

NHTSA Complete Record Information



Printed: 10/12/2005

NHTSA #: ES05-008145

XREF #:

Delivery: CRT

Rec'd Date: 10/12/2005

Doc Type: ORG

Address To: NOA010

Referred By: NEC-110

Doc Date: 9/20/2005

Due Date: 10/26/2005

S10 #:

DOT/ #:

RMP #:

Subject: CERTIFIED LTR REQUESTING NHTSA INITIATE A DEFECT INVESTIGATION RE SELECTED FORD MOTOR COMPANY VEHICLES LEFT FRONT INNER BEARINGS FOR ADVANCE FATIGUE CRACKS

Ack Date:

**Sign Office: SENIOR AA
VEHICLE SAFETY**

Cleared Date:

File Loc:

Added By: NMOODY x82544

Ack By:

Signature: RONALD MEDFORD

Cleared By:

XREF File:

Modified By: LOGLESBY

Signed For:

Cleared For:

Closed Date:

COMPLETE CONTACT INFO:

Dr. STEPHEN A BATZER DIRECTOR
THE ENGINEERING INSTITUTE, L.L.C.

Tel: Fax: E-mail:

COMPLETE COMMENT INFO:

Comment Details

Comment

COMPLETE ROUTING INFO:

Assigned To	Task	Asgn Date	Deadline	Returned Date
NVS-200	REPLY	10/12/2005	10/26/2005	
	Return Process	10/12/2005		10/12/2005
ODI	REPLY	10/12/2005	10/21/2005	
NVS-300	INPUT REQUIRED	10/12/2005	10/26/2005	
NVS-010	INFORMATION	10/12/2005		10/12/2005

COMPLETE ATTACHMENT INFO:

Description

Added By

Date & Time

8145.tif

NMOODY

10/12/2005 11:37:00 AM

10139931

2005 OCT 12 PM 8:34

Amr Mays
10/14/05



September 20, 2005

The Honorable Jeffrey W. Runge, M.D.
Administrator
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, DC 20590

RE: Public safety concern

Dear Dr. Runge,

We have recently been asked to consult in the matter of a fatal two-vehicle collision. We believe, based upon physical evidence and internal industry documents, that an inherent vehicle defect that is present in selected Ford Motor Company vehicles precipitated the loss of directional control of the striking vehicle. Therefore, we are bringing this matter to your attention as this agency with the authority to investigate and direct national recalls.

This highway-speed head-on collision occurred in 2003 in New Mexico. [REDACTED] was driving the westbound 2001 Ford Expedition. It veered into the oncoming lane and struck an eastbound 2000 Ford F250 long bed truck towing a 5th-wheel Tahoe travel trailer. The resulting collision killed the three occupants of the Expedition and the two occupants of the pickup truck. See Attachment A, the police report, and a diagram created by our firm reconstructing the progression of the collision from the instant of impact forward in time. Note that the primary direction of force to the Expedition was at the 1 o'clock position, protecting the left front wheel and tire from collision damage.

For this case, our firm, *The Engineering Institute*, performed accident reconstruction and failure analysis. Dr. Robert Block of *Associated Metallurgists* performed metallurgical services. Mr. Peter Lemmon analyzed warranty claims produced by Ford as a result of discovery requests. It is based upon the considered opinions of all of us that this document is produced.

Metallurgical analysis showed that the left front inner bearing failed as a result of a progressive fatigue crack advance (i.e., fatigue). This is an exceedingly rare event, as bearings have a design life that equals that of the vehicle; 150,000+ miles. This bearing failure occurred at approximately 30,000 miles. See Attachment B, a photograph by Dr. Block of the failed bearing surface clearly indicating fatigue (notice the beach marks, or "swoops" on the lower right hand surface showing progressive failure). Attachment C shows overall vehicle photographs, indicating that the right front of the vehicle, opposite of the failed bearing side, was disproportionately impacted during the collision. Note that the right front bearing assembly was undamaged by the accident, though the right front wheel and tire assemblies were significantly damaged. Drs. Betzer, Ramirez, and Block have analyzed literally hundreds of vehicle collisions and have never seen a failed bearing result. The hardened steel bearing race material is the strongest component of the vehicle. The left front wheel and tire assembly was only cosmetically damaged and could be placed on another vehicle without performance issue. It is Ford's contention that inertial impact forces caused the left inner bearing to fail. This assertion is contradicted by all available evidence and experience.

ES05-008145

EXECUTIVE SECRETARIAT
OCT 12 2005

Mr. Peter Lammon investigated internal Ford warranty claims involving Expeditions and vehicles with substantially similar front wheel/bearing assemblies (e.g., F-150s, F-250s, E-350s). See Attachment D. What he found was a substantial increase in reported bearing failures for particular manufacturing months. As you are aware, front bearings are safety components; in that, if a bearing catastrophically fails, steering is disrupted and brakes can be severely diminished. These types of claims were found in Ford's AWS (Analytical Warranty System) narratives of problems encountered by Ford customers, and actions undertaken by Ford technicians. While the charts indicate that Ford has gotten their problem under control, it is also apparent that Ford is treating this as a warranty and manufacturing issue, rather than a broad-based safety issue that puts the public at risk. Many, perhaps most, customers whose bearings fail will be able to safely move to the road shoulder and have their vehicle towed to the dealer. If a driver were traveling on a narrow two-lane roadway at highway speed, as was Mr. Brown, when the bearing fails, his or her vehicle may veer into the oncoming lane. Some of these incidents will lead to a fatal collision.

In the interest of full disclosure, the internal Ford Motor Company information that was examined was found in the discovery process in a wrongful death case: Cleveland County District Court, State of Oklahoma, No. CJ-04-68. As the information being provided to you was presented in open court, it is in the public domain, and is not protected. This case has recently concluded with a defense verdict. It is my understanding that this decision is being appealed by the plaintiffs. Having disclosed this, I think that it is plain that threats to public health should be carefully examined by responsible government agencies, regardless of plaintiff or defense verdict. The reason for the substantial increase in bearing failures by Ford was never explained in court, nor acknowledged as a safety issue. We strongly encourage NHTSA to pursue this matter further.

We are available at your convenience to fly to Washington to present to you a copy of our entire file and to discuss this matter, with or without Ford representatives present. We feel that this bearing problem places a significant number of Ford customers at risk and warrants serious investigation, possibly culminating in a recall. We request that you or your representative contact us at (479) 846-8000 at your earliest convenience to discuss this matter further.

Sincerely,



Stephen A. Batzer, Ph.D., P.E.
Director



David A. Ranfree, Ph.D., P.E.
Director

CC:

Office of General Counsel
Ford Motor Company
The American Road
Dearborn, MI 48126

ATTACHMENT "A"

NEW MEXICO STATE POLICE
UNIFORM CRASH REPORT
APRIL 2002

NEW MEXICO STATE POLICE

708414
03-170617

☐ ON
PROPERTY

☒ FATAL

☐ INJURY

PROPERTY
DAMAGE
ONLY

☐ UNDER \$500
☐ \$500 OR MORE

☐ HIT AND RUN

STATE OF NEW MEXICO
UNIFORM CRASH REPORT

DATE OF ACCIDENT 07/26/2003

Time 15:10

CITY OCCURRED IN N/A

COUNTY COLFAX

SHEET 1

OF 7 SHEETS

DAY OCCURRED ON: ROUTE NO. OR HWY. ☒ US HIGHWAY 84/87

AT INTERSECTION WITH: N/A

OTHER: ☐ FEET ☒ MILES PERMANENT LANDMARK: COUNTY LINE - INTERSECTION

FOR USE BY EXAMINATOR

LOCATION 9.1 MILEPOST 7.7 MILEPOST

LOCATION 7.7 MILEPOST OF MILEPOST NO: 371

03-170617

ACCIDENT OCCURRED ☒ On Roadway ☐ Off Roadway CLASSIFICATION ☐ Overlaid ☐ Other N-C2 ☐ Pedestrian ☒ Other Vehicle ☐ Vehicle On Other Roadway

VEHICLE NO. 1 MEASUREMENT ☒ ON: US HIGHWAY 84/87

Speed 65 MPH

Speed 65 MPH

Driver's Name: [REDACTED] NORMAN, OK

CORRECTIVE LENSES

07/31/2004

Sex: M, Race: OK, DOB: [REDACTED], Social Security: [REDACTED], Occupation: UNKNOWN

Age: 31, Sex: M, Height: 5'8", Weight: 170, Injury: K2

Best Post: [REDACTED], Occupant's Name: [REDACTED], Occupant's Address: [REDACTED]

Vehicle No. 2001, Make: FORD, Color: BLACK, Body Style: UT, Registered To: RATON, NEW MEXICO

Removed To: RATON AUTO & TRUCK

Vehicle No. 2004, Make: OK, Color: [REDACTED], Body Style: [REDACTED], Registered To: [REDACTED]

Vehicle No. 2001, Make: FORD, Color: BLACK, Body Style: UT, Registered To: RATON, NEW MEXICO

Vehicle No. 2004, Make: OK, Color: [REDACTED], Body Style: [REDACTED], Registered To: [REDACTED]

Vehicle No. 2001, Make: FORD, Color: BLACK, Body Style: UT, Registered To: RATON, NEW MEXICO

Vehicle No. 2004, Make: OK, Color: [REDACTED], Body Style: [REDACTED], Registered To: [REDACTED]

Vehicle No. 2001, Make: FORD, Color: BLACK, Body Style: UT, Registered To: RATON, NEW MEXICO

Vehicle No. 2004, Make: OK, Color: [REDACTED], Body Style: [REDACTED], Registered To: [REDACTED]

Vehicle No. 2001, Make: FORD, Color: BLACK, Body Style: UT, Registered To: RATON, NEW MEXICO

Vehicle No. 2004, Make: OK, Color: [REDACTED], Body Style: [REDACTED], Registered To: [REDACTED]

Vehicle No. 2001, Make: FORD, Color: BLACK, Body Style: UT, Registered To: RATON, NEW MEXICO

Vehicle No. 2004, Make: OK, Color: [REDACTED], Body Style: [REDACTED], Registered To: [REDACTED]

Vehicle No. 2001, Make: FORD, Color: BLACK, Body Style: UT, Registered To: RATON, NEW MEXICO

Vehicle No. 2004, Make: OK, Color: [REDACTED], Body Style: [REDACTED], Registered To: [REDACTED]

Vehicle No. 2001, Make: FORD, Color: BLACK, Body Style: UT, Registered To: RATON, NEW MEXICO

Vehicle No. 2004, Make: OK, Color: [REDACTED], Body Style: [REDACTED], Registered To: [REDACTED]

Vehicle No. 2001, Make: FORD, Color: BLACK, Body Style: UT, Registered To: RATON, NEW MEXICO

Vehicle No. 2004, Make: OK, Color: [REDACTED], Body Style: [REDACTED], Registered To: [REDACTED]

Vehicle No. 2001, Make: FORD, Color: BLACK, Body Style: UT, Registered To: RATON, NEW MEXICO

Vehicle No. 2004, Make: OK, Color: [REDACTED], Body Style: [REDACTED], Registered To: [REDACTED]

Vehicle No. 2001, Make: FORD, Color: BLACK, Body Style: UT, Registered To: RATON, NEW MEXICO

Vehicle No. 2004, Make: OK, Color: [REDACTED], Body Style: [REDACTED], Registered To: [REDACTED]

Vehicle No. 2001, Make: FORD, Color: BLACK, Body Style: UT, Registered To: RATON, NEW MEXICO

Vehicle No. 2004, Make: OK, Color: [REDACTED], Body Style: [REDACTED], Registered To: [REDACTED]

Vehicle No. 2001, Make: FORD, Color: BLACK, Body Style: UT, Registered To: RATON, NEW MEXICO

Vehicle No. 2004, Make: OK, Color: [REDACTED], Body Style: [REDACTED], Registered To: [REDACTED]

Vehicle No. 2001, Make: FORD, Color: BLACK, Body Style: UT, Registered To: RATON, NEW MEXICO

Vehicle No. 2004, Make: OK, Color: [REDACTED], Body Style: [REDACTED], Registered To: [REDACTED]

Vehicle No. 2001, Make: FORD, Color: BLACK, Body Style: UT, Registered To: RATON, NEW MEXICO

Vehicle No. 2004, Make: OK, Color: [REDACTED], Body Style: [REDACTED], Registered To: [REDACTED]

Vehicle No. 2001, Make: FORD, Color: BLACK, Body Style: UT, Registered To: RATON, NEW MEXICO

Vehicle No. 2004, Make: OK, Color: [REDACTED], Body Style: [REDACTED], Registered To: [REDACTED]

Entered 8/1/03 by [REDACTED]

RATON FIRE/EMS

MINER'S CO. FARM MEDICAL CENTER

CIMARRON EMS

DESCRIPTION OF PROPERTY AND DAMAGE

NONE

Owner's Name

Owner's Address

Owner's Phone

NA

NA

NA

Name

Age

Address

Telephone

HUGHESMAN, RICHARD

65

4444 JUNCTION DR. PLANO, TX 75085

972-948-0545

WHEELER, CHAD

38

PO BOX 280 STEVENSVILLE

781-233-1111

RESTRANT CODES

1. Restraints - Not Installed
2. Restraints - Not Used
3. Lap Belts - Used
4. Shoulder Belts - Not Used
5. Shoulder Belts - Used
6. Seat Belts - Used
7. Seated From Vehicle
8. Child Restraint Device
9. Child Restraint Device
10. Child Restraint Device
11. Child Restraint Device
12. Child Restraint Device
13. Child Restraint Device
14. Child Restraint Device
15. Child Restraint Device
16. Child Restraint Device
17. Child Restraint Device
18. Child Restraint Device
19. Child Restraint Device
20. Child Restraint Device

ROAD-WEATHER	WEATHER (Mark 1 with X)	ROAD COND. (Mark 1 each with X)	ROAD SURFACE (Mark 1 each with X)	TRAFFIC CONTROL (Mark 1 each with X)	ROAD ESTIMATION (Mark 1 with X)	ROAD DESIGN (Mark 1 or more for each with X)
☒ Daylight ☐ Dawn ☐ Dusk ☐ Dark - Lighted ☐ Dark - Not Lighted ☐ Other	☒ Clear ☐ Partly ☐ Snowing ☐ Fog ☐ Dust ☐ Wind ☐ Other	☒ Dry ☐ Wet ☐ Snow ☐ Ice ☐ Loose Material ☐ Other	☐ Paved ☐ Unpaved ☐ Paved ☐ Paved Center ☐ Unpaved	☐ No Passing Zone ☐ Stop Sign ☐ Traffic Signal ☐ Yield Sign ☐ RFL Gate ☐ 4 Way Stop ☐ Flashers ☐ No Controls ☐ Other	☒ Single ☐ Curve ☐ Grade (Mark 1 with X) ☒ Level ☐ Hillcrest ☐ On Grade ☐ Dip	☒ 1 Lane ☐ 2 Lanes ☐ 3 Lanes ☐ 4 Lanes ☐ Unimproved ☐ Physical Div. ☒ Painted Div. ☐ One Way ☐ Ramp ☐ Freeway ☐ Underpass ☐ At-Grass ☐ Other ☐ Constr. Zone

APPARENT CONTRIBUTING FACTORS (Mark 1 or more for each with X)			WEIGHT OF EVIDENCE (Mark 1 or more for each with X)	
☐ Excessive speed ☐ Speed too fast for conditions ☐ Failed to yield right of way ☐ Passed stop sign ☐ Changed traffic signal ☐ Drove left of center ☐ Improper overtaking ☐ Avoided contact vehicle ☐ Avoided contact - other ☐ Cell Phone	☐ Following too closely ☐ Made improper turn ☐ Driver inattention ☐ Under influence of alcohol ☐ Other improper driving ☐ Pedestrian error ☐ Inadequate brakes ☐ Driverless moving vehicle ☐ Failed to yield - Police Vehicle(s) ☐ Failed to yield - Emergency Vehicle(s)	☐ Defective steering ☐ Defective tires ☐ Other mechanical defect ☐ Road defect ☐ Other - No driver error ☐ Traffic signal not functioning ☐ Improper lane change ☐ Improper backing ☐ None	☒ Going straight ☐ Overtaking/Passing ☐ Right Turn ☐ Left Turn ☐ U Turn ☐ Slowing ☐ Backing	☐ Stopped for traffic ☐ Stopped for signal light ☐ Stopped in traffic in ☐ Start from Park ☐ Partial ☐ Other

DRIVER OR PEDESTRIAN BODY/REINFORCEMENT (Mark 1 or more for each with X)	DRIVER OR PEDESTRIAN PHYSICAL CONDITION (Mark 1 or more for each with X)	PEDESTRIAN ACTION				
☐ Consumed Alcohol ☐ Consumed a Controlled Substance ☐ Half-Moon Consumed Alcohol ☐ Sobriety Unknown ☐ Consumed Medication ☐ Treated by Hospital ☐ Breath Test Administered ☐ gms / 100L ☐ gms / 200L ☐ Blood Test Administered ☐ Field Sobriety Test ☐ Eye Contact / Myograph	☐ Fatigue/Adrenaline ☐ Headlight Imp. ☐ Hearing Imp. ☐ Ill ☐ Medication ☐ Anesthesia ☒ No App. Defect ☐ Other Physical Impairment	<table border="1"> <tr> <th>All Intersection</th> <th>Not All Intersection</th> </tr> <tr> <td> ☐ With Signal ☐ Against Signal ☐ No Signal ☐ Challenged </td> <td> ☐ From Behind ☐ Obstruction ☐ No Crosswalk ☐ Crosswalk ☐ Walking with Vehicle ☐ Other </td> </tr> </table>	All Intersection	Not All Intersection	☐ With Signal ☐ Against Signal ☐ No Signal ☐ Challenged	☐ From Behind ☐ Obstruction ☐ No Crosswalk ☐ Crosswalk ☐ Walking with Vehicle ☐ Other
All Intersection	Not All Intersection					
☐ With Signal ☐ Against Signal ☐ No Signal ☐ Challenged	☐ From Behind ☐ Obstruction ☐ No Crosswalk ☐ Crosswalk ☐ Walking with Vehicle ☐ Other					

Officer's Name: OFFICER LISA SHAFFER
 Investigator's Name: OFFICER J.T. COLLINS
 License No.: _____

SEE SUPPLEMENTAL DIAGRAM

Use Supplemental Diagram to provide detail for additional information
 NARRATIVE (Describe how accident occurred)

SEE SUPPLEMENTAL NARRATIVE

TRAILER OR TOWED VEHICLE	TOWED BY	Year	Make	License - State - Number	Type
	VEHICLE 1	2001	TAHO	TX 2YCM	CAMPER
	VEHICLE 2				
	VEHICLE 3				
	VEHICLE 4				
	VEHICLE 5				
	VEHICLE 6				
	VEHICLE 7				
	VEHICLE 8				
	VEHICLE 9				
	VEHICLE 10				
	VEHICLE 11				
	VEHICLE 12				
	VEHICLE 13				
	VEHICLE 14				
	VEHICLE 15				
	VEHICLE 16				
	VEHICLE 17				
	VEHICLE 18				
	VEHICLE 19				
	VEHICLE 20				
	VEHICLE 21				
	VEHICLE 22				
	VEHICLE 23				
	VEHICLE 24				
	VEHICLE 25				
	VEHICLE 26				
	VEHICLE 27				
	VEHICLE 28				
	VEHICLE 29				
	VEHICLE 30				
	VEHICLE 31				
	VEHICLE 32				
	VEHICLE 33				
	VEHICLE 34				
	VEHICLE 35				
	VEHICLE 36				
	VEHICLE 37				
	VEHICLE 38				
	VEHICLE 39				
	VEHICLE 40				
	VEHICLE 41				
	VEHICLE 42				
	VEHICLE 43				
	VEHICLE 44				
	VEHICLE 45				
	VEHICLE 46				
	VEHICLE 47				
	VEHICLE 48				
	VEHICLE 49				
	VEHICLE 50				
	VEHICLE 51				
	VEHICLE 52				
	VEHICLE 53				
	VEHICLE 54				
	VEHICLE 55				
	VEHICLE 56				
	VEHICLE 57				
	VEHICLE 58				
	VEHICLE 59				
	VEHICLE 60				
	VEHICLE 61				
	VEHICLE 62				
	VEHICLE 63				
	VEHICLE 64				
	VEHICLE 65				
	VEHICLE 66				
	VEHICLE 67				
	VEHICLE 68				
	VEHICLE 69				
	VEHICLE 70				
	VEHICLE 71				
	VEHICLE 72				
	VEHICLE 73				
	VEHICLE 74				
	VEHICLE 75				
	VEHICLE 76				
	VEHICLE 77				
	VEHICLE 78				
	VEHICLE 79				
	VEHICLE 80				
	VEHICLE 81				
	VEHICLE 82				
	VEHICLE 83				
	VEHICLE 84				
	VEHICLE 85				
	VEHICLE 86				
	VEHICLE 87				
	VEHICLE 88				
	VEHICLE 89				
	VEHICLE 90				
	VEHICLE 91				
	VEHICLE 92				
	VEHICLE 93				
	VEHICLE 94				
	VEHICLE 95				
	VEHICLE 96				
	VEHICLE 97				
	VEHICLE 98				
	VEHICLE 99				
	VEHICLE 100				

Time of Call: 15:16
 Time of Arrival: 15:26
 Notified By: NMSP - RATON
 Supv. of Scene: SGT. TOM HARTZENSKI
 Officer's Signature: _____
 Date: 7/31

STATE OF NEW MEXICO UNIFORM ACCIDENT REPORT SUPPLEMENTAL DIAGRAM/NARRATIVE

ASSIGNMENT:

On July 26, 2003 I was dispatched to a two vehicle crash near mile post 370 on US Highway 64/87. I was told that one of the vehicles was on fire and the other vehicle had rolled over.

TIME NOTIFIED:

I was notified of this crash at 15:16 hours.

ARRIVED ON SCENE:

I arrived at the scene of the crash at 15:26 hours.

SCENE:

When I arrived on scene I located a blue utility vehicle on the south side of US Highway 64/87. This vehicle was on its right side with one male subject partially out of the left window.

A second vehicle pulling a fifth wheel travel trailer was located in the westbound lane and was fully engulfed in flames.

ROAD CONFIGURATION:

US Highway 64/87 is a two lane road with a posted speed limit of 65 miles per hour. The area around the crash scene has one lane of travel for eastbound traffic and one lane of travel for westbound traffic. These lanes are separated by a broken yellow line indicating a passing zone. There is a white edge line on each side of the road separating the traveled portion of the road from the improved shoulder.

WEATHER:

The crash occurred during day light hours. The weather was clear sky's and light wind with no precipitation. Visibility was high in all directions.

MEDICAL ATTENTION:

Raton Fire and Medical services along with Cimarron, Dea Mehea, and Grenville ambulances were on scene and provided medical attention.

The driver of Vehicle #1, identified as Thomas Brown, was transported to Miner's Colfax Medical Center in Raton and later flown to University Hospital in Albuquerque, New Mexico. Mr. Brown succumbed to his injuries and was pronounced dead at 08:45 on July 27, 2003. The rear seat passenger of Vehicle #1, identified as Elisabeth Smith was extricated and checked for signs of life, the rear center passenger of Vehicle #1, identified as Noah Brown, was extricated and checked for signs of life. No signs of life could be found on either Noah Brown or Ms. Smith and due to the extent of their injuries no life saving measures were performed. Both Noah Brown and Ms. Smith were pronounced dead at 18:50 on July 26, 2003.

Due to the extent of their injuries, the driver of Vehicle #2, identified as Milton Austin, and the passenger, identified as Thelma Austin, no life saving measures were performed. Both Mr. and Mrs. Austin were pronounced dead at 18:50 on July 26, 2003.

Date	07/26/03	Time	1510	Location	US 64/87 M. 370
Driver #1	Brown, Thomas				
Driver #2	Austin, Milton				
County	Colfax	City	Raton	State	NM
Vehicle #1	7	Vehicle #2	7	Vehicle #3	7

STATE OF NEW MEXICO UNIFORM ACCIDENT REPORT
SUPPLEMENTAL DIAGRAM/NARRATIVE

VEHICLE #1:

Vehicle #1 is described as a black 2001 Ford Expedition bearing Oklahoma license plate [REDACTED]. The damage to Vehicle #1 consists of heavy front end damage with the majority of the damage on the right front side. The roof was crushed in at various parts of the vehicle with heavy crush damage above the right front passenger area. Both front seatbelts appeared to have been cut and all four doors of the vehicle were removed by emergency personnel. The windshield had been shattered out and all four tires had good tread depth. The right front tire was flat but appeared to be in good condition. The front left outer wheel bearing nut and center key were missing, the threads to the spindle were intact leading this officer to believe that the crash did not dislodge them. There was damage to both the right and left rear quarter panels and the rear window was missing. Both the driver's side airbag and the passenger side airbag deployed. The damage to this vehicle is consistent with a high speed frontal collision and a roll over crash.

VEHICLE #2:

Vehicle #2 is described as a 2000 Ford pickup bearing Texas license plate [REDACTED]. Vehicle #2 was pulling a fifth wheel Tabco travel trailer bearing Texas license plate [REDACTED]. The front license plate of the pickup was found in the radiator area of Vehicle #1. Upon this officer's arrival Vehicle #2 and its trailer were completely engulfed in flames making it impossible to determine the color of the vehicle. There was heavy front end damage with the majority of the damage to the right side. The roof of the vehicle was heavily caved in above the right front passenger area. The bed of the truck was twisted and crushed with damage to the front of the bed being pushed towards the cab. The headache rack was bent towards the front of the vehicle leading this officer to believe that the trailer continued forward and struck the rear of the cab upon impact with Vehicle #1. The drive shaft was found in the middle of the westbound lane. The windshield had melted and only small parts were still on the vehicle. It was impossible to determine if either airbag deployed on impact. A check of the propane tanks revealed that both valves were closed, however both valves stems were extremely loose and were easily turned by hand without the use of any tools. The damage to this vehicle is consistent with a front end impact at a high speed. Both occupants of Vehicle #2 were trapped and had to be extricated after the fire was extinguished.

Date 07/26/03	Time 1610	Location US Highway 64/ST M 370	County Cotton
Driver No. 1 Brown, T. Thomas	Driver No. 2 A. [REDACTED]	Witness [REDACTED]	Officer [REDACTED]

WITNESS STATEMENTS:

I was able to locate two witnesses to the crash the first witness was identified as Richard Hueckteman. Mr. Hueckteman stated that he was approximately three to four car lengths behind Vehicle #2 when he saw it swerve to the right and then swerve across the center line into the westbound lane. Mr. Hueckteman stated that as the vehicle went into the westbound lane it "exploded and started on fire." I asked Mr. Hueckteman if he saw any other vehicles in the westbound lane and he told me no, there were no other vehicles in the westbound lane at that time.

The second witness was identified as Chad Weaver. Mr. Weaver stated that he saw the two vehicles swerving apart in the eastbound lane. Mr. Weaver continued to tell me that the truck and trailer "exploded." Mr. Weaver said that he ran up to Vehicle #1 and saw Noah Brown hanging upside down with blood coming from his mouth. Mr. Weaver also told me that he sat Noah Brown upright so that he would not choke. I asked Mr. Weaver if Noah Brown was in a car seat and he said no that he was just hanging up side down. I also asked Mr. Weaver if there were any other vehicles westbound at the time the crash took place and he said that he did not remember seeing any. I asked him if it appeared that Vehicle #1 was passing anyone and he again told me that he did not think so but was not certain because he was quite a distance behind Vehicle #2.

STATE OF NEW MEXICO UNIFORM ACCIDENT REPORT SUPPLEMENTAL DIAGRAM/NARRATIVE

INVESTIGATION:

My investigation revealed that the crash took place in the eastbound lane. Vehicle #1 was traveling westbound and for an unknown reason entered the eastbound lane of travel. It is my belief that the reason that Vehicle #1 entered the eastbound lane was due to the left front outer wheel bearing nut and center key missing from the wheel assembly. This caused the left front wheel to become very loose and would have made it difficult to control the vehicle causing it to pull to the left.

Vehicle #2 was traveling eastbound at approximately 60 miles per hour and swerved to the right in an attempt to avoid Vehicle #1. As Vehicle #1 entered the eastbound lane it struck Vehicle #2 just right of the front center of the vehicle causing damage to the right front of both vehicles. As Vehicle #1 struck Vehicle #2 it lost control and rolled onto the right side in the unimproved south shoulder. After impact Vehicle #2 entered the westbound lane and ignited causing both the truck and trailer to become fully engulfed in flames. All occupants had to be extracted from both vehicles due to the extensive damage. This officer was unable to determine what caused Vehicle #2 to ignite upon impact with Vehicle #1.

Officer Lisa Shaffer completed the crash scene diagram and Officer J.T. Collins photographed the scene.

TOW COMPANY:

Raton Auto and Truck Service towed both vehicles from the scene. Both vehicles are being stored at Raton Auto and Truck Service.

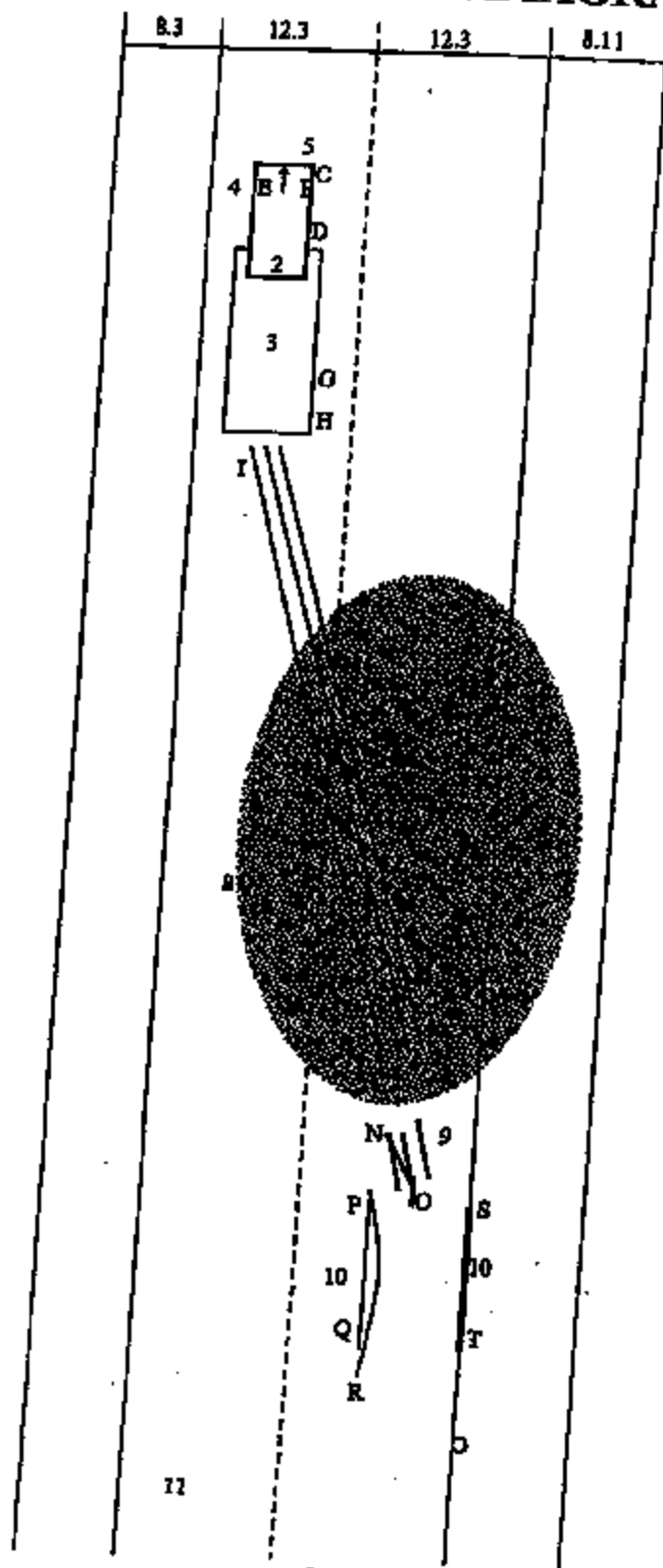
ENFORCEMENT ACTION:

No enforcement action was taken.

Date 07/26/03	Time 1510	Location US Highway 84/87 N M 370	County Colfax
Driver 1 Brown, Thomas	Driver 2 Shaffer, Lisa	Witness A. Miller, M. Hixon	Other Collins, J.T.
			Page 5
			7


Officer J.T. Collins
New Mexico State Police
07/27/2003

STATE OF NEW MEXICO SUPPLEMENTAL DIAGRAM/NARRATIVE



Date	Time	Location	County
07/26/03	1310	US 64/87	COLFAX
Driver No. 1	BROWN, THOMAS		
Driver No. 2	AUSTIN, MILTON		
Sheet	6	Of	7



NOT DRAWN TO SCALE
DRAWN BY:

Lisa Shaffer

OFFICER LISA SHAFFER

NM/SP #3035

07/28/03

STATE OF NEW MEXICO UNIFORM ACCIDENT REPORT
SUPPLEMENTAL DIAGRAM/NARRATIVE

LEGEND

MEASUREMENTS

PT	FROM PT. ZERO	FROM EDGELINE
A	119.3 E	26.2 S
B	111.1 E	25.1 S
C	232 E	22 N
D	219.3 E	16 N
E	227.8 E	23.2 N
F	226.1 E	18.10 N
G	202.6 E	14 N
H	200.4 E	14 N
I	185.1 E	16.4 N
J	94.6 E	5 N
K	148.5 E	12.3 N
L	143.4 E	6.9 N
M	114.4 E	0
N	93.4 E	5 N
O	82.5 E	2.11 N
P	91.6 E	6.6 N
Q	22.9 E	5.10 N
R	10 E	6.10 N
S	96.1 E	0
T	19 E	0
U	142.6 E	12.3 N

OBJECTS

[illegible]

DIAGRAM NOT TO SCALE

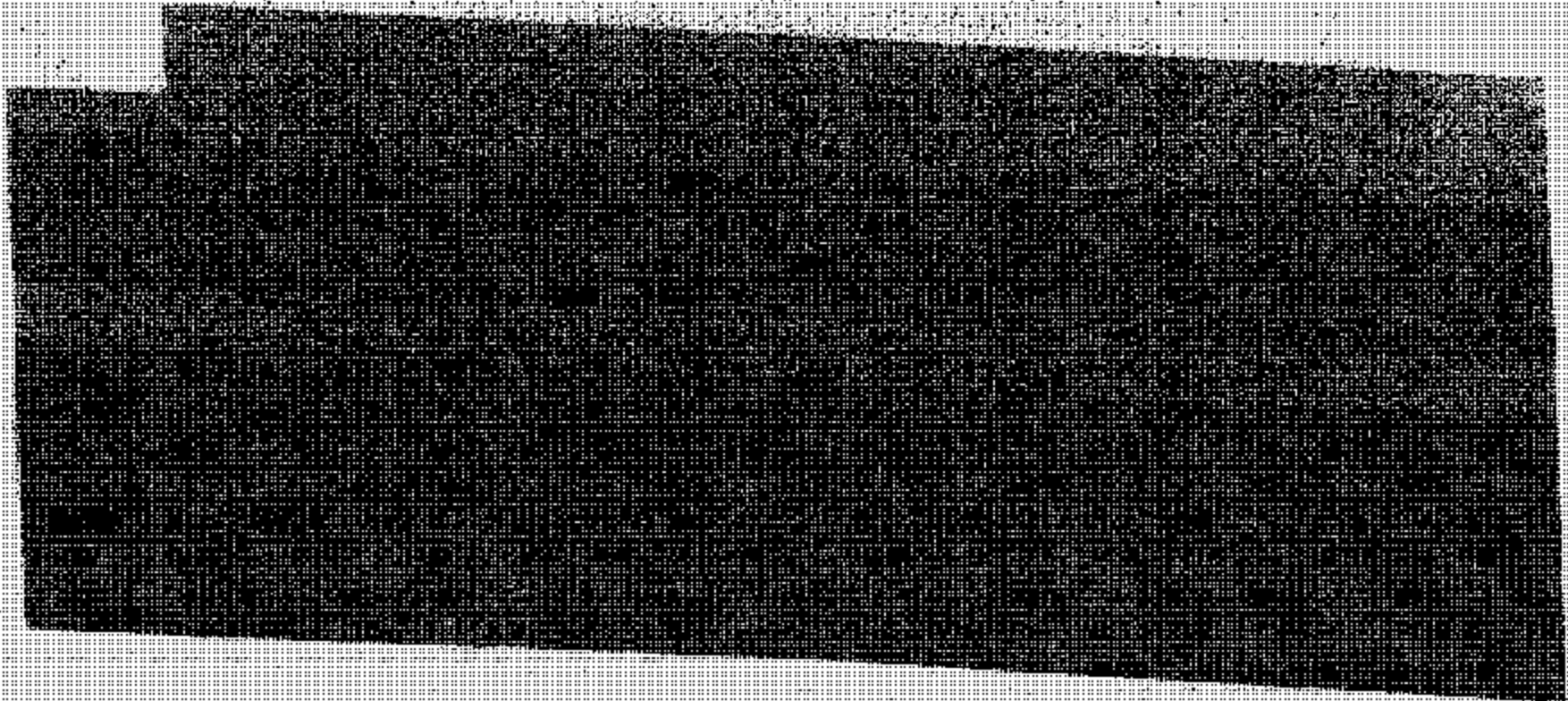
DRAWN BY

OFFICER LISA SHAFFER

NMSP #3035 07/28/03

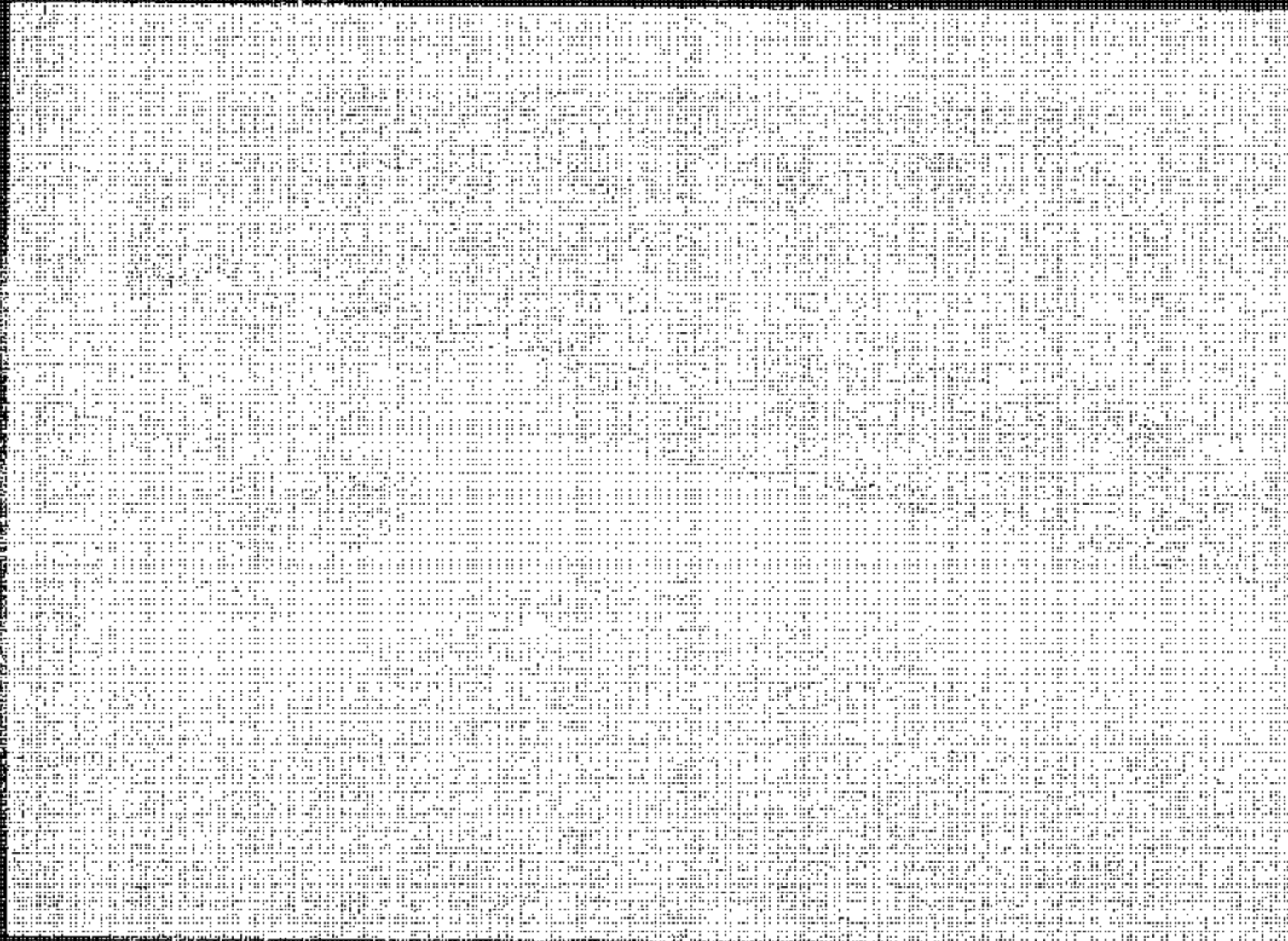
Case	Title	Location	County
0772603	1610	UB 64/87	COLFAX
[REDACTED]			State
Chair No. 2			7
AUSTIN, MILTON			7

Vehicle positions shown every 10 feet

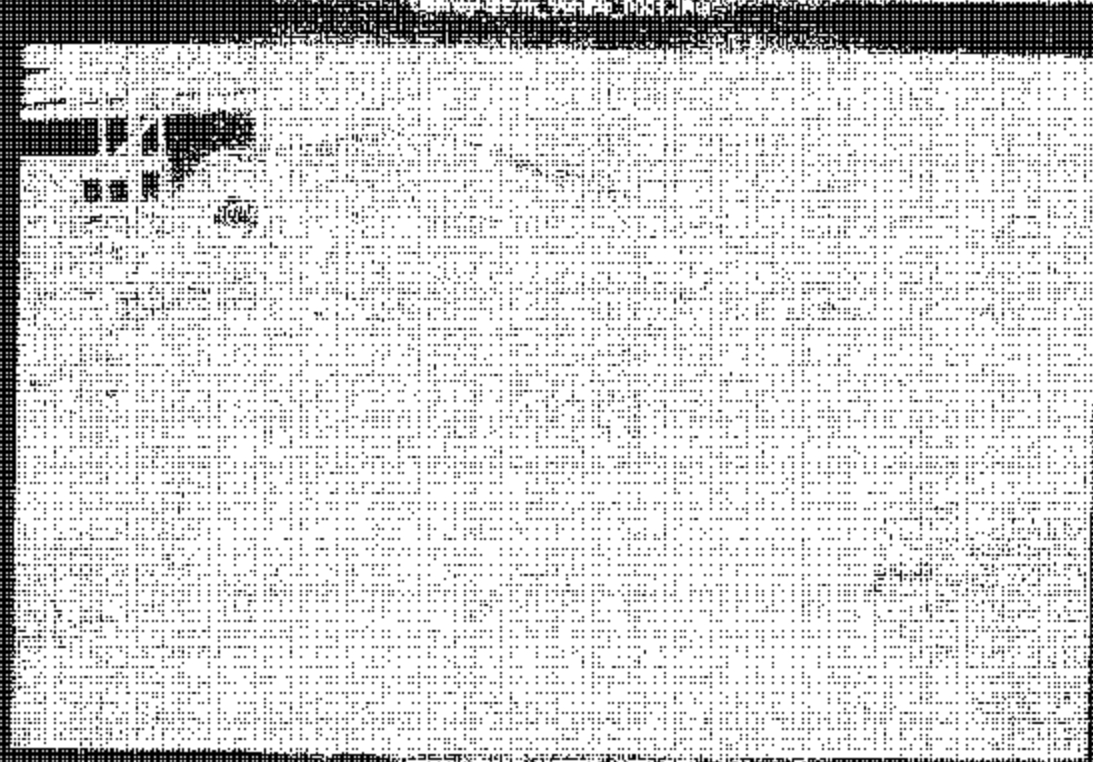
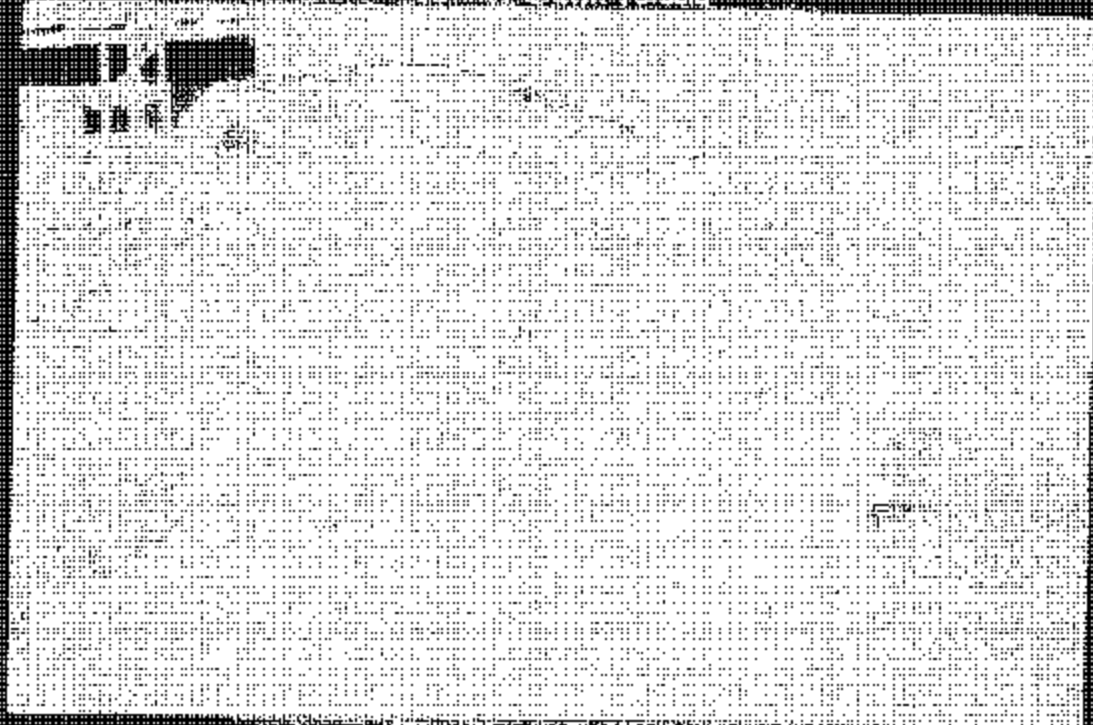


ATTACHMENT "B"

Evidence of Fatigue Failure



ATTACHMENT "C"



Turnover - Brown Vehicle



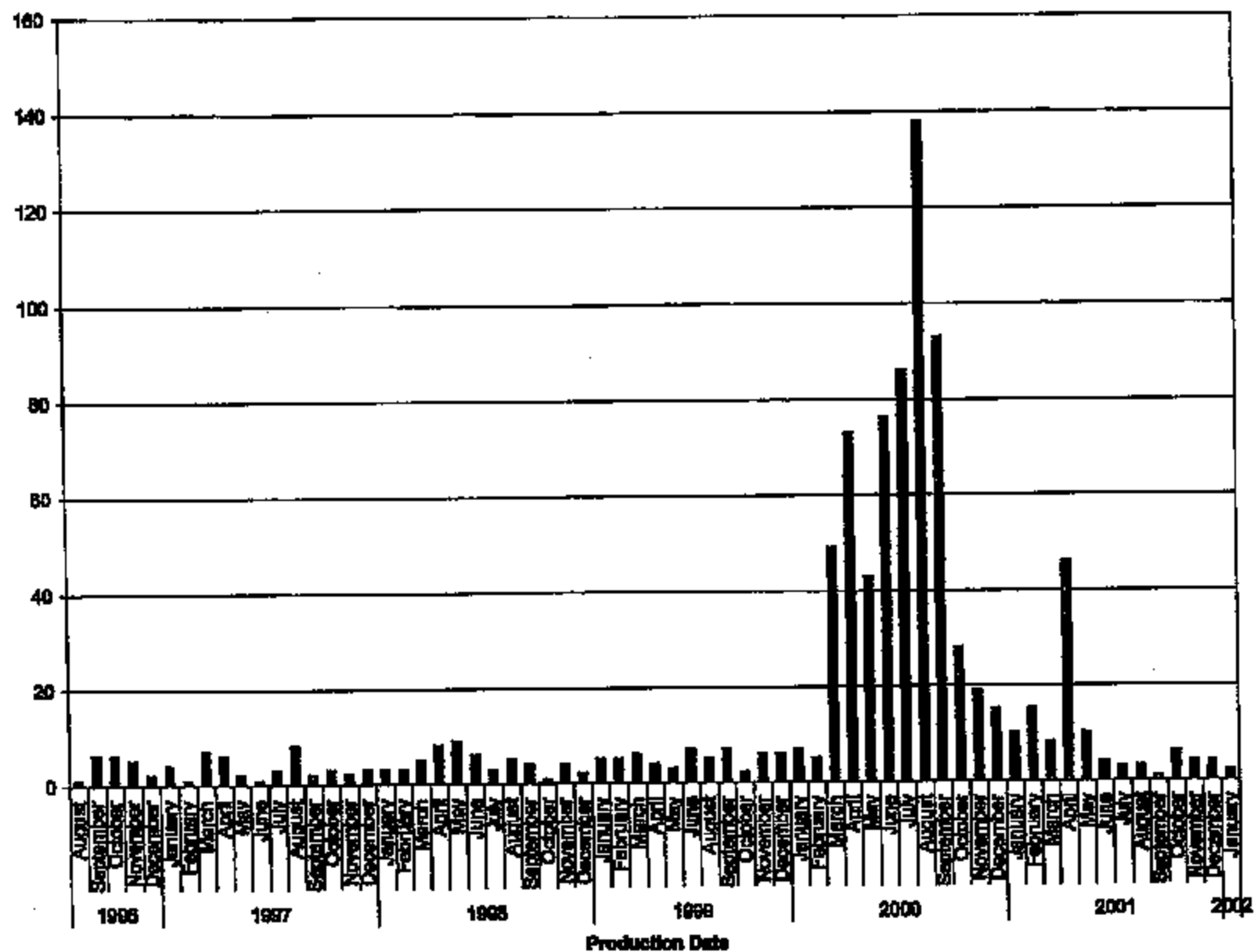
2017-12-15 10:15:15



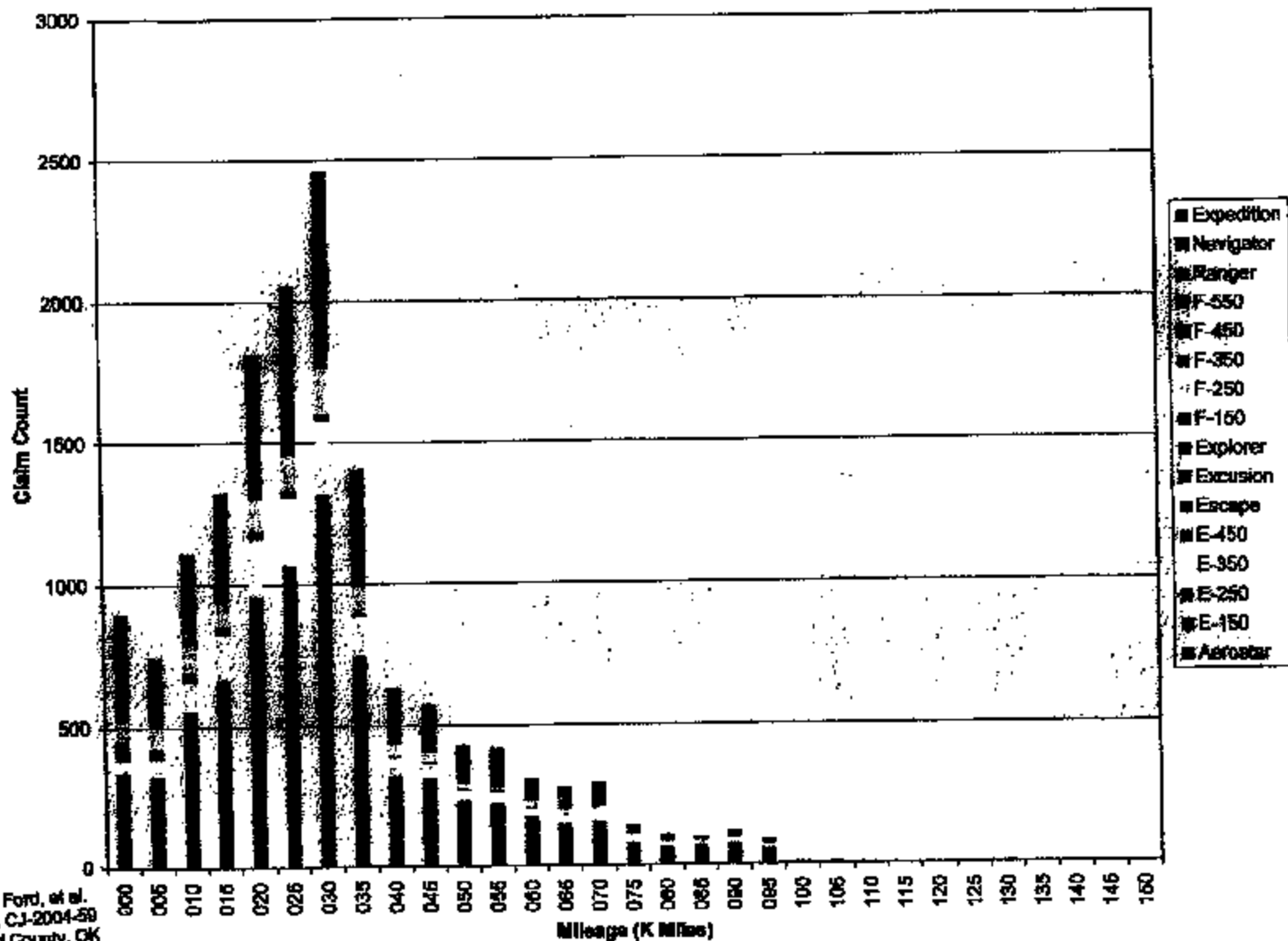
2017-12-15 10:15:15

ATTACHMENT "D"

Claims with "wheel" and "bearing" in Technician Comments



SBA and MDL AWS Data
ZWD With Markers Q25



Smith v. Ford, et al.
Case No. CJ-2004-59
Cleveland County, OK
Plaintiff's Exhibit No.

61.8

7/27/2005