending
49. Hazardous Material: ☐ None ☐ On Board ☐ Spill — Hazard Class — Placard No.
50. Carrier No.: ☐ USDOT ☐ MC/MX ☐ None
51. GVWR/GCWR (trucks & buses only): ☐ ≤ 10,000 lbs. ☐ 10,001 - 26,000 lbs. ☐ ≥ 26,001 lbs.
52. Motor Carrier or Government Entity — Number & Street — City — State — Zip
Level of Autonomy: 150 - AVAILABLE ☒ 0 ☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐ Unknown; 151 - ENGAGED ☒ 0 ☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐ Unknown
135. Damage to Other Property ☒ Yes (If Yes, describe) ☐ No
K9 Kountry Klub (57 Pennsville Auburn Rd) : Wooden Fence Post
Oper. 01 — 136. Charge: 39:4-50 - DWI — 137. Summons No.: 1715E24000834
Oper. 01 — 140. Charge: 39:4-96 - Reckless Drivin — 141. Summons No.: 1715E24000835

76. Vehicle Removed to:
☐ Driven ☐ Towed Disabled ☐ Towed Disabled & Impounded ☐ Left at Scene ☐ Towed Impounded
77. Authority: ☐ Owner ☐ Driver ☐ Police
78. Alcohol/Drug Test Given: ☐ No ☒ Yes ☐ Refused Type: ☐ Breath ☒ Blood ☐ Urine Results: % ☒ Pending
79. Hazardous Material: ☐ None ☐ On Board ☐ Spill — Hazard Class — Placard No.
80. Carrier No.: ☐ USDOT ☐ MC/MX ☐ None
81. GVWR/GCWR (trucks & buses only): ☐ ≤ 10,000 lbs. ☐ 10,001 - 26,000 lbs. ☐ ≥ 26,001 lbs.
82. Motor Carrier or Government Entity — Number & Street — City — State — Zip
Level of Autonomy: 152 - AVAILABLE ☐ 0 ☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐ Unknown; 153 - ENGAGED ☐ 0 ☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐ Unknown
Oper. — 138. Charge — 139. Summons No.
Oper. — 142. Charge — 143. Summons No.

	83	84	85	86	87	88	89	90	91	92	93	94	95	Names & Addresses of Occupants If Deceased, Date & Time of Death
A	01	01	01	05	43	M	-	-	-	04	00	06	-	Sean M Higgins [redacted]
B	B1	-	-	01	29	M	01	03	02	01	01	-	0098	Matthew R Gaudreau (08/29/2024, 2037) [redacted]
C	B2	-	-	01	31	M	01	03	02	01	01	-	0098	John M Gaudreau (08/29/2024, 2037) [redacted]
D														

SCPO/2400054 7/00000612

New Jersey Police Crash Investigation Report

☒ Fatal ☒ Report ☐ Non-Reportable ☒ Change Report

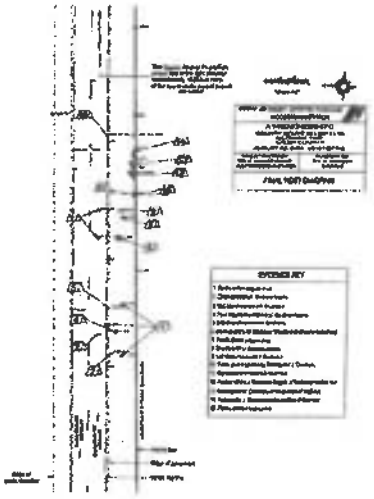
05	1. Case Number: A1402024000547C	10. Crash Occurred On: COUNTY ROUTE 551 (Road Name) N (Dir)	11. Speed Limit: 50	551 (12. Route No.)		11.15 (13. Milepost)	118a: 11
01	2. Police Dept. of: NJSP Division Headquarters	Code: 02	At Intersection with / Feet / Miles; ☐N ☐E ☐S ☐W; of:				18. Speed Limit	118b: -
05	3. Station/Precinct: A140		14 15 16	19. Ramp ☐ To: ☐ From:	17. Cross Road Name/Route No.		☐NB ☐EB ☐SB ☐WB	118c: -
01	4. Date of Crash: 08/29/2024	5. Day of Week: Thursday	6. Time (use 2400 hrs.): 2019	7. Municipality Code: 1706	8. Total Killed: 2	9. Total Injured: 0	21. Latitude: 39.710701	20. Route Name/Route No.	22. Longitude: -75.380272		120a: 00
04	23. Veh. #: B2	24. Policy No.	25. NJ Ins. Code	53. Veh. #	54. Policy No.	55. NJ Ins. Code	☐ Parked ☐ Ped ☒ Pedalcyclist ☐ Resp. to Emergency ☐ Hit & Run				120b: -
02	☐ Parked ☐ Ped ☒ Pedalcyclist ☐ Resp. to Emergency ☐ Hit & Run	26. Driver's First Name: John	Initial: M	Last Name: Gaudreau	29. Sex: M	56. Driver's First Name	Initial	Last Name	58. Sex		121a: -
01	[redacted]					57. Number & Street					121b: -
01						59. City		State	Zip		
1	30. Eyes: 02	DL Class	Restrictions	Endorsements	31. State	60. Eyes	DL Class	Restrictions	Endorsements	61. State	122: 01
14	32. Driver's License Number	33. DOB: 08/13/1993	34. Expires	62. Driver's License Number		63. DOB	64. Expires				123: -
-	35. Owner's First Name	Initial	Last Name	65. Owner's First Name	Initial	Last Name					124: 04
-	☐ Same as Driver			☐ Same as Driver							125: -
-	36. Number & Street			66. Number & Street							126a: 26
13	37. City	State	Zip	67. City	State	Zip					126b: 59
-	38. Make	39. Model	40. Color	41. Year	42. Plate No.	43. State	68. Make	69. Model	70. Color	71. Year	72. Plate No.	73. State	126c: -
-	44. VIN	45. Expires	74. VIN	75. Expires									126d: -
-	46. Vehicle Removed to:		76. Vehicle Removed to:										126e: 26
-	☐ Driven ☐ Towed Disabled ☐ Towed Disabled & Impounded ☐ Left at Scene ☐ Towed Impounded		☐ Driven ☐ Towed Disabled ☐ Towed Disabled & Impounded ☐ Left at Scene ☐ Towed Impounded										127a: -
-	47. Authority: ☐ Owner ☐ Driver ☐ Police		77. Authority: ☐ Owner ☐ Driver ☐ Police										127b: -
-	48. Alcohol Drug Test Given: ☐ No ☒ Yes ☐ Refused Type: ☐ Breath ☒ Blood ☐ Urine Results: % ☒ Pending	49. Hazardous Material ☐ None ☐ On Board ☐ Spill Hazard Class Placard No.	78. Alcohol Drug Test Given: ☐ No ☐ Yes ☐ Refused Type: ☐ Breath ☐ Blood ☐ Urine Results: % ☐ Pending	79. Hazardous Material ☐ None ☐ On Board ☐ Spill Hazard Class Placard No.									127c: -
01	50. Carrier No. ☐ USDOT ☐ MC/MX ☐ None	51. GVWR/GCWR (trucks & buses only) ☐ ≤ 10,000 lbs. ☐ 10,001 - 26,000 lbs. ☐ ≥ 26,001 lbs.	80. Carrier No. ☐ USDOT ☐ MC/MX ☐ None	81. GVWR/GCWR (trucks & buses only) ☐ ≤ 10,000 lbs. ☐ 10,001 - 26,000 lbs. ☐ ≥ 26,001 lbs.									127d: -
-	52. Motor Carrier or Government Entity		82. Motor Carrier or Government Entity										127e: -
	Number & Street		Number & Street										128: 21
	City	State Zip	City	State Zip									129: -
	Level of Autonomy	150 - AVAILABLE ☐0 ☐1 ☐2 ☐3 ☐4 ☐5 ☐Unknown; 151 - ENGAGED ☐0 ☐1 ☐2 ☐3 ☐4 ☐5 ☐Unknown	Level of Autonomy	152 - AVAILABLE ☐0 ☐1 ☐2 ☐3 ☐4 ☐5 ☐Unknown; 153 - ENGAGED ☐0 ☐1 ☐2 ☐3 ☐4 ☐5 ☐Unknown									130: -
	135. Damage to Other Property ☒ Yes (If Yes, describe) ☐ No												131: -
	K9 Kountry Klub (57 Pennsville Auburn Rd) : Wooden Fence Post												132: -
	Oper.	136. Charge	137. Summons No.	Oper.	138. Charge	139. Summons No.							133: -
	Oper.	140. Charge	141. Summons No.	Oper.	142. Charge	143. Summons No.							134: -

	83	84	85	86	87	88	89	90	91	92	93	94	95	Names & Addresses of Occupants If Deceased, Date & Time of Death
E														
F														
G														
H														

SCPO/2400054700000613

	83	84	85	86	87	88	89	90	91	92	93	94	95	Names & Addresses of Occupants If Deceased, Date & Time of Death
I														

144. Crash Diagram



145. Crash Description/Narrative

This supplemental report was created to correct an error in the narrative

In paragraph three...

Driver Higgins continued to travel north on County Route 551 for approximately 1500 feet before coming to a controlled final rest. Pedalcyclist J. Gaudreau and Pedalcyclist M. Gaudreau were pronounced deceased on scene at 2037 hours via telemetry by Dr. Britton from the Inspira Medical Center – Woodbury.

Original narrative

On August 29, 2024, at approximately 2019 hours, a motor vehicle – two pedalcyclist crash occurred on County Route 551 (Pennsville Auburn Road), in the area of milepost 11.15, located in Oldmans Township, Salem County, New Jersey. This crash resulted in the death of Pedalcyclist John M. Gaudreau and Pedalcyclist Matthew R. Gaudreau.

Preliminary investigation revealed that Sean M. Higgins (Driver Higgins) was operating a 2018 Jeep Grand Cherokee (Higgins Jeep) north on County Route 551. John M. Gaudreau (Pedalcyclist J. Gaudreau) was operating a Cervelo Bicycle north on County Route 551 to the far right along the northbound white fog line where there is a minimal shoulder present. Matthew R. Gaudreau (Pedalcyclist M. Gaudreau) was operating a Trek Bicycle north on County Route 551 directly behind Pedalcyclist J. Gaudreau.

In the area of milepost 11.15, Driver Higgins passed an uninvolved sedan on the left and began to re-enter the northbound lane. Simultaneously, an uninvolved SUV in front of the Higgins Jeep crossed the center line and entered the southbound lane of travel to safely pass Pedalcyclist J. Gaudreau and Pedalcyclist M. Gaudreau. Driver Higgins attempted to pass the uninvolved SUV on the right, failed to observe Pedalcyclist J. Gaudreau and Pedalcyclist M. Gaudreau and impacted Pedalcyclist J. Gaudreau and Pedalcyclist M. Gaudreau from the rear. As a result of this crash, Pedalcyclist J. Gaudreau and Pedalcyclist M. Gaudreau were ejected from their bicycles and sustained fatal injuries. Driver Higgins continued to travel north on County Route 551 for approximately 1500 feet before coming to Pedalcyclist J. Gaudreau and Pedalcyclist M. Gaudreau were pronounced deceased on scene at 2037 hours via telemetry by Dr. Britton from the Inspira Medical Center – Woodbury. Following the on scene investigation, the Higgins Jeep, as well as both Gaudreau Bicycles, were transported from the scene back to the Woodstown Station sally port by Riehl's Towing pending a search warrant.

As a result of the circumstances surrounding this crash, a telephonic search warrant for the purpose of taking a blood sample from Driver Higgins for toxicological testing was applied for and granted. Toxicology analysis results are currently pending. Following an interview with Driver Higgins, who admitted to drinking, complaint warrant 1715W000109 was prepared charging him with two counts of 2C:11-5A, Death by Auto. Driver Higgins was transported to the Salem County Jail and lodged on the strength of his warrant.

This crash is pending additional investigation and will be further detailed in the Investigation Report (A140-2024-00439).

Additional Citations

01 - 39:4-51a Consumption of Alcohol - 1715E24000836
01 - 39:4-50b Possession of Open Container - 1715E24000837
01 - 39:4-85 Improper Passing - 1715E24000838
01 - 39:4-88b - Unsafe Lane Change - 1715E24000839

Other Descriptions

01 - Driver Higgins failed to observe two pedalcyclists traveling north - Field 118b

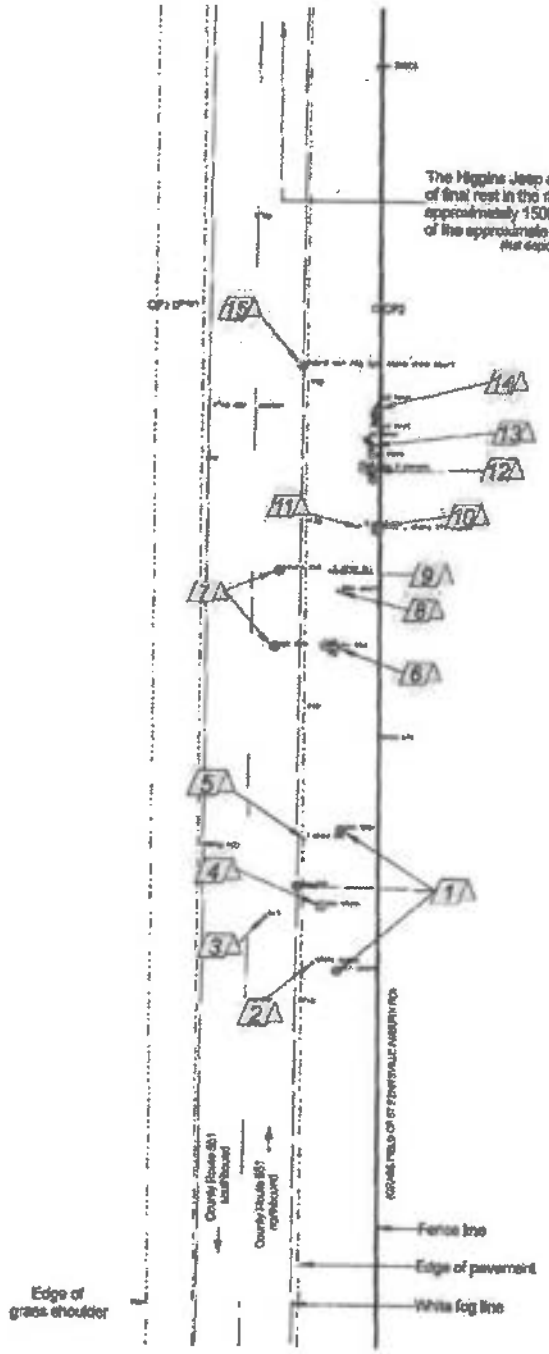
146. Officer's Signature	147. Badge #	148. Reviewer	Badge #	149. Case Status
Pope, William	8651	Hall, Jennifer	7315	☒ Pending ☐ Complete

New Jersey Police Crash Investigation Report
Motor Vehicle Crash Diagram

Police Dept: NJSP Division Headquarters Code: 02

Station: A140 Case No: A140202400547C

144. Crash Diagram (NOT TO SCALE)



NEW JERSEY STATE POLICE
WOODSTOWN STATION

A140202400547C
COUNTY ROUTE 551 MP 11.16
OLDMANS TWP
SALEM COUNTY
AUGUST 29, 2024 2019 HOURS

INVESTIGATED BY:	DIAGRAM BY:
TPR. M. ALLONARDO #8847 NJSP WOODSTOWN STATION	TPR. W. POPE #8651 NJSP FAU

FINAL REST DIAGRAM

EVIDENCE KEY

1. Plastic debris (Higgins Jeep)
2. Chain sprocket (M. Gaudreau Bicycle)
3. Bell cap (Pedalcyclist M. Gaudreau)
4. Rear bicycle tire and rim (M. Gaudreau Bicycle)
5. Left shoe (Pedalcyclist M. Gaudreau)
6. Position of the M. Gaudreau Bicycle at final uncontrolled rest
7. Plastic debris (Higgins Jeep)
8. Bicycle seat (M. Gaudreau Bicycle)
9. Left shoe (Pedalcyclist J. Gaudreau)
10. Fence post impacted by Pedalcyclist J. Gaudreau
11. Right shoe (Pedalcyclist J. Gaudreau)
12. Position of the J. Gaudreau Bicycle at final uncontrolled rest
13. Pedalcyclist M. Gaudreau at his position of final rest
14. Pedalcyclist J. Gaudreau at his position of final rest
15. Plastic debris (Higgins Jeep)

NJTR-1B (Rev. 01/17)

Pope, William
Officer's Signature

8651
Badge Number

Appendix B

File	a14082924
Date	8/29/24
Method	Range Triangulation
Units	FD
Project not	

Point	X	Y	Z	Type	Name	Note
1	0	0	Point		Origin	
2	48.61	0	Point			
3	17.65	21.81	Point		wfog	
4	32.14	-53	Point		wfog	
5	34.16	-171.1	Point		wfog	
6	22.05	-171.05	Point		center	
7	20.05	-24.92	Point		center	
8	8.89	-24.71	Point		wfog opp	
9	10.61	-133.04	Point		wfog opp	
10	9.46	-132.76	Point		eop	
11	7.61	-37.86	Point		eop	
12	32.65	-18.88	Point		eop	
13	34.21	-98.57	Point		eop	
14	26.21	-149.74	Point		hat	
15	44.03	-163.03	Point		car debris	
16	38.29	-161.1	Point		chain sprok	
17	39.67	-147.21	Point		bike wheel	
18	33.35	-142.32	Point		car deb	
19	35.1	-130.59	Point		l shoe blk	
20	43.91	-128.43	Point		veh trim	
21	40.14	-83.53	Point		trek bike	
22	26.58	-83.39	Point		veh deb	
23	41.58	-69.45	Point		bike seat	
24	39.51	-64.7	Point		L shoe blu	
25	46.5	-53.53	Point		R shoe blu	
26	50.1	-54.24	Point		fence _ phone 1ft east	
27	49.23	-39.39	Point		bike 2 cervelo	
28	51.47	-106.03	Point		fence 1ft	
29	27.13	-64.62	Point		debris cat	
30	31.39	-14.3	Point		debris car. fog light asemb wheel start	
31	45.97	58.86	Point		pole S15126	
32	48.91	-36.38	Point		p1 feet	
33	47.14	-31.51	Point		p1 head	
34	50.06	-29.64	Point		p2 feet	
35	49.88	-22.57	Point		p2 head	

SCPO/24000547/00000617

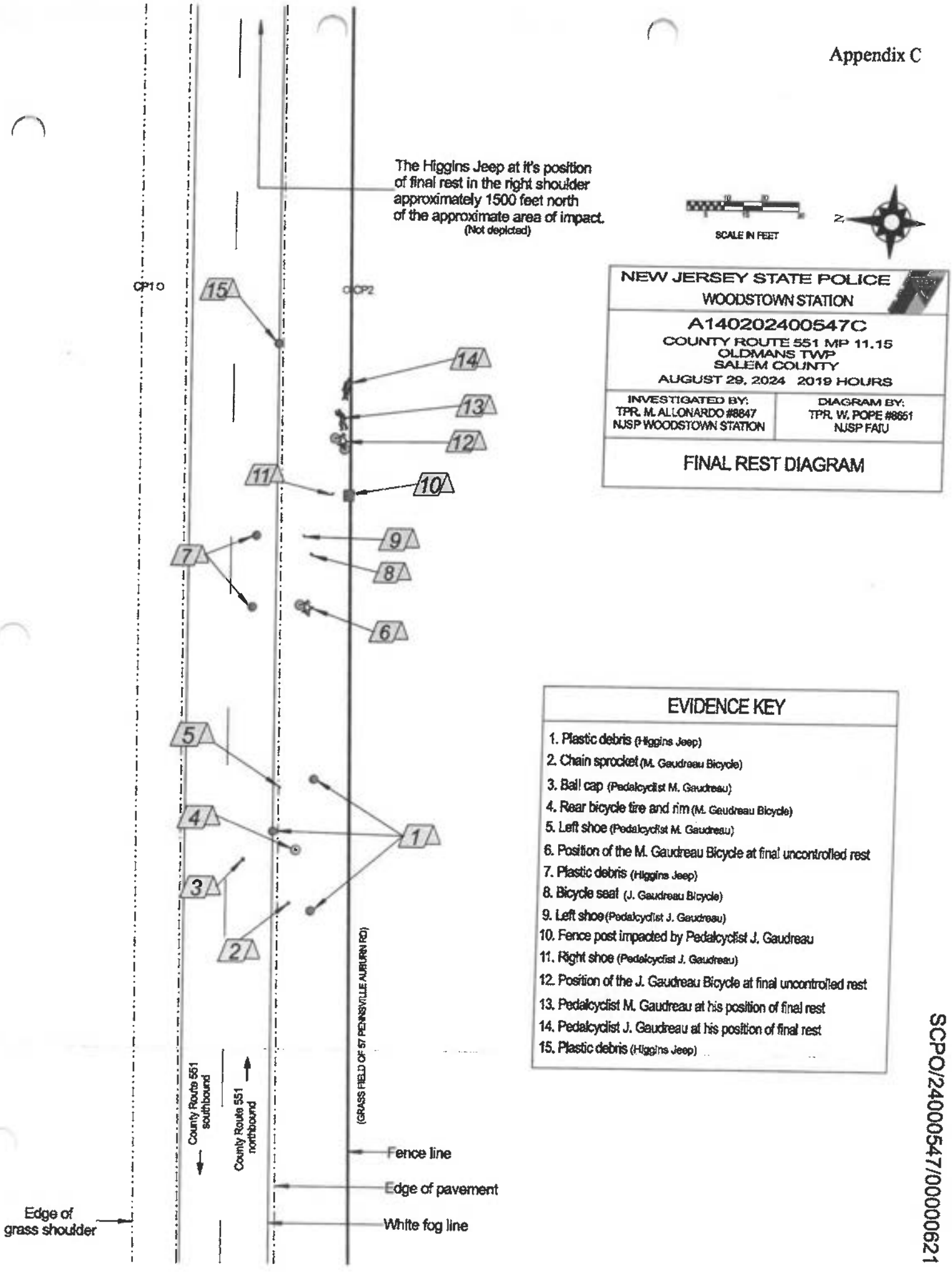
A140202400547C / A140202400439

LI1FILE="a14082924", PROCEDURE="RANGETRI", UNITS="FD", AZIMUTH=90.00, STOREZ="YES", FDESC=""
PT=1, X=0.00, Y=0.00, Z=0.00, CP=1, IH=5.50, TH=0.00, CPA=0, LR=Left, HD1=0.00, SD1=0.00, INC1=0.00, AZ1=0.00, CPB=0, HD2=0.00, SD2=0.00, INC2=0.00, AZ2=0.00", DESC="Origin"
PT=2, X=48.61, Y=0.00, Z=-0.41, CP=2, IH=5.50, TH=0.00, CPA=1, LR=Left, HD1=48.61, SD1=48.61, INC1=-0.48, AZ1=90.00, CPB=0, HD2=0.00, SD2=0.00, INC2=0.00, AZ2=0.00", DESC=""
PT=3, X=17.65, Y=21.81, Z=-3.23, IH=5.50, TH=0.00, CPA=1, LR=Right, HD1=28.06, SD1=28.15, INC1=-4.63, AZ1=0.00, CPB=2, HD2=37.87, SD2=37.94, INC2=-3.51, AZ2=0.00", DESC="wfog"
PT=4, X=32.14, Y=-53.00, Z=-3.29, IH=5.50, TH=0.00, CPA=1, LR=Left, HD1=61.98, SD1=62.02, INC1=-2.04, AZ1=0.00, CPB=2, HD2=55.50, SD2=55.53, INC2=-2.03, AZ2=0.00", DESC="wfog"
PT=5, X=34.16, Y=-171.10, Z=-2.79, IH=5.50, TH=0.00, CPA=1, LR=Left, HD1=174.48, SD1=174.50, INC1=-0.89, AZ1=0.00, CPB=2, HD2=171.71, SD2=171.74, INC2=-1.03, AZ2=0.00", DESC="wfog"
PT=6, X=22.05, Y=-171.05, Z=-2.67, IH=5.50, TH=0.00, CPA=1, LR=Left, HD1=172.47, SD1=172.49, INC1=-0.94, AZ1=0.00, CPB=2, HD2=173.10, SD2=173.12, INC2=-0.88, AZ2=0.00", DESC="center"
PT=7, X=20.05, Y=-24.92, Z=-3.47, IH=5.50, TH=0.00, CPA=1, LR=Left, HD1=31.99, SD1=32.05, INC1=-3.63, AZ1=0.00, CPB=2, HD2=37.91, SD2=37.98, INC2=-3.56, AZ2=0.00", DESC="center"
PT=8, X=8.89, Y=-24.71, Z=-3.35, IH=5.50, TH=0.00, CPA=1, LR=Left, HD1=26.26, SD1=26.35, INC1=-4.69, AZ1=0.00, CPB=2, HD2=46.77, SD2=46.82, INC2=-2.55, AZ2=0.00", DESC="wfog opp"
PT=9, X=10.61, Y=-133.04, Z=-3.29, IH=5.50, TH=0.00, CPA=1, LR=Left, HD1=133.46, SD1=133.48, INC1=-0.95, AZ1=0.00, CPB=2, HD2=138.36, SD2=138.38, INC2=-0.98, AZ2=0.00", DESC="wfog opp"
PT=10, X=9.46, Y=-132.76, Z=-3.34, IH=5.50, TH=0.00, CPA=1, LR=Left, HD1=133.09, SD1=133.11, INC1=-0.93, AZ1=0.00, CPB=2, HD2=138.41, SD2=138.43, INC2=-1.02, AZ2=0.00", DESC="eop"
PT=11, X=7.61, Y=-37.86, Z=-3.71, IH=5.50, TH=0.00, CPA=1, LR=Left, HD1=38.62, SD1=38.66, INC1=-2.65, AZ1=0.00, CPB=2, HD2=55.81, SD2=55.84, INC2=-2.00, AZ2=0.00", DESC="eop"
PT=12, X=32.65, Y=-18.88, Z=-3.65, IH=5.50, TH=0.00, CPA=1, LR=Left, HD1=37.71, SD1=37.76, INC1=-2.81, AZ1=0.00, CPB=2, HD2=24.72, SD2=24.79, INC2=-4.23, AZ2=0.00", DESC="eop"
PT=13, X=34.21, Y=-98.57, Z=-3.41, IH=5.50, TH=0.00, CPA=1, LR=Left, HD1=104.34, SD1=104.36, INC1=-1.15, AZ1=0.00, CPB=2, HD2=99.62, SD2=99.64, INC2=-1.22, AZ2=0.00", DESC="eop"
PT=14, X=26.21, Y=-149.74, Z=-3.38, IH=5.50, TH=0.00, CPA=1, LR=Left, HD1=152.02, SD1=152.03, INC1=-0.80, AZ1=0.00, CPB=2, HD2=151.40, SD2=151.42, INC2=-0.84, AZ2=0.00", DESC="hat"
PT=15, X=44.03, Y=-163.03, Z=-3.67, IH=5.50, TH=0.00, CPA=1, LR=Left, HD1=168.87, SD1=168.88, INC1=-0.62, AZ1=0.00, CPB=2, HD2=163.09, SD2=163.10, INC2=-0.55, AZ2=0.00", DESC="car debris"
PT=16, X=38.29, Y=-161.10, Z=-4.17, IH=5.50, TH=0.00, CPA=1, LR=Left, HD1=165.58, SD1=165.59, INC1=-0.46, AZ1=0.00, CPB=2, HD2=161.43, SD2=161.44, INC2=-0.69, AZ2=0.00", DESC="chain sprok"

PT=17, X=39.67, Y=-147.21, Z=-3.29, IH=5.50, TH=0.00, CPA=1, LR=Left, HD1=152.46, SD1=152.48, INC1=-0.83, AZ1=0.00, CPB=2, HD2=147.48, SD2=147.50, INC2=-0.84, AZ2=0.00", DESC="bike wheel"
PT=18, X=33.35, Y=-142.32, Z=-3.00, IH=5.50, TH=0.00, CPA=1, LR=Left, HD1=146.18, SD1=146.20, INC1=-0.98, AZ1=0.00, CPB=2, HD2=143.14, SD2=143.16, INC2=-1.00, AZ2=0.00", DESC="car deb"
PT=19, X=35.10, Y=-130.59, Z=-3.07, IH=5.50, TH=0.00, CPA=1, LR=Left, HD1=135.23, SD1=135.25, INC1=-1.03, AZ1=0.00, CPB=2, HD2=131.29, SD2=131.31, INC2=-0.97, AZ2=0.00", DESC="l shoe blk"
PT=20, X=43.91, Y=-128.43, Z=-3.84, IH=5.50, TH=0.00, CPA=1, LR=Left, HD1=135.73, SD1=135.74, INC1=-0.70, AZ1=0.00, CPB=2, HD2=128.52, SD2=128.52, INC2=-0.28, AZ2=0.00", DESC="veh trim"
PT=21, X=40.14, Y=-83.53, Z=-3.87, IH=5.50, TH=0.00, CPA=1, LR=Left, HD1=92.68, SD1=92.69, INC1=-1.01, AZ1=0.00, CPB=2, HD2=83.96, SD2=83.97, INC2=-0.91, AZ2=0.00", DESC="trek bike"
PT=22, X=26.58, Y=-83.39, Z=-2.96, IH=5.50, TH=0.00, CPA=1, LR=Left, HD1=87.52, SD1=87.56, INC1=-1.66, AZ1=0.00, CPB=2, HD2=86.25, SD2=86.29, INC2=-1.71, AZ2=0.00", DESC="veh deb"
PT=23, X=41.58, Y=-69.45, Z=-4.07, IH=5.50, TH=0.00, CPA=1, LR=Left, HD1=80.95, SD1=80.96, INC1=-1.01, AZ1=0.00, CPB=2, HD2=69.81, SD2=69.81, INC2=-0.41, AZ2=0.00", DESC="bike seat"
PT=24, X=39.51, Y=-64.70, Z=-4.84, IH=5.50, TH=0.00, CPA=1, LR=Left, HD1=75.81, SD1=75.81, INC1=-0.50, AZ1=0.00, CPB=2, HD2=65.33, SD2=65.34, INC2=-0.78, AZ2=0.00", DESC="L shoe blu"
PT=25, X=46.50, Y=-53.53, Z=-4.72, IH=5.50, TH=0.00, CPA=1, LR=Left, HD1=70.91, SD1=70.91, INC1=-0.63, AZ1=0.00, CPB=2, HD2=53.57, SD2=53.57, INC2=-0.23, AZ2=0.00", DESC="R shoe blu"
PT=26, X=50.10, Y=-54.24, Z=-5.10, IH=5.50, TH=0.00, CPA=1, LR=Left, HD1=73.84, SD1=73.84, INC1=-0.31, AZ1=0.00, CPB=2, HD2=54.26, SD2=54.26, INC2=-0.49, AZ2=0.00", DESC="fence _ phone 1ft east"
PT=27, X=49.23, Y=-39.39, Z=-5.76, IH=5.50, TH=0.00, CPA=1, LR=Left, HD1=63.05, SD1=63.05, INC1=0.24, AZ1=0.00, CPB=2, HD2=39.40, SD2=39.40, INC2=-0.59, AZ2=0.00", DESC="bike 2 cerveio"
PT=28, X=51.47, Y=-106.03, Z=-4.72, IH=5.50, TH=0.00, CPA=1, LR=Left, HD1=117.86, SD1=117.86, INC1=-0.38, AZ1=0.00, CPB=2, HD2=106.07, SD2=106.07, INC2=-0.53, AZ2=0.00", DESC="fence 1ft"
PT=29, X=27.13, Y=-64.62, Z=-3.08, IH=5.50, TH=0.00, CPA=1, LR=Left, HD1=70.08, SD1=70.12, INC1=-1.98, AZ1=0.00, CPB=2, HD2=68.09, SD2=68.13, INC2=-1.88, AZ2=0.00", DESC="debris cat"
PT=30, X=31.39, Y=-14.30, Z=-3.63, IH=5.50, TH=0.00, CPA=1, LR=Left, HD1=34.49, SD1=34.54, INC1=-3.11, AZ1=0.00, CPB=2, HD2=22.38, SD2=22.45, INC2=-4.37, AZ2=0.00", DESC="debris car. fog light asemb wheel start"
PT=31, X=45.97, Y=58.86, Z=-3.94, IH=5.50, TH=0.00, CPA=1, LR=Right, HD1=74.68, SD1=74.70, INC1=-1.20, AZ1=0.00, CPB=2, HD2=58.92, SD2=58.94, INC2=-1.49, AZ2=0.00", DESC="pole S15126"
PT=32, X=48.91, Y=-36.38, Z=-4.95, IH=5.50, TH=0.00, CPA=1, LR=Left, HD1=60.96, SD1=60.96, INC1=-0.52, AZ1=0.00, CPB=2, HD2=36.38, SD2=36.38, INC2=-0.50, AZ2=0.00", DESC="p1 feet"
PT=33, X=47.14, Y=-31.51, Z=-4.54, IH=5.50, TH=0.00, CPA=1, LR=Left, HD1=56.70, SD1=56.71, INC1=-0.97, AZ1=0.00, CPB=2, HD2=31.54, SD2=31.54, INC2=-0.30, AZ2=0.00",

DESC="p1 head"
PT=34, X=50.06, Y=-29.64, Z=-4.90, IH=5.50, TH=0.00, CPA=1, LR=Left, HD1=58.18,
SD1=58.18, INC1=-0.59, AZ1=0.00, CPB=2, HD2=29.68, SD2=29.68, INC2=-0.35, AZ2=0.00",
DESC="p2 feet"
PT=35, X=49.88, Y=-22.57, Z=-5.54, IH=5.50, TH=0.00, CPA=1, LR=Left, HD1=54.75,
SD1=54.75, INC1=0.04, AZ1=0.00, CPB=2, HD2=22.61, SD2=22.61, INC2=0.69, AZ2=0.00",
DESC="p2 head"

Appendix C



NEW JERSEY STATE POLICE
WOODSTOWN STATION

A140202400547C
COUNTY ROUTE 551 MP 11.15
OLDMANS TWP
SALEM COUNTY
AUGUST 29, 2024 2019 HOURS

INVESTIGATED BY:	DIAGRAM BY:
TPR. M. ALLONARDO #8647 NJSP WOODSTOWN STATION	TPR. W. POPE #8651 NJSP FAIU

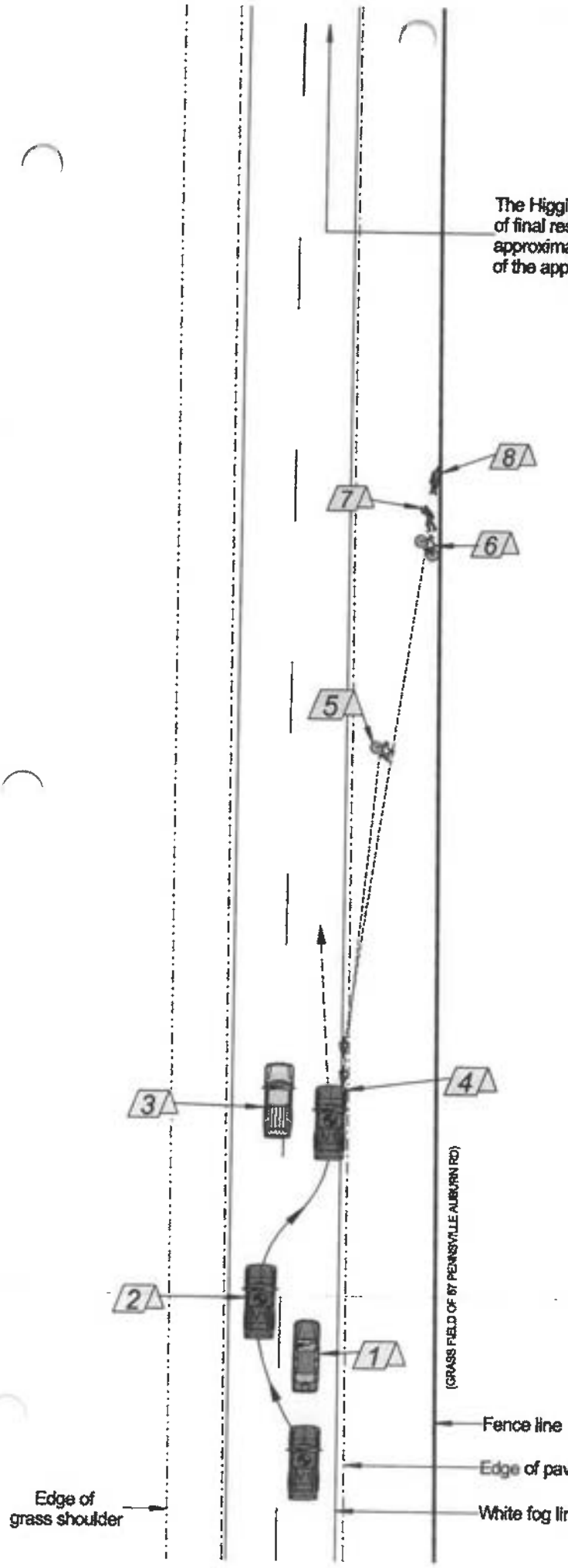
FINAL REST DIAGRAM

EVIDENCE KEY

1. Plastic debris (Higgins Jeep)
2. Chain sprocket (M. Gaudreau Bicycle)
3. Ball cap (Pedalcyclist M. Gaudreau)
4. Rear bicycle tire and rim (M. Gaudreau Bicycle)
5. Left shoe (Pedalcyclist M. Gaudreau)
6. Position of the M. Gaudreau Bicycle at final uncontrolled rest
7. Plastic debris (Higgins Jeep)
8. Bicycle seat (J. Gaudreau Bicycle)
9. Left shoe (Pedalcyclist J. Gaudreau)
10. Fence post impacted by Pedalcyclist J. Gaudreau
11. Right shoe (Pedalcyclist J. Gaudreau)
12. Position of the J. Gaudreau Bicycle at final uncontrolled rest
13. Pedalcyclist M. Gaudreau at his position of final rest
14. Pedalcyclist J. Gaudreau at his position of final rest
15. Plastic debris (Higgins Jeep)

SCPO/24000547/00000621

Appendix D



N

NEW JERSEY STATE POLICE
WOODSTOWN STATION

A140202400547C
COUNTY ROUTE 551 MP 11.15
OLDMANS TWP
SALEM COUNTY
AUGUST 29, 2024 2019 HOURS

INVESTIGATED BY:	DIAGRAM BY:
TPR. M. ALLONARDO #8847 NJSP WOODSTOWN STATION	TPR. W. POPE #8651 NJSP FAIU

COLLISION SEQUENCE DIAGRAM
FOR ILLUSTRATIVE PURPOSES ONLY

EVIDENCE KEY

1. An uninvolved sedan in the right lane.
2. The Higgins Jeep passes the uninvolved sedan to the left in the southbound lane.
3. An uninvolved SUV enters the southbound lane ahead of the Higgins Jeep to provide a safe passing distance for the pedalcyclists.
4. The Higgins Jeep re-enters the northbound lane to pass the uninvolved SUV on the right, strikes Pedalcyclist M. Gaudreau and J. Gaudreau in the shoulder, and continues north.
5. Position of the M. Gaudreau Bicycle at final uncontrolled rest.
6. Position of the J. Gaudreau Bicycle at final uncontrolled rest.
7. Pedalcyclist M. Gaudreau at his position of final rest.
8. Pedalcyclist J. Gaudreau at his position of final rest.

SCPO/24000547/00000622

BOSCH

Appendix E
CDR CRASH DATA RETRIEVAL

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	1C[redacted]
User	TPR W. POPE 8651
Case Number	A140202400439
EDR Data Imaging Date	09/04/2024
Crash Date	08/29/2024
Filename	1C[redacted] ACM.CDRX
Saved on	Wednesday, September 4 2024 at 10:46:03
Imaged with CDR version	Crash Data Retrieval Tool 24.1.289
Imaged with Software Licensed to (Company Name)	New Jersey State Police
Reported with CDR version	Crash Data Retrieval Tool 24.1.289
Reported with Software Licensed to (Company Name)	New Jersey State Police
EDR Device Type	Airbag Control Module
Event(s) recovered	Most Recent Event, Non-Deployment

Comments

Image of the ACM via the DLC pursuant to a search warrant authorized by the Honorable Judge Russell DePersia at the NJSP Woodstown station located at 768 Rt 40, Pilesgrove NJ, 08098

Data Limitations

AIRBAG CONTROL MODULE (ACM) DATA LIMITATIONS:

GENERAL INFORMATION:

CAUTION: During direct-to-module imaging where the Airbag Control Module (ACM) is disconnected and removed from a vehicle, make sure the ACM is not moved, tilted or turned over while connected to and powered by the CDR Interface Module (with appropriate adaptors in place, where required). 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 direct-to-module imaging may cause new events to be recorded in the ACM.

- For additional definitions, please refer to the CDR Help File Glossary.
- 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 Tool during the imaging process.
- If a DLC adapter has to be used with the CDR Tool, the "Read VIN from Vehicle" feature in the CDR Tool will not work. The VIN will have to be manually entered.
- If a 2021 or later MY Dodge Durango was imaged with a CDR Tool version 19.4 or older, the ACM will need to be reimaged as not all the peripheral sensor data will have been retrieved.
- If a 2023 MY Jeep Grand Cherokee or Jeep Grand Cherokee L was imaged with a CDR Tool version 23.0.2 or older, the ACM will need to be reimaged as not all the data will have been retrieved.
- The 2019 MY RAM 1500 may take up to 30 minutes to retrieve the EDR data. The ignition will time out within 20 minutes so the vehicle flashers must be turned on within 20 minutes to keep the ignition and communication bus active.
- Lateral Delta V will not be displayed for the 2013 MY Jeep Compass and Patriot.
- Ignition Cycle, download/crash
  - For RAMs and Dodge Vipers, there are 2 internal ignition counters in the ACM. It is possible for the ignition cycles at download to be different than the ignition cycles at event due to the 2 different counters.
  - Note that the ignition cycle count in an ACM may differ from the ignition cycle count in a Pedestrian Protection Module (PPM) in the same vehicle due to the fact that the ACM has an energy reserve while the PPM does not.

- The following table provides an explanation of the sign notation for data elements that may be included in this CDR report. All directional references to sign notation are from the perspective of the driver when seated in the vehicle facing the direction of forward vehicle travel.

Data Element Name	Positive Sign Notation Indicates
Delta-V, Longitudinal	Forward
Maximum Delta-V, Longitudinal	Forward
Delta-V, Lateral	Left to Right
Maximum Delta-V, Lateral	Left to Right
Angular Rate	Clockwise rotation around the longitudinal axis

Peripheral Sensors, X and Y	Outside to Inside
Pressure Sensors	Compression of air
Internal Y Acceleration	Left to Right
Low-g Z Acceleration	Downward
Steering Input	Steering wheel turned counter clockwise
Yaw Rate	Counter clockwise rotation

CDR FILE INFORMATION:

- An event will be stored when the delta V is approximately 5 mph (8 km/h) or greater within a 150 ms interval or a non-reversible occupant restraint system is activated. For non-NAFTA ACMs that control pedestrian protection devices, a non-deployment event will be stored when the pedestrian protection devices are activated.
- A non-deployment event may be stored with activation of the Active Head Restraints. See AHR explanation under System Configuration at Retrieval/Event section.
- A deployment event may be stored in a 2019 MY+ Ram 3500 as the result of a rear impact, even though the Ram 3500 does not deploy any restraint system devices in a rear impact.

Event(s) Recovered definitions:
- None - There are no stored events in the ACM
- Not Retrievable - Event Data may be stored in the ACM but is not retrievable by the CDR Tool.
- 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.
- For 2013 and 2014 MY Dodge Journey and Fiat Freemont:
  - 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)
- For TRW modules:
  - If there is a side impact, two EDR events may be stored for the one side impact event. The second event may be recorded due to the Lateral Delta V exceeding 5 mph (8 km/h) within a 150 ms interval after the side deployment occurred.
- For some Fiat vehicles:
  - Two EDR events may be stored for one impact event. The second event may be recorded due to the deployment of the frontal airbag, 3rd stage passenger.
- During an event, if power to the ACM is lost, all or part of the event data record may not be recorded. An indication may be observed in the recorded data under this condition: The restraint data is recorded first and then the vehicle data.
  - "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 Pre-Crash Recorder Status.
- For the 2021MY Jeep Grand Cherokee L, an event may be displayed in the "Event(s) Recovered" section of the report as "End of Line Test event - See Data Limitations". This event is an End of Line test event from the module manufacturing process which will be included in the count for the total number of events, but no data will be displayed in the CDR Report.

SYSTEM STATUS AT RETRIEVAL:

- Original VIN - The VIN is captured by the ACM when the vehicle was first manufactured. Once it has been recorded, this number cannot be changed.
- VIN, Current - reflects the Vehicle Identification Number of the vehicle on which the ACM is currently installed.
- Original TVV Data Identifier Number - captured by the ACM when the vehicle was first manufactured.
- Effective TVV Data Identifier Number - captured by the ACM if the vehicle has been modified by a multistage manufacturer

SYSTEM CONFIGURATION AT RETRIEVAL/EVENT:

- The System Configuration data tables indicate the components that the ACM for a particular vehicle monitors and/or controls.
- Active Head Restraint (AHR) - This refers to some active head restraint systems that are electronically controlled by the ACM. AHRs may activate but not store an EDR Record if the delta V does not exceed the minimum delta V threshold. It is possible that the AHRs may activate after the EDR record has been stored and written, based on achieving the minimum delta V. This condition will result in an EDR but no record of the AHR activation in the CDR report. Activation of only the AHRs, if stored, will be a non-deployment event.
- "System Configuration at Retrieval" table will not be displayed for 2024 MY Alfa Romeo Giulia and Stelvio.

SYSTEM STATUS AT EVENT:

- Accident Emergency Call System (AECS) Status - "Faulted" indicates a fault / failure in the AECS. "On but emergency call not automatically triggered" indicates that the system is functional, but the emergency call was not triggered by the ACM. "On - Emergency call automatically triggered" indicates that the emergency call was triggered by the ACM.
- Frontal Airbag Warning Lamp / Airbag Warning Lamp - In Veoneer modules, the airbag warning lamp may indicate ON at the time of a most recent

event without any DTCs present if a deployment event has already occurred in the same ignition cycle. The ABWL will come on due to the deployment but, as there are still algorithms processing data, the actual faults will not be qualified yet and will not show up as DTCs.

- Number, Total Events / Total Number of Events- Cumulative number of events that the ACM has recorded, including those non-deployment events that have been overwritten by a subsequent event.
  - For the 2021MY Jeep Grand Cherokee L, the module will contain one, two, or three End of Line test events from the module manufacturing process which will be included in the count for the total number of events. However, the data from these End of Line test events will not be displayed in the CDR Report.
- Occupant Size Classification, Outboard Front Passenger - "Child" status may be used to indicate anything weighing less than a 5th percentile female adult crash dummy, including an empty seat; "Not Child" indicates anything weighing the same as or more than a 5th percentile female adult crash dummy. "SNA" indicates undetermined;
  - For some non-North American applications, "Empty" indicates an empty seat;
- Odometer at Event - Vehicle odometer at the time of the event
  - For 2014-2016 MY Fiat 500L, the odometer value in miles may be shown in the brackets, labeled as kilometers. If this is the case, the non-bracketed value is not valid.
- Operation via Energy Reserve Only / Operation via Energy Reserve -"Yes" indicates that the ACM had lost power at or before T0 and was only operating on energy reserve at T0.
- Safety Belt Status, Outboard Front Passenger - For pre-2024 MY vehicles sold outside of North America, which do not contain a buckle switch for the outboard front passenger, the safety belt status, outboard front passenger will default to "not buckled/unbuckled".
- System Voltage at Event, ACM / Supply Voltage at Event ACM (V) - Voltage at the ACM as measured by the ACM. This voltage may be approximately 0.7V (one diode drop) below the bused voltage.
- System Voltage at Event, Bused - Voltage of the vehicle system, communicated on the communication bus to other electronic modules in the vehicle.
- Temperature, Outside - Ambient Air Temperature.
- Time, Airbag Warning Lamp On - This is a cumulative time. It indicates the total amount of time that the ACM has requested the Airbag Warning Lamp be turned on.
  - This time does not include the warning lamp bulb check time, which occurs at every ignition cycle
    - For 2013 MY Minivans and new 2017+ MY Jeep Compass, this time is only cumulative for the past 10 ignition cycles.
- Time from event 1 to 2 -
  - If only one event is stored, either a value of 0 or >5 may be displayed for this data element.
  - For the 2018+ MY Promaster and 2019+ MY RAM 1500, a value of 0 may be displayed for the first event or for events >5 seconds apart.
  - If multiple events exist in the EDR, the time from event 1 to event 2 is defined as:
    - For Bosch and TRW modules, the time from the prior recorded event (even if it has been overwritten) to the current recorded event.
    - For Continental modules, the time from the prior existing recorded event (as long as it is still displayed in the CDR report) to the current recorded event. If the prior event in a multi-event condition is overwritten by a subsequent event, the multi-event status will no longer be displayed.
    - For the 2019+ MY RAM 1500, the time from event 1 to 2 may utilize a non-stored event as event 1. In this case, the total number of events and multi-event data elements will not include the non-stored event in the number of events. However, the time from event 1 to 2 will be shown as time from that non-stored event.
- Time, Operation System Time / Operation System Time - This is a cumulative lifetime timer for the ACM. It indicates the total amount of time the ACM has been powered up.
  - For 2019 and later MY RAMs, this time is only cumulative for the current ignition cycle.
- Current Ignition System Operation Time - This is the current ignition cycle timer for ACM. It indicates the total amount of time the ACM has been powered up in the current ignition cycle.
- Tire Pressure Indicator Lamp at Event / Tire Pressure Monitor Indicator Lamp / Tyre Pressure Monitoring System Warning Lamp Status - "On" indicates a tire with low pressure or a fault in the tire pressure monitoring system at the time of the event. The TPM module DTC's should be read and recorded for final system interpretation. "Flashing" indicates a recent fault in the tire pressure monitoring system. Note that if the TPMS is disabled, the Lamp is set to "OFF".
- Tire Pressure at Event / Tire Pressure Status, LF, LR, RF, RR - See "Tire Information" under Pre-Crash Data section for details.
- VIN at Event, Last 8 Digits- Last 8 digits of the VIN of the vehicle at the time the ACM records the event.

DEPLOYMENT COMMAND DATA:

- A "Yes" for a particular item indicates that the ACM commanded the deployment /activation of the associated device.
- The phrase "Exceeded Storage Range" for a particular time to deploy indicates that the deployment time is equal to or greater than the 255 milliseconds that can be stored.
- For the 2023-2024 MY Alfa Romeo Tonale and Dodge Hornet and for the 2024MY Alfa Romeo Giulia and Stelvio "255" will be displayed for a particular time to deploy whenever the deployment time is equal to or greater than the 255 milliseconds that can be stored.
- If a device is not deployed, the "time to deploy" for that device will N/A.
- A time to deploy value of 0 is valid and indicates that the deployment of the device triggered the EDR t0.
- In vehicles with Bosch and Veoneer ACMs, once a device has been deployed in an ignition cycle, it is possible that the ACM will not attempt to re-deploy any already deployed device during subsequent events in that same ignition cycle.
  For 2024 MY 500e, data associated to Delta-V Longitudinal and Delta-V Lateral return "Unobtainable value" from 30 ms after crash is ended.

DTCs PRESENT AT START OF EVENT:

- If any DTCs (diagnostic trouble codes) are present in the ACM at the start of the event, these will be listed in this section. A dealership service manual can be used to decode the DTCs.
  - DTCs Present at Start of Event are not present in the 2017-2023 MY Alfa Romeo Giulia, Fiat 500X,Fiat 2024 MY 500e and the Jeep

Renegade.
- For the 2021 MY+ Jeep Grand Cherokee L, the DTCs will not be updated for the subsequent events within the same ignition cycle.

FITTED ACTIVE SAFETY AND ACCIDENT AVOIDANCE: (If displayed)
- "Fitted" indicates that the vehicle is equipped with the listed system.

SENSOR DATA:

- The design range for the angular rate data is:
  - +/- 240 deg/sec for Bosch ACMs unless specifically called out below
  - +/- 299.48 deg/sec for the 2023-2024 MY Alfa Romeo Tonale and Dodge Hornet and for 2024 MY Alfa Romeo Giulia and Stelvio
  - +/- 300 deg/sec for TRW ACMs, the 2019 MY RAM 1500, and the 2018+ MY Dodge Journey
  - +/- 290 deg/sec for 2008+ MY minivans and 2009-2017 MY Dodge Journey
  - +/- 340 deg/sec for 2017+ MY Chrysler Pacifica and new 2017+ MY Jeep Compass
  - -416.67 deg/sec to +413.41 deg/sec for 2014+ MY Jeep Cherokee
- +/- 300 deg/sec for vehicles with Veoneer ACMs

- For 2024 MY 500e, the design range for the vehicle roll angle datais

  - +/- 1080 deg

- For 2024 MY RAM Promaster BEV Amazon, the Right Side Door Pressure Sensor is not present (as reported in System Configuration at Retrieval) and the default value 14.94140625 is displayed

- For vehicles that store peripheral sensor data:
  - The data is from remote or satellite impact sensors which are located at various locations in the vehicle
  - t0 for the peripheral sensors is the same as the t0 for the delta V.
- Internaly acceleration is stored prior to t0 so the internaly acceleration data will usually be zero unless the rollover sensing algorithm has triggered storage of the EDR event.
- The words "Sensor Design Range Exceeded" and a vertical line will be displayed on the Longitudinal and Lateral Delta-V graphs the first time the applicable sensor range is exceeded.
- For the 2010-2012 MY Chrysler Town and Country, Dodge Caravan, Dodge Grand Caravan, and Dodge Journey and the 2010-2011 MY Grand Voyager, the angular rate will only be displayed if it is non-zero.

PRE-CRASH DATA:

- The recorded Event may contain Pre-Crash data. Pre-Crash data from the various electronic control modules in the vehicle is transmitted to the Airbag Control Module via the vehicle's communication bus.
- In the Pre-Crash Data graph, data transmitted at a rate other than 0.1 seconds will be shown as dots for each available data point. Only data transmitted at a rate of 0.1 seconds will have the dots connected by a line.
- (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.
- The MIL (Malfunction Indicator Lamp) Status for the various recorded systems indicates the requested 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. 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.
- ABS Activity / Anti-lock braking system Activity- "Yes" / "Engaged" indicates an active ABS event in which the ABS is actively controlling the brakes.
- ABS MIL- 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.
- Accelerator Pedal, % Full - This indicates the actual position of the accelerator pedal. It will be "SNA" if the vehicle is in the power free mode which limits acceleration.
- Accelerator Pedal (Derived), % Full - This indicates the calculated value of the accelerator pedal for battery electric vehicles only (if equip.).
- Accelerator Pedal/Engine Throttle, % Full - This indicates the actual position of the accelerator pedal unless the cruise control is engaged. If the cruise control is engaged, this indicates the actual position of the engine throttle blade.
- AEB (Autonomous Emergency Braking) System Status - "On" / "On but Non-Engaged" indicates the AEB system is functional but not providing any warning or braking intervention. "Off" / "Deactivated" indicates the AEB system was either turned off by the driver or due to a fault/failure. "Warning, but non-engaged" indicates the AEB system is providing pre-intervention warning, but no braking. "Engaged" indicates that AEB system is actively providing the braking.
- AEB Type - This indicates the type of braking intervention in which the vehicle is engaged.
  - AEB-P standard / CMS Braking- The limited autonomous brake request at low vehicle speeds
  - AEB-P extended / CMS Extended Braking- The limited autonomous brake request at extended vehicle speeds
  - ABA/EBA Braking - The advanced brake assist to provide additional braking during an emergency braking event
  - AEB-L Braking - The full autonomous brake request at low vehicle speeds
  - PEB Braking - The brake request by the Pedestrian Emergency Brake system
  - ICA-L / R Braking - The brake request by the Intersection Collision Assist system
- AEBS Limit Fail - This indicates the AEB is operating with limited functionality as camera is unavailable or is in an irregular operation state due to a fault and service is required.
- AEBS Limited - This indicates the AEB is operating with limited functionality as camera is blind / blocked OR video image is reported as degraded

by the camera.
- AEB Blind - This indicates the AEB is unavailable due to blocked radar sensor.
- AEB Fault Status - This indicates the AEB is unavailable due to fault / failure and service is required.
- Automatically Commanded Steering Function Category A Status - This indicates the status of park assist system. "Active" indicates the system is actively controlling the steering to provide park assist. "Stand-by" indicates the system is available but not actively controlling the steering. "Off" indicates the system is turned off by the customer. "Faulted" indicates a fault/ failure in the park assist system.
- Automatically Commanded Steering Function Category B1 Status - This indicates the status of Highway Assist System (HAS) / Lane Centering System (LCS). "Active" indicates the system is actively controlling the steering to provide highway assist / lane centering. "Stand-by" indicates the system is available but not actively controlling the steering. "Off" indicates the system is turned off by the customer. "Faulted" indicates a fault/ failure in the HAS/ LCS.
- Brake Intervention Status/ Brake Intervention Enabled Status - This indicates if ESC can perform brake interventions. "Active Brake Intervention" indicates the brake interventions by ESC are enabled, and "No Active Brake Intervention" indicatesd the brake interventions by ESC are not enabled.
- Brake Pedal Position - This indicates the percentage of brake pedal depression by the driver.
- Brake Torque - This indicates the calculated amount of brake torque the system is producing at the wheels.
- Brake Torque Driver - This indicates the calculated amount of brake torque that the driver is requesting.
- Braking System, Maximum Braking -- "Yes" indicates that ABS is active on all 4 wheels at the same time.
  - For the 2023-2024 MY Alfa Romeo Tonale and Dodge Hornet and for 2024 MY Alfa Romeo Giulia and Stelvio, "Braking System, Maximum Braking" indicates the status (active/not active) of the Hydraulic Brake Assist (HBA).
- Cruise Control:
  - Note that the following two Cruise Control data elements are only valid for vehicles not equipped with Adaptive Cruise Control (ACC). For vehicles equipped with ACC, the ACC data elements are used for both regular Cruise Control and ACC.
  - Cruise Control System/Lamp Status -"On" indicates that the Cruise Control system is turned on.
  - Cruise Control Status - "Off" indicates that all cruise control functionality is disabled; "NCC_On" indicates that the Normal Cruise Control system is turned on; "NCC_Engaged" indicates the Normal Cruise Control is actively controlling vehicle speed; "ACC_On" indicates that ACC is turned on; "ACC_Engaged" indicates that the ACC is actively controlling vehicle speed.
    - For the 2023-2024 MY Alfa Romeo Tonale and Dodge Hornet and 2024 MY Alfa Romeo Giulia and Stelvio "Fail Present" is set if the CC-related steering wheel commands "Speed Rocker", "Resume" and "Resume/Cancel" fail the plausibility check; otherwise, the signal is set to "Fail Not Present".
  - Cruise Control Engaged Status/Active / Cruise Control Engaged- "Engaged"/ "Yes"/ "Active" indicates the Cruise Control system is actively controlling vehicle speed. "Not Engaged"/ "No"/ "Not Active" indicates the system is NOT controlling vehicle speed.
  - Cruise Control Override - "Active" indicates that the driver has overridden the set speed. "Not Active" indicates that the cruise control is either not turned on or is not being overridden.
  - Adaptive Cruise Control (ACC) Status / System Status (if equip.)- "Off" indicates that all cruise control functionality is disabled. "NCC_On" indicates that the Normal Cruise Control system is turned on. "NCC_Set" indicates the Normal Cruise Control is actively controlling vehicle speed. "ACC_On" indicates that ACC is turned on. "ACC_Set" indicates that the ACC is actively controlling vehicle speed. If the value is SNA for all time stamps, then the vehicle is not equipped with ACC.
    - For the 2023-2024 MY Alfa Romeo Tonale and Dodge Hornet , for 2024MY 500e and for 2024 MY Alfa Romeo Giulia and Stelvio, "Off" indicates that system has been disabled by the user; "Enabled" indicates tht the system has been enabled by the user, but is not engaged; "Engaged" indicates that the system is actively controlling and regulating the cruise speed; "Engaged Brake Only" indicates that the system is actively controlling only the braking portion; "Override" indicates that the system engagement is suspended to allow the driver manual takeover; "Cancel" indicates that the system has been disengaged by the driver or due to other reasons.
    - For 2024 MY Alfa Romeo Giulia and Stelvio, "Suggestion Engaged" indicates that the IACC ("Intelligent Adaptive Cruise Control") system is regulating the cruise speed according to Traffic Sign Recognition (TSR); "Suggestion Override" indicates that the IACC system engagement is suspended to allow the driver manual takeover.
  - Set Speed / Adaptive Cruise Control Set Speed (if equip.)- This indicates the desired speed in mph that was input by the driver for the cruise control system.
  - ACC Faulted / Adaptive Cruise Control System Fail Status - "Yes" / "Fail Present" indicates that the ACC system will not function and the ACC warning lamp is lit; "No" / "Fail Not Present" indicates that the ACC system is functional and the ACC warning lamp is off;
  - For new 2017+MY Jeep Compass, cruise control data elements are only available for vehicles NOT equipped with ACC.
  - Corrective Steering Function (LKA) Status / Emergency Steering Function Status - This indicates the status of Lane Keep Assist system. "Engaged" indicates the system is actively controlling the steering. "On but not engaged" indicates the system is available but not actively controlling the steering. "Off" indicates the system is turned off by the customer. "Faulted" indicates a fault/ failure in the lane keep assist system.
- Corrective Steering Function (DST) Status - This indicates the status of Dynamic Steering Torque system. "Engaged" indicates the system is actively controlling the steering. "On but not engaged" indicates the system is available but not actively controlling the steering. "Off" indicates the system is turned off by the customer. "Faulted" indicates a fault/ failure in the DST system.
- Drive Mode - This indicates the driver selected mode of operation (e.g. normal, sport, track, ...)
- EBD (Electronic Brake Distribution) failure status - This indicates a fault/ failure in the Electronic Brake Distribution system.
- Electric Steering failure status - This indicates a fault/ failure in the electric steering system
- Electric Steering Status - This indicates the Electric power steering warning display request.
  - "OK" indicates no active warning
  - "Faulted/ SERV_HI" indicates service required (EPS ASSIST OFF)
  - "Faulted/ ERR" indicates service required (EPS WARNING LAMP ON)
  - "Warning/ ERR2" indicates power steering-over temp (EPS TOO HOT)
  - SNA: EPS WARNING LAMP ON
- Electronic Brake/Stability Control information:
  - Stability Control - This is the status of the ESC symbol - "car with squiggly lines" indicator lamp. "On" indicates that the ESC system is functional. "Off" indicates that the ESC system was turned off either by the driver or due to a fault or thermal mode shutdown. "Engaged" indicates an active ESC/TCS event. "Partial Off" indicates that engine management has been turned off but brake traction control is still

functional.

- For the Jeep Renegade, if the Stability Control is "Off", the ESC Button Status is "Disabled", and the vehicle speed exceeds 40 mph, the stability control system will operate in a reduced functionality mode with traction control turned off ("partial off" mode) even though the user disabled it. For all other conditions, when the Stability Control is "Off", the stability control system will be off.
- For the 2023-2024 MY Alfa Romeo Tonale and Dodge Hornet stability control will not be displayed.

- ESC Button Status - This indicates the driver selected mode for the ESC system. "Disabled"/"Not Active" indicates that the driver pressed the ESC Button to disable engine management. "Enabled"/"Active" is the default state for the ESC system.
  - SRT and some Fiat products have the ability to fully disable the ESC system if the ESC button has been pressed and held for a specific amount of time. Additional system analysis is required.
- ESP Feature is Completely Disabled - This indicates that the stability control system has turned off engine management, traction control, and stability control.
- ESC/ESP MIL - This indicates the ESC/ESP fault indication lamp status. It will only be "On" when there is a fault or thermal mode shutdown in the ESC/ESP system. The ESC/ESP module DTC's should be read and recorded for final system interpretation.
- Brake Intervention by ESP - "Yes" indicates that the stability control system has engaged the brakes.
- Engine Torque Applied - "No" indicates 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.
- Traction Control Active - "Yes" indicates that the traction control system is actively controlling the vehicle's wheels.
- Electronic Park Brake (EPB):Park Brake Engaged - "Yes" indicates that the park brake is applied.
- EPB MIL - "On" indicates that there is a fault in the Electronic Park Brake System.

- Engine RPM - For the RAM ProMaster City, the minimum resolution for Engine RPM is 32 rpm.Engine Throttle, % Full - This indicates the actual position of the Engine Throttle blade. This data element is not supported by vehicles with diesel engines. Thus a value of "SNA" will be displayed if the vehicle has a diesel engine.
- EPB lamp status: Electronic Park Brake warning lamp status.
  - "Off" indicates no warning,
  - "On" indicates faulted, and
  - "Flashing" indicates EPB Service Mode.
- EPB hold status: This indicated the current Electronic Park Brake Hold Status.
  - "Brakes Released" indicates EPB is released (this a static state),
  - "Brakes Applied" indicates EPB is applied i.e. engaged/closed (this is a static state),
  - "Applying" indicates EPB is applying (the motor is moving) (this is a dynamic state),
  - "Releasing" indicates EPB is releasing (the motor is moving) (this is a dynamic state),
  - "Dynamic Control" indicates the EPB Dynamic Park Brake function is activated (When the driver uses the EPB switch to apply the park brakes if the vehicle is in dynamic mode),
  - "Undetermined" indicates the EPB motors are moving before they reach the stable state or lost power when motor is moving.
- ETC Lamp - Lamp "ON /"On, Fail" indicates there is an active Electronic Throttle DTC.
- ETC Lamp Flashing - "Yes"/"Flashing, Fail" indicates that the ETC is in the limp-in mode.
- ETC Lamp: Flash on service – Indicates that service is necessary on the ETC module.
- Forward Collision Warning (FCW) (if equip.):
  - Object of Interest Distance - If the FCW system is acting on the object, this indicates the actual forward distance to the main object being tracked by the FCW system. "No Object" indicates that the FCW system is not currently acting on an object. If the value is SNA for all time stamps, then the vehicle is not equipped with FCW.
  - FCW System Operating State - "Off" indicates that the FCW system is off and the FCW Warning Lamp will be "On"; "On" indicates that the FCW system is on with the audible and visual warnings enabled.
  - FCW System Status - "Off" Indicates that the FCW system is off and the FCW Warning Lamp will be "On". "On-warning" / "On, only Warning" indicates that the FCW system is on but active braking is disabled. In an FCW event, the driver will only receive FCW audible and visual warnings. "On-full" / "On, Full" indicates that the FCW system is fully on with active braking enabled as well as the audible and visual warnings enabled. SNA indicates that the vehicle is not equipped with FCW.
    - For the 2023-2024 MY Alfa Romeo Tonale and Dodge Hornet, 2024 MY Alfa Romeo Giulia and Stelvio and 2024 MY 500e "On-braking" / "On, only Braking" indicates that the system is engaged and ready to brake autonomously without providing a collision warning before braking occurs.
  - FCW Braking Enabled - "Yes" indicates that the FCW system has active braking enabled; "No" indicates that the FCW system does not have active braking enabled.
  - Fused Vehicle - "Yes" indicates that the FCW system has detected a vehicle of interest, but it does not indicate if the FCW system is acting on the object.
- Gear Position/Current Gear - For all vehicles except the RAM ProMaster City and the 2023-2024 MY Alfa Romeo Tonale and Dodge Hornet, this indicates the current transmission gear.
  For the RAM ProMaster City, the 2023-2024 MY Alfa Romeo Tonale and Dodge Hornet and the 2024 MY Alfa Romeo Giulia and Stelvio, this indicates the status of the gear shift lever.
- Gear Status - This indicates what gear the Gearbox (TCM) has currently engaged.
- Estimate Regenerative Braking Axle Torque - (HEV only) This indicates the calculated braking torque applied by the HEV system to the drive axles in Nm.
- Driver Intended Axle Torque - (HEV only) This indicates the calculated value of torque in Nm being applied to the drive axles based on accelerator pedal position.
- Trans torque request - (HEV only) "Yes" indicates that the transmission controller has requested a torque reduction when shifting from one gear to another.
- Static Axle Torque - (HEV only) This indicates the torque in Nm at the axle when the speed of the axle is constant.
- HEV Battery Pack Contactor State - (HEV only) "Closed" indicates that the HEV battery pack is connected to the vehicle's electrical system. "Open" indicates that the HEV battery pack is disconnected from the vehicle's electrical system. "Pre-Charging" indicates that the inverter internal capacitor is charging. "Pre-Charge Failed" indicates that the attempt to charge an internal capacitor failed. "Pre-Charge Inhibited" indicates that an attempt to charge an internal capacitor was not made.
- HEV Lamp Request - (HEV only) This indicates the HEV indicator lamp status. It will only be "On" when there is a fault in the HEV system. The

vehicle DTC's should be read and recorded for final system interpretation.
- Lane Departure Warning System (LDWS) Status - "Faulted" indicates a fault / failure in the LDWS. "Off" indicates the system is turned off by the customer. "On but not warning" indicates the LDWS is functional but not providing any warnings. "On - Warning Left" indicates the system is warning the driver when the vehicle is approaching or crossing the left lane marking without the turn signal active. "On - Warning Right" indicates the system is warning the driver when the vehicle is approaching or crossing the right lane marking without the turn signal active.
- Lateral acceleration (pre - crash): This stores the lateral acceleration data used by the ESC system.
- Longitudinal acceleration (pre - crash): This stores the longitudinal acceleration data used by the ESC system.
- Master Cylinder Pressure - This indicates the brake pressure applied to the brakes through the brake pedal.
- Motor X RPM - This indicates the Revolutions Per Minute (RPM) of applicable electrical motor.
- OCM (Occupant Classification Module) status / occupant size classification, passenger - This indicates the occupant size classification, outboard front passenger. "EMPTY_RFIS" indicates either a rear facing infant seat or an empty seat. "OC_5TH_UP" indicates anything weighing the same as or more than a 5th percentile female adult crash dummy. "OC_UNDETERMINED" indicates undetermined. "Child" indicates a 6 year old HIII US ATD or Q6 ATD or smaller. "Not Child" indicates larger than a 6 year old HIII US ATD or Q6 ATD.
- OCM (Occupant Classification Module) Fault Status - This indicates if there is a fault in the OCM.
- PCM MIL - This indicates the PCM fault indicator lamp status. It will only be "On" / "Fail, Fix Light Indication" when there is a fault in the PCM. "Flashing" / "Fail, Flash Light Indication" indicates misfire detection. The Powertrain Control Module DTC's should be read and recorded for final system interpretation.
  - For the 2023-2024 MY Alfa Romeo Tonale and Dodge Hornet and for the 2024 MY Alfa Romeo Giulia and Stelvio and, 2024 MY500e with ETC (Electric Throttle Control), "Fail, Flash for service" indicates that service is necessary on the ETC module or the ECM (Engine Control Module); while for the versions without ETC service is necessary on the diesel or gasoline ECM system.
  - For 2024 MY 500e, "Fail Not Present" indicates that the lamp is Off and there are no faults on PCM.
- Pre-Crash Recorder Complete / Pre-Crash Recorder Status - Due to the interruption of data recording in one section, this data element may display "Interrupted" for all sections when some data sections are actually complete.
  - For the 2014 MY Jeep Grand Cherokee and Dodge Durango, if recording of angular rate data is interrupted, the entire EDR record will display "Interrupted" even though the rest of the data may be complete.
- PRND/PRNDL/PRNDS Status - This indicates the status of the Shifter Position.
- Raw Manifold Pressure - This indicates engine load in kPa.
- Reverse Gear - For manual transmission vehicles only, "Yes" indicates the transmission is in the reverse gear.
  - For 2024 MY500e, the status for the reverse gear are:
    - "Not Inserted", indicates position R (Reverse) is not pressed.
    - "Inserted" indicates position R is pressed and the position N (neutral) is not pressed.
    - "Not used" is when position R and N are pressed.
- Service Brake - "On"/ "Active" indicates that the brake pedal is physically depressed. Braking from the ABS or FCW systems will not be reported in this data element.
- Shift Selector Position - This indicates the status of the gear shift selector.
- Speed, Vehicle Indicated - This indicates the average of the wheel speeds of the drive wheels.
  - The reporting resolution for Speed, Vehicle Indicated is 1 km/h.
  - To display this data element in mph, the CDR Tool converts the km/h to mph and reports a rounded value in mph.
  - The accuracy of the recorded Speed, Vehicle Indicated may be affected by a significant change of the tire size for the drive wheels or the final drive axle ratio of the transmission from the factory build specifications, wheel lockup, wheel slip, or wheel spin.
  - On some vehicles capable of speeds in excess of 255km/h (about 158 mph), the actual vehicle speed may have exceeded the reporting range. It is always prudent to check the reported wheel speeds and other parameters to confirm the Speed, Vehicle Indicated value(s).
- Tire Information:
  - XX where LF = Left Front Tire, RF = Right Front Tire, LR = Left Rear Tire, and RR = Right Rear Tire.
  - Tire X Location - This indicates the location of the tire pressure sensor data being displayed for that time stamp. Default is used to indicate that the location of the tire pressure sensor is unknown or there is no tire pressure sensor in that wheel. Vehicles with Base Tire Pressure Monitoring systems will display N/A or SNA for both Tire Locations as these vehicles do not send actual pressure values across the communication bus.
  - Tire X Pressure/Tire Pressure Status, XX -This indicates the actual pressure status of the Tire Location defined in the previous column (Tire X Location) or by the values for XX. Possible values are Significantly Under Inflated (TPM lamp will be on), LOW/Under/Under Inflated, NORMAL, HIGH/Over/Over Inflated, or SNA for this parameter. Vehicles with Base Tire Pressure Monitoring systems may display NORMAL even though these vehicles do not send actual pressure values across the communication bus.
  - Tire X Pressure/Tire Pressure Value, XX (psi) - This indicates the actual tire pressure value of the Tire Location defined in the previous column (Tire X Location) or by the values for XX. 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.
- For the following vehicles, the tire location, if displayed, may not be accurate if the tires have been rotated:
  - 2013 MY Ram
  - 2013-2017 MY Jeep Patriot
  - 2013-2014 MY Chrysler 200
  - 2013-2017 MY Jeep Compass
  - 2013-2016 MY Dodge Dart
  - For the 2013 MY Ram, if the values for tire pressure status and the tire pressure are SNA, the EDR does not store tire pressure monitoring data.
  - Tire pressure is not stored in the EDR for the following vehicles:
  - 2014-2018 MY RAM 1500
  - 2014+ MY RAM (all but 1500)
  - 2013+ MY Jeep Wrangler
  - 2013 MY Jeep Grand Cherokee
  - 2013 MY Dodge Durango
  - 2013-2014 MY Dodge Challenger
  - 2013-2016 MY Chrysler Town and Country
  - 2013+ MY Dodge Grand Caravan

- 2015+ MY Fiat 500

- Wheel Speed, XX - This indicates the speed value of a particular tire as denoted by XX.
- Tire Pressure Monitor Indicator Lamp/Faults - "On" indicates a tire with low pressure or a fault in the tire pressure monitoring system. The TPM module DTC's should be read and recorded for final system interpretation. "Flashing" indicates a recent fault in the tire pressure monitoring system.
- "T0" ("Time zero" where '0' is seen as subscript) is defined as "beginning of the crash event". T0 is the time at which the ACM algorithm is activated, a specific Delta-V is exceeded, or a non-reversible restraint device is deployed. T0 may be defined differently for front, side, rear and roll-over events.
    - If multiple algorithm decisions (i.e.: frontal, side, rear and/or rollover) are made before the first recorded event ends, all of those events are part of the same event record and "T0" is defined as the "T0" from the first recorded event.
    - In the Pre-Crash data tables, the relative time marker "-0.1s" or "-0.25s" respectively represents the last set of data captured in the buffer prior to "T0."
- Torque Information:
    - Axle Torque - This indicates the E-Motor Torque multiplied by the gear ratio for battery electric vehicles only.
    - E-Motor Torque - This indicates the calculated torque from the output shaft of the electric motor in battery electric vehicles only.
- Traction Control Status - "Engaged" indicates the system is actively controlling the vehicle through either engine torque management or brake pressure modulation. "On" indicates that the TCS system is functional but not actively controlling the engine torque or brake pressure. "Off" indicates that the TCS system was turned off by the driver. "Faulted" indicates a fault / failure in the TCS system.
- Traction Control Intervention Active - "Active" indicates wheel slippage was occurring during vehicle acceleration.

APPLICATION INFORMATION:

- Alfa Romeo Giulia, Alfa Romeo Stelvio, Fiat 500L, Fiat 500X, and Jeep Renegade are only CDR supported in the United States, Canada, and Saudi Arabia markets.
- Alfa Romeo Tonale is only CDR supported in the United States, Canada, Mexico and Saudi Arabia markets.
- Dodge Hornet is only CDR supported in the United States and Canada markets.
- Fiat 500/500e is only CDR supported in the United States, Canada, Mexico, and Brazil markets.

03002_Chrysler_ r052

BOSCH

CDR CRASH DATA RETRIEVAL

System Status at Retrieval

VIN, Original	1C[redacted]
VIN, Current	1C[redacted]
Ignition Cycle, Download	10270
ACM Part Number	68355363AB
ACM Serial Number	T52MD241703764
ACM Supplier	Bosch
ACM Supply Voltage at Time of Retrieval	11.6

System Configuration at Retrieval

Configured for Driver Frontal Airbag	Yes
Configured for Driver Knee Airbag	Yes
Configured for Driver Seatbelt Retractor Pretensioner	Yes
Configured for Driver Seatbelt Buckle Switch	Yes
Configured for Left Side Curtain Airbag	Yes
Configured for Left Front Seat Side Airbag	Yes
Configured for Passenger Frontal Airbag	Yes
Configured for Passenger Seatbelt Retractor Pretensioner	Yes
Configured for Passenger Seatbelt Buckle Switch	Yes
Configured for Right Side Curtain Airbag	Yes
Configured for Right Front Side Seat Airbag	Yes
Configured for Rollover Sensing	Yes
Configured for Electronic Pedestrian Protection	No
Configured Active Head Restraint headrest, Actuation, Driver	Yes
Configured Active Head Restraint headrest, Actuation, Passenger	Yes

BOSCH

CDR CRASH DATA RETRIEVAL

System Status at Event (Most Recent Event)

Complete File Recorded	Yes
Safety Belt Status, Driver	Buckled
Safety Belt status, Passenger	Unbuckled
Frontal Airbag Warning Lamp, On/Off	Off
Maximum Delta-V, Longitudinal (MPH [km/h])	-5.0 [-8]
Time, Maximum Delta-V, Longitudinal (msec)	146
Maximum Delta-V, Lateral (MPH [km/h])	0.0 [0]
Time, Maximum Delta-V, Lateral (msec)	0
Operation System Time (sec)	4967651
Airbag Warning Lamp On time (min)	0
Event Number	1
Total Number of Events	1
Multi-Event, Number of Events (1,2)	1
Time from Event 1 to 2 (sec)	> 5
Operation Via Energy Reserve (Yes, No)	No
ACM System Voltage at Event (V)	14.4
Event Signal Transmission, Complete (Yes, No)	No
Odometer at Event (Miles[km])	44827.1 [72142]
Ignition Cycle, Crash	4413
VIN at Event (last 8 characters)	JC171146

Deployment Command Data (Most Recent Event)

Frontal Airbag Deployment, 1st Stage, Driver	No
Frontal Airbag Deployment, Time to Deploy 1st Stage, Driver (msec)	0
Frontal Airbag Deployment, 2nd Stage, Driver	No
Frontal Airbag Deployment, Time to Deploy 2nd Stage, Driver (msec)	0
Frontal Airbag, Deployment 1st Stage, Passenger	No
Frontal Airbag deployment, Time to Deploy 1st Stage, Passenger (msec)	0
Front Airbag, Deployment 2nd Stage, Passenger	No
Front Airbag, Time to Deploy 2nd Stage, Passenger (msec)	0
Knee Airbag Deployment, Driver	No
Retractor Pretensioner Deployment, Driver	No
Retractor Pretensioner Deployment, Passenger	No
Side Seat Airbag Deployment, Front Left	No
Side Curtain Airbag Deployment, Left	No
Side Seat Airbag Deployment, Front Right	No
Side Curtain Airbag Deployment, Right	No
Active Head Restraint Headrest, Actuation, Driver	No
Active Head Restraint Headrest, Actuation, Passenger	No

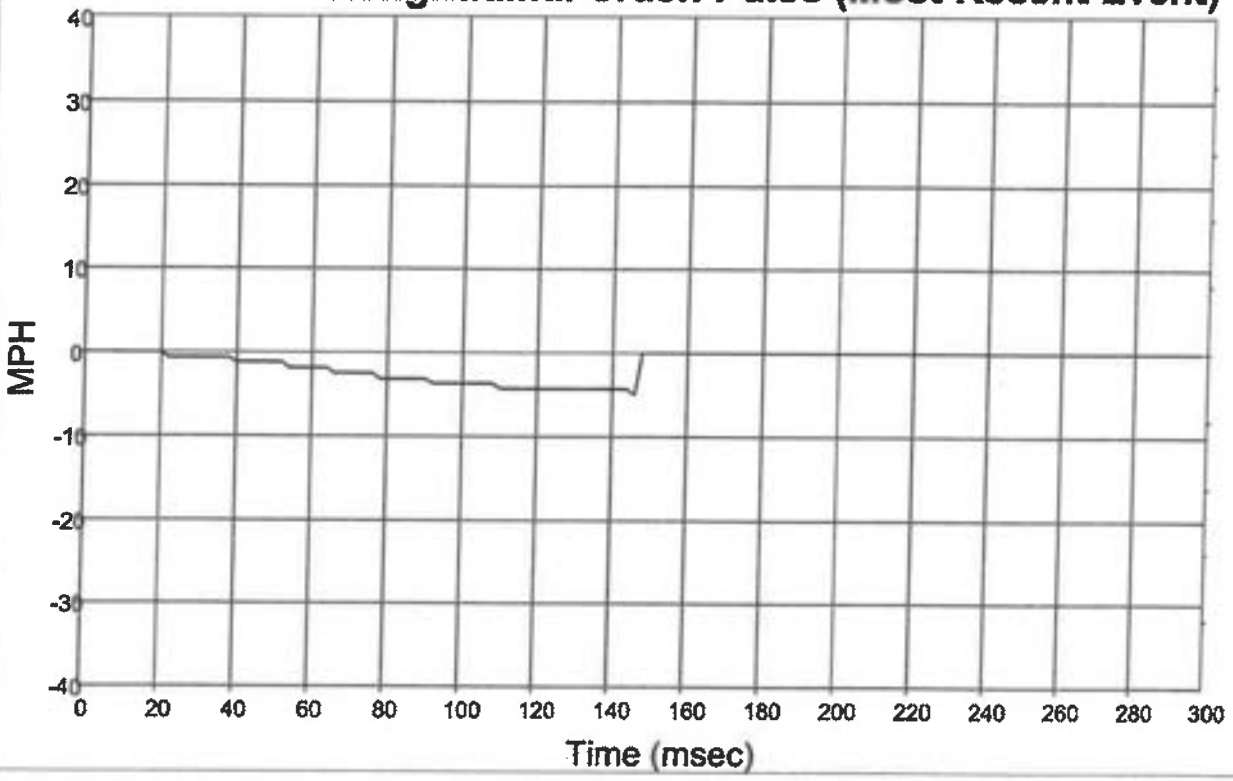
DTCs Present at Start of Event (Most Recent Event)

No DTCs Present

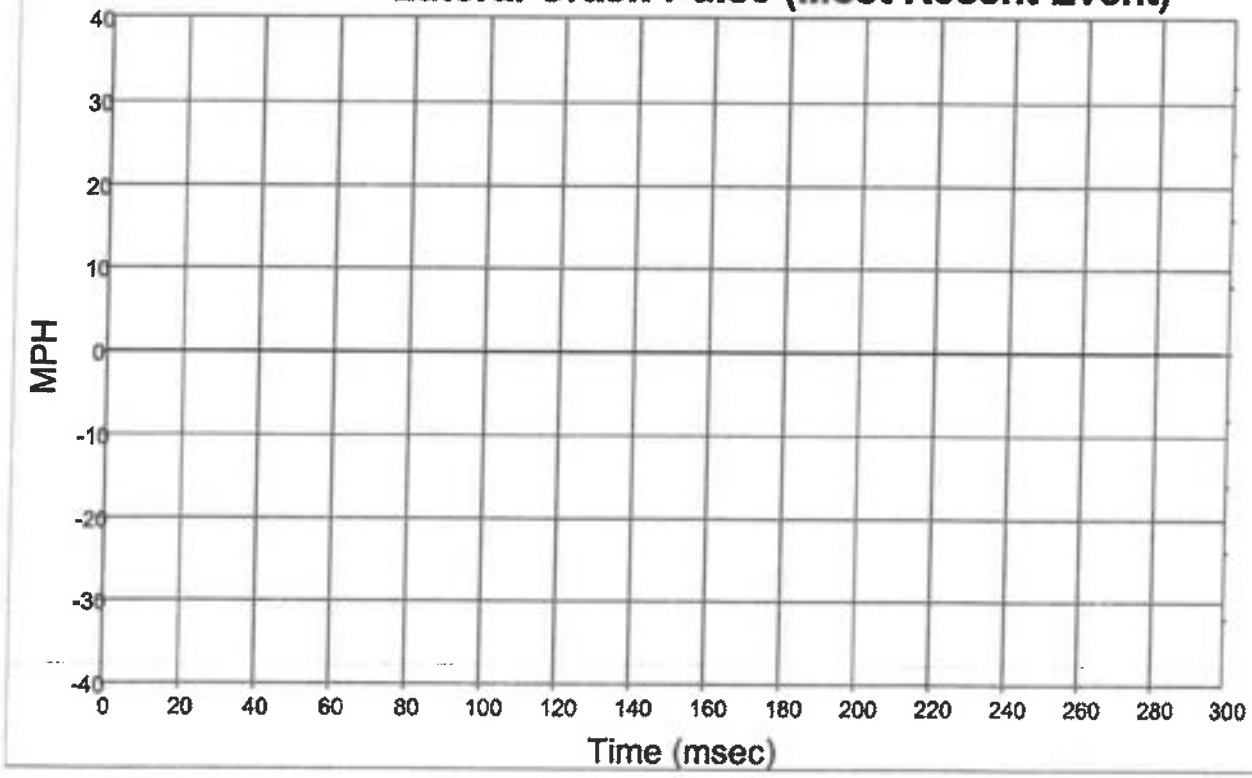
BOSCH

CDR CRASH DATA RETRIEVAL

Longitudinal Crash Pulse (Most Recent Event)

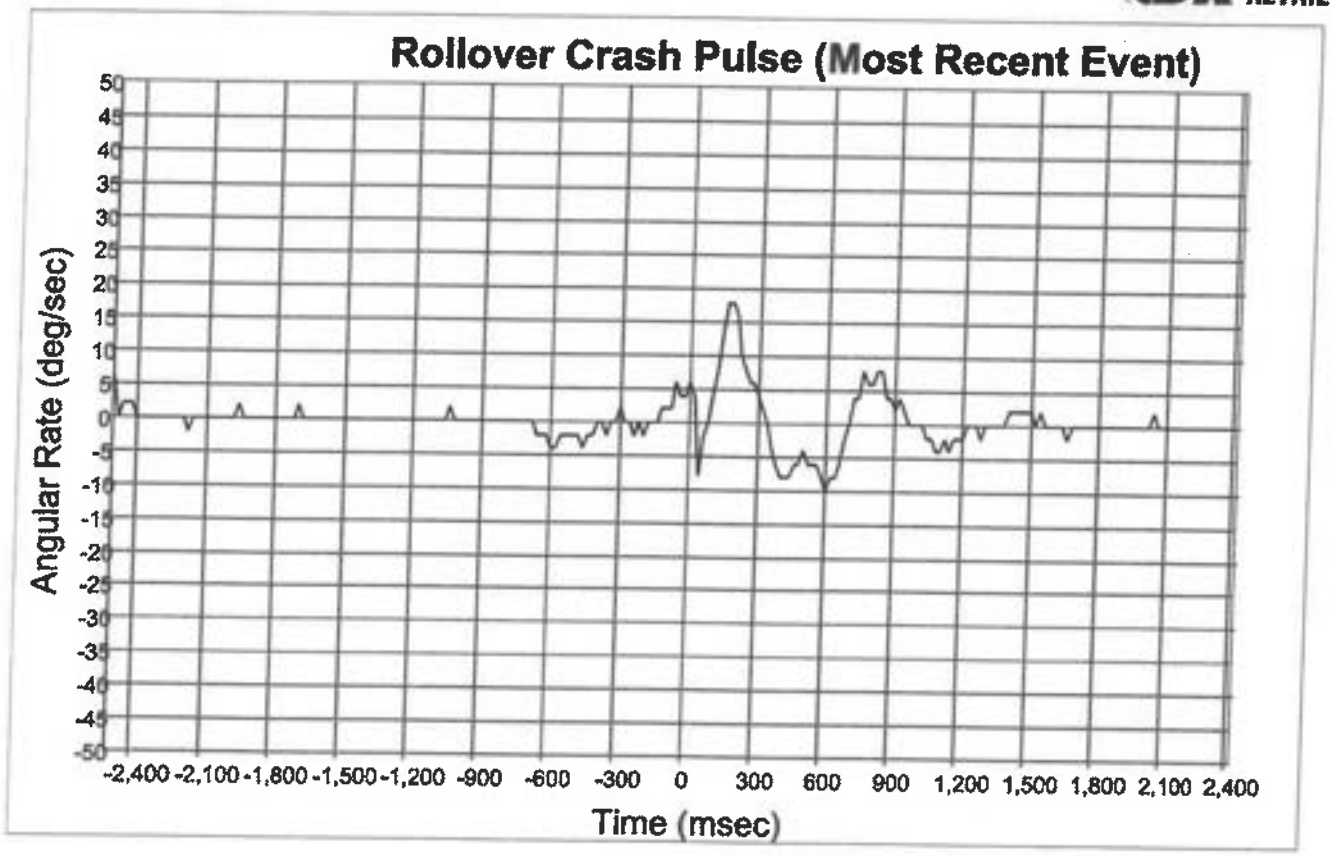


Lateral Crash Pulse (Most Recent Event)



BOSCH

CDR CRASH DATA RETRIEVAL



BOSCH

CDR CRASH DATA RETRIEVAL

Longitudinal Crash Pulse (Most Recent Event)

Time (msec)	Delta-V, Longitudinal, 0-300ms (MPH [km/h])
0	0.0 [0]
2	0.0 [0]
4	0.0 [0]
6	0.0 [0]
8	0.0 [0]
10	0.0 [0]
12	0.0 [0]
14	0.0 [0]
16	0.0 [0]
18	0.0 [0]
20	0.0 [0]
22	-0.6 [-1]
24	-0.6 [-1]
26	-0.6 [-1]
28	-0.6 [-1]
30	-0.6 [-1]
32	-0.6 [-1]
34	-0.6 [-1]
36	-0.6 [-1]
38	-0.6 [-1]
40	-1.2 [-2]
42	-1.2 [-2]
44	-1.2 [-2]
46	-1.2 [-2]
48	-1.2 [-2]
50	-1.2 [-2]
52	-1.2 [-2]
54	-1.9 [-3]
56	-1.9 [-3]
58	-1.9 [-3]
60	-1.9 [-3]
62	-1.9 [-3]
64	-1.9 [-3]
66	-2.5 [-4]
68	-2.5 [-4]
70	-2.5 [-4]
72	-2.5 [-4]
74	-2.5 [-4]
76	-2.5 [-4]
78	-3.1 [-5]
80	-3.1 [-5]
82	-3.1 [-5]
84	-3.1 [-5]
86	-3.1 [-5]
88	-3.1 [-5]
90	-3.1 [-5]
92	-3.7 [-6]
94	-3.7 [-6]
96	-3.7 [-6]
98	-3.7 [-6]
100	-3.7 [-6]
102	-3.7 [-6]
104	-3.7 [-6]
106	-3.7 [-6]
108	-3.7 [-6]
110	-4.3 [-7]
112	-4.3 [-7]
114	-4.3 [-7]
116	-4.3 [-7]
118	-4.3 [-7]
120	-4.3 [-7]
122	-4.3 [-7]
124	-4.3 [-7]
126	-4.3 [-7]
128	-4.3 [-7]
130	-4.3 [-7]
132	-4.3 [-7]
134	-4.3 [-7]
136	-4.3 [-7]
138	-4.3 [-7]
140	-4.3 [-7]
142	-4.3 [-7]
144	-4.3 [-7]
146	-5.0 [-8]
148	0.0 [0]
150	0.0 [0]
152	0.0 [0]
154	0.0 [0]
156	0.0 [0]
158	0.0 [0]
160	0.0 [0]
162	0.0 [0]
164	0.0 [0]
166	0.0 [0]
168	0.0 [0]
170	0.0 [0]
172	0.0 [0]
174	0.0 [0]
176	0.0 [0]
178	0.0 [0]
180	0.0 [0]
182	0.0 [0]
184	0.0 [0]
186	0.0 [0]
188	0.0 [0]
190	0.0 [0]
192	0.0 [0]
194	0.0 [0]
196	0.0 [0]
198	0.0 [0]
200	0.0 [0]
202	0.0 [0]
204	0.0 [0]
206	0.0 [0]
208	0.0 [0]
210	0.0 [0]
212	0.0 [0]
214	0.0 [0]
216	0.0 [0]
218	0.0 [0]
220	0.0 [0]
222	0.0 [0]
224	0.0 [0]
226	0.0 [0]
228	0.0 [0]
230	0.0 [0]
232	0.0 [0]
234	0.0 [0]
236	0.0 [0]
238	0.0 [0]
240	0.0 [0]
242	0.0 [0]
244	0.0 [0]
246	0.0 [0]
248	0.0 [0]
250	0.0 [0]
252	0.0 [0]
254	0.0 [0]
256	0.0 [0]
258	0.0 [0]
260	0.0 [0]
262	0.0 [0]
264	0.0 [0]
266	0.0 [0]
268	0.0 [0]
270	0.0 [0]
272	0.0 [0]
274	0.0 [0]
276	0.0 [0]
278	0.0 [0]
280	0.0 [0]
282	0.0 [0]
284	0.0 [0]
286	0.0 [0]
288	0.0 [0]
290	0.0 [0]
292	0.0 [0]
294	0.0 [0]
296	0.0 [0]
298	0.0 [0]

BOSCH

CDR CRASH DATA RETRIEVAL

Lateral Crash Pulse (Most Recent Event)

Time (msec)	Delta-V, Lateral, 0-300ms (MPH [km/h])
0	0.0 [0]
2	0.0 [0]
4	0.0 [0]
6	0.0 [0]
8	0.0 [0]
10	0.0 [0]
12	0.0 [0]
14	0.0 [0]
16	0.0 [0]
18	0.0 [0]
20	0.0 [0]
22	0.0 [0]
24	0.0 [0]
26	0.0 [0]
28	0.0 [0]
30	0.0 [0]
32	0.0 [0]
34	0.0 [0]
36	0.0 [0]
38	0.0 [0]
40	0.0 [0]
42	0.0 [0]
44	0.0 [0]
46	0.0 [0]
48	0.0 [0]
50	0.0 [0]
52	0.0 [0]
54	0.0 [0]
56	0.0 [0]
58	0.0 [0]
60	0.0 [0]
62	0.0 [0]
64	0.0 [0]
66	0.0 [0]
68	0.0 [0]
70	0.0 [0]
72	0.0 [0]
74	0.0 [0]
76	0.0 [0]
78	0.0 [0]
80	0.0 [0]
82	0.0 [0]
84	0.0 [0]
86	0.0 [0]
88	0.0 [0]
90	0.0 [0]
92	0.0 [0]
94	0.0 [0]
96	0.0 [0]
98	0.0 [0]

Time (msec)	Delta-V, Lateral, 0-300ms (MPH [km/h])
100	0.0 [0]
102	0.0 [0]
104	0.0 [0]
106	0.0 [0]
108	0.0 [0]
110	0.0 [0]
112	0.0 [0]
114	0.0 [0]
116	0.0 [0]
118	0.0 [0]
120	0.0 [0]
122	0.0 [0]
124	0.0 [0]
126	0.0 [0]
128	0.0 [0]
130	0.0 [0]
132	0.0 [0]
134	0.0 [0]
136	0.0 [0]
138	0.0 [0]
140	0.0 [0]
142	0.0 [0]
144	0.0 [0]
146	0.0 [0]
148	0.0 [0]
150	0.0 [0]
152	0.0 [0]
154	0.0 [0]
156	0.0 [0]
158	0.0 [0]
160	0.0 [0]
162	0.0 [0]
164	0.0 [0]
166	0.0 [0]
168	0.0 [0]
170	0.0 [0]
172	0.0 [0]
174	0.0 [0]
176	0.0 [0]
178	0.0 [0]
180	0.0 [0]
182	0.0 [0]
184	0.0 [0]
186	0.0 [0]
188	0.0 [0]
190	0.0 [0]
192	0.0 [0]
194	0.0 [0]
196	0.0 [0]
198	0.0 [0]

Time (msec)	Delta-V, Lateral, 0-300ms (MPH [km/h])
200	0.0 [0]
202	0.0 [0]
204	0.0 [0]
206	0.0 [0]
208	0.0 [0]
210	0.0 [0]
212	0.0 [0]
214	0.0 [0]
216	0.0 [0]
218	0.0 [0]
220	0.0 [0]
222	0.0 [0]
224	0.0 [0]
226	0.0 [0]
228	0.0 [0]
230	0.0 [0]
232	0.0 [0]
234	0.0 [0]
236	0.0 [0]
238	0.0 [0]
240	0.0 [0]
242	0.0 [0]
244	0.0 [0]
246	0.0 [0]
248	0.0 [0]
250	0.0 [0]
252	0.0 [0]
254	0.0 [0]
256	0.0 [0]
258	0.0 [0]
260	0.0 [0]
262	0.0 [0]
264	0.0 [0]
266	0.0 [0]
268	0.0 [0]
270	0.0 [0]
272	0.0 [0]
274	0.0 [0]
276	0.0 [0]
278	0.0 [0]
280	0.0 [0]
282	0.0 [0]
284	0.0 [0]
286	0.0 [0]
288	0.0 [0]
290	0.0 [0]
292	0.0 [0]
294	0.0 [0]
296	0.0 [0]
298	0.0 [0]

BOSCH

CDR CRASH DATA RETRIEVAL

Rollover Crash Pulse (Most Recent Event) (if equipped)

Time (msec)	Angular Rate (deg/sec)
-2500	6.00
-2480	0.00
-2460	2.00
-2440	2.00
-2420	2.00
-2400	0.00
-2380	0.00
-2360	0.00
-2340	0.00
-2320	0.00
-2300	0.00
-2280	0.00
-2260	0.00
-2240	0.00
-2220	0.00
-2200	0.00
-2180	-2.00
-2160	0.00
-2140	0.00
-2120	0.00
-2100	0.00
-2080	0.00
-2060	0.00
-2040	0.00
-2020	0.00
-2000	0.00
-1980	0.00
-1960	2.00
-1940	0.00
-1920	0.00
-1900	0.00
-1880	0.00
-1860	0.00
-1840	0.00
-1820	0.00
-1800	0.00
-1780	0.00
-1760	0.00
-1740	0.00
-1720	0.00
-1700	2.00
-1680	0.00
-1660	0.00
-1640	0.00
-1620	0.00
-1600	0.00
-1580	0.00
-1560	0.00
-1540	0.00
-1520	0.00

Time (msec)	Angular Rate (deg/sec)
-1500	0.00
-1480	0.00
-1460	0.00
-1440	0.00
-1420	0.00
-1400	0.00
-1380	0.00
-1360	0.00
-1340	0.00
-1320	0.00
-1300	0.00
-1280	0.00
-1260	0.00
-1240	0.00
-1220	0.00
-1200	0.00
-1180	0.00
-1160	0.00
-1140	0.00
-1120	0.00
-1100	0.00
-1080	0.00
-1060	0.00
-1040	2.00
-1020	0.00
-1000	0.00
-980	0.00
-960	0.00
-940	0.00
-920	0.00
-900	0.00
-880	0.00
-860	0.00
-840	0.00
-820	0.00
-800	0.00
-780	0.00
-760	0.00
-740	0.00
-720	0.00
-700	0.00
-680	0.00
-660	-2.00
-640	-2.00
-620	-2.00
-600	-4.00
-580	-4.00
-560	-2.00
-540	-2.00
-520	-2.00

Time (msec)	Angular Rate (deg/sec)
-500	-2.00
-480	-2.00
-460	-4.00
-440	-2.00
-420	-2.00
-400	0.00
-380	0.00
-360	-2.00
-340	0.00
-320	0.00
-300	2.00
-280	0.00
-260	0.00
-240	-2.00
-220	0.00
-200	-2.00
-180	0.00
-160	0.00
-140	0.00
-120	2.00
-100	2.00
-80	2.00
-60	6.00
-40	4.00
-20	4.00
0	6.00
20	4.00
40	-8.00
60	-2.00
80	0.00
100	4.00
120	8.00
140	14.00
160	18.00
180	18.00
200	16.00
220	10.00
240	8.00
260	6.00
280	6.00
300	4.00
320	2.00
340	0.00
360	-4.00
380	-6.00
400	-8.00
420	-8.00
440	-8.00
460	-6.00
480	-6.00

BOSCH

CDR CRASH DATA RETRIEVAL

Rollover Crash Pulse (Most Recent Event) (if equipped)

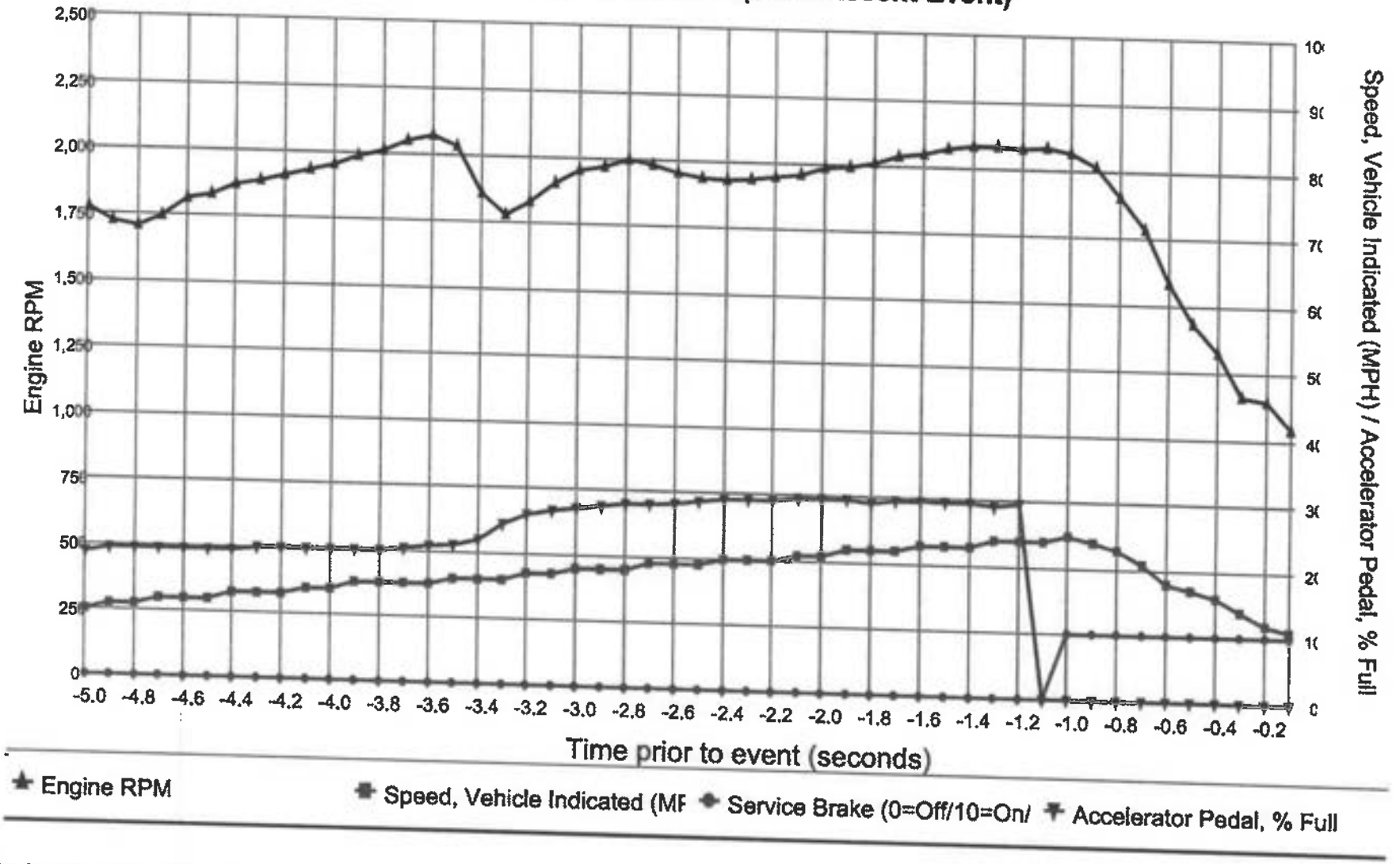
Time (msec)	Angular Rate (deg/sec)
500	-4.00
520	-6.00
540	-6.00
560	-6.00
580	-8.00
600	-10.00
620	-8.00
640	-8.00
660	-6.00
680	-2.00
700	0.00
720	4.00
740	4.00
760	8.00
780	6.00
800	6.00
820	8.00
840	8.00
860	4.00
880	4.00
900	2.00
920	4.00
940	2.00
960	0.00
980	0.00
1000	0.00
1020	0.00
1040	-2.00
1060	-2.00
1080	-4.00
1100	-4.00
1120	-2.00
1140	-4.00
1160	-2.00
1180	-2.00
1200	-2.00
1220	0.00
1240	0.00
1260	0.00
1280	-2.00
1300	0.00
1320	0.00
1340	0.00
1360	0.00
1380	0.00
1400	2.00
1420	2.00
1440	2.00
1460	2.00
1480	2.00

Time (msec)	Angular Rate (deg/sec)
1500	2.00
1520	0.00
1540	2.00
1560	0.00
1580	0.00
1600	0.00
1620	0.00
1640	0.00
1660	-2.00
1680	0.00
1700	0.00
1720	0.00
1740	0.00
1760	0.00
1780	0.00
1800	0.00
1820	0.00
1840	0.00
1860	0.00
1880	0.00
1900	0.00
1920	0.00
1940	0.00
1960	0.00
1980	0.00
2000	0.00
2020	0.00
2040	2.00
2060	0.00
2080	0.00
2100	0.00
2120	0.00
2140	0.00
2160	0.00
2180	0.00
2200	0.00
2220	0.00
2240	0.00
2260	0.00
2280	0.00
2300	0.00
2320	0.00
2340	0.00
2360	0.00
2380	0.00
2400	0.00
2420	0.00

BOSCH

CDR CRASH DATA RETRIEVAL

Pre-Crash Data (Most Recent Event)



SNA values will not be plotted on the graph

BOSCH

CDR CRASH DATA RETRIEVAL

Pre-Crash Data (Most Recent Event - table 1 of 4)

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

Time Stamp (sec)	Pre-Crash Recorder Status	Speed, Vehicle Indicated (MPH [km/h])	Accelerator Pedal, % Full	Engine Throttle, % Full	Service Brake	Engine RPM	ABS Activity	Stability Control
-5.0	Complete	10 [17]	19	16	Off	1,775	No	On
-4.9	Complete	11 [17]	20	16	Off	1,724	No	On
-4.8	Complete	11 [18]	20	16	Off	1,707	No	On
-4.7	Complete	12 [19]	20	17	Off	1,746	No	On
-4.6	Complete	12 [19]	20	17	Off	1,817	No	On
-4.5	Complete	12 [20]	20	17	Off	1,832	No	On
-4.4	Complete	13 [20]	20	17	Off	1,871	No	On
-4.3	Complete	13 [21]	20	17	Off	1,887	No	On
-4.2	Complete	13 [22]	20	17	Off	1,911	No	On
-4.1	Complete	14 [22]	20	17	Off	1,931	No	On
-4.0	Complete	14 [23]	20	17	Off	1,953	No	On
-3.9	Complete	15 [23]	20	17	Off	1,986	No	On
-3.8	Complete	15 [24]	20	18	Off	2,009	No	On
-3.7	Complete	15 [24]	20	18	Off	2,053	No	On
-3.6	Complete	15 [25]	21	18	Off	2,072	No	On
-3.5	Complete	16 [26]	21	18	Off	2,035	No	On
-3.4	Complete	16 [26]	22	18	Off	1,860	No	On
-3.3	Complete	16 [26]	24	18	Off	1,780	No	On
-3.2	Complete	17 [27]	26	20	Off	1,830	No	On
-3.1	Complete	17 [28]	27	21	Off	1,902	No	On
-3.0	Complete	18 [28]	27	21	Off	1,954	No	On
-2.9	Complete	18 [29]	28	21	Off	1,973	No	On
-2.8	Complete	18 [29]	28	22	Off	1,996	No	On
-2.7	Complete	19 [30]	28	22	Off	1,984	No	On
-2.6	Complete	19 [31]	28	22	Off	1,957	No	On
-2.5	Complete	19 [31]	29	21	Off	1,938	No	On
-2.4	Complete	20 [32]	29	21	Off	1,934	No	On
-2.3	Complete	20 [32]	29	21	Off	1,938	No	On
-2.2	Complete	20 [33]	29	21	Off	1,950	No	On
-2.1	Complete	21 [34]	30	21	Off	1,963	No	On
-2.0	Complete	21 [34]	30	21	Off	1,987	No	On
-1.9	Complete	22 [35]	30	21	Off	1,993	No	On
-1.8	Complete	22 [35]	29	22	Off	2,014	No	On
-1.7	Complete	22 [36]	30	22	Off	2,041	No	On
-1.6	Complete	23 [36]	30	22	Off	2,051	No	On
-1.5	Complete	23 [37]	30	22	Off	2,072	No	On
-1.4	Complete	23 [38]	30	21	Off	2,087	No	On
-1.3	Complete	24 [38]	29	21	Off	2,084	No	On
-1.2	Complete	24 [39]	30	21	Off	2,076	No	On
-1.1	Complete	24 [39]	0	21	Off	2,084	No	On
-1.0	Complete	25 [40]	0	16	On	2,068	No	On
-0.9	Complete	24 [39]	0	12	On	2,015	No	On
-0.8	Complete	23 [37]	0	10	On	1,904	No	On
-0.7	Complete	21 [33]	0	7	On	1,786	Yes	On
-0.6	Complete	18 [29]	0	4	On	1,583	Yes	On
-0.5	Complete	17 [27]	0	2	On	1,432	Yes	On
-0.4	Complete	16 [26]	0	2	On	1,327	Yes	On
-0.3	Complete	14 [23]	0	3	On	1,161	Yes	On
-0.2	Complete	12 [20]	0	4	On	1,145	Yes	On
-0.1	Complete	11 [18]	0	3	On	1,046	Yes	On

BOSCH

CDR CRASH DATA RETRIEVAL

Pre-Crash Data (Most Recent Event - table 2 of 4)

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

Time Stamp (sec)	Steering Input (deg)	Raw Manifold Pressure (kPa)	PCM MIL	Yaw Rate (deg/sec)	Wheel Speed, LF (RPM)	Wheel Speed, RF (RPM)	Wheel Speed, LR (RPM)	Wheel Speed, RR (RPM)
-5.0	-4	89	Off	0	118	118	118	119
-4.9	-2	90	Off	0	122	122	122	122
-4.8	0	90	Off	0	126	126	127	126
-4.7	0	90	Off	0	130	130	130	130
-4.6	0	90	Off	0	136	135	135	135
-4.5	0	90	Off	0	139	139	139	138
-4.4	0	90	Off	0	144	143	144	144
-4.3	0	89	Off	0	148	148	148	148
-4.2	0	89	Off	0	152	152	152	153
-4.1	0	89	Off	0	156	157	156	157
-4.0	0	88	Off	0	161	161	160	160
-3.9	0	88	Off	0	164	164	164	164
-3.8	0	88	Off	0	168	168	168	168
-3.7	0	88	Off	0	172	172	171	172
-3.6	0	88	Off	0	175	174	175	175
-3.5	0	89	Off	0	177	178	179	179
-3.4	0	90	Off	0	181	181	181	182
-3.3	0	91	Off	0	185	185	185	186
-3.2	0	93	Off	0	187	187	189	189
-3.1	0	93	Off	0	191	191	193	194
-3.0	0	92	Off	0	196	195	198	198
-2.9	0	92	Off	0	199	199	202	201
-2.8	0	92	Off	0	202	202	206	207
-2.7	0	92	Off	0	208	208	210	211
-2.6	0	92	Off	0	212	212	215	215
-2.5	0	92	Off	0	216	217	219	218
-2.4	0	91	Off	0	221	221	224	223
-2.3	-3	91	Off	0	224	223	228	228
-2.2	-7	91	Off	0	227	228	231	231
-2.1	-8	91	Off	-1	234	233	235	235
-2.0	-6	91	Off	-1	238	238	242	241
-1.9	-5	91	Off	-1	243	242	245	245
-1.8	-5	91	Off	-1	246	245	249	248
-1.7	-5	91	Off	0	250	249	252	252
-1.6	-5	91	Off	0	253	253	256	256
-1.5	-5	90	Off	0	257	256	260	260
-1.4	-5	90	Off	0	261	260	264	264
-1.3	-5	90	Off	0	266	265	267	267
-1.2	-5	90	Off	0	270	269	272	272
-1.1	-4	90	Off	0	273	273	276	276
-1.0	-4	86	Off	0	277	276	279	279
-0.9	-1	77	Off	0	265	263	268	268
-0.8	-3	71	Off	0	248	248	253	253
-0.7	-18	68	Off	0	233	233	226	225
-0.6	-51	62	Off	-2	219	208	209	198
-0.5	-94	53	Off	-6	194	184	195	162
-0.4	-149	46	Off	-11	170	136	186	178
-0.3	-211	42	Off	-13	162	126	162	150
-0.2	-264	43	Off	-18	129	125	147	119
-0.1	-299	45	Off	-22	106	112	128	111

BOSCH

CDR CRASH DATA RETRIEVAL

Pre-Crash Data (Most Recent Event - table 3 of 4)

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

Time Stamp (sec)	ETC Lamp	ETC Flashing	Gear Position (ATX)	Tire Pressure Indicator Lamp	Tire Pressure Status, LF	Tire Pressure Status, RF	Tire Pressure Status, LR	Tire Pressure Status, RR
-5.0	Off	No	Drive	Off	Normal	Normal	Normal	Normal
-4.9	Off	No	Drive	Off	Normal	Normal	Normal	Normal
-4.8	Off	No	Drive	Off	Normal	Normal	Normal	Normal
-4.7	Off	No	Drive	Off	Normal	Normal	Normal	Normal
-4.6	Off	No	Drive	Off	Normal	Normal	Normal	Normal
-4.5	Off	No	Drive	Off	Normal	Normal	Normal	Normal
-4.4	Off	No	Drive	Off	Normal	Normal	Normal	Normal
-4.3	Off	No	Drive	Off	Normal	Normal	Normal	Normal
-4.2	Off	No	Drive	Off	Normal	Normal	Normal	Normal
-4.1	Off	No	Drive	Off	Normal	Normal	Normal	Normal
-4.0	Off	No	Drive	Off	Normal	Normal	Normal	Normal
-3.9	Off	No	Drive	Off	Normal	Normal	Normal	Normal
-3.8	Off	No	Drive	Off	Normal	Normal	Normal	Normal
-3.7	Off	No	Drive	Off	Normal	Normal	Normal	Normal
-3.6	Off	No	Drive	Off	Normal	Normal	Normal	Normal
-3.5	Off	No	Drive	Off	Normal	Normal	Normal	Normal
-3.4	Off	No	Drive	Off	Normal	Normal	Normal	Normal
-3.3	Off	No	Drive	Off	Normal	Normal	Normal	Normal
-3.2	Off	No	Drive	Off	Normal	Normal	Normal	Normal
-3.1	Off	No	Drive	Off	Normal	Normal	Normal	Normal
-3.0	Off	No	Drive	Off	Normal	Normal	Normal	Normal
-2.9	Off	No	Drive	Off	Normal	Normal	Normal	Normal
-2.8	Off	No	Drive	Off	Normal	Normal	Normal	Normal
-2.7	Off	No	Drive	Off	Normal	Normal	Normal	Normal
-2.6	Off	No	Drive	Off	Normal	Normal	Normal	Normal
-2.5	Off	No	Drive	Off	Normal	Normal	Normal	Normal
-2.4	Off	No	Drive	Off	Normal	Normal	Normal	Normal
-2.3	Off	No	Drive	Off	Normal	Normal	Normal	Normal
-2.2	Off	No	Drive	Off	Normal	Normal	Normal	Normal
-2.1	Off	No	Drive	Off	Normal	Normal	Normal	Normal
-2.0	Off	No	Drive	Off	Normal	Normal	Normal	Normal
-1.9	Off	No	Drive	Off	Normal	Normal	Normal	Normal
-1.8	Off	No	Drive	Off	Normal	Normal	Normal	Normal
-1.7	Off	No	Drive	Off	Normal	Normal	Normal	Normal
-1.6	Off	No	Drive	Off	Normal	Normal	Normal	Normal
-1.5	Off	No	Drive	Off	Normal	Normal	Normal	Normal
-1.4	Off	No	Drive	Off	Normal	Normal	Normal	Normal
-1.3	Off	No	Drive	Off	Normal	Normal	Normal	Normal
-1.2	Off	No	Drive	Off	Normal	Normal	Normal	Normal
-1.1	Off	No	Drive	Off	Normal	Normal	Normal	Normal
-1.0	Off	No	Drive	Off	Normal	Normal	Normal	Normal
-0.9	Off	No	Drive	Off	Normal	Normal	Normal	Normal
-0.8	Off	No	Drive	Off	Normal	Normal	Normal	Normal
-0.7	Off	No	Drive	Off	Normal	Normal	Normal	Normal
-0.6	Off	No	Drive	Off	Normal	Normal	Normal	Normal
-0.5	Off	No	Drive	Off	Normal	Normal	Normal	Normal
-0.4	Off	No	Drive	Off	Normal	Normal	Normal	Normal
-0.3	Off	No	Drive	Off	Normal	Normal	Normal	Normal
-0.2	Off	No	Drive	Off	Normal	Normal	Normal	Normal
-0.1	Off	No	Drive	Off	Normal	Normal	Normal	Normal

BOSCH

CDR CRASH DATA RETRIEVAL

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

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

Time Stamp (sec)	Tire Pressure, LF (psi)	Tire Pressure, RF (psi)	Tire Pressure, LR (psi)	Tire Pressure, RR (psi)	Cruise Control Status	Cruise Control Engaged	ACC Status (If equip.)	ACC Speed Set (MPH) (If equip.)
-5.0	36	37	36	36	Off	Not Engaged	SNA	SNA
-4.9	36	37	36	36	Off	Not Engaged	SNA	SNA
-4.8	36	37	36	36	Off	Not Engaged	SNA	SNA
-4.7	36	37	36	36	Off	Not Engaged	SNA	SNA
-4.6	36	37	36	36	Off	Not Engaged	SNA	SNA
-4.5	36	37	36	36	Off	Not Engaged	SNA	SNA
-4.4	36	37	36	36	Off	Not Engaged	SNA	SNA
-4.3	36	37	36	36	Off	Not Engaged	SNA	SNA
-4.2	36	37	36	36	Off	Not Engaged	SNA	SNA
-4.1	36	37	36	36	Off	Not Engaged	SNA	SNA
-4.0	36	37	36	36	Off	Not Engaged	SNA	SNA
-3.9	36	37	36	36	Off	Not Engaged	SNA	SNA
-3.8	36	37	36	36	Off	Not Engaged	SNA	SNA
-3.7	36	37	36	36	Off	Not Engaged	SNA	SNA
-3.6	36	37	36	36	Off	Not Engaged	SNA	SNA
-3.5	36	37	36	36	Off	Not Engaged	SNA	SNA
-3.4	36	37	36	36	Off	Not Engaged	SNA	SNA
-3.3	36	37	36	36	Off	Not Engaged	SNA	SNA
-3.2	36	37	36	36	Off	Not Engaged	SNA	SNA
-3.1	36	37	36	36	Off	Not Engaged	SNA	SNA
-3.0	36	37	36	36	Off	Not Engaged	SNA	SNA
-2.9	36	37	36	36	Off	Not Engaged	SNA	SNA
-2.8	36	37	36	36	Off	Not Engaged	SNA	SNA
-2.7	36	37	36	36	Off	Not Engaged	SNA	SNA
-2.6	36	37	36	36	Off	Not Engaged	SNA	SNA
-2.5	36	37	36	36	Off	Not Engaged	SNA	SNA
-2.4	36	37	36	36	Off	Not Engaged	SNA	SNA
-2.3	36	37	36	36	Off	Not Engaged	SNA	SNA
-2.2	36	37	36	36	Off	Not Engaged	SNA	SNA
-2.1	36	37	36	36	Off	Not Engaged	SNA	SNA
-2.0	36	37	36	36	Off	Not Engaged	SNA	SNA
-1.9	36	37	36	36	Off	Not Engaged	SNA	SNA
-1.8	36	37	36	36	Off	Not Engaged	SNA	SNA
-1.7	36	37	36	36	Off	Not Engaged	SNA	SNA
-1.6	36	37	36	36	Off	Not Engaged	SNA	SNA
-1.5	36	37	36	36	Off	Not Engaged	SNA	SNA
-1.4	36	37	36	36	Off	Not Engaged	SNA	SNA
-1.3	36	37	36	36	Off	Not Engaged	SNA	SNA
-1.2	36	37	36	36	Off	Not Engaged	SNA	SNA
-1.1	36	37	36	36	Off	Not Engaged	SNA	SNA
-1.0	36	37	36	36	Off	Not Engaged	SNA	SNA
-0.9	36	37	36	36	Off	Not Engaged	SNA	SNA
-0.8	36	37	36	36	Off	Not Engaged	SNA	SNA
-0.7	36	37	36	36	Off	Not Engaged	SNA	SNA
-0.6	36	37	36	36	Off	Not Engaged	SNA	SNA
-0.5	36	37	36	36	Off	Not Engaged	SNA	SNA
-0.4	36	37	36	36	Off	Not Engaged	SNA	SNA
-0.3	36	37	36	36	Off	Not Engaged	SNA	SNA
-0.2	36	37	36	36	Off	Not Engaged	SNA	SNA
-0.1	36	37	36	36	Off	Not Engaged	SNA	SNA

BOSCH

CDR CRASH DATA RETRIEVAL

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.

```
62 F1 00 00 40 09 03

62 F1 32 36 38 33 35 35 33 36 33 41 42

62 F1 8C 54 35 32 4D 44 32 34 31 37 30 33 37 36 34

62 F1 54 00 03

62 F1 90 31 43 34 52 4A 46 42 47 31 4A 43 31 37 31 31 34 36

62 F1 A0 31 43 34 52 4A 46 42 47 31 4A 43 31 37 31 31 34 36

62 A0 02 01 03 03 00 03 00 04 01 00 00 00 06 00

62 A0 04 05 00 00 08 00 00 00 00

62 A0 05 0B 0B 03 00 40 FF 00 FB 1F 00 03 06 00

62 A0 0D 73 27 19 0F AD 00 00 FF 01 00 12 02 14 00 10 00 10 3B 02 31 34 36 00 00 00 00 00 00 00
00 00 00 06 00 01 00 24 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

62 A0 0E FF FF FF FF FF FF FF FF 00 00 01 8D 01 8E FF FF 00 00 00 00 28 1E 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00

62 02 B6 7F 00

62 02 B1 01 CC 01 01 13 00 00 12 39 00 4B CC E3 00 00 00 B0 11 3D 0B 02 0F 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 40 00 00 00 00 00 11 05 00 8A 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
43 31 37 31 31 34 36 FF FE 00 00 00 00 00 00 00 90 F8 00 00 00 00 00 00 00 00 00 00 00 00 00 4A
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 F8 49 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00

62 02 B2 FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
FF FF FF

71 01-03 35 00 00 00 00 00 00 00 00

71 01 03 01 01 00 CC 00 04 16 00 00 DE 00 FF 00 D4 00 E0 77 10 00 00 00 01 00 21 DE 16 0B 38 00
00 C0 00 7E 00 00 00 00 00 00 00 00 0D AB 00 00 00 93 0C 00 00 00 00 FF 00 00 44 00 00 00 08 FC
00 00 04 00 00 03 24 25 24 24 FF 98 89 00 00 00 00 00 00 00 00 02 CE AF 3A 09 04 00 F8 48 C0 FF
1F F0 FF FF 76 30 FF 1F 60 00 00 2A 01 BE 03 40 00 00 02 D1 00 02 2B 00 00 00 00 FF 00 40 00 00
03 08 00 00 00 00 00
```

BOSCH

CDR CRASH DATA RETRIEVAL

```
71 01 03 01 01 01 CC 00 04 79 00 00 ED 01 25 01 02 00 F9 78 9B 00 00 00 01 00 23 DC 16 0B 36 00
00 C0 00 7E 00 00 00 00 00 00 00 0D F1 00 00 00 87 03 00 00 00 00 FF 00 00 44 00 00 00 09 F6
00 00 04 00 00 03 24 25 24 24 FF 98 88 00 00 00 00 00 00 00 00 02 A3 AF 14 09 04 00 F8 48 C0 FF
1F F0 FF FF 76 30 FF 1F 63 00 00 31 01 AF 01 40 00 00 02 C8 00 02 2D 00 00 00 00 FF 00 40 00 00
03 0B 00 00 00 00 00

71 01 03 01 01 02 CC 00 04 89 00 01 2B 01 44 01 44 00 FC 7A 92 00 00 00 01 00 20 DE 16 0B 35 00
00 C0 00 7E 00 00 00 00 00 00 00 00 0E 5B 00 00 00 7B 0A 00 00 00 00 FF 00 00 44 00 00 00 0B 92
00 00 04 00 00 03 24 25 24 24 FF 98 8A 00 00 00 00 00 00 00 00 02 93 B0 0F 09 04 00 F8 48 C0 FF
1F F0 FF FF 76 30 FF 1F 65 00 00 37 01 9A 07 40 00 00 02 71 00 01 8D 00 00 00 00 FF 00 40 00 00
03 07 00 00 00 00 00

71 01 03 01 01 03 CC 00 05 2F 00 01 63 01 74 01 54 01 0F 7B 7C 00 00 00 01 00 1E E0 16 0B 3A 00
00 C0 00 7E 00 00 00 00 00 00 00 00 0E D7 00 00 00 8B 01 00 00 00 00 FF 00 00 44 00 00 00 0D 22
00 00 04 00 00 03 24 25 24 24 FF 98 87 00 00 00 00 00 00 00 00 02 DB B1 3E 09 04 00 F8 38 C0 FF
1F F0 FF FF 76 30 FF 1F 67 00 00 3D 01 8F 01 40 00 00 02 B1 00 02 90 00 00 00 00 FF 00 40 00 00
03 05 00 00 00 00 00

71 01 03 01 01 04 CC 00 05 98 00 01 44 01 85 01 83 01 70 7D 50 00 00 00 01 00 1F DF 16 0B 42 00
00 C0 00 7E 00 00 00 00 00 00 00 00 0F 44 00 00 00 9B 09 00 00 00 00 FF 00 00 44 00 00 00 0D 5F
00 00 04 00 00 03 24 25 24 24 FF 98 8A 00 00 00 00 00 00 00 00 03 62 B2 23 09 04 00 F8 38 C0 FF
1F F0 FF FF 76 30 FF 1F 6A 00 00 43 01 76 00 40 00 00 02 87 00 02 22 00 00 00 00 FF 00 40 00 00
03 06 00 00 00 00 00

71 01 03 01 01 05 CC 00 06 2F 00 01 8C 01 A1 01 B5 01 9F 7F 00 00 00 00 01 00 23 DC 16 0B 4D 00
00 C0 00 7E 00 00 00 00 00 00 00 00 0F 9A 00 00 00 B1 0D 00 00 00 00 FF 00 00 44 00 00 00 0E 5D
00 00 04 00 00 03 24 25 24 24 FF 90 8A 00 00 00 00 00 00 00 00 04 01 B3 05 09 04 00 F8 38 C0 FF
1F F0 FF FF 76 30 FF 1F 6C 00 00 47 01 68 06 40 00 00 02 B2 00 02 9A 00 00 00 00 FF 00 40 00 00
03 0A 00 00 00 00 00

71 01 03 01 01 06 CC 00 06 FA 00 01 C1 01 C4 01 D2 01 D1 7F CD 00 00 00 01 00 28 D6 16 0B 55 00
00 C0 00 7E 00 00 00 00 00 00 00 00 0F DD 00 00 00 A5 02 00 00 00 00 FF 00 00 44 00 00 00 10 81
00 00 04 00 00 03 24 25 24 24 FF 90 8C 00 00 00 00 00 00 00 00 04 AA B1 34 09 04 00 F8 38 C0 FF
1F F0 FF FF 76 30 FF 1F 6E 00 00 4B 01 5A 07 40 00 00 02 E7 00 03 0D 00 00 00 00 FF 00 40 00 00
03 12 00 00 00 00 00

71 01 03 01 01 07 CC 00 07 70 00 01 F9 01 F9 01 EF 01 EF 7F F0 00 00 00 01 00 2E D0 16 0B 59 00
00 C0 00 7E 00 00 00 00 00 00 00 00 0F FA 00 00 00 8E 08 00 00 00 00 FF 00 00 44 00 00 00 12 5D
00 00 04 00 00 03 24 25 24 24 FF 80 8B 00 00 00 00 00 00 00 00 05 1C B4 21 09 04 00 F8 38 C0 FF
1F F0 FF FF 76 30 FF 1F 6E 00 00 4C 01 4D 00 40 00 00 03 5A 00 03 AD 00 00 00 00 FF 00 40 00 00
03 1A 00 00 00 00 00

71 01 03 01 01 08 CC 00 07 DF 00 02 18 02 18 02 11 02 0E 7F C0 00 00 00 01 00 33 CC 16 0B 60 00
00 C0 00 7E 00 00 00 00 00 00 00 00 0F FE 00 00 00 66 06 00 00 00 00 FF 00 00 44 00 00 00 13 63
00 00 04 00 00 03 24 25 24 24 FF 80 8F 00 00 00 00 00 00 00 00 06 60 B4 24 09 04 00 F8 38 C0 FF
1F F0 FF FF 76 30 FF 1F 69 00 00 4E 01 38 01 40 00 00 04 10 00 03 F7 00 00 00 00 FF 00 40 00 00
03 1F 00 00 00 00 00

71 01 03 01 01 09 CC 00 08 14 00 02 2E 02 2D 02 29 02 28 7F 9F 00 00 00 01 00 3B C3 16 0B 6B 00
00 C0 00 7E 00 00 00 00 00 00 00 00 0F F9 00 00 00 00 00 00 00 00 00 00 FF 00 00 44 00 00 00 13 E3
00 00 04 00 00 03 24 25 24 24 FF 80 8E 00 00 00 00 00 00 00 00 00 08 03 B4 21 09 04 00 F8 38 C0 FF
1F F0 FF FF 76 30 FF 1F 5A 00 00 4E 01 00 00 40 00 00 03 DA 00 04 0F 00 00 00 00 FF 00 40 00 00
03 29 00 00 00 00 00

71 01 03 01 01 0A CC 00 08 24 00 02 28 02 28 02 22 02 21 7F 9E 00 00 00 00 00 43 BB 17 0B 71 00
00 C0 00 7E 00 00 00 00 00 00 00 00 0F F8 00 00 00 00 00 00 00 00 00 00 FF 00 00 44 00 00 00 13 B4
00 00 04 00 00 03 24 25 24 24 FF 80 8D 00 00 00 00 00 00 00 00 00 08 E7 B4 1F 09 04 00 F8 38 C0 FF
1F F0 FF FF 76 30 FF 1F 54 00 00 4D 01 00 00 40 00 00 03 F8 00 04 19 00 00 00 00 FF 00 40 00 00
03 34 00 00 00 00 00

71 01 03 01 01 0B CC 00 08 1C 00 02 1F 02 1F 02 1B 02 19 7F A1 00 00 00 00 00 44 BA 59 2C 71 00
00 C0 00 7E 00 00 00 00 00 00 00 00 0F F6 00 00 00 00 00 00 00 00 00 00 FF 00 00 44 00 00 00 13 6D
00 00 04 00 00 03 24 25 24 24 FF 80 8D 00 00 00 00 00 00 00 00 00 08 EC B4 1F 09 04 00 F8 38 C0 FF
1F F0 FF FF 76 30 FF 1F 54 00 00 4C 01 00 00 40 00 00 03 B9 00 04 08 00 4A 00 00 FF 00 40 00 00
03 35 00 00 00 00 00
```

```
71 01 03 01 01 0C CC 00 08 24 00 02 16 02 15 02 13 02 11 7F A0 00 00 00 00 00 44 BA 59 2C 71 00
00 C0 00 7E 00 00 00 00 00 00 00 00 0F F6 00 00 00 00 00 00 00 00 00 FF 00 00 44 00 00 00 13 19
00 00 04 00 00 03 24 25 24 24 FF 80 8D 00 00 00 00 00 00 00 00 08 D3 B4 22 09 04 00 F8 38 C0 FF
1F F0 FF FF 76 30 FF 1F 54 00 00 4A 01 00 00 40 00 00 03 BB 00 04 06 00 49 00 00 FF 00 40 00 00
03 35 00 00 00 00 00

71 01 03 01 01 0D CC 00 08 27 00 02 0F 02 0F 02 09 02 08 7F A1 00 00 00 00 00 44 BA 59 2C 71 00
00 C0 00 7E 00 00 00 00 00 00 00 00 0F F6 00 00 00 00 00 00 00 00 00 FF 00 00 44 00 00 00 12 CF
00 00 04 00 00 03 24 25 24 24 FF 80 8D 00 00 00 00 00 00 00 00 08 DD B4 2B 09 04 00 F8 38 C0 FF
1F F0 FF FF 76 30 FF 1F 55 00 00 49 01 00 00 40 00 00 03 BC 00 04 07 00 4A 00 00 FF 00 40 00 00
03 35 00 00 00 00 00

71 01 03 01 01 0E CC 00 08 18 00 02 08 02 07 02 02 02 00 7F A1 00 00 00 00 00 44 BA 59 2C 71 00
00 C0 00 7E 00 00 00 00 00 00 00 00 0F F6 00 00 00 00 00 00 00 00 00 FF 00 00 44 00 00 00 12 8C
00 00 04 00 00 03 24 25 24 24 FF 80 8D 00 00 00 00 00 00 00 00 08 EF B4 21 09 04 00 F8 38 C0 FF
1F F0 FF FF 76 30 FF 1F 54 00 00 48 01 00 00 40 00 00 03 B5 00 04 03 00 4A 00 00 FF 00 40 00 00
03 36 00 00 00 00 00

71 01 03 01 01 0F CC 00 08 03 00 01 FF 02 00 01 F9 01 F9 7F AA 00 00 00 00 00 44 BA 59 2C 72 00
00 C0 00 7E 00 00 00 00 00 00 00 00 0F F6 00 00 00 00 00 00 00 00 00 FF 00 00 44 00 00 00 12 3D
00 00 04 00 00 03 24 25 24 24 FF 80 8E 00 00 00 00 00 00 00 00 08 F3 B4 15 09 04 00 F8 38 C0 FF
1F F0 FF FF 76 30 FF 1F 54 00 00 47 01 00 00 40 00 00 03 BB 00 04 02 00 4A 00 00 FF 00 40 00 00
03 36 00 00 00 00 00

71 01 03 01 01 10 CC 00 07 F9 00 01 F7 01 F8 01 F3 01 F2 7F A0 00 00 00 00 00 44 BA 59 2C 72 00
00 C0 00 7E 00 00 00 00 00 00 00 00 0F F6 00 00 00 00 00 00 00 00 00 FF 00 00 44 00 00 00 11 EF
00 00 04 00 00 03 24 25 24 24 FF 80 8E 00 00 00 00 00 00 00 00 09 07 B4 1F 09 04 00 F8 38 C0 FF
1F F0 FF FF 76 30 FF 1F 54 00 00 46 01 00 00 40 00 00 03 C2 00 04 04 00 4A 00 00 FF 00 40 00 00
03 36 00 00 00 00 00

71 01 03 01 01 11 CC 00 07 DE 00 01 F0 01 F1 01 EB 01 EA 7F 8F 00 00 00 00 00 44 BA 59 2C 72 00
00 C0 00 7E 00 00 00 00 00 00 00 00 0F F6 00 00 00 00 00 00 00 00 00 FF 00 00 44 00 00 00 11 B4
00 00 04 00 00 03 24 25 24 24 FF 80 8D 00 00 00 00 00 00 00 00 09 13 B4 27 09 04 00 F8 38 C0 FF
1F F0 FF FF 76 30 FF 1F 55 00 00 45 01 00 00 40 00 00 03 B1 00 04 01 00 49 00 00 FF 00 40 00 00
03 36 00 00 00 00 00

71 01 03 01 01 12 CC 00 07 C9 00 01 E9 01 E9 01 E5 01 E3 7F 85 00 00 00 00 00 44 BA 59 2D 72 00
00 C0 00 7E 00 00 00 00 00 00 00 00 0F F6 00 00 00 00 00 00 00 00 00 FF 00 00 44 00 00 00 11 7A
00 00 04 00 00 03 24 25 24 24 FF 80 8E 00 00 00 00 00 00 00 00 09 0A B4 2C 09 04 00 F8 38 C0 FF
1F F0 FF FF 76 30 FF 1F 54 00 00 44 01 00 00 40 00 00 03 B6 00 04 05 00 4A 00 00 FF 00 40 00 00
03 35 00 00 00 00 00

71 01 03 01 01 13 CC 00 07 C3 00 01 E2 01 E3 01 DB 01 DB 7F 88 00 00 00 00 00 44 BA 59 2C 72 00
00 C0 00 7E 00 00 00 00 00 00 00 00 0F F4 00 00 00 00 00 00 00 00 00 FF 00 00 44 00 00 00 11 25
00 00 04 00 00 03 24 25 24 24 FF 80 8D 00 00 00 00 00 00 00 00 09 17 B4 1A 09 04 00 F8 38 C0 FF
1F F0 FF FF 76 30 FF 1F 54 00 00 42 01 00 00 40 00 00 03 B3 00 03 FC D0 4A 00 00 FF 00 40 00 00
03 35 00 00 00 00 00

71 01 03 01 01 14 CC 00 07 AB 00 01 D5 01 D6 01 D3 01 D1 7F 9C 00 00 00 00 00 44 BA 59 2C 72 00
00 C0 00 7E 00 00 00 00 00 00 00 00 0F F1 00 00 00 00 00 00 00 00 00 FF 00 00 44 00 00 00 10 D1
00 00 04 00 00 03 24 25 24 24 FF 80 8D 00 00 00 00 00 00 00 00 09 22 B4 18 09 04 00 F8 38 C0 FF
1F F0 FF FF 76 30 FF 1F 54 00 00 41 01 00 00 40 00 00 03 88 00 04 0A 00 4A 00 00 FF 00 40 00 00
03 35 00 00 00 00 00

71 01 03 01 01 15 CC 00 07 9E 00 01 CE 01 CE 01 C6 01 C7 7F D9 00 00 00 00 00 44 BA 59 2C 72 00
00 C0 00 7E 00 00 00 00 00 00 00 00 0F F3 00 00 00 00 00 00 00 00 00 FF 00 00 44 00 00 00 10 7C
00 00 04 00 00 03 24 25 24 24 FF 80 8D 00 00 00 00 00 00 00 00 09 1C B4 23 09 04 00 F8 38 C0 FF
1F F0 FF FF 76 30 FF 1F 54 00 00 40 01 00 00 40 00 00 03 76 00 03 D5 00 49 00 00 FF 00 40 00 00
03 35 00 00 00 00 00

71 01 03 01 01 16 CC 00 07 92 00 01 C7 01 C8 01 C0 01 BE 7F F2 00 00 00 00 00 44 BA 59 2C 72 00
00 C0 00 7E 00 00 00 00 00 00 00 00 0F FB 00 00 00 00 00 00 00 00 00 FF 00 00 44 00 00 00 10 3F
00 00 04 00 00 03 24 25 24 24 FF 80 8D 00 00 00 00 00 00 00 00 09 0B B4 19 09 04 00 F8 38 C0 FF
1F F0 FF FF 76 30 FF 1F 55 00 00 3F 01 00 00 40 00 00 03 8A 00 03 E9 00 49 00 00 FF 00 40 00 00
03 35 00 00 00 00 00

71 01 03 01 01 17 CC 00 07 8E 00 01 BE 01 C0 01 BA 01 B9 7F FB 00 00 00 00 00 44 BA 59 2C 72 00
```

```
00 C0 00 7E 00 00 00 00 00 00 00 00 10 00 00 00 00 00 00 00 00 00 00 FF 00 00 44 00 00 00 0F FC
00 00 04 00 00 03 24 25 24 24 FF 80 8E 00 00 00 00 00 00 00 00 00 08 FC B4 18 09 04 00 F8 38 C0 FF
1F F0 FF FF 76 30 FF 1F 54 00 00 3E 01 00 00 40 00 00 03 F2 00 04 09 00 49 00 00 FF 00 40 00 00
03 35 00 00 00 00 00

71 01 03 01 01 18 CC 00 07 92 00 01 B4 01 B5 01 B0 01 B2 7F FA 00 00 00 00 00 44 BA 58 2C 73 00
00 C0 00 7E 00 00 00 00 00 00 00 00 10 00 00 00 00 00 00 00 00 00 00 FF 00 00 44 00 00 00 0F 9E
00 00 04 00 00 03 24 25 24 24 FF 80 8E 00 00 00 00 00 00 00 00 09 03 B4 1B 09 04 00 F8 38 C0 FF
1F F0 FF FF 76 30 FF 1F 54 00 00 3D 01 00 00 40 00 00 03 DC 00 03 F6 00 48 00 00 FF 00 40 00 00
03 35 00 00 00 00 00

71 01 03 01 01 19 CC 00 07 A5 00 01 AD 01 AD 01 A8 01 A7 7F FC 00 00 00 00 00 45 B9 57 2C 73 00
00 C0 00 7E 00 00 00 00 00 00 00 00 10 00 00 00 00 00 00 00 00 00 00 FF 00 00 44 00 00 00 0F 4D
00 00 04 00 00 03 24 25 24 24 FF 80 8E 00 00 00 00 00 00 00 00 08 F7 B4 1B 09 04 00 F8 38 C0 FF
1F F0 FF FF 76 30 FF 1F 54 00 00 3B 01 00 00 40 00 00 03 F2 00 04 05 00 47 00 00 FF 00 40 00 00
03 36 00 00 00 00 00

71 01 03 01 01 1A CC 00 07 C0 00 01 A5 01 A4 01 A0 01 A0 7F F6 00 00 00 00 00 45 BA 57 2B 73 00
00 C0 00 7E 00 00 00 00 00 00 00 00 10 00 00 00 00 00 00 00 00 00 00 FF 00 00 44 00 00 00 0F D3
00 00 04 00 00 03 24 25 24 24 FF 80 8D 00 00 00 00 00 00 00 00 08 EB B4 1B 09 04 00 F8 38 C0 FF
1F F0 FF FF 76 30 FF 1F 54 00 00 3A 01 00 00 40 00 00 03 F1 00 04 06 00 46 00 00 FF 00 40 00 00
03 36 00 00 00 00 00

71 01 03 01 01 1B CC 00 07 CE 00 01 9D 01 9C 01 94 01 93 7F F8 00 00 00 00 00 44 BA 57 2B 73 00
00 C0 00 7E 00 00 00 00 00 00 00 00 10 00 00 00 00 00 00 00 00 00 00 FF 00 00 44 00 00 00 0E B4
00 00 04 00 00 03 24 25 24 24 FF 80 8D 00 00 00 00 00 00 00 00 08 D1 B4 26 09 04 00 F8 38 C0 FF
1F F0 FF FF 76 30 FF 1F 54 00 00 39 01 00 00 40 00 00 03 F4 00 04 04 00 46 00 00 FF 00 40 00 00
03 36 00 00 00 00 00

71 01 03 01 01 1C CC 00 07 B5 00 01 92 01 93 01 8E 01 8E 7F FF 00 00 00 00 00 44 BA 56 2B 73 00
00 C0 00 7E 00 00 00 00 00 00 00 00 10 00 00 00 00 00 00 00 00 00 00 FF 00 00 44 00 00 00 0E 5D
00 00 04 00 00 03 24 25 24 24 FF 80 8D 00 00 00 00 00 00 00 00 08 A9 B4 26 09 04 00 F8 28 C0 FF
1F F0 FF FF 76 30 FF 1F 54 00 00 38 01 00 00 40 00 00 03 F1 00 04 0A 00 45 00 00 FF 00 40 00 00
03 35 00 00 00 00 00

71 01 03 01 01 1D CC 00 07 A2 00 01 8B 01 8B 01 87 01 86 80 00 00 00 00 00 43 BB 55 2A 73 00
00 C0 00 7E 00 00 00 00 00 00 00 00 10 00 00 00 00 00 00 00 00 00 00 FF 00 00 44 00 00 00 0E 15
00 00 04 00 00 03 24 25 24 24 FF 80 8D 00 00 00 00 00 00 00 00 08 A3 B4 1C 09 04 00 F8 28 C0 FF
1F F0 FF FF 76 30 FF 1F 54 00 00 37 01 00 00 40 00 00 03 ED 00 04 03 00 44 00 00 FF 00 40 00 00
03 35 00 00 00 00 00

71 01 03 01 01 1E CC 00 07 6E 00 01 83 01 82 01 7E 01 7E 7F F6 00 00 00 00 00 43 BC 54 2A 74 00
00 C0 00 7E 00 00 00 00 00 00 00 00 10 00 00 00 00 00 00 00 00 00 00 FF 00 00 44 00 00 00 0D C9
00 00 04 00 00 03 24 25 24 24 FF 80 8D 00 00 00 00 00 00 00 00 08 61 B4 12 09 04 00 F8 28 C0 FF
1F F0 FF FF 76 30 FF 1F 55 00 00 35 01 00 00 40 00 00 03 E7 00 03 FF 00 43 00 00 FF 00 40 00 00
03 34 00 00 00 00 00

71 01 03 01 01 1F CC 00 07 26 00 01 79 01 7A 01 76 01 76 7F FD 00 00 00 00 00 40 BE 53 29 74 00
00 C0 00 7E 00 00 00 00 00 00 00 00 10 00 00 00 00 00 00 00 00 00 00 FF 00 00 44 00 00 00 0D 7C
00 00 04 00 00 03 24 25 24 24 FF 80 8E 00 00 00 00 00 00 00 00 07 AD B4 15 09 04 00 F8 28 C0 FF
1F F0 FF FF 76 30 FF 1F 54 00 00 35 01 00 00 40 00 00 03 EE 00 04 05 00 41 00 00 FF 00 40 00 00
03 31 00 00 00 00 00

71 01 03 01 01 20 CC 00 06 F4 00 01 73 01 71 01 71 01 71 7F FE 00 00 00 00 00 3D C2 50 28 72 00
00 C0 00 7E 00 00 00 00 00 00 00 00 10 00 00 00 00 00 00 00 00 00 00 FF 00 00 44 00 00 00 0D 3B
00 00 04 00 00 03 24 25 24 24 FF 80 8E 00 00 00 00 00 00 00 00 07 3C B4 19 09 04 00 F8 28 C0 FF
1F F0 FF FF 76 30 FF 1F 54 00 00 34 01 00 00 40 00 00 03 E7 00 04 00 00 3D 00 00 FF 00 40 00 00
03 2D 00 00 00 00 00

71 01 03 01 01 21 CC 00 07 44 00 01 6B 01 6A 01 6A 01 6A 7F FA 00 00 00 00 00 3D C1 4A 25 70 00
00 C0 00 7E 00 00 00 00 00 00 00 00 10 00 00 00 00 00 00 00 00 00 00 FF 00 00 44 00 00 00 0C FC
00 00 04 00 00 03 24 25 24 24 FF 80 8E 00 00 00 00 00 00 00 00 07 17 B4 22 09 04 00 F8 28 C0 FF
1F F0 FF FF 76 30 FF 1F 54 00 00 33 01 00 00 40 00 00 03 EF 00 04 00 00 37 00 00 FF 00 40 00 00
03 2E 00 00 00 00 00

71 01 03 01 01 22 CC 00 07 F3 00 01 65 01 66 01 62 01 63 7F F3 00 00 00 00 00 3D C1 4A 25 6F 00
00 C0 00 7E 00 00 00 00 00 00 00 00 10 00 00 00 00 00 00 00 00 00 00 FF 00 00 44 00 00 00 0C C0
```

BOSCH

CDR CRASH DATA RETRIEVAL

```
00 00 04 00 00 03 24 25 24 24 FF 80 8D 00 00 00 00 00 00 00 00 06 E1 B4 22 09 04 00 F8 28 C0 FF
1F F0 FF FF 76 30 FF 1F 54 00 00 32 01 00 00 40 00 00 03 F3 00 04 03 00 35 00 00 FF 00 40 00 00
03 2D 00 00 00 00 00

71 01 03 01 01 23 CC 00 08 18 00 01 5D 01 5D 01 5D 01 5C 7F FD 00 00 00 00 00 3C C2 48 24 6E 00
00 C0 00 7E 00 00 00 00 00 00 00 00 10 00 00 00 00 00 00 00 00 00 00 FF 00 00 44 00 00 00 0C 6D
00 00 04 00 00 03 24 25 24 24 FF 80 8D 00 00 00 00 00 00 00 00 06 EB B4 1F 09 04 00 F8 28 C0 FF
1F F0 FF FF 76 30 FF 1F 55 00 00 31 01 00 00 40 00 00 03 EF 00 04 02 00 34 00 00 FF 00 40 00 00
03 2D 00 00 00 00 00

71 01 03 01 01 24 CC 00 08 05 00 01 57 01 56 01 57 01 57 7F F7 00 00 00 00 00 3C C2 47 24 6E 00
00 C0 00 7E 00 00 00 00 00 00 00 00 10 00 00 00 00 00 00 00 00 00 00 FF 00 00 44 00 00 00 0C 37
00 00 04 00 00 03 24 25 24 24 FF 80 8D 00 00 00 00 00 00 00 00 06 E0 B4 1F 09 04 00 F8 28 C0 FF
1F F0 FF FF 76 30 FF 1F 54 00 00 30 01 00 00 40 00 00 03 F1 00 04 01 00 33 00 00 FF 00 40 00 00
03 2C 00 00 00 00 00

71 01 03 01 01 25 CC 00 07 D9 00 01 50 01 50 01 4F 01 50 7F ED 00 00 00 00 00 3C C2 47 23 6E 00
00 C0 00 7E 00 00 00 00 00 00 00 00 10 00 00 00 00 00 00 00 00 00 00 FF 00 00 44 00 00 00 0B FC
00 00 04 00 00 03 24 25 24 24 FF 80 8D 00 00 00 00 00 00 00 00 06 E9 B4 1D 09 04 00 F8 28 C0 FF
1F F0 FF FF 76 30 FF 1F 54 00 00 2F 01 00 00 40 00 00 03 FE 00 04 04 00 32 00 00 FF 00 40 00 00
03 2C 00 00 00 00 00

71 01 03 01 01 26 CC 00 07 C2 00 01 47 01 48 01 48 01 48 7F EF 00 00 00 00 00 3B C3 47 23 6E 00
00 C0 00 7E 00 00 00 00 00 00 00 00 10 00 00 00 00 00 00 00 00 00 00 FF 00 00 44 00 00 00 0B B2
00 00 04 00 00 03 24 25 24 24 FF 80 8D 00 00 00 00 00 00 00 00 07 05 B4 28 09 04 00 F8 28 C0 FF
1F F0 FF FF 76 30 FF 1F 54 00 00 2E 01 00 00 40 00 00 03 F7 00 03 FF 00 32 00 00 FF 00 40 00 00
03 2B 00 00 00 00 00

71 01 03 01 01 27 CC 00 07 A1 00 01 40 01 40 01 41 01 41 7F F7 00 00 00 00 00 3B C3 47 23 6E 00
00 C0 00 7E 00 00 00 00 00 00 00 00 10 00 00 00 00 00 00 00 00 00 00 FF 00 00 44 00 00 00 0B 6D
00 00 04 00 00 03 24 25 24 24 FF 80 8D 00 00 00 00 00 00 00 00 07 18 B4 1D 09 04 00 F8 28 C0 FF
1F F0 FF FF 76 30 FF 1F 54 00 00 2D 01 00 00 40 00 00 03 FA 00 04 00 00 32 00 00 FF 00 40 00 00
03 2A 00 00 00 00 00

71 01 03 01 01 28 CC 00 07 8B 00 01 39 01 38 01 38 01 39 7F F7 00 00 00 00 00 3B C3 47 23 6F 00
00 C0 00 7E 00 00 00 00 00 00 00 00 10 00 00 00 00 00 00 00 00 00 00 FF 00 00 44 00 00 00 0B 1E
00 00 04 00 00 03 24 25 24 24 FF 80 8F 00 00 00 00 00 00 00 00 07 24 B4 20 09 04 00 F8 28 C0 FF
1F F0 FF FF 76 30 FF 1F 54 00 00 2B 01 00 00 40 00 00 03 FE 00 04 01 00 32 00 00 FF 00 40 00 00
03 2A 00 00 00 00 00

71 01 03 01 01 29 CC 00 07 77 00 01 31 01 30 01 30 01 30 7F EC 00 00 00 00 00 3B C3 47 23 6F 00
00 C0 00 7E 00 00 00 00 00 00 00 00 10 00 00 00 00 00 00 00 00 00 00 FF 00 00 44 00 00 00 0A D8
00 00 04 00 00 03 24 25 24 24 FF 80 8E 00 00 00 00 00 00 00 00 07 2D B4 20 09 04 00 F8 28 C0 FF
1F F0 FF FF 76 30 FF 1F 55 00 00 2A 01 00 00 40 00 00 04 00 00 04 00 00 32 00 00 FF 00 40 00 00
03 2A 00 00 00 00 00

71 01 03 01 01 2A CC 00 07 5F 00 01 27 01 27 01 27 01 27 7F EF 00 00 00 00 00 3B C3 47 23 6F 00
00 C0 00 7E 00 00 00 00 00 00 00 00 10 00 00 00 00 00 00 00 00 00 00 FF 00 00 44 00 00 00 0A 83
00 00 04 00 00 03 24 25 24 24 FF 80 8D 00 00 00 00 00 00 00 00 07 2A B4 23 09 04 00 F8 28 C0 FF
1F F0 FF FF 76 30 FF 1F 54 00 00 29 01 00 00 40 00 00 03 FB 00 04 02 00 32 00 00 FF 00 40 00 00
03 2A 00 00 00 00 00

71 01 03 01 01 2B CC 00 07 4F 00 01 1F 01 1F 01 1F 01 1E 7F F4 00 00 00 00 00 3B C4 47 23 70 00
00 C0 00 7E 00 00 00 00 00 00 00 00 10 00 00 00 00 00 00 00 00 00 00 FF 00 00 44 00 00 00 0A 36
00 00 04 00 00 03 24 25 24 24 FF 80 8E 00 00 00 00 00 00 00 00 07 3C B4 21 09 04 00 F8 28 C0 FF
1F F0 FF FF 76 30 FF 1F 54 00 00 28 01 00 00 40 00 00 03 FB 00 04 01 00 31 00 00 FF 00 40 00 00
03 2A 00 00 00 00 00

71 01 03 01 01 2C CC 00 07 28 00 01 14 01 16 01 15 01 16 7F F0 00 00 00 00 00 3B C3 47 23 70 00
00 C0 00 7E 00 00 00 00 00 00 00 00 10 00 00 00 00 00 00 00 00 00 00 FF 00 00 44 00 00 00 09 E6
00 00 04 00 00 03 24 25 24 24 FF 80 8E 00 00 00 00 00 00 00 00 07 3A B4 1E 09 04 00 F8 18 C0 FF
1F F0 FF FF 76 30 FF 1F 54 00 00 26 01 00 00 40 00 00 03 FB 00 04 00 00 31 00 00 FF 00 40 00 00
03 2A 00 00 00 00 00

71 01 03 01 01 2D CC 00 07 19 00 01 0D 01 0D 01 0F 01 0D 7F F9 00 00 00 00 00 3B C4 47 23 71 00
00 C0 00 7E 00 00 00 00 00 00 00 00 10 00 00 00 00 00 00 00 00 00 00 FF 00 00 44 00 00 00 09 95
00 00 04 00 00 03 24 25 24 24 FF 80 8D 00 00 00 00 00 00 00 00 07 4D B4 12 09 04 00 F8 18 C0 FF
```

```
1F F0 FF FF 76 30 FF 1F 54 00 00 25 01 00 00 40 00 00 03 FE 00 04 00 00 31 00 00 FF 00 40 00 00
03 2A 00 00 00 00 00

71 01 03 01 01 2E CC 00 06 D2 00 01 03 01 04 01 04 01 04 7F F6 00 00 00 00 00 3A C4 47 23 71 00
00 C0 00 7E 00 00 00 00 00 00 00 00 10 00 00 00 00 00 00 00 00 00 00 FF 00 00 44 00 00 00 09 46
00 00 04 00 00 03 24 25 24 24 FF 80 8D 00 00 00 00 00 00 00 00 07 12 B4 08 09 04 00 F8 18 C0 FF
1F F0 FF FF 76 30 FF 1F 54 00 00 24 01 00 00 40 00 00 04 0F 00 03 F5 00 31 00 00 FF 00 40 00 00
03 2A 00 00 00 00 00

71 01 03 01 01 2F CC 00 06 AB 00 00 FC 00 FD 00 FC 00 FC 7F E7 00 00 00 00 00 3A C4 46 23 71 00
00 C0 00 7E 00 00 00 00 00 00 00 00 10 00 00 00 00 00 00 00 00 00 00 FF 00 00 44 00 00 00 08 FA
00 00 04 00 00 03 24 25 24 24 FF 80 8D 00 00 00 00 00 00 00 00 06 E0 B4 08 09 04 00 F8 18 C0 FF
1F F0 FF FF 76 30 FF 1F 55 00 00 23 01 00 00 40 00 00 04 55 00 04 1D D0 31 00 00 FF 00 40 00 00
03 29 00 00 00 00 00

71 01 03 01 01 30 CC 00 06 BC 00 D0 F4 00 F4 00 F4 00 F4 7F BD 00 00 00 00 00 39 C5 46 23 70 00
00 C0 00 7E 00 00 00 00 00 00 00 0F FC 00 00 00 00 00 00 00 00 00 FF 00 00 44 00 00 00 08 B2
00 00 04 00 00 03 24 25 24 24 FF 80 8E 00 00 00 00 00 00 00 00 06 D0 B4 20 09 04 00 F8 18 C0 FF
1F F0 FF FF 76 30 FF 1F 54 00 00 22 01 00 00 40 00 00 04 0D 00 04 1E 00 31 00 00 FF 00 40 00 00
03 28 00 00 00 00 00

71 01 03 01 01 31 CC 00 06 EF 00 00 ED 00 EC 00 EC 00 EC 7F E8 00 00 00 00 00 39 C5 45 22 6F 00
00 C0 00 7E 00 00 00 00 00 00 00 00 0F F8 00 00 00 00 00 00 00 00 00 FF 00 00 44 00 00 00 08 68
00 00 04 00 00 03 24 25 24 24 FF 80 8E 00 00 00 00 00 00 00 00 06 C3 B4 24 09 04 00 F8 18 C0 FF
1F F0 FF FF 76 30 FF 1F 54 00 00 21 01 00 00 40 00 00 03 9F 00 03 FE 00 2F 00 00 FF 00 40 00 00
03 28 00 00 00 00 00

71 01 03 01 02 00 FF 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00

71 01 03 01 02 01 FF 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00

71 01 03 01 02 02 FF 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00

71 01 03 01 02 03 FF 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00

71 01 03 01 02 04 FF 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00

71 01 03 01 02 05 FF 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00

71 01 03 01 02 06 FF 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
```

00 00 00 00 00 00 00

71 01 03 01 02 07 FF 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00

71 01 03 01 02 08 FF 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00

71 01 03 01 02 09 FF 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00

71 01 03 01 02 0A FF 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00

71 01 03 01 02 0B FF 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00

71 01 03 01 02 0C FF 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00

71 01 03 01 02 0D FF 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00

71 01 03 01 02 0E FF 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00

71 01 03 01 02 0F FF 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00

71 01 03 01 02 10 FF 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00

71 01 03 01 02 11 FF 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00

```
71 01 03 01 02 12 FF 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00

71 01 03 01 02 13 FF 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00

71 01 03 01 02 14 FF 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00

71 01 03 01 02 15 FF 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00

71 01 03 01 02 16 FF 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00

71 01 03 01 02 17 FF 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00

71 01 03 01 02 18 FF 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00

71 01 03 01 02 19 FF 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00

71 01 03 01 02 1A FF 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00

71 01 03 01 02 1B FF 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00

71 01 03 01 02 1C FF 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00
```

BOSCH

CDR CRASH DATA RETRIEVAL

```
71 01 03 01 02 1D FF 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00

71 01 03 01 02 1E FF 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00

71 01 03 01 02 1F FF 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00

71 01 03 01 02 20 FF 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00

71 01 03 01 02 21 FF 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00

71 01 03 01 02 22 FF 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00

71 01 03 01 02 23 FF 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00

71 01 03 01 02 24 FF 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00

71 01 03 01 02 25 FF 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00

71 01 03 01 02 26 FF 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00

71 01 03 01 02 27 FF 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00

71 01 03 01 02 28 FF 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
```

```
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00

71 01 03 01 02 29 FF 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00

71 01 03 01 02 2A FF 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00

71 01 03 01 02 2B FF 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00

71 01 03 01 02 2C FF 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00

71 01 03 01 02 2D FF 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00

71 01 03 01 02 2E FF 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00

71 01 03 01 02 2F FF 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00

71 01 03 01 02 30 FF 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00

71 01 03 01 02 31 FF 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00

71 01 03 02 01 CC 00 00 00 00 00 00 00 00 00 00 00 00 FF FF FF FF FF FF FF FF FF FE FE FE FE FE
FE FE FD FD FD FD FD FD FC FC FC FC FC FC FB FB FB FB FB FB FB FA FA FA FA FA FA FA FA FA F9 F9
F9 F9 F9 F9 F9 F9 F9 F9 F9 F9 F9 F9 F9 F9 F9 F9 F8 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 01 00
```

00

71 01 03 02 02 FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
FF

71 01 03 03 01 CC 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 01 00
00

71 01 03 03 02 FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
FF

71 01 03 04 01 CC 00 03 00 01 01 01 00 00 00 00 00 00 00 00 00 00 00 FF 00 00 00 00 00 00 00 00
00 00 01 00 00 00 00 00 00 00 00 00 00 00 00 01 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 01 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 FF FF FF FE FE FF FF FF FF FF FE FF FF 00 00 FF 00 00 01 00 00 FF 00 FF 00 00 00 01 01
01 03 02 02 03 02 FC FF 00 02 04 07 09 09 08 05 04 03 03 02 01 00 FE FD FC FC FC FD FD FE FD FD
FD FC FB FC FC FD FF 00 02 02 04 03 03 04 04 02 02 01 02 01 00 00 00 00 FF FF FE FE FF FE FF FF
FF 00 00 00 FF 00 00 00 00 00 01 01 01 01 01 01 00 01 00 00 00 00 00 FF 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 01 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 02 00
00

71 01 03 04 02 FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
FF

62 A0 56 00 00 40 BA 0F 00 08 00 00 10 3F 00

59 02 99 80 95 13 89 A1 2C 13 08

59 06 80 95 13 89 01 00 28 19 28 19 01 00 02 01 7F 00 A8 97 BE FF FF FF FF

59 06 A1 2C 13 08 01 00 28 19 28 19 02 01 02 01 7A 00 A8 97 C8 00 A8 98 B1

BOSCH

CDR CRASH DATA RETRIEVAL

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.

Appendix F

2018
JEEP GRAND CHEROKEE LIMITED 4X4
VIN: [redacted]
Recall data refreshed on Oct 01,2024
0 Unrepaired Recalls
associated with this VIN

What if my car isn't recalled now? Could it be recalled later?
Yes. Whether a manufacturer independently conducts a safety recall or NHTSA orders one, the manufacturer must file a public report describing the safety-related defect or noncompliance. Manufacturers are also required to notify owners by mail within 60 days of notifying NHTSA of a recall decision.
Look for this distinct label to distinguish critical safety recall information from other marketing material.

Where's my VIN?

Every vehicle has a unique **vehicle identification number**, often referred to as a VIN. Look on the lower left of your car's windshield for your 17-character VIN. Your VIN is also located on your car's registration card, and it may be shown on your insurance card.

What information will display in the search results?

- When searching by license plate or VIN, you'll learn if a specific vehicle needs to be repaired as part of a recall.
- When searching by a vehicle's year, make and model, or for car seats, tires or equipment, you'll get general results for recalls, investigations, complaints and manufacturer communications.

What will the license plate and VIN search show?

- An unrepaired recall for a vehicle from certain manufacturers.
- If the vehicle has no unrepaired recalls, you will see the message: "0 unrepaired recalls associated with this VIN."

What won't the license plate and VIN search show?

- A safety recall that has already been repaired.
- Some recently announced safety recalls for which not all VINs have been identified. VINs are added continuously so please check regularly.
- Safety recalls that are more than 15 years old (except where a manufacturer offers more coverage).
- Safety recalls conducted by small vehicle manufacturers, including some ultra-luxury brands and specialty applications.
- Manufacturer customer service or other non-safety recall campaigns.
- A recall involving an international vehicle.

Why is the license plate search result showing a different vehicle?

License plate information is generated from state department of motor vehicles. If the search result shows a vehicle you previously owned, rather than your new vehicle with the same license plate, contact your state DMV to request your vehicle information be updated. In the meantime, you can search for recalls using your vehicle's VIN.

Other search options, including by NHTSA ID

You can also search for recalls and safety issues information by NHTSA ID and complaints by keyword.

CARFAX **Vehicle History Report™** US $44.99

2018 JEEP GRAND CHEROKEE LIMITED
VIN: [redacted]
4 DOOR WAGON/SPORT UTILITY
3.6L V6 F DOHC 24V GASOLINE
REAR WHEEL DRIVE W/ 4X4
Original Window Sticker

- Accident reported
- 5 Service history records
- 2 Previous owners
- Types of owners: Personal lease, Personal
- Last owned in New Jersey
- 53,190 Last reported odometer reading

This CARFAX Vehicle History Report is based only on information supplied to CARFAX and available as of 9/3/24 at 11:08:40 AM (CDT). Other information about this vehicle, including problems, may not have been reported to CARFAX. Use this report as one important tool, along with a vehicle inspection and test drive, to make a better decision about your next used car.

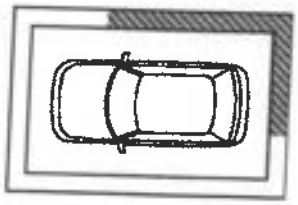
CARFAX Accident / Damage History

Not all accidents / issues are reported to CARFAX

Event 1

12/07/2019
Damage reported: minor damage

Damage Severity Scale
MINOR MODERATE SEVERE



Event 2

11/26/2021
Damage reported: minor damage

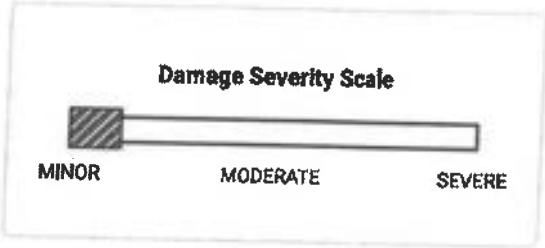
Damage Severity Scale
MINOR MODERATE SEVERE

Back To Top

SCPO/24000547/0000658

Event 3

08/18/2022
Damage reported: very minor damage



Event 4

08/29/2024
Accident reported
-Vehicle towed

CARFAX Additional History Not all accidents / issues are reported to CARFAX	Owner 1	Owner 2
Total Loss No total loss reported to CARFAX.	☑ No Issues Reported	☑ No Issues Reported
Structural Damage CARFAX recommends that you have this vehicle inspected by a collision repair specialist.	☑ No Issues Reported	☑ No Issues Reported
Airbag Deployment No airbag deployment reported to CARFAX.	☑ No Issues Reported	☑ No Issues Reported
Odometer Check No indication of an odometer rollback.	☑ No Issues Indicated	☑ No Issues Indicated
Accident / Damage Damage reported: 12/07/2019, 11/26/2021, and 08/18/2022. Accident reported: 08/29/2024.	Damage Reported	Accident Reported
Manufacturer Recall No open recalls reported to CARFAX.	☑ No Recalls Reported	☑ No Recalls Reported

CARFAX Title History CARFAX guarantees the information in this section	Owner 1	Owner 2
Damage Brands Salvage | Junk | Rebuilt | Fire | Flood | Hail | Lemon	☑ Guaranteed No Problem	☑ Guaranteed No Problem
Odometer Brands Not Actual Mileage | Exceeds Mechanical Limits	☑ Guaranteed No Problem	☑ Guaranteed No Problem

GUARANTEED - None of these title problems were reported by a U.S. state [illegible] Motor Vehicles (DMV). If you find that any of these title problems were reported by a DMV and not

^ Back To Top

SCPO/24000547/00000659

included in this report, you may qualify.
View Terms

CARFAX Ownership History The number of owners is estimated	Owner 1	Owner 2
Year purchased	2017	2021
Type of owner	Personal lease	Personal
Estimated length of ownership	3 yrs. 2 mo.	3 yrs. 3 mo.
Owned in the following states/provinces	New Jersey	New Jersey
Estimated miles driven per year	6,924/yr	—
Last reported odometer reading	22,082	53,190

CARFAX Detailed History

Owner 1
Purchased: 2017

Low mileage! This owner drove less than the industry average of 15,000 miles per year.

Personal Lease Vehicle
6,924 mi/yr

Date	Mileage	Source	Comments
Not Reported		FCA	**Vehicle manufactured and shipped to original dealer**
			 Original Window Sticker
09/16/2017	27	Chrysler Jeep Dodge of Paramus Paramus, NJ 201-488-9000 3.7 / 5.0 343 Verified Reviews 2,540 Customer Favorites	**Vehicle serviced** - Pre-delivery inspection completed - VIN glass etching vin etched
10/10/2017		Chrysler Jeep Dodge of Paramus Paramus, NJ 201-488-9000	**Vehicle offered for sale**

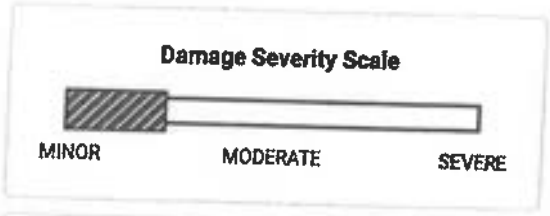
Back To Top

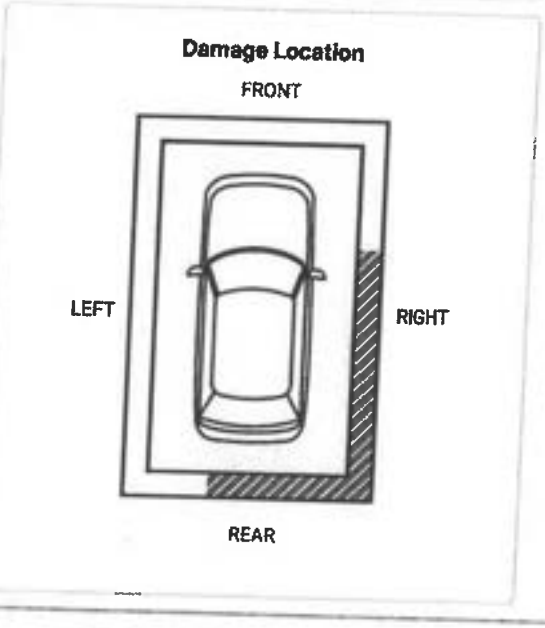
SCPO/24000547/00000660

		★ 3.7 / 5.0 343 Verified Reviews ♥ 2,540 Customer Favorites	
12/15/2017	98	Chrysler Jeep Dodge of Paramus Paramus, NJ 201-488-9000 ★ 3.7 / 5.0 343 Verified Reviews ♥ 2,540 Customer Favorites	**Vehicle sold**
12/26/2017		New Jersey Motor Vehicle Dept. Hoboken, NJ Title #GD20173601114	**Title issued or updated** - Registration issued or renewed - First owner reported - Titled or registered as personal lease vehicle - Vehicle color noted as Black
07/03/2018	3,460	Chrysler Jeep Dodge of Paramus Paramus, NJ 201-488-9000 ★ 3.7 / 5.0 343 Verified Reviews ♥ 2,540 Customer Favorites	**Vehicle serviced** - Recommended maintenance performed - Maintenance inspection completed - PCM reprogrammed
11/02/2018	6,389	Chrysler Jeep Dodge of Paramus Paramus, NJ 201-488-9000 ★ 3.7 / 5.0 343 Verified Reviews ♥ 2,540 Customer Favorites	**Vehicle serviced** - Maintenance inspection completed - 7,500 mile service performed - Fluids checked - Oil and filter changed - Alignment checked - Tires rotated - Fuel injection system flushed/serviced
06/28/2019	10,651	Chrysler Jeep Dodge of Paramus Paramus, NJ 201-488-9000 ★ 3.7 / 5.0 343 Verified Reviews ♥ 2,540 Customer Favorites	**Vehicle serviced** - Maintenance inspection completed
12/07/2019		Damage Report	**Damage reported: minor damage** - Damage to right rear - Damage to rear - Damage to right side

^ Back To Top

SCPO/2400054700000661





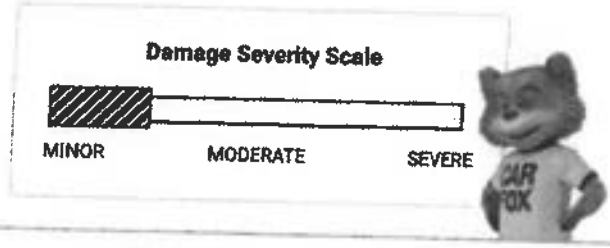
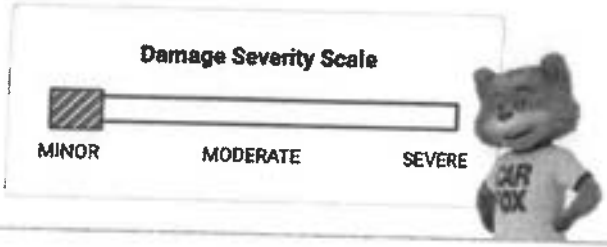
06/19/2020	17,125	Chrysler Jeep Dodge of Paramus Paramus, NJ 201-488-9000 3.7 / 5.0 343 Verified Reviews 2,540 Customer Favorites	**Vehicle serviced** - Recommended maintenance performed - Maintenance inspection completed - Fuel injection system flushed/serviced
11/17/2020		New Jersey Motor Vehicle Dept. Hoboken, NJ	**Registration issued or renewed** - Vehicle color noted as Black
03/04/2021	22,082	Auto Auction	**Vehicle sold**
04/19/2021		New Jersey Motor Vehicle Dept. Hoboken, NJ	**Registration issued or renewed** - Registration updated when owner moved the vehicle to a new location - Vehicle color noted as Black
05/28/2021		New Jersey Motor Vehicle Dept. Woodstown, NJ	**Registration issued or renewed** - Vehicle color noted as Black

Millions of used vehicles are bought and sold at auction every year.

Owner 2

^ Back To Top

Purchased: 2021

Date	Mileage	Source	Comments
05/28/2021		New Jersey Motor Vehicle Dept. Woodstown, NJ Title # [redacted]	**Title issued or updated** - New owner reported - Loan or lien reported - Vehicle color noted as Black
11/26/2021		Damage Report	**Damage reported: minor damage** 
05/17/2022		New Jersey Motor Vehicle Dept. Woodstown, NJ	**Registration issued or renewed** - Vehicle color noted as Black
08/18/2022		Damage Report	**Damage reported: very minor damage** 
12/29/2022	53,190	New Jersey Inspection Station	**Passed emissions inspection**
04/18/2023		New Jersey Motor Vehicle Dept. Woodstown, NJ	**Registration issued or renewed** - Vehicle color noted as Black
07/17/2024		New Jersey Motor Vehicle Dept. Woodstown, NJ	**Registration issued or renewed** - Vehicle color noted as Black
08/29/2024		Damage Report	**Accident reported** - Vehicle towed

Have Questions? Please visit our Help Center at www.carfax.com.

CARFAX **Glossary**

Accident Indicator

^ Back To Top

CARFAX receives information about accidents in all 50 states, the District of Columbia and Canada.

Not every accident is reported to CARFAX. As details about the accident become available, those additional details are added to the CARFAX Vehicle History Report. CARFAX recommends that you have this vehicle inspected by a qualified mechanic.

- According to the National Safety Council, Injury Facts, 2021 edition, 5% of the 276 million registered vehicles in the U.S. were involved in an accident in 2019. Over 77% of these were considered minor or moderate.
- This CARFAX Vehicle History Report is based only on information supplied to CARFAX and available as of 9/3/24 at 11:08:40 AM (CDT). Other information about this vehicle, including problems, may not have been reported to CARFAX. Use this report as one important tool, along with a vehicle inspection and test drive, to make a better decision about your next used car.

Damage Indicator
Damage can be a result of many different types of events. Examples include contact with objects (other cars, trees, traffic signs, road debris, etc), vandalism, or weather-related events. Not every damage event is reported to CARFAX. As details about the damage event become available, those additional details are added to the CARFAX Vehicle History Report. CARFAX recommends that you have this vehicle inspected by a qualified mechanic.

- This CARFAX Vehicle History Report is based only on information supplied to CARFAX and available as of 9/3/24 at 11:08:40 AM (CDT). Other information about this vehicle, including problems, may not have been reported to CARFAX. Use this report as one important tool, along with a vehicle inspection and test drive, to make a better decision about your next used car.

Damage Severity
Damage events result in one of the following severity levels:

- Minor: Generally, minor damage is cosmetic (including dents or scratches), may only require reconditioning, and typically does not compromise a vehicle's operation and/or safety.
- Moderate: Moderate damage may affect multiple components of the vehicle and may impair the vehicle's operation and/or safety.
- Severe: Severe damage usually affects multiple components of the vehicle and is likely to compromise the vehicle's operation and/or safety.

CARFAX recommends getting a pre-purchase inspection at a certified collision repair facility.

First Owner
When the first owner(s) obtains a title from a Department of Motor Vehicles as proof of ownership.

New Owner Reported
When a vehicle is sold to a new owner, the Title must be transferred to the new owner(s) at a Department of Motor Vehicles.

Ownership History
CARFAX defines an owner as an individual or business that possesses and uses a vehicle. Not all title transactions represent changes in ownership. To provide estimated number of owners, CARFAX proprietary technology analyzes all the events in a vehicle history. Estimated ownership is available for vehicles manufactured after 1991 and titled solely in the US including Puerto Rico. Dealers sometimes opt to take ownership of a vehicle and are required to in the following states: Maine, Massachusetts, New Jersey, Ohio, Oklahoma, Pennsylvania and South Dakota. Please consider this as you review a vehicle's estimated ownership history.

Title Issued
A state issues a title to provide a vehicle owner with proof of ownership. Each title has a unique number. Each title or registration record on a CARFAX report does not necessarily indicate a change in ownership. In Canada, a registration and bill of sale are used as proof of ownership.

Appendix H

NEW JERSEY STATE POLICE
FATAL ACCIDENT INVESTIGATION UNIT
MECHANICAL INSPECTION REPORT

CASE INFORMATION

Assigned Station	A140 / Woodstown	**Case Number**	A140-2024-00439
Investigating Trooper	Tpr. M. Allonardo #8847	**Crash Location**	63 Pennsville Auburn Rd., Oldmans Twp., NJ
FAIU Investigator	Tpr. W. Pope #8651	**FAIU Case Number**	M120-2024-00430
Date of Inspection	9/4/2024 @ 0945	**Location of Inspection**	Woodstown Station 769 U.S. Highway 40, Pilesgrove, NJ 08098

VEHICLE INFORMATION

Year	2018	**Make**	Jeep	**Model**	Grand Cherokee
Color	Black	**Registration**	[redacted]	**Registration State**	NJ
VIN Number	1C[redacted]	**Engine**	3.6L V6	**Odometer**	102054
Inspection Expiration	12/24	**Insurance Co.**	See NJTR-1		
Inspection Decal No.	0711983	**Policy Number**	See NJTR-1		

TIRE INSPECTION

		Left Front	Right Front	Left Rear	Right Rear
Tire Information	**Brand**	Goodyear	Goodyear	Goodyear	Goodyear
	Model	Wrangler Fortitude HT	Wrangler Fortitude HT	Wrangler Fortitude HT	Wrangler Fortitude HT
	Size	265-60-R18	265-60-R18	265-60-R18	265-60-R18
	Tread depth	11/32nds	11/32nds	11/32nds	11/32nds
	DOT Number	0424	2224	0624	0924
Pressure	**Actual**	33psi	34psi	36psi	36psi
	Suggested	36psi	36psi	36psi	36psi
Condition	**Locked**	No	No	No	No
	Wear	Normal	Normal	Normal	Normal
	Plug	N/A	N/A	N/A	N/A
Additional Comments		N/A	N/A	N/A	N/A

STEERING INSPECTION

Type	Electric assist rack & pinion	**Condition**	Functional turns lock to lock smooth
Reservoir	None	**Leaks**	No
Air in Lines	N/A	**Locked**	No
Comments	Test drove vehicle in parking lot and steering was functional		

SUSPENSION INSPECTION

	Left Front	Right Front	Left Rear	Right Rear
Type	MacPherson Strut	MacPherson Strut	Coil / shock	Coil / shock
Locked	No	No	No	No
Damage	No	No	No	No
Wear	Normal	Normal	Normal	Normal
Additional Comments	N/A	N/A	N/A	N/A

BRAKE INSPECTION

	Left Front	Right Front	Left Rear	Right Rear
Type	Power Disc	Power Disc	Power Disc	Power Disc
Air in lines	No	No	No	No
Reservoir	Intact- fluid at max line		-	
Condition	more than 1/4" pad remains	more than 1/4" pad remains	1/4" pad remains	1/4" pad remains

DRIVE TRAIN INSPECTION

Transmission	Auto	Drive	AWD	Fluid	N/A
Shifter Location	Center console		Park	Axle/Shaft	CV front and rear
Throttle Type	electronic	Condition	Functional- test drove vehicle in parking lot		
Comments	N/A				

RESTRAINT INSPECTION

Airbags	Yes		Deployed	No		
Seatbelts	Driver	Passenger	Left Rear	Center Rear	Right Rear	Additional
Condition	Intact	Intact	Intact	Intact	Intact	N/A
Damage	No	No	No	No	No	N/A
Comments	Retracted/free	Retracted/free	Retracted/free	Retracted/free	Retracted/free	N/A

ELECTRICAL INSPECTION

Fuses	Not tested
Battery	Not tested
Comments	N/A

LIGHT INSPECTION

		Left Front	Right Front	Additional Comments
Condition	Low Beam	Intact	Crash damage	Passenger side headlamp assembly detached from vehicle during impact
	High Beam	Intact	Crash damage	
	Turn Signal	Intact	Crash damage	
	Side Marker	Intact	Crash damage	
	Lense	Intact	Crash damage	
Operation	Low Beam	Functional	Inop	
	High Beam	Functional	Inop	
	Turn Signal	Functional	Inop	
	Side Marker	Functional	Inop	

		Left Rear	Right Rear	Additional Comments
Condition	Brake Light	Intact	Intact	
	Tail Light	Intact	Intact	
	Side Marker	Intact	Intact	
	Reverse	Intact	Intact	
	Plate	Intact		
Operation	Brake Light	Functional	Functional	
	Tail Light	Functional	Functional	
	Side Marker	Functional	Functional	
	Reverse	Functional	Functional	

INTERIOR INSPECTION

Light Switch	Auto	Heater	No reading- Infotainment system removed from vehicle
Wiper Switch	Off	Blower	No reading- Infotainment system removed from vehicle
Horn	N/A	Defroster	No reading- Infotainment system removed from vehicle
Fuel	less than 1/4 remains	Speedometer	0 mph
Ignition	Push button dash	Position	Off
Radio	N/A	Volume	N/A
Speakers	N/A	Visors	Both in up position
Comments	N/A		

VEHICLE RECALLS

Date		Type	See NJTR-1	NHTSA #	
Date		Type		NHTSA #	
Date		Type		NHTSA #	

DAMAGE

Front End	Yes- crash damage passenger side front bumper
Left Front	No
Right Front	Yes- crash damage
Left Side	No
Right Side	Yes- crash damage fender
Left Rear	No
Right Rear	No
Rear End	No
Roof	No
Undercarriage	No
Windshield	Yes- crash damage
Exterior Mirrors	No
Interior Mirror	No
Other	N/A

PRE-CRASH CONDITION

There were no pre-existing mechanical conditions that would have contributed to the cause of this crash.

Inspecting Investigator's Signature DSG M Presti #7001

DSG. M. Presti #7001

Exhibit "C"

Higgins Copies of Warrants

From: Jennifer Hall [redacted] >
Sent: Mon, Dec 23, 2024 at 9:47 am
To: rfk@klineburgerandnussey.com

A140202400439 SW Order_Signed_SWI-92291.pdf (966.9 KB) CDW Return JE-SLM-6532B-CDW-24.pdf (241.7 KB)
SW Return JE-SLM-6532A-CDW-24.pdf (328.3 KB) A140202400439 CDW Order_Signed_SWI-92291.pdf (1.1 MB)
– **Download all**

Hello ma'am, this is Det. Sergeant Hall with NJSP - Fatal Accident Unit. As per our telephone conversation, I am forwarding you a recent Search Warrant and Communications Data Warrant reference your client's vehicle (Sean Higgins). These were recent warrants, different from the original vehicle warrant so I just wanted to a make sure his representation had a copy.

Thank you,
Jenn

DSG. J. Hall #7315
New Jersey State Police
Fatal Accident Investigation Unit
River Road, P.O. Box 7068
West Trenton, New Jersey 08628
Phone: (609)-561-1800 x3252

SUPERIOR COURT OF NEW JERSEY
LAW DIVISION – CRIMINAL PART
SALEM COUNTY

IN THE MATTER OF AN EX PARTE APPLICATION OF THE STATE OF NEW JERSEY FOR A COMMUNICATIONS DATA WARRANT AUTHORIZING THE SEARCH OF A SANDISK CHIP BEARING IDENTIFICATION [redacted], FROM A UCONNECT4C INFOTAINMENT SYSTEM BEARING SN [redacted], REMOVED FROM A 2018 JEEP GRAND CHEROKEE BEARING NEW JERSEY REGISTRATION [redacted] AND VEHICLE IDENTIFICATION NUMBER [redacted]. THEREBY OBTAINING STORED DATA RELATED TO THE MECHANICAL OPERATIONS OF THE VEHICLE AND ANY OTHER STORED LOCATION DATA TO INCLUDE HISTORICAL GLOBAL POSITIONING SYSTEM INFORMATION AND TIMING DATA, FROM THE DATES OF 8/28/2024 (AT 0000 HOURS) THROUGH 08/30/2024 (AT 2359 HOURS) PURSUANT TO USC TITLE 18,	**COMMUNICATION DATA WARRANT ORDER**

STATE OF NEW JERSEY)
) SS
COUNTY OF SALEM)

This matter having been opened to the Court by *ex parte* Application of the State of New Jersey for a Communication Data Warrant for the search of the stored data contents of a Sandisk "chip" bearing identification [redacted], from the above captioned Uconnect4C Infotainment System authorizing the obtaining of stored communications information and data

and all other data pertaining to this investigation and showing violation of the statutes of New Jersey for the time period encompassing **August 28, 2024 to August 30, 2024,** the said request sought and to be provided within the geographical limits of the United States; **AND** with

The Court having the opportunity to examine the supporting Certification of Detective Sergeant Jennifer Hall, badge number 7315, of the New Jersey State Police; **AND**

For good cause being shown therefore in that the facts presented in the original supporting Certification show probable cause for believing that the disclosure of all records and data stored on the Sandisk "chip" recovered from the captioned Infotainment System, relating to the condition and status of the vehicle and its operating systems prior to, at the time of, and post-collision, in particular but not limited to: Bluetooth connections, doors, devices, gear shifts, stop/start log, hard braking, hard acceleration, traction events, navigation, ignition key, change in speed, etc., and any other stored location data to include historical global positioning system information and timing data, from the dates of 8/28/2024 (at 0000 hours) through 8/30/2024 (at 2359 hours) will assist New Jersey State Police investigators in an ongoing Death by Auto investigation; **AND**

The execution of this Communication Data Warrant Order will result in the acquisition of information, electronic communications, records and data which constitute evidence of or will show violations of the specified crime of Death by Auto;

IT IS THEREFORE ORDERED, on this ____ day of October, 2024, that Detective Sergeant Jennifer Hall of the New Jersey State Police, and other members of the New Jersey State Police, the Salem County Prosecutor's Office, or any other law enforcement officer or designee assigned to assist with this investigation, conduct a complete and thorough search of the stored digital contents of the captioned Sandisk "chip" including data relating to the condition

and status of the vehicle and its operating systems prior to, at the time of, and post-collision, in particular but not limited to: Bluetooth connections, doors, devices, gear shifts, stop/start log, hard braking, hard acceleration, traction events, navigation, ignition key, change in speed, etc., and any other stored location data to include historical global positioning system information and timing data, from the dates of 8/28/2024 (at 0000 hours) through 8/30/2024 (at 2359 hours); **AND**

IT IS FURTHER ORDERED that members of the New Jersey State Police shall be permitted to disclose this Communications Data Warrant Order, and Authorization and Certification filed in this matter, to law enforcement agencies who are assigned to assist in this investigation, as well as any other law enforcement officer who may be assigned to assist in the future; **AND**

IT IS FURTHER ORDERED that in the event you seize any evidence from the said Sandisk "chip", you are to give a copy of this Search Warrant, together with a receipt for the property sized to the person from whom it is taken, or in whose possession it was found, or, in the absence of such person, to leave a copy of this Search Warrant together with such receipt at the place where said property is found.

IT IS FURTHER ODERED that Detective Sergeant Jennifer Hall or any other officer designated to assist, commence the execution of this warrant within ninety **(90)** days from the issuance thereof at any time and forthwith make return thereof to me with your report of the execution of this warrant and a written inventory of the property seized hereunder by you.

GIVEN AND ISSUED under my hand this ___ day of October, 2024, at _____AM/PM.

Judge of the Superior Court
State of New Jersey

System Signed Warrant/Order

GIVEN AND ISSUED under my hand on this day, October 08, 2024, at 03:18:34 PM.

10/08/2024
Date

s/ John Eastlack
Judge of the Superior Court
New Jersey Judiciary

SUPERIOR COURT OF NEW JERSEY
LAW DIVISION-CRIMINAL PART
SALEM COUNTY

STATE OF NEW JERSEY)
SS.
COUNTY OF SALEM)

SEARCH WARRANT

To: Any Law Enforcement Officer

WHEREAS, Detective Sergeant Jennifer Hall #7315 currently assigned to the New Jersey State Fatal Accident Investigation Unit, has this day provided certified information to me, a Judge of the Superior Court of the State of New Jersey, that the crimes of **2C:11-5A** have occurred in the Township of Oldmans, County of Salem, State of New Jersey, and that evidence relating to the crimes, may be located within a certain data chip, more particularly described as:

SanDisk chip bearing identification [redacted], from a Uconnect4C Infotainment System bearing SN [redacted], removed from a 2018 Jeep Grand Cherokee bearing New Jersey Registration [redacted] and Vehicle Identification Number [redacted].

AND THE COURT, being satisfied that probable cause for the granting of this application for a search warrant exists;

NOW, THEREFORE, YOU ARE HEREBY COMMANDED, in the name of the State of New Jersey, with the necessary and proper assistance, to conduct a "chip off" procedure, at any time, and thereby acquire the captioned "chip" from the above captioned Infotainment System.

YOU ARE FURTHER COMMANDED, to retrieve any electronically stored information or data relating to the condition and status of the vehicle and its operating systems prior to, at the time of, and post-collision, in particular but not limited to: Bluetooth connections, doors, devices, gear shifts, stop/start log, hard braking, hard acceleration, traction events, navigation, ignition key, change in speed, etc. that will aid in the investigation of the above crime.

All information contained in the certification furnished in support of the application for this search warrant is expressly incorporated herein by reference, and the executing officers are directed to familiarize themselves with the contents thereof.

YOU ARE FURTHER COMMANDED THAT, in the event you seize any evidence from the said Infotainment System, you are to give a copy of this Search Warrant, together with a receipt for the property seized to the person from whom it is taken, or in whose possession it was found, or, in the absence of such person, to leave a copy of this Search Warrant together with such receipt at the place where said property is found.

YOU ARE FURTHER COMMANDED, to execute this warrant within ten (10) days from the issuance thereof at any time and forthwith make return thereof to me with your report of the execution of this warrant and a written inventory of the property seized hereunder by you.

GIVEN AND ISSUED under my hand this ____ day of October, 2024, at _____AM/PM.

_____

Judge of the Superior Court

State of New Jersey

System Signed Warrant/Order

GIVEN AND ISSUED under my hand on this day, October 08, 2024, at 03:18:34 PM.

10/08/2024
Date

s/ John Eastlack
Judge of the Superior Court
New Jersey Judiciary

SUPERIOR COURT OF NEW JERSEY
LAW DIVISION – CRIMINAL PART
SALEM COUNTY

STATE OF NEW JERSEY	)		**COMMUNICATION DATA WARRANT RETURN JE-SLM-6532B-CDW-24**
	)	**SS**	
COUNTY OF SALEM	)		

Inventory

On December 16, 2024, I received the requested data records from the New Jersey Regional Computer Forensics Laboratory. Returned results included the condition and status of the vehicle and its operating systems prior to, at the time of, and post-collision, in particular but not limited to: Bluetooth connections, doors, devices, gear shifts, stop/start log, hard braking, hard acceleration, traction events, navigation, ignition key, change in speed, and global positioning system and timing data.

I, Detective Sergeant Jennifer Hall #7315, the officer by whom this Warrant was executed, swear that the above inventory is true and is a detailed account of all property taken by me reference this search warrant.

DSG Jennifer Hall #7315

DSG Jennifer Hall #7315
New Jersey State Police
Fatal Accident Investigation Unit

SUPERIOR COURT OF NEW JERSEY
LAW DIVISION – CRIMINAL PART
SALEM COUNTY

STATE OF NEW JERSEY	)	**SEARCH WARRANT RETURN**
	) **SS**	**JE-SLM-6532A-CDW-24**
COUNTY OF SALEM	)	

List of Officers Executing Search Warrant

The attached search warrant was executed by the following personnel:

DSG J. Hall #7315	Fatal Accident Investigation Unit - NJSP
DSFC E. Orman #7327	Cyber Crimes Unit – NJSP

Date and Time of Execution

On October 10, 2024, at approximately 11:45 A.M. the warrant was executed upon:

A SanDisk chip bearing identification [redacted], from a Uconnect4C Infotainment System bearing SN [redacted], removed from a 2018 Jeep Grand Cherokee bearing New Jersey Registration [redacted] and Vehicle Identification Number [redacted]

Inventory

Inventory of property taken by the executing officers by virtue of the within Search Warrant, made publicly and a copy of this return listing all items will be left within the involved Jeep.

List of Property Seized:

(1) SanDisk chip bearing identification [redacted]

I, Detective Sergeant J. Hall #7315, the officer by whom this Warrant was authored, so swear that the above inventory is true and is a detailed account of all property taken by the executing officers reference this search warrant.

DSG J. Hall #7315

DSG Jennifer Hall #7315
New Jersey State Police
Fatal Accident Investigation Unit