

U.S. Department
of TransportationNational Highway
Traffic Safety
Administration

DOT Auto Safety Hotline

Vehicle Owner's Questionnaire (VOQ)

NATIONWIDE 1-888-DASH-2-DOT

1-888-327-4236

www.nhtsa.dot.gov/hotline

FOR AGENCY USE ONLY 558

Date Received

14-NOV-2000

 Od_or _____
 Rt_dt _____
 od_rt _____
 up_ltr _____

Reference No.

874948

 Do you authorize NHTSA to provide a copy of report to the manufacturer of your vehicle? ☐ YES ☐ NO
 In the absence of an authorization, NHTSA WILL NOT provide your name and address to the vehicle manufacturer.

Signature of Owner _____ Date ____/____/____

VEHICLE INFORMATION

Vehicle Ident. No. (VIN) _____ (located at front of windshield on drivers side)		Vehicle Make MOHAWK	Vehicle Model MOHAWK	Vehicle Year 1900	Current Odometer Reading
Purchase Date	Dealer's Name _____		Engine Size (CID/CC/L) _____	☐ Turbo ☐ Diesel ☐ Gas ☐ Fuel Injection	
☐ New ☒ Used	City _____ State _____ Zip Code _____		No Cylinders _____		
Transmission Type ☐ Manual ☐ Automatic	Antilock Brakes ☐ Yes ☒ No	Restraint System ☐ 3-Point Belt ☐ Motorbell ☐ Driverside Airbag ☐ 2-Point Belt ☐ Passengerside Airbag	Cruise Control ☐ Yes ☒ No	Drive Train ☐ Front ☐ Rear ☐ 4-Wheel	Vehicle Type ☐ Car ☐ Sport Ult ☐ Van ☐ Truck ☐ Minivan ☐ Motorcycle ☐ Other _____
Body Style ☐ 2-Door ☐ 4-Door ☐ Stationwagon ☐ Pick Up Truck ☐ Other _____					

FAILED COMPONENT(S)/PART(S) INFORMATION

Component 02740000	Part Name(s) TIRES: TREAD	Location ☐ Left ☐ Right ☐ Front ☐ Rear	Failed Part(s) ☐ Original ☐ Replacement
No of Failures	Date(s) of Failure(s) 17-OCT-2000 Mileage at Failure(s) _____ Vehicle Speed at Failure(s) _____	Failed Part(s) Available? ☐ Yes ☐ No	NHTSA Previously Contacted? ☐ Yes ☐ No

APPLICATION INCIDENT INFORMATION

(Please describe in detail the incident(s), Failure(s), Crash(es), and injury(ies) on the back of this form)

Crash ☒ Yes ☐ No	Fire ☐ Yes ☒ No	Number of Persons Injured	Number of Fatalities	Estimated Property Damage	Reported to Police ☐ Yes ☒ No
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NARRATIVE DESCRIPTION OF FAILURE(S), INCIDENT(S), INJURY(IES)

WHILE DRIVING AT APPROXIMATELY 65 MPH RIGHT REAR TIRES TREAD SEPARATED, CAUSING A CRASH, AND TOTAL DAMAGE TO VEHICLE. 3 HOURS PRIOR TO CRASH, CONSUMER REPLACED LEFT REAR TIRE DUE TO SUBSTANTIAL CRACKS AROUND THE TIRE. BOTH OF THE TIRES WERE P215/65R15, MOHAWKA MONTEGA A/S. THE APPROXIMATE TIRE MILEAGE WAS 10,000. *AK

CONTINUED ON BACK (REVERSE)

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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FOR AGENCY USE ONLY 558

Date Received

11-12-2000
14-NOV-2000
COPIED
OFFICE OF THE ATTORNEY GENERAL

Od_or
rt_dt
bd_rt
up_itr

Reference No.

874948

OWNER INFORMATION (Type or Print)

855379

Work Number

Home Number

Do you authorize NHTSA to provide a copy of report to the manufacturer of your vehicle?

☒ YES

☐ NO

In the absence of an authorization, NHTSA WILL NOT provide your name and address to the vehicle manufacturer.

Signature of Owner

Date

VEHICLE INFORMATION

Vehicle Ident. No. (VIN) (Located at bottom of windshield on driver's side)

Vehicle Make

MOHAWK

Vehicle Model

MOHAWK

Vehicle Year

1900

Current Odometer Reading

Purchase Date

Dealer's Name

Engine Size

(CID/CC/L)

☐ Turbo

☐ Diesel

☐ Gas

☐ Fuel Injection

☐ New ☒ Used

City State Zip Code

No Cylinders

Transmission Type

☐ Manual

☐ Automatic

Antilock Brakes

☐ Yes

☒ No

Restraint System

☐ 3-Point Belt

☐ Driverside Airbag

☐ Passengerside Airbag

☐ Motorbelt

☐ 2-Point Belt

Cruise Control

☐ Yes

☒ No

Drive Train

☐ Front

☐ Rear

☐ 4-Wheel

Vehicle Type

☐ Car

☐ Van

☐ Minivan

☐ Other

☐ Sport Utl

☐ Truck

☐ Motorcycle

Body Style

☐ 2-Door

☐ 4-Door

☐ Stationwagon

☐ Pick Up Truck

☐ Other

FAILED COMPONENT(S)/PART(S) INFORMATION

Component
02740000

Part Name(s)

TIRES:TREAD

Location

☐ Left

☐ Front

☐ Right

☐ Rear

Failed Part(s)

☐ Original

☐ Replacement

No of Failures

Date(s) of Failure(s) 17-OCT-2000

Mileage at Failure(s)

Vehicle Speed at Failure(s)

Failed Part(s)
Available?

☐ Yes ☐ No

NHTSA Previously
Contacted?

☐ Yes ☐ No

APPLICATION INCIDENT INFORMATION

(Please describe in detail the incident(s), failure(s), crash(es), and injury(ies) on the back of this form)

Crash

☒ Yes

☐ No

Fire

☐ Yes

☒ No

Number of Persons Injured

Number of Fatalities

Estimated Property Damage

Reported to Police

☒ Yes

☒ No

NARRATIVE DESCRIPTION OF FAILURE(S), INCIDENT(S), INJURY(IES)

WHILE DRIVING AT APPROXIMATELY 65 MPH RIGHT REAR TIRES TREAD SEPARATED, CAUSING A CRASH, AND TOTAL DAMAGE TO VEHICLE. 3 HOURS PRIOR TO CRASH, CONSUMER REPLACED LEFT REAR TIRE DUE TO SUBSTANTIAL CRACKS AROUND THE TIRE. BOTH OF THE TIRES WERE P215/65R16, MOHAWKA MONTEGA A/S. THE APPROXIMATE TIRE MILEAGE WAS 10,000. *AK

CONTINUE ON BACK IF NEEDED

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 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.

Fold to show Return Address (no stamp needed) Fasten with tape or staple and mail

INFORMATION ON TIRE FAILURE(S) IF APPLICABLE

TIRE IDENTIFICATION NO.*

D O T C C I H F H 1 4 8 8

MANUFACTURER/TIRE NAME

YOKOHAMA MOHAWK MONTEGA A/S

SIZE

P215/65R15

* The identification number consists of 7 to 10 letters and numerals following the letters DOT. It is usually located near the rim flange on the side opposite the whitewall or on either side of a blackwall tire.

NARRATIVE DESCRIPTION (CONTINUED)

U.S. G.P.O. 1982-425-857/82006

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



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U.S. Department of Transportation
National Highway Traffic Safety Administration
Information Management Staff NSA-10.01
400 7th Street, SW
Washington, DC 20590



Bausley & Associates

Consultants and Engineers

Telephone: 714-280-1107 Facsimile: 714-280-1451 E-mail: bausley@wans.net

(M) 2/27/01
DE/C

Debbie Escobar

February 12, 2001

Ms. Lourdes Schmidt
State Farm Insurance Companies
8670 Argent Street
Santee, CA 92071

RE: Insured: [REDACTED]
Claim No: 55-S284-761
D.O.L: 10/17/00
H & A No: BA1204-1

Dear Ms. Schmidt:

This is an addendum to our report, BA1204 dated December 6, 2000 that corrects the summary of findings of a vehicle inspection concerning the insured's 1989 Chevrolet Camaro. An inspection of the subject vehicle was completed on November 17, 2000 at Insurance Auto Auction, 13901 San Bernardino Avenue, Fontana, CA 90660. The original information given to Bausley & Associates was that the vehicle had two different types of nearly new tires on the vehicle. It was later learned that nearly new General tires are mounted on the front of the vehicle and a nearly new Dayton tire is mounted on the left rear of the vehicle. Since the identification of the outside of the right rear tire was scraped off as a result of the accident, the assumption that the right rear tire was also a Dayton was incorrect. Further investigation has proved that the subject right rear tire is in fact a Mohawk.

Lab tests should be performed prior to legal action to determine the exact cause of the delamination of the tire tread from the inner cord layer.

We apologize for any inconvenience that this oversight might have caused you or State Farm Insurance Companies.

Respectfully submitted:

David A. Farell
David A. Farell, BCFE
Consultant

DAF/bdb

FEB 23 2001

FMB 195
8018 East Santa Ana Canyon Road, Suite 100
Anaheim Hills, CA 92808

EAST COUNTY

FEB 15 2001

Bausley & Associates

Consultants and Engineers

Telephone: 714-280-1107 Facsimile: 714-280-1451 E-mail: bausley@waaa.net

December 6, 2000

Ms. Lourdes Schmidt
State Farm Insurance Companies
8670 Argent Street
Santee, CA 92071

Re: Insured: 

Claim No.: 55-S284-761
D.O.L.: 10-17-00
B&A No.: BA1204

Dear Ms. Schmidt:

This report summarizes the findings of a vehicle inspection at Insurance Auto Auction, 13901 San Bernardino Avenue, Fontana, CA 90660. I performed my vehicle inspection November 17, 2000 and subsequently returned December 5, 2000 to remove and take into custody the remainder of the right rear tire (Dayton Daytona) with its wheel.

I. PROPERTY DESCRIPTION:

1. The insured's vehicle is a 1989 Chevrolet Camaro, with license number 2MFH169 and with VIN: 1G1FP21S4KL138684. A Department of Defense registration sticker with number FBV 887 is on the front windshield. The odometer reading is 125,228 miles. The color of the vehicle is blue (photos #1 through #5).

II. SCOPE OF SERVICE:

We were requested to perform the following services:

FMB 195

3018 East Santa Ana Canyon Road, Suite 100
Anaheim Hills, CA 92808

1. Inspect the vehicle and the failed tire.
2. Determine the cause of the tire failure.
3. Write a report of findings and conclusions.

III. OBSERVATIONS:

1. The vehicle appeared to be in good condition for a vehicle with 125,228 miles.
2. The three remaining tires appeared to be new. The mileage on the tire could not be determined within the limited scope of this investigation. However, the mileage is such that the very small pointed extrusions formed during the manufacturing process of the tires were not worn completely off the treads (photo #15). The tread depth was measured using a tire tread depth gauge. The tread depth is $11/32$ of an inch on the three remaining tires which is considered to be rather new and as having very few miles in service (photos #13 and #15). The tread depth of the brand new tire is generally $11/32$ of an inch.
3. The front tires are a different brand, General, (photo #13 and #17) than the rear tires, Dayton (photo #16). The front tires are new and the left front tire appeared to have been properly inflated and the right rear tire is deflated. The air pressure in the left tire was 30 pounds per square inch (PSI) at the time of this investigation. The passenger side front tire appears to have been deflated as a result of impact. The tire appears to be undamaged and the wheel has scrape marks on the rim edge (photo #13).
4. The nearly new rear tires are P215/65R15 Dayton "Daytona" (photo #16). The left rear tire is inflated to 32 PSI at the time of this investigation. The manufacturer door sticker stipulates 30 PSI for the front and rear tires based on the tire size of P215/65R15 (photos #14, #15 and #16). Assuming that the rear tires were installed at the same time, then the pressure in both rear tires should have been approximately the same.
5. The steel cord and the polyaramid inner layer of the passenger side rear tire appear to have separated from the rubber tread compound and the tire bead is still sealed to the wheel. The bead is the seal that holds the tire onto the wheel and seals the air within the tire of a tubeless tire (photos #6 through #11). Two possibilities of the tread separation would include:
 - a. Separation from overheating caused by overloading, which no evidence was observed of overloading, or under inflation.
 - b. Defective vulcanization during the manufacturing process.

6. The observation by the highway patrol report states that the right rear tire was inflated all during the accident sequence. This is improbable since a hole, approximately 15 inches long, is through the inner cord layer (photo #9).
7. The right rear quarter panel and the passenger door are damaged (photos #6 and #7).

IV. CONCLUSIONS & DISCUSSION:

1. Although a laboratory analysis was not performed on the remnants of the right rear Dayton Daytona tire, nonetheless after considering all the conditions and the evidence, it is my opinion that the tread separated from the inner cord layer before the accident. Laboratory tests would be required to determine if the separation was caused by improper vulcanization or if the tire was under inflated which would generate heat, thus causing the separation.

The tire bead is still in the sealed position. The right rear quarter panel and the passenger door have black rubber marks. These markings are typical of a tire tread separating from the inner core layer while the wheel is rotating. The air pressure in the front inflated tire was 30 PSI and the air pressure in the rear inflated tire was 32 PSI. The recommended tire pressure as stated on the manufacturer door sticker is 30 PSI. The small rubber extrusions on the treads of the rear Dayton Daytona tires are not completely worn. The partial tread of the subject Dayton Daytona tire still has the rubber extrusions. Accordingly, the tires have been in service for a short period of time and the presence of the rubber extrusions on the partial tread of the right rear tire suggests the tire was properly inflated.

2. Two possibilities exists that would cause the hole in the inner cord layer.
 - b. The hole developed at the time of the tread separation.
 - c. The brakes were applied and the right rear wheel locked up during the accident sequence and thus, wore a hole through the inner cord layer.

V. CLOSING:

We have completed the observations and testing for this project with the degree of skill and care ordinarily exercised by Engineers practicing in this and similar localities. No other warranty, expressed or implied is given regarding the conclusions or professional opinions given in this report.

Ms. Lourdes Schmidt
Claim No.: 55-S284-761
BA1204
Page 4

The scope of this report is limited to the matters expressly covered. This report is prepared for the sole benefit of State Farm Insurance Companies and may not be relied upon by any other person or entity without the written authorization.

In preparing this report, we have relied on information derived from secondary sources. Except as set forth in this report, we have made no independent investigation as to the accuracy of the information derived from secondary sources, and have assumed that such information is accurate and complete. More extensive studies may be performed to reduce any inherent uncertainties.

All recommendations, findings and conclusions stated in this report are based upon facts and circumstances, as they existed at the time that this report was prepared. A change in any fact or circumstance upon which this report is based may necessitate re-evaluation and/or modification of the recommendations, findings and conclusions presented in this report.

Should you require any further assistance, information or clarification, please contact our office. We appreciate the opportunity to provide this service.

Respectfully submitted,

A handwritten signature in cursive script, reading "David A. Farell / BCFE / amb".

David A. Farell, BCFE
Consultant

DAF/amb

Enclosure