Collision Sciences ***EDR REPORT***

DISCOVERABLE EVIDENCE FILE

**Vehicle:** 2022 Toyota Tacoma

**VIN:** 3TMCZ5AN7NM******

**Report Number:** CS-00864

**Generated:** 2026-11-06 16:03:20 (UTC)

# EVENT DATA RECORDER: RAW DATA

This section contains raw data retrieved from the vehicle.

## Module Information

| Data Item | Recorded Data |
|---|---|
| Part Number | 04710 |
| Data Collection Date | 2023-04-27 |
| Freeze Signal | On |
| Freeze Signal Factor | Frontal Airbag |

## Most Recent Event (1st Impact)

Occurred 4 Ignition Cycles Ago. Ignition Cycle at Event: 1902. Ignition Cycle at Download: 1906.

## EDR Data Elements

This section contains a list of data items that may be supported by this vehicle. Note that an item being supported does not guarantee it will be recorded in a crash. Communication issues arising from a crash may interfere with the module's ability to receive and record data.

### Crash Pulse Details

| Data Item | Recording Time | Recorded Data |
|---|---|---|
| Longitudinal Delta-V [1] | 0 to 250 ms | See Below |
| Maximum Longitudinal Delta-V [2] | 0 to 300 ms | -13.24 km/h |
| Time at Maximum Longitudinal Delta-V | 0 to 300 ms | 60 ms |
| Lateral Delta-V [1] | 0 to 250 ms | See Below |
| Maximum Lateral Delta-V [2] | 0 to 300 ms | -4.74 km/h |
| Time at Maximum Lateral Delta-V | 0 to 300 ms | 90 ms |
| Maximum Resultant Delta-V | Unavailable | Unavailable |
| Time at Maximum Resultant Delta-V | Unavailable | Unavailable |

### Pre-Crash Data

| Data Item | Recording Time | Recorded Data |
|---|---|---|
| Vehicle Speed | -4.85 to 0 sec | See Below |
| Accelerator Pedal | -4.85 to 0 sec | See Below |

| | | |
|---|---|---|
| Service Brake Status | -4.85 to 0 sec | See Below |
| Engine Speed | -4.85 to 0 sec | See Below |
| Steering Wheel Angle | -4.85 to 0 sec | See Below |
| Anti-lock Brake System Status | -4.85 to 0 sec | Unavailable |
| Electronic Stability Control System Status | -4.85 to 0 sec | Unavailable |

### Event Record Details

| Data Item | Recording Time | Recorded Data |
|---|---|---|
| Event Type | Event | Front/Rear |
| Prior Event Type | Event | No Event |
| Time from Pre-Crash Trigger | Event | 0 ms |
| Time from Pre-Crash to Trigger | Event | 350 ms |
| Ignition Cycle at Event | Event | 1902 |
| Ignition Cycle at Download | Download | 1906 |
| TRG Count | Event | 1 |
| Airbag Warning Light | -1.0 sec | Off |

### Seat Belt & Pretensioner Status

| Data Item | Recording Time | Recorded Data |
|---|---|---|
| Driver Seat Belt Status | -1.0 sec | Buckled |
| Passenger Seat Belt Status | -1.0 sec | Buckled |
| Driver Seat at Foremost Position | -1.0 sec | No |
| Passenger Occupant Classification | -1.0 sec | AM50 (Not Child) |
| Driver Pretensioner Deployment Time | Event | 12 ms |
| Passenger Pretensioner Deployment Time | Event | 12 ms |

### Airbag Status

| Data Item | Recording Time | Recorded Data |
|---|---|---|
| Driver Front Airbag 1st Stage Deployment Time | Event | 12 ms |
| Passenger Front Airbag 1st Stage Deployment Time | Event | 12 ms |
| Driver Front Airbag 2nd Stage Deployment Time | Event | 42 ms |
| Passenger Front Airbag 2nd Stage Deployment Time | Event | 22 ms |
| Driver Torso Airbag Deployment Time | Event | 12 ms |
| Passenger Torso Airbag Deployment Time | Event | 12 ms |
| Driver Side Curtain Airbag Deployment Time | Event | 62 ms |
| Passenger Side Curtain Airbag Deployment Time | Event | 62 ms |

**NOTES**
1. Longitudinal (or lateral) Delta-V is an array of recorded values that describes the crash pulse with respect to time.
2. Depending on the vehicle, the maximum longitudinal (or lateral) Delta-V value may not be present in the Delta-V array described above.

## Crash Pulse Data

This section shows retrieved crash pulse data in tabular format.

| Time (ms) | Longitudinal Delta-V (km/h) | Time (ms) | Longitudinal Delta-V (km/h) | Time (ms) | Longitudinal Delta-V (km/h) | Time (ms) | Longitudinal Delta-V (km/h) | Time (ms) | Longitudinal Delta-V (km/h) |
|---|---|---|---|---|---|---|---|---|---|
| 0 | 0.0 | 60 | -13.24 | 120 | N/A | 180 | N/A | 240 | N/A |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 10 | -1.59 | 70 | -13.2 | 130 | N/A | 190 | N/A | 250 | N/A |
| 20 | -5.34 | 80 | -12.79 | 140 | N/A | 200 | N/A | | |
| 30 | -10.21 | 90 | -12.86 | 150 | N/A | 210 | N/A | | |
| 40 | -10.93 | 100 | N/A | 160 | N/A | 220 | N/A | | |
| 50 | -12.45 | 110 | N/A | 170 | N/A | 230 | N/A | | |

| Time (ms) | Lateral Acceleration ($m/s^2$) | Time (ms) | Lateral Acceleration ($m/s^2$) | Time (ms) | Lateral Acceleration ($m/s^2$) | Time (ms) | Lateral Acceleration ($m/s^2$) | Time (ms) | Lateral Acceleration ($m/s^2$) |
|---|---|---|---|---|---|---|---|---|---|
| 0 | 0.0 | 60 | -19.92 | 120 | N/A | 180 | N/A | 240 | N/A |
| 10 | -21.45 | 70 | -9.19 | 130 | N/A | 190 | N/A | 250 | N/A |
| 20 | -56.69 | 80 | -1.53 | 140 | N/A | 200 | N/A | | |
| 30 | -16.86 | 90 | -7.66 | 150 | N/A | 210 | N/A | | |
| 40 | 1.53 | 100 | N/A | 160 | N/A | 220 | N/A | | |
| 50 | 0.0 | 110 | N/A | 170 | N/A | 230 | N/A | | |

## Pre-Crash Data

This section lists pre-crash data records stored on the vehicle's event data recorder.

| Time (sec) | Vehicle Speed (km/h) | Engine Speed (RPM) | Engine Throttle (%) | Accelerator Pedal (%) | Brake Status | Brake Oil Pressure (MPa) | Steering Angle (deg) | Gear Shifter | Longitudinal Acceleration ($m/s^2$) |
|---|---|---|---|---|---|---|---|---|---|
| -4.85 | 87 | 1400 | 12.0 | 11.0 | Off | 0.00 | 3.0 (Straight) | D | -0.14 |
| -4.35 | 87 | 1400 | 11.5 | 11.0 | Off | 0.00 | 4.5 (Straight) | D | -0.22 |
| -3.85 | 87 | 1300 | 11.5 | 11.0 | Off | 0.00 | 4.5 (Straight) | D | -0.07 |
| -3.35 | 87 | 1300 | 8.5 | 10.5 | Off | 0.00 | 3.0 (Straight) | D | -0.07 |
| -2.85 | 87 | 1300 | 12.5 | 13.5 | Off | 0.00 | 3.0 (Straight) | D | 0.00 |
| -2.35 | 87 | 1300 | 0.0 | 0.0 | Off | 0.00 | 1.5 (Straight) | D | -0.29 |
| -1.85 | 86 | 1300 | 0.0 | 0.0 | On | 0.67 | 1.5 (Straight) | D | -0.79 |
| -1.35 | 85 | 1300 | 0.0 | 0.0 | On | 0.58 | 1.5 (Straight) | D | -1.00 |
| -0.85 | 83 | 1300 | 0.0 | 0.0 | On | 0.91 | 1.5 (Straight) | D | -1.29 |
| -0.35 | 71 | 1000 | 0.0 | 0.0 | On | 12.14 | 54.0 (Left) | D | -5.53 |
| 0.00 | 69 | 1000 | 0.0 | 0.0 | On | 12.14 | 151.5 (Left) | D | N/A |

| Time (sec) | Yaw Rate (deg/s) | Cruise Control |
|---|---|---|
| -4.85 | 0.00 | Off |
| -4.35 | 0.49 | Off |
| -3.85 | 0.00 | Off |
| -3.35 | 0.49 | Off |
| -2.85 | 0.00 | Off |
| -2.35 | 0.00 | Off |
| -1.85 | 0.00 | Off |
| -1.35 | 0.00 | Off |
| -0.85 | 0.00 | Off |
| -0.35 | 9.76 | Off |

| | | |
|---|---|---|
| 0.00 | 8.78 | Off |

**NOTES**
Some pre-crash data elements have the following statuses:
1. Off: Not active, or disabled by the driver.
2. On: On standby and ready to intervene.
3. Engaged: Activated or actively controlling and intervening.

## Most Recent Event (2nd Impact)

Occurred 4 Ignition Cycles Ago. Ignition Cycle at Event: 1902. Ignition Cycle at Download: 1906.

## EDR Data Elements

This section contains a list of data items that may be supported by this vehicle. Note that an item being supported does not guarantee it will be recorded in a crash. Communication issues arising from a crash may interfere with the module's ability to receive and record data.

### Crash Pulse Details

| Data Item | Recording Time | Recorded Data |
|---|---|---|
| Longitudinal Delta-V [1] | Unavailable | Unavailable |
| Maximum Longitudinal Delta-V [2] | Unavailable | Unavailable |
| Time at Maximum Longitudinal Delta-V | Unavailable | Unavailable |
| Lateral Delta-V [1] | Unavailable | Unavailable |
| Maximum Lateral Delta-V [2] | Unavailable | -3.86 km/h |
| Time at Maximum Lateral Delta-V | Unavailable | Unavailable |
| Maximum Resultant Delta-V | Unavailable | Unavailable |
| Time at Maximum Resultant Delta-V | Unavailable | Unavailable |

### Pre-Crash Data

| Data Item | Recording Time | Recorded Data |
|---|---|---|
| Vehicle Speed | -4.85 to 0 sec | See Below |
| Accelerator Pedal | -4.85 to 0 sec | See Below |
| Service Brake Status | -4.85 to 0 sec | See Below |
| Engine Speed | -4.85 to 0 sec | See Below |
| Steering Wheel Angle | -4.85 to 0 sec | See Below |
| Anti-lock Brake System Status | -4.85 to 0 sec | Unavailable |
| Electronic Stability Control System Status | -4.85 to 0 sec | Unavailable |

### Event Record Details

| Data Item | Recording Time | Recorded Data |
|---|---|---|
| Event Type | Event | Side |
| Prior Event Type | Event | Front/Rear |
| Time from Pre-Crash Trigger | Event | 7 ms |
| Time from Pre-Crash to Trigger | Event | 350 ms |
| Ignition Cycle at Event | Event | 1902 |
| Ignition Cycle at Download | Download | 1906 |
| TRG Count | Event | 2 |
| Airbag Warning Light | -1.0 sec | Off |

### Seat Belt & Pretensioner Status

| Data Item | Recording Time | Recorded Data |
|---|---|---|

| | | |
|---|---|---|
| Driver Seat Belt Status | -1.0 sec | Buckled |
| Passenger Seat Belt Status | -1.0 sec | Buckled |
| Driver Seat at Foremost Position | -1.0 sec | No |
| Passenger Occupant Classification | -1.0 sec | AM50 (Not Child) |
| Passenger Pretensioner Deployment Time | Event | No Deployment |

### Airbag Status

| Data Item | Recording Time | Recorded Data |
|---|---|---|
| Driver Front Airbag 1st Stage Deployment Status | Event | Unavailable |
| Passenger Front Airbag 1st Stage Deployment Status | Event | Unavailable |
| Driver Front Airbag 2nd Stage Deployment Status | Event | Unavailable |
| Passenger Front Airbag 2nd Stage Deployment Status | Event | Unavailable |
| Driver Torso Airbag Deployment Status | Event | Unavailable |
| Passenger Torso Airbag Deployment Time | Event | No Deployment |
| Driver Side Curtain Airbag Deployment Status | Event | Unavailable |
| Passenger Side Curtain Airbag Deployment Time | Event | No Deployment |

**NOTES**
1. Longitudinal (or lateral) Delta-V is an array of recorded values that describes the crash pulse with respect to time.
2. Depending on the vehicle, the maximum longitudinal (or lateral) Delta-V value may not be present in the Delta-V array described above.

## Crash Pulse Data

This section shows retrieved crash pulse data in tabular format.

| Time (ms) | Lateral Acceleration ($m/s^2$) | | | | |
|---|---|---|---|---|---|
| | Sensor 1 | Sensor 2 | Sensor 3 | Sensor 4 | Floor Sensor |
| -21 | 12.8 | N/A | 0.0 | N/A | 9.6 |
| -17 | 0.0 | N/A | 0.0 | N/A | -5.7 |
| -13 | 0.0 | N/A | -12.8 | N/A | -30.6 |
| -9 | -12.8 | N/A | 0.0 | N/A | -23.0 |
| -5 | 0.0 | N/A | -12.8 | N/A | -21.1 |
| -1 | -12.8 | N/A | 12.8 | N/A | -49.8 |
| 3 | -38.3 | N/A | -12.8 | N/A | -9.6 |
| 7 | -51.1 | N/A | -12.8 | N/A | -69.0 |
| 11 | -38.3 | N/A | -25.5 | N/A | -7.7 |
| 15 | 0.0 | N/A | -25.5 | N/A | 11.5 |
| 19 | -12.8 | N/A | -38.3 | N/A | 0.0 |
| 23 | 0.0 | N/A | -51.1 | N/A | 13.4 |
| 27 | 0.0 | N/A | -51.1 | N/A | 0.0 |
| 31 | 0.0 | N/A | 0.0 | N/A | -3.8 |
| 35 | 12.8 | N/A | 25.5 | N/A | -36.4 |
| 39 | 12.8 | N/A | 12.8 | N/A | 0.0 |
| 43 | -12.8 | N/A | 12.8 | N/A | -28.7 |
| 47 | -12.8 | N/A | 0.0 | N/A | -17.2 |
| 51 | 12.8 | N/A | 12.8 | N/A | 15.3 |
| 55 | 12.8 | N/A | 25.5 | N/A | 7.7 |
| 59 | 0.0 | N/A | 12.8 | N/A | -11.5 |
| 63 | 0.0 | N/A | 0.0 | N/A | 0.0 |
| 67 | 12.8 | N/A | 0.0 | N/A | 1.9 |
| 71 | 0.0 | N/A | 0.0 | N/A | -11.5 |

## Pre-Crash Data

This section lists pre-crash data records stored on the vehicle's event data recorder.

| Time (sec) | Vehicle Speed (km/h) | Engine Speed (RPM) | Engine Throttle (%) | Accelerator Pedal (%) | Brake Status | Brake Oil Pressure (MPa) | Steering Angle (deg) | Gear Shifter | Longitudinal Acceleration ($m/s^2$) |
|---|---|---|---|---|---|---|---|---|---|
| -4.85 | 87 | 1400 | 12.0 | 11.0 | Off | 0.00 | 3.0 (Straight) | D | -0.14 |
| -4.35 | 87 | 1400 | 11.5 | 11.0 | Off | 0.00 | 4.5 (Straight) | D | -0.22 |
| -3.85 | 87 | 1300 | 11.5 | 11.0 | Off | 0.00 | 4.5 (Straight) | D | -0.07 |
| -3.35 | 87 | 1300 | 8.5 | 10.5 | Off | 0.00 | 3.0 (Straight) | D | -0.07 |
| -2.85 | 87 | 1300 | 12.5 | 13.5 | Off | 0.00 | 3.0 (Straight) | D | 0.00 |
| -2.35 | 87 | 1300 | 0.0 | 0.0 | Off | 0.00 | 1.5 (Straight) | D | -0.29 |
| -1.85 | 86 | 1300 | 0.0 | 0.0 | On | 0.67 | 1.5 (Straight) | D | -0.79 |
| -1.35 | 85 | 1300 | 0.0 | 0.0 | On | 0.58 | 1.5 (Straight) | D | -1.00 |
| -0.85 | 83 | 1300 | 0.0 | 0.0 | On | 0.91 | 1.5 (Straight) | D | -1.29 |
| -0.35 | 71 | 1000 | 0.0 | 0.0 | On | 12.14 | 54.0 (Left) | D | -5.53 |
| 0.00 | 69 | 1000 | 0.0 | 0.0 | On | 12.14 | 151.5 (Left) | D | N/A |

| Time (sec) | Yaw Rate (deg/s) | Cruise Control |
|---|---|---|
| -4.85 | 0.00 | Off |
| -4.35 | 0.49 | Off |
| -3.85 | 0.00 | Off |
| -3.35 | 0.49 | Off |
| -2.85 | 0.00 | Off |
| -2.35 | 0.00 | Off |
| -1.85 | 0.00 | Off |
| -1.35 | 0.00 | Off |
| -0.85 | 0.00 | Off |
| -0.35 | 9.76 | Off |
| 0.00 | 8.78 | Off |

**NOTES**
Some pre-crash data elements have the following statuses:
1. Off: Not active, or disabled by the driver.
2. On: On standby and ready to intervene.
3. Engaged: Activated or actively controlling and intervening.



# DATA LIMITATION AND SIGN CONVENTION

This section describes the limitations of the EDR data and the sign convention used in this report.

## Data Limitation

This section lists additional information about the EDR and its data.

## General Information

1. Pre-crash data is recorded in discrete intervals. Due to different refresh rates within the vehicle's electronics, the data recorded may not be synchronous to each other.
2. ACM data should be used in conjunction with other physical evidence obtained from the vehicle and the surrounding circumstances.
3. If any of the front passenger seat airbags, side airbags, or Curtain Shield Airbags have deployed, data will not be overwritten or deleted by the ACM following that event. If none of the airbags have deployed, the data of that event may be overwritten by a following event even if other airbags (pretensioner, rear seat airbag, etc.) have deployed.
4. If power supply to the ACM is lost during an event, all or part of the data may not be recorded.
5. "Diagnostic Trouble Codes" are information about faults when a recording trigger is established. Various diagnostic trouble codes could be set and recorded due to component or system damage during an accident.
6. The ACM records only diagnostic information related to the airbag system. It does not record diagnostic information related to other vehicle systems.
7. A manufacturer diagnostic tool can read detailed trouble codes from the airbag system, and diagnostic information from other systems.
8. However, in some cases, the diagnostic trouble codes of the airbag system recorded by the ACM when the event occurred may not match the diagnostic trouble codes read out when the diagnostic tool is used.

## Recorded Events

1. The ACM records data for all or some of the following accident types: frontal crash, rear crash, side crash, and rollover events. Depending on the installed ACM, data for side crash and/or rollover events may not be recorded.
2. This ACM records pre-crash data and post-crash data.
3. If a single event occurs independently, the data for that event is recorded on a one-to-one basis.
4. If multiple events occur successively (within a period of approximately 500ms), the establishment of the recording trigger for the first event is defined as the "pre-crash recording trigger". Pre-crash data for the first event and post-crash data for each successive event is then recorded.
5. The ACM has two recording pages (memory maps) to store pre-crash data. Additionally, to store post-crash data, the ACM has two recording pages for each accident type: two pages for frontal and rear crash, two pages for a side crash, and two pages for a rollover event.
6. The data recorded by the ACM includes correlating information between each previously occurring event (i.e., information that clarifies the collision event sequence). This correlation information consists of the following items.
   - Time from Pre-Crash Trigger
   - TRG Count
7. In frontal and rear collision events, the first point where a longitudinal cumulative Delta-V of over 0.8 km/h (0.5 mph) is reached is regarded as $t_0$ for the recorded data. In side impact collision and rollover events, the point in time at which the recording trigger is established is regarded as $t_0$ for the recorded data.
8. The recording trigger judgment threshold value differs depending on the collision type (i.e., frontal crash, rear crash, side crash, or rollover event).
9. Some of the data recorded by the ACM is transmitted to the ACM from various vehicle control modules by the vehicle's Controller Area Network (CAN).
10. The ACM part number printed on the module label may not always match the part number reported here. The part number read from the module should be treated as the official ACM part number.
11. In frontal and rear collision events, the record time varies depending on the period during which a longitudinal cumulative Delta-V of over 0.8 km/h (0.5 mph) is reached, and time series data is recorded for up to 250 ms.

## Data Definitions

1. The "On" setting for the "Freeze Signal" indicates a state in which the non-volatile memory can not be overwritten or deleted by the ACM. After "Freeze Signal" has been turned On, subsequent events will not be recorded.
2. If the "Passenger Occupant Classification" displays "Child" or "Not Occupied", "Torso Airbag Deployment Time" and "Pretensioner Deployment Time" may indicate a time even if deployment did not occur for the following part numbers:
   - 89170-07280, 35400, 35410, 35470, 42660, 0R120, 0R080, 0R081, 0R150
3. "Engine Speed" indicates the number of engine revolutions, not the number of motor revolutions. The recorded value has an upper limit of 12,800 rpm. Resolution is 100 rpm and the value is rounded down and recorded. For example, if the actual engine speed is 799 rpm, the recorded value will be 700 rpm.
4. If the electric vehicle is using a calculated/virtual engine RPM for drivetrain control, "Engine Speed" may be recorded, but should not be used during data analysis.
5. The upper limit for the recorded "Vehicle Speed" value is 200 km/h (125mph). Resolution is 1km/h (0.6mph) and the value is rounded down and recorded.
6. The accuracy of the "Vehicle Speed" value can be affected by various factors. These include, but are not limited to, the following.
   - Significant changes in the tire’s rolling radius

- Wheel lock and wheel slip

7. "Accelerator Pedal" has two recording specifications. Both recorded values increase as the driver depresses the accelerator.
   - Percentage of accelerator pedal depressed (recorded as 0-100(%)).
   - Output voltage of accelerator pedal module (recorded as 0-5(V)).
8. In M/T vehicles of some limited models, "Gear Shifter" may display "D" regardless of the actual shift position.
9. Depending on the type of occupant sensor installed in the vehicle, one of the following three recording formats for "Passenger Occupant Classification" will be utilized.
   - Occupied / Not Occupied
   - AM50 / AF05 / Child / Not Occupied
   - AM50 / AF05 / Child or Not Occupied
10. "Cruise Control" indicates whether the cruise control system is actuated or not. OFF indicates that the cruise control system is not actuated, but can also indicate that the vehicle is not equipped with the system.
11. "Airbag Warning Light", "Ignition Cycle at Event", "Driver Seat at Foremost Position", "Passenger Occupant Classification", "Driver Seat Belt Status", "Passenger Seat Belt Status" and "Passenger Airbag Suppressed" indicate the state approximately 1 second before $t_0$. They may not always indicate the state at the moment of collision.
12. The upper and lower limits for the recorded value of "Motor Speed" are 17,500 rpm and -7,500 rpm respectively. Resolution is 100 rpm and the value is rounded down and recorded.
13. "Brake Oil Pressure" has an upper limit of 12.14 MPa. In the case of a vehicle that has no VSC system, "0 MPa" or "N/A" may be displayed.
14. Pre-crash "Longitudinal Acceleration" comes from the VSC sensor and has upper and lower limits for the recorded value of 8.973 $m/s^2$ and -8.973 $m/s^2$ respectively. This acceleration sensor does not sense collisions.
15. "Longitudinal Delta-V" indicates the change in forward speed after $t_0$. This does not refer to vehicle speed, and it does not include the change in speed during the period from the start of the actual collision to establishment of the $t_0$.
16. "TRG Count" indicates a calculated value of the number of times recording triggers have been established for all crash types. The sequence in which each event occurred can be verified from the "TRG Count". The smaller the "TRG Count" value, the older the data. The upper limit for the recorded value is 65,533 times. When more than one event reaches the upper limit, the actual "TRG Count" may be greater than what is displayed for that event.
17. Resolution of the "Time from Pre-Crash to Trigger" is 50 [ms], and the value is rounded up and recorded.
18. N/A and Unavailable mean the EDR did not record a valid value, for example because a signal was missing or out of range, or that the element is not reported for this vehicle.

## Sign Convention

This section should be considered as if you are sitting inside the vehicle and facing forward.

| Data Item | Positive | Negative |
|---|---|---|
| Longitudinal Delta-V & Acceleration | Rear Impact | Front Impact |
| Lateral Delta-V & Acceleration | Left Impact | Right Impact |
| Normal Acceleration | Downward | Upward |
| Roll Angle & Rate | Clockwise / Roll to Right | Counterclockwise / Roll to Left |
| Steering Wheel Angle | Left Turn | Right Turn |

## HEXADECIMAL DATA

1100
1010

This section contains the unprocessed, raw hexadecimal data retrieved from the Event Data Recorder. The date of data collection was 2023-04-27.

```
BC  64  00  01

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30  34  37  31  30  30  30  30  33  38  30  30  30  33  38  30  30  30  34  31  30  30  30  34  31  30  30  30  34  37  30  30
30  34  37

02  02  01  01


01
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06

03

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80 00 00 01

04 A0

C0 00 E0 01

FF FF F0 01

04 05 E8 00 E2 60 28 00 03 C0 03 C0 00 00 00 00 03 C0 03 C0 00 00 00 00 1F 40 29 B1 85 5F C8 00
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# Event Data Disclaimer

Airbag ECU data should be used in conjunction with other physical evidence obtained from the vehicle and the surrounding circumstances. It is important to note that if a vehicle was spinning or rolling surrounding the collision, then the report's speed measurements would not accurately reflect the actual speed of the vehicle during/after it lost control; the speed measurement is typically based on the wheel speed sensor. Signs of this type of anomaly would be rapid changes in speed between the brief timing intervals. The reported speed may be an average of the four wheels; thus could also be skewed by spinning wheels. In combination with scene evidence, an expert could assess the vehicle speed recorded by the EDR by analyzing the data, using methods such as EDR data analysis, accident reconstruction, or engineering analysis.

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