



MISSOURI STATE HIGHWAY PATROL ACCIDENT RECONSTRUCTION REPORT

[REDACTED]

| | |
|--|------------|
| Original Incident (CAD) Number: | [REDACTED] |
| County: | Pulaski |
| Date: | [REDACTED] |
| Time: | 0140 hours |
| Location: | [REDACTED] |

All Drivers Involved:

| Driver #: | First Name | Middle | Last Name |
|------------|------------|--------|-----------|
| [REDACTED] | | | |

| | |
|--|---|
| Original Investigating Officer: | Trooper M.K. Eden, badge 1326 |
| Troop Reconstructionist(s): | Sergeant D.C. Suhr, badge 449 |
| Assisting Officer(s): | Sergeant B.C. Gruben, badge 1195 Trooper C.A. Stallcup, badge 1105 |
| Assisting Agency(ies): | N/A |
| Level IV Reconstructionist(s): | Sergeant S.R. Richardson, badge 753 |
| Date of Report: | October 27, 2011 |



Missouri State Highway Patrol

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|-----------------------|--------|
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Synopsis

[REDACTED] was driving a 2005 [REDACTED] westbound on Interstate 44. [REDACTED] allowed vehicle # 1 to travel off the right side of the roadway while negotiating a curve to the right. Vehicle # 1 traveled down an embankment and overturned. I, Sergeant S.R. Richardson, badge 753, a member of the Missouri State Highway Patrol Major Crash Investigation Unit, Team III, completed the reconstruction.

On [REDACTED] at approximately 0147 hours, Trooper C.A. Stallcup, badge 1105 and Trooper M.K. Eden, badge 1326 were notified of a traffic collision on Interstate 44 in Pulaski County, Missouri. Trooper Stallcup and Trooper Eden arrived at the scene at approximately 0148 hours.

On July 30, 2011, Sergeant D.C. Suhr, badge 449, notified me of a traffic collision on [REDACTED] in Pulaski County, Missouri. [REDACTED] Sergeant Suhr responded to the scene and photographed and painted the visible physical evidence.

On August 1, 2011, Sergeant B.C. Gruben, badge 1195 and I responded to Jack's Towing in Waynesville, Missouri, for the purpose of examining vehicle # 1 and imaging its event data recorder (EDR). We then traveled to the scene of the collision for the purpose of mapping the collision scene.

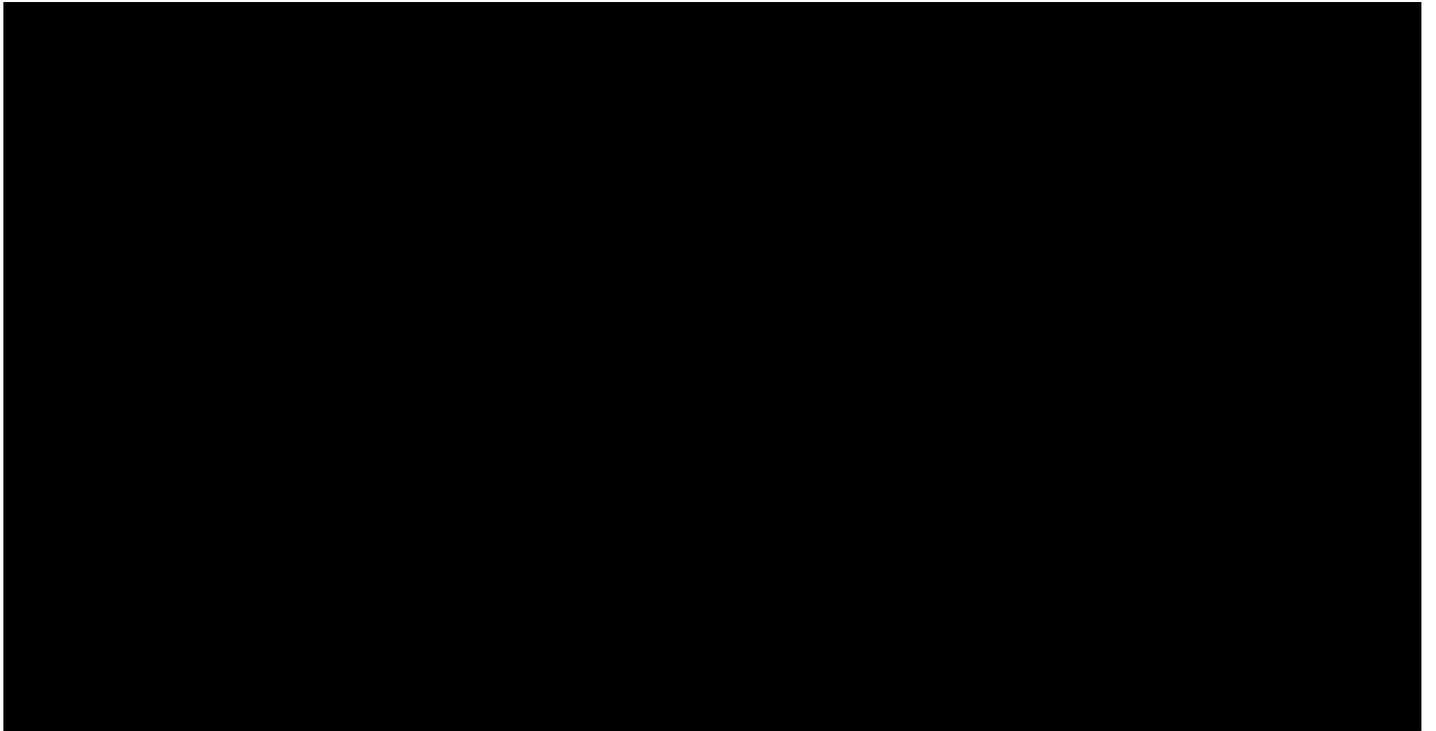
On September 27, 2011, Sergeant Gruben and I met Sergeant Suhr at the scene for the purpose of obtaining the drag factor of the roadway and the grade/superelevation of the roadway.

Vehicle # 1

[REDACTED]. Vehicle # 1 was being operated [REDACTED]
[REDACTED]. [REDACTED]
[REDACTED]
[REDACTED]

Passengers

There were three passengers in vehicle # 1 at the time of the collision.



Trooper Eden completed an initial investigation report concerning the facts of [REDACTED] investigation. Those findings are described in the Missouri Uniform Accident Report, [REDACTED] My investigation supplements the initial collision report and the following pages contain further details of my investigation.

Environmental Factors

Roadway

This crash occurred on Interstate 44 approximately [REDACTED]). [REDACTED] is part of the federal highway system and is maintained by the Missouri Department of Transportation. Interstate 44 was constructed of concrete and in the area of the collision and lay in a northeast to southwest direction. However, for simplicity, traffic traveling southwest near the area of the collision will be described as westbound traffic. Near the area of the collision, Interstate 44 consisted of two westbound lanes and two eastbound lanes separated by a median. Since this collision occurred in the westbound lanes, only their characteristics will be described.

In the area vehicle # 1 traveled off the north side of the road, the westbound lanes of Interstate 44 were approximately 25.5 feet wide. The westbound inner shoulder was approximately 3.3 feet wide with an additional concrete sloped surface that was approximately 1.4 feet wide between the south shoulder edge and the grassy area south of the road. The westbound outer shoulder was approximately 9.0 feet wide with an additional concrete sloped surface that was approximately 1.8 feet wide between the north shoulder edge and the grassy area north of the road. The photograph below shows the outer shoulder and sloped surface.



DSC_0035.jpg

Traffic Control

For traffic traveling westbound on Interstate 44 approaching the area of the collision, the only traffic control were segmented white centerline separating the passing (left) lane from the driving (right) lane. The posted speed limit of Interstate 44 in the area of the collision was 70 miles per hour.

Grade / Super-elevation

I measured the grade and superelevation of the westbound driving (right) lane of Interstate 44 in the area of the collision with a four foot "smart" level. The grade of the westbound driving (right) lane was 1.0° rising to the east and the superelevation was 3.5° rising to the south.

Drag Factor

As a part of the investigation, I obtained the necessary information to calculate the drag factor of the westbound driving (right) lane of Interstate 44. The drag factor of the westbound driving (right) lane of Interstate 44 was .78.

Vision Obstructions

There was a clear and unobstructed view to the area of the collision for westbound traffic for approximately 0.1 mile. Beyond that distance the view was obstructed by the curvature of the roadway.

Condition of Roadway

I examined Interstate 44 for approximately 0.1 mile east of the area vehicle # 1 traveled off the road and found no defects, potholes, or worn areas that would have contributed to this collision.

Light Conditions

This collision [REDACTED] at approximately 0140 hours, during the hours of darkness. The collision occurred at a latitude of N [REDACTED]. There were no streetlights or significant ambient light sources in the area of the collision. The lighting conditions were not a contributing circumstance to this collision.

Weather

Weather information for this collision was obtained from the website *www.wunderground.com*. The closest reporting site to the collision scene was at the Waynesville-St. Robert Regional Forney Field Airport in Fort Leonard Wood, Missouri. According to the information obtained, [REDACTED], at 0155 hours, the temperature was 74.8 degrees Fahrenheit and the dew point was 73.6 degrees Fahrenheit. The relative humidity was 96 percent and the barometric pressure was 29.98 inches of mercury. The sky was reported to be "scattered clouds" and visibility was 10 miles. The winds were from the south at 3.5 miles per hour. According to Trooper Eden's initial report, at the time of the collision, the sky was clear. The weather conditions at the time were not a contributing circumstance to this collision.

Mechanical Factors

Vehicle # 1

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED] A copy of the CARFAX inquiry for vehicle # 1 is attached to this report.

On August 1, 2011, I examined vehicle # 1 at Jack's Towing in Waynesville, Missouri. Vehicle # 1 sustained damage to its driver's side rocker panels and the lower portions of the driver's side entry doors from its initial impact with the guardrail.



DSC_0022.jpg

Most of the remainder of vehicle # 1 sustained contact and induced damage as it traveled down the embankment and overturned.



DSC_0017.jpg



DSC_0020.jpg

Vehicle # 1's seatbacks were also broke down (rearward) during the collision sequence.

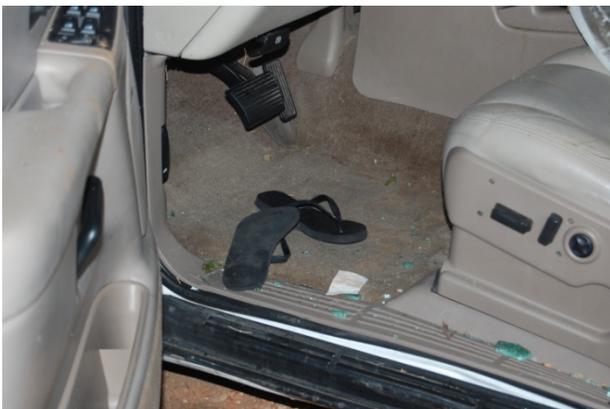


DSC_0024.jpg



DSC_0027.jpg

While examining vehicle # 1, I noticed a pair of "flip-flops" on the driver's side front floorboard. It is unknown if those "flip-flops" belonged to the driver of vehicle # 1 or if they were placed there by the tow company as they cleaned up debris around the collision scene. The "flip-flops" appeared to be size "7-8."



DSC_0051.jpg



DSC_0053.jpg

Sergeant Suhr and I also measured the distance from the front of the driver's side front seat to the brake pedal with an engineer's tape measure. That distance was approximately 1.5 feet.



DSC_0052.jpg

During the collision sequence, the passenger's side front tire and driver's side rear tire became deflated and the bead seat seal was broken. The passenger's side rear tire and wheel assembly remained attached while at final rest, but became completely dislodged while vehicle # 1 was removed from the scene. The driver's side front tire remained intact during and after the collision.

According to the information displayed on vehicle # 1's driver's side "B" pillar, vehicle # 1 was factory equipped with size P265/70 R17 tires. At the time of my inspection, vehicle # 1 was equipped with four P265/70 R17 tires.

Vehicle # 1 was equipped with a Sensing and Diagnostic Module (SDM), also known as an Event Data Recorder (EDR). On August 1, 2011, at Jack's Towing, Sergeant Suhr used issued equipment to image any data the EDR captured as a result of the collision. The EDR is part of the vehicle electronics that is designed to detect a rapid change in velocity and evaluate that change to decide if the airbags need to be deployed. As a secondary function of the module, the data evaluated to make the airbag deployment decision may be recorded and stored internally on the module. The data can be stored as a deployment event, a non-deployment event, or both. If there is a sudden change of velocity, the module "wakes up" which is called algorithm enable, and begins to analyze the change in velocity. If the change in velocity is

not sufficient enough to deploy the airbags, the data is written to a non-deployment file. If the change in velocity is sufficient enough, the air bags will be deployed and the data may be written to a deployment file. A copy of the imaged data from vehicle # 1's EDR is attached to the report and is described further in the Findings section of this report.

As a part of my investigation, a computer inquiry was conducted through the National Highway Traffic Safety Administrations (NHTSA) website, www.safercar.gov. According to the inquiry, there were six recalls indicated for the 2005 Chevrolet Tahoe. According to service personnel at Dennis Hanks Chevrolet in Ozark, Missouri, there were no outstanding recalls indicated for vehicle # 1. A copy of the NHTSA recalls for the 2005 Chevrolet Tahoe.

Human Factors

Driver #1

According to the Missouri Uniform Accident Report, submitted by Trooper Eden, “too fast for conditions and alcohol” were listed as probable contributing circumstances to this collision on the part of driver/vehicle # 1.

Passengers

Witness

According to the Missouri Uniform Accident Report, SHP-2P, submitted by Trooper Eden, there was one witness to this collision. There were no additional witnesses developed during my investigation.

I attempted to contact [REDACTED] the telephone number listed on Trooper Eden's original report. Ms. White provided a statement to Trooper Eden at the scene of the collision. A synopsis of that statement is included in Trooper Eden's original report.

Scene Investigation

On [REDACTED], Sergeant S.C. Suhr notified me of a traffic collision on Interstate 44 in Pulaski County, Missouri.

On August 1, 2011, Sergeant B.C. Gruben and I then traveled to the scene of the collision for the purpose of mapping the collision scene.

On September 27, 2011, Sergeant Gruben and I met Sergeant Suhr at the scene for the purpose of obtaining the drag factor of the roadway and the grade/superelevation of the roadway.

Using the forensic map I generated with the data gathered with the total station, and my CAD drawing program, I drew a line from point #124, a point shot to document the location of the 158.8 mile marker sign to the westbound inner fog line. That line will be referred to herein as the "reference line" and will be used to describe east and west measurements. The westbound outer fog line will be used to reference north and south measurements. Measurements to the "reference line" and to the fog line are perpendicular. All measurements are approximate.

Vehicle # 1 made a pre-impact tire mark with its driver's side rear tire that first became visible 442.8 feet west of the reference line, 0.5 foot north of the westbound outer fog line. It was no longer visible 452.1 feet west of the reference line, 3.0 feet north of the westbound outer fog line.

Vehicle # 1 made a pre-impact tire mark with its driver's side front tire that first became visible 450.2 feet west of the reference line, 8.2 feet north of the westbound outer fog line. It was no longer visible 464.6 feet west of the reference line, 12.6 feet north of the westbound outer fog line.



DSC_0036.jpg

As vehicle # 1 traveled off the north side of the roadway it struck a guardrail. The easternmost guardrail post was 462.9 feet west of the reference line, 10.5 feet north of the westbound outer fog line.



DSC_0034.jpg

Vehicle # 1 made a tire mark after it struck the guardrail that first became visible 471.1 feet west of the reference line, 16.0 feet north of the westbound outer fog line. It was no longer visible 530.1 feet west of the reference line, 29.2 feet north of the westbound outer fog line.

Vehicle # 1 came to rest on its top at the bottom of a steep embankment. Its exact final rest location was not marked, but the approximate locations of its front and rear were marked on the ground above the embankment. The rear of vehicle # 1 was located approximately 543.5 feet west of the reference line while its front was located approximately 552.5 feet west of the reference line.



DSC_0003.jpg

Findings

Vehicle # 1 was equipped with an Event Data Recorder (EDR). Using the Bosch Crash Data Retrieval System, Version 4.0, Sergeant Suhr imaged the information recorded by vehicle # 1's EDR on August 1, 2011, at Jack's Towing. According to the information imaged, the EDR had two recorded events, a "Deployment Event" and a "Non-Deployment Event." When I looked at the recorded information, I noted the ignition cycles at the time of both events was 14896 while the ignition cycles at investigation was 14898. I was unable to account for ignition cycle 14897.

The following excerpt is copied from the Data Limitations on page 1 of the Bosch CDR report.

Data Limitations

Recorded Crash Events:

There are two types of Recorded Crash Events. The first is the Non-Deployment Event. A Non-Deployment Event records data but does not deploy the air bag(s). It contains Pre-Crash and Crash data. The SDM can store up to one Non-Deployment Event. This event can be overwritten by an event that has a greater SDM recorded vehicle longitudinal velocity change. This event will be cleared by the SDM, after approximately 250 ignition cycles. This event can be overwritten by a second Deployment Event, referred to as a Deployment Level Event, if the Non-Deployment Event is not locked. The data in the Non-Deployment Event file will be locked, if the Non-Deployment Event occurred within five seconds before a Deployment Event. A locked Non-Deployment Event cannot be overwritten or cleared by the SDM.

The second type of SDM recorded crash event is the Deployment Event. It also contains Pre-Crash and Crash data. The SDM can store up to two different Deployment Events, if they occur within five seconds of one another. If multiple Non-Deployment Events occur within five seconds prior to a Deployment Event, then the most severe Non-Deployment Event will be recorded and locked. If multiple Non-Deployment Events precede a Deployment Event, and occur within five seconds of each other (but not necessarily all within five seconds of the Deployment Event), then the most severe of the Non-Deployment Events (which may have occurred more than five seconds prior to the Deployment Event) will be recorded and locked. If a Deployment Level Event occurs within five seconds after the Deployment Event, the Deployment Level Event will overwrite any non-locked Non-Deployment Event. If multiple Non-Deployment Events occur within five seconds prior to a Deployment Event, and one or more of those events was a Pretensioner Deployment Event, then the most recent Pretensioner Deployment Event will be recorded and locked. Deployment Events cannot be overwritten or cleared by the SDM. Once the SDM has deployed an air bag, the SDM must be replaced.

When I examined the interior of vehicle # 1, I noticed the driver's side and passenger's side airbags were deployed. Therefore, the recorded information is locked and cannot be overwritten or cleared.

According to data recorded by vehicle # 1's Event Data Recorder (EDR), during the Deployment Event, there were 5 data points of information related to the vehicle speed (MPH), engine speed (RPM), and percent throttle. The recorded information is shown in the table below.

| Seconds Before AE | Vehicle Speed (MPH) | Engine Speed (RPM) | Percent Throttle |
|-------------------|---------------------|--------------------|------------------|
| -5 | 81 | 1920 | 0 |
| -4 | 77 | 1792 | 0 |
| -3 | 71 | 1600 | 0 |
| -2 | 58 | 1344 | 0 |
| -1 | 53 | 1344 | 0 |

Vehicle # 1 also recorded 8 data points of information related to the brake switch circuit status.

| Seconds Before AE | Brake Switch Circuit State |
|--------------------------|-----------------------------------|
| -8 | ON |
| -7 | ON |
| -6 | ON |
| -5 | ON |
| -4 | ON |
| -3 | ON |
| -2 | ON |
| -1 | ON |

The EDR also recorded a Non-Deployment Event, but that data was identical to the recorded Deployment Event.

This collision occurred as vehicle # 1 was traveling westbound on Interstate 44 at approximately 81 miles per hour. According to witness White, vehicle # 1 had just passed her vehicle and returned to the driving (right) lane of Interstate 44 when driver # 1 lost control and she saw vehicle # 1's tail lights "turn sideways." Vehicle # 1 traveled off the right (north) side of the roadway and struck a guardrail end with its driver's side rocker panel. Vehicle # 1 then traveled down an embankment and overturned. Vehicle # 1 came to rest on its top at the bottom of a steep embankment.

Appendix I - Photo Log

Location: Interstate 44

Photographer: Sergeant D.C. Suhr

(The following photographs are digital and are preceded by DSC 00 and have the extension .jpg)

| File # | Photo Description |
|--------|---|
| 01 | Vehicle # 1's undercarriage at final rest |
| 02 | Rear undercarriage of vehicle # 1 at final rest |
| 03 | Vehicle # 1's undercarriage at final rest |
| 04 | Facing east area vehicle # 1 traveled after impact with guardrail |
| 05 | Rear of vehicle # 1 at final rest |
| 06 | Rear of vehicle # 1 at final rest |
| 07 | Rear of vehicle # 1 at final rest |
| 08 | Guardrail, facing west |
| 09 | Guardrail, facing west |

July 31, 2011 - At Jack's Towing

| File # | Photo Description |
|--------|--|
| 10 | Rear of vehicle # 1 |
| 11 | Rear bumper of vehicle # 1 |
| 12 | Passenger's side rear tire and wheel assembly |
| 13 | Passenger's side rear tire and wheel assembly |
| 14 | Passenger's side rear hub |
| 15 | Passenger's side rear of vehicle # 1 |
| 16 | Passenger's side rear of vehicle # 1 |
| 17 | Passenger's side front of vehicle # 1 |
| 18 | Front of vehicle # 1 |
| 19 | Close up of driver's side front of vehicle # 1 |
| 20 | Driver's side of vehicle # 1 |
| 21 | Close up of vehicle # 1's driver's side rocker panel |
| 22 | Close up of vehicle # 1's driver's side rocker panel |
| 23 | Interior of vehicle # 1 from driver's side |
| 24 | Interior of vehicle # 1 from driver's side |
| 25 | Interior of vehicle # 1 from driver's side |
| 26 | Interior of vehicle # 1 from driver's side |
| 27 | Interior of vehicle # 1 from driver's side |
| 28 | Interior of vehicle # 1 from passenger's side |
| 29 | Interior of vehicle # 1 from passenger's side |
| 30 | Interior of vehicle # 1 from passenger's side |
| 31 | Interior of vehicle # 1 from driver's side |

July 31, 2011 - At Scene

| File # | Photo Description |
|--------|---|
| 32 | Guardrail end |
| 33 | Guardrail |
| 34 | Guardrail |
| 35 | Vehicle # 1's tire marks and "drag-out" marks |
| 36 | Vehicle # 1's tire marks |
| 37 | Vehicle # 1's tire marks and guardrail |
| 38 | Vehicle # 1's tire marks and guardrail |
| 39 | Guardrail |

| | |
|----|---|
| 40 | Guardrail |
| 41 | Area vehicle # 1 traveled after impact with guardrail |
| 42 | Area vehicle # 1 traveled after impact with guardrail |
| 43 | Area of vehicle # 1's final rest |
| 44 | Area of vehicle # 1's final rest |
| 45 | Close up of embankment |
| 46 | Broken glass at bottom of embankment |
| 47 | Embankment looking east |
| 48 | Close up of embankment |
| 49 | Embankment |

July 31, 2011 - At Jack's Towing

| File # | Photo Description |
|---------------|--|
| 50 | Close up of damage to driver's side front of vehicle # 1 |

August 1, 2011 - At Jack's Towing

| File # | Photo Description |
|---------------|---|
| 51 | "Flip-flops" on driver's side front floorboard |
| 52 | Measurement from front of driver's side front seat to brake pedal |
| 53 | Bottom of "flip-flop" |
| 54 | Driver's side front seatbelt of vehicle # 1 |
| 55 | Hair in driver's side front window channel |
| 56 | Close up of hair in driver's side front window channel |
| 57 | Close up of hair in driver's side front window channel |
| 58 | Driver's side front floorboard of vehicle # 1 |
| 59 | Vehicle # 1's information sticker |
| 60 | Vehicle # 1's information sticker |
| 61 | Vehicle # 1's tire size |
| 62 | Vehicle # 1's tire size |
| 63 | Vehicle # 1's tire size |
| 64 | Vehicle # 1's tire size |
| 65 | Sticker on inside of driver's side front door |

Appendix II - Math Calculations

On September 27, 2011, I obtained the information necessary to calculate the drag factor of the westbound driving (right) lane of Interstate 44. A 30-pound Braker Box drag sled was pulled on the surface that was tested. The amount of force needed to pull the drag sled was measured with a spring scale. The same spring scale was used to weigh the sled. The formula that is used to calculate the drag factor is:

$$f = \frac{F}{W}$$

f = drag factor

F = force to pull the drag tire

W = weight of the drag tire

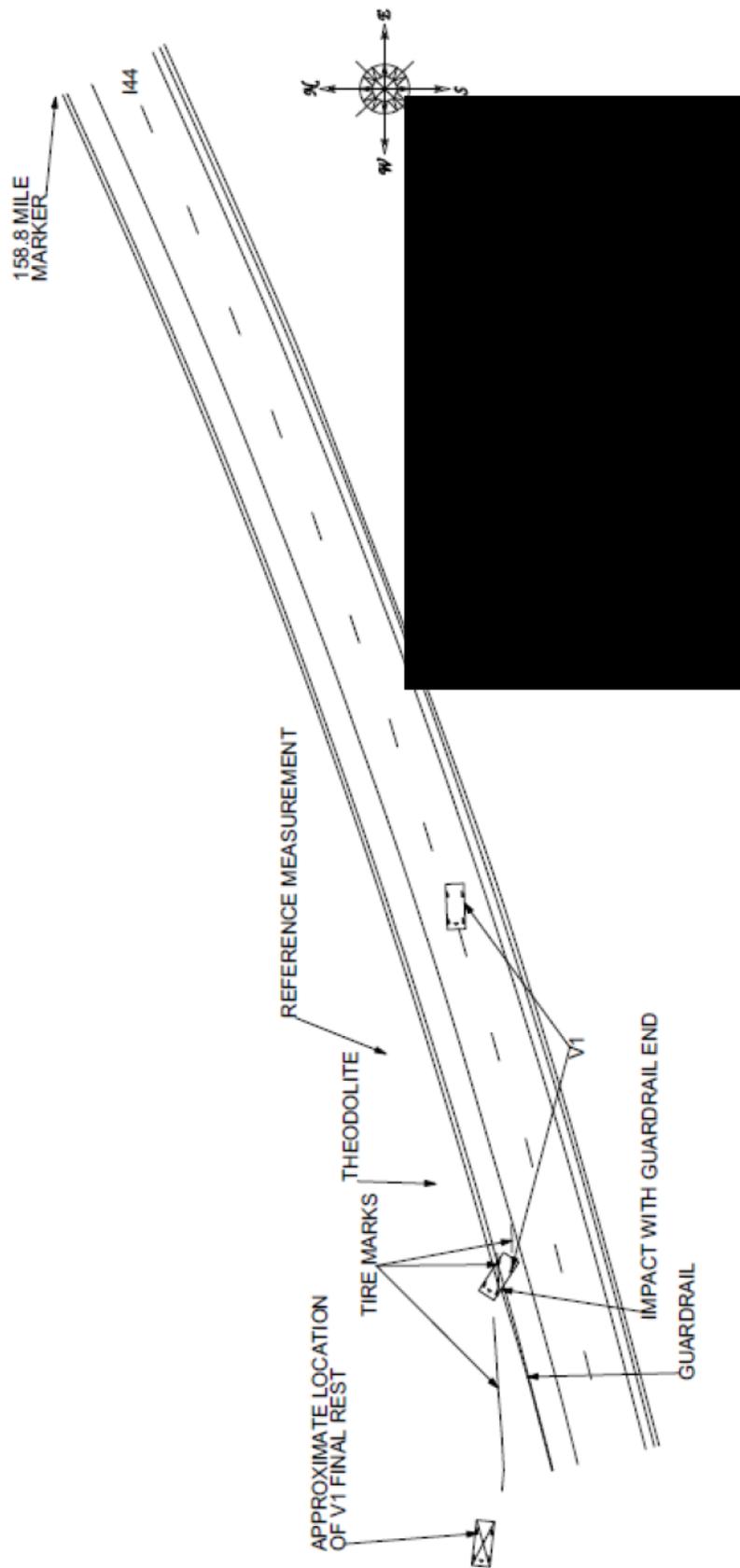
I pulled the drag sled ten times in the westbound driving (right) lane of Interstate 44. The amount of force needed to pull the drag sled was 23, 23, 24, 24, 23, 24, 23, 24, 24, and 24 pounds. To find the average amount of force needed to pull the drag sled, all ten pulls are added together and divided by ten.

$$F_{avg} = (23 + 23 + 24 + 24 + 23 + 24 + 23 + 24 + 24 + 24) \div 10 = 236 \div 10 = 23.6lbs$$

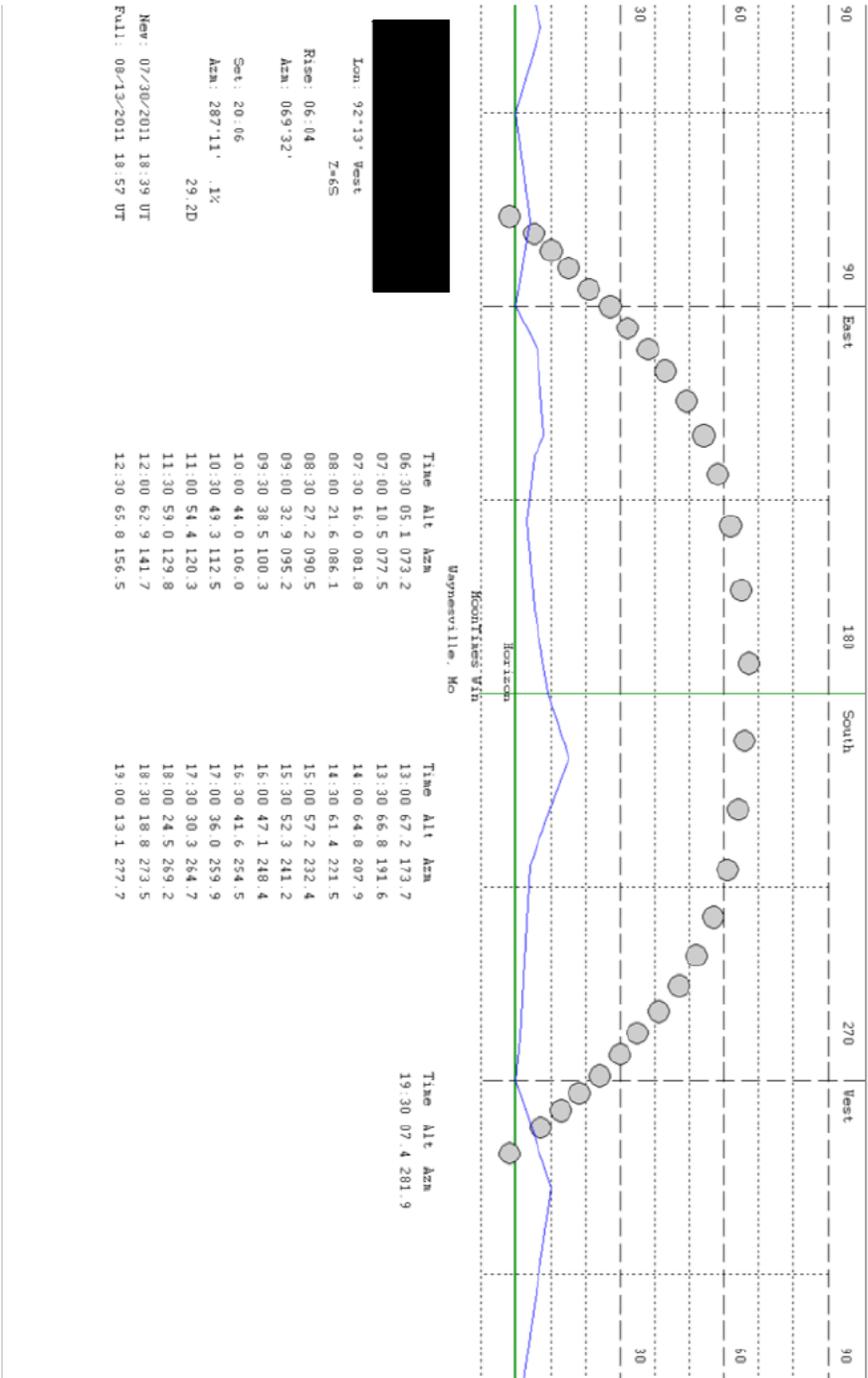
$$f = \frac{F}{W} = \frac{23.6}{30} = .786666667$$

So the average drag factor of the westbound driving (right) lane of Interstate 44 was .78.

Appendix III - Forensic Map



Appendix IV - Astronomical Data



**U.S. Naval Observatory
Astronomical Applications Department**

Sun and Moon Data for One Day

The following information is provided for Waynesville, Pulaski County, Missouri

| SUN | |
|----------------------|-----------|
| Begin civil twilight | 5:41 a.m. |
| Sunrise | 6:10 a.m. |
| Sun transit | 1:15 p.m. |
| Sunset | 8:20 p.m. |
| End civil twilight | 8:49 p.m. |

| MOON | |
|--------------|----------------------------|
| Moonset | 7:30 p.m. on preceding day |
| Moonrise | 6:03 a.m. |
| Moon transit | 1:10 p.m. |
| Moonset | 8:08 p.m. |
| Moonrise | 7:13 a.m. on following day |

[Back to form](#)

Appendix V - Weather Data History for Fort Leonard Wood, MO

« Previous Day

Next Day »

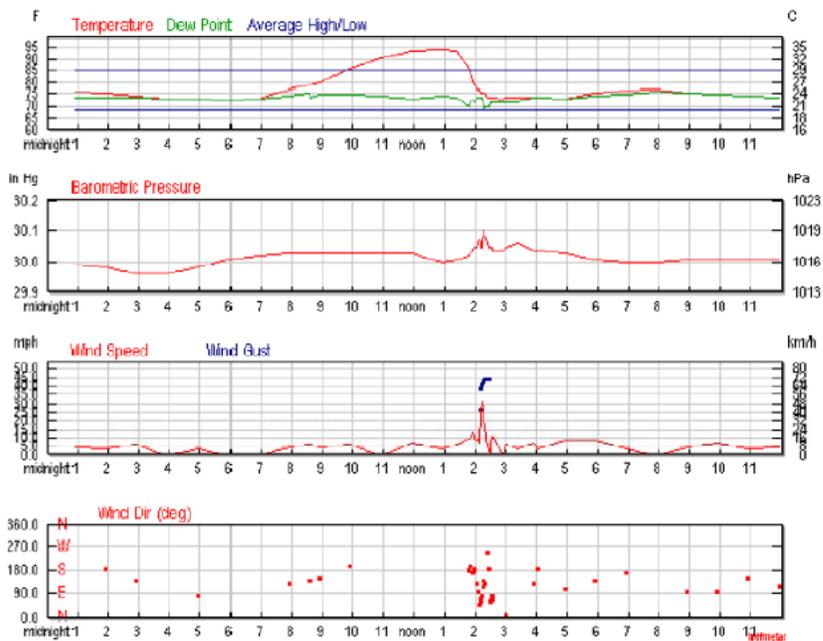
| | Actual | Average | Record |
|---------------------|-------------------------|---------|---------------|
| Temperature | | | |
| Mean Temperature | 82 °F | - | |
| Max Temperature | 95 °F | 85 °F | 100 °F (1999) |
| Min Temperature | 72 °F | 68 °F | 59 °F (1997) |
| Cooling Degree Days | 18 | | |
| Growing Degree Days | 32 (Base 50) | | |
| Moisture | | | |
| Dew Point | 73 °F | | |
| Average Humidity | 60 | | |
| Maximum Humidity | 100 | | |
| Minimum Humidity | 51 | | |
| Precipitation | | | |
| Precipitation | 0.83 in | - | - (0) |
| Sea Level Pressure | | | |
| Sea Level Pressure | 30.03 in | | |
| Wind | | | |
| Wind Speed | 6 mph (SE) | | |
| Max Wind Speed | 31 mph | | |
| Max Gust Speed | 44 mph | | |
| Visibility | 7 miles | | |
| Events | Fog, Rain, Thunderstorm | | |

Averages and records for this station are not official NWS values.
 Click here for data from the nearest station with official NWS data (KVIH).

T = Trace of Precipitation, MM = Missing Value

Source: NWS Daily Summary

Seasonal Weather Averages



Certify This Report

Hourly Observations

| Time (CDT) | Temp. | Heat Index | Dew Point | Humidity | Pressure | Visibility | Wind Dir | Wind Speed | Gust Speed | Precip | Events | Conditions |
|------------|---------|------------|-----------|----------|----------|------------|----------|------------|------------|---------|---------------------------|------------------------------|
| 12:55 AM | 75.4 °F | - | 73.6 °F | 94% | 29.99 in | 10.0 mi | SSE | 4.6 mph | - | N/A | | Clear |
| 1:55 AM | 74.8 °F | - | 73.6 °F | 96% | 29.98 in | 10.0 mi | South | 3.5 mph | - | N/A | | Scattered Clouds |
| 2:55 AM | 74.1 °F | - | 73.2 °F | 97% | 29.96 in | 10.0 mi | SE | 5.8 mph | - | N/A | | Clear |
| 3:55 AM | 72.9 °F | - | 72.9 °F | 100% | 29.96 in | 10.0 mi | Calm | Calm | - | N/A | | Clear |
| 4:55 AM | 72.7 °F | - | 72.7 °F | 100% | 29.98 in | 10.0 mi | East | 3.5 mph | - | N/A | | Clear |
| 5:55 AM | 72.3 °F | - | 72.3 °F | 100% | 30.01 in | 10.0 mi | Calm | Calm | - | N/A | | Clear |
| 6:55 AM | 73.0 °F | - | 73.0 °F | 100% | 30.02 in | 10.0 mi | Calm | Calm | - | N/A | | Clear |
| 7:55 AM | 77.0 °F | - | 74.1 °F | 91% | 30.03 in | 10.0 mi | SE | 4.6 mph | - | N/A | | Clear |
| 8:35 AM | 78.8 °F | - | 75.2 °F | 89% | 30.03 in | 10.0 mi | SE | 5.8 mph | - | N/A | | Light Drizzle |
| 8:38 AM | 78.8 °F | - | 73.4 °F | 83% | 30.03 in | 10.0 mi | SE | 5.8 mph | - | N/A | | Clear |
| 8:55 AM | 80.2 °F | 85.2 °F | 74.5 °F | 83% | 30.03 in | 10.0 mi | SSE | 4.6 mph | - | 0.00 in | | Clear |
| 9:55 AM | 85.8 °F | 93.8 °F | 74.3 °F | 68% | 30.03 in | 10.0 mi | SSW | 5.8 mph | - | N/A | | Clear |
| 10:55 AM | 90.3 °F | 99.3 °F | 73.9 °F | 58% | 30.03 in | 10.0 mi | Calm | Calm | - | N/A | | Clear |
| 11:55 AM | 93.4 °F | 102.1 °F | 72.9 °F | 51% | 30.03 in | 10.0 mi | Variable | 6.9 mph | - | N/A | | Clear |
| 12:55 PM | 93.6 °F | 103.8 °F | 73.9 °F | 53% | 30.00 in | 10.0 mi | Variable | 3.5 mph | - | N/A | | Scattered Clouds |
| 1:25 PM | 93.2 °F | 102.4 °F | 73.4 °F | 52% | 30.01 in | 10.0 mi | Variable | 5.8 mph | - | N/A | Thunderstorm | Thunderstorm |
| 1:48 PM | 86.0 °F | 90.4 °F | 69.8 °F | 58% | 30.02 in | 7.0 mi | South | 9.2 mph | - | N/A | Rain , Thunderstorm | Heavy Thunderstorms and Rain |
| 1:50 PM | 84.2 °F | 89.6 °F | 71.6 °F | 66% | 30.03 in | 5.0 mi | SSW | 9.2 mph | - | N/A | Rain , Thunderstorm | Heavy Thunderstorms and Rain |
| 1:55 PM | 80.8 °F | 85.1 °F | 72.3 °F | 75% | 30.04 in | 3.0 mi | South | 12.7 mph | - | 0.06 in | Rain , Thunderstorm | Thunderstorms and Rain |
| 1:57 PM | 78.8 °F | - | 71.6 °F | 78% | 30.05 in | 2.5 mi | South | 10.4 mph | - | N/A | Rain , Thunderstorm | Thunderstorms and Rain |
| 1:58 PM | 78.8 °F | - | 71.6 °F | 78% | 30.05 in | 3.0 mi | South | 9.2 mph | - | N/A | Rain , Thunderstorm | Thunderstorms and Rain |
| 2:04 PM | 77.0 °F | - | 73.4 °F | 89% | 30.05 in | 2.5 mi | SE | 8.1 mph | - | N/A | Rain , Thunderstorm | Thunderstorms and Rain |
| 2:06 PM | 77.0 °F | - | 73.4 °F | 89% | 30.06 in | 1.5 mi | East | 9.2 mph | - | N/A | Rain , Thunderstorm | Heavy Thunderstorms and Rain |
| 2:08 PM | 77.0 °F | - | 73.4 °F | 89% | 30.07 in | 1.2 mi | Variable | 6.9 mph | - | N/A | Rain , Thunderstorm | Heavy Thunderstorms and Rain |
| 2:10 PM | 77.0 °F | - | 73.4 °F | 89% | 30.07 in | 1.0 mi | NE | 12.7 mph | 18.4 mph | N/A | Rain , Thunderstorm | Heavy Thunderstorms and Rain |
| 2:11 PM | 75.2 °F | - | 73.4 °F | 94% | 30.06 in | 0.8 mi | ENE | 18.4 mph | 26.5 mph | N/A | Rain , Thunderstorm | Heavy Thunderstorms and Rain |
| 2:12 PM | 75.2 °F | - | 73.4 °F | 94% | 30.05 in | 0.5 mi | ENE | 25.3 mph | 38.0 mph | N/A | Fog , Rain , Thunderstorm | Heavy Thunderstorms and Rain |
| 2:13 PM | 75.2 °F | - | 73.4 °F | 94% | 30.05 in | 0.5 mi | East | 31.1 mph | 40.3 mph | N/A | Fog , Rain , Thunderstorm | Heavy Thunderstorms and Rain |
| 2:17 PM | 75.2 °F | - | 69.8 °F | 83% | 30.10 in | 0.5 mi | ESE | 27.6 mph | 42.6 mph | N/A | Rain , Thunderstorm | Heavy Thunderstorms and Rain |
| 2:18 PM | 75.2 °F | - | 68.0 °F | 78% | 30.09 in | 0.2 mi | SE | 20.7 mph | 42.6 mph | N/A | Rain , Thunderstorm | Heavy Thunderstorms and Rain |

| | | | | | | | | | | | | |
|----------|---------|---|---------|------|----------|---------|----------|----------|----------|---------|------------------------------|------------------------------------|
| 2:19 PM | 75.2 °F | - | 69.8 °F | 83% | 30.08 in | 0.2 mi | SE | 16.1 mph | 43.7 mph | N/A | Rain , Thunderstorm | Heavy Thunderstorms and Rain |
| 2:24 PM | 73.4 °F | - | 69.8 °F | 88% | 30.06 in | 0.2 mi | WSW | 4.6 mph | 43.7 mph | N/A | Rain , Thunderstorm | Heavy Thunderstorms and Rain |
| 2:27 PM | 73.4 °F | - | 69.8 °F | 88% | 30.05 in | 0.5 mi | South | 3.5 mph | 43.7 mph | N/A | Fog , Rain , Thunderstorm | Thunderstorms and Rain |
| 2:29 PM | 73.4 °F | - | 71.6 °F | 94% | 30.05 in | 0.8 mi | Calm | Calm | - | N/A | Rain , Thunderstorm | Light Thunderstorms and Rain |
| 2:30 PM | 73.4 °F | - | 71.6 °F | 94% | 30.05 in | 1.2 mi | Variable | 4.6 mph | - | N/A | Rain , Thunderstorm | Light Thunderstorms and Rain |
| 2:31 PM | 73.4 °F | - | 71.6 °F | 94% | 30.05 in | 2.5 mi | ENE | 8.1 mph | - | N/A | Rain , Thunderstorm | Light Thunderstorms and Rain |
| 2:32 PM | 73.4 °F | - | 71.6 °F | 94% | 30.05 in | 4.0 mi | ENE | 9.2 mph | - | N/A | Rain , Thunderstorm | Light Thunderstorms and Rain |
| 2:34 PM | 73.4 °F | - | 71.6 °F | 94% | 30.04 in | 9.0 mi | East | 10.4 mph | - | N/A | Thunderstorm | Thunderstorm |
| 2:55 PM | 72.5 °F | - | 71.4 °F | 96% | 30.04 in | 10.0 mi | Calm | Calm | - | 0.75 in | Thunderstorm | Thunderstorm |
| 2:59 PM | 73.4 °F | - | 71.6 °F | 94% | 30.05 in | 10.0 mi | North | 5.8 mph | - | N/A | Thunderstorm | Mostly Cloudy |
| 3:23 PM | 73.4 °F | - | 71.6 °F | 94% | 30.06 in | 10.0 mi | Variable | 3.5 mph | - | N/A | Rain , Thunderstorm | Light Rain |
| 3:55 PM | 73.4 °F | - | 73.2 °F | 99% | 30.04 in | 10.0 mi | SE | 6.9 mph | - | 0.02 in | Thunderstorm | Light Drizzle |
| 4:02 PM | 73.4 °F | - | 73.4 °F | 100% | 30.04 in | 10.0 mi | South | 3.5 mph | - | N/A | | Mostly Cloudy |
| 4:55 PM | 72.5 °F | - | 72.5 °F | 100% | 30.03 in | 10.0 mi | ESE | 8.1 mph | - | 0.00 in | | Mostly Cloudy |
| 5:55 PM | 75.0 °F | - | 74.1 °F | 97% | 30.01 in | 10.0 mi | SE | 8.1 mph | - | N/A | | Partly Cloudy |
| 6:55 PM | 76.3 °F | - | 74.7 °F | 95% | 30.00 in | 10.0 mi | South | 3.5 mph | - | N/A | | Mostly Cloudy |
| 7:55 PM | 76.8 °F | - | 75.7 °F | 96% | 30.00 in | 10.0 mi | Calm | Calm | - | N/A | | Mostly Cloudy |
| 8:55 PM | 75.0 °F | - | 75.0 °F | 100% | 30.01 in | 10.0 mi | East | 4.6 mph | - | N/A | | Partly Cloudy |
| 9:55 PM | 74.5 °F | - | 74.5 °F | 100% | 30.01 in | 10.0 mi | East | 6.9 mph | - | N/A | | Clear |
| 10:55 PM | 74.1 °F | - | 74.1 °F | 100% | 30.01 in | 10.0 mi | SSE | 3.5 mph | - | N/A | | Partly Cloudy |
| 11:55 PM | 73.6 °F | - | 73.4 °F | 99% | 30.01 in | 10.0 mi | ESE | 4.6 mph | - | N/A | | Scattered Clouds |

[Show full METARS](#) | [METAR FAQ](#) | [Comma Delimited File](#)

MISSOURI STATE HIGHWAY PATROL
 ROGERSVILLE, MO
 Reference Number:

CARFAX **CARFAX® Vehicle History Report™** US \$34.99
An independent company established in 1986

Vehicle Information:

[Standard Equipment](#) | [Safety Options](#)

CARFAX Report Provided By:
 MISSOURI STATE HIGHWAY PATROL
 201 SOUTH MARSHALL
 SUITE E
 ROGERSVILLE, MO 65742
 417-753-3309

| | |
|--|--|
| | Airbag deployed |
| | Accident / Damage reported |
| | 2 Previous owners |
| | 13 Service records available |
| | 73,142 Last reported odometer reading |
| | \$660 Below retail book value |

This CARFAX Vehicle History Report is based only on information supplied to CARFAX and available as of 10/26/11 at 3:15:21 PM (EDT). Other information about this vehicle, including problems, may not have been reported to CARFAX. Use this report as one important tool, along with a vehicle inspection and test drive, to make a better decision about your next used car.

CARFAX **Price Calculator™**

Adjust the value of this 2005 Chevrolet Tahoe K1500 based on the information available in this report

| 1) Retail Book Value | 2) CARFAX History Impact™ | 3) Adjusted Retail Value |
|---|---|---|
| <div style="border: 1px solid #ccc; padding: 5px; text-align: center; font-size: 24px; margin-bottom: 5px;">\$ 0</div> <p style="font-size: 10px;">Enter retail book value here</p> | <div style="font-size: 24px; margin-bottom: 5px;">+</div> <div style="font-size: 24px; margin-bottom: 5px;">-</div> <div style="font-size: 24px; margin-bottom: 5px;">\$660</div> <div style="font-size: 24px; margin-bottom: 5px;">=</div> <p style="font-size: 12px;">Below retail book value</p> | <p style="font-size: 12px;">Begin by entering the retail book value</p> |
| <p style="font-size: 10px;">Start by entering the retail book value from a pricing guide website.</p> | <p style="font-size: 10px;">This vehicle is worth less than average, based on information in this report.</p> | <p style="font-size: 10px;">Compare adjusted retail value to seller's asking price when making your decision.</p> |

CARFAX **Ownership History**

The number of owners is estimated

| | Owner 1 | Owner 2 |
|---|--------------|----------|
| Year purchased | 2005 | 2011 |
| Type of owner | Personal | Personal |
| Estimated length of ownership | 5 yrs. 5 mo. | 9 months |
| Owned in the following states/provinces | Texas | Missouri |
| Estimated miles driven per year | 12,229/yr | --- |
| Last reported odometer reading | 70,692 | 73,142 |

CARFAX **Title History**

CARFAX guarantees the information in this section

| | Owner 1 | Owner 2 |
|--|--------------------------|--------------------------|
| Salvage Junk Rebuilt Fire Flood Hail Lemon | Guaranteed No Problem | Guaranteed No Problem |

Not Actual Mileage | Exceeds Mechanical Limits

Guaranteed
No Problem

Guaranteed
No Problem



GUARANTEED - None of these major title problems were reported by a state Department of Motor Vehicles (DMV). If you find that any of these title problems were reported by a DMV and not included in this report, CARFAX will buy this vehicle back. [Register](#) | [View Terms](#)

| CARFAX Additional History | | Owner 1 | Owner 2 |
|--|-------------------------------------|---------------------|---|
| Not all accidents / issues are reported to CARFAX | | | |
| Total Loss No total loss reported to CARFAX. | <input checked="" type="checkbox"/> | No Issues Reported | <input checked="" type="checkbox"/> No Issues Reported |
| Structural / Frame Damage No structural / frame damage reported to CARFAX. | <input checked="" type="checkbox"/> | No Issues Reported | <input checked="" type="checkbox"/> No Issues Reported |
| [REDACTED] | <input checked="" type="checkbox"/> | No Issues Reported | Airbag Deployment |
| Odometer Check No indication of an odometer rollback. | <input checked="" type="checkbox"/> | No Issues Indicated | <input checked="" type="checkbox"/> No Issues Indicated |
| [REDACTED] | <input checked="" type="checkbox"/> | No Issues Reported | Accident Reported |
| Manufacturer Recall Check with an authorized General Motors dealer for any open recalls. | <input checked="" type="checkbox"/> | No Recalls Reported | <input checked="" type="checkbox"/> No Recalls Reported |

| CARFAX Detailed History | | Glossary | | |
|--|--------------|-----------------|---|--|
| Owner 1 Purchased: 2005 Type: Personal Where: Texas Est. miles/year: 12,229/yr Est. length owned: 5/31/05 - 11/6/10 (5 yrs. 5 mo.) | Date: | Mileage: | Source: | Comments: |
| | 08/10/2004 | 4 | Friendly Chevrolet Dallas, TX 214-920-1900 www.friendlychevy.com | Pre-delivery inspection completed State emissions inspection completed |
| | 12/07/2004 | 1,129 | Friendly Chevrolet Dallas, TX 214-920-1900 www.friendlychevy.com | Engine/powertrain computer/module reprogrammed |
| | 02/15/2005 | 5,719 | Friendly Chevrolet Dallas, TX 214-920-1900 www.friendlychevy.com | Recommended maintenance performed |
| | 05/31/2005 | 6,192 | Texas Motor Vehicle Dept. Dallas, TX [REDACTED] | Title issued or updated First owner reported Registered as personal vehicle Registration updated when owner moved the vehicle to a new location |
| | 10/21/2005 | | Friendly Chevrolet Dallas, TX 214-920-1900 www.friendlychevy.com | Oil and filter changed chassis lubricated |
| | 04/07/2006 | | Friendly Chevrolet Dallas, TX 214-920-1900 www.friendlychevy.com | Fuel tank level sender replaced Tire condition and pressure checked Washed/detailed |
| | 05/01/2006 | | Texas Motor Vehicle Dept. Dallas, TX | Registration issued or renewed Passed safety inspection |

| | | | |
|------------|--------|---|--|
| | | | |
| 11/07/2006 | 26,944 | Texas Inspection Station Dallas, TX | Emissions inspection performed Passed safety inspection |
| 04/18/2007 | | Friendly Chevrolet Dallas, TX 214-920-1900 www.friendlychevy.com | Fuel injection system flushed/serviced Tire repaired |
| 05/01/2007 | | Texas Motor Vehicle Dept. Dallas, TX Title | Registration issued or renewed Passed safety inspection |
| 08/09/2007 | | Friendly Chevrolet Dallas, TX 214-920-1900 www.friendlychevy.com | Recommended maintenance performed Tire repaired Radio replaced |
| 12/05/2007 | 39,519 | Texas Inspection Station Dallas, TX | Passed emissions inspection |
| 12/29/2007 | | Friendly Chevrolet Dallas, TX 214-920-1900 www.friendlychevy.com | Recommended maintenance performed Decals/letters/name plates replaced Horn replaced Four tires mounted and balanced |
| 05/01/2008 | | Texas Motor Vehicle Dept. Dallas, TX | Registration issued or renewed Passed safety inspection |
| 01/16/2009 | 50,479 | Texas Inspection Station Dallas, TX | Passed emissions inspection |
| 05/01/2009 | | Texas Motor Vehicle Dept. Dallas, TX | Registration issued or renewed Passed safety inspection |
| 03/29/2010 | 62,470 | Texas Inspection Station Dallas, TX | Passed emissions inspection |
| 05/01/2010 | | Texas Motor Vehicle Dept. Dallas, TX | Title issued or updated Registration issued or renewed Passed safety inspection |
| 11/06/2010 | | Texas Motor Vehicle Dept. Dallas, TX | Vehicle purchase reported |
| 11/08/2010 | 66,573 | Park Cities Ford Dallas, TX 214-358-8800 www.parkcitiesford.com | Oil and filter changed chassis lubricated Maintenance inspection completed State safety inspection completed Exterior light bulb(s) replaced Pre-delivery inspection completed |
| 11/09/2010 | | Texas Inspection Station Dallas, TX | Passed emissions inspection |
| 11/10/2010 | | Park Cities Ford Dallas, TX | Vehicle offered for sale |

| | | | |
|------------|--------|---|---|
| | | 214-358-8800 www.parkcitiesford.com | |
| 11/12/2010 | 66,584 | Dealer Inventory | Vehicle offered for sale |
| 12/06/2010 | 66,606 | Auto Auction Texas | Listed as a dealer vehicle Sold at auction |
| 12/08/2010 | | Park Cities Ford Dallas, TX 214-358-8800 www.parkcitiesford.com | Vehicle sold |
| 12/10/2010 | 66,610 | Roberts Dodge Chrysler Jeep Pryor, OK 918-825-4090 www.dodgeoftulsa.com | Vehicle offered for sale |
| 12/12/2010 | | Online Listing | Vehicle offered for sale |
| 12/13/2010 | | Roberts Auto Center Pryor, OK 918-825-5410 www.robertsautocenter.com | Body electrical system checked Washed/detailed Oil and filter changed chassis lubricated Pre-delivery inspection completed |
| 12/16/2010 | | Roberts Auto Center Pryor, OK 918-825-5410 www.robertsautocenter.com | Vehicle sold |
| 12/16/2010 | | Missouri Motor Vehicle Dept. Waynesville, MO | Vehicle purchase reported |
| 01/13/2011 | 70,692 | Lowe Chevrolet Buick Waynesville, MO 573-774-3141 www.lowechevybuick.com | State safety inspection completed Brake light bulb(s) replaced Exterior light bulb(s) replaced |

Owner 2
 Purchased: 2011
 Type: Personal
 Where: Missouri
 Est. length owned: 1/19/11 - present (9 months)

| Date: | Mileage: | Source: | Comments: |
|------------|----------|---|---|
| 01/19/2011 | | Missouri Motor Vehicle Dept. Waynesville, MO Title #TFF43819 | Title issued or updated Registration issued or renewed New owner reported Loan or lien reported |
| | | |  <div style="border: 1px solid black; padding: 5px; width: fit-content;"> Avoid financial headaches. Make sure the loan has been paid off if you're buying from a private seller. </div> |
| 04/04/2011 | 72,456 | Lowe Chevrolet Buick Waynesville, MO 573-774-3141 www.lowechevybuick.com | Oil and filter changed chassis lubricated |
| 04/25/2011 | 73,142 | Lowe Chevrolet Buick Waynesville, MO 573-774-3141 www.lowechevybuick.com | Vehicle serviced |
| 07/30/2011 | | Missouri Damage Report | Accident reported Involving front impact with a stationary object Front airbag deployed Involving left front impact Vehicle towed |

CARFAX Airbag Tips



I'm here to help! Print and bring my [SmartBuyer Checklist](#) when you go to test drive this 2005 Chevrolet Tahoe K1500.

Have Questions? Consumers, please visit our Help Center at www.carfax.com. Dealers or Subscribers, please visit our Help Center at www.carfaxonline.com.


Glossary
View Full Glossary

Accident / Damage Indicator
 CARFAX receives information about accidents in all 50 states, the District of Columbia and Canada. Different information in a vehicle's history can indicate an accident or damage, such as: salvage auction, fire damage, police-reported accident, crash test vehicle, damage disclosure, collision repair facility and automotive recycler records. Not every accident or damage event is reported and not all reported are provided to CARFAX. Details about the accident or damage event when reported to CARFAX (e.g. severity, impact location, airbag deployment) are included on the Vehicle History Report. CARFAX recommends you obtain a vehicle inspection from your dealer or an independent mechanic.

- According to the National Safety Council, Injury Facts, 2007 edition, 7% of the 245 million registered vehicles in the U.S. were involved in an accident in 2005. Over 75% of these were considered minor or moderate.
- CARFAX depends on many sources for its accident / damage data. CARFAX can only report what is in our database on 10/26/11 at 3:15:21 PM (EDT). New data will result in a change to this report.

Missouri Police Reports:

- Do not include an assessment of damage severity
- Are required if the estimated damage exceeds \$500

Airbag Deployment
 Occurs when the driver, passenger or side airbag has been used or deployed during a crash or other incident. If an airbag has been deployed, it must be replaced by a qualified technician. Have this car inspected by a mechanic prior to purchase. Use [CARFAX Airbag Tips](#) to make sure this vehicle's airbag system is functional.

CARFAX History Impact™
 Accidents, service records, number of owners and many other history factors can affect a vehicle's value. The CARFAX History Impact is a tool that analyzes millions of used car transactions to measure how the combination of all the information reported to CARFAX affects the value of a particular vehicle. The vehicle's retail book value plus the CARFAX History Impact will give you a more accurate measure of the vehicle's value. Use this tool, along with a vehicle inspection and test drive, to make a better decision about your next used car.

First Owner
 When the first owner(s) obtains a title from a Department of Motor Vehicles as proof of ownership.

New Owner Reported
 When a vehicle is sold to a new owner, the Title must be transferred to the new owner(s) at a Department of Motor Vehicles.

Ownership History
 CARFAX defines an owner as an individual or business that possesses and uses a vehicle. Not all title transactions represent changes in ownership. To provide estimated number of owners, CARFAX proprietary technology analyzes all the events in a vehicle history. Estimated ownership is available for vehicles manufactured after 1994 and titled solely in the US including Puerto Rico. Dealers sometimes opt to take ownership of a vehicle and are required to in the following states: Maine, Massachusetts, New Jersey, Ohio, Oklahoma, Pennsylvania and South Dakota. Please consider this as you review a vehicle's estimated ownership history.

Title Issued
 A state issues a title to provide a vehicle owner with proof of ownership. Each title has a unique number. Each title or registration record on a CARFAX report does not necessarily indicate a change in ownership. In Canada, a registration and bill of sale are used as proof of ownership.

CARFAX DEPENDS ON ITS SOURCES FOR THE ACCURACY AND RELIABILITY OF ITS INFORMATION. THEREFORE, NO RESPONSIBILITY IS ASSUMED BY CARFAX OR ITS AGENTS FOR ERRORS OR OMISSIONS IN THIS REPORT. CARFAX FURTHER EXPRESSLY DISCLAIMS ALL WARRANTIES, EXPRESS OR IMPLIED, INCLUDING ANY IMPLIED WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. CARFAX®

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10/26/11 3:15:21 PM (EDT)



Recalls - Search Results

6 Record(s) Displayed.



Summary:

CERTAIN SPORT UTILITY VEHICLES EQUIPPED WITH AN AUTOMATIC TRANSMISSION, FAIL TO COMPLY WITH THE REQUIREMENTS OF FEDERAL MOTOR VEHICLE SAFETY STANDARD NO. 102, "TRANSMISSION SHIFT LEVER SEQUENCE, STARTER INTERLOCK AND TRANSMISSION BRAKING EFFECT." UNDER CERTAIN VEHICLE STARTING CONDITIONS, THE SHIFT LEVER POSITION INDICATOR LOGATED IN THE INSTRUMENT PANEL CLUSTER MAY NOT ILLUMINATE. IF THE SHIFT LEVER POSITION INDICATOR DOES NOT ILLUMINATE, THE DRIVER MAY NOT KNOW WHICH GEAR THE VEHICLE IS IN.

Consequence:

THE VEHICLE MAY MOVE IN AN UNINTENDED DIRECTION RESULTING IN POSSIBLE INJURY TO OTHERS OUTSIDE OF THE VEHICLE.

Remedy:

DEALERS WILL REPROGRAM THE INSTRUMENT PANEL CLUSTER FREE OF CHARGE. THE RECALL BEGAN ON FEBRUARY 14, 2005. OWNERS MAY CONTACT CADILLAC AT 1-866-982-2339, CHEVROLET AT 1-800-630-2438, AND GMC AT 1-866-996-9463.

Notes:

GM RECALL NO. 05023. CUSTOMERS MAY ALSO CONTACT THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION'S VEHICLE SAFETY HOTLINE AT 1-888-327-4236 (TTY 1-800-424-9153), OR GO TO [HTTP://WWW.SAFERCAR.GOV](http://www.safercar.gov).



Component: SERVICE BRAKES, HYDRAULIC:PEDALS AND LINKAGES

Summary:

ON CERTAIN SPORT UTILITY VEHICLES, THE BRAKE PEDAL PUSHROD RETAINER MAY BE MISSING. IF THE RETAINER IS MISSING, THE BRAKE BOOSTER PUSHROD COULD DISENGAGE FROM THE BRAKE PEDAL.

Consequence:

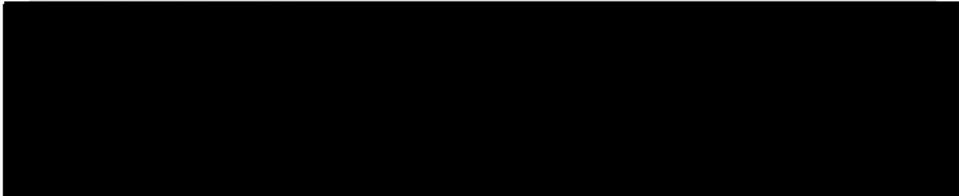
THIS COULD RESULT IN A LOSS OF BRAKES WHICH COULD RESULT IN A CRASH.

Remedy:

DEALERS WILL INSPECT THE VEHICLES FOR THE BRAKE PEDAL PUSHROD RETAINER AND INSTALL ONE IF IT IS MISSING FREE OF CHARGE. THE MANUFACTURER BEGAN CONTACTING OWNERS BY TELEPHONE ON MARCH 10, 2005. OWNERS MAY CONTACT CHEVROLET AT 1-800-630-2438 OR GMC AT 1-866-996-9463.

Notes:

GM RECALL NO. 05039. CUSTOMERS MAY ALSO CONTACT THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION'S VEHICLE SAFETY HOTLINE AT 1-888-327-4236 (TTY 1-800-424-9153), OR GO TO [HTTP://WWW.SAFERCAR.GOV](http://www.safercar.gov).



Summary:

ON CERTAIN CREW CAB PICKUP TRUCKS AND SPORT UTILITY VEHICLES, THE 2ND ROW CENTER OCCUPANT SEAT BELT ROUTING MAY MAKE IT DIFFICULT TO POSITION THE LAP PORTION OF THE SAFETY BELT LOW AROUND THE HIPS OF OCCUPANTS, ESPECIALLY SMALLER OCCUPANTS, SEATED IN THIS POSITION. APPROPRIATE USE OF A CHILD SEAT OR BOOSTER SEAT, AS RECOMMENDED FOR SMALL CHILDREN, DOES IMPROVE THE FIT CONDITION FOR THIS USER GROUP. IN ADDITION TO INSTRUCTIONS ON PROPER INFANT AND YOUNG CHILD RESTRAINT (WITH CHILD SEATS OR BOOSTERS), SPECIAL VERBIAGE FOR RESTRAINING OLDER CHILD IS INCLUDED IN THE OWNER'S MANUAL. ALSO, THE SUGGESTED SEAT BELT FIT/ROUTING FOR ADULTS, IRRESPECTIVE OF SEATING POSITION, IS DESCRIBED IN THE OWNER'S MANUAL TEXT.

Consequence:

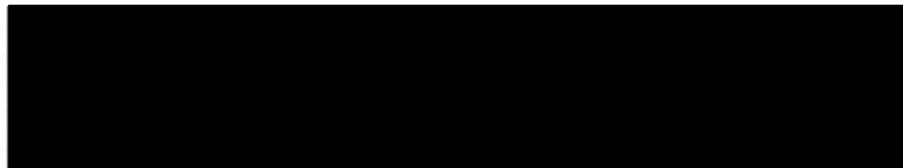
A LAP PORTION OF THE SEAT BELT ROUTING THAT IS NOT LOW AND SNUG ON THE HIPS CAN ALLOW THE LAP BELT TO RIDE UP ON AN OCCUPANT'S ABDOMEN INSTEAD OF FITTING LOW AROUND THEIR HIPBONES, AND THEREFORE, CAN EXPOSE THEM TO MORE RISK OF ABDOMINAL AND INTERNAL ORGAN INJURY.

Remedy:

DEALERS WILL CUT OPEN THE GUIDE LOOP, REMOVE A PORTION OF THE LOOP, AND THEN THE REMAINING TWO SIDES SHOULD BE FOLDED OVER AND SECURED WITH A RETAINER FREE OF CHARGE. THE RECALL BEGAN ON JULY 21, 2005. OWNERS MAY CONTACT CADILLAC AT 1-866-982-2339, CHEVROLET AT 1-800-630-2438, GMC AT 1-866-996-9463, OR HUMMER AT 1-800-732-5493.

Notes:

GM RECALL NO. 05037. CUSTOMERS MAY ALSO CONTACT THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION'S VEHICLE SAFETY HOTLINE AT 1-888-327-4236 (TTY 1-800-424-9153), OR GO TO [HTTP://WWW.SAFERCAR.GOV](http://www.safercar.gov).



Summary:

CERTAIN REPLACEMENT FUEL FILTERS, FRAM BRAND NAME P/N G3727, WITH DATE CODES X52911 THROUGH X60801 SEQUENTIALLY OR X600141 AND A MEXICO COUNTRY OR ORIGIN MARKING ON THE FUEL FILTER HOUSING MANUFACTURED FROM OCTOBER 18, 2005, THROUGH MARCH 21, 2006, SOLD FOR USE ON THE VEHICLES LISTED ABOVE AND ON CERTAIN SCHOOL BUSES. (TO SEE THE SCHOOL BUS ENGINE SIZES, CLICK ON "DOCUMENT SEARCH" AND THEN "BUS APPLICATIONS"). THE CONNECTOR ON THE FUEL FILTER WAS NOT MANUFACTURED TO HONEYWELL'S SPECIFICATION. AS A RESULT, THE O-RING MAY NOT SEAT CORRECTLY ON THE FUEL LINE.

Consequence:

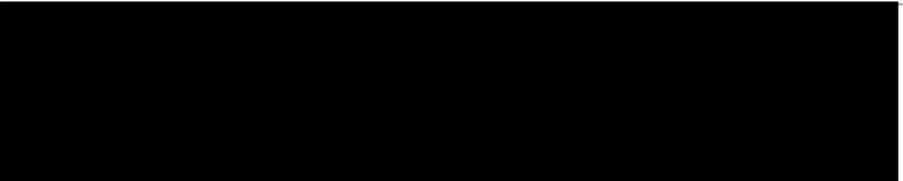
THIS CONDITION MAY CAUSE AN INADEQUATE SEAL AT THE CONNECTION, POTENTIALLY LEADING TO A FUEL LEAK. IN THE PRESENCE OF AN IGNITION SOURCE, A FIRE COULD OCCUR.

Remedy:

HONEYWELL WILL NOTIFY OWNERS AND REPLACE THE FUEL FILTERS FREE OF CHARGE. THE RECALL BEGAN ON OCTOBER 18, 2006. OWNERS MAY CONTACT FRAM CUSTOMER SERVICE AT 1-800-890-2075 (OPTION 1).

Notes:

THIS RECALL ONLY PERTAINS TO AFTERMARKET FRAM FUEL FILTERS AND HAS NO RELATION TO ANY ORIGINAL EQUIPMENT INSTALLED ON THE VEHICLES LISTED. CUSTOMERS MAY CONTACT THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION'S VEHICLE SAFETY HOTLINE AT 1-888-327-4236 (TTY: 1-800-424-9153); OR GO TO [HTTP://WWW.SAFERCAR.GOV](http://www.safercar.gov).



Summary:

CERTAIN VEHICLES ORIGINALLY BUILT WITH CLOTH SEATS THAT WERE EQUIPPED WITH AN AUTOMATIC AIR BAG PASSENGER SENSING SYSTEM AND LATER REUPHOLSTERED WITH AFTERMARKET LEATHER SEAT COVER KITS ARE INVOLVED. TESTING HAS INDICATED THAT THE AFTERMARKET LEATHER SEAT COVERS CAN CAUSE THE PASSENGER SENSING SYSTEM TO MALFUNCTION.

Consequence:

IF THE PASSENGER SENSING SYSTEM MALFUNCTIONS, THE FRONT AIR BAG ON THE PASSENGER SIDE MAY BE DISABLED WHEN IT SHOULD BE ENABLED, OR ENABLED WHEN IT SHOULD BE DISABLED. IN EITHER CASE, IN THE EVENT OF A CRASH THAT REQUIRES AIR BAG DEPLOYMENT, A FRONT PASSENGER'S LEVEL OF INJURY MAY BE INCREASED.

Remedy:

BECAUSE A REPLACEMENT LEATHER SEAT COVER THAT IS COMPATIBLE WITH THE PASSENGER SENSING SYSTEM IS NOT AVAILABLE, GENERAL MOTORS (GM) WILL REPURCHASE THESE VEHICLES IN ACCORDANCE WITH THE TERMS STATED IN GM'S LETTER TO OWNERS. THE RECALL BEGAN ON NOVEMBER 6, 2006. OWNERS SHOULD CONTACT GM AT 1-877-477-1022 TO BEGIN THE PROCESS OF REPURCHASING THEIR VEHICLE.

Notes:

GM RECALL NO. 06102. CUSTOMERS MAY ALSO CONTACT THE NATIONAL HIGHWAY TRAFFIC SAFETY

ADMINISTRATION'S VEHICLE SAFETY HOTLINE AT 1-888-327-4236 (TTY: 1-800-424-9153), OR GO TO [HTTP://WWW.SAFERCAR.GOV](http://www.safercar.gov).

Summary:

CERTAIN FEDERAL-MOGUL REPLACEMENT WHEEL HUB ASSEMBLIES WITH THE BRAND NAMES: NATIONAL, CARQUEST P/NOS. 515020, 515021, 515025, 515053, 515054, 515059, AND 515060, SHIPPED BETWEEN JANUARY 23, 2006, AND DECEMBER 20, 2007, SOLD FOR LIGHT DUTY AND MEDIUM DUTY TRUCKS. THE INBOARD RETENTION NUT USED TO MAINTAIN HUB BEARING ASSEMBLY CAN LOOSEN RESULTING IN AN ABS LIGHT INDICATION, NOISE, AND/OR WHEEL SEPARATION.

Consequence:

WHEEL SEPARATION CAN RESULT IN A VEHICLE CRASH.

Remedy:

FEDERAL-MOGUL WILL NOTIFY CUSTOMERS AND WILL REPLACE THE HUB ASSEMBLY FREE OF CHARGE. THE RECALL BEGAN ON FEBRUARY 7, 2008. OWNERS CAN CONTACT FEDERAL-MOGUL TOLL-FREE AT 877-489-6659.

Notes:

THIS RECALL ONLY PERTAINS TO REPLACEMENT NATIONAL, CARQUEST WHEEL HUB ASSEMBLIES AND HAS NO RELATION TO ANY ORIGINAL EQUIPMENT INSTALLED ON VEHICLES MANUFACTURED BY GENERAL MOTORS OR FORD. CUSTOMERS MAY CONTACT THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION'S VEHICLE SAFETY HOTLINE AT 1-888-327-4236 (TTY: 1-800-424-9153); OR GO TO [HTTP://WWW.SAFERCAR.GOV](http://www.safercar.gov).



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

Comments

DIRECT TO MODULE WITH OWNER CONSENT AT JACK'S TOWING

Data Limitations

Recorded Crash Events:

There are two types of Recorded Crash Events. The first is the Non-Deployment Event. A Non-Deployment Event records data but does not deploy the air bag(s). It contains Pre-Crash and Crash data. The SDM can store up to one Non-Deployment Event. This event can be overwritten by an event that has a greater SDM recorded vehicle longitudinal velocity change. This event will be cleared by the SDM, after approximately 250 ignition cycles. This event can be overwritten by a second Deployment Event, referred to as a Deployment Level Event, if the Non-Deployment Event is not locked. The data in the Non-Deployment Event file will be locked, if the Non-Deployment Event occurred within five seconds before a Deployment Event. A locked Non-Deployment Event cannot be overwritten or cleared by the SDM.

The second type of SDM recorded crash event is the Deployment Event. It also contains Pre-Crash and Crash data. The SDM can store up to two different Deployment Events, if they occur within five seconds of one another. If multiple Non-Deployment Events occur within five seconds prior to a Deployment Event, then the most severe Non-Deployment Event will be recorded and locked. If multiple Non-Deployment Events precede a Deployment Event, and occur within five seconds of each other (but not necessarily all within five seconds of the Deployment Event), then the most severe of the Non-Deployment Events (which may have occurred more than five seconds prior to the Deployment Event) will be recorded and locked. If a Deployment Level Event occurs within five seconds after the Deployment Event, the Deployment Level Event will overwrite any non-locked Non-Deployment Event. If multiple Non-Deployment Events occur within five seconds prior to a Deployment Event, and one or more of those events was a Pretensioner Deployment Event, then the most recent Pretensioner Deployment Event will be recorded and locked. Deployment Events cannot be overwritten or cleared by the SDM. Once the SDM has deployed an air bag, the SDM must be replaced.

Data:

-SDM Recorded Vehicle Longitudinal Velocity Change reflects the change in longitudinal velocity that the sensing system experienced during the recorded portion of the event. SDM Recorded Vehicle Longitudinal 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 Events, the SDM will record 100 milliseconds of data after deployment criteria is met and up to 50 milliseconds before deployment criteria is met. For Non-Deployment Events, the SDM can record up to the first 150 milliseconds of data after algorithm enable. Velocity Change data is displayed in SAE sign convention.

-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.

-Pre-Crash data is recorded asynchronously.

-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
- no data is received from the module sending the pre-crash data
- no module present to send the pre-crash data

-Engine Speed is reported at two times the actual value in the following vehicles, if the vehicle is equipped with a 6.6L Duramax diesel engine (RPO LB7, LBZ, LLY, or LMM):

- 2001-2006 Chevrolet Silverado
- 2007 Chevrolet Silverado Classic
- 2001-2006 GMC Sierra



- 2007 GMC Sierra Classic
- 2006-2007 Chevrolet Express
- 2006-2007 GMC Savana
- 2003-2009 Chevrolet Kodiak
- 2003-2009 GMC Topkick

- Driver's and Passenger's Belt Switch Circuit Status indicates the status of the seat belt switch circuit. If the vehicle's electrical system is compromised during a crash, the state of the Driver's Belt Switch Circuit may be reported other than the actual state.
- The Time between Non-Deployment to Deployment Events is displayed in seconds. If the time between the two events is greater than 25.4 seconds, "N/A" is displayed in place of the time.
- If power to the SDM is lost during a crash event, all or part of the crash record may not be recorded.
- Multiple Events will indicate whether one or more associated events preceded the recorded event.
- Multiple Events Not Recorded can be used in the following scenarios:
 - If a single event is recorded, this parameter will indicate whether one or more associated events prior to the recorded event was not recorded due to insufficient record space (because there were more events than there were available event records).
 - If two associated events are recorded, this parameter for the first event will indicate whether one or more associated events prior to the first event was not recorded due to insufficient record space.
 - If two associated events are recorded, this parameter for the second event will indicate whether one or more associated events between the first and second events was not recorded due to insufficient record space.
- 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 Speed, Engine Speed, and Percent Throttle data are transmitted by the Powertrain Control Module (PCM), via the vehicle's communication network, to the SDM.
- Brake Switch Circuit Status data is transmitted by either the ABS module or the PCM, via the vehicle's communication network, to the SDM.
- The Belt Switch Circuit is wired directly to the SDM.

01027_SDMGF_r004

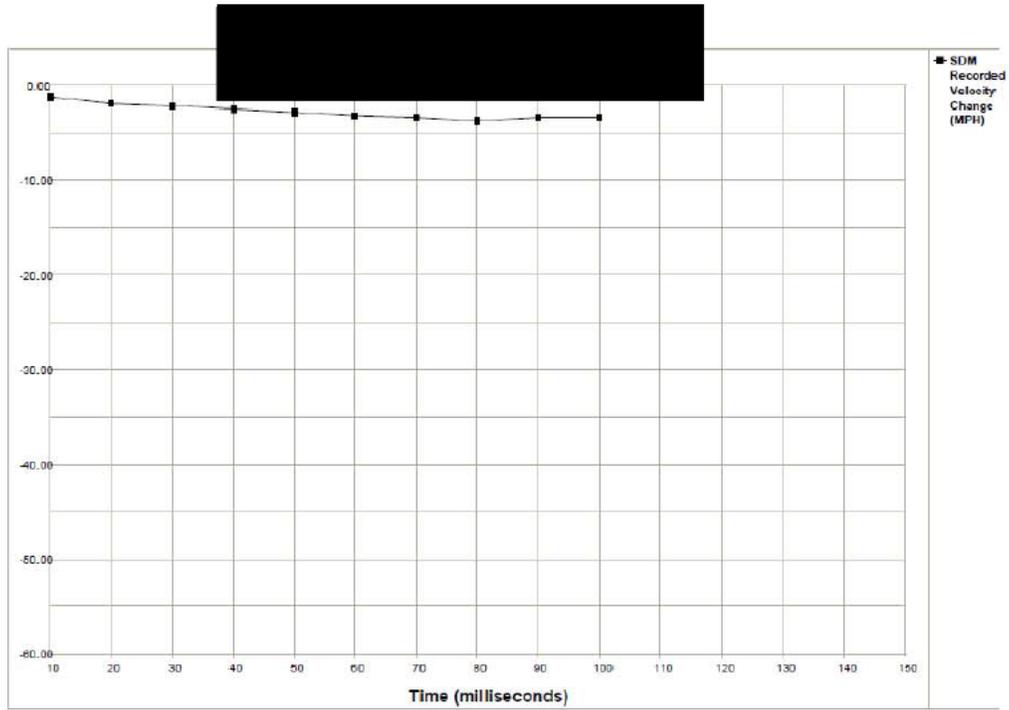


System Status At Deployment

| | |
|--|----------|
| SIR Warning Lamp Status | OFF |
| Driver's Belt Switch Circuit Status | BUCKLED |
| Passenger's Belt Switch Circuit Status | BUCKLED |
| Passenger Seat Position Switch Circuit Status | Rearward |
| Ignition Cycles At Deployment | 14896 |
| Ignition Cycles At Investigation | 14898 |
| Maximum SDM Recorded Velocity Change (MPH) | -4.31 |
| Algorithm Enable to Maximum SDM Recorded Velocity Change (msec) | 100 |
| Driver 1st Stage Time From Algorithm Enable to Deployment Command Criteria Met (msec) | 5 |
| Driver 2nd Stage Time From Algorithm Enable to Deployment Command Criteria Met (msec) | 7.5 |
| Passenger 1st Stage Time From Algorithm Enable to Deployment Command Criteria Met (msec) | 5 |
| Passenger 2nd Stage Time From Algorithm Enable to Deployment Command Criteria Met (msec) | 7.5 |
| Time Between Non-Deployment And Deployment Events (sec) | N/A |
| Frontal Deployment Level Event Counter | 1 |
| Event Recording Complete | Yes |
| Multiple Events | No |
| Multiple Events Not Recorded | No |

| Seconds Before AE | Vehicle Speed (MPH) | Engine Speed (RPM) | Percent Throttle |
|-------------------|---------------------|--------------------|------------------|
| -5 | 81 | 1920 | 0 |
| -4 | 77 | 1792 | 0 |
| -3 | 71 | 1600 | 0 |
| -2 | 58 | 1344 | 0 |
| -1 | 53 | 1344 | 0 |

| Seconds Before AE | Brake Switch Circuit State |
|-------------------|----------------------------|
| -8 | ON |
| -7 | ON |
| -6 | ON |
| -5 | ON |
| -4 | ON |
| -3 | ON |
| -2 | ON |
| -1 | ON |



| Time (milliseconds) | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 110 | 120 | 130 | 140 | 150 |
|--------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|-----|-----|-----|-----|
| Recorded Velocity Change (MPH) | -1.24 | -1.86 | -2.17 | -2.48 | -2.79 | -3.10 | -3.41 | -3.72 | -3.41 | -3.41 | N/A | N/A | N/A | N/A | N/A |



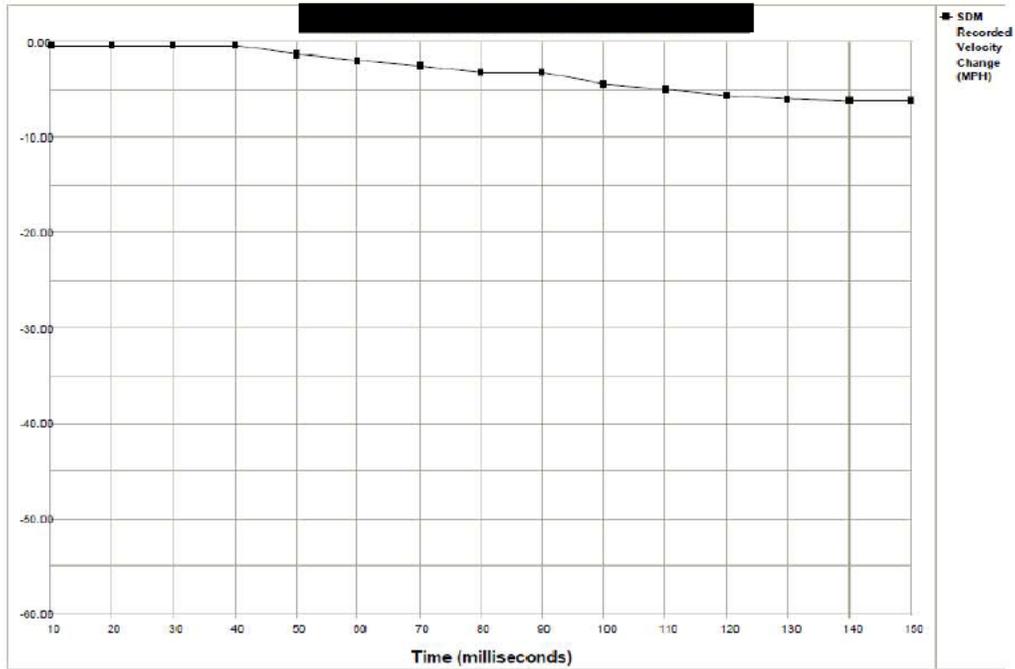


System Status At Non-Deployment

| | |
|---|----------|
| SIR Warning Lamp Status | ON |
| Driver's Belt Switch Circuit Status | BUCKLED |
| Passenger's Belt Switch Circuit Status | BUCKLED |
| Passenger Seat Position Switch Circuit Status | Rearward |
| Ignition Cycles At Non-Deployment | 14896 |
| Ignition Cycles At Investigation | 14898 |
| Maximum SDM Recorded Velocity Change (MPH) | -8.07 |
| Algorithm Enable to Maximum SDM Recorded Velocity Change (msec) | 277.5 |
| Crash Record Locked | No |
| Event Recording Complete | Yes |
| Multiple Events | No |
| Multiple Events Not Recorded | No |

| Seconds Before AE | Vehicle Speed (MPH) | Engine Speed (RPM) | Percent Throttle |
|-------------------|---------------------|--------------------|------------------|
| -5 | 81 | 1920 | 0 |
| -4 | 77 | 1792 | 0 |
| -3 | 71 | 1600 | 0 |
| -2 | 58 | 1344 | 0 |
| -1 | 53 | 1344 | 0 |

| Seconds Before AE | Brake Switch Circuit State |
|-------------------|----------------------------|
| -8 | ON |
| -7 | ON |
| -6 | ON |
| -5 | ON |
| -4 | ON |
| -3 | ON |
| -2 | ON |
| -1 | ON |



| Time (milliseconds) | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 110 | 120 | 130 | 140 | 150 |
|--------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Recorded Velocity Change (MPH) | -0.31 | -0.31 | -0.31 | -0.31 | -1.24 | -1.86 | -2.48 | -3.10 | -3.10 | -4.34 | -4.96 | -5.58 | -5.89 | -6.20 | -6.20 |





Hexadecimal Data

Data that the vehicle manufacturer has specified for data retrieval is shown in the hexadecimal data section of the CDR report. The hexadecimal data section of the CDR report may contain data that is not translated by the CDR program. The control module contains additional data that is not retrievable by the CDR system.

```
$01 F0 3C E3 42 B1 3C
$02 F1 F1 3C 3C A8 00
$03 41 53 34 32 30 35
$04 4B 4C 4A 30 51 31
$05 00 00 00 00 00 00
$06 21 99 26 22 00 00
$07 00 00 00 00 00 00
$08 00 00 00 00 00 00
$09 00 00 00 00 00 00
$0A 00 00 00 00 00 00
$0B 00 00 00 00 00 00
$0C 00 00 00 00 00 00
$0D 00 00 00 00 00 00
$0E 00 00 00 00 00 00
$0F 00 00 00 00 00 00
$10 F8 B9 FC 00 00 00
$11 82 81 83 7E 7D 7E
$12 B5 A0 9E 21 21 11
$13 FF 02 00 00 00 00
$14 03 03 00 00 6C 00
$15 FA FA FA FA FA FA
$16 FA FA FA FA FA FA
$17 FA FA 00 00 00 00
$18 00 3F 55 EC F5 00
$19 09 00 0A 00 00 64
$1A 00 00 00 00 00 00
$1B 00 00 00 00 00 00
$1C 00 0C 00 00 00 00
$1D 00 00 00 00 00 00
$1F FE 00 00 00 00 00
$20 52 FD 00 00 FF FF
$21 FF F7 FF FF FF FF
$22 FF FF FF FF FF FF
$23 FF FF FF FF FF F7
$24 00 01 A0 00 6F 2B
$25 2F 00 00 33 00 00
$26 01 01 01 01 04 06
$27 08 0A 0A 0E 10 12
$28 13 14 14 00 F8 B9
$29 FF A5 FF FF FF FF
$2A FF FF FF FF FF FF
$2B FF FF FF FF FF FF
$2C FF FF FF FF FF FF
$2D FF FF 00 00 00 00
$30 B2 FE 00 00 FF FF
$31 FF FF FF FF FF FF
$32 FF FF FF FF FF FF
$33 FF FF FF FF FF FF
$34 00 00 53 05 02 03
$35 00 53 05 02 03 00
$36 53 06 03 03 00 53
$37 06 03 03 00 DE 00
$38 40 03 11 18 00 00
$39 0F 00 00 33 00 00
$3A 04 06 07 08 09 0A
$3B 0B 0C 0B 0B 00 00
$3C 00 00 00 0A F8 B9
```



```
$3D FF A5 00 00 00 00
$40 56 5D 72 7C 83 00
$41 FF 00 00 00 00 00
$42 00 00 15 15 19 1C
$43 1E 00 7D 80 00 00
$44 56 5D 72 7C 83 00
$45 FF 00 00 00 00 00
$46 00 00 15 15 19 1C
$47 1E 00 80 FE 00 00
$48 51 51 56 5D 72 00
$49 7F 00 00 00 00 00
$4A 00 00 14 14 15 15
$4B 19 00 80 FE 00 00
$4C FF FF FF FF FF FF
$4D FF FF FF FF FF FF
$4E FF FF FF FF FF FF
$4F FF FF FF FF 00 00
$50 FF FF FF FF FF FF
$51 FF FF FF FF FF FF
$52 FF FF FF FF FF FF
$53 FF FF FF FF FF FF
$54 FF FF FF FF FF FF
```

Disclaimer of Liability

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

























TAHOE

CHEVROLET

ROBERTS
AUTO CENTER
PRYOR, OK

CAUTION
TAPE
NO
NOT
TO
ENTER











022

POLICE LINE DO NOT CROSS

POLICE LINE

POLICE LINE DO NOT CROSS

POLICE LINE DO NOT CROSS

CHEVROLET



LIFE





POLICE LINE DO NOT CROSS





POLICE LINE DO NOT CROSS

POLICE LINE DO NOT CROSS



COFFEE BEER

07/30/11

POLICE LINE DO NOT CROSS



POLICE LINE DO NOT CROSS









0713011







07/30/11

Z1

POLICE LINE





POLICE LINE DO NOT CROSS







2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30

R



































POLICE LINE DO NOT CROSS

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26



















TIRE AND LOADING INFORMATION

SEATING CAPACITY | TOTAL 5 | FRONT 2 | CENTER 0 | REAR 3

The combined weight of occupants and cargo should never exceed 573 kg or 1262 lbs.

| ORIGINAL TIRE SIZE | COLD TIRE INFLATION PRESSURE |
|--------------------|------------------------------|
| P265/70R17 | FRONT 210 kPa, 30 PSI |
| P265/70R17 | REAR 210 kPa, 30 PSI |
| P265/75R16 | SPARE 240 kPa, 35 PSI |

SEE OWNER'S MANUAL FOR ADDITIONAL INFORMATION



2005 CHEVROLET Z2288 - PA

RECALL



MFD BY GENERAL MOTORS CORP.

08/04

GVWR
3085KG(6800LB)

GAWR FRT
1520KG(3350LB)

GAWR RR
1769KG(3900LB)

THIS VEHICLE CONFORMS TO ALL APPLICABLE U.S. FEDERAL MOTOR VEHICLE SAFETY STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE.

1GNEK13TX5R114822 TYPE: M.P.V.

MODEL: K15706

| KAD5 | TIRE SIZE | SPEED RTG | RIM | COLD TIRE PRESSURE |
|------|------------|-----------|---------|--------------------|
| FRT | P265/70R17 | S | 17X7.5J | 210KPA(30PSI) |
| RR | P265/70R17 | S | 17X7.5J | 210KPA(30PSI) |
| SPA | P265/75R16 | S | 16X6.5J | 240KPA(35PSI) |

SEE OWNER'S MANUAL  FOR MORE INFORMATION.

F 198
T 512



P265/70R17 113S M+S

TUBELESS
RADIAL



P265/70R17

11359

P2665/170R17 1138

128 7 15





WARRANTY
TRACER
GLOBAL TRACKING SYSTEM
888-791-0777
EG00206170
VEHICLE SECURITY

ET - PLUS

Caused

Rollover

High-speed (only 53 mph @ 1 second before impact)