



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 100148

Date Received

06-OCT-2003

Repository ☐

Reference No.
10041336

OWNER INFORMATION (Type or Print)

Name

Address

City

COLUMBIA

State SC

Zip Code

Daytime Telephone Number

Evening Telephone Number

E-mail Address

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 / 2003

VEHICLE INFORMATION

17 digit Vehicle Identification Number Located at bottom of windshield on driver's side

Make

DODGE

Model

INTREPID

Model Year

1997

Date Purchased

Dealer's Name and Telephone Number

Engine:

No: Cylinders

Fuel Type:

Original Owner

Dealer's City

State

Zip Code

Transmission Type

☐ Antilock Brakes

Powertrain

☐ Cruise Control

Vehicle Component Code

151000 SEAT BELTS:FRONT

Multiple Failure: 3

FAILED COMPONENT(S)/PART(S) INFORMATION

Incident Date(s)
08-JUL-2002

Failure Mileage

Failure Speed

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A TIRE FAILURE

Tire Make

Tire Model (Name or Number)

Tire Size (Example P215/65R15)

DOT No. (Example: DOTMALSABC036)

☐ 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

Number of Deaths

2

Reported to Police

Y

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).

MY 18 YEAR OLD DAUGHTER WAS KILLED IN AN AUTOMOBILE ACCIDENT INVOLVING A DODGE INTREPID. WE ARE INVESTIGATING TO SEE IF THERE WAS A STEERING FAILURE, SHE WOULD HAVE LIVED HAD HER SEATBELT NOT FAILED. HER SEAT WAS RECLINED AND AS A RESULT SHE SLID UNDER THE SEATBELT CAUSING HER INJURIES. WHY IS THERE NO WARNING THAT THIS FAILURE CAN OCCUR. KIDS DO NOT READ THE OWNER MANUAL WE FEEL THAT THE CAR MAKER IS RESPONSIBLE FOR HER DEATH BUT NO ONE WANTS TO HELP BECAUSE OF THE COST. WHAT CAN BE DONE TO HELP US?

SINCERELY,

UPDATE Repository

Include, if available: Police/Fire 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.

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October 22, 2003

VIA FACSIMILE TRANSMISSION - 202-366-7882

Mr. Chris Wiacek
Office of Defect Investigation
National Highway Transportation
Safety Administration
Washington, D.C.

RE: Mecca Accident Involving 1997 Dodge Intrepid
Date of Accident: 7/8/02

Dear Chris:

Enclosed please find a copy of the report of the South Carolina Highway Patrol Multi-disciplinary Accident Investigation Team regarding the above-referenced collision. Hopefully the photographs in this report will be sufficiently detailed to give you an idea of the seriousness of the crash.

If you need any additional information, please do not hesitate to call me.

Sincerely yours,


David E. Rothstein

DER/1
File
Enclosure

EFFECTIVE 4-02

**SOUTH CAROLINA HIGHWAY PATROL
MULTI-DISCIPLINARY ACCIDENT INVESTIGATION TEAM****COVER SHEET**

<u>TEAM</u>	<u>DATE OF COLLISION</u>	<u>TIME (2400)</u>
Piedmont	07-08-02	1610 Hours
<u>PRIMARY INVESTIGATING AGENCY</u>	<u>PRIMARY INVESTIGATING OFFICER</u>	
SCHP District #2, Newberry County	L/Cpl R. E. Fox	
<u>CASE NUMBER</u>	<u>GPS COORDINATES</u>	
[REDACTED]	Latitude: 34 Degrees 14.78 N Longitude: 81 Degrees 28.67 W	
<u>TEAM LEADER</u>		
Sgt P.M. Sims		
<u>SCDOT ENGINEER(S)</u>		
N/A		
<u>MECHANICAL SPECIALIST</u>		
Cpl. D. A. Hill Cpl. S.R. Breland		
<u>OTHER TEAM MEMBERS</u>		
Cpl. D.L. Marthers Cpl. G.L. Jarrett Cpl. D.E. Smith L/Cpl. B.S. Brock		

SUBPOENAS FOR M.A.I.T. PERSONNEL SHOULD BE DIRECTED TO:

South Carolina Highway Patrol
Piedmont M.A.I.T.
Vardry Executive Center
24 Vardry Street
Greenville, SC 29601

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INTRODUCTION

On July 8th, 2002, at approximately 1610 Hours a collision occurred on the Interstate 26 entrance ramp to the eastbound weigh station at the 81-mile marker in Newberry County, South Carolina. The weather was clear and traffic was normal for this time of day.

This collision involved a 2000 Freightliner tractor-trailer combination with North Carolina registration CD [REDACTED] and Vin number 1FUVDSEB8YMF45909. The 2000 Freightliner was owned by [REDACTED] Wilmington, North Carolina. [REDACTED] Tar Heel, North Carolina was the operator of the truck. The truck tractor was towing a flatbed trailer loaded with steel. The other vehicle in this collision was a 1997 Dodge Intrepid with South Carolina registration of [REDACTED] and Vin number 2B3HD46T4VH793212. [REDACTED] Columbia, South Carolina was the owner of the 1997 Dodge. [REDACTED] Columbia was the operator of the 1997 Dodge.

The 2000 Freightliner was traveling east on Interstate 26. The driver entered the weigh station and began to follow other commercial vehicles across the scales. The 1997 Dodge was traveling east on Interstate 26. The Dodge swerved to the right and entered the weigh station. The 1997 Dodge struck the trailer of the 2000 Freightliner in the rear.

As a result of this collision the driver of the 1997 Dodge, [REDACTED] and the passenger in the 1997 Dodge, [REDACTED] received fatal injuries.

The Piedmont M.A.I.T. was requested by South Carolina Highway Patrol District #2 Headquarters on July 8th, 2002 to assist in the investigation of the collision.

ISSUES

1. Mechanical condition of Dodge;
2. Forensic Mapping;
3. Scene documentation.

METHODOLOGY

Using accepted collision reconstruction principles and techniques, we will illustrate in this report how the collision occurred. The findings, inferences and conclusions will be based upon our review, analysis, and/or study of:

- TR-310 Collision Report;
- Forensic Mapping and inspection of the scene and vehicles;
- Photographs taken by the M.A.I.T. and Newberry County Troopers;
- Newberry County Coroner's Report;
- Mechanical inspection of Dodge;
- Witness Interviews.

SCENE

SCENE IDENTIFICATION:

This collision occurred on July 8th, 2002, at approximately 1610 hours on Interstate 26 just east of the 81-mile marker in Newberry County, South Carolina. The surrounding area is rural with woods on the westbound side of the roadway. The eastbound side of the roadway has a weigh station for commercial vehicles.

ROADWAY DESCRIPTION:

Interstate 26 is a federally maintained highway aligned in an east-west direction of travel. The roadway is a straight and constructed on a level grade traveling eastbound. The roadway surface is composed of asphalt.

Interstate 26 has two lanes for each direction of travel. The lanes are separated by a grass median. Dashed painted white lines divide these lanes. A painted white fog line delineates the right lane from the emergency lane. The edge of the left lane is indicated with a painted yellow line. There are dirt/grass shoulders adjacent to both edges of the highway, which slope away from the traffic lanes to form drainage ditches. There is a cable median barrier present at the collision scene.

TRAFFIC CONTROLS:

The maximum-posted speed limit is 70 mph at the collision scene.

VEHICLE DESCRIPTION**1997 Dodge Intrepid:**

CURB WEIGHT	3310 LBS.
WHEELBASE	113 INCHES.
OVERALL LENGTH	202 INCHES.
OVERALL WIDTH	74 INCHES.
OVERALL HEIGHT	53 INCHES.
FRONT TRACK WIDTH	62 INCHES.
REAR TRACK WIDTH	62 INCHES.



This vehicle received heavy contact damage to the front of the vehicle. The entire vehicle sustained heavy induced damage from the impact. EMS personnel removed the top and right rear passenger door.



WITNESS LIST



WITNESS SUMMARIES

[REDACTED]
[REDACTED] a 33-year-old male, had entered the eastbound weigh station on Interstate 26 at the 81-mile marker in Newberry County, South Carolina. [REDACTED] gave the following statements:

He is a truck driver that had entered the weigh station. He had come to a complete stop and was waiting to pull forward. Traffic in front of [REDACTED] started to move. When [REDACTED] started to pull forward he felt a "tremendous shock." He then noticed the vehicle behind him.

[REDACTED]
[REDACTED] a 43 year-old male, was traveling eastbound on Interstate 26. [REDACTED] is a former law enforcement officer. [REDACTED] served with NYPD and the Richland County Sheriffs Department. [REDACTED] gave the following statements:

He was traveling east on Interstate 26 in the right lane with cruise control set at 72 - 73 mph. He noticed a vehicle pass him in the left lane traveling at about 79 - 80 mph. [REDACTED] and the driver of the other vehicle looked at each other. The vehicle continued in the left lane at a constant speed. The vehicle then veered from the left lane to the right into the entrance lane for the weigh station. [REDACTED] never saw any brake lights on the vehicle. The vehicle then struck the rear of a tractor-trailer combination stopped in line at the weigh station. [REDACTED]

stopped his vehicle and ran back to assist the driver. He and the State Transport Officer arrived at the vehicle at the same time.

Officer S. D. Rushton:

Officer S. D. Rushton is a State Transport Police Officer. Officer Rushton was working the Interstate 25 eastbound weigh station at the 81-mile marker in Newberry County, South Carolina. Officer Rushton provided a written statement:

Officer Rushton had opened the weigh station at approximately 1405 hours. The traffic flow was not heavy. At approximately 1610 hours he heard a collision and looked down the ramp. Officer Rushton stated that a couple civilians stopped and helped with the fire. Officer Rushton called Greenwood patrol dispatch.

a 36-year-old male, was stopped in traffic at the weigh station.

gave the following statement:

was in traffic at the weigh station. He was looking in his rear view mirror at the truck behind him and saw the Dodge strike the tractor-trailer. He did not see the vehicle leave the interstate. He did not see any commercial vehicles pass the weigh station.

a 61-year-old male, was in traffic at the weigh station. gave

the follow in statement:

[REDACTED] was in traffic at the weigh station. He stated that he saw the Dodge swerve to the right on to the entrance ramp of the weigh station. The Dodge struck the rear of the tractor-trailer.

MEDIA

Photographs:

Twenty-five 35mm color photos taken by Corporal G. L. Jarrett of the SCHP Piedmont M.A.I.T.

Sixty-nine 35mm color photos taken by L/Cpl. Carroll of the SCHP Midlands M.A.I.T.

Thirty-three 35mm color photos taken by L/Cpl. R. E. Fox of Newberry County SCHP.

Video:

One Standard VHS videotape of the active scene, drive through and mechanical inspection taken by Corporal G. L. Jarrett of the SCHP Piedmont M.A.I.T.

Audio:

One Microcassette recording of Anthony Esters' statement.

One Microcassette recording of Scott Painter's and Ervin Norton's statement.

One standard audio cassette of Ron A. D'Ambra's statement.

MECHANICAL

A mechanical examination was performed on July 12, 2002 at [REDACTED] garage in Newberry, South Carolina. Cpl. David Hill and Corporal S. R. Breland conducted the examination. The vehicle examined was a 1997 Dodge Intrepid with Vin number 2B3HD46T4VH793212. The focus of the examination was the braking and steering systems.

The wheels were removed to access the braking and steering systems. The left front rotor was of sufficient thickness and free of any scratching or gouging. The brake pads were approximately 60 % worn but still in good condition. The caliper was properly seated and operating correctly. The lines were intact and free of any leaks. The right front rotor was of sufficient thickness and free of any scratching or gouging. The brake pads were approximately 60 % worn but still in good condition. The caliper was properly seated and operating correctly. The lines were intact and free of any leaks. The left rear brake drum was of sufficient thickness and free of any scratching or gouging. The shoes were seated properly and of sufficient thickness. The wheel cylinder was intact and free of any leaks. The adjuster was seated properly and operational. The right rear brake drum was of sufficient thickness and free of any scratching or gouging. The shoes were seated properly and of sufficient thickness. The wheel cylinder was intact and free of any leaks. The adjuster was seated properly and operational.

The rack and pinion was still in place but was damaged due to the impact. The rack was broken at the point where the steering column connects to the rack at the firewall. Both the rod ends were still attached, but bent due to the collision. There was no evidence of any steering malfunction prior to the collision. All damage to the steering components was caused by the collision.

The braking and steering systems were examined. The brakes were still intact and in good condition. There is no evidence of any mechanical problems with the braking system. The steering system showed no evidence of any mechanical problems prior to the collision. All damage to the steering system was due to the collision. No other defects were found on the vehicle.

CONCLUSION

On July 8th, 2002, a two-vehicle collision occurred in Newberry County on Interstate 26 just inside the eastbound entrance ramp of the weigh station at the 81 mile marker. This collision involved a 2000 Freightliner tractor-trailer and a 1997 Dodge Intrepid.

The 2000 Freightliner had exited off of Interstate 26 onto the ramp leading up to the weigh station scales. There were several other commercial vehicles ahead of the Freightliner causing it to almost come to a stop. As the Freightliner was slowly moving forward, it was struck in the rear by the Dodge. The Dodge was traveling east on Interstate 26 from Greenville S.C. enroute back to Columbia S.C. in the inside lane of the Interstate. Based on information from witnesses, when the Dodge was near the entrance ramp to the weigh station, it angled off the Interstate onto the entrance ramp. After leaving the Interstate, the Dodge made no attempt to miss the Freightliner but instead struck it in rear. The driver of the Freightliner realized something had happened but didn't know what. The Freightliner continued forward then pulled to the right side of the entrance ramp before stopping. The Dodge came to rest near the area of impact with the Freightliner. There were no other vehicles around the Dodge at the time it traveled off the Interstate into the weigh station.

As a result of this collision the driver of the Dodge, [REDACTED] and the passenger in the Dodge, [REDACTED] received fatal injuries.

On July 12th, 2002 a mechanical examination was performed by the South Carolina Highway Patrol M.A.I.T. This examination focused on the braking and steering systems of the Dodge. This examination revealed no evidence of a mechanical failure causing the collision.

Upon careful review of the facts and statements taken from witnesses it is concluded that there isn't any known reason, mechanical or other, for the Dodge to exit off the Interstate into the weigh station.

APPENDICES

UNIFORM TRAFFIC COLLISION REPORT

MINATURE SCALE DIAGRAM (large map on file)

WITNESS STATEMENTS

INFORMATION FROM NEWBERRY TROOPERS

STP EXAMINATION REPORT

VEHICLE RECORDS

AUTOPSY REPORT

VEHICLE SPECIFICATIONS

FIELD SKETCH

MECHANICAL INSPECTION NOTES

SEARCH WARRANT

RIGH. L.

D.P.S. USE ONLY				SOUTH CAROLINA TRAFFIC COLLISION REPORT FORM 1K-110 (Rev. 07/2001)				# of Units 2	Arrested - Name, Date, Reason 1610	Notified 1626	
Date 10-08-2002	Time 1610	County 36	Interstate - 4 Secondary 2 - US Primary 5 County 3 - SC Primary	Collision Location (Rt. # / Name) 26		Miles: 4.50	Dir: N	In / Near City or Town of Little Mountain			
Lane # / Dir. 1 S	Distance Offset 60	Direction N	1 - Interstate 4 - Secondary 2 - US Primary 5 - County 3 - SC Primary 6 - Other	Base Intersection (Rt. # / Name) 773		1 - Main 6 - Connection 2 - Alternate 7 - Business 3 - Spur 9 - Other	ASRU code: MP/Grd				
R.R. IG. N/A	From N E	Ramp Only 1 - Entrance	1 - Interstate 4 - Secondary 2 - US Primary 5 - County 3 - SC Primary 6 - Other	Second Intersection (Rt. # / Name) 99		1 - Main 6 - Connection 2 - Alternate 7 - Business 3 - Spur 9 - Other	Latitude Longitude				
Sex M	Race B	Birth Date 02-28-1968	City, State, & Zip TAYLOR, N.C.	Sex M	Race W	Birth Date 04-17-1966	City, State, & Zip COLA, S.C.	Insurance Company STATE FARM			
Year 2000	Body TRAC	Vehicle Make FORD	Vehicle Model SEB8YM	Year 1999	Body 4dr	Vehicle Make Ford	Vehicle Model 2004H046T4VH	Owner's D.L. # UNAVAILABLE			
Contributed To Collision Yes				Contributed To Collision Yes				City, State, & Zip COLA, S.C.			
Estimated Speed 0	Speed Limit NP	C.D.L. Reg. Yes No N/A	T/O S Reg. Yes No N/A	Alc/Org Info (see back) Yes (N) N/A	Estimated Speed 95	Speed Limit NP	C.D.L. Reg. Yes No N/A	T/O S Reg. Yes No N/A	Alc/Org Info (see back) Yes (N) N/A		
Driver/Pedestrian's Full Name				State: Year License Plate #				Owner's D.L. #			
Sex M	Race B	Birth Date	City, State, & Zip	Home Telephone				Owner's Full Name			
Driver's License #				Insurance Company				Bus. Telephone			
Contributed To Collision Yes				City, State, & Zip				State: Year License Plate #			
Estimated Speed 0	Speed Limit NP	C.D.L. Reg. Yes No N/A	T/O S Reg. Yes No N/A	Alc/Org Info (see back) Yes (N) N/A	Estimated Speed 95	Speed Limit NP	C.D.L. Reg. Yes No N/A	T/O S Reg. Yes No N/A	Alc/Org Info (see back) Yes (N) N/A		
Unit 1: N S (E) W				Unit 2: N S (E) W				Unit 3: N S E W			
Unit 1 Dam. \$3,500				Unit 2 Dam. \$10,000				Unit 3 Dam. \$			
Prop. Dam. 1 \$ N/A				Prop. Dam. 2 \$				Property Owner/Address			
Address				State Zip Phone				Photo: Describe What Happened (Refer to Units by Number)			
Median				Veh. #1 was inside the weight station and stopped on I-26 east bound. The driver of Veh. #2 driving too fast for conditions, steered right from the #1 lane and crossed the #2 lane and entered the weight station on its entrance ramp. Once Veh. #2 had gotten inside the weight station it struck the rear of a tractor trailer which was stopped inside the weight station.							
Weight Station											

NOTE - THE TR-10 IS FOR STATISTICAL REPORTING PURPOSES ONLY AND IS A REFLECTION OF THE OFFICER'S BEST KNOWLEDGE, OPINION, AND BELIEF COVERING THE COLLISION BUT NO WARRANTY IS MADE AS TO THE FACTUAL ACCURACY THEREOF.

Investigating Officer's Name: Fox-R.E. 17091 Badge # 591 Date: 11/10/02 Reviewer's Name: Rank: Internal Agency Code:

D.P.S. USE ONLY

South Carolina
Uniform Traffic Collision Report
(For Investigating Officers)
Supplemental Bus & Truck Collision Report

Investigator Only at Original
Report

Original

Page 1 of 1 Pages

Date	Time	County	Route Category	Collision Location	Auxiliary
07-08-2002	1610	36	Interstate 2-US Primary 3-SC Primary	4-Secondary 5-County 26	1-Dist/line 2-Auxiliary 3-Spur 4-Connection 5-Business

SCREENING INFORMATION

NUMBER OF QUALIFYING VEHICLES INVOLVED

A Truck Having a GVWR of 10,001 lbs. or More For the Power Unit

OR

A Vehicle with a Hazardous Materials Placard

OR

A Bus That is Designed or Used to Carry 16 or More Persons, Including the Driver

OR

A Motor Vehicle Engaged in Interstate Commerce that is Designed or Used to Carry 9-15 Persons, Including the Driver, for Compensation

Number of Persons Involved:

Sustaining Fatal Injuries

Transported for Immediate Medical Services

Number of Vehicles Towed

Towed From the Scene Due to Damage

Do Not Complete This Form Unless:

One or More Qualifying Vehicles was Involved - AND

One or More Qualifying Injuries was Sustained - OR

One or More Vehicles (not necessarily the truck or bus) Was Towed from the Scene

Total Number of Supplemental Forms Required for this Collision:

Unit Number

FR-10 Number

Carrier Information

Name:

Address:

City/State/Zip:

State: NC

Zip:

Business Phone Number:

Identification Numbers

S. DOT

X678627

None = 0

3

C MC

265139

State:

NC

Plate Number

XXXXXX1417

Was a Citation Issued to this Vehicle?

1-Yes

2-No

3-Pending

2

- 1- No Access Control
2- Full Access Control
3- Partial Access Control

2

Vehicle Information

Gross Vehicle Weight Rating

Weight Rating of the Power Unit of the Truck

- 01- Less Than or Equal to 10,000 Pounds
02- 10,001-20,000 Pounds
03- More Than 20,000 Pounds
99- Unknown/Nil and Run

03

Vehicle Configuration

- 00- Passenger Car (only w/HAZMAT placard)
01- Light Truck (only w/HAZMAT placard)
02- Box (only for 9-15 people)
03- Bus (only for 16+ people)
04- Single Unit Truck (2 axles or less)
05- Single Unit Truck (3 or more axles)
06- Truck w/Trailer
07- Tractor-Trailer Only (School)
08- Tractor w/ Semi-Trailer
09- Trailer w/ Double Trailer
10- Trailer w/ Triple Trailer
99- Other/Unable to Classify
99- Unknown/Nil and Run

08

Cargo/Body Type

- 00- Bus (Seats for 8-15 people)
01- BUS (Seats for 16+ people)
02- Enclosed Box
03- Cargo Tank
04- Flat Bed
05- Dump
06- Concrete Mixer
07- Auto Transport
08- Garbage/Refuse
09- Grain, Chips, Gears
10- Pole
11- Intermodal Container
97- Not Applicable
98- Other
99- Unknown/Nil and Run

04

Trailer Length and Width

Length

- 00- No Trailer
01- Less Than 400 in. (40 ft)
02- 401 in. - 575 in. (40 ft)
03- 577 in. or more
99- Unknown/Nil and Run

Trailer 1 Length
02Trailer 2 Length
X

Width

- 00- No Trailer
01- Less Than 80 in. (5 ft)
02- 81 in. - 94 in. (7 ft)
03- 95 in. or more
99- Unknown/Nil and Run

Trailer 1 Width
02Trailer 2 Width
X

Hazardous Material Involvement

Was This Vehicle Carrying Hazardous Materials?

- 1- Yes 2- No 3- Unknown/Nil and Run

2

Did the Vehicle Have a Hazardous Material Placard?

- 1- Yes 2- No 3- Unknown/Nil and Run

2

If "Yes", What Class of Hazardous Material (from placard/shipping papers)?

- 01- Class 1 (Explosives) 06- Class 6 (Poison/Infectious Substances)
02- Class 2 (Gases) 07- Class 7 (Radioactive)
03- Class 3 (Flammable Liquids) 08- Class 8 (Corrosives)
04- Class 4 (Flammable Solids) 09- Class 9 (Misc. Hazards)
05- Class 5 (Oxidizing Substances) 10- No Placard
99- Other/Unable to Classify
99- Unknown/Nil and Run

X

If "YES", enter a digit HAZMAT from placard/shipping papers

XXXXX

Was Hazardous Material Released From This Vehicle's Cargo?

- 1-Yes 2-No 3- Unknown/Nil and Run

X

Notification Release

Investigator's Name

Date



LEGEND	
A	Weigh Station Sign
B	Warning Sign
C	Wrong Way
D	Do not Enter
E	Notice Sign
F	Exit 821 MILE

South Carolina Highway Patrol - GAIT 11 Highway 101 Greenville, South Carolina 29601	
At: PC #12 42 1. 20 MI Mile Marker (Warning Station Sign) July 10, 2002 10:10 AM	
South Carolina Highway Patrol PC #12 42 101 Mile Marker	Date: July 9, 2002 Time: 10:10 AM
John D. 101 Mile Marker	Scale: 1 inch = 100 Feet



FAX TRANSMISSION COVER SHEET

South Carolina Department of Public Safety
State Transport Police
201 Executive Center Drive, Saluda Bld., Suite 120
Columbia, South Carolina 29210

DATE: 07-10-02**TO:** Cpl. D E Smith**LOCATION:** Piedmont M.A.I.T.**RE:** Statement Officer O.D. Rush ton**FAX:** 864-232-8577**PHONE:****TOTAL NUMBER OF PAGES INCLUDING COVER PAGE:**2**FROM:***Sgt Matthews*

District Two Headquarters

LOCATION:

814 Buncombe Street, Edgefield, SC 29824

FAX:

(803) 637-2285

PHONE:

(803) 637-2262

COMMENTS:

This is the Statement from Officer
Rush ton Concerning Accident on I-26 EB,
81 mm, Newberry Weight Station. If you
Need Additional information let us know

Thanks
[Signature]

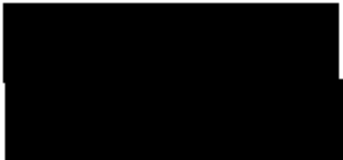
JUL-10-2002 10:54 AM DONALDMATTHEWS

864 443 8296

P. 02

July 8, 2002**Statement**

I opened the Newberry I-26 east-bound scales at approximately 1405. Traffic was not extremely heavy. At approximately 1610 I heard a collision and looked down to the entrance ramp and saw what appeared to be a wreck on the entrance ramp. As I exited the scale house I could see smoke, dust, and fire. As I approached the wreck I could see that a car had hit the back of a flatbed tractor trailer truck on the entrance ramp of the scales. One truck driver and one passer-by put the fire out on the car. I could see one white male behind the steering wheel and one white female in the passenger side of the vehicle. I called the Greenwood patrol dispatch for a trooper and an ambulance. Traffic was not backed up on the interstate at the time of the wreck and was flowing smoothly.



SOUTH CAROLINA DEPARTMENT OF PUBLIC SAFETY
AFFIDAVITSTATE OF SOUTH CAROLINA
COUNTY OF Mecklenburg

Case Number _____

PERSONALLY appeared before me _____ who states:

I reside at _____ in TAMPA FL FLDate of Birth: 8-29-68 Social Security Number _____
I have 12 years of education, and I can/cannot read and write. This statement is given on 7-8, 2002
at 7:40 am/pm in the presence of _____ who has officially identified
himself/herself as an officer of the SOUTH CAROLINA DEPARTMENT OF PUBLIC SAFETY.

I _____ entered the East-bound
weigh-station on I-26 and came to a complete
stop. Noticing the truck in front of me was
pulling up with my feet still on the clutch and
truck in gear. I say about 15 to 30 seconds past
and as I started to pull off I felt a
tremendous shock that's when I notice the
automobile struck me and was on fire.
It happened on 7-8-02 around 3:50 PM

I have read each page of this statement of _____ page(s). Each page of which bears my signature, and corrections, if any, bear my initials. I
certify that this statement is true and correct to the best of my knowledge and belief. I also declare that I was not told or prompted what to say in
this statement and that I give the above statement of my own free will without promise or hope of reward, without fear or threat of physical harm,
without coercion, favor, and without leniency or offer of leniency, by any person or persons whatsoever.

This statement was completed at 8:00 am/pm on the 8th day of July, 2002SWORN TO AND SUBSCRIBED BEFORE ME
THIS, 8 DAY OF JULY, 2002

Notary Public for South Carolina

My Commission Expires 2008

Witness

Page 1 of 1 page

**South Carolina Department of Public Safety****S.C. Highway Patrol**

INFORMATION CONCERNING DOUBLE FATALITY ON JULY 8, 2002 AT THE I-26
WEIGHT STATION IN NEWBERRY COUNTY.

PRIMARY WITNESS: [REDACTED] AGE 43 DOB 9-18-58

ADDRESS: [REDACTED] IRMO, S.C. [REDACTED]
[REDACTED]

VEHICLE #1 OPERATED FOR [REDACTED]

IDENTIFICATION #'S ON VEHICLE #1
[REDACTED]

Courtesy - Efficiency - Service

5400 BROAD RIVER ROAD, COLUMBIA, SOUTH CAROLINA 29212-3540



307967

☐ Airport/Courtesy Delivery Check ☐ Day Interim Receipt ☐ Day Interim Receipt ☐ Day & Night Interim Receipt ☐ Traffic Information		☐ CTR Check ☒ Weather Package Inspection: (☐ Rain ☐ Snow/Ice) ☒ Fuel Addition/Inspection ☐ Ground Handling ☐ Other:		☐ Inspection Type ☒ Local Day ☐ Local Day ☐ Local Night ☐ Local Day ☐ Local Night		☐ Interim ☐ To ☐ In ☐ From	
1 Date: 7-2-02		2 Time: 1630		3 Time: 2045		4 Location: C12	
5 Carrier: 36-412 Pimp		6 Company: No. 36412		7 PIC Number: 699627		8 Agency Number:	
9 Description: mid-Atlantic Transportation Service		10 Phone Number: 1-800-831-0054		11 City:		12 Zip Code:	
13 Driver Name:		14 Driver Number:		15 State: N.C.		16 Date of Birth:	
17 Driver Name:		18 Driver Number:		19 State:		20 Date of Birth:	
21 Driver Name:		22 Driver Number:		23 State:		24 Date of Birth:	
25 Driver Name:		26 Driver Number:		27 State:		28 Date of Birth:	
29 Driver Name:		30 Driver Number:		31 State:		32 Date of Birth:	
33 Driver Name:		34 Driver Number:		35 State:		36 Date of Birth:	
37 Driver Name:		38 Driver Number:		39 State:		40 Date of Birth:	
41 Driver Name:		42 Driver Number:		43 State:		44 Date of Birth:	
45 Driver Name:		46 Driver Number:		47 State:		48 Date of Birth:	
49 Driver Name:		50 Driver Number:		51 State:		52 Date of Birth:	
53 Driver Name:		54 Driver Number:		55 State:		56 Date of Birth:	
57 Driver Name:		58 Driver Number:		59 State:		60 Date of Birth:	
61 Driver Name:		62 Driver Number:		63 State:		64 Date of Birth:	
65 Driver Name:		66 Driver Number:		67 State:		68 Date of Birth:	
69 Driver Name:		70 Driver Number:		71 State:		72 Date of Birth:	
73 Driver Name:		74 Driver Number:		75 State:		76 Date of Birth:	
77 Driver Name:		78 Driver Number:		79 State:		80 Date of Birth:	
81 Driver Name:		82 Driver Number:		83 State:		84 Date of Birth:	
85 Driver Name:		86 Driver Number:		87 State:		88 Date of Birth:	
89 Driver Name:		90 Driver Number:		91 State:		92 Date of Birth:	
93 Driver Name:		94 Driver Number:		95 State:		96 Date of Birth:	
97 Driver Name:		98 Driver Number:		99 State:		100 Date of Birth:	

Vehicle Identification							
Year	Make	Model	Body Style	Color	VIN	Engine	Trans
85	1	GT	2.8LIT	[REDACTED]	LD-532	HP	
85	2	ST	FU-05	[REDACTED]	610-23	AC	
85							
85							

A member of the S.C. State Troop Police (uniform and wearing membership insignia) (the corps being investigated) The unit corresponded with S.C. State Troop Police and member the investigation of investigative.									
3	1 1/2	1 1/4	1 1/2	3 1/4	2 1/4				
Front	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	Side 4	Side 5	Side 6	Brake Adjustment
4	1 1/2	1 1/4	1 1/4	1 1/2	1 1/4				

[illegible]

Vehicle/Driver Out Of Service Notice Partnership Agreement in Title 46, Chapter 10, Section 208A, (Vehicle out of service) by an "OC" in "Out of Service" column in the bottom document page of the Vehicle/Driver Out Of Service. No person will remove the Out of Service Notice applied to motor vehicle, or operate such vehicle until the full 60 day out of service period has been reported and the out of service period expires, or until an out of service notice is received. Pursuant to company regulations in Title 46, Code of Federal Regulations, Section 208.12, at which the above State Dept. of Labor, Title 46, A person in violation of an Out of Service Order will be punished as though amounting to a violation of Section 208.12-12. I hereby notify and declare the driver named on this report Out of Service, has either been removed from, or remains in the driver's duty of service in any manner whatsoever.	
John K. Ketter in Service	John K. Ketter in Service
Out of Service Notice Number(s)	Number of Out of Service

Report Prepared By <i>Colman</i>	Officer Code <i>131</i>	Copy Forwarded By <i>K. J. [Signature]</i>
NOTE TO OFFICER: This report must be forwarded to the major office where name appears at the top of this report, NOTE TO MOTOR CARRIER: Please sign the larger certificate, and return the motor carrier report (14) to the: Motor Carrier Exam Transport Police; 164 Commerce Center Drive, Salinas Building, Suite 120; Monterey, Santa Cruz 95210 or fax to (408) 747-4300. The undersigned certifies that all vehicles on this route have been inspected and access has been made to the secure database with the Federal Motor Carrier Safety and Fielded Bureau in appropriate regard as they are applicable to motor carriers and drivers.		
Signature of Officer/Officer	Date	Date Signed

1997 DODGE TAG INFORMATION

YR/MAKE 1997/DODG

VIN 2B3HD46T4VH [REDACTED]

TITLE [REDACTED]

VCS [REDACTED]

BODY 4DS

TYPE 1

MODEL INT

WGT 033

LAST TRANS 35 - COUNTY RENEWAL

DATE 09/27/2001

CURRENT REGISTRATION

ISSUED 09/27/2001, EXPIRES 09/2003 OFFICE [REDACTED]

YEAR 2003 PLATE [REDACTED] VALID YR/NO. 2002 / [REDACTED]

PLT CLASS RP SP PLATE A FEE \$24.00

FLEET/DEALER NUM [REDACTED]

PRIOR REGISTRATION

OWNER ADDRESS

*** ALTERNATE TAG YEAR ***

AUG 20 '02 02:38PM WHITAKER FUNERAL HOME NEWBERRY, SC

P.6

CONSENT TO SEARCH

I, [REDACTED], have been informed by

[REDACTED], Newberry, SCof Newberry, SC, who after having made

proper identification as law enforcement officials do hereby give

permission and consent to obtain blood samples and body fluids and tissue

without a search warrant. Knowing of my right to refuse to consent to a

search, I willingly give my permission to the above named Officers to

conduct said search of: [REDACTED]

This written permission to search without a warrant is given to the

above Officers voluntarily and without threat or promise. I understand

this evidence may be used against me in a Court of Law
[REDACTED] 8th day of July, 2002Sworn and subscribed before me
this 8 day of July, 2002[REDACTED]
My commission expires5-18-2004

EXPERT VIN DeCoder

The VIN Number is ZB3 HD46T 4 VH [REDACTED]

The vehicle should be a 1997 Dodge Passenger Car

The Model: a Intrepid 4-Door Sedan

The 4 passenger vehicle had :

Restraint System Active, Driver & Frnt Passenger Air Bags

The assembly plant:

The OEM engine was: V-6 cylinder with Overhead Valves

Engine Displacement/Type = 3.3 L/ 201 cu.in. V6, OHV

Brake Horsepower (SAE) = 153 @ 5300 rpm

Torque (SAE) = 177 lb-ft @ 2800 rpm

Engine manufacturer = Chrysler

The fuel distribution system:

Sequential Multi-port Fuel Injection (SMPI)

Fuel pump/line pressure = 48 psi

The ignition system was - = Electronic

This is a Front Wheel Drive vehicle.

The first three characters {ZB3} indicates the vehicle was a Dodge Passenger Car made in Canada by Chrysler

The fourth character {H} indicates the OEM vehicle had Restraint System Active, Driver & Frnt Passenger Air Bags

The fifth and sixth characters {D4} indicate the Model is Intrepid

The sixth character {4} indicates the Series (Price/Trim) is High (H)

The seventh character {6} indicates the body style is a 4-Door Sedan

The eighth character {T} indicates the OEM engine was a 3.3 L/ 201 cu.in. V6, OHV

The 9th Character { the Check Digit } is 4

The calculated Check Digit value is 4

The tenth character {V} indicates the Model Year was 1997

The eleventh character {H} indicates it was made at the assembly plant in

The twelfth through the seventeenth characters {793212} is the Serial Number unique to this vehicle.

08-22-2002

Reg. User: Piedmont MAIT

S/N: [REDACTED]

EXPERT AUTOSTATS

Ver. 4.2

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08-22-2002

1997 DODGE INTREPID 4DR SEDAN

CURB WEIGHT:

Curb Weight Distribution -

3310 lbs.
Front: 64 %1501 kg.
Rear: 36 %

Gross Vehicle Weight Rating:

4472 lbs.

2028 kg.

Number of Tires on Vehicle:

4

Drive Wheels:

FRONT

HORIZONTAL DIMENSIONS

	Inches	Feet	Meters
Total Length	202	16.83	5.13
Wheelbase:	113	9.42	2.87
Front Bumper to Front Axle	45	3.75	1.14
Front Bumper to Front of Front Wall	29	2.42	0.74
Front Bumper to Front of Hood	4	0.33	0.10
Front Bumper to Base of Windshield	47	3.92	1.19
Front Bumper to Top of Windshield	82	6.83	2.08
Rear Bumper to Rear Axle	44	3.67	1.12
Rear Bumper to Rear of Rear Wall	30	2.50	0.76
Rear Bumper to Rear of Trunk	5	0.42	0.13
Rear Bumper to Base of Rear Window	28	2.33	0.71

WIDTH DIMENSIONS

Maximum Width	74	6.17	1.88
Front Track	62	5.17	1.57
Rear Track	62	5.17	1.57

VERTICAL DIMENSIONS

	Inches	Feet	Meters
Height Ground to:	53	4.42	1.35
Front Bumper (Top)	20	1.67	0.51
Headlight - center	24	2.00	0.61
Hood - top front	28	2.33	0.71
Base of windshield	36	3.00	0.91
Rear Bumper - top	26	2.17	0.66
Trunk - top rear	40	3.33	1.02
Base of rear window	40	3.33	1.02

Reg. To: SCHP-MAIT



EXPERT AUTOSTATS

Pg. 2

1997 DODGE INTREPID 4DR SEDAN

INTERIOR DIMENSIONS

	Inches	Feet	Meters
Front Seat Shoulder Width	59	4.92	1.50
Front Seat to Headliner	38	3.17	0.97
Front Leg - seatback to floor (max)	39	3.25	0.99
Rear Seat Shoulder Width	58	4.83	1.47
Rear Seat to Headliner	38	3.17	0.97
Rear Leg - seatback to floor (min)	42	3.50	1.07

Seatbelts: 3pt - front and rear
 Airbags: FRONT SEAT AIRBAGS

STEERING DATA

Turning Circle (Diameter)	492	41.00	12.50
Steering Ratio:	17.00:1		
Wheel Radius:	14	1.17	0.36
Tire Size (OEM):	205-70R15		

ACCELERATION & BRAKING INFORMATION

Brake Type: ALL DISC
 ABS System: ABS UNKNOWN

Braking, 60 mph -> 0 (Hard pedal, no skid, dry pavement):
 d = 137 ft t = 3.1 sec. a = -28.2 ft/sec/sec G-force = -0.88

ACCELERATION:

0->30 mph	t = 3.8 sec.	a = 11.6 ft/sec/sec	G-force = 0.36
0->60 mph	t = 9.2 sec.	a = 9.6 ft/sec/sec	G-force = 0.30
45->65 mph	t = 7.0 sec.	a = 4.2 ft/sec/sec	G-force = 0.13

Transmission Type: AUTOMATIC

NOTES:

Federal Bumper Standard Requirements = 2.5 MPH
 This vehicles Rated Bumper Strength: 5 mph

N.S.D.C. = 1995 - 1997

Reg. To: SCHP-MAIT

EXPERT AUTOSTATS

Pg. 3

1997 DODGE INTREPID 4DR SEDAN

OTHER INFORMATION

TIP-OVER STABILITY RATIO = 1.49 STABLE
NHTSA Star Rating (calculated) *****

CENTER OF GRAVITY (No Load):

Inches behind front axle = 40.68
Inches in front of rear axle = 72.32
Inches from side of vehicle = 37.00
Inches from ground = 20.80
Inches from front corner = 93.33
Inches from rear corner = 122.06
Inches from front bumper = 85.68
Inches from rear bumper = 115.32

MOMENTS OF INERTIA APPROXIMATIONS (No Load):

YAW MOMENT OF INERTIA = 2203.30 lb-ft-sec²
PITCH MOMENT OF INERTIA = 2127.90 lb-ft-sec²
ROLL MOMENT OF INERTIA = 445.80 lb-ft-sec²

FRONT PROFILE INFORMATION

ANGLE FRONT BUMPER TO HOOD FRONT = 63.4 deg
ANGLE FRONT OF HOOD TO WINDSHIELD BASE = 10.5 deg
ANGLE FRONT OF HOOD TO WINDSHIELD TOP = 16.4 deg
ANGLE OF WINDSHIELD = 23.2 deg
ANGLE OF STEERING TIRES AT MAX TURN = 26.3 deg

FIRST APPROXIMATION CRUSH FACTORS:

Speed Equivalent (mph) of Kinetic Energy (KE) used in causing crush or indentation may be evaluated using the following formula, the appropriate Crush Factor (CF), and Maximum Indentation Depth (MID), in feet:

$$V(\text{mph}) = \text{Sqr root of } (30 * CF * \text{MID})$$

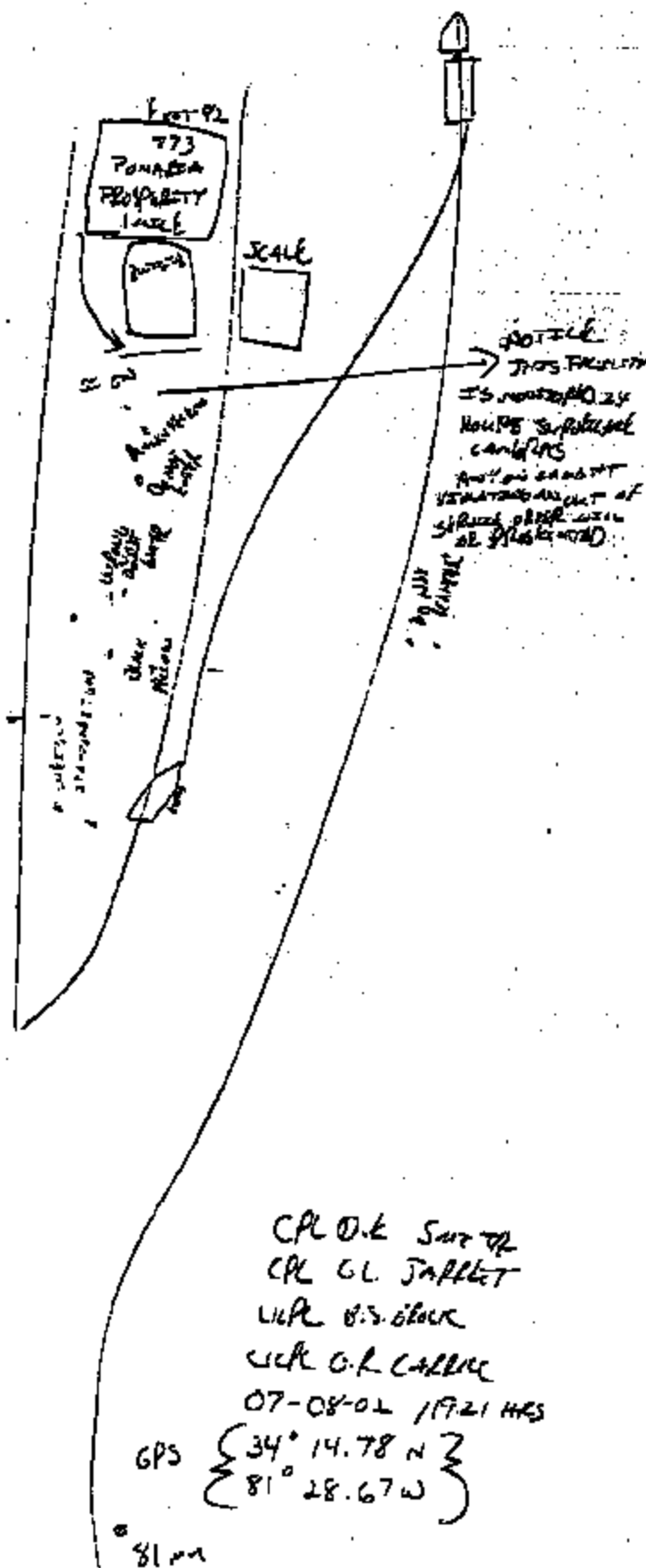
KE Equivalent Speed (Front/Rear/Side) = 21 CF

Bullet vehicle IMPACT SPEED estimation
based on TARGET VEHICLE damage ONLY = 27 CF
(Tested for Rear/Side Impact only)

These CF values are based upon analysis of NHTSA Barrier Crash data, and from over 1000 vehicle accidents where independent evaluation of speed was possible. (These are NOT 'A', 'B', 'C', or 'G' values)

The Rear Impact data with more than 2-3 inches of crush damage should be looked at carefully, since some vehicles have very weak trunk & fender strength. Therefore, on some cars, esp. GM, your estimate from the rear crush data may be high by as much as 4-5 mph (on a crush of 18 inches).

Reg. To: SCHP-MAIT



→ THE RACK & PENSION IS BROKE AT STEERING
HEAD THE RACK IS BENT WHEN MOTOR
WAS PUSHED BACK INTO RACK AND TIE ROD
ENDS.

BLADES LF PADS HAVE ABOUT 60% WEAR
ROTOR IS GOOD
LINES ARE DRY

→ TIRE GOODYEAR EAGLE GT II P225/60R16
DOT # MKX0FXJR0201

DAMAGE TO TIRE ON INSIDE OF TIRE

LR DRUM IS GOOD
SHOCKS ARE GOOD
ADJUSTER IS OK

NO LEAKS 29 PSI 146 LB 5.70 ^{44 PSI} MAX

→ TIRE GOODYEAR EAGLE GT II P225/60R16
DOT # MKX0FXJR0800
IN FLAT

RF PADS GOOD ABOUT 60% WEAR
ROTOR IS GOOD
LINES ARE GOOD & DRY NO LEAK

DOT MKX0FXJR2001

DAMAGE TO TIRE ON INSIDE

TIRE GOODYEAR EAGLE GT II P225/60R16

RR DRUM IS GOOD NO SLIGHTLY OK COUPLER
SIDES ARE GOOD / BRAKE CYLINDER IS GOOD
ADJUSTER IS GOOD NO LEAKS

TIRE GOOD TIRE EAGLE GT II P225/60R16
DOT MKX0FXJR0100
26 PSI

A mechanical examination was done on July 17, 2002 at [REDACTED] garage in Newberry, SC. Cpl. P.A. Hill and Cpl. S.R. Bruland conducted the examination. The vehicle examined was a 1997 Dodge Intrepid with VIN [REDACTED]. The focus of the examination was the braking and steering systems.

The wheels were removed. The left front rotor was of sufficient thickness, free of any scratching or gouging. The pads were 60% worn but still in good condition. The caliper was properly seated and operating ~~properly~~^{correctly}. The lines were intact and free of any leaks. The right front rotor was of sufficient thickness, free of any scratching or gouging. The pads were 60% worn but still in good condition. The caliper was properly seated and operating correctly. The lines were intact and free of any leaks. The left rear drum was of sufficient thickness, free of any scratching or gouging. The shoes were seated properly and of sufficient thickness. The wheel cylinder was intact and free of any leaks. The adjuster was seated properly and operational. The right rear drum was of sufficient thickness, free of any scratching or gouging. The shoes were seated properly and of sufficient thickness. The wheel cylinder was intact and free of any leaks.

The adjuster was sorted properly and operational.

The rack and pinion was still in place but was damaged due to the impact. The rack was broken at the point where the steering column connects to the rack at the firewall. Both tie rod ends were still attached, but bent due to the collision. There was no ~~positive~~ evidence of any steering malfunction prior to the impact. All damage to the steering components was caused from the collision.

The braking and steering systems were examined. The brakes were still intact and in good condition. There is no evidence of any mechanical problems with the braking system. The steering system showed no evidence of any mechanical problems prior to the collision. All damage to the steering system was due to the collision.

STATE OF SOUTH CAROLINA

County of Wayberry

SEARCH WARRANT

Date July 12, 2002

Officer Corporal D.E. Smith

STATE OF SOUTH CAROLINA

COUNTY OF Newberry

SEARCH WARRANT

Form Approved by
S.C. Attorney General
Revised 11-16-1994
March 14, 1978TO ANY BONDED LAW ENFORCEMENT OFFICER OF THIS STATE OR COUNTY OR OF THE MUNICIPALITY
OF _____

It appearing from the attached affidavit that there are reasonable grounds to believe that certain property subject to seizure
under provisions of Section 17-13-140, 1976 Code of Laws of South Carolina, as amended, is located on the following premises:

DESCRIPTION OF PREMISES (PERSON, PLACE OR THING)
TO BE SEARCHED1997 DODGE INTREPID, VIN # 2B3HD46T4VH [REDACTED] CURRENTLY SECURED AT HIPPS GARAGE, NEWBERRY, SC

Now, therefore, you are hereby authorized to search the subject premises for the property described below, and to seize
such property if found:

DESCRIPTION OF PROPERTY

1997 DODGE INTREPID, VIN # 2B3HD46T4VH733212COMPLETE MECHANICAL INSPECTION, INCLUDING, BUT NOT LIMITED TO, THE BRAKE SYSTEM AND STERRING
SYSTEM.

This Search Warrant shall not be valid for more than ten days from the date of issuance.

A written inventory of all property seized pursuant to this Search Warrant shall be made to

THE NEWBERRY MAGISTRATE'S OFFICE

within ten days from the date of this warrant, such inventory to be signed by the officer executing this warrant, and a copy
of such inventory shall be furnished to the person whose premises are searched if demand for such copy is made.

A copy of this Search Warrant shall be delivered to the person in charge of the premises searched at the time of such
search if practicable, and, if not, to such person as soon thereafter as is practicable; in the event the identity of the person
in charge is not known or if such person cannot be found after reasonable diligence in attempting to locate the person, a copy
shall be attached to a prominent place on such premises.

Signature of Judge

(L. S.)

STATE OF SOUTH CAROLINA

COUNTY OF NEWBERRY

AFFIDAVIT

Personally appeared before me, one D.B. SMITH
who, being duly sworn, says that there is probable cause to believe that certain property subject to seizure under provisions
of Section 17-13-140, 1976 Code of Laws of South Carolina, as amended, is located on the following premises in this County:

DESCRIPTION OF PROPERTY SOUGHT

1997 DODGE INTREPID, VIN # 2B3HD46T4VH733212COMPLETE MECHANICAL INSPECTION, INCLUDING, BUT NOT LIMITED TO, THE BRAKE SYSTEM AND STERRING
SYSTEM.DESCRIPTION OF PREMISES (PERSON, PLACE OR THING)
TO BE SEARCHED1997 DODGE INTREPID, VIN # 2B3HD46T4VH [REDACTED]REASON FOR AFFIANT'S BELIEF THAT THE
PROPERTY SOUGHT IS ON THE SUBJECT PREMISES

On July 8, 2002, at approximately 4:10 PM, a 1997 Dodge Intrepid, VIN # 2B3HD46T4VH733212, was traveling east on Interstate 26

in Newberry County. The vehicle was being driven by [REDACTED] a sixteen year old male. A lone passenger in the right front seat
of the vehicle was eighteen year old [REDACTED]. As the Dodge approached the weight station near the 81 mile marker, the vehicle
suddenly swerved across the interstate, from lane one, into the entrance of the weight station. The Dodge then struck the rear of a flatbed
Freightliner tractor trailer, which was completely off the interstate, waiting in line to be weighted. The driver of the Freightliner was

[REDACTED] As a result of the collision, the driver of the Dodge [REDACTED] received fatal injuries. [REDACTED] received
critical, incapacitating injuries. [REDACTED] was not injured. Following the collision, the 1997 Dodge was secured at Hipp's Garage
in Newberry. MAIT will examine the vehicle for any possible mechanical defects which might have contributed to the collision.

Sworn to and Subscribed before me

this

20

(L.S.)

Signature of Judge

Affiant

Address

Phone

RETURN

I received the attached Search Warrant 07-12, 20 02, and have executed it as follows:
On 07-12 20 02 at 10 o'clock A M, I searched
(the person) described in the warrant and (the premises)

I left a copy of the warrant with VEHICLE
Name of person searched or "at the place of search" with.
Together with a receipt for the items seized.

The following is an inventory of property taken pursuant to the warrant:

NOTHING REMOVED

This inventory was made in the presence of

ND

I swear that this Inventory is a true and detailed account of all the property taken by me on the warrant.

WORN to before me this

12

20 02

(L. S.)

Signature of Judge

(Signature of Officer Executing Warrant)

To protect the privacy of individuals, NHTSA does not make medical records available to the public without authorization. For this reason, documents falling into this category have not been included in this complaint record.