U.S. Department of Transportation

National Highway Traffic Safety Administration

ODI RESUME

OFFICE OF DEFECTS INVESTIGATION

NHTSA

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the content has remained unchanged

Investigation: PE 10-014
Date Opened: 04/30/2010 **Date Closed:** 09/13/2010
Investigator: Tom Bowman **Reviewer:** Bruce York-B
Approver: Richard Boyd
Subject: Cequent (Reese) Hitch

MANUFACTURER & PRODUCT INFORMATION

Manufacturer: CEQUENT TOWING PRODUCTS, INC.
Products: Ball Mount Hitch
Population: 1,000

Problem Description: ODI is assessing the merits of allegations that hitches may fracture.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	1	0	1
Crashes/Fires:	0	0	0
Injury Incidents:	0	0	0
Fatality Incidents:	0	0	0

ACTION / SUMMARY INFORMATION

Action: Close this Preliminary Evaluation. A safety related defect trend has not been identified.

Summary:

ODI has reviewed the post-crash (Florida, May 7, 2006) information and information provided by Cequent (Reese) and has concluded that the presently-known facts do not indicate the likelihood of a defect in the Cequent hitch as alleged and further use of agency resources does not appear to be warranted. The closing of this investigation does not constitute a finding by NHTSA that no safety-related defect exists. The agency reserves the right to take further action if warranted by the circumstances.

The enclosed report summarizes the results of ODI's review and provides the basis for this determination.

Closing Report – PE10-014

Reese Hitch[(1)] Fracture

CONTENTS

(1) Subject Components

(2) Failure Mode

(3) Characteristics and Issues

(4) Chronology

(5) Manufacturers' Actions

(6) Investigation Activities and Findings

(7) ODI Findings and Assessments

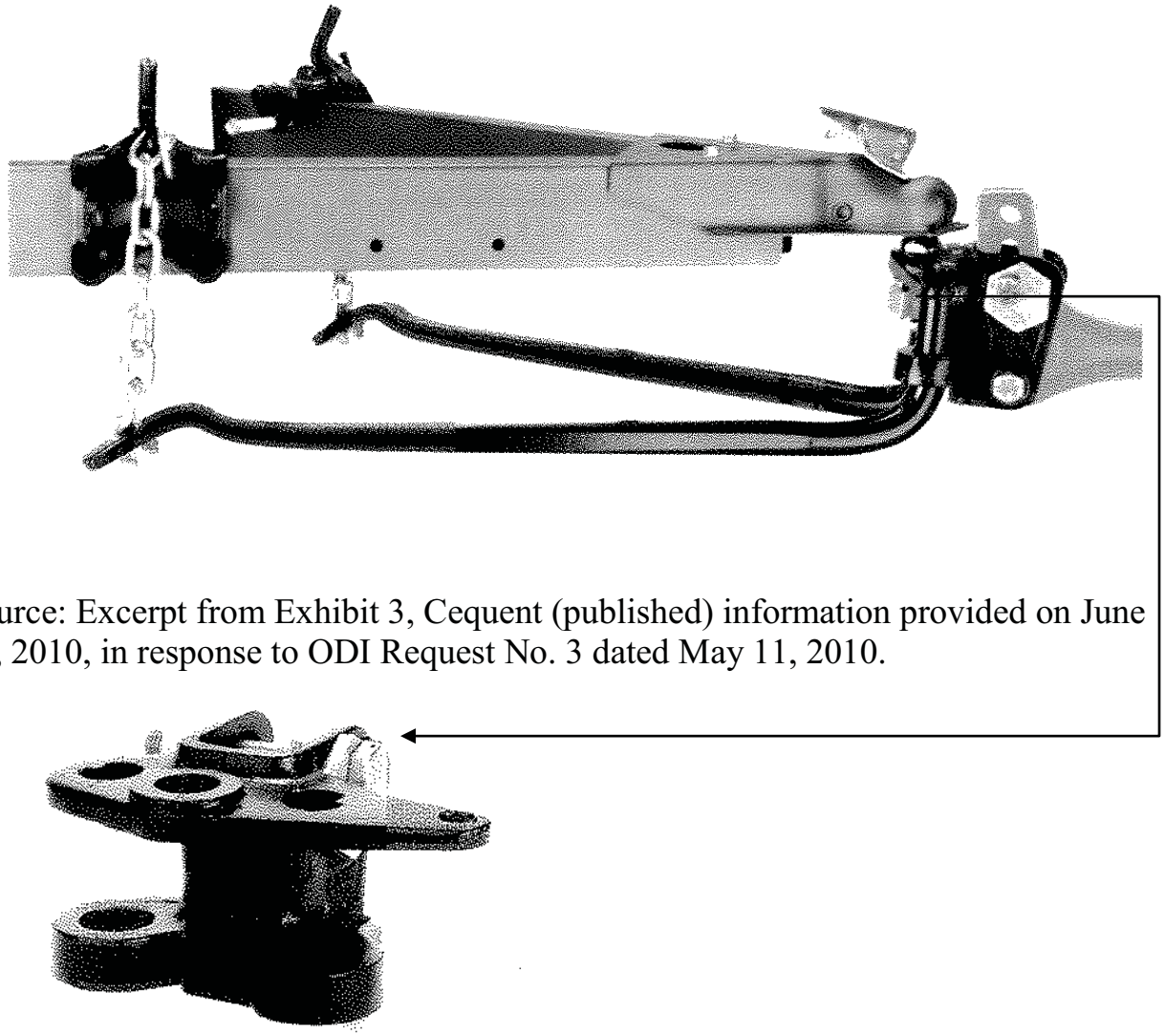
(8) ODI Recommendations

[(1)] ODI has referred to the component-of-primary-interest as a "hitch." On June 22, 2010, in response to information that ODI requested, Cequent provided a more specific description for the identified component as a, "1,000 lbs Round Bar Style Weight Distribution Kit, as manufactured in 2005 identified as Cequent model number 61009." Cequent provided further comment that Cequent is uncertain whether the "all of the components of the hitch assembly" installed in the towing vehicle involved in the highly pertinent May 7, 2006, Florida crash had incorporated Cequent products.

(1) Subject Components -

This report summarizes the Office of Defects Investigation's (ODI's) Preliminary Evaluation (PE) investigation of a truck mounted hitch manufactured by Reese Products, Inc., a company that is now a part of Cequent Performance Products, Inc.

Photograph 1 (below) depicts a representative "hitch kit" (ODI term) or "1,000 lbs Round Bar Style Weight Distribution Kit" (Cequent term) denoting the subject component.



Source: Excerpt from Exhibit 3, Cequent (published) information provided on June 22, 2010, in response to ODI Request No. 3 dated May 11, 2010.

Photograph 2, "Bolt together head assembly and hardware." (Source: Photograph 2 was obtained from the same source as Photograph 1 above.)

Cequent's published product information presented in Table 1 below provides additional descriptive information.

Table 1 – Product Information Provided in Cequent Literature

ROUND BAR STYLE

The Round Bar Weight Distributing Hitch features easy-to-use adjusting blocks for easier and faster ball mount angle adjustment. It includes a one-piece cast head, snap-up brackets and chains; spring bars include an integrated cam for use with optional dual cam sway control.

In addition to the changes in the head, the Round Bar Weight Distributing Kit includes the highest rated spring bars per class in the industry. They also feature an integrated cam for easy set up with the optional Dual Cam High-Performance Sway Control. Other features include 9-link chains for easier set up on larger trailer frames and innovative snap-up brackets designed for superior strength and durability.

- Easy-to-use adjusting washers for head adjustment
- One piece cast head
- Rated up to 12,000 lbs. GTW and 1,200 lbs. TW
- Limited lifetime warranty

A weight-distributing hitch is intended to provide the towing and towed vehicle system with a "load leveling" feature. The weight-distributing hitch is mounted to the towing vehicle and is equipped with a pair of leaf springs which, when installed (attached) to the trailer and pre-loaded, acts to redistribute a portion of the trailer's hitch weight (load) from the towing vehicle's rear axle to the towing vehicle's front axle and/or to the trailer's axle(s) which induces a “leveling” effect on the connected towing-trailer system.

Table 2 – Hitch Rating Guide

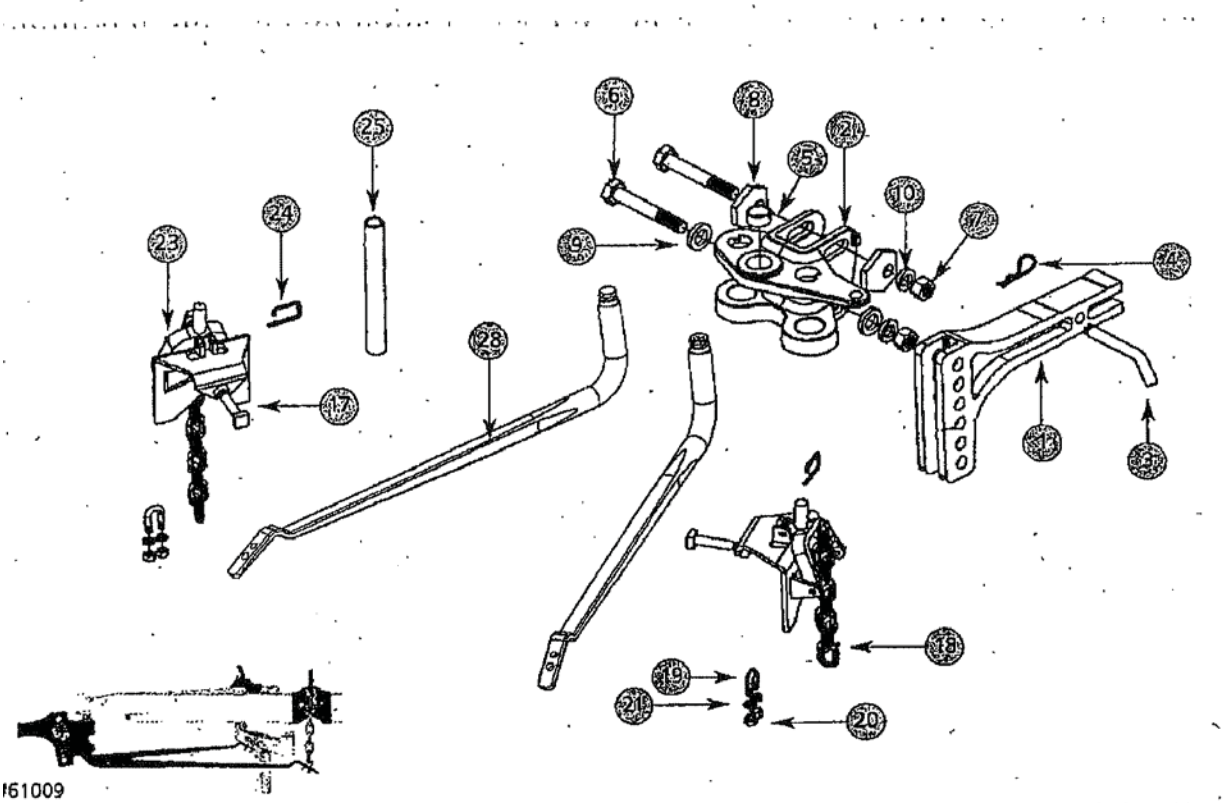
WEIGHT DISTRIBUTION W/HITCH BAR (54970)

Part No.	Description	Gross Trailer Wt.	Tongue Wt.
65509	Weight Distributing Hitch	10,000 lbs.	600 lbs.
67509	Weight Distributing Hitch	10,000 lbs.	800 lbs.
61009	Weight Distributing Hitch	12,000 lbs.	1,200 lbs.

Source: Table obtained from the same published source as Photographs (1) and (2).

The rating for Cequent Part Number 61009, the subject of this report, is listed in the final line of Table 2 above. Vehicle and hitch towing ratings are discussed briefly in Appendix B.

Engineering Drawing 1, Exploded View Engineering Drawing Depicting Representative Reese (Cequent) "Hitch Kit"



REF	PART	DESCRIPTION
	61009	Heavy-Duty Round Bar Unit
3	74055	1) Pull pin
4		1) Spring cotter pin
23	21501	1) Frame bracket assembly (snap-up)
17		1) Square head set screw (1/2"-13x3-1/2")
24		1) Safety pin
4	74056	2) Spring cotter pins
3	61214	1) Pull pin
4		1) Spring cotter pin
5		1) Small bushing
17		2) Square head set screw (1/2"-13x3-1/2")
24		2) Safety pins
19		2) U-bolts (3/8" attaches chain to spring bar)
18		2) Chains – 11 link (8/0)
21		4) Flat washers (3/8")
20		4) Lock nuts (3/8"-16)
19	55630	1) U-bolt (3/8" attaches chain to spring bar)
18		1) Chain – 11 link (8/0)
20		2) Lock nuts (3/8"-16)
21		2) Flat washers (3/8")
24	58029	2) Safety pins
19	58032	2) U-bolts (3/8" attaches chain to spring bar)
20		4) Lock nuts (3/8"-16)
21		4) Flat washers (3/8")

REF	PART	DESCRIPTION
17		1) Square head set screw (1/2"-13x3-1/2")
1	54970	1) Hitch bar casting (12")
5	55030	1) Small bushing
25	58162	1) Handle for snap-up bracket
2	58112	1) Ball mount
5		1) Small bushing
10		2) Split lock washers
6		2) HHC screws (3/4"-10x5")
9		2) Flat washers (3/4"-hardened)
7		2) Hex nuts (3/4"-10)
8		2) Adjustment washers
		1) Installation instructions
28	58113	1) Spring bar – 550 lb. weight-distributing
	58114	1) Spring bar – 750 lb. weight-distributing
	58115	1) Spring bar – 1000 lb. weight-distributing
		(all bars include integrated cam)
5-10	58082	1) Hardware bag (#61224) ball mount
8	58087	2) Adjustment washers

Source: Excerpt from Exhibit 1, Cequent information dated June 22, 2010, provided in response to ODI Request No. 2, dated May 11, 2010.

(2) Background and Chronology -

In October 2008, ODI received VOQ 10247272 which described a vehicle crash and alleged that the hitch installed on the towing vehicle may have been a causal factor.

In early 2009, ODI completed its review of the data submitted with VOQ 10247272 which consisted of the Florida State police crash report identified as No. 77002604 dated May 7, 2006, and post-crash scene photographs. ODI's review was conducted for the purpose of determining whether the "hitch" installed in the towing vehicle appeared to have been causal or contributory to the ensuing crash as alleged in VOQ 10247272.

Based on the review of the available evidence during the review (early 2009), ODI concluded that the trailer had remained connected to the towing vehicle while the combination vehicle (truck and trailer) left its lane of travel, crossed the center median, and began to cross the opposite (oncoming) traffic transversely at which time the towing vehicle was struck by an oncoming vehicle (described in Report 77002604 as a red Chevrolet). ODI believes that the forces of the crash impact broke the hitch which then permitted the towing vehicle and the towed vehicle to separate. See Appendix B for a discussion of the crash evidence [(2)].

[(2)] ODI recognizes that there are several inconsistencies between ODI's analysis based on the post-crash photographs and the Florida Crash Report 77002604. The most significant issue is that the police report describes the trailer separating from the towing vehicle prior to entering the median area and much prior to the crash event. ODI believes that the post crash photographs indicate that the trailer was separated from the towing vehicle solely by the crash impact which occurred only after the trailer connected to the towing vehicle departed its lane, crossed the median and intruded cross-wise into the oncoming traffic lane.

ODI is aware that this discrepancy in crash assessment may be disconcerting but recognizes that (1) the authorities who wrote the crash report police were not likely eye-witnesses to the specific crash events as the crash events unfolded; and (2) first responders are primarily concerned with attending to the victims, assisting the injured, and clearing crash debris from roadways to restore traffic flow rather than focusing on precise crash reconstruction. In short, in light of the immediate post-crash priorities, excitement, and confusion, there is little time for these first responders to analyze the crash

evidence as carefully and critically as ODI was able to do in an unhurried environment months after the incident. Though most crash reports are undoubtedly reasonably accurate, ODI's believes that ODI's analysis of the post-crash evidence as outlined in Appendix B provides a reasonably accurate description of the probable crash sequence.

ODI has also reviewed the crash assessment that Cequent provided in response to ODI's request No. 15. Based on this review, ODI notes that Cequent's summary also differs from the description provided in the Florida State Police crash report and from ODI's analysis.

ODI suspended further investigation in early 2009 since the information / allegations provided under VOQ 10247272 did not, in ODI's assessment, support the contention that (1) the hitch was, or may have been, defective and/or (2) that the hitch fracture was causal / contributory to the above-referenced crash.

On April 23, 2010, plaintiff's lawyers for the crash decedents provided ODI with supplementary information in the form of a copy of "Plaintiff's Motion" filed on February 12, 2010, that suggested that ODI should further investigate information obtained through the legal discovery process regarding:

(1) Casting thickness changes;
(2) The "shim fix";
(3) Conversion to cast steel material; and
(4) "250 consumer complaints."

On May 11, 2010, ODI requested information from Cequent to assess these allegations.

Table 3 below summarizes the major activities associated with this investigation.

Table 3 – Summary of Principle Investigation Activity Milestones

Date	Event
May 7, 2006	Fatality crash occurred in Florida.
October, 2008	Plaintiff's lawyer files VOQ 10247272 which includes Florida police crash report 77002604 and post-crash photographs.
January 23, 2009	ODI completes crash reconstruction analysis based on photographs and comparison with police-authored crash report

	77002604 provided with VOQ 10247272. (See Appendix B).
April 23, 2010	Plaintiff's lawyers provide ODI with a copy of "Plaintiff's Motion" dated February 12, 2010, suggesting that ODI should investigate: (1) casting thickness changes; (2) the "shim fix"; (3) conversion to cast steel material; and (4) 250 consumer complaints.
April 30, 2010	ODI initiates PE10-014.
May 11, 2010	ODI requests information from Cequent.
June 22 and July 22, 2010	Cequent provides the requested information (provided in two phases).

(4) Investigation Activities and Findings -

Though the "newer" (April 23, 2010) allegations lacked specificity and were unsubstantiated with supporting data, ODI felt compelled to investigate the identified issues further so that the Agency could be confident that no significant issues had been over-looked in the prior (early-2009) review.

To address the newly-identified allegations,

(A) ODI reviewed past VOQ complaints on file at NHTSA;
(B) Reviewed the "Defendants' Memorandum in Opposition to Plaintiff's Motion for Leave to Amend to Add a Claim for Punitive Damages" dated May 5, 2010; and
(C) Reviewed the claim-complaint statistics that Cequent provided in response to ODI requests for information.

ODI has summarized the results of each of these areas of investigation below.

(A) VOQ Complaint History -

ODI conducted a 5- year history search using the key word product descriptors "Reese" and "Cequent" and (in addition to VOQ 10247272 described above) identified the complaints listed in Table 4 below.

Table 4 – Summary of VOQs Describing Various Cequent / Reese Hitch Issues-

VOQ	Date	Hitch Model	Description
10147783	January 14, 2006	Reese ___	The two inch receiver tube on the hitch had split about 1-1/2" in the lower right corner towards the front of the truck; it was about 1/8 at its widest point
10153290	March 21, 2006	Draw-tite Class III hitch manufactured by Cequent	Entire receiver broke free from the back of my truck…both steel braces of this one piece reviewer had completely rusted to the point of total decay.
10150381	April 12, 2006	Reese 1200 pound hitch and dual cam sway control	High tongue loading which bent the protective diamond plate at the front of the trailer; required the addition of ballast at the rear of the trailer
10237387	August 7, 2008	Reese 21793 – 5,000 lbs ball mount	"ball mount snapped in front of trailer ball while towing"
10171030	October 17, 2006	Reese dual cam weight distribution set up	"welds broke causing excessive sway problem"
10227401	May 12, 2008	Reese Hitch 38500 W/D/WC7-3-97 V-5	Receiver hitch broke into two pieces. (1998 Four Winds).

ODI notes (denoted by shading) that each of these complaints differs from the information associated with the Florida crash hitch in either (1) the hitch model / designation [as seen in VOQs 10153290, 10150381, 10237387, and 10227401] or in (2) the description of the complaint / failure mode being reported (as seen in VOQs 10147783, 10150381, 10153290, and 10171030).

(B) Defects alleged in "Plaintiff's Motion" filed February 12, 2010

ODI reviewed the alleged defects summarized in "Plaintiff's Motion" filed February 12, 2010, which are summarized as follows (ODI has re-ranked the order of the alleged defects to facilitate ODI's summary below):

(1) Casting thickness changes;
(2) Conversion to cast steel material;
(3) The "shim fix"; and
(4) 250 consumer complaints.

ODI Comments and Assessment -

Items (1) & (2) of the "Alleged Defects" list identified concerns relating to casting thickness changes and conversion to cast steel material -

In the allegations pertaining to changes made to casting thicknesses and materials changes, Cequent informed ODI that Cequent had responded (in court) to these allegations and provided this information to ODI in response to Request No. 16. This information is not provided in this report because Cequent submitted this information with the request that ODI protect this information as Confidential and this determination is pending.

ODI has not found anything particularly unreasonable or alarming for a manufacturer to incorporate product changes such as casting thicknesses and/or material changes / upgrades such as identified in the above summary as "Alleged Defect" Items 1 and 2. Following a recall action, it would be logical --- and hoped for --- that a manufacturer would review their designs and processes for the purpose of fortifying, reinforcing, and otherwise improving the component safety, reliability, and/or function where it is reasonable to do so.

Items (3) of the "Alleged Defects" list identified concerns relating to the "shim fix" -

In the allegation pertaining to the "shim fix," Cequent has explained that the addition of a shim at the mounting location where the hitch is installed was intended to provide an improved clamp surface for the hitch and affected the area of the head casting in and around the mounting bolts. ODI believes that this product change is not particularly relevant to a potential fracture of a

hitch "upper plate" which is the portion of the hitch found fractured following the Florida crash.

Item (4) of the Alleged Defects" list identified concerns regarding "250 consumer complaints" -

In the allegations pertaining to "250 consumer complaints," ODI's first observation is this allegation is essentially meaningless in that it lacks any supporting details or specificity. See Section "C" below for a summary of ODI's investigation of claim-complaints.

(C) Claim-complaint statistics Provide by Cequent -

To clarify the nature and extent of product performance allegations, ODI requested Cequent to provide warranty and claim information pertaining to the suspect hitch (Request Nos. 11 and 12). Cequent provided the requested information to ODI and requested that ODI treat this information as confidential. ODI has reviewed this data but, since NHTSA determination regarding confidentiality is pending, the summary is provided as percentages rather than the reported data values.

The data that Cequent has provided extends over a ten-year period (per ODI request intended to obtain comprehensive data) from April, 2000 through June, 2010. Further, the data requested includes reports/claims of all reports of broken or cracked elements in the pertinent hitch system, and was not limited to any specific area of the hitch, such as the hitch "head."

ODI was cautious about making unwarranted conclusions when reviewing this data because (1) the Cequent hitch is not date-coded so age-of-product is not evident in the claims; (2) the submitted claims extend over a prolonged period of 10 (or more) years; and (3) warranty claims normally provide scant technical details. ODI grouped the data (as summarized in Table 5) according to the general issues described.

ODI recognized that warranty claims are typically sufficiently ambiguous / uncertain such that it is not prudent to indicate great precision in the failure rate estimates. In recognition of this, ODI summarized the claim-complaint data in Table 5 as percentage ranges rather than as a specific calculated value.

Table 5 – ODI's Review of Cequent Claims / Complaints
Grouped by the Issue Reported

Reported Issue	% of Claims
Tabs[3]	40 - 50 %
Ambiguous - Uncertain	25 - 35 %
Unrelated	5 - 10 %
Mounting Cracks	5 - 10 %
"Potentially Pertinent"	0 - 5 %
Sway [device]	0 - 5 %
Spring	0 - 5 %
Elongated / Worn Holes	0 - 5 %
Misc	0 - 5 %
	100 %

Source: Cequent response to ODI Information Request No. 12.

[3] The reviewed claims / complaints describe the "tab" feature / attribute of the hitch as "tabs," "tangs," "pins," or "lugs." Cequent has provided engineering drawings that depict the tab area of the hitch casting but this view is not provided in this report because NHTSA has accorded these drawings confidential treatment. The tab is depicted as the protrusion in each of the two bores in the upper plate of the hitch shown in (non-confidential) Photograph 2 of this report.

Summary –

ODI's review indicates that fewer than 5 % of the overall complaint history (labeled "Potentially Pertinent " in Table 5) may reasonably be grouped as a cracked or fractured hitch similar to the damage incurred by the hitch involved in the Florida crash. Since the claims / complaints examined do not provide detailed descriptions of the nature of the damage , circumstances, and/or causative/contributory factors, this summary grouping provides, at best, only preliminary relevance.

In reviewing the "Potentially Pertinent" claims, ODI was concerned that claims could easily by grouped incorrectly because of their non-specificity. In consideration of this, ODI reviewed these complaints with a skeptical eye and grouped complaints that used descriptors such as "head cracked" in the "ambiguous - uncertain" category since, there was a reasonable likelihood that these complaints could relate to tab, mount bolt hole, or other issues that were predominant in the complaint count but which are not of direct relevance to the failure characteristics exhibited by the fractured hitch installed in the Florida crash vehicle.

Based on the claim-complaints that ODI determined to potentially pertinent, ODI found that approximate 30-35% had been reported in 2001 – 2003 period. One claim specifically referred to being a candidate in the 2000 Cequent Campaign 00E-023.

The remaining 65- 70% had been reported between 2005 through 2008. As stated earlier, typically, a non-specific term such as "head broke" provided the sole descriptive information.

ODI identified two claim-complaints that prospectively indicated the possibility that the product fracture engendered a potential safety risk.

(1) "Ball mount reportedly broke out around the ball position while towing 3000# RV. Reportedly, customer lost control of the vehicle/trialer [sic] prior to ball mount breaking. Photos of broken ballmount to be forwarded." (2005)

(2) "Dealer had customer that cracked ball mount going down road. Safety chains held." (2005)

While ODI acknowledges that the two above-referenced claim-complaints may provide a basis for concern, ODI also notes they are both five years old. Further, there is only one claim within the last five years that alleges property damage with the associated description "Ball Mount Fracture" (2007).

(7) Conclusion -

ODI is closing this investigation for the following reasons

(1) ODI's analysis indicates that the suspect hitch does not appear to have been causal or contributory to the May 7, 2006, Florida crash incident.

(2) The product changes that Cequent made to the hitch design and materials appear to have been reasonable changes associated with product improvement and/or in response to product-business conditions, including product improvement opportunities identified in response to learning acquired under Campaign 00E-021, rather than an overt correction of a product defect.

(3) ODI VOQ complaint history does not provide supporting evidence of a defect pattern in the suspect hitch. No VOQ complaints match the circumstances of the hitch involved in the Florida crash.

(4) ODI's "reasonable man's" review of the Cequent owners warranty and claim complaints (largely consisting of uncertain product vintages and vague, partial, ambiguous descriptions) does not provide sufficiently compelling evidence that an (unaddressed [(4)]) safety-related defect exists in the suspect hitches.

> [(4)] Reese conducted Campaign 00E-021 in April, 2000 to address a quantity of 5800 Reese "hitches identified as part number 58112 and assembly kits 65509, 67509, and 61009. Two warranty claims dated 2001 appear to relate to this campaign.

(8) ODI Recommendations -

Given the forgoing assessment, ODI recommends closing this investigation.

_____ _____
G. T. Bowman, Safety Defects Engineer Date

I Concur:

_____ _____
Chief, Medium & Heavy Duty Truck Division Date

_____ _____
Director, Office of Defect Investigation Date

FLORIDA
HIGHWAY PATROL

TRAFFIC HOMICIDE
INVESTIGATION

PREPARED BY: Corporal Timothy J. Roufa

FHP-THI 002

FLORIDA TRAFFIC CRASH REPORT
LONG FORM

MAIL TO: DEPT.OF HIGHWAY SAFETY & MOTOR VEHICLES, TRAFFIC CRASH RECORDS, NEIL KIRKMAN BUILDING, TALLAHASSEE, FL 32399-0537

DO NOT WRITE IN THIS SPACE

Time & Location

DATE OF CRASH	TIME OF CRASH	TIME OFFICER NOTIFIED	TIME OFFICER ARRIVED	INVEST. AGENCY REPORT NUMBER	HSMV CRASH REPORT NUMBER
5/7/2006	07:50 AM [X] PM	7:57 AM [X] PM	8:07 AM [X] PM	FHPH06 [redacted]	[redacted]

COUNTY / CITY CODE	FEET or MILE(S)	N S E W	CITY OR TOWN	COUNTY
[redacted] / 00	8	[ ] [ ] [X] [ ]	[redacted] (Check if In City or Town) [ ]	[redacted]

AT NODE NO. or	FEET or	MILE(S)	FROM NODE NO.	NEXT NODE NO.	NO. OF LANES	1 DIVIDED 2 UNDIVIDED	ON STREET, ROAD OR HIGHWAY
					4	1	[redacted]

AT THE INTERSECTION OF (street, road or Highway) or — FEET or — MILE(S) 2 — N S E W [ ] [ ] [X] [ ] — FROM INTERSECTION OF [redacted]

Section 1 — Vehicle / Pedestrian

DRIVER ACTION (1 Phantom 2 Hit & Run 3 N/A)	YEAR	MAKE	TYPE	USE	VEH. LICENSE NUMBER	STATE	VEHICLE IDENTIFICATION NUMBER
03	04	FORD	03	01	[redacted]	FL	1FMNU44P84E[redacted]
TRAILER OR TOWED VEHICLE INFORMATION	05	STTR	TRAILER TYPE 77	[redacted]		FL	4FKPB172750[redacted]

18 Undercarriage 19 Overturn 20 Windshield 21 Trailer

VEHICLE TRAVELING N [ ] S [ ] E [ ] W [X] [redacted] ON — AT — Est. MPH 70 — Posted Speed 70 — EST. VEHICLE DAMAGE $ 30,000 — 1 Disabling 2 Functional 3 No Damage 01 — EST. TRAILER DAMAGE — SHOW FIRST POINT OF VEHICLE DAMAGE AND CIRCLE DAMAGED AREA(S) 14

MOTOR VEHICLE INSURANCE COMPANY (LIABILITY OR PIP): PROGRESSIVE EXPRESS — POLICY NUMBER [redacted] — VEHICLE REMOVED BY: DAVE'S TOWING — 1 Tow Rotation List 2 Tow Owner's Request 3 Driver 4 Other 01

NAME OF VEHICLE OWNER (Check Box If Same As Driver) [redacted] — CURRENT ADDRESS (Number and Street) [redacted] — CITY AND STATE FL — ZIP CODE [redacted]

NAME OF OWNER (Trailer or Towed Vehicle) [redacted] — CURRENT ADDRESS (Number and Street) [redacted] — CITY AND STATE FL — ZIP CODE [redacted]

NAME OF MOTOR CARRIER (Commercial vehicle Only) — CURRENT ADDRESS (Number and Street) — CITY, STATE AND ZIP CODE — US DOT or ICC MC IDENTIFICATION NUMBERS

NAME OF DRIVER (Use Form Driver License) / PEDESTRIAN [redacted] — CURRENT ADDRESS (Number and Street) [redacted] — CITY & STATE / ZIP CODE FL [redacted] — DATE OF BIRTH [redacted]

DRIVER LICENSE NUMBER	STATE	DL TYPE	RSTR. CODE	ALC/DRUG TEST TYPE (1 Blood 3 Urine 5 None 2 Breath 4 Refused)	RESULTS	ALC/ DRUG	PHYS.DEF.	RES.	RACE	SEX	INJ.	S. EQUIP.	EJECT.
[redacted]	FL	5	3	05		1	1	2	1	1	3	2	4	1

HAZARDOUS MATERIALS BEING TRANSPORTED (1 Yes 2 No)	PLACARDED (1 Yes 2 No)	IF YES, INDICATE NAME OF 4 DIGIT NUMBER FROM DIAMOND OR BOX ON PLACARD, AND 1 DIGIT NUMBER FROM BOTTOM OF DIAMOND.	WAS HAZARDOUS MATERIAL SPILLED? (1 Yes 2 No)	RECOMMEND DRIVER RE-EXAM, IF YES EXPLAIN IN NARRATIVE (1 Yes 2 No)	DRIVER'S PHONE NO.
2	2		2	2	

Section 2 — Vehicle / Pedestrian

DRIVER ACTION (1 Phantom 2 Hit & Run 3 N/A)	YEAR	MAKE	TYPE	USE	VEH. LICENSE NUMBER	STATE	VEHICLE IDENTIFICATION NUMBER
03	00	CHEV	01	01	[redacted]	AL	3G1JC5240YS[redacted]
TRAILER OR TOWED VEHICLE INFORMATION			TRAILER TYPE				

18 Undercarriage 19 Overturn 20 Windshield 21 Trailer

VEHICLE TRAVELING N [ ] S [ ] E [X] W [ ] [redacted] ON — AT — Est. MPH 70 — Posted Speed 70 — EST. VEHICLE DAMAGE $ 10,000 — 1 Disabling 2 Functional 3 No Damage 01 — EST. TRAILER DAMAGE — SHOW FIRST POINT OF VEHICLE DAMAGE AND CIRCLE DAMAGED AREA(S) 14

MOTOR VEHICLE INSURANCE COMPANY (LIABILITY OR PIP): UNKNOWN — POLICY NUMBER — VEHICLE REMOVED BY: DAVE'S TOWING — 1 Tow Rotation List 2 Tow Owner's Request 3 Driver 4 Other 01

NAME OF VEHICLE OWNER (Check Box If Same As Driver) [redacted] — CURRENT ADDRESS (Number and Street) [redacted] — CITY AND STATE AL — ZIP CODE [redacted]

NAME OF OWNER (Trailer or Towed Vehicle) — CURRENT ADDRESS (Number and Street) — CITY AND STATE — ZIP CODE

NAME OF MOTOR CARRIER (Commercial vehicle Only) — CURRENT ADDRESS (Number and Street) — CITY, STATE AND ZIP CODE — US DOT or ICC MC IDENTIFICATION NUMBERS

NAME OF DRIVER (Use Form Driver License) / PEDESTRIAN [redacted] — CURRENT ADDRESS (Number and Street) [redacted] — CITY & STATE / ZIP CODE AL [redacted] — DATE OF BIRTH [redacted]

DRIVER LICENSE NUMBER	STATE	DL TYPE	RSTR. CODE	ALC/DRUG TEST TYPE (1 Blood 3 Urine 5 None 2 Breath 4 Refused)	RESULTS	ALC/ DRUG	PHYS.DEF.	RES.	RACE	SEX	INJ.	S. EQUIP.	EJECT.
[redacted]	AL	5	3	05		1	1	3	1	1	5	2	4	1

HAZARDOUS MATERIALS BEING TRANSPORTED (1 Yes 2 No)	PLACARDED (1 Yes 2 No)	IF YES, INDICATE NAME OF 4 DIGIT NUMBER FROM DIAMOND OR BOX ON PLACARD, AND 1 DIGIT NUMBER FROM BOTTOM OF DIAMOND.	WAS HAZARDOUS MATERIAL SPILLED? (1 Yes 2 No)	RECOMMEND DRIVER RE-EXAM, IF YES EXPLAIN IN NARRATIVE (1 Yes 2 No)	DRIVER'S PHONE NO.
2	2		2	2	

Code Information

VEHICLE TYPE	VEHICLE USE	TRAILER TYPE
01 Automobile 02 Van 03 Light Truck/ P.U. - 2 or 4 rear tires 04 Medium Truck - 4 rear tires 05 Heavy Truck - 2 or more rear axles 06 Truck Tractor (Cab-Bobtail) 07 Motor Home (RV) 08 Bus (driver + seats for 9-15) 09 Bus (driver + seats for over 15) 10 Bicycle 11 Motorcycle 12 Moped 13 All Terrain Vehicle 14 Train 15 Low Speed Vehicle 77 - Other	01 Private Transportation 02 Commercial Passengers 03 Commercial Cargo 04 Public Transportation 05 Public School Bus 06 Private School Bus 07 Ambulance 08 Law Enforcement 09 Fire/Rescue 10 Military 11 Other Government 12 Dump 13 Concrete Mixer 14 Garbage or Refuse 15 Cargo Van 77 Other	01 Single Semi Trailer 02 Tandem Semi Trailer 03 Tank Trailer 04 Saddle Mount / Flatbed 05 Boat Trailer 06 Utility Trailer 07 House Trailer 08 Pole Trailer 09 Towed Vehicle 10 Auto Transport 77 Other

RESIDENCE (Driver Only)	OL TYPE	RACE	SEX
1 County Crash 2 Elsewhere in State 3 Non-Resident of State 4 Foreign 5 Unknown	1 A 2 B 3 C 4 D / Chauffeur 5 E / Operator 6 E / Oper-Rest 7 Other	1 White 2 Black 3 Hispanic 4 Other	1 Male 2 Female

REQUIRED ENDORSEMENTS
1 Yes 2 No 3 No Endorsement Required

PHYSICAL DEFECTS	ALCOHOL / DRUG USE	LOCATION IN VEHICLE
1 No Defects Known 2 Eyesight Defect 3 Fatigue / Asleep 4 Hearing Defect 5 Illness 6 Seizure, Epilepsy, Blackout 7 Other Physical Defect	1 Not Drinking or Using Drugs 2 Alcohol - Under Influence 3 Drugs - Under Influence 4 Alcohol & Drugs - Under Influence 5 Had Been Drinking 6 Pending BAC Test Result	1 Front Left 2 Front Center 3 Front Right 4 Rear Left 5 Rear Center 6 Rear Right 7 In Body of Truck 8 Bus Passenger 9 Other

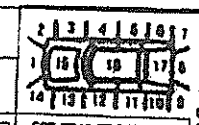
INJURY SEVERITY	SAFETY EQUIPMENT IN USE	EJECTED
1 None 2 Possible 3 Non-Incapacitating 4 Incapacitating 5 Fatal (Within 30 Days) 6 Non-Traffic Fatality	1 Not in Use 2 Seat Belt / Shoulder Harness 3 Child Restraint 4 Air Bag - Deployed 5 Air Bag - Not Deployed 6 Safety Helmet 7 Eye Protection	1 No 2 Yes 3 Partial

HSMV 90003 (Rev. 1/02)

FHP-THI 003

Section — Vehicle / Pedestrian

DRIVER ACTION (1 Phantom 2 Hit & Run 3 N/A)	YEAR	MAKE	USE	VEH. LICENSE NUMBER	STATE	VEHICLE IDENTIFICATION #
TRAILER OR TOWED VEHICLE INFORMATION			TRAILER TYPE			



VEHICLE TRAVELING (N S E W)	ON	AT	Est. MPH	Posted Speed	EST. VEHICLE DAMAGE	1 Disabling 2 Functional 3 No Damage	EST. TRAILER DAMAGE	SHOW FIRST POINT OF VEHICLE DAMAGE AND CIRCLE DAMAGED AREA(S)

MOTOR VEHICLE INSURANCE COMPANY (LIABILITY OR PIP)	POLICY NUMBER	VEHICLE REMOVED BY:	1 Tow Rotation List 2 Tow Owner's Request 3 Driver 4 Other

NAME OF VEHICLE OWNER (Check Box If Same As Driver)	CURRENT ADDRESS (Number and Street)	CITY AND STATE	ZIP CODE
NAME OF OWNER (Trailer or Towed Vehicle)	CURRENT ADDRESS (Number and Street)	CITY AND STATE	ZIP CODE
NAME OF MOTOR CARRIER (Commercial vehicle Only)	CURRENT ADDRESS (Number and Street)	CITY, STATE AND ZIP CODE	US DOT or ICC MC IDENTIFICATION NUMBERS
NAME OF DRIVER (take From Driver License) / PEDESTRIAN	CURRENT ADDRESS (Number and Street)	CITY & STATE / ZIP CODE	DATE OF BIRTH

DRIVER LICENSE NUMBER	STATE	CL TYPE	REQ. END.	ALC/DRUG TEST TYPE (1 Blood 2 Breath 3 Urine 4 Refused)	RESULTS	ALC/ DRUG	PHYS. DEF.	RES	RACE	SEX	INJ.	S. EQUIP.	EJECT.

HAZARDOUS MATERIALS BEING TRANSPORTED (1 Yes 2 No)	PLACARDED (1 Yes 2 No)	IF YES, INDICATE NAME OF 4 DIGIT NUMBER FROM DIAMOND OR BOX ON PLACARD, AND 1 DIGIT NUMBER FROM BOTTOM OF DIAMOND.	WAS HAZARDOUS MATERIAL SPILLED? (1 Yes 2 No)	RECOMMEND DRIVER RE-EXAM, IF YES EXPLAIN IN NARRATIVE (1 Yes 2 No)	DRIVER'S PHONE NO.

#	PROPERTY DAMAGED - OTHER THAN VEHICLES	EST. AMOUNT	OWNER'S NAME	ADDRESS	CITY	STATE	ZIP
1							
2							

CONTRIBUTING CAUSES - DRIVER / PEDESTRIAN — 1: 02; 2: 01; 3:
01 No Improper Driving / Action
02 Careless Driving (Explain In Narrative)
03 Failed to Yield Right-of-Way
04 Improper Backing
05 Improper Lane Change
06 Improper Turn
07 Alcohol-Under Influence
08 Drugs-Under Influence
09 Alcohol & Drugs-Under Influence
10 Followed Too Closely
11 Disregarded Traffic Signal
12 Exceeded Safe Speed Limit
13 Disregarded Stop Sign
14 Failed to Maintain Equip. / Vehicle
15 Improper Passing
16 Drove Left of Center
17 Exceeded Posted Speed Limit
18 Obstructing Traffic
19 Improper Load
20 Disregarded Other Traffic Control
21 Driving Wrong Side / Way
22 Fleeing Police
23 Vehicle Modified
24 Driver Distraction (Explain In Narrative)
77 All Other (Explain In Narrative)

VEHICLE DEFECTS — 1: 01; 2: 01; 3:
01 No Defects
02 Def. Brakes
03 Worn / Smooth Tires
04 Defective / Improper Lights
05 Puncture / Blowout
06 Steering Mech.
07 Windshield Wipers
08 Equipment / Vehicle Defect
77 All Other (Explain in Narrative)

POINT OF COLLISION — 1: 01; 2: 01; 3:
01 On Road
02 Not On Road
03 Shoulder
04 Median
05 Turn Lane

WORK AREA — 1: 01; 2: 01; 3:
01 None
02 Nearby
03 Entered

VEHICLE MOVEMENT — 1: 06; 2: 01; 3:
01 Straight Ahead
02 Slowing / Stopped / Stalled
03 Making Left Turn
04 Backing
05 Making Right Turn
06 Changing Lanes
07 Entering / Leaving Parking Space
08 Properly Parked
09 Improperly Parked
10 Making U-Turn
11 Passing
12 Driverless or Runaway Vehicle
77 All Other (Explain In Narrative)

PEDESTRIAN ACTION — 1: ; 2: ; 3:
01 Crossing Not at Intersection
02 Crossing at Mid-block Crosswalk
03 Crossing at Intersection
04 Walking Along Road With Traffic
05 Walking Along Road Against Traffic
06 Working on Vehicle In Road
07 Working In Road
08 Standing/Playing In Road
09 Standing in Pedestrian Island
77 All Other (Explain In Narrative)
99 Unknown

VEHICLE SPECIAL FUNCTIONS — 1: 1; 2: 1; 3:
1 None
2 Farm
3 Police Pursuit
4 Recreational
5 Emergency Operation
6 Construction / Maintenance

SOURCE OF CARRIER INFORMATION — 1: 1; 2: 1; 3:
1 Not Applicable
2 Shipping Papers
3 Vehicle Side
4 Driver
5 Other

LOCATION TYPE — 03
1 Primarily Business
2 Primarily Residential
3 Open Country

FIRST / SUBSEQUENT HARMFUL EVENTS — 1: 03; 2: 03; 3:; 31
01 Collision With MV In Transport (Rear End)
02 Collision With MV In Transport (Head-on)
03 Collision With MV In Transport (Angle)
04 Collision With MV In Transport (Left Turn)
05 Collision With MV In Transport (Right Turn)
06 Collision With MV In Transport (Sideswipe)
07 Collision With MV In Transport (Backed Into)
08 Collision With Parked Car
09 Collision With MV on Other Roadway
10 Collision with Pedestrian
11 Collision with Bicycle
12 Collision with Bicycle (Bike Lane)
13 Collision with Moped
14 Collision with Train
15 Collision with Animal
16 MV Hit Sign / Sign Post
17 MV Hit Utility Pole / Light Pole
18 MV Hit Guardrail
19 MV Hit Fence
20 MV Hit Concrete Barrier Wall
21 MV Hit Bridge / Pier / Abutment / Rail
22 MV Hit Tree / Shrubbery
23 Collision with Construction Barricade Sign
24 Collision with Traffic Gate
25 Collision with Crash Attenuators
26 Collision with Fixed Object Above Road
27 MV Hit Other Fixed Object
28 Collision with Moveable Object on Road
29 MV Ran Into Ditch / Culvert
30 Ran Off Road / Into Water
31 Overturned
32 Occupant Fell From Vehicle
33 Tractor / Trailer Jackknifed
34 Fire
35 Explosion
36 Downhill Runaway
37 Cargo Loss or Shift
38 Separation of Units
39 Median Crossover
77 All Other (Explain in Narrative)

ROAD SYSTEM IDENTIFIER — 01
01 Interstate
02 U.S.
03 State
04 County
06 Local
08 Turnpike / Toll
07 Forest Road
09 Private Roadway
77 All Other (Explain In Narrative)

LIGHTING CONDITION — 05
01 Daylight
02 Dusk
03 Dawn
04 Dark (Street Light)
05 Dark (No Street Light)
06 Unknown

ROAD SURFACE / CONDITION — 02
01 Dry
02 Wet
03 Slippery
04 Icy
77 All Other (Explain in Narrative)

WEATHER — 02
01 Clear
02 Cloudy
03 Rain
04 Fog
77 All Other (Explain in Narrative)

ROAD SURFACE TYPE — 02
01 Slag / Gravel / Stone
02 Blacktop
03 Brick / Block
04 Concrete
05 Dirt
77 All Other (Explain in Narrative)

ROAD CONDITIONS AT TIME OF CRASH — 01
01 No Defects
02 Obstruction With Warning
03 Obstruction Without Warning
04 Road Under Repair / Construction
05 Loose Surface Materials
06 Shoulders - Soft / Low / High
07 Holes / Ruts / Unsafe Paved Edge
08 Standing Water
09 Worn / Polished Road Surface
77 All Other (Explain In Narrative)

VISION OBSTRUCTED — 01
01 Vision Not Obscured
02 Inclement Weather
03 Parked / Stopped Vehicle
04 Trees / Crops / Bushes
05 Load on Vehicle
06 Building / Fixed Object
07 Signs / Billboards
08 Fog
09 Smoke
10 Glare
77 All Other (Explain In Narrative)

TRAFFIC CONTROL — 03
01 No Control
02 Special Speed Zone
03 Speed Control Sign
04 School Zone
05 Traffic Signal
06 Stop Sign
07 Yield Sign
08 Flashing Light
09 Railroad Signal
10 Officer / Guard / Flagman
11 Posted No U-Turn
12 No Passing Zone
77 All Other (Explain In Narrative)

SITE LOCATION — 01
01 Not At Intersection / RR Xing / Bridge
02 At Intersection
03 Intersection By Intersection
04 Driveway Access
05 Railroad
06 Bridge
07 Entrance Ramp
08 Exit Ramp
09 Parking Lot - Public
10 Parking Lot - Private
11 Private Property
12 Toll Booth
13 Public Bus Stop Zone
77 All Other (Explain In Narrative)

TRAFFICWAY CHARACTER — 1
1. Straight-Level
2. Straight-Upgrade / Downgrade
3. Curve-Level
4. Curve-Upgrade / Downgrade

TYPE SHOULDER — 1
1. Paved
2. Unpaved
3. Curb

Violator(s)

SECTION #	NAME OF VIOLATOR (s)	FL STATUTE NUMBER	CHARGE	CITATION NUMBER

FHP-THI 004

FLORIDA TRAFFIC CRASH REPO

NARRATIVE / DIAGRAM

MAIL TO: DEPT. OF HIGHWAY SAFETY & MOTOR VEHICLES
TRAFFIC CRASH RECORDS
TALLAHASEE, FLORIDA 32399-0500

DO NOT WRITE IN THIS S. E
PHOTOS SHOW LAYING ON LEFT SIDE CAB

TIME EMS NOTIFIED (FATALITIES ONLY)	TIME EMS ARRIVED (FATALITIES ONLY)	DATE OF CRASH	COUNTY / CITY CODE	INVEST. AGENCY REPORT NUMBER	HSMV CRASH REPORT NUMBER
7:57 ☐ AM ☒ PM	8:06 ☐ AM ☒ PM	5/7/2006	[redacted] 00	FHPH06[redacted]	[redacted]

(NARRATIVE)

On May 7th, 2006 at 8:21 PM, I was notified at my residence of a fatal traffic crash which had occurred on [redacted] near the 218 mile post in [redacted] County, Florida. I arrived on scene at 9:09 PM on the same date. Upon my arrival, I noted a horse trailer laying on its right side and facing south in the center median and across the inside eastbound lane of [redacted] East of the trailer, I observed a beige Ford Excursion sport utility vehicle upside down and facing southwest across the outside eastbound lane of [redacted] This vehicle was identified as V-1. There was damage to the front right of V-1 and flecks of red paint present on the undercarriage and along the front and front right side. Also present was what appeared to be the hood from a red vehicle, lodged into the undercarriage of V-1. To the south and east of V-1, I saw a red Chevrolet automobile on the grassy south shoulder, facing north. This vehicle was identified as V-2. I noted heavy damage to the front of V-2, and the hood had been torn away.

I met Trooper Patricia Jefferson-Shaw at the scene of the crash. Trooper Jefferson-Shaw provided me with the names and contact information of witnesses and told me the facts she had discovered from the witnesses. I then began to assess the scene, taking photographs of the vehicles and of the physical evidence present.

After I completed taking photographs, I took measurements to document the evidence. The intersection of the eastbound entrance ramp from [redacted] to eastbound [redacted] was utilized as the zero point. I established a sub-zero point by placing FHP tag # 13 on the painted white fog line at the southern edge of the outside lane of eastbound [redacted] 2 miles east of the zero point . The fog line served as the reference line and extended east of the sub-zero point.

I discovered what appeared to be skid marks beginning 431 feet 7 inches east of the sub-zero point and 88 feet north of the reference line. The skid mark appeared to have been left by the trailer towed by V-1, and it indicated the trailer had traveled southwest across the yellow fog line on the inside edge of westbound [redacted] This also demonstrated that V-1 was traveling west in the inside westbound lane of [redacted] The mark extended west 85 feet and ended 346 feet 9 inches east of the sub-zero point and 89 feet south of the reference line, indicating the vehicle was steered to the right and returned to the main traveled portion of the roadway. A skid mark was discovered along the white center line of the westbound lanes, beginning 235 feet east of the sub-zero point and extending 7 feet to 228 feet east of the sub-zero point. This mark was attributed to the right side of V-1 and demonstrated V-1 had traveled to the northern edge of the inside westbound lane. The mark also indicated V-1 was traveling west-southwest when it was made. Beginning 239 feet 6 inches east of the sub-zero point and 85 feet 6 inches north of the reference line, furrows became evident in the center median and extended across the median to the northern edge of the eastbound lanes of [redacted] This demonstrated the path of travel of V-1. The marks showed V-1 traveled southwest across the median and entered the inside eastbound lane of [redacted] To the west of

SEC#	PASS#	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S. EQUIP	EJECT
2	01	[redacted]	[redacted]	[redacted] AL	[redacted]	[redacted]	1	1	3	5	1	1
SEC#	PASS#	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S. EQUIP	EJECT
SEC#	PASS#	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S. EQUIP	EJECT
SEC#	PASS#	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S. EQUIP	EJECT
SEC#	PASS#	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S. EQUIP	EJECT
SEC#	PASS#	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S. EQUIP	EJECT

Violator(s)	SECTION #	NAME	FL STATUTE NUMBER	CHARGE	CITATION NUMBER
	SECTION #	NAME	FL STATUTE NUMBER	CHARGE	CITATION NUMBER

WITNESS NAME (1)	CURRENT ADDRESS	CITY & STATE	ZIP CODE	WITNESS NAME (2)	CURRENT ADDRESS	CITY & STATE	ZIP CODE
[redacted]	[redacted]	[redacted] FL	3	[redacted]	[redacted]	[redacted] FL	[redacted]

FIRST AID GIVEN BY - NAME: [redacted] COUNTY FI (1 Physician or Nurse, 2 Paramedic or EMT, 3 Police Officer, 4 Certified 1st Aider, 5 Other) 02

INJURED TAKEN TO: [redacted] MEMORIAL

BY - NAME: JCFR

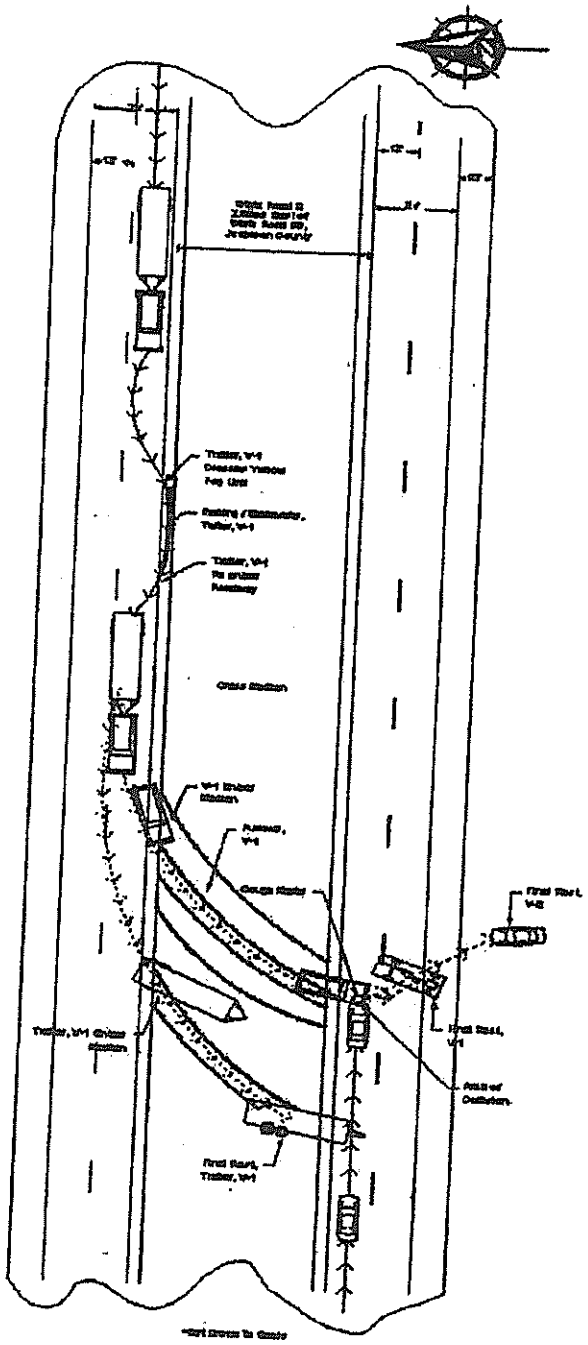
WAS INVESTIGATION MADE AT SCENE? 1 YES 2 NO	IF NO, THEN WHERE?	IS INVESTIGATION COMPLETE? 1 YES 2 NO	IF NO, THEN WHY?	DATE OF REPORT	PHOTOS TAKEN? 1 YES 2 NO	IF YES, BY WHOM? 1 INVEST. AGENCY 2 OTHER
1		2	PENDING CHARGES	5/8/2006	1	1

INVESTIGATOR - RANK & SIGNATURE	ID / BADGE NUMBER	DEPARTMENT	FHP	SO	CPD	OTHER
CPL. TIMOTHY J. ROUFA	2134/	FHP	X	☐	☐	☐

HSMV 60005 (Rev. 01/02)

DIAGRAM

INDICATE NORTH WITH ARROW



Page 4 of 14 Pages

FHP-THI 006

FLORIDA TRAFFIC CRASH REPORT

☐ UPDATE ☒ CONTINUATION

MAIL TO: DEPT OF HIGHWAY SAFETY & MOTOR VEHICLES
TRAFFIC CRASH RECORDS
TALLAHASEE, FLORIDA 32399-0500

DO NOT WRITE IN THIS SPACE

COUNTY/CITY CODE	DATE OF CRASH	INVEST. AGENCY REPORT NUMBER	HSMV CRASH REPORT NUMBER
[redacted] 00	5/7/2006	FHPH06[redacted]	[redacted]

Section Vehicle

DRIVER ACTION (1 Phantom, 2 Hit & Run, 3 N/A)	YEAR	MAKE	TYPE	USE	VEH. LICENSE NUMBER	STATE	VEHICLE IDENTIFICATION NUMBER
TRAILER OR TOWED VEHICLE INFORMATION			TRAILER TYPE				

18 Undercarriage, 19 Overturn, 20 Windshield, 21 Trailer

SHOW FIRST POINT OF VEHICLE DAMAGE AND CIRCLE DAMAGED AREA(S)

VEHICLE TRAVELING (N, S, E, W) ON ___ AT ___ Est. MPH | Posted Speed | EST. VEHICLE DAMAGE (1 Disabling, 2 Functional, 3 No Damage) | EST. TRAILER DAMAGE

MOTOR VEHICLE INSURANCE COMPANY (LIABILITY OR PIP) | POLICY NUMBER | VEHICLE REMOVED BY: (1 Tow Rotation List, 2 Tow Owner's Request, 3 Driver, 4 Other)

NAME OF VEHICLE OWNER (Check If Same As Driver) | CURRENT ADDRESS (Number and Street) | CITY AND STATE | ZIP CODE

NAME OF OWNER (Trailer or Towed Vehicle) | CURRENT ADDRESS (Number and Street) | CITY AND STATE | ZIP CODE

Section Pedestrian

NAME OF MOTOR CARRIER (Commercial vehicle Only) | CURRENT ADDRESS (Number and Street) | CITY, STATE AND ZIP CODE | US DOT or ICC MC IDENTIFICATION NUMBERS

NAME OF DRIVER (Take From Driver License) / PEDESTRIAN | CURRENT ADDRESS (Number and Street) | CITY, STATE & ZIP CODE | DATE OF BIRTH

DRIVER LICENSE NUMBER	STATE	DL TYPE	REQ. END.	BAC TEST (3 Urine, 1 Blood, 4 Refused, 2 Breath, 5 None)	RESULTS	AL / DRUG	PHYS. DEF.	RES	RACE	SEX	INJ.	S. EQUIP.	EJECT.
					%								

HAZARDOUS MATERIALS BEING TRANSPORTED (1 Yes 2 No)	PLACARDED (1 Yes 2 No)	IF YES, INDICATE NAME OF 4 DIGIT NUMBER FROM DIAMOND OR BOWAS HAZARDOUS ON PLACARD, AND 1 DIGIT NUMBER FROM BOTTOM OF DIAMOND.	MATERIAL SPILLED? (1 Yes 2 No)	RECOMMEND DRIVER RE-EXAM, IF YES EXPLAIN IN NARRATIVE (1 Yes 2 No)	DRIVER'S PHONE NO.

Section Vehicle

DRIVER ACTION (1 Phantom, 2 Hit & Run, 3 N/A)	YEAR	MAKE	TYPE	USE	VEH. LICENSE NUMBER	STATE	VEHICLE IDENTIFICATION NUMBER
TRAILER OR TOWED VEHICLE INFORMATION			TRAILER TYPE				

18 Undercarriage, 19 Overturn, 20 Windshield, 21 Trailer

SHOW FIRST POINT OF VEHICLE DAMAGE AND CIRCLE DAMAGED AREA(S)

VEHICLE TRAVELING (N, S, E, W) ON ___ AT ___ Est. MPH | Posted Speed | EST. VEHICLE DAMAGE (1 Disabling, 2 Functional, 3 No Damage) | EST. TRAILER DAMAGE

MOTOR VEHICLE INSURANCE COMPANY (LIABILITY OR PIP) | POLICY NUMBER | VEHICLE REMOVED BY: (1 Tow Rotation List, 2 Tow Owner's Request, 3 Driver, 4 Other)

NAME OF VEHICLE OWNER (Check If Same As Driver) | CURRENT ADDRESS (Number and Street) | CITY AND STATE | ZIP CODE

NAME OF OWNER (Trailer or Towed Vehicle) | CURRENT ADDRESS (Number and Street) | CITY AND STATE | ZIP CODE

Section Pedestrian

NAME OF MOTOR CARRIER (Commercial vehicle Only) | CURRENT ADDRESS (Number and Street) | CITY, STATE AND ZIP CODE | US DOT or ICC MC IDENTIFICATION NUMBERS

DRIVER (Exactly as on Driver License) / Pedestrian | CURRENT ADDRESS (Number and Street) | CITY & STATE / ZIP CODE | DATE OF BIRTH

DRIVER LICENSE NUMBER	STATE	DL TYPE	REQ. END.	BAC TEST (3 Urine, 1 Blood, 4 Refused, 2 Breath, 5 None)	RESULTS	AL / DRUG	PHYS. DEF.	RES	RACE	SEX	INJ.	S. EQUIP.	EJECT.
					%								

HAZARDOUS MATERIALS BEING TRANSPORTED (1 Yes 2 No)	PLACARDED (1 Yes 2 No)	IF YES, INDICATE NAME OF 4 DIGIT NUMBER FROM DIAMOND OR BOWAS HAZARDOUS ON PLACARD, AND 1 DIGIT NUMBER FROM BOTTOM OF DIAMOND.	MATERIAL SPILLED? (1 Yes 2 No)	RECOMMEND DRIVER RE-EXAM, IF YES EXPLAIN IN NARRATIVE (1 Yes 2 No)	DRIVER'S PHONE NO.

PROPERTY DAMAGED - OTHER THAN VEHICLES	EST. AMOUNT	OWNER'S NAME	ADDRESS	CITY	STATE ZIP
PROPERTY DAMAGED - OTHER THAN VEHICLES	EST. AMOUNT	OWNER'S NAME	ADDRESS	CITY	STATE ZIP
PROPERTY DAMAGED - OTHER THAN VEHICLES	EST. AMOUNT	OWNER'S NAME	ADDRESS	CITY	STATE ZIP
PROPERTY DAMAGED - OTHER THAN VEHICLES	EST. AMOUNT	OWNER'S NAME	ADDRESS	CITY	STATE ZIP

WITNESS NAME (1)	CURRENT ADDRESS	CITY & STATE	ZIP CODE	WITNESS NAME (2)	CURRENT ADDRESS	CITY & STATE	ZIP CODE
	[redacted]	FL [redacted]					

WAS INVESTIGATION MADE AT SCENE? (1 Yes, 2 No)	IF NO, THEN WHERE?	IS INVESTIGATION COMPLETE? (1 Yes, 2 No)	IF NO, THEN WHY?	DATE OF REPORT	PHOTOS TAKEN? (1 - Yes, 2 - No)	IF YES, BY WHOM? (1 Investigating Agency, 2 Other)
1		2	PENDING CHARGES	5/8/2006	1	1

INVESTIGATOR - RANK AND SIGNATURE	ID / BADGE NUMBER	DEPARTMENT				
CPL. TIMOTHY J. ROUFA	2134/	FHP	FHP X	SO ☐	CPD ☐	OTHER ☐

HSMV 90004 (Rev. 1/02)

Page 5 of 14 Pages

FHP-THI 007

01 No Improper Driving / Action
02 Careless Driving (Explain in Narrative)
03 Failed to Yield Right-of-Way
04 Improper Backing
05 Improper Lane Change
06 Improper Turn
07 Alcohol-Under Influence
08 Drugs-Under Influence
09 Drugs & Alcohol-Under Influence
10 Followed Too Closely
11 Disregarded Traffic Signal
12 Exceeded Safe Speed Limit
13 Disregarded Stop Sign
14 Failed to Maintain Equip. / Vehicle
15 Improper Passing
16 Drove Left of Center
17 Exceeded Posted Speed Limit
18 Obstructing Traffic
19 Improper Load
20 Disregarded Other Traffic Control
21 Driving Wrong Side / Way
22 Fleeing Police
23 Vehicle Modified
24 Driver Distraction (Explain in Narrative)
77 All Other (Explain)

VEHICLE DEFECT
00 No Defects Ind. Brakes
03 Worn / Smooth Tires
04 Defective / Improper Lights
05 Puncture / Blowout
06 Steering Mech.
07 Windshield Wipers
08 Equipment / Vehicle Defect
77 All Other (Explain in Narrative)

POINT OF COLLISION
1 On Road
2 Not On Road
3 Shoulder
4 Median
5 Turn Lane / Safety Zone

WORK AREA
01 None
02 Nearby
03 Entered

VEHICLE MOVEMENT
01 Straight Ahead
02 Slowing / Stopped / Stalled
03 Making Left Turn
04 Backing
05 Making Right Turn
06 Changing Lanes
07 Entering/Leaving Parking Space
08 Properly Parked
09 Improperly Parked
10 Making U-Turn
11 Passing
12 Driveway or Runaway Veh.
77 All Other (Explain in Narrative)

VEHICLE SPECIAL FUNCTIONS
1 None
2 Farm
3 Police Pursuit
4 Recreational
5 Emergency Operation
6 Construction / Maintenance

SOURCE OF CARRIER INFORMATION
1 Not Applicable
2 Shipping Papers
3 Vehicle Side
4 Driver
5 Other

PEDESTRIAN ACTION
01 Crossing Not at Intersection
02 Crossing at Mid-block Crosswalk
03 Crossing at Intersection
04 Walking Along Road With Traffic
05 Walking Along Road Against Traffic
06 Working on Vehicle in Road
07 Working in Road
08 Standing/Playing in Road
09 Standing in Pedestrian Island
77 All Other (Explain)
88 Unknown

FIRST / SUBSEQUENT HARMFUL EVENT(S)
01 Collision With MV in Transport (Rear End)
02 Collision With MV in Transport (Head-on)
03 Collision With MV in Transport (Angle)
04 Collision With MV in Transport (Left Turn)
05 Collision With MV in Transport (Right Turn)
06 Collision With MV in Transport (Sideswipe)
07 Collision With MV in Transport (Backed Into)
08 Collision With Parked Car
09 Collision with MV on Other Roadway
10 Collision with Pedestrian
11 Collision with Bicycle
12 Collision with Bicycle (Bike Lane)
13 Collision with Moped
14 Collision with Train
15 Collision with Animal
16 MV Hit Sign / Sign Post
17 MV Hit Utility Pole / Light Pole
18 MV Hit Guardrail
19 MV Hit Fence
20 MV Hit Concrete Barrier Wall
21 MV Hit Bridge / Pier / Abutment / Rail
22 MV Hit Tree / Shrubbery
23 Collision with Construction Barricade Sign
24 Collision with Traffic Gate
25 Collision with Crash Attenuators
26 Collision with Fixed Object Above Road
27 MV Hit Other Fixed Object
28 Collision with Moveable Object on Road
29 MV Ran Into Ditch / Culvert
30 Ran Off Road / Into Water
31 Overturned
32 Occupant Fell From Vehicle
33 Tractor / Trailer Jackknifed
34 Fire
35 Explosion
36 Downhill Runaway
37 Cargo Loss or Shift
38 Separation of Units
39 Median Crossover
77 All Other (Explain in Narrative)

(ADDITIONAL NARRATIVE)

the furrows created by V-1, a second set of furrows were evident and were attributed to the horse trailer towed by V-1. These marks indicated that the trailer became separated from V-1 as they traveled southwest from the inside westbound lane and across the center median. I located gouge marks in the inside eastbound lane beginning 66 east of the sub-zero point and 18 feet 2 inches north of the reference line. The gouge marks were located south of the furrows left by V-1 and indicated the area of collision between V-1 and V-2. The location of these marks also demonstrated V-2 was traveling east in the inside eastbound lane at the time of collision. I was unable to identify skid marks or other indications of braking prior to these gouge marks, suggesting no evasive action was taken on the part of Driver 2 prior to this collision.

I spoke to Corporal Gary Dawson via telephone and requested he go to [redacted] Memorial Hospital to observe Driver 1. I specifically requested Corporal Dawson to look for any indications of impairment on the part of Driver 1 and to request an interview with him, if possible. Corporal Dawson later informed me he discovered no evidence of impairment of alcohol or controlled substances from Driver 1. He also told me he requested Driver 1 provide a statement regarding the crash, but Driver 1 declined to speak to him.

After taking measurements of the scene, I spoke to [redacted] (W-1). W-1 stated she was traveling east in the outside eastbound lane of [redacted] the first vehicle behind V-2. She said the first thing she remembered seeing was V-1 traveling across the center median. She saw V-1 enter into the path of V-2 and V-2 collide with V-1. She stated she then stopped and attempted to render aid.

On Monday, May 8th, 2006, I attended the autopsies of Driver 2 and Passenger 1 of V-2, conducted by Doctor Stephen Sgan of the District 2 Medical Examiner's Office. I took photographs to document the injuries to Driver 2 and Passenger 1. Doctor Sgan determined the cause of death of Driver 1 to be generalized blunt force trauma. The cause of death of Passenger 1 was determined to be blunt force trauma to the head and torso.

On the same date, I met with Ms. [redacted] (W-2). W-2 stated she was the passenger in a vehicle traveling west on [redacted] in the outside westbound lane. W-2 stated the driver of the vehicle she was in called her attention to V-1, which she

ADDITIONAL PASSENGERS

SEC#	PASS#	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S. EQUIP	EJECT
SEC#	PASS#	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S. EQUIP	EJECT
SEC#	PASS#	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S. EQUIP	EJECT
SEC#	PASS#	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S. EQUIP	EJECT
SEC#	PASS#	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S. EQUIP	EJECT
SEC#	PASS#	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S. EQUIP	EJECT

Violator(s)

SECTION #	NAME OF VIOLATOR	FL STATUTE NUMBER	CHARGE	CITATION NUMBER
SECTION #	NAME OF VIOLATOR	FL STATUTE NUMBER	CHARGE	CITATION NUMBER

FLORIDA TRAFFIC CRASH REPORT

☐ UPDATE ☒ CONTINUATION

MAIL TO: DEPT OF HIGHWAY SAFETY & MOTOR VEHICLES
TRAFFIC CRASH RECORDS
TALLAHASEE, FLORIDA 32399-0500

DO NOT WRITE IN THIS SPACE

COUNTY/CITY CODE	DATE OF CRASH	INVEST. AGENCY REPORT NUMBER	HSMV CRASH REPORT NUMBER
[redacted] / 00	5/7/2006	FHPH06[redacted]	[redacted]

Section Vehicle

DRIVER ACTION (1 Phantom 2 Hit & Run 3 N/A)	YEAR	MAKE	TYPE	USE	VEH. LICENSE NUMBER	STATE	VEHICLE IDENTIFICATION NUMBER
TRAILER OR TOWED VEHICLE INFORMATION			TRAILER TYPE				

16 Undercarriage 19 Overturn 20 Windshield 21 Trailer

SHOW FIRST POINT OF VEHICLE DAMAGE AND CIRCLE DAMAGED AREA(S)

VEHICLE TRAVELING (N S E W)	ON	AT	Est. MPH	Posted Speed	EST. VEHICLE DAMAGE (1 Disabling 2 Functional 3 No Damage)	EST. TRAILER DAMAGE

MOTOR VEHICLE INSURANCE COMPANY (LIABILITY OR PIP) — POLICY NUMBER — VEHICLE REMOVED BY: (1 Tow Rotation List 2 Tow Owner's Request 3 Driver 4 Other)

NAME OF VEHICLE OWNER (Check if Same As Driver) — CURRENT ADDRESS (Number and Street) — CITY AND STATE — ZIP CODE

NAME OF OWNER (Trailer or Towed Vehicle) — CURRENT ADDRESS (Number and Street) — CITY AND STATE — ZIP CODE

Section Pedestrian

NAME OF MOTOR CARRIER (Commercial vehicle Only) — CURRENT ADDRESS (Number and Street) — CITY, STATE AND ZIP CODE — US DOT or ICC MC IDENTIFICATION NUMBERS

NAME OF DRIVER (Take From Driver License) / PEDESTRIAN — CURRENT ADDRESS (Number and Street) — CITY, STATE & ZIP CODE — DATE OF BIRTH

DRIVER LICENSE NUMBER	STATE	DL TYPE	REQ. END.	BAC TEST (3 Urine 1 Blood 4 Refused 2 Breath 5 None)	RESULTS	%	AL / DRUG	PHYS. DEF.	RES	RACE	SEX	INJ.	S. EQUIP.	EJECT.

HAZARDOUS MATERIALS BEING TRANSPORTED (1 Yes 2 No)	PLACARDED (1 Yes 2 No)	IF YES, INDICATE NAME OF 4 DIGIT NUMBER FROM DIAMOND OR BOX WAS HAZARDOUS ON PLACARD, AND 1 DIGIT NUMBER FROM BOTTOM OF DIAMOND.	MATERIAL SPILLED? (1 Yes 2 No)	RECOMMEND DRIVER RE-EXAM, IF YES EXPLAIN IN NARRATIVE (1 Yes 2 No)	DRIVER'S PHONE NO.

Section Vehicle

DRIVER ACTION (1 Phantom 2 Hit & Run 3 N/A)	YEAR	MAKE	TYPE	USE	VEH. LICENSE NUMBER	STATE	VEHICLE IDENTIFICATION NUMBER
TRAILER OR TOWED VEHICLE INFORMATION			TRAILER TYPE				

16 Undercarriage 19 Overturn 20 Windshield 21 Trailer

SHOW FIRST POINT OF VEHICLE DAMAGE AND CIRCLE DAMAGED AREA(S)

VEHICLE TRAVELING (N S E W)	ON	AT	Est. MPH	Posted Speed	EST. VEHICLE DAMAGE (1 Disabling 2 Functional 3 No Damage)	EST. TRAILER DAMAGE

MOTOR VEHICLE INSURANCE COMPANY (LIABILITY OR PIP) — POLICY NUMBER — VEHICLE REMOVED BY: (1 Tow Rotation List 2 Tow Owner's Request 3 Driver 4 Other)

NAME OF VEHICLE OWNER (Check if Same As Driver) — CURRENT ADDRESS (Number and Street) — CITY AND STATE — ZIP CODE

NAME OF OWNER (Trailer or Towed Vehicle) — CURRENT ADDRESS (Number and Street) — CITY AND STATE — ZIP CODE

Section Pedestrian

NAME OF MOTOR CARRIER (Commercial vehicle Only) — CURRENT ADDRESS (Number and Street) — CITY, STATE AND ZIP CODE — US DOT or ICC MC IDENTIFICATION NUMBERS

DRIVER (Exactly as on Driver License) / Pedestrian — CURRENT ADDRESS (Number and Street) — CITY & STATE / ZIP CODE — DATE OF BIRTH

DRIVER LICENSE NUMBER	STATE	DL TYPE	REQ. END.	BAC TEST (3 Urine 1 Blood 4 Refused 2 Breath 5 None)	RESULTS	%	AL / DRUG	PHYS. DEF.	RES	RACE	SEX	INJ.	S. EQUIP.	EJECT.

HAZARDOUS MATERIALS BEING TRANSPORTED (1 Yes 2 No)	PLACARDED (1 Yes 2 No)	IF YES, INDICATE NAME OF 4 DIGIT NUMBER FROM DIAMOND OR BOX WAS HAZARDOUS ON PLACARD, AND 1 DIGIT NUMBER FROM BOTTOM OF DIAMOND.	MATERIAL SPILLED? (1 Yes 2 No)	RECOMMEND DRIVER RE-EXAM, IF YES EXPLAIN IN NARRATIVE (1 Yes 2 No)	DRIVER'S PHONE NO.

PROPERTY DAMAGED - OTHER THAN VEHICLES	EST. AMOUNT	OWNER'S NAME	ADDRESS	CITY	STATE	ZIP
PROPERTY DAMAGED - OTHER THAN VEHICLES	EST. AMOUNT	OWNER'S NAME	ADDRESS	CITY	STATE	ZIP
PROPERTY DAMAGED - OTHER THAN VEHICLES	EST. AMOUNT	OWNER'S NAME	ADDRESS	CITY	STATE	ZIP
PROPERTY DAMAGED - OTHER THAN VEHICLES	EST. AMOUNT	OWNER'S NAME	ADDRESS	CITY	STATE	ZIP

WITNESS NAME (1)	CURRENT ADDRESS	CITY & STATE	ZIP CODE	WITNESS NAME (2)	CURRENT ADDRESS	CITY & STATE	ZIP CODE

WAS INVESTIGATION MADE AT SCENE? (1 Yes 2 No)	IF NO, THEN WHERE?	IS INVESTIGATION COMPLETE? (1 Yes 2 No)	IF NO, THEN WHY?	DATE OF REPORT	PHOTOS TAKEN? (1 - Yes 2 - No)	IF YES, BY WHOM? (1 Investigating Agency 2 Other)
1		2	PENDING CHARGES	5/8/2006	1	1

INVESTIGATOR - RANK AND SIGNATURE	ID / BADGE NUMBER	DEPARTMENT	FHP	SO	CPD	OTHER
CPL. TIMOTHY J. ROUFA	2134/	FHP	X			

HSMV 60004 (Rev. 1/02)

Page 7 of 14 Pages

FHP-THI 009

01 No Improper Driving / Action
02 Careless Driving (Explain in Narrative)
03 Failed to Yield Right-of-Way
04 Improper Backing
05 Improper Lane Change
06 Improper Turn
07 Alcohol-Under Influence
08 Drugs-Under Influence
09 Drugs & Alcohol-Under Influence
10 Followed Too Closely
11 Disregarded Traffic Signal
12 Exceeded Safe Speed Limit
13 Disregarded Stop Sign
14 Failed to Maintain Equip. / Vehicle
15 Improper Passing
16 Drove Left of Center
17 Exceeded Stated Speed Limit
18 Obstructing Traffic
19 Improper Load
20 Disregarded Other Traffic Control
21 Driving Wrong Side / Way
22 Fleeing Police
23 Vehicle Modified
24 Driver Distraction (Explain in Narrative)
77 All Other (Explain)

VEHICLE DEFECT

00 No Defects
Def. Brakes
03 Worn / Smooth Tires
04 Defective / Improper Lights
05 Puncture / Blowout
06 Steering Mech.
07 Windshield Wipers
08 Equipment / Vehicle Defect
77 All Other (Explain in Narrative)

POINT OF COLLISION

1 On Road
2 Not On Road
3 Shoulder
4 Median
5 Turn Lane / Safety Zone

WORK AREA

01 None
02 Nearby
03 Entered

VEHICLE MOVEMENT

01 Straight Ahead
02 Slowing / Stopped / Stalled
03 Making Left Turn
04 Backing
05 Making Right Turn
06 Changing Lanes
07 Entering/Leaving Parking Space
08 Properly Parked
09 Improperly Parked
10 Making U-Turn
11 Passing
12 Driveless or Runaway Veh.
77 All Other (Explain in Narrative)

VEHICLE SPECIAL FUNCTIONS

1 None
2 Farm
3 Police Pursuit
4 Recreational
5 Emergency Operation
6 Construction / Maintenance

SOURCE OF CARRIER INFORMATION

1 Not Applicable
2 Shipping Papers
3 Vehicle Side
4 Driver
5 Other

PEDESTRIAN ACTION

01 Crossing Not at Intersection
02 Crossing at Mid-block Crosswalk
03 Crossing at Intersection
04 Walking Along Road With Traffic
05 Walking Along Road Against Traffic
06 Working on Vehicle in Road
07 Working in Road
08 Standing/Playing in Road
09 Standing in Pedestrian Island
77 All Other (Explain)
88 Unknown

FIRST / SUBSEQUENT HARMFUL EVENT(S)

01 Collision With MV in Transport (Rear End)
02 Collision With MV in Transport (Head-on)
03 Collision With MV in Transport (Angle)
04 Collision With MV in Transport (Left Turn)
05 Collision With MV in Transport (Right Turn)
06 Collision With MV in Transport (Sideswipe)
07 Collision With MV in Transport (Backed Into)
08 Collision With Parked Car
09 Collision with MV on Other Roadway
10 Collision with Pedestrian
11 Collision with Bicycle
12 Collision with Bicycle (Bike Lane)
13 Collision with Moped
14 Collision with Train
15 Collision with Animal
16 MV Hit Sign / Sign Post
17 MV Hit Utility Pole / Light Pole
18 MV Hit Guardrail
19 MV Hit Fence
20 MV Hit Concrete Barrier Wall
21 MV Hit Bridge / Pier / Abutment / Rail
22 MV Hit Tree / Shrubbery
23 Collision with Construction Barricade Sign
24 Collision with Traffic Gate
25 Collision with Crash Attenuators
26 Collision with Fixed Object Above Road
27 MV Hit Other Fixed Object
28 Collision with Moveable Object on Road
29 MV Ran Into Ditch / Culvert
30 Ran Off Road / Into Water
31 Overturned
32 Occupant Fell From Vehicle
33 Tractor / Trailer Jackknifed
34 Fire
35 Explosion
36 Downhill Runaway
37 Cargo Loss or Shift
38 Separation of Units
39 Median Crossover
77 All Other (Explain in Narrative)

(ADDITIONAL NARRATIVE)

stated appeared to be traveling out of control. W-2 stated she did not know what caused the vehicle to begin to travel out of control, but she saw it travel to the left, then right, and then left, across the center median and collide with V-2. She stated she then stopped and attempted to render aid.

I then spoke to Mr. [redacted] (W-3). W-3 stated he was driving a vehicle behind V-1. He stated V-1 was traveling west in the inside westbound lane of [redacted] along side a vehicle in the outside westbound lane. He said he saw V-1 move to the right, toward the outside lane, in manner in which led him to believe the driver of V-1 was attempting to change lanes. He stated he then saw V-1 move sharply to the left, in an apparent evasive action to avoid a collision with the unknown vehicle in the outside lane. W-3 then stated V-1 began to travel out of control and across the center median, into the path of V-2. W-3 stated after the collision, he stopped and attempted to render aid.

On Wednesday, May 10th, 2006, I went to Dave's Towing in Monticello, Florida. I took photos to document the damage to the vehicles and conducted post crash inspections. I noted extensive damage to the front and left of V-2 and to the right front side of V-1.

The evidence and witness statements above demonstrate the following:

On May 7th, 2006, at approximately 7:50 PM, V-1 was traveling west in the inside westbound lane of [redacted] and V-2 was traveling east in the inside eastbound lane. Driver 1 attempted to change lanes, moving V-1 toward the outside westbound lane of [redacted] as another vehicle was occupying the outside lane. In order to avoid collision with the vehicle, Driver-1 took evasive action, causing him to lose control of V-1. V-1 began to travel southwest across the center median. The trailer towed by V-1 separated from V-1 and traveled southwest into the median also, coming to final rest on the south edge of the median and protruding into the inside eastbound lane, facing southwest. There was no indication that V-2 made contact with the trailer towed by V-1. This demonstrates the trailer entered the inside eastbound lane behind V-2, further indicating D-2 had no time to react to V-1 as it entered into the path of V-2. V-1 continued southwest across the median and into the path of V-2. The front of V-2 struck the right front side of V-1, causing damage to the right front of V-1

ADDITIONAL PASSENGERS

SEC#	PASS#	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S. EQUIP	EJECT
SEC#	PASS#	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S. EQUIP	EJECT
SEC#	PASS#	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S. EQUIP	EJECT
SEC#	PASS#	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S. EQUIP	EJECT
SEC#	PASS#	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S. EQUIP	EJECT
SEC#	PASS#	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S. EQUIP	EJECT

Violator(s)

SECTION #	NAME OF VIOLATOR	FL STATUTE NUMBER	CHARGE	CITATION NUMBER
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FLORIDA TRAFFIC CRASH REPORT

☐ UPDATE ☒ CONTINUATION

MAIL TO: DEPT OF HIGHWAY SAFETY & MOTOR VEHICLES
TRAFFIC CRASH RECORDS
TALLAHASEE, FLORIDA 32399-0500

DO NOT WRITE IN THIS SPACE

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[redacted]/00	5/7/2006	FHPH06[redacted]	[redacted]

Section Vehicle

DRIVER ACTION (1 Phantom 2 Hit & Run 3 N/A)	YEAR	MAKE	TYPE	USE	VEH. LICENSE NUMBER	STATE	VEHICLE IDENTIFICATION NUMBER
TRAILER OR TOWED VEHICLE INFORMATION			TRAILER TYPE				

16 Undercarriage 19 Overturn 20 Windshield 21 Trailer

SHOW FIRST POINT OF VEHICLE DAMAGE AND CIRCLE DAMAGED AREA(S)

VEHICLE TRAVELING N S E W ON AT Est. MPH | Posted Speed | EST. VEHICLE DAMAGE (1 Disabling 2 Functional 3 No Damage) | EST. TRAILER DAMAGE

MOTOR VEHICLE INSURANCE COMPANY (LIABILITY OR PIP) | POLICY NUMBER | VEHICLE REMOVED BY: (1 Tow Rotation List 2 Tow Owner's Request 3 Driver 4 Other)

NAME OF VEHICLE OWNER (Check If Same As Driver) | CURRENT ADDRESS (Number and Street) | CITY AND STATE | ZIP CODE

NAME OF OWNER (Trailer or Towed Vehicle) | CURRENT ADDRESS (Number and Street) | CITY AND STATE | ZIP CODE

Section Pedestrian

NAME OF MOTOR CARRIER (Commercial vehicle Only) | CURRENT ADDRESS (Number and Street) | CITY, STATE AND ZIP CODE | US DOT or ICC MC IDENTIFICATION NUMBERS

NAME OF DRIVER (Take From Driver License) / PEDESTRIAN | CURRENT ADDRESS (Number and Street) | CITY, STATE & ZIP CODE | DATE OF BIRTH

DRIVER LICENSE NUMBER	STATE	DL TYPE	REQ. END.	BAC TEST (3 Urine 1 Blood 4 Refused 2 Breath 5 None)	RESULTS	AL / DRUG	PHYS. DEF.	RES	RACE	SEX	INJ.	S. EQUIP.	EJECT.
					. %								

HAZARDOUS MATERIALS BEING TRANSPORTED (1 Yes 2 No)	PLACARDED (1 Yes 2 No)	IF YES, INDICATE NAME OF 4 DIGIT NUMBER FROM DIAMOND OR BOWAR HAZARDOUS ON PLACARD, AND 1 DIGIT NUMBER FROM BOTTOM OF DIAMOND.	MATERIAL SPILLED? (1 Yes 2 No)	RECOMMEND DRIVER RE-EXAM, IF YES EXPLAIN IN NARRATIVE (1 Yes 2 No)	DRIVER'S PHONE NO.

Section Vehicle

DRIVER ACTION (1 Phantom 2 Hit & Run 3 N/A)	YEAR	MAKE	TYPE	USE	VEH. LICENSE NUMBER	STATE	VEHICLE IDENTIFICATION NUMBER
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VEHICLE TRAVELING N S E W ON AT Est. MPH | Posted Speed | EST. VEHICLE DAMAGE (1 Disabling 2 Functional 3 No Damage) | EST. TRAILER DAMAGE

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NAME OF OWNER (Trailer or Towed Vehicle) | CURRENT ADDRESS (Number and Street) | CITY AND STATE | ZIP CODE

Section Pedestrian

NAME OF MOTOR CARRIER (Commercial vehicle Only) | CURRENT ADDRESS (Number and Street) | CITY, STATE AND ZIP CODE | US DOT or ICC MC IDENTIFICATION NUMBERS

DRIVER (Exactly as on Driver License) / Pedestrian | CURRENT ADDRESS (Number and Street) | CITY & STATE / ZIP CODE | DATE OF BIRTH

DRIVER LICENSE NUMBER	STATE	DL TYPE	REQ. END.	BAC TEST (3 Urine 1 Blood 4 Refused 2 Breath 5 None)	RESULTS	AL / DRUG	PHYS. DEF.	RES	RACE	SEX	INJ.	S. EQUIP.	EJECT.
					. %								

HAZARDOUS MATERIALS BEING TRANSPORTED (1 Yes 2 No)	PLACARDED (1 Yes 2 No)	IF YES, INDICATE NAME OF 4 DIGIT NUMBER FROM DIAMOND OR BOWAR HAZARDOUS ON PLACARD, AND 1 DIGIT NUMBER FROM BOTTOM OF DIAMOND.	MATERIAL SPILLED? (1 Yes 2 No)	RECOMMEND DRIVER RE-EXAM, IF YES EXPLAIN IN NARRATIVE (1 Yes 2 No)	DRIVER'S PHONE NO.

PROPERTY DAMAGED - OTHER THAN VEHICLES	EST. AMOUNT	OWNER'S NAME	ADDRESS	CITY	STATE	ZIP
PROPERTY DAMAGED - OTHER THAN VEHICLES	EST. AMOUNT	OWNER'S NAME	ADDRESS	CITY	STATE	ZIP
PROPERTY DAMAGED - OTHER THAN VEHICLES	EST. AMOUNT	OWNER'S NAME	ADDRESS	CITY	STATE	ZIP
PROPERTY DAMAGED - OTHER THAN VEHICLES	EST. AMOUNT	OWNER'S NAME	ADDRESS	CITY	STATE	ZIP

WITNESS NAME (1)	CURRENT ADDRESS	CITY & STATE	ZIP CODE	WITNESS NAME (2)	CURRENT ADDRESS	CITY & STATE	ZIP CODE

WAS INVESTIGATION MADE AT SCENE? (1 Yes 2 No)	IF NO, THEN WHERE?	IS INVESTIGATION COMPLETE? (1 Yes 2 No)	IF NO, THEN WHY?	DATE OF REPORT	PHOTOS TAKEN? (1 - Yes 2 - No)	IF YES, BY WHOM? (1 Investigating Agency 2 Other)
1		2	PENDING CHARGES	5/8/2006	1	1

INVESTIGATOR - RANK AND SIGNATURE	ID / BADGE NUMBER	DEPARTMENT	FHP	SO	CPD	OTHER
CPL. TIMOTHY J. ROUFA	2134/	FHP	X			

HSMV 99004 (Rev. 1/02)

CONTRIBUTING CAUSES - DRIVER / PEDESTRIAN

01 No Improper Driving / Action
02 Careless Driving (Explain in Narrative)
03 Failed to Yield Right-of-Way
04 Improper Backing
05 Improper Lane Change
06 Improper Turn
07 Alcohol-Under Influence
08 Drugs-Under Influence
09 Drugs & Alcohol-Under Influence
10 Followed Too Closely
11 Disregarded Traffic Signal
12 Exceeded Safe Speed Limit
13 Disregarded Stop Sign
14 Failed to Maintain Equip. / Vehicle
15 Improper Passing
16 Drove Left of Center
17 Exceeded Stated Speed Limit
18 Obstructing Traffic
19 Improper Load
20 Disregarded Other Traffic Control
21 Driving Wrong Side / Way
22 Fleeing Police
23 Vehicle Modified
24 Driver Distraction (Explain in Narrative)
77 All Other (Explain)

VEHICLE DEFECT

[illegible] Defects
Def. Brakes
03 Worn / Smooth Tires
04 Defective / Improper Lights
05 Puncture / Blowout
06 Steering Mech.
07 Windshield Wipers
08 Equipment / Vehicle Defect
77 All Other (Explain in Narrative)

POINT OF COLLISION

1 On Road
2 Not On Road
3 Shoulder
4 Median
5 Turn Lane / Safety Zone

WORK AREA

01 None
02 Nearby
03 Entered

VEHICLE MOVEMENT

01 Straight Ahead
02 Slowing / Stopped / Stalled
03 Making Left Turn
04 Backing
05 Making Right Turn
06 Changing Lanes
07 Entering/Leaving Parking Space
08 Properly Parked
09 Improperly Parked
10 Making U-Turn
11 Passing
12 Driveway or Roadway Veh.
77 All Other (Explain in Narrative)

VEHICLE SPECIAL FUNCTIONS

1 None
2 Farm
3 Police Pursuit
4 Recreational
5 Emergency Operation
6 Construction / Maintenance

SOURCE OF CARRIER INFORMATION

1 Not Applicable
2 Shipping Papers
3 Vehicle Side
4 Driver
5 Other

PEDESTRIAN ACTION

01 Crossing Not at Intersection
02 Crossing at Mid-block Crosswalk
03 Crossing at Intersection
04 Walking Along Road With Traffic
05 Walking Along Road Against Traffic
06 Working on Vehicle in Road
07 Working in Road
08 Standing/Playing in Road
09 Standing in Pedestrian Island
77 All Other (Explain)
88 Unknown

FIRST / SUBSEQUENT HARMFUL EVENT(S)

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02 Collision With MV in Transport (Head-on)
03 Collision With MV in Transport (Angle)
04 Collision With MV in Transport (Left Turn)
05 Collision With MV in Transport (Right Turn)
06 Collision With MV in Transport (Sideswipe)
07 Collision With MV in Transport (Backed Into)
08 Collision With Parked Car
09 Collision with MV on Other Roadway
10 Collision with Pedestrian
11 Collision with Bicycle
12 Collision with Bicycle (Bike Lane)
13 Collision with Moped
14 Collision with Train
15 Collision with Animal
16 MV Hit Sign / Sign Post
17 MV Hit Utility Pole / Light Pole
18 MV Hit Guardrail
19 MV Hit Fence
20 MV Hit Concrete Barrier Wall
21 MV Hit Bridge / Pier / Abutment / Rail
22 MV Hit Tree / Shrubbery
23 Collision with Construction Barricade Sign
24 Collision with Traffic Gate
25 Collision with Crash Attenuators
26 Collision with Fixed Object Above Road
27 MV Hit Other Fixed Object
28 Collision with Moveable Object on Road
29 MV Ran Into Ditch / Culvert
30 Ran Off Road / Into Water
31 Overturned
32 Occupant Fell From Vehicle
33 Tractor / Trailer Jackknifed
34 Fire
35 Explosion
36 Downhill Runaway
37 Cargo Loss or Shift
38 Separation of Units
39 Median Crossover
77 All Other (Explain in Narrative)

(ADDITIONAL NARRATIVE)

and causing V-1 to overturn onto its roof, coming to final rest on its roof in the outside eastbound lane of [redacted] facing southwest. The collision caused extensive damage to the front of V-2. The intrusion into the driver and front passenger compartments of V-2 caused fatal injuries to Driver 2 and Passenger 1. This collision caused V-2 to rotate counter clockwise and travel southeast, coming to final rest on the south shoulder of [redacted] facing north.

In failing to maintain control of Vehicle 1, Driver 1 was in violation of section 316.1925, Florida Statutes, pertaining to careless driving, which states; "Any person operating a vehicle upon the streets or highways within the state shall drive the same in a careful and prudent manner, having regard for the width, grade, curves, corners, traffic, and all other attendant circumstances, so as not to endanger the life, limb, or property of any person. Failure to drive in such manner shall constitute careless driving and a violation of this section."

It is the conclusion of this investigator that the careless and unlawful operation of V-1 by Driver 1 is the sole causing factor in this crash, and therefore caused the untimely death of Driver 1, [redacted] and Passenger 1, [redacted]

[redacted] driver of vehicle 2, date of birth [redacted] was pronounced deceased by Doctor Lonnie Draper at 8:55 PM on May 7th, 2006.

[redacted] right front passenger of vehicle 2, date of birth [redacted] was pronounced deceased by paramedic Caldwel Macord at 8:06 PM on May 7th, 2006.

Traffic Homicide Case Number: FHP706[redacted]
Traffic Homicide Case Number: Corporal Timothy J. Roufa
Photos and Measurements Taken by: Corporal Timothy J. Roufa

ADDITIONAL PASSENGERS

SEC#	PASS#	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S. EQUIP	EJECT
SEC#	PASS#	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S. EQUIP	EJECT
SEC#	PASS#	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S. EQUIP	EJECT
SEC#	PASS#	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S. EQUIP	EJECT
SEC#	PASS#	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S. EQUIP	EJECT
SEC#	PASS#	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S. EQUIP	EJECT

Violation(s)

SECTION #	NAME OF VIOLATOR	FL STATUTE NUMBER	CHARGE	CITATION NUMBER
SECTION #	NAME OF VIOLATOR	FL STATUTE NUMBER	CHARGE	CITATION NUMBER

FLORIDA TRAFFIC CRASH REPORT

☐ UPDATE ☒ CONTINUATION

MAIL TO: DEPT OF HIGHWAY SAFETY & MOTOR VEHICLES
TRAFFIC CRASH RECORDS
TALLAHASEE, FLORIDA 32399-0500

DO NOT WRITE IN THIS SPAL

COUNTY/CITY CODE	DATE OF CRASH	INVEST. AGENCY REPORT NUMBER	HSMV CRASH REPORT NUMBER
[redacted]/00	5/7/2006	FHPH06[redacted]	[redacted]

Section Vehicle

DRIVER ACTION (1 Phantom 2 Hit & Run 3 N/A)	YEAR	MAKE	TYPE	USE	VEH. LICENSE NUMBER	STATE	VEHICLE IDENTIFICATION NUMBER
TRAILER OR TOWED VEHICLE INFORMATION			TRAILER TYPE				

18 Undercarriage 19 Overturn 20 Windshield 21 Trailer

SHOW FIRST POINT OF VEHICLE DAMAGE AND CIRCLE DAMAGED AREA(S)

VEHICLE TRAVELING (N S E W)	ON	AT	Est. MPH	Posted Speed	EST. VEHICLE DAMAGE (1 Disabling 2 Functional 3 No Damage)	EST. TRAILER DAMAGE

MOTOR VEHICLE INSURANCE COMPANY (LIABILITY OR PIP)	POLICY NUMBER	VEHICLE REMOVED BY: (1 Tow Rotation List 2 Tow Owner's Request 3 Driver 4 Other)

NAME OF VEHICLE OWNER (Check if Same As Driver)	CURRENT ADDRESS (Number and Street)	CITY AND STATE	ZIP CODE

NAME OF OWNER (Trailer or Towed Vehicle)	CURRENT ADDRESS (Number and Street)	CITY AND STATE	ZIP CODE

Section Pedestrian

NAME OF MOTOR CARRIER (Commercial vehicle Only)	CURRENT ADDRESS (Number and Street)	CITY, STATE AND ZIP CODE	US DOT or ICC MC IDENTIFICATION NUMBERS

NAME OF DRIVER (Take From Driver License) / PEDESTRIAN	CURRENT ADDRESS (Number and Street)	CITY, STATE & ZIP CODE	DATE OF BIRTH

DRIVER LICENSE NUMBER	STATE	DL TYPE	REQ. END.	BAC TEST (3 Urine 1 Blood 4 Refused 2 Breath 5 None)	RESULTS	AL. / DRUG	PHYS. DEF.	RES	RACE	SEX	INJ.	S. EQUIP.	EJECT.
					%								

HAZARDOUS MATERIALS BEING TRANSPORTED (1 Yes 2 No)	PLACARDED (1 Yes 2 No)	IF YES, INDICATE NAME OF 4 DIGIT NUMBER FROM DIAMOND OR BOWAS HAZARDOUS ON PLACARD, AND 1 DIGIT NUMBER FROM BOTTOM OF DIAMOND.	MATERIAL SPILLED? (1 Yes 2 No)	RECOMMEND DRIVER RE-EXAM. IF YES EXPLAIN IN NARRATIVE (1 Yes 2 No)	DRIVER'S PHONE NO.

Section Vehicle

DRIVER ACTION (1 Phantom 2 Hit & Run 3 N/A)	YEAR	MAKE	TYPE	USE	VEH. LICENSE NUMBER	STATE	VEHICLE IDENTIFICATION NUMBER
TRAILER OR TOWED VEHICLE INFORMATION			TRAILER TYPE				

18 Undercarriage 19 Overturn 20 Windshield 21 Trailer

SHOW FIRST POINT OF VEHICLE DAMAGE AND CIRCLE DAMAGED AREA(S)

VEHICLE TRAVELING (N S E W)	ON	AT	Est. MPH	Posted Speed	EST. VEHICLE DAMAGE (1 Disabling 2 Functional 3 No Damage)	EST. TRAILER DAMAGE

MOTOR VEHICLE INSURANCE COMPANY (LIABILITY OR PIP)	POLICY NUMBER	VEHICLE REMOVED BY: (1 Tow Rotation List 2 Tow Owner's Request 3 Driver 4 Other)

NAME OF VEHICLE OWNER (Check if Same As Driver)	CURRENT ADDRESS (Number and Street)	CITY AND STATE	ZIP CODE

NAME OF OWNER (Trailer or Towed Vehicle)	CURRENT ADDRESS (Number and Street)	CITY AND STATE	ZIP CODE

Section Pedestrian

NAME OF MOTOR CARRIER (Commercial vehicle Only)	CURRENT ADDRESS (Number and Street)	CITY, STATE AND ZIP CODE	US DOT or ICC MC IDENTIFICATION NUMBERS

DRIVER (Exactly as on Driver License) / Pedestrian	CURRENT ADDRESS (Number and Street)	CITY & STATE / ZIP CODE	DATE OF BIRTH

DRIVER LICENSE NUMBER	STATE	DL TYPE	REQ. END.	BAC TEST (3 Urine 1 Blood 4 Refused 2 Breath 5 None)	RESULTS	AL. / DRUG	PHYS. DEF.	RES	RACE	SEX	INJ.	S. EQUIP.	EJECT.
					%								

HAZARDOUS MATERIALS BEING TRANSPORTED (1 Yes 2 No)	PLACARDED (1 Yes 2 No)	IF YES, INDICATE NAME OF 4 DIGIT NUMBER FROM DIAMOND OR BOWAS HAZARDOUS ON PLACARD, AND 1 DIGIT NUMBER FROM BOTTOM OF DIAMOND.	MATERIAL SPILLED? (1 Yes 2 No)	RECOMMEND DRIVER RE-EXAM. IF YES EXPLAIN IN NARRATIVE (1 Yes 2 No)	DRIVER'S PHONE NO.

PROPERTY DAMAGED - OTHER THAN VEHICLES	EST. AMOUNT	OWNER'S NAME	ADDRESS	CITY	STATE	ZIP
PROPERTY DAMAGED - OTHER THAN VEHICLES	EST. AMOUNT	OWNER'S NAME	ADDRESS	CITY	STATE	ZIP
PROPERTY DAMAGED - OTHER THAN VEHICLES	EST. AMOUNT	OWNER'S NAME	ADDRESS	CITY	STATE	ZIP
PROPERTY DAMAGED - OTHER THAN VEHICLES	EST. AMOUNT	OWNER'S NAME	ADDRESS	CITY	STATE	ZIP

WITNESS NAME (1)	CURRENT ADDRESS	CITY & STATE	ZIP CODE	WITNESS NAME (2)	CURRENT ADDRESS	CITY & STATE	ZIP CODE

WAS INVESTIGATION MADE AT SCENE? (1 Yes 2 No)	IF NO, THEN WHERE?	IS INVESTIGATION COMPLETE? (1 Yes 2 No)	IF NO, THEN WHY?	DATE OF REPORT	PHOTOS TAKEN? (1 - Yes 2 - No)	IF YES, BY WHOM? (1 Investigating Agency 2 Other)
1		2	PENDING CHARGES	5/8/2006	1	1

INVESTIGATOR - RANK AND SIGNATURE	ID / BADGE NUMBER	DEPARTMENT	FHP	SO	CPD	OTHER
CPL. TIMOTHY J. ROUFA	2134/	FHP	X			

HSMV 90004 (Rev. 1/02)

Page 11 of 14 Pages

FHP-THI 013

CONTRIBUTING CAUSES - DRIVER / PEDESTRIAN

01 No Improper Driving / Action
02 Careless Driving (Explain in Narrative)
03 Failed to Yield Right-of-Way
04 Improper Backing
05 Improper Lane Change
06 Improper Turn
07 Alcohol-Under Influence
08 Drugs-Under Influence
09 Drugs & Alcohol-Under Influence
10 Followed Too Closely
11 Disregarded Traffic Signal
12 Exceeded Safe Speed Limit
13 Disregarded Stop Sign
14 Failed to Maintain Equip. / Vehicle
15 Improper Passing
16 Drove Left of Center
17 Exceeded Stated Speed Limit
18 Obstructing Traffic
19 Improper Load
20 Disregarded Other Traffic Control
21 Driving Wrong Side / Way
22 Fleeing Police
23 Vehicle Modified
24 Driver Distraction (Explain in Narrative)
77 All Other (Explain)

VEHICLE DEFECT

Defects
Brakes
03 Worn / Smooth Tires
04 Defective / Improper Lights
05 Puncture / Blowout
06 Steering Mech.
07 Windshield Wipers
08 Equipment / Vehicle Defect
77 All Other (Explain in Narrative)

POINT OF COLLISION

1 On Road
2 Not On Road
3 Shoulder
4 Median
5 Turn Lane / Safety Zone

WORK AREA

01 None
02 Nearby
03 Entered

VEHICLE MOVEMENT

01 Straight Ahead
02 Slowing / Stopped / Stalled
03 Making Left Turn
04 Backing
05 Making Right Turn
06 Changing Lanes
07 Entering/Leaving Parking Space
08 Properly Parked
09 Improperly Parked
10 Making U-Turn
11 Passing
12 Driveless or Runaway Veh.
77 All Other (Explain in Narrative)

VEHICLE SPECIAL FUNCTIONS

1 None
2 Farm
3 Police Pursuit
4 Recreational
5 Emergency Operation
6 Construction / Maintenance

SOURCE OF CARRIER INFORMATION

1 Not Applicable
2 Shipping Papers
3 Vehicle Side
4 Driver
5 Other

PEDESTRIAN ACTION

01 Crossing Not at Intersection
02 Crossing at Mid-block Crosswalk
03 Crossing at Intersection
04 Walking Along Road With Traffic
05 Walking Along Road Against Traffic
06 Working on Vehicle in Road
07 Working in Road
08 Standing/Playing in Road
09 Standing in Pedestrian Island
77 All Other (Explain)
88 Unknown

FIRST / SUBSEQUENT HARMFUL EVENT(S)

01 Collision With MV in Transport (Rear End)
02 Collision With MV in Transport (Head-on)
03 Collision With MV in Transport (Angle)
04 Collision With MV in Transport (Left Turn)
05 Collision With MV in Transport (Right Turn)
06 Collision With MV in Transport (Sideswipe)
07 Collision With MV in Transport (Backed Into)
08 Collision With Parked Car
09 Collision with MV on Other Roadway
10 Collision with Pedestrian
11 Collision with Bicycle
12 Collision with Bicycle (Bike Lane)
13 Collision with Moped
14 Collision with Train
15 Collision with Animal
16 MV Hit Sign / Sign Post
17 MV Hit Utility Pole / Light Pole
18 MV Hit Guardrail
19 MV Hit Fence
20 MV Hit Concrete Barrier Wall
21 MV Hit Bridge / Pier / Abutment / Rail
22 MV Hit Tree / Shrubbery
23 Collision with Construction Barricade Sign
24 Collision with Traffic Gate
25 Collision with Crash Attenuators
26 Collision with Fixed Object Above Road
27 MV Hit Other Fixed Object
28 Collision with Moveable Object on Road
29 MV Ran Into Ditch / Culvert
30 Ran Off Road / Into Water
31 Overturned
32 Occupant Fell From Vehicle
33 Tractor / Trailer Jackknifed
34 Fire
35 Explosion
36 Downhill Runaway
37 Cargo Loss or Shift
38 Separation of Units
39 Median Crossover
77 All Other (Explain in Narrative)

(ADDITIONAL NARRATIVE)

*This report will be updated upon receipt of pertinent toxicology information from the District 2 Medical Examiner's Office.

*Charges are still pending in this investigation, and this report will updated when the appropriate charges are filed.

ADDITIONAL PASSENGERS

SEC#	PASS#	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S. EQUIP	EJECT
SEC#	PASS#	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S. EQUIP	EJECT
SEC#	PASS#	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S. EQUIP	EJECT
SEC#	PASS#	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S. EQUIP	EJECT
SEC#	PASS#	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S. EQUIP	EJECT
SEC#	PASS#	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S. EQUIP	EJECT

SECTION #	NAME OF VIOLATOR	FL STATUTE NUMBER	CHARGE	CITATION NUMBER
SECTION #	NAME OF VIOLATOR	FL STATUTE NUMBER	CHARGE	CITATION NUMBER

FLORIDA TRAFFIC CRASH REP)T

☒ UPDATE ☐ CONTINUATION

MAIL TO: DEPT OF HIGHWAY SAFETY & MOTOR VEHICLES
TRAFFIC CRASH RECORDS
TALLAHASEE, FLORIDA 32399-0500

DO NOT WRITE IN THIS SPAC

COUNTY/CITY CODE	DATE OF CRASH	INVEST. AGENCY REPORT NUMBER	HSMV CRASH REPORT NUMBER
[redacted] 00	5/7/2006	FHPH06[redacted]	[redacted]

Section 1 — Vehicle

DRIVER ACTION (1 Phantom, 2 Hit & Run, 3 N/A)	YEAR	MAKE	TYPE	USE	VEH. LICENSE NUMBER	STATE	VEHICLE IDENTIFICATION NUMBER

TRAILER OR TOWED VEHICLE INFORMATION — TRAILER TYPE

VEHICLE TRAVELING: N ☐ S ☐ E ☐ W ☐ — ON — AT — Est. MPH — Posted Speed — EST. VEHICLE DAMAGE (1 Disabling, 2 Functional, 3 No Damage) — EST. TRAILER DAMAGE

18 Undercarriage, 19 Overturn, 20 Windshield, 21 Trailer

SHOW FIRST POINT OF VEHICLE DAMAGE AND CIRCLE DAMAGED AREA(S)

MOTOR VEHICLE INSURANCE COMPANY (LIABILITY OR PIP) — POLICY NUMBER — VEHICLE REMOVED BY: (1 Tow Rotation List, 2 Tow Owner's Request, 3 Driver, 4 Other)

NAME OF VEHICLE OWNER (Check if Same As Driver) — CURRENT ADDRESS (Number and Street) — CITY AND STATE — ZIP CODE

Section 1 — Pedestrian

NAME OF OWNER (Trailer or Towed Vehicle) — CURRENT ADDRESS (Number and Street) — CITY AND STATE — ZIP CODE

NAME OF MOTOR CARRIER (Commercial vehicle Only) — CURRENT ADDRESS (Number and Street) — CITY, STATE AND ZIP CODE — US DOT or ICC MC IDENTIFICATION NUMBERS

NAME OF DRIVER (Take From Driver License) / PEDESTRIAN — CURRENT ADDRESS (Number and Street) — CITY, STATE & ZIP CODE — DATE OF BIRTH

DRIVER LICENSE NUMBER	STATE	DL TYPE	REST. END.	BAC TEST (3 Urine, 1 Blood, 4 Refused, 2 Breath, 5 None)	RESULTS	AL / DRUG	PHYS. DEF.	RES	RACE	SEX	INJ.	S. EQUIP.	EJECT.
					. %								

HAZARDOUS MATERIALS BEING TRANSPORTED (1 Yes 2 No)	PLACARDED (1 Yes 2 No)	IF YES, INDICATE NAME OF 4 DIGIT NUMBER FROM DIAMOND OR BOX — WAS HAZARDOUS MATERIAL SPILLED? (1 Yes 2 No)	RECOMMEND DRIVER RE-EXAM, IF YES EXPLAIN IN NARRATIVE (1 Yes 2 No)	DRIVER'S PHONE NO.
2	2	2	2	

Section 2 — Vehicle

DRIVER ACTION (1 Phantom, 2 Hit & Run, 3 N/A)	YEAR	MAKE	TYPE	USE	VEH. LICENSE NUMBER	STATE	VEHICLE IDENTIFICATION NUMBER

TRAILER OR TOWED VEHICLE INFORMATION — TRAILER TYPE

VEHICLE TRAVELING: N ☐ S ☐ E ☐ W ☐ — ON — AT — Est. MPH — Posted Speed — EST. VEHICLE DAMAGE (1 Disabling, 2 Functional, 3 No Damage) — EST. TRAILER DAMAGE

18 Undercarriage, 19 Overturn, 20 Windshield, 21 Trailer

SHOW FIRST POINT OF VEHICLE DAMAGE AND CIRCLE DAMAGED AREA(S)

MOTOR VEHICLE INSURANCE COMPANY (LIABILITY OR PIP) — POLICY NUMBER — VEHICLE REMOVED BY: (1 Tow Rotation List, 2 Tow Owner's Request, 3 Driver, 4 Other)

NAME OF VEHICLE OWNER (Check if Same As Driver) — CURRENT ADDRESS (Number and Street) — CITY AND STATE — ZIP CODE

Section 2 — Pedestrian

NAME OF OWNER (Trailer or Towed Vehicle) — CURRENT ADDRESS (Number and Street) — CITY AND STATE — ZIP CODE

NAME OF MOTOR CARRIER (Commercial vehicle Only) — CURRENT ADDRESS (Number and Street) — CITY, STATE AND ZIP CODE — US DOT or ICC MC IDENTIFICATION NUMBERS

DRIVER (Exactly as on Driver License) / Pedestrian — CURRENT ADDRESS (Number and Street) — CITY & STATE / ZIP CODE — DATE OF BIRTH

DRIVER LICENSE NUMBER	STATE	DL TYPE	REST. END.	BAC TEST (3 Urine, 1 Blood, 4 Refused, 2 Breath, 5 None)	RESULTS	AL / DRUG	PHYS. DEF.	RES	RACE	SEX	INJ.	S. EQUIP.	EJECT.
					. %								

HAZARDOUS MATERIALS BEING TRANSPORTED (1 Yes 2 No)	PLACARDED (1 Yes 2 No)	IF YES, INDICATE NAME OF 4 DIGIT NUMBER FROM DIAMOND OR BOX — WAS HAZARDOUS MATERIAL SPILLED? (1 Yes 2 No)	RECOMMEND DRIVER RE-EXAM, IF YES EXPLAIN IN NARRATIVE (1 Yes 2 No)	DRIVER'S PHONE NO.

	PROPERTY DAMAGED - OTHER THAN VEHICLES	EST. AMOUNT	OWNER'S NAME	ADDRESS	CITY	STATE	ZIP
	PROPERTY DAMAGED - OTHER THAN VEHICLES	EST. AMOUNT	OWNER'S NAME	ADDRESS	CITY	STATE	ZIP
	PROPERTY DAMAGED - OTHER THAN VEHICLES	EST. AMOUNT	OWNER'S NAME	ADDRESS	CITY	STATE	ZIP
	PROPERTY DAMAGED - OTHER THAN VEHICLES	EST. AMOUNT	OWNER'S NAME	ADDRESS	CITY	STATE	ZIP

WITNESS NAME (1)	CURRENT ADDRESS	CITY & STATE	ZIP CODE	WITNESS NAME (2)	CURRENT ADDRESS	CITY & STATE	ZIP CODE

WAS INVESTIGATION MADE AT SCENE? (1 Yes 2 No)	IF NO, THEN WHERE?	IS INVESTIGATION COMPLETE? (1 Yes 2 No)	IF NO, THEN WHY?	DATE OF REPORT	PHOTOS TAKEN? (1 - Yes 2 - No)	IF YES, BY WHOM? (1 Investigating Agency 2 Other)
1		1		9/25/2006	1	1

INVESTIGATOR - RANK AND SIGNATURE	ID / BADGE NUMBER	DEPARTMENT	FHP	SO	CPD	OTHER
CPL. TIMOTHY J. ROUFA	2134/	FHP	X	☐	☐	☐

HSMV 90004 (Rev. 1/02)

Page 13 of 14 Pages

FHP-THI 015

01 No Improper Driving / Action
02 Careless Driving (Explain in Narrative)
03 Failed to Yield Right-of-Way
04 Improper Backing
05 Improper Lane Change
06 Improper Turn
07 Alcohol-Under Influence
08 Drugs-Under Influence
09 Drugs & Alcohol-Under Influence
10 Followed Too Closely
11 Disregarded Traffic Signal
12 Exceeded Safe Speed Limit
13 Disregarded Stop Sign
14 Failed to Maintain Equip. / Vehicle
15 Improper Passing
16 Drove Left of Center
17 Exceeded Stated Speed Limit
18 Obstructing Traffic
19 Improper Load
20 Disregarded Other Traffic Control
21 Driving Wrong Side / Way
22 Fleeing Police
23 Vehicle Modified
24 Driver Distraction (Explain in Narrative)
77 All Other (Explain)

VEHICLE DEFECT: 1
Defects
Inadequate Brakes
03 Worn / Smooth Tires
04 Defective / Improper Lights
05 Puncture / Blowout
06 Steering Mech.
07 Windshield Wipers
08 Equipment / Vehicle Defect
77 All Other (Explain in Narrative)

POINT OF COLLISION: 1
1 On Road
2 Not On Road
3 Shoulder
4 Median
5 Turn Lane / Safety Zone

WORK AREA: 1
01 None
02 Nearby
03 Entered

VEHICLE MOVEMENT: 1
01 Straight Ahead
02 Slowing / Stopped / Stalled
03 Making Left Turn
04 Backing
05 Making Right Turn
06 Changing Lanes
07 Entering/Leaving Parking Space
08 Properly Parked
09 Improperly Parked
10 Making U-Turn
11 Passing
12 Driveless or Runaway Veh.
77 All Other (Explain in Narrative)

VEHICLE SPECIAL FUNCTIONS: 1
1 None
2 Farm
3 Police Pursuit
4 Recreational
5 Emergency Operation
6 Construction / Maintenance

SOURCE OF CARRIER INFORMATION: 1
1 Not Applicable
2 Shipping Papers
3 Vehicle Side
4 Driver
5 Other

PEDESTRIAN ACTION: 1
01 Crossing Not at Intersection
02 Crossing at Mid-Block Crosswalk
03 Crossing at Intersection
04 Walking Along Road With Traffic
05 Walking Along Road Against Traffic
06 Working on Vehicle in Road
07 Wading in Road
08 Standing/Playing in Road
09 Standing in Pedestrian Island
77 All Other (Explain)
88 Unknown

FIRST / SUBSEQUENT HARMFUL EVENT(S): 1
01 Collision With MV In Transport (Rear End)
02 Collision With MV In Transport (Head-on)
03 Collision With MV In Transport (Angle)
04 Collision With MV In Transport (Left Turn)
05 Collision With MV In Transport (Right Turn)
06 Collision With MV In Transport (Sideswipe)
07 Collision With MV In Transport (Backed Into)
08 Collision With Parked Car
09 Collision with MV on Other Roadway
10 Collision with Pedestrian
11 Collision with Bicycle
12 Collision with Bicycle (Bike Lane)
13 Collision with Moped
14 Collision with Train
15 Collision with Animal
16 MV Hit Sign / Sign Post
17 MV Hit Utility Pole / Light Pole
18 MV Hit Guardrail
19 MV Hit Fence
20 MV Hit Concrete Barrier Wall
21 MV Hit Bridge / Pier / Abutment / Rail
22 MV Hit Tree / Shrubbery
23 Collision with Construction Barricade Sign
24 Collision with Traffic Gate
25 Collision with Crash Attenuators
26 Collision with Fixed Object Above Road
27 MV Hit Other Fixed Object
28 Collision with Moveable Object on Road
29 MV Ran Into Ditch / Culvert
30 Ran Off Road / Into Water
31 Overturned
32 Occupant Fell From Vehicle
33 Tractor / Trailer Jackknifed
34 Fire
35 Explosion
36 Downhill Runaway
37 Cargo Loss or Shift
38 Separation of Units
39 Median Crossover
77 All Other (Explain in Narrative)

(ADDITIONAL NARRATIVE)

This update has been submitted to reflect charges made as a result of this investigation. Driver 1, [redacted] was issued Uniform Traffic Citation number 3431-SDH for a violation of section 316.1925, Florida Statutes, which pertains to careless driving.

This investigation is closed.

ADDITIONAL PASSENGERS

SEC#	PASS#	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S. EQUIP	EJECT
SEC#	PASS#	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S. EQUIP	EJECT
SEC#	PASS#	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S. EQUIP	EJECT
SEC#	PASS#	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S. EQUIP	EJECT
SEC#	PASS#	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S. EQUIP	EJECT
SEC#	PASS#	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S. EQUIP	EJECT

Violation(s)

SECTION #	NAME OF VIOLATOR	FL STATUTE NUMBER	CHARGE	CITATION NUMBER
1		316.1925	CARELESS DRIVING	3431-SDH
SECTION #	NAME OF VIOLATOR	FL STATUTE NUMBER	CHARGE	CITATION NUMBER

FHP-THI 016

Appendix B

Introduction – The following crash analysis is based solely on information available to ODI at this time [(*)] which consists of Florida Highway Patrol Report 77002602 and a series of 170 photographs supplied by att'y XXXXXX XXXXXX who initiated ODI VOQs 10247272, 73, & 75 [(**)] all of which pertain to a dual fatality Florida crash that occurred on May 7, 2006.

> [(*)] This summary was prepared to assess VOQ 10247272 and was completed on January 23, 2009, and retained in internal ODI records. ODI has made some minor editorial changes to improve the readability of this document when it was incorporated into the closing report for PE10-014 in September, 2010.
>
> [(**)] To eliminate the complaint redundancy, the series of VOQs was combined under a single number as VOQ 10247272.

This analysis summarizes the basis for ODI's decision not to pursue investigation of the hitch, trailer, and/or towing vehicle manufacturers following receipt of VOQ 10247272.

Towing Capacities & Loads – ODI (Bowman) conducted a web search of 4-Star Horse Trailers which indicated that the crash [horse trailer] vehicle was equipped with tandem axles, with each axle rated at 3500 lbs. Allowing approximately 10-15% of trailer weight for tongue weight, the loaded trailer may have weighed approximately 7,700-8,000 lbs. ODI's inquiry at Ford indicates that the Excursion towing capacity is 11,000 lbs (maximum) with an allowance for approximately 10% (1,100 lbs.) vertical load on the hitch. Based on the foregoing, the towing and towed vehicles appear to have been compatible (i.e. no evidence that the towing vehicle or vehicle hitch was undersized for the trailer).

Also, the application appears to be approximately consistent with --- i.e. does not appear to pose an obvious overload condition --- for the published capacity rating of the Reese N-61009 hitch of approximately 10,000 - 12,000 lbs. "GTW" (gross towing weight) and 600 - 1,200 lbs. GTW (gross tongue weight). See Table 2.

Note that these estimates are based on published vehicle and components ratings values; the actual vehicle loads are not known.

Background Issues -- The following summary and commentary is based solely on a review of the available 170 post crash photographs and the pertinent Florida Highway Patrol Police Report # 77002604. Based on the available photographs reviewed (ODI did not conduct any vehicle or crash site visits), ODI's findings disagree with the Highway Patrol Report regarding the following details:

(1) [ODI recognizes that] Florida Highway Patrol report 77002604 describes the trailer separating from the towed vehicle prior to the crash whereas ODI's review indicates that the towing vehicle and trailer appear to have remained connected to the towing Excursion vehicle in an upright orientation while the combination vehicle traveled westbound, left the westbound roadway, crossed the median, and entered the eastbound traffic lane approximately laterally (cross-wise) exposing the passenger side of the towing Excursion to impact from oncoming eastbound traffic (further details, explanation, and supporting evidence is provided later in this summary);

(2) The Highway Patrol report sketch depicts the post-crash separated trailer laying on its left side while the text of that same report describes "the horse trailer laying on its right side and facing south." ODI is confident that the post-crash photographs # 1, 34, and 35) which depict the trailer laying on its left side and facing approximately southward are accurate and appropriate and the report text (which states laying on its right side) is merely an inaccuracy in the report.



Photo 1 Photo 15

Photos 1 & 15 establish that the 4 Star trailer came to rest on its left side after the crash with its nose protruding slightly onto the paved surface in the direction of the flow of oncoming (opposite highway side) westbound traffic lanes. The angle of the

trailer's final resting position with respect to the roadway is approximately the same as that of the tire tread ruts depicted in photos 29, 80, and 150 (below).

ODI's Findings regarding the likely Crash Occurrence: Sequencing of Events and Supporting Evidence – The Excursion was pulling 4-Star horse trailer traveling westbound on Florida State Road 8 when the horse trailer began to weave. The driver of towing Excursion lost control of his vehicle (perhaps over-correcting) and the vehicle combination left the west bound roadway, entered median (parallel tracks into the median indicate the towing and towed vehicle were connected, not separated), and into the oncoming eastbound traffic. The Cavalier traveling eastbound struck the towing Excursion on and under the passenger side front wheel area. The impact / wedging / lifting action of the Cavalier impact imparted a significant side and upward force (tire debeaded, body crushed, Cavalier hood impaled into wheel well zone) which lifted the passenger side of the towing Excursion and initiated the Excursion's roll to the left. The Excursion rolled approximately two quarters of a roll (turn) to the left and came to rest on its roof in the roadway. The force of the impact damaged and deflected the striking Cavalier vehicle off the roadway to the right (no roll). At the time of contact, the connected trailer had been firmly connected to the towing Excursion through the hitch, load equalizer system, and safety chain mechanisms / connections. These hitch connections were twisted by the rolling Excursion which imparted / transferred these twisting forces to the trailer and caused the trailer to roll (turn) one quarter of a roll where it came to rest on its left side adjacent to the median. The high twisting loads imparted into the towing joint by the rolling Excursion also broke the body of the Reese hitch, pulled the load leveling chain support upward and out of the trailer body anchorage point, and pulled the two (both side) safety chains through their respective anchorage eyes of the Excursion-mounted Reese hitch allowing the 4 Star horse trailer to separate from the Excursion.

Supporting Evidence –

Photo 150 (and others not shown) depicts tire tread mark marks (tire edge / corner scrub) in the pavement of the westbound lanes indicating that the Excursion had been operated through abrupt high cornering maneuvers prior to departing the roadway. There are no pavement gouges in westbound pavement that might indicate a hitch fracture or trailer drop had occurred at that location.



Photo 150



Photo 80



Photo 29

Tire tracks through the soft surface median (photos 29 and 80) are approximately parallel and "unified" (did not create divergent paths that might indicate that the trailer followed a trajectory different that the towing vehicle) and do not indicate that the nose of trailer dug significantly into the ground surface.

The nose of the trailer (photos 137 – 138) does not exhibit any evidence of ground contact (i.e. from "plowing") that would be present if the hitch had fractured and trailer nose plowed into the ground or pavement surface. The right and left side faces of the trailer nose are covered with a light layer of mud splash indicating the trailer had been pulled through the median in an upright position. Similarly, the underside rear portion of the trailer (photos 36, 34, 33, 32 and 1 – photos are listed according to their value in depicting this point) indicate that the rear of the trailer

had not dropped onto and/or scraped the ground surface as might be the (unlikely) case if the trailer had been loaded more heavily toward the rear of the trailer than toward the nose of the trailer.

Photo 40 indicates the impact area where the striking vehicle (Cavalier) struck the Excursion at sufficient force to debead the passenger side (right) front tire and impose a wedging (lifting) and sufficient to initiate the Excursion's approximately two-quarter turn roll to the left.

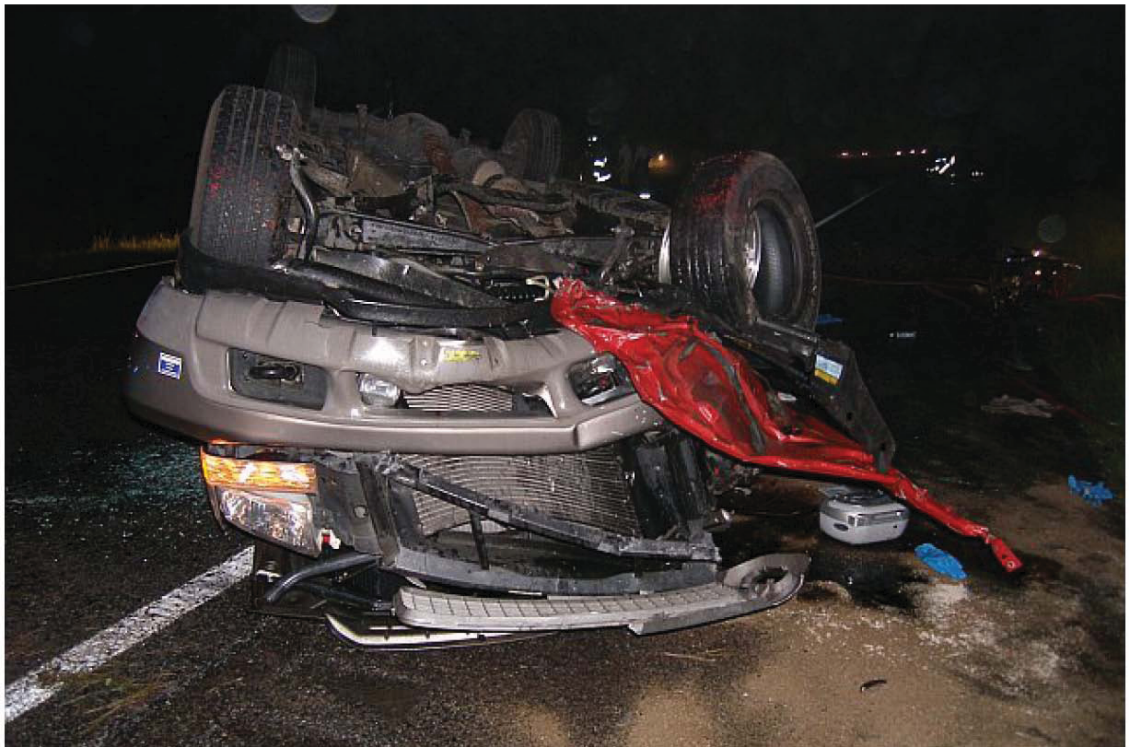


Photo 40 -- Photo (believed to have been taken of the undisturbed vehicle soon after the crash). To facilitate this aspect of the analysis, ODI inverted this photo (shown immediately below as "Photo 40 – Inverted") to illustrate the area (vehicle zone) at which the red Cavalier struck the Excursion. Inverting the photo is intended to help visualize the approximate relationship of the two affected vehicles in their upright position as at the time of the collision.

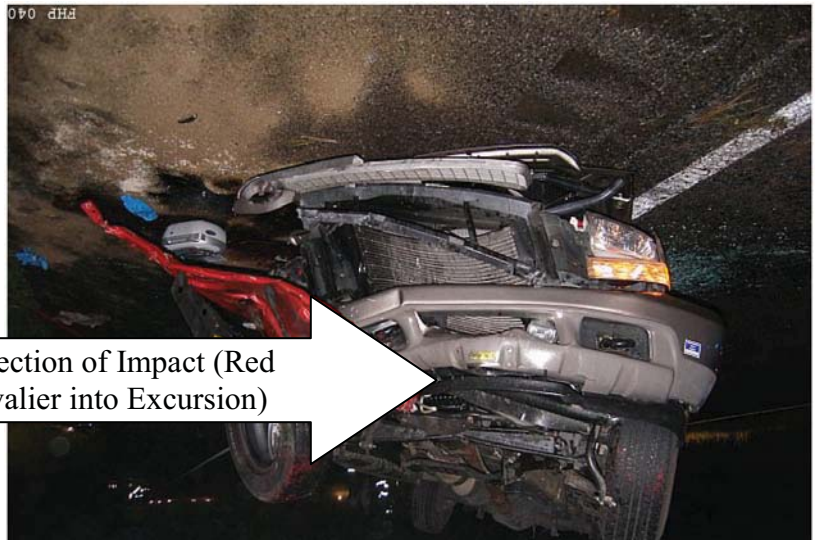


Photo 40 - Inverted. ODI inverted this photograph to illustrate the general location and direction that the red Cavalier struck the Excursion (at the passenger side forward area of the Excursion) which is consistent with ODI's reconstruction analysis that indicates that the Excursion had been upright and traveling/ positioned approximately laterally (crosswise) to the eastbound red Chevrolet Cavalier when struck. The photo indicates that the red Cavalier vehicle (as evidenced by the separated red hood impaled into the Excursion) impacted the passenger front side of the Excursion the force of which lifted and rolled the Excursion approximately two quarters of a turn onto its roof (as seen in original non-inverted Photo 40).



Photo 32

The underbelly of the trailer (photo 32) exhibits light abrasions indicating that the trailer had lightly scraped the ground surface as it sunk into the soft ground surface while being pulled through the median. The mud splatter on the nose of the trailer was slightly heavier on the right face of the nose of the vehicle side of the vehicle than the left face which is consistent with a trailer being pulled through a left hand arc (exposing the right side of the trailer to somewhat greater splatter than the more protected – less exposed left side. This splash pattern is consistent with the observed path of the trailer as indicated by the tire track ruts in the median. The minor amount of damage exhibited by these underbelly abrasions and mud splatters are consistent with those that would be found if an upright trailer were towed through unpaved soft grassy soil (i.e. the median) but the observed damage is significantly less than would be expected if the nose-heavy trailer (i.e. becomes nose-heavy if and when the trailer had separated from the towing vehicle) had plowed across the same type of ground surface.



Photo 147



Photo 140

The final resting position of the trailer laying on its left side and the associated relatively undamaged condition of the trailer van body (photo 140 and 147) provides compelling evidence that the trailer had not been struck by any vehicle during the crash sequence and had rolled one-quarter of a turn onto its left side from the upright position late in the vehicle crash sequence. The natural momentum of the original vehicle trajectory of the westbound towing vehicle-trailer combination traveling at high speed might be expected to force the trailer laterally outward from its turning arc such that it might "trip" and roll in the right side direction. Had this occurred, the trailer would need to roll three quarters of a turn in order to come to rest on its left side.

It seems most likely that a three-quarters of a roll would have deformed, crushed, etc. the trailer body in the direction of the roll. Photographs of the post crash trailer indicate that the body is generally square and true and exhibits only modest damage limited to the left side.

There is small amount of unexplained damage to the upper right corner of the trailer (Photo 142) which could be due to a prior incident, post-crash removal and towing, or some other aspect of crash damage. Also an area of the roof covering is peeled open in the outward direction: this may have been a point of ejection but ODI speculates that this damage was more than likely incurred as part of the post-crash recovery process. This roof damage was not described / mentioned in the police report. Absent any other explanation, ODI conjectures that it is most likely this opening was made after the crash as part of the rescue effort to free the horse cargo that would have been trapped in the trailer which rolled pinning the side door against the ground precluding egress through that door.

Since the body of the trailer is essentially undamaged and the right side of the trailer does not show any indication of being contacted by a striking vehicle, the only satisfying explanation is that the trailer did not roll the implausible three quarters of a turn (roll) of a roll to the right but rather rolled one quarter of a turn (of a roll) to the left. The only way the essentially-undamaged trailer could have been subjected to a force of sufficient magnitude to push it over (tip it) to the left was if the trailer was subjected to a massive force(s) through an intact trailer connection (hitch) joint.

The left side load leveler bracket affixed to the trailer provides confirming evidence that the hitch bracket had been intact prior to the crash and separated as a result of the crash: the left side load equalizer bracket mounted to the trailer had pulled through the aluminum mounting and displaced aluminum in an upward direction indicating the direction of pull. Also in order to exert this upward pull, the equalizer arm must have been anchored to the hitch indicating the hitch must have been intact --- not yet been broken at that time in the crash sequence --- in order to impart the high forces required to pull the load leveling bracket from its mount.



Photo 137



Photo 138

- The trailer tongue receiver is relatively clean and undamaged indicating it had not plowed into the ground or against pavement surfaces. The trailer tongue does, however, exhibit a modest bend upward which is consistent with being subjected to the forces separating the towing vehicle from the towed vehicle

- The safety chain eyes (photo 127) appear to be bent downward indicating the downward application of a force of sufficient magnitude to stretch and fracture these connection points. The downward direction of displacement is consistent with the towing Excursion vehicle tipping to, or on, its side while the upright towed vehicle is providing significant resistance to the forces acting to the tip the trailer through the hitch and safety-chain connection points.



Photo 127

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Photo 142



Photo 143

Footnote: Issue for consideration

Photo 143 – It may be possible that a right rear tire failure may have precipitated the trailer instability. The deflated tire is not completely explained; there is no evidence that the collision itself imposed a force of sufficient magnitude to de-bead the tire at the designated (rear) area of the trailer. It is possible that the trailer's travel through the median prior to the crash may have imposed forces sufficient to de-bead the tire.

GTB – ODI
1-23-09