COUNT	DATE	OFFENCE	FACTS	COMPLAINANT	AMOUNT
			1. Amphetamine 0.09mg/kg 2. Methylamphetamine 0.87mg/kg 3. Benzoylecgonine 0.06 mg/kg 4. Fentanyl 0.007mg/kg 5. Ketamine 0.22mg/kg Doctor Nelle van Buuren, Forensic Medical Officer with Queensland Health, states methylamphetamine is broken down in the body to amphetamine and benzoylecgonine is a metabolite of cocaine. The presence of amphetamine, methylamphetamine and benzoylecgonine in the defendant's blood can be explained by the consumption of methylamphetamine and cocaine. The absence of a measureable concentration of cocaine makes it likely that the cocaine was consumed a considerable time before the defendant provided the blood sample. It is further likely that the presence of fentanyl and ketamine is due to the medications administered by the paramedics at the crash scene. Dr van Burren opines that the indicia noted by paramedics, namely agitation, combativeness and high anxiety could be attributable to either : (i) the release of stimulatory hormones, such as adrenaline, by the defendant's body in response to his injuries and the crash; or (ii) the effect of the methylamphetamine and amphetamine. Dr van Burren is of the view that the cause of the noted indicia cannot be distinguished between these two possibilities. Dr van Burren is also of the view that there are two possible explanations for the driving behaviour. These are : (i) methylamphetamine/amphetamine intoxication. However it is not possible to predict this from the measured blood concentrations; or (ii) the "crash" phase of methylamphetamine/amphetamine consumption, which is characterised by somnolence and fatigue. Dr van Burren's conclusion is that although one explanation of the defendant's manner of driving could be the effects of methylamphetamine and amphetamine, the measured concentrations of these substances in his blood sample are not able to be used to predict impairment. *The defendant has been charged with 1x driving whilst relevant drug is present in blood/saliva which is currently listed for mention in Beenleigh Magistrates Court on 18.05.15.* <u>Mechanical Inspections</u> The defendant's vehicle was examined by a police mechanic on 11 June 2014. The mechanic's findings can be summarised as follows :		

COUNT	DATE	OFFENCE	FACTS	COMPLAINANT	AMOUNT
			• Impact damage consistent with a head-on collision; • The driver's seatbelt failed during the course of the collision, whilst it was being worn. It failed possibly because of its age and the way it which it was worn. The damage is consistent in part with the belt having been ill-fitted through the loop of the seatbelt clasp; i.e. it was not sitting flat and smooth for its full width through the loop. • The rear tyres were in a potentially dangerous tread condition. Both rear tyres were worn to expose the construction layers of their inner tread bands. The majority of the remaining tread widths were devoid of satisfactory tread depth. • The mechanic is of the view that the vehicle appeared to be in a satisfactory mechanical condition with no mechanical defects that would have contributed to the cause of the collision. The Toyota was also examined on the same date. The mechanic is of the view that the vehicle was in a satisfactory mechanical condition and did not have any mechanical defects that could have contributed to the cause of the collision. <u>Recorded Interview</u> On 22 July 2014 the defendant participated in a recorded interview with police. He stated that he had held a Driver's License since he was seventeen. He admitted being the driver of the white BMW sedan, which he bought about 1 month prior to the collision. A roadworthy certificate had been issued at the time of purchase. He acknowledged that the collision was head-on and at the time of the collision his vehicle was on the incorrect side of the road. He could not explain why his vehicle was on the wrong side of the road. He stated that he had been travelling from a mates place in Sumner Park to home at Mount Tamborine at the time of the collision. He had never travelled on that road before. The defendant appeared to be vague and have little recollection of the collision itself. He recalls sneezing a few times and then before he knew it he was on the wrong side of the road and it was too late to do anything about it. He recalls the vehicles colliding in the manner described above. [redacted] sch. 4/3/3 medical information		

COUNT	DATE	OFFENCE	FACTS	COMPLAINANT	AMOUNT
			[redacted] sch. 4/3/3 medical information The defendant was served with a complaint and summons on 5 September 2014.		

Justices Act 1886

I acknowledge by virtue of section 110A (6C) (c) of the Justices Act 1886 that:

1. *This written statement by me dated 20 April 2015 and contained in the pages numbered 1 to 2 is true to the best of my knowledge and belief: and*
2. *I make this statement knowing that, if it were admitted as evidence, I may be liable to prosecution for stating in it anything that I know is false.*

(Signature)

Signed at Brisbane this Monday, 20 April 2015.

Justices Act 1886

I acknowledge by virtue of section 110A (6C) (c) of the Justices Act 1886 that:

(1) This written statement by me dated 24/7/2014 and contained in the pages numbered 1 to page 8 is true to the best of my knowledge and belief; and

(2) I make this statement knowing that, if it were admitted as evidence, I may be liable to prosecution for stating in it anything that I know is false.

Signature .....Dr Nelle van Buuren

Signed at Southport this 24th day of July, 2014.

Dr Nelle van Buuren
Thomas Owen King
24/7/2014

I inspected the throttle assembly and saw that the throttle pedal was grossly misaligned due to impact. I found that the throttle shaft was in the idle position at the time of my inspection. I found that all throttle components were connected and operational, and the throttle shaft returned to the idle position when tested manually.

I inspected the drivers seatbelt and it appeared to have failed during the course of this impact, whilst being worn. The location, tearing damage, puckering, burnishing and deformation found with this seatbelt is consistent in part with the belt having been ill-fitted through the loop of the seatbelt clasp i.e. the belt did not appear to have been sitting flat and smooth for its full width through this loop, moreso possibly folded onto itself across a section of its width.

I inspected the brakes which were a hydraulic equipped, dual circuit, anti-locking (ABS) four-wheel disc brake system with a single reservoir emptied of brake fluid as a result of impact. I saw that the brake pedal, master cylinder and brake booster were misaligned as a result of impact but still able to be applied. I tested the brakes and found that the vehicle had a full and hard pedal that operated at all road wheels. I saw that all brake pads were of a satisfactory thickness and found no other obvious or apparent leaks from the hydraulic system.

I examined the steering and saw that the steering wheel and steering column were grossly misaligned due to impact, and the intermediate steering shaft was grossly bent also as a result of impact. I found that all steering components were connected and operational however I was unable to test for full lock-to-lock operation due to the extensive nature of the impact damage.

I checked the suspension and found that the front suspension assembly was misaligned due to front chassis rail and inner guard impact damage, pushing both front lower wishbones rearwards through the rearmost pivot joints. I saw that all other suspension components were connected and that all other suspension components were in an operational condition.

I inspected the brakes which were a hydraulic equipped, dual circuit, disc brake front and drum brake rear system with a single reservoir full of brake fluid. I tested the brakes and found that the vehicle had a full and hard pedal that operated at all road wheels. I saw that all brake pads and linings were of a satisfactory thickness and found no obvious or apparent leaks from the hydraulic system.

I examined the steering and saw that the right tie rod was bent due to impact. I saw that all steering components were connected and operational.

I checked the suspension and found that the right front suspension assembly was misaligned rearwards as a result of chassis rail impact damage. The front crossmember was bent and the left pivot bracket of the swaybar partially torn away, also due to impact. I saw that all other suspension components were connected and that all other suspension components were operational.

I inspected the electrical system and found that all of the front lamps were smashed, missing and/or misaligned as a result of impact, with the left front parklamp, right bullbar mounted parklamp, both low beam headlamps, the left high beam headlamp and the right bullbar mounted indicator inoperative as a result. I saw that all other external lamps, the horn and windscreen wipers were intact and operational.

I inspected the wheels and saw that the right front tyre was deflated due to a clean tear sustained to the outer tyre sidewall and the partial separation of the inner tyre sidewall from the inner rim flange, all as a result of impact. I saw that all other tyres were inflated and that all tyres were of a satisfactory tread depth.

I am of the opinion that this vehicle was in a satisfactory mechanical condition at the time of my inspection. There were no mechanical defects found by me that could have contributed to the cause of any incident.

S B MAJOR
Vehicle Inspection Unit

Justices Act 1886

I acknowledge by virtue of section 110A(6C)(c) of the Justices Act 1886 that:

(1) This written statement by me dated 13/6/14 and contained in pages numbered 1 to 5 is true to the best of my knowledge and belief; and

(2) I make this statement knowing that, if it were admitted as evidence, I may be liable to prosecution for stating in it anything that I know is false.

.....Signature

Signed at Ayr this 13th day of June 2014.

- Some of the data recorded by the airbag ECU is transmitted to the airbag ECU from various vehicle control modules by the vehicle's Controller Area Network (CAN).
- In some cases, the airbag ECU part number printed on the ECU label may not match the airbag ECU part number that the CDR tool reports. The part number retrieved by the CDR tool should be considered as the official ECU part number.

Data Element Sign Convention:
The following table provides an explanation of the sign notation for data elements that may be included in this CDR report.

Data Element Name	Positive Sign Notation Indicates
Max. Longitudinal Delta-V	Forward
Longitudinal Delta-V	Forward
Max. Lateral Delta-V , B-Pillar Sensor	Outside to Inside
Max. Lateral Delta-V , C-Pillar Sensor	Outside to Inside
Max. Lateral Delta-V , Slide Door Sensor	Outside to Inside
Lateral Delta-V , B-Pillar Sensor	Outside to Inside
Lateral Delta-V , C-Pillar Sensor	Outside to Inside
Lateral Delta-V , Slide Door Sensor	Outside to Inside
Lateral Delta-V , Airbag ECU Sensor	Outside to Inside
Roll Angle Peak	Clockwise Rotation
Roll Angle	Clockwise Rotation
Lateral Acceleration , Airbag ECU Sensor *	Right to Left

* For sensing a rollover

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 airbag ECU. After "Freeze Signal" has been turned ON, subsequent events will not be recorded.
- "Recording Status" indicates a state in which all recorded event data has been written into the non-volatile memory, or a state in which this process was interrupted and not fully written into the non-volatile memory. If "Recording Status" is "Incomplete", recorded event data may not be valid.
- "Time to Deployment Command" indicates the time between recording trigger establishment and the determination of airbag deployment. This value may differ from the actual time it takes for the airbag to fully deploy.
- Even if an airbag/pretensioner did not deploy due to the "front passenger airbag disable switch and/or "RSCA Disable Switch" in the ON position or other disabling criteria are met, the "Time to deployment command" data element for that airbag/pretensioner may still be recorded.
- "Engine RPM" indicates the number of engine revolutions, not the number of motor revolutions. The recorded value has an upper limit of 5,200 rpm. Resolution is 400 rpm and the value is rounded down and recorded. For example, if the actual engine speed is 799 rpm, the recorded value will be 400 rpm.
- The upper limit for the recorded "Vehicle Speed" value is 122 km/h (75.8mph). Resolution is 2km/h (1.2mph) and the value is rounded down and recorded. The accuracy of the "Vehicle Speed" value can be affected by various factors. These include, but not limited, to the following.
  - Significant changes in the tire's rolling radius
  - Wheel lock and wheel slip
- "Accelerator Rate" value is recorded as a voltage. The voltage increases as the driver depresses the accelerator.
- The "Drive" setting for the "Shift Position" value indicates the shift position state is other than "R,"(Reverse), "N" (Neutral), or "P" (Park).
- Depending on the type of occupant sensor installed in the vehicle, one of the following three recording formats for "Occupancy Status, Passenger" will be utilized.
  - Occupied / Not Occupied
  - Adult / Child / Not Occupied
  - AM50 / AF05 / Child / Not Occupied
- "Ignition Cycle Since DTC was Set" records the cumulative amount of times that the ignition is switched ON after an airbag system diagnostics code was set for the first time.
- "Air Bag Warning Lamp ON Time Since DTC was Set" records the total time that the ignition has been switched ON after the warning lamp was illuminate, due to an airbag system fault, for the first time. The resolution is 15 minutes, and the value is rounded down and recorded.
- "Longitudinal Delta-V" indicates the change in forward speed after establishment of the recording trigger. 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 recording trigger.
- "Roll Angle peak" may not always match the peak value within the "Roll Angle" sampling points due to differences in data calculation method.
- For "Lateral Delta-V", the sensor location (B-pillar, front door, C-pillar, and slide door) shows the outline of a typical sensor position. Sensory location can be confirmed using the repair manual.
- "Time from Previous Pre-Crash TRG" indicates the time between the establishment of an event's pre-crash recording trigger to the establishment of a more recent event's pre-crash recording trigger. The upper limit for the recorded value is 16,381 milliseconds. In the event of establishment of the first pre-crash recording trigger after the ignition is switched ON, the upper limit value(max value) is recorded.
- "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.
- "Linked Pre-Crash Page" is used to link 'paged" pre-crash data with 'paged" post-crash data. When old pre-crash data is overwritten by new pre-crash data, the "Linked Pre-Crash Page" value may record a page number that is not actually linked.
- Resolution of the "Time from Pre-Crash to TRG" is 100 [ms], and the value is rounded down and recorded.

System Status at Time of Retrieval

ECU Part Number	89170-0K140
ECU Generation	04EDR
Recording Status, All Pages	Complete
Freeze Signal	ON
Freeze Signal Factor	None
Diagnostic Trouble Codes Exist	No
Time from Previous Pre Crash TRG (msec)	16381 or greater
Latest Pre-Crash Page	0
Contains Unlinked Pre-Crash Data	No

Event Record Summary at Retrieval

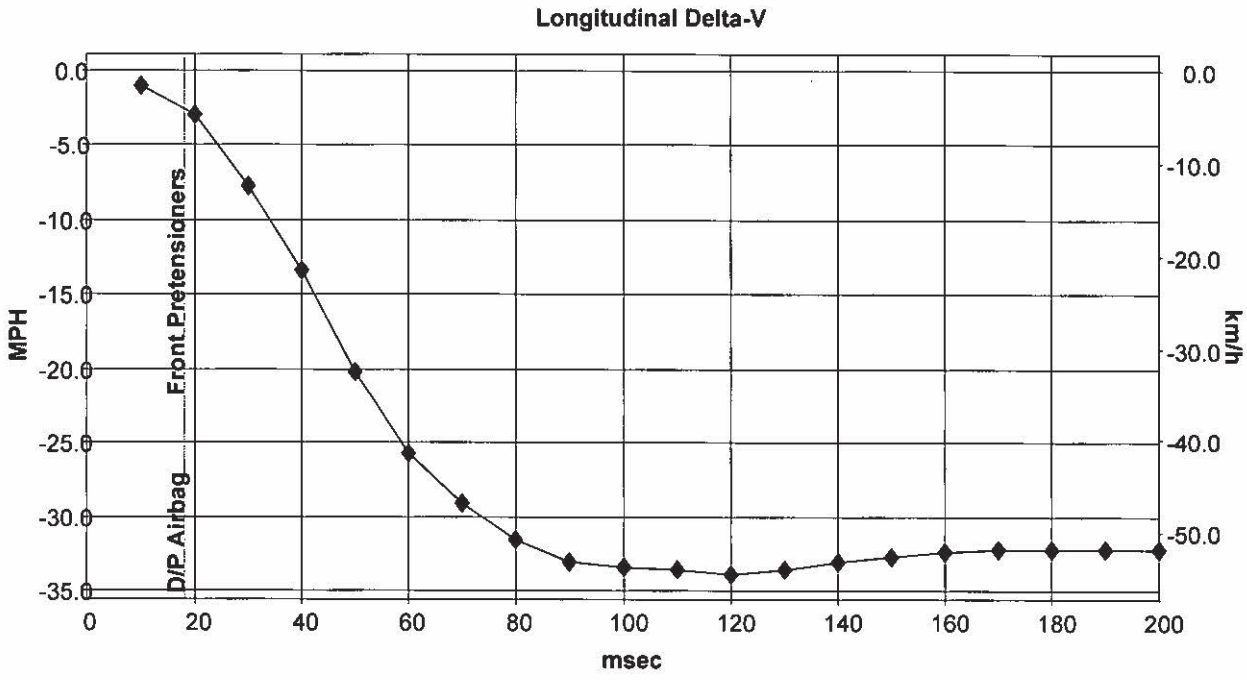
Events Recorded	TRG Count	Crash Type	Time (msec)	Pre-Crash & DTC Data Recording Status	Event & Crash Pulse Data Recording Status
Most Recent Event	3	Front/Rear Crash	0	Complete (Page 0)	Complete (Front/Rear Page 0)
1st Prior Event	2	Front/Rear Crash	-16381 or greater	Complete (Page 1)	Complete (Front/Rear Page 1)

System Status at Event (Most Recent Event, TRG 3)

Recording Status, Front/Rear Crash Info.	Complete
Crash Type	Front/Rear Crash
TRG Count (times)	3
Previous Crash Type	No Event
Time from Pre-Crash TRG (msec)	0
Linked Pre-Crash Page	0
Time to Deployment Command, Front Airbag, Driver (msec)	18
Time to Deployment Command, Front Airbag, Passenger (msec)	18
Event Severity Status, Driver	Level 3
Event Severity Status, Passenger	Level 3
Time to Deployment Command, Pretensioner (msec)	18

Longitudinal Crash Pulse (Most Recent Event, TRG 3 - table 1 of 2)

Recording Status, Time Series Data	Complete
Max Longitudinal Delta-V (MPH [km/h])	-33.9 [-54.6]



Longitudinal Crash Pulse (Most Recent Event, TRG 3 - table 2 of 2)

Time (msec)	Longitudinal Delta-V (MPH [km/h])
10	-1.0 [-1.7]
20	-2.9 [-4.7]
30	-7.7 [-12.4]
40	-13.4 [-21.5]
50	-20.2 [-32.6]
60	-25.7 [-41.4]
70	-29.1 [-46.9]
80	-31.5 [-50.8]
90	-33.1 [-53.2]
100	-33.4 [-53.8]
110	-33.6 [-54.1]
120	-33.9 [-54.6]
130	-33.6 [-54.1]
140	-33.1 [-53.2]
150	-32.7 [-52.7]
160	-32.4 [-52.1]
170	-32.2 [-51.9]
180	-32.2 [-51.9]
190	-32.2 [-51.9]
200	-32.2 [-51.9]

DTCs Present at Time of Event (Most Recent Event, TRG 3)

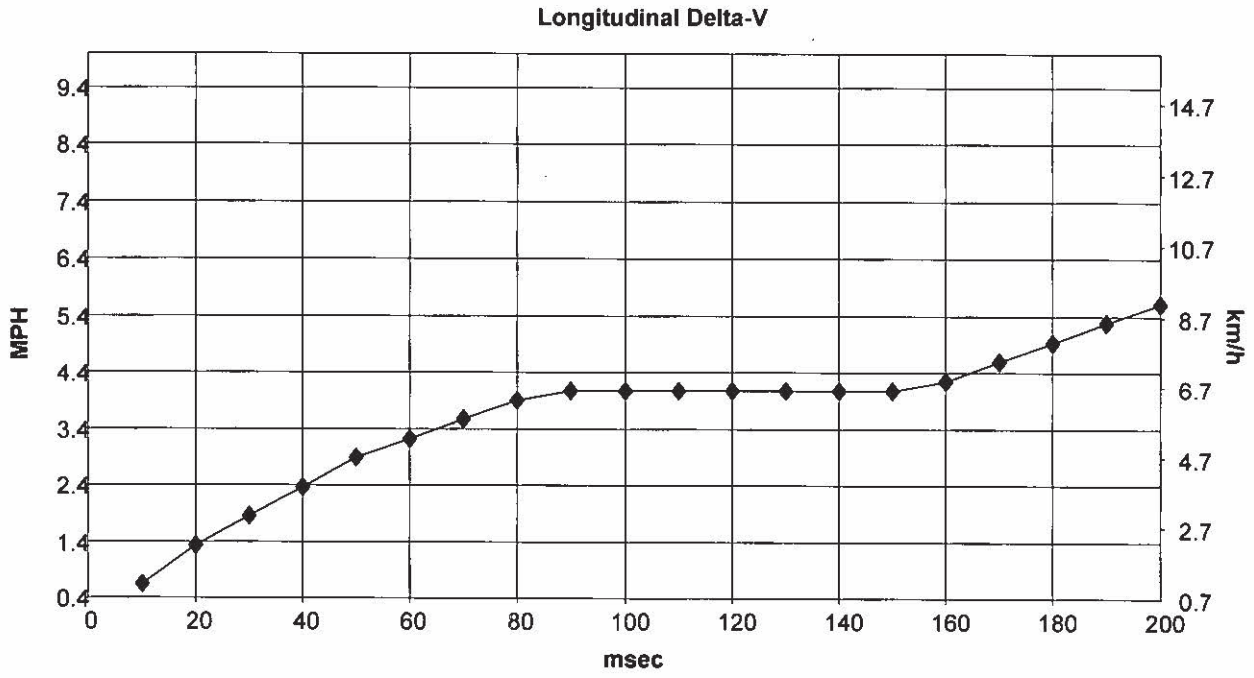
Recording Status, Diagnostic	Complete
Ignition Cycle Since DTC was Set (times)	0
Airbag Warning Lamp ON Time Since DTC was Set (min)	0
Diagnostic Trouble Codes	None

System Status at Event (1st Prior Event, TRG 2)

Recording Status, Front/Rear Crash Info.	Complete
Crash Type	Front/Rear Crash
TRG Count (times)	2
Previous Crash Type	No Event
Time from Pre-Crash TRG (msec)	0
Linked Pre-Crash Page	1
Time to Deployment Command, Front Airbag, Driver (msec)	Not Commanded
Time to Deployment Command, Front Airbag, Passenger (msec)	Not Commanded
Event Severity Status, Driver	N/A
Event Severity Status, Passenger	N/A
Time to Deployment Command, Pretensioner (msec)	Not Commanded

Longitudinal Crash Pulse (1st Prior Event, TRG 2 - table 1 of 2)

Recording Status, Time Series Data	Complete
Max Longitudinal Delta-V (MPH [km/h])	5.7 [9.1]



Longitudinal Crash Pulse (1st Prior Event, TRG 2 - table 2 of 2)

Time (msec)	Longitudinal Delta-V (MPH [km/h])
10	0.7 [1.1]
20	1.4 [2.2]
30	1.9 [3.0]
40	2.4 [3.9]
50	2.9 [4.7]
60	3.3 [5.2]
70	3.6 [5.8]
80	3.9 [6.3]
90	4.1 [6.6]
100	4.1 [6.6]
110	4.1 [6.6]
120	4.1 [6.6]
130	4.1 [6.6]
140	4.1 [6.6]
150	4.1 [6.6]
160	4.3 [6.9]
170	4.6 [7.4]
180	5.0 [8.0]
190	5.3 [8.6]
200	5.7 [9.1]

DTCs Present at Time of Event (1st Prior Event, TRG 2)

Recording Status, Diagnostic	Complete
Ignition Cycle Since DTC was Set (times)	0
Airbag Warning Lamp ON Time Since DTC was Set (min)	0
Diagnostic Trouble Codes	None

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.

```
PIDs          PID    Data
               00    AC 00 00 01
               01    00
               03    30 4B 31 34 30 30 30 30 30 32 30 30 30 30 32
               05    02
               06    02
               20    80 00 C0 01
               21    00 11
               31    03 01 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
                     00 00 00 00 00 00 00 00 00 00 00 00 00 00
               32    03 01 06 06 00 00 00 00 00 00 00 00 17 00 00 00 00 00 00 11 00 00
                     00 00 00 00 00 00 00 00 00 00 00 00 00 00 41 44 78 7C 42 40
               40    80 00 00 01
               41    63 08 00 D3 00 00 00 00
               60    00 00 00 01
               80    00 00 00 01
               A0    00 00 00 01
               C0    00 00 00 01
               E0    C0 10 00 00
               E1    06
               E2    00 5B 1F 11 00
               EC    FF

EEPROM     Address   Data (-- = data not imaged from ECU)
                          (** = no response from ECU)

                0    -- -- -- -- -- -- -- -- -- -- -- -- -- -- -- --
               10    -- -- -- -- -- -- -- -- -- -- -- -- -- -- -- --
               20    -- -- -- -- -- -- -- -- -- -- -- -- -- -- 00 00
               30    00 00 00 00 3F FD 00 00 A5 03 00 02 00 00 00 00
               40    00 00 00 00 00 00 00 00 00 00 00 00 00 00 -- --
               50    -- -- -- -- -- -- -- -- -- -- -- -- -- -- -- --
               60    -- -- -- -- -- -- -- -- -- -- -- -- -- -- -- --
               70    -- -- -- -- -- -- -- -- -- -- -- -- -- -- -- --
               80    -- -- -- -- -- -- -- -- -- -- -- -- -- -- -- --
               90    -- -- -- -- -- -- -- -- -- -- -- -- -- -- -- --
               A0    -- -- -- -- 06 0B 1C 21 28 20 14 0E 09 02 01 02
               B0    FE FD FE FE FF 00 00 00 06 65 00 00 00 03 E0 00
               C0    12 12 33 00 FC FC FD FD FD FE FE FE FF 00 00 00
               D0    00 00 00 FF FE FE FE FE 00 00 00 00 00 02 E4 00
               E0    FE FE 00 00
```

Disclaimer of Liability

The users of the CDR product and reviewers of the CDR reports and exported data shall ensure that data and information supplied is applicable to the vehicle, vehicle's system(s) and the vehicle ECU. Robert Bosch LLC and all its directors, officers, employees and members shall not be liable for damages arising out of or related to incorrect, incomplete or misinterpreted software and/or data. Robert Bosch LLC expressly excludes all liability for incidental, consequential, special or punitive damages arising from or related to the CDR data, CDR software or use thereof.


No. K 013430

QPB 21
82000175

OFFICIAL POLICE NOTEBOOK

Issued to: Dale PEACOCK No.: 82546

Station: BROWNS PLAINS 0644

Date: 08/06/14

By: M. HOLLEY No.: 26717

08/06/14
(Signature of Recipient) (Date)

COMPLETED AND HANDED IN TO THE OFFICER IN CHARGE OF POLICE

At: _____ No.: _____

On: _____

Signed: _____

Received by: _____ No.: _____

_____
(Signature of Officer In Charge) (Date)

No. K 013430