



PIA PERSONAL INJURY ACCIDENT

INCIDENT - PIA PERSONAL INJURY ACCIDENT  
PLYMOUTH RD & GREEN RD, ANN ARBOR MI

E/O  
 RECEIVER: WDDELACRUZA  
 DISPATCHER: WDALVESL  
 ORIGIN: 911  
 -CAL- 19:07:46  
 -RCV- 19:08:15  
 -DIS- 19:21:00  
 -ARV- 19:21:07  
 -CLR- 00:55:09

BADGES:  
 BEAT: AAPC  
 AREA: C

COMPLAIN: [REDACTED]

## ACTIVITY:

Unit Cd.	Disp Dt.	Enrt Dt.	Arr Dt.	CLR Dt.	ENR Hosp.	ARV Hosp.	ENR Jail	ARV Jail	DISP	Ofcr. 1	Ofcr. 2
1B21	20:00:14			20:35:48	20:00:32	20:12:23				AAPOLGERJ	
1B23	19:35:23			22:06:24						AASPARLINGE	
1C21	19:58:02			22:07:02						AASCHULTZE	
1C23	19:58:04			00:55:09	20:02:07	20:09:43				AADOTTORD	
321	19:21:00		19:21:07	21:10:01						AAMERKELJ	

## COMMENTS:

19:08:15 TOW BEAT: BREW WDDELACRUZA  
 19:08:15 CAR VS PED WDDELACRUZA  
 19:08:24 VEHICLE IS STILL ON SCENE WDDELACRUZA  
 19:08:34 AGONAL BREATHING WDDELACRUZA  
 19:08:41 HEATHER CALLED THE SAME WDWEBB  
 19:09:08 MY CLR GOING TO ATTEMPT CPR - TOT HVA FOR PAI WDDELACRUZA  
 19:09:09 WITNESS - BLK CHARGER, STILL ON SCENE - BRIANNA TX WDSHAWJ  
 19:09:36 COMMAND ADV WDALVESL  
 19:09:49 2 MORE ADVISING THE SAME WDDAILEYD  
 19:10:37 PEOPLE ON SCENE DOING CPR WDDELACRUZA  
 19:11:11 CARS ARE ENROUTE WDALVESL  
 19:11:19 PATIENT IS IN THE MIDDLE OF THE ROAD - ABOUT 60YO FEMALE WDDELACRUZA  
 19:11:40 C21, C23, B23 ENROUTE WDALVESL  
 19:13:14 321 ALSO ENROUTE WDALVESL  
 19:15:21 1C21 ARRIVAL WDALVESL  
 19:16:33 FIRE ON SCENE, STILL NO PULSE WDALVESL  
 19:19:42 321 ARRIVAL WDALVESL  
 19:22:45 HVA GOT A PULSE BACK, TRANSPORTING ONE FEMALE TO U OF M WDALVESL  
 19:27:02 1C21, 1C23, 1B23 ONSCENE WDALVESL  
 19:31:27 PER 321 PLYMOUTH BETWEEN GREEN AND 23 CLOSED DOWN WDALVESL  
 19:40:05 NO INFORMATION PER HVA FEMALE 60'S. TRANSPORTED TO UOFM WDWEBB  
 19:41:38 HVA TOOK ID, REQ TO CALL HVA AND GET IT, THEN ADD TO NOTES WDMAURYK  
 19:51:42 VICS NAME ROGERS/JOANN DOE WDWEBB  
 19:54:15 PER UOFM WDWEBB  
 20:02:23 1C23 TAKING ONE FOR CONSENT BLOOD DRAW WDMAURYK  
 20:30:07 ONE JUST DROVE THROUGH WDALVESL  
 20:31:22 B21 WILL BE ENROUTE FROM STADIUM WDALVESL  
 21:37:16 BREWERS CALLED FOR ONE - ADVISED WOULD BE GOING BACK TO SAKSTRUPS WDSPARKSJ  
 21:48:21 IMPOUND SLIP ID # 828212 AASPARLINGE  
 22:26:13 BROOKE - SOCIAL WORKER W/ UOFM - TX WDDAILEYD

Authority: 1949 PA 300, Sec.257.622  
 Compliance: Required MSP UD-10E  
 Penalty: \$100 and/or 90 days (Rev 01/2016)

External # 01550670 Crash ID 1550670

Page 1 of 1  
 File Class 9300-1

Incident # 250010950

Reviewer ANUSZKIEWICZ (31501)

# STATE OF MICHIGAN TRAFFIC CRASH REPORT

ORI MI8121800	Department Name ANN ARBOR POLICE DEPARTMENT							
Crash Date 03/11/2025	Crash Time 19:07	No. of Units 02	Crash Type Single Motor Vehicle	Special Circumstances <input type="radio"/> None <input type="radio"/> Fleeing Police <input type="radio"/> Hit and Run <input type="radio"/> School Bus <input type="radio"/> Unknown <input type="radio"/> Animal	Special Checks <input type="radio"/> Fatal <input type="radio"/> Non-Traffic Area <input type="radio"/> ORV/Snowmobile			
County 81 - Washtenaw	Traffic Control None of These	Relation to Roadway On Road		Weather Clear	Area NON-FRWY Straight roadway			
City/Twp 89 - Ann Arbor	Contributing Circumstances 1st None 2nd			Light Daylight	Road Surface Condition Dry	Total Lanes 6	Speed Limit 45	Posted Yes
Work Zone (if applicable) Type		Workers Present	Activity	Location				

LOCATION	Prefix Primary Road Name PLYMOUTH	Road Type RD	Suffix	Divided Roadway
	Distance / Direction 600 FT E			Trafficway 06-Two-way w/Cont. L-Turn Lane
	Prefix Intersecting Road Name GREEN	Road Type RD	Suffix	Divided Roadway

UNIT / DRIVER	Unit Number 01	Unit Known Yes	State MI	Driver License Number [REDACTED]	Date of Birth (Age) [REDACTED] (39)	License Type <input type="radio"/> Operator <input type="radio"/> Chauffer <input type="radio"/> Moped	Endorsements <input type="radio"/> Cycle <input type="radio"/> Farm <input type="radio"/> Recreation	Sex M	Race W	Total Occupants 01	Hazardous Action None
	Unit Type M	Driver Information [REDACTED]				Driver is Owner Yes	Injury O	Position Front-Left			Restraint Shoulder and lap belt
	Driver Condition at Time of Crash 1st Appeared Normal 2nd				Driver Distracted By Not Distracted			Ejected No	Trapped No	Airbag Deployed Not Deployed	
	Hospital NONE				Ambulance NONE						
	Alcohol Suspected No	Contributing Factor No	Alcohol Test Type <input type="radio"/> Breath <input type="radio"/> Blood <input type="radio"/> Urine <input type="radio"/> Field <input type="radio"/> PBT <input type="radio"/> Refused <input type="radio"/> Not Offered	Alcohol Test Results <input type="radio"/> Pending			Test Results:		Interlock Device No		
	Drug Suspected No	Contributing Factor No	Drug Test Type <input type="radio"/> Blood <input type="radio"/> Urine <input type="radio"/> Field <input type="radio"/> Refused <input type="radio"/> Not Offered	Drug Test Results <input type="radio"/> Pending			Test Results:		Citation Issued <input type="radio"/> Hazardous <input type="radio"/> Other		
	Vehicle Registration [REDACTED]	State MI	Vehicle Description 2015	Year 2015	Make DODGE	Model CHARGER	Color BLACK				
	VIN [REDACTED]	Vehicle Type Passenger Car, SUV, Van	Special Vehicles Not Applicable			Private Trailer Type	Vehicle Defect				

Automated System(s) in Vehicle 0-No	Automation System Level in Vehicle 00-No Automation	Automation System Level Engaged at Time of Crash 00-No Automation												
Insurance Company CITIZENS	Insurance Policy # [REDACTED]	Towed By SAKSTRUP'S TOWING			Towed To SAKSTRUPS									
Location of Greatest Damage 01	First Impact 01	Extent of Damage (Power Unit and/or Trailers) Minor Damage	Vehicle Direction E	Vehicle Use Private	Action Prior Going Straight Ahead									
Sequence of Events	First * 15-Pedestrian	Second	Third	Fourth										

PASSENGERS	Passenger Information			Date of Birth (Age)	Sex	Position			Restraint				
				Injury	Ejected	Trapped	Airbag Deployed						
	Hospital			Ambulance									
	Passenger Information			Date of Birth (Age)	Sex	Position			Restraint				
				Injury	Ejected	Trapped	Airbag Deployed						
	Hospital			Ambulance									
	Passenger Information			Date of Birth (Age)	Sex	Position			Restraint				
				Injury	Ejected	Trapped	Airbag Deployed						
	Hospital			Ambulance									

TRUCK / BUS	Carrier Information					USDOT	MC	MPSC	
						Driver's CDL Type	Endorsements <input type="radio"/> H <input type="radio"/> P <input type="radio"/> T <input type="radio"/> N <input type="radio"/> S <input type="radio"/> X	CDL Exempt <input type="radio"/> Farm <input type="radio"/> Other	
	GVWR/GCWR <input type="radio"/> 10,000 lbs. or Less <input type="radio"/> 10,001 - 26,000 lbs. <input type="radio"/> Greater than 26,000 lbs.		Vehicle Configuration		Cargo Body Type	Medical Card	Hazardous Material <input type="radio"/> Placard <input type="radio"/> Cargo Spill	ID #	Class #

OWNERS	Owner Information				Owner Information					
	[REDACTED]									

Damaged Property	Public	Owner & Phone					
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DRIVER	Unit Number <b>02</b>	Unit Known <b>Yes</b>	State <b>IL</b>	Driver License Number [REDACTED]	Date of Birth (Age) [REDACTED] (60)	License Type <input type="radio"/> Operator <input type="radio"/> Chauffer <input type="radio"/> Moped	Endorsements <input type="radio"/> Cycle <input type="radio"/> Farm <input type="radio"/> Recreation	Sex <b>F</b>	Race <b>W</b>	Total Occupants <b>00</b>	Hazardous Action <b>Failed to yield</b>		
	Unit Type <b>P</b>	Driver Information [REDACTED]				Driver is Owner	Injury <b>K</b>	Position <b>Pedestrian</b>	Restraint <b>No belts available</b>				
	Driver Condition at Time of Crash 1st		2nd		Driver Distracted By Unknown			Ejected <b>No</b>	Trapped <b>No</b>	Airbag Deployed Not Equipped			
	Hospital <b>UNIVERSITY OF MICHIGAN HEALTH</b>					Ambulance <b>HURON VALLEY AMBULANCE INC</b>							
	Alcohol Suspected <b>No</b>	Contributing Factor <b>No</b>	Alcohol Test Type <input type="radio"/> Breath <input type="radio"/> Blood <input type="radio"/> Field <input type="radio"/> PBT <input type="radio"/> Refused <input type="radio"/> Not Offered			Alcohol Test Results <input type="radio"/> Pending		Test Results:		Interlock Device <b>No</b>			
	Drug Suspected <b>No</b>	Contributing Factor <b>No</b>	Drug Test Type <input type="radio"/> Blood <input type="radio"/> Blood <input type="radio"/> Urine <input type="radio"/> Field <input type="radio"/> Refused <input type="radio"/> Not Offered			Drug Test Results <input type="radio"/> Pending		Test Results:		Citation Issued <input type="radio"/> Hazardous <input type="radio"/> Other			
	Vehicle Registration	State	Vehicle Description	Year	Make	Model				Color			
	VIN		Vehicle Type		Special Vehicles <b>Not Applicable</b>		Private Trailer Type			Vehicle Defect			
	Automation System(s) in Vehicle <b>0-No</b>		Automation System Level in Vehicle <b>00-No Automation</b>		Automation System Level Engaged at Time of Crash <b>00-No Automation</b>								
	Insurance Company			Insurance Policy #			Towed By			Towed To			
Location of Greatest Damage <b>11</b>	First Impact <b>11</b>	Extent of Damage (Power Unit and/or Trailers) <b>No Damage</b>		Vehicle Direction	Vehicle Use				Action Prior <b>Crossing not at Intersect</b>				
Sequence of Events * 17-Motor veh in transport (* indicates MOST harmful event)		First	Second	Third	Fourth								
PASSENGERS	Passenger Information				Date of Birth (Age)	Sex	Position			Restraint			
					<input type="radio"/> Injury	<input type="radio"/> Ejected	<input type="radio"/> Trapped	<input type="radio"/> Airbag Deployed					
	Hospital				Ambulance								
	Passenger Information				Date of Birth (Age)	Sex	Position			Restraint			
					<input type="radio"/> Injury	<input type="radio"/> Ejected	<input type="radio"/> Trapped	<input type="radio"/> Airbag Deployed					
	Hospital				Ambulance								
	Passenger Information				Date of Birth (Age)	Sex	Position			Restraint			
					<input type="radio"/> Injury	<input type="radio"/> Ejected	<input type="radio"/> Trapped	<input type="radio"/> Airbag Deployed					
	Hospital				Ambulance								
	Carrier Information				USDOT			MC		MPSC			
TRUCK/TL					Driver's CDL Type	Endorsements <input type="radio"/> H <input type="radio"/> P <input type="radio"/> T <input type="radio"/> N <input type="radio"/> S <input type="radio"/> X		CDL Exempt <input type="radio"/> Fam <input type="radio"/> Other					
	GVWR/GCWR <input type="radio"/> 10,000 lbs. or Less <input type="radio"/> 10,001 - 26,000 lbs. <input type="radio"/> Greater than 26,000 lbs.				Vehicle Configuration			Cargo Body Type	Medical Card		Hazardous Material <input type="radio"/> Hazard <input type="radio"/> Cargo Spill	ID #	Class #
	Owner Information				Owner Information								
	Witness Information				Witness Information								
					Age:								
	Investigated at Scene <b>Yes</b>	Reported Date (Time) <b>03/11/2025 (19:07)</b>	1st Investigator Name (Badge) <b>E SCHULTZ (157)</b>	2nd Investigator Name (Badge)			Photos <b>Yes</b>						
	Narrative <b>The driver of unit 1 was traveling in the E/B through lane on Plymouth Rd. Unit 1 was east of Green Rd approaching the S/B US-23 on ramp. A pedestrian was crossing Plymouth Rd walking S/B from the Plum Market parking lot. The pedestrian was not in a crosswalk and did not have the right of way. Unit 1 struck the pedestrian as they were crossing the roadway in front of them. The pedestrian was fatally injured as a result of the crash.</b>				Diagram 								

**ANN ARBOR POLICE DEPARTMENT**

JUSTICE CENTER, 301 E. HURON ST.  
ANN ARBOR MI 48104  
734.794.6930

**Case Report****Administrative Details:**

CR No <b>250010950</b>	Subject <b>C3168 - Fatal - Pedestrian Traffic Crash</b>
Report Date/Time <b>03/11/2025 19:07</b>	Occurrence Date/Time <b>03/11/2025 19:07</b>
Location <b>PLYMOUTH RD&amp;GREEN RD</b>	Call Source <b>911</b>
Dispatched Offense <b>C3155 Personal Injury Traffic Crash PIA</b>	Verified Offense <b>C3168 Fatal - Pedestrian Traffic Crash</b>
OIC <b>Hoffman, Christopher (AAHOFFMANC-50802)</b>	OIC Contact Number
County <b>81 - Washtenaw</b>	City/Twp/Village <b>89 - Ann Arbor</b>
Division <b>Patrol - Nights</b>	
<b>Action Requested:</b>	
<input type="checkbox"/> Arrest warrant	<input type="checkbox"/> Review only
<input type="checkbox"/> Search warrant	<input type="checkbox"/> Forfeiture
<input type="checkbox"/> Juvenile petition	<input type="checkbox"/> Other



### Offenses:

#### C3168 - Fatal - Pedestrian Traffic Crash [AASCHULTZE (15701)]

IBR Code / IBR Group /	Offense File Class				
Crime Against	Location Type <b>13 - Highway/Road/Alley/Sidewalk</b>			Offense Completed <b>Not Applicable</b>	
Domestic Violence	Hate/Bias				
No	<b>00 - None (No Bias)</b>				
Using	Cargo Theft				
<b>A-Alcohol: No C-Computer Equipment: No D-Drugs/Narcotics: No</b>					
<b>Drone/Unmanned Aircraft System:</b>					

### People:

#### (W-WITNESS) [AAHOFFMANC (50802)]

PE: <b>EY</b>	W.Type: <b>Last Name</b>	First Name		Middle Name		Suffix	Mr/Mrs/Ms
Aliases		Driver License#			DL State	DL Country	Personal ID#
					<b>MI</b>		
DOB (Age)	Sex	Race	Ethnicity		Birth City & State	Birth Country	Country of Citizenship
<b>(65)</b>	<b>F</b>	<b>UNKNOWN</b>					
Complexion	Build	Teeth	Height		Weight	Attire	
			<b>5' 7"</b>		<b>147</b>		
Street Address	Apt #		County	Country		Home Phone	Work Phone
						<b>UNKNOWN</b>	
City	State	Zip	Cell Phone		Email		

#### (W-WITNESS) [AASPARLINGE (03100)]

PE: <b>MS</b>	W.Type: <b>Last Name</b>	First Name		Middle Name		Suffix	Mr/Mrs/Ms
Aliases		Driver License#			DL State	DL Country	Personal ID#
					<b>MI</b>		
DOB (Age)	Sex	Race	Ethnicity		Birth City & State	Birth Country	Country of Citizenship
<b>(43)</b>	<b>M</b>	<b>BLACK/AFR ICAN AMERICAN</b>					
Complexion	Build	Teeth	Height		Weight	Attire	
			<b>6' 0"</b>		<b>240</b>		
Street Address	Apt #		County	Country		Home Phone	Work Phone
						<b>UNKNOWN</b>	
City	State	Zip	Cell Phone		Email		
Notes							

#### (W-WITNESS) [AASCHULTZE (15701)]

PE: <b>EY</b>	W.Type: <b>Last Name</b>	First Name		Middle Name		Suffix	Mr/Mrs/Ms
Aliases		Driver License#			DL State	DL Country	Personal ID#
					<b>MI</b>		
DOB (Age)	Sex	Race	Ethnicity		Birth City & State	Birth Country	Country of Citizenship
<b>(39)</b>	<b>F</b>	<b>UNKNOWN</b>					
Complexion	Build	Teeth	Height		Weight	Attire	
			<b>5' 4"</b>		<b>215</b>		
Street Address	Apt #		County	Country		Home Phone	Work Phone



					UNKNOWN	
City		State	Zip	Cell Phone	Email	

(O-OTHER) (MP-MEDICAL PERSONNEL) [AADOTTORD (16600)]							
PE:	W.Type:	Last Name [REDACTED]	First Name [REDACTED]	Middle Name	Suffix	Mr/Mrs/Ms	
DOB (Age)		Sex	Race UNKNOWN	Ethnicity	Birth City & State	Birth Country	Country of Citizenship
Street Address			Apt #	County	Country	Home Phone	Work Phone
City			State	Zip	Cell Phone UNKNOWN	Email	
Notes RN COMPLETING BLOOD DRAW							

(O-OTHER) (X-MISCELLANEOUS) [AADOTTORD (16600)]							
PE:	W.Type:	Last Name [REDACTED]	First Name [REDACTED]	Middle Name [REDACTED]	Suffix	Mr/Mrs/Ms	
Aliases			Driver License# [REDACTED]		DL State MI	DL Country	Personal ID#
DOB (Age) [REDACTED] (27)		Sex F	Race WHITE	Ethnicity	Birth City & State	Birth Country	Country of Citizenship
Complexion	Build	Teeth		Height 5' 1"	Weight 180	Attire	
Street Address			Apt #	County	Country	Home Phone	Work Phone
City			State	Zip	Cell Phone UNKNOWN	Email	

(O-OTHER) (D-DRIVER) [AASCHULTZE (15701)]							
PE:	W.Type:	Last Name [REDACTED]	First Name [REDACTED]	Middle Name [REDACTED]	Suffix	Mr/Mrs/Ms	
Aliases			Driver License# [REDACTED]		DL State MI	DL Country	Personal ID#
DOB (Age) [REDACTED] (39)		Sex M	Race UNKNOWN	Ethnicity	Birth City & State	Birth Country	Country of Citizenship
Complexion	Build	Teeth		Height 6' 0"	Weight 185	Attire	
Street Address			Apt #	County	Country	Home Phone	Work Phone
City			State	Zip	Cell Phone UNKNOWN	Email	

(O-OTHER) (Z-DECEASED) [AASCHULTZE (15701)]							
PE:	W.Type:	Last Name [REDACTED]	First Name [REDACTED]	Middle Name	Suffix	Mr/Mrs/Ms	
DOB (Age) [REDACTED] (60)		Sex F	Race UNKNOWN	Ethnicity	Birth City & State	Birth Country	Country of Citizenship
Street Address			Apt #	County	Country	Home Phone	Work Phone
City			State	Zip	Cell Phone UNKNOWN	Email	

Property:

**3300 - Blood 5488 [AADOTTORD (16600)]**

Property Class <b>88</b>	IBR Type <b>77 - Other</b>	UCR Type <b>K - Miscellaneous</b>
Status <b>E - Evidence (Including Other Seized Property And Tools)</b>		Count <b>1</b> Value <b>1</b>
Description <b>MSP BLOOD KIT</b>	Disposition	Evidence Tag <b>250010950.001</b>
Recovered Date/Time	Location	Owner [REDACTED]

**3501 - Automobile/Car/Vehicle (not Stolen Or Recovered) 5403 [AASCHULTZE (15701)]**

Property Class <b>03</b>	IBR Type <b>03 - Automobiles</b>	UCR Type <b>V - Other Vehicle (not Stolen or Recovered)</b>
Status <b>X - Impounded</b>		Count <b>1</b> Value <b>20000</b>
Manufacturer <b>DODGE</b>	Model <b>CHARGER</b>	Serial No. [REDACTED] License No. [REDACTED] Color
Vehicle Year <b>2015</b>	Body Style	State <b>MI</b> License Year
Description <b>Black Dodge Charger</b>	Disposition	Evidence Tag
Recovered Date/Time	Location	Owner [O45991801] [REDACTED]

**Narrative:**

CR No: 250010950-001 Written By: AASCHULTZE (15701) Date: 03/11/2025 11:10 PM

**REPORT:**

I, Ofc SCHULTZ was dispatched to a call reference a car vs pedestrian crash.

**DATE AND TIME:**

03/11/2025

1907 hours

**LOCATION:**

Near Plymouth and Green. In front of Plum Market on Plymouth Rd in the EB Lanes.

**CAD NOTES:**

WDDELACRUZA - 19:08:15 - CAR VS PED

WDDELACRUZA - 19:08:15 - TOW BEAT: BREW



WDDELACRUZA - 19:08:24 - VEHICLE IS STILL ON SCENE  
WDDELACRUZA - 19:08:34 - AGONAL BREATHING  
WDWEBBB - 19:08:41 - HEATHER CALLED THE SAME [REDACTED]  
WDDELACRUZA - 19:09:08 - MY CLR GOING TO ATTEMPT CPR - TOT HVA FOR PAI  
WDSHAWJ - 19:09:09 - WITNESS - BLK CHARGER, STILL ON SCENE - BRIANNA TX [REDACTED]  
[REDACTED]  
WDALVESL - 19:09:36 - COMMAND ADV  
WDDAILEYD - 19:09:49 - 2 MORE ADVISING THE SAME [REDACTED]  
WDDELACRUZA - 19:10:37 - PEOPLE ON SCENE DOING CPR  
WDALVESL - 19:11:11 - CARS ARE ENROUTE  
WDDELACRUZA - 19:11:19 - PATIENT IS IN THE MIDDLE OF THE ROAD - ABOUT 60YO  
FEMALE  
WDALVESL - 19:11:40 - C21, C23, B23 ENROUTE  
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WDALVESL - 19:19:42 - 321 ARRIVAL  
WDALVESL - 19:22:45 - HVA GOT A PULSE BACK, TRANSPORTING ONE FEMALE TO U OF  
M  
WDALVESL - 19:27:02 - 1C21, 1C23, 1B23 ONSCENE  
WDALVESL - 19:31:27 - PER 321 PLYMOUTH BETWEEN GREEN AND 23 CLOSED DOWN  
WDWEBBB - 19:40:05 - NO INFORMATION PER HVA FEMALE 60'S. TRANSPORTED TO  
UOFM  
WDMAURYK - 19:41:38 - HVA TOOK ID, REQ TO CALL HVA AND GET IT, THEN ADD TO  
NOTES  
WDWEBBB - 19:51:42 - VICS NAME ROGERS/JOANN DOB [REDACTED]  
WDWEBBB - 19:54:15 - PER UOFM  
WDMAURYK - 20:02:23 - 1C23 TAKING ONE FOR CONSENT BLOOD DRAW  
WDALVESL - 20:30:07 - ONE JUST DROVE THROUGH  
WDALVESL - 20:31:22 - B21 WILL BE ENROUTE FROM STADIUM  
WDSPARKSJ - 21:37:16 - BREWERS CALLED FOR ONE - ADVISED WOULD BE GOING  
BACK TO SAKSTRUPS  
AASPARLINGE - 21:48:21 - IMPOUND SLIP ID # 828212  
WDDAILEYD - 22:26:13 - BROOKE - SOCIAL WORKER W/ UOFM - TX [REDACTED]

**INITIAL SCENE:**



Upon arrival I observed the pedestrian later identified as [REDACTED] laying face up in the EB lanes of traffic on Plymouth Rd. [REDACTED] had significant visible injuries. There was a black Dodge Charger approximately 15 yards from [REDACTED] also in the EB lanes with front end damage. There were several eyewitnesses around and Fire was already on scene and performing CPR. Additionally, there was a large number of personal items scattered around the road including a purse, luggage, and groceries that appeared to have just been purchased. While on scene, fire advised that they were not able to get a pulse and were attempting to hook ROGERS to the LUCAS Machine. Due to [REDACTED] small size the LUCAS Machine was not able to be used so fire proceeded with manual chest compressions. Shortly after manual compressions began FIRE advised that they got a pulse back. [REDACTED] was loaded up in the HVA rig and transported to UofM ER.

**CONTACT WITH DRIVER:**

See Ofc DOTTORS report for details.

**WITNESS STATEMENT:**

While on scene I was approached by [REDACTED] who stated that she witnessed the crash. According to [REDACTED] she was driving WB on Plymouth approaching the entrance to Plum Market when she witnessed [REDACTED] walking across the street. [REDACTED] stated that while cars were heading EB, she crossed the center turn lane slowed down a little bit as if she was going to stop and then kept walking and was then struck by a Black Dodge Charger. [REDACTED] stated several times that EB traffic had a green light from Green Rd.

**ADDITIONAL STATEMENTS:**

See Ofc SPARLING and Ofc DOTTORS reports for further witness statements.

**DECEDENTS INFORMATION:**

At the time of typing this report UofM ER called and informed Command that [REDACTED] had passed away at the hospital due to her injuries.

[REDACTED]  
[REDACTED]  
[REDACTED]



**VEHICLE INFORMATION:**

Black Dodge Charger

Michigan Registration- [REDACTED]

**SUPERVISOR RESPONSE:**

Sgt MERKEL made the scene and was informed of the accident.

**ACCIDENT INVESTIGATION:**

Det HOFFMAN and Ofc GILBEE responded to the scene and performed their Investigation. See their reports for further information.

**ASSISTING OFFICERS:**

Sgt MERKEL

Det HOFFMAN

Ofc GILBEE

Ofc DOTTOR

Ofc SPARLING

**BWC:**

Activated and Available

**DISPOSITION:**

Report Filed

CR No: 250010950-002   Written By: AADOTTORD (16600)   Date: 03/11/2025 11:39 PM

**REPORT**

Dispatched to the area of EB Plymouth and Green for a car vs. pedestrian accident.

**INFORMATION**



On 03/11/2025 at approximately 1907hrs Ofc. Schultz, Ofc. Sparling, and I, Ofc. D. Dottor, were dispatched to the area of EB Plymouth and Green for a car vs pedestrian accident. Upon arrival, HVA was working on the female, and I began to speak to witnesses and the driver involved.

**WITNESS STATEMENT ( [REDACTED] )**

[REDACTED] informed me that she was traveling EB Plymouth and observed a female in the middle of the road, crossing from the north side of Plymouth to the south side. [REDACTED] stated that when she passed the female, she looked in her rearview mirror and observed her get struck by the vehicle traveling behind her (black Dodge Charger).

Further, [REDACTED] stated that based on her judgement there was not enough room/time for the female to cross the street between her and the vehicle behind her.

**DRIVER STATEMENT ( [REDACTED] )**

[REDACTED] stated that he was traveling EB Plymouth just west of the entrance to US 23 when he struck a pedestrian crossing the roadway. Robert stated that he saw the pedestrian crossing just before he struck her. Once he struck her, he exited his vehicle to assess the situation and waited on scene for our arrival.

I did not suspect [REDACTED] of driving under the influence however, I asked him to perform sobriety tests to rule it out, to which he complied.

**SFST'S**

I asked [REDACTED] if he consumed any alcohol today which he stated he has not.

Medical: I asked [REDACTED] if he was wearing glasses or contacts, he stated no. I then asked him if he had any medical conditions that would prevent him from completing a series of walking and balancing test. [REDACTED] informed me that he is on the Autism spectrum, has had poor balance the majority of his life, and has bad anxiety that was heightened due to the accident. While speaking to [REDACTED] observed that he had a hard time standing still and was constantly moving.

HGN: I advised [REDACTED] to stand with his feet together and hands down at his side, to which he complied. I then advised him to follow my stimulus with his eyes only without moving his head, which he understood. I observed equal tracking and equal pupil size. [REDACTED] displayed 0 of 6 clues.



Walk and Turn: I explained and demonstrated the test directions to [REDACTED] and asked if he understood, to which he stated he did. [REDACTED] was unable to balance during instructions, missed steps 5 and 7 of the first 9, and used his arms to balance. [REDACTED] displayed 3 of 8 clues.

One Leg Stand: I explained and demonstrated the test directions to [REDACTED] and asked if he understood, to which he stated he did. [REDACTED] put his foot down during the test. [REDACTED] displayed 1 of 4 clues.

PBT: I asked [REDACTED] to submit to a preliminary breath test to which he agreed, which resulted in .000 BAC.

## **BLOOD DRAW**

Sgt. Merkel asked [REDACTED] if he would consent to a blood draw, to which he did. I transported [REDACTED] to the Michigan Medicine ER and the blood draw was completed by RN Amanda Howell. Two vials of blood were drawn, the first at 2043hrs and the second at 2049hrs. The attending physician of the ER at the time of the blood draw was Laura Hopson.

After the blood draw was complete, [REDACTED] was given a case number and was released.

The blood kit was later tagged as evidence (250010950.001) and was placed in evidence locker #1.

## **BWC/IN-CAR VIDEO**

Activated.

## **DISPOSITION**

Turned over to Accident Investigation.

**CR No: 250010950-003   Written By: AASPARLINGE (03100)   Date: 03/12/2025 06:14 AM**

## **REPORT:**

CAR V PEDESTIRAN - FATAL

## **FOLLOW-UP:**

During the crash investigation, I spoke with AATA Bus driver, Quincy Demetric Jones, who was driving EB on Plymouth Rd, behind the vehicle that struck the pedestrian. While speaking with Jones, I asked Jones if his bus had front facing video footage that could have caught the incident



on camera.

Jones advised that his bus is always recording and should have caught the entirety of the incident, however Jones did not personally see the collision, himself.

Jones was Driving AATA BUs #1930. The video footage will be available on today's date and time and available for DB review at the 2700 S Industrial Hwy, Ann Arbor, MI.

**BWC:**

My BWC was on and recording throughout the entirety of the incident.

**STATUS:**

Report Filed.

**CR No: 250010950-004   Written By: AAGILBEEJ (05101)   Date: 03/13/2025 12:43 PM**

**EDR IMAGING:**

On 03/13/2025 I, Officer John Gilbee, searched the Bosch CDR (Crash Data Retrieval) Supported Vehicle list and found that the listed 2015 Dodge Charger is supported and contains a compatible EDR (Event Data Recorder). I drove to Sakstrups Towing and utilized the Bosch CDR Software v 24.1.259 to image the vehicle. I was able to use vehicles OBD (On Board Diagnostic) port to collect the crash data. I utilized the CAN Plus module with cable F-OOK-108-287 to begin collecting the crash data from the ACM. The retrieved data was added to the case file and the report generated using the current version of the software was attached to this report.

**Additional Information:**

While completing the comment section of the EDR data collection information sheet, I used the incorrect case report number (25-7035).

**EDR Analysis:**

Detective Hoffman completed the EDR Analysis from the image data that was collected from the ACM. See his supplemental report for further details.

**Disposition:**

Report Filed

**CR No: 250010950-005   Written By: AAHOFFMANC (50802)   Date: 03/25/2025 04:09 PM**



**REPORT:** I, Detective Hoffman, was assigned to investigate the above fatal injury crash. Ofc. Gilbee of the Accident Investigation Team was also assigned to investigate the crash.

**ARRIVAL/OBSERVATIONS:** Upon arrival, AAPD had the two eastbound lanes of Plymouth near US23 on ramp closed. The Dodge Charger involved was observed in the inside lane of travel with damage to the front center of the vehicle. The victim was transported prior to my arrival, however, personal belongings and groceries belonging to the victim were visible in the roadway. There were no clear signs of a point of impact. The victim's shoes, which in my previous high speed pedestrian strike investigations are often separated from the victim, were not present. A review of body camera video shows the shoes remained with Rogers. Witnesses on scene stated it appeared the victim was leaving Plum Market and attempted to cross the street without a designated crosswalk. This observation coincides with the groceries strewn across the roadway.

**PHOTOGRAPHS:** I took photographs on the scene upon my arrival. Furthermore, photographs of the vehicle were taken at Sakstrup's secured indoor impound facility. All photographs were uploaded to Evidence.com

**VEHICLE/BODY CAMERA:** All video was uploaded to Evidence.com.

**WITNESS STATEMENT:** After the initial accident, I was contacted by [REDACTED]. [REDACTED] stated she was turning right onto Plymouth from the US23 off ramp. As she turned [REDACTED] observed a woman crossing the street with cars actively traveling in both directions. The vehicle in front of [REDACTED] stopped to avoid hitting [REDACTED]. [REDACTED] described [REDACTED] as "cutting off cars", "was walking recklessly", and "didn't appear to look". [REDACTED] stated [REDACTED] was wearing neutral color clothing and while her clothes didn't stand out, she had quickly noticed [REDACTED] upon entering Plymouth Rd.

**VEHICLE INFORMATION:** The vehicle involved was a 2015 Dodge Charger 4 door black in color. VIN number on the vehicle is [REDACTED] with plate number MI [REDACTED]. All four tires (235/55R19) were inspected and had proper tread depth.

**VEHICLE RELEASE:** Vehicle was released on 3/25/2025 at 1600 and picked up on 3/26/2025 by the registered owner. [REDACTED]

**LAB RESULTS:** On 3/27/2025 I received lab results from the MSP Crime Lab. The report indicated that no alcohol was detected in [REDACTED] blood. The results have been attached to this report.

**CERTIFIED DRIVING HISTORY:** [REDACTED]

**EDR:** The EDR was downloaded by Officer Gilbee and myself. Please see Officer Gilbee's report for information on the download. I reviewed the image of Beauchamp's EDR and discovered no recording was activated. This is common in car vs pedestrian accidents as the delta V is not high enough to trigger a recording.

**RECONSTRUCTION:** I, Detective Hoffman, was assigned an accident reconstruction of a vehicle vs pedestrian fatal accident. I am trained in accident reconstruction through Michigan State University. I have further certifications through IPTM in EDR tech, EDR 1, EDR 2, and pedestrian accidents. The following are the facts and finding based upon my investigation.

The crash occurred on eastbound Plymouth Rd west of the US23 South on ramp. The roadway is 6 lanes in this area with a speed limit of 45mph. There is an eastbound lane intended for vehicles turning into local hotels, carpool parking, and the US23 ramps. There are two additional eastbound lanes of traffic for thru traffic. There is a middle turn lane and then two additional westbound lanes of traffic. The nearest traffic control lights are located to the west at the intersection of Green and Plymouth Rd. which is approximately 750ft west of the accident site. The closed traffic control device is east of the accident at the intersection of Plymouth Rd and the carpool parking lot. That traffic control device is 350ft to the east. The nearest authorized pedestrian crossing is at the intersection of Green and Plymouth Rd. The accident occurred during daylight hours and artificial lighting did not play a factor in the above accident.

The vehicle involved in the accident is a 2015 Dodge Charger. The Dodge Charger sustained front end damage to the center of the bumper and hood. The damage pattern and the location where [REDACTED] came to a rest, suggest the type of pedestrian kinematics to be a "wrap". The wrap is generally described as an accident where the hood height of the vehicle is below the center of gravity of the pedestrian, causing the pedestrian body to bend and make contact with the hood of the vehicle. Wrap kinematics can occur at any speed, however speeds at contact of 37mph or above generally will result in roof vaults or somersault kinematics. A roof vault did not occur due to where [REDACTED] body came to rest. Witnesses to the crash did not report the body somersaulting in the air prior to [REDACTED] coming to rest. The above general kinematic speeds are based on Ravani's study.

The initial interview of [REDACTED] and follow-up questions asked by myself, [REDACTED] reported braking prior to the accident, however very briefly. This suggests minimal speed loss from braking. Witness interviews report no excessive speed observed. The braking may have



reduced [REDACTED] speed to sub 37mph. A vehicle traveling at 35mph with an average drag factor of .7 takes 58.3ft to stop. [REDACTED] body was approximately 25.967ft east of where [REDACTED] vehicle came to rest for a potential total throw distance of 84.267. The accident occurring 84.267ft west of where [REDACTED] body came to rest is consistent with witness statements that [REDACTED] was readily visible up turning onto Plymouth Rd from the US23 off ramp. This distant would have [REDACTED] crossing slightly west of the entrance drive to Plum Market, which is consistent with [REDACTED] pointing when she was being interviewed. If [REDACTED] made contact with [REDACTED] while traveling the posted speed limit of 45mph that would result in a braking distance of 96.428ft with an additional 25.967 throw distance. [REDACTED] would then have been crossing 122.14 prior to where her body came to rest. At this distance a person crossing may have been readily visible, however, traffic at this time of day would have reduced visibility. Excessive speeds such as 55mph, which were not reported by witnesses, would have had [REDACTED] crossing 170.014 (144.047 stopping + 25.967ft) west of [REDACTED] final rest point. 170ft west of [REDACTED] final rest point would put someone crossing the road in line with the far eastern point of the Plum Market building. From entering Plymouth Rd to the eastern edge of Plum Market is a total of 386.12ft. A person at this distance is normally not readily visibly, during hours of evening traffic.

In summary, multiple witnesses attested [REDACTED] was attempting to cross 6 lanes of travel in an area with no traffic control device and no designated pedestrian crossing. witnesses attest to [REDACTED] vehicle was operating in a manner consistent with the flow of traffic. Fresh fruit and groceries strewn in the roadway, with Plum Market packaging, is consistent with [REDACTED] recently leaving Plum Market. Using Searles and distance to stop formula's, victim kinematics, and [REDACTED] point of final rest all corroborate the witness statements that [REDACTED] was not operating recklessly and [REDACTED] was crossing Plymouth Rd somewhere slightly west of the entry drive to Plum Market. I find no evidence of fault with [REDACTED] operation of his motor vehicle.

STATUS: Closed.

Attachments:					
File Name	File Type	Comments	Date	By	Role
<b>Attachments Included In This Report:</b>					
25-10950 Blood.pdf	pdf	Blood Kit Form	03/12/2025 12:50 AM	DOTTOR, DYLAN	POLICEOFFICER
████████.ACM.PDF	pdf	EDR	03/13/2025 12:39 PM	GILBEE, JOHN	INVESTIGATOR
LAB RESULTS NIL.pdf	pdf	lab results	03/27/2025 09:56 AM	HOFFMAN, CHRISTOPHER	INVESTIGATOR
USPS CERTIFIED MAIL RECEIPT FOR BLOOD KIT 25- 10950.pdf	pdf	USPS CERTIFIED MAIL RECEIPT FOR BLOOD KIT	06/10/2025 11:39 AM	LEE, JENNIFER	RECORDS

## ALCOHOL AND DRUG DETERMINATION

Not to Be Used for Submission of Defendant's Personal Sample for Alcohol or Drug Analysis

### AGENCY INFORMATION

Investigating Agency <i>Ann Arbor PD</i>	Originating Agency Identifier (ORI) <i>M18121803</i>
Agency Mailing Address <i>701 E Huron Ann Arbor MI 48104</i>	County of Jurisdiction <i>Washtenaw</i>
Agency Telephone Number <i>(734) 794-6920</i>	Agency/Officer Email for Lab Reports <i>SDenton@260v.org</i>
Investigating Officer Printed Name <i>SDenton</i>	Officer Signature <i>[Signature]</i>
	Badge Number <i>166</i>

### INCIDENT INFORMATION

Incident Number <i>25-10950</i>	Date of Incident <i>03/11/2025</i>	Time of Incident <i>707</i>	<input type="checkbox"/> AM <input checked="" type="checkbox"/> PM
Subject First Name <i>[Redacted]</i>	Subject Last Name <i>[Redacted]</i>	Driver's License (DL) Number <i>[Redacted]</i>	DL State <i>[Redacted]</i>
Subject Date of Birth <i>[Redacted]</i>			

Gender <input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Living <input type="checkbox"/> Deceased	Cause of Death	<input type="checkbox"/> Driver <input type="checkbox"/> Suspect	<input type="checkbox"/> Passenger <input type="checkbox"/> Victim	<input type="checkbox"/> Pedestrian <input type="checkbox"/> Other
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### FILE CLASS

<input type="checkbox"/> 5400-1 Accident, Hit & Run <input type="checkbox"/> Fatality	<input type="checkbox"/> 0900-1 Homicide <input type="checkbox"/> Negligent Homicide	<input type="checkbox"/> 9500-1 Accident, Fire <input type="checkbox"/> Suspicious Situation
<input type="checkbox"/> 5400-2 OWI <input type="checkbox"/> Fatality	<input type="checkbox"/> 1100 Criminal Sexual Conduct <input type="checkbox"/> 5200-1 Weapon Offense	<input type="checkbox"/> 9800-9 Drug Overdose <input type="checkbox"/> 9900-1 Suicide
<input checked="" type="checkbox"/> 9300-1 Accident, Traffic <input checked="" type="checkbox"/> Fatality	<input type="checkbox"/> 3500-1 Violation of Controlled Substances Act <input type="checkbox"/> 4100-1 Liquor License Violation <input type="checkbox"/> 4100-2 Open Intoxicant	<input type="checkbox"/> 9900-2 Natural Death <input type="checkbox"/> 9900-8 General Assistance <input type="checkbox"/> Other File Class

Request for Laboratory Examination:	<input checked="" type="checkbox"/> Alcohol	<input checked="" type="checkbox"/> Drugs	<input type="checkbox"/> Other
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List Suspected Drugs (For OWI, CSC, Death cases)	<input type="checkbox"/> Drug Recognition Evaluation
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*UNKNOWN AT TIME OF REPORT*

Comments (Behavior of Subject, etc.) <i>Normal</i>	Preliminary Breath Test (PBT)		
	Date <i>03/11/25</i>	Time <i>750 PM</i>	Result <i>.000</i>

### SAMPLE COLLECTION INFORMATION

Medical Facility Name <i>MICHIGAN MEDICINE</i>	Date of Collection <i>03/11/25</i>		
Printed Name of Person Taking Samples <i>Amanda Howell</i>	Tube 1 <input checked="" type="checkbox"/> Blood <input type="checkbox"/> Other	Time of Collection <i>843</i>	
Signature of Person Taking Samples <i>Amanda Howell</i>	Tube 2 <input checked="" type="checkbox"/> Blood <input type="checkbox"/> Other	Time of Collection <i>849</i>	
Additional Remarks <i>ATTENDING PHYSICIAN LAURA HOBSON</i>	Bottle 1 <input type="checkbox"/> Urine <input type="checkbox"/> Other	Time of Collection <i>849</i>	
	Bottle 2 <input type="checkbox"/> Urine <input type="checkbox"/> Other	Time of Collection <i>849</i>	

This Kit Is Not Intended to Be Used for DNA Analysis

White Copy – Submit with Kit, Yellow Copy – Retain by Agency

Form Instructions on Reverse

**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	[REDACTED]
User	JOHN GILBEE 051
Case Number	25-7035
EDR Data Imaging Date	03/13/2025
Crash Date	03/11/2025
Filename	[REDACTED]_ACM.CDRX
Saved on	Thursday, March 13 2025 at 11:26:22
Imaged with CDR version	Crash Data Retrieval Tool 24.3.634
Imaged with Software Licensed to (Company Name)	Ann Arbor Police Department
Reported with CDR version	Crash Data Retrieval Tool 24.3.634
Reported with Software Licensed to (Company Name)	Ann Arbor Police Department
EDR Device Type	Airbag Control Module
Event(s) recovered	None

## Comments

### CONSENT SEARCH

DET CHRISTOPHER HOFFMAN 508 / OFFICER JOHN GILBEE 051  
D2M/ 8287

## Data Limitations

### AIRBAG CONTROL MODULE (ACM) DATA LIMITATIONS:

#### GENERAL INFORMATION:

**CAUTION:** During direct-to-module imaging where the Airbag Control Module (ACM) is disconnected and removed from a vehicle, make sure the ACM is not moved, tilted or turned over while connected to and powered by the CDR Interface Module (with appropriate adaptors in place, where required). Also, after a CDR imaging process, wait 2 minutes after power is removed from the ACM before attempting to move the module. Not following these general ACM guidelines for direct-to-module imaging may cause new events to be recorded in the ACM.

- For additional definitions, please refer to the CDR Help File Glossary.
- As the VIN may be used to determine the configuration of the restraint system, it is imperative that the correct VIN be entered into the CDR Tool during the imaging process.
- If a DLC adapter has to be used with the CDR Tool, the "Read VIN from Vehicle" feature in the CDR Tool will not work. The VIN will have to be manually entered.
- If a 2021 or later MY Dodge Durango was imaged with a CDR Tool version 19.4 or older, the ACM will need to be reimaged as not all the peripheral sensor data will have been retrieved.
- If a 2023 MY Jeep Grand Cherokee or Jeep Grand Cherokee L was imaged with a CDR Tool version 23.0.2 or older, the ACM will need to be reimaged as not all the data will have been retrieved.
- If a 2017- 2023 MY Jeep Compass was imaged with a CDR Tool version 24.2.X or older, the ACM will need to be reimaged as not all the data will have been retrieved.
- If a 2025 MY or later Ram 1500 was imaged with a CDR Tool version 24.2.X or older, the ACM will need to be reimaged as not all the data will have been retrieved.
- The 2019 MY RAM 1500 may take up to 30 minutes to retrieve the EDR data. The ignition will time out within 20 minutes so the vehicle flashers must be turned on within 20 minutes to keep the ignition and communication bus active.
- Lateral Delta V will not be displayed for the 2013 MY Jeep Compass and Patriot.
- Ignition Cycle, download/crash
  - For RAMs and Dodge Vipers, there are 2 internal ignition counters in the ACM. It is possible for the ignition cycles at download to be different than the ignition cycles at event due to the 2 different counters.
  - Note that the ignition cycle count in an ACM may differ from the ignition cycle count in a Pedestrian Protection Module (PPM) in the same vehicle due to the fact that the ACM has an energy reserve while the PPM does not.
- The following table provides an explanation of the sign notation for data elements that may be included in this CDR report. All directional references to sign notation are from the perspective of the driver when seated in the vehicle facing the direction of forward vehicle travel.

Data Element Name	Positive Sign Notation Indicates

Delta-V, Longitudinal	Forward
Maximum Delta-V, Longitudinal	Forward
Delta-V, Lateral	Left to Right
Maximum Delta-V, Lateral	Left to Right
Angular Rate	Clockwise rotation around the longitudinal axis
Peripheral Sensors, X and Y	Outside to Inside
Pressure Sensors	Compression of air
Internal Y Acceleration	Left to Right
Low-g Z Acceleration	Downward
Steering Input	Steering wheel turned counter clockwise
Yaw Rate	Counter clockwise rotation

#### CDR FILE INFORMATION:

- An event will be stored when the delta V is approximately 5 mph (8 km/h) or greater within a 150 ms interval or a non-reversible occupant restraint system is activated. For non-NAFTA ACMs that control pedestrian protection devices, a non-deployment event will be stored when the pedestrian protection devices are activated.
- A non-deployment event may be stored with activation of the Active Head Restraints. See AHR explanation under System Configuration at Retrieval/Event section.
- A deployment event may be stored in a 2019 MY+ Ram 3500 as the result of a rear impact, even though the Ram 3500 does not deploy any restraint system devices in a rear impact.

#### Event(s) Recovered definitions:

- None - There are no stored events in the ACM
- Not Retrievable - Event Data may be stored in the ACM but is not retrievable by the CDR Tool.
- Most Recent Event - Data of the most recent event is displayed in the report
- 1st Prior Event - Two events are stored in the ACM, Data displayed is of the first prior event.
- 2nd Prior Event - Three events are stored in the ACM, Data displayed is of the second prior event.
- For 2013 and 2014 MY Dodge Journey and Fiat Freemont:
  - Event Record 1 - Data from an event is stored in the ACM (not necessarily in chronological order)
  - Event Record 2 - Data from another event is stored in the ACM (not necessarily in chronological order)
- For TRW modules:
  - If there is a side impact, two EDR events may be stored for the one side impact event. The second event may be recorded due to the Lateral Delta V exceeding 5 mph (8 km/h) within a 150 ms interval after the side deployment occurred.
- For some Fiat vehicles:
  - Two EDR events may be stored for one impact event. The second event may be recorded due to the deployment of the frontal airbag, 3<sup>rd</sup> stage passenger.
- During an event, if power to the ACM is lost, all or part of the event data record may not be recorded. An indication may be observed in the recorded data under this condition: The restraint data is recorded first and then the vehicle data.
  - "None" may be displayed in the "Event(s) Recovered" section of the report indicating no pre-crash vehicle data.
  - An event may be displayed in the "Event(s) Recovered" section of the report and "Interrupted" will be displayed for Pre-Crash Recorder Status.
- For the 2021MY Jeep Grand Cherokee L, an event may be displayed in the "Event(s) Recovered" section of the report as "End of Line Test event - See Data Limitations". This event is an End of Line test event from the module manufacturing process which will be included in the count for the total number of events, but no data will be displayed in the CDR Report.

#### SYSTEM STATUS AT RETRIEVAL:

- Original VIN - The VIN is captured by the ACM when the vehicle was first manufactured. Once it has been recorded, this number cannot be changed.
- VIN, Current - reflects the Vehicle Identification Number of the vehicle on which the ACM is currently installed.
- Original TVV Data Identifier Number - captured by the ACM when the vehicle was first manufactured.
- Effective TVV Data Identifier Number - captured by the ACM if the vehicle has been modified by a multistage manufacturer

#### SYSTEM CONFIGURATION AT RETRIEVAL/EVENT:

- The System Configuration data tables indicate the components that the ACM for a particular vehicle monitors and/or controls.
- Active Head Restraint (AHR) - This refers to some active head restraint systems that are electronically controlled by the ACM. AHRs may activate but not store an EDR Record if the delta V does not exceed the minimum delta V threshold. It is possible that the AHRs may activate after the

EDR record has been stored and written, based on achieving the minimum delta V. This condition will result in an EDR but no record of the AHR activation in the CDR report. Activation of only the AHRs, if stored, will be a non-deployment event.

- "System Configuration at Retrieval" table will not be displayed for 2024 MY Alfa Romeo Giulia and Stelvio.

#### SYSTEM STATUS AT EVENT:

- Accident Emergency Call System (AECS) Status - "Faulted" indicates a fault / failure in the AECS. "On but emergency call not automatically triggered" indicates that the system is functional, but the emergency call was not triggered by the ACM. "On - Emergency call automatically triggered" indicates that the emergency call was triggered by the ACM.
- Frontal Airbag Warning Lamp / Airbag Warning Lamp - In Veoneer modules, the airbag warning lamp may indicate ON at the time of a most recent event without any DTCs present if a deployment event has already occurred in the same ignition cycle. The ABWL will come on due to the deployment but, as there are still algorithms processing data, the actual faults will not be qualified yet and will not show up as DTCs.
- Number, Total Events / Total Number of Events- Cumulative number of events that the ACM has recorded, including those non-deployment events that have been overwritten by a subsequent event.
  - For the 2021MY Jeep Grand Cherokee L, the module will contain one, two, or three End of Line test events from the module manufacturing process which will be included in the count for the total number of events. However, the data from these End of Line test events will not be displayed in the CDR Report.
- Occupant Size Classification, Outboard Front Passenger - "Child" status may be used to indicate anything weighing less than a 5<sup>th</sup> percentile female adult crash dummy, including an empty seat; "Not Child" indicates anything weighing the same as or more than a 5<sup>th</sup> percentile female adult crash dummy. "SNA" indicates undetermined;
  - For some non-North American applications, "Empty" indicates an empty seat;
- Odometer at Event - Vehicle odometer at the time of the event
  - For 2014-2016 MY Fiat 500L, the odometer value in miles may be shown in the brackets, labeled as kilometers. If this is the case, the non-bracketed value is not valid.
- Operation via Energy Reserve Only / Operation via Energy Reserve -"Yes" indicates that the ACM had lost power at or before T0 and was only operating on energy reserve at T0.
- Safety Belt Status, Outboard Front Passenger - For pre-2024 MY vehicles sold outside of North America, which do not contain a buckle switch for the outboard front passenger, the safety belt status, outboard front passenger will default to "not buckled/unbuckled".
- System Voltage at Event, ACM / Supply Voltage at Event ACM (V) - Voltage at the ACM as measured by the ACM. This voltage may be approximately 0.7V (one diode drop) below the bused voltage.
- System Voltage at Event, Bused - Voltage of the vehicle system, communicated on the communication bus to other electronic modules in the vehicle.
- Temperature, Outside - Ambient Air Temperature.
- Time, Airbag Warning Lamp On - This is a cumulative time. It indicates the total amount of time that the ACM has requested the Airbag Warning Lamp be turned on.
  - This time does not include the warning lamp bulb check time, which occurs at every ignition cycle
    - For 2013 MY Minivans and new 2017+ MY Jeep Compass, this time is only cumulative for the past 10 ignition cycles.
- Time from event 1 to 2 -
  - If only one event is stored, either a value of 0 or >5 may be displayed for this data element.
  - For the 2018+ MY Promaster and 2019+ MY RAM 1500, a value of 0 may be displayed for the first event or for events >5 seconds apart.
  - If multiple events exist in the EDR, the time from event 1 to event 2 is defined as:
    - For Bosch and TRW modules, the time from the prior recorded event (even if it has been overwritten) to the current recorded event.
    - For Continental modules, the time from the prior existing recorded event (as long as it is still displayed in the CDR report) to the current recorded event. If the prior event in a multi-event condition is overwritten by a subsequent event, the multi-event status will no longer be displayed.
    - For the 2019+ MY RAM 1500, the time from event 1 to 2 may utilize a non-stored event as event 1. In this case, the total number of events and multi-event data elements will not include the non-stored event in the number of events. However, the time from event 1 to 2 will be shown as time from that non-stored event.
- Time, Operation System Time / Operation System Time - This is a cumulative lifetime timer for the ACM. It indicates the total amount of time the ACM has been powered up.
  - For 2019 and later MY RAMs, this time is only cumulative for the current ignition cycle.
- Current Ignition System Operation Time - This is the current ignition cycle timer for ACM. It indicates the total amount of time the ACM has been powered up in the current ignition cycle.
- Tire Pressure Indicator Lamp at Event / Tire Pressure Monitor Indicator Lamp / Tyre Pressure Monitoring System Warning Lamp Status - "On" indicates a tire with low pressure or a fault in the tire pressure monitoring system at the time of the event. The TPM module DTC % should be read and recorded for final system interpretation. "Flashing" indicates a recent fault in the tire pressure monitoring system. Note that if the TPMS is disabled, the Lamp is set to "OFF".
- Tire Pressure at Event / Tire Pressure Status, LF, LR, RF, RR - See "Tire Information" under Pre-Crash Data section for details.
- VIN at Event, Last 8 Digits- Last 8 digits of the VIN of the vehicle at the time the ACM records the event.

#### DEPLOYMENT COMMAND DATA:

- A "Yes" for a particular item indicates that the ACM commanded the deployment /activation of the associated device.
- The phrase "Exceeded Storage Range" for a particular time to deploy indicates that the deployment time is equal to or greater than the 255 milliseconds that can be stored.
- For the 2023-2024 MY Alfa Romeo Tonale and Dodge Hornet and for the 2024MY Alfa Romeo Giulia and Stelvio "255" will be displayed for a particular time to deploy whenever the deployment time is equal to or greater than the 255 milliseconds that can be stored.
- If a device is not deployed, the "time to deploy" for that device will N/A.

- A time to deploy value of 0 is valid and indicates that the deployment of the device triggered the EDR to.
- In vehicles with Bosch and Veoneer ACMs, once a device has been deployed in an ignition cycle, it is possible that the ACM will not attempt to re-deploy any already deployed device during subsequent events in that same ignition cycle.

For 2024 MY 500e, data associated to Delta-V Longitudinal and Delta-V Lateral return "Unobtainable value" from 30 ms after crash is ended.

#### DTCs PRESENT AT START OF EVENT:

- If any DTCs (diagnostic trouble codes) are present in the ACM at the start of the event, these will be listed in this section. A dealership service manual can be used to decode the DTCs.
  - DTCs Present at Start of Event are not present in the 2017-2023 MY Alfa Romeo Giulia, Fiat 500X, Fiat 2024 MY 500e and the Jeep Renegade.
- For the 2021 MY+ Jeep Grand Cherokee L, the DTCs will not be updated for the subsequent events within the same ignition cycle.

#### FITTED ACTIVE SAFETY AND ACCIDENT AVOIDANCE: (if displayed)

- "Fitted" indicates that the vehicle is equipped with the listed system.

#### SENSOR DATA:

- The design range for the angular rate data is:
  - +/- 240 deg/sec for Bosch ACMs unless specifically called out below
  - +/- 299.48 deg/sec for the 2023-2024 MY Alfa Romeo Tonale and Dodge Hornet and for 2024 MY Alfa Romeo Giulia and Stelvio
  - +/- 300 deg/sec for TRW ACMs, the 2019 MY RAM 1500, and the 2018+ MY Dodge Journey
  - +/- 290 deg/sec for 2008+ MY minivans and 2009-2017 MY Dodge Journey
  - +/- 340 deg/sec for 2017+ MY Chrysler Pacifica and new 2017+ MY Jeep Compass
  - -416.67 deg/sec to +413.41 deg/sec for 2014+ MY Jeep Cherokee
- +/- 300 deg/sec for vehicles with Veoneer ACMs
- For 2024 MY 500e, the design range for the vehicle roll angle data is
  - +/- 1080 deg
- For 2024 MY RAM Promaster BEV Amazon, the Right Side Door Pressure Sensor is not present (as reported in System Configuration at Retrieval) and the default value 14.94140625 is displayed
- For vehicles that store peripheral sensor data:
  - The data is from remote or satellite impact sensors which are located at various locations in the vehicle
  - t0 for the peripheral sensors is the same as the t0 for the delta V.
- Internal y acceleration is stored prior to t0 so the internal y acceleration data will usually be zero unless the rollover sensing algorithm has triggered storage of the EDR event.
- The words "Sensor Design Range Exceeded" and a vertical line will be displayed on the Longitudinal and Lateral Delta-V graphs the first time the applicable sensor range is exceeded.
- For the 2010-2012 MY Chrysler Town and Country, Dodge Caravan, Dodge Grand Caravan, and Dodge Journey and the 2010-2011 MY Grand Voyager, the angular rate will only be displayed if it is non-zero.

#### PRE-CRASH DATA:

- The recorded Event may contain Pre-Crash data. Pre-Crash data from the various electronic control modules in the vehicle is transmitted to the Airbag Control Module via the vehicle's communication bus.
- In the Pre-Crash Data graph, data transmitted at a rate other than 0.1 seconds will be shown as dots for each available data point. Only data transmitted at a rate of 0.1 seconds will have the dots connected by a line.
- (if equip.) - If a parameter name is followed by the words (if equip.), then the parameter is only valid for vehicles equipped with the associated parameter/vehicle system.
- The MIL (Malfunction Indicator Lamp) Status for the various recorded systems indicates the requested state of the applicable malfunction indicator lamp at the time that the data was captured. Note: Some fault codes could be stored due to component/system damage from the accident. The appropriate diagnostic tool should be used to read any stored Diagnostic Trouble Codes (DTCs) in the various electronic modules (ACM, PCM, ABS, TCM, etc., where applicable) for use in interpretation of some vehicle specific recorded data.
- ABS Activity / Anti-lock braking system Activity - "Yes" / "Engaged" indicates an active ABS event in which the ABS is actively controlling the brakes.
- ABS MIL - This indicates the ABS fault indicator lamp status. It will only be "On" when there is a fault in the ABS system. The Electronic brake module DTCs should be read and recorded for final system interpretation.
- Accelerator Pedal, % Full - This indicates the actual position of the accelerator pedal. It will be "SNA" if the vehicle is in the power free mode which limits acceleration.
- Accelerator Pedal (Derived), % Full - This indicates the calculated value of the accelerator pedal for battery electric vehicles only (if equip.).
- Accelerator Pedal/Engine Throttle, % Full - This indicates the actual position of the accelerator pedal unless the cruise control is engaged. If the cruise control is engaged, this indicates the actual position of the engine throttle blade.
- Accelerator Pedal Status: "Faulted" indicates the fault in the Accelerator pedal sensor. "Not Faulted" indicates the Accelerator pedal sensor is reporting the data properly.
- AEB (Autonomous Emergency Braking) System Status - "On" / "On but Non-Engaged" indicates the AEB system is functional but not providing any warning or braking intervention. "Off" / "Deactivated" indicates the AEB system was either turned off by the driver or due to a fault/failure.

"Warning, but non-engaged" indicates the AEB system is providing pre-intervention warning, but no braking. "Engaged" indicates that AEB system is actively providing the braking.

- AEB Type - This indicates the type of braking intervention in which the vehicle is engaged.

- AEB-P standard / CMS Braking- The limited autonomous brake request at low vehicle speeds
- AEB-P extended / CMS Extended Braking- The limited autonomous brake request at extended vehicle speeds
- ABA/EBA Braking - The advanced brake assist to provide additional braking during an emergency braking event
- AEB-L Braking - The full autonomous brake request at low vehicle speeds
- PEB Braking - The brake request by the Pedestrian Emergency Brake system
- ICA-L / R Braking - The brake request by the Intersection Collision Assist system

- AEBS Limit Fail - This indicates the AEB is operating with limited functionality as camera is unavailable or is in an irregular operation state due to a fault and service is required.

- AEBS Limited - This indicates the AEB is operating with limited functionality as camera is blind / blocked OR video image is reported as degraded by the camera.

- AEB Blind - This indicates the AEB is unavailable due to blocked radar sensor.

- AEB Fault Status - This indicates the AEB is unavailable due to fault / failure and service is required.

- Automatically Commanded Steering Function Category A Status - This indicates the status of park assist system. "Active" indicates the system is actively controlling the steering to provide park assist. "Stand-by" indicates the system is available but not actively controlling the steering. "Off" indicates the system is turned off by the customer. "Faulted" indicates a fault/ failure in the park assist system.

- Automatically Commanded Steering Function Category B1 Status - This indicates the status of Highway Assist System (HAS) / Lane Centering System (LCS). "Active" indicates the system is actively controlling the steering to provide highway assist / lane centering. "Stand-by" indicates the system is available but not actively controlling the steering. "Off" indicates the system is turned off by the customer. "Faulted" indicates a fault/ failure in the HAS/ LCS.

- Brake Intervention Status/ Brake Intervention Enabled Status - This indicates if ESC can perform brake interventions. "Active Brake Intervention" indicates the brake interventions by ESC are enabled, and "No Active Brake Intervention" indicates the brake interventions by ESC are not enabled.

- Brake Pedal Position - This indicates the percentage of brake pedal depression by the driver.

- Brake Torque - This indicates the calculated amount of brake torque the system is producing at the wheels.

- Brake Torque Driver - This indicates the calculated amount of brake torque that the driver is requesting.

- Braking System, Maximum Braking -- "Yes" indicates that ABS is active on all 4 wheels at the same time.

- For the 2023-2024 MY Alfa Romeo Tonale and Dodge Hornet and for 2024 MY Alfa Romeo Giulia and Stelvio, "Braking System, Maximum Braking" indicates the status (active/not active) of the Hydraulic Brake Assist (HBA).

- Cruise Control:

- Note that the following two Cruise Control data elements are only valid for vehicles not equipped with Adaptive Cruise Control (ACC). For vehicles equipped with ACC, the ACC data elements are used for both regular Cruise Control and ACC.

- Cruise Control System/Lamp Status -"On" indicates that the Cruise Control system is turned on.

- Cruise Control Status - "Off" indicates that all cruise control functionality is disabled ; "NCC\_On" indicates that the Normal Cruise Control system is turned on; "NCC\_Engaged" indicates the Normal Cruise Control is actively controlling vehicle speed; "ACC\_On" indicates that ACC is turned on; "ACC\_Engaged" indicates that the ACC is actively controlling vehicle speed.

- For the 2023-2024 MY Alfa Romeo Tonale and Dodge Hornet and 2024 MY Alfa Romeo Giulia and Stelvio "Fail Present" is set if the CC-related steering wheel commands "Speed Rocker", "Resume" and "Resume/Cancel" fail the plausibility check; otherwise, the signal is set to "Fail Not Present".

- Cruise Control Engaged Status/Active / Cruise Control Engaged- "Engaged" / "Yes" / "Active" indicates the Cruise Control system is actively controlling vehicle speed. "Not Engaged" / "No" / "Not Active" indicates the system is NOT controlling vehicle speed.

- Cruise Control Override - "Active" indicates that the driver has overridden the set speed. "Not Active" indicates that the cruise control is either not turned on or is not being overridden.

- Adaptive Cruise Control (ACC) Status / System Status (if equip.)- "Off" indicates that all cruise control functionality is disabled . "NCC\_On" indicates that the Normal Cruise Control system is turned on. "NCC\_Set" indicates the Normal Cruise Control is actively controlling vehicle speed. "ACC\_On" indicates that ACC is turned on. "ACC\_Set" indicates that the ACC is actively controlling vehicle speed. If the value is SNA for all time stamps, then the vehicle is not equipped with ACC.

- For the 2023-2024 MY Alfa Romeo Tonale and Dodge Hornet , for 2024MY 500e and for 2024 MY Alfa Romeo Giulia and Stelvio, "Off" indicates that system has been disabled by the user; "Enabled" indicates that the system has been enabled by the user, but is not engaged; "Engaged" indicates that the system is actively controlling and regulating the cruise speed; "Engaged Brake Only" indicates that the system is actively controlling only the braking portion; "Override" indicates that the system engagement is suspended to allow the driver manual takeover; "Cancel" indicates that the system has been disengaged by the driver or due to other reasons.

- For 2024 MY Alfa Romeo Giulia and Stelvio, "Suggestion Engaged" indicates that the iACC ("Intelligent Adaptive Cruise Control") system is regulating the cruise speed according to Traffic Sign Recognition (TSR); "Suggestion Override" indicates that the iACC system engagement is suspended to allow the driver manual takeover.

- Set Speed / Adaptive Cruise Control Set Speed (if equip.)- This indicates the desired speed in mph that was input by the driver for the cruise control system.

- ACC Faulted / Adaptive Cruise Control System Fail Status - "Yes" / "Fail Present" indicates that the ACC system will not function and the ACC warning lamp is lit; "No" / "Fail Not Present" indicates that the ACC system is functional and the ACC warning lamp is off;

- For new 2017+MY Jeep Compass, cruise control data elements are only available for vehicles NOT equipped with ACC.

- Corrective Steering Function (LKA) Status / Emergency Steering Function Status - This indicates the status of Lane Keep Assist system. "Engaged" indicates the system is actively controlling the steering. "On but not engaged" indicates the system is available but not actively controlling the steering. "Off" indicates the system is turned off by the customer. "Faulted" indicates a fault/ failure in the lane keep assist system.

- Corrective Steering Function (DST) Status - This indicates the status of Dynamic Steering Torque system. "Engaged" indicates the system is actively controlling the steering. "On but not engaged" indicates the system is available but not actively controlling the steering. "Off" indicates the system is turned off by the customer. "Faulted" indicates a fault/ failure in the DST system.

- Drive Mode - This indicates the driver selected mode of operation (e.g. normal, sport, track, « )

- EBD (Electronic Brake Distribution) failure status - This indicates a fault/ failure in the Electronic Brake Distribution system.
- Electric Steering failure status - This indicates a fault/ failure in the electric steering system
- Electric Steering Status - This indicates the Electric power steering warning display request.
  - "OK" indicates no active warning
  - "Faulted/ SERV\_HI" indicates service required (EPS ASSIST OFF)
  - "Faulted/ ERR" indicates service required (EPS WARNING LAMP ON)
  - "Warning/ ERR2" indicates power steering-over temp (EPS TOO HOT)
  - SNA: EPS WARNING LAMP ON
- Electronic Brake/Stability Control information:
  - Stability Control - This is the status of the ESC symbol - "car with squiggly lines" indicator lamp. "On" indicates that the ESC system is functional. "Off" indicates that the ESC system was turned off either by the driver or due to a fault or thermal mode shutdown. "Engaged" indicates an active ESC/TCS event. "Partial Off" indicates that engine management has been turned off but brake traction control is still functional.
    - For the Jeep Renegade, if the Stability Control is "Off", the ESC Button Status is "Disabled", and the vehicle speed exceeds 40 mph, the stability control system will operate in a reduced functionality mode with traction control turned off ("partial off" mode) even though the user disabled it. For all other conditions, when the Stability Control is "Off", the stability control system will be off.
    - For the 2023-2024 MY Alfa Romeo Tonale and Dodge Hornet stability control will not be displayed.
    - For 2017- 2023 MY Jeep Compass: <sup>3</sup>'Faulted, On' indicates a fault, but the system is still functional. <sup>3</sup>'Partially Off, Engaged' indicates the system is partially off but ESC is still engaged, and <sup>3</sup>'Faulted, Engaged' indicates a fault in the system, but ESC is still engaged.
  - Brake Intervention by ESC: <sup>3</sup>'Active' indicates the ESC system is engaged. <sup>3</sup>'Not Active' indicates the ESC system is not engaged.
  - ESC Button Status - This indicates the driver selected mode for the ESC system. "Disabled"/"Not Active" indicates that the driver pressed the ESC Button to disable engine management. "Enabled"/"Active" is the default state for the ESC system.
    - SRT and some Fiat products have the ability to fully disable the ESC system if the ESC button has been pressed and held for a specific amount of time. Additional system analysis is required .
  - ESP Feature is Completely Disabled - This indicates that the stability control system has turned off engine management, traction control, and stability control.
  - ESC/ESP MIL - This indicates the ESC/ESP fault indication lamp status. It will only be "On" when there is a fault or thermal mode shutdown in the ESC/ESP system. The ESC/ESP module DTC <sup>3</sup> should be read and recorded for final system interpretation.
  - Brake Intervention by ESP - "Yes" indicates that the stability control system has engaged the brakes.
  - Engine Torque Applied - "No" indicates no engine torque output was applied (as in Park/Neutral for Automatic transmissions or clutch depressed on manual or during an ESP/Traction Control event). If "Yes", then engine torque output was applied.
  - Traction Control Active - "Yes" indicates that the traction control system is actively controlling the vehicle's wheels.
  - Electronic Park Brake (EPB):Park Brake Engaged - "Yes" indicates that the park brake is applied.
  - EPB MIL - "On" indicates that there is a fault in the Electronic Park Brake System.
- Engine RPM - For the RAM ProMaster City, the minimum resolution for Engine RPM is 32 rpm.Engine Throttle, % Full - This indicates the actual position of the Engine Throttle blade. This data element is not supported by vehicles with diesel engines. Thus a value of "SNA" will be displayed if the vehicle has a diesel engine.
- EPB lamp status: Electronic Park Brake warning lamp status.
  - "Off" indicates no warning,
  - "On" indicates faulted, and
  - "Flashing" indicates EPB Service Mode.
- EPB hold status: This indicates the current Electronic Park Brake Hold Status.
  - "Brakes Released" indicates EPB is released (this is a static state),
  - "Brakes Applied" indicates EPB is applied i.e. engaged/closed (this is a static state),
  - "Applying" indicates EPB is applying (the motor is moving) (this is a dynamic state),
  - "Releasing" indicates EPB is releasing (the motor is moving) (this is a dynamic state),
  - "Dynamic Control" indicates the EPB Dynamic Park Brake function is activated (When the driver uses the EPB switch to apply the park brakes If the vehicle is in dynamic mode),
  - "Undetermined" indicates the EPB motors are moving before they reach the stable state or lost power when motor is moving.
- ETC Lamp - Lamp "ON /On, Fail" indicates there is an active Electronic Throttle DTC.
- ETC Lamp Flashing - "Yes"/"Flashing, Fail" indicates that the ETC is in the limp-in mode.
- ETC Lamp: Flash on service – indicates that service is necessary on the ETC module.
- Forward Collision Warning (FCW) (if equip.):
  - Object of Interest Distance - If the FCW system is acting on the object, this indicates the actual forward distance to the main object being tracked by the FCW system. "No Object" indicates that the FCW system is not currently acting on an object. If the value is SNA for all time stamps, then the vehicle is not equipped with FCW.
  - FCW System Operating State - "Off" indicates that the FCW system is off and the FCW Warning Lamp will be "On"; "On" indicates that the FCW system is on with the audible and visual warnings enabled.
  - FCW System Status - "Off" indicates that the FCW system is off and the FCW Warning Lamp will be "On". "On-warning" / "On, only Warning" indicates that the FCW system is on but active braking is disabled. In an FCW event, the driver will only receive FCW audible and visual warnings. "On-full" / "On, Full" indicates that the FCW system is fully on with active braking enabled as well as the audible and visual warnings enabled. SNA indicates that the vehicle is not equipped with FCW.
    - For the 2023-2024 MY Alfa Romeo Tonale and Dodge Hornet, 2024 MY Alfa Romeo Giulia and Stelvio and 2024 MY 500e "On-braking" / "On, only Braking" indicates that the system is engaged and ready to brake autonomously without providing a collision warning before braking occurs.
  - FCW Braking Enabled - "Yes" indicates that the FCW system has active braking enabled; "No" indicates that the FCW system does not have active braking enabled.
  - Fused Vehicle - "Yes" indicates that the FCW system has detected a vehicle of interest, but it does not indicate if the FCW system is acting on the object.
- Gear Position/Current Gear - For all vehicles except the RAM ProMaster City and the 2023-2024 MY Alfa Romeo Tonale and Dodge Hornet, this

indicates the current transmission gear.

For the RAM ProMaster City, the 2023-2024 MY Alfa Romeo Tonale and Dodge Hornet and the 2024 MY Alfa Romeo Giulia and Stelvio, this indicates the status of the gear shift lever.

- Gear Status - This indicates what gear the Gearbox (TCM) has currently engaged.
- Estimate Regenerative Braking Axle Torque - (HEV only) This indicates the calculated braking torque applied by the HEV system to the drive axles in Nm.
- Driver Intended Axle Torque - (HEV only) This indicates the calculated value of torque in Nm being applied to the drive axles based on accelerator pedal position.
- Trans torque request - (HEV only) "Yes" indicates that the transmission controller has requested a torque reduction when shifting from one gear to another.
- Static Axle Torque - (HEV only) This indicates the torque in Nm at the axle when the speed of the axle is constant.
- HEV Battery Pack Contactor State - (HEV only) "Closed" indicates that the HEV battery pack is connected to the vehicle's electrical system. "Open" indicates that the HEV battery pack is disconnected from the vehicle's electrical system. "Pre-Charging" indicates that the inverter internal capacitor is charging. "Pre-Charge Failed" indicates that the attempt to charge an internal capacitor failed. "Pre-Charge Inhibited" indicates that an attempt to charge an internal capacitor was not made.
- HEV Lamp Request - (HEV only) This indicates the HEV indicator lamp status. It will only be "On" when there is a fault in the HEV system. The vehicle DTCs should be read and recorded for final system interpretation.
- Lane Departure Warning System (LDWS) Status - "Faulted" indicates a fault / failure in the LDWS. "Off" indicates the system is turned off by the customer. "On but not warning" indicates the LDWS is functional but not providing any warnings. "On - Warning Left" indicates the system is warning the driver when the vehicle is approaching or crossing the left lane marking without the turn signal active. "On - Warning Right" indicates the system is warning the driver when the vehicle is approaching or crossing the right lane marking without the turn signal active.
- Lateral acceleration (pre - crash): This stores the lateral acceleration data used by the ESC system.
- Longitudinal acceleration (pre - crash): This stores the longitudinal acceleration data used by the ESC system.
- Master Cylinder Pressure - This indicates the brake pressure applied to the brakes through the brake pedal.
- Motor X RPM - This indicates the Revolutions Per Minute (RPM) of applicable electrical motor.
- OCM (Occupant Classification Module) status / occupant size classification, passenger - This indicates the occupant size classification, outboard front passenger. "EMPTY\_RFIS" indicates either a rear facing infant seat or an empty seat. "OC\_5TH\_UP" indicates anything weighing the same as or more than a 5th percentile female adult crash dummy. "OC\_UNDETERMINED" indicates undetermined. "Child" indicates a 6 year old HII US ATD or Q6 ATD or smaller. "Not Child" indicates larger than a 6 year old HII US ATD or Q6 ATD.
- OCM (Occupant Classification Module) Fault Status - This indicates if there is a fault in the OCM.
- PCM MIL - This indicates the PCM fault indicator lamp status. It will only be "On" / "Fail, Fix Light Indication" when there is a fault in the PCM. "Flashing" / "Fail, Flash Light Indication" indicates misfire detection. The Powertrain Control Module DTCs should be read and recorded for final system interpretation.
  - For the 2023-2024 MY Alfa Romeo Tonale and Dodge Hornet and for the 2024 MY Alfa Romeo Giulia and Stelvio and, 2024 MY500e with ETC (Electric Throttle Control), "Fail, Flash for service" indicates that service is necessary on the ETC module or the ECM (Engine Control Module); while for the versions without ETC service is necessary on the diesel or gasoline ECM system.
  - For 2024 MY 500e, "Fail Not Present" indicates that the lamp is Off and there are no faults on PCM.
- Pre-Crash Recorder Complete / Pre-Crash Recorder Status - Due to the interruption of data recording in one section, this data element may display "Interrupted" for all sections when some data sections are actually complete.
  - For the 2014 MY Jeep Grand Cherokee and Dodge Durango, if recording of angular rate data is interrupted, the entire EDR record will display "Interrupted" even though the rest of the data may be complete.
- PRND/PRNDL/PRNDS Status - This indicates the status of the Shifter Position.
- Raw Manifold Pressure - This indicates engine load in kPa.
- Reverse Gear - For manual transmission vehicles only, "Yes" indicates the transmission is in the reverse gear.
  - For 2024 MY500e, the status for the reverse gear are:
    - "Not Inserted", indicates position R (Reverse) is not pressed.
    - "Inserted" indicates position R is pressed and the position N (neutral) is not pressed.
    - "Not used" is when position R and N are pressed.
- Service Brake - "On" / "Active" indicates that the brake pedal is physically depressed. Braking from the ABS or FCW systems will not be reported in this data element.
- Shift Selector Position - This indicates the status of the gear shift selector.
- Speed, Vehicle Indicated - This indicates the average of the wheel speeds of the drive wheels.
  - The reporting resolution for Speed, Vehicle Indicated is 1 km/h.
  - To display this data element in mph, the CDR Tool converts the km/h to mph and reports a rounded value in mph.
  - The accuracy of the recorded Speed, Vehicle Indicated may be affected by a significant change of the tire size for the drive wheels or the final drive axle ratio of the transmission from the factory build specifications, wheel lockup, wheel slip, or wheel spin.
  - On some vehicles capable of speeds in excess of 255km/h (about 158mph), the actual vehicle speed may have exceeded the reporting range. It is always prudent to check the reported wheel speeds and other parameters to confirm the Speed, Vehicle Indicated value(s).
- Tire Information:
  - XX where LF = Left Front Tire, RF = Right Front Tire, LR = Left Rear Tire, and RR = Right Rear Tire.
  - Tire X Location - This indicates the location of the tire pressure sensor data being displayed for that time stamp. Default is used to indicate that the location of the tire pressure sensor is unknown or there is no tire pressure sensor in that wheel. Vehicles with Base Tire Pressure Monitoring systems will display N/A or SNA for both Tire Locations as these vehicles do not send actual pressure values across the communication bus.
  - Tire X Pressure/Tire Pressure Status, XX - This indicates the actual pressure status of the Tire Location defined in the previous column (Tire X Location) or by the values for XX. Possible values are Significantly Under Inflated (TPM lamp will be on), LOW/Under/Under Inflated, NORMAL, HIGH/Over/Over Inflated, or SNA for this parameter. Vehicles with Base Tire Pressure Monitoring systems may display NORMAL even though these vehicles do not send actual pressure values across the communication bus.
  - Tire X Pressure/Tire Pressure Value, XX (psi) - This indicates the actual tire pressure value of the Tire Location defined in the previous column (Tire X Location) or by the values for XX. Vehicles with Base Tire Pressure Monitoring systems will display N/A for this parameter as these vehicles do not send actual pressure values across the communication bus.
- For the following vehicles, the tire location, if displayed, may not be accurate if the tires have been rotated:

- 2013 MY Ram
- 2013-2017 MY Jeep Patriot
- 2013-2014 MY Chrysler 200
- 2013-2017 MY Jeep Compass
- 2013-2016 MY Dodge Dart
- For the 2013 MY Ram, if the values for tire pressure status and the tire pressure are SNA, the EDR does not store tire pressure monitoring data.
- Tire pressure is not stored in the EDR for the following vehicles:
  - 2014-2018 MY RAM 1500
  - 2014+ MY RAM (all but 1500)
  - 2013+ MY Jeep Wrangler
  - 2013 MY Jeep Grand Cherokee
  - 2013 MY Dodge Durango
  - 2013-2014 MY Dodge Challenger
  - 2013-2016 MY Chrysler Town and Country
  - 2013+ MY Dodge Grand Caravan
  - 2015+ MY Fiat 500
- Wheel Speed, XX - This indicates the speed value of a particular tire as denoted by XX.
- Tire Pressure Monitor Indicator Lamp/Faults - "On" indicates a tire with low pressure or a fault in the tire pressure monitoring system. The TPM module DTC<sub>15</sub> should be read and recorded for final system interpretation. "Flashing" indicates a recent fault in the tire pressure monitoring system.
- "T0" ("Time zero" where  $T0$  is seen as subscript) is defined as "beginning of the crash event". T0 is the time at which the ACM algorithm is activated, a specific Delta-V is exceeded, or a non-reversible restraint device is deployed. T0 may be defined differently for front, side, rear and roll-over events.
  - If multiple algorithm decisions (i.e.: frontal, side, rear and/or rollover) are made before the first recorded event ends, all of those events are part of the same event record and "T0" is defined as the "T0" from the first recorded event.
  - In the Pre-Crash data tables, the relative time marker "-0.1s" or "-0.25s" respectively represents the last set of data captured in the buffer prior to "T0."
- Torque Information:
  - Axle Torque - This indicates the E-Motor Torque multiplied by the gear ratio for battery electric vehicles only.
  - E-Motor Torque - This indicates the calculated torque from the output shaft of the electric motor in battery electric vehicles only.
- Traction Control Status - "Engaged" indicates the system is actively controlling the vehicle through either engine torque management or brake pressure modulation. "On" indicates that the TCS system is functional but not actively controlling the engine torque or brake pressure. "Off" indicates that the TCS system was turned off by the driver. "Faulted" indicates a fault / failure in the TCS system.
- Traction Control Intervention Active - "Active" indicates wheel slippage was occurring during vehicle acceleration.

#### APPLICATION INFORMATION:

- Alfa Romeo Giulia, Alfa Romeo Stelvio, Fiat 500L, Fiat 500X, and Jeep Renegade are only CDR supported in the United States, Canada, and Saudi Arabia markets.
- Alfa Romeo Tonale is only CDR supported in the United States, Canada, Mexico and Saudi Arabia markets.
- Dodge Hornet is only CDR supported in the United States and Canada markets.
- Fiat 500/500e is only CDR supported in the United States, Canada, Mexico, and Brazil markets.

03002\_Chrysler\_r053

## System Status at Retrieval

Original VIN	[REDACTED]
Ignition Cycle, Download	16122
ACM Part Number	68226173AC
ECU Serial Number	T52MD327403458
ACM Supplier	Bosch
ECU Supply Voltage at Time of Retrieval	12.0

## System Configuration at Retrieval

Configured for Driver Frontal Airbag	Yes
Configured for Driver Knee Airbag	Yes
Configured for Driver Buckle Pretensioner	Yes
Configured for Driver Retractor Pretensioner	Yes
Configured for Driver Seat Seatbelt Switch	Yes
Configured for Driver Seat Track Position Switch	Yes
Configured for Left Side Curtain Airbag	Yes
Configured for Left Side Seat Airbag	Yes
Configured for Passenger Frontal Airbag	Yes
Configured for Passenger Buckle Pretensioner	Yes
Configured for Passenger Retractor Pretensioner	Yes
Configured for Passenger Seat Seatbelt Switch	Yes
Configured for Passenger Seat Track Position Switch	No
Configured for Right Side Curtain Airbag	Yes
Configured for Right Side Seat Airbag	Yes
Configured for Rollover Sensing	Yes

## 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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## **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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FORENSIC SCIENCE DIVISION

Lansing Forensic Laboratory  
7320 N. Canal Rd  
Lansing, MI 48913  
(517) 284-3491  
FAX (517) 636-4468

## LABORATORY REPORT

Laboratory No.	:	TX25-3594	Record No.	:	1
Delivered By	:	Certified Mail	Date Received	:	March 17, 2025
Agency	:	Ann Arbor Police Department 301 E. Huron St. Ann Arbor, MI 48104	Time Received	:	1:00 p.m.
Incident Number	:	25-10950	File Class	:	9300-1
			Date Completed	:	March 21, 2025

**Subject:**

Beauchamp, Robert

**Evidence Received:**

Container #1 1 - Sealed Michigan State Police Specimen kit (Exp. Date: 2026-07-31)  
containing:  
Item #1 1 - 10 mL grey top tube with <1 mL blood  
Item #2 1 - 10 mL grey top tube with <1 mL blood

**Results of Analysis:**

Item #1:

Not Detected: Alcohol

The quantity of the submitted specimen is insufficient for drug analysis.

Item #2:

This item was not analyzed.

Evidence was analyzed for alcohol analysis by GC 19-1 and GC 19-2.

The protocol used in this analysis was TX-PM 2.1 Determination of Ethanol (Ethyl Alcohol).

The interpretation of the data and authorization of the results was performed by the undersigned forensic analyst. Other staff members may have performed laboratory activities concerning evidence associated with this report. For a complete listing of all staff members who performed laboratory activities in this case, please contact the laboratory via the telephone number above.

*Results confirmed by gas chromatography.*

*This report contains the conclusions, opinions and/or interpretations of the laboratory analyst whose signature appears on this report. This analyst is qualified by education, training, and experience to perform this analysis and does so as part of his or her regular duties. The analysis was conducted in an MSP Laboratory accredited to the ISO 17025:2017 standard and AR 3125 supplemental standard for testing laboratories by ANAB since March 3, 2021.*

*The relevant supporting data upon which the expert opinion or inference was made are available for review/inspection.*

**IMPORTANT: The specimen(s) will be held for 2 years after date received and then be discarded.**

Laboratory No.: TX25-3594  
Agency No.: 25-10950

Record No.: 1

Date of Report: March 21, 2025



Brooke Wichterman  
Forensic Scientist  
Toxicology Unit  
email: [wichtermanb@michigan.gov](mailto:wichtermanb@michigan.gov)

March 21, 2025

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LOCATION:

CR#: 250010950-002 CFS#: 250010950

MSP BLOOD KIT

Classification: Evidence

Ann Arbor Police Department

Entered: 03/11/2025 23:33

City, State, Zip/4\*

PS Form 3800, April 2015 PSN 7530-02-000-9047

See Reverse for Instructions

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- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Michigan State Police- Toxicology Subunit  
Forensic Science Laboratory  
7320 N. Canal Road  
Lansing MI 48913



9590 9402 7101 1251 1504 88

2. Article Number (Transfer from service label)

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 Addressee

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1  
MAR 17 2025

DTMB L  
Agent for State of Michigan

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PS Form 3811, July 2020 PSN 7530-02-000-9053

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