

Forensic Link Adapter Report

University of Tulsa

800 S Tucker Dr
Tulsa, OK 74104

Data Package obtained with FLA 1B2R90058 (None) on Sat Aug 29 2015 8:23:12 CST

The operators assigned to this FLA are: Amila Perera (amila-perera@utulsa.edu) , Jeremy Daily (jeremy-daily@utulsa.edu)

Status of the FLA's subscription: **expires in 11 months (July 19, 2016)**

The results on this page haven't been validated. The user is advised to check information against other sources.



Report Notes

no one has made any notes

Vehicle Information

Engine #1 from J1587

| | |
|------------------|------------|
| Make | CTRPL |
| Model | C15 |
| Serial Number | XS245 |
| Vehicle Odometer | 67.9 miles |
| Engine Hours | 4.25 |
| VIN | 820391D |

Vehicle OEM Data

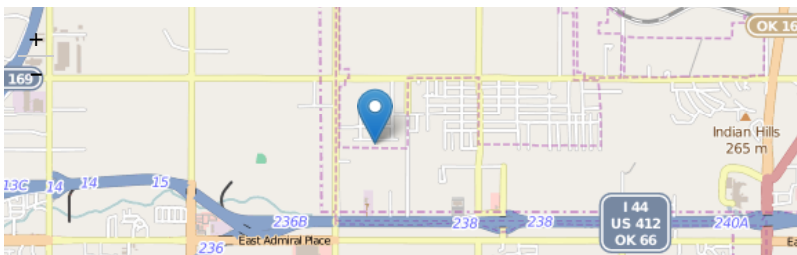
| | |
|----------------------|----------|
| Vehicle ID | 820391D |
| Engine serial number | BXS24569 |
| Quick Stop Rate | 7.00 |

Time Records

| | |
|---|------------------------------|
| FLA Time When User Indicates They Have Permission | Sat Aug 29 2015 8:23:12 CST |
| FLA Time When Download Complete | Sat Aug 29 2015 8:27:02 CST |
| Duration of Download | 00:03:49 (229 seconds) |
| Time the FLA System Time was last set | Sun Jul 19 2015 12:24:30 CST |
| ECM Internal Clock Time | Sat Aug 29 2015 2:59:04 CST |
| FLA Time When ECM Clock Was Read | Sat Aug 29 2015 8:23:41 CST |
| Time Difference (FLA minus ECM) | 05:24:37 (19477 seconds) |
| Server Time when Data Package was Uploaded | Sat Aug 29 2015 8:27:05 CST |
| GPS Sat Time at Last GPS Lock | Fri Aug 28 2015 2:12:51 CST |
| FLA System Time at Last GPS Lock | Fri Aug 28 2015 2:12:57 CST |

GPS Data - lat:36.170307, long:-95.810493

East Latimer Street, Tiger, Rogers County, Oklahoma, 74116, United States of America



Leaflet | © OpenStreetMap contributors

Event Data

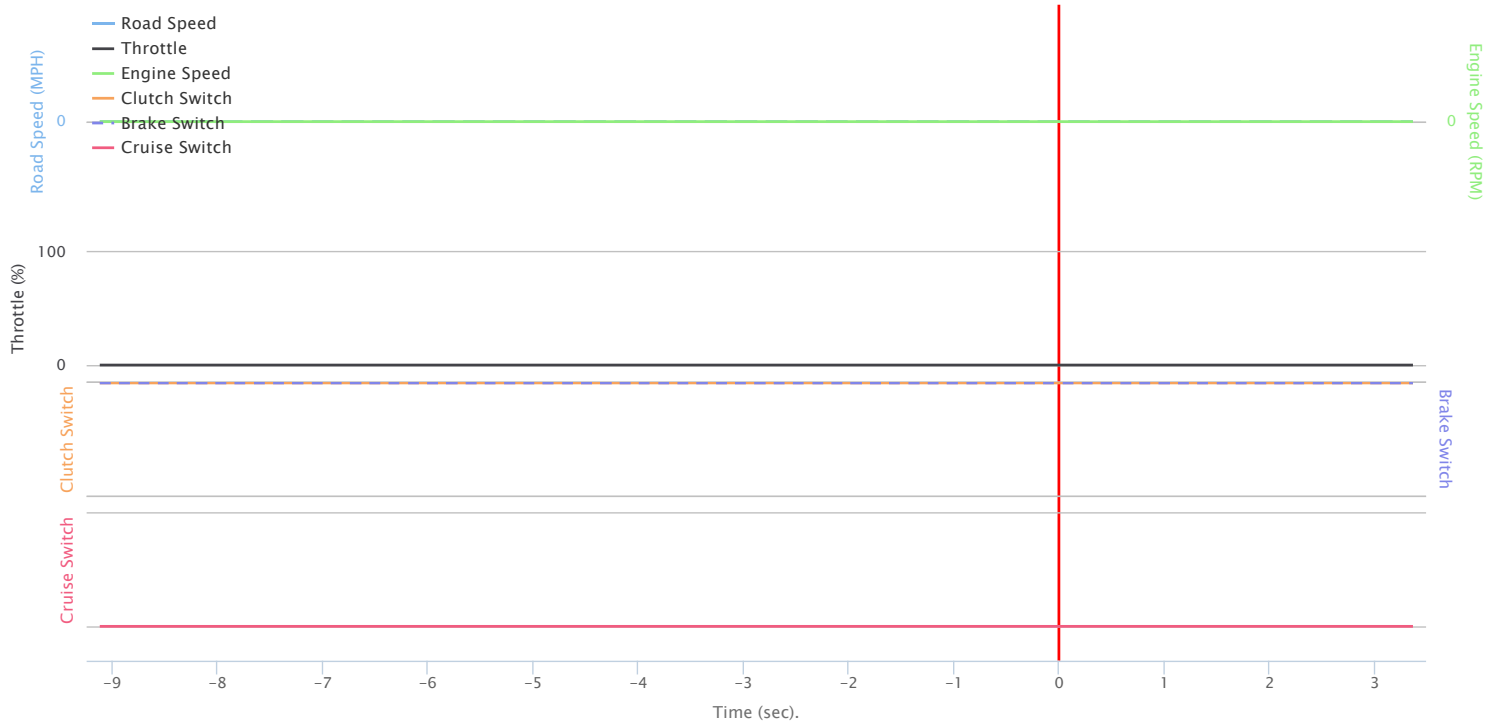
Event Data are records that are set when certain thresholds are crossed. There are no event data elements to display for this ECM.

CAT Diagnostics Snapshot Record Chart #1

Sun Aug 30 2015 2:53:36 CST

PID 91: Percent Accelerator Pedal Position

FMI 8: Abnormal frequency, pulse width, or period



CAT Diagnostics Snapshot Record Chart #1 Table

| Frame | Time | Vehicle Speed (MPH) | Engine RPM (RPM) | Accelerator Pedal Position Status | Brake Pedal | Clutch Pedal | Accel Mode | Decel Mode | Cruise set (MPH) | Cruise Mode | Battery voltage (Volts) |
|-------|-------|---------------------|------------------|-----------------------------------|-------------|--------------|------------|------------|------------------|-------------|-------------------------|
| 1 | -9.12 | 0.00 | 0.00 | 0.00 | on | on | on | off | 0.00 | off | 7.10 |
| 2 | -8.64 | 0.00 | 0.00 | 0.00 | on | on | on | off | 0.00 | off | 8.40 |
| 3 | -8.16 | 0.00 | 0.00 | 0.00 | on | on | on | off | 0.00 | off | 9.40 |
| 4 | -7.68 | 0.00 | 0.00 | 0.00 | on | on | on | off | 0.00 | off | 10.15 |
| 5 | -7.2 | 0.00 | 0.00 | 0.00 | on | on | on | off | 0.00 | off | 10.70 |
| 6 | -6.72 | 0.00 | 0.00 | 0.00 | on | on | on | off | 0.00 | off | 11.10 |
| 7 | -6.24 | 0.00 | 0.00 | 0.00 | on | on | on | off | 0.00 | off | 11.40 |
| 8 | -5.76 | 0.00 | 0.00 | 0.00 | on | on | on | off | 0.00 | off | 11.60 |
| 9 | -5.28 | 0.00 | 0.00 | 0.00 | on | on | on | off | 0.00 | off | 11.75 |
| 10 | -4.8 | 0.00 | 0.00 | 0.00 | on | on | on | off | 0.00 | off | 11.90 |
| 11 | -4.32 | 0.00 | 0.00 | 0.00 | on | on | on | off | 0.00 | off | 11.95 |
| 12 | -3.84 | 0.00 | 0.00 | 0.00 | on | on | on | off | 0.00 | off | 12.05 |
| 13 | -3.36 | 0.00 | 0.00 | 0.00 | on | on | on | off | 0.00 | off | 12.10 |
| 14 | -2.88 | 0.00 | 0.00 | 0.00 | on | on | on | off | 0.00 | off | 12.10 |
| 15 | -2.4 | 0.00 | 0.00 | 0.00 | on | on | on | off | 0.00 | off | 12.15 |
| 16 | -1.92 | 0.00 | 0.00 | 0.00 | on | on | on | off | 0.00 | off | 12.15 |
| 17 | -1.44 | 0.00 | 0.00 | 0.00 | on | on | on | off | 0.00 | off | 12.20 |

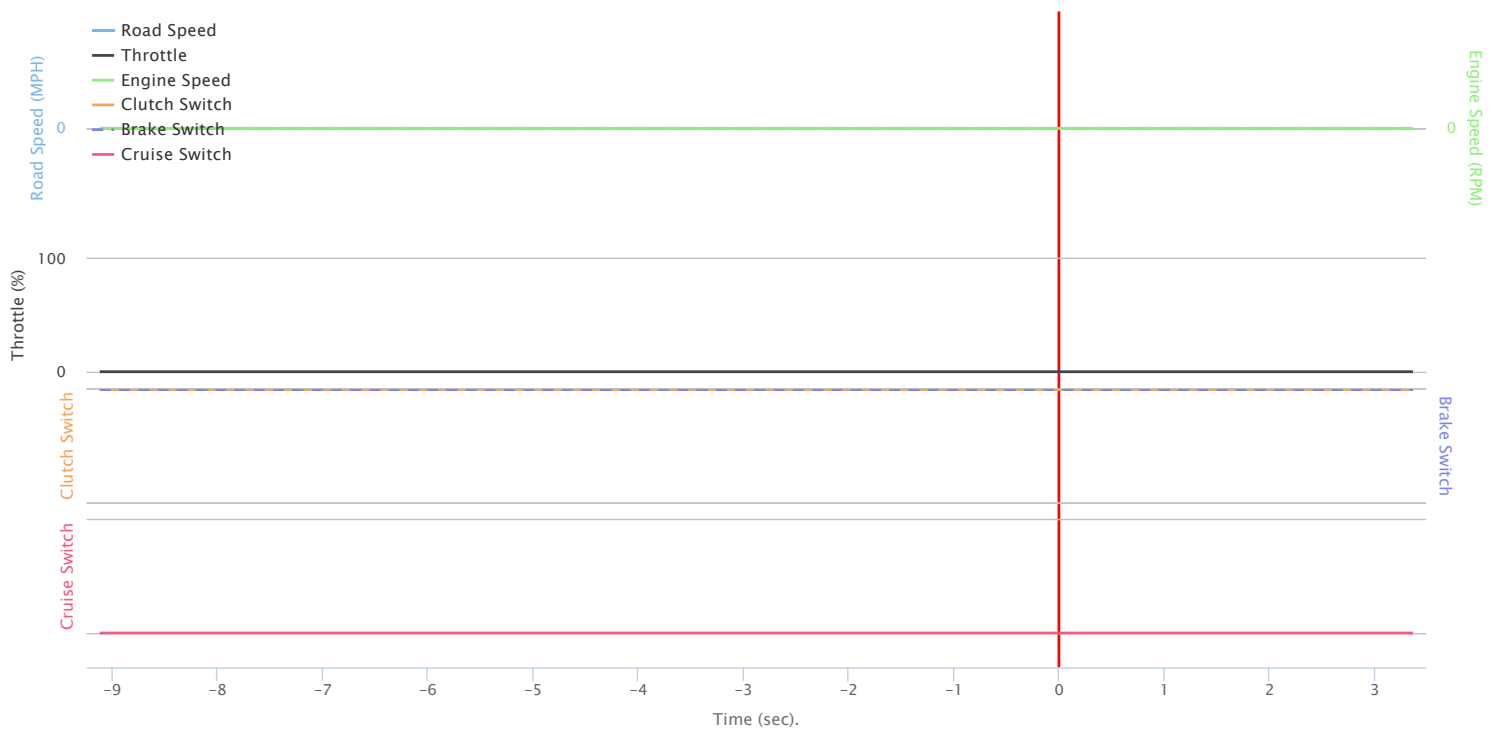
| | | | | | | | | | | | |
|----|-------|------|------|------|----|----|----|-----|------|-----|-------|
| 18 | -0.96 | 0.00 | 0.00 | 0.00 | on | on | on | off | 0.00 | off | 12.20 |
| 19 | -0.48 | 0.00 | 0.00 | 0.00 | on | on | on | off | 0.00 | off | 12.20 |
| 20 | 0.0 | 0.00 | 0.00 | 0.00 | on | on | on | off | 0.00 | off | 12.20 |
| 21 | 0.48 | 0.00 | 0.00 | 0.00 | on | on | on | off | 0.00 | off | 12.20 |
| 22 | 0.96 | 0.00 | 0.00 | 0.00 | on | on | on | off | 0.00 | off | 12.20 |
| 23 | 1.44 | 0.00 | 0.00 | 0.00 | on | on | on | off | 0.00 | off | 12.20 |
| 24 | 1.92 | 0.00 | 0.00 | 0.00 | on | on | on | off | 0.00 | off | 12.20 |
| 25 | 2.4 | 0.00 | 0.00 | 0.00 | on | on | on | off | 0.00 | off | 12.20 |
| 26 | 2.88 | 0.00 | 0.00 | 0.00 | on | on | on | off | 0.00 | off | 12.25 |
| 27 | 3.36 | 0.00 | 0.00 | 0.00 | on | on | on | off | 0.00 | off | 12.20 |

CAT Diagnostics Snapshot Record Chart #2

Sun Aug 30 2015 2:48:44 CST

PID 111: Unknown PID

FMI 2: Data erratic, intermittent, or incorrect



CAT Diagnostics Snapshot Record Chart #2 Table

| Frame | Time | Vehicle Speed (MPH) | Engine RPM (RPM) | Accelerator Pedal Position Status | Brake Pedal | Clutch Pedal | Accel Mode | Decel Mode | Cruise set (MPH) | Cruise Mode | Battery voltage (Volts) |
|-------|-------|---------------------|------------------|-----------------------------------|-------------|--------------|------------|------------|------------------|-------------|-------------------------|
| 1 | -9.12 | 0.00 | 0.00 | 0.00 | on | on | on | off | 0.00 | off | 12.20 |
| 2 | -8.64 | 0.00 | 0.00 | 0.00 | on | on | on | off | 0.00 | off | 12.20 |
| 3 | -8.16 | 0.00 | 0.00 | 0.00 | on | on | on | off | 0.00 | off | 12.20 |
| 4 | -7.68 | 0.00 | 0.00 | 0.00 | on | on | on | off | 0.00 | off | 12.20 |
| 5 | -7.2 | 0.00 | 0.00 | 0.00 | on | on | on | off | 0.00 | off | 12.20 |
| 6 | -6.72 | 0.00 | 0.00 | 0.00 | on | on | on | off | 0.00 | off | 12.20 |
| 7 | -6.24 | 0.00 | 0.00 | 0.00 | on | on | on | off | 0.00 | off | 12.20 |
| 8 | -5.76 | 0.00 | 0.00 | 0.00 | on | on | on | off | 0.00 | off | 12.20 |
| 9 | -5.28 | 0.00 | 0.00 | 0.00 | on | on | on | off | 0.00 | off | 12.20 |
| 10 | -4.8 | 0.00 | 0.00 | 0.00 | on | on | on | off | 0.00 | off | 12.20 |

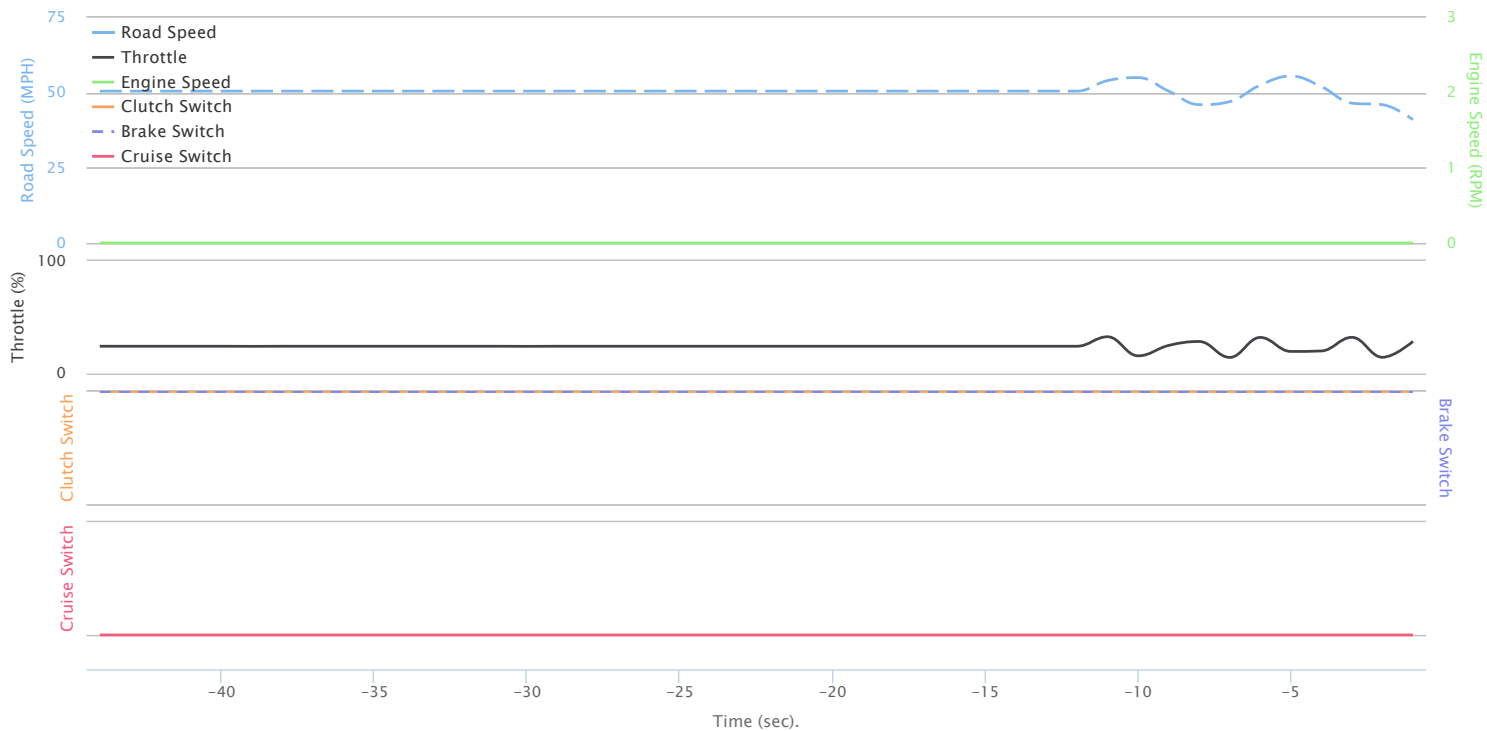
| | | | | | | | | | | | |
|----|-------|------|------|------|----|----|----|-----|------|-----|-------|
| 11 | -4.32 | 0.00 | 0.00 | 0.00 | on | on | on | off | 0.00 | off | 12.20 |
| 12 | -3.84 | 0.00 | 0.00 | 0.00 | on | on | on | off | 0.00 | off | 12.20 |
| 13 | -3.36 | 0.00 | 0.00 | 0.00 | on | on | on | off | 0.00 | off | 12.20 |
| 14 | -2.88 | 0.00 | 0.00 | 0.00 | on | on | on | off | 0.00 | off | 12.20 |
| 15 | -2.4 | 0.00 | 0.00 | 0.00 | on | on | on | off | 0.00 | off | 12.25 |
| 16 | -1.92 | 0.00 | 0.00 | 0.00 | on | on | on | off | 0.00 | off | 12.20 |
| 17 | -1.44 | 0.00 | 0.00 | 0.00 | on | on | on | off | 0.00 | off | 12.20 |
| 18 | -0.96 | 0.00 | 0.00 | 0.00 | on | on | on | off | 0.00 | off | 12.20 |
| 19 | -0.48 | 0.00 | 0.00 | 0.00 | on | on | on | off | 0.00 | off | 12.25 |
| 20 | 0.0 | 0.00 | 0.00 | 0.00 | on | on | on | off | 0.00 | off | 12.20 |
| 21 | 0.48 | 0.00 | 0.00 | 0.00 | on | on | on | off | 0.00 | off | 12.20 |
| 22 | 0.96 | 0.00 | 0.00 | 0.00 | on | on | on | off | 0.00 | off | 12.25 |
| 23 | 1.44 | 0.00 | 0.00 | 0.00 | on | on | on | off | 0.00 | off | 12.20 |
| 24 | 1.92 | 0.00 | 0.00 | 0.00 | on | on | on | off | 0.00 | off | 12.20 |
| 25 | 2.4 | 0.00 | 0.00 | 0.00 | on | on | on | off | 0.00 | off | 12.20 |
| 26 | 2.88 | 0.00 | 0.00 | 0.00 | on | on | on | off | 0.00 | off | 12.20 |
| 27 | 3.36 | 0.00 | 0.00 | 0.00 | on | on | on | off | 0.00 | off | 12.25 |

CAT Speed Change Snapshot Records Chart #1

Sun Aug 30 2015 2:51:39 CST

PID 84: Road Speed

FMI 14: Special Instructions



CAT Speed Change Snapshot Records Chart #1 Table

| Frame | Time | Vehicle Speed (MPH) | Engine RPM (RPM) | Accelerator Pedal Position Status | Brake Pedal | Clutch Pedal | Accel Mode | Decel Mode | Cruise Mode |
|-------|-------|---------------------|------------------|-----------------------------------|-------------|--------------|------------|------------|-------------|
| 1 | -44.0 | 50.50 | 0.00 | 24.30 | on | on | on | off | off |
| 2 | -43.0 | 50.50 | 0.00 | 24.30 | on | on | on | off | off |
| 3 | -42.0 | 50.50 | 0.00 | 24.30 | on | on | on | off | off |
| 4 | -41.0 | 50.50 | 0.00 | 24.30 | on | on | on | off | off |
| 5 | -40.0 | 50.50 | 0.00 | 24.30 | on | on | on | off | off |

| | | | | | | | | | |
|----|-------|-------|------|-------|----|----|----|-----|-----|
| 6 | -39.0 | 50.50 | 0.00 | 24.20 | on | on | on | off | off |
| 7 | -38.0 | 50.50 | 0.00 | 24.30 | on | on | on | off | off |
| 8 | -37.0 | 50.50 | 0.00 | 24.30 | on | on | on | off | off |
| 9 | -36.0 | 50.50 | 0.00 | 24.30 | on | on | on | off | off |
| 10 | -35.0 | 50.50 | 0.00 | 24.30 | on | on | on | off | off |
| 11 | -34.0 | 50.50 | 0.00 | 24.30 | on | on | on | off | off |
| 12 | -33.0 | 50.50 | 0.00 | 24.30 | on | on | on | off | off |
| 13 | -32.0 | 50.50 | 0.00 | 24.30 | on | on | on | off | off |
| 14 | -31.0 | 50.50 | 0.00 | 24.30 | on | on | on | off | off |
| 15 | -30.0 | 50.50 | 0.00 | 24.20 | on | on | on | off | off |
| 16 | -29.0 | 50.50 | 0.00 | 24.30 | on | on | on | off | off |
| 17 | -28.0 | 50.50 | 0.00 | 24.30 | on | on | on | off | off |
| 18 | -27.0 | 50.50 | 0.00 | 24.30 | on | on | on | off | off |
| 19 | -26.0 | 50.50 | 0.00 | 24.30 | on | on | on | off | off |
| 20 | -25.0 | 50.50 | 0.00 | 24.30 | on | on | on | off | off |
| 21 | -24.0 | 50.50 | 0.00 | 24.30 | on | on | on | off | off |
| 22 | -23.0 | 50.50 | 0.00 | 24.30 | on | on | on | off | off |
| 23 | -22.0 | 50.50 | 0.00 | 24.30 | on | on | on | off | off |
| 24 | -21.0 | 50.50 | 0.00 | 24.30 | on | on | on | off | off |
| 25 | -20.0 | 50.50 | 0.00 | 24.30 | on | on | on | off | off |
| 26 | -19.0 | 50.50 | 0.00 | 24.30 | on | on | on | off | off |
| 27 | -18.0 | 50.50 | 0.00 | 24.30 | on | on | on | off | off |
| 28 | -17.0 | 50.50 | 0.00 | 24.30 | on | on | on | off | off |
| 29 | -16.0 | 50.50 | 0.00 | 24.30 | on | on | on | off | off |
| 30 | -15.0 | 50.50 | 0.00 | 24.30 | on | on | on | off | off |
| 31 | -14.0 | 50.50 | 0.00 | 24.30 | on | on | on | off | off |
| 32 | -13.0 | 50.50 | 0.00 | 24.30 | on | on | on | off | off |
| 33 | -12.0 | 50.50 | 0.00 | 24.30 | on | on | on | off | off |
| 34 | -11.0 | 54.00 | 0.00 | 32.70 | on | on | on | off | off |
| 35 | -10.0 | 55.00 | 0.00 | 15.80 | on | on | on | off | off |
| 36 | -9.0 | 50.50 | 0.00 | 25.00 | on | on | on | off | off |
| 37 | -8.0 | 46.00 | 0.00 | 28.50 | on | on | on | off | off |
| 38 | -7.0 | 47.00 | 0.00 | 14.40 | on | on | on | off | off |
| 39 | -6.0 | 52.50 | 0.00 | 32.10 | on | on | on | off | off |
| 40 | -5.0 | 55.50 | 0.00 | 19.70 | on | on | on | off | off |
| 41 | -4.0 | 52.00 | 0.00 | 20.10 | on | on | on | off | off |
| 42 | -3.0 | 46.50 | 0.00 | 32.20 | on | on | on | off | off |
| 43 | -2.0 | 46.00 | 0.00 | 14.50 | on | on | on | off | off |
| 44 | -1.0 | 41.00 | 0.00 | 28.60 | on | on | on | off | off |

Historical Data

Historical data are things that can be counted during the use of the vehicle such as time, mileage, and fuel usage. This also includes logging features and trip information.

Data from MID 128 (Engine #1) on the J1587 Network

| PID | PID Name | Value | Units | Raw Data |
|-----|------------------------|--------|---------|-------------|
| 185 | Average Fuel Economy | 4.723 | mpg | B9 04 |
| 235 | Total Idle Hours | 2.05 | hours | 29 00 00 00 |
| 236 | Total Idle Fuel Used | 1.750 | gallons | 0E 00 00 00 |
| 245 | Total Vehicle Distance | 67.9 | miles | A7 02 00 00 |
| 247 | Total Engine Hours | 4.25 | hours | 56 00 00 00 |
| 248 | Total PTO Hours | 0.00 | hours | 00 00 00 00 |
| 250 | Total Fuel Used | 14.375 | gallons | 73 00 00 00 |

CAT Historical Data

[Download CSV Table](#)

| Name | Value |
|--|----------|
| Total fuel | 14.38 |
| Last tool to change customer configuration | ET073611 |
| Total Max Fuel | 53.25 |
| Trip MPG | 0.00 |
| Total idle time | 2:03 |
| trip miles | 0.00 |
| trip time | 4:17 |
| Total tattletale | 65.00 |
| Total miles | 67.90 |
| Last tool to change system configuration | 00000000 |

Configuration Data

Configuration data has values that relate to the configuration of various modules on the vehicle.

Data from MID 128 (Engine #1) on the J1587 Network

| PID | PID Name | Value | Units | Raw Data |
|-----|-------------------------------------|------------------|-------|--|
| 74 | Maximum Road Speed Limit | 65.0 | mph | 82 |
| 87 | Cruise Control High-Set Limit Speed | 65.0 | mph | 82 |
| 88 | Cruise Control Low-Set Limit Speed | 30.0 | mph | 3C |
| 166 | Rated Engine Power | 432.0 | hp | B0 01 |
| 187 | Power Takeoff Set Speed | 0.00 | rpm | 00 00 |
| 188 | Idle Engine Speed | 700.00 | rpm | F0 0A |
| 189 | Rated Engine Speed | 2120.00 | rpm | 20 21 |
| 234 | Software Identification | 2421857-00*aug03 | | 32 34 32 31 38 35 37 2D 30 30 2A 61 75 67 30 33 |
| 237 | Vehicle Identification Number | 820391D | | 38 32 30 33 39 31 44 20 20 20 20 20 20 20 20 |
| 243 | Component Identification | CTRPL*C15 *XS245 | | 43 54 52 50 4C 2A 43 31 35 20 20 2A 58 53 32 34 35 |

CAT Configuration Data

[Download CSV Table](#)

| Name | Value |
|-------------------------------------|------------|
| Soft Vehicle Speed Limit | 0.00 |
| A/C Pressure Switch Fan-On Time | 180.00 |
| Gear Down Protection RPM Limit | 1700.00 |
| Idle Shutdown Timer Max RPM | 2120.00 |
| Idle/PTO RPM Ramp Rate | 50.00 |
| Intermediate Gears Turn Off Speed | 25.00 |
| Top Gear Ratio | 0.730 |
| Vehicle ID | 820391D |
| Personality partnumber | 2421857-00 |
| Engine serial number | BXS24569 |
| Top Gear Minus One Ratio | 0.856 |
| Top Engine Limit with Droop | 0.00 |
| Lower Gears Turn Off Speed | 8.00 |
| FTS (Full torque setting) | -7.00 |
| Idle/PTO Bump RPM | 20.00 |
| Lower Gears Engine RPM Limit | 1400.00 |
| Vehicle Speed Calibration | 29082.00 |
| Intermediate Gears Engine RPM Limit | 1600.00 |
| Vehicle Speed Limit | 65.00 |
| FLS (Full load setting) | 9.00 |
| High Cruise Control Speed Set Limit | 65.00 |
| Quick Stop Rate | 7.00 |
| Idle Shutdown Time | 0.00 |
| Software date code | aug03 |
| Gear Down Protection Turn On Speed | 30.00 |
| Driver Reward Enable | Disabled |
| Top Gear Minus Two Ratio | 1.000 |
| Idle/PTO Vehicle Speed Limit | 1.00 |
| Minimum Idle Time | 0.00 |
| Tachometer Calibration | 12.00 |
| Top Engine Limit | 2120.00 |
| Low Cruise Control Speed Set Limit | 30.00 |
| Vehicle Speed Limit Protection | 1501.00 |
| Two Speed Axle Switch Configuration | 2.00 |
| Ecm serial number | 12946330JJ |
| Low Idle Engine RPM | 700.00 |
| Idle RPM Limit | 1400.00 |

SAE J1587 Fault Trouble Code Data

Fault data from the J1587 network consists of Parameter Identifications (PIDs) 194 (0xC2) and 196 (0xC4). PID 194 lists codes and their statuses, along with the Failure Mode Identification (FMI). PID 196 provides additional information, either an ASCII string or OEM data, for a code. A code is either the Subsystem Identification (SID) or PID related to the issue on the vehicle.

Diagnostic Codes (PID 194) from MID 128 (Engine #1)

| Code | Code Name | Failure Mode | Occurance Count | Status |
|-----------------|------------------------------------|--|-----------------|--------|
| 91 | Percent Accelerator Pedal Position | Abnormal frequency, pulse width, or period | not available | active |
| 55 | Auxiliary Output Device Driver #7 | Current below normal or open circuit | not available | active |
| 54 | Auxiliary Output Device Driver #6 | Current below normal or open circuit | not available | active |
| 253 | Calibration Memory | Data erratic, intermittent, or incorrect | not available | active |
| Raw Data | C2 08 5B 28 37 35 36 35 FD 32 | | | |

Live Status Data

Live data is not a part of any other category. It includes things like engine RPM, vehicle speed, and brake status.

Data from MID 128 (Engine #1) on the J1587 Network

| PID | PID Name | Value | Units | Raw Data |
|-----|------------------------------------|------------|----------------|----------|
| 84 | Road Speed | 0.0 | mph | 00 |
| 86 | Cruise Control Set Speed | 0.0 | mph | 00 |
| 91 | Percent Accelerator Pedal Position | 0.0 | % | 00 |
| 92 | Percent Engine Load | 0.0 | % | 00 |
| 100 | Engine Oil Pressure | 77.5 | psi | 9B |
| 102 | Boost Pressure | 0.000 | psi | 00 |
| 105 | Intake Manifold Temperature | 0 | deg F | 00 |
| 108 | Barometric Pressure | 8.938 | psi | 8F |
| 110 | Engine Coolant Temperature | 0 | deg F | 00 |
| 168 | Battery Potential (Voltage) | 12.20 | volts | F4 00 |
| 171 | Ambient Air Temperature | 32.00 | deg F | 80 00 |
| 174 | Fuel Temperature | -38.00 | deg F | 68 FF |
| 175 | Engine Oil Temperature | -36.00 | deg F | 70 FF |
| 184 | Instantaneous Fuel Economy | 0.000 | mpg | 00 00 |
| 190 | Engine Speed | 0.00 | rpm | 00 00 |
| 251 | Clock | 07:59:04 | HH:MM:SS (UTC) | 10 3B 07 |
| 252 | Date | 2015-08-29 | YYYY-MM-DD | 74 08 1E |
| 439 | Extended Range Boost Pressure #1 | 0.000 | psi | 00 00 |

CAT Live Data

[Download CSV Table](#)

| Name | Value |
|-------------------|---------------------------|
| Instantaneous MPG | 1.75 |
| Real Time Clock | 2015-08-29T08:01:16+00:00 |
| Diagnostic clock | 546.00 |

Data Extraction Details

Raw Hex Data from CTRPL Data Pages

[View Raw Data](#)

Nomenclature

RSL

Red Stop Lamp used for trouble code information severe enough to stop the vehicle.

DTC

Diagnostic Trouble Code

AES

Advanced Encryption Standard

MIL

Malfunction Indicator Lamp

SM

Send Message (FLA sends message to ECM)

PGN

Parameter Group Number from SAE J1939

gallons

US Gallons

SID

Subsystem ID

PID

Parameter ID

MID

Message ID

DA

Destination Address

SHA

Secure Hashing Algorithm

AWL

Amber Warning Lamp user for information for problems where the vehicle does not need to be immediately stopped.

?

An ASCII character of '?' represents data that is not an ASCII character, i.e. above 127.

SPN

Suspect Parameter Number from SAE J1939

FMI

Failure Mode Indication

RM

Receive message (FLA receives message from ECM)

SA

Source Address from SAE J1939

DIR

Direction of network message, see SM/RM

GPS

Global Positioning Satellite

Network Logs

Network logs are the raw data that existed on the vehicle network during the time of the inspection. The Timestamp refers to the first occurrence of the message. Any duplicate message is recorded by incrementing the count column. Network data is in hex.

J1939 Network Log Sat Aug 29 2015 8:23:27 CST **duration: 00:00:02 (2 seconds)**[View Network Log](#)[Download Network Log as CSV](#)J1587 Network Log Sat Aug 29 2015 8:23:12 CST **duration: 00:02:18 (138 seconds)**[View Network Log](#)[Download Network Log as CSV](#)

Passthrough Tue Aug 25 2015 15:57:52 CST

[View Network Log](#)[Download Network Log as CSV](#)

Passthrough Fri Aug 28 2015 8:37:19 CST

[View Network Log](#)[Download Network Log as CSV](#)

Passthrough Thu Aug 27 2015 11:42:39 CST

[View Network Log](#)[Download Network Log as CSV](#)

SHA 256 Sums

Secure Hash Algorithms (SHAs) are calculated at the time of the extraction by the FLA and by the Portal when the report is uploaded.

If the two SHA-256 values agree, this shows, with near mathematical certainty, that the files are identical and no bits have been altered.

| | | |
|------------------------|---|----------|
| FaultData.json | 24493903d99f8f17d770b527de7f6de422d967ea6468ecacbbcbce7217038b50b | Verified |
| versions.json | fef7a69192e78654a62afe49fd17f052d1421951c5d59a65286bcd01c6c7c68e | Verified |
| standards_snapshot.txt | 698040286f14deff55d70896eaadeeb49d7aee454c46600d83b6ba44cd057151 | Verified |

| | | | |
|--------------------------|--------|--|------------------|
| cat_snapshots.syn | | c9ebed316a9b8f3433e5883bc108a7962fcf57725f20045cf21a390933831280 | Verified |
| GPSTData.json | | 00afc4ffb345679812828ebf552b4c20d1115182c3c3f8424286951abb144c65 | Verified |
| J1939Data.json | | a6b34fa697fe43a896346286b2864291d49ef709fc7917023155902a5b71d423 | Verified |
| metaData.json | | fca4510cd0e7e9d2de132aa1886e23bce05b60144d560bfe3a44d12242761311 | Verified |
| J1587Data.json | | b6683e99ccc42b760e4d08da0be01d651ecff6d360f77604030d02a7d5515a89 | Verified |
| standards_data.json | | 1e1a32055e13464e6c16f8d2863c155de8de20569d2a1a67de29bb2ac438bb8c | Verified |
| cat_traffic_snapshot.txt | | 0143063e170af38510e28e4de17790a94ed67babf288e6153d6624cde164c437 | Verified |
| detection_snapshot.txt | | 75fb5e59195485ab3205f9399b34b10deed886025fa7d97602e6acae26db183a | Verified |
| Quick_Stop_1.csv | Server | 8512f60a10780da27de14b619f64ece2748703ea86ee5ea32e2008998a16925b | SHA 256 MISMATCH |
| | FLA | None | |
| Diagnostic_2.csv | Server | c719ab1c7cd55961b59fc8daf0934051718b70741b77b53b7a80e4e64c4efaa7 | SHA 256 MISMATCH |
| | FLA | None | |
| Diagnostic_1.csv | Server | febb717b1dfad8fc63ef9e530278072d5bef1d36debe126f078c20ac0eb97084 | SHA 256 MISMATCH |
| | FLA | None | |

Access Details

The user logged in as **Amila Perera (amila-perera@utulsa.edu)** requested this report on **Sat Aug 29 2015 8:27:16 CST** from a device with an IP address of **129.244.245.5**

Version Information

FLA System
 3.58cross
FLA Upstart
 0.92-1
FLA Network Driver
 0.91-1
FLA Software
 5be5f02
FLA Passthrough
 0.8-1
FLA Local Website
 3b58c4d
FLA Portal Revision
 1.1