EXHIBIT 3
DATE 1-26-05
HB 322

JAMISON LAW FIRM

ATTORNEYS AT LAW

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To: House Business & Labor Committee
From: Mona Jamison, Lobbyist for General Motors
Date: January 26, 2005
RE: HB 322 - Information Sheet (Attached)

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To: House Business and Labor Committee
From: Mona Jamison, Lobbyist for GM
Date: January 26, 2005
RE: HB 322 - POINTS OF INTEREST FACT SHEET

1. EDR's were first used in the early 1970' in GM's air bag-equipped vehicles to record air bag status and crash severity data in impacts that caused air bag deployment.
2. Since 1994, event data recording capability has been included in GM's air bag sensing and diagnostic modules (SDM) that controls the air bag system. An EDR is a function of the SDM.
3. In 1998, GM introduced a new module that records 5 seconds of pre-crash information including air bag system performance and diagnostic data, vehicle speed, engine RPM, engine throttle position, brake status and driver seatbelt buckle status.
4. An EDR's main purpose is to record data for retrieval after a crash that will assist in the understanding of how a particular vehicle's systems performed and safety can be improved.
5. Once each second, the GM's EDR system takes the most recent sensor data values and store them in a re-circulating 5-second buffer (RAM). The EDR records five seconds of pre-crash safety systems related data in a crash sever enough to deploy air bags.
6. Unlike a "black box" in an aircraft which records cockpit voices and conversations, the EDR does not record either. The EDR does not record time, date, location, steering inputs, conversations or outside conditions.
7. GM will not access EDR information or share it with others except:
    1. With consent of vehicle owner or consent of lessee;
    2. In response to request of law enforcement;
    3. In defense of litigation or through the discovery process; or
    4. As required by law.
8. Speeding will not result in the EDR storing data. A crash must occur and be sufficiently sever to record data.
9. The only way to remove or disable the EDR would effect the operation of the airbags and possibly other systems. It is a federal offense for a dealer to disable or remove the airbag control module.
10. When data is used for purposes of improving motor vehicle safety, security or management, the identity of owner is not disclosed in retrieved data. The last 4 digits of the VIN are deleted, preventing identification of the owner.

END

Vehicle Data Collection and Event Data Recorders[1]

Your vehicle, like other modern motor vehicles, has a number of sophisticated computer systems that monitor and control several aspects of the vehicle's performance. Your vehicle uses on-board vehicle computers to monitor emission control components to optimize fuel economy, to monitor conditions for airbag deployment, and, if so equipped, provide anti-lock braking and to help the driver control the vehicle in difficult driving situations. Some information may be stored during regular operations to facilitate repair of detected malfunctions; other information is stored only in a crash event by computer systems, such as those commonly called event data recorders (EDR).

In a crash event, computer systems, such as the Airbag Sensing and Diagnostic Module (SDM) in your vehicle, may record information about the condition of the vehicle and how it was operated, such as data related to engine speed, brake application, throttle position, safety belt usage, airbag readiness, airbag performance, and the severity of a collision. If your vehicle is equipped with QUADRASTEER™ or StabiliTrak®, steering performance, including yaw rate, steering wheel angle, and lateral acceleration, is also recorded. [List data actually collected] This information has been used to improve vehicle crash performance and may be used to improve crash performance of future vehicles and driving safety.

Unlike the data recorders on many airplanes, these on-board systems do not record sounds, such as conversations of vehicle occupants.

To read this information, special equipment is needed and access to the vehicle or the device that stores the data is required. GM will not access information about a crash event or share it with others other than:

- with the consent of the vehicle owner or, if the vehicle is leased, with the consent of the lessee,
- in response to an official request of police or similar government office,
- as part of GM's defense of litigation through the discovery process, or
- as required by law.

In addition, once GM collects or receives data, GM may:

- use the data for GM research needs,
- make it available for research where appropriate confidentiality is to be maintained and need is shown, or

[1] Taken from 2005 GMC Yukon/Yukon XL Owners Manual

- share summary data which is not tied to a specific vehicle with non-GM organizations for research purposes.

Others, such as law enforcement, may have access to the special equipment that can read the information if they have access to the vehicle or the device that stores the data.

If your vehicle is equipped with OnStar®, please check the OnStar® subscription service agreement or manual for information on its operations and data collection.