



U.S. Department
of Transportation
National Highway
Traffic Safety
Administration

DOT Auto Safety Hotline

Vehicle Owner's Questionnaire To Report Vehicle Safety Defects 1-888-DASH-2-DOT (1-888-327-4236) INTERNET: www.nhtsa.dot.gov/hotline

FOR AGENCY USE ONLY 1368

Date Received

Repository ☐

2003 MAR 2003

Reference No.
10014930

OWNER INFORMATION (Type or Print)

Name

Address

City EL CERRITO

State CA

Zip Code

Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle? ☐ YES ☒ NO
In the absence of an authorization, NHTSA WILL NOT provide your name or address to the vehicle manufacturer.

Signature of Owner

Date 1/1

VEHICLE INFORMATION

Make PORSCHE		Model CARRERA		Model Year 1999	
Date Purchased 4-2001		Dealer's Name and Telephone Number Sonnen 415-380-8000		Engine: No. Cylinders	
Original Owner ☐		Dealer's City Mill Valley		State CA Zip Code	
Transmission Type ☒ Antilock Brakes ☐ Cruise Control		Powertrain		Vehicle Component Code 150000 SEAT BELTS	
Multiple Failure: 1					

FAILED COMPONENT(S)/PART(S) INFORMATION

Incident Date(s) 20-MAR-2003 2-17-03	Failure Mileage 2,198	Failure Speed Q	Seat belt (driver)
--	--------------------------	--------------------	--------------------

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A TIRE FAILURE

Tire Make Michelin	Tire Model (Name or Number)	Tire Size (Example P215/65R15)
DOT No. (Example: DOTM1SABC036)	☐ Original Equipment Prior Repair	Failure Location:
Tire Component Code		Tire Failure Type

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A CHILD SEAT FAILURE

Make:	Date Manufactured:	Model No./Name:
Seat Type:	Installation System:	
Child Seat Component Code:	Failed Part:	

APPLICABLE INCIDENT INFORMATION

(Please describe in detail the incident(s), failure(s), crash(es), and injury(ies).)

Crash ☒ Yes ☐ No	Fire ☐ Yes ☒ No	Number of Persons Injured 1	Number of Deaths	Reported to Police N
--	---	--------------------------------	------------------	-------------------------

Narrative Description of Incident(s), Crash(es), and Injury(ies).

Please describe (1) events leading up to the failure, (2) failure and its consequences, and (3) what was done to correct the failure; i.e., parts repaired or replaced (and if old part is available).

THE VEHICLE WAS INVOLVED IN AN ACCIDENT, AND THE SEAT BELT FAILED TO PROPERLY RESTRAIN THE CONSUMER. *JB

See attached California Highway Patrol accident report
Following first rear impact, my car was pushed into a Volvo. My car was @ a complete stop when hit @ x 55 mph from car behind. My car was pushed into Volvo - my head hit the steering wheel during the frontal impact. I was then hit again from behind when car hit the car behind me.

Include, if available: Police/PA Department Report, Photos, and Repair Invoice.

ATTACH ADDITIONAL SHEETS IF NECESSARY

The Privacy Act of 1974 (Public Law 93-579) This information is requested pursuant to authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond to this questionnaire. Your response may be used to assist the NHTSA in determining whether a manufacturer should take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, or a statistical summary thereof, may be used in support of the agency's action.

Narrative Description of Incident(s), Failure(s), Crash(es), and Injury(ies)

I am 6'2. My seat is located in the furthest position from the steering wheel to maximize leg room. When my seat belt is on and it is restraining me, there is no way that I can lean forward & touch my head on the steering wheel. Did it lock (rear impact) & release before 2nd impact (frontal)

Please see Porsche's letter. It is very disturbing that a quality manufacturer would send such a letter. It was written by the COO of Porsche North America, and signed by the regional service rep. (See attached letter)

ATTACH ADDITIONAL SHEETS IF NECESSARY

US Department
of Transportation

National Highway
Traffic Safety
Administration

400 Seventh St., S.W.
Washington, D.C. 20590

Official Business
Penalty for Private Use \$300

BUSINESS REPLY MAIL

FIRST CLASS PERMIT NO 75173 WASHINGTON, D.C.

POSTAGE WILL BE PAID BY NATL. HWY. TRAFFIC SAFETY ADMIN.

U.S. Department of Transportation
National Highway Traffic Safety Administration
Office of Defects Investigation, NVS-216
400 7th Street, SW
Washington, DC 20590

NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES



**VEHICLE
OWNER'S
QUESTIONNAIRE**

DOT AUTO SAFETY HOTLINE

TO REPORT VEHICLE SAFETY DEFECTS
COMPLETE THIS FORM
OR

DASH2DOT

and dial toll free at

1-888-DASH-2-DOT

1-888-327-4236

DOT Auto Safety Hotline
(DASH) 2 DOT



US Department of Transportation
National Highway Traffic Safety
Administration
http://www.nhtsa.dot.gov/defects



PORSCHE

March 26, 2003

VIA UPS NEXT DAY AIR

[REDACTED]
El Cerrito, CA [REDACTED]

Re: VIN: WP0AA2996XS [REDACTED]

Dear [REDACTED]

You recently contacted Porsche AG regarding airbag non-deployment and seatbelt failure on your Porsche during an accident in which you were involved on February 17, 2003. I met with you and inspected your vehicle on February 21, 2003. We have just recently received information back explaining the codes stored in the control unit for the airbags and seatbelts.

The "airbag signal acknowledged", fault #48, was due to the fact that the airbag control unit received crash information and recognized that the passenger side seatbelt was not buckled. This does not prevent the airbag from deploying. The POSIP (airbag) events hex codes indicated that the airbag control unit recognized a rear end collision and shut down the fuel pump, unlocked the doors (if they were locked) and initiated the 4 way flashers. The frontal impact was insufficient to meet the airbag deployment threshold. Porsche AG further stated that the Airbag Restraint System was functioning properly.

The Porsche airbag system in your 911 is technically advanced compared to earlier airbag systems. Each occupant's airbag operates independently and it has sensors to detect whether safety belts are buckled for each seating position. Moreover, it has two different deployment thresholds (impact severity or "crash pulse" at which the airbag is designed to deploy): one threshold if you are unbelted and a higher one if you are wearing your safety belt. The dual deployment design exists because an airbag deployment is a necessarily violent high-speed event that takes place in less than the blink of an eye, and accordingly should deploy only when necessary to prevent serious injuries. Low impact speed airbag deployments need to be avoided when possible both because they are unhelpful and because of the danger of injury from a rapidly deploying airbag.

March 25, 2003

Page 2



PORSCHE

Regarding your concern that you hit your head on the steering wheel during the collision, please understand that safety restraint systems are designed to minimize bodily injury in the event of a crash. These systems do not guarantee no injury will occur. The dealer service manager and I both inspected the driver side seatbelt and found it to be operating properly. A properly functioning seatbelt cannot guarantee that, under all conditions, driver contact with the steering wheel can be prevented. However, the fact that you did not require medical attention as a result of the accident indicates that the seatbelt did restrain you sufficiently.

Therefore, it has been determined that the safety system was operating correctly electronically and technically at the time of the collision.

There is no indication that any safety systems on your Porsche failed to function properly during this accident. Thank you for bringing your concerns to our attention and giving us an opportunity to address them. Please contact me at (415) 990-1040 with any questions you may have.

Respectfully,

Tom Hiser
District Service Manager

cc: Dan McNamee, Service Manager, Sonnen Porsche

STATE OF CALIFORNIA
TRAFFIC COLLISION REPORT
CHP 556 Page 1 (Rev. 8-87) CFI 042

Page 1 of 13

SPECIAL CONDITIONS		NUMBER OF DRIVERS 2	NUMBER OF VEHICLES 0	CITY BERKELEY	JUDICIAL DISTRICT BERKELEY	LOCAL REPORT NUMBER 020212	
COLLISION OCCURRED ON 1-80 E/B		MO. DAY YEAR 02-17-03	TIME (GMT) 1615	REPORTING OFFICER B1	OFFICER ID. 9370		
MILEPOST INFORMATION 1358		DAY OF WEEK T W T F S	YEAR AHEAD YES NO	PHOTOGRAPH BY NONE			
AT INTERSECTION WITH OR 1358		STATE HWY DEL. YES NO					
E of HPM 80 ALA 3.79							
E of POWELL ST. VIC							
PARTY 1		STATE CA	CLASS C	SAFETY SEAT G	VEH. YEAR 02	MAKE/MODEL/COLOR CHEV/1500/GRY	LICENSE NUMBER CA
NAME (FIRST, MIDDLE, LAST)		OWNER'S NAME SAME AS DRIVER					
STREET ADDRESS		OWNER'S ADDRESS SAME AS DRIVER					
CITY/STATE/ZIP VACAVILLE CA		REPORT OF VEHICLE ON CRASH OF: OFFICER DRIVER OTHER					
SEX M F		HAIR BLK	EYES BRN	HEIGHT 6-2	WEIGHT 240	DOB 12-24-75	PAGE 5
HOME PHONE		VEHICLE IDENTIFICATION NUMBER 22					
INSURANCE COMPANY STATE FARM		VEHICLE DAMAGE NONE MAJOR ROLL-OVER					
DIR. OF TRAVEL ON STREET OR HIGHWAY E		SPEED LIMIT 55		CA DOT			
PARTY 2		STATE CA	CLASS C	SAFETY SEAT L	VEH. YEAR 96	MAKE/MODEL/COLOR HONDA/CIVIC/WHT	LICENSE NUMBER CA
NAME (FIRST, MIDDLE, LAST)		OWNER'S NAME SAME AS DRIVER					
STREET ADDRESS		OWNER'S ADDRESS SAME AS DRIVER					
CITY/STATE/ZIP SAN FRANCISCO CA		REPORT OF VEHICLE ON CRASH OF: OFFICER DRIVER OTHER					
SEX M F		HAIR BLK	EYES BRN	HEIGHT 5-05	WEIGHT 110	DOB 12-24-75	PAGE A
HOME PHONE		VEHICLE IDENTIFICATION NUMBER 01					
INSURANCE COMPANY AAA		VEHICLE DAMAGE NONE MAJOR ROLL-OVER					
DIR. OF TRAVEL ON STREET OR HIGHWAY E		SPEED LIMIT 55		CA DOT			
PARTY 3		STATE CA	CLASS C	SAFETY SEAT G	VEH. YEAR 99	MAKE/MODEL/COLOR PONTIAC/SLUR	LICENSE NUMBER CA
NAME (FIRST, MIDDLE, LAST)		OWNER'S NAME SAME AS DRIVER					
STREET ADDRESS		OWNER'S ADDRESS SAME AS DRIVER					
CITY/STATE/ZIP EL CERRITO CA		REPORT OF VEHICLE ON CRASH OF: OFFICER DRIVER OTHER					
SEX F		HAIR BRN	EYES BLU	HEIGHT 6-02	WEIGHT 200	DOB 12-24-75	PAGE W
HOME PHONE		VEHICLE IDENTIFICATION NUMBER 01					
INSURANCE COMPANY STATE FARM		VEHICLE DAMAGE NONE MAJOR ROLL-OVER					
DIR. OF TRAVEL ON STREET OR HIGHWAY E		SPEED LIMIT 55		CA DOT			
PREPARED BY		COMPUTER NOTED YES NO NA		DATE REVIEWED 3/6/03			

STATE OF CALIFORNIA
TRAFFIC COLLISION CODING
 CHP 555 Page 2 (Rev. 8-97) CFI 042

Page 2 of 13

DATE OF COLLISION (MO. DAY YEAR)		TIME (HHMM)		POLICE #		OFFICER ID		PLATE #	
02-17-03		1615		9370		17191		020212	
PROPERTY DAMAGE				CRASH SITE ADDRESS				NOTIFIED	
DESCRIPTION OF DAMAGE								☐ YES ☐ NO	
SEATING POSITION		OCCUPANTS		SAFETY EQUIPMENT		E/E BICYCLE HELMET		EJECTED FROM VEHICLE	
 1 - DRIVER 2 TO 6 - PASSENGERS 7 - STATION WAGON REAR 8 - REAR OCC. TRK. OR VAN 9 - POSITION UNKNOWN 0 - OTHER		A - NONE IN VEHICLE B - UNKNOWN C - LAP BELT USED D - LAP BELT NOT USED E - SHOULDER HARNESS USED F - SHOULDER HARNESS NOT USED G - LAP/SHOULDER HARNESS USED H - LAP/SHOULDER HARNESS NOT USED I - PASSIVE RESTRAINT USED K - PASSIVE RESTRAINT NOT USED		L - AIR BAG DEPLOYED M - AIR BAG NOT DEPLOYED N - OTHER P - NOT REQUIRED Q - IN VEHICLE USED R - IN VEHICLE NOT USED S - IN VEHICLE USE UNKNOWN T - IN VEHICLE IMPROPER USE U - NONE IN VEHICLE		DRIVER V - NO W - YES PASSENGER X - NO Y - YES		0 - NOT EJECTED 1 - FULLY EJECTED 2 - PARTIALLY EJECTED 3 - UNKNOWN	
ITEMS MARKED BELOW FOLLOWED BY AN ASTERISK (*) SHOULD BE EXPLAINED IN THE NARRATIVE.									
PRIMARY COLLISION FACTOR (LIST NUMBER 10 OF PARTY AT FAULT)		TRAFFIC CONTROL DEVICES		TYPE OF VEHICLE		MOVEMENT PRECEDING COLLISION			
2 A 22350		A CONTROLS FUNCTIONING B CONTROLS NOT FUNCTIONING* C CONTROLS OBSCURED D NO CONTROLS PRESENT / FACTORY* E TYPE OF COLLISION		A PASSENGER CAR / STATION WAGON B PASSENGER CAR W/ TRAILER C MOTORCYCLE / SCOOTER D PICKUP OR PANEL TRUCK E PICKUP / PANEL TRUCK W/ TRAILER F TRUCK OR TRAILER G TRUCK / TRAILER W/ TRAILER H SCHOOL BUS I OTHER BUS J PASSENGER VEHICLE K HIGHWAY CONST. EQUIPMENT L BICYCLE M OTHER VEHICLE N PEDESTRIAN O MOPED		A STOPPED B PROCEEDING STRAIGHT C TURN OFF ROAD D MAKING RIGHT TURN E MAKING LEFT TURN F BACKSLIDING G STOPPING / STOPPING H PASSING OTHER VEHICLE I CHANGING LANES J PASSING MANEUVER K ENTERING TRAFFIC L OTHER UNLAWFUL TURNING M TURN INTO OPPOSING LANE N PARKED O REVERSED P TRAVELING WRONG WAY Q OTHER			
OTHER IMPROPER DRIVING*		A CLEAR B CLOUDY C RAINING D SNOWING E FOG / VISIBILITY FT. F OTHER* G WIND		A NON - COLLISION B PEDESTRIAN C OTHER MOTOR VEHICLE D MOTOR VEHICLE ON OTHER ROADWAY E PARKED MOTOR VEHICLE F TRAIN G BICYCLE H ANIMAL I FIXED OBJECT J OTHER OBJECT		A 22350 B C D E F G H I J K L M N O		A HAD NOT BEEN DRIVING B HAD - UNDER INFLUENCE C HAD - NOT UNDER INFLUENCE* D HAD - IMPAIRMENT UNKNOWN* E UNDER DRUG INFLUENCE* F IMPAIRMENT - PHYSICAL* G IMPAIRMENT NOT KNOWN H NOT APPLICABLE I SLIPPY / FATIGUED J SPECIAL INFORMATION	
WEATHER MARK 1 TO 4 ITEMS		A DAYLIGHT B DUSK - DAWN C DARK - STREET LIGHTS D DARK - NO STREET LIGHTS E DARK - STREET LIGHTS NOT FUNCTIONING*		A 22350 B C D E F G H I J K L M N O		A HAD NOT BEEN DRIVING B HAD - UNDER INFLUENCE C HAD - NOT UNDER INFLUENCE* D HAD - IMPAIRMENT UNKNOWN* E UNDER DRUG INFLUENCE* F IMPAIRMENT - PHYSICAL* G IMPAIRMENT NOT KNOWN H NOT APPLICABLE I SLIPPY / FATIGUED J SPECIAL INFORMATION			
ROADWAY SURFACE		A DRY B WET C SNOWY - ICEY D SLIPPERY (MUD, OIL, ETC.) E OTHER*		A 22350 B C D E F G H I J K L M N O		A HAD NOT BEEN DRIVING B HAD - UNDER INFLUENCE C HAD - NOT UNDER INFLUENCE* D HAD - IMPAIRMENT UNKNOWN* E UNDER DRUG INFLUENCE* F IMPAIRMENT - PHYSICAL* G IMPAIRMENT NOT KNOWN H NOT APPLICABLE I SLIPPY / FATIGUED J SPECIAL INFORMATION			
ROADWAY OBSTRUCTION (MARK 1 TO 2 ITEMS)		A NO PRETRAILERS INVOLVED B CROSSING IN CROSSWALK AT INTERSECTION C CROSSING IN CROSSWALK - NOT AT INTERSECTION D CROSSING - NOT IN CROSSWALK E IN ROAD - INCLUDES SHOULDER F NOT IN ROAD G APPROACHING / LEAVING SCHOOL BUS		A 22350 B C D E F G H I J K L M N O		A HAD NOT BEEN DRIVING B HAD - UNDER INFLUENCE C HAD - NOT UNDER INFLUENCE* D HAD - IMPAIRMENT UNKNOWN* E UNDER DRUG INFLUENCE* F IMPAIRMENT - PHYSICAL* G IMPAIRMENT NOT KNOWN H NOT APPLICABLE I SLIPPY / FATIGUED J SPECIAL INFORMATION			
ROADWAY CONDITIONS		A NO PRETRAILERS INVOLVED B CROSSING IN CROSSWALK AT INTERSECTION C CROSSING IN CROSSWALK - NOT AT INTERSECTION D CROSSING - NOT IN CROSSWALK E IN ROAD - INCLUDES SHOULDER F NOT IN ROAD G APPROACHING / LEAVING SCHOOL BUS		A 22350 B C D E F G H I J K L M N O		A HAD NOT BEEN DRIVING B HAD - UNDER INFLUENCE C HAD - NOT UNDER INFLUENCE* D HAD - IMPAIRMENT UNKNOWN* E UNDER DRUG INFLUENCE* F IMPAIRMENT - PHYSICAL* G IMPAIRMENT NOT KNOWN H NOT APPLICABLE I SLIPPY / FATIGUED J SPECIAL INFORMATION			
OTHER		A NO PRETRAILERS INVOLVED B CROSSING IN CROSSWALK AT INTERSECTION C CROSSING IN CROSSWALK - NOT AT INTERSECTION D CROSSING - NOT IN CROSSWALK E IN ROAD - INCLUDES SHOULDER F NOT IN ROAD G APPROACHING / LEAVING SCHOOL BUS		A 22350 B C D E F G H I J K L M N O		A HAD NOT BEEN DRIVING B HAD - UNDER INFLUENCE C HAD - NOT UNDER INFLUENCE* D HAD - IMPAIRMENT UNKNOWN* E UNDER DRUG INFLUENCE* F IMPAIRMENT - PHYSICAL* G IMPAIRMENT NOT KNOWN H NOT APPLICABLE I SLIPPY / FATIGUED J SPECIAL INFORMATION			

SEE PAGE 4 FOR SKETCH.

STATE OF CALIFORNIA
TRAFFIC COLLISION REPORT
CHP 555 Page 1 (Rev. 5-97) CP1 042

Page 3 of 13

SPECIAL OPERATIONS		NUMBER 2		CITY BERKELEY		JURISDICTION BERKELEY		LOCAL REPORT NUMBER 020212	
NUMBER 0		CITY ALAMEDA		REPORTING DISTRICT		BEAT 81			
COLLISION OCCURRED ON 1-80 E/B		MO. DAY YEAR 02-17-03		TIME 1615		PAGE # 9370		OFFICER ID [REDACTED]	
MILEPOST INFORMATION 1350 FEET/MI E of MPM 80 ALA 3.79		DAY OF WEEK T W T F S		TOW AWAY ☒ YES ☐ NO		PHOTOGRAPH BY ☒ NONE			
AT INTERSECTION WITH CR 1350 FEET/MI E of POWELL ST. VIC		STATE HAVE REL. ☒ YES ☐ NO							
PARTY 25		DRIVER'S LICENSE NUMBER [REDACTED]		STATE CA		CLASS C		SAFETY C	
NAME (FIRST, MIDDLE, LAST) [REDACTED]		VEH. YEAR 88		MAKE/MODEL/COLOR VOLVO/740/SLUR		LICENSE NUMBER [REDACTED]		STATE CA	
STREET ADDRESS [REDACTED]		OWNER'S NAME ☒ SAME AS DRIVER		OWNER'S ADDRESS ☒ SAME AS DRIVER					
CITY/STATE/ZIP FREMONT CA		COMPOSITION OF VEHICLE OR CREW OF: ☒ OFFICER ☐ DRIVER ☐ OTHER		HUBBARD'S TOW/510-243-2402/22651(5) UC					
SEX M		HAIR BLK		EYES BRN		HEIGHT 5-07		WEIGHT 180	
DOB [REDACTED]		BIRTHDATE [REDACTED]		RACE A					
INSURANCE CARRIER AAA		POLICY NUMBER [REDACTED]		VEH. YEAR 01		MAKE/MODEL/COLOR [REDACTED]		LICENSE NUMBER [REDACTED]	
DIR OF TRAVEL E		ON STREET OR HIGHWAY 1-80		SPEED LIMIT 55		CA [REDACTED]		DOT [REDACTED]	
PARTY 25		DRIVER'S LICENSE NUMBER [REDACTED]		STATE CA		CLASS C		SAFETY G	
NAME (FIRST, MIDDLE, LAST) [REDACTED]		VEH. YEAR 97		MAKE/MODEL/COLOR NISSAN/200SX/WH		LICENSE NUMBER [REDACTED]		STATE CA	
STREET ADDRESS [REDACTED]		OWNER'S NAME ☒ SAME AS DRIVER		OWNER'S ADDRESS ☒ SAME AS DRIVER					
CITY/STATE/ZIP VACAVILLE CA		COMPOSITION OF VEHICLE OR CREW OF: ☐ OFFICER ☒ DRIVER ☐ OTHER		DRIVEN FROM SCENE					
SEX M		HAIR BRN		EYES GRN		HEIGHT 5-11		WEIGHT 185	
DOB [REDACTED]		BIRTHDATE [REDACTED]		RACE W					
INSURANCE CARRIER AAA		POLICY NUMBER [REDACTED]		VEH. YEAR 01		MAKE/MODEL/COLOR [REDACTED]		LICENSE NUMBER [REDACTED]	
DIR OF TRAVEL E		ON STREET OR HIGHWAY 1-80		SPEED LIMIT 55		CA [REDACTED]		DOT [REDACTED]	
PARTY 26		DRIVER'S LICENSE NUMBER [REDACTED]		STATE CA		CLASS C		SAFETY G	
NAME (FIRST, MIDDLE, LAST) [REDACTED]		VEH. YEAR 99		MAKE/MODEL/COLOR HONDA/ACCORD/BLK		LICENSE NUMBER [REDACTED]		STATE CA	
STREET ADDRESS [REDACTED]		OWNER'S NAME ☐ SAME AS DRIVER WIN SEIN		OWNER'S ADDRESS ☒ SAME AS DRIVER					
CITY/STATE/ZIP PALO ALTO CA		COMPOSITION OF VEHICLE OR CREW OF: ☐ OFFICER ☒ DRIVER ☐ OTHER		DRIVEN FROM SCENE					
SEX M		HAIR BLK		EYES BRN		HEIGHT 5-8		WEIGHT 125	
DOB [REDACTED]		BIRTHDATE [REDACTED]		RACE A					
INSURANCE CARRIER 21ST CENTURY		POLICY NUMBER [REDACTED]		VEH. YEAR 01		MAKE/MODEL/COLOR [REDACTED]		LICENSE NUMBER [REDACTED]	
DIR OF TRAVEL E		ON STREET OR HIGHWAY 1-80		SPEED LIMIT 55		CA [REDACTED]		DOT [REDACTED]	
PARTY 27		DRIVER'S LICENSE NUMBER [REDACTED]		STATE CA		CLASS C		SAFETY G	
NAME (FIRST, MIDDLE, LAST) [REDACTED]		VEH. YEAR 99		MAKE/MODEL/COLOR HONDA/ACCORD/BLK		LICENSE NUMBER [REDACTED]		STATE CA	
STREET ADDRESS [REDACTED]		OWNER'S NAME ☐ SAME AS DRIVER WIN SEIN		OWNER'S ADDRESS ☒ SAME AS DRIVER					
CITY/STATE/ZIP PALO ALTO CA		COMPOSITION OF VEHICLE OR CREW OF: ☐ OFFICER ☒ DRIVER ☐ OTHER		DRIVEN FROM SCENE					
SEX M		HAIR BLK		EYES BRN		HEIGHT 5-8		WEIGHT 125	
DOB [REDACTED]		BIRTHDATE [REDACTED]		RACE A					
INSURANCE CARRIER 21ST CENTURY		POLICY NUMBER [REDACTED]		VEH. YEAR 01		MAKE/MODEL/COLOR [REDACTED]		LICENSE NUMBER [REDACTED]	
DIR OF TRAVEL E		ON STREET OR HIGHWAY 1-80		SPEED LIMIT 55		CA [REDACTED]		DOT [REDACTED]	
PARTY 28		DRIVER'S LICENSE NUMBER [REDACTED]		STATE CA		CLASS C		SAFETY G	
NAME (FIRST, MIDDLE, LAST) [REDACTED]		VEH. YEAR 99		MAKE/MODEL/COLOR HONDA/ACCORD/BLK		LICENSE NUMBER [REDACTED]		STATE CA	
STREET ADDRESS [REDACTED]		OWNER'S NAME ☐ SAME AS DRIVER WIN SEIN		OWNER'S ADDRESS ☒ SAME AS DRIVER					
CITY/STATE/ZIP PALO ALTO CA		COMPOSITION OF VEHICLE OR CREW OF: ☐ OFFICER ☒ DRIVER ☐ OTHER		DRIVEN FROM SCENE					
SEX M		HAIR BLK		EYES BRN		HEIGHT 5-8		WEIGHT 125	
DOB [REDACTED]		BIRTHDATE [REDACTED]		RACE A					
INSURANCE CARRIER 21ST CENTURY		POLICY NUMBER [REDACTED]		VEH. YEAR 01		MAKE/MODEL/COLOR [REDACTED]		LICENSE NUMBER [REDACTED]	
DIR OF TRAVEL E		ON STREET OR HIGHWAY 1-80		SPEED LIMIT 55		CA [REDACTED]		DOT [REDACTED]	
PARTY 29		DRIVER'S LICENSE NUMBER [REDACTED]		STATE CA		CLASS C		SAFETY G	
NAME (FIRST, MIDDLE, LAST) [REDACTED]		VEH. YEAR 99		MAKE/MODEL/COLOR HONDA/ACCORD/BLK		LICENSE NUMBER [REDACTED]		STATE CA	
STREET ADDRESS [REDACTED]		OWNER'S NAME ☐ SAME AS DRIVER WIN SEIN		OWNER'S ADDRESS ☒ SAME AS DRIVER					

STATE OF CALIFORNIA
TRAFFIC COLLISION CODING
CHP 056 Page 2 (Rev. 5-87) CP 042

Page 4 of 13

DATE OF COLLISION (MO. DAY YEAR) 02-17-03		TIME (HRS) 1615	FILE # 9370	OFFICER I.D. [REDACTED]	PLATE # 020212
DRIVER'S NAME [REDACTED]		DRIVER'S ADDRESS [REDACTED]		NOTED ☐ YES ☐ NO	
PROPERTY DAMAGE [REDACTED]					
SEATING POSITION 		OCCUPANTS A - NONE IN VEHICLE B - UNKNOWN C - LAP BELT USED D - LAP BELT NOT USED E - SHOULDER HARNESS USED F - SHOULDER HARNESS NOT USED G - LAP/SHOULDER HARNESS USED H - LAP/SHOULDER HARNESS NOT USED J - PASSIVE RESTRAINT USED K - PASSIVE RESTRAINT NOT USED		SAFETY EQUIPMENT L - AIR BAG DEPLOYED M - AIR BAG NOT DEPLOYED N - OTHER P - NOT REQUIRED CHILD RESTRAINT Q - IN VEHICLE USED R - IN VEHICLE NOT USED S - IN VEHICLE USE UNKNOWN T - IN VEHICLE IMPROPER USE U - NONE IN VEHICLE	
		E/C (VEHICLE - BELT) DRIVER V - YES W - NO PASSENGER X - NO Y - YES		EJECTED FROM VEHICLE 0 - NOT EJECTED 1 - FULLY EJECTED 2 - PARTIALLY EJECTED 3 - UNKNOWN	
ITEMS MARKED BELOW FOLLOWED BY AN APOSTROPHE (') SHOULD BE EXPLAINED IN THE NARRATIVE					
PRIMARY COLLISION FACTOR LIST NUMBER 1 OF PARTY AT FAULT		TRAFFIC CONTROL DEVICES		TYPE OF VEHICLE	
A. TO RIGHT VEHICLE		A. CONTROLS FUNCTIONING B. CONTROLS NOT FUNCTIONING C. CONTROLS OBSOLETE D. NO CONTROLS PRESENT / LOST		A. PASSENGER CAR / STATION WAGON B. PASSENGER CAR W / TRAILER C. MOTORCYCLE / SCOOTER D. PICKUP OR PANEL TRUCK E. PICKUP / PANEL TRUCK W / TRAILER F. TRUCK OR TRAILER TRACTOR G. TRUCK / TRAILER WITH TRAILER H. SCHOOL BUS I. OTHER BUS J. EMERGENCY VEHICLE K. HEAVY CONCRETE EQUIPMENT L. BICYCLE M. OTHER VEHICLE N. PEDESTRIAN O. MOPED	
B. OTHER IMPROPER DRIVING		E. HIT OBJECT F. OVERTURNED G. VEHICLE / PEDESTRIAN H. OTHER		A. STOPPED B. PROCEEDING STRAIGHT C. RAN OFF ROAD D. MANEUVERED TURN E. MANEUVERED LEFT TURN F. MANEUVERED RIGHT TURN G. STOPPED / STARTED H. STOPPED / STARTED I. PASSING OTHER VEHICLE J. CHANGING LANE K. PARKING MANEUVER L. ENTERING TRAFFIC M. OTHER UNUSUAL TURNING N. RAN INTO OPPOSING LANE O. PARKED P. REVERSING Q. TRAVELING WRONG WAY R. OTHER	
C. OTHER TRAFFIC		MOTOR VEHICLE INVOLVED WITH		OTHER ASSOCIATED FACTORS (MARK 1 TO 5 ITEMS)	
D. IMPROPER		A. NON - COLLISION B. PEDESTRIAN C. OTHER MOTOR VEHICLE D. MOTOR VEHICLE ON OTHER ROADWAY E. PARKED MOTOR VEHICLE F. TRAIN G. BICYCLE H. ANIMAL I. FIXED OBJECT J. OTHER OBJECT		A. TO RIGHT VEHICLE B. TO LEFT VEHICLE C. TO FRONT VEHICLE D. TO REAR VEHICLE E. VISION OBSCUREMENT F. TRAFFIC LIGHT G. STOP & GO TRAFFIC H. ENTERING / LEAVING RAMP I. PREVIOUS COLLISION J. UNFAMILIAR WITH ROAD K. DEFECTIVE VEH EQUIP.: CTRD L. INVOLVED VEHICLE M. OTHER N. NONE APPARENT O. RAMPART VEHICLE	
E. WEATHER (MARK 1 TO 5 ITEMS)		ROADWAY SURFACE		SPECIAL INFORMATION	
A. CLEAR B. CLOUDY C. RAINING D. SNOWING E. FOG / VISIBILITY F. OTHER G. FLOOD		A. DRY B. WET C. SNOWY - ICY D. SLIPPERY (OILY, GREY, ETC.) E. ROADWAY CONSTRUCTION (MARK 1 TO 5 ITEMS) F. FLOODED G. OTHER H. NO UNUSUAL CONDITIONS		A. HAD NOT SEEN DRIVING B. HED - UNDER INFLUENCE C. HED - NOT UNDER INFLUENCE D. HED - IMPAIRMENT UNKNOWN E. UNDER CRUISE INFLUENCE F. IMPAIRMENT - PHYSICAL G. IMPAIRMENT NOT KNOWN H. NOT APPLICABLE I. BLEEDY / FATALITY J. HAZARDOUS MATERIAL K. CELL PHONE IN USE L. CELL PHONE NOT IN USE M. CELL PHONE MISUSE	
F. ROAD / VISIBILITY		ROADWAY CONDITIONS (MARK 1 TO 5 ITEMS)			
G. ROAD / VISIBILITY					
H. ROAD / VISIBILITY					
I. ROAD / VISIBILITY					
J. ROAD / VISIBILITY					
K. ROAD / VISIBILITY					
L. ROAD / VISIBILITY					
M. ROAD / VISIBILITY					
N. ROAD / VISIBILITY					
O. ROAD / VISIBILITY					
P. ROAD / VISIBILITY					
Q. ROAD / VISIBILITY					
R. ROAD / VISIBILITY					
S. ROAD / VISIBILITY					
T. ROAD / VISIBILITY					
U. ROAD / VISIBILITY					
V. ROAD / VISIBILITY					
W. ROAD / VISIBILITY					
X. ROAD / VISIBILITY					
Y. ROAD / VISIBILITY					
Z. ROAD / VISIBILITY					

SKETCH

SEE PAGE 7 FOR SKETCH.

RECORD NUMBER

020212

CHP 056 12000

Page 5 of 13

DATE OF COLLISION						DAY		YEAR		TIME (HRS)		MILE #		INVESTIGATOR		NUMBER			
02-17-03								1615				9370		[REDACTED]		020212			
WITNESS ONLY	PASSENGER ONLY	AGE	SEX	EXTENT OF INJURY ("X" ONE)				INJURED WAS ("X" ONE)				PARTY NUMBER	SEAT POS.	SAFETY EQUIP.	EJECTED				
☐	☐	42	M	FATAL INJURY	OTHER INJURY	OTHER VEHICLE INJURY	COMPLAINT OF PAIN	DROWN	FALL	BURN	SCALD	OTHER	4	1	G	0			
NAME / D.O.B. / ADDRESS												CITY		STATE		ZIP			
[REDACTED]												FREMONT, CA		[REDACTED]		[REDACTED]			
DRIVER ONLY TRANSPORTED BY:												TAKEN TO:							
AMR UNIT 511												SUMMIT PR.							
OCCUPANT INJURED																			
COMPLAINT OF PAIN TO NECK																			
												☐ VICTIM OF VIOLENT CRIME NOTIFIED							
☐	☒			☐	☐	☐	☐	☐	☐	☐	☐	☐	1	3	G	0			
NAME / D.O.B. / ADDRESS												CITY		STATE		ZIP			
[REDACTED]												VACAVILLE, CA		[REDACTED]		[REDACTED]			
DRIVER ONLY TRANSPORTED BY:												TAKEN TO:							
OCCUPANT INJURED																			
												☐ VICTIM OF VIOLENT CRIME NOTIFIED							
☐	☐	44	F	☐	☐	☐	☒	☒	☐	☐	☐	☐	3	1	G	0			
NAME / D.O.B. / ADDRESS												CITY		STATE		ZIP			
[REDACTED]												EL CERRITO, CA		[REDACTED]		[REDACTED]			
DRIVER ONLY TRANSPORTED BY:												TAKEN TO:							
WILL SEEK OWN AID																			
OCCUPANT INJURED																			
COMPLAINT OF PAIN TO FOREHEAD																			
												☐ VICTIM OF VIOLENT CRIME NOTIFIED							
☐	☒	18	F	☐	☐	☐	☐	☐	☐	☐	☐	☐	6	5	C	0			
NAME / D.O.B. / ADDRESS												CITY		STATE		ZIP			
[REDACTED]												PALO ALTO, CA		[REDACTED]		[REDACTED]			
DRIVER ONLY TRANSPORTED BY:												TAKEN TO:							
OCCUPANT INJURED																			
												☐ VICTIM OF VIOLENT CRIME NOTIFIED							
☐	☒	18	F	☐	☐	☐	☐	☐	☐	☐	☐	☐	6	4	G	0			
NAME / D.O.B. / ADDRESS												CITY		STATE		ZIP			
[REDACTED]												SUNNYVALE, CA		[REDACTED]		[REDACTED]			
DRIVER ONLY TRANSPORTED BY:												TAKEN TO:							
OCCUPANT INJURED																			
												☐ VICTIM OF VIOLENT CRIME NOTIFIED							
☐	☒	18	F	☐	☐	☐	☐	☐	☐	☐	☐	☐	6	3	G	0			
NAME / D.O.B. / ADDRESS												CITY		STATE		ZIP			
[REDACTED]												DAVIS, CA		95616		[REDACTED]			
DRIVER ONLY TRANSPORTED BY:												TAKEN TO:							
OCCUPANT INJURED																			
												☐ VICTIM OF VIOLENT CRIME NOTIFIED							
PREPARED BY NAME												ID NUMBER		MO. DAY YEAR		PREPARED BY NAME		MO. DAY YEAR	
[REDACTED]												[REDACTED]		02-17-03		[REDACTED]		[REDACTED]	

STATE OF CALIFORNIA
INJURED / WITNESS / PASSENGERS
CIP 555 Page 3 (Rev. 8-87) OPT 042

Page 6 of 12

[illegible]

STATE OF CALIFORNIA
FACTUAL DIAGRAM
CIP 805 (Rev. 8-97) OF 042

Page 7 of 13

DATE OF COLLISION (MO. DAY YEAR)	TIME (AM/PM)	ACC #	OFFICER ID	NUMBER
07-17-03	1615	9370		020212

ALL DIMENSIONS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE = 1" = 20')

SKETCH

E/B I-80



POWELL ST UIC

ASPHALT
SHLDR

CONCRETE CENTER
DIVIDE WALL

SOLID WHITE
EDGE LINE

SOLID YELLOW
EDGE LINE

BROKEN WHITE LINES
AND RAISED PAVEMENT MARKERS

PREPARED BY	CEL NUMBER	MO. DAY YEAR	REVIEWER NAME	MO. DAY YEAR
		02-18-03		

CIP 805 2002

STATE OF CALIFORNIA
FACTUAL DIAGRAM
OF HIGHWAY 9370 OF 1042

Page 8 of 13

DATE OF COLLISION (MO DAY YEAR)	TIME (HRS)	NO. 1	NO. 2	NO. 3
02-17-03	1615	9370		020212

ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE = 1" = 20')

FACTUAL

E/B I-80



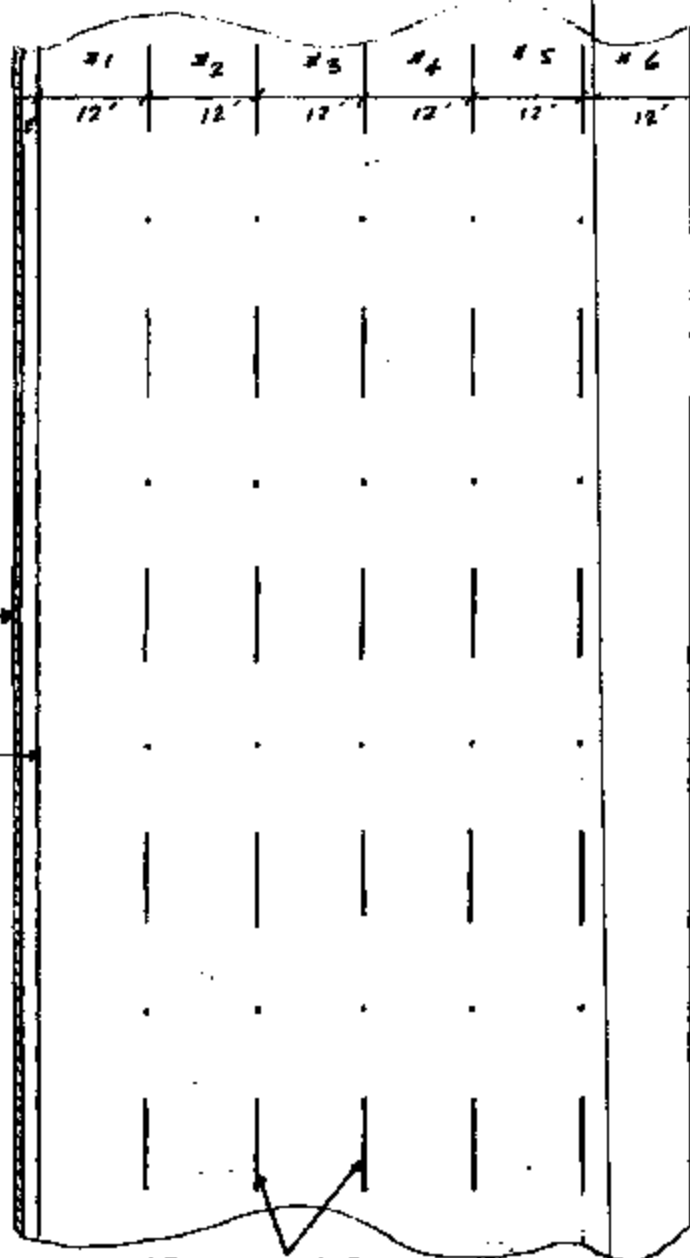
POWELL ST. UIC



CONCRETE CENTER
DIVIDE WALL

SOLID YELLOW
EDGE LINE

ALL VEHICLES WERE
MOVED FROM THEIR
POINTS OF REST TO
EXPEDITE THE FLOW OF
TRAFFIC.



ASPHALT
SHLDR

SOLID WHITE
EDGE LINE

BROKEN WHITE LINES
AND RAISED PAVEMENT MARKERS

DATE OF COLLISION	LD NUMBER	MO DAY YEAR	REMARKS	MO DAY YEAR
		02-18-03		

OFF IN CHARGE

NARRATIVE/SUPPLEMENTAL

PAGE 9 OF 13

DATE OF INCIDENT	TIME	NCIC NUMBER	OFFICER I.D.	NUMBER
02/17/2003	1615	9370		020212

1 FACTS:

2
3 **NOTIFICATION:** On 02-17-03 at approximately 1619 hours I was advised by CHP dispatch of a
4 traffic collision with an ambulance responding on I-80 eastbound east of Powell St. I responded
5 from I-80 eastbound west of Powell St. and arrived on scene at approximately 1621 hours. All
6 times, speeds, and measurements are approximations. Measurements were obtained by vehicle
7 odometer. All vehicles were moved from their points of rest immediately upon my arrival to
8 expedite the flow of traffic.
9

10 **SCENE DESCRIPTION:** This collision occurred in the eastbound lanes of I-80 in the city of
11 Berkeley in Alameda County. I-80 is an east-west designated, flat, straight, asphalt-concrete,
12 State-maintained freeway. There are six 12 foot wide lanes for eastbound traffic, each delineated
13 by raised white pavement markers and broken white lines. The north roadway edge is delineated
14 by a solid yellow edge line. The south roadway edge is delineated by a solid white edge line. The
15 traffic lanes are bordered on the south by a 5 foot wide asphalt shoulder. The traffic lanes are
16 bordered on the north by a concrete center divide wall. The speed limit at this location is 55 MPH.
17 There were no vision obstructions noted or claimed, and the weather was cool and dry at the time
18 of the collision.
19

20 **PARTIES:** Driver #1 (D-1, Glass) was contacted at the scene sitting inside V-1. D-1 was
21 identified by his valid California Driver License. D-1 was established as the driver of V-1 by
22 statements of the involved parties, D-1's location following the collision, and D-1 is the registered
23 owner of V-1.
24

25 Vehicle #1 (V-1, Chevy) was located in the #2 lane of eastbound I-80 facing in an easterly
26 direction. V-1 sustained moderate damage to its front end. No prior mechanical defects were
27 noted or claimed.
28

29 Driver #2 (D-2, Ayran) was contacted at the scene sitting inside V-2. D-2 was identified by his
30 valid California Driver License. D-2 was established as the driver of V-2 by the statements of the
31 involved parties and D-2's location following the collision.
32

33 Vehicle #2 (V-2, Honda) was located in the #2 lane of eastbound I-80 facing in an easterly
34 direction. V-2 sustained moderate damage to its front and rear end. No prior mechanical defects
35 were noted or claimed.
36

37 Driver #3 (D-3, Sangster) was contacted at the scene sitting inside V-3. D-3 was identified by her
38 valid California Driver License. D-3 was established as the driver of V-3 by statements of the
39 involved parties, D-3's location following the collision, and D-3 is the registered owner of V-3.
40

41 Vehicle #3 (V-3, Porsche) was located in the #2 lane of eastbound I-80 facing in an easterly
42 direction. V-3 sustained moderate damage to its rear end and minor damage to its front end. No
43 prior mechanical defects were noted or claimed.
44

PREPARED BY	I.D. NUMBER	DATE	REVIEWER'S NAME	DATE
		02/17/2003		

STATE OF CALIFORNIA

NARRATIVE/SUPPLEMENTAL

PAGE 10 OF 13

DATE OF INCIDENT	TIME	NCIC NUMBER	OFFICER I.D.	NUMBER
02/17/2003	1615	9370		020212

1 Driver #4 (D-4, Cho) was contacted at the scene sitting inside V-4. D-4 was identified by his valid
2 California Driver License. D-4 was established as the driver of V-4 by the statements of the
3 involved parties, D-4's location following the collision, and D-4 is the registered owner of V-4.

4
5 Vehicle #4 (V-4, Volvo) was located in the #2 lane of eastbound I-80 facing in an easterly
6 direction. V-4 sustained moderate damage to its rear end and minor damage to its front end. No
7 prior mechanical defects were noted or claimed.

8
9 Driver #5 (D-5, Denks) was contacted at the scene sitting inside V-5. D-5 was identified by his
10 valid California Driver License. D-5 was established as the driver of V-5 by the statements of the
11 involved parties and D-5's location following the collision.

12
13 Vehicle #5 (V-5, Nissan) was located in the #2 lane of eastbound I-80 facing in an easterly
14 direction. V-5 sustained moderate damage to its front and rear end. No prior mechanical defects
15 were noted or claimed.

16
17 Driver #6 (D-6, Sein) was contacted at the scene standing next to V-3. D-6 was identified by his
18 valid California Driver License. D-6 was established as the driver of V-6 by the statements of the
19 involved parties and D-6's location following the collision.

20
21 Vehicle #6 (V-6, Honda) was located in the #2 lane of eastbound I-80 facing in an easterly
22 direction. V-6 sustained minor damage to its rear end. No prior mechanical defects were noted
23 or claimed.

24
25 **PHYSICAL EVIDENCE:**

- 26
27 A. Damage to V-1's front end.
28 B. Damage to V-2's front end and rear end.
29 C. Damage to V-3's front end and rear end.
30 D. Damage to V-4's front end and rear end.
31 E. Damage to V-5's front end and rear end.
32 F. Damage to V-6's rear end.

33
34 **STATEMENTS:** D-1 was contacted on the Ashby Ave. off-ramp from eastbound I-80 just north of
35 Shellmound Ave. D-1 related he was driving V-1 eastbound on I-80 in the #2 lane at
36 approximately 35 MPH with the flow of moving traffic. D-1 looked in his left side view mirror to
37 check if the #1 lane was open in order to change lanes. D-1 then looked forward and observed
38 that the traffic in the #2 lane was stopped. The #1 and #3 lanes were open. D-1 applied V-1's
39 brakes. The front end of V-1 then struck the rear end of V-2. D-1 then observed V-3 move
40 slightly but is unsure if V-1 pushed V-2 into V-3. D-1 did not see any other movement ahead of
41 him in the #2 lane. After the impact D-1 moved V-1 off the freeway at the Ashby Ave. exit.

42
43 D-2 was contacted on the Ashby Ave. off-ramp from eastbound I-80 just north of Shellmound Ave.
44 D-2 related he was driving V-2 eastbound on I-80 in the #2 lane at approximately 50 MPH. D-2

PREPARED BY	LD NUMBER	DATE	REVIEWER'S NAME	DATE
		02/17/2003		

STATE OF CALIFORNIA

NARRATIVE/SUPPLEMENTAL

PAGE 11 OF 13

DATE OF INCIDENT	TIME	NCIC NUMBER	OFFICER I.D.	NUMBER
02/17/2003	1815	9370		020212

1 observed V-3 change lanes from the #3 lane into the #2 lane ahead of V-2. Approximately 30-45
2 seconds later D-2 observed V-3's brake lights come on and V-3 came to a sudden stop in the #2
3 lane. D-2 applied V-2's brakes. V-2 came to a stop approximately 2 feet behind V-3.
4 Approximately 2-3 seconds after stopping D-2 felt an impact to the rear of V-2. D-2 exited V-2
5 and saw that V-1 had rear-ended V-2. After the impact V-2 was pushed off the freeway by a CHP
6 patrol vehicle to the Ashby Ave. exit.

7
8 D-3 was contacted on the Ashby Ave. off-ramp from eastbound I-80 just north of Shellmound Ave.
9 D-3 related she was driving V-3 eastbound on I-80 at approximately 5-10 MPH with the flow of
10 moving traffic behind V-4. D-3 observed V-2 behind V-3 traveling at a high rate of speed. D-3
11 then observed the traffic in lane #2 come to a stop. D-3 applied V-3's brakes and came to a stop
12 in the #2 lane. V-3 was stopped approximately 5-10 seconds. D-3 looked in her rear view mirror
13 and observed V-2 in the #2 lane approaching the rear of V-3. D-3 then observed V-2 rear end V-3.
14 The force of the impact caused the front end of V-3 to strike the rear end of V-4. D-3 related that
15 V-4 was already stopped before V-3 struck it. D-3 then observed the front end of V-1 strike the
16 rear end of V-2. V-2 was pushed forward and the front end of V-2 struck the rear end of V-3 a
17 second time. After the impact D-3 moved V-3 off the freeway at the Ashby Ave. exit.

18
19 D-4 was contacted on the Ashby Ave. off-ramp from eastbound I-80 just north of Shellmound Ave.
20 D-4 related he was driving V-4 eastbound on I-80 at approximately 40-50 MPH with the flow of
21 traffic behind V-5. D-4 observed V-3 change lanes from the #3 lane into the #2 lane behind V-4.
22 D-4 then observed V-5 come to a sudden stop in the #2 lane. D-4 applied V-4's brakes. V-4
23 came to a stop in the #2 lane behind V-5. Approximately 10 seconds later D-4 felt an impact to
24 the rear of V-4. The force of the impact pushed the front end of V-4 into the rear end of V-5. D-4
25 felt only a single impact. After the impact D-4 moved V-4 off the freeway at the Ashby Ave. exit.

26
27 D-5 was contacted on the Ashby Ave. off-ramp from eastbound I-80 just north of Shellmound Ave.
28 D-5 related he was driving V-5 eastbound on I-80 in the #2 lane at 35-40 MPH with the flow of
29 traffic behind V-6. D-5 observed V-6's brake lights come on and the traffic ahead in the #2 lane
30 come to a stop. D-5 applied V-5's brakes. V-5 came to a stop in the #2 lane approximately 8 feet
31 behind V-6. 10-15 seconds after stopping D-5 felt an impact to the rear of V-5. The force of the
32 impact pushed the front end of V-5 into the rear end of V-6.

33
34 D-6 was contacted on the Ashby Ave. off-ramp from eastbound I-80 just north of Shellmound Ave.
35 D-6 related he was driving V-6 eastbound on I-80 in the #2 lane at approximately 35-40 MPH.
36 D-6 observed the traffic ahead in the #2 lane come to a stop. D-6 applied V-6's brakes. V-6
37 came to a stop in the #2 lane 8 feet behind the stopped traffic ahead. Approximately 30 seconds
38 after stopping D-6 felt an impact to the rear end of V-6. D-6 exited V-6 and observed that V-5 had
39 rear-ended V-6. After the impact D-6 moved V-6 off the freeway at the Ashby Ave. exit.

40
41
42
43
44

PREPARED BY	I.D. NUMBER	DATE	REVIEWER'S NAME	DATE
		02/17/2003		

NARRATIVE/SUPPLEMENTAL

DATE OF INCIDENT	TIME	NCIC NUMBER	OFFICER I.D.	NUMBER
02/17/2003	1615	9370		020212

1 OPINIONS AND CONCLUSIONS:

2
3 **SUMMARY:** D-1 was driving V-1 eastbound on I-80 in the #2 lane at 35-40 MPH behind V-2. D-2
4 was driving V-2 eastbound on I-80 in the #2 lane at 50 MPH ahead of V-1 and behind V-3. D-3
5 was driving V-3 eastbound on I-80 in the #2 lane at 10-15 MPH ahead of V-2 and behind V-4.
6 D-4 was driving V-4 eastbound on I-80 in the #2 lane at 40-50 MPH ahead of V-3 and behind V-5.
7 D-5 was driving V-5 eastbound on I-80 in the #2 lane at 35-40 MPH ahead of V-4 and behind V-6.
8 D-6 was driving V-6 eastbound on I-80 in the #2 lane at 35-40 MPH ahead of V-5. D-6 observed
9 the traffic ahead in the #2 lane come to a stop. D-6 applied V-6's brakes and V-6 came to a stop
10 in the #2 lane. D-5 observed V-6's brake lights turn on and V-6 come to a stop. D-5 applied V-5's
11 brakes and V-5 came to a stop in the #2 lane 8 feet behind V-6. D-4 observed V-5's brake lights
12 turn on and V-5 come to a stop. D-4 applied V-4's brakes and V-4 came to a stop in the #2 lane
13 10 feet behind V-5. D-3 observed V-4's brake lights turn on and V-4 come to a stop. D-3 applied
14 V-3's brakes and V-3 came to stop in the #2 lane behind V-4. D-3 observed through her rear
15 view mirror V-2 travelling behind V-3 at a high rate of speed. D-2 observed V-3's brake lights turn
16 on and V-3 come to a stop. D-2 applied V-2's brakes. The front end of V-2 struck the rear end of
17 V-3, causing the front end of V-3 to strike the rear end of V-4, which caused the front end of V-4
18 to strike the rear end of V-5, which caused the front end of V-5 to strike the rear end of V-6. At
19 approximately the same time, D-1 observed that V-2 had come to a stop in the #2 lane. D-1
20 applied V-1's brakes. V-1 continued forward and the front end of V-1 struck the rear end of V-2.
21 The force of this impact pushed V-2 into the rear end of V-3 a second time. After the impacts all
22 vehicles came to rest in the #2 lane facing in an easterly direction.

23 The summary was established by the statements of the involved parties.

24
25 **AREA OF IMPACT:** The first area of impact where the front end of V-2 struck the rear end of V-3
26 was located 54 feet north of the south roadway edge of eastbound I-80 and 1358 feet east of the
27 east roadway edge of the Powell St. undercrossing.

28 The second area of impact where the front end of V-3 struck the rear end of V-4 was
29 located 54 feet north of the south roadway edge of eastbound I-80 and 1389 feet east of the east
30 roadway edge of the Powell St. undercrossing.

31 The third area of impact where the front end of V-4 struck the rear end of V-5 was located
32 54 feet north of the south roadway edge of eastbound I-80 and 1380 feet east of the east
33 roadway edge of the Powell St. undercrossing.

34 The fourth area of impact where the front end of V-5 struck the rear end of V-6 was located
35 54 feet north of the south roadway edge of eastbound I-80 and 1391 feet east of the east
36 roadway edge of the Powell St. undercrossing.

37 The fifth area of impact where the front end of V-1 struck the rear end of V-2 was located
38 54 feet north of the south roadway edge of eastbound I-80 and 1349 feet east of the east
39 roadway edge of the Powell St. undercrossing.

40 The area of impacts were determined by the statements of the involved parties.

41
42 **CAUSE:** D-2 caused this collision by driving V-2 in violation of California Vehicle Code Section
43 22350, unsafe speed for conditions. Due to V-2's speed, D-2 was not able to stop V-2 prior to
44 striking the rear of V-3. The force of the impact caused V-3 to strike the rear end of V-4, which

PREPARED BY	LD. NUMBER	DATE	REVIEWER'S NAME	DATE
		02/17/2003		

STATE OF CALIFORNIA

NARRATIVE/SUPPLEMENTAL

PAGE 13 OF 13

DATE OF INCIDENT

TIME

NCIC NUMBER

OFFICER I.D.

NUMBER

02/17/2003

1815

9370

[REDACTED]

020212

1 caused V-4 to strike the rear of V-5, which caused V-5 to strike the rear of V-6. An other
2 associated factor to this collision was D-1 driving V-1 in violation of 22350, unsafe speed for
3 conditions. Due to V-1's unsafe speed, D-1 was unable to stop V-1 prior to striking the rear of
4 V-2. The force of this impact caused V-2 to strike the rear of V-3 a second time. The cause was
5 established by the statements of the involved parties.

6

7 **RECOMMENDATIONS:** None

8

9

10

11

12

13

14

15

PREPARED BY

I.D. NUMBER

DATE

REVIEWER'S NAME

DATE

[REDACTED]

[REDACTED]

02/17/2003

[REDACTED]

[REDACTED]

**THE ATTACHMENTS TO THIS
DOCUMENT HAVE BEEN REMOVED
TO PROTECT UNWARRANTED
INVASION OF PERSONAL PRIVACY
PURSUANT TO EXEMPTION 6 OF
THE FREEDOM OF INFORMATION
ACT (FOIA), 5 U.S.C. 552(b)(6).**