



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 19-JUN-2006
Repository
Reference No. 10160175

OWNER INFORMATION (Type or Print)

Name [REDACTED] Daytime Telephone Number [REDACTED] E-mail Address [REDACTED]
Address [REDACTED] Evening Telephone Number [REDACTED]
City Oxnard State CA Zip Code [REDACTED]

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 [REDACTED] Date 7/6/06

VEHICLE INFORMATION

17 digit Vehicle Identification Number Located at bottom of windshield on driver's side 1GKEC13T2 [REDACTED] Make GMC Model YUKON Model Year 2003
Date Purchased 05-JUN-03 Dealer's Name and Telephone Number GULF BUNNIN GMC DEALERSHIP Engine: No: Cylinders 8 Fuel Type: Gas
Original Owner Dealer's City Oxnard, CA State CA Zip Code 93051
Transmission Type AUTOMATIC Antilock Brakes Cruise Control Powertrain Vehicle Component Code 140000 AIR BAGS Multiple Failure: 1

FAILED COMPONENT(S)/PART(S) INFORMATION

Incident Date(s) 05-APR-2006 Failure Mileage EST. 36000 Failure Speed 55

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A TIRE FAILURE

Tire Make [REDACTED] Tire Model (Name or Number) [REDACTED] Tire Size (Example P215/65R15) [REDACTED]
DOT No. (Example: DOTM13ABC036) Original Equipment Prior Repair Failure Location: [REDACTED]
Tire Component Code [REDACTED] Tire Failure Type [REDACTED]

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A CHILD SEAT FAILURE

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

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 4 Number of Deaths 0 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 (e.g., parts repaired or replaced (and if old part is available)).

DOT: THE CONTACT STATED WHILE DRIVING THERE WAS A SQUEALING NOISE THAT APPEARED TO BE COMING FROM THE BRAKES. DURING A NORMAL MAINTENANCE SERVICE, THE SERVICE DEALER DETERMINED THE SQUEALING NOISE WAS NORMAL. ON APRIL 4, AN APPOINTMENT WAS MADE WITH THE DEALER REGARDING THE SQUEALING NOISE. THE DEALERSHIP DETERMINED THE VENT SOLENOID HAD FAILED INTERNALLY AND THE VENT SOLENOID AND BRACKET PARTS HAD TO BE REPLACED. THE CONTACT WAS TOLD BY DEALERSHIP THAT UNTIL WORK COULD BE PERFORMED THE CAR WAS DRIVEABLE. ON APRIL 5TH, THE VEHICLE WAS IN AN ACCIDENT. WHILE DRIVING 55 MPH ON WET ROADS, THE BRAKES FAILED WHICH CAUSED THE CONTACT TO LOOSE CONTROL OF THE VEHICLE. WHILE THE CONTACT ATTEMPTED TO MANUEVER THE VEHICLE TO THE SIDE OF THE ROAD, THE VEHICLE HIT A POLE AND SLIDE INTO A DITCH. DURING THE ACCIDENT THE AIR BAGS DID NOT DEPLOY. ALL OCCUPANTS WERE WEARING SEATBELTS HOWEVER INJURIES WERE SUSTAINED. THE CONTACT HAD LOWER BACK INJURIES. AN MRI WAS PERFORMED SHOWING A DISLOCATED DISK TO THE LOWER BACK. OTHER INJURIES OCCURRED TO TWO OTHER PASSANGERS AGES 12 AND 7; MINOR HEAD INJURIES. A POLICE REPORT WAS FILED AND ACCIDENT REPORT WAS PROCESSED WITH THE DEALERSHIP. AFTER THE ACCIDENT, THE VEHICLE WAS TAKEN TO A BODY SHOP FOR REPAIRS. ADDITIONAL REPAIRS STILL NEED TO BE MADE TO BRAKES AND AIRBAGS. **GENERAL NOTES: INSPECTION**

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)

Attached is all required documents -

Attached are all the documents that were sent to General Motors and also received back from them. Also attached is the police report - Any questions feel free to contact me. TK

AT:

U.S. Department of Transportation

National Highway Traffic Safety Administration

400 Seventh St., S.W. Washington, D.C. 20580

Official Business Penalty for Private Use \$300

1.22

BUSINESS REPLY MAIL

FIRST CLASS PERMIT NO 73173 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-210
400 7th Street, SW
Washington, DC 20590

NO POSTAGE NECESSARY IF MAILED IN THE UNITED STATES

Think your vehicle has a safety defect?



If so:

Use the enclosed form to file a report.

safercar.gov



esis

ESIS/GM Central Claims Unit
P.O. Box 300
Mail Code 482 C20 D71
Detroit, MI 48265-3000



Jemela Price
Claims Administrator

June 5, 2006

[Redacted]
Oxnard, CA [Redacted]

RE: Claimant: Rosalinda Velazquez
Our File No.: 510057
Our Client: General Motors Corporation
Date/Event: 4/5/06
VIN: 1GKRC13T [Redacted]

Dear [Redacted]

I am writing to confirm our conversation of June 5, 2006 during which you agreed to allow us to inspect your 2003 GMC Yukon and retrieve data from the air bag system. Bill Smith will be contacting Three Way Chevrolet within the next week to schedule an exact date and time for the inspection. I estimate the inspection will take about three hours.

As part of the inspection, we will likely take photographs and measurements. Also, your vehicle is equipped with an air bag Sensing and Diagnostic Module (SDM). As explained in the Owner's Manual, in addition to its other functions, the SDM records information about the air bag system and other crash related data in an air bag deployment event and some near-deployment crashes. The SDM in your vehicle also records the following pre-crash data: vehicle speed, throttle position, brake application and engine RPM for 5 seconds prior to the deployment or near deployment event. As part of our investigation, we will download the SDM data using the Vetronix Crash Data Retrieval software. We will provide you with a copy of that data at the time we retrieve it or as soon after as is practical.

Please note the potential GM uses of this crash data once GM has a copy in its files. Once collected, the SDM crash data is available for GM's research needs. Also, in summary form, this information may be provided to non-GM organizations (i) which have a reasonable need for it, (ii) which have a demonstrated ability to utilize such data, and (iii) which are expected to use it for studies aimed at improving safety to the benefit of the public at large, the auto industry, or GM. However, information which ties SDM crash data to a particular vehicle, such as VIN, owner name, or date and location, will generally not be disclosed by GM other than (a) to the involved owner/lessee or his/her designated agent, (b) in response to an official request of police or similar government office, (c) for research where appropriate confidentiality is maintained and need is shown, (d) as part of GM's defense of litigation involving the subject vehicle or other GM products, or (e) as otherwise required by law.

If you have any additional questions about our upcoming inspection, you can contact me at 1.800.888.0164 Monday through Friday from 8:00 AM to 4:30 PM.

Sincerely,

[Redacted Signature]

Vehicle Current Location:

519-2004

Three Way Chevrolet on California Rd.; Bakersfield, 93309

Body Shop name of Contact: Thomas (dad) 283-3570.

*NO Repairs or inspect is being done to airbags and brakes as bodyshop states that is not their responsibility.

Accident: April 5th, 2006 around 7:15 AM on Hwy 126

It was raining on and off. Suddenly started pouring very hard and suddenly I got a message that came up where the mile odometer shows stating something about Active Traction or Active Transmission at that point I tried to slow down to eventually get on the side of the road and call GMC about my car unfortunately I was unable do to the vehicle not taking the brakes when I tried to stop the brakes were very hard and didn't work at all. At that point the vehicle was entering a curve and I was on my own trying to control it maneuvering the wheel so that it could get it to go straight but ~~both intersections and velocity seem to be incrementing and~~ brakes were not working. Finally vehicle went straight to a phone booth and crashed into it pulling the pole and pole from the ground and flying into a field of mud, where I tried to call the tow truck and winch it out since it was deeply stuck in mud. The airbags didn't deploy at time of impact which I was a very strong crash and also the damage were fairly big and the way the impact happened and where it hit should of been enough for the airbags to deploy.

Therefore do to this accident I haven't been able to return to work do to alot of ^{lower} back pain. I'm currently on disability and also seeing

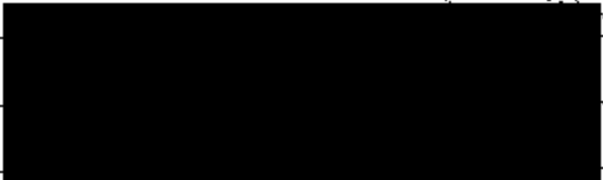


I have been trying to get your Agency to inspect the vehicle since April, since before the bodyshop started working on it and still haven't had any much luck from you. I will be returning to work on around 6/5/2016 and was hoping that by this date I would have some solutions or answers regarding this matter, since it will be more difficult for me to miss any days from work if I have to. I'm also currently looking for an attorney that can take my case.

Further questions feel free to call me on
(404) 292-0056

I'm also hoping that if at all possible the vehicle can be inspected by your Agency at the location that it is currently being fixed for the damages. Having to come up with the to pay for a tow truck to tow it in to the Oxford GMC will cause me a hardship. Therefore if possible to be seen at ~~the location~~ the location in

Thanks


GMC Insurance - Tim Stephenson will be contacting your Agency on the rest of the required documents per your letter.



esis

ESIS/GM Central Claims Unit
P.O. Box 300
Mail Code 482 C20 D71
Detroit, MI 48265-3000

800.888.0164 *tel*
313.665.0911 *fax*

Jameia Price
Claims Administrator

June 13, 2006

[REDACTED]
Oxnard, CA [REDACTED]

RE: Claimant: [REDACTED]
Our File No.: 510057
Our Client: General Motors Corporation
Date/Event: 4/5/06
VIN: 1GKBC13T2 [REDACTED]

Dear Ms. Velazquez:

Please find enclosed a copy of the air bag data retrieved from the above vehicle.

If you have any questions, please contact me at 800.888.0164 Monday through Friday 8:00 am to 4:30 pm EST.

Sincerely,
[REDACTED]

Enclosure

CDR File Information

Vehicle Identification Number	[REDACTED]
Investigator	[REDACTED]
Case Number	[REDACTED]
Investigation Date	[REDACTED]
Crash Date	[REDACTED]
Filename	[REDACTED]
Sped on	[REDACTED]
Collected with CDR version	[REDACTED]
Collecting program verification number	[REDACTED]
Reported with CDR version	[REDACTED]
Reporting program verification number	6238806E
Interface used to collect data	Block number: 00 Interface version: 4A Date: 11-08-05 Checksum: 7500
Event(s) recovered	Non-Deployment

SDM Data Limitations

SDM Recorded Crash Events:

There are two types of SDM recorded crash events. The first is the Non-Deployment Event. A Non-Deployment Event is an event severe enough to "wake up" the sensing algorithm but not severe enough to deploy the air bag(s). It contains Pre-Crash and Crash data. The SDM can store up to one Non-Deployment Event. This event can be overwritten by an event that has a greater SDM recorded vehicle forward velocity change. This event will be cleared by the SDM after the ignition has been cycled 250 times.

The second type of SDM recorded crash event is the Deployment Event. It also contains Pre-Crash and Crash data. The SDM can store up to two different Deployment Events, if they occur within 25.4 seconds of one another. Deployment Events cannot be overwritten or cleared from the SDM. Once the SDM has deployed the air bag, the SDM must be replaced.

The data in the Non-Deployment Event file will be locked after a Deployment Event, if the Non-Deployment Event occurred within 5 seconds before the Deployment Event. If multiple Non-Deployment Events occur within 5 seconds prior to a Deployment Event, then the most severe Non-Deployment Event will be recorded and locked. If multiple Non-Deployment Events precede a Deployment Event, and multiple Non-Deployment Events occur within 5 seconds of each other (but not necessarily all within 5 seconds of the Deployment Event), and subsequent Non-Deployment Events are less severe than prior Non-Deployment Events, and the last of the multiple Non-Deployment Events occurs within 5 seconds of a Deployment Event, then the most severe of the Non-Deployment Events (which may have occurred more than 5 seconds prior to the Deployment Event) will be recorded and locked.

SDM Data Limitations:

-SDM Recorded Vehicle Forward Velocity Change reflects the change in forward velocity that the sensing system experienced during the recorded portion of the event. SDM Recorded Vehicle Forward Velocity Change is the change in velocity during the recording time and is not the speed the vehicle was traveling before the event, and is also not the Barrier Equivalent Velocity.

This data should be examined in conjunction with other available physical evidence from the vehicle and scene when assessing occupant or vehicle forward velocity change. For Deployment Events and Deployment Level Events, the SDM will record 100 milliseconds of data after deployment criteria is met and up to 50 milliseconds before deployment criteria is met. For Non-Deployment Events, the SDM will record the first 150 milliseconds of data after algorithm enable.

-Event Recording Complete will indicate if data from the recorded event has been fully written to the SDM memory or if it has been interrupted and not fully written.

-SDM Recorded Vehicle Speed accuracy can be affected if the vehicle has had the tire size or the final drive axle ratio changed from the factory build specifications.

-Brake Switch Circuit Status indicates the status of the brake switch circuit.

-Pre-Crash Electronic Data Validity Check Status indicates "Data Invalid" if the SDM receive an invalid message from the module sending the pre-crash data.

-Driver's and Passenger's Belt Switch Circuit Status indicates the status of the seat belt switch circuit. If the vehicle's electrical system is compromised during a crash, the state of the Belt Switch Circuit may be reported other than the actual state.

-The Time Between Non-Deployment and Deployment Events is displayed in seconds. If the time between the two events is greater than 25.4 seconds, "N/A" is displayed in place of the time.

-If power to the SDM is lost during a crash event, all or part of the crash record may not be recorded.

-Multiple Events Associated with this Record: This parameter will indicate whether one or more associated events preceded the recorded event.

-One or More Associated Events Not Recorded: If a single event is recorded, this parameter will indicate whether one or more associated events, prior to the recorded event, was not recorded.

If two associated events are recorded, this parameter for the first event will indicate whether one or more associated events, prior to the first event, was not recorded.

If two associated events are recorded, this parameter, for the second event, will indicate whether one or more associated

Rec'd

events, between the first and second events, was not recorded.

SDM Data Source:

All SDM recorded data is measured, calculated, and stored internally, except for the following:

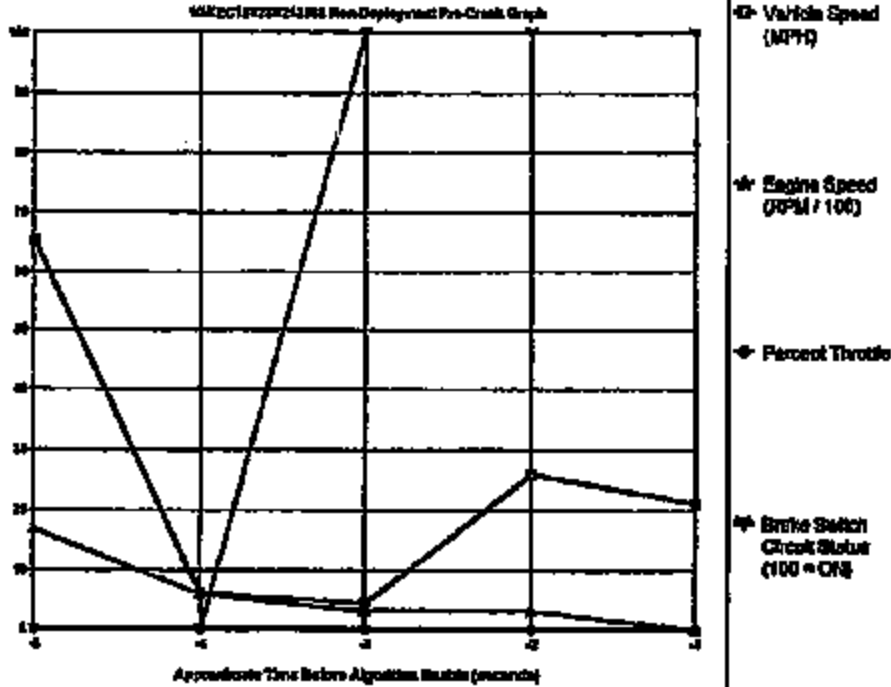
-Vehicle Speed, Engine Speed, and Percent Throttle data are transmitted once a second by the Powertrain Control Module (PCM), via the vehicle's communication network, to the SDM.

-Brake Switch Circuit Status data is transmitted once a second by either the ABS module or the PCM, via the vehicle's communication network, to the SDM.

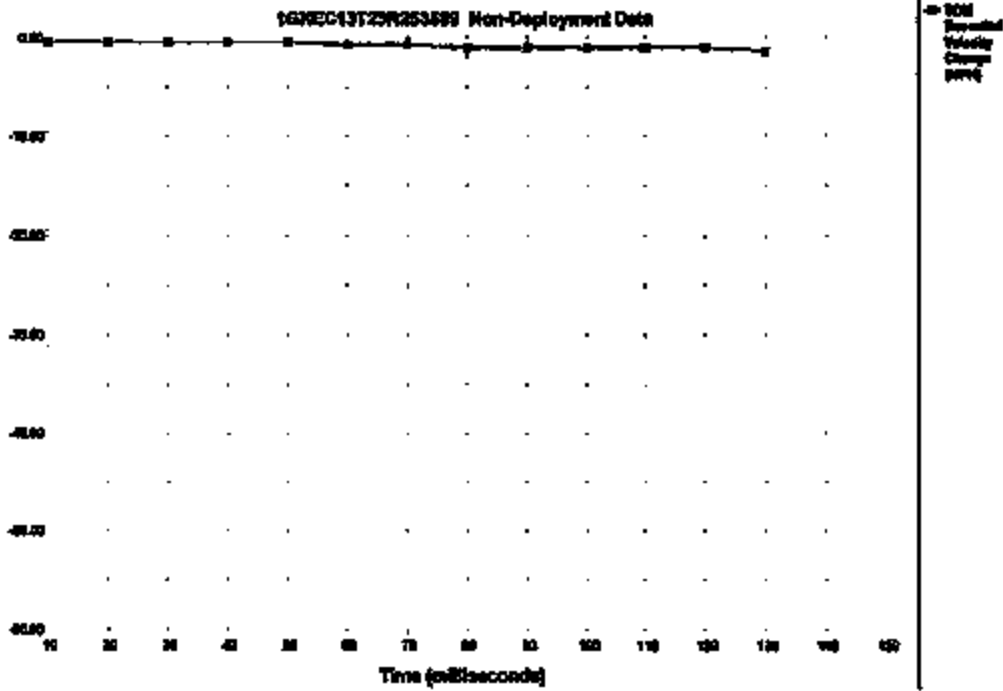
-The SDM may obtain Bell Switch Circuit Status data a number of different ways, depending on the vehicle architecture. Some switches are wired directly to the SDM, while others may obtain the data from various vehicle control modules, via the vehicle's communication network.

System Status At Non-Deployment

SIR Warning Lamp Status	OFF
Driver's Belt Switch Circuit Status	BUCKLED
Passenger Seat Position Switch Circuit Status	Forward
Ignition Cycles At Non-Deployment	7383
Ignition Cycles At Investigation	7449
Maximum SDM Recorded Velocity Change (MPH)	-1.30
Algorithm Enable to Maximum SDM Recorded Velocity Change (msec)	122.5
Crash Record Locked	No
Event Recording Complete	Yes
Multiple Events Associated With This Record	No
One Or More Associated Events Not Recorded	No



Seconds Before AE	Vehicle Speed (MPH)	Engine Speed (RPM)	Percent Throttle	Brake Switch Circuit Status
5	85	1728	0	OFF
4	6	578	0	OFF
3	4	258	0	ON
2	26	268	0	ON
1	21	0	0	ON



Time (milliseconds)	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150
Reported Velocity Change (MPH)	-0.51	-0.51	-0.51	-0.51	-0.51	-0.51	-0.51	-0.51	-0.51	-0.51	-0.51	-0.51	-0.51	-0.51	-0.51

Hexadecimal Data

This page displays all the data retrieved from the air bag module.
It contains data that is not converted by this program.

```
$01 F1 24 C4 F8 AE 4A
$02 F1 F1 00 00 A8 00
$03 41 53 33 30 36 39
$04 4B 36 4E 33 31 31
$05 30 43 4E 44 34 34
$06 15 19 24 48 00 00
$07 30 03 31 56 00 00
$08 41 44 75 06 56 30
$09 67 30 51 4A 53 58
$0A 41 44 75 06 56 30
$0B 67 48 58 53 54 42
$0C 00 00 00 00 00 00
$0D 00 00 00 00 00 00
$0E 00 00 00 00 00 00
$0F 00 00 00 00 00 00
$10 EC 5D E0 00 00 00
$11 84 83 88 7E 7C 7F
$12 94 00 02 3D 3D 00
$13 00 01 00 00 00 00
$14 1D 1D 00 00 64 40
$15 FA FA FA FA FA FA
$16 FA FA FA FA FA FA
$17 FA FA 00 00 00 00
$18 00 0F 05 AC F1 D0
$19 09 00 0A 00 00 64
$1A 00 00 00 00 00 00
$1B 00 00 00 00 00 00
$1C 00 0C 00 00 00 00
$1D 00 00 00 00 00 00
$1F FF 00 00 00 00 00
$20 12 FE 00 00 FF FF
$21 FF FF FF FF FF FF
$22 FF FF FF FF FF FF
$23 FF FF FF FF FF FF
$24 00 00 43 00 31 05
$25 03 00 00 4B FF FF
$26 01 01 01 01 01 02
$27 02 03 03 03 03 03
$28 04 00 00 0D FC 67
$29 F8 A5 FF FF FF FF
$2A FF FF FF FF FF FF
$2B FF FF FF FF FF FF
$2C FF FF FF FF FF FF
$2D FF FF 00 00 00 00
$30 FF FF FF FF FF FF
$31 FF FF FF FF FF FF
$32 FF FF FF FF FF FF
$33 FF FF FF FF FF FF
$34 FF FF FF FF FF FF
$35 FF FF FF FF FF FF
$36 FF FF FF FF FF FF
$37 FF FF FF FF FF FF
$38 FF FF FF FF FF FF
$39 FF FF FF FF FF FF
$3A FF FF FF FF FF FF
$3B FF FF FF FF FF FF
$3C FF FF FF FF FF FF
$3D FF FF 00 00 00 00
$40 22 2A 07 0A 69 00
$41 80 00 00 00 00 00
$42 00 00 00 04 04 09
$43 18 00 7D 80 00 00
```

\$44 22 2A 07 0A 69 00
\$45 8D 00 00 00 00 00
\$46 0B 00 0D 04 04 09
\$47 1B 00 7D 80 00 00
\$48 FF FF FF FF FF FF
\$49 FF FF FF FF FF FF
\$4A FF FF FF FF FF FF
\$4B FF FF FF FF 00 00
\$4C YF XF XF XF XF XF
\$4D YF XF XF XF XF XF
\$4E YF XF XF XF XF XF
\$4F YF XF XF XF 00 00
\$50 FF FF FF FF FF FF
\$51 FF FF FF FF FF FF
\$52 YF XF XF XF XF XF
\$53 YF XF XF XF XF XF
\$54 YF XF XF XF XF XF

Comments

LAMP STATUS TEST OK
DOWNLOADED THROUGH DLC
NON DEPLOYMENT
NO SUPPRESSION SWITCH
36322 MILEAGE
3-WAY CHEVROLET 3808 CALIFORNIA AVE., BAKERSFIELD, CA



esis

ESIS/GM Central Claims Unit
P.O. Box 300
Mail Code 482 C20 D71
Detroit, MI 48265-3000

800.888.0164 *tel*
313.665.0911 *fax*



June 28, 2006

[Redacted]
Oxnard, CA [Redacted]

RE: Claimant: [Redacted]
Our File No.: 510057
Our Client: General Motors Corporation
Date/Event: 4/5/06
Vehicle: 2003 GMC Yukon
VIN: 1GKEC2 [Redacted]

Dear [Redacted]

This will confirm that we have completed our review of your claim regarding your 2003 GMC Yukon. At this time, based on all documentation received and reviewed, ESIS, on behalf of General Motors Corporation, will not be in a position to honor your request for damages. If you have any additional evidence that supports your claim of a product defect, please forward it to my attention for further review.

Also, you have an obligation and responsibility to ensure that the subject vehicle and its related components are maintained and preserved in their immediate post-incident condition for as long as you intend to pursue a claim and/or cause of action.

Per your request, I am enclosing a copy of the accident report for your records.

Sincerely,

Jemeia Price
Claims Administrator

Enclosure

STATE OF CALIFORNIA
TRAFFIC COLLISION REPORT
 CHP 556 Page 1 (Rev. 7-03) CFI 081

Page 1 of 2


SPECIAL CIRCUMSTANCES		REPORT MADE BY R	REPORT MADE BY R	CITY JUNIPER	JUDICIAL DISTRICT VENTURA SUPERIOR	LOCAL REPORT NUMBER 06-04-029		
COLLISION OCCURRED ON SR-126 (W/S)		STATE CA	CLASS C	AIR BAG M	SAFETY SEAT S	DATE 04 05 2006	TIME (24H) 0725	
ALLEGED INFORMATION 0 - 12 WEN. BZ-70		REPORTING DISTRICT VENTURA	BEAT 046	MODEL 9770	OFFICER I.D. 18024	PHOTOGRAPHS BY <input type="checkbox"/> NONE		
LOCATION	AT INTERSECTION WITH <input checked="" type="checkbox"/> OR 2 - 2003 SMO YUKON BLACK		DAY OF WEEK S M T W T F S		TOW/AWAY <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		STAYS AWAY FROM <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
	DRIVER'S LICENSE NUMBER BARAZAGA		STATE CA	CLASS C	AIR BAG M	SAFETY SEAT S	VEH. YEAR 2003	MAKE/MODEL/COLOR SMO YUKON BLACK
DRIVER'S NAME (PRINT, ADDRESS, LAST)		STREET ADDRESS		CITY/STATE/ZIP		LIC. NUMBER		
SEX F		HAIR BRN	EYES BRN	HEIGHT 502	WEIGHT 160	RACE		
HOME PHONE		BUSINESS PHONE		VEHICLE IDENTIFICATION NUMBER		VEHICLE TYPE		
INSURANCE CARRIER SMAC		POLICY NUMBER		OR OF TRAVEL ON STREET OR HIGHWAY W SR-126		SPEED LIMIT 65		
DRIVER'S LICENSE NUMBER		STATE	CLASS	AIR BAG	SAFETY SEAT	VEH. YEAR	MAKE/MODEL/COLOR	
DRIVER'S NAME (PRINT, ADDRESS, LAST)		STREET ADDRESS		CITY/STATE/ZIP		LIC. NUMBER		
SEX		HAIR	EYES	HEIGHT	WEIGHT	RACE		
HOME PHONE		BUSINESS PHONE		VEHICLE IDENTIFICATION NUMBER		VEHICLE TYPE		
INSURANCE CARRIER		POLICY NUMBER		OR OF TRAVEL ON STREET OR HIGHWAY		SPEED LIMIT		
DRIVER'S LICENSE NUMBER		STATE	CLASS	AIR BAG	SAFETY SEAT	VEH. YEAR	MAKE/MODEL/COLOR	
DRIVER'S NAME (PRINT, ADDRESS, LAST)		STREET ADDRESS		CITY/STATE/ZIP		LIC. NUMBER		
SEX		HAIR	EYES	HEIGHT	WEIGHT	RACE		
HOME PHONE		BUSINESS PHONE		VEHICLE IDENTIFICATION NUMBER		VEHICLE TYPE		
INSURANCE CARRIER		POLICY NUMBER		OR OF TRAVEL ON STREET OR HIGHWAY		SPEED LIMIT		
REPORTING NAME R. ALcantara 18024		DISPATCH NOTIFIED <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> NA		REVIEWER'S NAME R.E. Picked 11127		DATE REVIEWED 4-13-06		

STATE OF CALIFORNIA
TRAFFIC COLLISION CODING
 CFP 655, Page 2 (Rev. 2-03) OPI 08/1

Page 2 of 4

DATE OF COLLISION: 09 05 2006 TIME: 0723 REPORT #: 9770 OFFICER I.D. #: 182A NUMBER: _____

PROPERTY DAMAGE: VENTURA COUNTY SAFE
 ADDRESS: 750 E. COURT SQUARE DRIVE #207 VENTURA, CA 93003 805-442-1591
 MAPPED: YES NO
 DESCRIPTION OF DAMAGE: CALL BOX 126-327 KNOCKED OFF ITS BASE

SEATING POSITION

OCCUPANTS
 A - NONE IN VEHICLE
 B - UNKNOWN
 C - LAP BELT USED
 D - LAP BELT NOT USED
 E - SHOULDER HARNESS USED
 F - SHOULDER HARNESS NOT USED
 G - LAP AND SHOULDER HARNESS USED
 H - LAP AND SHOULDER HARNESS NOT USED
 I - PASSIVE RESTRAINT USED
 K - PASSIVE RESTRAINT NOT USED
SAFETY EQUIPMENT
 L - AIR BAG DEPLOYED
 M - AIR BAG NOT DEPLOYED
 N - OTHER
 P - NOT RECORDED
IF BICYCLE HELMET
 DRIVER PASSENGER
 V-NO X-NO
 W-YES Y-YES
CHILD RESTRAINT
 Q - IN VEHICLE USED
 R - IN VEHICLE NOT USED
 S - IN VEHICLE USE UNKNOWN
 T - IN VEHICLE IMPROPER USE
 U - NONE IN VEHICLE
EXCISED FROM VEHICLE
 0 - NOT EXCISED
 1 - FULLY EXCISED
 2 - PARTIALLY EXCISED
 3 - UNKNOWN
INATTENTION CODES
 A - CELL PHONE HANDHELD
 B - CELL PHONE HANDS-FREE
 C - ISOTRONIC EQUIPMENT
 D - RADIO / CD
 E - SMOGGIN
 F - SMOGGIN
 G - CHILDREN
 H - ANIMALS
 I - PERSONAL HYGIENE
 J - READING
 K - OTHER

ITEMS MARKED BELOW FOLLOWED BY AN ASTERISK (*) SHOULD BE EXPLAINED IN THE NARRATIVE.

PRIMARY COLLISION FACTOR LIST NUMBER (S) OF PARTY AT FAULT	TRAFFIC CONTROL DEVICES			SPECIAL INFORMATION	MOVEMENT DURING COLLISION		
	1	2	3		1	2	3
A YES DRIVER VEHICLE OTHER <input type="checkbox"/> YES <input type="checkbox"/> NO	A CONTROLS FUNCTIONING			A HAZARDOUS MATERIAL			A STOP ID
B OTHER IMPROPER DRIVING*	B CONTROLS NOT FUNCTIONING*			B CELL PHONE HANDHELD IN USE			B PROCEEDING STRAIGHT
C OTHER THIRD DRIVER*	C CONTROLS OBSERVED			C CELL PHONE HANDS-FREE IN USE			C RAN OFF ROAD
D UNKNOWN*	D NO CONTROLS PRESENT / FACTOR*			D CELL PHONE NOT IN USE			D MISALIGNMENT TURN
	TYPE OF COLLISION			E SCHOOL BUS RELATED			E MAKING LEFT TURN
	A HEAD-ON			F TRUCK MOTORCYCLE COMBO			F MAKING LEFT TURN
	B SIDE SWIPE			G TRUCK TRUCKER COMBO			G BACKLAP
	C REAR END			H			H SLOWING / STOPPING
	D BROADSIDE			I			I PASSING OTHER VEHICLE
WEATHER (MARK 1 TO 5 ITEMS)	E HIT OBJECT			J			J CHANGING LANES
A CLEAR	F OVERTURNED			K			K PASSING MANEUVER
B CLOUDY	G VEHICLE / PEDESTRIAN			L			L ENTERING TRAFFIC
C RAINING	H OTHER:			M			M OTHER UNSAFE TURNING
D SNOWING	OTHER VEHICLE INVOLVED WITH:			N			N KING RIG OPPONENT LANE
E Fog / Visibility FE	A NON-COLLISION			O			O PARKED
F OTHER:	B PEDESTRIAN			OTHER ASSOCIATED FACTORS (MARK 1 TO 2 ITEMS)			P MISSING
G WIND	C OTHER MOTOR VEHICLE			A			Q TRAFFIC VIOLATION
	D MOTOR VEHICLE ON OTHER ROADWAY	1	2	B			R OTHER *
LIGHTING	E PARKED MOTOR VEHICLE			C			
A DAYLIGHT	F TRUCK			D			
B DARK - DAWN	G BICYCLE			E			
C DARK - STREET LIGHTS	H ANIMAL			F			
D DARK - NO STREET LIGHTS	I FIRED OBJECT: CALL BOX 126-327			G			
E DARK - STREET LIGHTS NOT FUNCTIONING*	J OTHER OBJECT:			H			
ROADWAY SURFACE				I			
A DRY	PEDESTRIAN ACTIONS			J			
B WET	A NO PEDESTRIANS INVOLVED			K			
C SNOWY / ICY	B CROSSING IN CROSSWALK - AT INTERSECTION			L			
D SLIPPERY (MUD, OIL, ETC.)	C CROSSING IN CROSSWALK - NOT AT INTERSECTION			M			
ROADWAY CONDITIONS (MARK 1 TO 2 ITEMS)	D CROSSING - NOT IN CROSSWALK			N			
A HOLES, DEEP RUT	E IN ROAD - INCLUDES SHOULDER			O			
B LOOSE MATERIAL ON ROADWAY*	F NOT IN ROAD						
C OBSTRUCTION ON ROADWAY*	G APPROACHING / LEAVING SCHOOL BUS						
D CONSTRUCTION - REPAIR ZONE							
E REDUCED ROADWAY WIDTH							
F FRODOEN*							
G OTHER:							
H NO USUAL CONDITIONS							

NOTES: FOR SYSTEM, SEE PAGE 3

MISCELLANEOUS

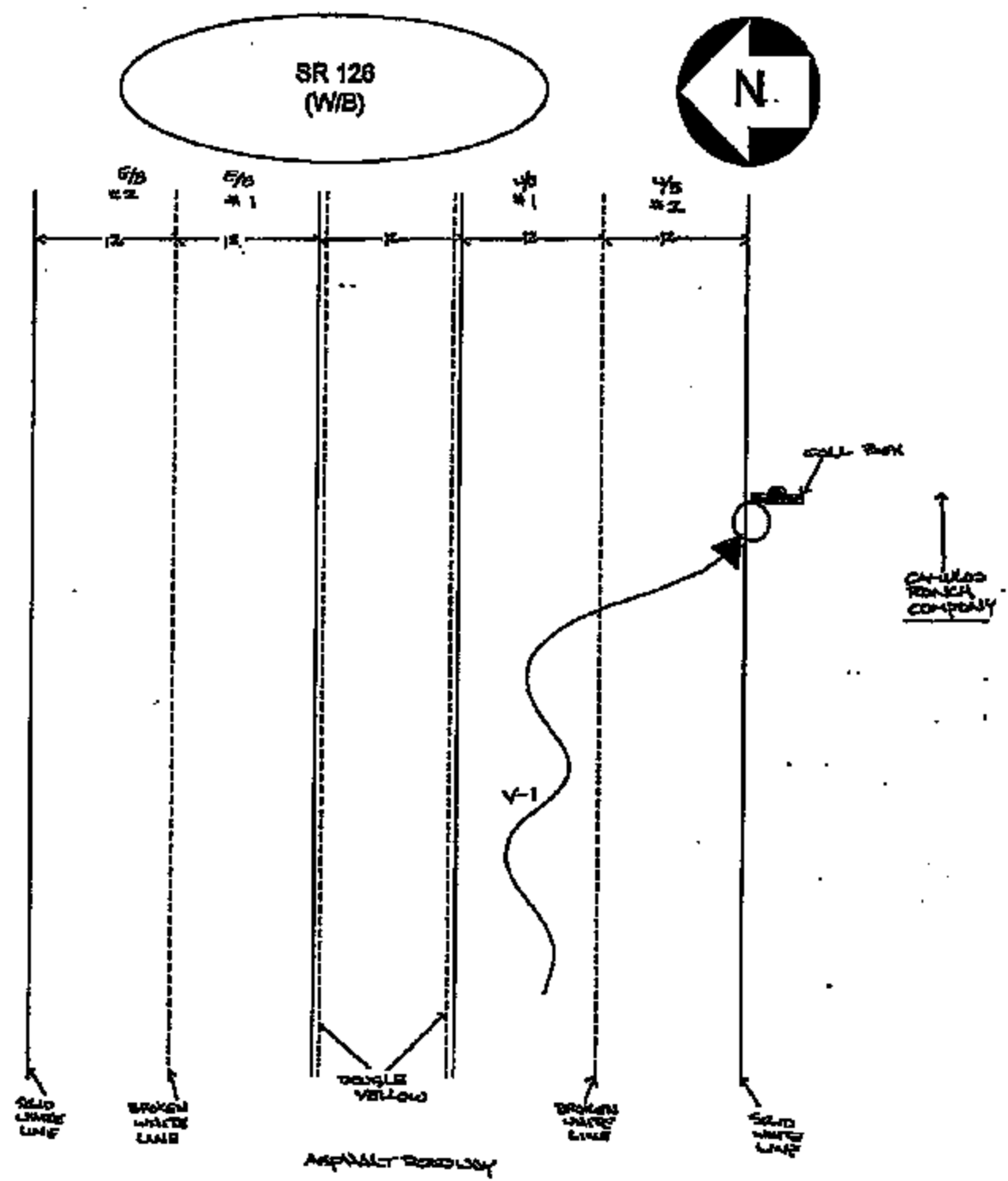


4

SKETCH

DATE OF COLLISION NO. DAY YEAR CA 05 2006	TIME 24HR 0723	CASE NO. 9770	OFFICER I.D. 1802A	NUMBER 06-0A-029
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ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS NOTED (SCALE) 1



PREPARED BY R. ALCANTARA OPCR	CASE NUMBER 1802A	MO. DAY YEAR 04 05 2006	REPORTING OFFICER R. Pickett	MO. DAY YEAR 4-13-06
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DATE OF INCIDENT/OCCURRENCE 04-05-2006	TIME (2400) 0723	INCIDENT NUMBER 9770	OFFICER I.D. NUMBER 18024	NUMBER
<input checked="" type="checkbox"/> ONE X Narrative	<input checked="" type="checkbox"/> ONE X Collision report	TYPE SUPPLEMENTAL (if applicable)		
<input type="checkbox"/> Supplemental	<input type="checkbox"/> Other	<input type="checkbox"/> BA update	<input type="checkbox"/> Fatal	<input type="checkbox"/> Hit and run update
		<input type="checkbox"/> Hazardous materials	<input type="checkbox"/> School bus	<input type="checkbox"/> Other
CITY/COUNTY/JUDICIAL DISTRICT		REPORTING DISTRICT/STATE	CREATION NUMBER	
LOCATION/SUBJECT		STATE HIGHWAY RELATED <input type="checkbox"/> Yes		

1 Notification:

2
 3 I received a call of a property damage only traffic collision at approximately 0730 hours. I responded
 4 from E/B SR-126 at Fish Hatchery Rd and arrived on scene at approximately 0739 hours.

5
 6 All speeds, times and measurements are approximate. Measurements were taken by vehicle odometer and
 7 visual estimation.

8
 9 **Statements:**

10
 11 Driver #1(D1, Velasquez) was contacted at the scene and related that she was driving Vehicle #1(V1,
 12 GMC) W/B on SR-126 in the #1 lane at approximately 55-60 miles per hour. D1 related that it began to
 13 rain very hard when she noticed that her "retro-active" light came on in V1's control panel. D1 related
 14 that she got scared but kept her hands on the wheel. D1 tried to apply the brakes to V1 but V1's brake
 15 seemed to be inoperative. At this time V1 began to spin in circles out of control. D1 related that V1 spun
 16 at least four times. V1 struck a roadside call box on the dirt shoulder with the front of V1 where it came
 17 to rest in a westerly direction.

18
 19 **Summary:**

20
 21 D1 was driving V1 W/B on SR-126 in the #1 lane at approximately 55-60 miles per hour. D1 lost control
 22 of V1 and began to spin in circles within the #1 lane veering onto the dirt shoulder. V1 continued on the
 23 dirt shoulder until V1 impacted call box 126-327. After the collision, V1 came to rest on its wheels in a
 24 westerly direction on the dirt embankment of W/B SR-126 east of Camulos Ranch.

25
 26 **Area of Impact:**

27
 28 The area of impact where the front of V1 struck the call box was located approximately 15 feet north of
 29 the north roadway edge of W/B SR-126 and approximately 2 miles east of Camulos Ranch.

30
 31 **Cause:**

32
 33 Driver #1(D1, Velasquez) caused this collision by driving V1 in violation of California Vehicle Code
 34 22350-Unsafe Speed for Conditions. D1 drove V1 at a speed that was unsafe for the weather conditions.

35
 36 The cause was established by the statement of the involved party, vehicle damage, damage to the call box,
 37 and weather conditions.

38
 39 **Recommendations:**

40
 41 None

PREPARED BY NAME AND I.D. NUMBER R. Alcantar 18024	DATE 04-05-2006	REPORTING OFFICER R. P. [Signature]	DATE 4-13-06
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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.