

01/11/01 18:38 FAX



ENGINEERING ANALYSIS ASSOCIATES, INC.

30700 Telegraph Road - Suite 1544
Bingham Farms, Michigan 48025-4328

PHONE: 248-642-3232

FAX: 248-642-4558

NOTICE: DC is looking into starting a pilot program in the Detroit and San Francisco areas using digital cameras. The pilot has a tentative start date of Feb. 1, 01. We will have more information to distribute as it becomes available to us.

Facsimile Cover Sheet

DaimlerChrysler Vehicle Investigation Report (VIR)

Owner	[REDACTED]
EAA No:	DF01- 341151
CAIR No:	8.175357

To:	[REDACTED]
Phone No:	[REDACTED]
Fax No:	203 746 3553

Deluxe Time:	2.5	Hour(s)
Deluxe Miles:	88 + 40 =	128

Transmitting 3 pages.
If transmission not complete, please
call the above phone number.

From: Tina Martin

Date Faxed: 1-11

Due Date: 1-16

Please acknowledge promptly by FAX or phone.

Receipt of CAIR and Accepting case for investigation

X YES

NO

DATE 1-11-01

Fax Coversheet for DaimlerChrysler (Service Associate Use Only)
(also fax to EAA for closure)

DaimlerChrysler Fax Number: 248-512-8748

Closure Date:

01-19-01

Number of pages (including cover)

(10)

TO:

- ☐ Bennie (248) 944-7038
☐ Bott (248) 944-7056
☐ Gilbert (248) 944-7037

- ☒ Martell (248) 944-7038
☐ Mucci (248) 944-7039
☐ Porterfield (248) 944-7134

Comments:



Confidential Preliminary Vehicle Investigation Report

REF # 875357

YEAR 01	MODEL RAM 1500 P.Y.	VEHICLE IDENTIFICATION NUMBER 3B7H4E13Y916	ODOMETER 8023061218	M.I.D.N. #8229	DELIVERY DATE 9-14-00
ADDRESS 34 PROSPECT ST.			CITY TERRYVILLE		
STATE CT.			CITY TORRINGTON		
CHRYSLER REPRESENTATIVE - PRINT W.L. KING, EAA			REPAIR ESTIMATE \$1419.82		
INTERVIEW					
INTERVIEW WITH NAME [REDACTED]		INTERVIEW DATE 01/19/01	DATE OF INCIDENT 01/06/01	TIME OF INCIDENT 11:00 AM	INSPECTION DATE 01/19/01
DESCRIPTION OF EVENT (INCLUDING WEATHER CONDITIONS AND ROAD SURFACE) OWNER STATED THAT THE HOOD FLEW OPEN WHILE DRIVING ON THE HIGHWAY. OWNER FEELS THAT THE SECONDARY LATCH IS DEFECTIVE. IT WAS BENT AND DID NOT HOLD.					
<input checked="" type="checkbox"/> Driver's and/or occupant's description of incident <input checked="" type="checkbox"/> What? When? Where? How? <input checked="" type="checkbox"/> Exact order of events <input checked="" type="checkbox"/> Did this happen before?					
Personal Injury: Were there Personal Injuries? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If yes, complete section "L."					

IMPORTANT: SHOW TO NO ONE & DRAW NO CONCLUSIONS

- DIRECTIONS:
- FILL OUT UPPER PART OF FORM.
 - FOR "FIRE" USE FORM 84-130-6950.
 - FOLLOW INSTRUCTIONS FOR SECTION "A" ON ALL VEHICLES.
 - FOLLOW INSTRUCTIONS FOR SPECIFIC ALLEGATIONS FOR THIS VEHICLE.
 - ATTACH ANY ADDENDUMS TO REPORT AND STATE SECTION IT PERTAINS TO.

- COMMENTS:
- NOTE ANY MISSING COMPONENTS AND WHO REMOVED THEM.
 - NOTE ANY AFTERMARKET EQUIPMENT INSTALLED AND BY WHOM

ALLEG.	PHOTOGRAPH REQUIRED	INFORMATION	EVALUATION
General	<input type="checkbox"/> From center of vehicle front every 45 degrees (8 total) <input checked="" type="checkbox"/> If crash damaged — perspective from every corner of vehicle down both original lateral sight lines. (8 total) <input type="checkbox"/> Send neg. & 2 sets of prints	<input checked="" type="checkbox"/> Police report NO <input checked="" type="checkbox"/> Vehicle service file AS <input checked="" type="checkbox"/> Any reports/photos by others UNK. <input checked="" type="checkbox"/> Location of inspection EDWARD J. WILSON'S (DODGE) SONS TORRINGTON, CT.	<input checked="" type="checkbox"/> Driver's and/or occupant's description of incident <input checked="" type="checkbox"/> What? When? Where? How? <input checked="" type="checkbox"/> Exact order of events <input checked="" type="checkbox"/> Did this happen before? NO <input checked="" type="checkbox"/> Complete exterior damage diagram and measurements on last page
A	<input type="checkbox"/> Steering Wheel <input type="checkbox"/> Airbag(s) <input type="checkbox"/> Knee Blockers <input type="checkbox"/> All possible body contact areas <input type="checkbox"/> All code readings using DRB II	<input type="checkbox"/> Record: <input type="checkbox"/> Was Airbag deployed? Driver <input type="checkbox"/> Yes <input type="checkbox"/> No Passenger <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Type of Steering Wheel <input type="checkbox"/> Til <input type="checkbox"/> Std. <input type="checkbox"/> Condition of Steering Wheel <input type="checkbox"/> Condition of Steering Wheel Mounting (measure column collapse)	<input type="checkbox"/> Use DRB II <input type="checkbox"/> Record Existing Readings 1 _____ 2 _____ <input type="checkbox"/> Record Stored Readings 1 _____ 2 _____ 3 _____ <input type="checkbox"/> Important: DO NOT ERASE DRB II READINGS.
B			<input type="checkbox"/> Evidence of tampering or disassembly? <input type="checkbox"/> Yes <input type="checkbox"/> No

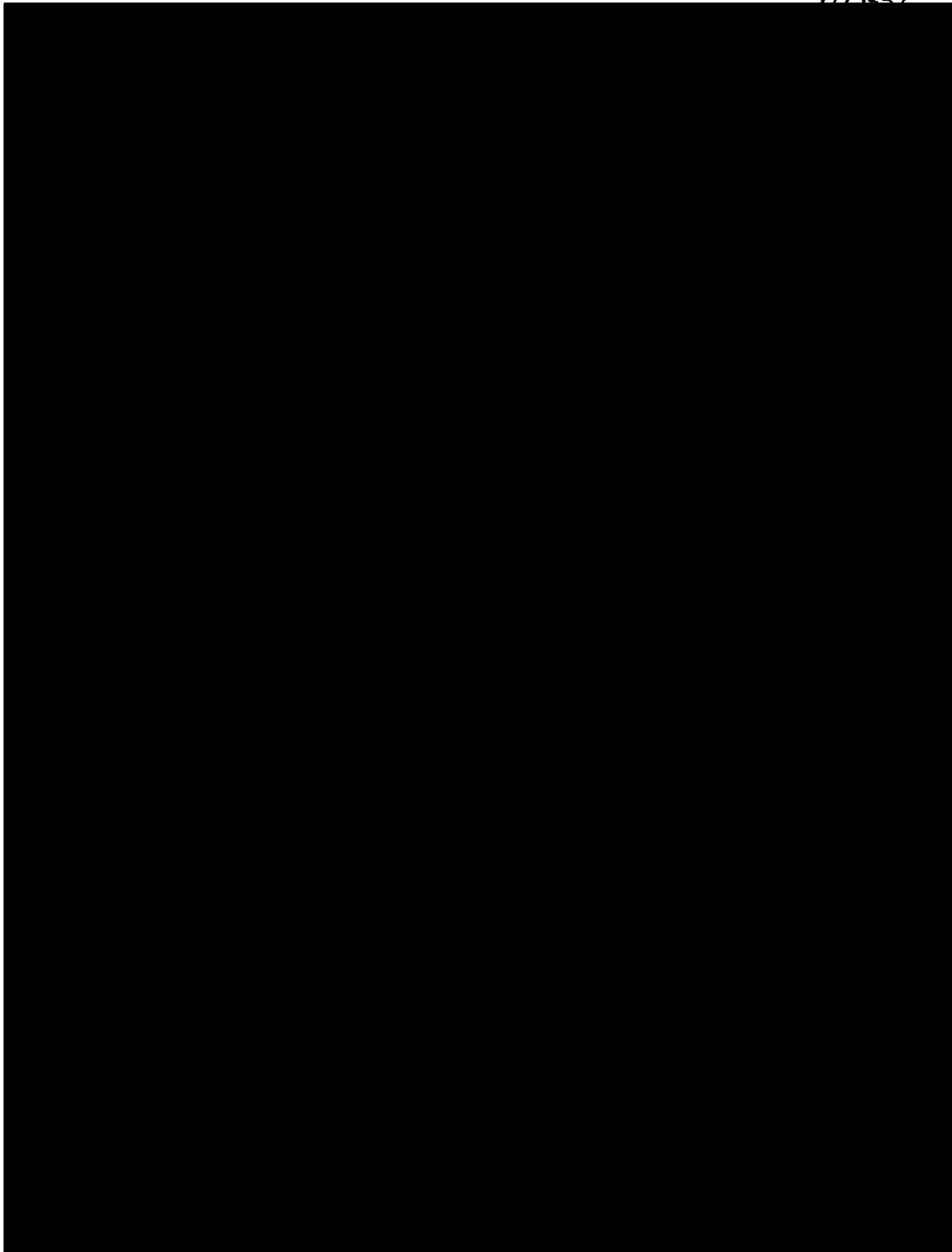
Jan 19 01 05:31p

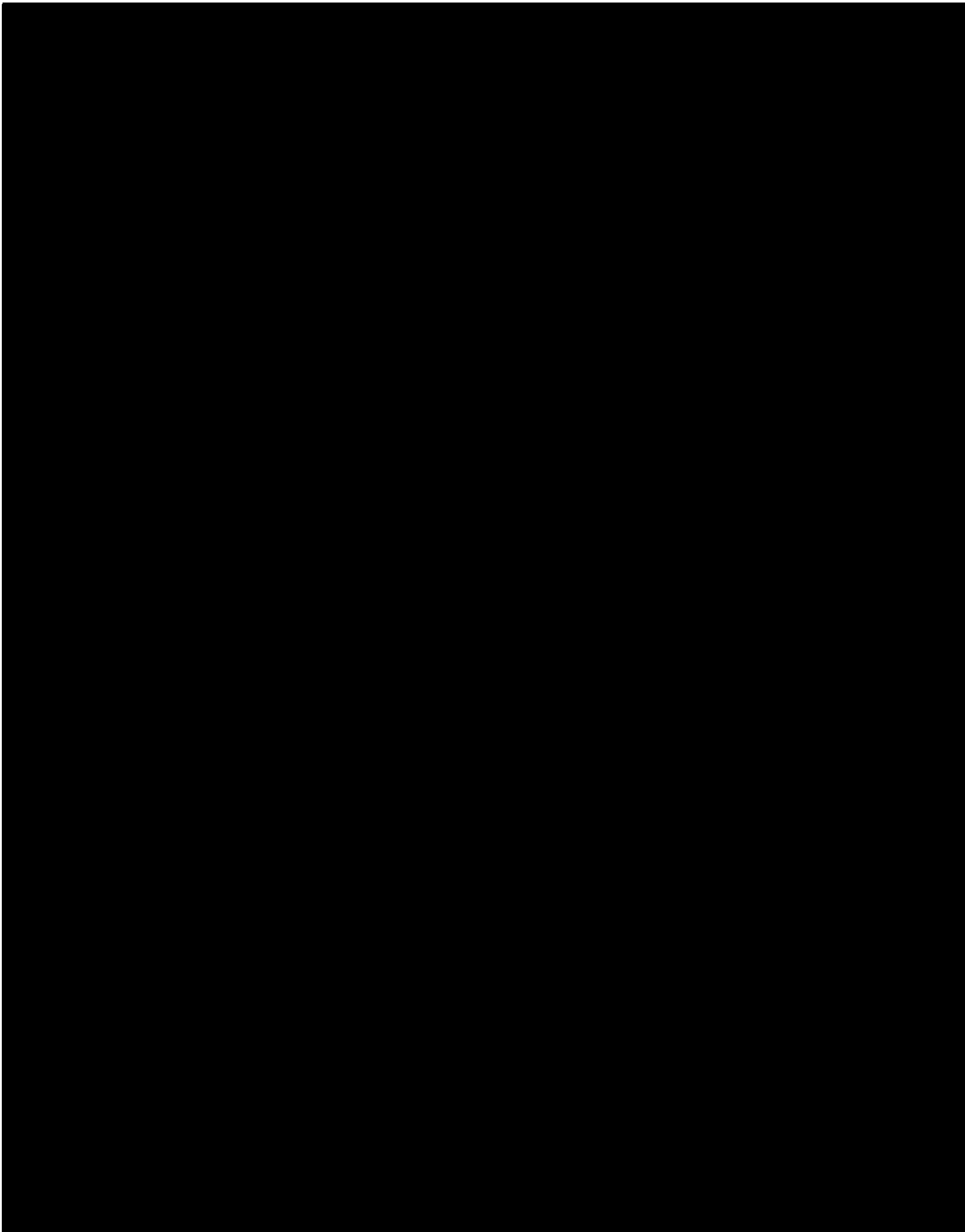
CAROL & BILL KING

203 746 3338

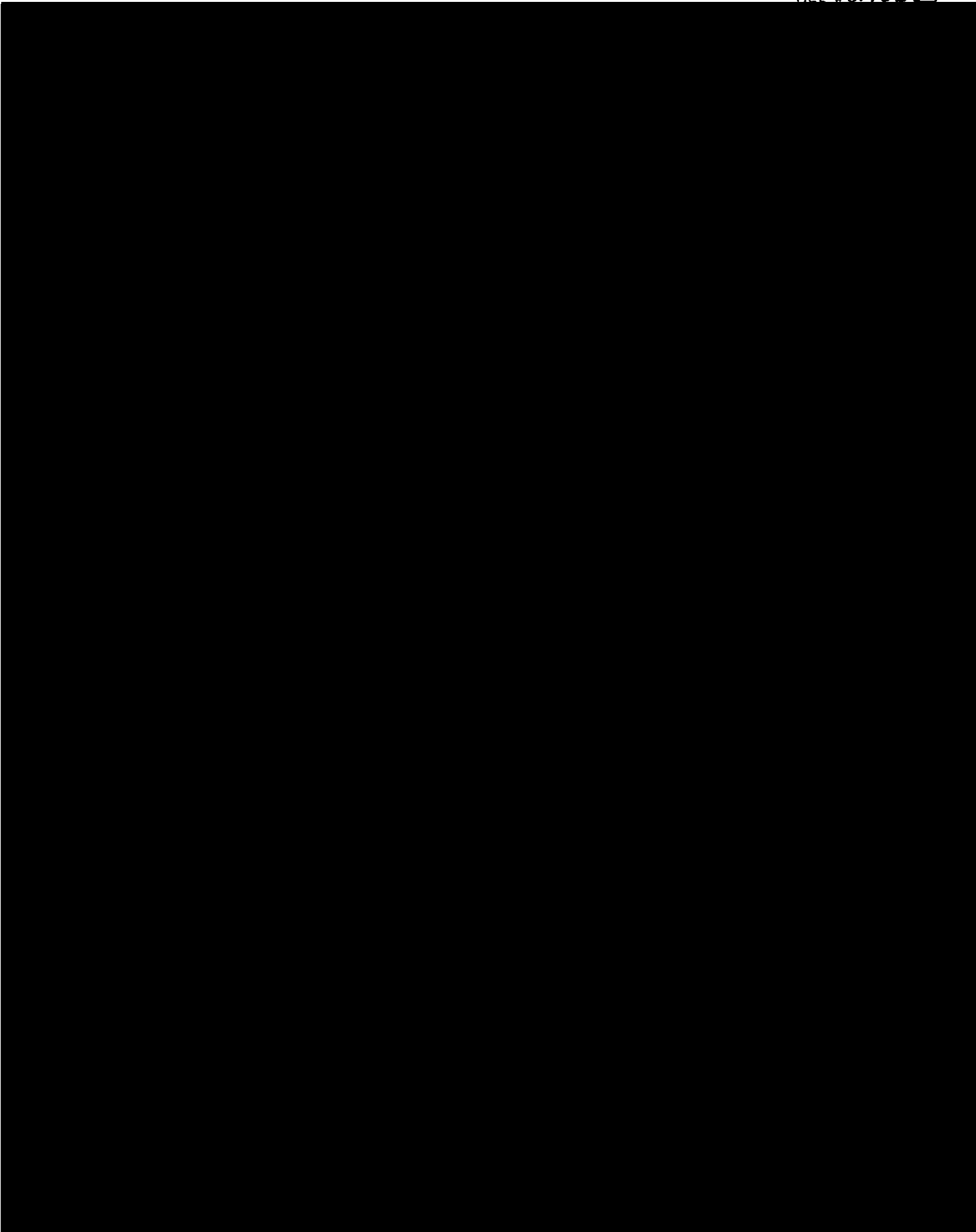
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REF # 8175357



ADDITIONAL COMMENTS

CAIR #: 8175357

PRIMARY HOOD LATCH ASSEMBLY:

- THE PRIMARY HOOD LATCH RELEASE CABLE, BETWEEN THE RELEASE LEVER AND HOOD LATCH MECHANISM WAS INTACT AND FUNCTIONED FREELY WITHOUT BINDING OR STICKING WHEN TESTED REPEATEDLY AT THE TIME OF INSPECTION. IT IS NOTED THAT THE HOOD SPRUNG OPEN (MINOR) WHEN THE HOOD WAS RELEASED DUE TO THE HOOD SPRINGS BEING BENT.

SECONDARY HOOD LATCH ASSEMBLY:

- THE SECONDARY HOOD LATCH FUNCTIONED PROPERLY WHEN TESTED REPEATEDLY AT THE TIME OF INSPECTION.

NOTE: THE DEALERSHIP BODY SHOP MANAGER STATED THAT THE UPPER PORTION OF THE SECONDARY LATCH ASSEMBLY (ATTACHED TO HOOD PANEL) WAS BENT BACK ABOUT 75 PERCENT FROM IT'S NORMAL POSITION AT THE TIME OF HIS INSPECTION FOLLOWING THE ALLEGED INCIDENT. THE BODY SHOP MANAGER STATED THAT HE STRAIGHTEND THE UPPER LATCH MECHANISM TO ENABLE THE CUSTOMER TO USE THE VEHICLE. THE CUSTOMER STATED THAT THE BODY SHOP MANAGER STRAIGHTEND THE UPPER LATCH HOOK WITH HIS FINGERS PURPORTING THAT THE LATCH HOOK LACKED INTEGRITY.

BOTH THE PRIMARY AND SECONDARY HOOD LATCH ASSEMBLIES FUNCTIONED PROPERLY AT THE TIME OF INSPECTION.


JOHN,

DUE TO THE CIRCUMSTANCES COVERING THIS INCIDENT, I WOULD LIKE TO BE CONTACTED BY THE INVESTIGATOR FROM DODGE. YOU HAVE MY CELL # 307-9170. A LITTLE BACKGROUND TO THIS INCIDENT, AS YOU MAY RECALL THE MECHANIC WHO PULLED THE TRUCK INTO THE GARAGE "STATED" THE LATCH DID WORK. WHEN YOU AND I WENT INTO THE GARAGE YOU SAW THAT IN FACT IT DID NOT. NOW I HAD NO REASON TO CONTACT THE DEALER ABOUT THIS ITEM. DUE TO THE SAFETY CATCH NOT WORKING FROM DAY ONE. BECAUSE IF IT DONT WORK WITH 17.8 MILES ON IT WHEN I BOUGHT IT, HOW DID I KNOW IT WAS AN ITEM THAT WAS BROKE. AS THE OFFICE OF CONSUMER PROTECTION SAYS WHAT DOES THE MILEAGE HAVE TO DO WITH THE SAFETY CATCH. ALSO IF YOUR BODY MAN DOES 10 OF THESE HOODS A YEAR, I THINK THERE JUST MIGHT BE A

DEFECT IN MANUFACTURING OR
DESIGN THAT NEEDS TO BE
ADDRESSED.

THE SECOND MATTER IS
YOU'LL NOTICE THE SMALL CHIP ON
THE UPPER LEFT CORNER ON
THE BACK DOOR. THIS IS
CAUSED BY THE FRONT DOOR
INTERMITTENTLY SHIFTING AND
CATCHING ON THE CORNER. THIS
DOES NOT HAPPEN CONSISTENTLY
BUT THE CHIPPED PAINT PROVES
THAT IT DOES HAPPEN. PLEASE
CHECK THIS OUT AND LET ME
KNOW WHAT THE CAUSE AND
REMEDY IS FOR THIS PROBLEM

THANK YOU



01/19/2001 at 11:42 AM
68442

Job Number:

WILSON DODGE NISSAN
License #:05-84144-000 Federal ID #:060667538
Serving Torrington Since 1926
1530 East Main St.
Torrington, CT 06770
(860)482-5555 Fax: (860)496-4013

PRELIMINARY ESTIMATE

Written by: Norman Deneault #
Adjuster:

Insured:
Owner:
Address:

Claim #
Policy #
Deductible:

Day:
Evening:

Date of Loss:
Type of Loss:

Point of Impact: 12. Front

Inspect WILSON DODGE NISSAN
Location: 1530 East Main St.
Torrington, CT 06770

Business: (860)482-5555

Insurance
Company:

Days to Repair

2001 DODG BRISOD 4X4 QUAD CAB 8-5.2L-FI 4D SHORT GOLD Int:
VIN: 3B7MF13Y9L6 Lic: Prod Date: Odometer:
Intermittent Wipers Dual Mirrors Clear Coat Paint
Power Steering Power Brakes Anti-Lock Brakes (2)
Driver Airbag Passenger Airbag Split Bench Seats
Rear Step Bumper Styled Steel Wheels

NO.	OP.	DESCRIPTION	QTY	EXT. PRICE	LABOR	PAINT
1		HOOD & GRILLE				
2	Repl	Hood from 12/6/93	1	695.00	1.5	3.2
3		Add for Clear Coat				1.3
4		Add for Underside(Complete)				1.6
5		Add for Clear Coat				0.3
6	Repl	Safety catch	1	11.25	Incl.	
7	Repl	RT Hinge from 10/20/97	1	76.50	0.3	0.3
8	Repl	LT Hinge from 10/20/97	1	76.50	0.3	0.3
Subtotals ==>				859.25	2.1	7.0

01/19/2001 at 11:42 AM
68442

Job Number:

PRELIMINARY ESTIMATE

2001 DODG BR1500 4X4 QUAD CAB 8-5-2L-FI 4D SHORT GOLD Int:

Parts		859.25
Body Labor	2.1 hrs @ \$ 40.00/hr	84.00
Paint Labor	7.0 hrs @ \$ 40.00/hr	280.00
Paint Supplies	7.0 hrs @ \$ 16.00/hr	112.00
Body Supplies	2.1 hrs @ \$ 2.00/hr	4.20

SUBTOTAL		* 1339.45
Sales Tax	* 1339.45 @ 6.0000%	80.37

GRAND TOTAL		* 1419.82
ADJUSTMENTS:		
Deductible		0.00

CUSTOMER PAY		* 0.00
INSURANCE PAY		* 1419.82

This is a visible damage quotation only. Additional damage may be discovered upon tear down resulting in additional parts, labor, and expense.

Estimate based on MOTOR CRASH ESTIMATING GUIDE. Unless otherwise noted all items are derived from the Guide DR3TA94 Database Date 11/2000 and the parts selected are OEM-parts manufactured by the vehicles Original Equipment Manufacturer. Asterisk (*) or Double Asterisk (**) indicates that the parts and/or labor information provided by MOTOR may have been modified or may have come from an alternate data source. Non-Original Equipment Manufacturer aftermarket parts are described as AM or Dual Repl Parts. Used parts are described as LKO, Qual Recy Parts, RCY, or USED. Reconditioned parts are described as Recon. Recored parts are described as Recore. NACS Part Numbers and Prices are provided from National Auto Glass Specifications, Inc. Pound sign (#) items indicate manual entries.

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DAIMLERCHRYSLER

DaimlerChrysler
Motors Corporation

January 22, 2001

[REDACTED]
Terryville, CT [REDACTED]

Reference No.: 8175357

V.I.N.: 3B7HF13Y91G [REDACTED]

Dear [REDACTED]

This will further acknowledge your recent contact with DaimlerChrysler Motors Corporation, regarding an incident with the above-mentioned vehicle.

I have had the opportunity to review the inspection report generated by our engineering firm, and can advise you that we are not convinced of a manufacturer's responsibility.

Based on this information, I can only suggest allowing your insurance carrier to continue the handling of this claim.

Should they determine DaimlerChrysler Motors Corporation has a responsibility, they have full subrogation rights under the terms of your policy.

Sincerely,

M. H. Martell
Special Investigations
(248) 944-7038

MHM/kat