

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	WBA3A5C36DK*****
User	
Case Number	
EDR Data Imaging Date	12/12/2012
Crash Date	
Filename	SAMPLE_BMW.CDRX
Saved on	Wednesday, December 12 2012 at 16:59:32
Imaged with CDR version	Crash Data Retrieval Tool 10.0
Reported with CDR version	Crash Data Retrieval Tool 19.4.2
Reported with Software Licensed to (Company Name)	Crash Data Group
EDR Device Type	Airbag Control Module
Event(s) recovered	Record 1, Record 2

Comments

Vehicle: 2013 BMW 328i Sedan
Cable used: F00K108796 & F00K108387 Adapter

Data Limitations

BMW AIRBAG CONTROL MODULE (ACSM) DATA LIMITATIONS:

General Information:

These limitations are intended to assist you in reading the event data that has been imaged from the vehicle's ACSM. They are not intended to provide specific information regarding the interpretation of this data. Event data should be considered in conjunction with other available physical evidence from the vehicle and scene.

BMW and Rolls Royce passenger vehicles designated as 2013 or later model year are designed to fulfill the "NHTSA 49 CFR 563 - Event Data Recorders" and to be compatible with the Bosch CDR tool.

The Recorded Crash Events can be read by the CDR over the vehicle's OBD connector which is the preferred procedure. Imaging data by connecting directly to the ACSM should only be attempted if the vehicle's electrical system is damaged. In this case proceed with CAUTION. When imaging by directly connecting to the ACSM, make sure the ACSM is not moved, tilted or turned over while connected to and powered by the CDR Interface Module. Also, after a CDR imaging process, wait at least one minute after power is removed from the ACSM before attempting to move the module. Not following these general ACSM guidelines for bench top imaging could cause new events to be recorded in the ACSM.

The ACSM current fault status will be altered if the ACSM is powered-up without having all of the other vehicle inputs connected. This situation will occur when imaging data while connected directly to the ACSM. This will not affect the stored fault data information in any of the Event Records.

To ensure the integrity of the data during imaging, the transmitted data will be first signed by the ACSM before being read by the CDR tool. This can take up to 60 seconds for each recorded event.

In case the signature build takes longer, a gateway timeout can occur. In this case the retrieving procedure should be retried under the same ignition cycle and could be successful, if not then a download directly from ECU is necessary.

Recorded Crash Events:

Data for front, side, rear and rollover events can be recorded as either non-deployment or deployment events. Both types of events can contain pre-crash and crash data. The ACSM can store up to five events such as Non-Deployment Events (NDE) and Deployment Events (DE):

- a Non-Deployment Event is recorded if the change in longitudinal or lateral velocity equals or exceeds 8km/h over a 150ms timeframe.
- a Deployment Event is recorded if any type of non-reversible deployable restraint device (e.g. front airbag(s), side airbag(s), side curtain airbag(s), ...) are commanded to deploy.
- Deployment Events are locked into memory and cannot be over-written.
- Non-Deployment Events are not locked into memory and (the oldest) can be over-written by subsequent Non-Deployment or Deployment Events.
- Recorded events will be imaged by the CDR tool in chronological order (the first event is the most recent one).
- If power to the ACSM is lost during an event, all the data of this event will be stored (see information "Complete file recorded"). For following events all or part of the event data record may not be recorded. Such events cannot be retrieved by the CDR tool.

The "event begin" t0 is:

- the change in longitudinal velocity equals or exceeds 0.8km/h over a 20ms timeframe (front threshold)
- the change in lateral velocity equals or exceeds 0.8km/h over a 5ms timeframe (side threshold)
- wake-up of the front, side or rear algorithm
- deployment of a restraint by the rollover algorithm.

The event recording will always be 300ms even if:

- the change in longitudinal and lateral velocity equals or falls below 0.8km/h over a 20ms timeframe OR,
- each algorithm is inactive.

Multiple Events:

Data recorded by the ACSM and imaged by the CDR tool is displayed relative to t0, not the time at which the vehicle made contact with another vehicle or object.

In case of multiple algorithm activities during an event (e.g. angular impact where algorithm start to algorithm reset for each individual algorithm) overlap in time (< 300ms) this is considered a "parallel event". The first algorithm started (front, side or rear) or the first threshold reached or the deployment command of the rollover algorithm classifies the event type as "initial event". The triggering times of the subsequent event(s) are in reference to t0 of the initial event and are reported.

If an accident consists of multiple events, during which the algorithm activities (algorithm start to algorithm reset for each individual algorithm) do not overlap in time and whose start times t0 are set apart less than 5 s, this is considered a multiple event.

A multiple event can consist of more than two events, provided their start times t0 are all within the 5 s following the initial event.

The chronological sequence within a multiple event is marked by the data element "multi-event, number of events." The time period between this event and the preceding event is marked in the data element "time from event n to n+1."

Data Element Sign Convention:

The sign convention is according to "NHTSA 49 CFR 563 - Event Data Recorders".

Data Element Name	Positive Sign Notation Indicates
Longitudinal Acceleration	Forward
Delta-V, Longitudinal	Forward
Maximum Delta-V, Longitudinal	Forward
Lateral Acceleration	Left to Right
Delta-V, Lateral	Left to Right
Maximum Delta-V, Lateral	Left to Right
Normal Acceleration	Downward
Vehicle Roll Angle	Clockwise Rotation around vehicles longitudinal axis
Steering Input	Right Turn

Data Elements:

Pre-Crash Data:

- Pre-Crash Data is recorded at 2 samples per second starting 5 seconds before t0.
- Pre-Crash Data is recorded asynchronously.
- Recorded Pre-Crash Data have a time resolution of 500ms. This can cause a possible delay of the collected data up to 500ms.
- Pre-Crash Data indicates "Data Invalid" if a message with an "invalid" flag from the module sending the pre-crash data is sent.
- Pre-Crash Data indicates "Data Not Available" if data is not received from the module sending the pre-crash data.
- Speed, vehicle indicated data is reported as an average of all wheels.
- Speed, vehicle indicated data accuracy can be affected by various factors, such as significant changes in tire size from the factory setting, wheel lockup or slip.
- Accelerator Pedal Position, percent full is the ratio of accelerator pedal position compared to the fully depressed position.
- Steering Input Angle is recorded in 5 degree increments and limited to -250 and 250 degrees.
- Service Brake Status only indicates driver initiated braking. An automatic braking (e.g. brake intervention by Adaptive Cruise Control) will not be recorded.
- ABS Activity Status indicates an ABS Control Intervention during driver initiated braking.
- Stability Control Status indicates a Stability Control Intervention. If the Stability Control is switched off by the driver, the recorded value is "Data Not Available".
- The EDR of all vehicles manufactured from July 2012 up to March 2013 cannot record an engagement of Stability Control (DSC) and is therefore not affected by the Table II requirements for data element "Stability control". The recorded value will be "Non-engaged" even if Stability Control (DSC) actually engaged prior to the event.

Crash data:

- Acceleration data is recorded at 100Hz from t0 to 300ms.
- Delta-V data is recorded at 100Hz from t0 to 300ms.
- Delta-V, longitudinal reflects the change in velocity that the ACSM experienced in the longitudinal direction during the recorded portion of the event and is not the speed the vehicle was traveling before the event.
- Depending on the severity of the event and the accelerometer characteristics, saturation of the ACSM longitudinal or lateral accelerometers may occur. If the saturation exceeds duration of 10ms, the integration of Delta-V is stopped. The reported Delta-V values are displayed as "Data Not Available".
- Restraint Deployment Time (e.g. airbag(s)) is reported as deployment request of this device.
- Restraint Disposal (e.g. 2nd stage of the frontal airbag(s)) is reported if a disposal request of this device occurs.
- Seat Track Position Switch Status is only reported as "foremost" or "not foremost".
- Occupant size classification, right front passenger airbag suppressed data is recorded as "yes" (suppressed) if the front passenger seat sensor system determined the passenger seat was empty or occupied by a child-seat.

Data Source:

All recorded data is measured and calculated within the ACSM except for the following parameters (if applicable) which are transmitted via the vehicle's communication network to the ACSM:

- Speed, vehicle indicated

- Accelerator pedal position, percent full
- Service brake
- ABS activity
- Stability control
- Steering input angle
- Engine RPM

The Belt Switch Circuit is wired directly to the ACSM.

Hexadecimal Data:

All data that has been specified for imaging is shown in the hexadecimal data section of this report. However, not all of this data is translated by the CDR tool. The imaged ACSM may contain additional data that is not retrievable by the CDR tool.

0801_BMW_ACSM4C_r006

System Status at Retrieval

Ignition Cycle, Download (cycle)	8,145
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System Status at Event (Record 1, Most Recent)

Event Type	Frontal
Ignition ON Timer, at Event (msec)	2,704,767,809
Time From Time Zero to Frontal Threshold (Beginning of Impact) (msec)	Not Recorded
Time From Time Zero to Side Threshold (Beginning of Impact) (msec)	Not Recorded
Time From Time Zero to Algorithm Wake-Up Start (Front) (msec)	0
Time From Time Zero to Algorithm Wake-Up Start (Side) (msec)	4
Time From Time Zero to Algorithm Wake-Up Start (Rear) (msec)	15
Time From Time Zero to Deployment (Rollover) (msec)	Not Recorded
Time From Time Zero to Deployment (Pitchover) (msec)	Not Recorded
Time From Time Zero to Algorithm Wake-Up Start (Pedestrian Protection) (msec)	Not Recorded
Event Counter (counts)	2
Complete File Recorded (Yes, No)	Yes
Multi-Event, Number of Events	1
Time From Previous Event to Current Event (msec)	0
Maximum Delta-V, Longitudinal (MPH [km/h])	-39.8 [-64.0]
Maximum Delta-V, Lateral (MPH [km/h])	-0.6 [-1.0]
Time, Maximum Delta-V, Longitudinal (msec)	104
Time, Maximum Delta-V, Lateral (msec)	90
Time, Maximum Delta-V, Resultant (msec)	104

Deployment Command Data (Record 1, Most Recent)

Frontal Air Bag, Time to First Stage Deployment, Driver (msec)	8
Frontal Air Bag, Time to Second Stage Deployment, Driver (msec)	13
Frontal Air Bag, Time to Third Stage Deployment (Vent), Driver (msec)	Unknown
Frontal Air Bag, Second Stage Disposal, Driver	No Disposal
Frontal Air Bag, Third Stage Disposal (Vent), Driver	No Disposal
Frontal Air Bag, Time to First Stage Deployment, Front Passenger (msec)	8
Frontal Air Bag, Time to Second Stage Deployment, Front Passenger (msec)	13
Frontal Air Bag, Time to Third Stage Deployment (Vent), Front Passenger (msec)	Unknown
Frontal Air Bag, Second Stage Disposal, Front Passenger	No Disposal
Frontal Air Bag, Third Stage Disposal (Vent), Front Passenger	No Disposal
Side Air Bag, Time to Deployment First Stage, Driver (msec)	Unknown
Side Curtain/Tube Air Bag, Time to Deployment, Driver Side (msec)	Unknown
Pretensioner, Time to Deploy, Driver (msec)	Unknown
Knee Bag, Time to Deploy, Driver (msec)	8
Side Air Bag, Time to Deployment First Stage, Front Passenger (msec)	Unknown
Side Curtain/Tube Air Bag, Time to Deployment, Passenger Side (msec)	Unknown
Pretensioner, Time to Deploy, Front Passenger (msec)	Unknown
Knee Bag, Time to Deploy, Front Passenger (msec)	Unknown

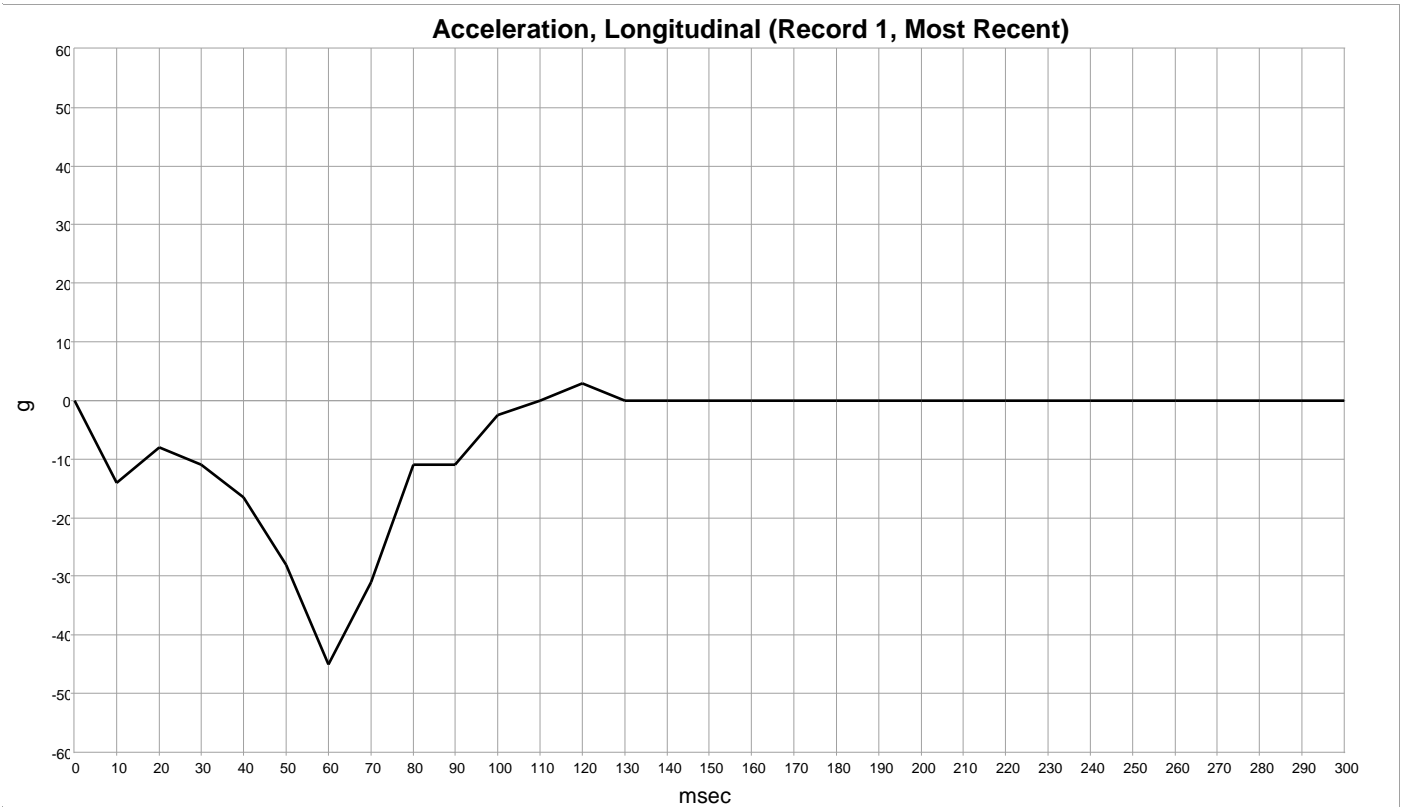
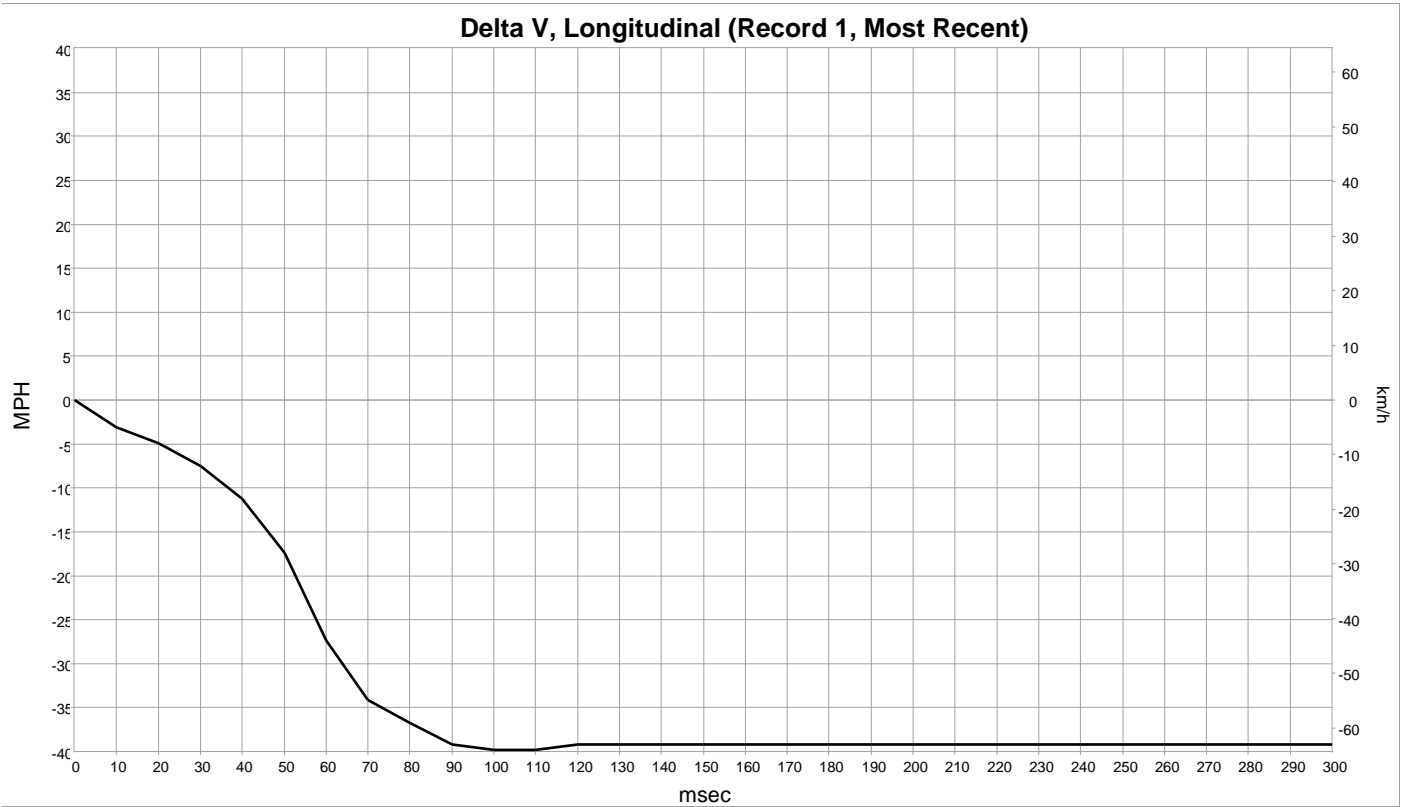
Pre-Crash Data -1 Sec (Record 1, Most Recent)

Ignition Cycle, Crash (cycle)	7,822
Safety Belt Status, Driver	Belted
Safety Belt Status, Front Passenger	Belted
Air Bag Warning Lamp (On,Off)	On
Air Bag Suppression Switch Status, Front Passenger	Unknown
Seat Track Position Switch Status, Driver	Not Foremost
Seat Track Position Switch Status, Foremost, Front Passenger	Not Foremost
Occupant Size Classification, Front Passenger (Child)	Unknown

Pre-Crash Data -5 to 0 sec (Record 1, Most Recent)

Time (sec)	Speed, Vehicle Indicated (MPH [km/h])	Accelerator Pedal, % Full (%)	Engine RPM	Steering Input (deg)	Service Brake, On/Off	ABS Activity (Engaged, Non-engaged)	Stability Control (On Engaged, Non-engaged)
-5.0	35 [56]	82	10200	-205	Unknown	Unknown	Unknown
-4.5	35 [56]	92	11500	-250	Unknown	Unknown	Unknown
-4.0	35 [56]	2	200	-115	On	ABS Activity	Non-engaged
-3.5	35 [56]	12	1500	250	On	ABS Activity	Non-engaged
-3.0	35 [56]	22	2700	235	On	ABS Activity	Non-engaged
-2.5	35 [56]	32	4000	145	On	ABS Activity	Non-engaged
-2.0	65 [105]	42	5200	85	Off	No ABS Activity	Non-engaged
-1.5	81 [130]	52	6500	0	Off	No ABS Activity	Non-engaged
-1.0	96 [155]	62	7700	-55	Off	No ABS Activity	Non-engaged
-0.5	112 [180]	72	9000	-145	Off	No ABS Activity	Non-engaged
0.0	35 [56]	82	10200	-205	Unknown	Unknown	Unknown

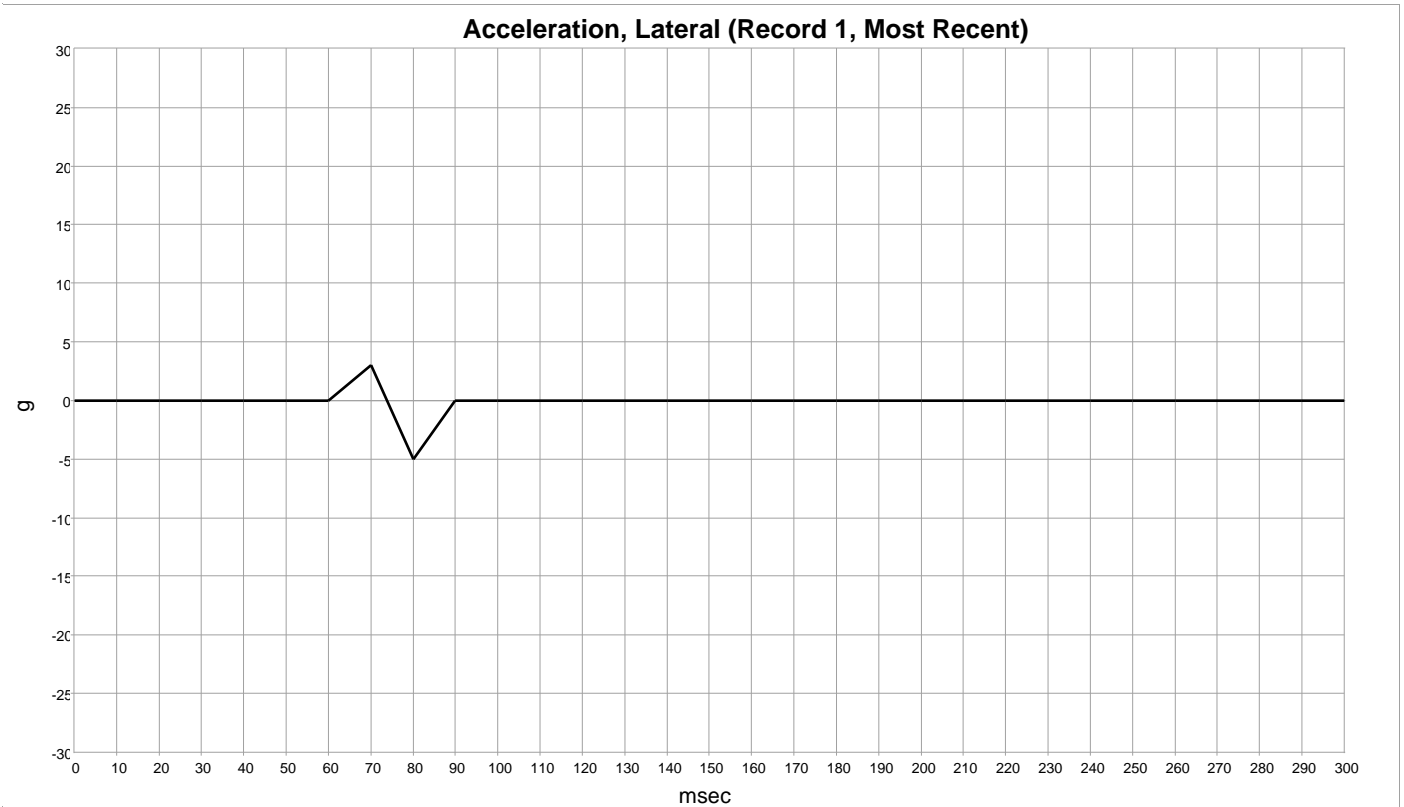
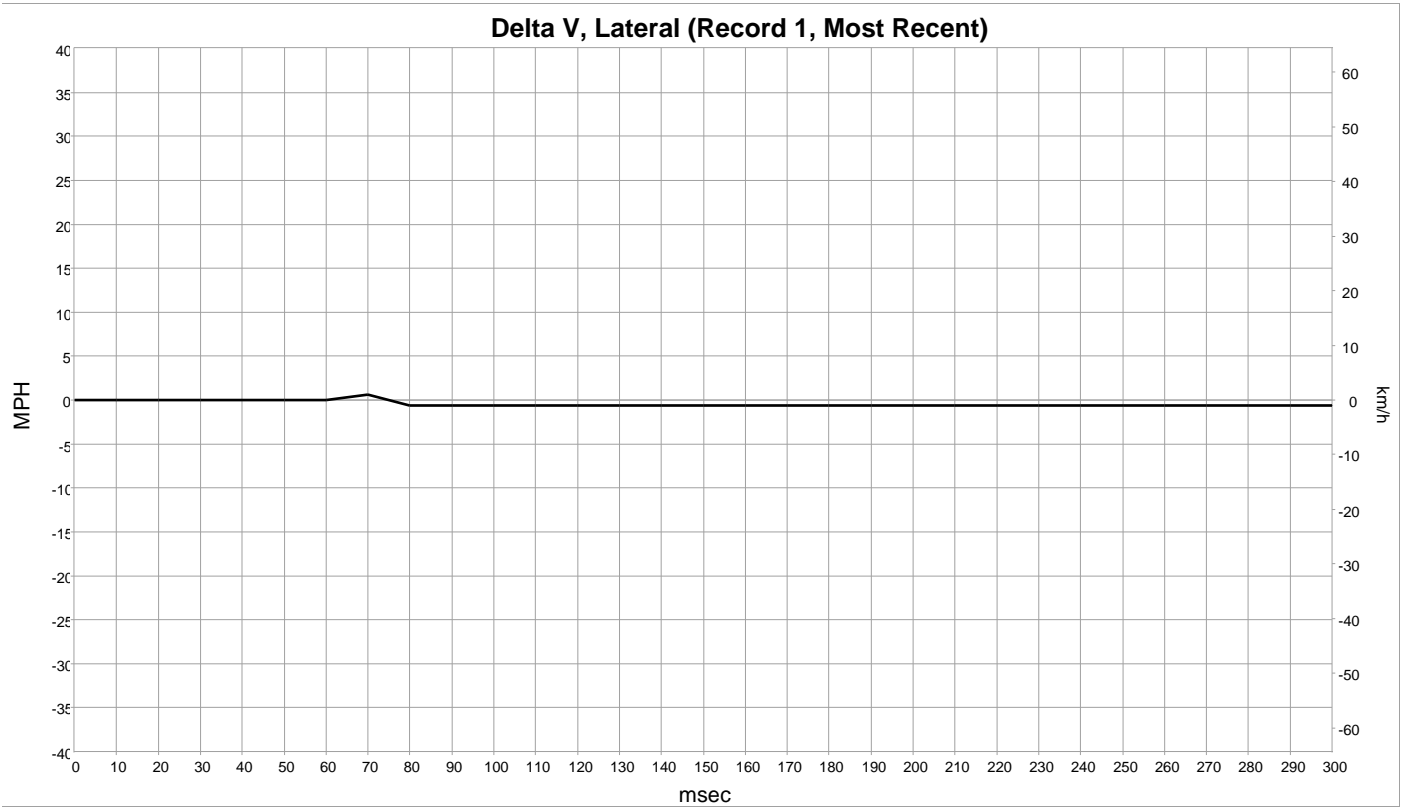
Longitudinal Crash Pulse (Record 1, Most Recent)



Longitudinal Crash Pulse (Record 1, Most Recent)

Time (msec)	Delta-V, Longitudinal (MPH [km/h])	Longitudinal Acceleration (g)
0	0.0 [0.0]	0
10	-3.1 [-5.0]	-14
20	-5.0 [-8.0]	-8
30	-7.5 [-12.0]	-11
40	-11.2 [-18.0]	-17
50	-17.4 [-28.0]	-28
60	-27.3 [-44.0]	-45
70	-34.2 [-55.0]	-31
80	-36.7 [-59.0]	-11
90	-39.1 [-63.0]	-11
100	-39.8 [-64.0]	-3
110	-39.8 [-64.0]	0
120	-39.1 [-63.0]	3
130	-39.1 [-63.0]	0
140	-39.1 [-63.0]	0
150	-39.1 [-63.0]	0
160	-39.1 [-63.0]	0
170	-39.1 [-63.0]	0
180	-39.1 [-63.0]	0
190	-39.1 [-63.0]	0
200	-39.1 [-63.0]	0
210	-39.1 [-63.0]	0
220	-39.1 [-63.0]	0
230	-39.1 [-63.0]	0
240	-39.1 [-63.0]	0
250	-39.1 [-63.0]	0
260	-39.1 [-63.0]	0
270	-39.1 [-63.0]	0
280	-39.1 [-63.0]	0
290	-39.1 [-63.0]	0
300	-39.1 [-63.0]	0

Lateral Crash Pulse (Record 1, Most Recent)



Lateral Crash Pulse (Record 1, Most Recent)

Time (msec)	Delta-V, Lateral (MPH [km/h])	Lateral Acceleration (Lateral G High Range) (g)
0	0.0 [0.0]	0
10	0.0 [0.0]	0
20	0.0 [0.0]	0
30	0.0 [0.0]	0
40	0.0 [0.0]	0
50	0.0 [0.0]	0
60	0.0 [0.0]	0
70	0.6 [1.0]	3
80	-0.6 [-1.0]	-5
90	-0.6 [-1.0]	0
100	-0.6 [-1.0]	0
110	-0.6 [-1.0]	0
120	-0.6 [-1.0]	0
130	-0.6 [-1.0]	0
140	-0.6 [-1.0]	0
150	-0.6 [-1.0]	0
160	-0.6 [-1.0]	0
170	-0.6 [-1.0]	0
180	-0.6 [-1.0]	0
190	-0.6 [-1.0]	0
200	-0.6 [-1.0]	0
210	-0.6 [-1.0]	0
220	-0.6 [-1.0]	0
230	-0.6 [-1.0]	0
240	-0.6 [-1.0]	0
250	-0.6 [-1.0]	0
260	-0.6 [-1.0]	0
270	-0.6 [-1.0]	0
280	-0.6 [-1.0]	0
290	-0.6 [-1.0]	0
300	-0.6 [-1.0]	0

System Status at Event (Record 2)

Event Type	Frontal
Ignition ON Timer, at Event (msec)	2,704,759,379
Time From Time Zero to Frontal Threshold (Beginning of Impact) (msec)	Not Recorded
Time From Time Zero to Side Threshold (Beginning of Impact) (msec)	Not Recorded
Time From Time Zero to Algorithm Wake-Up Start (Front) (msec)	0
Time From Time Zero to Algorithm Wake-Up Start (Side) (msec)	4
Time From Time Zero to Algorithm Wake-Up Start (Rear) (msec)	15
Time From Time Zero to Deployment (Rollover) (msec)	Not Recorded
Time From Time Zero to Deployment (Pitchover) (msec)	Not Recorded
Time From Time Zero to Algorithm Wake-Up Start (Pedestrian Protection) (msec)	Not Recorded
Event Counter (counts)	1
Complete File Recorded (Yes, No)	Yes
Multi-Event, Number of Events	1
Time From Previous Event to Current Event (msec)	0
Maximum Delta-V, Longitudinal (MPH [km/h])	-39.8 [-64.0]
Maximum Delta-V, Lateral (MPH [km/h])	-0.6 [-1.0]
Time, Maximum Delta-V, Longitudinal (msec)	104
Time, Maximum Delta-V, Lateral (msec)	90
Time, Maximum Delta-V, Resultant (msec)	104

Deployment Command Data (Record 2)

Frontal Air Bag, Time to First Stage Deployment, Driver (msec)	8
Frontal Air Bag, Time to Second Stage Deployment, Driver (msec)	13
Frontal Air Bag, Time to Third Stage Deployment (Vent), Driver (msec)	Unknown
Frontal Air Bag, Second Stage Disposal, Driver	No Disposal
Frontal Air Bag, Third Stage Disposal (Vent), Driver	No Disposal
Frontal Air Bag, Time to First Stage Deployment, Front Passenger (msec)	8
Frontal Air Bag, Time to Second Stage Deployment, Front Passenger (msec)	13
Frontal Air Bag, Time to Third Stage Deployment (Vent), Front Passenger (msec)	Unknown
Frontal Air Bag, Second Stage Disposal, Front Passenger	No Disposal
Frontal Air Bag, Third Stage Disposal (Vent), Front Passenger	No Disposal
Side Air Bag, Time to Deployment First Stage, Driver (msec)	Unknown
Side Curtain/Tube Air Bag, Time to Deployment, Driver Side (msec)	Unknown
Pretensioner, Time to Deploy, Driver (msec)	Unknown
Knee Bag, Time to Deploy, Driver (msec)	8
Side Air Bag, Time to Deployment First Stage, Front Passenger (msec)	Unknown
Side Curtain/Tube Air Bag, Time to Deployment, Passenger Side (msec)	Unknown
Pretensioner, Time to Deploy, Front Passenger (msec)	Unknown
Knee Bag, Time to Deploy, Front Passenger (msec)	Unknown

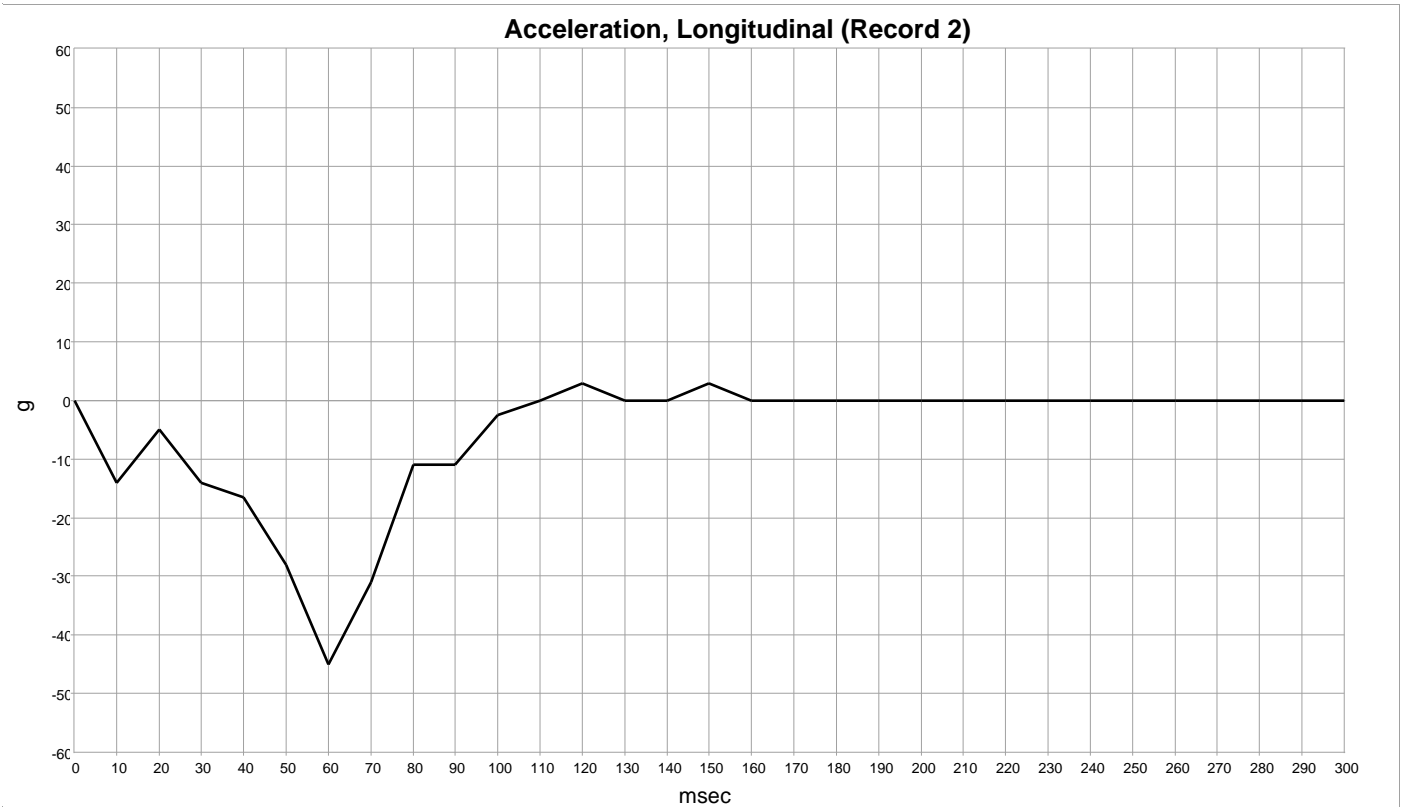
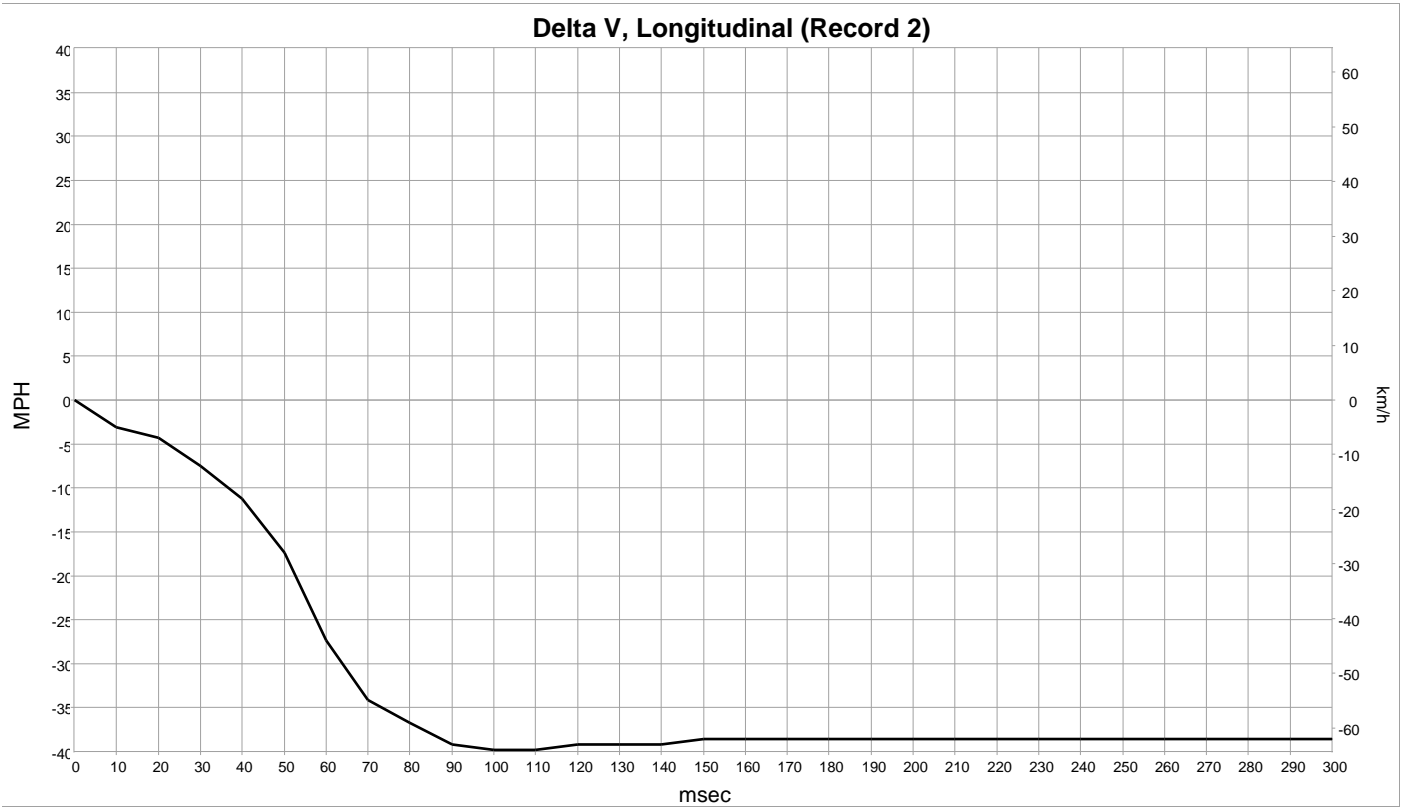
Pre-Crash Data -1 Sec (Record 2)

Ignition Cycle, Crash (cycle)	7,822
Safety Belt Status, Driver	Belted
Safety Belt Status, Front Passenger	Belted
Air Bag Warning Lamp (On,Off)	Off
Air Bag Suppression Switch Status, Front Passenger	Unknown
Seat Track Position Switch Status, Driver	Not Foremost
Seat Track Position Switch Status, Foremost, Front Passenger	Not Foremost
Occupant Size Classification, Front Passenger (Child)	Unknown

Pre-Crash -5 to 0 sec (Record 2)

Time (sec)	Speed, Vehicle Indicated (MPH [km/h])	Accelerator Pedal, % Full (%)	Engine RPM	Steering Input (deg)	Service Brake, On/Off	ABS Activity (Engaged, Non-engaged)	Stability Control (On Engaged, Non-engaged)
-5.0	19 [30]	12	1500	250	On	ABS Activity	Non-engaged
-4.5	34 [55]	22	2700	235	On	ABS Activity	Non-engaged
-4.0	50 [80]	32	4000	145	On	ABS Activity	Non-engaged
-3.5	65 [105]	42	5200	85	Off	No ABS Activity	Non-engaged
-3.0	80 [129]	52	6500	0	Off	No ABS Activity	Non-engaged
-2.5	96 [155]	62	7700	-55	Off	No ABS Activity	Non-engaged
-2.0	111 [179]	72	9000	-145	Off	No ABS Activity	Non-engaged
-1.5	127 [205]	82	10200	-205	Unknown	Unknown	Unknown
-1.0	143 [230]	92	11500	-250	Unknown	Unknown	Unknown
-0.5	3 [5]	2	200	-115	On	ABS Activity	Non-engaged
0.0	35 [56]	12	1500	250	On	ABS Activity	Non-engaged

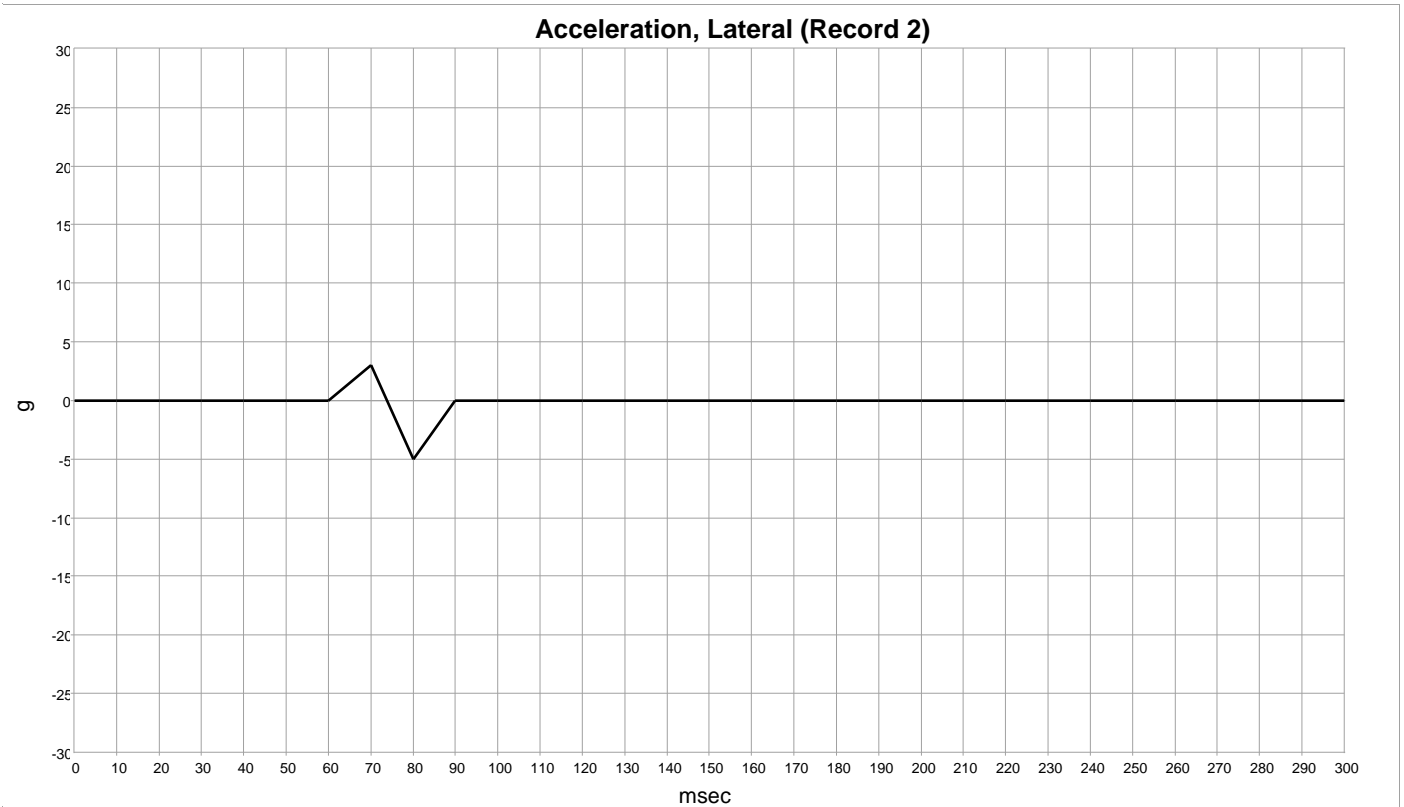
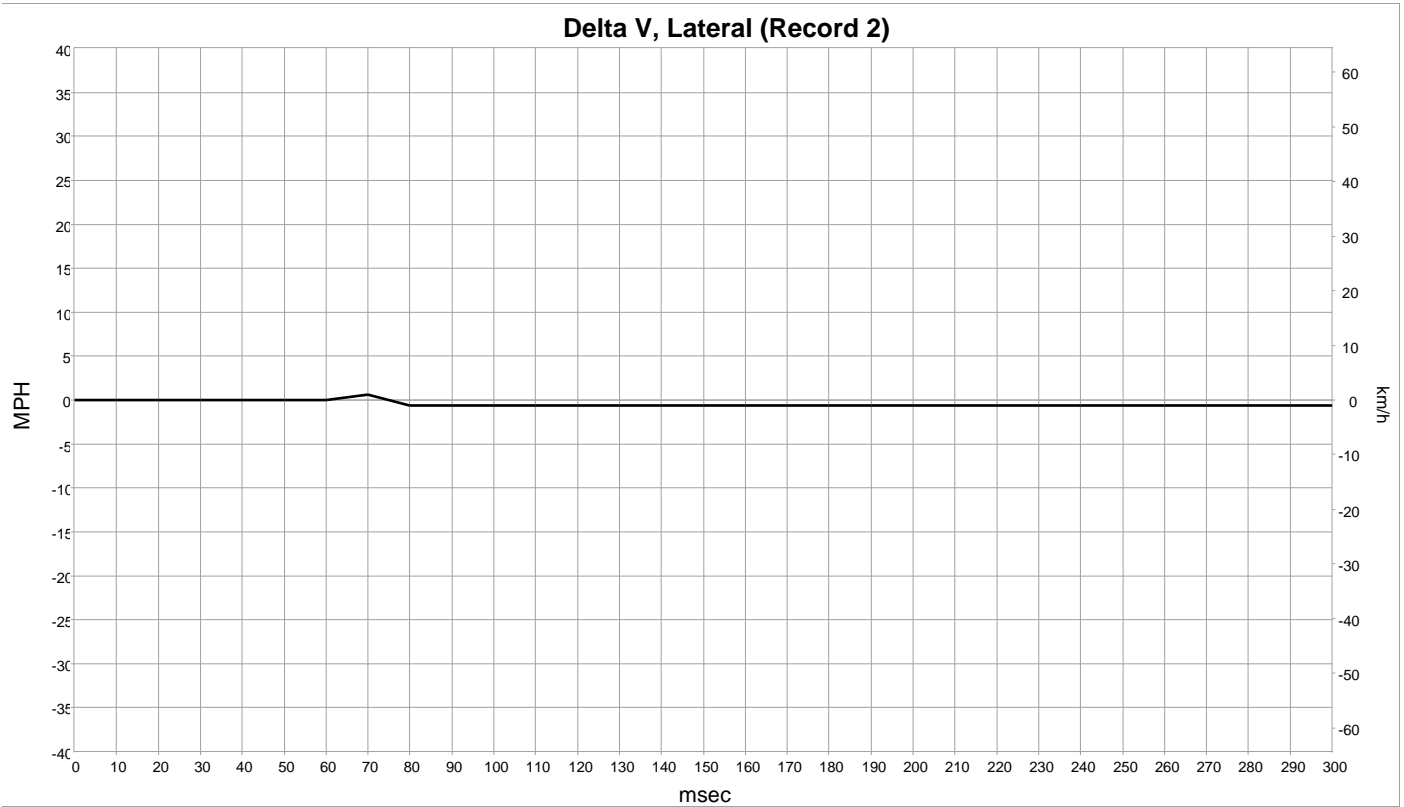
Longitudinal Crash Pulse (Record 2)



Longitudinal Crash Pulse (Record 2)

Time (msec)	Delta-V, Longitudinal (MPH [km/h])	Longitudinal Acceleration (g)
0	0.0 [0.0]	0
10	-3.1 [-5.0]	-14
20	-4.3 [-7.0]	-5
30	-7.5 [-12.0]	-14
40	-11.2 [-18.0]	-17
50	-17.4 [-28.0]	-28
60	-27.3 [-44.0]	-45
70	-34.2 [-55.0]	-31
80	-36.7 [-59.0]	-11
90	-39.1 [-63.0]	-11
100	-39.8 [-64.0]	-3
110	-39.8 [-64.0]	0
120	-39.1 [-63.0]	3
130	-39.1 [-63.0]	0
140	-39.1 [-63.0]	0
150	-38.5 [-62.0]	3
160	-38.5 [-62.0]	0
170	-38.5 [-62.0]	0
180	-38.5 [-62.0]	0
190	-38.5 [-62.0]	0
200	-38.5 [-62.0]	0
210	-38.5 [-62.0]	0
220	-38.5 [-62.0]	0
230	-38.5 [-62.0]	0
240	-38.5 [-62.0]	0
250	-38.5 [-62.0]	0
260	-38.5 [-62.0]	0
270	-38.5 [-62.0]	0
280	-38.5 [-62.0]	0
290	-38.5 [-62.0]	0
300	-38.5 [-62.0]	0

Lateral Crash Pulse (Record 2)



Lateral Crash Pulse (Record 2)

Time (msec)	Delta-V, Lateral (MPH [km/h])	Lateral Acceleration (Lateral G High Range) (g)
0	0.0 [0.0]	0
10	0.0 [0.0]	0
20	0.0 [0.0]	0
30	0.0 [0.0]	0
40	0.0 [0.0]	0
50	0.0 [0.0]	0
60	0.0 [0.0]	0
70	0.6 [1.0]	3
80	-0.6 [-1.0]	-5
90	-0.6 [-1.0]	0
100	-0.6 [-1.0]	0
110	-0.6 [-1.0]	0
120	-0.6 [-1.0]	0
130	-0.6 [-1.0]	0
140	-0.6 [-1.0]	0
150	-0.6 [-1.0]	0
160	-0.6 [-1.0]	0
170	-0.6 [-1.0]	0
180	-0.6 [-1.0]	0
190	-0.6 [-1.0]	0
200	-0.6 [-1.0]	0
210	-0.6 [-1.0]	0
220	-0.6 [-1.0]	0
230	-0.6 [-1.0]	0
240	-0.6 [-1.0]	0
250	-0.6 [-1.0]	0
260	-0.6 [-1.0]	0
270	-0.6 [-1.0]	0
280	-0.6 [-1.0]	0
290	-0.6 [-1.0]	0
300	-0.6 [-1.0]	0

Hexadecimal Data

```
FA10  02
FA12  02 00 00 06 F1 00 00 06 01
FA11  04 00 01
FA13  02 00 01 00 00 02 FF FF 00 03 FF FF 00 04 00 00
      00 05 00 04 00 06 00 0F 00 07 FF FF 00 08 FF FF
      00 09 FF FF 00 0A 00 02 00 15 64 00 1E 80 80 80
      80 80 80 80 86 76 80 80 80 80 80 80 80 80 80 80
      80 80 80 80 80 80 80 80 80 80 80 80 00 17 64 00
      1E 80 64 70 6A 5F 48 26 42 6A 6A 7B 80 86 80 80
      80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80
      00 1F 64 1F 80 7B 78 74 6E 64 54 49 45 41 40 40
      41 41 41 41 41 41 41 41 41 41 41 41 41 41 41 41
      41 41 41 00 20 64 1F 80 80 80 80 80 80 80 81 7F
      7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F
      7F 7F 7F 7F 7F 7F 00 21 40 00 22 7F 00 23 34 00
      24 2D 00 25 34 00 29 00 1E 8E 00 2A 00 1F D1 00
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      B8 CE 63 C6 46 D8 58 2A 2A 10 B3 5F 95 46 68 62
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FA15 00

FA16 00

FA17 00

FA18 No data received.

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