



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-STOP SEP 28 AM 11:35
(1-888-327-4236)
INTERNET: www.nhtsa.dot.gov/hotline

FOR AGENCY USE ONLY 100222

Date Received

Repository ☐

08-SEP-2004

Reference No.
10091555

OWNER INFORMATION (Type or Print)

Name

Address

City FLUSHING

State NY

Zip Code

Daytime Telephone Number

E-mail Address

Evening 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 1 / 1

VEHICLE INFORMATION

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

1J4GZ7B4VC

Make

JEEP

Model

GRAND CHEROKEE

Model Year

1997

Date Purchased
6/13/02

Dealer's Name and Telephone Number

Bayside Jeep Eagle (718) 229-4891

Engine:

No. Cylinders

8

Fuel Type:

Gas

Original Owner

Dealer's City

State

Zip Code

Transmission Type

AUTOMATIC

☒ Antilock Brakes

☒ Cruise Control

Powertrain

4 WHEEL DRIVE

Vehicle Component Code

620000 SUSPENSION

Multiple Failure: 1

FAILED COMPONENT(S)/PART(S) INFORMATION

Incident Date(s)

17-AUG-2004

Failure Mileage

80000

Failure Speed

55

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A TIRE FAILURE

Tire Make

Goodyear

Tire Model (Name or Number)

Tire Size (Example P215/85R15)

DOT No. (Example: DOTM18BAC036)

☐ 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

3

Number of Deaths

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).

WHILE TRAVELING AT 55 MPH VEHICLE VEERED OFF TO THE LEFT. CONSUMER WAS ABLE TO PULL THE VEHICLE BACK INTO TRAFFIC, STRIKING A GUARD RAIL AND ROLLING OVER SEVERAL TIMES. *AK

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.

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

See enclosed police report. Driver stated that car veered to left without warning, putting car in danger. Driver attempted to control vehicle by pulling off road and to right and breaking. After breaking the car began to roll over, making 3-360° rotations and 1-180° rotation before stopping in overturned position. Driver sustained laceration to head, soft tissue injury to left shoulder and right hand. Passenger #1 sustained lacerations to head and multiple contusions. Passenger #2 sustained multiple contusions.

ATTACH ADDITIONAL SHEETS IF NECESSARY

U.S. 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 73178 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



U.S. Department of Transportation
National Highway Traffic Safety
Administration
<http://www.nhtsa.dot.gov/ohv>

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STATE OF NEW JERSEY

MOTOR VEHICLE ACCIDENT DESCRIPTION

Police Agency Palisades Interstate Parkway P.D.

Station Alpine - NJ Station Case No. 2-12271

103 Accident Description
(Refer to vehicle by number)

	17	18	19	20	21	22	23	24	25	26	27	NAME-ADDRESS OF OCCUPANTS IF DECEASED ALSO INCLUDE DATE & TIME OF DEATH
A												
B												
C												
D												
E												

OFFICER INVESTIGATION: Upon arrival, I found vehicle #1 overturned facing northbound on the left shoulder. One female adult, and one male juvenile were found self-extricated and standing next to the driver door. The operator, an adult male, was found conscious and alert still inside the vehicle. All non-mechanical means of removing the occupant or gaining access were unsuccessful. Passing motorists with NYC PDNY EMS ID provided preliminary patient care until local BLS arrived. Paramedics were requested due to mechanism of injury and rescue was requested for entrapment.

Scene evaluation revealed the following. A total of 550ft of tire mark was measured from the initial point where the vehicle's front left tire entered the left shoulder until the point of rest. The following distances were measured: From front left wheel leaving the left lane to first impact onto guide rail = 72ft; distance vehicle traveled while still impacted to guide rail = 36ft; from point of leaving contact with guide rail to point where vehicle re-entered pavement = 112ft; from point of re-entry to pavement to area of 180° spinout in left lane = 100ft; from 180° spin out, while still in left lane, to point of first overturn = 122ft; from first overturn to point of second overturn = 47ft; from point of second overturn to point of third overturn = 33ft; from point of 3rd overturn to point of rest while still on roof = 48ft.

Due to recent weather and rain (not a factor in the collision itself), contributed to the poor braking ability while the vehicle was on the shoulder. The only evidence of braking began when the vehicle left the left shoulder and re-entered the highway.

Both the statements given by the operator, and comments of passing motorists are believed to be truthful with no contrary evidence found at the location. It is undetermined what may have caused the vehicle to drift from the road initially but there were no signs of any abnormalities in regards to the drivers pre-collision condition.

CONCLUSION: It is my determination that the sole contributing factor to this collision is the vehicles unsafe speed. Even if there was a mechanical or other cause for the vehicle to drift from the lane of travel, had the vehicle been moving at a slower speed, it would have been much more possible to stop prior to any impact.

NOTE: Box-66; NY INS CODE: 148 Government Employers Insurance Company

Hospital Case number issued for all occupants: 3-3221, 3-3222, 3-3223.

