

Bosch Crash Data Retrieval, compatible vehicle monitoring in South Africa – brief overview:

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I have written on our previous use of the CDR tool, <https://www.accidentspecialist.co.za/wp-content/uploads/2020/07/AS-CDR-Article.pdf>; in a nutshell, around 2010 we invested in the CDR tool and in essence, it was too early to have expected reasonable success with the use of the tool, for various reasons.

Returning to relatively regular use of both the CAN Plus and the 900 versions, from January 2020, we¹ have tracked the accessing of vehicles, in particular the “Hit-Rate”, and for South African² users, we can briefly report as follows.

Of 120 vehicles tested to date (Ending April 2021), in total, some 43 vehicles were successfully imaged, only 35%. Interestingly, in 2010, of many vehicles tested, none were accessed.

Of the vehicles tested, there have been 15 different brands, with the number tested and success rate indicated:

1	Toyota (& Hino)	-	57 / 32	(56%)
2	VW	-	22 / 4	(17%)
3	Jeep	-	3 / 3	(100%)
4	Chevrolet	-	2 / 0	(0.0%)
5	Subaru	-	1 / 0	(0.0%)
6	Mercedes	-	2 / 0	(0.0%)
7	BMW	-	7 / 1	(14%)
8	Ford	-	6 / 2	(33%)
9	Audi	-	3 / 0	(0.0%)
10	Porsche	-	1 / 0	(0.0%)
11	Opel (Vauxhall)	-	1 / 0	(0.0%)
12	Lexus	-	1 / 0	(0.0%)
13	Honda	-	1 / 0	(0.0%)
14	Mazda	-	1 / 0	(0.0%)
15	Hyundai	-	2 / 0	(0.0%)* ³

Among other data, the specific year, model designation, engine numbers and chassis (VIN) numbers are all recorded in the database. Similarly, the specific device used, in respect of either the CAN Plus, or 900 (as specified by Bosch/CDR) is listed. Where a Direct To Module (D2M) removal of the module was required, this is noted in the database.

Perhaps too early to make any meaningful decisions from this, nonetheless a very simple base line to allow consideration at a later date. Given the records being collated, we will consider these again at a later stage in somewhat greater detail⁴. Toyota and VW certainly being two of the most common brands driven locally, is therefore not surprising that these form by far, the greatest number of vehicles considered so far.

In summary, and with specific reference to the previous overview article already referenced, vehicle telemetry as a whole, however in particular Crash Data, has fast become a go-to, supposed “quick-fix”. This is very clearly not the case as yet, however is evidently a growing resource and we have certainly seen an increased request for the specific services.

Without a doubt, there are three key factors that are directly relevant to the RSA market in respect of CDR data, however appears to be of similar effect in other countries⁵. Legislation, in respect of the “yet to be formalised” legal requirements of such data being a mandatory requirement, and appropriate associated process, as has already been implemented in other countries. The prohibitive costs of the direct purchase, maintaining of updates and peripheral accessories (D2M cables), being of concern given the exchange rates. The blind, and almost manipulative reliance on such data. Nonetheless, these are all subject matters on their own and will, in time, no doubt follows the trends of other centres

Keep in touch with us, as we continue to record and monitor the vehicles that we can, or cannot access, and report back on again in a few months.

Safe driving

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¹ Accident Specialist, as well as our affiliate office (Luchas Steenkamp)

² Likely applicable to most other African countries and European countries, as RSA vehicles are largely European Spec

³ *Not supported by CDR but tested anyhow / https://cdr.boschdiagnostics.com/cdr/sites/cdr/files/CDR_v19.4_Vehicle_Coverage_List_R1_0_0.pdf

⁴ Should you be interested in collating / contributing to the records and have access to these, if you are a CDR user, feel free to contact us.

⁵ Various research, forum and online article commentary noted