

06/22/07 15:45 FAX

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Facsimile Cover Sheet
DaimlerChrysler Vehicle Investigation Report (VIR)

Owner:	[REDACTED]
EAA No:	DF01- 43116
CAIR No:	8790930

Transmitting 2 pages.
If transmission not complete, please
call the above phone number.

To:	John Hawranick
Phone No:	
Fax No:	919-363-4777

From:	Tina Martin
Date Faxed:	6-22
Due Date:	6-27

Please acknowledge promptly by FAX or phone.

Receipt of CAIR and Accepting case for Investigation X YES NO DATE 6/22

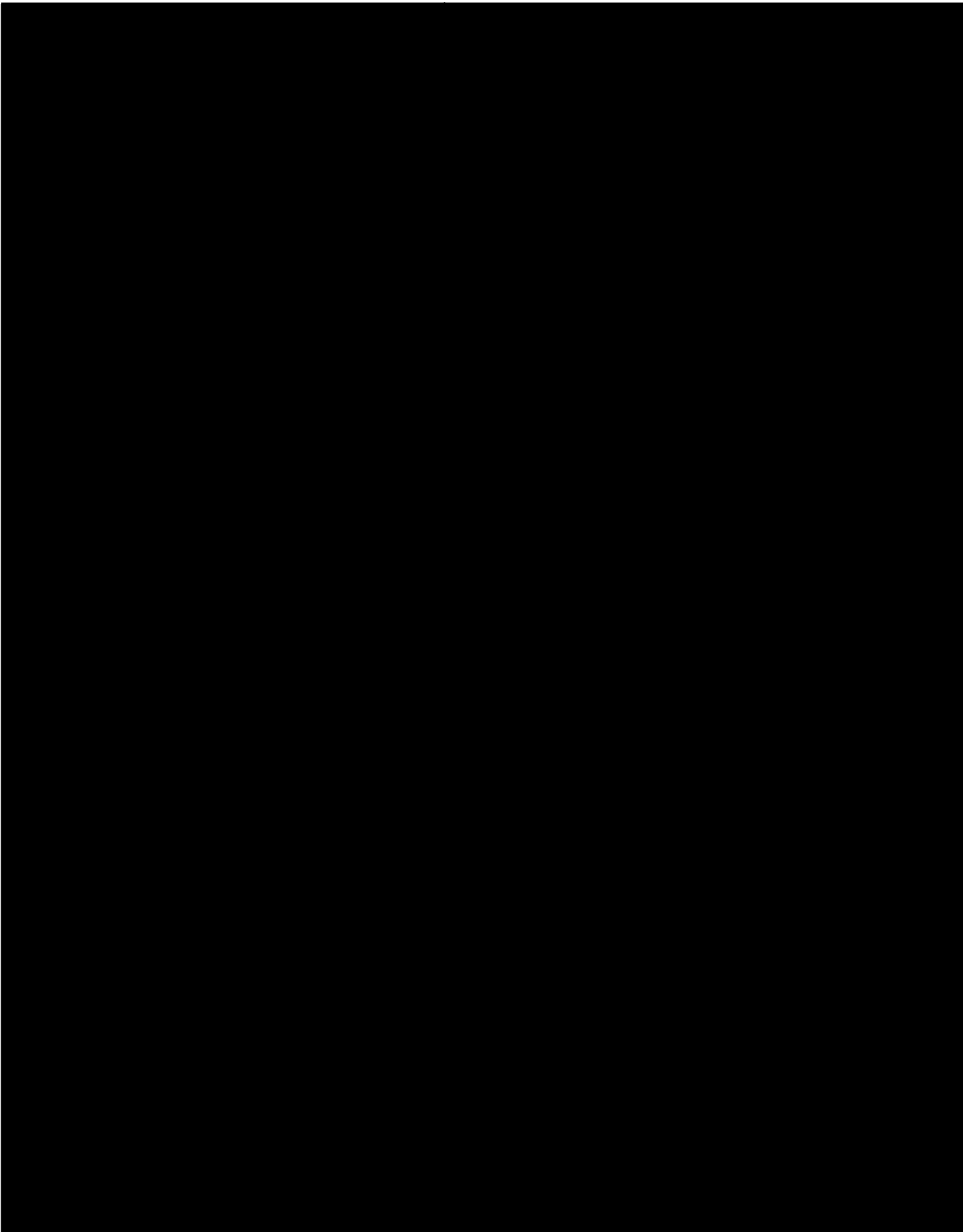
Fax Coversheet for DaimlerChrysler (Service Associate Use Only)
(also fax to EAA for closure)

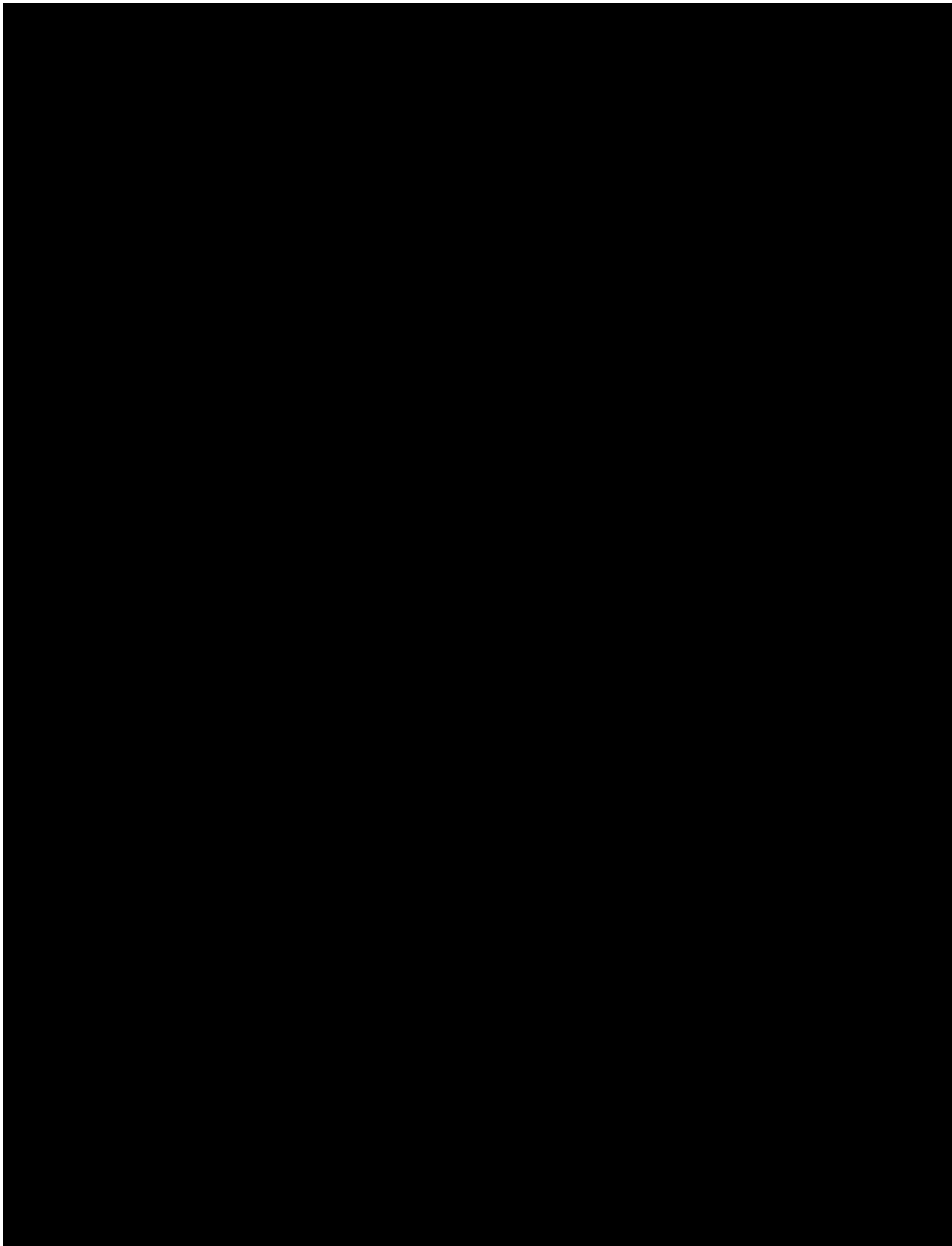
Closure Date: 6/26 DaimlerChrysler Fax Number: 248-512-8748

Number of pages (including cover)
TO:

<input type="checkbox"/> Bennis (248) 944-7036	<input type="checkbox"/> Martell (248) 944-7038
<input checked="" type="checkbox"/> Bott (248) 944-7056	<input type="checkbox"/> Mucci (248) 944-7039
<input type="checkbox"/> Gilbert (248) 944-7037	<input type="checkbox"/> Porterfield (248) 944-7134

Comments: 8 Pages Faxed.





INVESTIGATIVE SUMMARY

To: Mr. Roger Bott - Chrysler Corporation

Subject: Davidson County Sheriff's Department - CAIR# 8790930

Our inspection took place at Ilderton Dodge in High Point, NC on June 26, 2001, to determine if an alleged defect occurred causing the hood safety hook not to engage allowing the hood to come open damaging the hood and hinges.

This vehicle is a 2001 Dodge Ram 1500 Pickup and had 293 miles on the odometer at the time of our inspection.

The following information was gathered during our investigation of this report:

**The following inspections were performed.*

- 1- A Preliminary Vehicle Inspection Report was completed.*
- 2- We found the vehicle with two small dents in the top of the hood and two dents at the rear edge. The following was noted during this inspection:*
 - The passenger compartment hood release was pulled and the hood popped open.*
 - We proceeded to open the hood. We could not find the secondary hood release so we just lifted the hood up. It opened without the secondary release being engaged.*
 - And inspection of the primary latch indicates it latches and releases without complications. We found no indication why it released on its own. We could not confirm that it was or was not closed properly after being worked on by the radio installer.*
 - The secondary hood latch was severely bent and folded up against the hood. It also turned to the left and right. It was not solidly mounted.*
 - We found no release handle or linkage between the release support at the front lower edge of the hood, and the secondary latch.*
 - A close examination of the hook and the release support revealed no signs of a connecting rod having had been attached. The paint has no rub marks or scratches on the sides of the pieces nor in the holes. There are no pieces of the connecting rods still attached, which would indicated it had been there. The rod should be attached to the hook, travel down through the mount and then to the release handle. It would have had to unhook itself from the hook, wiggle its way down through the mounting, because the rod is not a straight rod, and then come free. There are no signs that this happen and we could find no indication that anyone had removed the rods and handle*
- 3- We took 24 photos of the vehicle with emphasis on the latch assembly, the secondary hook and the release rod and handle mounting.*
- 4- We contact Mr. Hanner of the Davidson County Sheriff's department and secured the details of this incident. That statement is as recorded in the PVIR.*

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Davidson County Sheriff's Department - CAIR# 8790930

- 5- A police report was not made.**
- 6- The dealer prepared an estimate to repair the damage. An estimate for \$1,350.68 is attached.**
- 7- We checked the service and warranty records and found no prior related complaints. The only repair order was the new vehicle prep. The technician that did the prep work made no note concerning the hood secondary linkage.**

***Our findings were not discussed with the owner, the owner mechanic or the dealership personnel.**

If you have any questions or require additional disassembly or assistance on this report, please let us know.

Investigator: J. T. Hawranick

Company: Engineering Analysis Associates

Date: June 26, 2001

