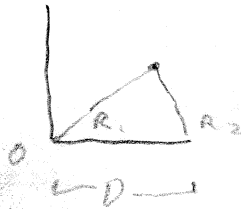


Triangulation - INSIGHT 1

$D = 50'$



<u>R₁</u>	<u>R₂</u>
26.65	69.9
22.00	65.65
17.2	61.0
11.5	54.55
8.95	49.30
9.65	44.20
12.70	39.45
18.01	33.55
23.55	28.00
29.60	22.60
36.9	17.6
42.6	16.2
51.8	20.5
58.8	28.35

C.M.O.

- 1: 27.5"
- 2: 74"

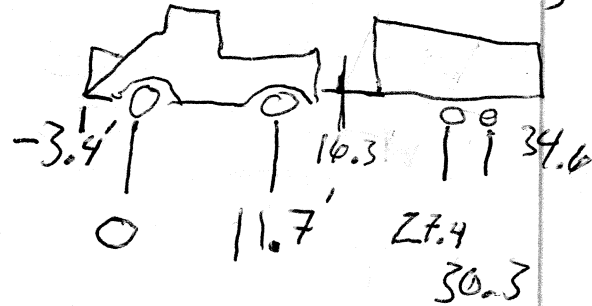
INSIGHT 2

<u>R₁</u>	<u>R₂</u>
18.5	60.3
21.4	56.8
25.4	52.9
29.8	49.25
33.9	46.1
37.9	43.0
41.2	40.3
44.55	37.8
47.25	35.7
50.4	33.3
53.45	30.9
56.5	28.6
59.45	26.2
62.1	24.3

C.M.O.

- 1: 22"
- 2: 29.5"

Truck driving day



29 ft
avg.

- LF = 722
- RF = 573 580
- LR = 412
- RR = 544 573

total 2290

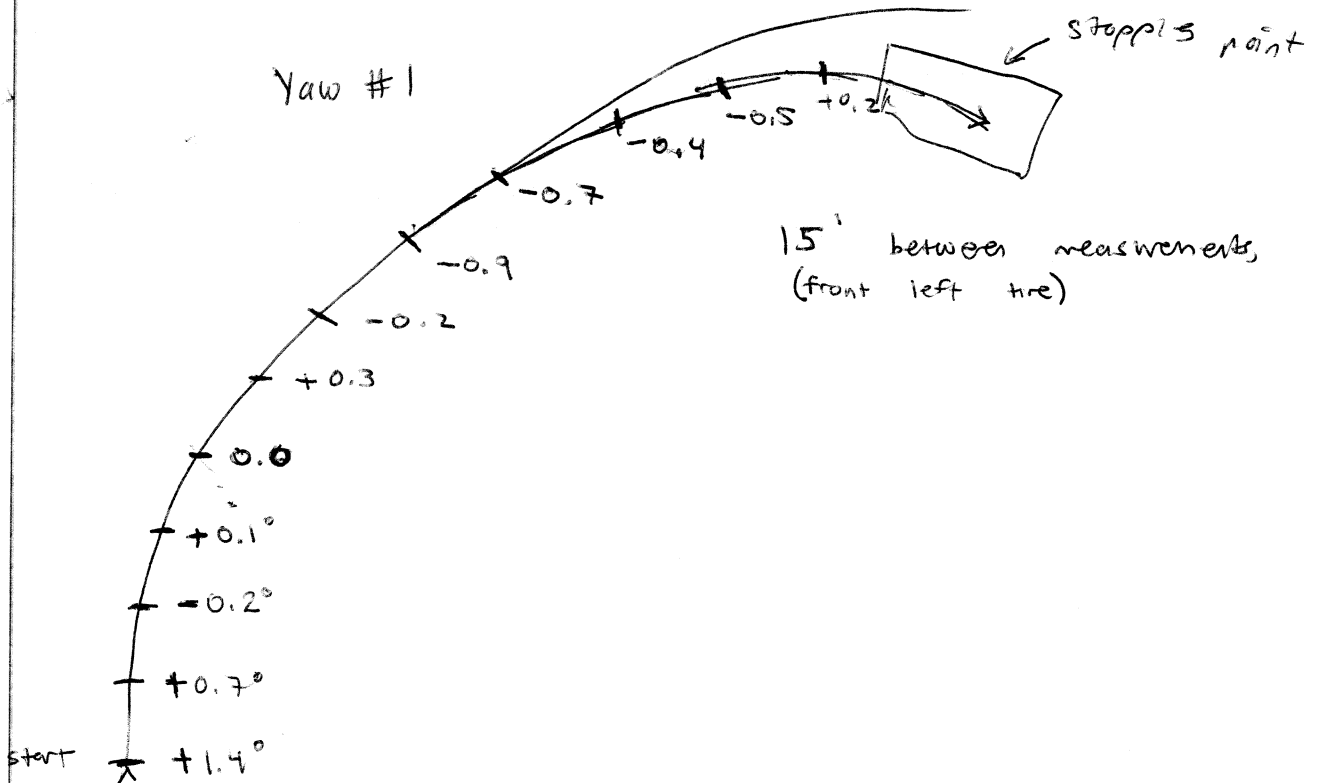
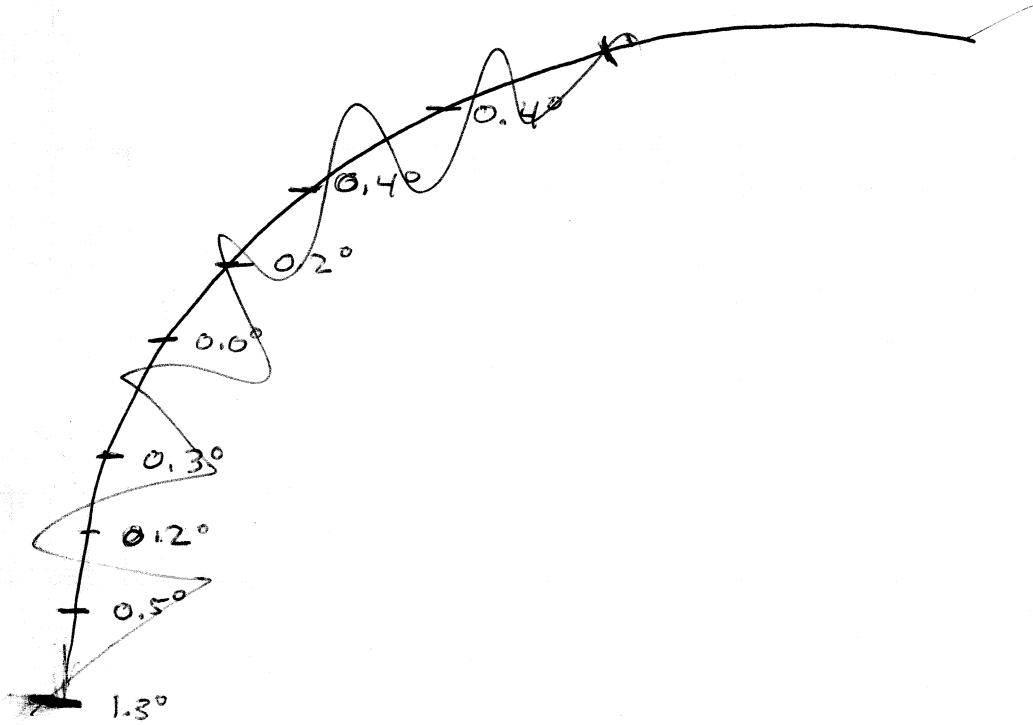
CAMPAD

9-5-11

Dodge Yaw #1

36" chord, M.O. 12.5" = 1.04167'
60" chord, M.O. 14.5" = 1.20833'

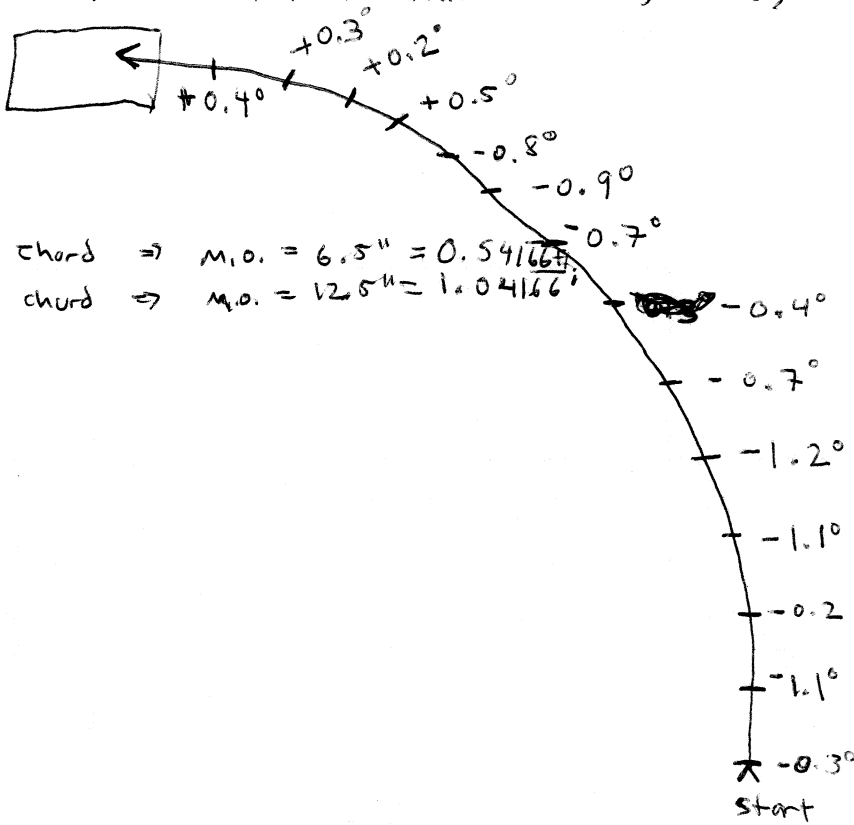
AMPAD™



Dodge Yaw #2

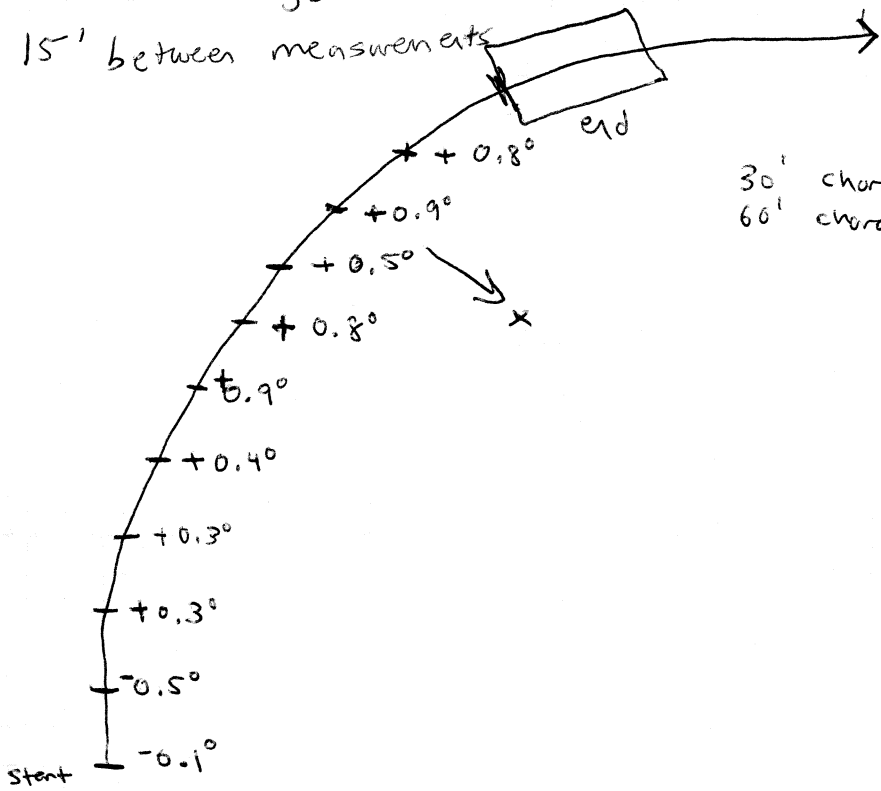
15" between measurements (Front right tire)

$\uparrow_R \Rightarrow -V$
 $\downarrow_e \Rightarrow +V$



Yaw # 3 Dodge

15' between measurements



$\uparrow_R \Rightarrow -$
 $\downarrow_R \Rightarrow +$

30' chord \Rightarrow M.O. = 5.5" = 0.45833'

60' chord \Rightarrow M.O. = 7.5" = 0.625'

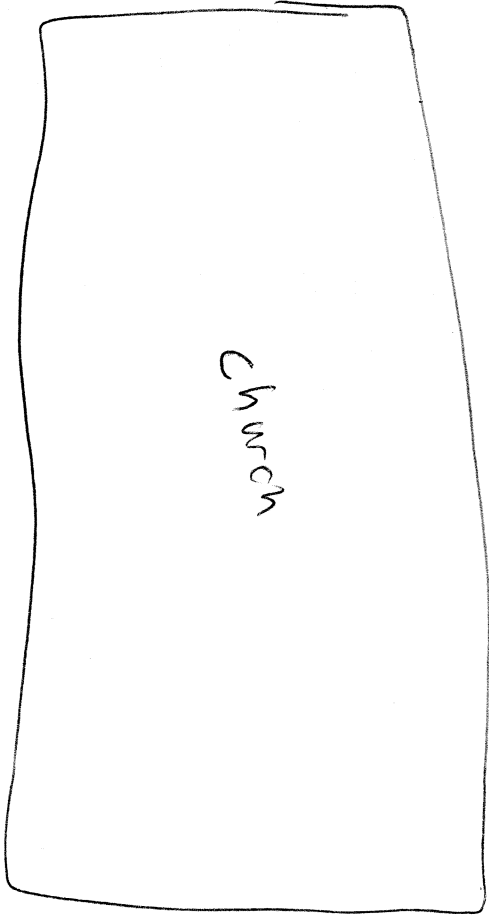
AMPAD™

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skid direction ↑ #1 ↑
-1.0

skid direction ↓ downhill (-) skid mark #2
+ 0.4° (+)

-0.4° #3
skid direction



4-bar linkage Analysis

ID	Bytes	
206	2 3	speed
200	4 5	speed
200	6 7	speed
208	4 5	speed
208	6 7	speed
210	2	accelerator ped
212	0 1	unknown
210 212	6 7	accelerator or throttle
210 215	0 1	speed
215	2 3	distance
215	4 5	distance
236	0 1	steering
300	6 7	steering (signed)
308	1 2	throttle
312	6 7	unk signed
328	2	unk
338	0 1	speed
300	0	throttle
300	1	throttle