Vehicle Infotainment And Telematics Forensics

Vehicle infotainment and telematics forensics examines data from modern cars, which record connected phones, journeys, and events. This guide assists UK litigators, in-house counsel, and investigators in understanding how to preserve, extract, and interpret this digital evidence for legal proceedings.

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VEHICLEFORENSICS · A GUIDE FOR UK LAWYERS Vehicle Infotainment and Telematics Forensics The Car as a Witness: Connected Phones, Journeys, Doors and Events COMPUTER FORENSICS LAB

§ ABOUT THE AUTHOR PREPARED BY COMPUTER FORENSICS LAB E-DISCOVERY TEAM ESTABLISHED 2007 · LONDON ISO 17025-ALIGNED PROCEDURES INFOTAINMENT & TELEMATICS PAIRED-DEVICE & JOURNEY RECOVERY CPR PART 35 EXPERT REPORT S FULL CHAIN-OF-CUSTODY DOCUMENTATION

§ CONTENTS In this guide 01 Executive summary 02 The problem in plain English: the car remembers 03 What vehicle systems record: infotainment, navigation and modules 04 Telematics and connected-car cloud data 05 Preserving and extracting vehicle data 06 Correlation, corroboration and honest limits 07 Deployment: journeys, collisions, presence and privacy 08 Source architecture: where else the evidence lives 09 Worked examples 10 Common mistakes and technical limitations 11 Questions to ask · Suggested wording 12 Checklist and red flags · When to involve a digital forensic expert 13 Frequently asked questions 14 Glossary · References · Disclaimer · How a specialist laboratory can assist

§ 01 · ORIENTATION Executive summary The headline point: a modern car records paired phones, journeys, door and ignition events and often place, if the data is preserved and extracted correctly and its limits are honestly stated.

§ 02 · FIRST PRINCIPLES The problem in plain English: the car remembers

§ 03 · WHATVEHICLESYSTEMSRECORD What vehicle systems record: infotainment, navigation and modules PAIRED PHONES JOURNEYS MODULE EVENTS COLLISION DATA CORRELATE

§ 04 · TELEMATICSANDCONNECTED - CARDATA Telematics and connected-car cloud data

§ 05 · PRESERVINGANDEXTRACTING Preserving and extracting vehicle data

§ 06 · CORRELATIONANDHONESTLIMITS Correlation, corroboration and honest limits

§ 07 · DEPLOYMENT Deployment: journeys, collisions, presence and privacy

§ 08 · THEWIDERMAP Source architecture: where else the evidence lives EVIDENCE CONNECTED THE PAIRED INSURER COMPANION DELETED / VEHICLE PHONE BLACK BOX APP OVERWRITTEN TELEMATICS / CLOUD

§ 09 · IN THE WILD Worked examples EXAMPLE1 · THEPAIREDPHONETHATPLACEDAPERSONINTHECAR EXAMPLE2 · THEOVERWRITTENJOURNEYANDTHETELEMATICSTHATKEPTIT EXAMPLE3 · THECOLLISIONSECONDSANDTHEHONESTRECONSTRUCTION

§ 10 · WHEREITGOESWRONG Common mistakes and technical limitations Common mistakes Technical limitations

§ 11 · INTERROGATORIES & DRAFTING AIDS Questions to ask · Suggested wording Ask your client Ask your opponent (or a data holder) Ask your e Discovery / forensic provider SUGGESTED WORDING · INSTRUCTIONFORAVEHICLE - DATA EXAM IN AT I ON

§ 12 · QUICK CONTROL Checklist and red flags · When to involve a digital forensic expert The vehicle-data checklist Red flags When to involve a digital forensic expert

§ 13 · COMMON QUESTIONS Frequently asked questions What can a car actually tell us? Does the car prove who was driving? The car has been driven since. Is the data gone? Can we get the journey data from any where other than the car? Is the collision data reliable? What about the privacy of passengers whose phones were paired?

§ 14 · REFERENCE Glossary Sources and authoritative references DISCLAIMER

§ HOW A SPECIALIST LABORATORY CAN ASSIST Working with Computer Forensics Lab Speak to a forensic examiner, not a salesperson. INSTRUCTTHELAB NEWENQUIRIESEMAILE - DISCOVERY

Questions and answers

What can a car actually tell us?

Often a great deal: which phones were paired to it and when, and frequently copies of those phones' contacts, calls and messages; the destinations and journeys entered into its navigation; door, ignition, gear and speed events from its modules; and, on many vehicles, the seconds around a collision (§3). But it varies enormously by make and model, so the honest first step is to establish what this particular vehicle records and what can be extracted (§5).

Does the car prove who was driving?

No, and this is the key limit: the car records the vehicle and the paired device, not the person (§6, Example 1). It can show a phone was in the car and where the car went, but attribution to a driver or passenger requires corroboration, usually the paired phone's own records placing it with a person. The honest finding is stated at the level the evidence supports: the car places the device, the phone places the person.

The car has been driven since. Is the data gone?

Some of it may be: continued use overwrites journey history, changes the paired-device list and cycles event buffers (§5). But the telematics or connected-car cloud is a separate source with its own retention and often holds the journeys the car itself has overwritten (§4, Example 2), and the paired phone holds the originals of the copied data. Preserve promptly, but a used car is not always a lost case.

Can we get the journey data from any where other than the car?

Yes: the manufacturer's connected-car cloud and the insurer's telematics black box both record journeys, locations and status independently of the vehicle, reachable through the owner's account or the provider by lawful request (§4, §8). The companion app on the phone mirrors much of it too. These cloud sources often outlast the car's own overwriting history, which is why they are preserved in parallel.

Is the collision data reliable?

Where a vehicle has an event data recorder, its record of the seconds around a crash, speed, braking, impact, is objective and powerful (§3, Example 3), extracted with specialist tools and documented. Its limits are honest: it records that vehicle's dynamics, not the other driver's intentions, and its clock is checked and reconciled. Presented within those limits, it resolves the mechanics of a collision that eyewitness accounts cannot.

What about the privacy of passengers whose phones were paired?

It must be respected: a car often copies the contacts, call logs and messages of every phone paired to it, including passengers', so vehicle data can contain third parties' personal data (§7). Its collection, disclosure and use engage the UK GDPR, and that third-party data is handled with minimisation and protected, disclosing the relevant material and shielding the rest, much as with any device holding others' private information. cflab. u k · e-disc ove r y. u k