

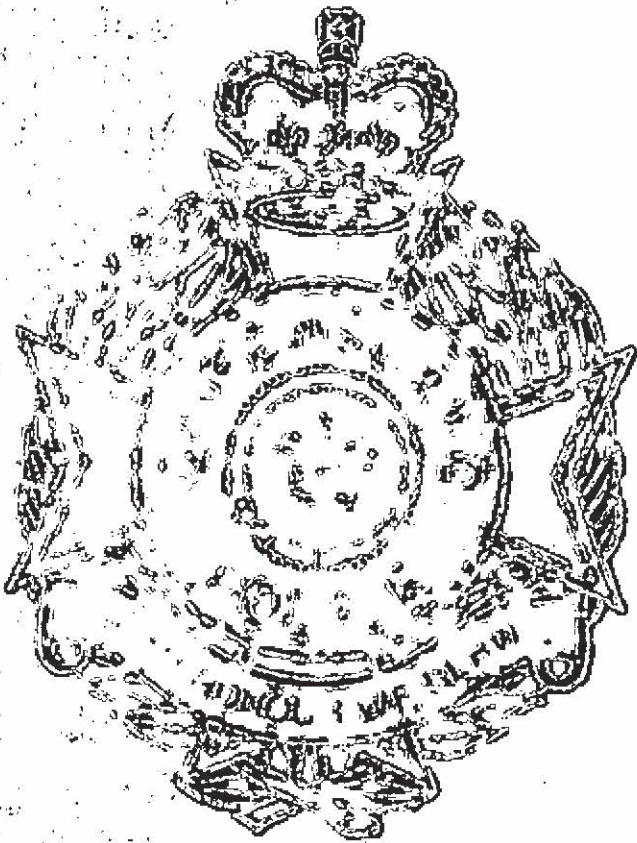
Justices Act 1886

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.



no. K C 12430

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

[Signature] (Signature of Recipient) 08/06/14 (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

- 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.

05004_ToyotaF-TEN_r022

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

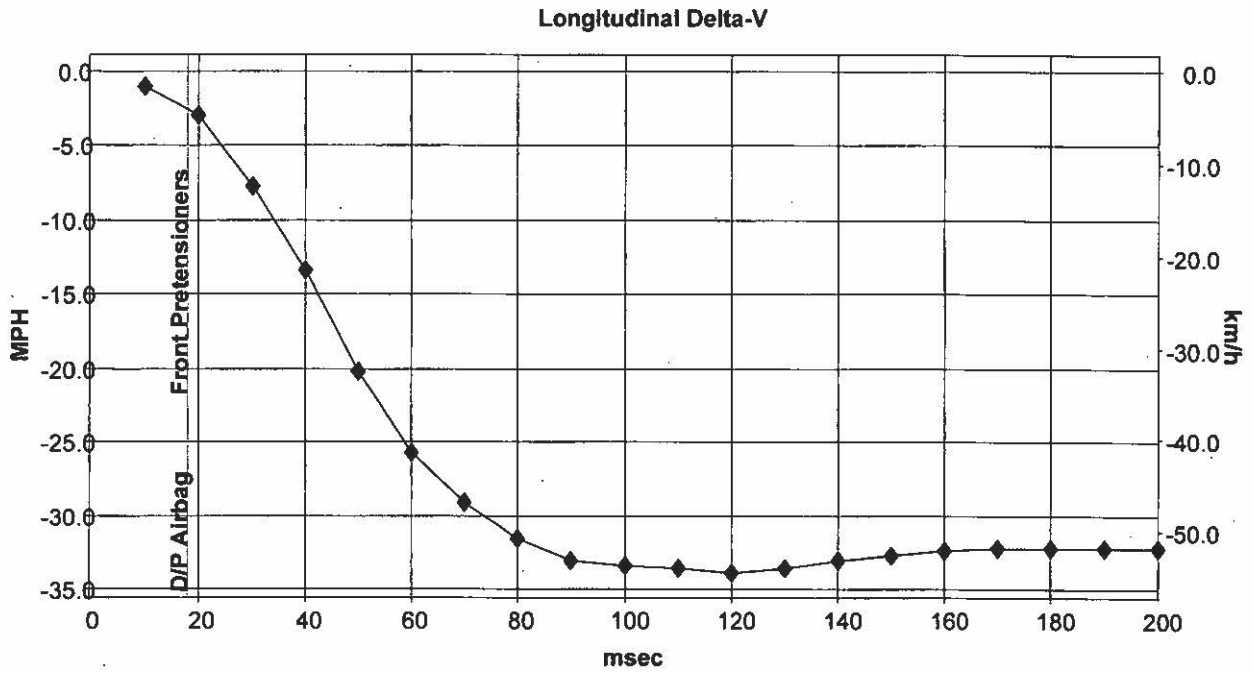
Events Recorded	TRG Count	Crash Type	Time (msec)	Pre-Crash & DTC Data Recording Status	Event & Crash Pulse Data Recording Status
Most Recent Event	3	Front/Rear Crash	0	Complete (Page 0)	Complete (Front/Rear Page 0)
1st Prior Event	2	Front/Rear Crash	-16381 or greater	Complete (Page 1)	Complete (Front/Rear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

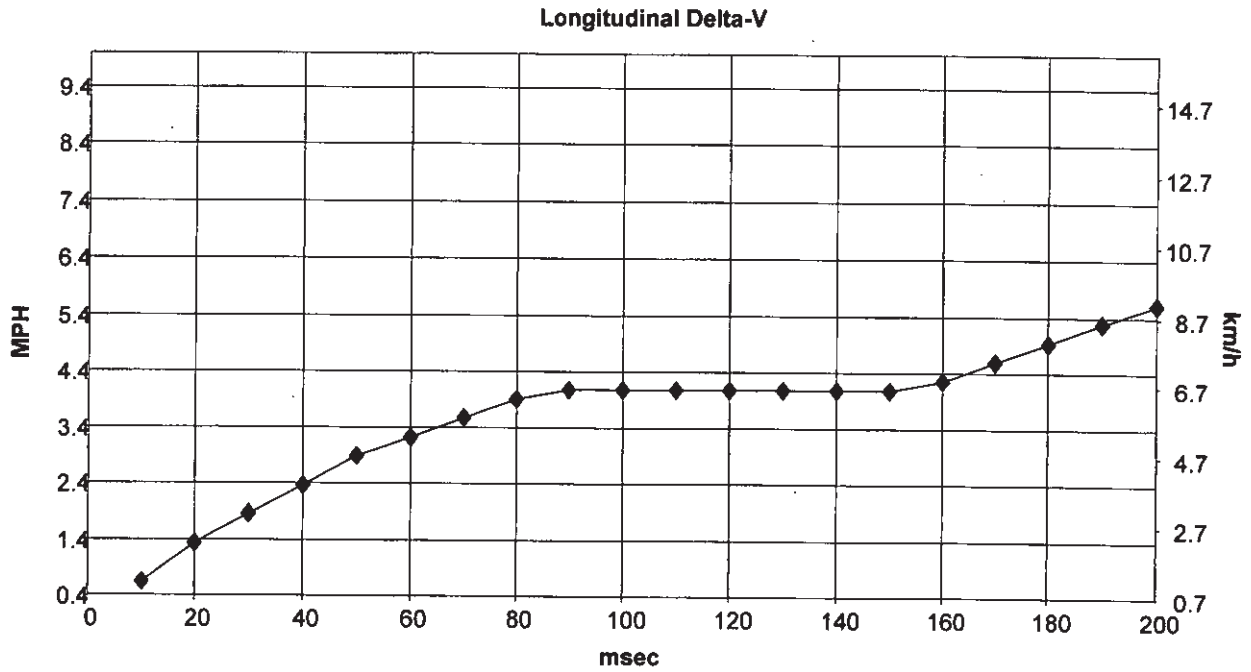


System Status at Event (1st Prior Event, TRG 2)

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

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.



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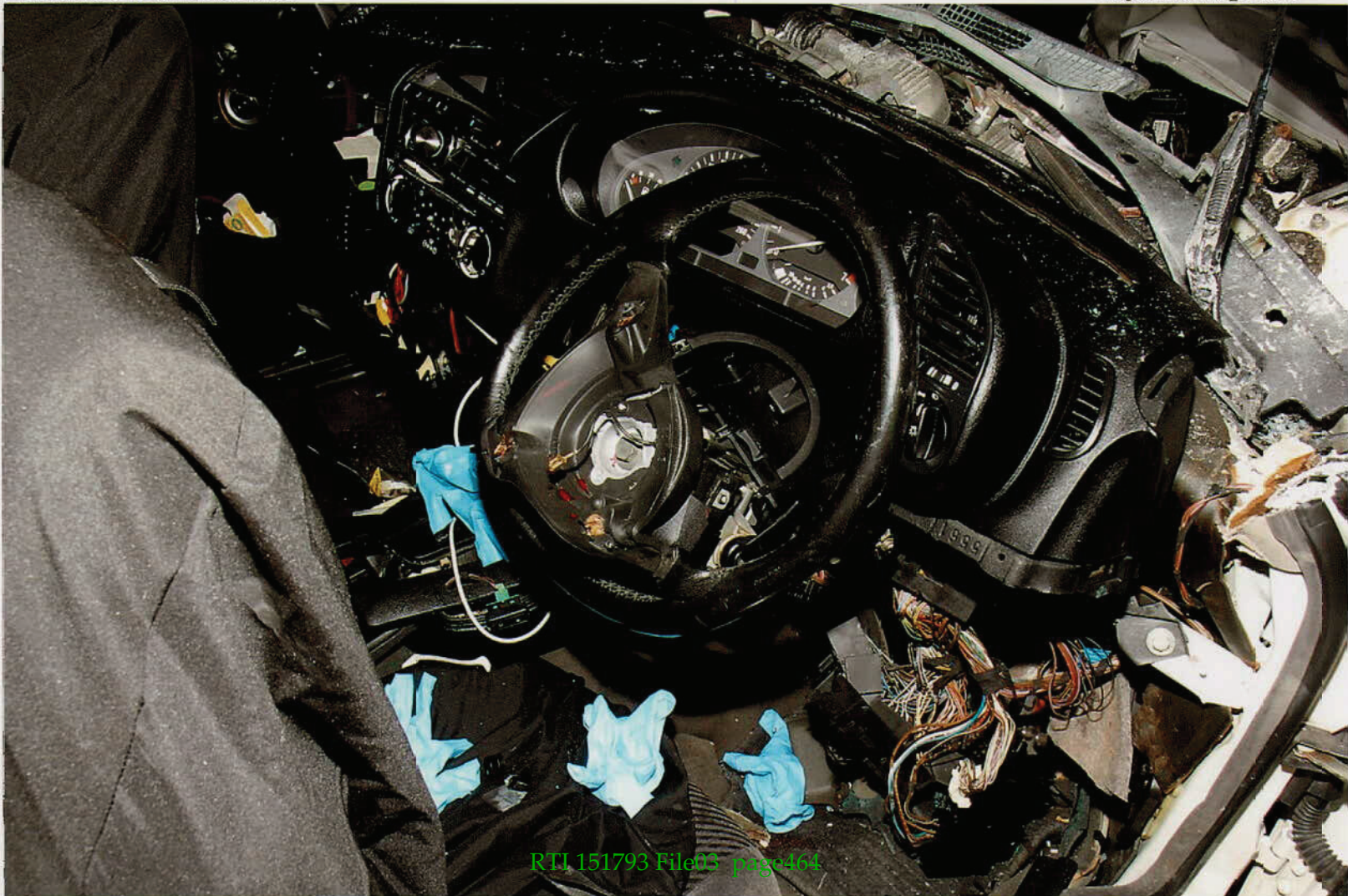
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