Beth Israel Deaconess Hospital - Milton

Name: MORRISSEY,MICHAEL
Phys: [redacted]
DOB: [redacted] Age/Sex:58/M
Acct #: [redacted]
Unit #: [redacted] Status: [redacted]
Adm/Ser Date:07/16/13 Dis Date: [redacted]
Dictated Date: 07/17/13 Time: [redacted]

Discharge Summary

Order Information

DISCHARGE DATE
7/17/13

DISCHARGE DIAGNOSIS
1. motor vehicle accident
2. vaso vagal syncope
3. fracture of middle and index finger in right hand

HOSPITAL COURSE

[redacted]

DISCHARGE SUMMARY

Beth Israel Deaconess Hospital - MILTON

LABORATORY

(617) 313 1145

NAME: MORRISSEY,MICHAEL
ADDRESS:
QUINCY,MA 02171
PHONE:
DOB:
ACCT:
UNIT#:
AGE/SEX: 59/M
LOCATION:
STATUS:

Physician: RUPENDRA SHRESTHA, M.D.

********** TOXICOLOGY & THERAPEUTIC DRUG TESTING EXT. 1009 **********

Test	Date	Time	Result	Reference	Units
ETHANOL	07/16/13	2027	0	0-0	mg/dL

** CONTINUED ON NEXT PAGE **

Name: MORRISSEY,MICHAEL
Phys: [redacted]
DOB: [redacted] Age/Sex: 58/M
Acct #: [redacted] Loc: [redacted]
Unit #: [redacted] Status: [redacted]
Adm/Ser Date: 07/16/13 Dis Date:

ASSESSMENT/PLAN:

Mr. Michael Morrison is a 58-year-old gentleman admitted via the emergency room on the evening of July 16 after having been involved in a motor vehicle accident

The history is consistent with a probable episode of vasovagal syncope with associated brief loss of consciousness.

Close evaluation here in the ICU which included cardiology consultation and appropriate extensive imaging which includes brain MRI with MRA of the brain and neck has essentially ruled out any underlying active cardiac disease (arrhythmia, myocardial infarction,ect) and nothing to indicate a a cerebrovascular accident, cerebral contusion, cerebral concussion or seizure.

Extensive brain MRI with contrast including brain MRA and neck MRA has ruled out any underlying occult lesion (tumor) and there is no suggestion of a cerebrovascular dissection

Further discussion with cardiology indicates that there is nothing to support or suggest that there was a recent pulmonary embolus and the recent chest CTA has ruled out any underlying focal lung disease.

Mr. Morrissey did sustain undisplaced fractures of the right index and middle finger which will be addressed by orthopedics. The cervical CT scan has ruled out any cervical spine fracture or displacement

The patient will undergo an EEG and if such is negative for any suggestion of epileptiform focus then I feel he is neurologically cleared for discharge and could be from that point followed as an outpatient

The patient's metabolic workup is normal without anything to suggest hyperglycemia or hypoglycemia.

Therefore Mr. Morrissey is stable and normal from the cardiac and neurological perspective with the diagnosis in regard to the etiology of the event from the evening of July 16 being that of Vasovagal Syncope.

_____

[redacted] M.D.

Additional copy
Printed: 07/17/13

Name: MORRISSEY,MICHAEL
Phys: [redacted] M.D.
DOB: [redacted] Age/Sex: 58/M
Acct #: [redacted] Loc: [redacted]
Unit #: [redacted] Status: [redacted]
Adm/Ser Date: 07/16/13 Dis Date:

<Electronically signed by [redacted] M.D.>
07/17/13 1141

Dictating Doctor [redacted] M.D.

CC: [redacted] M.D.
Report Status: Signed
Dictated Date/Time: 07/17/13 1113
Transcribed Date/Time: 07/17/13 1113
Transcribed By: [redacted]
Report #: 0717-0105

Details for: 617-999-[redacted]
Cycle Ends: [redacted]
Usage Type: Text Messaging

Date	Time	To MTN	From MTN	Direction	Message Type
[redacted]					
7/17/2013	07:24AM	617-999-	617-834-	Incoming	IN NETWORK/DOMESTIC
7/16/2013	05:14PM	617-999-	617-908-	Incoming	IN NETWORK
7/16/2013	05:02PM	617-999-	617-224-	Incoming	IN NETWORK
7/16/2013	02:57PM	617-686-	617-999-	Outgoing	IN NETWORK
7/16/2013	09:32AM	617-999-	617-908-	Incoming	IN NETWORK
7/16/2013	09:08AM	617-908-	617-999-	Outgoing	IN NETWORK
7/16/2013	09:07AM	617-999-	617-908-	Incoming	IN NETWORK
7/16/2013	09:06AM	617-999-	617-908-	Incoming	IN NETWORK
7/16/2013	06:25AM	617-224-	617-999-	Outgoing	IN NETWORK
7/16/2013	06:24AM	617-999-	617-224-	Incoming	IN NETWORK
7/15/2013	09:17PM	617-529-	617-999-	Outgoing	IN NETWORK
[redacted]					

Verizon Wireless Workflow Manager

FAX COVER PAGE

To	[redacted]	
To Fax Number		
From Analyst		
From Phone Number		
From Fax Number		
Case ID		

Comments:
case #[redacted]

Please note, VzW fax numbers have changed to:

Subpoenas : 888-667-0028
Court Orders : 888-667-0026
Surveillance : 800-267-9129
Exigent : 800-345-6720

Please note that the time reflected on any call detail report or bill copy is reflective of the switch that processed the call, which may not be the same as the clock time at the cell site where the call was initiated.

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[redacted]

Please Note: The calling party number column was removed on the detail report since we are unable to tell which calls where received blocked. In order to obtain those calls please provide us with a subpoena requesting such information. Should you have any questions please feel free to contact us. Thank you

	A	B	C	D	E	F	G	H	
1	From Date:	7/16/2013							
2	To Date:	7/16/2013							
3	Mid:	(617) 999-[redacted]							
4									
5	Date of Call	MTN	Rate	Minutes	Origination	Origination Number	Destination	Destination Number	
6	7/16/2013 6:28	(617) 999-[redacted]	P	1	WEST ROXBURY, MA	UNAVAILABLE	WEST ROXBURY, MA	Incoming[redacted]	
7	7/16/2013 6:30	(617) 999-[redacted]	P	1	WEST ROXBURY, MA	(617) 999-[redacted]	BOSTON, MA	(781) 858-[redacted]	
8	7/16/2013 6:35	(617) 999-[redacted]	P	2	WEST ROXBURY, MA	(617) 999-[redacted]	BOSTON, MA	(781) 858-[redacted]	
9	7/16/2013 6:43	(617) 999-[redacted]	P	3	WEST ROXBURY, MA	(617) 999-[redacted]	BOSTON, MA	(781) 858-[redacted]	
10	7/16/2013 6:51	(617) 999-[redacted]	P	1	WEST ROXBURY, MA	(617) 999-[redacted]	BOSTON, MA	(781) 858-[redacted]	
11	7/16/2013 7:27	(617) 999-[redacted]	P	2	WEST ROXBURY, MA	(617) 999-[redacted]	BOSTON, MA	(617) 799-[redacted]	
12	7/16/2013 7:35	(617) 999-[redacted]	P	5	WEST ROXBURY, MA	(617) 799-[redacted]	WEST ROXBURY, MA	Incoming[redacted]	
13	7/16/2013 7:41	(617) 999-[redacted]	P	1	WEST ROXBURY, MA	(617) 999-[redacted]	BOSTON, MA	(617) 799-[redacted]	
14	7/16/2013 8:14	(617) 999-[redacted]	P	9	WEST ROXBURY, MA	(617) 593-[redacted]	WEST ROXBURY, MA	Incoming[redacted]	
15	7/16/2013 8:55	(617) 999-[redacted]	P	8	WEST ROXBURY, MA	(617) 908-[redacted]	WEST ROXBURY, MA	Incoming[redacted]	
16	7/16/2013 10:09	(617) 999-[redacted]	P	16	WEST ROXBURY, MA	(617) 999-[redacted]	BOSTON, MA	(781) 603-[redacted]	
17	7/16/2013 10:25	(617) 999-[redacted]	P	2	WEST ROXBURY, MA	(617) 999-[redacted]	BOSTON, MA	(781) 858-[redacted]	
18	7/16/2013 10:26	(617) 999-[redacted]	P	7	WEST ROXBURY, MA	(617) 999-[redacted]	CANTON, MA	(781) 830-[redacted]	
19	7/16/2013 10:33	(617) 999-[redacted]	P	6	WEST ROXBURY, MA	(617) 999-[redacted]	BOSTON, MA	(781) 858-[redacted]	
20	7/16/2013 10:35	(617) 999-[redacted]	P	1	WEST ROXBURY, MA	(781) 389-[redacted]	WEST ROXBURY, MA	Incoming[redacted]	
21	7/16/2013 10:43	(617) 999-[redacted]	P	1	WEST ROXBURY, MA	(617) 999-[redacted]	SPRINGFIELD, MA	(413) 588-[redacted]	
22	7/16/2013 10:46	(617) 999-[redacted]	P	6	WEST ROXBURY, MA	(617) 999-[redacted]	WEST ROXBURY, MA	(617) 823-[redacted]	
23	7/16/2013 10:53	(617) 999-[redacted]	P	3	WEST ROXBURY, MA	(617) 999-[redacted]	CAMBRIDGE, MA	(617) 840-[redacted]	
24	7/16/2013 11:09	(617) 999-[redacted]	P	4	WINDSOR, CT	(413) 588-[redacted]	WEST ROXBURY, MA	Incoming[redacted]	
25	7/16/2013 12:42	(617) 999-[redacted]	P	2	WEST ROXBURY, MA	(617) 571-[redacted]	WEST ROXBURY, MA	Incoming[redacted]	
26	7/16/2013 12:58	(617) 999-[redacted]	P	3	WEST ROXBURY, MA	(617) 999-[redacted]	BOSTON, MA	(617) 293-[redacted]	
27	7/16/2013 13:44	(617) 999-[redacted]	P	3	TAUNTON, MA	(617) 999-[redacted]	CAMBRIDGE, MA	(781) 888-[redacted]	
28	7/16/2013 13:47	(617) 999-[redacted]	P	3	TAUNTON, MA	(617) 999-[redacted]	BOSTON, MA	(617) 451-[redacted]	
29	7/16/2013 14:31	(617) 999-[redacted]	P	1	TAUNTON, MA	(617) 999-[redacted]	HOOKSETT, NH	(603) 475-[redacted]	
30	7/16/2013 14:44	(617) 999-[redacted]	P	9	TAUNTON, MA	(781) 686-[redacted]	TAUNTON, MA	Incoming[redacted]	
31	7/16/2013 14:53	(617) 999-[redacted]	P	3	WEST ROXBURY, MA	(617) 999-[redacted]	HOOKSETT, NH	(603) 475-[redacted]	
32	7/16/2013 14:56	(617) 999-[redacted]	P	1	WEST ROXBURY, MA	(617) 999-[redacted]	WEST ROXBURY, MA	(617) 686-[redacted]	
33	7/16/2013 15:24	(617) 999-[redacted]	P	2	WEST ROXBURY, MA	(617) 999-[redacted]	BILLERICA, MA	(781) 258-[redacted]	
34	7/16/2013 15:26	(617) 999-[redacted]	P	1	BOSTON, MA	UNAVAIL[redacted]	WEST ROXBURY, MA	Incomin[redacted]	
35	7/16/2013 16:00	(617) 999-[redacted]	P	2	WEST ROXBURY, MA	(617) 999-[redacted]	BOSTON, MA	(781) 858-[redacted]	wife
36	7/16/2013 16:12	(617) 999-[redacted]	P	1	WEST ROXBURY, MA	(617) 999-[redacted]	BILLERICA, MA	(617) 529-[redacted]	wife
37	7/16/2013 16:13	(617) 999-[redacted]	P	4	WEST ROXBURY, MA	(617) 999-[redacted]	BILLERICA, MA	(617) 529-[redacted]	Friend
38	7/16/2013 16:16	(617) 999-[redacted]	P	18	VISTA, CA	UNAVAIL[redacted]	WEST ROXBURY, MA	Incomin[redacted]	Friend
39	7/16/2013 16:42	(617) 999-[redacted]	P	5	WEST ROXBURY, MA	(617) 686-[redacted]	WEST ROXBURY, MA	Incomin[redacted]	Son
40	7/16/2013 16:42	(617) 999-[redacted]	P	1	WINDSOR, CT	(617) 224-[redacted]	WEST ROXBURY, MA	Incomin[redacted]	Son
41	7/16/2013 16:47	(617) 999-[redacted]	P	5	WEST ROXBURY, MA	(617) 999-[redacted]	CAMBRIDGE, MA	(617) 224-[redacted]	Neighor cell
42	7/16/2013 17:27	(617) 999-[redacted]	P	1	WEST ROXBURY, MA	(617) 999-[redacted]	BOSTON, MA	(617) 593-[redacted]	Father
43	7/16/2013 17:28	(617) 999-[redacted]	P	4	WEST ROXBURY, MA	(617) 999-[redacted]	HOOKSETT, NH	(603) 475-[redacted]	Neighbor home
44	7/16/2013 17:34	(617) 999-[redacted]	P	4	WEST ROXBURY, MA	(617) 999-[redacted]	QUINCY, MA	(617) 328-[redacted]	Friend
45	7/16/2013 17:40	(617) 999-[redacted]	P	6	WEST ROXBURY, MA	(617) 999-[redacted]	WEST ROXBURY, MA	(617) 686-[redacted]	Pizza Shop
46	7/16/2013 17:46	(617) 999-[redacted]	P	1	WEST ROXBURY, MA	(617) 999-[redacted]	QUINCY, MA	(617) 328-[redacted]	Lt. Kevin Shea
47	7/16/2013 17:51	(617) 999-[redacted]	P	1	WEST ROXBURY, MA	(617) 999-[redacted]	BOSTON, MA	(617) 799-[redacted]	wife
48	7/16/2013 18:44	(617) 999-[redacted]	P	2	WEST ROXBURY, MA	(617) 999-[redacted]	BILLERICA, MA	(617) 529-[redacted]	

verizon wireless

LAW ENFORCEMENT RESOURCE TEAM
180 Washington Valley Road | Bedminster, NJ 07921
Phone: 800-451-5242 | Fax:888-667-0026, 888-667-0028

Historical Call Detail Explanation Form

Network Element	Mobile Directory #	Dialed Digit	Call Direction	Seizure Date Time	Seizure Duration
This is the switching equipment that transacted the call. A switch is named by the basic geographic area it covers. Switches route calls for hundreds of cell sites.	The billed subscriber's Mobile Directory Number (MDN)	This is the number dialed to initiate the call. For inbound calls this number will be the same as the Mobile Directory Number column and for outbound calls this is the number your target dialed.	This is the type of call, e.g. inbound, outbound, or voicemail. Inbound calls display the following numbers: 0 & 6. Calls to voicemail or mobile forwarded calls display the letter "F." Outbound calls display the following numbers: 1 & 3 Mobile to Mobile calls display the number 2. Any other letter or number is a routing or unknown call type and does not detail actual transactional data for a completed call. Subscriber information is not available for routing numbers.	This is the exact date and time of the start of each call	This is the duration of the call in seconds

When the #s in the Mobile Directory Number column, Dialed Digit column and the Calling Party Number column are all different, then you are l
The Routing # will appear in the Dialed Digit column. (All three numbers are different)

If you see your target # in the Mobile Directory Number column, the Dialed Digit column and the Calling Party Number column, then you are l
checking his/her voicemail. (All three numbers are the same)

*86 is voicemail retrieval
#225 is checking account balance
#646 is checking minutes
#777 is data/web services
#738 is prepaid voicemail retrieval
#729 is adding minutes for prepaid
*67 Activates Selective Caller ID Block
*82 Deactivates Selective Caller ID Blocking

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	A	B	C	D	E	F
1	Network Element Name	Mobile Directory Number	Dialed Digit Number	Call Direction	Seizure Dt Tm	Seizure Duration
2	Westroxbury2	(617) 999	(617) 999	6	7/16/2013 15:26	35
3	Westroxbury	(617) 999	(339) 793	5	7/16/2013 11:09	226
4	Westroxbury2	(617) 999	(617) 999	6	7/16/2013 11:09	221
5	Taunton	(617) 999	(617) 999	6	7/16/2013 14:30	25
6	Westroxbury	(617) 999	(617) 999	F	7/16/2013 14:30	59
7	Westroxbury	(617) 999	(339) 793	5	7/16/2013 16:42	24
8	Westroxbury2	(617) 999	(617) 999	6	7/16/2013 16:42	24
9	Westroxbury	(617) 999	(617) 999	F	7/16/2013 12:48	56
10	Westroxbury2	(617) 999	(617) 999	6	7/16/2013 12:48	24
11	Westroxbury	(617) 999	(617) 999	F	7/16/2013 18:34	34
12	Westroxbury	(617) 999	(339) 793	5	7/16/2013 14:59	27
13	Westroxbury2	(617) 999	(617) 999	6	7/16/2013 14:59	24
14	Westroxbury	(617) 999	(339) 793	5	7/16/2013 12:42	96
15	Westroxbury2	(617) 999	(617) 999	6	7/16/2013 12:42	90
16	Westroxbury	(617) 999	(339) 793	5	7/16/2013 8:14	521
17	Westroxbury	(617) 999	(617) 999	F	7/16/2013 18:13	55
18	Westroxbury	(617) 999	(617) 999	F	7/16/2013 19:28	36
19	Westroxbury2	(617) 999	(617) 999	6	7/16/2013 8:14	517
20	Westroxbury2	(617) 999	(617) 999	6	7/16/2013 18:13	24
21	Westroxbury2	(617) 999	(617) 999	6	7/16/2013 19:28	25
22	Westroxbury	(617) 999	(339) 793	5	7/16/2013 16:42	305
23	Westroxbury2	(617) 999	(617) 999	6	7/16/2013 16:42	295
24	Westroxbury	(617) 999	(339) 793	5	7/16/2013 21:08	27
25	Westroxbury2	(617) 999	(617) 999	6	7/16/2013 21:08	22
26	Westroxbury	(617) 999	(339) 793	5	7/16/2013 7:35	274
27	Westroxbury	(617) 999	(617) 999	F	7/16/2013 7:41	4
28	Westroxbury2	(617) 999	(617) 999	6	7/16/2013 7:35	261
29	Westroxbury	(617) 999	(617) 999	F	7/16/2013 23:36	33
30	Westroxbury2	(617) 999	(617) 999	6	7/16/2013 23:36	24
31	Westroxbury	(617) 999	(339) 793	5	7/16/2013 8:55	489
32	Westroxbury2	(617) 999	(617) 999	6	7/16/2013 8:55	484
33	Taunton	(617) 999	(617) 451	3	7/16/2013 13:43	2
34	Taunton	(617) 999	(1781) 88	3	7/16/2013 13:44	159
35	Taunton	(617) 999	(617) 451	3	7/16/2013 13:47	155
36	Taunton	(617) 999	(603) 475	3	7/16/2013 14:31	53
37	Westroxbury	(617) 999	*8278185	3	7/16/2013 6:30	24
38	Westroxbury	(617) 999	*8278185	3	7/16/2013 6:35	118
39	Westroxbury	(617) 999	*8278185	3	7/16/2013 6:43	127
40	Westroxbury	(617) 999	*8278185	3	7/16/2013 6:51	22
41	Westroxbury	(617) 999	(339) 793	5	7/16/2013 15:26	38
42	Westroxbury2	(617) 999	(617) 799	3	7/16/2013 7:27	65
43	Westroxbury2	(617) 999	(617) 799	3	7/16/2013 7:41	32
44	Westroxbury2	(617) 999	(1781) 60	3	7/16/2013 10:09	923
45	Westroxbury2	(617) 999	*8278185	3	7/16/2013 10:25	67
46	Westroxbury2	(617) 999	(781) 830	3	7/16/2013 10:26	385
47	Westroxbury2	(617) 999	*8278185	3	7/16/2013 10:33	320
48	Westroxbury2	(617) 999	*8241358	3	7/16/2013 10:43	58
49	Westroxbury2	(617) 999	*8261782	3	7/16/2013 10:46	309
50	Westroxbury2	(617) 999	(617) 840	3	7/16/2013 10:53	146
51	Westroxbury2	(617) 999	*8261729	3	7/16/2013 12:58	177
52	Westroxbury2	(617) 999	(603) 475	3	7/16/2013 14:53	164
53	Westroxbury2	(617) 999	*8261768	3	7/16/2013 14:56	50
54	Westroxbury2	(617) 999	(781) 258	3	7/16/2013 15:24	63
55	Westroxbury2	(617) 999	*8278185	3	7/16/2013 16:00	69
56	Westroxbury2	(617) 999	(1617) 529	3	7/16/2013 16:12	28
57	Westroxbury2	(617) 999	(1617) 529	3	7/16/2013 16:13	186
58	Westroxbury2	(617) 999	(617) 224	3	7/16/2013 16:47	281
59	Westroxbury2	(617) 999	*8261759	3	7/16/2013 17:27	51
60	Westroxbury2	(617) 999	*8260347	3	7/16/2013 17:28	232
61	Westroxbury2	(617) 999	*8261732	3	7/16/2013 17:34	215
62	Westroxbury2	(617) 999	(617) 686	3	7/16/2013 17:40	340
63	Westroxbury2	(617) 999	(617) 328	3	7/16/2013 17:46	28
64	Westroxbury2	(617) 999	*8261779	3	7/16/2013 17:51	36
65	Westroxbury2	(617) 999	(1617) 529	3	7/16/2013 18:44	108
66	Westroxbury	(617) 999	(339) 793	5	7/16/2013 13:26	26
67	Westroxbury2	(617) 999	(617) 999	6	7/16/2013 13:27	20
68	Westroxbury	(617) 999	(617) 999	F	7/16/2013 21:27	34

	A	B	C	D	E	F
1	Network Element Name	Mobile Directory Number	Dialed Digit Number	Call Direction	Seizure Dt Tm	Seizure Duration
69	Westroxbury2	(617) 999-[redacted]	(617) 999-[redacted]	6	7/16/2013 21:27	24
70	Westroxbury	(617) 999-[redacted]	(339) 793-[redacted]	5	7/16/2013 10:35	33
71	Westroxbury2	(617) 999-[redacted]	(617) 999-[redacted]	6	7/16/2013 10:35	33
72	Taunton	(617) 999-[redacted]	(617) 999-[redacted]	6	7/16/2013 14:44	494
73	Westroxbury	(617) 999-[redacted]	(774) 218-[redacted]	5	7/16/2013 14:44	500
74	Westroxbury	(617) 999-[redacted]	(617) 999-[redacted]	6	7/16/2013 6:28	27
75	Westroxbury	(617) 999-[redacted]	(339) 793-[redacted]	5	7/16/2013 16:16	1074
76	Westroxbury2	(617) 999-[redacted]	(617) 999-[redacted]	6	7/16/2013 16:16	1074
77	Westroxbury	(617) 999-[redacted]	(617) 999-[redacted]	F	7/16/2013 13:00	86
78	Westroxbury	(617) 999-[redacted]	(617) 999-[redacted]	F	7/16/2013 13:02	46
79	Westroxbury2	(617) 999-[redacted]	(617) 999-[redacted]	6	7/16/2013 13:00	2
80	Westroxbury2	(617) 999-[redacted]	(617) 999-[redacted]	6	7/16/2013 13:02	25

Massachusetts State Police
Collision Analysis and Reconstruction Section
Collision Reconstruction Report

CASE #	2013-CAR-000271
Related Case#	

Requesting Agency:		Norfolk DA			
Date Rec'd:	29 Jul 2013	Time Rec'd:	0900	Class:	Traffic, Crash - MV PI
Primary Investigating Officer:		Sgt Charles Caputo		Agency	Norfolk DA
Reconstructionist Assigned:		Lieutenant Andrew S Klane, #1301		Team	Southeast
Collision Occurred:	City/Town	County	Day	Date	Time
	MILTON	NORFOLK	Tueday	16 Jul 2013	17:47

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Massachusetts State Police
Collision Analysis and Reconstruction Section
485 Maple Street
Danvers, MA 01923
cars.reports@state.ma.us

Commonwealth of Massachusetts

Collision Analysis and Reconstruction Section

2013-CAR-000271

Collision Reconstruction Report

Collision Analysis and Reconstruction Section 7/16/13 5:47 PM **# Vehicles:** **# Injured:** 4
Lieutenant Klane, Andrew **On Call: No** 4 **Speed Limit:** 30

Arrival Time: 2013-07-30 14:00:32 Cleared Time: 2013-07-30 15:00:32 **Crash - MV PI**

361 CENTRE STREET East, MILTON, MA

Latitude: 42.25798 **Longitude: -71.06185**

Requesting Agency: Norfolk DA **Requesting Agency Case#: Milton PD** **OUI Related: No**

Cause Determination: Operator/Human, Driving Behavior, Marked Lanes **Charges: Yes**

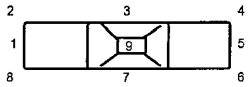
Secondary Cause #1 Determination:

Secondary Cause #2 Determination:

Light:	1 - Daylight	**Trafficway:**	2 - Two-way. divided, unprotected
Weather:	1 - Clear	**School Bus:**	No
Traffic Ctrl:	1 - No controls	**Work Zone:**	No
Ctrl Function:		**Collision:**	6 - Head on
Road Surface:	1 - Dry	**1st Harmful:**	Motor vehicle in traffic
InterSection:	1 - Not at intersection	**1st Harmful Location:**	1 - Roadway

Vehicle# 1 Reg# 495CY1 MA PAN 2011 Ford EXPLOR Towed

Insurance Co:	[redacted]	**Action Prior:**	1 - Travelling Straight ahead
Veh Config:	2 - Light truck (Van, mini-van. pick-up. SUV)	**Most Harmful:**	Motor vehicle in traffic
Hit/Run:	No	**Event Seq. 1:**	1 - Motor vehicle in traffic
Moped:	No	**Event Seq. 2:**	1 - Motor vehicle in traffic
Travel Direction:	E	**Event Seq. 3:**	
Respond Emerg:	No	**Event Seq. 4:**	
Driver Contributing:	9 - Failure to keep in proper lane	**Under/Override:**	1 - None
Tow Company:	Schlager's Towing	**Tow Reason:**	Crash
CDR:	Yes	**CDR Supported:**	Yes



Damaged Area(s) 1,8
Damage > $1000 Yes

Owner: Veh # 1

CAB East LLC

260 Interstate N Pkwy NW
Atlanta GA

DOB: 01/01/1900
Sex:
Lic Num:
Lic State:
Restrictions:
CDL END:

Medical Examiner:
Body Removed To:
Citation/Charge(s)

Seat Position:
Safety System:
Airbag Status:
Airbag Switch:
Eject Code:
Trap Code:
Injury Status:
Transported:
MedicalFac.
ME Notified and Came To:
Next of Kin Notified By:

Driver: Veh # 1

Morrissey , Michael W
111 Lansdowne Street
North Quincy MA 02171

DOB: [redacted]
Sex: Male
Lic Num: [redacted]
Lic State: MA
Restrictions:
CDL END:

Medical Examiner:
Body Removed To:
Citation/Charge(s)

Seat Position: 1 - Front seat - left seat (or
Safety System: 1 - Shoulder and lap belt
Airbag Status: 4 - Not Deployed
Airbag Switch: 99 - Unknown
Eject Code: 0 - Not ejected
Trap Code: 0 - Not trapped
Injury Status: 3 - Non-incapacitating (non-fatal)
Transported: 2 - EMS
MedicalFac. Beth Isreal Milton
ME Notified and Came To:
Next of Kin Notified By:

Officer Name	Signature	ID#	Station	Date
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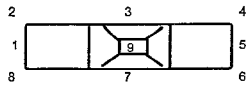
Vehicle#	2	Reg#	378MR1	MA	PAN	2013	Toyota	HIGHLA	Towed

Insurance Co: [redacted]
Veh Config: 2 - Light truck (Van, mini-van. pick-up. SUV)
Hit/Run: No
Moped: No
Travel Direction: W
Respond Emerg: No
Driver Contributing: 1 - No Improper Driving
Tow Company: Schlager's Towing
CDR: No

Action Prior: 1 - Travelling Straight ahead
Most Harmful: Motor vehicle in traffic
Event Seq. 1: 1 - Motor vehicle in traffic
Event Seq. 2:
Event Seq. 3:
Event Seq. 4:
Under/Override:
Tow Reason: Crash
CDR Supported: No



Damaged Area(s) 11
Damage > $1000 Yes

Owner: Veh # 2

[redacted]

[redacted]
Atlanta [redacted]
DOB: [redacted]
Sex:
Lic Num:
Lic State:
Restrictions:
CDL END:

Medical Examiner:
Body Removed To:
Citation/Charge(s)

Seat Position:
Safety System:
Airbag Status:
Airbag Switch:
Eject Code:
Trap Code:
Injury Status:
Transported:
MedicalFac.
ME Notified and Came To:
Next of Kin Notified By:

Driver: Veh # 2

[redacted]

DOB: [redacted]
Sex: [redacted]
Lic Num: [redacted]
Lic State: MA
Restrictions:
CDL END:

Medical Examiner:
Body Removed To:
Citation/Charge(s)

Seat Position: 1 - Front seat - left seat (or
Safety System: 99 - Unknown
Airbag Status: 2 - Deployed - Side
Airbag Switch: 99 - Unknown
Eject Code: 0 - Not ejected
Trap Code: 0 - Not trapped
Injury Status: 3 - Non-incapacitating (non-fatal)
Transported: 2 - EMS
MedicalFac. [redacted]
ME Notified and Came To:
Next of Kin Notified By:

Passenger: Veh # 2

[redacted]
[redacted] MA [redacted]
DOB: [redacted]
Sex: Male
Lic Num:
Lic State:
Restrictions:
CDL END:

Medical Examiner:
Body Removed To:
Citation/Charge(s)

Seat Position: 6 - Second seat - right side
Safety System: 99 - Unknown
Airbag Status: 2 - Deployed - Side
Airbag Switch: 99 - Unknown
Eject Code: 0 - Not ejected
Trap Code: 0 - Not trapped
Injury Status: 3 - Non-incapacitating (non-fatal)
Transported: 2 - EMS
MedicalFac. Boston Medical
ME Notified and Came To:
Next of Kin Notified By:

Officer Name	Signature	ID#	Station	Date
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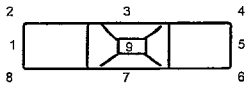
Collision Reconstruction Report

Vehicle#	3	Reg#	476PP4	MA	PAN	2010	Ford	F150	Towed

Insurance Co: GOVT EMPLOYEE INS
Veh Config: 2 - Light truck (Van, mini-van. pick-up. SUV)
Hit/Run: No
Moped: No
Travel Direction: W
Respond Emerg: No
Driver Contributing: 1 - No Improper Driving
Tow Company: Schlager's Towing
CDR: No

Action Prior: 1 - Travelling Straight ahead
Most Harmful: Motor vehicle in traffic
Event Seq. 1: 1 - Motor vehicle in traffic
Event Seq. 2:
Event Seq. 3:
Event Seq. 4:
Under/Override:
Tow Reason: Crash
CDR Supported: No



Damaged Area(s) 1,8
Damage > $1000 Yes

Owner/Operator: Veh # 3

[redacted]

DOB: [redacted]
Sex: [redacted]
Lic Num: [redacted]
Lic State: MA
Restrictions:
CDL END:

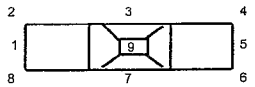
Seat Position: 1 - Front seat - left seat (or
Safety System: 99 - Unknown
Airbag Status: 4 - Not Deployed
Airbag Switch: 99 - Unknown
Eject Code: 0 - Not ejected
Trap Code: 0 - Not trapped
Injury Status: 5 - No Injury
Transported: 1 - Not transported
MedicalFac.
ME Notified and Came To:
Next of Kin Notified By:

Medical Examiner:
Body Removed To:
Citation/Charge(s)

Vehicle#	4	Reg#	626236	MA	PAN	2006	Toyota	TACOMA	Towed

Insurance Co: [redacted]
Veh Config: 2 - Light truck (Van, mini-van. pick-up. SUV)
Hit/Run: No
Moped: No
Travel Direction: E
Respond Emerg: No
Driver Contributing: 1 - No Improper Driving
Tow Company: Schlager's Towing
CDR: No

Action Prior: 1 - Travelling Straight ahead
Most Harmful:
Event Seq. 1: 40 - Ran off road right
Event Seq. 2: 35 - Other Fixed Object (Wall,
Event Seq. 3:
Event Seq. 4:
Under/Override:
Tow Reason: Crash
CDR Supported: No



Damaged Area(s) 10
Damage > $1000 Yes

Owner/Operator: Veh # 4

[redacted]

DOB: [redacted]
Sex:
Lic Num: [redacted]
Lic State: MA
Restrictions:
CDL END:

Seat Position: 1 - Front seat - left seat (or
Safety System: 99 - Unknown
Airbag Status: 4 - Not Deployed
Airbag Switch: 99 - Unknown
Eject Code: 0 - Not ejected
Trap Code: 0 - Not trapped
Injury Status: 3 - Non-incapacitating (non-fatal)
Transported: 2 - EMS
MedicalFac. Beth isreal Milton
ME Notified and Came To:
Next of Kin Notified By:

Medical Examiner:
Body Removed To:
Citation/Charge(s)

Officer Name	Signature	ID#	Station	Date
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Narrative

By Lieutenant Andrew S Klane 1301

It should be noted that the following synopsis is a brief outline or general view of the facts surrounding this incident.

1. Vehicle #1, a 2011 Ford Explorer, was traveling east on Centre Street. Vehicle #4, a 2006 Toyota Tacoma, was traveling east on Centre Street behind vehicle #1.

2. Vehicle #2, a 2013 Toyota Highlander, was traveling west on Centre Street. Vehicle #3, a 2010 Ford F150, was traveling west on Centre Street behind vehicle #2.

3. Vehicle #1 crossed the double solid yellow center line traveling east partially in the westbound travel lane. Vehicle #1 struck vehicle #2 in a side swipe fashion. The collision occurred in the westbound travel lane. Vehicle #1 continued in an easterly direction. Vehicle #2 rotated in a counterclockwise direction and rolled over before coming to rest on its wheels on the south shoulder of the roadway fronting southeast.

4. Vehicle #1 then continued east in the westbound lane and struck vehicle #3 head on in an offset frontal collision. Vehicle #1 rotated counterclockwise before coming to rest partially in the east and westbound travel lanes fronting north. Vehicle #3 came to rest in the westbound travel lane fronting west.

5. Vehicle #4 continued east and traveled onto the south shoulder of the roadway to avoid a collision with vehicle #1 Vehicle #4 came to rest on top of a stone wall fronting southeast.

6. This crash was investigated by Sgt Charles Caputo of the Milton Police Department.

7. On 7/29/2013 at approximately 0900 Hrs, this Officer was contacted by First Assistant District Attorney Jeanmarie Carroll of the Norfolk County District Attorneys Office. She requested that this Officer image the Restraint Control Module (RCM) of vehicle #1, the 2011 Ford Explorer leased by the District Attorneys Office and analyze any data that may be stored within the modules Event Data Recorder(EDR)

Lieutenant Andrew S Klane #1301

Lieutenant Andrew S Klane #1301

Officer Name	Signature	ID#	Station	Date
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EDR Data Investigation and Analysis

1. On 07/30/2013 at approximately 1400 HRS, I conducted an EDR investigation on the Ford Explorer's RCM at Schlager's Towing in Quincy, MA. The Ford Explorer was equipped with a Supplemental Restraint System, which included a Restraint Control Module (RCM) with an Event Data Recorder (EDR). The Scope of this Officers Investigation is to analyze the Imaged EDR data with respect to the collision investigated by the Milton Police Department.

EDR Access

2. The EDR was accessed through the Ford Explorer's Data Link Connector (DLC). The recorded data indicates that there were two unlocked events successfully recorded. There were no faults recorded with either event.

Unlocked Event First Record

3. An examination of the deployment data recovered from the Ford indicated that this deployment event occurred on ignition cycle # 5,944 and my investigation occurred at ignition cycle # 5,946. The operator's seatbelt switch circuit status was indicated as driver buckled. The SIR warning lamp status was off, which indicates that the airbag system was functioning properly at the time this data was recorded. The cruise control was off. The event recording is listed as complete. The maximum SDM recorded velocity change was reported to be -6.34 MPH at 300 milliseconds after Algorithm Enable (AE). The key on timer at event time zero was 1485 seconds. This indicates the key was on for approximately 24.75 minutes prior to time zero in the first record. This first record is associated with the impact with vehicle #2, the Toyota Highlander.

First Record Pre-Crash Data

4. The vehicles speed ranged from 29 mph -5.0 seconds before algorithm Enable (AE) to 34 mph at time 0.0. The brake switch status was off until time 0.0 in which it is on. The accelerator pedal position ranged from 14.5% of full at -5.0 seconds to 0.0 at time zero.

Pre-Crash Data -5 to 0 sec [2 samples/sec] (First Record)

Times (sec)	Speed vehicle indicated MPH [km/h]	Accelerator pedal, % full	Service brake, on/off	Engine RPM	ABS activity (engaged, non-engaged)	Brake Powertrain Torque Request	Driver Gear Selection	Traction Control via Brakes	Wheel Torque
-5.0	29 [47]	14.5	Off	1,270	non-engaged	No	Drive	non-engaged	304
-4.5	30 [48]	18.8	Off	1,274	non-engaged	No	Drive	non-engaged	444
-4.0	30 [49]	18.8	Off	1,244	non engaged	No	Drive	non engaged	500
-3.5	31 [50]	17.9	Off	1,246	non engaged	No	Drive	non engaged	480
-3.0	31 [50]	17.4	Off	1,262	non-engaged	No	Drive	non-engaged	452
-2.5	32 [51]	17.2	Off	1,294	non-engaged	No	Drive	non-engaged	436
-2.0	32 [52]	17.1	Off	1,322	non-engaged	No	Drive	non-engaged	428
-1.5	33 [53]	17.1	Off	1,340	non-engaged	No	Drive	non-engaged	428
-1.0	34 [54]	17.1	Off	1,348	non engaged	No	Drive	non engaged	428
-0.5	34 [55]	16.8	Off	1,368	non engaged	No	Drive	non engaged	420
0.0	34 [55]	0.0	On	1,370	non-engaged	No	Drive	non-engaged	284

5. The Steering wheel angle indicates average steering until approximately -1.2 seconds before AE at which time the steering wheel angle increases in a positive direction (to the left). At -.2 seconds it starts back right and at time 0.0 it is at a -5.1 degrees (to the right). The stability control lateral acceleration is also at a -1.106 G

Pre-Crash Data -5 to 0 sec [10 samples/sec] (First Record)

Times (sec)	Steering Wheel Angle (degrees)	Stability Control Lateral Acceleration (g)	Stability Control Longitudinal Acceleration (g)	Stability Control Yaw Rate (deg/sec)	Stability Control Roll Rate (deg/sec)
-5.0	7.0	0.14	-0.021	1.62	4.75
-4.9	5.9	0.109	-0.016	2.25	1.0
-4.8	3.8	-0.003	-0.016	1.37	4.25
-4.7	2.3	0.167	-0.047	1.62	-6.75
-4.6	0.3	0.113	0.066	0.12	-2.12
-4.5	0.0	0.006	0.028	-0.12	-5.37
-4.4	0.0	0.013	0.028	-0.25	-2.12
-4.3	0.3	-0.003	0.008	0.75	-0.5
-4.2	0.3	0.004	0.028	0.5	0.75
-4.1	0.3	0.015	0.008	0.25	2.5
-4.0	0.0	0.015	0.025	0.12	1.62
-3.9	0.4	-0.01	0.028	0.87	2.37
-3.8	0.8	0.045	0.008	0.0	-0.12
-3.7	1.4	0.018	0.008	0.62	2.0
-3.6	2.1	0.05	0.028	0.75	0.37
-3.5	1.9	0.025	0.01	0.75	0.25
-3.4	1.7	0.039	0.0	1.12	-0.37
-3.3	1.7	0.037	0.028	0.62	0.37
-3.2	1.7	-0.01	-0.009	0.0	0.0
-3.1	1.7	0.019	0.025	0.62	1.0
-3.0	1.9	0.013	-0.004	0.75	1.25
-2.9	1.8	0.025	0.013	0.75	1.12
-2.8	1.9	0.041	0.028	0.37	1.87
-2.7	1.9	0.025	0.028	0.37	0.75
-2.6	1.8	0.032	-0.004	0.37	0.37
-2.5	2.1	0.027	0.028	0.5	0.62
-2.4	2.3	0.013	0.008	0.37	0.62
-2.3	2.2	0.052	0.028	0.25	-0.37
-2.2	2.4	0.035	0.008	1.0	-1.0
-2.1	2.8	0.014	0.013	0.62	-1.37
-2.0	3.1	0.057	0.028	1.0	-1.0
-1.9	4.2	0.025	0.008	1.0	0.0
-1.8	4.9	0.049	0.001	1.75	1.25
-1.7	4.9	0.006	0.028	1.12	0.62
-1.6	5.2	0.043	0.008	1.62	0.75
-1.5	5.6	0.032	0.008	1.37	0.62
-1.4	5.7	0.045	0.028	1.25	0.12
-1.3	6.6	0.036	-0.004	2.12	2.37
-1.2	9.0	0.088	0.01	2.12	0.5
-1.1	11.3	0.044	0.028	2.87	3.25
-1.0	14.0	0.072	0.023	3.37	3.37
-0.9	15.7	0.13	0.008	4.62	2.75
-0.8	16.6	0.134	0.01	5.12	1.5
-0.7	17.1	0.151	0.053	5.12	3.5
-0.6	17.9	0.142	-0.004	5.25	0.87
-0.5	18.1	0.192	-0.059	5.37	2.12
-0.4	17.8	0.133	-0.023	6.12	0.0
-0.3	16.8	0.172	0.008	5.5	-1.0
-0.2	12.9	0.162	0.008	5.37	-4.75
-0.1	4.6	0.073	0.008	3.0	-2.87
0.0	-5.1	-1.106	-0.74	-0.37	0.12

Unlocked Event Second Record

6. An examination of the deployment data recovered from the Ford indicated that this deployment event occurred on ignition cycle # 5,944 and my investigation occurred at ignition cycle # 5,946. The operator's seatbelt switch circuit status was indicated as driver buckled. The SIR warning lamp status was off, which indicates that the airbag system was functioning properly at the time this data was recorded. The cruise control was off. The event recording is listed as complete. The maximum SDM recorded velocity change was reported to be -18.90 MPH at 243 milliseconds after Algorithm Enable (AE). The key on timer at event time zero was 1485 seconds. This indicates the key was on for approximately 24.75 minutes prior to time zero in the first record. This second record is associated with the impact with vehicle #3, the Ford F150. The time between events (first/second record) is 700 msec.

Second Record Pre-Crash Data

7. The vehicles speed ranged from 30 mph -5.0 seconds before algorithm Enable (AE) to 27 mph at time 0.0. The brake switch status was off until time -0.5 in which it is on. At time 0.0 the brake switch status was off but the ABS system was engaged. The accelerator pedal position ranged from 18.8% of full at -5.0 seconds to 0 at time -0.5.

Pre-Crash Data -5 to 0 sec [2 samples/sec] (Second Record)

Times (sec)	Speed vehicle indicated MPH [km/h]	Accelerator pedal, % full	Service brake, on/off	Engine RPM	ABS activity (engaged, non-engaged)	Brake Powertrain Torque Request	Driver Gear Selection	Traction Control via Brakes	Wheel Torque
-5.0	30 [48]	18.8	Off	1,274	non-engaged	No	Drive	non-engaged	444
-4.5	30 [49]	18.8	Off	1,244	non-engaged	No	Drive	non-engaged	500
-4.0	31 [50]	17.9	Off	1,246	non-engaged	No	Drive	non-engaged	480
-3.5	31 [50]	17.4	Off	1,262	non-engaged	No	Drive	non-engaged	452
-3.0	32 [51]	17.2	Off	1,294	non-engaged	No	Drive	non-engaged	436
-2.5	32 [52]	17.1	Off	1,322	non-engaged	No	Drive	non-engaged	428
-2.0	33 [53]	17.1	Off	1,340	non-engaged	No	Drive	non-engaged	428
-1.5	34 [54]	17.1	Off	1,348	non-engaged	No	Drive	non-engaged	428
-1.0	34 [55]	16.8	Off	1,368	non-engaged	No	Drive	non-engaged	420
-0.5	34 [55]	0.0	On	1,370	non-engaged	No	Drive	non-engaged	284
0.0	27 [44]	0.0	Off	1,166	engaged	Yes	Drive	non-engaged	-4

8. The Steering wheel angle indicates average steering until approximately -1.9 seconds before AE at which time the steering wheel angle increases in a positive direction (to the left). At -.9 seconds it starts back right and at time -0.2 it is at its maximum of -56.8 degrees. (to the right). At time 0.0 the steering wheel angle is -44.1 degrees. The second record produces an additional 0.7 seconds of steering wheel data from the first record.

Pre-Crash Data -5 to 0 sec [10 samples/sec] (Second Record)

Times (sec)	Steering Wheel Angle (degrees)	Stability Control Lateral Acceleration (g)	Stability Control Longitudinal Acceleration (g)	Stability Control Yaw Rate (deg/sec)	Stability Control Roll Rate (deg/sec)
-5.0	0.3	-0.003	0.008	0.75	-0.5
-4.9	0.3	0.004	0.028	0.5	0.75
-4.8	0.3	0.015	0.008	0.25	2.5
-4.7	0.0	0.015	0.025	0.12	1.62
-4.6	0.4	-0.01	0.028	0.87	2.37
-4.5	0.8	0.045	0.008	0.0	-0.12
-4.4	1.4	0.018	0.008	0.62	2.0
-4.3	2.1	0.05	0.028	0.75	0.37
-4.2	1.9	0.025	0.01	0.75	0.25
-4.1	1.7	0.039	0.0	1.12	-0.37
-4.0	1.7	0.037	0.028	0.62	0.37
-3.9	1.7	-0.01	-0.009	0.0	0.0
-3.8	1.7	0.019	0.025	0.62	1.0
-3.7	1.9	0.013	-0.004	0.75	1.25
-3.6	1.8	0.025	0.013	0.75	1.12
-3.5	1.9	0.041	0.028	0.37	1.87
-3.4	1.9	0.025	0.028	0.37	0.75
-3.3	1.8	0.032	-0.004	0.37	0.37
-3.2	2.1	0.027	0.028	0.5	0.62
-3.1	2.3	0.013	0.008	0.37	0.62
-3.0	2.2	0.052	0.028	0.25	-0.37
-2.9	2.4	0.035	0.008	1.0	-1.0
-2.8	2.8	0.014	0.013	0.62	-1.37
-2.7	3.1	0.057	0.028	1.0	-1.0
-2.6	4.2	0.025	0.008	1.0	0.0
-2.5	4.9	0.049	0.001	1.75	1.25
-2.4	4.9	0.006	0.028	1.12	0.62
-2.3	5.2	0.043	0.008	1.62	0.75
-2.2	5.6	0.032	0.008	1.37	0.62
-2.1	5.7	0.045	0.028	1.25	0.12
-2.0	6.6	0.036	-0.004	2.12	2.37
-1.9	9.0	0.088	0.01	2.12	0.5
-1.8	11.3	0.044	0.028	2.87	3.25
-1.7	14.0	0.072	0.023	3.37	3.37
-1.6	15.7	0.13	0.008	4.62	2.75
-1.5	16.6	0.134	0.01	5.12	1.5
-1.4	17.1	0.151	0.053	5.12	3.5
-1.3	17.9	0.142	-0.004	5.25	0.87
-1.2	18.1	0.192	-0.059	5.37	2.12
-1.1	17.8	0.133	-0.023	6.12	0.0
-1.0	16.8	0.172	0.008	5.5	-1.0
-0.9	12.9	0.162	0.008	5.37	-4.75
-0.8	4.6	0.073	0.008	3.0	-2.87
-0.7	-5.1	-1.106	-0.74	-0.37	0.12
-0.6	-18.1	0.148	-2.0	2.37	-14.87
-0.5	-21.6	0.411	-0.047	12.75	11.12
-0.4	-27.1	0.324	-0.217	9.5	-14.12
-0.3	-26.6	0.49	-0.489	5.37	3.12
-0.2	-56.8	0.201	-0.283	-4.12	-1.0
-0.1	-46.1	-0.08	-0.273	-7.62	-11.75
0.0	-44.1	-0.184	-0.22	-2.75	-8.12

Summary

9. The EDR data indicates that the operator of the Ford Explorer had his seatbelt on at the time of this collision.

10. The EDR data indicates that the speed of the Ford Explorer at time -5.0 seconds before the first collision with the Toyota Highlander, was approximately 29 mph.

11. The EDR data indicates that the speed of the Ford Explorer at impact with the Toyota Highlander was approximately 34 mph.

12. The EDR data indicates that the speed of the Ford Explorer at impact with the second vehicle, the Ford F150 was approximately 27 mph.

13. The EDR data indicates that the only braking that was indicated was at impact with the Toyota Highlander.

14. The EDR data indicates that prior to the first impact with the Toyota Highlander the steering wheel angle increased to the left.

15. At impact with the Toyota Highlander (time 0.0 sec first record) the steering wheel angle significantly increased to the right with a maximum of -56.8 degrees (to the right) at time -0.2 seconds (second record) before the second impact with the Ford F150.

16. Based on the dynamics of this collision and the damage sustained to the Explorer the increase of the steering wheel angle to the right in the second record from -5.1 degrees at time -0.7 to -44.1 degrees at time 0.0 is a result of the first impact with the Toyota Highlander (time 0.0 in the first record and time – 0.7 in the second record) and not operator input.

Respectfully Submitted,

Lt. [illegible] #1301

Lieutenant Andrew S. Klane #1301
ACTAR # 949
Massachusetts State Police
Collision Analysis & Reconstruction Section
326 West Grove Street
Middleboro, Massachusetts 02346

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	1FMHK8F83BGA89271
User	Lt AS Klane #1301
Case Number	
EDR Data Imaging Date	07/30/2013
Crash Date	07/16/2013
Filename	1FMHK8F83BGA89271_ACM.CDRX
Saved on	Tuesday, July 30 2013 at 14:27:14
Collected with CDR version	Crash Data Retrieval Tool 11.0
Reported with CDR version	Crash Data Retrieval Tool 11.0
EDR Device Type	Airbag Control Module
ACM Adapter Detected During Download	No
Event(s) recovered	unlocked events

Comments

No comments entered.

Data Limitations

Restraints Control Module Recorded Crash Events:

Deployment Events cannot be overwritten or cleared from the Restraints Control Module (RCM). Once the RCM has deployed any airbag device, the RCM must be replaced. The data from events which did not qualify as deployable events can be overwritten by subsequent events. The RCM can store up to two deployment events.

Airbag Module Data Limitations:

- Restraints Control Module Recorded Vehicle Forward Velocity Change reflects the change in forward velocity that the sensing system experienced from the point of algorithm wake up. It is not the speed the vehicle was traveling before the event. Note that the vehicle speed is recorded separately five seconds prior to algorithm wake up. This data should be examined in conjunction with other available physical evidence from the vehicle and scene when assessing occupant or vehicle forward velocity change.
- Event Recording Complete will indicate if data from the recorded event has been fully written to the RCM memory or if it has been interrupted and not fully written.
- If power to the Airbag Module is lost during a crash event, all or part of the crash record may not be recorded.
- For 2011 Ford Mustangs, the Steering Wheel Angle parameter indicates the change in steering wheel angle from the previously recorded sample value and does not represent the actual steering wheel position.

Airbag Module Data Sources:

- Event recorded data are collected either INTERNALLY or EXTERNALLY to the RCM.

  - INTERNAL DATA is measured, calculated, and stored internally, sensors external to the RCM include the following:
    > The Driver and Passenger Belt Switch Circuits are wired directly to the RCM.
    > The Driver's Seat Track Position Switch Circuit is wired directly to the RCM.
    > The Side Impact Sensors (if equipped) are located on the side of vehicle and are wired directly to the RCM.
    > The Occupant Classification Sensor is located in the front passenger seat and transmits data directly to the RCM on high-speed CAN bus.
    > Front Impact Sensors (right and left) are located at the front of vehicle and are wire directly to the RCM.

  - EXTERNAL DATA recorded by the RCM are data collected from the vehicle communication network from various sources such as Powertrain Control Module, Brake Module, etc.

02007_RCM-RC6_r002

System Status at Time of Retrieval

VIN as programmed into RCM at factory	1FMHK8F83BGA89271
Current VIN from PCM	1FMHK8F83BGA89271
Ignition cycle, download (first record)	5,946
Ignition cycle, download (second record)	5,946
Restraints Control Module Part Number	BB5T-14B321-AH
Restraints Control Module Serial Number	3106691400000000
Restraints Control Module Software Part Number (Version)	BB5T-14C028-AD
Left/Center Frontal Restraints Sensor Serial Number	147989000000
Left Side Restraint Sensor 1 Serial Number	3C231E12
Left Side Restraint Sensor 2 Serial Number	1473B3B6
Right Frontal Restraints Sensor Serial Number	1464EFBB
Right Side Restraint Sensor 1 Serial Number	CFB30E12
Right Side Restraints Sensor 2 Serial Number	147B660D

System Status at Event (First Record)

Recording Status	Unlocked Record
Complete file recorded (yes,no)	Yes
Multi-event, number of events (1,2)	1
Time from event 1 to 2 (msec)	N/A
Lifetime Operating Timer at event time zero (seconds)	6,105,750
Key-on Timer at event time zero (seconds)	1,485
Vehicle voltage at time zero (Volts)	13.527
Energy Reserve Mode entered during event (Y/N)	No

Faults Present at Start of Event (First Record)

No Faults Recorded

Deployment Data (First Record)

Maximum delta-V, longitudinal (MPH [km/h])	-6.34 [-10.20]
Time, maximum delta-V longitudinal (msec)	300
Maximum delta-V, lateral (MPH [km/h])	1.80 [2.90]
Time, maximum delta-V lateral (msec)	69
Longitudinal Delta-V Time Zero Offset	2.5 ms
Lateral Delta-V Time Zero Offset	2.5 ms
Roll Angle Time Zero Offset	92.5 ms

Pre-Crash Data -1 sec (First Record)

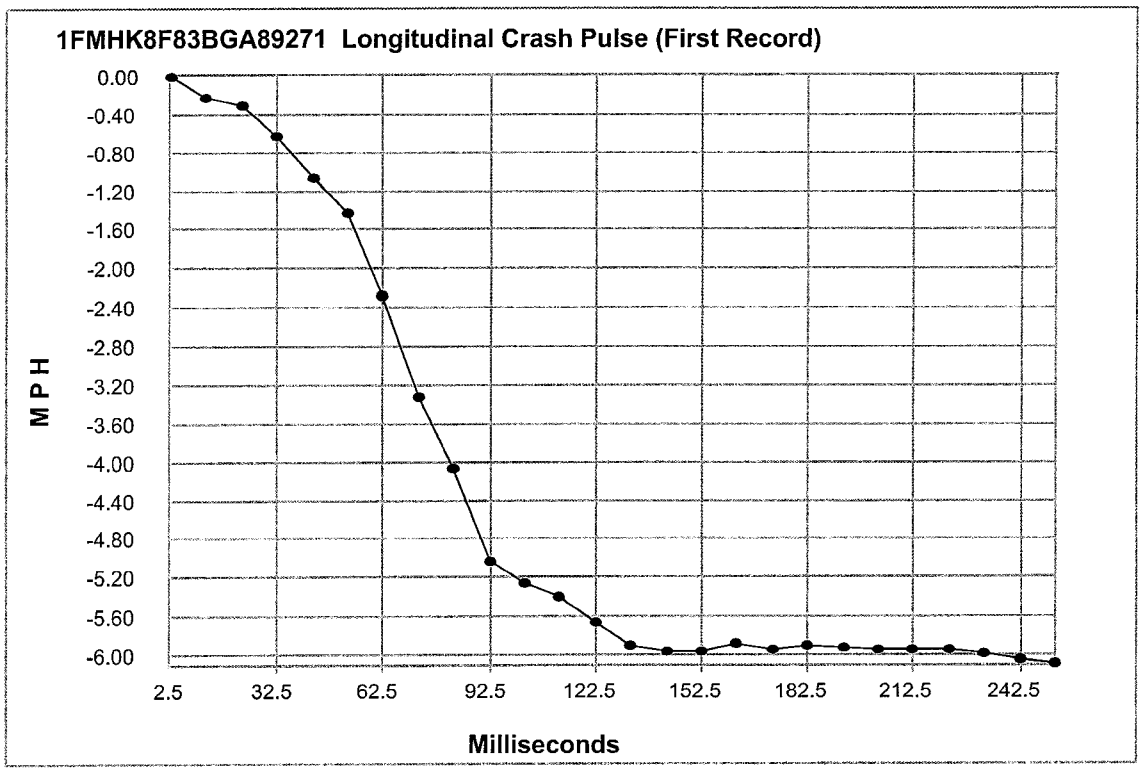
Ignition cycle, crash	5,944
Frontal air bag warning lamp, on/off	Off
Occupant size classification, front passenger (Child size Yes/No [Hex value])	No [$01]
Safety belt status, driver	Driver Buckled
Seat track position switch, foremost, status, driver	Not Forward
Safety belt status, front passenger	Passenger Not Buckled
Seat track position switch, foremost, status, front passenger	Not Forward
Brake Telltale	Off
ABS Telltale	Off
ESC/TC Telltale	Off
ESC/TC Off Telltale	Default
Powertrain Wrench Telltale	Off
Speed Control Telltale	Off
MIL Telltale	Off

Pre-Crash Data -5 to 0 sec [2 samples/sec] (First Record)

Times (sec)	Speed vehicle indicated MPH [km/h]	Accelerator pedal, % full	Service brake, on/off	Engine RPM	ABS activity (engaged, non-engaged)	Brake Powertrain Torque Request	Driver Gear Selection	Traction Control via Brakes	Wheel Torque
- 5.0	29 [47]	14.5	Off	1,220	non-engaged	No	Drive	non-engaged	304
- 4.5	30 [48]	18.8	Off	1,274	non-engaged	No	Drive	non-engaged	444
- 4.0	30 [49]	18.8	Off	1,244	non-engaged	No	Drive	non-engaged	500
- 3.5	31 [50]	17.9	Off	1,246	non-engaged	No	Drive	non-engaged	480
- 3.0	31 [50]	17.4	Off	1,262	non-engaged	No	Drive	non-engaged	452
- 2.5	32 [51]	17.2	Off	1,294	non-engaged	No	Drive	non-engaged	436
- 2.0	32 [52]	17.1	Off	1,322	non-engaged	No	Drive	non-engaged	428
- 1.5	33 [53]	17.1	Off	1,340	non-engaged	No	Drive	non-engaged	428
- 1.0	34 [54]	17.1	Off	1,348	non-engaged	No	Drive	non-engaged	428
- 0.5	34 [55]	16.8	Off	1,368	non-engaged	No	Drive	non-engaged	420
0.0	34 [55]	0.0	On	1,370	non-engaged	No	Drive	non-engaged	284

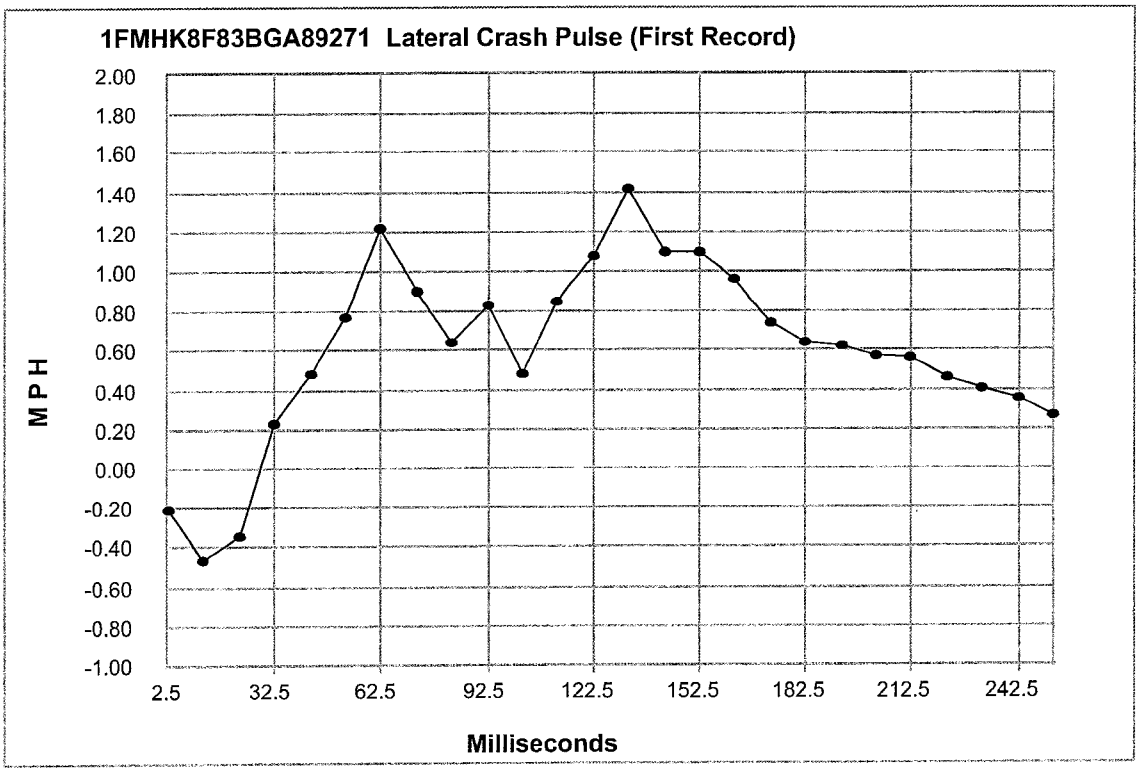
Pre-Crash Data -5 to 0 sec [10 samples/sec] (First Record)

Times (sec)	Steering Wheel Angle (degrees)	Stability Control Lateral Acceleration (g)	Stability Control Longitudinal Acceleration (g)	Stability Control Yaw Rate (deg/sec)	Stability Control Roll Rate (deg/sec)
- 5.0	7.0	0.14	-0.021	1.62	4.75
- 4.9	5.9	0.109	-0.016	2.25	1.0
- 4.8	3.8	-0.003	-0.016	1.37	4.25
- 4.7	2.3	0.167	-0.047	1.62	-6.75
- 4.6	0.3	0.113	0.066	0.12	-2.12
- 4.5	0.0	0.006	0.028	-0.12	-5.37
- 4.4	0.0	0.013	0.028	-0.25	-2.12
- 4.3	0.3	-0.003	0.008	0.75	-0.5
- 4.2	0.3	0.004	0.028	0.5	0.75
- 4.1	0.3	0.015	0.008	0.25	2.5
- 4.0	0.0	0.015	0.025	0.12	1.62
- 3.9	0.4	-0.01	0.028	0.87	2.37
- 3.8	0.8	0.045	0.008	0.0	-0.12
- 3.7	1.4	0.018	0.008	0.62	2.0
- 3.6	2.1	0.05	0.028	0.75	0.37
- 3.5	1.9	0.025	0.01	0.75	0.25
- 3.4	1.7	0.039	0.0	1.12	-0.37
- 3.3	1.7	0.037	0.028	0.62	0.37
- 3.2	1.7	-0.01	-0.009	0.0	0.0
- 3.1	1.7	0.019	0.025	0.62	1.0
- 3.0	1.9	0.013	-0.004	0.75	1.25
- 2.9	1.8	0.025	0.013	0.75	1.12
- 2.8	1.9	0.041	0.028	0.37	1.87
- 2.7	1.9	0.025	0.028	0.37	0.75
- 2.6	1.8	0.032	-0.004	0.37	0.37
- 2.5	2.1	0.027	0.028	0.5	0.62
- 2.4	2.3	0.013	0.008	0.37	0.62
- 2.3	2.2	0.052	0.028	0.25	-0.37
- 2.2	2.4	0.035	0.008	1.0	-1.0
- 2.1	2.8	0.014	0.013	0.62	-1.37
- 2.0	3.1	0.057	0.028	1.0	-1.0
- 1.9	4.2	0.025	0.008	1.0	0.0
- 1.8	4.9	0.049	0.001	1.75	1.25
- 1.7	4.9	0.006	0.028	1.12	0.62
- 1.6	5.2	0.043	0.008	1.62	0.75
- 1.5	5.6	0.032	0.008	1.37	0.62
- 1.4	5.7	0.045	0.028	1.25	0.12
- 1.3	6.6	0.036	-0.004	2.12	2.37
- 1.2	9.0	0.088	0.01	2.12	0.5
- 1.1	11.3	0.044	0.028	2.87	3.25
- 1.0	14.0	0.072	0.023	3.37	3.37
- 0.9	15.7	0.13	0.008	4.62	2.75
- 0.8	16.6	0.134	0.01	5.12	1.5
- 0.7	17.1	0.151	0.053	5.12	3.5
- 0.6	17.9	0.142	-0.004	5.25	0.87
- 0.5	18.1	0.192	-0.059	5.37	2.12
- 0.4	17.8	0.133	-0.023	6.12	0.0
- 0.3	16.8	0.172	0.008	5.5	-1.0
- 0.2	12.9	0.162	0.008	5.37	-4.75
- 0.1	4.6	0.073	0.008	3.0	-2.87
0.0	-5.1	-1.106	-0.74	-0.37	0.12



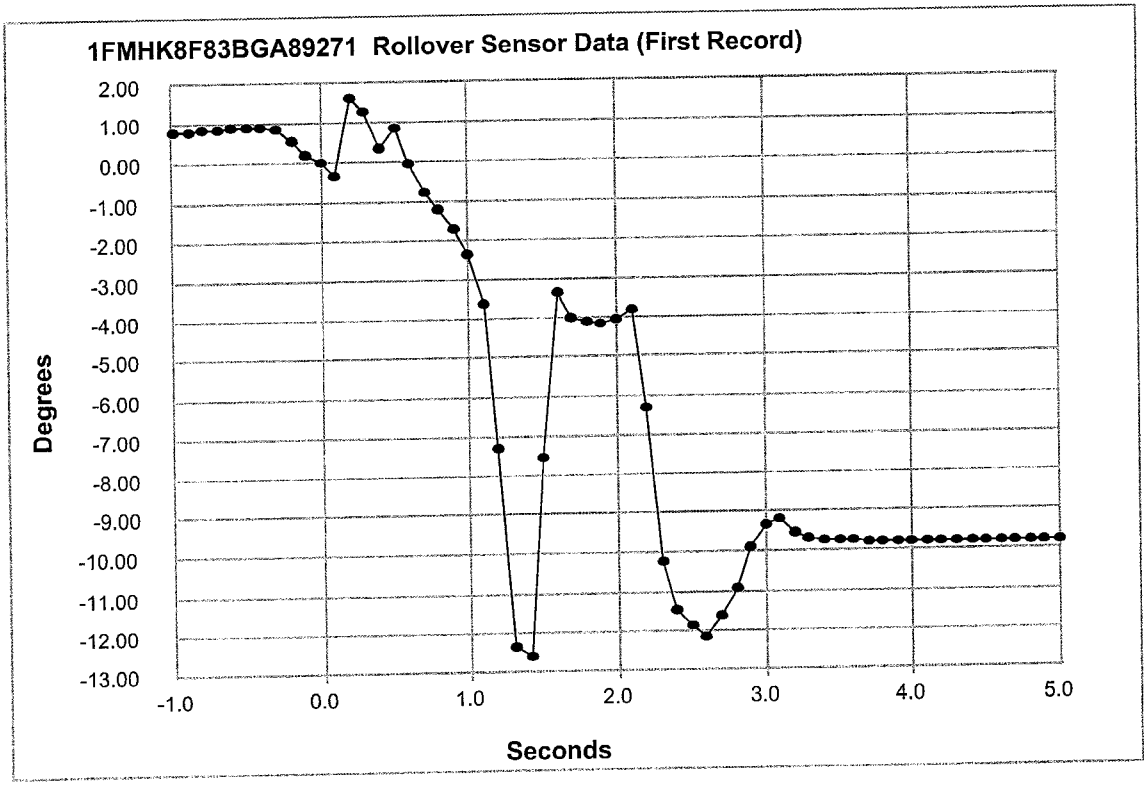
Longitudinal Crash Pulse (First Record)

Time (msec)	Delta-V, longitudinal (MPH)	Delta-V, longitudinal (km/h)
2.5	-0.01	-0.01
12.5	-0.22	-0.35
22.5	-0.31	-0.49
32.5	-0.63	-1.01
42.5	-1.07	-1.73
52.5	-1.43	-2.30
62.5	-2.27	-3.65
72.5	-3.33	-5.36
82.5	-4.06	-6.53
92.5	-5.03	-8.09
102.5	-5.26	-8.47
112.5	-5.40	-8.69
122.5	-5.65	-9.09
132.5	-5.90	-9.50
142.5	-5.96	-9.59
152.5	-5.96	-9.60
162.5	-5.88	-9.46
172.5	-5.93	-9.55
182.5	-5.90	-9.50
192.5	-5.92	-9.52
202.5	-5.94	-9.56
212.5	-5.94	-9.56
222.5	-5.94	-9.57
232.5	-5.98	-9.63
242.5	-6.05	-9.73
252.5	-6.08	-9.79



Lateral Crash Pulse (First Record)

Time (msec)	Delta-V, lateral (MPH)	Delta-V, lateral (km/h)
2.5	-0.21	-0.34
12.5	-0.46	-0.74
22.5	-0.35	-0.56
32.5	0.23	0.37
42.5	0.49	0.78
52.5	0.77	1.24
62.5	1.21	1.95
72.5	0.90	1.44
82.5	0.64	1.04
92.5	0.83	1.34
102.5	0.48	0.78
112.5	0.86	1.38
122.5	1.08	1.74
132.5	1.41	2.28
142.5	1.10	1.77
152.5	1.10	1.77
162.5	0.96	1.54
172.5	0.74	1.20
182.5	0.64	1.04
192.5	0.63	1.01
202.5	0.57	0.92
212.5	0.56	0.91
222.5	0.47	0.75
232.5	0.41	0.65
242.5	0.36	0.58
252.5	0.26	0.42



Rollover Sensor Data (First Record)

Time (sec)	Vehicle roll angle (degrees)
-1.0	0.79
-0.9	0.83
-0.8	0.85
-0.7	0.88
-0.6	0.93
-0.5	0.93
-0.4	0.9
-0.3	0.86
-0.2	0.57
-0.1	0.24
0.0	0.01
0.1	-0.32
0.2	1.67
0.3	1.3
0.4	0.39
0.5	0.88
0.6	-0.05
0.7	-0.79
0.8	-1.21
0.9	-1.74
1.0	-2.34

Time (sec)	Vehicle roll angle (degrees)
1.1	-3.6
1.2	-7.33
1.3	-12.38
1.4	-12.62
1.5	-7.58
1.6	-3.32
1.7	-3.98
1.8	-4.1
1.9	-4.15
2.0	-4.06
2.1	-3.81
2.2	-6.33
2.3	-10.22
2.4	-11.48
2.5	-11.87
2.6	-12.18
2.7	-11.61
2.8	-10.91
2.9	-9.88
3.0	-9.33
3.1	-9.19

Time (sec)	Vehicle roll angle (degrees)
3.2	-9.53
3.3	-9.67
3.4	-9.73
3.5	-9.71
3.6	-9.71
3.7	-9.77
3.8	-9.77
3.9	-9.77
4.0	-9.77
4.1	-9.77
4.2	-9.77
4.3	-9.77
4.4	-9.77
4.5	-9.77
4.6	-9.77
4.7	-9.77
4.8	-9.77
4.9	-9.77
5.0	-9.77

System Status at Event (Second Record)

Recording Status	Unlocked Record
Complete file recorded (yes,no)	Yes
Multi-event, number of events (1,2)	2
Time from event 1 to 2 (msec)	700
Lifetime Operating Timer at event time zero (seconds)	6,105,750
Key-on Timer at event time zero (seconds)	1,485
Vehicle voltage at time zero (Volts)	13.527
Energy Reserve Mode entered during event (Y/N)	No

Faults Present at Start of Event (Second Record)

No Faults Recorded

Deployment Data (Second Record)

Maximum delta-V, longitudinal (MPH [km/h])	-18.90 [-30.42]
Time, maximum delta-V longitudinal (msec)	243
Maximum delta-V, lateral (MPH [km/h])	7.15 [11.50]
Time, maximum delta-V lateral (msec)	204
Longitudinal Delta-V Time Zero Offset	1.5 ms
Lateral Delta-V Time Zero Offset	1.5 ms
Roll Angle Time Zero Offset	1.5 ms

Pre-Crash Data -1 sec (Second Record)

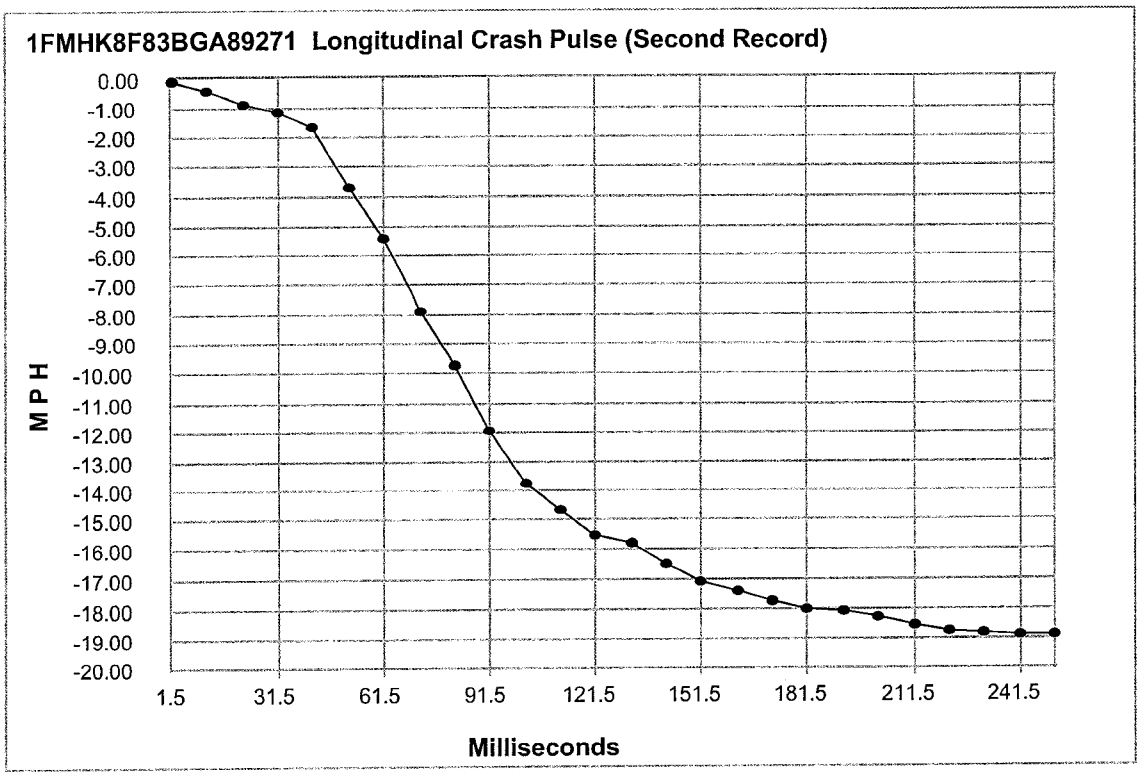
Ignition cycle, crash	5,944
Frontal air bag warning lamp, on/off	Off
Occupant size classification, front passenger (Child size Yes/No [Hex value])	No [$01]
Safety belt status, driver	Driver Buckled
Seat track position switch, foremost, status, driver	Not Forward
Safety belt status, front passenger	Passenger Not Buckled
Seat track position switch, foremost, status, front passenger	Not Forward
Brake Telltale	Off
ABS Telltale	Off
ESC/TC Telltale	Fast
ESC/TC Off Telltale	Default
Powertrain Wrench Telltale	Off
Speed Control Telltale	Off
MIL Telltale	Off

Pre-Crash Data -5 to 0 sec [2 samples/sec] (Second Record)

Times (sec)	Speed vehicle indicated MPH [km/h]	Accelerator pedal, % full	Service brake, on/off	Engine RPM	ABS activity (engaged, non-engaged)	Brake Powertrain Torque Request	Driver Gear Selection	Traction Control via Brakes	Wheel Torque
- 5.0	30 [48]	18.8	Off	1,274	non-engaged	No	Drive	non-engaged	444
- 4.5	30 [49]	18.8	Off	1,244	non-engaged	No	Drive	non-engaged	500
- 4.0	31 [50]	17.9	Off	1,246	non-engaged	No	Drive	non-engaged	480
- 3.5	31 [50]	17.4	Off	1,262	non-engaged	No	Drive	non-engaged	452
- 3.0	32 [51]	17.2	Off	1,294	non-engaged	No	Drive	non-engaged	436
- 2.5	32 [52]	17.1	Off	1,322	non-engaged	No	Drive	non-engaged	428
- 2.0	33 [53]	17.1	Off	1,340	non-engaged	No	Drive	non-engaged	428
- 1.5	34 [54]	17.1	Off	1,348	non-engaged	No	Drive	non-engaged	428
- 1.0	34 [55]	16.8	Off	1,368	non-engaged	No	Drive	non-engaged	420
- 0.5	34 [55]	0.0	On	1,370	non-engaged	No	Drive	non-engaged	284
0.0	27 [44]	0.0	Off	1,166	engaged	Yes	Drive	non-engaged	-4

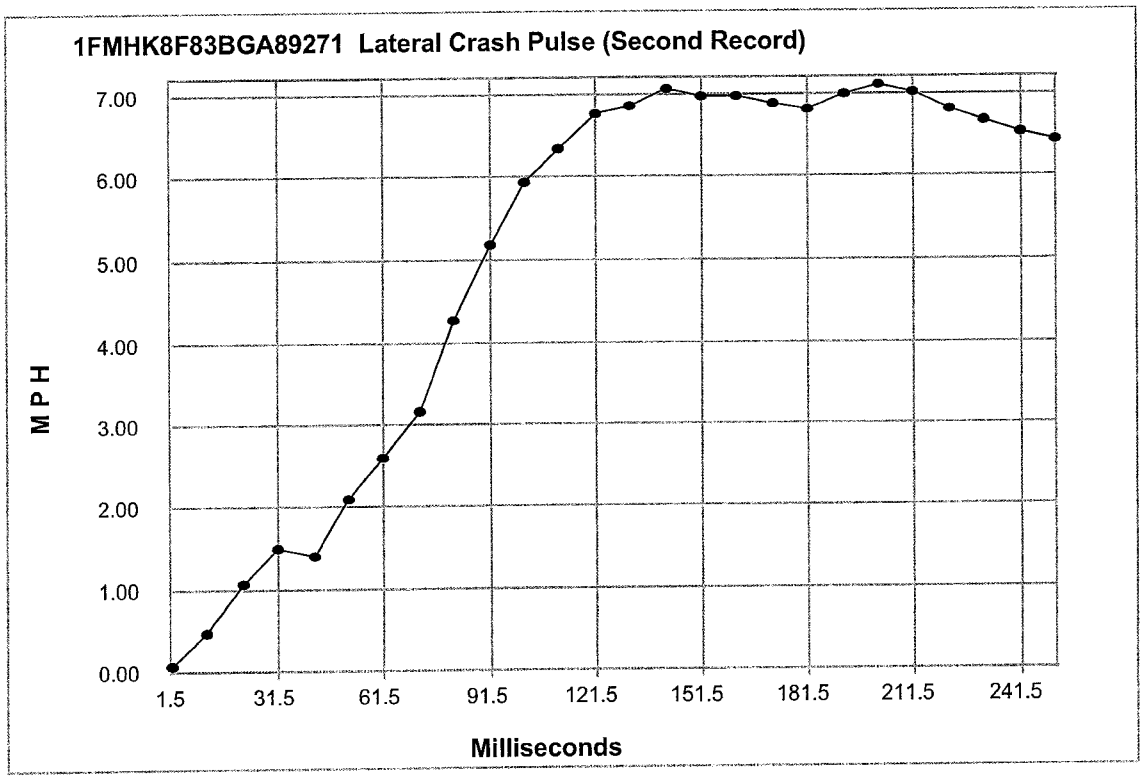
Pre-Crash Data -5 to 0 sec [10 samples/sec] (Second Record)

Times (sec)	Steering Wheel Angle (degrees)	Stability Control Lateral Acceleration (g)	Stability Control Longitudinal Acceleration (g)	Stability Control Yaw Rate (deg/sec)	Stability Control Roll Rate (deg/sec)
- 5.0	0.3	-0.003	0.008	0.75	-0.5
- 4.9	0.3	0.004	0.028	0.5	0.75
- 4.8	0.3	0.015	0.008	0.25	2.5
- 4.7	0.0	0.015	0.025	0.12	1.62
- 4.6	0.4	-0.01	0.028	0.87	2.37
- 4.5	0.8	0.045	0.008	0.0	-0.12
- 4.4	1.4	0.018	0.008	0.62	2.0
- 4.3	2.1	0.05	0.028	0.75	0.37
- 4.2	1.9	0.025	0.01	0.75	0.25
- 4.1	1.7	0.039	0.0	1.12	-0.37
- 4.0	1.7	0.037	0.028	0.62	0.37
- 3.9	1.7	-0.01	-0.009	0.0	0.0
- 3.8	1.7	0.019	0.025	0.62	1.0
- 3.7	1.9	0.013	-0.004	0.75	1.25
- 3.6	1.8	0.025	0.013	0.75	1.12
- 3.5	1.9	0.041	0.028	0.37	1.87
- 3.4	1.9	0.025	0.028	0.37	0.75
- 3.3	1.8	0.032	-0.004	0.37	0.37
- 3.2	2.1	0.027	0.028	0.5	0.62
- 3.1	2.3	0.013	0.008	0.37	0.62
- 3.0	2.2	0.052	0.028	0.25	-0.37
- 2.9	2.4	0.035	0.008	1.0	-1.0
- 2.8	2.8	0.014	0.013	0.62	-1.37
- 2.7	3.1	0.057	0.028	1.0	-1.0
- 2.6	4.2	0.025	0.008	1.0	0.0
- 2.5	4.9	0.049	0.001	1.75	1.25
- 2.4	4.9	0.006	0.028	1.12	0.62
- 2.3	5.2	0.043	0.008	1.62	0.75
- 2.2	5.6	0.032	0.008	1.37	0.62
- 2.1	5.7	0.045	0.028	1.25	0.12
- 2.0	6.6	0.036	-0.004	2.12	2.37
- 1.9	9.0	0.088	0.01	2.12	0.5
- 1.8	11.3	0.044	0.028	2.87	3.25
- 1.7	14.0	0.072	0.023	3.37	3.37
- 1.6	15.7	0.13	0.008	4.62	2.75
- 1.5	16.6	0.134	0.01	5.12	1.5
- 1.4	17.1	0.151	0.053	5.12	3.5
- 1.3	17.9	0.142	-0.004	5.25	0.87
- 1.2	18.1	0.192	-0.059	5.37	2.12
- 1.1	17.8	0.133	-0.023	6.12	0.0
- 1.0	16.8	0.172	0.008	5.5	-1.0
- 0.9	12.9	0.162	0.008	5.37	-4.75
- 0.8	4.6	0.073	0.008	3.0	-2.87
- 0.7	-5.1	-1.106	-0.74	-0.37	0.12
- 0.6	-18.1	0.148	-2.0	2.37	-14.87
- 0.5	-21.6	0.411	-0.047	12.75	11.12
- 0.4	-27.1	0.324	-0.217	9.5	-14.12
- 0.3	-26.6	0.49	-0.489	5.37	3.12
- 0.2	-56.8	0.201	-0.283	-4.12	-1.0
- 0.1	-46.1	-0.08	-0.273	-7.62	-11.75
0.0	-44.1	-0.184	-0.22	-2.75	-8.12



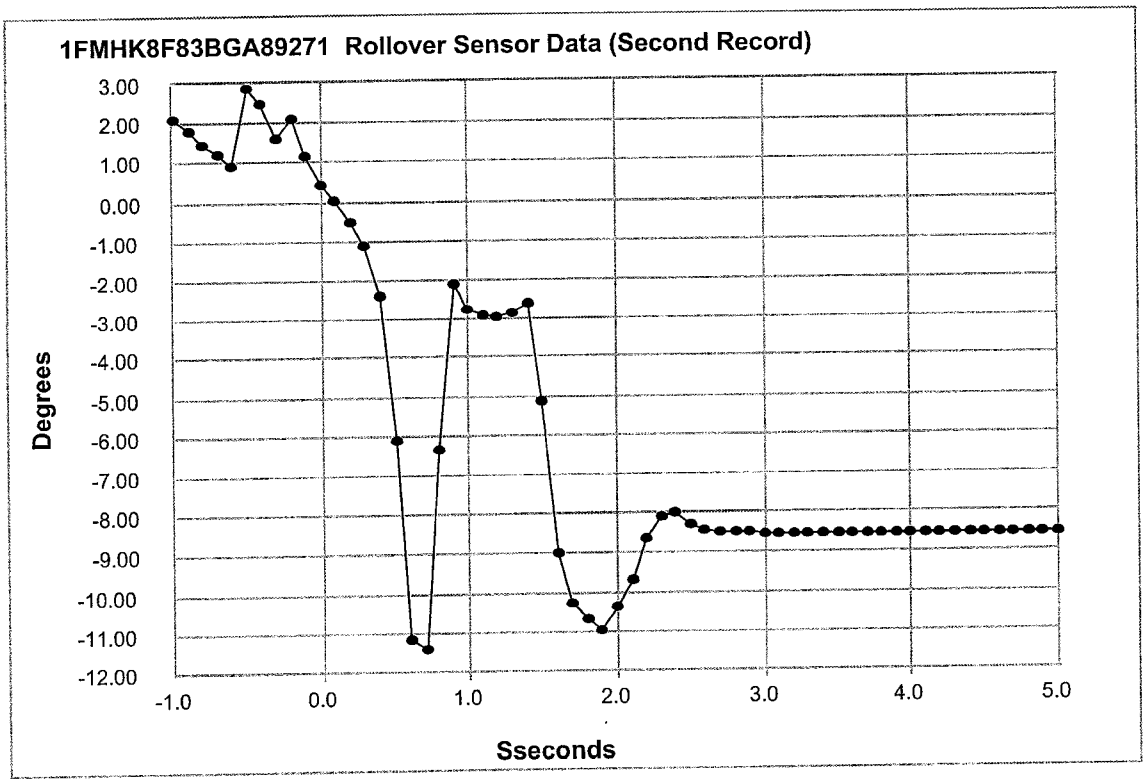
Longitudinal Crash Pulse (Second Record)

Time (msec)	Delta-V, longitudinal (MPH)	Delta-V, longitudinal (km/h)
1.5	-0.09	-0.15
11.5	-0.41	-0.67
21.5	-0.85	-1.36
31.5	-1.10	-1.77
41.5	-1.62	-2.60
51.5	-3.69	-5.94
61.5	-5.45	-8.76
71.5	-7.86	-12.65
81.5	-9.72	-15.64
91.5	-11.94	-19.21
101.5	-13.73	-22.09
111.5	-14.68	-23.63
121.5	-15.48	-24.92
131.5	-15.79	-25.40
141.5	-16.52	-26.58
151.5	-17.09	-27.51
161.5	-17.44	-28.07
171.5	-17.73	-28.53
181.5	-17.99	-28.96
191.5	-18.11	-29.14
201.5	-18.31	-29.47
211.5	-18.54	-29.84
221.5	-18.72	-30.12
231.5	-18.84	-30.32
241.5	-18.90	-30.41
251.5	-18.85	-30.34



Lateral Crash Pulse (Second Record)

Time (msec)	Delta-V, lateral (MPH)	Delta-V, lateral (km/h)
1.5	0.08	0.12
11.5	0.46	0.75
21.5	1.07	1.73
31.5	1.49	2.39
41.5	1.41	2.27
51.5	2.09	3.36
61.5	2.60	4.18
71.5	3.16	5.08
81.5	4.28	6.88
91.5	5.18	8.33
101.5	5.94	9.55
111.5	6.35	10.22
121.5	6.76	10.88
131.5	6.88	11.06
141.5	7.08	11.39
151.5	6.99	11.26
161.5	6.98	11.23
171.5	6.90	11.11
181.5	6.82	10.97
191.5	7.01	11.29
201.5	7.13	11.47
211.5	7.03	11.32
221.5	6.82	10.98
231.5	6.68	10.75
241.5	6.54	10.53
251.5	6.44	10.36



Rollover Sensor Data (Second Record)

Time (sec)	Vehicle roll angle (degrees)
-1.0	2.09
-0.9	1.8
-0.8	1.46
-0.7	1.23
-0.6	0.9
-0.5	2.89
-0.4	2.53
-0.3	1.61
-0.2	2.1
-0.1	1.17
0.0	0.43
0.1	0.02
0.2	-0.51
0.3	-1.11
0.4	-2.38
0.5	-6.11
0.6	-11.15
0.7	-11.4
0.8	-6.35
0.9	-2.1
1.0	-2.76

Time (sec)	Vehicle roll angle (degrees)
1.1	-2.87
1.2	-2.93
1.3	-2.84
1.4	-2.58
1.5	-5.1
1.6	-8.99
1.7	-10.26
1.8	-10.65
1.9	-10.96
2.0	-10.38
2.1	-9.68
2.2	-8.65
2.3	-8.1
2.4	-7.97
2.5	-8.31
2.6	-8.44
2.7	-8.5
2.8	-8.49
2.9	-8.48
3.0	-8.55
3.1	-8.55

Time (sec)	Vehicle roll angle (degrees)
3.2	-8.55
3.3	-8.55
3.4	-8.55
3.5	-8.55
3.6	-8.55
3.7	-8.55
3.8	-8.55
3.9	-8.55
4.0	-8.55
4.1	-8.55
4.2	-8.55
4.3	-8.55
4.4	-8.55
4.5	-8.55
4.6	-8.55
4.7	-8.55
4.8	-8.55
4.9	-8.55
5.0	-8.55

Hexadecimal Data

Data that the vehicle manufacturer has specified for data retrieval is shown in the hexadecimal data section of the CDR report. The hexadecimal data section of the CDR report may contain data that is not translated by the CDR program. The control module contains additional data that is not retrievable by the CDR system.

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42 42 35 54 2D 31 34 43 30 32 38 2D 41 44 00 00 00 00 00 00 00 00 00 00

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CF B3 0E 12 00 00 00 00 00 00 00 00 00 00 00 00

14 7B 66 0D 00 00 00 00 00 00 00 00 00 00 00 00

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31 46 4D 48 4B 38 46 38 33 42 47 41 38 39 32 37 31 00 00 00 00 00 00 00
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Event Record 1

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Event Record 2

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00 0C 92 16 00 E1 59 E9 FF 3A 5B E9 FF 59 5D E9 FF C8 5E E9 FF 84 5E E9 FF E2 60
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