

Attached is the crash data report for the VIN WVVZZZCD1RWXXXXXX,
created on 15/07/2026, 13:41, requested by: **Robert Placen (Vehicle Appraiser)**

This account is part of the following organisation:
Placen & Partner Vehicle Appraisers

VIN:	WVVZZZCD1RWXXXXXX		
Mileage:	3,800 km		
Date:	15/07/2026, 13:41		
Car brand:	Volkswagen		
Car series:	Golf	1	14 ms
Car model:	Golf VIII (CD)	Stored events	Airbag deployment time
Build year:	2024		
Fuel type:	Petrol		
Report ID:	6a58a67e2f9d100841c3d5aa		
Adapter ID:	Carly657210		

1 accident event is stored in the airbag control unit (EDR)

Digital



! Illustrative reconstruction based on the EDR data (AIRBAG2). The event trajectory and geometry are an interpretation of the recorded data, not an exact reconstruction. Times refer to the moment of impact (0.0 s); the data corresponds approximately to the EDR record (26 samples ≈ 5 s).

Event data (EDR / AIRBAG2)

Event type	Accident driver side
Event time	12/06/2026, 22:34:29
Mileage at event	3,667 km
Supply voltage before event	15.1 V
Seat belt driver / passenger	buckled / buckled
Activations	Driver frontal airbag 14 ms · curtain airbag 14 ms · pretensioner 14 ms
Service brake	inactive

Some technical terms are shown in English because they come directly from the vehicle or manufacturer systems.

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Event reconstruction – Event 1

Accident: driver side

Phase 1: -5.0 s to -3.5 s

Speed	Throttle	Engine speed	Steering angle	ABS	ESC
173–180 km/h	100%	5,376–5,504 rpm	176°	OFF	OFF

High-speed driving. Full throttle, stable vehicle path.

Phase 2: -3.0 s

Speed	Throttle	Engine speed	Steering angle	ABS	ESC
171 km/h	8%	~5,450 rpm	+48°	ON	ON

Sudden throttle lift and the start of an avoidance manoeuvre. The stability systems begin to react.

Phase 3: -2.5 s to -2.0 s

Speed	Throttle	Engine speed	Steering angle	ABS	ESC
160–153 km/h	0%	~5,500–5,100 rpm	+38° to -54°	ON	ON

Rapid steering correction, loss of stability / major change in vehicle path. No service brake activation.

Phase 4: -1.5 s

Speed	Throttle	Engine speed	Steering angle	ABS	ESC
141 km/h	0%	~4,700 rpm	-141°	ON	ON

Very large steering input and continued ESC/ABS intervention. The vehicle is likely in an uncontrolled phase.

Phase 5: 0.0 s (impact)

Speed	Throttle	Engine speed	Steering angle	ABS	ESC
119 km/h	0%	~4,200 rpm	-141° (at impact)	ON	intermittent

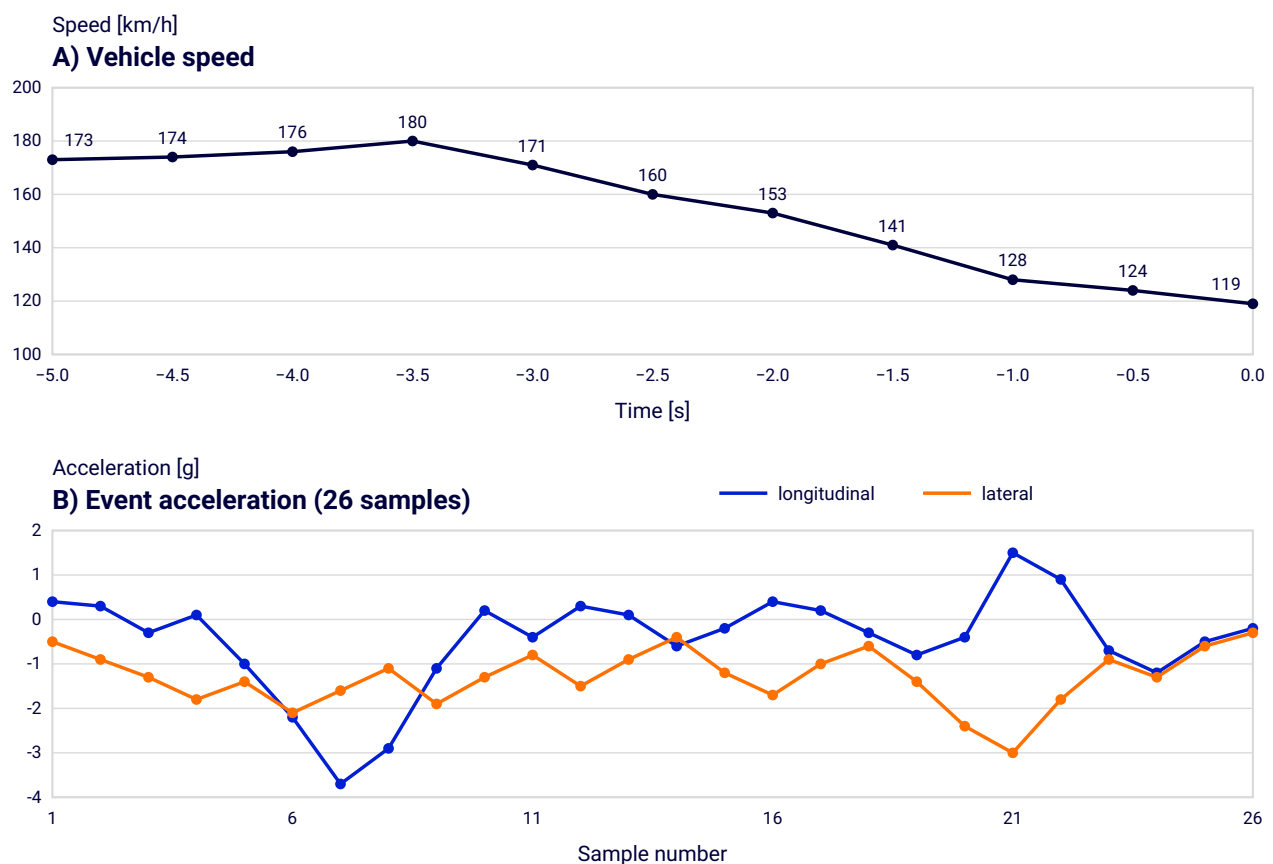
Impact on the driver side. Safety system activations recorded.

Times refer to the moment of impact (0.0 s). Values marked ~ are approximate values interpolated from the EDR record.

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Event progression – measurement data



Interpretation

- The vehicle was travelling very fast even five seconds before the event.
- About three seconds before the event, the driver lifted off the throttle and made abrupt steering inputs.
- The data suggests a loss of stability and a final impact on the driver side.
- The service brake was not applied until the impact.

Illustrative evaluation based on the EDR data. Event progression and measurement data are an interpretation of the record, not an exact reconstruction.