



WreckData service retrieves information from your car's Crash Data Recorder

Who's telling the truth about what happened? New mail-in service provides the facts

([PRWEB](#)) November 21, 2003 -- Huntsville, Alabama, (PRWEB) November 19, 2003 -- Have you ever needed to know exactly how fast a car was traveling or whether the seat belt was fastened during an accident investigation? You can know that and much more by retrieving the data from the Crash Data Recorder (CDR) that is part of the safety system of many late-model cars. WreckData's data retrieval service will provide you with color charts and graphs of your vehicle's crash data for a US\$250 fee.

WreckData services are intended primarily for accident reconstruction professionals. WreckData's mail-order approach means that police departments, insurance investigators, private investigators and ordinary citizens don't need the thousands of dollars worth of equipment and special training in order to know the facts behind a crash.

Depending on the make, model and year, a vehicle's CDR can yield information such as

- Vehicle Speed
- Engine Speed
- Throttle Position
- Brake Status
- Seat Belt Status
- Delta-V (Crash Pulse)
- Latitude and Longitude of the crash location
- Number of accidents recorded
- Airbag system status
- Date and time
- Vehicle direction and principal acceleration of force

A Crash Data Recorder is a memory chip that is used to improve the effectiveness of in-car safety systems such as airbag restraint systems. A vehicle's CDR shouldn't be compared with an airplane's black box because the CDR was never intended to record the actions of the driver. CDRs have been installed in vehicle safety systems to provide data that has been used successfully to improve airbag safety systems. In fact, the longest period of time that any CDR records is just over 5 seconds -- long enough, it turns out, to provide critical information used in accident investigation.

In the hands of an accident reconstruction specialist, the hard data from a CDR can strengthen an investigation. How fast a vehicle was traveling before impact and exactly when brakes were being applied can't always be determined accurately from observation.

The actual unit, about the size of a pack of playing cards, is easily removed with hand tools and mailed to WreckData. Results of each reading are returned with the CDR to the sender, but can be sent via email upon request. Locations of the CDR and data availability by make and model are available at www.wreckdata.com. Orders are usually processed within 48 hours of receipt.



More detailed information and technical explanations about CDRs and CDR data can be found at www.wreckdata.com.

Questions can be emailed to info@wreckdata.com.

Questions may be answered and telephone interviews may be arranged by calling Tina Hicks at 256 527 1424.

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