



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

Date Received

2004 MAR 17 11 10: 50

Od_or _____
r_dt _____
od_r _____
up_lr _____

Reference No.

10063462

OWNER INFORMATION (Type or Print)

Name _____
Str _____ Apt _____
City SAN JOSE State CA Zip Code _____
Dealing Telephone Number _____

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 2/29/04

PRODUCT INFORMATION

Vehicle Identification No. (VIN) (Last 7 at bottom of windshield on driver's side) W1904Y037335 Make Ford Model LNT 9000 Year 79

Purchased Date 2/86 Dealer's Name _____ Engine Size (CID/CC/L) _____ Turbo Diesel Gas Fuel Injection
 New Used Dealer's City _____ State _____ Zip Code _____ No. Cylinders 2

Manufacture Date (on driver's door or pillar) _____ Transmission Type Manual Automatic Restraint System Over-side Air Bag Motorbelt Side-impact Air Bag 2-Point Belt 3-Point Belt Cruise Control Yes No Drivetrain Front Rear 4-Wheel Vehicle Type Car Sport Utility Van Truck Minivan Motorcycle Other Body Style 2-Door 4-Door Stationwagon Pick Up Truck Other

FAILED COMPONENT(S)/PART(S) INFORMATION

Part Name(s) drag link Assembly Location Left Right Front Rear Failed Part(s) Original Replacement Handicap Adaptive Equip Yes No

TO BE COMPLETED WHEN REPORTING A TIRE FAILURE

Tire Brand _____ Tire Name _____
Complete Tire Size _____ DOT No. _____

No. of Failures _____ Date(s) of Failure(s) _____ Mileage at Failure(s) _____ Vehicle Speed at Failure(s) 55 mph Failed Part(s) Available? Yes No NHTSA Previously Contacted? Yes No

APPLICABLE INCIDENT INFORMATION

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

Crash Yes No Fire Yes No Number of Persons Injured 0 Number of Fatalities 1 Reported to Manufacturer Yes No

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

Continue on back.

The Privacy Act of 1974 - Public Law 93-579 This information is requested pursuant to 49 U.S.C. Chapter 301. You are under no obligation to respond to this questionnaire. Your response may be used to assist NHTSA in determining whether a manufacturer should take appropriate action to correct a safety defect. If 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.

San Jose Ca.

Feb 29, 2004

RE: TRW Recall
Drag Link Assembly

My husband [REDACTED] and I owned our own 10 wheeled Dump Truck and worked in the Paving business here in Santa Clara County Cal for many years. [REDACTED] was never one for letting anything go on his truck. If he wasn't fixing something he was looking for the next thing that needed to be repaired. His safety and that of the driving public was a must for us both.

So on Sept 6 2000, [REDACTED] noticed that we where in need of a front end alignment. He left the job site and went to Cumming Henderson Service Center in Santa Clara Cal.

While going over the things that needed to be repaired it was noticed that the drag link was in need of replacement. The work was finished on Sept 10 2000. [REDACTED] returned to work on Sept 11 2000. We worked through about Oct 14 2000. The truck was parked at our home until Oct 29 2000. As we work in the paving business we don't work in the rain, which is why this truck sat for that time. On Oct 30 2000 [REDACTED] returned to work.

Eight days later on Nov 6 2000, it was a short day, [REDACTED] left the job at Shoreline Blvd in Mt View Ca and U.S. 101, traveling east bound on U.S. 101 for just 10 miles before the drag link failed. This took place about a 140 feet east of the 87 offramp on 101.

The truck was in the slow lane and left the road. At which point the right side 5 wheels got over the guardrail, while the left side 5 wheels stayed on the road side of the rail. This drove the truck into the sign pole, at which point the truck rolled over on it's right side, with the driver pinned inside.

The front axle was detached in this crash, the first time I saw the truck after the crash, in the tow company's yard, the front axle was in the the dump box. The left side of the truck was pushed back to the drivers side door. The steering wheel was pushed into the drivers seat. The Cummin's engine housing was broken and you could see the inside of the bottom end of the block. The transmission was on the ground outside the truck. The left front frame rail was bent back 90 degrees and was displaced over 20" from the front end. The left side fuel tank was detached from the frame and was on the ground as well. The front and rear motor mounts were broken, the steering box was still secured to the frame. The steering box input shaft was broken at the box. The drag link was detached from the pitman arm. And the front crossmember was bent. The steering wheel was pushed into the back of the driver's seat. The roof of the cab on the drivers side was pushed in and down about 8 to 10 inches. In short there was nothing worth

salvaging on this truck. It was a total loss.

■■■■ injury's were really bad. There was know way he could have survived this accident. It happened so fast that he didn't stand a chance to live. His injury's were as follows. There was a large curving laceration to the upper left forehead, that extended back through the upper left scalp. It was 5 inches in length and curved in shape and extends down to the skull, and is nearly horizontal. It had an extension off the posterior inferior end that was 3 inches in length. On the left side of his face just below the lip, was a tear in his face that went clear back to his spine. I could see clear into his mouth to the right side on the inside. His 3rd bone in his neck was broken. His thumb was torn off to his wrist. His abdomen was crashed to just above the pubic bone from where the steering wheel had been pushed in by the impact. In this case seat belts were all but useless. ■■■■ had many other injury's to his body. Due to the roll over on to the trucks right side, and the massive head injury's, ■■■■ was pinned by his left foot, and bled to death, as he was hanging upside down. This took about 25 minutes, Time of death was 11:37 a.m. Nov 6 2000



[REDACTED]
San Jose, Ca [REDACTED]
[REDACTED]

Feb 29 2004

RE: Statement

To Whom It May Concern:

There are some things about [REDACTED]'s accident that need to be said here, so as to make it clear. First the Vin number on the truck is only 11 numbers long. It is the only one there is, and Cal DMV says it's right. We bought this truck from a trucking company on the east coast in Feb of 1988, and I can't remember there name., so some of the information is not there for me to give you.

There is no way I can provide you with the part in question, as this truck was dismantled and gotten rid of by someone other than me.. This was done without my knowledge and with salvage papers that I did not sign. I do however have the repair bills showing all work and parts that were done 60 days before the accident.

It is clear to me that someone wanted [REDACTED]'s accident and death to go away real bad. Someone didn't want me to know the truth. If need be I can provide these papers as well, they are in the hands of my Lawyer. It should be noted that to this day either Ford nor TRW has ever notified me that this part was on recall. In fact Cummin/Henderson the shop that did this work has never told me that this part was on recall either. It is clear to me that this recall began before the part was installed on our truck. What isn't clear to me is why we were never notified about this recall. Being in the Trucking business it's not like we couldn't be found.

I had the truck moved from Campbell Towing to Specility Truck Parts in San Jose Cal on Nov 19 2,000. with orders that it was not to be touched. I now know that they dismantled the truck on Dec 12, 2000. I did not sign the pink slip over to my Ins. Co until Feb 28 2001. I don't know who or how they got the salvage papers. But somebody sure does.!

Below is a list of information that may be of help with this.

Truck
1979 Ford Model # LNT 9000
Vin# W90UVDJ7335
[REDACTED]

Repair Shop
Cumming Henderson
2425 Scott Blvd
Santa Clara Cal 95050
Ph# 408-727-4440

Salvage Yard
Specity Truck Parts
1605 Industrial Ave
San Jose Cal
Ph# 408-998-7272



DATE OF INCIDENT/OCCURRENCE 11-06-00	TIME (2400) 1217	NCIC NUMBER 9340	OFFICER I.D. NUMBER 15794	NUMBER 11-118
<input type="checkbox"/> Narrative <input checked="" type="checkbox"/> Supplemental		<input type="checkbox"/> Collision Report <input checked="" type="checkbox"/> Other: Veh. Insp.		<input type="checkbox"/> Hit and Run <input type="checkbox"/> School Bus <input type="checkbox"/> Other:
TYPE SUPPLEMENTAL (X APPLICABLE) <input type="checkbox"/> BA Update <input checked="" type="checkbox"/> Fatal <input type="checkbox"/> Hazardous materials				
CITY/COUNTY/JUDICIAL DISTRICT NUMBER Santa Clara			REPORTING DISTRICT/BEAT	CITATION
LOCATION/SUBJECT San Jose			STATE HIGHWAY RELATED <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	

1 In response to a request from the CHP San Jose Area Office, the CHP Golden Gate Division
 2 Motor Carrier Safety Unit conducted an inspection of a vehicle involved in a traffic collision.

3
 4 **Inspection Conducted By**

5 MCS 1 D. Jehning A10477
 6 1551 Benicia Road
 7 Vallejo, CA 94591

8
 9 **Inspection Location**

10 Campbell's Towing
 11 14661 Terminal Ave.
 12 San Jose, CA 95112
 13 (408) 295-7490

Inspection Date(s)

11/14/00 and 11/15/00

14
 15 **Vehicle Identification**

16
 17 1978 Ford 9000, 3 Axle Dump Truck
 18 VIN No. W90LVDJ7305
 19 Calif. License No. 3H423225
 20 Registered Owner Bob String Inc..

21
 22
 23 **Inspection Focus and Objective**

24 Inspect vehicles for pre-collision mechanical defect(s) and/or condition(s) that could have caused
 25 or contributed to the traffic collision. The inspection was limited to the braking, steering and
 26 suspension systems, tires, and wheels.

27
 28
 29
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 32
 33
 34
 35
 PREPARER'S NAME and I.D. NUMBER
 D. Jehning A10477

DATE
 01/24/01

REVIEWER'S NAME
 R. Isham A6526

DATE
 1/24/01

1 **Pre-Inspection Observations**

2 The vehicle was stored outdoors on a concrete surface. The front axle was detached and in the
3 bed of the truck. The front left side was displaced to the drivers seat. The engine bellhousing
4 was broken and the transmission was placed on the ground outside of the vehicle. The left side
5 of the engine was damaged. The hydraulic pump, was missing, and the air compressor and fuel
6 pump were broken at the flanges. The left front frame rail was bent at approximately 90 degrees,
7 20" from the front. The steering box was still securely attached the frame rail. The steering box
8 input shaft was broken at the box. The drag link was detached from the pitman arm. The left
9 side fuel tank was detached and beside the truck. The front and rear motor mount were broken.
10 The front crossmember was bent. There was an oil leak at axle 3, right side, soaking the linings
11 and the brake drum. The axle 3 spring brakes (parking) were held off by caging bolts, installed
12 by the tow truck driver.
13

14 **Vehicle Inspection**

15
16 **Brake System**

17 The vehicle was equipped with an FMVSS 121 split air brakes system, comprised of an air
18 compressor, air dryer, air supply reservoirs, air pressure gauge, low air warning device, check
19 valves, brake pedal, and "S" cam drum type brakes on front and rear axles. All brake chambers
20 and slack adjusters were intact. Push rod stroke was not measured due to collision damage.

21 **Axle 1**

22 Brake drum size 16" by 5"
23 Brake chamber size 16
24 Slack adjuster pivot length 5.50"
25 Slack adjuster type. automatic
26

27 **Axle 1 Left**

28 Upper brake shoe friction material remaining .375"
29 Lower brake shoe friction material remaining .375"
30 Brake drum diameter not measured.
31 Brake drum surfaces were smooth and free of visible defects.
32 Brake hose was disconnected at the brake chamber.
33 Foundation brake was correctly assembled with no visible defects.
34

35 **Axle 1 Right**

36 Upper brake shoe friction material remaining .500"
37 Lower brake shoe friction material remaining .500"
38 Brake drum diameter not measured.
39 Brake drum surfaces were smooth and free of visible defects.
40 Brake hose was disconnected at the brake chamber.
41 The brake chamber diaphragm had a 2" cut along the outer rim.
42 Foundation brake was correctly assembled with no visible defects.
43
44
45
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48

1 Axle 3 Left outer
2 Tread depth remaining 4/32", 2/32", 2/32", 4/32"
3 Inflation pressure 95 PSI
4 Brand Dunlop SP 160
5 Load range H
6 Load ratings 6170 Lbs. At 110
7 Tire condition Free of visible uefects. Retread with groove tread.

8
9 Axle 3 Left Inner
10 Tread depth remaining 9/32", 10/32", 10/32", 9/32"
11 Inflation pressure 84 PSI
12 Brand Bridgestone R293
13 Load range H
14 Load ratings 6170 Lbs. At 110
15 Tire condition Free of visible defects. Retread with groove tread.

16
17
18 Axle 3 right inner
19 Tread depth remaining 4/32", 3/32", 3/32", 4/32"
20 Inflation pressure 65 PSI
21 Brand (unknown) St903
22 Load range G
23 Load ratings 5548 Lbs. at 95 PSI.
24 Tire condition Free of visible defects. Retread with groove tread.

25
26 Axle 3 right outer
27 Tread depth remaining 21/32", 17/32", 20/32"
28 Inflation pressure 98 PSI.
29 Brand Hercules DML
30 Load range G
31 Load ratings 5640 Lbs. At 95 PSI.
32 Tire condition Free of visible defects. New with lug tread.

33 Note #2: *Tire tread depth measurements were achieved from the major tread grooves at or near*
34 *the 12 o'clock(valve stem) position. Measurements indicated begin from the outside of the tire*
35 *and progress across to the inboard side of the tire.*

36
37 Wheels

38 The vehicle was equipped with cast 5 spoke wheels with steel bolt on rims that utilized five (5)
39 fasteners (lug nuts) each. The left front wheel was damaged on the inner rim flange at the 10
40 o'clock position and the outer rim flange at the 6 to 7 o'clock position. The axle 3 right outer
41 wheel was damaged on the upper rim flange at the 6 o'clock position. The eight (8) other
42 wheels were free of visible defects.

43
44 Opinion and Conclusion

45 The inspection of this vehicle revealed no pre-collision mechanical defect(s) and/or condition(s)
46 that could have caused or contributed to the traffic collision. Defects and/or conditions noted
47 were a result of the traffic collision.

1 Axle 2
2 Brake drum size 16" by 7"
3 Brake chamber size 30
4 Slack adjuster pivot length left 6.00" right 5.50"
5 Slack adjuster type. manual
6

7 Axle 2 Left

8 Upper brake shoe friction material remaining .250"
9 Lower brake shoe friction material remaining .250"
10 Brake drum diameter not measured.
11 Brake drum surfaces were smooth and free of visible defects. -
12 Foundation brake was correctly assembled with no visible defects.
13

14 Axle 2 Right

15 Upper brake shoe friction material remaining .500"
16 Lower brake shoe friction material remaining .500"
17 Brake drum diameter not measured.
18 Brake drum surfaces were smooth and free of visible defects.
19 Foundation brake was correctly assembled with no visible defects.
20

21 Axle 3

22 Brake drum size 16" by 7"
23 Brake chamber size 30
24 Slack adjuster pivot length left 5" right 5.50"
25 Slack adjuster type. manual
26

27 Axle 3 Left

28 Upper brake shoe friction material remaining .375"
29 Lower brake shoe friction material remaining .375"
30 Brake drum diameter not measured.
31 Brake drum surfaces were smooth and free of visible defects.
32 Foundation brake was correctly assembled with no visible defects.
33

34 Axle 3 Right

35 Upper brake shoe friction material remaining .500"
36 Lower brake shoe friction material remaining .500"
37 Brake drum diameter not measured.
38 Brake drum surfaces were smooth and free of visible defects.
39 Foundation brake was correctly assembled with no visible defects.
40

41 Note #1: Brake friction material was riveted to the front and rear brake shoes. Measurements of
42 friction material remaining were taken at the center of the brake shoes
43
44
45
46
47

1 **Steering System**

2 The vehicle was equipped with power-assisted steering system. This system was comprised of a
3 steering wheel, steering column with shaft, power assisted steering gear box, tie rod, tie rod
4 ends, power steering pump with remote metal fluid reservoir, fluid pressure hose and fluid return
5 hose. The power steering fluid reservoir was empty. The steering box was still attached the
6 frame rail. The steering box input shaft was broken at the box. The drag link was detached from
7 the pitman arm. The tie rod was bent and both tie rod ends were intact. The hydraulic pump was
8 detached from the engine.
9

10 **Suspension System**

11 **Axle 1**

12 The front suspension was of the solid type axle, comprised of leaf springs (10 metal leaves),
13 front and rear shackles, frame mounted spring hangers and single shock absorbers. Both front
14 shock absorber lower mountings were sheared off. All four (4) spring shackles were damaged.
15 The left side spring assembly had the top three (3) leaves bent upward at approximately 90
16 degrees for the last 24". The left side spring assembly had the front spring eye broken off. The
17 right side spring assembly had the rear spring eye broken off. The left side "U" bolt front nut was
18 missing.
19

20 **Axle 2 and 3**

21 The rear suspension was a Hendrickson walking beam type rear suspension, consisting of two
22 (2) drive axles, leaf springs (12 metal leaves), front and rear shackles, frame mounted spring
23 hangers The axle 3 left side spring assembly had the 2 main leaves bent upward approximately
24 90 degrees.
25

26 **Tires**

27 The vehicle was equipped ten tires of different brands and load ranges in size 11R24.5 The
28 tires were manufactured with five (5) steel reinforcement plies in the construction of the tire tread
29 and one (1) steel reinforcement ply in the construction of the tire sidewall. Remaining tread
30 depth, inflation pressures, brand, load range, load ratings, and tire conditions were as follows:
31

32 **Axle 1 Left**

33 Tread depth remaining 12/32", 13/32", 13/32"
34 Inflation pressure Flat (0 PSI)
35 Brand Remington
36 Load range H
37 Load ratings 7030 Lbs. at 110 PSI
38 Tire condition Off both inner and outer beads

39 **Axle 1 right**

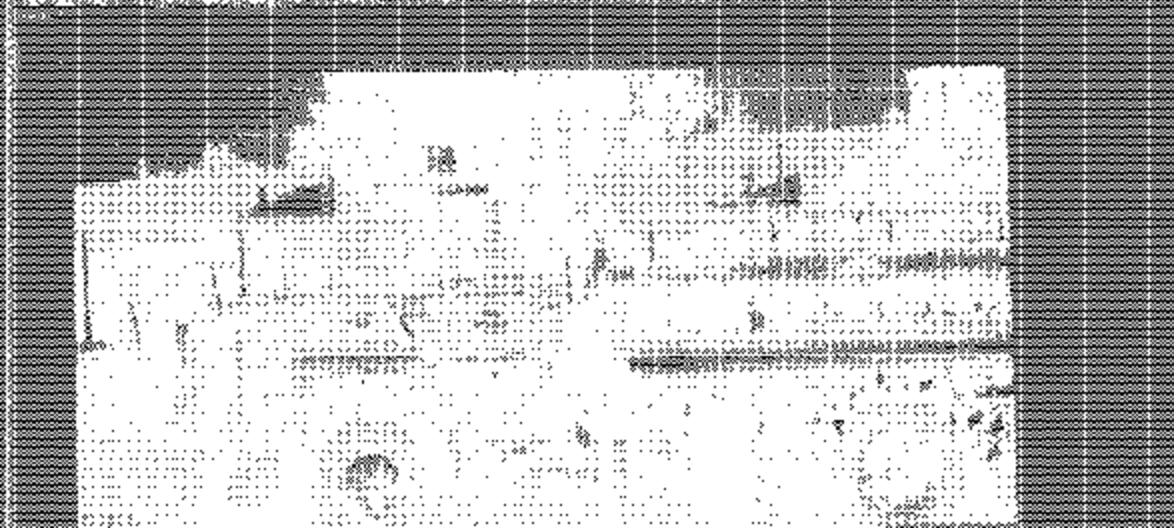
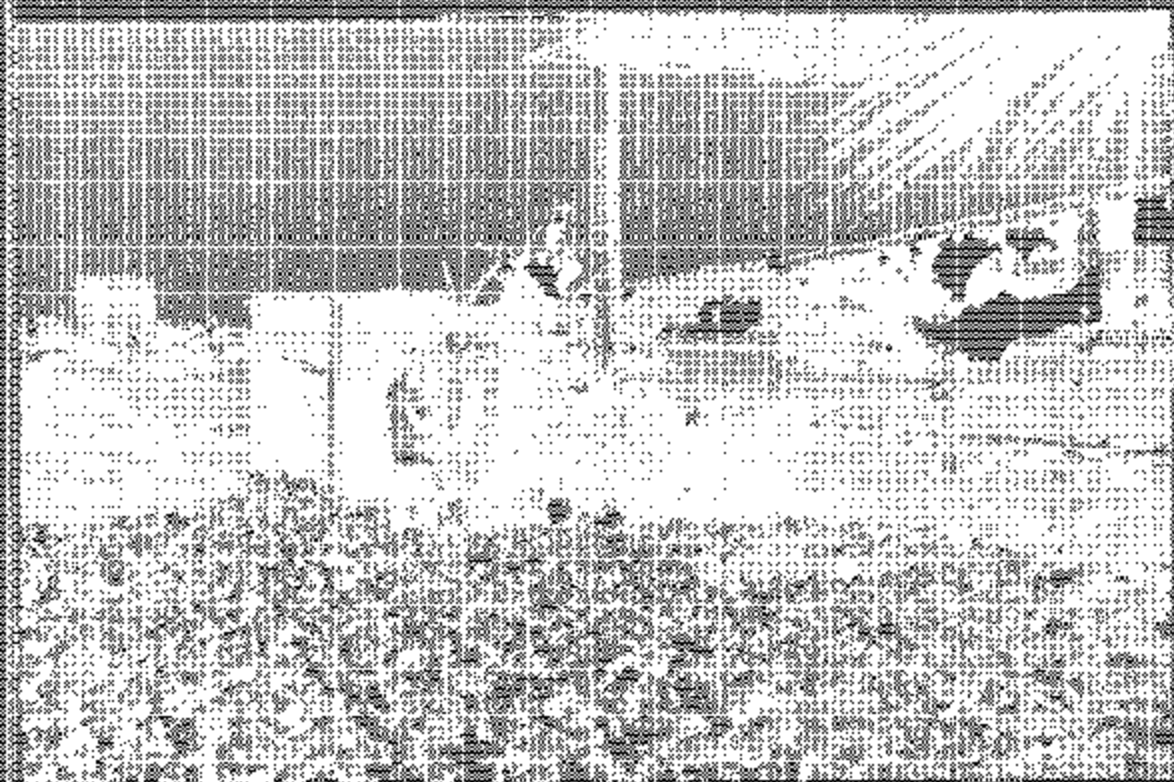
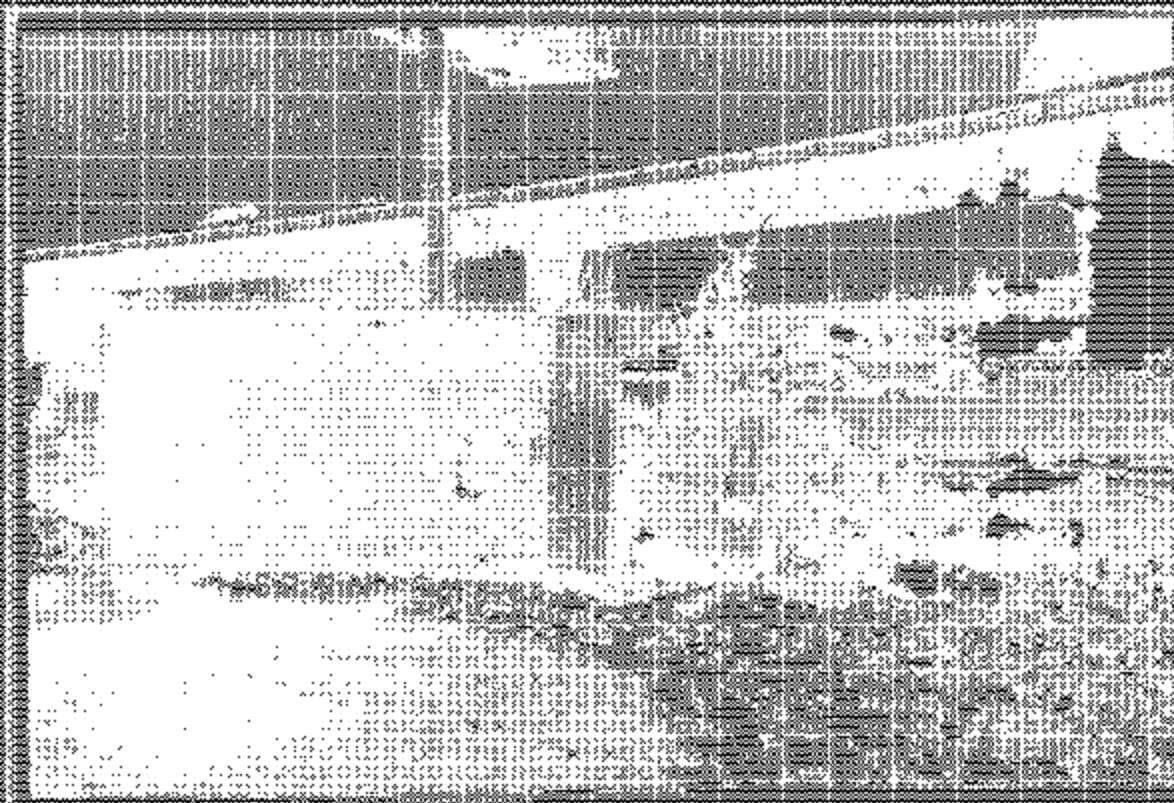
40 Tread depth remaining 6/32", 6/32", 6/32", 3/32"
41 Inflation pressure 110 PSI
42 Brand Hercules
43 Load range H
44 Load ratings 7030 Lbs. At 100 PSI
45 Tire condition Free of visible defects.
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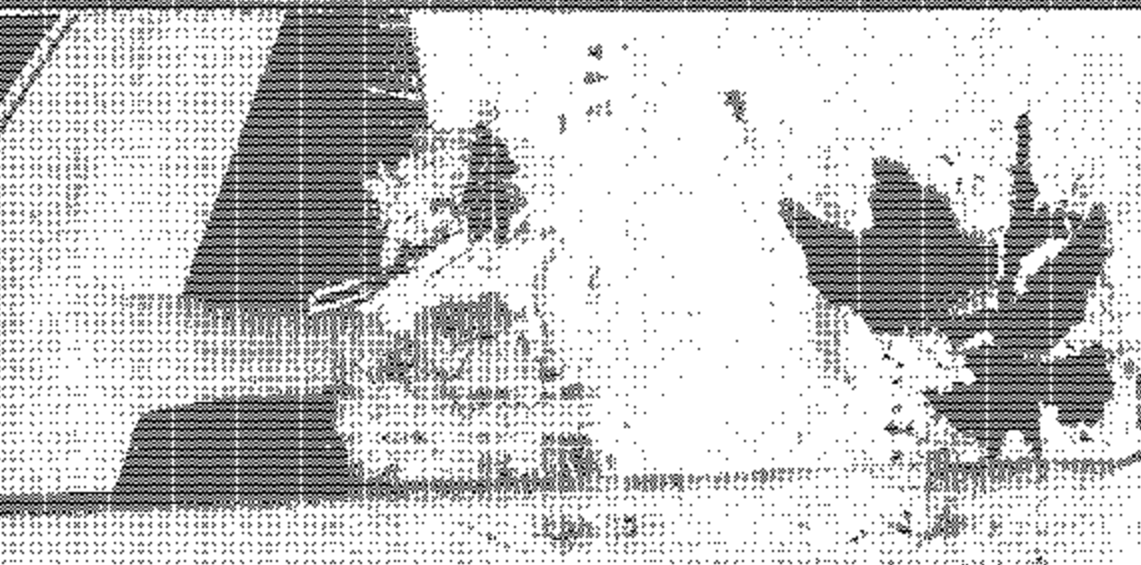
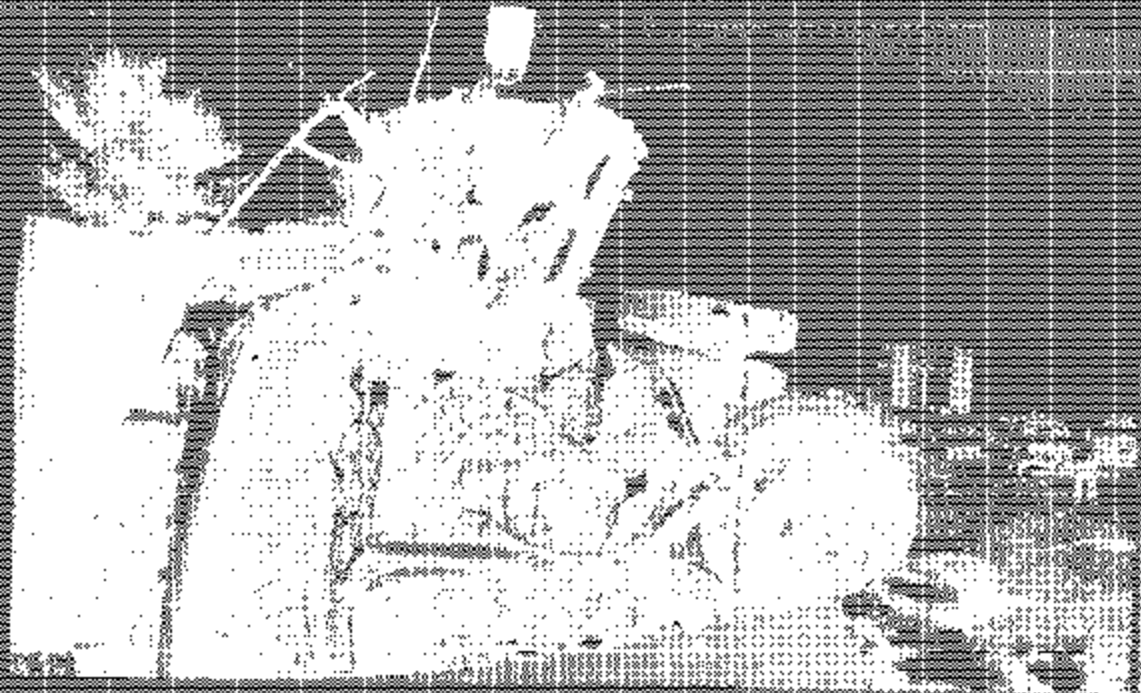
1 Axle 2 Left outer
2 Tread depth remaining 5/32", 3/32", 3/32", 8/32"
3 Inflation pressure 92 PSI
4 Brand Bridgestone R293
5 Load range G
6 Load ratings 6000 Lbs. At 105
7 Tire condition Free of visible defects. Retread with groove tread.
8

9 Axle 2 Left inner
10 Tread depth remaining 9/32", 10/32", 10/32", 9/32"
11 Inflation pressure 100 PSI
12 Brand Bridgestone R250
13 Load range G
14 Load ratings 6000 Lbs. At 105
15 Tire condition Free of visible defects. Retread with groove tread.
16

17
18 Axle 2 right inner
19 Tread depth remaining 9/32", 10/32", 10/32", 9/32"
20 Inflation pressure 90 PSI
21 Brand Bridgestone R293
22 Load range G
23 Load ratings 6000 Lbs. At 105 PSI
24 Tire condition Free of visible defects. Retread with lug tread.
25

26 Axle 2 right outer
27 Tread depth remaining 19/32", 18/32", 19/32", 19/32"
28 Inflation pressure 94 PSI
29 Brand Centennial C165
30 Load range H
31 Load ratings 6170 Lbs. At 110 PSI
32 Tire condition Free of visible defects. Retread with lug tread.
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**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).**