

I.D.O.T. CONTROL NUMBER X002611077

CRASH REPORT NUMBER 13-22-00321



Traffic Crash Reconstruction Report

PREPARED BY

Trooper Gerald H. Bemis #6444
Illinois State Police Traffic Crash Reconstruction Unit
Certified Traffic Crash Reconstruction Officer

INITIAL INVESTIGATOR

Trooper Bradley Otten #5878
Illinois State Police District 13

Quality Review Initials BTB #6324

TCRO Initials GTB 6444

Illinois State Police - TCRU Traffic Crash Reconstruction Report

SYNOPSIS

CRASH REPORT NUMBER	13-22-00321
ORIGINATING AGENCY	Illinois State Police District 13
DISTRICT/ISP CAD NUMBER	13-22-00011708
DATE OF CRASH	Friday, April 22, 2022
TIME OF CRASH	12:55 p.m.
DATE CASE OPENED	Friday, April 22, 2022
TIME ARRIVED	3:16 p.m.
TIME CLEARED	5:33 p.m.
LOCATION	West Broadway Street at North James Street, Steeleville
LATITUDE/ LONGITUDE	38.007058, -89.663174
COUNTY	Randolph
ASSISTING TCRO	Trooper Jeremy Mueller #6222
CRASH CLASSIFICATION	Two-Vehicle, Motorcycle, Fatal, Personal Injury, Property Damage

PARTICIPANTS

DRIVER UNIT #1

Name: Nicholas T. Cook

DOB: [REDACTED]

Address: [REDACTED]
[REDACTED]

Injuries: Class C

OPERATOR UNIT # 2

Name: Dakota R. Morrison

DOB: 12/14/1995

Address: [REDACTED]
[REDACTED]

Injuries: Deceased

PASSENGER UNIT # 2

Name: Diane M. Gilmer

DOB: 12/11/1990

Address: [REDACTED]
[REDACTED]

Injuries: Deceased

VEHICLES

UNIT # 1:

Make: Chevrolet

Model: Silverado 1500

Type: Pickup

Year: 2022

Color: Silver

VIN: 3GCPYBEK9NG188775

Reg: [REDACTED]

EDR Imaged: Yes

UNIT # 2:

Make: Harley-Davidson

Model: Dyna Super Glide Custom

Type: Motorcycle

Year: 2013

Color: Black

VIN: 1HD1GV411DC331821

Reg: [REDACTED]

ACM Imaged: N/A

NOTIFICATION AND ARRIVAL

On Friday, April 22, 2022, at approximately 1:29 p.m., Trooper Ray Sutton received a phone call from the Illinois State Police Springfield Communications Center. Trooper Sutton was advised Trooper Bradley Otten of Illinois State Police District 13 requested a crash reconstructionist respond to a two-vehicle collision on West Broadway Street, at its intersection with North James Street, in Steeleville, Randolph County. At approximately 1:37 p.m., I, Trooper Gerald Bemis, received a phone call from Sergeant Bradley Brachear, advising of the request by Trooper Otten, as relayed to him by Trooper Sutton. I responded from northwestern Madison County to assist. Trooper Jeremy Mueller also responded to assist in the investigation.

At 3:16 p.m., I arrived at the scene and met with Trooper Mueller. Arriving prior (1:52 p.m.) to myself, and having already evaluated the scene, Trooper Mueller advised the details of the investigation as he knew them to be at the time. While evaluating the scene, I observed a silver 2022 Chevrolet Silverado pickup positioned on the right shoulder of West Broadway Street's eastbound lane, east of North James Street, oriented east. I observed damage to the front end of the Chevrolet, most pronounced near the center and passenger corner. West of the Chevrolet, I observed a black 2013 Harley-Davidson Dyna Super Glide Custom motorcycle. The Harley-Davidson was positioned on its left side in the westbound lane of West Broadway Street, east of North James Street, oriented west. The Harley-Davidson caught on fire as a result of the collision. The motorcycle and the immediate area were covered with the yellowish remnants of fire suppression foam. I observed significant collision and fire related damage to most areas of the Harley-Davidson

West of the Harley Davidson, I observed an area of impact on West Broadway Street near the western edge of the junction, and associated pavement change, between West Broadway and North James Streets. The area of impact was distinguishable by the presence of a scrape, and a tire scrub mark. From the area of impact, I observed scrapes, gouges, debris, and fluids leading to the final resting positions of the vehicles.

Northeast of the Harley-Davidson, I observed a green blanket adjacent to blood stains and streaks in the roadway. Trooper Mueller advised upon his arrival he observed Dakota R. Morrison, operator of the Harley-Davidson, deceased, positioned supine along the fog line, oriented east. Mr. Morrison was transported from the scene prior to my arrival. Trooper Mueller photographed Mr. Morrison prior to being transported. A witness to the collision advised Mr. Morrison was drug to the aforementioned position after coming to rest prone, closer in proximity to the burning Harley-Davidson. Northwest of the Harley-Davidson, I observed a blood trail running west-northwest from the southern edge of the adjacent sidewalk. A witness to the collision advised the motorcycle's passenger, Diane M. Gilmer, was drug along the sidewalk after coming to rest adjacent to the burning Harley-Davidson. Ms. Gilmer was transported from the scene by ambulance prior to Trooper Mueller's arrival.

West-northwest of the Harley-Davidson, adjacent to the aforementioned sidewalk, I observed a street sign that had been run over by the Chevrolet after colliding with the Harley-Davidson. The sign faced westbound West Broadway Street traffic, and warned of the approaching crosswalk, just east of North James Street.

During the investigation, Trooper Mueller deployed the department's Unmanned Aircraft System and captured aerial images of the scene. These images, combined with data he collected using a Leica Total Station, were used to render a scale Orthomosaic of the scene. The labeled Orthomosaic is attached as **Appendix 1**.

As part of the investigation, Trooper Mueller took photographs of the vehicles, the deceased, roadway markings, and the general area. I photographed the Chevrolet and the aforementioned sign while Trooper Mueller lined up the sign with the associated damage on the Chevrolet. The photographs will remain in the Traffic Crash Reconstruction Unit (TCRU) Reconstruction file. Thumbnail copies of the photographs are included in **Appendix 3** of this report. To view or obtain copies of the photographs, contact Image Request Program, Scene and Evidence Services Command, 801 South Seventh Street, Suite 800-South, Springfield, Illinois 62703. The email address for the Image Request Program is isp.imagerequest@illinois.gov.

As part of his investigation, Trooper Otten completed Illinois Traffic Crash Report 13-22-00321 to document the collision. A copy of Trooper Otten's crash report is in **Appendix 2**. I cleared the scene of the crash and responded to at J & S Towing in Sparta at 4:30 p.m.

NARRATIVE

Prior to the collision, Nicholas T. Cook was driving a silver 2022 Chevrolet Silverado pickup east on West Broadway Street in Steeleville, Illinois, approaching North James Street. At the same time, Dakota R. Morrison, operator of a black 2013 Harley-Davidson motorcycle was stopped on North James Street, just north of its intersection with West Broadway Street. Mr. Cook and the Chevrolet veered into the westbound lane of West Broadway Street, and onto the adjacent sidewalk. A witness to the crash advised Mr. Morrison observed the approaching Chevrolet and accelerated forward in an attempt to get out of its path. The front passenger corner of the Chevrolet struck the right side of the Harley-Davidson. After the collision, the Chevrolet continued east, struck a sign, and was then brought to a controlled stop on the eastbound right shoulder of West Broadway Street, facing east. As a result of the collision, Mr. Morrison and his passenger, Diane M. Gilmer, were ejected from the Harley-Davidson. The Harley-Davidson caught fire and came to rest on its left side in the westbound lane of West Broadway Street, facing west. Mr. Morrison came to rest lying prone in the westbound lane, east of the Harley-Davidson with his head oriented east. Mr. Morrison was drug away from the burning motorcycle by a witness to the crash and a bystander. Ms. Gilmer came to rest in the westbound lane of West Broadway Street, west of the burning motorcycle. Ms. Gilmer was moved by unknown individuals from the roadway to an adjacent sidewalk and grassy area for life-saving efforts. Mr. Morrison sustained fatal injuries as a result of the collision. Ms. Gilmer was transported by MedStar ambulance to Memorial Hospital in Chester, Illinois, where she succumbed to her collision related injuries.

ENVIRONMENTAL

ENVIRONMENT

West Broadway and North James Streets in the area of the collision were urban. The area was comprised of single-family homes, commercial buildings, and a church courtyard on the northwest corner of the intersection. The roadways were made up of asphalt construction, which was traffic polished. West Broadway's surface was of a newer construction than North James' surface. The roadway in the area of the collision was straight, relatively flat, and relatively level. There were no vision obstructions in the area of the collision. The roadway was dry at the time of the collision, which occurred during daylight hours.

TRAFFIC CONTROLS

West Broadway Street in the area of the collision was comprised of a single westbound lane and a single eastbound lane, framed by solid white fog lines, and separated by an intermittent yellow center line, indicating passing was allowed. West Broadway Street's eastbound lane had a paved right shoulder, sufficiently wide for parking, and an adjacent curbed sidewalk, divided by business entrances. West Broadway Street's westbound lane had a very narrow right shoulder, abutted by a curb, a narrow grassy area, and the adjacent sidewalk. North James Street had no roadway markings. The west side of North James Street was bordered by a curb and the aforementioned church courtyard. The east side of North James Street was bordered by a curb and sidewalk. The speed limit in the area of the collision was 25 miles per hour in both directions. The Chevrolet's speed limit for eastbound travel reduced from 35 to 25 miles per hour approximately 465 feet prior to the area of impact.

WEATHER CONDITIONS

The following conditions existed at weather station KILSTEEL6, in Steeleville as reported by Weather Underground on Friday, April 22, 2022:

Observed Time: 1:19 p.m.
Temperature: 84.0 degrees
Wind Direction: WSW
Wind Speed: 6 mph
Precipitation: None

WITNESS AND INVOLVED PARTIES SUMMARY

Raymond E. Bell

As part of the investigation, Trooper Otten spoke with Raymond Bell, a witness to the collision. Mr. Bell filled out a voluntary statement giving his recollection of the event. I later spoke with Mr. Bell. The following is a synopsis of Mr. Bell's oral and written statements and is not verbatim.

Mr. Bell stated he was westbound on Illinois State Route 150 (West Broadway Street) through Steeleville in a truck-tractor (day cab) dump-trailer that he hauls coal with. Mr. Bell advised he observed the eastbound Chevrolet cross the centerline into the westbound lane of travel. Mr. Bell stated he hit the brakes to slow down his truck as the Chevrolet was approaching his position. Mr. Bell advised he observed the motorcycle, sitting stationary at the intersection. Mr. Bell stated the Chevrolet "jumped the curb" on the north side of the roadway and hit the motorcycle "broadside". Mr. Bell advised the Chevrolet knocked the motorcycle and its occupants onto the roadway. Mr. Bell stated the Chevrolet ran over the motorcycle, its operator, and possibly its passenger. Mr. Bell advised he observed the motorcycle and its operator coming at him in a "big ball of fire". Mr. Bell stated the Chevrolet came back into the roadway and missed colliding with his truck by only two feet. Mr. Bell advised the Chevrolet didn't stop until it was past his dump trailer. Mr. Bell stated he did not notice the position or condition of the Chevrolet's driver as it passed him. Mr. Bell advised the motorcycle operator observed the Chevrolet coming at him and attempted to accelerate out of its path. Mr. Bell stated the Chevrolet started veering into the opposing lane between Garfield and James Streets. Mr. Bell advised he thought the Chevrolet was going to collide with the side of the stone shrub box that borders the southern edge of the adjacent church courtyard.

David Menefee

As part of the investigation, Trooper Otten spoke with David Menefee, a witness to the collision. Mr. Menefee filled out a voluntary statement giving his recollection of the event. I later spoke with Mr. Menefee. The following is a synopsis of Mr. Menefee's oral and written statements and is not verbatim.

Mr. Menefee stated he was westbound in a dump truck on West Broadway Street, behind the coal truck. Mr. Menefee advised when he came up the hill (just east of the crash), he remembers seeing the motorcycle at the stop sign. Mr. Menefee stated the driver of the coal truck slammed on its brakes in front of him. Mr. Menefee advised he braked and swerved to the right. Mr. Menefee stated he saw the Chevrolet collide with and drive over the motorcycle. Mr. Menefee advised the Chevrolet came to a stop on the "bank side" of the road (eastbound) adjacent to him. Mr. Menefee stated he jumped out of his truck and ran up to the crash site. Mr. Menefee advised the motorcycle was on fire and its operator was just a few feet away from it. Mr. Menefee stated the motorcycle's passenger was a short distance away, near the adjacent curb. Mr. Menefee advised he went back

to his truck to get his fire extinguisher. Mr. Menefee stated when he was near his truck the driver (Cook) of the Chevrolet stated, “What happened? What happened? Did I hit a motorcycle?” Mr. Menefee advised the driver of the Chevrolet seemed “pretty dazed”. Mr. Menefee stated when he first observed the Chevrolet it was already in his westbound lane. Mr. Menefee advised unknown persons moved the motorcycle’s passenger onto the sidewalk, away from the flames.

Nicholas T. Cook

As part of the investigation, I spoke with Nicholas Cook, driver of the Chevrolet. The following is a synopsis of the interview and not verbatim.

Mr. Cook stated he was driving home from his place of employment (Menard Correctional Center) at the time of the crash. Mr. Cook advised there had been a stabbing at the prison recently and workers were being mandated to work overtime. Mr. Cook stated he “took a mandate” and “worked over” that day. Mr. Cook advised he was supposed to be off work at 10:30 a.m. after his regular shift but ended up working approximately 13.5 hours. Mr. Cook stated it’s not out of the ordinary for him to work over a few hours here and there. Mr. Cook advised he remembers driving east into Steelville, passing the car dealership, and stopping at the 3-way intersection of Illinois Route 150 at Illinois Route 4. Mr. Cook stated just prior to the crash there were no cars in front of him and he was looking at the road. Mr. Cook advised he remembers taking a drink from a bottle of soda and setting it down. Mr. Cook stated he was in the process of putting the lid on the soda bottle just prior to the crash. Mr. Cook advised he was unsure if his handling of the soda bottle led to his lane departure and the crash. Mr. Cook stated at the time of the crash he was fully functional and not fatigued. Mr. Cook advised he does not believe that he fell asleep prior to the collision.

Voluntary Statement forms are attached in **Appendix 7**.

PHYSICAL EVIDENCE

During my scene investigation, I observed an area of impact associated with the collision between the Chevrolet and the Harley-Davidson, located on West Broadway Street, near the western edge of the junction, and associated pavement change, between West Broadway and North James Streets. The area of impact was distinguishable by the presence of a scrape, and a tire scrub mark. From the area of impact, I observed scrapes, gouges, debris, and fluids leading to the final resting positions of the vehicles. There was no definitive physical evidence leading to the area of impact. I observed a skidding tire mark, approximately 2.94 feet in length, on the southeast corner of the sidewalk, just prior to the area of impact. If the skid was made by the Chevrolet, it would have been made post-impact by its left rear tire.

The Harley-Davidson came to rest on its left side in the westbound lane of West Broadway Street, east of North James Street, oriented west, approximately 101.38 feet from the area of impact. As a result of catching fire post-collision, I observed the yellowish remnants of fire suppression foam

on the Harley-Davidson and the surrounding area. I observed significant collision and fire related damage to most areas of the Harley-Davidson. The Harley-Davidson sustained damage on its right side at its fuel tank, engine, and frame, due to impact. The Harley-Davidson sustained significant damage to its left side as a result of sliding on the pavement.

I observed a silver in color body panel from the Chevrolet's front passenger corner lying within the crosswalk on the east side of the intersection, in West Broadway Street's westbound lane. The panel transitioned the front passenger quarter panel into the front bumper. Just east of the body panel was the street sign that had been run over by the Chevrolet after colliding with the Harley-Davidson. The sign was west-northwest of the Harley-Davidson, adjacent to the nearby sidewalk, facing westbound West Broadway Street traffic. The sign warned of the adjacent crosswalk, just east of North James Street. The pre-crash position of the sign's base was approximately 52.84 feet east of the area of impact. The Chevrolet traveled approximately 243.21 feet to a controlled stop on the eastbound lane's right shoulder after colliding with the sign.

I observed damage to the front end of the Chevrolet, most pronounced near the center and passenger corner. The damage included but was not limited to the following: front bumper/skirt, grill, hood, passenger headlight lens, and front passenger quarter panel. I observed a rectangular shaped impression in the front bumper where the Chevrolet collided with the sign post. I observed the void at the front passenger corner where the body panel found within the crosswalk belonged. I observed blood splatter on the passenger side of the front bumper and the passenger headlight lens.

While at the hospital, and with his consent, Trooper Otten examined Mr. Cook's cellular phone for evidence of its usage in the minutes leading up to the collision. Trooper Otten advised he found no evidence of said activity.

After clearing the scene, I responded to J & S Towing in Sparta, Illinois, and completed an inspection of the Chevrolet. During my inspection of the Chevrolet I observed the driver seatbelt was extended and locked. I observed the driver front airbag was deployed. I observed the headlight switch was in the AUTO position. I observed the steering wheel, brake pedal, and accelerator pedal were all responsive to input.

I observed the Chevrolet's manufacturer sticker tire size recommendation was 275/60R20 with a tire inflation recommendation of 35 psi for front and rear tires. I recorded the Chevrolet's tire information as follows:

Tire Position	Tire Type	Tire Size	Tire Pressure	Tread Depth
Front Driver	Bridgestone Alenza A/S 02	275/60R20	38 PSI	10/32
Front Passenger	Bridgestone Alenza A/S 02	275/60R20	36 PSI	9/32
Rear Driver	Bridgestone Alenza A/S 02	275/60R20	36 PSI	10/32
Rear Passenger	Bridgestone Alenza A/S 02	275/60R20	36 PSI	10/32

While at the tow yard I also completed an inspection of the Harley-Davidson. During my inspection of the Harley-Davidson I observed the front rim was damaged and the front tire was separated from the rim. I observed the rear tire information I would normally gather was destroyed or illegible due to the fire and subsequent fire suppression efforts. Attempts to wipe off the suppression foam caused damage to any of the tire's raised lettering that wasn't previously destroyed.

I recorded the Harley-Davidson's tire information as follows:

Tire Position	Tire Type	Tire Size	Tire Pressure	Tread Depth
Front	Dunlop D401F	100/90-19	0 PSI	4/32
Rear	Unknown	Unknown	0 PSI	3/32

OCCUPANT RESTRAINT ANALYSIS AND HELMET USE ANALYSIS

The driver seatbelt of the Chevrolet was observed locked and extended. The Chevrolet's Airbag Control Module report indicated the Driver Safety Belt Status (Driver Belt Switch Circuit Status) as Buckled. I determined Mr. Cook was properly restrained at the time of the collision. As no helmets were observed on scene, and none were observed by witnesses or first responders, I determined Mr. Morrison and Ms. Gilmer were not wearing helmets at the time of the collision.

AIRBAG CONTROL MODULE ANALYSIS

Several terms and acronyms will be used in this report. "CDR" is an acronym for Crash Data Retrieval. The Bosch CDR System consists of a kit containing software, cables, and an interface module designed (and periodically upgraded) specifically to create an image of the data and translate the information stored in the Airbag Control Module (ACM). The kit is used in conjunction with a computer. The system will produce a report for each module imaged and a copy of each will be contained in the appendix of this report. "Algorithm Enable" (AE) is also commonly used. AE occurs when there is a force (impulse) detected by the module significant enough to cause the module to begin analysis of the force and to determine whether to deploy the airbag(s). Depending on the amount and duration of the force, the module may deploy the airbag(s). The time when AE occurs is used as a reference (or zero) point for most time measurements. However, AE is not necessarily the precise instant of the crash. Some modules use "Time Zero" instead of AE. Sensing Diagnostic Module, SDM, is manufacturer specific for General Motors and is the same as ACM.

Unit # 1

Make: Chevrolet
Model: Silverado
Year: 2022
Tire Size: 275/60R20

On Friday, April 22, 2022, at approximately 2:48 p.m., prior to arriving at the scene of the crash, I arrived at Sparta Community Hospital in Sparta, Illinois, and received written consent from Mr. Cook to image the Airbag Control Module (ACM) of his Chevrolet. I then continued to the scene of the crash where I used the Bosch Crash Data Retrieval System to capture the image. A copy of the CDR generated report is attached as **Appendix 8**.

There were 42 pages of information describing the recorded event. The beginning pages of the Bosch CDR generated report list “Data Limitations.” There are two types of recorded crash events for Front, Side, and Rear (FSR) Events. The first is the Non-Deployment Event. A Non-Deployment Event records data but does not deploy the air bag(s). The minimum SDM Recorded Vehicle Velocity Change that is needed to record a Non-Deployment Event is 5 miles per hour. A Non-Deployment Event contains Pre-Crash and Crash data. The oldest Non-Deployment Event can be overwritten by a Deployment Event, if all three records are full and the Non-Deployment Event is not locked. A Non-Deployment Event can be overwritten by a more recent Non-Deployment Event if all three records are full and the Non-Deployment is older than approximately 250 ignition cycles. Also, a Non-Deployment Event can be recorded if one of the following occurs without the Deployment of any of the frontal air bags, side air bags, pretensioners, or roll bars: Head Rest Deployment, Battery Cut-Off Deployment.

The second type of SDM recorded crash event for FSR Events is the Deployment Event. It also may contain Pre-Crash and Crash data. Deployment Events cannot be overwritten or cleared by the SDM. Rollover Events contain Pre-Crash and Crash data. Rollover Events follow the same rules as FSR Deployment Events. The SDM can store up to three Events. There are two types of PedPro crash events. The first is the Non-Deployment PedPro Event. A Non-Deployment PedPro Event records data but does not deploy anything. A Non-Deployment PedPro Event may contain Pre-Crash and Crash Data. The second type of PedPro recorded crash event is the Deployment PedPro Event. It also may contain Pre-Crash and Crash data. Deployment Events cannot be overwritten or cleared by the SDM. The SDM can store up to two PedPro Events. The Chevrolet’s SDM recorded a **Deployment Event**. Only the data relevant to the investigation will be discussed in this analysis.

System Status at Time of Retrieval

In this section of the Bosch report, a table indicated the Ignition Cycle, Download (Ignition Cycles at Investigation) was 1,222. The SDM recorded 1 Dynamic Deployment Event and 1 Dynamic Event. The table also recorded the Vehicle Identification Number (3GCPYBEK9NG188775), equipment information, and deployment commands following the end of an Event.

System Status at Event (Record 1)

In this section of the report, the table indicated a Complete, Deployment Event, which was locked. The Frontal, Side, Rollover, and Rear Algorithms were Active. The Ignition Cycle, Crash (Ignition Cycles at Event), was 1,218. The Event Severity Status indicated a Frontal Stage 1 Event. The Driver Safety Belt Status (Driver Belt Switch Circuit Status) indicated Buckled. The Maximum Delta-V, Longitudinal (Maximum Longitudinal SDM Recorded Vehicle Velocity Change for FSR Event), was -11 miles per hour and occurred 158 milliseconds after AE. The Maximum Delta-V,

Lateral (Maximum Lateral SDM Recorded Vehicle Velocity Change for FSR Event), was 1 mile per hour and occurred 166 milliseconds after AE. The Maximum Resultant Delta-V – Longitudinal Component for FSR Event was -11 miles per hour. The Maximum Resultant Delta-V – Lateral Component for FSR Event was 1 mile per hour. The time from FSR Time Zero to time of the Maximum Resultant Delta-V was 160 milliseconds after AE. Blended Event FSR 1 Severity Type was Frontal (Pretensioner/Stage 1/Stage2).

DTCs Present at Time of Event (Record 1)

In this section of the report, a table indicated Diagnostic Trouble Code B0052-00 was present. This code is commonly present as a result of Air Bag deployment.

Deployment Command Data (Record 1)

The table indicated which safety systems were deployed during the event, and the time lapse in milliseconds from Time Zero to the point Deployment Command Criteria was Met. The following Deployment Loops were commanded: Driver 1st Stage, Driver 2nd Stage, Driver Pretensioner #1, Passenger Pretensioner #1, Driver Pretensioner #2, Passenger Pretensioner #2.

Delta-V, Longitudinal (Record 1)

Pages 8-9 recorded Longitudinal Delta-V data in graphic and tabular form.

Acceleration, Longitudinal (Record 1)

Pages 10-13 recorded Longitudinal Acceleration data in graphic and tabular form.

Delta-V, Lateral (Record 1)

Pages 14-15 recorded Lateral Delta-V data in graphic and tabular form.

Acceleration, Lateral (Record 1)

Pages 16-19 recorded Lateral Acceleration data in graphic and tabular form.

Pre-Crash Data, -5.0 to -0.5 sec (Record 1)

In this section, two tables recorded data for the 5.0 seconds prior to AE in half-of-a-second intervals. This period was not exactly five seconds. The last sample taken prior to AE occurred anytime between -0.001 and -0.5 seconds. The subsequent samples (going back in time) were at half-second intervals from this sample. Therefore, all times in the following section are approximate. Table 1 is presented below:

Pre-Crash Data -5.0 to -0.5 sec (Record 1) - Table 1 of 2

Time (sec)	Service Brake (Brake Switch Circuit State)	Accelerator Pedal Position, % Full (Accelerator Pedal Position) (%)	Engine RPM (Engine Speed) (RPM)	Engine Throttle, % Full (Throttle Position) (%)	Speed, Vehicle Indicated (Vehicle Speed) (MPH [km/h])	System Power Mode Status	System Backup Power Mode Status
-5.0	Off	19	1,472	37	42 [68]	Run	Run
-4.5	Off	19	1,536	37	43 [69]	Run	Run
-4.0	Off	19	1,536	37	43 [69]	Run	Run
-3.5	Off	19	1,536	37	43 [69]	Run	Run
-3.0	Off	19	1,536	37	43 [70]	Run	Run
-2.5	Off	19	1,536	37	43 [70]	Run	Run
-2.0	Off	19	1,472	38	43 [70]	Run	Run
-1.5	Off	19	1,280	42	44 [71]	Run	Run
-1.0	Off	19	1,280	42	44 [71]	Run	Run
-0.5	Off	20	1,344	49	44 [71]	Run	Run

For the data listed in the table above, the Service Brake (Brake Switch Circuit State) indicated if the brake pedal was pressed. Accelerator Pedal Position, % Full was the driver requested acceleration as measured by the throttle position sensor on the accelerator pedal compared to the fully depressed position.

Pre-Crash Data -2.0 to -0.5 sec (Record 1)

In this section of the report, a table indicated the cruise control was not active prior to the collision.

Analysis of the Event

In completing my analysis, I determined Record 1 occurred when the Chevrolet collided with the Harley-Davidson. This determination was supported by the Ignition Cycles, Crash and Event, as well as the pre-crash data, crash pulse, and physical evidence.

Reviewing the Record 1 Pre-Crash Data, I observed the Chevrolet's speed was 42 miles per hour during the -5.0 second interval and increased to 44 miles per hour at the -1.5 second interval. The Chevrolet's speed remained 44 miles per hour for the remaining intervals prior to AE.

During the -0.5 second interval of Record 1, the Chevrolet's vehicle speed indicated was 44 miles per hour with the Accelerator Pedal Position at 20% Full and the Service Brake OFF. I then adjusted for a possible +/- 4% speedometer error, +/- 1.76 miles per hour. This resulted in a speed range of **45.76 to 42.24 miles per hour** for the Chevrolet at AE and at impact with the Harley-Davidson.

In conclusion, there was nothing in the CDR generated report to indicate the reported data to be unreliable.

TIME-DISTANCE SPEED ANALYSIS

Using the departure angle of the Harley-Davidson, as evidenced by its initial gouge mark after impact, I determined the approach angle of the Chevrolet. Referencing this angle and the damage profiles of the vehicles, I determined the Chevrolet traveled approximately 86.28 feet from initial lane departure to impact. Using the lower speed range for the Chevrolet of 42.24 miles per hour, as previously referenced in the ACM analysis, I determined Mr. Morrison had approximately 1.39 seconds to react and evade the pending collision if he observed the Chevrolet's lane departure at the point of possible perception. Had Mr. Cook been traveling at the posted speed limit of 25 miles per hour, I determined Mr. Morrison would have had approximately 2.35 seconds to react and evade the pending collision, nearly a full second longer. My calculations can be found in **Appendix 4**.

VIDEO EVIDENCE OBTAINED

Pastor Mark Harriss of St. Mark's Lutheran Church in Steeleville provided video footage from a Ring doorbell camera, attached to the church's parsonage, located behind the church, on the northwest corner of West Illinois Street and North Garfield Street. The camera faces east and was located approximately 516 feet west-northwest of the area of impact. The view of the crash scene is partially blocked by bare trees. The video recording does not include the moment of impact as the recording appears to have been initiated as a result of the collision. The motorcycle is never visible in the recording. It appears the Chevrolet is rising and falling after the collision occurs, indicating it likely drove over the motorcycle and/or its occupants as described by witnesses. No analysis of the videos was completed.

TOXICOLOGY

As part of the investigation, Trooper Otten responded to Sparta Community Hospital in Sparta, Illinois, and met with Nicholas Cook, driver of the Chevrolet. After being read the Traffic Crash Warning to Motorist by Trooper Otten, Mr. Cook consensually submitted blood and urine samples for toxicology analysis. The blood and urine were submitted to the Illinois State Police Division of Forensic Services for toxicology testing.

The laboratory returned the following:

Results:

<u>ITEM #</u>	<u>DESCRIPTION</u>	<u>FINDINGS</u>
1A	Two tubes of blood	No volatiles detected
1B	Two bottles of urine	No drugs detected

A complete copy of Mr. Cook's toxicology report is attached in **Appendix 5**.

As part of their investigation, the Randolph County Coroner's Office collected blood, urine, and vitreous fluid samples from Mr. Morrison's body. These samples were sent to the St. Louis University Forensic Toxicology Laboratory in Berkeley, Missouri, for analysis.

The laboratory returned the following:

POSITIVE RESULTS

Specimen	Compound	Result	Units	Analytic Method
001.001	Acetaminophen	Confirmed Present		LC-MS/MS
001.001	11-OH-THC	Confirmed Present		THC-GC-MS
001.001	THC-COOH	Confirmed Present		THC-GC-MS
001.002	Acetaminophen	210	ng/mL	LC-MS/MS
001.002	Sertraline	7.8	ng/mL	LC-MS/MS
001.002	Delta-9-THC	2.7	ng/mL	THC-GC-MS
001.002	THC-COOH	12	ng/mL	THC-GC-MS

A complete copy of Mr. Morrison's toxicology report is attached in **Appendix 6**.

CONCLUSIONS

Based on the physical evidence, as well as witness and involved party statements, the following conclusions were reached:

Nicholas T. Cook, driver of a silver 2022 Chevrolet Silverado pickup was eastbound on West Broadway Street, approaching North James Street, in Steeleville, Illinois, Randolph County.

At the same time, Dakota R. Morrison, operator of a black 2013 Harley-Davidson Dyna Super Glide Custom motorcycle, was stopped on North James Street, facing south at the intersection with West Broadway Street. Diane M. Gilmer was seated behind Mr. Morrison as a passenger on the Harley-Davidson.

As stated by Mr. Cook, while distracted by his interaction with a soda bottle, the Chevrolet departed the eastbound lane of travel, crossed into the westbound lane and proceeded partially on to the adjacent sidewalk.

The front passenger corner of the Chevrolet collided with the right side of the Harley Davidson at the intersection. As a result of the collision, Mr. Morrison and Ms. Gilmer were ejected from the Harley-Davidson.

After the collision, the Chevrolet continued east where it collided with, and drove over a sign post. The Chevrolet was then brought to a controlled stop by Mr. Cook on the right shoulder of West Broadway Street's eastbound lane, facing east.

The Harley-Davidson was redirected east. It overturned, caught fire, and came to rest on its left side in the westbound lane of West Broadway Street, facing west.

Mr. Morrison came to rest lying prone, oriented east, in the westbound lane of West Broadway Street, adjacent to and east of the burning motorcycle. Mr. Morrison sustained fatal injuries on scene.

Ms. Gilmer came to rest in the westbound lane of West Broadway Street, adjacent to and west of the burning motorcycle. Ms. Gilmer was transported to Memorial Hospital in Chester, Illinois, where she succumbed to her collision related injuries.

Mr. Cook consensually submitted blood and urine for toxicology analysis at Sparta Community Hospital. Mr. Cook's toxicology returned negative for volatiles and drugs.

Mr. Morrison's toxicology was positive for Acetaminophen, 11-OH-THC, THC-COOH, Delta-9-THC, and Sertraline.

The primary causes of this collision were **Improper Lane Usage** and **Failure to Reduce Speed to Avoid an Accident** by Nicholas T. Cook.

A Contributory Cause to this crash was **Speeding** by Nicholas T. Cook.



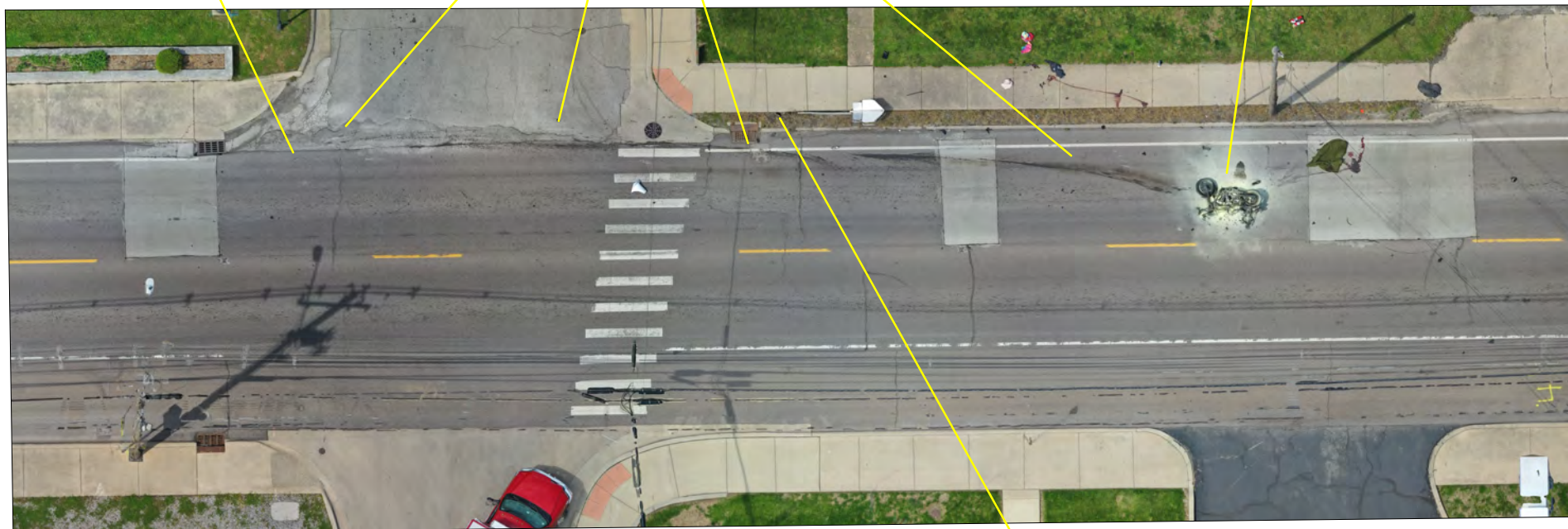
Appendix 1 Diagram



SCRAPES, GOUGES, FLUID TRAILS

AREA OF IMPACT

FINAL REST HARLEY-DAVIDSON



SIGN POST BASE



APPROXIMATE SCALE IN FEET

ILLINOIS STATE POLICE	
TRAFFIC CRASH RECONSTRUCTION UNIT	
CRASH REPORT #:	13-22-00321
CRASH RECONSTRUCTION OFFICER:	TPR, GERALD BEMIS
DATE:	APRIL 22, 2022
LOCATION:	W. BROADWAY ST. AT N. JAMES ST., STEELEVILLE
	RANDOLPH COUNTY
DIAGRAM PREPARED BY:	TPR, GERALD BEMIS
© 2021 ILLINOIS STATE POLICE	DIAGRAM 1 OF 1



Appendix 2 Crash Report

ILLINOIS TRAFFIC CRASH REPORT

Sheet 1 of 1 Sheets



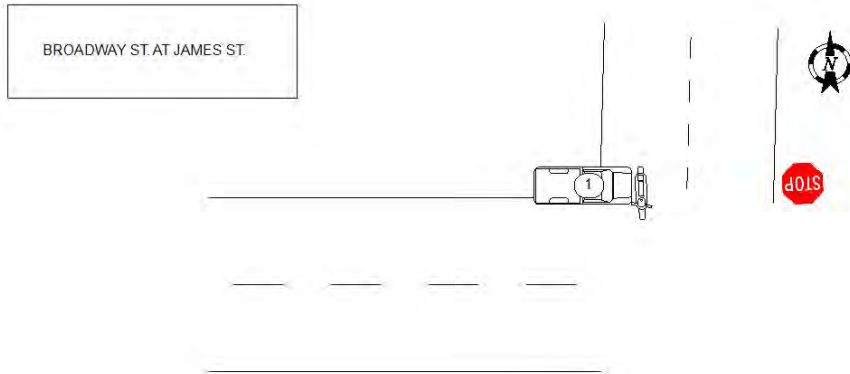
TC002



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DRAC 1 U 1	1 U 2	TRFD 2	TRFC 2	WEAT 1	DRVA 1 U 1	1 U 2	VIS 1 U 1	1 U 2	VEHD 1 U 1	1 U 2	LGHT 1	COLL 10	MANV 1 U 1	3 U 2								
INVESTIGATING AGENCY ISP				DAMAGE TO ANY ONE PERSON'S VEHICLE / PROPERTY ☐ \$500 OR LESS ☐ \$501 - \$1,500 ☒ OVER \$1,500				TYPE OF REPORT ☒ ON SCENE ☐ NOT ON SCENE (DESK REPORT) ☐ AMENDED				☐ A No Injury / Drive Away ☒ B Injury and / or Tow Due To Crash		AGENCY CRASH REPORT NO. YR 2022 13-22-00321		TRFW 1						
ADDRESS NO.		HIGHWAY or STREET NAME W BROADWAY ST										☐ City ☒ Township ROAD DIST #04 TWP		DATE OF CRASH 04/22/2022 mo / day / yr		TIME 12:55 ☐ AM ☒ PM		SECONDARY CRASH ☐ YES ☒ NO FLOW CONDITION ☐ SLOW ☐ STOPPED ☒ FREE FLOW		VEHT 2 U 1 10 U 2		
(CIRCLE) ☐ FT / MI		(CIRCLE) N E S W		(NAME OF INTERSECTION OR ROAD FEATURE) N JAMES ST										COUNTY RANDOLPH		INTERSECTION RELATED ☒ Y ☐ N PRIVATE PROPERTY ☐ Y ☒ N HIT & RUN ☐ Y ☒ N		DOORING WITH PEDALCYCLIST? ☐ Y ☒ N		# OF MOTOR VEHICLES INVLD 2		# LNS 2 U 1 2 U 2
☒ DRIVER ☐ PARKED ☐ DRIVERLESS ☐ PED ☐ PEDAL ☐ EQUES ☐ NMV ☐ NCV ☐ DV COOK, NICHOLAS T NAME (LAST, FIRST, MI)				DATE OF BIRTH mo / day / yr				MAKE CHEVROLET		MODEL SILVERADO		YEAR 2022		CIRCLE NUMBER(S) FOR DAMAGED AREA(S) 00 - NONE 13 - UNDER CARRIAGE 14 - TOTAL (ALL AREAS) 15 - OTHER 99 - UNKNOWN POINT OF FIRST CONTACT 1				TOWED DUE TO CRASH ☒ Y ☐ N FIRE ☐ YES ☒ NO DISTRACTED ☐ YES ☒ NO *Distraction Value COM VEH * ☐ Y ☒ N		U 1 2 U 2 2 ALGN 1 U 1 1 U 2 1		
STREET ADDRESS [REDACTED]				SEX M		SAFT 2		AIR 5		AUTOMATED SYSTEM ☐ Y ☒ N ☐ UNK		LEVEL IN VEH ☐ Y ☒ N ☐ UNK		LEVEL ENGAGED AT CRASH ☐ Y ☒ N ☐ UNK		POLICY NO. 6128736D1413E				U 1 1 U 2 1		
CITY [REDACTED]				STATE [REDACTED]		ZIP [REDACTED]		INJ 0		EJECT 1		EPH 0		PLATE NO. [REDACTED]		STATE IL		YEAR 2022		U 1 1 U 2 1		
TELEPHONE [REDACTED]				DRIVER LICENSE NO. [REDACTED]				STATE IL		CLASS 0		CDL ID 0		INSURANCE CO. STATE FARM MUTUAL AUTOMOBILE				U 1 1 U 2 1				
EMS AGENCY COOK, NICHOLAS T				PEDV ☐ Y ☒ N		PPA ☐ Y ☒ N		PPL ☐ Y ☒ N		VEHICLE OWNER (LAST, FIRST M.I.) COOK, NICHOLAS T				POLICY NO. 6128736D1413E				U 1 1 U 2 1				
TAKEN TO COOK, NICHOLAS T				INCIDENT RESPONDER ☐ Y ☒ N		IF "Y" ☐ Y ☒ N		OWNER ADDRESS (STREET, CITY, STATE, ZIP) [REDACTED]				TELEPHONE [REDACTED]				U 1 1 U 2 1						
☒ DRIVER ☐ PARKED ☐ DRIVERLESS ☐ PED ☐ PEDAL ☐ EQUES ☐ NMV ☐ NCV ☐ DV MORRISON, DAKOTA R NAME (LAST, FIRST, MI)				DATE OF BIRTH mo / day / yr				MAKE HARTLINE TRA		MODEL MOTORCYCLE		YEAR 2013		CIRCLE NUMBER(S) FOR DAMAGED AREA(S) 00 - NONE 13 - UNDER CARRIAGE 14 - TOTAL (ALL AREAS) 15 - OTHER 99 - UNKNOWN POINT OF FIRST CONTACT 3				TOWED DUE TO CRASH ☒ Y ☐ N FIRE ☐ YES ☒ NO DISTRACTED ☐ YES ☒ NO *Distraction Value COM VEH * ☐ Y ☒ N		U 1 2 U 2 2 SPDR 0 U 1 0 U 2 0		
STREET ADDRESS [REDACTED]				SEX M		SAFT 5		AIR 3		AUTOMATED SYSTEM ☐ Y ☒ N ☐ UNK		LEVEL IN VEH ☐ Y ☒ N ☐ UNK		LEVEL ENGAGED AT CRASH ☐ Y ☒ N ☐ UNK		POLICY NO. 1HD1GV411DC331821				U 1 2 U 2 2		
CITY [REDACTED]				STATE [REDACTED]		ZIP [REDACTED]		INJ K		EJECT 2		EPH 9		PLATE NO. [REDACTED]		STATE IL		YEAR 2022		U 1 0 U 2 0		
TELEPHONE [REDACTED]				DRIVER LICENSE NO. [REDACTED]				STATE IL		CLASS DM		CDL ID 0		INSURANCE CO. MORRISON, DAKOTA R				U 1 0 U 2 0				
EMS AGENCY MEDSTAR				PEDV ☐ Y ☒ N		PPA ☐ Y ☒ N		PPL ☐ Y ☒ N		VEHICLE OWNER (LAST, FIRST M.I.) MORRISON, DAKOTA R				POLICY NO. 1HD1GV411DC331821				U 1 0 U 2 0				
TAKEN TO CHESTER				INCIDENT RESPONDER ☐ Y ☒ N		IF "Y" ☐ Y ☒ N		OWNER ADDRESS (STREET, CITY, STATE, ZIP) [REDACTED]				TELEPHONE [REDACTED]				U 1 0 U 2 0						
(UNIT) (SEAT) (DOB) (SEX) (SAFT) (AIR) (INJ) (EJECT) (EPH)				PASSENGERS & WITNESSES ONLY (NAME) / (ADDR) / (TEL)				(EMS)				(HOSPITAL)				BAC 997 U 1 996 U 2 996						
2 8 12/11/1990 F 5 3 K 2 9				GILMER, DIANE M / [REDACTED]				MEDSTAR				CHESTER				U 1 1 U 2 2						
W - [REDACTED] M - - - - -				BELL, RAYMOND E / [REDACTED]												U 1 1 U 2 2						
W - [REDACTED] M - - - - -				MENEFEE, DAVID H / [REDACTED]												U 1 1 U 2 2						
EVNO (MOST) (EVNT) (LOC)				DAMAGED PROPERTY OWNER NAME				DAMAGED PROPERTY				POLICE NOTIFIED				TIME				DIRP 3 U 1 5 U 2 25		
1 11 4				COOK, NICHOLAS T				11-709(A)				703800148				04/22/2022 01:00				U 1 5 U 2 25		
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2				COOK, NICHOLAS T				11-709(A)				703800148										

A **Diagram** and **Narrative** are required on all **Type B** crashes, **even if** units have been moved prior to the officer's arrival.



NARRATIVE (Refer to vehicle by Unit No.)

UNIT 1 WAS TRAVELING EAST BOUND ON BROADWAY STREET NEAR JAMES STREET IN STEELEVILLE. UNIT 2 WAS AT THE INTERSECTION OF JAMES STREET AND BROADWAY STREET FACING SOUTH. UNIT 1 SWERVED ACROSS THE WEST BOUND LANE OF BROADWAY STREET AND INTO THE INTERSECTION OF JAMES AND BROADWAY AND STRUCK UNIT 2. THE DRIVER, PASSENGER, AND UNIT 2 WERE DRUG A SHORT DISTANCE AND CAME TO A REST IN THE WEST BOUND LANE OF BROADWAY. UNIT 1 CAME TO A REST ON THE EAST BOUND SHOULDER JUST EAST OF WHERE UNIT 2 CAME TO A REST. THE DRIVER OF UNIT 2 WAS PRONOUNCED DEAD ON SCENE AND THE PASSENGER WAS TRANSPORTED TO CHESTER MEMORIAL HOSPITAL WHERE SHE WAS PRONOUNCED DEAD. UNIT 2 RECEIVED DAMAGE TO ALL AREAS AND UNIT 1 RECEIVED DAMAGE TO THE FRONT.

LOCAL USE ONLY

U 1 Color SILVER	U 2 Color BLACK		
U 1 Towed due to: ☒ Disabling Damage ☐ NOT Disabling Damage	Damage Extent: 3	Towed by / to J & S Towing (Sparta) / J & S Towin	
U 2 Towed due to: ☒ Disabling Damage ☐ NOT Disabling Damage	Damage Extent: 3	Towed by / to J & S Towing (Sparta) / J & S Towin	

LARGE TRUCK, BUS, OR HM VEHICLE

IF MORE THAN ONE CMV IS INVOLVED, USE SR 1050A
ADDITIONAL UNITS FORMS.

A CMV is defined as any motor vehicle used to transport passengers or property and:

1. Has a weight rating of more than 10,000 pounds (example: truck or truck/trailer combination); or
2. Is used or designed to transport more than 15 passengers, including the driver (example: shuttle or charter bus); or
3. Is designed to carry 15 or fewer passengers and operated by a contract carrier transporting employees in the course of their employment (example: employee transporter - usually a van-type vehicle or passenger car); or
4. Is used or designated to transport between 9 and 15 passengers, including the driver, for direct compensation (example: large van used for specific purpose); or
5. Is any vehicle used to transport any hazardous material (HAZMAT) that requires placarding (example: placards will be displayed on the vehicle).

CARRIER NAME _____

ADDRESS _____

CITY/STATE/ZIP _____

Motor Carr. ID ☐ Interstate ☐ Intrastate
☐ Not In Comm./Govt. ☐ Not in Comm./Other

USDOT NO. _____ ILCC NO. _____

Source of above info. ☐ Side of Truck ☐ Papers ☐ Driver ☐ Log Book

GVWR/GCWR ☐ < 10,000 ☐ 10,000 - 26,000 ☐ > 26,000

Were HAZMAT placards displayed on the vehicle? ☐ Y ☐ N

If yes, name on placard _____

4-digit UN no. _____ 1-digit Hazard Class no. _____

Did HAZMAT spill from the vehicle (do NOT consider FUEL from the vehicle's own tank)? ☐ Y ☐ N ☐ UNK

Did HAZMAT Regulations violation contribute to the crash? ☐ Y ☐ N ☐ UNK

Did Carrier Safety Regulations (HCS) violation contribute to the crash? ☐ Y ☐ N ☐ UNK

Was a Driver/Vehicle Examination Report form completed?

HAZMAT ☐ Y ☐ N ☐ UNK Out of Service? ☐ Y ☐ N

MCS ☐ Y ☐ N ☐ UNK Out of Service? ☐ Y ☐ N

Form No. _____

IDOT PERMIT NO. _____ WIDE LOAD? ☐ Y ☐ N

TRAILER VIN 1 _____

TRAILER VIN 2 _____

TRAILER WIDTH(S): 0-96" 97-102" > 102"
TRAILER 1 ☐ ☐ ☐
TRAILER 2 ☐ ☐ ☐

TRAILER LENGTH(S): 1 _____ ft TRAILER 2 _____ ft

TOTAL VEHICLE LENGTH _____ ft NO. OF AXLES _____

SELECT CODES FROM BACK COVER OF CRASH BOOKLET:

VEHICLE CONFIGURATION _____

CARGO BODY TYPE _____ LOAD TYPE _____



Appendix 3 Photographs



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IMG_5606.JPG



IMG_5607.JPG



IMG_5608.JPG



IMG_5609.JPG



IMG_5610.JPG



IMG_5611.JPG



IMG_5612.JPG



IMG_5613.JPG



IMG_5614.JPG



IMG_5615.JPG



IMG_5616.JPG



IMG_5617.JPG



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IMG_5619.JPG



IMG_5620.JPG



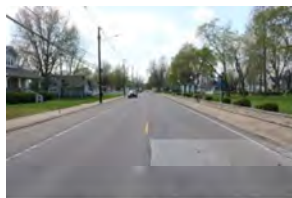
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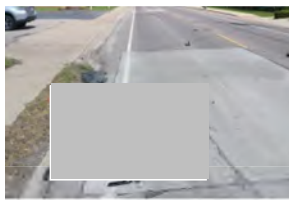
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Appendix 4 Time-Distance Speed Analysis

Time-Distance Speed Analysis

Distance traveled by Chevrolet from point of possible perception to impact = **86.28 feet**

$$Time = \frac{Distance}{Velocity} \quad Velocity = Speed * 1.466$$

$$Time = \frac{Distance}{Speed * 1.466}$$

42.4 MPH

25 MPH

$$Time = \frac{Distance}{Speed * 1.466}$$

$$Time = \frac{Distance}{Speed * 1.466}$$

$$Time = \frac{86.28 \text{ ft}}{42.24 \text{ mph} * 1.466}$$

$$Time = \frac{86.28 \text{ ft}}{25 \text{ mph} * 1.466}$$

$$Time = \frac{86.28 \text{ ft}}{61.92 \text{ ft/sec}}$$

$$Time = \frac{86.28 \text{ ft}}{36.65 \text{ ft/sec}}$$

Time = 1.39 seconds

Time = 2.35 seconds



Appendix 5

Cook Toxicology



Illinois State Police
Division of Forensic Services
Springfield Toxicology Laboratory
2060 Hill Meadows Drive, Suite 2
Springfield, Illinois 62702-4670
(217) 782-4975 (Voice) * (800) 255-3323 (TDD)

LABORATORY REPORT
Toxicology

Bradley Otten
Illinois State Police, District 13
1391 S. Washington Ave.
Du Quoin, IL 62832

DFS Case #: DFS22-014507
Report #: 1
Report Date: 06/27/2022

Agency Case #: F13-22-00358
Offense(s): Traffic - Illinois Vehicle Code, Crash Investigation-Traffic Fatality
Offense Category(s): ISP Other, Other Offenses
Subject(s): Nicholas Cook

Item(s) Submitted:

<u>LAB ITEM#</u>	<u>DESCRIPTION</u>	<u>AGENCY ITEM#</u>
1	Blood and Urine kit	1
Sub-Item(s) created by laboratory:		
<u>LAB SUB-ITEM#</u>	<u>DESCRIPTION</u>	<u>AGENCY ITEM#</u>
1A	Two tubes of blood	
1B	Two bottles of urine	

Results:

<u>ITEM #</u>	<u>DESCRIPTION</u>	<u>FINDINGS</u>
1A	Two tubes of blood	No volatiles detected
1B	Two bottles of urine	No drugs detected

Remarks:

Drug analysis includes, full drug panel and the following classes: Amphetamine, Benzodiazepine, Cocaine, Cannabinoid, Opiate, and Phencyclidine (PCP).

Volatile analysis of this case is limited to the following: Ethanol, Methanol, Acetone, and Isopropanol.

Any analysis conducted is accredited under the *ISO/IEC 17025:2017 - Testing Laboratory* accreditation issued by ANSI National Accreditation Board (ANAB). Refer to certificate #FT-0240 and associated Scope of Accreditation. This report contains the conclusions, opinions and/or interpretations of the analyst(s) whose signature(s) appears on the report as authorization of the results. All testing was performed at the location listed in the header of this document, unless otherwise indicated in the Notes Packet. The "Notes Packet" appendix of this report, available in Prelog, contains detailed information on the method(s) used, date(s) of testing, location(s) of testing and environmental conditions associated with this analysis, if applicable. All evidence submitted to the laboratory will be returned upon completion of all service requests, unless otherwise indicated in the body of the report.

I have personally completed this report. Under penalties of perjury, I certify I have examined all of the information provided for this document related to the analysis conducted for this report and, to the best of my knowledge, it is true, correct, and complete.

Respectfully submitted,

A rectangular gray box used to redact the signature of the analyst.

Gavin Parker

Forensic Scientist



Appendix 6

Morrison Toxicology



St. Louis University Forensic Toxicology Laboratory

Report of Forensic Toxicology Analysis

Client:	Randolph County Coroner IL	Name	Morrison, Dakota
Requested by:	Carlos Barbour	DOB:	12/14/1995
Client Case Number	[REDACTED]	Gender:	M
SLU Tox Number:	[REDACTED]	Report Issued:	5/16/2022
Request Number:	0001		
Specimens Received:	04/27/2022 9:59 am		

POSITIVE RESULTS

Specimen	Compound	Result	Units	Analytic Method
001.001	Acetaminophen	Confirmed Present		LC-MS/MS
001.001	11-OH-THC	Confirmed Present		THC-GC-MS
001.001	THC-COOH	Confirmed Present		THC-GC-MS
001.002	Acetaminophen	210	ng/mL	LC-MS/MS
001.002	Sertraline	7.8	ng/mL	LC-MS/MS
001.002	Delta-9-THC	2.7	ng/mL	THC-GC-MS
001.002	THC-COOH	12	ng/mL	THC-GC-MS

SLUTOX ID	Specimen Description	Comment
001.001	Urine 5mL plain bottle	Visually discolored.
001.002	Blood 5mL red top tube	
001.003	Blood 4mL red top tube	
001.004	Blood 4.5mL gray top tube	
001.005	Blood 4mL gray top tube	
001.006	Vitreous 4mL red top tube	Contained debris.

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 Telephone: 314-615-0822 Fax: 314-521-1478
 Director: Sarah B. Riley, Ph.D., DABCC

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Report Certified By:



Sarah Riley, PHD, DABCC, DABTC, Director

Reference Comments:

THC-COOH (carboxy-THC, carboxy-tetrahydrocannabinol) is the inactive, terminal metabolite of delta-9-THC, the psychoactive component of marijuana.

Acetaminophen (Tylenol, paracetamol, N-acetyl-p-aminophenol, Ofirmev, Panadol) is an over the counter non-narcotic analgesic agent. Acetaminophen has antipyretic effects but lacks anti-inflammatory properties. In six fatalities due to overdosage the average blood concentration was 248 mg/L (range 160-387mg/L). May exhibit postmortem redistribution.

Sertraline (Zoloft, Lustral) is a selective serotonin reuptake inhibitor (SSRI) used to treat depression. Therapeutic plasma concentrations can range from 20 to 400 mcg/L. Adverse reactions to sertraline therapy include dry mouth, headache, dizziness, tremor, nausea, diarrhea, fatigue, insomnia, and somnolence. A postmortem peripheral blood concentration in excess of 1.5 mg/L has been judged to be a contributing factor in a death.

11-OH-THC (11-OH-tetrahydrocannabinol) is a pharmacologically active metabolite of delta-9-THC (THC, tetrahydrocannabinol), the psychoactive component of marijuana.

Specimen Source	Analysis Performed
001.001	2009: QTOF, Urine 2078: Toxicology Panel 3, Urine 2008: Marijuana and Metabolites by GC-MS, Urine
001.002	1009: QTOF, Blood 1078: Toxicology Panel 3, Blood 1008: Marijuana and Metabolites by GC-MS, Blood
001.004	1002: Blood Alcohol and Volatile Substances

Additional Comments:

Other than the above findings, examination of the specimen(s) submitted did not reveal any positive findings of toxicological significance by procedures outlined in the accompanying Analytic Summary and Reporting Limits.

*Specimen weights and volumes are approximate.

Confirmed Present: Compound was identified by two distinct methods, in multiple specimens, or by repeat analysis in accordance with American Board of Forensic Toxicology standards.

Detected: Compound was detected in a single specimen by one analytical method. Additional testing

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may be necessary for forensic confirmation. Please contact the laboratory for assistance with additional testing.

All analyses were performed under chain of custody. The chain of custody documentation is maintained at St. Louis University Forensic Toxicology Laboratory.

The remainder of the specimens submitted for analysis are scheduled for disposal twenty-four (24) months from the date of this report unless alternative arrangements are made for extended storage.

The data generated in the determination of the results contained in this report are kept on file at St. Louis University Forensic Toxicology Laboratory.

Analytic Summary and Reporting Limits:

Requested analysis: Toxicology Analysis

All of the following tests were performed for this case. For each test, the compounds listed were included in the scope.

1002: Blood Alcohol and Volatile Substances

Quantitative measurement of ethanol (ethyl alcohol), methanol (methyl alcohol), isopropanol (isopropyl alcohol), and acetone in blood by Headspace Gas Chromatography-Flame Ionization Detection. Qualitative Analysis of difluoroethane and chloroform.

Compound	Reporting Limit
Ethanol	20 mg/dL
Methanol	20 mg/dL
Isopropanol	20 mg/dL
Acetone	20 mg/dL
Difluoroethane	
Chloroform	

1009: QTOF, Blood

Drug Screen by High Performance Liquid Chromatography/Time of Flight-Mass Spectrometry

The following is a general list of compound classes included in this screen. The detection of any specific analyte is concentration-dependent. Note, not all known analytes in each specified compound class are included, and some specific analytes outside of these classes are also included. Please contact the St. Louis University Forensic Toxicology Laboratory for a detailed list of all analytes.

Amphetamines, anticonvulsants, antidepressants, antihistamines, antipsychotic agents, benzodiazepines, CNS stimulants, cocaine and metabolites, hallucinogens, hypnotosedatives, hypoglycemic, muscle relaxants, non-steroidal anti-inflammatory agents, opiates and opioids.

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2009: QTOF, Urine**Drug Screen by High Performance Liquid Chromatography/Time of Flight-Mass Spectrometry**

The following is a general list of compound classes included in this screen. The detection of any specific analyte is concentration-dependent. Note, not all known analytes in each specified compound class are included, and some specific analytes outside of these classes are also included. Please contact the St. Louis University Forensic Toxicology Laboratory for a detailed list of all analytes.

Amphetamines, anticonvulsants, antidepressants, antihistamines, antipsychotic agents, benzodiazepines, CNS stimulants, cocaine and metabolites, hallucinogens, hypnotics, hypoglycemic, muscle relaxants, non-steroidal anti-inflammatory agents, opiates and opioids.

1008: Marijuana and Metabolites by GC-MS, Blood

Quantitative analysis of marijuana and metabolites by Gas Chromatography-Mass Spectrometry.

Compound	Reporting Limit
Delta-9-tetrahydrocannabinol (THC)	2.5 ng/mL
Hydroxy-tetrahydrocannabinol (11-OH-THC)	2.5 ng/mL
Carboxy-tetrahydrocannabinol (THC-COOH)	10 ng/mL

2008: Marijuana and Metabolites by GC-MS, Urine

Quantitative analysis of marijuana and metabolites by Gas Chromatography-Mass Spectrometry.

Compound	Reporting Limit
Delta-9-tetrahydrocannabinol (THC)	2.5 ng/mL
Hydroxy-tetrahydrocannabinol (11-OH-THC)	2.5 ng/mL
Carboxy-tetrahydrocannabinol (THC-COOH)	10 ng/mL

1078: Toxicology Panel 3, Blood

Quantative Confirmation of the listed compounds by High Performance Liquid Chromatography- Tandem Mass Spectrometry. Includes the following compounds:

Compound	Reporting Limit (ng/mL)	Compound	Reporting Limit (ng/mL)
6-monoacetylmorphine	5	MDEA	10
7-aminoclonazepam	5	MDMA	10
Acetaminophen	100	MDPV	10
Alprazolam	5	Meperidine	10
Amitriptyline	20	Meprobamate	20
Amphetamine	10	Methadone	20
Benzoyllecgonine	50	Methamphetamine	10
Buprenorphine	0.5	Methylphenidate	10
Bupropion	10	Midazolam	5
Carbamazepine	200	Mitragynine (Kratom)	10
Carisoprodol	20	Morphine	5
Chlordiazepoxide	5	Naloxone	1
Citalopram/escitalopram*	5	Norbuprenorphine	0.5
Clomipramine	20	Nordiazepam	20
Clonazepam	5	Norfluoxetine	5
Cocaine	20	Nortriptyline	20
Codeine	5	O-desmethylvenlafaxine	10
Cyclobenzaprine	1	Olanzapine	5
Desalkylflurazepam	5	Oxazepam	20
Desipramine	20	Oxycodone	5
Dextromethorphan	10	Oxymorphone	5
Diazepam	20	Paroxetine	5
Diphenhydramine	10	PCP	5
Doxepin	20	Pregabalin	100
EDDP	20	Propranolol	10
Flunitrazepam	5	Propoxyphene	10
Fluoxetine	5	Pseudoephedrine	5
Flurazepam	5	Quetiapine	50
Gabapentin	200	Sertraline	5
Hydrocodone	5	Temazepam	20
Hydromorphone	5	THC-COOH	5
Imipramine	20	Topiramate	200
Levetiracetam	200	Tramadol	10
Ketamine	10	Trazadone	50
Lorazepam	5	Venlafaxine	10
MDA	10	Zolpidem	5

*This assay cannot distinguish citalopram from escitalopram
Free opiates are measured

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2078: Toxicology Panel 3, Urine

Quantative Confirmation of the listed compounds by High Performance Liquid Chromatography- Tandem Mass Spectrometry. Includes the following compounds:

Compound	Reporting Limit (ng/mL)	Compound	Reporting Limit (ng/mL)
6-monoacetylmorphine	5	MDEA	10
7-aminoclonazepam	5	MDMA	10
Acetaminophen	100	MDPV	10
Alprazolam	5	Meperidine	10
Amitriptyline	20	Meprobamate	20
Amphetamine	10	Methadone	20
Benzoyllecgonine	50	Methamphetamine	10
Buprenorphine	0.5	Methylphenidate	10
Bupropion	10	Midazolam	5
Carbamazepine	200	Mitragynine (Kratom)	10
Carisoprodol	20	Morphine	5
Chlordiazepoxide	5	Naloxone	1
Citalopram/escitalopram*	5	Norbuprenorphine	0.5
Clomipramine	20	Nordiazepam	20
Clonazepam	5	Norfluoxetine	5
Cocaine	20	Nortriptyline	20
Codeine	5	O-desmethylvenlafaxine	10
Cyclobenzaprine	1	Olanzapine	5
Desalkylflurazepam	5	Oxazepam	20
Desipramine	20	Oxycodone	5
Dextromethorphan	10	Oxymorphone	5
Diazepam	20	Paroxetine	5
Diphenhydramine	10	PCP	5
Doxepin	20	Pregabalin	100
EDDP	20	Propranolol	10
Flunitrazepam	5	Propoxyphene	10
Fluoxetine	5	Pseudoephedrine	5
Flurazepam	5	Quetiapine	50
Gabapentin	200	Sertraline	5
Hydrocodone	5	Temazepam	20
Hydromorphone	5	THC-COOH	5
Imipramine	20	Topiramate	200
Levetiracetam	200	Tramadol	10
Ketamine	10	Trazadone	50
Lorazepam	5	Venlafaxine	10
MDA	10	Zolpidem	5

*This assay cannot distinguish citalopram from escitalopram
Free opiates are measured

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Director: Sarah B. Riley, Ph.D., DABCC

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Appendix 7

Voluntary Statements

VOLUNTARY STATEMENT

DATE: 4-22-22 TIME: 1:45 P.m. PLACE: BROADWAY ST STEELVILLE, IL

I, Raymond E. Bell III, D.O.B. [REDACTED]

reside at [REDACTED]. I have been advised and duly warned by

T.P.N. B. OTTEN 5878, identified to me as an officer of the
(Name) (ID#)

Illinois State Police, _____ :

1. That I have the right to remain silent;
2. That anything I say can and will be used against me in a court of law;
3. That I have the right to talk with a lawyer now and have him present with me while being questioned;
4. If I cannot afford to hire a lawyer, one will be furnished to represent me, free of any cost, before questioning.

I state that I understand each of these rights and that I did not at any time ask that a lawyer be present to represent me in this matter. I hereby voluntarily agree to make the following statement which is made of my own free will, without promise of reward or favor, without fear or threat of physical harm, without coercion, and without offer of leniency by any person or persons.

I was West ON 150 When a gray/silver Chevy
going EAST Crossed Center Lane And white line
ON opposite Side of Road AND Struck motorcycle
AT STOP Sign Across from the Bank. Then
Then Ran motorcycle And Both Riders over and
Stopped Down The Road After Almost Hitting
me.

I have read this statement consisting of _____ page(s), and I affirm to the truth and accuracy of the facts contained therein.

Signature

Date

Witness

Witness

Date

Time

Date

Time

VOLUNTARY STATEMENT

DATE: 4-24-22 TIME: 1:15 PM PLACE: Broadway At James St

I, David Heath Menetie, D.O.B. [REDACTED]
reside at [REDACTED]. I have been advised and duly warned by
_____, identified to me as an officer of the
(Name) (ID#)

Illinois State Police, _____ :

1. That I have the right to remain silent;
2. That anything I say can and will be used against me in a court of law;
3. That I have the right to talk with a lawyer now and have him present with me while being questioned;
4. If I cannot afford to hire a lawyer, one will be furnished to represent me, free of any cost, before questioning.

I state that I understand each of these rights and that I did not at any time ask that a lawyer be present to represent me in this matter. I hereby voluntarily agree to make the following statement which is made of my own free will, without promise of reward or favor, without fear or threat of physical harm, without coercion, and without offer of leniency by any person or persons.

Broadway St. At James St I was heading
Towards Chester on Broadway St behind a Coal Truck.
The Coal truck slammed on his brakes and I slammed
my brakes on and Turned Toward The sidewalk. At
That point is when I seen The Pickup Truck on our
side of The Street and struck The Motor cycle.

I have read this statement consisting of _____ page(s), and I affirm to the truth and accuracy of the facts contained therein.

[REDACTED]
Signature

4/24/22
Date

Witness

[REDACTED]
Witness

Date

Time

04/24/22
Date

11:00 AM
Time



Appendix 8

Bosch CDR Report

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	3GCPYBEK9NG188775
User	TPR G. BEMIS #6444
Case Number	13-22-00321
EDR Data Imaging Date	04/22/2022
Crash Date	04/22/2022
Filename	3GCPYBEK9NG188775_ACM.CDRX
Saved on	Friday, April 22 2022 at 15:35:01
Imaged with CDR version	Crash Data Retrieval Tool 21.5
Imaged with Software Licensed to (Company Name)	Illinois State Police
Reported with CDR version	Crash Data Retrieval Tool 21.5
Reported with Software Licensed to (Company Name)	Illinois State Police
EDR Device Type	Airbag Control Module
Event(s) recovered	Record 1 (Deployment)

Comments

Image completed through DLC at scene. Consent signed. Silver 2022 Chevrolet Silverado 1500. Tire size, 275/60R20 matched OEM door sticker.

Data Limitations

Recorded Crash Events:

There are two types of recorded crash events for Front, Side, and Rear (FSR) Events. The first is the Non-Deployment Event. A Non-Deployment Event records data but does not deploy the air bag(s). The minimum SDM Recorded Vehicle Velocity Change, that is needed to record a Non-Deployment Event, is five MPH [8 km/h]. A Non-Deployment Event contains Pre-Crash and Crash data. The oldest Non-Deployment event can be overwritten by a Deployment Event, if all three records are full and the Non-Deployment Event is not locked. A Non-Deployment Event can be overwritten by a more recent Non-Deployment Event if all three records are full and the Non-Deployment is older than approximately 250 ignition cycles. Also, a Non-Deployment event can be recorded if one of the following occurs without the Deployment of any of the frontal air bags, side air bags, pretensioners, or roll bars:

- Head Rest Deployment
- Battery Cut-Off Deployment

The second type of SDM recorded crash event for FSR Events is the Deployment Event. It also may contain Pre-Crash and Crash data. Deployment Events cannot be overwritten or cleared by the SDM.

Rollover Events contains Pre-Crash and Crash data. Rollover event follow the same rules as FSR Deployment events.

The SDM can store up to three Events.

There are two types of PedPro crash events. The first is the Non-Deployment PedPro Event. A Non-Deployment PedPro Event records data but does not deploy anything. A Non-Deployment PedPro Event may contain Pre-Crash and Crash data. The second type of PedPro recorded crash event is the Deployment PedPro Event. It also may contain Pre-Crash and Crash data. Deployment Events cannot be overwritten or cleared by the SDM.

The SDM can store up to two PedPro Events.

Data:

For FSR Events, SDM Recorded Vehicle Velocity Change reflects the change in velocity that the sensing system experienced during the recorded portion of the event. SDM Recorded Vehicle Velocity Change is the change in velocity during the recording time and is not the speed the vehicle was traveling before the event and is also not the Barrier Equivalent Velocity. For Deployment and Non-Deployment Events, the SDM will record up to 300 milliseconds of data after time zero. The SDM will also record up to 300 milliseconds of Vehicle Acceleration data after time zero.

For Rollover Events, the SDM may record Lateral Acceleration, Vertical Acceleration, and Roll Rate data, if the SDM is rollover capable. This data reflects what the sensing system experienced during the recorded portion of the event. For Rollover Deployment Events, the SDM will record up to 700 milliseconds of data before the Deployment criteria is met and 290 milliseconds after the Deployment criteria is met.

-Time between events is recorded in 10 msec intervals and is displayed in seconds for a maximum time of 655.33 seconds. The counter measures the time from the start of one event to the start of the next event, if both events occur within the same ignition cycle.

-The Maximum SDM Recorded Vehicle Velocity Change may occur between the recorded 10 millisecond sample points of the SDM Recorded Vehicle Velocity Change.

-Event Recording Complete will indicate if data from the recorded event has been fully written to the SDM memory or if it has been interrupted and not fully written.

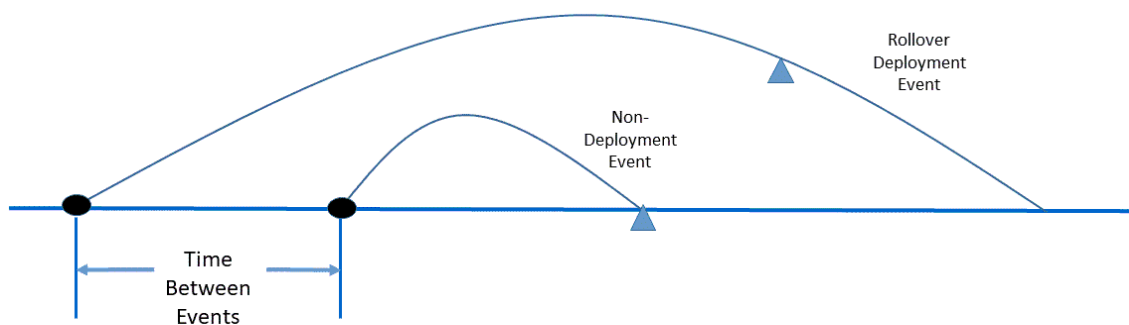
-SDM Recorded Vehicle Speed accuracy can be affected by various factors, including but not limited to the following:

- Significant changes in the tire's rolling radius
- Final drive axle ratio changes
- Wheel lockup and wheel slip

-Brake Switch Circuit Status indicates the open/closed state of the brake switch circuit or the commanded state of the brake lamps.

-Pre-Crash data is recorded asynchronously. The 0.5 second Pre-crash data value (most recent recorded data point) is the data point last sampled before Time Zero. That is to say, the last data point may have been captured just before Time Zero but no more than 0.5 second before Time Zero. All subsequent Pre-crash data values are referenced from this data point.

- Pre-Crash Electronic Data Validity Check Status indicates “Data Invalid” if:
 - The SDM receives a message with an “invalid” flag from the module sending the pre-crash data
- Pre-Crash Electronic Data Validity Check Status indicates “Data Not Available” if:
 - No data is received from the module sending the pre-crash data
- For diesel powered vehicles, the data displayed as Throttle Position (%) is actually the data for the Air Inlet Flap Position. This is not the same as the throttle position for a gasoline powered engine.
- Belt Switch Circuit Status indicates the status of the seat belt switch circuit.
- The ignition cycle counter will increment when the power mode cycles from OFF/Accessory to RUN. Applying and removing of battery power to the module will not increment the ignition cycle counter.
- Ignition Cycles Since DTCs Were Last Cleared can record a maximum value of 253 cycles and can only be reset by a scan tool.
- Dynamic Deployment Event Counters tracks the number of Deployment events that have occurred during the SDM's lifetime.
- Dynamic Event Counters tracks the number of qualified events (either Deployments, Non-deploy, or Rollover events) that have occurred during the SDM's lifetime.
- For Deployment Events, DTC B0052 (Deployment commanded) shall be recorded with the remainder of the data for this event even though it occurred after Event Enable.
- For frontal Deployment Events, only the highest severity event is reported. For example, Stage 2 severity events include Pretensioner severity and Stage 1 severity.
- Once a firing loop has been commanded to be deployed, it will not be commanded to be deployed again during the same ignition cycle. Firing loop times for subsequent deployment type events, during the same ignition cycle, will record the deployment times as N/A.
- The airbag control module may continue to function after the vehicle has been turned off or to accessory, for a set period of time, this is called Prolongation. However, all other vehicle modules may have their functions shut down during Prolongation. For example, if the SIR warning lamp is commanded on by the airbag control module, during Prolongation, and is recorded in the EDR as being commanded on, the actual state of the warning lamp would be off to an observer since the vehicle display cluster would have been in the off state. Vehicle pre-event and system data may be recorded in the EDR as their commanded state, default state, or data invalid state.
- A Concurrent Event is when two events are happening nearly simultaneously. The “Concurrent Event Flag Set” parameter will indicate “Yes” if one event begins, but before that event is qualified, another event begins and is qualified.
- A Non-Deployment event typically becomes qualified if that event exceeds the 5 MPH (8 km/h) delta V recording threshold and the event has concluded. A deployment event (FSR or Rollover) becomes qualified when a deployment has been commanded for that event.
- Example of a Concurrent Event:
 A Rollover event begins. Before the Rollover event is qualified, a Non-Deployment event begins and is qualified. Sometime after the Non-Deployment event is qualified, the Rollover event is qualified. The Non-Deployment event will be recorded in the first open record even though the Rollover event enabled before the Non-Deployment event. The Rollover event will be recorded in the next open record. The “Concurrent Event Flag Set” parameter will indicate “Yes” for the Rollover event. The “Time Between Events” parameter will indicate the time from the start of the Rollover event to the start of the Non-Deployment event.



Event Recor #1	Event Record #2
Event Record Type = Non – Deployment	Event Record Type = Rollover
Concurrent Event Flag = No	Concurrent Event Flag = Yes
Time Between Events = NA	Time Between Events = XX seconds

- The GM parameter name is displayed in parentheses after the NHTSA Part 563 parameter name.
- All data should be examined in conjunction with other available physical evidence from the vehicle and scene.

Data Source:

- All SDM recorded data is measured, calculated, and stored internally, except for the following:
 - Vehicle Status Data (Pre-Crash) is transmitted by the Body Control Module, via the vehicle's communication network.
 - The Belt Switch Circuit is wired directly to the SDM.

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. Directional references to sign notation are all 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
Longitudinal Acceleration	Forward
Longitudinal Velocity Change	Forward
Lateral Acceleration	Left to Right
Lateral Velocity Change	Left to Right
Vertical Acceleration	Downward
Roll Rate	Clockwise Rotation

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 tool.

01067_SDM40-delphi_r003

System Status at Time of Retrieval

ESS # 1 Traceability Data, Component Identifier	AU
ESS # 1 Traceability Data, Part Number/Broadcast Code	9412
ESS # 1 Traceability Data, Supplier Code	D
ESS # 1 Traceability Data, Traceability Number	A00000000
ESS # 1 Verification Data	13,519,412
ESS # 2 Traceability Data, Component Identifier	AT
ESS # 2 Traceability Data, Part Number/Broadcast Code	9412
ESS # 2 Traceability Data, Supplier Code	D
ESS # 2 Traceability Data, Traceability Number	A00000000
ESS # 2 Verification Data	13,519,412
ESS # 3 Traceability Data, Component Identifier	AH
ESS # 3 Traceability Data, Part Number/Broadcast Code	4197
ESS # 3 Traceability Data, Supplier Code	D
ESS # 3 Traceability Data, Traceability Number	A00000000
ESS # 3 Verification Data	13,514,197
ESS # 4 Traceability Data, Component Identifier	AJ
ESS # 4 Traceability Data, Part Number/Broadcast Code	4197
ESS # 4 Traceability Data, Supplier Code	D
ESS # 4 Traceability Data, Traceability Number	A00000000
ESS # 4 Verification Data	13,514,197
ESS # 5 Traceability Data, Traceability Number	A00000000
ESS # 5 Traceability Data, Component Identifier	DA
ESS # 5 Traceability Data, Part Number/Broadcast Code	4198
ESS # 5 Traceability Data, Supplier Code	D
ESS # 5 Verification Data	13,514,198
ESS # 6 Traceability Data, Component Identifier	DB
ESS # 6 Traceability Data, Part Number/Broadcast Code	4198
ESS # 6 Traceability Data, Supplier Code	D
ESS # 6 Traceability Data, Traceability Number	A00000000
ESS # 6 Verification Data	13,514,198
ESS # 7 Traceability Data, Component Identifier	
ESS # 7 Traceability Data, Part Number/Broadcast Code	0000
ESS # 7 Traceability Data, Supplier Code	D
ESS # 7 Traceability Data, Traceability Number	A00000000
ESS # 7 Verification Data	0
ESS # 8 Traceability Data, Component Identifier	
ESS # 8 Traceability Data, Part Number/Broadcast Code	0000
ESS # 8 Traceability Data, Supplier Code	D
ESS # 8 Traceability Data, Traceability Number	A00000000
ESS # 8 Verification Data	0
AOS Data Key	0
SDM Primary Key Definition (Key 1-2)	31
SDM Primary Key Definition (Key 3-4)	37
Dynamic Deployment Event Counter	1
Multi-Event, Number of Events (Dynamic Event Counter)	1
Dynamic OnStar Notification Event Counter	1
Driver Frontal Stage 2 Commanded after Event End for Event Record #1	No
Passenger Frontal Stage 2 Commanded after Event End for Event Record #1	No
Driver Frontal Stage 2 Commanded after Event End for Event Record #2	No
Passenger Frontal Stage 2 Commanded after Event End for Event Record #2	No
Driver Frontal Stage 2 Commanded after Event End for Event Record #3	No
Passenger Frontal Stage 2 Commanded after Event End for Event Record #3	No
Longitudinal Accelerometer Range (g)	113
Lateral Accelerometer Range (g)	113
Dynamic PedPro Deploy Event Counter	0
Dynamic PedPro Event Counter	0
Vehicle Identification Number (VIN)	3GCPYBEK9NG188775
System Type	Delphi SDM40 with integrated IMU
Ignition Cycle, Download (Ignition Cycles at Investigation)	1,222

System Status at Event (Record 1)

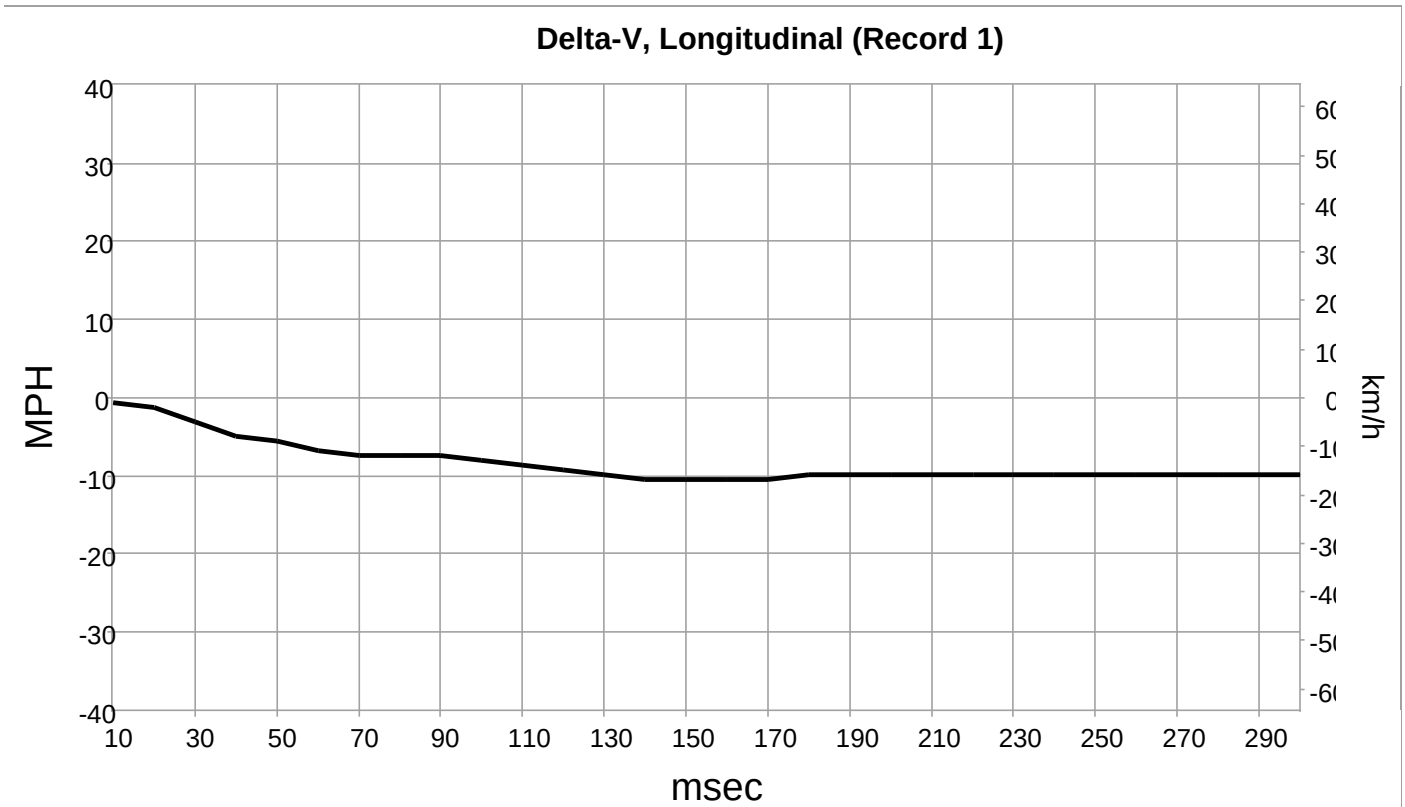
Complete File Recorded (Event Recording Complete)	Yes
Event Record Type	Deployment
Crash Record Locked	Yes
OnStar Deployment Status Data Sent	Yes
OnStar SDM Recorded Vehicle Velocity Change Data Sent	Yes
High Voltage Disable Notification Sent	Yes
Deployment Commanded in Energy Reserve Mode	No
Deployment Event Counter	1
Multi-Event, Number of Events (Event Counter)	1
OnStar Notification Event Counter	1
Algorithm Active - Frontal	Yes
Algorithm Active - Side	Yes
Algorithm Active - Rollover	Yes
Algorithm Active - Rear	Yes
Ignition Cycle, Crash (Ignition Cycles at Event)	1,218
Time From Event 1 to 2 (Time Between Events) (msec)	Data Not Available
Concurrent Event Flag Set	No
Event Severity Status: Frontal Pretensioner	No
Event Severity Status: Frontal Stage 1	Yes
Event Severity Status: Frontal Stage 2	No
Event Severity Status: Left Side	No
Event Severity Status: Right Side	No
Event Severity Status: Rear	No
Event Severity Status: Rollover	No
Event Severity Status: Battery Disconnect Switch - Side Event	No
Safety Belt Status, Driver (Driver Belt Switch Circuit Status)	Buckled
Safety Belt Status, Right Front Passenger (Passenger Belt Switch Circuit Status)	Not Buckled
Center Front Row Belt Switch Circuit Status (If Equipped)	Data Not Available
Center Row 3 Belt Switch Circuit Status (If Equipped)	Data Not Available
Passenger Seat Occupancy Status	Empty
Occupant Size Right Front Passenger Child (Passenger Classification Status)	No (Not Applicable)
Passenger Air Bag ON Indicator Status	Off
Passenger Air Bag OFF Indicator Status	On
Low Tire Pressure Warning Lamp Status 0.5 Seconds prior to Time Zero	Off
Frontal Air Bag Warning Lamp (SIR Warning Lamp Status 0.5 Seconds Prior to Time Zero)	Off
SIR Warning Lamp ON/OFF Time Continuously (seconds)	655.330
Number of Ignition Cycles SIR Warning Lamp was ON/OFF Continuously	428
Ignition Cycles Since DTCs Were Last Cleared 0.5 Seconds Prior to Time Zero	253
Maximum Delta-V, Longitudinal (Maximum Longitudinal SDM Recorded Vehicle Velocity Change for FSR Event) (MPH [km/h])	-11 [-17]
Time, Maximum Delta-V (Time From FSR Time Zero to Maximum Longitudinal SDM Recorded Vehicle Velocity Change) (msec)	158
Maximum Delta-V, Lateral (Maximum Lateral SDM Recorded Vehicle Velocity Change for FSR Event) (MPH [km/h])	1 [1]
Time Maximum Delta-V, Lateral (Time From FSR Time Zero to Maximum Lateral SDM Recorded Vehicle Velocity Change) (msec)	166
Maximum Resultant Delta-V – Longitudinal Component for FSR Event (MPH [km/h])	-11 [-17]
Maximum Resultant Delta-V – Lateral Component for FSR Event (MPH [km/h])	1 [1]
Time from FSR Time Zero to time of the Maximum Resultant Delta-V (msec)	160
Blended Event FSR 1 Severity Type	Frontal (Pretensioner/Stage 1/Stage 2)
Blended Event FSR 2 Severity Type	Data Not Available
Blended Event Time from FSR 1 Time Zero to FSR 2 Time Zero (msec)	Data Not Available
Blended Event FSR 3 Severity Type	Data Not Available
Blended Event Time from FSR 1 Time Zero to FSR 3 Time Zero (msec)	Data Not Available

Diagnostic Trouble Codes 0.5 Seconds Prior to Time Zero (Record 1)

DTC 1	B0052-00
DTC 2	N/A
DTC 3	N/A
DTC 4	N/A
DTC 5	N/A
DTC 6	N/A
DTC 7	N/A
DTC 8	N/A
DTC 9	N/A

Deployment Command Data (Record 1)

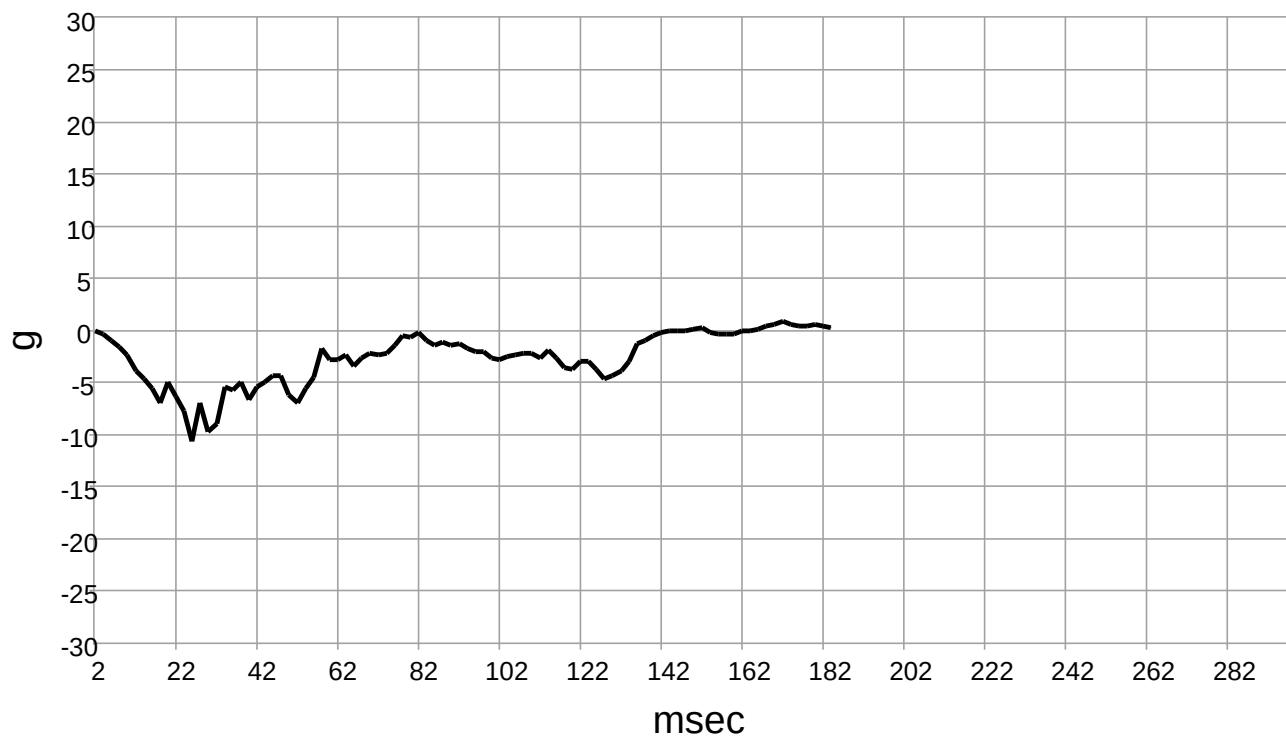
Driver 1st Stage Deployment Loop Commanded	Yes
Passenger 1st Stage Deployment Loop Commanded	No
Driver 2nd Stage Deployment Loop Commanded	Yes
Passenger 2nd Stage Deployment Loop Commanded	No
Driver Pretensioner Deployment Loop #1 Commanded	Yes
Passenger Pretensioner Deployment Loop #1 Commanded	Yes
Driver Pretensioner Deployment Loop #2 Commanded	Yes
Passenger Pretensioner Deployment Loop #2 Commanded	Yes
Driver Thorax Loop Commanded	No
Passenger Thorax Loop Commanded	No
Left Row 1 Roof Rail/Head Curtain Loop Commanded	No
Right Row 1 Roof Rail/Head Curtain Loop Commanded	No
Frontal Air Bag Deployment, Time to 1st Stage Deployment, Driver (Driver 1st Stage Time From Time Zero to Deployment Command Criteria Met) (msec)	32
Frontal Air Bag Deployment, Time to 1st Stage Deployment, Right Front Passenger (Passenger 1st Stage Time From Time Zero to Deployment Command Criteria Met) (msec)	Data Not Available
Frontal Air Bag Deployment, Time to 2nd Stage, Driver (Driver 2nd Stage Time From Time Zero to Deployment Command Criteria Met) (msec)	153
Frontal Air Bag Deployment, Time to 2nd Stage, Right Front Passenger (Passenger 2nd Stage Time From Time Zero to Deployment Command Criteria Met) (msec)	Data Not Available
Pretensioner Deployment, Time to Fire, Driver (Driver Pretensioner Time From Time Zero to Deployment Loop #1 Command Criteria Met) (msec)	13
Pretensioner Deployment, Time to Fire, Right Front Passenger (Passenger Pretensioner Time From Time Zero to Deployment Loop #1 Command Criteria Met) (msec)	13
Pretensioner Deployment, Time to Fire, Driver (Driver Pretensioner Time From Time Zero to Deployment Loop #2 Command Criteria Met) (msec)	23
Pretensioner Deployment, Time to Fire, Right Front Passenger (Passenger Pretensioner Time From Time Zero to Deployment Loop #2 Command Criteria Met) (msec)	19
Side Air Bag Deployment, Time to Deploy, Driver (Driver Thorax Time From Time Zero to Deployment Command Criteria Met) (msec)	Data Not Available
Side Air Bag Deployment, Time to Deploy, Right Front Passenger (Passenger Thorax Time From Time Zero to Deployment Command Criteria Met) (msec)	Data Not Available
Left Row 1 Curtain Time From Time Zero to Deployment Command Criteria Met (msec)	Data Not Available
Right Row 1 Curtain Time From Time Zero to Deployment Command Criteria Met (msec)	Data Not Available



Longitudinal Delta-V (Record 1)

Time (msec)	Delta-V, Longitudinal (SDM Recorded Vehicle Longitudinal Velocity Change for FSR Event) (MPH [km/h])
10	-1 [-1]
20	-1 [-2]
30	-3 [-5]
40	-5 [-8]
50	-6 [-9]
60	-7 [-11]
70	-7 [-12]
80	-7 [-12]
90	-7 [-12]
100	-8 [-13]
110	-9 [-14]
120	-9 [-15]
130	-10 [-16]
140	-11 [-17]
150	-11 [-17]
160	-11 [-17]
170	-11 [-17]
180	-10 [-16]
190	-10 [-16]
200	-10 [-16]
210	-10 [-16]
220	-10 [-16]
230	-10 [-16]
240	-10 [-16]
250	-10 [-16]
260	-10 [-16]
270	-10 [-16]
280	-10 [-16]
290	-10 [-16]
300	-10 [-16]

Acceleration, Longitudinal (Record 1)

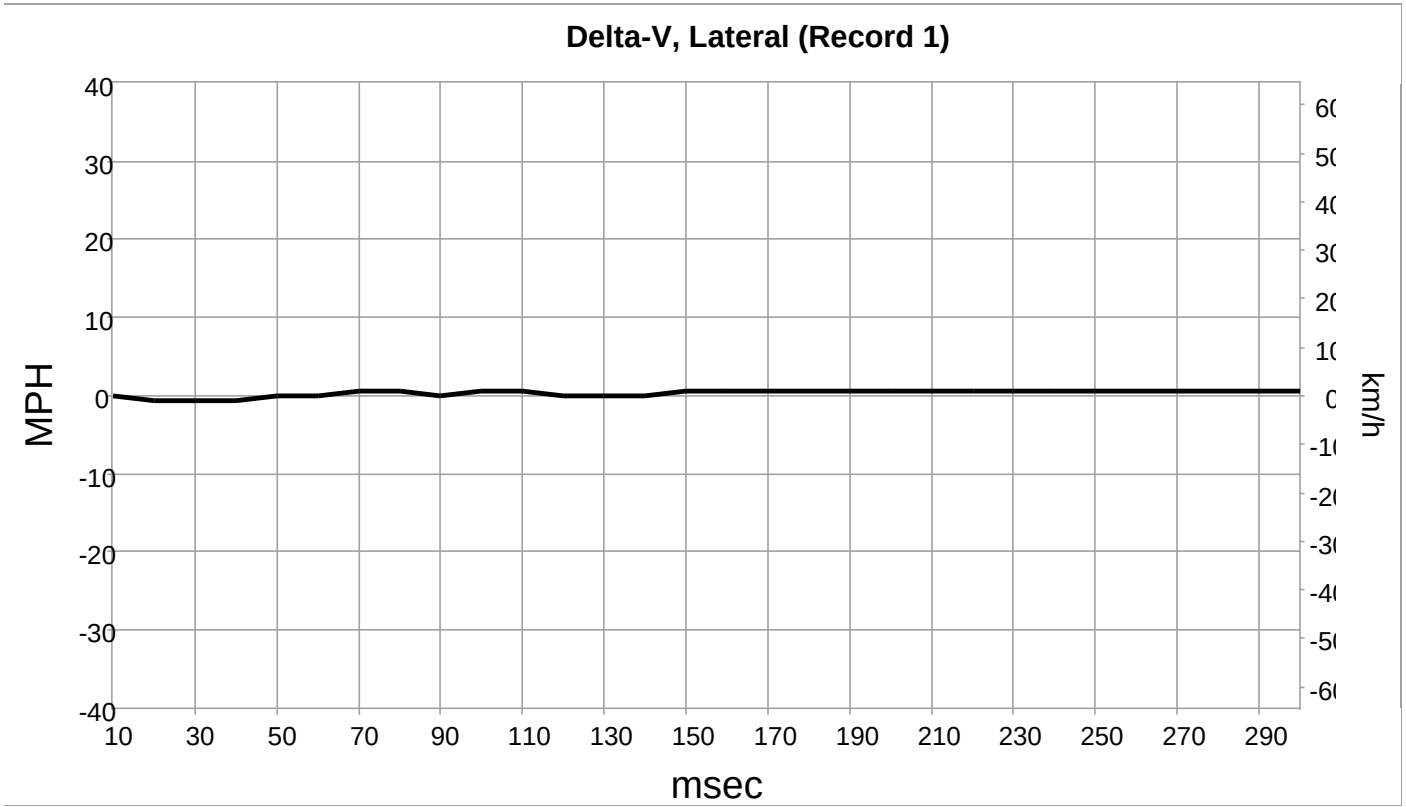


Longitudinal Acceleration (Record 1)

Time (msec)	Longitudinal Acceleration (SDM Recorded Vehicle Longitudinal Acceleration for FSR Event) (g)
2	0.00
4	-0.38
6	-1.00
8	-1.50
10	-2.38
12	-3.88
14	-4.63
16	-5.50
18	-7.00
20	-4.88
22	-6.25
24	-7.75
26	-10.63
28	-7.00
30	-9.75
32	-9.00
34	-5.38
36	-5.75
38	-4.88
40	-6.63
42	-5.38
44	-4.88
46	-4.25
48	-4.25
50	-6.13
52	-7.00
54	-5.50
56	-4.50
58	-1.63
60	-2.75
62	-2.75
64	-2.38
66	-3.38
68	-2.63
70	-2.13
72	-2.38
74	-2.13
76	-1.38
78	-0.50
80	-0.63
82	-0.13
84	-0.88
86	-1.38
88	-1.13
90	-1.38
92	-1.25
94	-1.63
96	-2.00
98	-2.00
100	-2.63
102	-2.75
104	-2.50
106	-2.25
108	-2.13
110	-2.13
112	-2.63
114	-1.88
116	-2.63

Time (msec)	Longitudinal Acceleration (SDM Recorded Vehicle Longitudinal Acceleration for FSR Event) (g)
118	-3.50
120	-3.63
122	-3.00
124	-2.88
126	-3.75
128	-4.63
130	-4.25
132	-3.88
134	-2.88
136	-1.25
138	-0.88
140	-0.50
142	-0.13
144	0.00
146	0.00
148	0.00
150	0.12
152	0.25
154	-0.13
156	-0.38
158	-0.38
160	-0.25
162	0.00
164	0.00
166	0.12
168	0.50
170	0.62
172	0.87
174	0.62
176	0.50
178	0.50
180	0.62
182	0.50
184	0.25
186	Data Not Available
188	Data Not Available
190	Data Not Available
192	Data Not Available
194	Data Not Available
196	Data Not Available
198	Data Not Available
200	Data Not Available
202	Data Not Available
204	Data Not Available
206	Data Not Available
208	Data Not Available
210	Data Not Available
212	Data Not Available
214	Data Not Available
216	Data Not Available
218	Data Not Available
220	Data Not Available
222	Data Not Available
224	Data Not Available
226	Data Not Available
228	Data Not Available
230	Data Not Available
232	Data Not Available
234	Data Not Available
236	Data Not Available

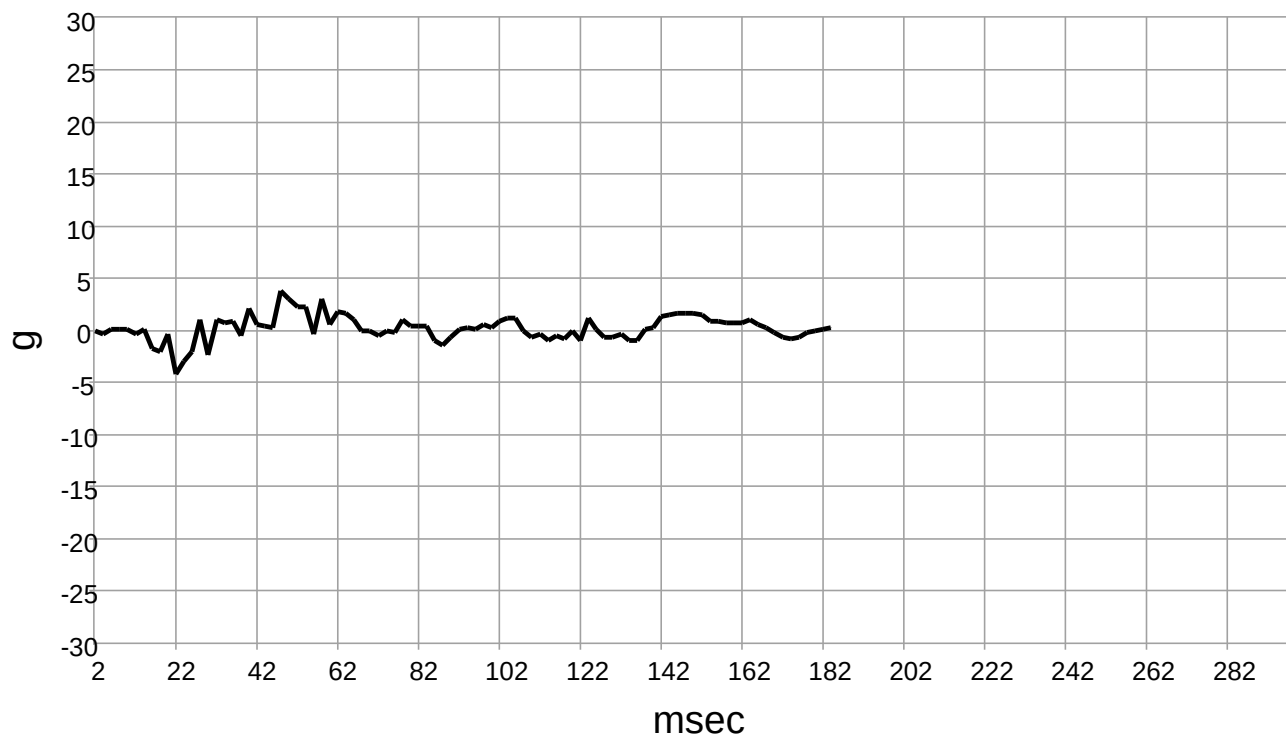
Time (msec)	Longitudinal Acceleration (SDM Recorded Vehicle Longitudinal Acceleration for FSR Event) (g)
238	Data Not Available
240	Data Not Available
242	Data Not Available
244	Data Not Available
246	Data Not Available
248	Data Not Available
250	Data Not Available
252	Data Not Available
254	Data Not Available
256	Data Not Available
258	Data Not Available
260	Data Not Available
262	Data Not Available
264	Data Not Available
266	Data Not Available
268	Data Not Available
270	Data Not Available
272	Data Not Available
274	Data Not Available
276	Data Not Available
278	Data Not Available
280	Data Not Available
282	Data Not Available
284	Data Not Available
286	Data Not Available
288	Data Not Available
290	Data Not Available
292	Data Not Available
294	Data Not Available
296	Data Not Available
298	Data Not Available
300	Data Not Available



Lateral Delta-V (Record 1)

Time (msec)	Delta-V, Lateral (SDM Recorded Vehicle Lateral Velocity Change for FSR Event) (MPH [km/h])
10	0 [0]
20	-1 [-1]
30	-1 [-1]
40	-1 [-1]
50	0 [0]
60	0 [0]
70	1 [1]
80	1 [1]
90	0 [0]
100	1 [1]
110	1 [1]
120	0 [0]
130	0 [0]
140	0 [0]
150	1 [1]
160	1 [1]
170	1 [1]
180	1 [1]
190	1 [1]
200	1 [1]
210	1 [1]
220	1 [1]
230	1 [1]
240	1 [1]
250	1 [1]
260	1 [1]
270	1 [1]
280	1 [1]
290	1 [1]
300	1 [1]

Acceleration, Lateral (Record 1)



Lateral Acceleration (Record 1)

Time (msec)	Lateral Acceleration (SDM Recorded Vehicle Lateral Acceleration for FSR Event) (g)
2	0.00
4	-0.25
6	0.12
8	0.12
10	0.12
12	-0.38
14	0.12
16	-1.75
18	-2.00
20	-0.38
22	-4.13
24	-3.00
26	-2.00
28	1.00
30	-2.38
32	1.00
34	0.75
36	0.87
38	-0.50
40	2.12
42	0.62
44	0.50
46	0.37
48	3.87
50	3.00
52	2.37
54	2.37
56	-0.38
58	3.00
60	0.62
62	1.87
64	1.75
66	1.12
68	0.00
70	0.00
72	-0.50
74	0.00
76	-0.13
78	1.00
80	0.50
82	0.50
84	0.50
86	-0.88
88	-1.38
90	-0.63
92	0.12
94	0.37
96	0.12
98	0.62
100	0.25
102	0.87
104	1.25
106	1.25
108	0.00
110	-0.63
112	-0.38
114	-0.88
116	-0.50
118	-0.75

Time (msec)	Lateral Acceleration (SDM Recorded Vehicle Lateral Acceleration for FSR Event) (g)
120	0.00
122	-0.88
124	1.25
126	0.12
128	-0.63
130	-0.63
132	-0.25
134	-0.88
136	-0.88
138	0.12
140	0.25
142	1.37
144	1.50
146	1.62
148	1.75
150	1.62
152	1.50
154	0.87
156	0.87
158	0.75
160	0.75
162	0.75
164	1.00
166	0.62
168	0.25
170	-0.13
172	-0.63
174	-0.75
176	-0.63
178	-0.13
180	0.00
182	0.12
184	0.25
186	Data Not Available
188	Data Not Available
190	Data Not Available
192	Data Not Available
194	Data Not Available
196	Data Not Available
198	Data Not Available
200	Data Not Available
202	Data Not Available
204	Data Not Available
206	Data Not Available
208	Data Not Available
210	Data Not Available
212	Data Not Available
214	Data Not Available
216	Data Not Available
218	Data Not Available
220	Data Not Available
222	Data Not Available
224	Data Not Available
226	Data Not Available
228	Data Not Available
230	Data Not Available
232	Data Not Available
234	Data Not Available
236	Data Not Available
238	Data Not Available
240	Data Not Available

Time (msec)	Lateral Acceleration (SDM Recorded Vehicle Lateral Acceleration for FSR Event) (g)
242	Data Not Available
244	Data Not Available
246	Data Not Available
248	Data Not Available
250	Data Not Available
252	Data Not Available
254	Data Not Available
256	Data Not Available
258	Data Not Available
260	Data Not Available
262	Data Not Available
264	Data Not Available
266	Data Not Available
268	Data Not Available
270	Data Not Available
272	Data Not Available
274	Data Not Available
276	Data Not Available
278	Data Not Available
280	Data Not Available
282	Data Not Available
284	Data Not Available
286	Data Not Available
288	Data Not Available
290	Data Not Available
292	Data Not Available
294	Data Not Available
296	Data Not Available
298	Data Not Available
300	Data Not Available

Roll Rate (Record 1)

Contains No Recorded Data

Acceleration, Lateral, Rollover (Record 1)

Contains No Recorded Data

Acceleration, Normal, Rollover (Record 1)

Contains No Recorded Data

Pre-Crash Data -5.0 to -0.5 sec (Record 1) - Table 1 of 2

Time (sec)	Service Brake (Brake Switch Circuit State)	Accelerator Pedal Position, % Full (Accelerator Pedal Position) (%)	Engine RPM (Engine Speed) (RPM)	Engine Throttle, % Full (Throttle Position) (%)	Speed, Vehicle Indicated (Vehicle Speed) (MPH [km/h])	System Power Mode Status	System Backup Power Mode Status
-5.0	Off	19	1,472	37	42 [68]	Run	Run
-4.5	Off	19	1,536	37	43 [69]	Run	Run
-4.0	Off	19	1,536	37	43 [69]	Run	Run
-3.5	Off	19	1,536	37	43 [69]	Run	Run
-3.0	Off	19	1,536	37	43 [70]	Run	Run
-2.5	Off	19	1,536	37	43 [70]	Run	Run
-2.0	Off	19	1,472	38	43 [70]	Run	Run
-1.5	Off	19	1,280	42	44 [71]	Run	Run
-1.0	Off	19	1,280	42	44 [71]	Run	Run
-0.5	Off	20	1,344	49	44 [71]	Run	Run

Pre-Crash Data -5.0 to -0.5 sec (Record 1) - Table 2 of 2

Time (sec)	System Backup Power Mode Enabled	CommEnable Status	SDM Power Mode Status	Ignition Prolongation Timer (seconds)
-5.0	No	Active	Run	0.0
-4.5	No	Active	Run	0.0
-4.0	No	Active	Run	0.0
-3.5	No	Active	Run	0.0
-3.0	No	Active	Run	0.0
-2.5	No	Active	Run	0.0
-2.0	No	Active	Run	0.0
-1.5	No	Active	Run	0.0
-1.0	No	Active	Run	0.0
-0.5	No	Active	Run	0.0

Pre-Crash Data -2.0 to -0.5 sec (Record 1)

Time (sec)	Cruise Control Active	Cruise Control Resume Switch Active	Cruise Control Set Switch Active	Reduced Engine Power Mode Indicator	Engine Torque (N-m)
-2.0	No	No	No	Off	131
-1.5	No	No	No	Off	153
-1.0	No	No	No	Off	153
-0.5	No	No	No	Off	154

Hexadecimal Data

DPID \$11
FF 0F 00 00 3F 0E 41

DPID \$15
01 02 03 04 05 06 07

DPID \$16
08 09 0A 0D 0E 00 00

DPID \$17
00 00 00 00 00 00 00

DPID \$1F
01 01 02 02 00 00 00

DPID \$20
00 00 00 00 00 00 00

DPID \$30
00 FF 00 00 00 00 00

DPID \$32
00 FF 04 C6 00 00 00

DPID \$51
0B 00 00 00 00 00 00

DID \$01
41 55 39 34 31 32 44 41 30 30 30 30 30 30 30 30

DID \$02
00 CE 4A 34

DID \$03
41 54 39 34 31 32 44 41 30 30 30 30 30 30 30 30

DID \$04
00 CE 4A 34

DID \$05
41 48 34 31 39 37 44 41 30 30 30 30 30 30 30 30

DID \$06
00 CE 35 D5

DID \$07
41 4A 34 31 39 37 44 41 30 30 30 30 30 30 30 30

DID \$08
00 CE 35 D5

DID \$09
44 41 34 31 39 38 44 41 30 30 30 30 30 30 30 30

DID \$0A
00 CE 35 D6

DID \$0B
44 42 34 31 39 38 44 41 30 30 30 30 30 30 30 30

DID \$0C
00 CE 35 D6

DID \$0D
00 00 30 30 30 30 44 41 30 30 30 30 30 30 30

DID \$0E
00 00 00 00

DID \$0F
00 00 30 30 30 30 44 41 30 30 30 30 30 30 30

DID \$10
00 00 00 00

DID \$11
00 00

DID \$22
31 37

DID \$30
01 00 01 01 00 71 71 00 00 00

DID \$31
0000 A5 F8 01 00 01 01 0F 04 C2 FF
0010 FF 00 00 00 02 AF 00 00 00 00
0020 00 4C FC FC F0 00 00 F0 1C 14
0030 13 13 13 13 13 13 13 13 13 00
0040 00 00 00 00 00 00 15 14 14 17
0050 18 18 18 18 18 17 07 D3 07 D1
0060 07 D1 07 A6 31 2A 2A 26 25 25
0070 25 25 25 25 47 47 47 46 46 46
0080 45 45 45 44 00 FF FD 01 AC FD
0090 80 52 00 FF FF FF FF FF FF FF
0100 FF FF FF FF FF FF FF FF FF FF
0110 FF FF FF FF FF FF FF 6E 4F 80
0120 53 6E 80 50 00 E0 FF E0 FF 20
0130 FF 99 FF 0D 0D 17 13 FF FF FF
0140 FF FF FF FF FF FF FF FF FF FF
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0560 4A 7F FF 80 63 80 0B 80 3D 80
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1930  01 00 13 00 01 00 1F 00 FD FF
1940  25 00 01 00 2C 00 F2 FF 38 00
1950  F0 FF 27 00 FD FF 32 00 DF FF
1960  3E 00 E8 FF 55 00 F0 FF 38 00
1970  08 00 4E 00 ED FF 0E A5 FF FF
1980  48 00 08 00 2B 00 06 00 2E 00
1990  07 00 27 00 FC FF 35 00 11 00
2000  2B 00 05 00 27 00 04 00 22 00
2010  03 00 22 00 1F 00 31 00 18 00
2020  38 00 13 00 2C 00 13 00 24 00
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2050  0E 00 1B 00 09 00 15 00 00 00
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2080  05 00 04 00 01 00 04 00 07 00
2090  04 00 0B 00 F9 FF 09 00 F5 FF
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2190  FB FF 1F 00 FE FF 17 00 F9 FF
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DID \$32

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DID \$33

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DID \$34

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0410	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF

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0420	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0430	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0440	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0450	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0460	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0470	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0480	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0490	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0500	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0510	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0520	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0530	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0540	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0550	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF

DID \$35

0000	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0010	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0020	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0030	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0040	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0050	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0060	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0070	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0080	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0090	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0100	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0110	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0120	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0130	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0140	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0150	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0160	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0170	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0180	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0190	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0200	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0210	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0220	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0230	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0240	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0250	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0260	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0270	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0280	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0290	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0300	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0310	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0320	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0330	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0340	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0350	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0360	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0370	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0380	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0390	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0400	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0410	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0420	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0430	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0440	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0450	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0460	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0470	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0480	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0490	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0500	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0510	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0520	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
0530	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF

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0540 FF FF FF FF FF FF FF FF FF FF
0550 FF FF FF FF FF FF FF FF FF FF

DID \$36

9A 00 03 00 01 60 20 01 01 EF 10 04 C2 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00

DID \$90

33 47 43 50 59 42 45 4B 39 4E 47 31 38 38 37 37 35

DID \$98

50 43 53 49 53 54 4E 23 31 32

DID \$99

20 22 01 21

DID \$9A

12 12

DID \$9F

50 43 53 49 53 54 4E 23 31 33 FF FF FF FF FF FF FF FF FF FF

DID \$B3

38 31 31 38 33 39 33 33 36

DID \$B4

56 31 32 32 30 30 39 31 35 31 30 30 32 33 39 38

DID \$B7

50 AA 25 F0 8B

DID \$C1

00 CE 84 D1

DID \$C2

05 19 21 D1

DID \$C3

05 04 CC 9D

DID \$CB

00 CE 84 CB

DID \$CC

00 CE 5D 17

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