

EA12-005

CHRYSLER

12-13-2012

Enclosure 3 – Public

Subject Vehicles

Lawsuits and Claims

Jeep Liberty (KJ)

IN THE SUPERIOR COURT OF IREDELL COUNTY
STATE OF NORTH CAROLINA

FILED
2005 MAY -4 PM 3:43
IREDELL COUNTY, C.S.C.
BY GC

STEPHEN G. HAMPTON,
as Executor of the Estate of
KIMBERLY WALLY HAMPTON,

Plaintiff,

v.

DAIMLERCHRYSLER CORPORATION,
THOMAS LAMONT MONTGOMERY,
JIREH TRUCKING, INC.,
GEORGE DEMOPOULOS, and
NEIGHBORHOOD HANDYMAN
SERVICE, INC.,

Defendants.

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CIVIL ACTION FILE

NO. 5CV 01127

**COMPLAINT FOR PERSONAL INJURY AND WRONGFUL DEATH
AND DEMAND FOR JURY TRIAL**

COMES NOW Plaintiff Stephen G. Hampton, as Executor of the Estate of Kimberly Wally Hampton, and files this Complaint for Personal Injury and Wrongful Death and Demand for Jury Trial against Defendants DaimlerChrysler Corporation, a Delaware Corporation; Thomas Lamont Montgomery; Jireh Trucking, Inc., a North Carolina corporation; George Demopoulos; and Neighborhood Handyman Service, Inc., a North Carolina corporation, (collectively "defendants") showing this Court the following:

I. PARTIES, JURISDICTION & VENUE

1.

Plaintiff Stephen G. Hampton, Sr. ("Stephen Hampton") is the sole surviving spouse of Kimberly Wally Hampton, Deceased ("Kimberly Hampton"), and Stephen Hampton is the duly appointed Executor of the Estate of Kimberly Hampton. Plaintiff Stephen Hampton brings this action for wrongful death as the Executor of the estate of Kimberly Hampton pursuant to N.C. Gen. Stat. §§ 28A-18-1 and 28A-18-2 and other applicable law. Plaintiff Stephen Hampton lives in the State of North Carolina, at 177 Dogwood Forest Loop, Harmony, Iredell County, North Carolina 28634, and is subject to the jurisdiction of this Court.

2.

Defendant DaimlerChrysler Corporation (hereinafter "DC") is a corporation organized and existing under the laws of the State of Delaware with its principal place of business in Auburn Hills, Michigan. DC is engaged in the business of designing, manufacturing, marketing, promoting, advertising, and selling automobiles, trucks, and other types of vehicles in the State of North Carolina and throughout the United States and elsewhere. DC is subject to the jurisdiction of this Court because DC transacts business in this state and engages in substantial activity within this state.

3.

Defendant Thomas Lamont Montgomery ("Montgomery") is a resident of Mecklenburg County, North Carolina, and is subject to the personal jurisdiction of this Court.

4.

Defendant Jireh Trucking, Inc. (hereinafter "Jireh Trucking") is a corporation organized and existing under the laws of the State of North Carolina with its principal place of business located at 5720 Chenault Road, Cleveland, Rowan County, North Carolina, 27013 and mailing address of P.O. Box 5695, Statesville, North Carolina, 28687. Jireh Trucking is subject to the personal jurisdiction of this Court.

5.

Defendant George Demopoulos ("Demopoulos") is a resident of Mecklenburg County, North Carolina, and is subject to the personal jurisdiction of this Court.

6.

Defendant Neighborhood Handyman Service, Inc. ("Neighborhood Handyman") is a corporation organized and existing under the laws of the State of North Carolina with its principal place of business located at 10200 Harrisburg Road, Charlotte, Mecklenburg County, North Carolina 28201. Neighborhood Handyman is subject to the personal jurisdiction of this Court.

7.

Venue is proper in this Court and county as to all Defendants pursuant to N.C. Gen. Stat. §§ 1-79, 1-80 and 1-82, and other applicable law, as this is the county where Plaintiff resides.

8.

Jurisdiction and venue are not proper, originally or by removal, in the U.S. District Court because one or more of the defendants are residents of North Carolina and complete diversity is lacking.

II. OPERATIVE FACTS

9.

Shortly before 6:00 p.m. on November 21, 2003, Teresa De Jesus Baggarley was the operator and Susan Kay Duchene, Valery Voss and Kimberly Hampton were the occupants of a 2004 Jeep Liberty ("the subject Jeep") owned by Teresa De Jesus Baggarley and heading eastbound on U.S. Highway 74 in Charlotte, Mecklenburg County, North Carolina.

10.

Defendant DC designed, manufactured, distributed, marketed and sold the subject Jeep, including the fuel tank, the fuel tank assembly, the fuel filler neck, and the door system.

11.

Defendant DC designed the subject Jeep so that its fuel tank was located aft of the rear axle adjacent to and hanging down below the rear bumper. As such, DC knowingly and unreasonably designed the fuel tank to be located within the known crush zone in foreseeable rear impact collisions.

12.

Defendant DC designed the subject Jeep so that its fuel filler neck was in the rear crush zone and not securely attached to the fuel tank. As such, DC knowingly and unreasonably designed the fuel filler neck to be susceptible to failure in foreseeable rear impacts.

13.

Shortly before 6:00 p.m. on November 21, 2003, the subject Jeep being operated by Teresa De Jesus Baggarley was heading eastbound on U.S. Highway 74 in the inside eastbound lane of U.S. Highway 74, near the intersection with Rockway Drive.

14.

Prior to the arrival of the subject Jeep at the scene of the incident, and unbeknownst to the driver and occupants of the subject Jeep, the following had also occurred:

15.

Defendant Demopoulos had been operating a 1999 Chevrolet work van, owned by defendant Neighborhood Handyman, traveling eastbound on U.S. Highway 74.

16.

As Demopoulos was traveling eastbound in the Chevrolet van, the Chevrolet van ran out of gas. Demopoulos then parked the vehicle on the left hand side of the roadway, obstructing the left lane of travel of U.S. Highway 74 eastbound. The failure to keep his vehicle fueled was negligent. The failure to remove the vehicle from the roadway, so that it would not endanger other motorists, was negligent. The failure to properly warn and signal other motorists of the danger he created by stopping in the roadway was negligent.

17.

The foregoing having occurred, the subject Jeep then approached the scene of the incident.

18.

Confronted with the Neighborhood Handyman vehicle parked in the left hand lane in which the subject Jeep was traveling, Teresa Baggarley slowed down to keep from colliding with the parked Neighborhood Handyman vehicle.

19.

At that time and place, traveling behind the subject Jeep was defendant Thomas Montgomery, in a 1996 Chevrolet dump truck, which was owned by defendant Jireh Trucking, Inc. ("the subject dump truck").

20.

In operating the subject dump truck, Montgomery negligently failed to keep a proper lookout ahead, followed too closely, and failed to keep his vehicle under control so as to prevent it from striking the subject Jeep.

21.

As a result, Montgomery impacted the rear of the subject Jeep when the subject Jeep slowed to avoid the parked Neighborhood Handyman vehicle.

22.

During the accident sequence, the vulnerable, poorly secured filler neck and rear mounted fuel containment system of the subject Jeep ultimately ruptured and failed, allowing the release of liquid and vapor gasoline, which release was exacerbated by the low point of attachment of the fuel filler neck to the fuel tank, and liquid and vapor gasoline ignited, the fuel system exploded, and the subject Jeep and Kimberly Hampton were engulfed in flames.

23.

At the time of rear impact and explosion, Kimberly Hampton was properly seated and seat belted in the driver's side back seat.

24.

Also after the Jeep came to rest, the doors of the Jeep were jammed shut. The failure of the door system hampered the rescuers' ability to remove Kimberly Hampton from the vehicle and flames.

25.

Consumed by the fire and smoke engulfing the Jeep, Kimberly Hampton was ultimately burned alive by the post-collision fuel fed fire.

26.

Kimberly Hampton ultimately died at the scene from smoke inhalation and thermal burns.

27.

The injuries and death suffered by Kimberly Hampton on November 21, 2003, and thereafter, as described above, were proximately caused by the tortious acts and omissions of defendants, jointly and severally. The tortious acts and omissions of each defendant, which in concert caused the personal injuries to, and wrongful death of, Kimberly Hampton, are described more fully and specifically in the paragraphs below.

28.

Since at least the 1960s and 1970s through its experience with fires in vehicles with rear mounted tanks, and certainly at the time of the design and manufacture of the subject Jeep, DC has had actual knowledge that placing a fuel tank and filler neck in the vehicle's crush zone renders the fuel containment system highly vulnerable to failure, loss of fuel, and resulting post-collision fuel-fed fire in the event of a foreseeable rear-end collision from another vehicle.

29.

DC has actual knowledge--based upon, among other things, its notice of other incidents involving its vehicles in the real world--that rear-end collisions in fact occur and that people are burned, maimed, and seriously injured when rear fuel tanks and containment systems explode in rear-end collisions.

30.

Despite knowing that the design and placement of a fuel tank in the crush zone greatly increases the risk of post-collision fuel-fed fires and that such a design without doubt causes horrific fires, injuries and deaths, DC consciously designed the fuel system of the subject Jeep to be located in the crush zone.

31.

Because DC knowingly placed the fuel tank in a known, vulnerable location that made it prone to being punctured and

made the fuel filler system prone to failure, DC also knew that the fuel system as designed, placed and affixed would require substantial, additional, and effective protection and reinforcement to avoid failure in a rear-end collision.

32.

DC knew or should have known that, having chosen a defective design in terms of placement and assembly of its fuel containment system, it was required to take other design steps to guard against the dangers of that defective design.

33.

Despite knowledge of the need to reinforce and protect the dangerously placed and designed fuel containment system from being ruptured in a rear-end collision, Defendant DC knowingly designed the fuel tank, filler neck and fuel tank assembly in the subject Jeep with no effective guard or shield or other effective, protective device to protect or shield the fuel containment system from failure in the event of a collision.

34.

Despite knowledge of the need to reinforce and protect the dangerously placed and designed fuel containment system from failure in a rear-end collision that would cause and feed a post-collision fire, defendant DC knowingly designed the fuel containment system with a fuel filler system that was affixed low

on the fuel tank so as to maximize fuel spillage in the event the fuel filler system's connection to the fuel tank was compromised.

35.

Despite knowledge of the need to reinforce and protect the dangerously placed and designed fuel containment system from failure in a rear-end collision that would cause and feed a post-collision fire, defendant DC knowingly designed the fuel containment system with a fuel filler system that was of inadequate strength and was not securely attached to the fuel tank.

36.

Thus, after knowingly selecting a defective and dangerous location for the fuel containment system, DC compounded its design error by failing to guard against the known consequences of that design.

37.

At the time of the manufacture of the subject Jeep, DC knew that its decision not to utilize effective, protective features to guard against failures of the fuel tank and filler system, would increase the number and severity of post-collision fuel-fed fires in rear-end collisions. DC also knew that deaths and injuries by fire would result from that decision.

38.

DC knew from the results of its own rear barrier crash tests that it conducted before the date of manufacture of the subject Jeep, and has further learned from rear barrier crash tests conducted since that date of manufacture, that DC vehicles with fuel containment systems located in the crush zone will fail, leak fuel, and cause post-collision fuel fed fires in a rear-end collision at reasonably foreseeable speeds.

39.

DC's own documents going back to the 1960s and 1970s reflect DC was aware of the need to redesign its vehicles to move the gas tank on DC vehicles ahead of the rear axle and inside the frame rails to a "midships" location so as to "protect" the fuel containment system in a crash.

40.

DC's own documents also reflect DC's knowledge that "due care" required a midships tank location.

41.

Further, before the date of this accident, all of the passenger vehicles designed by the Chrysler Truck group had the design location of their gas tanks set at a midships location for the protection and safety of occupants.

42.

Also, DaimlerChrysler's Mercedes-Benz division boasted of the design location of the fuel tank on the Mercedes-Benz M class SUV ahead of the rear axle and inside the frame rails as a "secure location" and where it is "least vulnerable."

43.

DaimlerChrysler's Jeep division stood alone among DC departments in continuing to place fuel tanks in an unsafe rear location.

44.

After having knowingly designed and placed the fuel tank assembly of the Jeep in an unreasonably dangerous location on the vehicle, DC knew or should have known that it needed to adequately warn consumers of the danger of a catastrophic fire in the event of a rear-end collision.

45.

After having chosen not to include effective protective devices to guard against the dangerous consequences of its fuel containment system design, DC knew or should have known that it was required to adequately warn consumers of the absence of such effective guards and the resulting danger of a catastrophic fire in the event of a rear-end collision.

46.

Despite the knowledge set forth in the paragraphs above, DC willfully, wantonly, fraudulently and maliciously chose not to provide any adequate warnings to the consuming public in general, or Kimberly Hampton in particular, at any time since the manufacture of the subject Jeep, of the danger of a catastrophic fire in the event a rear-end collision befell the subject Jeep.

47.

At the time of manufacture of the subject Jeep, DC knew or should have known of other technologically feasible, economically practicable, and fundamentally safer alternative designs for the fuel containment system of the subject Jeep.

48.

At the time of manufacture of the subject Jeep, DC knew it was technologically feasible, economically practicable, and fundamentally safer to redesign the Jeep to place the fuel tank in the "midships" of the vehicle, meaning that the fuel tank would be located inside the frame rails and ahead of the rear axle and away from immediate crush zones.

49.

At the time of manufacture of the subject Jeep, DC knew it was technologically feasible, economically practicable, and fundamentally safer to design the fuel tank assembly with an effective guard or other effective protective device that would

reduce the likelihood of the fuel containment system being punctured, crushed or otherwise compromised in the foreseeable event of a rear-end collision.

50.

At the time of manufacture of the subject Jeep, DC knew it was technologically feasible, economically practicable, and fundamentally safer to design the fuel filler system to incorporate a tougher and more resilient connection to the fuel tank.

51.

At the time of manufacture of the subject Jeep, DC knew it was technologically feasible, economically practicable, and fundamentally safer to design the fuel filler system to attach at a higher point on the fuel tank in order to minimize fuel spillage in the event of the fuel containment system was compromised.

52.

Despite knowing that all of the safer alternative designs described in the paragraphs above were technologically feasible, economically practicable, and fundamentally safer at the time of manufacture of the subject Jeep, DC willfully, wantonly, fraudulently and maliciously chose not to implement any of those alternative designs in the subject Jeep and instead chose a fuel

tank location and fuel tank assembly design it knew would result in fires, injuries, and deaths in rear-end collisions.

53.

Despite the knowledge set forth in the paragraphs above, DC willfully, wantonly, fraudulently and maliciously continued to sell the vehicle as designed to the consuming public and maintained it in the stream of commerce without a recall, post-sale warning, or a remedy of the defects.

54.

At the time of manufacture of the subject Jeep and at all times since then, DC has had actual knowledge--from, among other things, its notice of real world incidents involving its vehicles, its own testing, and the laws of physics--that an occupant who is delayed or prevented from quickly exiting a vehicle involved in a rear-end collision has an increased vulnerability to a fire in the vehicle and is more likely to be burned, injured or killed than a person who is able to quickly exit a burning vehicle.

55.

At the time of manufacture of the subject Jeep and at all times since then, DC has had actual knowledge--from, among other things, its notice of real world incidents involving its vehicles, its own testing, and the laws of physics--that its doors were jamming shut in rear impacts.

56.

At the time of manufacture of the subject Jeep and at all times since then, DC has had actual knowledge--from, among other things, its notice of real world incidents involving its vehicles, its own testing, and the laws of physics--that a door jamming shut in rear impact collisions will hinder or impede the egress of occupants to escape the very post-collision fuel fed fires that result from such foreseeable rear impacts.

57.

Despite the knowledge set forth in the paragraphs above, DC consciously designed its door systems in a way that allowed them to jam in rear impacts.

58.

Knowing from its own testing (and the real world performance of its vehicles) that it had consciously designed a door that jammed in rear impacts, DC also knew that passengers could and would be injured and killed because the failure of the door system would cause occupants to be trapped inside the vehicle in post-collision fuel-fed fires.

59.

Based on the knowledge set forth in the paragraphs above, DC knew and has known that the door system of the subject Jeep is and was unreasonably defective and created an unreasonable risk of injury and/or death in a rear end collision.

60.

Despite the knowledge set forth in the paragraphs above, DC willfully, wantonly, fraudulently and maliciously continued to sell the vehicle to the consuming public and maintained it in the stream of commerce without a recall, post-sale warning, or a remedy of the defects.

61.

Despite the knowledge set forth in the paragraphs above, DC willfully, wantonly, fraudulently and maliciously chose not to provide any adequate warnings to the consuming public in general, or Kimberly Hampton in particular, at any time since the manufacture of the subject Jeep, of the likelihood of a door system failure in the event of a rear-end collision.

62.

Despite the knowledge set forth in the paragraphs above, DC willfully, wantonly, fraudulently and maliciously chose not to provide any adequate warnings to the consuming public in general, or Kimberly Hampton in particular, at any time since the manufacture of the subject Jeep, of the dangers which could result from a door system failure.

63.

At the time of manufacture of the subject Jeep, DC knew or should have known of other technologically feasible, economically

practicable, and fundamentally safer alternative designs for the door system of the Jeep.

64.

At the time of manufacture of the subject Jeep, DC knew and has known it was technologically feasible, economically practicable, and fundamentally safer to redesign the door system so it would not jam in rear impacts.

65.

Despite knowing that safer alternative designs were technologically feasible, economically practicable, and fundamentally safer at the time of manufacture of the subject Jeep, DC willfully, wantonly, fraudulently and maliciously chose not to implement any of those alternative designs in the subject Jeep and instead chose a door system design that it knew would result in injuries and deaths in foreseeable rear-end collisions.

III. LIABILITY OF DEFENDANTS

COUNT ONE

(Willful, Wanton, Fraudulent and Malicious
Conduct of Defendant DC)

66.

Plaintiff incorporates by reference the allegations contained in Paragraphs 1-65 above as if set forth fully herein verbatim.

67.

As set forth more fully in the facts above, Defendant DC acted willfully, wantonly, fraudulently and maliciously in its design of the subject Jeep.

68.

Defendant DC's willful, wanton, fraudulent and malicious conduct proximately caused the injuries to, and death of, Kimberly Hampton.

69.

Defendant DC's willful, wanton, fraudulent and malicious conduct constituted disregard for the life and safety of Kimberly Hampton, and the lives and safety of the motoring public generally, and DC is therefore liable to Plaintiff.

70.

DC's willful, wanton, fraudulent and malicious conduct also manifests a conscious indifference to the foreseeable consequences of that conduct to motorists like Kimberly Hampton. DC is thus liable to Plaintiff, as executor of the Estate of Kimberly Hampton, for punitive damages pursuant to N.C. Gen. Stat. § 1D-15 and other applicable law.

71.

Defendant DC is jointly and severally liable, along with the other defendants, for Kimberly Hampton's injuries and death.

COUNT TWO

(Defendant DC's Failure to Warn)

72.

Plaintiff incorporates by reference the allegations contained in Paragraphs 1 through 71 as if set forth fully herein verbatim.

73.

As a manufacturer of vehicles distributed and sold to the public, Defendant DC had a duty at the time of sale and has a continuing post-sale duty to warn the public adequately of, and remedy defective and unreasonably dangerous conditions in, its vehicles.

74.

DC's decision not to convey an adequate warning of the defective conditions in the subject Jeep, or remedy those conditions, rendered the Jeep defective and unreasonably dangerous to consumers.

75.

DC failed to warn the public adequately of, and failed to remedy, the known defective and unreasonably dangerous conditions in the subject Jeep, and thereby breached its duty and obligation to the consuming public generally, including Kimberly Hampton.

76.

DC's failure to warn the public adequately of the known defective and unreasonably dangerous conditions in the subject Jeep, and failure to remedy those conditions, proximately caused the injuries to, and death of, Kimberly Hampton.

77.

DC's failure to warn was also willful, wanton, fraudulent and malicious. DC is thus also liable to Plaintiff, as Executor of the Estate of Kimberly Hampton, for punitive damages pursuant to N.C. Gen. Stat. § 1D-15 and other applicable law.

78.

Defendant DC is jointly and severally liable, along with the other defendants, for Kimberly Hampton's injuries and death.

COUNT THREE

(Negligent Design of DC)

79.

Plaintiff incorporates by reference the allegations of Paragraphs 1-78 above as if set forth verbatim.

80.

At the time Defendant DC manufactured, marketed, distributed and sold the subject Jeep, DC unreasonably failed to adopt a safer, practical, feasible, and otherwise reasonable alternative design (including a midships tank location and a filler system that incorporated stronger materials, fasteners and a higher

attachment point to the fuel tank) that could then have been reasonably adopted and that would have prevented or substantially reduced the risk of harm to plaintiff without substantially impairing the usefulness, practicalities, or desirability of the subject Jeep.

81.

At the time Defendant DC manufactured, marketed, distributed and sold the subject Jeep, the design of the subject Jeep was so unreasonable that a reasonable person, aware of the relevant facts, would not use or consume a product of this design.

82.

Defendant DC is liable to plaintiff for all injuries, losses, and damages because the tremendous risks inherent in the design of the subject Jeep outweighed any alleged utility or other advantages associated with the chosen design, thereby rendering the vehicle unmerchantable, not reasonably suited to the use for which it was intended, and defective.

83.

At the time Defendant DC manufactured, marketed, distributed and sold the subject Jeep, DC could reasonably have foreseen and did, in fact, foresee the occurrence of rear end collisions such as that described in this complaint, as well as the fires and deaths that are likely to result when this vehicle is subjected to such rear end collisions.

84.

The nature and magnitude of the risks of harm associated with the design of the subject Jeep far outweighed the intended and reasonably foreseeable uses of the subject Jeep.

85.

Because DC failed to warn at the time of sale and post-sale about the risks associated with the designs of the subject Jeep, and because these defective designs are not obvious to the ordinary consumer, DC knew that its product users were completely unaware of the risks to which they were subjected.

86.

In conjunction with the negligence of the other defendants, DC's negligent design of the subject Jeep proximately caused the injuries and death described herein.

87.

Defendant DC and the other defendants are jointly and severally liable for Plaintiff's injuries and damages.

COUNT FOUR

(Fraudulent Concealment Of Defect And Wrongful Refusal To Recall By Defendant DC)

88.

Plaintiff incorporates by reference the allegations contained in Paragraphs 1-87 above as if set forth verbatim.

89.

Prior to the incident, Defendant DC had knowledge of the negligent and defective design of the subject Jeep (and similarly designed predecessor models) and further had knowledge that these design deficiencies made the subject Jeep (and similarly designed predecessor models) defective and unreasonably dangerous in rear end collisions.

90.

Notwithstanding knowledge of the foregoing design defects, Defendant DC wrongfully failed to recall the subject Jeep (and similarly designed predecessor models) and wrongfully breached its continuing duty to warn prospective owners, users and occupants about the risk of physical injury and death associated with operation of the subject Jeep.

91.

By reason of its failure to recall the subject Jeep (and similarly designed predecessor models) and its further failure to adequately warn prospective owners, users and occupants about the risk of physical injury and death associated with the subject Jeep's operation, Defendant DC wrongfully exposed Kimberly Hampton and others similarly situated to the unreasonable risk of physical injury and death in rear end collisions.

92.

In conjunction with the negligence of the other defendants, Defendant DC's wrongful failure to recall and its wrongful failure to warn proximately caused the injuries and damages discussed herein.

93.

DC and the other defendants are jointly and severally liable for Kimberly Hampton's injuries and deaths.

COUNT FIVE

(Negligence of Defendant Demopoulos)

94.

Plaintiff incorporates by reference the allegations of Paragraphs 1-93 as if set forth fully herein verbatim.

95.

Defendant Demopoulos had a duty to keep his vehicle under repair and to exercise reasonable care in the operation of his vehicle in a manner so as to not cause harm or injury to other drivers on public roadways.

96.

Defendant Demopoulos breached his duty by failing to operate his vehicle in a safe and prudent manner, by failing to keep his vehicle under repair (allowing it to run out of fuel), and by parking that vehicle, once it ran out of fuel, in the travel

lanes of U.S. Highway 74, thereby creating an obstacle for other motorists.

97.

Defendant Demopoulos's failure to exercise reasonable care contributed to the rear-end collision into the subject Jeep and, together with DC's acts and omissions and the acts of other defendants, proximately caused injuries to, and the death of, Kimberly Hampton.

98.

Plaintiff is entitled to recover damages from Defendant Demopoulos pursuant to N.C. Gen. Stat. §§ 28A-18-2 and 28A-13-3 and other applicable law.

99.

Defendant Demopoulos is jointly and severally liable, along with the other defendants, for the injuries to and death of Kimberly Hampton.

COUNT SIX

(Negligence of Defendant Neighborhood Handyman)

100.

Plaintiff incorporates by reference the allegations of Paragraphs 1-99 as if set forth fully herein verbatim.

101.

Defendant Neighborhood Handyman is liable under the doctrine of respondeat superior and agency for the tortious acts and

omissions of its agents and employees, including Defendant Demopoulos.

102.

Defendant Neighborhood Handyman is liable for the tortious acts and omissions of Defendant Demopoulos pursuant to N.C. Gen. Stat. § 20-71.1 because at the time of the subject wreck Neighborhood Handyman owned the 1999 Chevrolet truck being driven by Defendant Demopoulos.

103.

Plaintiff is entitled to recover damages from Defendant Neighborhood Handyman pursuant to N.C. Gen. Stat. §§ 28A-18-2 and 28A-13-3 and other applicable law.

104.

Defendant Neighborhood Handyman is jointly and severally liable, along with the other defendants, for the injuries to and death of Kimberly Hampton.

COUNT SEVEN

(Negligence of Defendant Montgomery)

105.

Plaintiff incorporates by reference the allegations of Paragraphs 1-104 as if set forth fully herein verbatim.

106.

Defendant Montgomery had a duty to exercise reasonable care in the operation of his vehicle in a manner so as to not cause harm or injury to other drivers on public roadways.

107.

Defendant Montgomery breached his duty by failing to operate his vehicle in a safe and prudent manner by failing to keep a proper lookout ahead, by following too closely, and by failing to keep his vehicle under control so as to avoid colliding with the rear of the subject Jeep.

108.

Defendant Montgomery's failure to exercise reasonable care caused the rear end collision to the subject Jeep and, together with DC's acts and omissions and the acts of the other defendants, proximately caused the injuries to, and the death of, Kimberly Hampton.

109.

Plaintiff is entitled to recover damages from Defendant Montgomery pursuant to N.C. Gen. Stat. §§ 28A-18-2 and 28A-13-3 and other applicable law.

110.

Defendant Montgomery is jointly and severally liable, along with the other defendants, for the injuries to, and death of, Kimberly Hampton.

COUNT EIGHT

(Negligence of Defendant Jireh Trucking)

111.

Plaintiff incorporates by reference the allegations of Paragraphs 1-110 as if set forth fully herein verbatim.

112.

Defendant Jireh Trucking is liable under the doctrine of respondeat superior and agency for the tortious acts and omissions of its agents and employees, including Defendant Montgomery.

113.

Defendant Jireh Trucking is liable for the tortious acts and omissions of Defendant Montgomery pursuant to N.C. Gen. Stat. § 20-71.1 because at the time of the subject wreck Jireh Trucking owned the dump truck being driven by Defendant Montgomery.

114.

Plaintiff is entitled to recover damages from Defendant Jireh Trucking pursuant to N.C. Gen. Stat. §§ 28A-18-2 and 28A-13-3 and other applicable law.

115.

Defendant Jireh Trucking is jointly and severally liable, along with the other defendants, for the injuries to and death of Kimberly Hampton.

IV. SPECIFIC DAMAGES CLAIMED

116.

Plaintiff Stephen Hampton seeks to recover any and all damages allowable and incurred by the Estate of Kimberly Hampton as permitted under N.C. Gen. Stat. §§ 28A-18-1 and 2, including:

- 1) Expenses for care, treatment and hospitalization incident to the injury resulting in death;
- 2) Compensation for pain and suffering of the decedent;
- 3) The reasonable funeral expenses of the decedent;
- 4) The present monetary value of the decedent to the persons entitled to receive the damages recovered, including but not limited to compensation for the loss of the reasonably expected:
 - a. Net income of the decedent,
 - b. Services, protection, care and assistance of the decedent, whether voluntary or obligatory, to the persons entitled to the damages recovered,
 - c. Society, companionship, comfort, guidance, kindly offices and advice of the decedent to the persons entitled to the damages recovered;
- 5) Such punitive damages as the decedent could have recovered pursuant to Chapter 1D of the General Statutes had she survived, and punitive damages for wrongfully causing the death of the decedent through

malice or willful or wanton conduct, as defined in G.S.
1D-5; and

- 6) Nominal damages if the jury so finds.

117.

The damages claimed herein exceed ten thousand dollars (\$10,000.00) and Defendants are liable, jointly and severally, to Plaintiff.

PRAYER FOR RELIEF

WHEREFORE, Plaintiff prays for the following relief:

- 1) That Plaintiff recover all damages allowable under the law by the estate of Kimberly Hampton;
- 2) That Plaintiff has and recovers from Defendants a sum in excess of ten thousand dollars (\$10,000.00);
- 3) That the cost of this action be taxed against the Defendant, including pre-judgment interest pursuant to N.C. Gen. Stat. § 24-5;
- 4) That all issues of fact be tried by a jury; and
- 5) For all such other and further relief as this Court deems just and proper.

This 2 day of May, 2005.

Respectfully submitted,

HOMESLEY, JONES, GAINES, DUDLEY,
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ATTORNEYS FOR PLAINTIFF

THIS REPORT IS FOR THE USE OF THE DIVISION OF MOTOR VEHICLES. THE DATA IS COLLECTED FOR STATISTICAL ANALYSIS AND SUBSEQUENT HIGHWAY SAFETY PROGRAMMING. DETERMINATIONS OF "FAULT" ARE THE RESPONSIBILITY OF INSURERS OR OF THE STATE'S COURTS.

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B12-18-02

3 No. of Units Involved Form 1 of 1 Supplemental Report Non-Reportable Date 11/21/2003 County Mecklenburg Time 1759 Local Use / Patrol Area 20031121175902 - Div 16 Date Received by DMV JAN 05 2004

3 LOCATION 33 Relation to Roadway Surface 1 Crash Occurred NEAR Charlotte or / Miles N S E W Outside Municipality On Independence Blvd. (U.S. Hwy 74) Ramp or Service Road (R.R. Crossing #) .2 Miles N S E W At or from Rockway Drive W Toward Interstate 27 Use Highway Number, Street Name or Adjacent County or State Line N S E W

4 UNIT # 1 VEHICLE PEDESTRIAN HIT & RUN COMMERCIAL 20 VEHICLE UNIT # 2 VEHICLE PEDESTRIAN HIT & RUN OTHER

4 Driver [Redacted] Driver [Redacted] Address [Redacted] Address [Redacted]

5 City Charlotte State NC Zip [Redacted] City Statesville State NC Zip [Redacted]

6 Same Address on Driver's License? Yes No Driver's Phone Numbers H [Redacted] W [Redacted] Same Address on Driver's License? Yes No Driver's Phone Numbers H [Redacted] W [Redacted]

6 D.L. # [Redacted] State NC D.L. # [Redacted] State NC

6 CDL License CDL License 34 Vision Obstruction 0 35 Physical Condition 1 36 D.L. Restrictions 0 34 Vision Obstruction 0 35 Physical Condition 1 36 D.L. Restrictions 0

7 37 Alcohol/Drugs Suspected 0 38 Alcohol/Drugs Test 0 39 Results (if known) 0 40 Vehicle Seizure (DWI) 37 Alcohol/Drugs Suspected 0 38 Alcohol/Drugs Test 0 39 Results (if known) 0 40 Vehicle Seizure (DWI)

7 Owner Jireh Trucking Inc. Owner [Redacted] Same as Driver? Same as Driver?

7 Address Po Box 5695 Address [Redacted] Same as Driver? Same as Driver?

7 City Statesville State NC Zip [Redacted] City Statesville State NC Zip [Redacted]

7 Plate [Redacted] Plate NC Plate 2004 Plate # [Redacted] Plate NC Plate 2004

7 VIN 1GBT7H4J9T VIN 1J4GR48K94W

7 Vehicle Chevrolet Vehicle 1996 41 Vehicle 11 42 Vehicle Yes Make Year Style (Type) Drivable No Vehicle Jeep Vehicle 2004 41 Vehicle 4 42 Vehicle Yes Make Year Style (Type) Drivable No

7 43 TAD 11-FL-2 44 Estimated Damage \$ 3000.00 43 TAD 4-RP-4 44 Estimated Damage \$ 20000.00

7 Insurance Cornhusker Casualty Company Insurance American Guaranty Insurance Company Company Policy # [Redacted] Company Policy # [Redacted]

20 COMMERCIAL VEHICLE: Cargo Carrier Name, Address, Source... Source: Carrier Identification Numbers, GVWR, Axles. 45 Cargo Body Type # Same Address As Owner 1 2 Truck US DOT # 00722667 ICC # 382522 STATE NC STATE # FLEET # J-24

Names and Addresses for all persons (Unit 1/Unit 2 Drv, Ped, etc. - See Above); Use check blocks if address same as driver

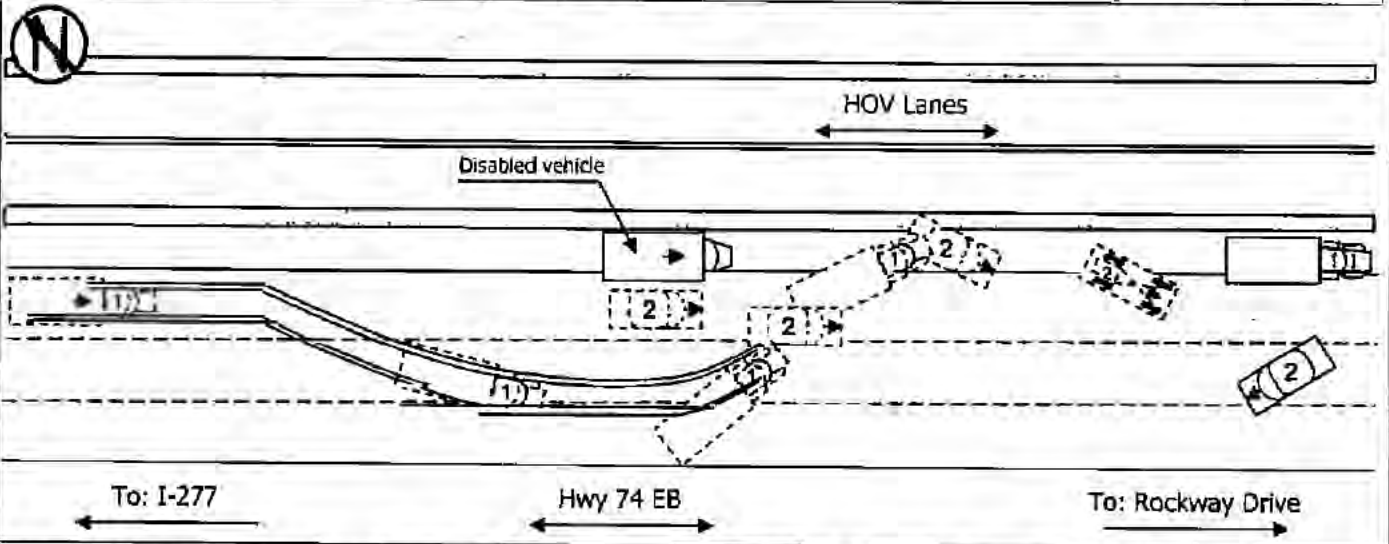
A	1	1	1	Unit 1 - Drv, ped, etc. see above	B	M	0	0	0	2	1	5	see above	Unit # 1 Towed to / By: Dellinger Wrecker/Dellinger Wrecker
B	2	1	1	Unit 2 - Drv, ped, etc. see above	W	F	2	1	3	2	1	5	see above	Unit # 2 Towed to / By: Dellinger Wrecker/Dellinger Wrecker
C	2	2	3		W	F	2	1	3	2	1	4		Troutman, NC
D	2	2	6		W	F	2	0	0	2	1	4		Statesville, NC
E	2	2	4		W	F	2	0	0	1	1	1		Harmon
F														
G														
H														

46 Name of EMS C,D Medic 46 Name of EMS NA By EMS to C,D Carolina's Medical Center Charlotte (Treatment Facility and City or Town) 47 Injured Taken By EMS to (Treatment Facility and City or Town)

NTI-F

UNIT 1 UNIT 2 UNIT 3 UNIT 4 UNIT 5 UNIT 6 UNIT 7 UNIT 8 UNIT 9 UNIT 10 UNIT 11 UNIT 12 UNIT 13 UNIT 14 UNIT 15 UNIT 16 UNIT 17 UNIT 18 UNIT 19 UNIT 20 UNIT 21 UNIT 22 UNIT 23 UNIT 24 UNIT 25 UNIT 26 UNIT 27 UNIT 28 UNIT 29 UNIT 30 UNIT 31 UNIT 32

Date 11/21/2003		County Mecklenburg		Time 1759		Local Use / Patrol area 20031121175902 - Div 16		Page # 2			
48 Points of Initial Contact (Write in Codes)		Unit # 1 4-1-1 Unit # 2 19-1-1		VEHICLE INFO.		Veh # 1 55 Veh # 2 55		ROADWAY INFO.		WORKZONE RELATED	
CRASH SEQUENCE (Unit Level)		Unit # 1 Unit # 2		60 Authorized Speed Limit		66 Estimate of Original Traveling Speed		69 Road Feature		78 Work zone Area	
49 Vehicle Maneuver / Action		4 12		62 Estimate of Speed at Impact		27 10		70 Road Character		79 Work Activity	
50 Non - Motorist Action		/ /		63 Tire Impressions Before Impact (in.)		196 0		71 Road Classification		80 Work Area Marked	
51 Non - Motorist Location Prior to Impact		/ /		64 Distance Traveled After Impact (in.)		95 83		72 Road Surface Type		81 Crash Location	
52 Crash Sequence - First Event for This Unit		30 30		65 Emergency Vehicle Use		/ /		73 Road Configuration		TRAILER INFO.	
53 Crash Sequence - Second Event		48 48		66 Post Crash Fire (if "Yes" check block)		<input type="checkbox"/> <input checked="" type="checkbox"/>		74 Access Control		82 Trailer Type	
54 Crash Sequence - Third Event		/ 5		67 School Bus - Contact Vehicle		<input type="checkbox"/> <input type="checkbox"/>		75 Number of Lanes		1 st Trailer No. Axles	
55 Crash Sequence - Fourth Event		/ 9		68 School Bus - Noncontact Vehicle		<input type="checkbox"/> <input type="checkbox"/>		76 Traffic Control Type		Width (inches)	
56 Most Harmful Event for This Unit		30 9		COMMERCIAL VEHICLE: Hazardous Materials Involvement				77 Traffic Control Oper		Length (feet)	
57 Distance / Direction to Object Struck		5 5		Hazardous Cargo <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No				From Placard Indicate:		2 nd Trailer No. Axles	
58 Vehicle Under ride / Over ride		3 3		Hazardous Material Placard <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No				4-digit placard number or name from diamond or box		Width (inches)	
59 Vehicle Defects		0 0		Hazardous Cargo Released (does not include fuel from fuel tank) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No				1-digit number from Bottom of Diamond		Length (feet)	
84 DIAGRAM		Carrying HazMat <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No								83 Unit # Over width Trailer and Over width Mobile Home	



Unit # 1	<input checked="" type="checkbox"/> Traveling	E	On U.S. Hwy 74	Unit # 2	<input checked="" type="checkbox"/> Traveling	E	On U.S. Hwy 74
	was: <input type="checkbox"/> Parked facing	N S E W			was: <input type="checkbox"/> Parked facing	N S E W	

85 NARRATIVE (Include pertinent and unusual aspects, which are not listed elsewhere on the form)

Vehicles #1 and #2 were traveling East on US Hwy 74 in the left lane of travel. A broken down vehicle was partially blocking the left lane and the emergency lane. Vehicle #2 had stopped in the left travel lane behind the broken down vehicle. Vehicle #1 slammed on brakes to avoid the stopped traffic. Driver #1 lost control of vehicle #1, in an attempt to avoid colliding with the stopped vehicles. Vehicle #2 passed the broken down vehicle and was accelerating back into traffic. Vehicle #1 crossed into the center lane of travel, then into the right lane of travel, before sideslipping back toward the left lane. Vehicle #1 struck vehicle #2 in the right side, pushing vehicle #2 into the retaining wall. Vehicle #2 rode on top of the wall, flipped over and came to rest in the center travel lane. Vehicle #2 then caught fire and burned. The left rear passenger was unable to escape from the burning car.

86 Type / Owner		ADDITIONAL PROPERTY DAMAGE		State Property? Estimated Damage	
1 st Type / Owner		Address & Phone		<input type="checkbox"/> \$	
2 nd Type / Owner		Address & Phone		<input type="checkbox"/> \$	

WITNESSES		
Name	Address	Phone No.
Name	Address	Phone No.

TRAFFIC VIOLATION (S)	
Name	Charge(s)
Name	Charge(s)

Officer Title & Name	Officer Number	Department	Date of Report
Officer G. S. Pressley Jr.	1742	Charlotte-Mecklenburg Police NC0600100	12/12/2003

(2) Predominant Development
1 Farm, woods, etc.
2 Residential
3 Commercial

(8-9) Curbside Circumstances (Maximum)

2 Dating
3 Lying under Regally in w
4. E. A. in the right of wa
dark night

Collide Vehicle
14 Police
13 Peds
18 RR In

First Harmful Event at Crash Level

Collision of Two Motor Vehicles
100 Debris and 11

0 None (no
1 Road Sur
2 Debris

same road/no different road

be typewriter should use mobile This

28 Sidewalk
29 Sidewalk
30 Angle
31 Pedestrian

6 No obstacle
10 Non-flame

Weight of 10,000 or more pounds.
11 All heavy passengers, including the driver, in the transportation of materials for transportation Act and which require the motor

Driver 1 Contributing Element

did not get critical speed for speed for condition

etc.
1 Front - 44 (Bike motorcycle drive
2 Front - 44 (Bike motorcycle drive

(31) Ejection
1 Not ejected
2 Totally ejected
3 Partially ejected
4 Unknown

(32) Inj Status

2 Switch in C position
3 Unknown

neglected or aggressive
27 Swerved or avoided surface, vehicle, or
28 Visibility obstructed

21 22 23 24 25 26 27 28 29 30 31 32

3 Backing
4 Entering
5 Leaving

(37) All
Other
1 Yes -

in sufficient
condition
vehicle L

Passenger
- Police
- Light

7 School bus
8 Activity bus
9 Other bus
10 Single L

Left side
Right side
Left side
Right side

10 Auto transport
11 Garbage/refuse
12 Log truck
13 Other

Test for driver
Alcohol & other
Drugs

RECORD THE VEHICLE'S
condition just prior to the
or the estimated value of
vehicle before the crash
whichever is less. For a

It could be using
threshold before
any crash

A vehicle
another
vehicle or
be involved

red by
se towing
work should

not drawn
on involve
a hospital
other

Crash is directly
to the
It must occur

is in death, injury or
in transport, but not
the motor vehicle

ANY INCIDENT
should be refer

VERLESS MOTOR

is considered
apply to see
construction

checked, e.g.,
included in it

notable to
Bathing
not

all of the
other road
A register
draw a picture
form. It is a

A motor
power,
and fire

highway grade
from one
public way

motor vehicle
A military tank
lower from

note,
An 18,
ck

17-2 ERG (or
available)
the crash. A
unique to
is provided
of the
-Motorist
is identifier
name of the
ed person

nd

n by EMS to
on of the injured
The Unique letter
the first column) for
if they were
clinic, doctor's
of emergency
both name of
city or town.
Memorial, Chapel
ital, Durham, etc.

STATUS

of the crash is the
motor vehicle status.

is being drawn by a
treat; it is considered

is being used to
working ground on a
machinery while

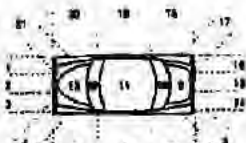
ged in spreading
action site; it is

er, under its own
work place to
is considered a

blade attached, is
from a trafficway; it
nance machinery.
to work under its own
one turned to
is considered a

owed, under its own
to the motor pod,
y post; it is
in transport.

48 Points of Initial Contact



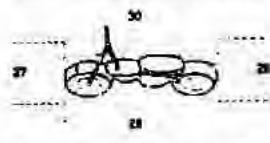
Passenger Cars/Small Trucks

0 Pedestrian & Non-Contact Vehicle



Tractor-Trailers

UNDERNEATH: 22 Front, 23 Center, 24 Rear, 25 Rollover, 26 Unknown



Motorcycle, Bicycle, Moped or ATV

(40) Vehicle Maneuver/Action

- 1 Skipped or travel line
- 2 Fyn out of travel lanes
- 3 Tracked in travel lanes
- 4 Doing straight ahead
- 5 Changing lanes or merging
- 6 Passing
- 7 Making right turn
- 8 Making left turn
- 9 Making U turn
- 10 Backing
- 11 Slowing or stopping
- 12 Starting in roadway
- 13 Parking
- 14 Leaving parked position
- 15 Accusing object in road
- 16 Other*

(50) Non-motorist Action

- 1 Climbing or crossing specified location
- 2 Walk or riding, running/jogging with traffic
- 3 Walk or riding, running/jogging against traffic
- 4 Working
- 5 Pushing vehicle
- 6 Approaching or leaving vehicle
- 7 Flaming
- 8 Standing
- 9 Other*

(51) Non-motorist Location Prior to Crash

- 1 Marked crosswalk at intersection
- 2 At intersection but no crosswalk
- 3 Non-intersection crosswalk
- 4 Driveway access crosswalk
- 5 In roadway
- 6 Not in roadway
- 7 Median (but not on shoulder)
- 8 Island
- 9 Shoulder
- 10 Sidewalk
- 11 Within 10 feet of roadway (not on shoulder, median island, island)
- 12 Beyond 10 feet of roadway (within trafficway)
- 13 Outside trafficway
- 14 Shared-use path or trail

(52-56) VEHICLE LEVEL

Crash Sequence of Harmful Events (First, Second, Third, Fourth), fields 52-55, and Most Harmful Event, field 56 for each Unit (Vehicle)

If a vehicle has only one event, then only one code is required. Vehicles can have up to 4 harmful events. The Most Harmful Event may or may not be one of the 4 events

0 Unknown

Non-Contact

- 1 Ran off road right
- 2 Ran off road left
- 3 Ran off road straight ahead
- 4 Jackknifed
- 5 Overturned
- 6 Crossed centerline in median
- 7 Downhill runaway
- 8 Cargo/equipment loss or shift
- 9 Fire/explosion
- 10 Immersion
- 11 Equipment failure (tires, brakes, etc.)
- 12 Separation of units
- 13 Other non collision*

Collision of Motor Vehicle With

- 14 Pedestrian
- 15 Motorcycle
- 16 RR train, engine
- 17 Animal
- 18 Movable object*

Collision of Two or More Motor Vehicles

- 19 Parallel motor vehicle
- 21 Rear end, slow or stop
- 22 Rear end, turn
- 23 Left turn, same roadway
- 24 Left turn, different roadways
- 25 Right turn, same roadway
- 26 Right turn, different roadways
- 27 Head on
- 28 Sidewipe, same direction
- 29 Sidewipe, opposite direction
- 30 Angle
- 31 Backing up
- 32 Other collision with vehicle*

(57) Distance & Direction from Road to Object Struck

- 0 None
- 1 In road
- 2 Right of road, 0-10 ft.
- 3 Right of road, 11-30 ft.
- 4 Right of road, over 30 ft.
- 5 Left of road, 0-10 ft.
- 6 Left of road, 11-30 ft.
- 7 Left of road, over 30 ft.
- 8 Straight ahead, 0-10 ft.
- 9 Straight ahead, 11-30 ft.
- 10 Straight ahead, over 30 ft.

(58) Vehicle Underide/Override

An underide refers to a vehicle sliding under another vehicle during a crash. An override refers to a vehicle riding up over another vehicle. Both can occur with a parked vehicle.

1 Underide

(59) Vehicle Defects

Maximum of two per Vehicle

- 0 None detected
- 1 Brakes
- 2 Headlights
- 3 Rear lights
- 4 Steering
- 5 Tires
- 6 Other defects*
- 7 Unknown

(60) Authorized Speed Limit

Authorized speed limit for the vehicle at the time of the crash. The authorization may be indicated by the posted speed limit, limiting sign at construction zones, restricted speed or permitted vehicle

(61) Estimate of Original Speed

Estimated speed in miles per hour for each vehicle involved in the collision. Estimates reflect the speed of each vehicle at the moment the driver initially perceived an existing hazard.

Collision with Fixed Object

- 33 Tree
- 34 Utility pole (with or without light)
- 35 Lumber/pole (non-breakaway)
- 36 Lumber/pole (breakaway)
- 37 Official highway sign (non-breakaway)
- 38 Official highway sign (breakaway)
- 39 Commercial sign support
- 40 Commercial sign
- 41 Overhead and on shoulder
- 42 Overhead face on shoulder
- 43 Guardrail end in median
- 44 Guardrail face in median
- 45 Shoulder barrier end (non-guardrail)
- 46 Shoulder barrier face (non-guardrail)
- 47 Median barrier end (non-guardrail)
- 48 Median barrier face (non-guardrail)
- 49 Bridge rail end
- 50 Bridge rail face
- 51 Structural part of underpass
- 52 Pier on shoulder of underpass
- 53 Pier in median of underpass
- 54 Abutment (supporting wall) of underpass
- 55 Vertical island curb or median
- 56 Catch basin or culvert on shoulder
- 57 Catch basin or culvert in median
- 58 Other*
- 59 Entertainment
- 60 Malicious
- 61 Fence or fence post
- 62 Construction barrier
- 63 Crash cushion
- 64 Other fixed object*

(62) Estimate of Speed at Impact

Estimated speed in miles per hour for each vehicle involved in the collision. Estimates reflect the speed of each vehicle at the moment of impact.

(63) Tire Impressions Before Impact

Length (in feet) of the tire impressions (skid marks, tire print yew) for each vehicle involved in the collision, prior to impact.

(64) Distance Traveled After Impact

Distance (in feet) each vehicle or pedestrian traveled after impact as a result of the force of the collision.

(65) Emergency Vehicle Use

Indicates vehicles which are on an emergency response, i.e., traveling with physical emergency lights in use; lights, siren sounding, etc.

- 1 Firetruck
- 2 EMS Vehicle, Ambulance, Rescue Squad, etc.
- 3 Military
- 4 Police
- 5 Other

(66) Post Crash Fire

- 0 "Yes" check block

(67) School Bus - Contact Vehicle

"Yes" check block. This data element is used to determine "school bus related." The school bus, with or without a pupil on board, is directly involved as a contact vehicle.

(68) School Bus - Noncontact Vehicle

"Yes" check block. This data element is used to determine "school bus related." The school bus, with or without a pupil on board, is indirectly involved as a noncontact vehicle.

(69) Road Feature

- 0 No special feature
- 1 Bumpy
- 2 Rough pavement
- 3 Unevenly
- 4 Emergency public
- 5 Driveway, private
- 6 Alley intersection

Intersection of roadways (7-12)

- 7 Four-way intersection
- 8 T-intersection
- 9 Y-intersection
- 10 Traffic circle/roundabout
- 11 Free-point or more
- 12 Related to intersection
- 13 Non-intersection median crossing
- 14 End or beginning divided highway

Interchange (15-21)

- 15 Off-ramp entry
- 16 Off-ramp proper
- 17 Off-ramp terminal on crossroad
- 18 Merge lane between on and off ramp
- 19 On-ramp entry
- 20 On-ramp proper
- 21 On-ramp terminal on crossroad
- 22 Railroad crossing
- 23 Tunnel
- 24 Shared-use paths or trails
- 25 Other*

(70) Road Character - Horizontal and Vertical Alignment

- 1 Straight, level
- 2 Straight, slight
- 3 Straight, grade
- 4 Slight, bottom (avg)
- 5 Curve, level
- 6 Curve, hilly/road
- 7 Curve, grade
- 8 Curve, bottom (avg)
- 9 Other*

(71) Road Classification

- 1 Interstate
- 2 US Route
- 3 NC Route
- 4 State Secondary Route
- 5 Local Street
- 6 Public Vehicular Area
- 7 Private Road, Driveway
- 8 Other*

(72) Road Surface Type

- 1 Concrete
- 2 Grooved concrete
- 3 Smooth asphalt
- 4 Coarse asphalt
- 5 Gravel
- 6 Sand
- 7 Soil
- 8 Other*

(73) Road Configuration (Traffic Way, One-Way)

- 1 One way, not divided
- 2 Two way, not divided
- 3 Two-way, divided, unprotected median
- 4 Two-way, divided, positive median barrier
- 5 Unknown

(74) Access Control

- 0 No access control
- 1 Full access control
- 2 Partial access control
- 3 Permitted access control

(75) Number of Lanes

Total number of lanes in both directions in the roadway, if parking lot.

(76) Traffic Control Device

- 0 No control present
- 1 Stop sign
- 2 Yield sign
- 3 Stop and go signal
- 4 Flashing signal with stop sign
- 5 Flashing signal without stop sign
- 6 RR gate and flasher
- 7 RR flasher
- 8 RR crossbucks only
- 9 Manual control
- 10 Warning sign
- 11 School zone signs
- 12 Flashing stop and go signal
- 13 Double yellow line, no passing zone
- 14 Other*

(77) Traffic Control Operating

- 1 Yes
- 2 No
- 3 Unknown

(78-81) Work Zone Related

(78) Did crash occur in or near

- 1 Construction work area
- 2 Maintenance work area
- 3 Utility work area
- 4 Intermittent moving work area, pitching pothole
- 5 No

(79) Work activity at time of crash

- 1 On going
- 2 No apparent activity

(82) Trailer Type

- 0 No trailer
- Non-semi trailers
- 1 Boat
- 2 Caravan
- 3 Utility
- 4 Horse
- 5 House trailer (mobile home)
- 6 Towed vehicle
- 7 Other non-semi

Semi trailers

- 8 Tanker
- 9 Enclosed van
- 10 Flatbed or platform
- 11 Other semi trailer
- 12 Double trailer

(83) Overwidth Trailer/Mobile Home

Enter the number of the vehicle pulling overwidth trailer, including overwidth mobile home, followed by the permit number.

(84) Crash Diagram

The diagram should include:

- 1 Roads and intersecting roads; if a vehicle is struck exiting a driveway, give the name of the business or resident
- 2 Direction of travel for each lane
- 3 All pertinent roadside features
- 4 Paths of travel for vehicles, pedestrians, bicycles, etc.
- 5 Tire marks and debris
- 6 Measurements pertinent to the location of the point of impact (i.e., a tape for distance up to 500 feet. Use an odometer for greater distance)

For crashes within an interchange:

- 1 Add a small line sketch of the interchange and show an "X" where the crash occurred
- 2 Show road(s) a less than 25% of the total diagram area, and
- 3 Conform to the north arrow
- 4 Identify number, name of the road(s), ramps, and service roads shown

(85) Crash Narrative

Provide a word description of events occurring prior to, during, and after the crash which are not elsewhere on the form. State all pertinent and unusual aspects of the crash. Statements made in this narrative should be in the opinion of the investigating officer.

(86) Addition of Property Damage

Enter any property other than motor vehicles that was damaged, identify the company and its owner and enter an estimate of the dollar damage. Damage to signs, buildings, mailboxes, fences, etc., should be entered here.

(87) Work area marked with warning signs, cones

- 1 Yes
- 2 No

(88) Location of crash

- 1 Within work area
- 2 In work area adjacent (close)
- 3 Adjacent to actual work area

TRUCK BRAKING EFFICIENCY REPORT

Case Number: 20031121175902

Printed at 12/10/2003 1:03:02 AM

Formula Inputs:

Axle 1 Weight:	4158.33	4158.33
Axle 2 Weight:	4158.33	4158.33
Axle 3 Weight:	4158.33	4158.33
Axle 4 Weight:	0.00	0.00
Axle 5 Weight:	0.00	0.00
Axle 6 Weight:	0.00	0.00
Axle 7 Weight:	0.00	0.00
Total Vehicle Weight:		24949.98
Passenger Car - Coeff. of Friction:	0.88	
Factor for Truck Tire:	0.72	

Axle/Wheel	Drum Radius	Tire Radius	Pushrod Force	Slack Length	Lining Friction
Axle 1 - Left	7.25	19.50	2530.00	5.00	0.35
Axle 1 - Right	7.25	19.50	2530.00	5.00	0.35
Axle 2 - Left	8.25	19.50	2490.00	5.50	0.35
Axle 2 - Right	8.25	19.50	2530.00	5.50	0.35
Axle 3 - Left	8.25	19.50	2500.00	5.50	0.35
Axle 3 - Right	8.25	19.50	2490.00	5.50	0.35
Axle 4 - Left	0.00	0.00	0.00	0.00	0.00
Axle 4 - Right	0.00	0.00	0.00	0.00	0.00
Axle 5 - Left	0.00	0.00	0.00	0.00	0.00
Axle 5 - Right	0.00	0.00	0.00	0.00	0.00
Axle 6 - Left	0.00	0.00	0.00	0.00	0.00
Axle 6 - Right	0.00	0.00	0.00	0.00	0.00
Axle 7 - Left	0.00	0.00	0.00	0.00	0.00
Axle 7 - Right	0.00	0.00	0.00	0.00	0.00

EA12-005- Chrysler -014948

TRUCK BRAKING EFFICIENCY REPORT

Case Number: 20031121175902

Printed at 12/10/2003 1:03:02 AM

Axle/Wheel	Pushrod Force (from chart)	Attempted Force (see formula)	Vertical Load (Wt. at wheel)	% of Total (Vert Load / Total Weight)	Avail Brake Force (f x Vert Load)	Effective (Attempted / Available)	% Total Effective (Effective x % of Total)	Locked?
Axle 1 - Left	2530.00	3950.00	4158.33	0.160	2619.00	1.000	0.1600	Y
Axle 1 - Right	2530.00	3950.00	4158.33	0.160	2619.00	1.000	0.1600	Y
Axle 2 - Left	2490.00	4866.00	4158.33	0.160	2619.00	1.000	0.1600	Y
Axle 2 - Right	2530.00	4945.00	4158.33	0.160	2619.00	1.000	0.1600	Y
Axle 3 - Left	2500.00	4886.00	4158.33	0.160	2619.00	1.000	0.1600	Y
Axle 3 - Right	2490.00	4866.00	4158.33	0.160	2619.00	1.000	0.1600	Y
Axle 4 - Left	0.00	--	--	--	--	--	--	--
Axle 4 - Right	0.00	--	--	--	--	--	--	--
Axle 5 - Left	0.00	--	--	--	--	--	--	--
Axle 5 - Right	0.00	--	--	--	--	--	--	--
Axle 6 - Left	0.00	--	--	--	--	--	--	--
Axle 6 - Right	0.00	--	--	--	--	--	--	--
Axle 7 - Left	0.00	--	--	--	--	--	--	--
Axle 7 - Right	0.00	--	--	--	--	--	--	--

Brake Force Formula:

$$\text{Brake Force} = \frac{2.0 \times \text{Pushrod Force} \times \text{Slack Length} \times \text{Lining Friction} \times \text{Drum Radius}}{0.5 \times \text{Tire Rolling Radius}} \times 0.6$$

BRAKING FORCE = Sum [Smaller of Att Force & Avail Force] = 15714.00

COEF OF FRICTION = Road Coefficient x Truck Factor = 0.63

DECELERATION RATE = Braking Force / Total Vehicle Weight = 0.63

TOTAL EFFICIENCY = Deceleration Rate / Coefficient of Friction = 0.98

EA12-005- Chrysler -014949

Reconstruction Summary

*Case Number 2003-1121-1759-02
Independence Crash*

Introduction: On 26 November 2003 at approximately 2100 hours I was informed by Sgt. Robbins the HITS Supervisor to meet at Independence Blvd near Rockway Drive at 2300 hours in reference to measuring a crash scene that occurred on 11-21-03.

Scene Analysis: Upon my arrival to the scene I met with Officer G.S. Pressley and other HITS Unit members that were going to assist with the measurements of the scene. Officer Pressley gave me a synopsis of the events that had occurred. I observed that the physical evidence of the scene had been marked with orange paint. Officer Pressley walked me through the scene of the crash and explained the evidence that had been marked.

Evidence: The evidence that I observed upon processing the scene were a set of skids from the dump truck and with the right side measuring out to be the longest. There was also a slide slip mark leading up to the point of impact. There were also marks on the barrier wall.

Vehicle Inspection: On 2 December 2003, I was able to inspect the jeep and it was evident that there was contact damage on the passenger side. There was also contact damage to the right rear and upon further investigation it was evident that as the jeep was pushed up on to the barrier wall and the vehicle became airborne as the dump truck began to ride down the barrier wall. The dump truck driver impacted the jeep in this area causing the vehicle to flip.

Summary: Officer Pressley synopsis was that on the eastbound side a work truck has ran of gas and was parked on the left side the roadway with half of the work truck in the in the travel lane and half in the emergency lane. The driver of the jeep which is (noted as driver 2 on the DMV-349) was traveling east in the left lane as driver 2 came up behind the truck that was broken down she had slowed to a stop and traveled little over in the center lane to make it pass the work truck. As driver 2 was proceeding pass the work truck the dump truck driver which was also traveling east in the left lane which is (noted as driver 1 on the DMV-349) observed the broken down truck he applied the brakes and began to skid. As driver 1 was skidding he jerked the dump truck to the right to keep from impacting the broken down truck and traveled across three lanes. The dump truck driver then jerked the truck back to the left impacting the jeep on the right side. Upon the impact the jeep was pushed upon to the barrier wall and flipped end over end at approximately a 45 degree angle. After the jeep flipped it came to final rest on its tires and caught fire.

Speed Calculations: After the measurement of the scene were completed and I knew the distance of skids mark and slide slip mark left from the dump truck I could know develop speed calculations. Before I began the speed calculation I had to inspect the State

Highway Patrol Motor Carrier Division Inspector Officer Report. The reason for the close inspection of this report is that I had calculate the braking efficiency for the dump truck. A vehicle of this nature is not able to achieve the same braking efficiency as a passenger type vehicle. From the Inspector Officer report I was able to get the chamber size of the brakes, brake adjustment and the weight of the vehicle. From this information I was able to calculate pushrod force, slack length adjustment and lining friction. After calculating this information I was able to calculate the Attempted force, Vertical Force, The Percentage of Total Force, Available Brake Force, Effective Force, Percentage of Total Force and if the Wheels are Locked. Upon calculating this information I was able to obtain the Sum of Braking Force, Coefficient of Road Friction and Truck Factor, Deceleration Factor and Total Efficiency equaling to Deceleration Rate and Coefficient of Friction.

The dump truck had 98 % total braking efficiency with all the tires in use were locked. Road Coefficient x Truck Factor was .63. The .63 is coefficient of friction I used to calculate the speed for the dump truck. After the measurement of the skids I took the longest skid which was on the right side and it is common practice to use the longest skid if the skid marks are of not great length difference which in this case they were not. The longest skid distance measured 196.66 feet. At this point I then deployed a Minimum Speed Loss Formula to calculate the first area where the dump truck locked up brakes which was 60.96 mph. I then took a measurement of the slide slip mark calculating a Chord and Middle Ordinate to calculate the radius of the Slide Slip Mark. I then deployed a Side Slip Velocity Formula using the radius of 79.09 feet and a Coefficient of Friction of .63 to equal a speed of 40.05 fps and a speed of 27.31 mph. This would be the speed at the beginning of the side slip mark. This would also be similar to an approximate impact speed. At this point I then deployed a Combined Speed Formula of these two speeds together because the laws motion allow you to do this as along as the skids and side slip mark occurs prior to impact. Upon deploying the Combined Speed Formula with 60.96 mph and 27.31 mph if calculate the speed of the dump truck at the beginning of skids of 66.79 mph.

Question asked if 27.31 mph is similar to the impact speed how is it that the jeep is pushed up onto the wall. This is explained in Newton Second Law – An outside force acting on a body causes the body to accelerate in the direction of line of the action of the force; the acceleration is directly proportional to the force and inversely proportional to the mass of the body. In other words the Mass from the dump truck is greater that the jeep and dump truck had more of the acceleration upon the impact with the jeep.

Conclusion: After reviewing all the evidence that was presented to me and to devoid of any heretofore undiscovered evidence, any principle causation of the aforementioned collision was driver ones' speed and action to correct.



R.S. Jordan 1010

Officer /Crash Investigator

Charlotte – Mecklenburg Police, H.I.T.S. Unit

CASE NUMBER: 20031121175902

Item # 1: 1996 Chevrolet (Dump Truck)

Comments: Speed Loss of the dump truck

**** MINIMUM SPEED W/ KNOWN DRAG FACTOR ****

$$S = \sqrt{30 \times D \times f}$$

$$S = \sqrt{30 \times 196.66 \times 0.63}$$

$$S = \sqrt{3716.87}$$

$$S = 60.96$$

S = The Speed in MPH.

30 = A Constant.

D = The Distance in Feet.

f = The Adjusted Accel/Drag Factor.

INPUTS	
The Acceleration/Drag Factor is:	0.63
The Distance in Feet is:	196.66

RESULTS	
The Speed in MPH is:	60.96
The Velocity in FPS is:	89.36

Phone:

Fax:

Internet: <http://<your site here>>

E-Mail: <your mail@your server here>

CASE NUMBER: 2003-1121-175902

Item # 1: 1996 Chevrolet (Dump Truck)

Comments: Total Speed for Vehicle 1

**** COMBINED MINIMUM SPEEDS W/ KNOWN SPEEDS ****

$$S = \sqrt{S^2(1) + S^2(2) + \dots + S^2(n)}$$

$$S = \sqrt{(60.96)^2 + (27.31)^2 + (0.00)^2 + (0.00)^2 + (0.00)^2 + (0.00)^2 + (0.00)^2 + (0.00)^2}$$

$$S = \sqrt{3716.12 + 745.83 + 0.00 + 0.00 + 0.00 + 0.00 + 0.00 + 0.00}$$

$$S = \sqrt{4461.95}$$

$$S = 66.79$$

S = The Speed in MPH.

S² = The Individual Min. Speed.

(1), (2), (n) = The # of the individual speed.

INPUTS		RESULTS	
Speed #1 in MPH is:	60.96	The Speed in MPH is:	66.79
Speed #2 in MPH is:	27.31	The Velocity in FPS is:	97.91

Phone:
Fax:
Internet: <http://<your site here>>
E-Mail: <your mail@your server here>

EA12-005- Chrysler -014953

CASE NUMBER: 2003-12-1175902

Item #: 1 - 1996 Chevrolet (Dump Truck)

Comments: The radius of the sideslip mark.

**** RADIUS FORMULA ****

$$R = \frac{C^2}{8 \times M} + \frac{M}{2}$$

$$R = \frac{60.00^2}{8 \times 5.91} + \frac{5.91}{2}$$

$$R = \frac{3600.00}{47.28} + \frac{5.91}{2}$$

$$R = 76.14 + 2.95$$

$$R = 79.09$$

AR = (R ± Cntr of Mass Adjustment)

$$AR = 79.09 + 0.00$$

$$AR = 79.09$$

R = The Radius in Feet.

C = The Chord in Feet.

M = The Middle Ordinate in Feet.

8 = A Constant.

2 = A Constant.

AR = The Adjusted Radius in Feet.

R = The Radius in Feet.

INPUTS:	
The Chord in Feet is:	60.00
The Middle Ordinate in Feet is:	5.91

RESULTS:	
The Radius in Feet is:	79.09
The Adjusted Radius in Feet is:	79.09

Phone:
Fax:
Internet: <http://<your site here>>
E-Mail: <your mail@your server here>

CASE NUMBER: 2003-12-175902

Item # 1: 1996 Chevrolet (Dump Truck)

Comments: The Speed at the begin of the sideslip

**** SIDESLIP VELOCITY ****

$$V = \sqrt{g \times R \times \mu}$$

$$V = \sqrt{32.2 \times 79.09 \times 0.63}$$

$$V = \sqrt{1604.41}$$

$$V = 40.05$$

V = The Velocity in FPS.

g = Gravity, a Constant at 32.2 fps².

R = The Radius in Feet.

μ = The Accel/Drag Factor.

INPUTS	
The Radius in Feet is:	79.09
The Acceleration/Drag Factor is:	0.63

RESULTS	
The Velocity in FPS is:	40.05

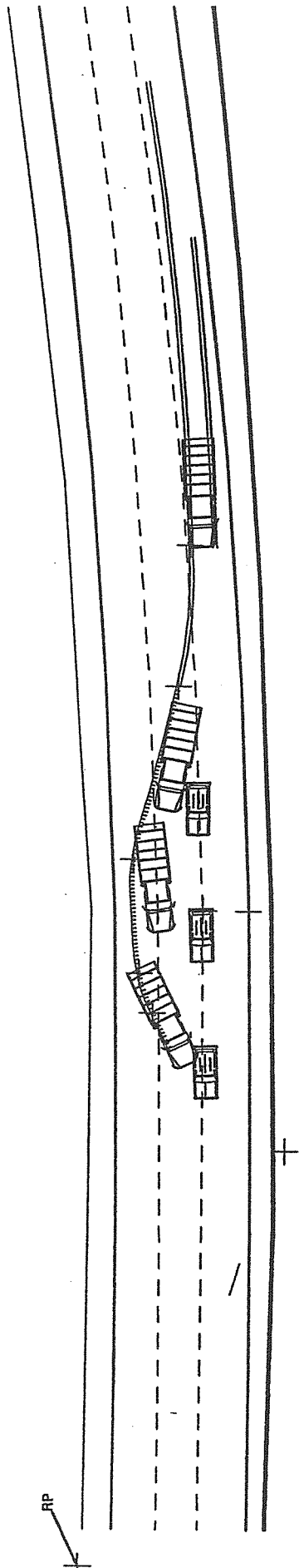
Speed

27.31

Phone:
Fax:
Internet: <http://<your site here>>
E-Mail: <your mail@your server here>



VEHICLE PATHS TO IMPACT



← To Briarcreek Rd.

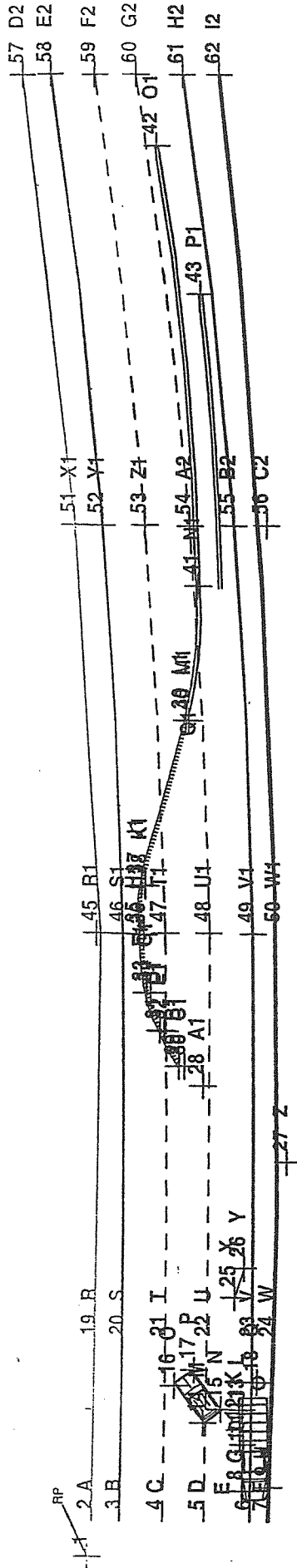
E. Independence Blvd.

To I-277 →

Off. J.A. Raby
HITS UNIT



SCALE DRAWING



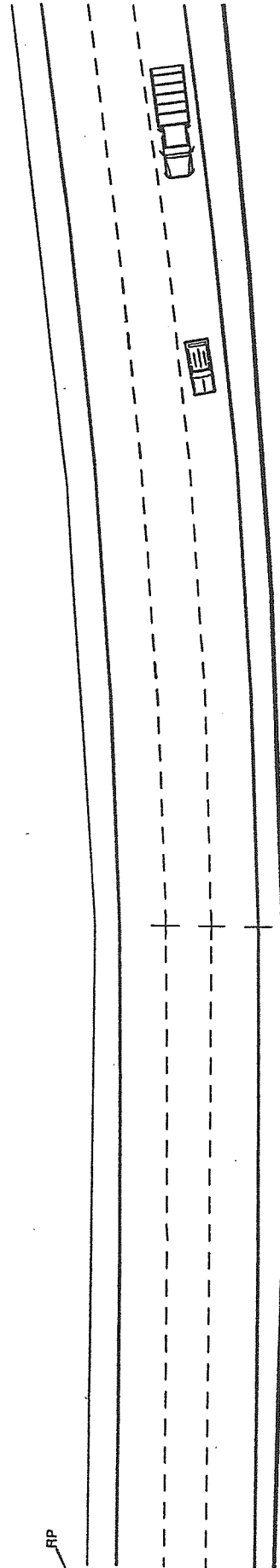
← To Briarcreek Rd.

E. Independence Blvd.

To I-277 →



VEHICLE APPROACH



RIP

← To Briarcreek Rd.

E. Independence Blvd.

To I-277 →

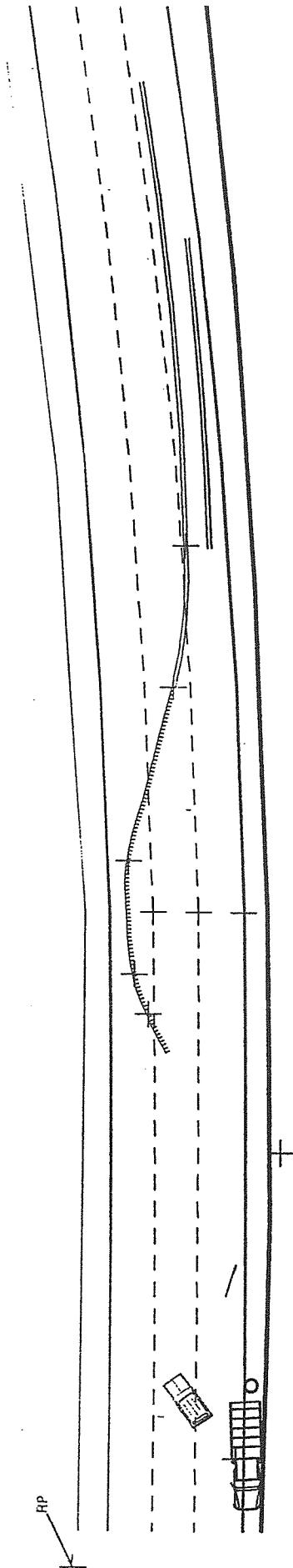
EA12-005- Chrysler -014958

Off. J.A. Raby
HITS UNIT

1/4" = 30.00ft



SCALE DRAWING



← To Briarcreek Rd.

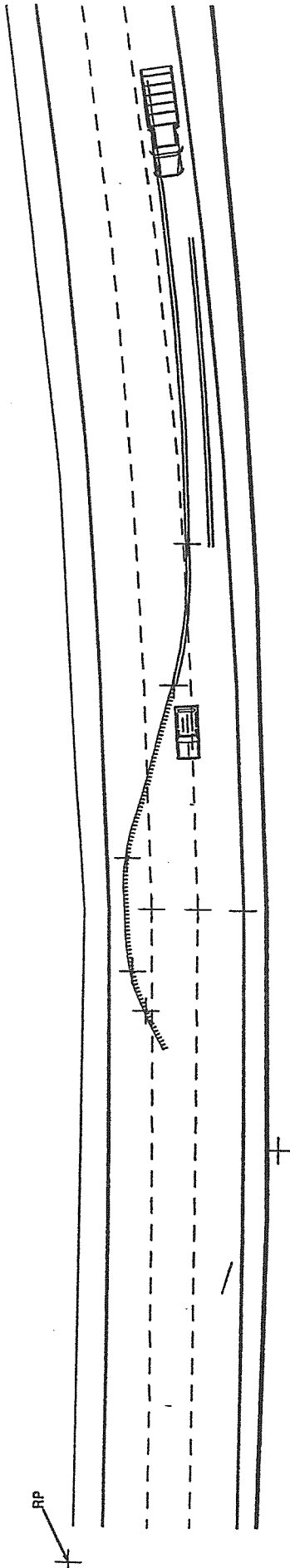
E. Independence Blvd.

To I-277 →

Off. J.A. Raby
HITS UNIT



SCALE DRAWING



← To Briarcreek Rd.

E. Independence Blvd.

To I-277 →

Off. J.A. Raby
HTS UNIT

CASE NUMBER 20031121175902

Item # 1 1996 Chevrolet (Dump Truck)

Comments: Drag Factor of the Roadway for a non-ABS vehicle

**** AVERAGE DRAG FACTOR ****

$$f = \frac{F}{W}$$

f = The Acceleration/ Drag Factor.
F = The Pull Force in Pounds.
W = The Weight in Pounds.

$f = \frac{35.00}{40.00}$	$f = \frac{35.00}{40.00}$	$f = \frac{36.00}{40.00}$	$f = \frac{36.00}{40.00}$	$f = \frac{35.00}{40.00}$
f = 0.87	f = 0.87	f = 0.90	f = 0.90	f = 0.87

Sum of DF's = 0.87 + 0.87 + 0.90 + 0.90 + 0.87

Sum of DF's = 4.41

$af = \frac{\text{Sum of DF's}}{\text{\# of DF's}}$	$af = \frac{4.41}{5.00}$
---	--------------------------

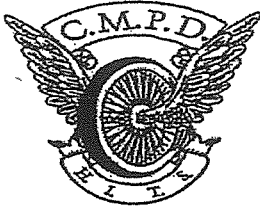
af = The Average Drag Factor.

af = 0.88

INPUTS:	
The Drag Sled Weight in Pounds is:	40.00
The Sum of the DF's is:	4.41
The # of DF's is:	5.00

RESULTS:	
The Average Drag Factor is:	0.88

Phone:
Fax:
Internet: <http://<your site here>>
E-Mail: <your mail@your server here>



**Charlotte-Mecklenburg Police Department
Highway Interdiction & Traffic Safety Unit**

601 E. Trade Street
Charlotte, NC 28202
704 336-4465

Officer G.S. Pressley Jr. #1742

Collision Reconstruction Summary

Case Number: 2003-1121-175902

Introduction: On Friday, November 21, 2003, approximately 1800 hrs, I was driving on McDowell Street en-route to the city garage on Seigle Avenue. The telecommunicator asked if there were any HITS Units near Independence Boulevard. Since I was the only HITS car unit on duty at the time, I advised the telecommunicator that I was on McDowell Street at the intersection of East 7th Street. I asked if I could assist. The telecommunicator advised that there was a report of a vehicle fire on Independence Boulevard and that there was a child still trapped inside. I then activated my emergency equipment and responded to East Independence Boulevard. (US Highway 74) near the intersection of Rockway Drive. While I was en-route to the scene, traffic began to slow down, near the Pecan Avenue Bridge. A short distance later, traffic was at a stand still. I advised the telecommunicator to have the fire department respond in the HOV lane because of the stopped traffic. With my emergency equipment activated, I was able to utilize the left side emergency lane and maneuver my way through the stopped traffic.

Scene of the Crash: As I neared the scene, I observed a huge fire in the middle of the road. The fire was bright orange in color and was producing heavy dark smoke. The flames were approximately 30 feet high. As I arrived at the scene, I parked my vehicle in the left side emergency lane. I observed a box-type cube van parked approximately 50 feet in front of my vehicle. The vehicle was parked in the left emergency lane, close to the retaining wall, but the right side of the cube van was partially in the left travel lane of eastbound Highway 74. The vehicle was lettered with the company name Neighborhood Handyman Services on it.

I exited my vehicle and could see the frame of a vehicle totally engulfed in fire. As I approached the vehicle, I determined that if someone were still inside the vehicle, there was nothing I could have done to save them. The vehicle was positioned in the middle of the roadway, facing in the opposite direction of travel for eastbound traffic. I observed three females sitting in the grass on the edge of the roadway. One female was talking on a cell phone. The females appeared to be in a state of disbelief.

Approximately 30 seconds later CFD Engine 1 arrived on the scene via the HOV lane. The fire captain on the engine asked me if anyone was still inside. I advised him that the information that I had received was that there was still someone inside. The firefighters were pulling hoses from the engine, in an attempt to extinguish the fire, as fast as they could. I assisted them with the dragging of the fire hoses as well.

At this time I noticed that a Medic unit had arrived on the scene and were treating the three females sitting alongside the road. I observed the box-type cube van now sitting across the middle and right lanes of Highway 74. An ambulance was parked near the location where the cube van had originally been parked. As the firefighters started extinguishing the fire, I was advised by one of the medics that there was in fact still someone inside the vehicle. I immediately advise the fire captain of this information.

Several other pieces of fire apparatus had arrived on the scene at this point. I saw several other firefighters pull another hose from Ladder 1 and also began to attack the vehicle fire. The fire continued to burn out of control, especially from the rear of the vehicle. This portion of the fire continued to burn with a bright orange flame. I also observed a dump truck sitting against the left side concrete retaining wall. Portions of the wooden boards along the top of the dump truck bed and a right rear reflector were also burning as a result of the intense heat of the vehicle fire.

By this time several other CMPD patrol units had arrived on the scene as well as a news helicopter. I saw CMPD Officer W.W. Eubank on the scene and advised him of the situation. Officer Eubank, who is also a collision re-constructionist, started marking the evidence on the scene with spray paint. At this point, CFD had gotten the vehicle fire under control. The fire was extinguished enough to determine that there was in fact a victim still inside the vehicle. The charred body was seated in the left rear passenger's seat. The body was leaning slightly toward the center of the vehicle. Once the fire was extinguished, the victim's body was covered with a plastic sheet.

Officer Eubank and I continued to mark the roadway evidence. We observed scrapes and tire marks along the concrete retaining wall. I also observed red plastic ground into the concrete. Debris from the vehicle was lying on the HOV lane side of the retaining wall. Much of the roadway evidence prior to the fire scene was underneath the hundreds of cars that were stopped in the roadway. We had to wait for a couple of hours, until the cars were moved, before we could analyze and mark this part of the scene.

Once the roadway was clear, I observed a set of tandem skid marks in the left lane of eastbound Highway 74. These skids started in the left lane, and then crossed into the middle lane in a curve type manner. The skids continued partially into the right lane before curving back into the middle lane. The skids continued through the middle lane toward the concrete retaining wall. These skids were very distinct. They were heavy and dark in color. The skids were very sticky and tacky when I walked on them. It felt like glue on the bottom of my shoe as I walked across them. I observed a set of off-set skids near the middle and left lane divider. This off-set was determined to be the area of impact (AOI). The AOI and final rest of both vehicles were also marked.

I requested NCSHP Motor Carrier Enforcement Officers to respond to the scene to assist with the CMV. Sergeant Deason and Officer Embrey responded to the scene and conducted a full motor carrier inspection of the dump truck.

Vehicle Examination: The dump truck was a five axle vehicle, with the two air bag axles in the up position. The dump truck had Jireh Trucking on the doors. It was positioned against the left concrete retaining wall. The front wheels were turned sharply to the left as it sat against the wall. The dump truck had sustained damage to the front bumper. The bumper had scrape marks across the length of it. The left side (driver's side) of the bumper was crushed in further than the rest of the bumper. Green paint

chips, similar to the vehicle's paint color, were also found on this portion of the bumper. I observed no other obvious damage to the dump truck.

The burnt vehicle was determined to be a Jeep Liberty. A small portion of the Jeep's paint was still intact near the right side quarter panel. This portion of the Jeep was a drab green color. The Jeep had very little structural damage, other than the obvious fire damage. There was side impact damage to the right rear passenger door. The left rear wheel of the Jeep had been sheared off along with part of the brake pad. Both of these items were lying behind the dump truck. The rear hatch door of the Jeep was open as was the driver's door. The vehicle was facing approximately 150 degrees in the opposite direction of normal eastbound traffic. At the rear of the Jeep, the metal fuel filler valve was found lying on the ground. The fuel tank was completely destroyed. The only portion of the fuel tank that remained was the two metal straps that hold the tank underneath the vehicle. The asphalt around the Jeep was burned and charred as a result of the fire.

On Saturday, November 22, 2003, I requested the assistance of CFD Investigator P.E. Wilkinson. Investigator Wilkinson met me at Dellinger Wrecker to assist with the investigation of the Jeep fire. Investigator Wilkinson photographed the vehicle. He also examined the vehicle for the cause and origin of the fire. The fire appeared to have started near the right rear of the vehicle near the exhaust pipe, as this was the area with the most damage. The exhaust pipe was heavily oxidized closest to the area of the gas tank. The underside of the vehicle had fire damage at the rear of the vehicle, but appeared to be normal toward the front. The right rear corner had extensive fire damage and oxidation. We examined the rear hatch door and observed no pry marks around the latch. There was induced damage around the latch that prohibited the door from closing completely. This damage indicated that the latch may have failed during the collision, thus causing the door to come open.

Investigator Wilkinson and I also went to the Jeep dealership on South Boulevard and examined a new Jeep Liberty, so we could compare it to the burned Jeep.

Scene Measurement: On Wednesday, November 26, 2003, approximately 2200 hrs, I was assisted by several HITS Officers with the assessment of the crash scene. Officers Jordan, Raby and Holl assisted with the scene measurement. Officer Raby and I measured the scene with the laser. We measured the skid distances of the dump truck along with the chord and middle ordinate of the curved tire impressions. We also measured the final rest of the vehicles, lane widths and other roadway evidence. Please see Officer R.S. Jordan's reconstruction report as he assisted me on this case with the speed determination of the CMV.

Summary: Pending any new evidence and witness statements, the following is my conclusion of the incident: Vehicles #1 and #2 were traveling in the left lane of eastbound Highway 74. Vehicle #2 slowed to a stop because of the disabled cube van. Vehicle #2 then proceeded around the disabled cube van. Vehicle #1 slammed on brakes and steered to the right in an attempt to avoid colliding with the disabled vehicle and vehicle #2. Vehicle #1 then traveled back toward the retaining wall and struck vehicle #2 in the right rear passenger door as it was accelerating back into traffic. This impact pushed vehicle #2 into the retaining wall where it then rode up on top of the wall and

flipped over. The left rear wheel was broken off and the fuel tank was ruptured as a result of the collision. Vehicle #2 then ended up at final rest. The vapors from the ruptured fuel tank ignited from the heat of the exhaust pipe. The vehicle then caught fire. The victim was unable to escape the fire. Vehicle #1 continued traveling along the retaining wall until stopping at final rest.

+1 Q
 +3 B
 +4 C
 +5 D
 +6 E
 +7 F
 +8 G
 +9 H
 +10 I
 +11 J
 +12 K
 +13 L
 +14 M
 +15 N
 +16 O
 +17 P
 +18 Q
 +19 R
 +20 S
 +21 T
 +22 U
 +23 V
 +24 W
 +25 X
 +26 Y

+27 Z

+28 A1
 +29 B1
 +30 C1
 +31 D1
 +32 E1
 +33 F1
 +34 G1
 +35 H1
 +36 I1
 +37 J1
 +38 K1
 +45 R1
 +46 S1
 +47 T1
 +48 U1
 +49 V1
 +50 W1

+44 G1
 +45 H1
 +46 I1
 +47 J1
 +48 K1
 +49 L1
 +50 M1

+51 X1
 +52 Y1
 +53 Z1
 +41 N1
 +54 A2
 +55 B2
 +56 C2

+43 P1

+57 D2
 +58 E2
 +59 F2
 +60 G2
 +42 O1
 +61 H2
 +62 I2



CHARLOTTE-MECKLENBURG POLICE DEPARTMENT
HIGHWAY INTERDICTION & TRAFFIC SAFETY UNIT

MEDIA BRIEFING SHEET

Complaint Number: 2003-1121-175901

Crash Location: Independence Blvd.(EB) near Rockway Dr ZZ00



Driver One Information:

Name: _____ Date of Birth: _____ Status: _____

Vehicle Driven: 1996 CHEV TR

Passenger Information Vehicle One:

Names: _____ Date of Birth: _____ Status: _____

_____ Date of Birth: _____ Status: _____

_____ Date of Birth: _____ Status: _____

_____ Date of Birth: _____ Status: _____

DRIVER

Driver Two Information:

Name: _____ Date of Birth: _____ Status: _____

Vehicle Driven: 2004 JEEP LIBERTY



Passenger Information Vehicle Two:

Names: _____ Date of Birth: _____ Status: _____

_____ Date of Birth: _____ Status: _____

_____ Date of Birth: _____ Status: _____

_____ Date of Birth: _____ Status: _____

Narrative: _____

**** FURTHER INFORMATION WILL BE RELEASED THROUGH
THE PUBLIC INFORMATION OFFICE****

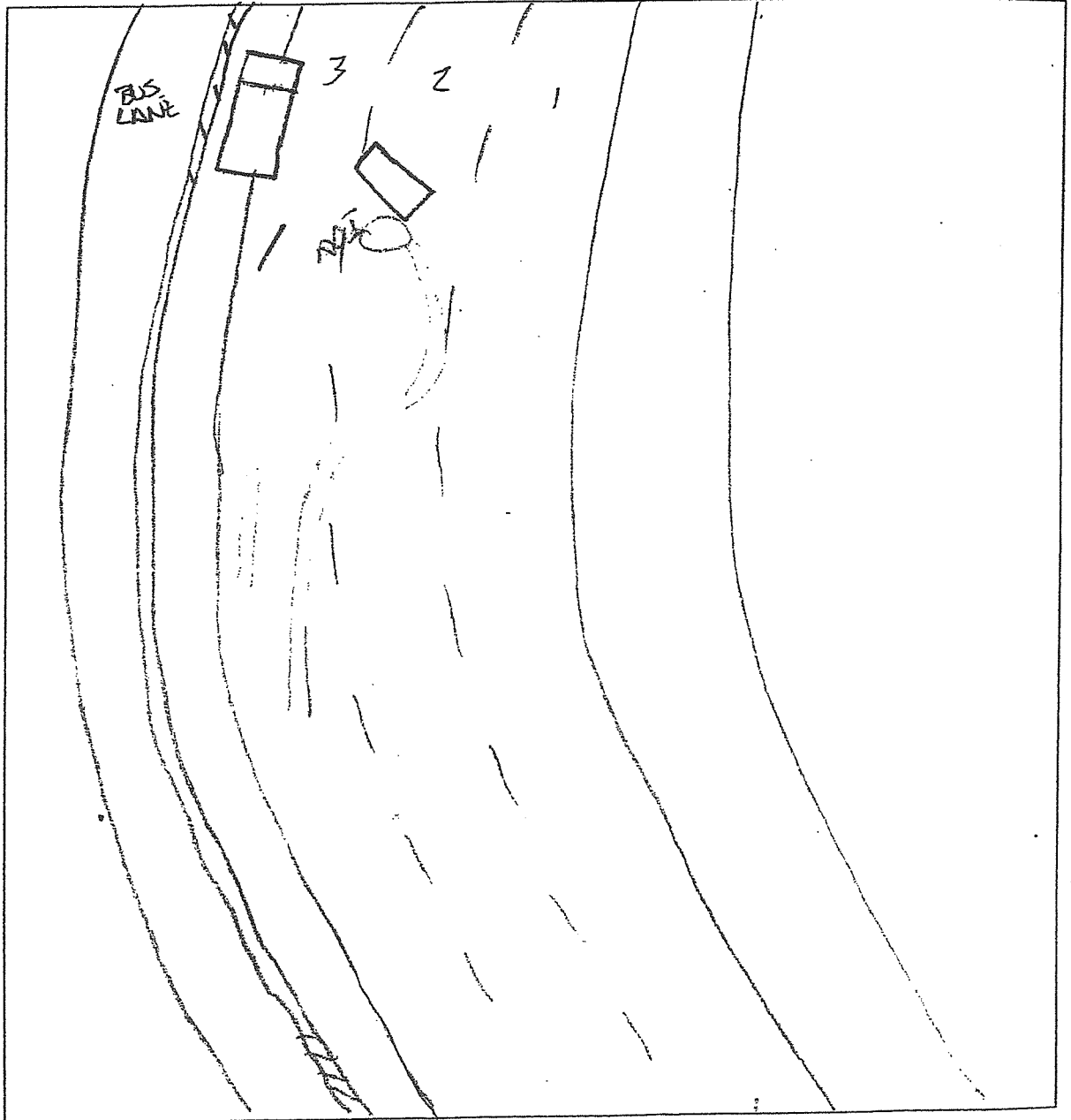
WING 703527

Charlotte-Mecklenburg Police Department Highway Interdiction And Traffic Safety

Diagram



Indicate North



Case Number _____

Page _____

Field Measurements for Independence Blvd.

Complaint Number 20031121-175901

Road (lane) width measurements

Baseline	Edge of road	Fog Line	Lane 1	Lane2	Fog Line	Wall	
At 0 5'							
At 50'							
At 100'							
At 150'							
At 200'							
At 250'							
At 300'							
At 350'							
At 400'							
	N	S	E	W	DESCRIPTION		
A							
B							
C							
D							
E							
F							
G							
H							
I							
J							
K							
L							
M							
N							
O							
P							
Q							
R							
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T							
U							
V							
W							
X							
Y							
Z							
AA							
BB							
CC							
DD							
EE							
FF							
GG							
HH							
II							

Field Measurements for Independence Blvd.

Incident Number 20031121-175901

	N	S	E	W	DESCRIPTION
JJ					
KK					
LL					
MM					
NN					
OO					
PP					
QQ					
RR					
SS					
TT					
UU					
VV					
WW					
XX					
YY					
ZZ					
AAA					
BBB					
CCC					
DDD					
EEE					
FFF					
GGG					
HHH					
III					
JJJ					
KKK					
LLL					
MMM					
NNN					
OOO					
PPP					
QQQ					
RRR					
SSS					
TTT					
UUU					
VVV					
WWW					
XXX					
YYY					
ZZZ					

**Charlotte-Mecklenburg Police Department
Highway Interdiction and Traffic Safety**

Collision Scene Field Measurements

Vehicles

Reference Point:				1.
Reference Point C:				2.
Base Line:				3.
Location:				4.
Date:	Start:	Finish:	Roads/Weather:	
Reconstructionist: Assisted By:				Complaint Number:
(+) X East	(-) X West	(+) Y North	(-) Y South	Description
	9 ⁴	1 ⁰		A ROAD WIDTH @ 10' EDGE OF ROAD
	9 ⁵	8 ⁴		B " " " FOG LINE
	9 ⁴	19 ⁶		C " " " DOTTED LINE #1
	9 ⁴	30 ²		D " " " #2
	9 ⁵	42 ⁴		E " " " YELLOW LINE #3
	9 ⁵	47 ²		F " " " WALL
	17 ⁵	40 ²		G DUMP TRUCK RF
	18 ⁶	47 ⁵		H " " " LF
	28 ⁰	40 ⁵		I " " " RT SIDE #1 AIRBAG
	29 ⁹	40 ⁴		J " " " " " #2 "
	33 ⁹	39 ⁵		K " " " " " #1 REAR AXLE

Collision Scene Field Measurements

Complaint Number

(+) X East	(-) X West	(+) Y North	(-) Y South	Description
	39 ³	40 ¹		L DUMP TRUCK RT REAR AXLE
	35 ⁸	29 ⁶		M LEFT REAR CORNER JEEP
	39 ⁵	34 ⁴		N RIGHT " "
	45 ⁸	22 ¹		O LEFT FRONT " "
	50 ⁰	27 ¹		P RT FRONT " "
	46 ⁸	44 ⁰		Q LEFT REAR TIRE JEEP FINAL REST
	56 ¹	1 ²		R ROAD WIDTH EDGE ROAD
	56 ²	8 ⁰		S " " FOG LINE
	56 ¹	19 ⁷		T " " LANE 1 BOTTLED LINE
	56 ⁰	31 ⁰		U LANE 2 " "
	56 ⁰	42 ⁸		V " " YELLOW LINE
	56 ⁰	48 ⁰		W " " WALL
	69 ⁵	37 ⁴		X END OF GOUSE
	77 ⁴	39 ⁹		Y START " "
	105 ⁹	51 ⁰		Z REFLECTOR OF JEEP 1ST CONTACT W/WALL
	126 ¹	28 ⁴		A1 AOI / END OF SKID JEEP
	131 ³	22 ²		B1 RT REAR TANDUM OUTSIDE TIRE END OF RADIUS
	131 ³	23 ⁵		C1 " " " INSIDE " " " " " "
	141 ⁰	17 ¹		D1 RT REAR TANDUM OUTSIDE TIRE

Collision Scene Field Measurements

Complaint Number

(+) X East	(-) X West	(+) Y North	(-) Y South	Description
	140 ⁸	18 ²		E1 RT REAR TAILGATE INSIDE
	151 ⁰	13 ⁵		F1 RT " " OUTSIDE
	151 ⁰	14 ⁶		G1 " " " INSIDE
	166 ⁶	11 ⁵		H1 " " " OUTSIDE
	166 ⁴	12 ⁶		I1 " " " INSIDE
	179 ⁸	11 ⁸		J1 " " " OUTSIDE
	179 ⁶	12 ⁸		K1 " " " INSIDE / BEGIN OF SIDE SKID
	224 ¹	22 ⁸		L1 " " " OUTSIDE
	223 ⁹	23 ⁰		M1 " " " INSIDE / END OF STRAIGHT SKID
	259 ⁹	25 ⁴		N1 STRAIGHT SKID DUMP TRUCK RT SIDE
	376 ²	13 ¹		O1 BEGIN SKID DUMP TRUCK RT SIDE
	337 ⁰	25 ¹		P1 " " " LT SIDE
	207 ⁷	25 ³		Q1 " " " JUMP RT SIDE
	166 ⁹	0 ⁰		R1 ROAD WIDTH EDGE
	166 ³	7 ¹		S1 " " " FOS LINE
	166 ⁹	18 ¹		TI " " " DOTTED LINE #1
	166 ⁹	29 ²		UI " " " #2
	166 ²	41 ³		VI " " " YELLOW LINE

Collision Scene Field Measurements

Complaint Number

(+) X East	(-) X West	(+) Y North	(-) Y South	Description
	167 ⁰	48 ³		W1 ROADWIDTH @ WALL
	276 ²		7 ²	X1 " EDGE
	276 ⁰		0 ⁰	Y1 " FOG LINE
	276 ¹	11 ³		Z1 Z1 " DOTTED LINE #1
	275 ⁸	23 ⁰		A2 " " " #Z
	275 ⁹	31 ⁸		B2 " YELLOW LINE
	276 ⁰	43 ⁷		C2 " WALL
	394 ⁹		22 ⁶	D2 " EDGE
	395 ²		15 ¹	E2 " FOG LINE
	394 ⁹		3 ⁴	F2 " DOTTED #1
	394 ⁹	7 ⁴		G2 " " #Z
	394 ⁹	19 ⁷		H2 " YELLOW LINE
	395 ⁰	29 ⁷		I2 " WALL
				I2
				J2
				K2
				L2
				M2



North Carolina DMV
 1100 New Bern Ave
 Raleigh, NC 27697
 Phone: (919)861-3186

DRIVER VEHICLE EXAMINATION REPORT

Report Number: NC0324000080
 Inspection Date: 11/21/2003
 Start Time: 7:00 PM End Time: 10:00 PM
 Insp. Level: 1-Full,

JIREH TRUCKING INC
 PO BOX 5695
 STATESVILLE, NC
 Phone#: (704)902-1964 Fax#:
 USDOT#: 00722667 ICC#: 382522
 State#:

Driver: [REDACTED] State: NC
 License#: [REDACTED]
 Date of Birth: [REDACTED]
 CoDriver: [REDACTED]
 License#: [REDACTED] State:
 Date of Birth: [REDACTED]

Location: CHARLOTTE
 Highway: US74
 County: MECKLENBURG

MilePost: Shipper: N/A
 Origin: CHARLOTTE, NC Bill of Lading: N/A
 Destination: CHARLOTTE, NC Cargo: Empty

VEHICLE IDENTIFICATION

Unit	Type	Make	Year	State	License #	Company #	Vin #	GVWR	CVSA #	OOS#
1	TR	CHEV	1996	NC	[REDACTED]	J-24	1GBT7HYJ9TJ [REDACTED]	54,600		22121

BRAKE ADJUSTMENTS

Axle #	1	2	3	4	5
Right	1 1/2	1	1	1 1/2	1
Left	1 1/2	1	1 1/8	1	1 3/4
Chamber	C-30	C-30	C-30	C-30	C-30

181 560

VIOLATIONS

Section Code	St	Unit	OOS	Citation #	Verify	Violations Discovered
391.41(a)		D	N		N	No medical certificate in driver's possession
392.16		D	N	[REDACTED]	N	Failing to use seat belt while operating CMV
392.7		D	N		N	No pretrip inspection/DRIVE STATED HE DID NOT COMPLETE PTI
393.78		1	N		N	Windshield wipers inoperative/defective
396.5		1	N		N	Excessive oil leaks/FROM ENGINE
393.46(b)		1	N		N	Brake connections with leaks #3 AXLE RIGHT SIDE AT CHAMBER
393.25(f)		1	Y		U	Stop lamp violations

Haz Mat: No HM Transported.

Placard: No Cargo Tank:

Special Checks: Post Crash

Miscellaneous:

CDL REQUIRED Y/N: Y; POST CRASH INSP. Y/N: Y; FEDERAL INSP. DATE: 07/07/2003; GPS LATITUDE: N/A; GPS LONGITUDE: N/A;
 FEIN/SSN # [REDACTED] FUEL DECAL #: 1254229; IFTA STATE: NC; OOS FINES ASSESSED Y/N: Y; (1) OSS CITATION #: [REDACTED]
 (2) OSS CITATION #: N/A; DRIVER OOS FINES: N/A; VEHICLE OSS FINES: 50.00; HAZMAT OOS FINES: N/A; TOTAL OOS FINES: 50.0
 PAYMENT RECEIPT #: EXTEND CRE; ENF 500 REPORT #: 1258178;

Report Prepared By: W.C. Embrey Badge #: 3315 Copy Received By: [REDACTED] Page 1 of 2
 X [Signature] X



NC0324000080
 EA12-005- Chrysler -014975



North Carolina DMV
 1100 New Bern Ave
 Raleigh, NC 27697
 Phone: (919)861-3186

DRIVER VEHICLE EXAMINATION REPORT
 Report Number: NC0324000080
 Inspection Date: 11/21/2003
 Start Time: 7:00 PM End Time: 10:00 PM
 Insp. Level: 1-Full,

JIREH TRUCKING INC
 PO BOX 5695
 STATESVILLE, NC
 Phone#: (704)902-1964 Fax#: _____
 USDOT#: 00722667 ICC#: 382522
 State#: _____

Driver: _____ State: NC
 License#: _____
 Date of Birth: _____
 CoDriver: _____
 License#: _____ State: _____
 Date of Birth: _____

Vehicle Placed Out of Service: The vehicle(s) listed on this report and indicated as being Out of Service, shall not be operated all Out of Service violations have been corrected. No motor carrier shall allow and no driver shall operate a commercial motor vehicle(s) after said vehicle(s) have been placed Out of Service, until such time as repairs have been made and compliance with Federal Motor Carrier Safety Regulations and/or the Hazardous Material Transportation Regulations have been met.

Mechanic Certification : The undersigned certifies that all repairs for violations entered on this report have been made and the vehicle(s) listed on this report are in compliance with the safety requirements of CFR -49 Part 393 and 396 of the Federal Motor Carrier Safety Regulations, to the best of my knowledge.

Signature Of Repairer X: _____ Facility: _____ Date: _____

Motor Carrier Certification: The undersigned, on behalf of the Motor Carrier named on this report, certifies that all violations ente on this report have been corrected and action has been taken to assure compliance with the Federal Motor Carrier Safety and Hazardous Material Transportation Regulations insofar as they are applicable to motor carriers; drivers and commercial motor vehicles as prescribed in CFR - Title 49 of the United States Codes and those adopted by North Carolina. This report shall be signed and returned to the address above within 15 days from issuance of this report.

Signature Of Motor Carrier X: _____ Date: _____

Report Prepared By: W.C. Embrey Badge #: 3315 Copy Received By: _____ Page 2 of 2
 x W.C. Embrey 3315 X _____



NC0324000080
 EA12-005-Chrysler -014976

North Carolina State Highway Patrol

Out-of-Service Fine Citation

Motor Carrier Enforcement Section
 4702 Mail Service Center
 Raleigh, NC 27699-4702
 (919)861-3185

Citation: 1013137-3

Associated Citation #	Status
N/A	N/A

Issuing Registry #: 3315		Stop Date: 11-21-2003		Stop Time: 13:36		Stop Code: MC INSPECTION	
Location: us hwy 72				County: MECKLENBURG		Nearest City: charlotte	
Motor Carrier Name: JIREH TRUCKING, INC							
USDOT: 722667				ICC #:		Phone #:	
Mailing Address: [REDACTED]				Resident Address: [REDACTED]			
City: statesville		St: NC		City: STATESVILLE		St: NORTH CAROLINA	
Zip: [REDACTED]		Zip: [REDACTED]		Zip: [REDACTED]		Zip: [REDACTED]	
ASPEN #: 0324000080				ENF-500: 1258178			
Additional Owner Name:							
DBA:							
Driver Name: [REDACTED]				Date of Birth: [REDACTED]			
Driver License #: [REDACTED]				Driver License St: NC			

COS Paragraph	Unit	Violation Code	Violation / Defect Description	Group	Fine Amount
6B	1	393.25F	TURN AND STOP	2	\$50.00

Issue Date: 11-21-2003		Release Date: 11-24-2003		
Release Time: 13:45		Vehicle Held: NO		
Receipt #:		Driver Fines Assessed		\$0.00
		Haz Mat Fines Assessed		\$0.00
Driver/Carrier Agent Signature and Date		Vehicle Fines Assessed		\$50.00
		Total Fines Assessed		\$50.00

Note to Driver: This Citation must be furnished to the Motor Carrier.
Note to Motor Carrier: The fines assessed in this Citation are for Out-of-Service violations detected upon inspection of your equipment, driver or hazardous material shipment. Protest procedures are attached. Retain a copy of this form for one year.

Issuing Member Name: EMBREY WAYNE	Member Signature and Date:
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EA12-005- Chrysler -014977

North Carolina State Highway Patrol

Out-of-Service Fine Citation

Motor Carrier Enforcement Section

4702 Mail Service Center

Raleigh, NC 27699-4702

(919)861-3185

The undersigned certifies that all violations noted on this certification are Out-of-Service violations in accordance with current Commercial Vehicle Safety Alliance Out-of-Service Criteria. The violation(s) listed and Out-of-Service Fines are authorized by North Carolina General Statute 20-17.7 and 19A NCAC 3D.0801

Any protest on this citation should be mailed to the address at the top of the form.

Late fees and interest are assessed on the balance unpaid over thirty days.

Make check payable to: NC Division of Motor Vehicles (include citation number on the check).

Mail payment with one copy of this notice to:

**N.C. Division of Motor Vehicles
Fiscal Section
P.O. Box 29615
Raleigh, NC 27626-0615
(919)861-3663**

Protest Procedures

PURSUANT TO: 19A NCAC 3D.0801

g) Whenever a Motor Carrier of a Commercial Motor Vehicle shall have a valid defense to the enforcement of the collection of fines for violation of Out-of-Service criteria, such Motor Carrier shall pay such fine without prejudice to any defense or rights he may have, and he may, at any time within 30 days after such payments demand the same in writing from the Secretary of Crime Control and Public Safety.

Statutory Authority: N.C. Gen. Stat. 20-2 and N.C. Gen. Stat. 20-17.7

Send protest to:

North Carolina State Highway Patrol
Motor Carrier Enforcement Section
4702 Mail Service Center
Raleigh, NC 27699-4702
(919)861-3185

NORTH CAROLINA STATE HIGHWAY PATROL MOTOR CARRIER ENFORCEMENT
COMMERCIAL VEHICLE ACCIDENT/INCIDENT REPORT

OFFICER W.C. EMBREY		NO 3315	DISTRICT H5	DATE OF REPORT 11/21/2003	PRIMARY ENF-500 1258178
DATE OF ACCIDENT 11/21/2003	TIME 14:00	DAY OF WEEK FRIDAY	VISIBILITY CLEAR	WEATHER CONDITIONS CLEAR	
PROPERTY DAMAGE ONLY 1	TOTAL NO. INJURIES 3	TOTAL NO. FATALITIES 1	HAZARDOUS MATERIAL YES NO	AGENCY ASSISTED CMPD	
LEVEL 1 INSPECTION COMPLETED YES NO		IF NO, EXPLAIN			
EXACT LOCATION US74		NEAREST CITY CHARLOTTE		COUNTY MECKLENBURG	COUNTY CODE 119
NO ENF-500'S ATTACHED 1	NO COMMERCIAL VEHICLES 1	NON COMMERCIAL VEHICLES 1	TOTAL 2	TIME ROAD BLOCKED 18:45	PHOTOGRAPHS ATTACHED YES NO
VEHICLE TYPE TR	LICENSE PLATE NUMBER	LICENSE STATE NC	VIN 1GBT7HYJ9T	NO FATALITES N/A	NO INJURED N/A
VEHICLE TYPE MP	LICENSE PLATE NUMBER UNKN	LICENSE STATE NC	VIN UNKN	NO FATALITES 1	NO INJURED 3
VEHICLE TYPE	LICENSE PLATE NUMBER	LICENSE STATE	VIN	NO FATALITES	NO INJURED
ON ABOVE DATE REPORTING OFFICER ASSISTED CHARLOTTE MECKLENBURG POLICE WITH ABOVE CRASH. VICTIMS INFORMATION NOT GIVEN UPON DATE OF REPORT. CRASH REPORT # 20031121175901 (CMPD) NOT RELEASED AT PRESENT TIME. SEE ENF-503 FOR DETAILED INFORMATION ON ABOVE.					
EA12-005 Chrysler 014970					
SIGNATURE OF OFFICER <i>W.C. Embrey</i>	SUPERVISOR SIGNATURE <i>[Signature]</i>		SUPV. NO 33021	SUPP ACC RPT COMPLETED YES NO	

NORTH CAROLINA STATE HIGHWAY PATROL MOTOR CARRIER ENFORCEMENT MOTOR CARRIER SUPPLEMENTAL ACCIDENT INVESTIGATION REPORT

OFFICER'S NAME		W.C. EMBREY		NO	3315	DISTRICT	H/5	PRIMARY ENF-500	1258178	
ADDITIONAL MOTOR CARRIER INFORMATION (PROVIDE APPLICABLE INFORMATION (CIRCLE APPROPRIATE ANSWER))										
OWNER OF VEHICLE (if different from M/C)				SAME AS MC			ADDRESS			N/A
CITY		N/A		STATE		N/A		ZIP		N/A
PHONE		N/A								
TYPE OF CARRIAGE BEING PERFORMED (circle applicable) COMMON CONTRACT EXEMPT PRIVATE PVT PASSENGER - BUSINESS NON-BUSINESS										
NAME OF M/C OFFICIAL CONTACTED:				[REDACTED]		TITLE		OWNER		PHONE
[REDACTED]				[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
LOAD INFORMATION										
CARGO TYPE		EMPTY		WEIGHT		T-24,560		MANIFEST NO		N/A
DATE		N/A								
SHIPPED FROM		N/A		DESTINATION				N/A		HAZARDOUS MATERIAL
YES		NO								
CARGO DESCRIPTION		EMPTY / TARE WEIGHT 24,560								
DRIVER AND DRIVER LICENSE INFORMATION										
DRIVER NAME				[REDACTED]		OL NO.		[REDACTED]		STATE
NC		CLASS		A						
ADDRESS				[REDACTED]		ENDORSEMENT		H		RESTRICTIONS
NONE										
CITY		CHARLOTTE		STATE/ZIP		NC [REDACTED]		EXPIRATION DATE		[REDACTED]
HOME PHONE NO.		[REDACTED]								
DOB		[REDACTED]		SEX - MALE		FEMALE		WGT		320
HGT		5'9"		EYE COLOR		BROWN		BUSINESS PHONE NO.		[REDACTED]
CO-DRIVER INFORMATION										
CO-DRIVER NAME				N/A		OL NO.		N/A		STATE
N/A		CLASS		N/A						
ADDRESS				N/A		ENDORSEMENT		N/A		RESTRICTIONS
NONE										
CITY		N/A		STATE/ZIP		N/A		EXPIRATION DATE		N/A
PHONE NO.		N/A								
DOB		N/A		SEX - MALE		FEMALE		WGT		
HGT		N/A		EYE COLOR		N/A		BUSINESS PHONE NO.		N/A
MEDICAL CERTIFICATE INFORMATION - DRIVER										
DATE OF EXAMINATION		N/A		EXPIRATION		N/A		CORRECTIVE LENSES		Y N
HEARING AID		Y N								
MEDIC ALERT		Y N		EXAMING MD		n/a		CLINIC/PHONE		N/A
CO-DRIVER INFORMATION										
DATE OF EXAMINATION		N/A		EXPIRATION				CORRECTIVE LENSES		Y N
HEARING AID		Y N								
MEDIC ALERT		Y N		EXAMING MD		N/A		CLINIC/PHONE		N/A
VEHICLE INFORMATION (circle appropriate information)										
POWER UNIT-MAKE		CHEV		MODEL		KOD		COLOR		WHITE
VIN		1GBT7HYJ9TJ		[REDACTED]						
GVWR POWER UNIT		54,600		STATE INSP INI INFO-		N/A ST-NC		DATE INSP		Jul-03
EXP.		07/2004		NO.		[REDACTED]				
TRANSMISSION:		AUTO		STANDARD		GEARS		8		MILEAGE
345143.1		NUMBER AXLES		DOWN-		3		UP-2		A/C-
ON		OFF		NONE						
AUTOMATIC ON-BOARD RECORDING DEVICE		Y N		SEALED		Y N		AM/FM RADIO		ON OFF NONE
CB RADIO-		ON OFF NONE								
BUSINESS BAND RADIO		ON OFF NONE		MOBILE TELEPHONE		Y N		RADAR DETECTOR		Y N
POLICE SCANNER		Y N								
GENERAL CONDITION CAB - DIRTY, TRASH ON FLOOR INSIDE CAB LIGHT NOT WORKING										
VEHICLE EQUIPPED WITH SEAT BELTS				Y N		TYPE OF SEAT BELTS		LAI/LAP/SHOULDER		OTHER -
EA12-005		Chrysler		014900						
SEAT BELT WORN - DRIVER		Y N		LAP ONLY		LAP/SHOULDER		CO-DRIVER BELT WORN		Y N
LAP ONLY		LAP/SHOULDER								

TRAILER AND CONVERTER DOLLY INFORMATION									
TRAILER #1 OWNER					ADDRESS				
MODEL		COLOR		VIN		FED ANNUAL INSP		EXPIRATION	
GVWR TRAILER		REGISTERED GROSS WEIGHT		NUMBER AXLES		DOWN-		UP-	
LICENSE PLATE NUMBER		LICENSE STAT		COMMENTS					
TRAILER #2 OWNER					ADDRESS				
MODEL		COLOR		VIN		FED ANNUAL INSP		EXPIRATION	
GVWR TRAILER		REGISTERED GROSS WEIGHT		NUMBER AXLES		DOWN-		UP-	
LICENSE PLATE NUMBER		LICENSE STAT		COMMENTS					
CONVERTER DOLLY OWNER					ADDRESS				
MAKE		YEAR		MODEL		VIN		GVWR	
COLOR		LICENSE PLATE NO		STATE		NUMBER AXLES UP- DOWN-			
FED ANNUAL INSP		EXPIRATION DATE-		NUMBER AXLES		UP- DOWN-			
VEHICLE CONDITION - POWER UNIT (Indicate condition) (circle appropriate information)									
TYPE PAPERWORK LOCATED		DAILY VEH INSP RPT		REGISTRATION		FUEL LIC/PERMIT		PAPERS ORGANIZED/FILED	
NAME DISPLAYED ON VEHICLE		JIREH TRUCKING INC		ADDRESS		CLEVELAND NC			
WHEELS (Type)		10 POINT HUB		CONDITION					
LUGS - NO. MISSING		LOCATION MISSING		N/A					
STEERING:		POWER		MANUAL		AIR		LEAKS - YES NO EXPLAIN -	
CONDITION STEERING COMPONENTS -		GOOD							
CONDITION OF BALL JOINTS -		FAIR/RUBBER WORN		STEERING WHEEL DIAMETER		18"		LASH	
WINDSHIELD WIPERS/WASHER - OPERABLE		YES		NO		CONDITION			
HEATER/DEFROSTER - OPERABLE		YES		NO		CONDITION			
REAR VISION MIRRORS - CONDITION		N/A		HORN - OPERABLE -		YES		NO COMMENTS	
SPEEDOMETER - OPERABLE		YES		NO		HOW DETERMINED		NOT TESTED	
GROUND CLEARANCE - FRT BUMPER		WIDTH		HEIGHT		REAR BUMPER		WIDTH HEIGHT UNDER RIDE	
INDICATE IF EQUIPMENT WAS OPERABLE IF DAMAGED IN ACCIDENT INDICATE IN COMMENTS									
HEADLIGHTS					FRT TURN SIGNALS				
FRONT MARKERS					FRT ID LIGHTS				
FRT CLEARANCE					REAR TURN SIG				
REAR STOP LIGHTS					REAR MARKER				
REAR ID LIGHTS					TAIL LAMPS				
REAR CLEARANCE					FOUR WAYS				
REFLECTORS					CONSPICUITY TAPE				

DESCRIBE CONDITION OF			
BATTERY INSTALLATION	OK	HEADER BOARD	OK
EXHAUST SYSTEM	OK	FUEL TANKS	OK
SUSPENSION	OK	FRAME	OK
WIRING	OK	WARNING DEVICES	OK
FIRE EXTINGUISHER	USED ON SCENE	OTHER	
COMMENTS			
TOWED UNIT #1			
REAR TURN	Y N COMMENTS	N/A	STOP LIGHT Y N COMMENTS N/A
REAR MARKER	Y N COMMENTS	N/A	REAR ID Y N COMMENTS N/A
REAR CLEARANCE	Y N COMMENTS	N/A	REAR TAIL Y N COMMENTS N/A
FOUR WAYS	Y N COMMENTS	N/A	REFLECTORS Y N COMMENTS N/A
CONSPICUITY TAPE	Y N COMMENTS	N/A	OTHER Y N COMMENTS N/A
SUSPENSION		N/A	FRAME N/A
COMMENTS NO TRAILER IN			
TOWED UNIT #2			
REAR TURN	Y N COMMENTS	N/A	STOP LIGHT Y N COMMENTS N/A
REAR MARKER	Y N COMMENTS	N/A	REAR ID Y N COMMENTS N/A
REAR CLEARANCE	Y N COMMENTS	N/A	REAR TAIL Y N COMMENTS N/A
FOUR WAYS	Y N COMMENTS	N/A	REFLECTORS Y N COMMENTS N/A
CONSPICUITY TAPE	Y N COMMENTS	N/A	OTHER Y N COMMENTS N/A
SUSPENSION		N/A	FRAME N/A
COMMENTS N/A			
BRAKE SYSTEM (Give appropriate information or add comments)			
AIR BRAKE SYSTEM - TYPE <u>S-CAM</u> DISC WEDGE OTHER _____			AIR LOSS ON BRAKE APPLICATION Y <u>N</u>
PERSON RESPONSIBLE FOR BRAKE ADJUSTMENT		UNKNOWN	POSITION UNKNOWN
LOW AIR/VACUUM WARNING DEVICE OPERABLE Y COMMENTS			
ENGINE BRAKE TYPE	OPERATIVE Y N	PARKING BRAKE TYPE	AB SWITCH OPERATIVE <u>Y</u> N
TRACTOR PROTECTION VALVE	<u>N/A</u> OPERATIVE Y N	AUTO TRAILER BRAKE APPLICATION	OPERATIVE Y N
AIR TANK SECUREMENT	UNDER CAB SECUREMENT	AIR LINES CONDITION	FAIR
GLAD HANDS	N/A	BRAKE LINING CONDITION	GOOD
		BRAKE DRUM CONDITION	GOOD
HYDRAULIC BRAKE SYSTEM TYPE HY-POWER DUAL POWER HYDRO-MAX AIR HYDRAULIC INTENSIFIER OTHER _____			
MASTER CYLINDER FLUID LEVEL		FLUID LEAKS- MASTER CYLINDER	WHEEL CYLINDER BRAKE LINES
BRAKE INDICATOR LAMPS OPERATIVE <u>Y</u> N COMMENTS			
EA12-005- Chrysler -014982			

TIRE INFORMATION										
AXLE NO	LEFT		RIGHT		AXLE NO	LEFT		RIGHT		
	OUTSIDE	INSIDE	OUTSIDE	INSIDE		OUTSIDE	INSIDE	OUTSIDE	INSIDE	
1	12643	N/A	12643	N/A	2	62480-03	N/A	6248004	N/A	
SERIAL NO.	11R22.5	N/A	11R22.5	N/A	SERIAL NO.	70R22.5	N/A	255	N/A	
SIZE	CONTINAL	N/A	CONTINAL	N/A	SIZE	YOKOHAMA	N/A	YOKOHAMA	N/A	
MAKE	SB	N/A	SB	N/A	MAKE	SB	N/A	SB	N/A	
DESIGN	96	N/A	98	N/A	DESIGN	82LBS	N/A	94LBS	N/A	
PRESSURE	15/32	N/A	16/32	N/A	PRESSURE	13/23	N/A	14/23	N/A	
TREAD DEPTH	LEFT		RIGHT		LEFT		RIGHT			
AXLE NO	3	62480-1	N/A	62480-1	N/A	4	4408	4408	4408	4408
SERIAL NO.	11R22.5	N/A	11R22.5	N/A	SERIAL NO.	11R22.5	11R22.5	11R22.5	11R22.5	
SIZE	YOKOHAMA	N/A	YOKOHAMA	N/A	MAKE	CONTINAL	CONTINAL	CONTINAL	CONTINAL	
MAKE	SB	N/A	SB	N/A	DESIGN	SB	SB	SB	SB	
DESIGN	86LBS	N/A	96LBS	N/A	PRESSURE	90LBS	90LBS	96LBS	96LBS	
PRESSURE	13/23	N/A	Nov-32	N/A	TREAD DEPTH	13/32	13/32	Nov-32	Nov-32	
TREAD DEPTH	LEFT		RIGHT		LEFT		RIGHT			
AXLE NO	5	62502	62502	62502	62502	62502	62502	62502	62502	
SERIAL NO.	11R22.5	11R22.5	11R22.5	11R22.5	SERIAL NO.	N/A	N/A	N/A	N/A	
SIZE	CONTINAL	CONTINAL	CONTINAL	CONTINAL	SIZE	N/A	N/A	N/A	N/A	
MAKE	SB	SB	SB	SB	MAKE	N/A	N/A	N/A	N/A	
DESIGN	102LBS	98LBS	95LBS	90LBS	DESIGN	N/A	N/A	N/A	N/A	
PRESSURE	13/32	13/32	13/32	13/32	PRESSURE	N/A	N/A	N/A	N/A	
TREAD DEPTH	LEFT		RIGHT		LEFT		RIGHT			
AXLE NO	LEFT		RIGHT		LEFT		RIGHT			
AXLE NO	OUTSIDE	INSIDE	OUTSIDE	INSIDE	OUTSIDE	INSIDE	OUTSIDE	INSIDE		

LOADING AND SECUREMENT OF CARGO									
NO. OF TIE DOWNS		N/A		TYPE AND SIZE OF TIE DOWNS		N/A			
DID LOAD SHIFT		Y		DESCRIBE SECUREMENT OF LOAD -		N/A			
WAS LOAD COVERED		Y N N/A		DESCRIBE COVER		TARP ROLLED UP / NO LOAD ON CMV			
TRUCK/TRAILER COUPLING DEVICE		STREIGHT TRUCK		TYPE		N/A			
PROPERLY SECURED TO VEHICLE		Y N		SAFETY DEVICES INTACT		Y N		HOW MANY/TYPE	
COMMENTS NO LOAD									
EA12-005- Chrysler -014983									

HAZARDOUS MATERIAL INFORMATION SHEET (SHIPPING PAPER INFORMATION)										
SHIPPER'S NAME					ADDRESS					
CITY					STATE/ZIP		TELEPHONE NO.			
HAZARDOUS MATERIAL LISTED ON SHIPPING PAPER (Full Description of each Product)										
1	N/A									
2	N/A									
3	N/A									
4	N/A									
5	N/A									
6	N/A									
7	N/A									
8	N/A									
9	N/A									
10	N/A									
WAS SHIPPING PAPER SIGNED			Y	N	NAME OF SIGNOR					
CERTIFICATION PLATE INFORMATION										
TANK MANUFACTURER					SERIAL NUMBER					
TANK SPECIFICATIONS				DATE MANUFACTURER			MAX DESIGN DENSITY			
DESIGN PRESSURE			NO. COMPARTMENTS				MAX PRODUCT LOAD			
HEAD MATERIAL -					SHELL MATERIAL -					
WELD MATERIAL -					N/A					
TANK CAPACITY PER COMPARTMENT			1	2	3	4	5	6	7	
300/400 SERIES TANKS (From Data Plate)			1	2	3	4	5	6	7	
SHELL MAX THICKNESS			SHELL MIN THICKNESS			HEAD MAX THICKNESS			MIN THICKNESS	
TEST DATE MARKINGS			MONTH	YEAR	TYPE OF TEST		MONTH	YEAR	TYPE OF TEST	
					V - EXTERNAL VISUAL				P - PRESSURE TEST	
					I - INTERNAL VISUAL				T - THICKNESS TEST	
					K - LEAKAGE TEST				L - LINING TEST	
TYPE OF CIRCUMFERENTIAL REINFORCEMENTS (circle)				BULKHEAD	BAFFLE	RING STIFFENERS	N/A			
PERCENT OF VOLUME LOADED PER COMPARTMENT				1	2	3	4	5	6	7
TANK DIMENSIONS: HGT			WIDTH		LENGTH					
DISTANCE FROM CENTER BOTTOM OF TANK TO ROAD					EXTERNAL VALVES & PIPING PROPERLY PROTECTED					
					Y	N				
COMMENTS:										
N/A										
EA12-005- Chrysler -014984										

LABELING INFORMATION										
PRODUCT 1					PRODUCT 2					
PRODUCT 3					PRODUCT 4					
PRODUCT 5					PRODUCT 6					
PLACARDING INFORMATION (TYPE OF PLACARD)										
PRODUCT 1					PRODUCT 2					
PRODUCT 3					PRODUCT 4					
LOCATION OF PLACARD	FRONT	LEFT SIDE	RIGHT SIDE	REAR		FRONT	LEFT SIDE	RIGHT SIDE	REAR	
CHECK IF	PRODUCT 1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	PRODUCT 2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
DISPLAYED	PRODUCT 3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	PRODUCT 4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
MARKING INFORMATION										
PRODUCT 1 NUMBER					NAME					
PRODUCT 2 NUMBER					NAME					
PRODUCT 3 NUMBER					NAME					
PRODUCT 4 NUMBER					NAME					
PRODUCT CHARACTERISTICS (CIRCLE ALL THAT APPLY)										
EXPLOSIVES	FLAMMABLE GAS	NON FLAMMABLE GAS	INHALATION HAZARD	CORROSIVE GAS						
OXIDIZER	COMBUSTIBLE LIQUID	FLAMMABLE SOLID	ORGANIC PEROXIDE	SPONTANEOUSLY COMBUSTIBLE						
HOT	INFECTIOUS SUBSTANCE	DANGEROUS WHEN WET	MARINE POLLUTANT	FLAMMABLE LIQUID						
CARGO TANK DAMAGE <input type="checkbox"/> NONE <input type="checkbox"/> LEAKAGE AT (CIRCLE AREA LISTED BELOW)										
FRONT HEAD	REAR HEAD	VALVE TOP	FRONT HEAD WELD	REAR HEAD WELD						
VALVE BOTTOM	SHELL LEFT FRONT	SHELL RIGHT FRONT	VENT TOP	SHELL LEFT REAR						
SHELL RIGHT REAR	MANWAY ASSEMBLY	SHELL WELD	BULKHEAD WELD	PIPING						
BAFFLE WELD	ATTACHMENT WELD	SUSPENSION ASSEMBLY	5TH WHEEL CONNECTION							
OTHER										
ACCIDENT DAMAGE PROTECTION		FAILED TO PROTECT			DAMAGED, BUT PROTECTED			UNDAMAGED		
OVERTURN PROTECTION		<input type="checkbox"/>			<input type="checkbox"/>			<input type="checkbox"/>		
REAR-END PROTECTION		<input type="checkbox"/>			<input type="checkbox"/>			<input type="checkbox"/>		
BOTTOM DAMAGE PROTECTION		<input type="checkbox"/>			<input type="checkbox"/>			<input type="checkbox"/>		
NON-BULK PACKAGES										
<input type="checkbox"/> BLOCKING AND BRACING - NO FAILURE					<input type="checkbox"/> FAILURE (TYPE SECUREMENT)					
SEPARATION AND SEGREGATION										
<input type="checkbox"/> IMPROPER LOADING WITH HAZARDOUS REACTION					<input type="checkbox"/> IMPROPER LOADING WITH NO HAZARDOUS REACTION					
PACKAGE FAILURE										
TYPE OF PACKAGES THAT FAILED					CAUSE OF FAILURE					
1										
2										
3										
4					EA12-005- Chrysler -014985					
5										

DRIVER'S HOURS OF SERVICE					
DATE	HOURS			TOTAL MILES DRIVEN	COMMENTS
	ON DUTY THIS DATE	DRIVING	ON DUTY NOT DRIVING		
11/21/2003	YES/5:30 AM	10	2	300	DRIVER HAULING SAND DURING DAILY OPERATION
11/20/2003	OFF	OFF	OFF	OFF	OFF
11/19/2003	OFF	OFF	OFF	OFF	OFF
11/18/2003	OFF	OFF	OFF	OFF	OFF
11/17/2003	OFF	OFF	OFF	OFF	OFF
11/16/2003	OFF	OFF	OFF	OFF	OFF
11/15/2003	OFF	OFF	OFF	OFF	OFF
TOTAL		10	2	300	DRIVER STATED HE WAS OFF 11/15 THRU 11/20
60/70 RULE - N/A					
10 HOUR RULE - N/A					
15 HOUR RULE - N/A LAST STOP ARRIVED 15:00 HRS					
LAST ENTRY N/A LAST STOP DEPARTED 15:05					
PURPOSE OF TRIP LOADING YEARS DRIVING EXPERIENCE 12 CMV DRIVING YEARS 3					
DRIVER FAMILIAR WITH ROAD YES TYPES OF CMV DRIVEN MULTI					
DRIVER HISTORY					
ADDITIONAL INFORMATION AND COMMENTS					
REPORTING OFFICER RECEIVED SERVICE CALL FROM CHARLOTTE-MECKLENBURG POLICE AT APPROXIMATELY 18:45 HRS ON 21 NOVEMBER.					
UPON MY ARRIVAL AT 19:00 HRS. I OBSERVED A 5 AXLE DUMP TRUCK WITH AXLES 2 AND 3 OFF THE GROUND AND THE TARP ROLLED BACK.					
IT WAS FOUND THAT THERE WAS NO LOAD ABOUT THE TRUCK. UNDER A BLUE TARP WAS A SUV THAT HAD BEEN BURNED. I WAS ADVISED					
BY CMPD THAT THE DUMP TRUCK HAD HIT THE SUV IN THE REAR WHILE TRAVELING US 74 EAST. AFTER IMPACT THE SUV CAUGHT FIRE.					
SEVERAL PASSENGERS ESCAPED AND ONE VICTIM WAS TRAPED IN THE SUV. WHITE FEMALE (DOA) UNABLE TO GET OUT. LEVEL 1 CVSA INSPECTION					
COMPLETED BY REPORTING OFFICER AND ASSISTED BY L/SGT. M. D. DEASON. SEE ENF-500/507 FOR FMC VIOLATIONS. SOME DAMAGE WAS POST CRASH					
AND I WAS UNABLE TO TELL WHAT WAS PRE-CRASH. DRIVER ADVISED ME THAT HE HAD NOT COMPLETED A PTI AND DID NOT KNOW IF HIS BRAKE LIGHTS					
WERE WORKING BEFORE THE CRASH. BRAKE LIGHT NOT WORKING UPON INSPECTION VEHICLE PLACED OUT OF SERVICE. COMMERCIAL VEHICLE TOWED					
BY DELLINGER WRECKER SERVICE. DMV-349 REPORT #20031121175901. PRIMARY AGENCY FOR CRASH INVESTIGATION IS CHAR-MECK PD.					
OFFICERS SIGNATURE <i>M.C. Egan</i>		FILE NO 3315		DATE COMPLETED 11/26/03	

NORTH CAROLINA STATE HIGHWAY PATROL MOTOR CARRIER ENFORCEMENT MOTOR CARRIER SUPPLEMENTAL ACCIDENT INVESTIGATION REPORT

OFFICER'S NAME		W.C. EMBREY		NO 3315	DISTRICT	H/5	PRIMARY ENF-500	1258178	
ADDITIONAL MOTOR CARRIER INFORMATION (PROVIDE APPLICABLE INFORMATION OR IF APPROPRIATE ANSWER)									
OWNER OF VEHICLE (if different from M/C)				SAME AS MC			ADDRESS		N/A
CITY		N/A		STATE	N/A		ZIP	N/A	
PHONE		N/A		TYPE OF CARRIAGE BEING PERFORM ED (circle applicable)		COMMON	CONTRACT	EXEMPT	
						<input checked="" type="radio"/> PRIVATE	PVT PASSENGER - BUSINESS	NON-BUSINESS	
NAME OF M/C OFFICIAL CONTACTED:				[REDACTED]		TITLE	OWNER	PHONE	
								[REDACTED]	
ROAD INFORMATION									
CARGO TYPE		EMPTY		WEIGHT	T-24,560		MANIFEST NO	N/A	
SHIPPED FROM		N/A		DESTINATION	N/A		HAZARDOUS MATERIAL	YES <input type="radio"/> NO <input checked="" type="radio"/>	
CARGO DESCRIPTION				EMPTY / TARE WEIGHT 24,560					
DRIVER AND POWER SOURCE INFORMATION									
DRIVER NAME				[REDACTED]		OL NO.	[REDACTED]		
ADDRESS		[REDACTED]		ENDORSEMENT	H		RESTRICTIONS	NONE	
CITY		CHARLOTTE		STATE/ZIP	NC [REDACTED]		EXPIRATION DATE	[REDACTED]	
SEX		<input checked="" type="radio"/> MALE <input type="radio"/> FEMALE		WGT	320		HGT	5'9"	
EYE COLOR		BROWN		HOME PHONE NO.		[REDACTED]			
BUSINESS PHONE NO.		[REDACTED]							
CO-DRIVER INFORMATION									
CO-DRIVER NAME				N/A		OL NO.	N/A		
ADDRESS		N/A		ENDORSEMENT	N/A		RESTRICTIONS	N/A	
CITY		N/A		STATE/ZIP	N/A		EXPIRATION DATE	N/A	
PHONE NO.		N/A							
DOB		N/A		SEX	<input type="radio"/> MALE <input type="radio"/> FEMALE		WGT	N/A	
HGT		N/A		EYE COLOR		N/A			
MEDICAL CERTIFICATE INFORMATION - DRIVER									
DATE OF EXAMINATION		N/A		EXPIRATION	N/A		CORRECTIVE LENSES	Y <input type="radio"/> N <input checked="" type="radio"/>	
HEARING AID		Y <input type="radio"/> N <input checked="" type="radio"/>							
MEDIC ALERT		Y <input type="radio"/> N <input checked="" type="radio"/>		EXAMING MD	n/a		CLINIC/PHONE	N/A	
CO-DRIVER INFORMATION									
DATE OF EXAMINATION		N/A		EXPIRATION			CORRECTIVE LENSES	Y <input type="radio"/> N <input type="radio"/>	
HEARING AID		Y <input type="radio"/> N <input type="radio"/>							
MEDIC ALERT		Y <input type="radio"/> N <input checked="" type="radio"/>		EXAMING MD	N/A		CLINIC/PHONE	N/A	
VEHICLE INFORMATION (provide appropriate information)									
POWER UNIT-MAKE		CHEV		MODEL	KOD		COLOR	WHITE	
VIN		1GBT7HYJ9T [REDACTED]							
GVWR POWER UNIT		54,600		STATE INSP IN	INFO- N/A ST- NC		DATE INSP	Jul-03	
EXP. 07/2004		NO. [REDACTED]							
TRANSMISSION: AUTO		<input checked="" type="radio"/> STANDARD <input type="radio"/> OTHER		GEARS	8		MILEAGE	346143.1	
NUMBER AXLES		DOWN- 3		UP- 2		A/C-	ON <input type="radio"/> OFF <input checked="" type="radio"/> NONE		
AUTOMATIC ON-BOARD RECORDING DEVICE		Y <input type="radio"/> N <input checked="" type="radio"/>		SEALED	Y <input type="radio"/> N <input checked="" type="radio"/>		AM/FM RADIO	ON <input checked="" type="radio"/> OFF <input type="radio"/> NONE	
CB RADIO-		O <input type="radio"/> OFF <input checked="" type="radio"/> NONE							
BUSINESS BAND RADIO		ON <input type="radio"/> OFF <input checked="" type="radio"/> NONE		MOBILE TELEPHONE	Y <input checked="" type="radio"/> N <input type="radio"/>		RADAR DETECTOR	Y <input type="radio"/> N <input checked="" type="radio"/>	
POLICE SCANNER		Y <input type="radio"/> N <input checked="" type="radio"/>							
GENERAL CONDITION CAB - DIRTY, TRASH ON FLOOR INSIDE CAB LIGHT NOT WORKING									
VEHICLE EQUIPPED WITH SEAT BELTS				Y <input checked="" type="radio"/> N <input type="radio"/>		TYPE OF SEAT BELTS	LAP LAP/SHOULDER		
						OTHER - LA12 005 Chrysler 014987			
SEAT BELT WORN - DRIVER		Y <input type="radio"/> N <input checked="" type="radio"/>		LAP ONLY	LAP/SHOULDER		CO-DRIVER BELT WORN	Y <input type="radio"/> N <input checked="" type="radio"/>	
						LAP ONLY LAP/SHOULDER			

**NORTH CAROLINA STATE HIGHWAY PATROL MOTOR CARRIER ENFORCEMENT
MOTOR CARRIER SUPPLEMENTAL ACCIDENT INVESTIGATION REPORT**

OFFICER'S NAME W.C. Embrey		3315 DISTRICT H/5		PRIMARY ENF-500 1258178	
ADDITIONAL MOTOR CARRIER INFORMATION (PROVIDE APPLICABLE INFORMATION, CIRCLE RESPONSE, ANSWER)					
OWNER OF VEHICLE (if different from MC) Same as Motor Carrier			ADDRESS n/a		
CITY n/a		STATE n/a	ZIP n/a	PHONE n/a	
TYPE OF CARRIAGE BEING PERFORM ED (circle applicable) COMMON CONTRACT EXEMPT <u>PRIVATE</u> PVT PASSENGER - BUSINESS NON-BUSINESS					
NAME OF M/C OFFICIAL CONTACTED: [REDACTED]			TITLE Owner	PHONE [REDACTED]	
CARGO INFORMATION					
CARGO TYPE Empty		WEIGHT 1-24,560	MANIFEST NO n/a		DATE n/a
SHIPPED FROM n/a		DESTINATION n/a		HAZARDOUS MATERIAL YES <u>NO</u>	
CARGO DESCRIPTION empty / tare weight 24,560					
DRIVER AND DRIVER LICENSE INFORMATION					
DRIVER NAME [REDACTED]		OL NO. [REDACTED]		State NC	CLASS A
ADDRESS [REDACTED]		ENDORSEMENT H		RESTRICTIONS None	
CITY Charlotte	STATE/ZIP NC [REDACTED]	EXPIRATION DATE Nov. 03, 2008		HOME PHONE NO. [REDACTED]	
JOB [REDACTED]	SEX - <u>MALE</u> FEMALE	WGT 320	HGT 5'9"	EYE COLOR brown	BUSINESS PHONE NO. [REDACTED]
CO-DRIVER INFORMATION					
CO-DRIVER NAME n/a		OL NO. n/a		STATE	CLASS n/a
ADDRESS n/a		ENDORSEMENT n/a		RESTRICTIONS n/a	
CITY n/a	STATE/ZIP n/a	EXPIRATION DATE n/a		PHONE NO. n/a	
DOB n/a	SEX - MALE FEMALE	WGT	HGT	EYE COLOR n/a	BUSINESS PHONE NO. n/a
MEDICAL CERTIFICATE INFORMATION - DRIVER					
DATE OF EXAMINATION Nov. 14, 2001		EXPIRATION Nov. 14, 2003	CORRECTIVE LENSES Y <u>N</u>		HEARING AID Y <u>N</u>
MEDIC ALERT Y <u>N</u>		EXAMING MD Dr. Ronald E. Adams, D.C.		CLINIC/PHONE 704/871-2225	
CO-DRIVER INFORMATION					
DATE OF EXAMINATION n/a		EXPIRATION n/a	CORRECTIVE LENSES Y N		HEARING AID Y N
MEDIC ALERT Y N		EXAMING MD n/a		CLINIC/PHONE n/a	
VEHICLE INFORMATION (circle appropriate item below)					
POWER UNIT-MAKE Chev		MODEL kod	COLOR white	VIN 1gbt7hy9g [REDACTED]	
GVWR POWER UNIT 54,600		STATE INSP INFO - N/A STATE- <u>NC</u>		DATE INSP Jul-03: EXP <u>07/04</u> NO [REDACTED]	
TRANSMISSION: AUTO <u>STANDARD</u>		GEARS 8	MILEAGE 346,143.10	NUMBER AXLES DOWN- 3 UP- 2	A/C ON <u>OFF</u> NONE
AUTOMATIC ON-BOARD RECORDING DEVICE Y <u>N</u>		SEALED Y <u>N</u>	AM/FM RADIO <u>ON</u> OFF NONE	CB RADIO- O OFF <u>NONE</u>	
BUSINESS BAND RADIO ON <u>OFF</u> NONE		MOBILE TELEPHONE <u>Y</u> N	RADAR DETECTOR Y <u>N</u>	POLICE SCANNER Y <u>N</u>	
GENERAL CONDITION CAB - dirty, trash on floor inside cab light not working					
VEHICLE EQUIPPED WITH SEAT BELTS <u>Y</u> N TYPE OF SEAT BELTS LAP <u>LAP/SHOULDE</u> OTHER -					
SEAT BELT WORN - DRIVER Y <u>N</u>		LAP ONLY LAP/SHOULDE	CO-DRIVER BELT WORN Y <u>N</u>		LAP ONLY LAP/SHOULDE

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TIRES INFORMATION					TIRES INFORMATION				
AXLE NO	LEFT		RIGHT		AXLE NO	LEFT		RIGHT	
	OUTSIDE	INSIDE	OUTSIDE	INSIDE		OUTSIDE	INSIDE	OUTSIDE	INSIDE
1					2				
SERIAL NO.	12643	N/A	12643	N/A	SERIAL NO.	62480-03	N/A	6248004	N/A
SIZE	11R22.5	N/A	11R22.5	N/A	SIZE	70R22.5	N/A	255	N/A
MAKE	CONTINAL	N/A	CONTINAL	N/A	MAKE	YOKOHAMA	N/A	YOKOHAMA	N/A
DESIGN	SB	N/A	SB	N/A	DESIGN	SB	N/A	SB	N/A
PRESSURE	96	N/A	98	N/A	PRESSURE	82LBS	N/A	94LBS	N/A
TREAD DEPTH	15/32	N/A	16/32	N/A	TREAD DEPTH	13/23	N/A	14/23	N/A
3					4				
SERIAL NO.	62480-1	N/A	62480-1	N/A	SERIAL NO.	4408	4408	4408	4408
SIZE	11R22.5	N/A	11R22.5	N/A	SIZE	11R22.5	11R22.5	11R22.5	11R22.5
MAKE	YOKOHAMA	N/A	YOKOHAMA	N/A	MAKE	CONTINAL	CONTINAL	CONTINAL	CONTINAL
DESIGN	SB	N/A	SB	N/A	DESIGN	SB	SB	SB	SB
PRESSURE	86LBS	N/A	96LBS	N/A	PRESSURE	90LBS	90LBS	96LBS	96LBS
TREAD DEPTH	13/23	N/A	Nov-32	N/A	TREAD DEPTH	13/32	13/32	Nov-32	Nov-32
5									
SERIAL NO.	62502	62502	62502	62502	SERIAL NO.	N/A	N/A	N/A	N/A
SIZE	11R22.5	11R22.5	11R22.5	11R22.5	SIZE	N/A	N/A	N/A	N/A
MAKE	CONTINAL	CONTINAL	CONTINAL	CONTINAL	MAKE	N/A	N/A	N/A	N/A
DESIGN	SB	SB	SB	SB	DESIGN	N/A	N/A	N/A	N/A
PRESSURE	102LBS	98LBS	95LBS	90LBS	PRESSURE	N/A	N/A	N/A	N/A
TREAD DEPTH	13/32	13/32	13/32	13/32	TREAD DEPTH	N/A	N/A	N/A	N/A

LOADING AND SECUREMENT OF CARGO

NO. OF TIE DOWNS: N/A TYPE AND SIZE OF TIE DOWNS: N/A

DID LOAD SHIFT: Y (N) DESCRIBE SECUREMENT OF LOAD: N/A

WAS LOAD COVERED: Y N N/A DESCRIBE COVER: TARP ROLLED UP / NO LOAD ON CM V

TRUCK/TRAILER COUPLING DEVICE: STRIGHT TRUCK TYPE: N/A

PROPERLY SECURED TO VEHICLE: Y (N) SAFETY DEVICES INTACT: Y (N) HOW MANY/TYPE:

COMMENTS: NO LOAD

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**NORTH CAROLINA STATE HIGHWAY PATROL MOTOR CARRIER ENFORCEMENT
MOTOR CARRIER SUPPLEMENTAL ACCIDENT INVESTIGATION REPORT**

OFFICER'S NAME	W.C. EMBREY	NO 3315	DISTRICT	H/5	PRIMARY ENF-500	1258178										
ADDITIONAL MOTOR CARRIER INFORMATION (IT GOES BEYOND THE INFORMATION SPECIFIED ON THIS REPORT)																
OWNER OF VEHICLE (if different from M/C)	SAME AS MC			ADDRESS	N/A											
CITY	N/A	STATE	N/A	ZIP	N/A	PHONE	N/A									
TYPE OF CARRIAGE BEING PERFORM ED (circle applicable)	COMMON	CONTRACT	EXEMPT	<input checked="" type="radio"/> PRIVATE	PVT PASSENGER - BUSINESS	NON-BUSINESS										
NAME OF M/C OFFICIAL CONTACTED:	[REDACTED]			TITLE	OWNER	PHONE	[REDACTED]									
CARGO INFORMATION																
CARGO TYPE	EMPTY	WEIGHT	T-24,560	MANIFEST NO	N/A	DATE	N/A									
SHIPPED FROM	N/A	DESTINATION	N/A	HAZARDOUS MATERIAL	YES	<input checked="" type="radio"/> NO										
CARGO DESCRIPTION	EMPTY / TARE WEIGHT 24,560															
DRIVER AND DRIVER LICENSE INFORMATION																
DRIVER NAME	[REDACTED]			DL NO.	[REDACTED]	STATE	NC	CLASS	A							
ADDRESS	[REDACTED]			ENDORSEMENT	H	RESTRICTIONS	NONE									
CITY	CHARLOTTE	STATE/ZIP	NC [REDACTED]	EXPIRATION DATE	[REDACTED]	HOME PHONE NO.	[REDACTED]									
DOB	11/30/73	SEX -	<input checked="" type="radio"/> MALE	FEMALE	WGT	320	HGT	5'9"	EYE COLOR	BROWN	BUSINESS PHONE NO.	[REDACTED]				
CO-DRIVER INFORMATION																
CO-DRIVER NAME	N/A			DL NO.	N/A		STATE	N/A		CLASS	N/A					
ADDRESS	N/A			ENDORSEMEN	N/A		RESTRICTIONS	N/A								
CITY	N/A		STATE/ZIP	N/A		EXPIRATION DATE	N/A		PHONE NO.	N/A						
DOB	N/A		SEX -	MALE	FEMALE	WGT	HGT	N/A		EYE COLOR	N/A	BUSINESS PHONE NO.	N/A			
MEDICAL CERTIFICATE INFORMATION - DRIVER																
DATE OF EXAMINATION	N/A		EXPIRATION	N/A		CORRECTIVE LENSES	Y	<input checked="" type="radio"/> N	HEARING AID	Y	<input checked="" type="radio"/> N					
MEDIC ALERT	Y	N	EXAMING MD	n/a		CLINIC/PHONE	N/A									
CO-DRIVER INFORMATION																
DATE OF EXAMINATION	N/A		EXPIRATION			CORRECTIVE LENSES	Y	N	HEARING AID	Y	N					
MEDIC ALERT	Y	N	EXAMING MD	N/A		CLINIC/PHONE	N/A									
VEHICLE INFORMATION (circle appropriate information)																
POWER UNIT-MAKE	CHEV		MODEL	KOD		COLOR	WHITE		VIN	1GBT7HYJ9T [REDACTED]						
GVWR POWER UNIT	54,600		STATE INSP IN	INFO- N/A	ST- NC	DATE INSP	Jul-03	EXP.	07/2004	NO.	[REDACTED]					
TRANSMISSION:	AUTO	<input checked="" type="radio"/> STANDARD	GEARS	8		MILEAGE	346143.1		NUMBER AXLES	DOWN-	3	UP-2	A/C-	ON	<input checked="" type="radio"/> OFF	NONE
AUTOMATIC ON-BOARD RECORDING DEVICE	Y	<input checked="" type="radio"/> N	SEALED	Y	<input checked="" type="radio"/> N	AM/FM RADIO	<input checked="" type="radio"/> ON	OFF	NONE		CB RADIO-	O	OFF	<input checked="" type="radio"/> NONE		
BUSINESS BAND RADIO	ON	<input checked="" type="radio"/> OFF	NONE	MOBILE TELEPHONE	<input checked="" type="radio"/> Y	N	RADAR DETECTOR	Y	<input checked="" type="radio"/> N	POLICE SCANNER	Y	<input checked="" type="radio"/> N				
GENERAL CONDITION CAB -																
DIRTY, TRASH ON FLOOR INSIDE CAB LIGHT NOT WORKING																
VEHICLE EQUIPPED WITH SEAT BELTS	<input checked="" type="radio"/> Y	N	TYPE OF SEAT BELTS	LAP	LAP/SHOULDE	OTHER -	EA12-005- Chrysler -014990									
SEAT BELT WORN - DRIVER	Y	<input checked="" type="radio"/> N	LAP ONLY	LAP/SHOULDE	CO-DRIVER BELT WORN	Y	<input checked="" type="radio"/> N	LAP ONLY	LAP/SHOULDER							

TRAILER AND CONVERTER DOLLY INFORMATION														
TRAILER #1 OWNER			N/A			ADDRESS			N/A					
MODEL	N/A	COLOR	N/A	VIN	N/A	FED ANNUAL INSP	Y	N	EXPIRATION-					
GVWR TRAILER		N/A	REGISTERED GROSS WEIGHT			N/A	NUMBER AXLES		DOWN-	UP-				
LICENSE PLATE NUMBER		N/A	LICENSE STAT		N/A	COMMENTS					N/A			
TRAILER #2 OWNER			N/A			ADDRESS			N/A					
MODEL	N/A	COLOR	N/A	VIN	N/A	FED ANNUAL INSP	Y	N	EXPIRATION-					
GVWR TRAILER		N/A	REGISTERED GROSS WEIGHT			N/A	NUMBER AXLES		DOWN-	UP-				
LICENSE PLATE NUMBER		N/A	LICENSE STAT		N/A	COMMENTS					N/A			
CONVERTER DOLLY OWNER			N/A			ADDRESS			N/A					
MAKE	N/A	YEAR	N/A	MODEL	N/A	VIN	N/A							
COLOR		N/A	LICENSE PLATE NO		N/A	STATE	N/A	GVWR			N/A			
FED ANNUAL INSP	Y	N	N/A	EXPIRATION DATE-		N/A	NUMBER AXLES		UP-	DOWN-				
VEHICLE CONDITION POWERS AND INFORMATION														
TYPE PAPERWORK LOCATED	DAILY VEH INSP RPT	Y	N	REGISTRATION	Y	N	FUEL LIC/PERMIT	Y	N	PAPERS ORGANIZED/FILED	Y	N		
NAME DISPLAYED ON VEHICLE			JIREH TRUCKING INC			ADDRESS			[REDACTED] CLEVELAND NC [REDACTED]					
WHEELS (Type)		10 POINT HUB			CONDITION			GOOD						
LUGS - NO. MISSING	0	LOCATION MISSING			N/A									
STEERING:	POWER	MANUAL	AIR	LEAKS - YES	NO	EXPLAIN -								
CONDITION STEERING COMPONENTS -			GOOD											
CONDITION OF BALL JOINTS -			FAIR/RUBBER WORN			STEERING WHEEL DIAMETER		18"	LASH	4"				
WINDSHIELD WIPERS/WASHER - OPERABLE			YES	NO	CONDITION	BAD								
HEATER/DEFROSTER - OPERABLE			YES	NO	CONDITION	FAIR								
REAR VISION MIRRORS - CONDITION					HORN - OPERABLE -			YES	NO	COMMENTS				
SPEEDOMETER - OPERABLE			YES	NO	JUNK	HOW DETERMINED		NOT TESTED						
GROUND CLEARANCE - FRT BUMPER			WIDTH	5'6"	HEIGHT	1'7"	REAR BUMPER	N/A	WIDTH	5'6"	HEIGHT	2'6"	UNDER RIDE	1'7"
INDICATE EQUIPMENT WAS OPERABLE OR DAMAGED IN INCIDENT AND BY WHAT COMMENTS														
HEADLIGHTS					Y	N	COMMENTS							
FRONT MARKERS					Y	N	COMMENTS							
FRT CLEARANCE					Y	N	COMMENTS							
REAR STOP LIGHTS					Y	N	COMMENTS							
REAR ID LIGHTS					Y	N	COMMENTS							
REAR CLEARANCE					Y	N	COMMENTS							
REFLECTORS					Y	N	COMMENTS							
FRT TURN SIGNALS					Y	N	COMMENTS							
FRT ID LIGHTS					Y	N	COMMENTS							
REAR TURN SIG					Y	N	COMMENTS							
REAR MARKER					Y	N	COMMENTS							
TAIL LAMPS					Y	N	COMMENTS							
FOUR WAYS					Y	N	COMMENTS							
CONSPICUITY TAPE					Y	N	COMMENTS							

PLATE 05- Chrysler -014991

DESCRIBE CONDITION OF			
BATTERY INSTALLATION	OK	HEADER BOARD	OK
EXHAUST SYSTEM	OK	FUEL TANKS	OK
SUSPENSION	OK	FRAME	OK
WIRING	OK	WARNING DEVICES	OK
FIRE EXTINGUISHER	USED ON SCENE	OTHER	
COMMENTS			
TOWED AHEAD			
REAR TURN	Y N COMMENTS	N/A	STOP LIGHT Y N COMMENTS N/A
REAR MARKER	Y N COMMENTS	N/A	REAR ID Y N COMMENTS N/A
REAR CLEARANCE	Y N COMMENTS	N/A	REAR TAIL Y N COMMENTS N/A
FOUR WAYS	Y N COMMENTS	N/A	REFLECTORS Y N COMMENTS N/A
CONSPICUITY TAPE	Y N COMMENTS	N/A	OTHER Y N COMMENTS N/A
SUSPENSION	N/A	FRAME	N/A
COMMENTS NO TRAILER IN			
TOWED ON D			
REAR TURN	Y N COMMENTS	N/A	STOP LIGHT Y N COMMENTS N/A
REAR MARKER	Y N COMMENTS	N/A	REAR ID Y N COMMENTS N/A
REAR CLEARANCE	Y N COMMENTS	N/A	REAR TAIL Y N COMMENTS N/A
FOUR WAYS	Y N COMMENTS	N/A	REFLECTORS Y N COMMENTS N/A
CONSPICUITY TAPE	Y N COMMENTS	N/A	OTHER Y N COMMENTS N/A
SUSPENSION	N/A	FRAME	N/A
COMMENTS N/A			
BRAKE SYSTEM (circle appropriate information for additional comments)			
AIR BRAKE SYSTEM - TYPE	<input checked="" type="radio"/> S-CAM	DISC WEDGE OTHER _____	AIR LOSS ON BRAKE APPLICATION <input type="radio"/> Y <input checked="" type="radio"/> N
PERSON RESPONSIBLE FOR BRAKE ADJUSTMENT	UNKNOWN	POSITION	UNKNOWN
LOW AIR/VACUUM WARNING DEVICE OPERABLE	<input checked="" type="radio"/> Y	N COMMENTS	
ENGINE BRAKE TYPE	N/A	OPERATIVE <input checked="" type="radio"/> Y N	PARKING BRAKE TYPE AB SWITCH OPERATIVE <input checked="" type="radio"/> Y N
TRACTOR PROTECTION VALVE	N/A	OPERATIVE Y <input checked="" type="radio"/> N	AUTO TRAILER BRAKE APPLICATION N/A OPERATIVE Y N
AIR TANK SECUREMENT UNDER CAB SECUREMENT		AIR LINES CONDITION FAIR	
GLAD HANDS	N/A	BRAKE LINING CONDITION GOOD	BRAKE DRUM CONDITION GOOD
HYDRAULIC BRAKE SYSTEM TYPE	HY-POWER DUAL POWER HYDRO-MAX AIR HYDRAULIC INTENSIFIER OTHER _____		
MASTER CYLINDER FLUID LEVEL	FLUID LEAKS MASTER CYLINDER WHEEL CYLINDER BRAKE LINES		
BRAKE INDICATOR LAMPS OPERATIVE	Y	COMMENTS	
EA12-005- Chrysler -014992			

TIRE INFORMATION				
AXLE NO	LEFT		RIGHT	
	OUTSIDE	INSIDE	OUTSIDE	INSIDE
1				
SERIAL NO.	12643	N/A	12643	N/A
SIZE	11R22.5	N/A	11R22.5	N/A
MAKE	CONTINAL	N/A	CONTINAL	N/A
DESIGN	SB	N/A	SB	N/A
PRESSURE	96	N/A	98	N/A
TREAD DEPTH	15/32	N/A	16/32	N/A
2				
SERIAL NO.	62480-03	N/A	6248004	N/A
SIZE	70R22.5	N/A	255	N/A
MAKE	YOKOHAMA	N/A	YOKOHAMA	N/A
DESIGN	SB	N/A	SB	N/A
PRESSURE	82LBS	N/A	94LBS	N/A
TREAD DEPTH	13/23	N/A	14/23	N/A
3				
SERIAL NO.	62480-1	N/A	62480-1	N/A
SIZE	11R22.5	N/A	11R22.5	N/A
MAKE	YOKOHAMA	N/A	YOKOHAMA	N/A
DESIGN	SB	N/A	SB	N/A
PRESSURE	86LBS	N/A	96LBS	N/A
TREAD DEPTH	13/23	N/A	Nov-32	N/A
4				
SERIAL NO.	4408	4408	4408	4408
SIZE	11R22.5	11R22.5	11R22.5	11R22.5
MAKE	CONTINAL	CONTINAL	CONTINAL	CONTINAL
DESIGN	SB	SB	SB	SB
PRESSURE	90LBS	90LBS	96LBS	96LBS
TREAD DEPTH	13/32	13/32	Nov-32	Nov-32
5				
SERIAL NO.	62502	62502	62502	62502
SIZE	11R22.5	11R22.5	11R22.5	11R22.5
MAKE	CONTINAL	CONTINAL	CONTINAL	CONTINAL
DESIGN	SB	SB	SB	SB
PRESSURE	102LBS	98LBS	95LBS	90LBS
TREAD DEPTH	13/32	13/32	13/32	13/32
LOADING AND SECUREMENT OF CARGO				
NO. OF TIE DOWNS		TYPE AND SIZE OF TIE DOWNS		
N/A		N/A		
DID LOAD SHIFT		DESCRIBE SECUREMENT OF LOAD -		
Y (N)		N/A		
WAS LOAD COVERED		DESCRIBE COVER		
Y N N/A		TARP ROLLED UP / NO LOAD ON CM V		
TRUCK/TRAILER COUPLING DEVICE		TYPE		
STRAIGHT TRUCK		N/A		
PROPERLY SECURED TO VEHICLE		SAFETY DEVICES INTACT		
Y (N)		Y (N)		
COMMENTS		HOW MANY/TYPE		
NO LOAD				
EA12-005- Chrysler -014993				

HAZARDOUS MATERIAL INFORMATION SHEET (SHIPPING PAPER INFORMATION)										
SHIPPER'S NAME					ADDRESS					
CITY					STATE/ZIP		TELEPHONE NO.			
HAZARDOUS MATERIAL LISTED ON SHIPPING PAPER (Full Description of each Comp.)										
1	N/A									
2	N/A									
3	N/A									
4	N/A									
5	N/A									
6	N/A									
7	N/A									
8	N/A									
9	N/A									
10	N/A									
WAS SHIPPING PAPER SIGNED			Y		N		NAME OF SIGNOR			
CERTIFICATION PLATE INFORMATION										
TANK MANUFACTURER					SERIAL NUMBER					
TANK SPECIFICATIONS					DATE MANUFACTURED		MAX DESIGN DENSITY			
DESIGN PRESSURE			NO. COMPARTMENTS		MAX PRODUCT LOAD			N/A		
HEAD MATERIAL -					SHELL MATERIAL -					
WELD MATERIAL -					N/A					
TANK CAPACITY PER COMPARTMENT			1	N/A		2	N/A	3	N/A	
5		N/A	6	N/A	7	N/A	8	N/A	9	N/A
200700 SERIES TANKS (from 3/14/14)										
SHELL MAX THICKNESS			SHELL MIN THICKNESS			HEAD MAX THICKNESS			MIN THICKNESS	
TEST DATE MARKINGS			MONTH	YEAR	TYPE OF TEST		MONTH	YEAR	TYPE OF TEST	
					V - EXTERNAL VISUAL				P - PRESSURE TEST	
					I - INTERNAL VISUAL				T - THICKNESS TEST	
					K - LEAKAGE TEST				L - LINING TEST	
TYPE OF CIRCUMFERENTIAL REINFORCEMENTS (circle)				BULKHEAD		BAFFLE	RING STIFFENERS		N/A	
PERCENT OF VOLUME LOADED PER COMPARTMENT			1	2	3	4	5	6	7	
TANK DIMENSIONS: HGT			WIDTH		LENGTH					
DISTANCE FROM CENTER BOTTOM OF TANK TO ROAD					EXTERNAL VALVES & PIPING PROPERLY PROTECTED					
Y					N					
COMMENTS:										
N/A										
EA12-005- Chrysler -014994										

LABELING INFORMATION										
PRODUCT 1					PRODUCT 2					
PRODUCT 3					PRODUCT 4					
PRODUCT 5					PRODUCT 6					
PLACARDING INFORMATION (UNPERFORATED)										
PRODUCT 1					PRODUCT 2					
PRODUCT 3					PRODUCT 4					
LOCATION OF PLACARD	FRONT	LEFT SIDE	RIGHT SIDE	REAR		FRONT	LEFT SIDE	RIGHT SIDE	REAR	
CHECK IF	PRODUCT 1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	PRODUCT 2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
DISPLAYED	PRODUCT 3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	PRODUCT 4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
MARKING INFORMATION										
PRODUCT 1 NUMBER					NAME					
PRODUCT 2 NUMBER					NAME					
PRODUCT 3 NUMBER					NAME					
PRODUCT 4 NUMBER					NAME					
PRODUCT CHARACTERISTICS (CIRCLE ALL THAT APPLY)										
EXPLOSIVES	FLAMMABLE GAS	NON FLAMMABLE GAS	INHALATION HAZARD	CORROSIVE GAS						
OXIDIZER	COMBUSTIBLE LIQUID	FLAMMABLE SOLID	ORGANIC PEROXIDE	SPONTANEOUSLY COMBUSTIBLE						
HOT	INFECTIOUS SUBSTANCE	DAINGEROUS WHEN WET	HAZARDOUS POLLUTANT	FLAMMABLE LIQUID						
GARGOL/TANK DAMAGE: <input type="checkbox"/> NONE <input type="checkbox"/> LEAKAGE (CIRCLE ARE LISTED BELOW)										
FRONT HEAD	REAR HEAD	VALVE TOP	FRONT HEAD WELD	REAR HEAD WELD						
VALVE BOTTOM	SHELL LEFT FRONT	SHELL RIGHT FRONT	VENT TOP	SHELL LEFT REAR						
SHELL RIGHT REAR	MANWAY ASSEMBLY	SHELL WELD	BULKHEAD WELD	PIPING						
BAFFLE WELD	ATTACHMENT WELD	SUSPENSION ASSEMBLY	5TH WHEEL CONNECTION							
OTHER										
ACCIDENT DAMAGE PROTECTION		FAILED TO PROTECT		DAMAGED BUT PROTECTED		UNDAMAGED				
OVERTURN PROTECTION		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>				
REAR-END PROTECTION		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>				
BOTTOM DAMAGE PROTECTION		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>				
NON-BULK PACKAGES										
<input type="checkbox"/> BLOCKING AND BRACING - NO FAILURE					<input type="checkbox"/> FAILURE (TYPE SECUREMENT)					
SEPARATION AND SEGREGATION										
<input type="checkbox"/> IMPROPER LOADING WITH HAZARDOUS REACT ION					<input type="checkbox"/> IMPROPER LOADING WITH NO HAZARDOUS REACT ION					
PACKAGE FAILURE										
TYPE OF PACKAGES THAT FAILED					CAUSE OF FAILURE					
1										
2										
3										
4					EA12-005- Chrysler -014995					
5										

DRIVER'S HOURS OF SERVICE					
DATE	HOURS			TOTAL MILES DRIVEN	COMMENTS
	ON DUTY THIS DATE	DRIVING	ON DUTY NOT DRIVING		
11/21/03	YES/5:30 AM	10	2	300	DRIVER HAULING SAND DURING DAILY OPERATION
11/20/03	OFF	OFF	OFF	OFF	OFF
11/19/03	OFF	OFF	OFF	OFF	OFF
11/18/03	OFF	OFF	OFF	OFF	OFF
11/17/03	OFF	OFF	OFF	OFF	OFF
11/16/03	OFF	OFF	OFF	OFF	OFF
11/15/03	OFF	OFF	OFF	OFF	OFF
TOTAL		10	2	300	DRIVER STATED HE WAS OFF 11/15 THRU 11/20
60/70 RULE - N/A					
10 HOUR RULE - N/A					
15 HOUR RULE - N/A LAST STOP ARRIVED 15:00 HRS					
LAST ENTRY N/A LAST STOP DEPARTED 15:05					
PURPOSE OF TRIP LOADING YEARS DRIVING EXPERIENCE 12 CMV DRIVING YEARS 3					
DRIVER FAMILIAR WITH ROAD YES TYPES OF CMV DRIVEN MULTI					
DRIVER HISTORY					
ADDITIONAL INFORMATION AND COMMENTS					
REPORTING OFFICER RECEIVED SERVICE CALL FROM CHARLOTTE-MECKLENBURG POLICE AT APPROXIMATELY 18:45 HRS ON 21 NOVEMBER.					
UPON MY ARRIVAL AT 19:00 HRS. I OBSERVED A 5 AXLE DUMP TRUCK WITH AXLES 2 AND 3 OFF THE GROUND AND THE TARP ROLLED BACK.					
IT WAS FOUND THAT THERE WAS NO LOAD ABOUT THE TRUCK. UNDER A BLUE TARP WAS A SUV THAT HAD BEEN BURNED. I WAS ADVISED					
BY CMPD THAT THE DUMP TRUCK HAD HIT THE SUV IN THE REAR WHILE TRAVELING US 74 EAST. AFTER IMPACT THE SUV CAUGHT FIRE.					
SEVERAL PASSENGERS ESCAPED AND ONE VICTIM WAS TRAPPED IN THE SUV. WHITE FEMALE (DOA) UNABLE TO GET OUT. LEVEL 1 CVSA INSPECTION					
COMPLETED BY REPORTING OFFICER AND ASSISTED BY L/SGT.M. D. DEASON. SEE ENF-500/507 FOR FMC VIOLATIONS. SOME DAMAGE WAS POST CRASH					
AND I WAS UNABLE TO TELL WHAT WAS PRE-CRASH. DRIVER ADVISED ME THAT HE HAD NOT COMPLETED A PTI AND DID NOT KNOW IF HIS BRAKE LIGHTS					
WERE WORKING BEFORE THE CRASH. BRAKE LIGHT NOT WORKING UPON INSPECTION VEHICLE PLACED OUT OF SERVICE. COMMERCIAL VEHICLE TOWED					
BY DELLINGER WRECKER SERVICE. DMV-349 REPORT #20031121175901. PRIMARY AGENCY FOR CRASH INVESTIGATION IS CHAR-MECK PD.					
OFFICERS SIGNATURE <i>Wayne C. Emery</i>		FILE NO 3315		DATE COMPLETED 11/21/2003	

To protect the privacy of individuals, NHTSA does not make medical records available to the public without authorization. For this reason, documents falling into this category have not been included in this complaint record.

VEHICLE POSITIONING BEHIND CRASH

- A. [REDACTED] Owner: Neighborhood Handyman Svc. Inc. (Driver interviewed and statement in file).
- B. [REDACTED] Owner: [REDACTED] No longer resides at registered address.
- C. [REDACTED] Owner: [REDACTED] (Driver interviewed and statement in file).
- D. [REDACTED] Owner: [REDACTED] Raleigh address and license plate No Longer On Vehicle.
- E. [REDACTED] Owner: Neighborhood Handyman Svc. Inc. (Driver interviewed see second supplement).
- F. #937 CMPD Vehicle
- G. [REDACTED] Owner: [REDACTED]. (Driver Interviewed. See second supplement).
- H. [REDACTED] Owner: [REDACTED] (Driver Interviewed and statement in file).
- I. [REDACTED] Owner: Stanley, NC. Not located.
- J. [REDACTED] Owner: [REDACTED] (Driver and family interviewed. See supplement marked "Statement").
- K. [REDACTED] Owner: [REDACTED]. Driver [REDACTED] interviewed and statement in file.
- L. [REDACTED] Owner: D. W. Townsend Constr. Driver [REDACTED] refuses to call back when messages left with wife and answering machine.
- M. [REDACTED] Owner: [REDACTED] Driver [REDACTED] See second supplement.
- N. [REDACTED] Owner: [REDACTED] Bessemer City, NC. Not interviewed.
- O. [REDACTED] Owner: Universal Cab. Tag No Longer on Vehicle. Out of Business.
- P. [REDACTED] Owner: [REDACTED] See second supplement.
- Q. #PVW-3591 CMPD H.I.T.S. Vehicle.
- R. [REDACTED] Owner: [REDACTED] See second supplement.
- S. 32895-S CMPD Vehicle
- T. [REDACTED] Owner: [REDACTED] See second supplement.
- U. [REDACTED] Owner: [REDACTED] Wrong telephone number listed.
- V. #233 CMPD Vehicle.
- W. [REDACTED] Owner: [REDACTED] See second supplement.
- X. [REDACTED] Owner: [REDACTED] Moved from address given.
- Y. [REDACTED] Owner: [REDACTED] See second supplement.
- Z. [REDACTED] Owner: [REDACTED] See second supplement.
- a. [REDACTED] No Such License Plate Number.
- b. [REDACTED] Owner: [REDACTED] Not interviewed. Tag No Longer on Vehicle.

CHARLOTTE-MECKLENBURG POLICE DEPARTMENT SUPPLEMENT REPORT

1. COMPLAINT NUMBER

Form 2.5 (3/84)

2. VICTIM NAME

3. ORIGINAL OFFENSE/CHARGE

LOCATION OF OFFENSE

DISTRICT

5. ARREST NUMBER

6. C. R. NUMBER

7. ORIGINAL REPORT DATE

8. SUPPLEMENT DATE

9. CORRECT INCIDENT CLASSIFICATION

10. JUVENILE CASE

11. MULTIPLE CASE CLEARANCE

12. SUPPLEMENT CONFIDENTIAL

13. PURPOSE OF SUPPLEMENT

CONTINUATION OF OFFENSE REPORT

YES NO

YES NO IF YES, #CASES

YES NO

FOLLOW-UP INVESTIGATION

STOLEN VEHICLE RECOVERY

STATEMENT

14. NAME (Last, First, Middle)

15. AGE

16. RESIDENCE ADDRESS

ZIP CODE

STATEMENT OF:

17. RESIDENCE PHONE

18. BUSINESS ADDRESS

ZIP CODE

19. BUSINESS PHONE

20. NARRATIVE

(Page _____ of _____)

ITEM NO.

EMERGENCY LANE

EMERGENCY LANE

EMERGENCY LANE

POLICE UNIT #937

UNIVERSAL CAB

POLICE UNIT 32895-S

POLICE UNIT 779

Police Unit 233

J.C.R. CLEARANCE STATUS:

- OPEN
- BY ARREST
- EXCEPTIONAL
- UNFOUNDED

22. INVESTIGATIVE STATUS

- ACTIVE
- INACTIVE
- CLOSED
- ADMINISTRATIVE

23. REPORTING OFFICER

CODE

ASSIGNMENT

DATE

PROPERTY RECOVERED

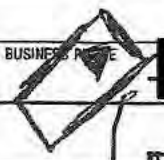
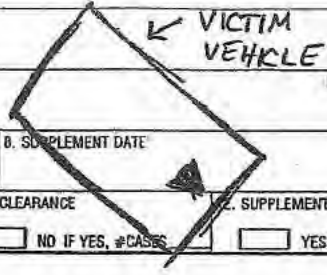
SEE REVERSE SIDE

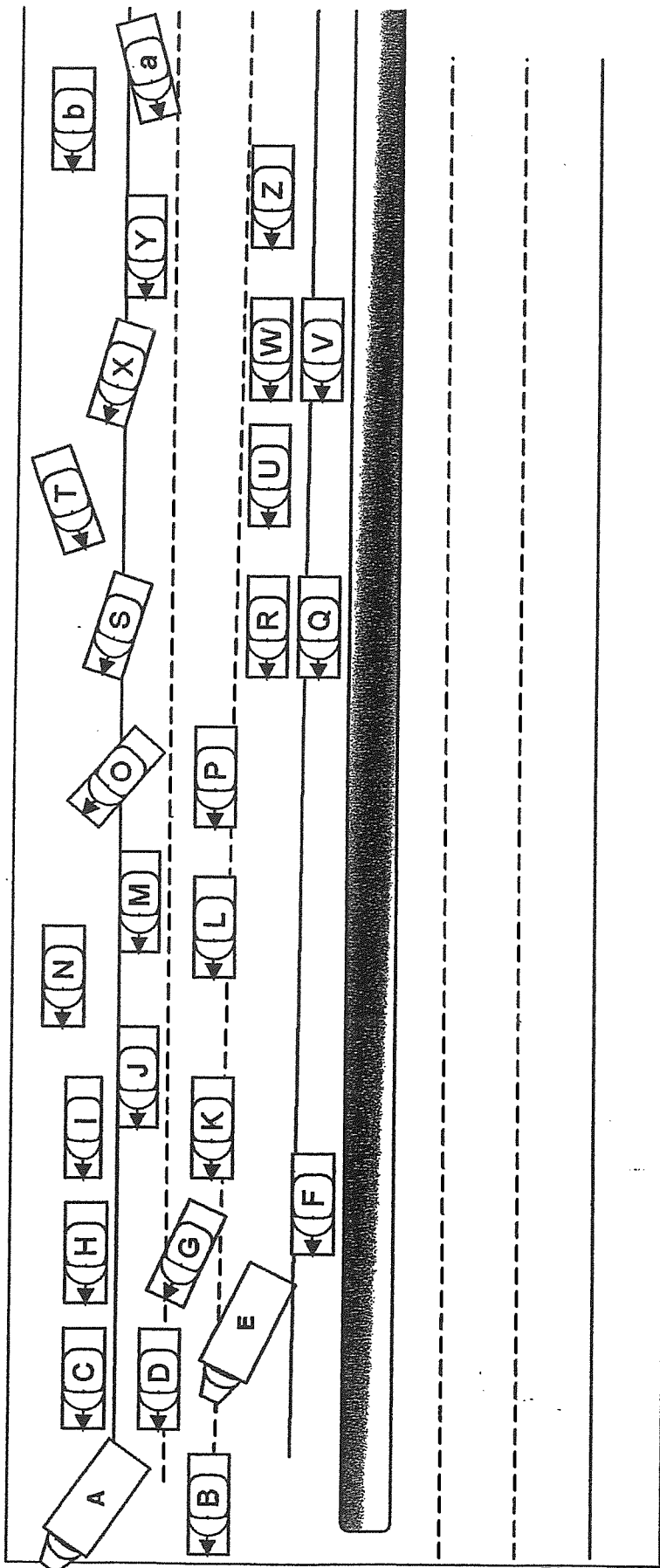
25. CASE REFERRED TO

26. REVIEWING SUPERVISOR

CODE

DATE





CHARLOTTE-MECKLENBURG POLICE DEPARTMENT SUPPLEMENT REPORT

1. COMPLAINT NUMBER

Form 2.5 (3/84)

2. VICTIM NAME

3. ORIGINAL OFFENSE/CHARGE

4. LOCATION OF OFFENSE

DISTRICT

5. ARREST NUMBER

6. C. R. NUMBER

7. ORIGINAL REPORT DATE

8. SUPPLEMENT DATE

9. CORRECT INCIDENT CLASSIFICATION

10. JUVENILE CASE

11. MULTIPLE CASE CLEARANCE

12. SUPPLEMENT CONFIDENTIAL

13. PURPOSE OF SUPPLEMENT

CONTINUATION OF OFFENSE REPORT

YES NO

YES NO IF YES, #CASES

YES NO

FOLLOW-UP INVESTIGATION

STOLEN VEHICLE RECOVERY

STATEMENT

STATEMENT OF:

14. NAME (Last, First, Middle)

15. AGE

16. RESIDENCE ADDRESS

17. RESIDENCE PHONE

18. BUSINESS ADDRESS

19. BUSINESS PHONE

20. NARRATIVE

(Page _____ of _____)

ITEM NO.

HANDYMAN SERV.

PAINTED

POLICE UNIT #937

D.W. TOWNSEND CORST.

UNIVERSAL CAB

EMERGENCY LANE

EMERGENCY LANE

EMERGENCY LANE

POLICE UNIT PVN 391

DU NOT WIT/CRASH

WRONG # DOCUMENTED

SAW FLAMES, NOTHING ELSE

DU NOT WIT/CRASH

Police Unit 233

EA12-06 Chrysler -015004

21. U.C.R. CLEARANCE STATUS:

- OPEN
- BY ARREST
- EXCEPTIONAL
- UNFUNDLED

22. INVESTIGATIVE STATUS:

- ACTIVE
- INACTIVE
- CLOSED
- ADMINISTRATIVE

23. REPORTING OFFICER

CODE ASSIGNMENT DATE

24. PROPERTY RECOVERED

SEE REVERSE SIDE

25. CASE REFERRED TO

26. REVIEWING SUPERVISOR

CODE DATE

Char
Detention offices
11/27

12-05-03 1450hr
Saw sudden
flames. Only thing
stopped right side
of roadway.
I don't see
crash

(OK)

Jail Central

~~12-05-03~~
11/27

[Redacted]
Char
[Redacted]

Left message

[Redacted]

Message
Message to
at work

(PB)

[Redacted]
CHAR, NC

B & E Nesting
AIR

(ID)

[Redacted]
30

Barolo Amer

EA12-005 CHEN 015005

(S)

[Redacted]

B/F

[Redacted]

Char, NC

H-

[Redacted]

*

[Redacted]

Char, NC

H-

Advised that vehicle ~~had~~ anytime struck his vehicle

CHARLOTTE-MECKLENBURG POLICE DEPARTMENT SUPPLEMENT REPORT

1. COMPLAINT NUMBER

m 2.5 (3/84)

ICTIM NAME

3. ORIGINAL OFFENSE/CHARGE

4. LOCATION OF OFFENSE

DISTRICT

5. ARREST NUMBER

6. C. R. NUMBER

7. ORIGINAL REPORT DATE

8. SUPPLEMENT DATE

9. CORRECT INCIDENT CLASSIFICATION

10. JUVENILE CASE

11. MULTIPLE CASE CLEARANCE

12. SUPPLEMENT CONFIDENTIAL

13. PURPOSE OF SUPPLEMENT

CONTINUATION OF OFFENSE REPORT

YES NO

YES NO IF YES, #CASES

YES NO

FOLLOW-UP INVESTIGATION

STOLEN VEHICLE RECOVERY

STATEMENT

14. NAME (Last, First, Middle)

15. AGE

16. RESIDENCE ADDRESS

ZIP CODE

STATEMENT OF:

17. RESIDENCE PHONE

18. BUSINESS ADDRESS

ZIP CODE

19. BUSINESS PHONE

20. NARRATIVE

(Page _____ of _____)

ITEM NO.

Name - [REDACTED]

Address - [REDACTED]

Contact # - [REDACTED]

Charlotte, N.C.

12-10-03 0731 hrs
saw fire but didn't see anything else too far back

Name - [REDACTED]

Address - [REDACTED]

Contact # - [REDACTED]

Wingate, N.C.

Saw flames not road

Name - [REDACTED]

Address - [REDACTED]

Contact # - [REDACTED]

Monroe, N.C.

Wing # 12-10-03 0733 hrs

Name - [REDACTED]

Address - [REDACTED]

Contact # - [REDACTED]

Matthews, NC

12-10-03 0735 hrs
200 ft back but did not see crash. Not of vel involved. Saw it but saw fire.

Name - [REDACTED]

Address - [REDACTED]

Contact # - [REDACTED]

Charlotte, NC

12-10-03 0730 hrs. I'm already busy when I had to take a 5 min break.

EA12-003 0731 15006

21. U.C.R. CLEARANCE STATUS:

- OPEN
- BY ARREST
- EXCEPTIONAL
- UNFOUNDED

22. INVESTIGATIVE STATUS:

- ACTIVE
- INACTIVE
- CLOSED
- ADMINISTRATIVE

23. REPORTING OFFICER

CODE

ASSIGNMENT

DATE

24.

PRIORITY REVIEW

SEE REVERSE SIDE

25. CASE REFERRED TO

26. REVIEWING SUPERVISOR

CODE

1) Driver [redacted] NC 0611 [redacted] NC TAG [redacted]
[redacted] Chair, NC [redacted] NO ANSWERS ON PHONE @ 11:50

2) [redacted] (Does not speak English) NC [redacted]
passenger [redacted] (Does not speak English)
[redacted] Chair, NC [redacted]

3) Driver [redacted] (speaks Eng) NC # [redacted]
[redacted] Chair, NC NC [redacted]
[redacted] DID NOT SEE 52
passenger [redacted] 0625 1-10

[redacted] NC [redacted]
[redacted] Chair, NC # [redacted]
4) [redacted] A-3 & S.M. Blee # 2273 A-3
phone dis connected - 1-15 0625

[redacted] AFTER 4:00.

[redacted] 4:30
off Beatties Ford

CHARLOTTE-MECKLENBURG POLICE DEPARTMENT SUPPLEMENT REPORT

1. COMPLAINT NUMBER

20031121-175902

Form 2.5 (3/84)

2. VICTIM NAME		3. ORIGINAL OFFENSE/CHARGE	
4. LOCATION OF OFFENSE		DISTRICT	5. ARREST NUMBER
		6. C. R. NUMBER	
7. ORIGINAL REPORT DATE		8. SUPPLEMENT DATE	9. CORRECT INCIDENT CLASSIFICATION
10. JUVENILE CASE <input type="checkbox"/> YES <input type="checkbox"/> NO	11. MULTIPLE CASE CLEARANCE <input type="checkbox"/> YES <input type="checkbox"/> NO IF YES, #CASES	12. SUPPLEMENT CONFIDENTIAL <input type="checkbox"/> YES <input type="checkbox"/> NO	13. PURPOSE OF SUPPLEMENT <input type="checkbox"/> CONTINUATION OF OFFENSE REPORT <input type="checkbox"/> FOLLOW-UP INVESTIGATION <input type="checkbox"/> STOLEN VEHICLE RECOVERY <input type="checkbox"/> STATEMENT
14. NAME (Last, First, Middle)		15. AGE	16. RESIDENCE ADDRESS
STATEMENT OF: [REDACTED]		17. RESIDENCE PHONE	19. BUSINESS PHONE
18. BUSINESS ADDRESS		ZIP CODE	Charlotte

20. NARRATIVE (Page 1 of 1)

ITEM NO. 1 This statement is being written for me by Officer J.D. Reeves on 11/21/2003 at 18:25 hours.

I was sitting in the drivers side of my work truck, a 1999 Chevrolet, bearing North Carolina commercial tax [REDACTED] on the far left side of E. Independence Blvd. My truck was out of gas. I was at a complete stop. My hazard lights were on. I was on the side of the road for approximately 5 to 10 minutes. Cars were going by real fast. I heard skidding. I looked in my rear view mirror and I saw the dump truck swerving. I heard him lock his brakes down. As the dump truck passed me, he was skidding and swerving. I saw the dump truck hit the other vehicle on the passenger side. It looked like the dump truck was on two wheels and I thought it was going to flip over. The left front corner of the dump truck was what impacted the other car. The dump truck pinned the other vehicle against the wall and rode it down. It looked like the car got in front of the dump truck and rolled one time. After the car landed back on its wheels, the car caught on fire. The lady got out of her car and opened a back door and kids began getting out of the car. I saw a taxi, dark colored, two toned, was in front of the accident. I thought he was involved but he never stopped. I was in my work truck. Neighborhood Handyman Services. *

U.C.R. CLEARANCE STATUS: <input type="checkbox"/> OPEN <input type="checkbox"/> BY ARREST <input type="checkbox"/> EXCEPTIONAL <input type="checkbox"/> UNFOUNDED	22. INVESTIGATIVE STATUS: <input type="checkbox"/> ACTIVE <input type="checkbox"/> INACTIVE <input type="checkbox"/> CLOSED <input type="checkbox"/> ADMINISTRATIVE	23. REPORTING OFFICER J.D. Reeves	25. CASE REFERRED TO	26. REVIEWING SUPERVISOR	CODE 3110	ASSIGNMENT C2	DATE 11/21/2003	24. PROPERTY RECOVERED <input type="checkbox"/> SEE REVERSE SIDE
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COMPLAINT NUMBERS 2003-11-21-175901. THIS OFFICER, T.W. WATSON, CODE NUMBER 972, HAD THE OPPORTUNITY TO INTERVIEW [REDACTED] IN REFERENCE TO A COLLISION ON INDEPENDENCE BLVD. TODAY'S DATE IS NOVEMBER 21ST, 2003. THE APPROXIMATE TIME IS 1939 HOURS. MR. [REDACTED] LIVES AT [REDACTED] CHARLOTTE, N.C. [REDACTED] HE HAS A CELL PHONE NUMBER OF [REDACTED] HE HAS A HOME NUMBER OF [REDACTED] HE IS EMPLOYED BY NEIGHBORHOOD HANDYMAN. THE TELEPHONE NUMBER FOR THAT IS [REDACTED] AND THAT'S A CELL PHONE FOR THE BOSS. MR. [REDACTED] WAS OPERATING A WHITE PANEL VAN, CHEVY, AT THE TIME OF THE COLLISION.

WATSON W
[REDACTED]

W

Do you understand that this interview is being tape recorded?

[REDACTED]
Yes.

W

Can you tell me what happened?

[REDACTED]
Yes I was sitting on the left side of the road out of gas. I was not able to get all the way over to the right because of traffic. I sat there for approximately five to ten minutes and I heard the brakes locked down on a vehicle and it was behind me. I couldn't tell what it was. As I looked in my side mirror in the passenger side of my vehicle I could see the dump truck swerving and swaying. And a vehicle in front of him and I saw two or three vehicles pass my vehicle. And I saw the little SUV come by just at a glance and I saw the dump truck come past me and it looked like he was going to roll the truck. It was on two wheels went back on the flat on the ground and it looked like he was going to flip the opposite direction. And he swerved almost directly into the side of the SUV, the smaller vehicle and pinned it against the retaining wall, and this truck turned sideways and rode with the vehicle down the retaining wall. And all of a sudden the smaller vehicle looked like it almost shot out from in front of the dump truck. It flipped and rolled back on its wheels facing the opposite direction. It was traveling as it landed on its wheels gasoline just came out from underneath it and a fire started immediately; burst into flames. I saw the driver jump out of her, jump out of the car, opened her door jumped out of the car and run around to the passenger side and tried to open the door and the door would not open she ran back around and finally got the door open on the

drivers side and I saw three young girls exit, or three young children exit, another person and she was. The driver was screaming. I couldn't tell what, but she ran back around to the passenger's side tried to open the door again and could not get it open. And all of a sudden the flames just like; it overcame the whole vehicle and they couldn't get into the vehicle. I guess it was somebody else in that vehicle. From then on out it was; I don't know what else to say. That's all I can really acknowledge as far as.

W

All right, let's, that it and break it down just a little bit. You said you ran out of gas?

■
Yes sir.

W

And are you in the lane that you were in when you ran out of gas?

■
See where the van is now, I was in the break down lane or the left side of the road. I couldn't get across because none of the traffic would let me over to the right side of the road.

W

How did the van get to where it's at now?

■
Where that van was, that van was the van my boss was driving and he came up ten minutes behind me, or right after that happened. I'm in the white panel van that's sitting in the middle lane here they put me there just now to move it out from the traffic.

W

So you were in the far left hand lane when all this?

■
I was, right, yeah, right where my van, the yellow van, the van with the yellow lights blinking but I was further back from that I was on the road a little ways.

W

How long had you been sitting there until the traffic started screeching?

■
About ten minutes, somewhere in there I don't know the exact amount of time.

W

And what were you doing while you were sitting there, were you in the vehicle, were you outside the vehicle?

■
I was sitting in the vehicle. I had my hazards lights and I had my headlights on, and the brakes. I was going to put on the brakes so people could see me.

W
And you said you heard the crash?

■
I heard brakes squealing.

W
You heard the brakes squealing, I'm sorry. When you heard the brakes did you look up and see the vehicle that was making the noise?

■
I could only look in my passenger mirror, and I saw the truck swerving from side to side I couldn't tell exactly what lane he was in because of the way the mirror was sitting in the curve in the road.

W
Okay when you say you saw the truck swerving are you referring to the dump truck?

■
The dump truck, yes sir.

W
So you saw the dump truck swerving and then describe again what the dump truck did?

■
I could only see him at you know from the side mirror all I could see is his vehicle swaying and swerving and I could hear the brakes squealing.

W
Cross lanes or?

■
Yes it looked like he was going from side to side, or either he was coming across from the outside lane toward the inside lane. I don't know what had happened before that I only looked up when I heard the brakes, and I looked. I could barely see the vehicles that were in front of him. I could just see a flash of like a dark color top vehicle. I saw the SUV and as it passed me I realize what the other vehicle the smaller vehicle, which was the SUV passing me I realized that she was there and the dump truck was. Looked almost like it was riding right beside her, and his, it looked like the dump truck was on two wheels going sideways.

W

The dump truck and the SUV, which side of the dump truck was connected to which side of the SUV?

■
The SUV was, the dump truck was the passenger side, yeah the passenger side.

W

And the SUV was, which side was it?

■
The left side.

W

So they were both facing the same direction?

■
Right, I can't place it right now, I mean, yeah the SUV was coming this way and the dump truck was, looked like it was almost in the outside lane and the SUV was in the middle lane, and as he turned, or as his dump truck swerved like he caught the left corner of his truck, or the right corner of his truck caught the SUV almost like under it's tire and rode it looked almost like he rode down the side of the car and he pinned it against the retaining wall and as they rode the retaining wall for I don't know how long it looked like the vehicle, the SUV had got shot out from in front of the dump truck and it looked like. I saw the SUV come out from in front of the dump truck outside the wall.

W

So the SUV is on, against the wall?

■
Against the wall and the dump truck is like this he hit like this and forced them into the wall first. They were like in the middle lane when all this connection happened when all the contact happened. The SUV got pushed against the retaining wall and the dump truck rode down the wall with it and straightened out like this and it looked like.

W

So the dump trucks driver side was actually?

■
Right the driver's bumper almost like the driver's bumper the front end of his vehicle like this had hit her passenger side it looked like it was right between the fender wells, right between the door panels.

W

That looks like about a forty five degree angle?

█
I would say, yes.

W
It's a forty five degree angle to the dump truck as?

█
The vehicle, the vehicle, the SUV was still straight and the dump truck swerved into it like this.

W
At a forty five degree angle the dump truck swerved into?

█
And it pushed against the retaining wall. When he hit it straightened them out, like this, they rode the retaining wall and it looked like the dump truck must have still be turning or his wheels were still turning and it looked like the SUV shot out from underneath the dump truck or out from the front-end of the dump truck and it flipped right in front of the dump truck right over on top of it's wheels again like it had rolled right out from underneath it looked almost like the dump truck spit it out.

W
When the vehicles came to a stop how long before the fire started?


█
Immediately when the vehicle stop, landed hit the ground it immediately caught fire.

W
Any other vehicles involved besides those two that you know of?

█
There was, there looked like one of the vehicle's is a darker top vehicle that I saw out of the mirror when I looked over it was almost immediately in front of them and he slowed down as it happened, and I couldn't tell exactly what it was but I could see a taxi sign or something on top of the vehicle, and he looked like he was right in front of the accident. I couldn't tell what involvement or anything if he had any at all with the accident what he portion of or whatever happened to him, but as soon as the vehicles collided and hit the wall he slowed down and as they came to a stop and flames came out from under the SUV he took off and there was another vehicle in the other, in the outside lane here and another one actually those were the only two that I've really saw. I couldn't tell what this one was. I was focused on what was happening in front of me at the time. The only that I acknowledge the Taxi was from the top, the bubble on top of it and the darker color roof. I couldn't tell what color it was it was like a dark navy blue, maybe.

W

Is there anything else that you remember that would be pertinent to the investigation?

 Nothing that I can remember.

THAT CONCLUDES THIS INTERVIEW AT 1950 HOURS.

ON FRIDAY DECEMBER 5TH, 2003 AT 1445 HOURS THIS INVESTIAGING OFFICER (R.A. HOLL, CODE NUMBER 0436) HAD THE OPPORTUNITY TO INTERVIEW [REDACTED] BLACK FEMALE, AGE [REDACTED] HAS A RESIDENT ADDRESS OF [REDACTED] APARTMENT [REDACTED] CHARLOTTE, N.C. [REDACTED] HAS A HOME TELEPHONE NUMBER OF [REDACTED] AND A WORK TELEPHONE NUMBER OF [REDACTED]

HOLL [REDACTED] H [REDACTED]

H [REDACTED] do you realize this interview being recorded?

[REDACTED]
Yes.

H
On the 21st of November, approximately 6:00 o'clock in the evening did you observe a motor vehicle crash between a SUV and a dump truck on Independence Boulevard?

[REDACTED]
Yes.

H
At the time the crash occurred were you driving a car?

[REDACTED]
Yes.

H
And what kind of car is that?

[REDACTED]
I have a Mitsubishi Gallant.

H
What travel lane were you traveling in?

[REDACTED]
I was in the, I was, excuse me, I was in the middle lane.

H
And there's three lanes there correct?

■
Yes.

H
And you're headed away from Charlotte?

■
No I was going toward Charlotte.

H
Were you headed away from downtown Charlotte?

■
Uh, I was coming from 77 South I was coming from Columbia South Carolina.

H
Okay, so you're headed away from the city on 74?

■
I guess, I guess that's what you would say.

H
When you're traveling down Independence how fast were you traveling?

■
Fifty five.

H
As you're going along Independence what did you observe that lead up to the crash?

■
Okay what I observed, I observed a dump truck first we were trailing each other he was in front of me.

H
In what travel lane?

■
Huh.

H
What travel lane?

■
He was in the middle lane, and then I noticed he moved to the far left lane, and he was there for awhile. And the next thing I know he swerved and the reason I think he swerved is because there was a truck on the side of the road, and I assumed he was trying to miss the truck or whatever. I don't know exactly what happened. But anyway, once he swerved he swerved in front of me. I slammed on my brakes then I noticed he hit that SUV. Then the SUV spin a little it spinned like twice.

B

Let me stop you right there?

■
Un huh.

H

When the truck swerved what direction did it go to, to the right?

■
It went to the right; yeah it went to the right.

H

And the SUV you said was in the right travel lane?

■
Yeah it was in the right travel lane.

H

What portion of the SUV got struck by the truck?

■
Uh it was the driver's side.

H

And then after the SUV got struck what did you observe?

■
Then after that some how the dump truck got to the far left it was like on the left on the ramp, on a ramp over there in that area. Then I noticed the SUV was in between the left lane and the middle lane.

H

Stopped?

■
Stopped, completely stopped. No moving no nothing.

H
What way was it facing?

■
It was facing, it was facing the left like the, are you talking about the front part of the SUV?

H
The front of the vehicle?

■
The left, it was facing to the left.

H
And did you observe the car explode?

■
No it was facing to the right I think it was facing me I think it was facing me.

B
Okay so it's facing to the right?

■
Yeah.

B
Did you ever see the vehicle explode?

■
Yeah, un huh I saw it.

B
Did you see people get out of the car?

■
Yeah I think I saw like two people that got out.

H
Did you ever see the SUV strike the center cement wall?

■
Hmm mmm, I didn't see that if it did.

H
Right did you ever see the vehicle the SUV flip in the air?

■
Hmm mmm, no.

H
No, okay. Do you have an opinion as to how fast the dump truck was traveling?

■
Un I couldn't tell you. I would assume just normal you know the speed limit.

H
And was the dump truck originally was in front of?

■
Because he wasn't flying or anything he was just doing the normal speed.

H
So he was keeping pace at the speed you were traveling?

■
Un yeah pretty much, yeah.

H
After the crash occurred you stopped and you gave your name to a police officer?

■
Un huh.

H
Did you ever talk to any of the occupants of any of the vehicles involved?

■
Talking about some other witnesses?

H
No did you ever talk to the people that were in the SUV or the dump truck?

■
No huh un, no I didn't.

H

Okay, is there anything else you would like to add or anything you feel as though I need to know that I have not asked you?



Un no.

THIS CONCLUDES THIS INTERVIEW AT 1450 HOURS.

ON FRIDAY DECEMBER 5TH, 2003 AT 1445 HOURS THIS INVESTIGATING OFFICER (R.A. HOLL, CODE NUMBER 0436) HAD THE OPPORTUNITY TO INTERVIEW [REDACTED] BLACK FEMALE, AGE [REDACTED] HAS A RESIDENT ADDRESS OF [REDACTED] APARTMENT [REDACTED] CHARLOTTE, N.C. [REDACTED] HAS A HOME TELEPHONE NUMBER OF [REDACTED] AND A WORK TELEPHONE NUMBER OF [REDACTED]

HOLL H

[REDACTED] do you realize this interview being recorded?

[REDACTED]
Yes.

H
On the 21st of November, approximately 6:00 o'clock in the evening did you observe a motor vehicle crash between a SUV and a dump truck on Independence Boulevard?

[REDACTED]
Yes.

H
At the time the crash occurred were you driving a car?

[REDACTED]
Yes.

H
What kind of car is that?

[REDACTED]
I have a Mitsubishi Gallant.

H
What travel lane were you traveling in?

[REDACTED]
I was in the, I was, excuse me, I was in the middle lane.

H
And there's three lanes there correct?

[REDACTED]
Yes.

H
You're headed away from Charlotte?

[REDACTED]
No, I was going toward Charlotte.

H
Were you headed away from downtown Charlotte?

[REDACTED]
Uh, I was coming from 77 South. I was coming from Columbia, South Carolina.

H
Okay, so you're headed away from the city on 74?

[REDACTED]
I guess, I guess that's what you would say.

H
When you're traveling down Independence how fast were you traveling?

[REDACTED]
Fifty five.

H
As you're going along Independence what did you observe that lead up to the crash?

[REDACTED]
Okay what I observed, I observed a dump truck first. We were trailing each other he was in front of me.

H
In what travel lane?

[REDACTED]
Huh.

H
What travel lane?

■ He was in the middle lane, and then I noticed he moved to the far left lane, and he was there for awhile. And the next thing I know he swerved and the reason I think he swerved is because there was a truck on the side of the road, and I assumed he was trying to miss the truck or whatever. I don't know exactly what happened. But anyway, once he swerved he swerved in front of me. I slammed on my brakes then I noticed he hit that SUV. Then the SUV spun a little. It spun like twice.

B

Let me stop you right there?

■
Un huh.

H

When the truck swerved what direction did it go to, to the right?

■
It went to the right; yeah it went to the right.

H

And the SUV you said was in the right travel lane?

■
Yeah it was in the right travel lane.

H

What portion of the SUV got struck by the truck?

■
Un it was the driver's side.

H

And then after the SUV got struck what did you observe?

■
Then after that somehow the dump truck got to the far left it was like on the left on the ramp, on a ramp over there in that area. Then I noticed the SUV was in between the left lane and the middle lane.

H

Stopped?

■
Stopped, completely stopped. No moving, no nothing.

H

What way was it facing?

■

It was facing, it was facing the left like the, are you talking about the front part of the SUV?

H

The front of the vehicle?

■

The left, it was facing to the left.

H

And did you observe the car explode?

■

No it was facing to the right. I think it was facing me. I think it was facing me.

B

Okay so it's facing to the right?

■

Yeah.

B

Did you ever see the vehicle explode?

■

Yeah, un huh I saw it.

B

Did you see people get out of the car?

■

Yeah, I think I saw like two people that got out.

H

Did you ever see the SUV strike the center cement wall?

■

Hmm hmm, I didn't see that if it did.

H

Did you ever see the vehicle, the SUV, flip in the air?

■
hmm hmm, no.

H
No, okay. Do you have an opinion as to how fast the dump truck was traveling?

■
Uh, I couldn't tell you. I would assume just normal; you know the speed limit.

H
Was the dump truck originally in front of?

■
Because he wasn't flying or anything, he was just doing the normal speed.

H
So he was keeping pace at the speed you were traveling?

■
Uh, yeah pretty much, yeah.

H
After the crash occurred you stopped and you gave your name to a police officer?

■
Uh huh.

H
Did you ever talk to any of the occupants of any of the vehicles involved?


■
Talking about some other witnesses?

H
No, did you ever talk to the people that were in the SUV or the dump truck?

■
No huh un, no I didn't.

H

Okay, is there anything else you would like to add or anything you feel as though I need to know that I have not asked you?


Uh no.

THIS CONCLUDES THIS INTERVIEW AT 1450 HOURS.

ON THURSDAY JANUARY 15TH, 2004 AT 0832 HOURS THIS INVESTIGATION OFFICER
(D.A. HOLL, CODE NUMBER 0436) HAD THE OPPORTUNITY TO INTERVIEW [REDACTED]
[REDACTED] WHITE MALE, AGE [REDACTED] HAS A
RESIDENT ADDRESS OF [REDACTED] CHARLOTTE, N.C. [REDACTED]
HAS A RESIDENT TELEPHONE NUMBER OF [REDACTED] IS CURRENTLY
EMPLOYED WITH B & E HEATING AND AIR, WITH A WORK TELEPHONE NUMBER OF
[REDACTED]

HOLL H

H
[REDACTED] do you realize this interview is being recorded?

[REDACTED]
Uh, yes I do.

H
All I ask during the interview is that you speak up.

[REDACTED]
Okay.

H
On the 21st of November of 2003, just prior to six o'clock in the evening, were you traveling on
Independence Boulevard just prior to Cricket Arena?

[REDACTED]
Oh, yes I was.

H
Do you recall what vehicle you were driving at the time?

[REDACTED]
Oh, yes sir.

H
What was that?

[REDACTED]
92 Chevrolet S-10 pickup.

H
Is that vehicle yours?

■
Uh, yes it.

H
During that date and time did you observe a motor vehicle crash between a dump truck and a SUV?

■
Uh, yes I did.

H
On Independence Boulevard what direction of travel were you traveling in?

■
Uh, Eastbound.

H
So that would be away from the downtown area?

■
Uh, yes it would.

H
What travel lane were you in just prior to the crash?

■
Uh, I was in the center lane.

H
How would you describe the traffic conditions at the time; was it light, median, heavy?

■
Uh, it was heavy.

H
Do you recall how fast you were traveling at that time?

■
Uh, between fifty five and sixty.

H
Were you keeping up with the flow of traffic?

■
Uh, yes I was.

H

When was the first time you observed the dump truck?

■
Uh let's see uh , uh I know I'd just put out a cigarette and just kind of glanced up and the car in front of me hit his brakes and I hit mine and then that's when I saw the dump truck. It swerved out and went sideways on Independence.

H

So when you're traveling down Independence prior to the crash there's nothing that made you look at the dump truck or even know that it was there.

■
Uh well, I noticed the dump truck but there wasn't anything going on. The traffic was moving you know, everybody was moving together.

H

Prior to the crash what travel lane was the dump truck traveling in?

■
On it was in the, let's see the far left lane in that very inside lane.

H

What would you say the speed of the dump truck was?

■
I would say it was probably around uh fifty five between fifty five, sixty. I mean it was moving with the rest of the traffic. I mean everybody was going about the same speed.

H

Just prior to the crash what did you observe?

■
On nothing, nothing really out of the way except there was a taxi cab that was just kind of weaving in and out of traffic, but I really didn't pay it much attention.

H

Over on the left shoulder of the roadway did you observe any type of vehicle that appeared to be broken down?

■
Uh not before the crash, I didn't see it until right where everything happened pretty much where the dump truck hit the SUV. That's when I noticed the truck in the middle lane that was broke down. Before that I didn't really notice it.

H

All right, the truck you see in the middle lane is that after the crash occurs? Because I've been told prior that there was a broken down vehicle in the left shoulder of the road that was partially into the left through lane?

█
Uh yeah it was there, I mean it was like I didn't see it until you know the dump truck was sideways sliding, and then I saw it when it hit the SUV. And when I saw the dump truck hit the SUV and that's when I noticed that truck sitting there. So I didn't know it was broke down at the time so.

H

What color was that truck?

█
It was white boxed van type vehicle.

H

Did it have any writing on it?

█
Uh it was Neighborhood Handy Man, I think it was.

H

What do you see the dump truck do?

█
Uh well, at the beginning when I first noticed it came out of the center lane which is against the wall.

H

All right let me stop you.

█
Okay.

H

Originally you see it traveling in the left lane correct?

█
Uh yes I do.

H

From that point what do you see the driver of the dump truck do?

■
Uh basically it was like somebody pulled in front of him because he swerved out he just came back out into traffic and then that's when it went sideways.

H

Did you see the truck go all the way over toward the right travel lane?

■
Uh, yes I did because it blocked all three lanes there.

H

And did the dump truck then swerve back to the left?

■
Uh, yes it did. It went straight back toward the wall.

H

There is, to the right of the roadway of the Independence, there's a mound of dirt that runs down the whole entire side of Independence, correct?

■
Yes it is.

H

Did you ever see the dump truck go over into that dirt area?

■
Uh, never did. It was in the, it was on the roadway the whole time.

H

When you see the truck veer back to the left, going back toward the center of the roadway, what happens?

■
Uh it hit the SUV, it hit the Jeep Liberty and when it hit the Jeep Liberty it flipped it over on its side.

H

Did you ever see the Jeep Liberty strike anything else, like a retaining wall?

■
Uh no I didn't, I didn't see that part. I was probably paying attention to the dump truck so.

H

At this time you had to start braking correct?

█
Yes I did.

H
Were there cars in front of you?

█
Uh there was one car in front of me, it was a, I can't remember what kind of car it was I just know, I just tried not to hit them to so.

H
The car that was in front of you is that the last car directly in front of you then the crash is occurring?

█
Uh, yes it is.

H
Did you see the SUV flip?

█
Uh, yes I did.

H
Do you recall how many times it flipped?

█
Well let's see it flipped up on it's side and then the dump truck pushed it. I'm going to say it flipped twice.

H
After if flipped did it come back up on it's wheels?

█
Uh, yes it did.

H
Did the dump truck ever hit it again after that?

█
Uh, no; after this point the dump truck had enough room in between it and the wall to just, it stopped right there. So pretty much when everything stopped the dump truck and the SUV stopped at the same time pretty much.

H
Did you see the SUV exploded into flames?

█
Uh, yes I did.

H
Did the fire erupt after it came to rest or when it was flipping?

█
Uh, it was pretty much right before it hit all the way back on all four tires, because I mean you could see a little flame and then when it hit all four tires the whole cargo area of the back end just burst into flames.

H
How far would you say you were from the actual crash when it was occurring?

█
Uh, I'd probably say about twenty feet, twenty, twenty five feet.

H
What travel lane are you in when you see the dump truck swerve and then come back and strike the SUV?

█
Uh I guess I'd have been in the middle of the three lanes.

H
All right, the center lane?

█
The center lane.

H
Now prior you discussed this panel van that was stopped in the roadway, correct?

█
Uh, yes.

H
All right, and prior you told me that that was in the center lane and I'm wondering if you may have the lanes mixed up. Because you should have hit the panel van if it was there, or did you see that panel van after you stopped and you looked back and then you saw it?

Well where I stopped at I was looking straight across at it pretty much but when I say the center lane you know you've got three lanes there. I was in the middle, the middle lane not the lane against the wall.

H
Correct there's three through lanes?

Yes.

H
And you're in the center lane?

I'm in the center lane and then I got a lane on the both sides of me.

H
Correct, and I'm just trying to get everything straightened out as to where you saw this panel van. Are you saying that you saw it in the center lane, also?

It was in the center lane it was broke down with the flashers on. I remember it because you know it was out of place for one thing because everybody else was on the other side of the road when everybody stopped everybody went that way. So that van was just, it was up against the wall and.

H
What van was up against the wall?

Uh, the panel van. The Neighborhood Handy Man van, it was up against the wall.

H
How did the panel van get up against the wall?

I have no idea.

H
All right.

Because after that it's.

H

All right, you got the van broken down in the center lane with the flashers on then it's up against the wall?

Well I mean it's up against the wall, center lane, not the lane I was in.

H

Okay.

The lane I was in was the center of the three lanes.

H

All right let me describe something to you and tell me if I'm correct and if I'm not you correct me, all right?

Okay.

H

There are three lanes outbound on Independence Boulevard, correct?

Yes.

H

Then there's a retaining wall on the inbound and the outbound side that separates two bus lanes?

Yes.

H

Was the panel van that you originally saw broken down with it's flashers on over by the retaining wall that separates the bus lanes?

Uh, yes it was.

H

Okay.

It wasn't in the bus lane it was in the traffic lane.

H

It was in the eastbound lanes, but it was up by the retaining wall?

█
Uh, yes it was.

H

All right, we've got that straightened out. Now, when you come to a stop do you stay in the center lane or do you merge over toward the right?

█
Uh, I merge over toward the right and get on the shoulder.

H

What lane was the SUV in when the SUV got struck?

█
Uh it would have been on the lane inside next to the wall, next to the retaining wall.

H

The left through lane?

█
Yes.

H

Was traffic slowing down in the left through lane prior to the crash because of the broken down vehicle, or you don't know?

█
That part I really can't remember because I mean it's. I don't know everything was moving and like I said I reached down to put out a cigarette and when I looked up everything was happening. So I mean it was like everybody was slamming on brakes and then the dump truck went sideways, so that's.

H

After the crash occurs you stop. What if anything did you do?

█
Uh, try to go up and help make sure everybody gets out.

H

Did you see anybody get out of the SUV?

On the driver, the front passenger and I'm wanting to say there were two people in the backseat that got out. Because when they ran across the road their feet and pants legs were on fire. They had fire on them so I do remember that.

H

The people that got out of that vehicle were they male or female?

Uh the driver, the passenger; I think they were all female.

H

Did you speak to them?

Uh, no I didn't.

H

Okay did you ever speak to the driver of the dump truck?

Uh, not as I remember. I mean, there was a bunch of people standing there around the wall when it was. We were trying to squirt the fire extinguisher and stuff in there and I don't remember who all was there. I know the guy from the box truck, he's the one with the extinguisher. He came running down there, but as far as the truck driver I don't really remember seeing him.

H

Is there anything else you would like to add or anything you feel as though I need to know that I have not asked you?

Uh, no that's pretty much it that's pretty much the way I saw it. I mean, I heard a lot of things while I was there that people talking around me, but you know as far as what I saw that's what I saw.

H

What's your opinion as to why that dump truck all of a sudden had to swerve to the right.

Uh, I don't know maybe he wasn't, maybe somebody came over on him or something, he wasn't paying attention, didn't see the truck in time or.

H

Did you see anybody directly in front of you move over to the left abruptly?

■
Uh no I didn't all. I pretty much saw at first was the car in front of me brake lights, and then that's when I just started trying to stop and saw the dump truck.

H
All right, you see the car in front of you apply brakes. You start slowing down and at the same time, I'm sure simultaneously, you see the dump truck going from left to right?

■
Oh yeah, that's it.

H
Once again is there anything else you would like to add?

■
Uh, not as I know of.

THIS CONCLUDES THE INTERVIEW AT 0847 HOURS

ON FRIDAY DECEMBER 5TH, 2003 AT 1500 HOURS THIS INVESTIGATING OFFICER (R.A. HOLL, CODE NUMBER 0436) HAD THE OPPORTUNITY TO INTERVIEW [REDACTED] [REDACTED] WHITE MALE, AGE [REDACTED] HAS A RESIDENT ADDRESS OF [REDACTED] CHARLOTTE, N.C. [REDACTED] HAS A RESIDENT TELEPHONE NUMBER OF [REDACTED] IS CURRENTLY EMPLOYED AS A DETENTION OFFICER, MECKLENBURG COUNTY SHERIFF'S OFFICE, WITH A WORK TELEPHONE NUMBER OF [REDACTED]

HOLL H

[REDACTED]
H [REDACTED] do you realize this interview is being recorded?

[REDACTED]
Yes.

H
Would you please state your full name for me?

[REDACTED]
H
On the 21st of November approximately six o'clock in the evening were you driving a motor vehicle on Independence Boulevard?

[REDACTED]
Yes.

H
What type of vehicle were you driving?

[REDACTED]
A 97 Red Chevrolet S-10.

H
And do you know the license plate number of your vehicle?

[REDACTED]
H
What travel lane were you in, and what direction of travel were you traveling?

■
I was in the far right hand lane going toward town on Independence Boulevard.

H
So you're on the opposite side of the roadway from where the crash occurred?

■
Yes.

H
Did you ever see the vehicles that were involved actually hit each other?

■
No.

H
What first drew your attention that there was a problem?

■
Uh, the vehicle catching on fire.

H
Did you stop and go over to where that vehicle was?

■
Yes.

H
When you got there what if anything did you do?

■
When I got there, there was nothing I could do the vehicle was completely engulfed in flame.

H
Did you talk to any of the occupants that were in the vehicle that was on fire?

■
No.

H
Did you see a dump truck that had been involved in a crash?

■
Yes.

H
Was that vehicle stopped at the retaining wall?

█
Yes.

H
Did you ever speak to anybody that identified themselves as the driver of that truck?

█
Yes.

H
Was it a white male, or a black male?

█
A black male.

H
Thin or heavy set?

█
Heavy set.

H
What if anything did he say to you?

█
He said; Oh my God, I think I just killed someone. Please get me away from here and he asked me if he could use a cell phone.

H
Did you give him a cell phone?

█
No.

H
What if anything did you do after he made that comment?

█
Walked him back toward the closest police car.

H
Was there a police officer that you spoke to?

█
Yes.

H
Eventually did you give your name and your work address and telephone number?

█
Yes.

H
To a police officer, correct?

█
Yes.

H
Did you have any conversation with anybody else including the individual that drove the truck?

█
No.

H
Is there anything else you'd like to add or anything you feel as though I need to know that I have not asked you?

█
Uh there was appeared to be a fire fighter or volunteer fire fighter uh trying to put out the flames on the back of the vehicle with an extinguisher to no avail.

H
Anything else?

█
That is all.

THIS CONCLUDES THE INTERVIEW AT 1505 HOURS.

ON FRIDAY, DECEMBER 5TH, 2003 AT 1305 HOURS THIS INVESTIGATING OFFICER (R.A. HOLL, CODE NUMBER 0436) HAD THE OPPORTUNITY TO INTERVIEW [REDACTED] BLACK FEMALE, AGE [REDACTED] HAS A RESIDENT ADDRESS OF [REDACTED] CHARLOTTE, N.C. [REDACTED] HAS A RESIDENT TELEPHONE NUMBER OF [REDACTED] AND A WORK TELEPHONE NUMBER [REDACTED]

BOB B

[REDACTED]
B
[REDACTED] do you realize this interview being recorded?

[REDACTED]
Yes.

B
Would you please state your full name for me?.

[REDACTED]
B
And all I ask during the interview is that you speak up. On the 21st of November, which was a Friday, approximately six o'clock in the evening did you observe a motor vehicle crash on Independence Boulevard?

[REDACTED]
Yes.

B
Were you driving a vehicle at the time?

[REDACTED]
Yes.

B
What type of vehicle were you driving?

[REDACTED]
1997 Blue Volkswagen Jetta.

B
Do you recall your license plate number?

■
Yes, I do now.

B
And what is that?

■

B
Prior to this crash what travel lane were you traveling in?

■
The right lane.

B
Approximately what speed were you traveling?

■
Fifty five.

B
How would you describe the traffic conditions at the time light, medium or heavy?

■
Medium.

B
As you're traveling down Independence you observed a motor vehicle crash between an SUV and a dump truck?

■
Correct.

B
Did you observe this dump truck prior to the crash?

■
Yes.

B
Did you observe it as you're traveling down Independence Boulevard?

■
Yes.

B
How fast would you say that dump truck was traveling?

█
Fifty five.

B
Do you know where Hawthorne goes underneath Independence?

█
Hawthorne?

B
Back on top of the hill?

█
Yes, the overpass, yes.

B
Between there and the crash where exactly did you originally see this dump truck?

█
That would be the left lane.

B
Okay, but when you're back at, say Independence and Hawthorne, had you already observed the dump truck in the left lane or was it down further on the roadway?

█
I would have to say it was down further down in the roadway and I was traveling that time in the middle lane.

B
Explain what you observed at the time of the crash?

█
I was traveling in the right hand lane and I seen a dump truck hit a Jeep Liberty, not certain if it was the rear or front side. The Jeep Liberty hits the wall and flipped two times. The Jeep, the dump truck was trying to lock on his brakes and he slid into the middle lane and hit the Jeep Liberty the second time, the impact, and then I seen the back of the Jeep Liberty catch on fire and three pedestrians climb out the side climb out of the Jeep Liberty on it the driver's side door and then they ran to the median.

B
Did you ever see the dump truck swerve to the right?

■
Yes.

B
And that's from the left lane correct?

■
Correct.

B
Before the truck swerved had that truck ever made contact with the Jeep Liberty?

■
I can't recall that.

B
At the point and time that the crash occurs what's your positioning? Are you in front looking back or you along side traveling down the roadway, or are you behind the crash scene?

■
I'm on the side.

B
You're on the side?

■
Correct.

B
How far over do you see the dump truck go toward the right travel lane?

■
Uh.

B
Did you see any portion of the truck go into the right travel lane?

■
Yes I did.

B
Okay.

■
It skid sideways into the right lane.

B
Did you see it then go back toward the wall, which would be to the left?

■
Right.

B
When it went back toward the wall did it strike the Jeep Liberty?

■
Yes.

B
Where did it strike the Jeep Liberty to the best of your recall?

■
To the best of my knowledge I'm going to say on the, maybe on the passenger's side on the right side that's the best of my knowledge.

B
Did that truck then push the Jeep Liberty into the wall, did you see the Jeep Liberty strike the wall?

■
After the second impact uh, I can't recall.

B
Okay explain your saying two impacts, explain the first impact to me and then explain the second impact to me?

■
Okay the first impact, now I can't remember whether it was the rear or the side, but I remember there being a first impact, which caused the Jeep Liberty to hit the wall and flipped, and then the second impact would have been when the driver looked appeared to be trying to lock his brakes. He slid into the middle lane and then hit the Jeep again on which side I can't recall I'm thinking more on the passenger's side.

B
When the Jeep flipped and then came back down on to the ground did it come to a position in an upright position so the tires are on the ground?

■
Yes.

B
After that occurred did the truck hit the Jeep again, or was it before that?

■ It hit it again when it was upright. When, after it hit the wall and it flipped it hit the vehicle was upright when it hit it. Yes, when the dump truck hit it the second time the vehicle was upright and it kind of pushed the car in the middle of the road into that, like between the third, between the middle lane and the far left lane.

B

Okay so when the car came to rest after being struck the second time it came to rest in the center lane?

■ Right, facing like an opposite at an angle it wasn't facing the correct way of flow of traffic, it was at an angle.

B

Would it be correct by saying that it was in an upright position facing back toward the city but not completely?

■ Right I would say that, correct.

B

When the Jeep Liberty flipped after striking the wall and the truck hit it a second time was the Jeep down on the ground or was it in the air?

■ I'm going to say down on the ground.

B

When it hit it a second time was the Jeep Liberty completely in the left lane, partially in the left center, or in the center?

■ I'm going to say partially.

■ In the left and center lane?

■ Right.

B

Okay, at the time the crash occurred do you know how fast that truck was traveling, do you have an opinion?

■
Uh can you repeat that question again?

B
When the actual crash occurred?

■
Um huh.

B
Do you have an opinion as to the speed of the truck?

■
I'm going to say going with the flow of the traffic, which was still looking at between forty five and fifty five.

B
After the Jeep flipped and comes upright again on its tires and the truck strikes it a second time?

■
Um huh.

B
How fast would you say the truck was going on the second impact?

■
At that time he's locking his brakes so and I'm only estimating probably no more than maybe thirty-five, forty. I know he wasn't at full speed because he was trying to lock, he was locking his brakes down.

B
You end up seeing three people run out of the vehicle?

■
Correct.

B
Did you ever learn that there was another individual inside the vehicle?

■
Right as uh, after all three passengers got out one lady was screaming saying there was still someone in the vehicle.

B
Do you have a cell phone?

■
Yes.

B
Did you happen to call 911?

■
No.

B
Okay, the first time the truck impacts the vehicle, the SUV then goes into the wall correct?

■
Correct.

B
The vehicle then flips and you believe that it flipped twice?

■
To my recollection yes, twice.

B
Did it go end over end, side to side, or was it more on an angle?

■
It was more of an angle and it went, angled, it went over the, I could say some of the vehicle was over the top of that barrier that's there in that left that wall that's there.

B
When it first got pushed into the wall?

■
Right, right.

B
Was it the back or the front, or both of the driver's side that went up over the wall, or you don't recall?

■
Well I'm going to say that it was at an angle the vehicle was at an angle when it flipped so that would be the front and I guess the rear would be up some, yes.

B
Okay so the rear was up against over the wall?

Right.

B

Okay. do you have an opinion as to how fast the SUV, the Jeep was traveling prior to the crash?

Uh same thing flow of traffic no more between, we were all probably doing between forty-five, fifty-five.

B

Prior to the crash did you ever see the Jeep have to stop because of the broken down vehicle that was a couple of car lengths ahead of the Jeep?

No.

B

Did you ever see the broken down vehicle?

No.

B

Did you ever learn while you were out there after the crash occurred that there was a broken down vehicle?

Yes.

B

Did you ever see that vehicle after?

Yes.

B

Where was that?

When we stopped and I stopped it was in the middle of the lane.

B

The broken down vehicle?

■
Yeah.

B
After?

■
After everything and what I would, and I'm only going to tell you what I was told there. It was a white uh looked like some type of while utility van, or yes but that's it.

B
So the first time you saw it was in the center lane?

■
Actually yeah and it was parked right beside of my car on the left, it was in the center lane right beside my vehicle.

B
Is this after the crash?

■
Yes.

B
When the crash occurs you never see that vehicle though?

■
I never saw that vehicle, didn't know of that vehicle until another witness told me there was a vehicle stopped on the left hand lane.

B
Did you ever talked to anybody that came out of the SUV?

■
No.

B
Did you ever talk to the driver of the dump truck?

■
No.

B
You eventually gave your name to a police officer?

█
Correct.

B
Before this taped interview we briefly discussed the facts of this interview correct?

█
Correct.

B
Have we covered everything that we discussed prior?

█
Uh, yes.

B
Is there anything else you'd like to add or anything that you feel as though I need to know?

█
No.


B
When was the first time you saw any fire on that vehicle?

█
Uh after the second impact, and then that wasn't like the fire wasn't immediately. While the ladies were crawling out of the car, it was when it caught on fire there was a flame. It wasn't like when the dump truck hit it, it automatically burst into flames it was like, uh. There was a like a few seconds. I remember that when the ladies were getting out that it caught on fire.

B
Okay, once again is there anything else you would like to add?

█
No.

THIS CONCLUDES THE INTERVIEW AT 1318 HOURS.

Charlotte-Mecklenburg Police Department Supplement Report @				COMPLAINT NUMBER 20031121 175902	Page # 1 of 1
2. Victim Name [REDACTED]			3. Original Offense / Charge TRAFFIC FATALITY		
4. Location Of Offense INDEPENDENCE BLVD, NEAR ROCKWAY DR			5. Arrest Number N/A	6. C.R. Number	
7. Original Report Date 11-21-2003		8. Supplement Date 02-12-2003		9. Correct Incident Classification	
10. Juvenile Case No	11. Multiple Case Clearance No	12. Supplement Confidential Yes		13. Purpose Of Supplement STATEMENT	

STATEMENT:

On Thursday, February 12, 2004, at 0705hrs, Officer Roberto Correa, A-1 Patrol District and this investigating officer arrived at the residence of [REDACTED] and family. The purpose of this interview was to determine what if anything they witnessed in reference to the above traffic fatality. The [REDACTED] vehicle was up near the front of the vehicles that had to stop on Independence Blvd, after the crash occurred.

Officer R. Correa translated during the interview. [REDACTED] was the driver of the vehicle and her husband [REDACTED] was sitting in the backseat with his sister, [REDACTED].

All three individuals were interviewed separately. All three stated that they did not see the crash occur. The above individuals stated that they did see the vehicles in question after the vehicles came to a stop and they observed the SUV on fire. Prior to the fire they stated that they did observe the SUV flip. [REDACTED] stated that she was traveling in the center lane and [REDACTED] thought they were in the right lane of travel. [REDACTED] stated that she does not know how fast she was traveling, but that she was moving with traffic. No one knew where the vehicles were located prior to the crash.

The interview concluded at 0725hrs.

21. UCR Clearance Status <input checked="" type="checkbox"/> Open <input type="checkbox"/> By Arrest <input type="checkbox"/> Exceptional <input type="checkbox"/> Unfounded		23. Reporting Officer R. A. HOLL		Code 0436	Assignment H.I.T.S.	Date 02-12-2003
22. Investigative Status <input checked="" type="checkbox"/> Active <input type="checkbox"/> Inactive <input type="checkbox"/> Closed <input type="checkbox"/> Administrative		25. Case Referred To	26. Reviewing Supervisor [REDACTED]			

ON WEDNESDAY DECEMBER 3RD, 2003 AT 1226 HOURS THIS INVESTIGATING OFFICER (R.A. HOLL, CODE NUMBER 0436) HAD THE OPPORTUNITY TO INTERVIEW [REDACTED] WHITE FEMALE, AGE [REDACTED] HAS A RESIDENT ADDRESS OF [REDACTED] TROUTMAN, N.C. [REDACTED] HAS A RESIDENT TELEPHONE NUMBER OF [REDACTED] AND CAN BE CONTACTED ON A CELL PHONE NUMBER [REDACTED] IS CURRENTLY EMPLOYED WITH THE IREDELL COUNTY HEALTH DEPARTMENT, 318 TURNERSBURG HIGHWAY, STATESVILLE, N.C. 28625, WITH A WORK TELEPHONE NUMBER OF [REDACTED]

HOLL H

H
[REDACTED] do you realize this interview is being recorded?

[REDACTED]
Yes.

H
On the 21st on November, which was a Friday, approximately six o'clock in the evening, were you in a motor vehicle that was involved in a crash on Independence Boulevard in Charlotte, N.C.?

[REDACTED]
Yes.

H
What type of vehicle were you traveling in?

[REDACTED]
A Jeep Liberty.

H
Do you recall the color of that particular vehicle?

[REDACTED]
Bronze, light brown, I don't know what color, gold color.

H
And who owns that vehicle?

[REDACTED]

H
Where were you seated in the car?

[REDACTED]
Front passenger seat.

H
Did you have your seatbelt on?

[REDACTED]
Yes.

H
Who was driving?

[REDACTED]

H
Who if anybody was sitting in the back?

[REDACTED] s daughter [REDACTED] was sitting behind me, and [REDACTED] was sitting behind [REDACTED]

H
Where were you coming from?

[REDACTED] house in Troutman.

H
At any time from the time that you left [REDACTED] house to the time the crash occurred did you stop anywhere?

[REDACTED]
We stopped at the Wilco station on, I don't know the highway is there, but Troutman I guess to get fuel.

H
And who put the gas in the car?

[REDACTED]

H
To the best of your knowledge did she fill the tank?

■
Yes.

H

Okay, you left there and traveled on what roadway to get to Highway 74, Independence?

■
77 South.

H

As you're traveling down Independence Boulevard prior to the crash what if anything are you doing in the car?

■
Talking about Thanksgiving, how ■ was going to spend Thanksgiving the next day with her family.

H

How would you describe the traffic that was around you, light, medium, heavy?

■
A Friday evening, heavy I would call; it's normal for Charlotte if you.

H

Do you recall how fast you were traveling?

■
No.

H

Do you recall what travel lane you were in?

■
The far left lane.

H

Prior to the crash what if anything did you observe on Independence Boulevard that made your vehicle slow down?

■
A stopped truck that was up against the concrete dividers pulled off as far as he could get.

H

Was any part of that vehicle still in the left travel lane?

■
I believe a small part of it was, maybe.

H
Were there vehicles in front of the vehicle that you were traveling in that had to slow down also?

■
The vehicle that was in front of us had slowed down and stopped and then he took off again.

H
Did your vehicle ever come to a complete stop?

■
Yes and then we started to move again when he did.

H
Did you recall whether you had to straddle the left lane and part of the center lane to get by?

■
No we didn't.

H
You completely fit in the left through lane?

■
Yes.

H
The vehicle that was broken down was it a car or a truck?

■
It was a large truck I don't know what kind you call them.

H
Do you recall if any writing in the side of it?

■
No, I don't remember any writing.

H
Do you recall how far you were away from the vehicle the first time you observed it either in feet or car lengths, or you don't know?

■
I don't even know what, how far it would be.

H

Did you notice any lights on the truck?

█
No lights on the truck.

H

Did you notice whether there were any lights flashing on that truck?

█
No, no lights flashing that.

H

Okay, so it's not that you didn't see any, there weren't any turned on?

█
There were none turned on.

H

Do you recall █ starting to move her Jeep Liberty again and proceeding to pass the stalled truck?

█
Yes.

H

Then what happened?

█
Uh, we went back to talking and I hear this noise. Uh, like tires squealing, kind of not like brakes like you're braking but like if you take a curve too fast and your wheels kind of make that noise. And I turned to my right and look out the window and I see a bumper of a large truck and the big chrome wheel. And I turned back forward but we're moving at this time, and then the whole Jeep just shakes violently and then we start, it gets, then there's this noise, like we're flipping I guess and it's just like everything goes into slow motion. It got dark inside the Jeep. And then uh, it was like gravel or stones, or little things hitting all this noise and this strange noise and then I don't remember anything after that.

H

When you turned and saw the chrome and the wheel of the truck did you know then that it was going to strike you?

█
I thought because we were moving he wasn't coming like passing he was coming kind of at an angle like.

H

Would you say like a forty five degree angle toward your vehicle?

■

It was on a slight, it was like a slight angle. I, just like when you're trying to stop something and the force pulls it, it pulls your vehicle a little. It was like that, but I thought because we were moving that you know it wasn't going to hit us.

H

So you were thinking that if anything it would have come across behind your vehicle?

■

Correct, correct.

H

Then the crash occurs?

■

Then, yeah, then something hit us because the whole vehicle just shook.

H

Do you remember hitting the retaining wall?

■

If that's what it was. It was like I say it got dark and it's just the whole thing it just started to move and I remember kind of like the seatbelts pulling down and .

H

Okay.

■

It hard, it's like everything went into slow motion then.

H

Did you feel a sensation as though the vehicle was flipping or rolling, or you don't know?

■

It was doing something because it was like I thought I saw like brown or something dark through the windows and I thought it was like grass or dirt that we were upside down.

H

Do you know for a fact whether the car flipped or rolled?

■

I don't know.

H

When the vehicle finally came to rest were you conscious or did you get knocked unconscious?

D

I believe I was unconscious because I don't remember anything until [REDACTED] was climbing between the seats and she's hitting me on the shoulder telling me we have to get out the vehicle's on fire.

H

You had to unlatch your seatbelt?

[REDACTED]

I don't remember unlatching my seat.

H

You end up going getting out of the car?

[REDACTED]

Yes.

H

Did [REDACTED] get out of the car before you?

[REDACTED]

was out because when she did that she was in motion getting out.

H

When she did what shaking you?

[REDACTED]

Yes, when she climbed between the two front seats to get out she's hitting me on the shoulder and yelling [REDACTED] we have to get out it's on fire. And the drivers' door is opened and I can see fire by the back window, you can see that it's on fire outside and I.

H

When you say the back window which side?

[REDACTED]

Driver's side.

H

You said that you looked out your passenger front door and you saw a gap?

■
Yes, in the door when I tried to get out then I tried to open my door to get out and it wouldn't open, but I can see the door there's daylight the door is bent and you can see.

H

And obviously this is after ■ has touched you to get you out?

■
Right.

H

When you looked to your right and you saw that gap in the door did you see any flames on that side, do you recall?

■
No, I don't recall seeing any flames.

H

Okay, let me rephrase the question a little bit. Did you see any flames on the right side of the car at that point and time when you're looking out yes or no, or you don't know?

■
No, I don't recall seeing any flames over there.

H

The only flames you saw at the time were on the left rear side?

■
Correct.

H

And that's because you're looking that way trying to get out or your head turns?

■
I'm just looking to see because that's the way ■ has exited the vehicle and I see a man standing there, a thin man standing. The door, the driver's door is open. He's standing close to that door and someone pulls ■ and moves her away from the vehicle.

H

Do you know if there were any flames to the right rear of the car, which would have been in the rear directly behind you?

■
I couldn't turn around that far to see.

H
So that you don't know?

■
No, I couldn't, I can't turn that far around to see.

H
The flames that you did see on the left side were the flames outside or inside?

■
Outside.

H
The flames that you saw can you say for a fact that they were flames from that side or was it reflection off the back glass?

■
No, it was flames outside the vehicle on that side.

H
You get out of the car what did the three of you do?

■
There out of the car. I start to climb out but that man disappeared, you can see the gas run from the large flames that were by the back. Continued

THIS WILL BE A CONTINUATION ON SIDE TWO.

H
Once again describe the fuel that you saw on the ground?

■
I see the flames that are up high pass the windows of the back drivers, the backseat the driver's window there up above, the flames are up to the window. Then I look, as I start to exit the vehicle I climb over the console. The gas starts running toward the front of the Jeep, and that ignites and starts to run. This gas you know, and in a split second I look and I said the only way I'm going to get out of this is I have to go through that fire to get out.

H
And did you have to do that?

■
Yes I did and my shoes were on fire as I ran through and I think the fire is what caused this burn on my face.

H
That would be to your left cheek?

█
Correct but everyone had disappeared from outside the man there was no one around the vehicle when I exited because I had , there was no one standing there when I came through the fire.

H
When you ran through the fire on the roadway was that fuel running toward the front of the car?

█
Yes it was.

H
And for you to run through the fuel that was on fire that means that the fuel was obviously past the front of the car running on the roadway?

█
Correct.

H
The only way you could get away from it was to run through it?

█
Correct, because I couldn't fit between the door; like try to go around the front of the vehicle. The only way was to go straight through, but it wasn't as high as what was by the back.

H
How high would you say those flames were?

█
By the back?

H
The trail.

█
The trail, probably about to my knee or the middle of my leg.

H
So about two feet?

█
Maybe, yeah.

H

How high would you say the flames were at the back?

■
They were past the window of the back, the back door.

H

Okay, so they were at or above the roofline?

■
Un huh, and then as I'm going across the road in that, there's a big like this whoosh, and then as I turned the whole vehicle is up in, it's just all engulfed in flames.

H

How far did you see the trail of fire that lead from the front of the car out into the roadway that you had to walk through do you have any idea?

■
All I remember is the door was open and it was past the door because all I was looking was straight, what I had to go through. I didn't look to my right.

H

Once you go through the flames where do you go?

■
Uh I looked down and my shoes are on fire and there's no one around me so I go to the side of the road where the dirt is and I tried to put the fire out in the dirt and kick my feet to get the fire out because my shoes aren't coming off.

H

Did you sustain burns to your feet?

■
No.

H

What kind of shoes did you have on?

■
They were leather flats, flat shoes, slip on's.

H

They're totally enclosed on the top, no straps, or they're straps?

■
No straps.

H
Okay, when was the first time you had contact with ■ after the crash? Where were you located?

■
On the side of the road.

H|
At that point and time did you know whether ■ had gotten out of the car or not?

■
I thought ■ was; when I left I never saw her in the vehicle. I thought she was out; I was the last one to get out.

H
When you got out of the car though and or as you're getting out of the car you never looked back for that split second correct?

■
Correct.

H
You eventually get transported to the hospital correct?

■
Correct.

H
Before you got transported did you eventually learn that the truck that struck your car was right there?

■
No, no, I never knew what hit us.

H
Did anybody every identify themselves as hitting your car?

■
No.

H
Once again you go to Carolina's Medical Center, you got transported by ambulance, Medic?

Yes.

H
What, if any, injuries did you sustain?

Uh just, uh my face burned, was burnt. Uh, my back was and neck and I had a lump behind my right ear, my head.

H
Did you stay over night or released shortly after?

I was released.

H
The same day?

The same day.

H
Is there anything else you would like to add or anything you feel as though I need to know that I have not asked you?

Uh when I was on the side of the road [REDACTED] kept saying that her friend was still in the vehicle but you couldn't get near it, but I never could see. I never did see [REDACTED] in the vehicle even when I was off to the side I never saw [REDACTED] in the vehicle. And kept asking what hit us but no one ever answered who or what had hit us, or what happened. I never knew until we got to the hospital.

H
Prior to the crash did you ever see the vehicle that struck you traveling down the roadway?

No, uh umm.

H
Once again, is there anything else you would like to add?

Not that I can think of.

THIS CONCLUDES THE INTERVIEW AT 1245 HOURS.

ON WEDNESDAY, DECEMBER 3RD, 2003 AT 1135 HOURS THIS INVESTIGATING OFFICER (B. A. HOLL, CODE NUMBER 0436) HAD THE OPPORTUNITY TO INTERVIEW [REDACTED] WHITE FEMALE, AGE [REDACTED] HAS A RESIDENT ADDRESS OF [REDACTED] STATESVILLE, N.C. [REDACTED] HAS A RESIDENT TELEPHONE NUMBER OF [REDACTED] IS CURRENTLY EMPLOYED WITH THE IREDELL COUNTY HEALTH DEPARTMENT LOCATED AT 318 TURNERSBURG HIGHWAY, STATESVILLE, N.C. [REDACTED] WITH A WORK TELEPHONE NUMBER OF [REDACTED]

HOLL H

[REDACTED] do you realize this interview is being recorded?

[REDACTED]
Yes.

H
You're going to have to speak up for me.

[REDACTED]
Yes.

H
The motor vehicle crash that I'm going to ask you about occurred on the 21st of November of this year, which was a Friday. On that particular day what was your last name?

[REDACTED]
H
Since then you've gotten married correctly?

[REDACTED]
Yes.

H
And your last name now?

[REDACTED]
H
And it is [REDACTED]

■
Yes sir.

H
On the 21st of November, approximately six o'clock in the evening, were you involved in a motor vehicle crash on Independence Boulevard in Charlotte, N.C.?

■
Yes sir.

H
Speak up for me.

■
Yes sir.

H
What type of vehicle were you driving?

■
A Jeep Liberty.

H
What is the year of that vehicle?

■
2004.

H
You're the registered owner of that vehicle along with who else?

■
H
And who is that individual?

■
He is my husband now.

H
Where did you purchase the motor vehicle?

■
At Lake Norman Dodge or Chrysler.

H
Did you buy it as a brand new vehicle?

[REDACTED]
Yes.

H
At the time of the crash who was with you?

[REDACTED]
It was my daughter, [REDACTED] and [REDACTED] and I.

H
Okay, and it's [REDACTED]

[REDACTED]
Yes.

H
And [REDACTED] and your daughter's name?

[REDACTED]

H
And that's [REDACTED]

[REDACTED]
Yes sir.

H
And how old is she?

[REDACTED]
Eleven.

H
Who was sitting in the front passenger seat?

[REDACTED]

H
Who was seated directly behind you?

[REDACTED]

H
Your daughter was located in the right rear passenger seat?

[REDACTED]
Right, yes sir.

H
To the best of your knowledge everybody in the vehicle was wearing their seatbelt?

[REDACTED]
Yes sir.

H
At the time the crash occurred and just prior to the crash what was your daughter doing?

[REDACTED]
Sleeping.

H
We spoke briefly about this interview prior to the tape conversation correct?

[REDACTED]
Right.

H
And you explained to me that your daughter was seat belted in but being sleep she was leaning forward with her head on her knees?

[REDACTED]
Yes sir.

H
Before you came to Charlotte where were you coming from?

[REDACTED]
We were coming from Statesville.

H
What road did you travel from Statesville to get onto Independence Boulevard?

[REDACTED]
77.

H

When you were traveling down Independence Boulevard just before the crash occurred would you say the traffic around you was light, medium, or heavy?

Medium.

H

And what travel lane were you in?

The far lane.

H

Would that be the left lane?

Oh, yes.

H

As you're traveling down Independence Boulevard and just prior to the crash occurring explain to me the events that occurred, and you're going to have to speak up of me?

We were just driving down, we were just excited about my wedding and uh we were laughing too because my parents were coming for Thanksgiving, and we were laughing because my mother decided to cook the turkey and was going to bring it in the airplane with us, with them, I'm sorry.

H

And let me interrupt where were you headed to?

We were headed to pick up my wedding dress and all the girls dresses.

H

And that was over in Matthews correct?

It's in Independence, David's Bridal, I'm not to sure Matthews or.

H

Okay. As you're traveling down Independence Boulevard before the crash even occurred you get off 77, you get on Independence Boulevard, how fast were you traveling?

Forty-five, fifty.

H
Were you keeping up with the flow of traffic?

Yes.

H
As you're talking about your wedding plans what if anything happens, or what do you see first?

Uh, I saw the broken down vehicle first.

H
Where was the broken down vehicle located?

To the left.

H
Okay. There is a cement barrier that's located there. There's a small break down lane to the left of the left travel lane that you're traveling in. The vehicle that was broken down was it completely in the break down lane, or was it straddling both the left and the breakdown lane?

It was straddling in both. Between the emergency lane and the left lane.

H
Was it a car or a truck?

What I remember it looked like a truck.

H
Did you see any lights on it?

No.

H
Did you see any flashers flashing?

■
No.

H
How far away from the truck were you when you first observed that truck broken down, and if you can't do it in feet, do you know how many car lengths you were from it?

■
Maybe three cars lengths, I don't remember.

H
As you approached the vehicle that you saw broken down was this vehicle moving or was it stationary?

■
No it was stationary.

H
Did you have to slow down?

■
Yes.

H
Do you know what speed you were traveling at, at the time once you slowed down?

■
Yes, twenty -five.

H
What occurs as you approached the vehicle that's broken down? Is there another vehicle that's in front of you that's moving?

■
Yes there was.

H
What did that vehicle do?

■
That vehicle slowed down.

H
Thus you had to slow?

■
Yes.

H
And what did the car directly in front of you do?

■
It slowed down and once it knew it could go through the same lane it picked up speed then I picked up the speed too.

H
So it's at first you weren't sure if the vehicle in front of you could get through without going over into the right lane and the same with your car correct?

■
Right.

H
As you picked up speed do you know whether you passed the broken down vehicle before the crash occurred?

■
No, as I picked up the speed that's when the hit happened.

■
So just simultaneously as you pick up speed that's when you get struck?

■
Yes.

H
Do you know what side of the car front, back, left or right side got struck, or you just feel an impact?

■
I just felt the impact.

H
Did you ever see what kind of vehicle it was that was striking your car when the crash was occurring not after the fact?

■
When I felt the hit I turned and I saw big wheels that's all I remember.

H

And when you turned what way did you turn?

█
I turned to the right.

H

Where did you see those wheels in relationship to your car?

█
I saw it where █ was sitting.

H

That's your daughter?

█
That's my daughter.

H

Is your vehicle a two door, or four door?

█
Four door.

H

You said you saw a big wheel was that big wheel at your daughter's door?

█
I don't remember.

H

But it was in that general area?

█
In that general area yes.

H

What was happening to your car at that time once you got struck?

█
It hit the cement and then it was flipping over.

H

Okay when you say the cement is that the cement barrier, the median?

■
Yes.

H
So your car got pushed from right to left?

■
I don't remember I know we hit the cement and I know we flipped, but I don't remember anything else.

H
Do you recall whether your car flipped end over end front to back, or side to side, or you don't know?

■
I don't remember.

H
But you're positive that your car flipped over?

■
Yes.

H
Do you have any idea how many times it flipped?

■
No.

H
Pardon me?

■
No.

H
When your car comes to rest do you remember where your car came to rest in relationship to the roadway?

■
No sir.

H
As your car gets struck to the time it comes to rest what did you notice about your car?

█
It was on fire.

H

Tell me what you told me earlier about you realized that the car was on fire and the noise that you heard?

█
I just heard this My car was out of control and flipping and before it landed I heard a noise like somebody had lit a match and once it landed I'm trying to struggle to open my door and it opened but my car was already on fire.

H

Before when you told me before the taped interview you said that it made a noise like a match being lit did it sound like the wind coming out of a vacuum?

█
Yes.

H

Then all of a sudden your vehicle just exploded into flames?

█
Yes.

H

Do you know if the flames were in the back, if they were in the front, or were they everywhere?

█
By the time I opened my door it was all in the back and rushed everything in the front.

H

Okay when you say rush everything in the front; correct me if I'm wrong, I wasn't there. You see flames in the back and then you said it rushed everywhere. Do the flames in the back rush to the back?

█
From the from back toward my side and all around it was like pattern from the back to the left all around.

H

Where did you see the flames first?

█
In the back.

H
Pardon me?

█
In the back.

H
When you saw it in the back had you seen any flames in the front or you don't recall?

█
Don't remember.

H
When you get out of the car what do you do?

█
When I got out of the car I'm yelling at everybody inside that the car is on fire to please get out, please get out, and I reach for my daughter's hand. And my daughter uh taps █, and tells her to please get out that the cars on fire. So █ is getting out but I see that █ not. So once they were out I went around the vehicle because I couldn't in my side it was already burning and I see █. Her head resting against my seat like she's passed out and hollering for her █, wake up reach my hand and.

H
Did █ get out?

█
Yes █ got out.

H
Do you recall if █ was conscious right after the wreck?

█
Uh yes she was █ but she was like in shock too.

H
How did your daughter get out of the car?

█
Uh I seen █ and she, I don't know how she got out of the car but she did.

█
Did everybody come out your door?

█
Yes.

H

So when you saw [REDACTED] still in the vehicle you're looking through the passenger's side now?

[REDACTED]
Right.

H

Is the car completely engulfed in flames?

[REDACTED]
Yes.

H

Do you have any ideal of how high those flames were shooting in the air?

[REDACTED]
They were very high, very high.

H

At some point and time did you realize that it was a dump truck that hit your car?

[REDACTED]
I knew it was a truck, but I didn't know what kind.

H

Did you ever speak to the driver of that truck?

[REDACTED]
No sir.

H

After you realized you couldn't get [REDACTED] out of the car what did the three of you do?

[REDACTED]
I, there was a person there, I don't remember who she was but she told all three of us to get in the other side because the car was about to explode.

H

Meaning get to the other side of the roadway?

[REDACTED]
Right.

H
Is that what you did?

■
Yes.

H
Is there anyone else that you recall talking to out there other than the police, did you talk to
Medic?

■
EMS.

H
Eventually you had to get transported to Carolina's Medical Center?

■
Right.

H
What if any injuries did you sustains?

■
Neck pain, back pain, I was hurting my head hurt so bad, some bruises.

H
Did you receive any burns?

■
No, just my pantyhose were, caught on fire but I was trying to turn it off with my hand and then
it didn't burn.

H
When your clothing started to burn were you in the car or out of the car?

■
Out of the car.

H
Do you recall if you were still on your side of the vehicle, or was this after you were on the
passenger's side?

■
I was in my side, actually it happened when I uh getting out of the vehicle when I pushed my
door opened because I was shaking it like this.

H

When you pushed your door open did the flames try to come into the passenger compartment?

█

After █ got out uh, all I remember is that after █ got out that whole side where we all got out was already burning up.

H

Who was the last person out your daughter, or █?

█
█

H

Prior to the crash did you ever see the truck on Independence Boulevard that struck your car?

█

No sir.

H

So the first time you saw it was when you felt some type of bump to your vehicle. You looked over your right shoulder and you saw a big tire?

█

Yes.

H

Is there anything else you would like to add or anything you feel as though I need to know that I have not asked you?

█

No sir.

THIS CONCLUDES THE INTERVIEW AT 1153 HOURS.

Incident Detail Report

Incident #: 04-0048044
 Incident Date: 11/21/2003 5:59:09 PM

Incident Information

Incident Type:	Still Alarm	Alarm Level:	
Priority:	Medical	Problem:	10-50
Determinant:		Agency:	Charlotte Fire Department
Base Response#:		Jurisdiction:	Charlotte
Confirmation#:		Division:	Batt 1
Taken By:	CAD2CAD	Battalion:	Batt 1
Response Area:	Engine 8	Response Plan:	Still Alarm
Disposition:		Command Ch:	
Cancel Reason:	Duplicate Call	Primary TAC:	1C
Incident Status:	Closed	Secondary TAC:	
Certification:			

Incident Location

Location Name:		County:	MECKLENBURG
Address:	E Independence Bv / Briar Cree	Location Type:	
Apartment:		Cross Street:	
Building:		Map Reference:	
City, State, Zip:	CHARLOTTE NC		

Call Receipt

Method Received:	Cad to Cad	Call Back Phone:	
Caller Type:	CAD2CAD	Caller Location:	

Time Stamps

Description	Date	Time	User
1st Key Stroke			CC
In Waiting Queue	11/21/2003	5:59:08 PM	CC
Call Taking Complete			CC
1st Unit Assigned			CC
1st Unit Enroute			CC
1st Unit Arrived			CC

Elapsed Times

Description	Time
Received to In Queue	
Call Taking	
In Queue to 1st Assign	
Call Received to 1st Assign	
Assigned to 1st Enroute	
Enroute to 1st Arrived	

Event-005- Chrysler -015084

Closed 11/21/2003 6:00:58 PM CC **Incident Duration**

Resources Assigned

No resources assigned

Destinations

No Destination Information

Comments

Date	Time	User	Type	Comments
11/21/2003	5:59:09 PM	INT	Response	Incident transferred from Mecklenburg to Charlotte 11212003-79472 by Hinson, Stephanie
11/21/2003	6:00:03 PM	TB	Response	E Independence Bv / Briar Creek Rd

Address Changes

Date	Time	Location/Address	User
11/21/2003	6:00:03 PM	/ E Independence Bv / Briar Cree	Basham, Tim

Priority Changes

No Priority Changes

Alarm Level Changes

No Alarm Level Changes

Call Activities

Date	Time	Radio	Activity	Location	Comments	User
11/21/2003	5:59:10 PM		Interface		Transferred from Medic, incident 11212003-79472 by Hinson, Stephanie	INT
11/21/2003	5:59:10 PM		Incident Late			
11/21/2003	6:01:04 PM		Cancel Response	E Independence Bv / Briar Cree		TB

Edit Log

Date	Time	Field	Changed From	Changed To	Reason	Table
11/21/2003	5:59:27 PM	Address	E Independence Bv / Briar Cree	E Independence Bv / Briar Cree	Address Change	Response_Master_Inciden
11/21/2003	6:00:03 PM	Response_A		Engine 8	(Response Viewe	Response_Master_Inciden
	6:00:03				(Response	EA12-005- Chrysler -015085

11/21/2003	6:00:03 PM	Response_P	Still Alarm	View	Response_Master_Inciden
11/21/2003	6:00:03 PM	Address	E Independence Bv / Briar Cree	Change Verified	Response_Master_Inciden
11/21/2003	6:00:03 PM	Postal_Cod	28205	(Response View)	Response_Master_Inciden
11/21/2003	6:00:03 PM	Latitude	0	35206920	(Response View) Response_Master_Inciden
11/21/2003	6:00:03 PM	Longitude	0	80796371	(Response View) Response_Master_Inciden
11/21/2003	6:00:03 PM	Street_Id	NULL	14980	(Response View) Response_Master_Inciden
11/21/2003	6:00:03 PM	Apartment	ob		(Response View) Response_Master_Inciden
11/21/2003	6:00:03 PM	County	MECKLENBURG		(Response View) Response_Master_Inciden
11/21/2003	6:00:03 PM	Address	E Independence Bv / Briar Cree	(Response View)	Response_Master_Inciden
11/21/2003	6:00:19 PM	Primary_TA	1C	(Response View)	Response_Master_Inciden

Custom Time Stamps

No Custom Time Stamps

Custom Data Fields

Description	Data	User
Medic Signals	29- Traffic accident	INT
Medic Location Name		INT
Medic Inc #	11212003-79472	

CHARLOTTE FIRE DEPARTMENT FIRE REPORT

228 E. 9TH ST. CHARLOTTE, N.C. 28202 (704) 336-4174

Incident Number: 04-0048045

Exposure: 0

Address: 2100 E INDEPENDENCE

BV

Incident Type: 131 Passenger vehicle fire

Officer in Charge: Captain Randy King
Company: Engine 01

Incident Begin Time: 11/21/2003 17:58:58 Incident End Time: 11/21/2003 20:10:01

Property Use: 963 Street or road in commercial area

Mobile Property Info: 11 Passenger car.

JE Jeep

Mobile Property VIN

Mobile Property License

Occupant Name:

Fire Origin: UU Undetermined

Fire Out on Arrival: No

Equipment Involved:

Heat Source: 00 Heat source: other

Material Type 1st Ignited: 10 Flammable gas, other

Item First Ignited: 62 Flammable liquid/gas - in/from engine or burner

Ignition Factor 1: 00 Other factor contributed to ignition

Action Taken 1: 11 Extinguish

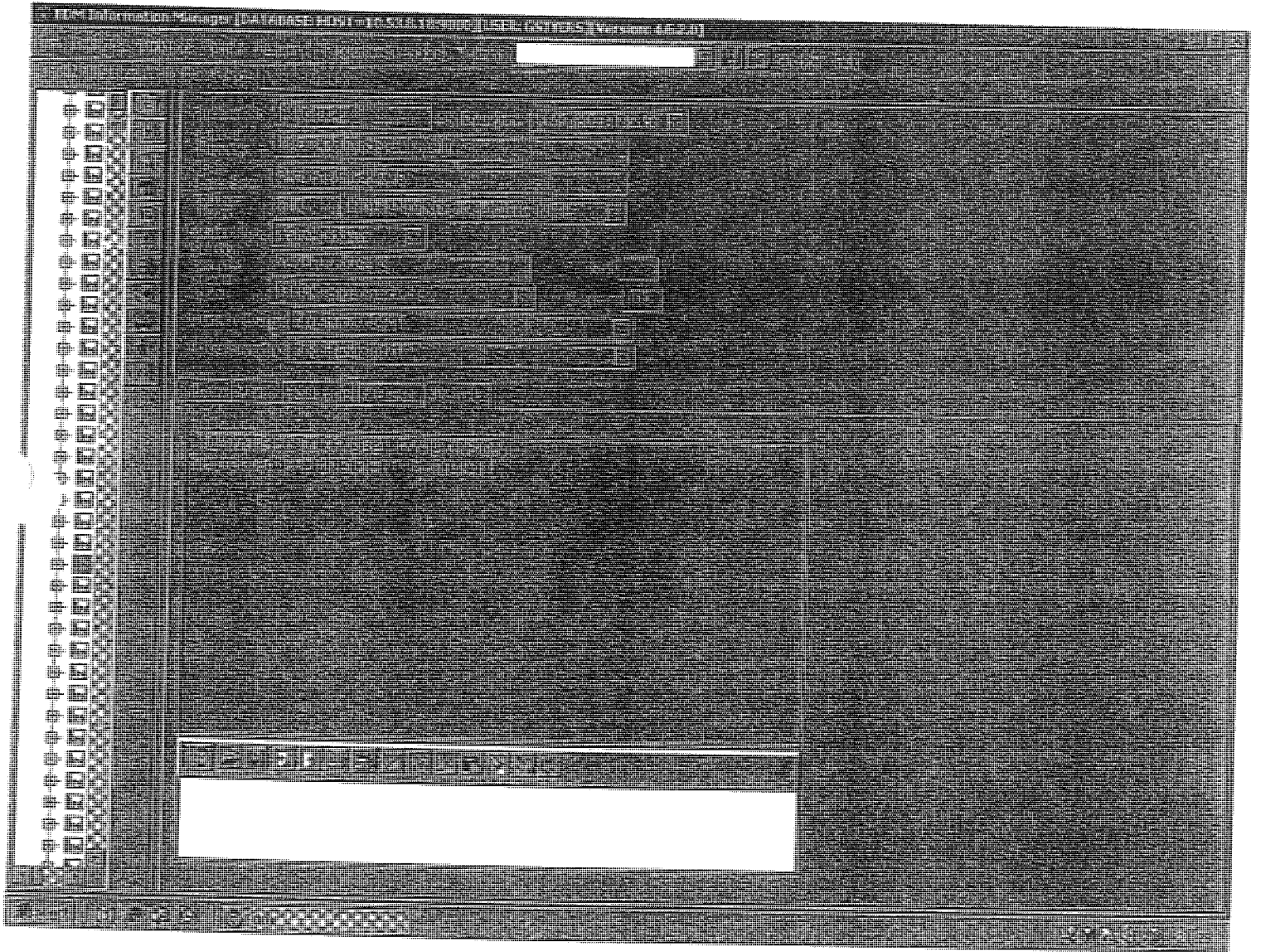
Civilian Injuries: 0 Fire Service Injuries: 0

Civilian Deaths: 1 Fire Service Deaths: 0

Property Loss: 18000

Contents Loss: 500

Investigator Assigned: _____



EA12-005- Chrysler -015088

Date 01/20/2004

CFD Investigation Details

*** THIS CASE INFORMATION NOT TO BE COPIED WITHOUT ***
**** PERMISSION OF CHARLOTTE FIRE INVESTIGATION ****

Case ID Nbr: Incident Begin Time: 11/22/2003 20:33:33
Investigator Assigned: Wilkinson Detective Assigned: HITS
Street Name: INDUSTRIAL Number: 10256 Apt/Unit:
City, St: PINEVILLE NC

General Information

Investigation Type: Accidental Fire Multiple Alarm: No
Police Case Nbr: Jurisdiction: Station 01 Status Code:
FF Fatal: No Civil Fatal: Yes FF Injure: No Civil Injure: No
Evidence: None
Disposition: N/A K-9: No

Fire Information

Investigator Assigned: Wilkinson Invest Date: 11/22/2003
Did FD Respond: No Fire Run #: Time of FD Dispatch:
First in Area: No Office in Charge: Investigator Wilkinson Shift: Days
Requested by: CMPD HITS unit Date: 11/22/2003 20:33:33
Forced Entry: No Where: None By Whom: None
Photos By: Wilkinson
Ignition Cause:
Ignition Factor 1:

Police Information

Police Case Nbr: Detective Assigned: HITS
Police Invest Date: Police Case Status:
Outside Agency 1: Assisting Officer:
Outside Agency 2: Assisting Officer:
Drug Related: No Gang Related: No Fire Bombing: No Explosion: No
Domestic: No

Case Notes:

Fire Scene Investigation Report

CHARLOTTE FIRE INVESTIGATION TASK FORCE

INVESTIGATIVE REPORT

CFD # 04-0048411

On 11-22-2003 this investigator contacted by CMPD HITS Officer Steve Pressley, who requested the assistance of this investigator to examine a vehicle which had been involved in a wreck and burned. This investigator responded and met with Officer Pressley at Dellinger Wrecker Service where the vehicle was being held.

Officer Pressley briefed this investigator on the details of the accident prior to the examination of the vehicle.

This investigator observed the involved vehicle located in the holding lot of Dellinger Wrecker Service. The involved vehicle was determined to be a four-door Jeep Liberty. The majority of the exterior surfaces were observed to be oxidized due to the fire. All of the windows were missing due to the accident and or the fire. The right front, the right rear, and the left front tires and wheels were attached to the vehicle but were damaged due to the fire. The left rear tire was located in the rear cargo area of the vehicle. It was determined that this tire and wheel had been torn from the vehicle during the accident.

Examination of the exterior of the vehicle revealed the heaviest oxidation patterns on the right rear exterior area of the vehicle. Examination of the underside of the vehicle revealed that the gasoline tank and the associated piping were missing. Two metal bands, which held the fuel tank onto the vehicle, were located in this area. The metal in this area was observed to be oxidized in a manner that would be consistent with the burning of the line from the fuel tank. The end of the exhaust pipe was noted to be heavily oxidized, consistent with the burn patterns observed on the right rear of the vehicle.

EA12-005- Chrysler -015089

Examination of the interior of the vehicle from through the exterior of the windows revealed heavy fire damage throughout the entire compartment. No other examination of the interior was conducted.

Based upon the examination of the involved vehicle, it is the opinion of this investigator that the fuel tank of the vehicle was ruptured or damaged in a manner as to allow the gasoline to leak or spill, allowing the gasoline vapors to be ignited by the exhaust system pipe. This investigator has labeled this case Closed / Accidental fire.

CFD Incident#: 04-0048411

Entries contained in this report are intended for compilation of statistics for the CHARLOTTE FIRE INVESTIGATION.

Estimations and evaluations made herein represent 'most likely' and 'most probable' cause and effect.

Detective: _____	Investigator: _____
Rank: _____ Date: _____	Rank: _____ Date: _____
Supervisor: _____	Supervisor: _____
Rank: _____ Date: _____	Rank: _____ Date: _____

EA12-005- Chrysler -015090

CHARLOTTE FIRE INVESTIGATION TASK FORCE

INVESTIGATIVE REPORT

CFD # 04-0048411

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Officer Pressley briefed this investigator on the details of the accident prior to the examination of the vehicle.

This investigator observed the involved vehicle located in the holding lot of Dellinger Wrecker Service. The involved vehicle was determined to be a four-door Jeep Liberty. The majority of the exterior surfaces were observed to be oxidized due to the fire. All of the windows were missing due to the accident and or the fire. The right front, the right rear, and the left front tires and wheels were attached to the vehicle but were damaged due to the fire. The left rear tire was located in the rear cargo area of the vehicle. It was determined that this tire and wheel had been torn from the vehicle during the accident.

Examination of the exterior of the vehicle revealed the heaviest oxidation patterns on the right rear exterior area of the vehicle. Examination of the underside of the vehicle revealed that the gasoline tank and the associated piping were missing. Two metal bands, which held the fuel tank onto the vehicle, were located in this area. The metal in this area was observed to be oxidized in a manner that would be consistent with the burning of the gasoline from the fuel tank. The end of the exhaust pipe was noted to be heavily oxidized, consistent with the burn patterns observed on the right rear area of the vehicle.

Examination of the interior of the vehicle from through the exterior of the windows revealed heavy fire damage throughout the entire compartment. No other examination of the interior was conducted.

Based upon the examination of the involved vehicle, it is the opinion of this investigator that the fuel tank of the vehicle was ruptured or damaged in a manner as to allow the gasoline to leak or spill, allowing the gasoline vapors to be ignited by the exhaust system pipe.

This investigator has labeled this case Closed / Accidental fire.

CHARLOTTE FIRE DEPARTMENT FIRE REPORT

228 E. 9TH ST. CHARLOTTE, N.C. 28202 (704) 336-4174

Incident Number: 04-0048411

Exposure: 0

Address: 10256 INDUSTRIAL

DR

Incident Type: 551 Assist police or other governmental agency

Officer in Charge: Investigator Paul Wilkinson

Company:

Incident Begin Time: 11/22/2003 20:33:33

Incident End Time: 11/22/2003 23:44:38

Property Use: 965 Vehicle parking area

Mobile Property Info:

Mobile Property VIN

Mobile Property License

Occupant Name:

Fire Origin:

Fire Out on Arrival: Yes

Equipment Involved:

Heat Source:

Material Type 1st Ignited:

Item First Ignited:

Ignition Factor 1:

Action Taken 1: 86 Investigate

Civilian Injuries: 0 Fire Service Injuries: 0

Civilian Deaths: 0 Fire Service Deaths: 0

Property Loss: 0

Contents Loss: 0

Investigator Assigned:

Wilkinson

Incident Detail Report

Incident #: 04-0048045
 Incident Date: 11/21/2003 5:58:58 PM


Incident Information

Incident Type:	Still Alarm-Freeway-Fire	Alarm Level:	1
Priority:	Still Alarm	Problem:	Veh Fire on Freeway Charlotte Fire Department
Determinant:		Agency:	Charlotte Fire Department
Base Response#:	11212003-0053492	Jurisdiction:	Charlotte
Confirmation#:		Division:	Batt 1
Taken By:	Reiten, Darren	Battalion:	Batt 1
Response Area:	Engine 8	Response Plan:	Still Alarm,Freeway,Fire Relat
Disposition:	11	Command Ch:	
Cancel Reason:		Primary TAC:	1C
Incident Status:	Closed	Secondary TAC:	
Certification:			

Incident Location

Location Name:		County:	MECKLENBURG
Address:	1403-1428 E Independence Bv	Location Type:	
Apartment:		Cross Street:	Pecan Av/Rockway Dr
Building:		Map Reference:	
City, State, Zip:	CHARLOTTE NC 28205		

Call Receipt

Method Received:		Call Back Phone:	
Caller Type:		Caller Location:	

Time Stamps

Description	Date	Time	User
1st Key Stroke	11/21/2003	5:58:56 PM	
In Waiting Queue	11/21/2003	5:59:52 PM	

Elapsed Times

Description	Time
Received to In Queue	00:00:54
Call Taking	00:01:55

EA12-005- Chrysler -015094

Call Taking Complete	11/21/2003 6:00:53 PM	In Queue to 1st Assign	00:00:26
1st Unit Assigned	11/21/2003 6:00:18 PM	Call Received to 1st Assign	00:01:22
1st Unit Enroute	11/21/2003 6:01:14 PM	Assigned to 1st Enroute	00:00:56
1st Unit Arrived	11/21/2003 6:04:05 PM	Enroute to 1st Arrived	00:02:51
Closed	11/21/2003 8:10:01 PM	Incident Duration	00:01:55

Resources Assigned

Vehicle	Response#	Assigned	Enroute	Staged	Arrived	At Patient	Delay Avail	Complete	Cancel Reason
T12	56880	6:00:18 PM	6:02:37 PM		6:08:44 PM			6:13:50 PM	
E01	56880	6:00:18 PM	6:01:21 PM		6:08:42 PM			8:10:01 PM	
L01	56880	6:00:18 PM	6:01:14 PM		6:04:05 PM			8:08:06 PM	
T09	56880	6:01:32 PM	6:14:51 PM		6:14:53 PM			6:26:22 PM	
R03	56880	6:02:47 PM	6:03:42 PM		6:08:40 PM			6:14:37 PM	
BC01	56880	6:03:15 PM	6:04:41 PM		6:08:14 PM			7:36:33 PM	
C28	56880	6:14:06 PM	6:14:19 PM		6:29:00 PM			7:55:46 PM	
BC02	56880	6:26:02 PM	6:26:06 PM		6:26:08 PM		6:26:13 PM	7:01:26 PM	

Destinations

No Destination Information

Comments

Date	Time	User	Type	Comments
11/21/2003	5:58:56 PM	SYS	Response	Police: WIRE
11/21/2003	5:58:56 PM	SYS	Response	Fire: SS C
11/21/2003	5:58:56 PM	SYS	Response	EMS: LL QUERY
11/21/2003	5:58:56 PM	SYS	Response	Invalid address received:1109 THE PLAZA.
11/21/2003	5:59:54 PM	INT	Response	The problem for 04-0048045 is not setup to send to the remote CAD.
11/21/2003	6:08:07 PM	KDS	Response	1 conf victim
11/21/2003	6:11:18 PM	KDS	Response	CATS notified ref closing bus lane
11/21/2003	6:11:53 PM	KDS	Response	multiple calls on incident

EA12-005- Chrysler -015095

11/21/2003 6:14:42 PM KDS Response cats can not be notified...no answer
 11/21/2003 6:16:48 PM KDS Response able to reach someone at cats

Address Changes

No Address Changes

Priority Changes

No Priority Changes

Alarm Level Changes

Date	Time	Change to Alarm	
11/21/2003	6:00:18 PM	Reiten, Darren	1
11/21/2003	6:02:47 PM	Basham, Tim	1
11/21/2003	6:03:15 PM	Swanson, Kim D	1

Call Activities

Date	Time	Radio	Activity	Location	Comments	User
11/21/2003	5:59:53 PM		Incident Late			
11/21/2003	6:00:18 PM		Can't Send Resource		Resource Not Available: 2nd Unit /Opposite Direction	DR
11/21/2003	6:00:18 PM	T12	Dispatched	1403-1428 E Independence Bv	Response Number (11212003-0053492)	DR
11/21/2003	6:00:18 PM	E01	Dispatched	1403-1428 E Independence Bv	Response Number (11212003-0053493)	DR
11/21/2003	6:00:18 PM	L01	Dispatched	1403-1428 E Independence Bv	Response Number (11212003-0053494)	DR
11/21/2003	6:01:14 PM	L01	Enroute	1403-1428 E Independence Bv	Responding From = Sta 01	MST
11/21/2003	6:01:18 PM		Incident Late		Active incident marked as late	
11/21/2003	6:01:21 PM	E01	Enroute	1403-1428 E Independence Bv	Responding From = Sta 01	MST
11/21/2003	6:01:32 PM	T09	Dispatched	1403-1428 E Independence Bv	Response Number (11212003-0053495)	DR
11/21/2003	6:02:37 PM	T12	Enroute	1403-1428 E Independence Bv	Responding From = Sta 12	MST
11/21/2003	6:02:47 PM	R03	Dispatched	1403-1428 E Independence Bv	Response Number (11212003-0053496)	TB
11/21/2003	6:03:15 PM	BC01	Dispatched	1403-1428 E Independence Bv	Response Number (11212003-0053497)	KDS

EA12-005- Chrysler -015096

11/21/2003	6:03:42 PM	R03	Enroute	1403-1428 E Independence Bv	Responding From = Sta 03 MST	
11/21/2003	6:04:05 PM	L01	On Scene	1403-1428 E Independence Bv		MST
11/21/2003	6:04:41 PM	BC01	Enroute	1403-1428 E Independence Bv	Responding From = Sta 01 MST	
11/21/2003	6:08:14 PM	BC01	On Scene	1403-1428 E Independence Bv		MST
11/21/2003	6:08:40 PM	R03	On Scene	1403-1428 E Independence Bv		KDS
11/21/2003	6:08:42 PM	E01	On Scene	1403-1428 E Independence Bv		KDS
11/21/2003	6:08:44 PM	T12	On Scene	1403-1428 E Independence Bv		KDS
11/21/2003	6:26:02 PM	BC02	Dispatched	1403-1428 E Independence Bv	Response Number (11212003-0053505)	KDS
11/21/2003	6:26:06 PM	BC02	Enroute	1403-1428 E Independence Bv	Responding From = E Independence Bv\Rockway Dr	KDS
11/21/2003	6:26:08 PM	BC02	On Scene	1403-1428 E Independence Bv		KDS
11/21/2003	6:26:13 PM	BC02	Available On Scene			KDS
11/21/2003	6:26:22 PM	T09	AV Radio			MST
11/21/2003	6:13:50 PM	T12	AV Radio			MST
11/21/2003	6:14:06 PM	C28	Dispatched	1403-1428 E Independence Bv	Response Number (11212003-0053503)	KDS
11/21/2003	6:14:19 PM	C28	Enroute	1403-1428 E Independence Bv	Responding From = Toomey Av / Remount Rd	KDS
11/21/2003	6:14:37 PM	R03	AV Radio			MST
11/21/2003	6:14:51 PM	T09	Enroute	1403-1428 E Independence Bv	Responding From = E Independence Bv	TB
11/21/2003	6:14:53 PM	T09	On Scene	1403-1428 E Independence Bv		TB
11/21/2003	6:20:19 PM		Incident Late		Active incident marked as late	
11/21/2003	6:29:00 PM	C28	On Scene	1403-1428 E Independence Bv		KDS
11/21/2003	7:01:26 PM	BC02	AV Radio			KDS
11/21/2003	7:36:33 PM	BC01	AV Radio			MST
	7:55:46					

11/21/2003	PM	C28	AV Radio	JJM
11/21/2003	8:08:06 PM	L01	AV Radio	MST
11/21/2003	8:10:01 PM	E01	AV Radio	MST
11/21/2003	8:10:01 PM		Response Closed	MST

Edit Log

Date	Time	Field	Changed From	Changed To	Reason	Table
11/21/2003	5:58:56 PM	Address	(Blank)	1403-1428 E Independence Bv	New Entry	Response_Master_Incid
11/21/2003	5:58:58 PM	Address	1403-1428 E Independence Bv	1403-1428 E Independence Bv	Entry Verified	Response_Master_Incid
11/21/2003	5:59:52 PM	Priority_D		Still Alarm		Response_Master_Incid
11/21/2003	5:59:52 PM	Response_P		Still Alarm	(Response View)	Response_Master_Incid
11/21/2003	6:00:00 PM	Incident_T	Still Alarm	Still Alarm-Freeway-Fire	(Response View)	Response_Master_Incid
11/21/2003	6:00:00 PM	Response_P	Still Alarm	Still Alarm,Freeway,Fire Relat	(Response View)	Response_Master_Incid
11/21/2003	6:00:00 PM	Problem	Veh Fire	Veh Fire on Freeway	(Response View)	Response_Master_Incid
11/21/2003	6:00:14 PM	Primary_TA		1C	(Response View)	Response_Master_Incid

Custom Time Stamps

No Custom Time Stamps

Custom Data Fields

No Custom Data Fields

CHARLOTTE FIRE DEPARTMENT FIRE REPORT

228 E. 9TH ST. CHARLOTTE, N.C. 28202 (704) 336-4174

Incident Number: 04-0048411

Exposure: 0

Address: 10256 INDUSTRIAL

DR

Incident Type: 551 Assist police or other governmental agency

Officer in Charge: Investigator Paul Wilkinson

Company:

Incident Begin Time: 11/22/2003 20:33:33 Incident End Time: 11/22/2003 23:44:38

Property Use: 965 Vehicle parking area

Mobile Property Info:

Mobile Property VIN

Mobile Property License

Occupant Name:

Fire Origin:

Fire Out on Arrival: Yes

Equipment Involved:

Heat Source:

Material Type 1st Ignited:

Item First Ignited:

Ignition Factor 1:

Action Taken 1: 86 Investigate

Civilian Injuries: 0 Fire Service Injuries: 0

Civilian Deaths: 0 Fire Service Deaths: 0

Property Loss: 0

Contents Loss: 0

Investigator Assigned:

Wilkinson

CHARLOTTE FIRE INVESTIGATION TASK FORCE

INVESTIGATIVE REPORT

CFD # 04-0048411

On 11-22-2003 this investigator contacted by CMPD HITS Officer Steve Pressley, who requested the assistance of this investigator to examine a vehicle which had been involved in a wreck and burned. This investigator responded and met with Officer Pressley at Dellinger Wrecker Service where the vehicle was being held.

Officer Pressley briefed this investigator on the details of the accident prior to the examination of the vehicle.


This investigator observed the involved vehicle located in the holding lot of Dellinger Wrecker Service. The involved vehicle was determined to be a four-door Jeep Liberty. The majority of the exterior surfaces were observed to be oxidized due to the fire. All of the windows were missing due to the accident and or the fire. The right front, the right rear, and the left front tires and wheels were attached to the vehicle but were damaged due to the fire. The left rear tire was located in the rear cargo area of the vehicle. It was determined that this tire and wheel had been torn from the vehicle during the accident.

Examination of the exterior of the vehicle revealed the heaviest oxidation patterns on the right rear exterior area of the vehicle. Examination of the underside of the vehicle revealed that the gasoline tank and the associated piping were missing. Two metal bands, which held the fuel tank onto the vehicle, were located in this area. The metal in this area was observed to be oxidized in a manner that would be consistent with the burning of the gasoline from the fuel tank. The end of the exhaust pipe was noted to be heavily oxidized, consistent with the burn patterns observed on the right rear area of the vehicle.

Examination of the interior of the vehicle from through the exterior of the windows revealed heavy fire damage throughout the entire compartment. No other examination of the interior was conducted.

Based upon the examination of the involved vehicle, it is the opinion of this investigator that the fuel tank of the vehicle was ruptured or damaged in a manner as to allow the gasoline to leak or spill, allowing the gasoline vapors to be ignited by the exhaust system pipe.

This investigator has labeled this case Closed / Accidental fire.

Charlotte-Mecklenburg Police Department					COMPLAINT NUMBER 20031121 175902	Page # 1 of 4
Supplement Report @ 2. Victim Name [REDACTED]			3. Original Offense / Charge INV, MANSLAUGHTER			
4. Location Of Offense E. INDEPENDENCE BLVD, NEAR ROCKWAY DR.			5. Arrest Number N/A	6. C.R. Number		
7. Original Report Date 11-21-2003		8. Supplement Date STARTED: 11-27-2003		9. Correct Incident Classification		
10. Juvenile Case No	11. Multiple Case Clearance No	12. Supplement Confidential Yes		13. Purpose Of Supplement FOLLOW-UP INVESTIGATION		

FIRST SUPPLEMENT:

On Monday, November 24, 2003 at 0700hrs, this investigating officer became involved with the above crash. This investigating officer learned through Sergeant R. R. Robbins #0373, H.I.T.S. Supervisor, that a crash occurred on East Independence Blvd, where Morningside Drive use to intersect with East Independence Blvd. This investigating officer was advised that one person was killed in a vehicle that exploded due a fuel spill. Sergeant Robbins stated that the person killed was the wife of the Statesville Police Chief, but this investigating officer knew this from media reports concerning the crash in the Sunday newspaper and television.

Once reading over what paperwork there was in the file, this investigating officer learned that Officer T. W. Watson #0972, H.I.T.S. Unit, obtained three taped statements. This investigating officer then contacted Dillinger Wrecker Service, Pineville location, and had a hold placed on the Jeep Liberty. This investigating officer learned the dump truck involved in this crash had already been towed to the driver's business location in Statesville, North Carolina. This investigating officer requested that a representative from Dillinger Wrecker tow the Jeep Liberty (Vehicle 2) to the Police Garage located on Siegel Avenue. The vehicle was towed and arrived at the Police Garage at 1115hrs. The vehicle has since been secured in a locked building.


This investigating officer then contacted District Supervisors for the officers that responded to the scene. This investigating officer requested statements from all personnel who responded. A request was made to obtain the 911 calls that were placed concerning this crash.

On Tuesday, November 25, 2003, this investigating officer attempted to make contact with Dennis Milligan, WBTV news director. This investigating officer was requesting a copy of the film footage shot by their helicopter of the crash scene shortly after the crash occurred. After checking with his legal staff, Dennis Milligan contacted this investigating officer and a copy of the footage was made on November 26th, at 0945hrs, and this investigating officer was present.

Also, on November 25th, this investigating officer contacted Sergeant Deson, Department of Motor Vehicles, Motor Carrier Enforcement Unit, and requested a copy of the report prepared by DMV Officer Wayne Embry. This investigating officer made contact with Officer Embry on Wednesday, December 2003 at 0900 at the Matthews Police Department and obtained a copy of his report which is part of the case file.

On the 25th of November at 1330hrs, this investigating officer spoke to Thomas Roston, National Highway Traffic Safety Administration (NHTSA), by telephone. This investigating officer advised Roston of the crash, and the possibility that some one from NHTSA may come to Charlotte. This

21. UCR Clearance Status •• Open <input type="checkbox"/> By Arrest <input type="checkbox"/> Exceptional <input type="checkbox"/> Unfounded <input type="checkbox"/>		23. Reporting Officer R. A. HOLL		Code 0436	Assignment H.I.T.S. - Chrysler	Date 02-10-2004
22. Investigative Status <input type="checkbox"/> Active <input type="checkbox"/> Inactive <input type="checkbox"/> Closed <input type="checkbox"/> Administrative		25. Case Referred To		26. Reviewing Supervisor, Code, Date		

Charlotte-Mecklenburg Police Department Supplement Report				COMPLAINT NUMBER 20031121 175902	Page # 2 of 4
2. Victim Name [REDACTED]			3. Original Offense / Charge INV, MANSLAUGHTER		
4. Location Of Offense E. INDEPENDENCE BLVD, NEAR ROCKWAY DR.			5. Arrest Number N/A	6. C.R. Number	
7. Original Report Date 11-21-2003		8. Supplement Date STARTED: 11-27-2003		9. Correct Incident Classification	
10. Juvenile Case No	11. Multiple Case Clearance No	12. Supplement Confidential Yes		13. Purpose Of Supplement FOLLOW-UP INVESTIGATION	

investigating officer did not get a commitment from Roston. At 1345hr., this investigating officer contacted Steve Chan, NHTSA. Chan had contacted Sergeant J. H. Williams #0906, H.I.T.S. Supervisor, reference the crash. During this investigator's conversation with Chan, he did not commit whether any officials from NHTSA would come to Charlotte. On November 29th, this investigating officer contacted Paul Jones, NHTSA, and advised him as to my results in dealing with NHTSA to date. I was advised that I would be contacted by a NHTSA Investigator within seventy-two hours.


On December 10th, this investigating officer contacted Steve Chan at 0815hrs, and left a message on his voicemail. Two weeks later this investigating officer had a message stating that NHTSA would not become involved in this particular crash.

On Wednesday, November 26th, at 2300hrs, Sergeant R. R. Robbins and a number of H.I.T.S. Officers went to the crash location. At this time two outbound lanes of travel (East), including both shoulders were closed to traffic leaving the left through lane open. During this period of time laser measurements were taken of the scene where appropriately marked. Orange spray paint had been sprayed at numerous locations throughout the crash site the night of the crash. Due to the fact that a number of officers would be required to close East Independence Blvd, it was done at the earliest date and at night.

On Tuesday, December 2, 2003, approximately 1330hrs, this investigating officer went to Charlotte Fire Station One, located at N. Alexander Street and Sixth Street. This investigating officer learned that Ladder One and Engine One responded to the crash. Assigned to the Ladder on 'B' shift was Captain Bowlin, FF1 Creed, FF1 Bradford and FF1 Cote. Assigned to the Engine on 'B' shift was Captain R. King, FF11 Jeff Dixon, FF11 Bill Sanders from Station Seven and finally, FF1 Lane Thompson. Captain King stated that there was gas in the HOV Bus lane. Firefighters Sanders and Thompson stated that they smelled fuel all over the scene. Statements were not taken from any of the responding firefighters.

Arrangements were made and interviews conducted on Wednesday, December 3rd, with the surviving adults located in the Jeep Liberty. The two interviews were conducted at the occupant's place of employment in Statesville, North Carolina. The statements were taped and are part of the case file. This investigating officer did not interview eleven year old [REDACTED] occupant in the Jeep Liberty and daughter of driver [REDACTED] (married after the crash). [REDACTED] was positioned in the backseat next to the victim. According to [REDACTED] is having a hard time mentally dealing with the aftermath of the crash. [REDACTED] stated that her daughter had her head in her lap and was sleeping prior to the impact. Both [REDACTED] and [REDACTED] signed releases in order to obtain their medical records as they pertain to this crash. The releases were served at Carolinas Medical Center and the medical records were obtained. The records are part of the case file.

21. UCR Clearance Status <input checked="" type="checkbox"/> Open <input type="checkbox"/> By Arrest <input type="checkbox"/> Exceptional <input type="checkbox"/> Unfounded		23. Reporting Officer R. A. HOLL		Code 0436	Assignment H.I.T.S.	Date 02-13-2004
22. Investigative Status <input type="checkbox"/> Active <input type="checkbox"/> Inactive <input type="checkbox"/> Closed <input type="checkbox"/> Administrative		25. Case Referred To		26. Reviewing Supervisor, Code, Date FA12-005, Chrysler, 01-10-04		

Charlotte-Mecklenburg Police Department Supplement Report				COMPLAINT NUMBER 20031121 175902	Page # 3 of 4
2. Victim Name [REDACTED]			3. Original Offense / Charge INV, MANSLAUGHTER		
4. Location Of Offense E. INDEPENDENCE BLVD, NEAR ROCKWAY DR.			5. Arrest Number N/A	6. C.R. Number	
7. Original Report Date 11-21-2003		8. Supplement Date STARTED: 11-27-2003		9. Correct Incident Classification	
10. Juvenile Case No	11. Multiple Case Clearance No	12. Supplement Confidential Yes		13. Purpose Of Supplement FOLLOW-UP INVESTIGATION	

After the interviews concluded, this investigating officer made contact with [REDACTED] husband of the decedent, by telephone. This investigating officer set a meeting with [REDACTED] on Friday, December 5th, at 1000hrs. This meeting was conducted at his office, which is located in Statesville. This investigating officer advised [REDACTED] as to the events which lead to the crash. A number of questions were asked that this investigating officer was not willing to answer at that particular time. Nothing was discussed as to what witnesses or any participants had stated. [REDACTED] was advised that the investigation would be lengthy and would not be turned over to the District Attorneys Office earlier then the end of January, 2004.

It was learned through the North Carolina Department of Motor Vehicles that the driver of the truck involved in this crash [REDACTED] had a prior driver's license in the State of Kentucky. This investigating officer made contact with Assistant Police Chief David Nichols, Independence Police Department. This investigating officer requested assistance with obtaining a Kentucky driver's history. Deputy Chief Nichols obtained the necessary document and forwarded the paperwork to this investigating officer. Driver [REDACTED] did not have any citations or crashes documented against his Kentucky license.


Throughout this investigation numerous interviews were conducted. Of the people contacted that actually observed the crash, taped statements were obtained and the transcripts are part of the case file.

Photographs were taken by DMV Officer Wayne Embry of the truck and the interior of the truck. The photographs were to be forwarded to this investigating officer via DMV Motor Carrier Enforcement, Raleigh Office. On Wednesday, February 11th, this investigating officer made telephone contact with Officer Embry and advised him that I had not received his photographs and would need a copy of the photos as soon as possible. Officer Embry stated that he would get the photos to this investigating officer.


To account for a number of vehicles and their occupants that were stopped behind the crash a separate supplement will contain this information entitled 'Second Supplement'.

On Friday, February 13, 2004, at 0915hrs, Glenn Cole III, Assistant District Attorney, and this investigating officer met at the Main Headquarters Building. The purpose of this meeting was to briefly discuss the events of the crash. This investigating officer then drove ADA Cole to the crash site. A meeting with Glenn Cole III and Peter Gilchirst as been set for Thursday, February 19th, at 0900hrs, to present this case to the District Attorney's Office.

21. UCR Clearance Status <input checked="" type="checkbox"/> Open <input type="checkbox"/> By Arrest <input type="checkbox"/> Exceptional <input type="checkbox"/> Unfounded		23. Reporting Officer R. A. HOLL		Code 0436	Assignment H.L.S.	Date 02-13-2004
22. Investigative Status <input type="checkbox"/> Active <input type="checkbox"/> Inactive <input type="checkbox"/> Closed <input type="checkbox"/> Administrative		25. Case Referred To		26. Reviewing Supervisor, Code, Date		

Charlotte-Mecklenburg Police Department				COMPLAINT NUMBER 20031121 175902	Page # 4 of 4
Supplement Report @					
2. Victim Name [REDACTED]			3. Original Offense / Charge INV, MANSLAUGHTER		
4. Location Of Offense E. INDEPENDENCE BLVD, NEAR ROCKWAY DR.			5. Arrest Number N/A	6. C.R. Number	
7. Original Report Date 11-21-2003		8. Supplement Date STARTED: 11-27-2003		9. Correct Incident Classification	
10. Juvenile Case No	11. Multiple Case Clearance No	12. Supplement Confidential Yes		13. Purpose Of Supplement FOLLOW-UP INVESTIGATION	

21. UCR Clearance Status •• Open <input type="checkbox"/> By Arrest <input type="checkbox"/> Exceptional <input type="checkbox"/> Unfounded <input type="checkbox"/>		23. Reporting Officer Code Assignment Date R. A. HOLL 0436 HITS 02-13-2004	
22. Investigative Status <input type="checkbox"/> Active <input type="checkbox"/> Inactive <input type="checkbox"/> Closed <input type="checkbox"/> Administrative		25. Case Referred To	26. Reviewing Supervisor, Code, Date

Charlotte-Mecklenburg Police Department Supplement Report				COMPLAINT NUMBER 20031121 175902	Page # 1 of 2
2. Victim Name [REDACTED]			3. Original Offense / Charge TRAFFIC FATALITY		
4. Location Of Offense INDEPENDENCE BLVD, NEAR ROCKWAY DR.			5. Arrest Number N/A	6. C.R. Number	
7. Original Report Date 02-13-2004		8. Supplement Date 02-13-2004		9. Correct Incident Classification	
10. Juvenile Case No	11. Multiple Case Clearance No	12. Supplement Confidential Yes		13. Purpose Of Supplement FOLLOW-UP INVESTIGATION	

SECOND SUPPLEMENT:

Vehicle (E): [REDACTED] Neighborhood Handyman Svc. Inc. Driver: [REDACTED] This individual is the owner of the above business. He came to the scene right after the crash occurred. On January 30, '04 at 0910hrs, this investigating officer spoke to [REDACTED] via cell telephone ([REDACTED] was westbound on Independence Blvd, and had to turn around in the downtown area in order to head outbound and eventually stop where the crash occurred. [REDACTED] stated that the vehicle that ran out of gas is an older Chevy and the gas gauge shows empty when the needle goes to the left and the new models are just visa-versa. [REDACTED] stated that [REDACTED] did not release that he did not have gas, but thought that he had a full tank of fuel.


Vehicle (G): [REDACTED] The registered owner's wife was driving the vehicle at the time of the crash, [REDACTED] She stated that she did not see anything. She stated that she heard an explosion and then saw flames. When asked, she never saw a dump truck. When asked how many cars were in front of her before the dump truck, [REDACTED] stated, four. This investigating officer then asked again about the dump truck and the crash. [REDACTED] stated that she did not see anything, I do not remember.

Vehicle (L): [REDACTED] The driver of the vehicle is a [REDACTED] who works for D. W. Townsend Construction Comp. This investigating officer only made contact with an answering machine at the work place. Numerous contacts were made at the home telephone number. Messages were left with [REDACTED] wife and she stated that he would call me back. [REDACTED] never did. Messages were left on the answering machine with the same result.

Vehicle (M): [REDACTED] The registered owner of the vehicle is [REDACTED] During a telephone conversation [REDACTED] stated that she was not driving the vehicle at the time, but her son's father was driving. [REDACTED] was never married to this individual. When this investigating officer asked to speak to this person she stated that his name was [REDACTED] stated that [REDACTED] lived in Myrtle Beach. [REDACTED] stated that she would contact him to call this investigating officer, but she would not give this investigating officer [REDACTED] telephone number in Myrtle Beach. This investigating officer never heard from [REDACTED].

Vehicle (P): [REDACTED] stated that she was in the center lane and the van was in front of her. [REDACTED] stated that she only observed the flames. Never observed the crash and came to a stop only after the explosion occurred. She did not see the dump truck until after the fact.

21. UCR Clearance Status •• Open] By Arrest] Exceptional] Unfounded		23. Reporting Officer R. A. HOLL 0436		Code Assignment HJATS	Date 02-13-2004
22. Investigative Status] Active] Inactive] Closed] Administrative		25. Case Referred To	26. Reviewing Supervisor, Code, Date		

Charlotte-Mecklenburg Police Department					COMPLAINT NUMBER 20031121 175902	Page # 2 of 2
Supplement Report						
2. Victim Name [REDACTED]			3. Original Offense / Charge TRAFFIC FATALITY			
4. Location Of Offense INDEPENDENCE BLVD, NEAR ROCKWAY DR.			5. Arrest Number N/A		6. C.R. Number	
7. Original Report Date 02-13-2004		8. Supplement Date 02-13-2004		9. Correct Incident Classification		
10. Juvenile Case No	11. Multiple Case Clearance No	12. Supplement Confidential Yes		13. Purpose Of Supplement FOLLOW-UP INVESTIGATION		

Vehicle (R): [REDACTED] stated that she was in the left lane approximately 200 feet behind the crash. [REDACTED] stated that she never observed the crash, but observed the fire. She did not know what type of vehicles were involved.

Vehicle (T): [REDACTED] Driver [REDACTED] stated that he did not see the crash. [REDACTED] does not speak English. [REDACTED] passenger [REDACTED] gave a police officer a telephone number that has been disconnected.

Vehicle (W): [REDACTED] stated that she saw flames, but did not see the crash. She stated that she was too far back in traffic to observe anything.

Vehicle (Y): [REDACTED] Driver [REDACTED] supplied her address and telephone number the night of the crash. She was not at home when attempts were made. An answering machine was the only contact via telephone.

Vehicle (Z): [REDACTED] Driver [REDACTED] stated that he was too far back and did not see anything other than the fire.

21. UCR Clearance Status •• Open] By Arrest] Exceptional] Unfounded		23. Reporting Officer R. A. HOLL 0436		Code Assignment H.I.S.		Date 02-13-2004	
22. Investigative Status] Active] Inactive] Closed] Administrative		25. Case Referred To		26. Reviewing Supervisor, Code, Date 112-005- Chrysler 2/13/07			

CHARLOTTE-MECKLENBURG POLICE DEPARTMENT

Narrative Supplement
Confidential Law Enforcement Data

Document: Narrative Supplement	Document# 19	Document Date: 12/02/2003	Document Status: Submitted for Appr	Complaint# 20031121-1759-02
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NARRATIVE:

Type:
INTERNAL

Reporting Officer:
HOLAS, GERALD (002265)
Office:

Section:
27-ADAM 3

Entered Date/Time:
12/02/2003 1512

Officer S.M. Blee and I were on our way to work off duty at the Independence and Providence High School football game. As we came down Independence we notice that traffic ahead had slowed down to a stop. Officer Blee was driving and pulled our vehicle into the emergency lane to see what the problem was. Once in the emergency lane I saw a Jeep Liberty gray in color on fire. The fire was coming from the engine area but I also noticed that the back end also was in flames. We were about six car lengths from the vehicle and jumped out of our vehicle to see if we could assist. We were the only officers present and everyone around was yelling at us. Through all the yelling I heard that there was a baby in the vehicle. I tried to approach the vehicle from the passenger side but the flames were rising to fast and I could not get to thr handle. I could see inside the vehicle and saw a person sitting in the back seat behind the passenger side of the vehicle. The person's body was bent over so the mid section and head were more behind the driver's side. I also saw a baby seat that was directly behind the driver's seat. I ran around to the driver's side and in the front of the vehicle ran into a black male also trying to assist. He stated that we could not get them out from that side. I continued on saw that the flames on the driver's side were covering both the driver's door and passenger's door. I went back around to the passenger's side and the flames had doubled in size and I could no longer see anything in the vehicle. I was given a fire extinguisher, it was small and the flames back me up at less ten feet from the vehicle. I sprayed it twice and realized that there was nothing I could do there was a white male that came up and advised that he worked for some fire department and I gave him the extinguisher hoping that he may be able to do something. He sprayed it several times but we were not even close enough for the foam to even hit the fire. I then told him to back up and I also back the black male that was trying to assist back as well. Officer Blee had gone back to our vehicle and called everything in and I could hear sirens coming closer. The fire department arrived along with other units and they put out the fire. I walked back to our vehicle and noticed that the black male that was trying to assist was following me. When I sat down he asked me if he could also sit in my vehicle. I asked him who he was and he stated that he was driving the dump truck and he pointed. I had not noticed the truck until he pointed it out but it was off to the side along the wall running down Independence. It was close to the vehicle that was on fire and I then realized that he was involved in the accident. At this time both he and I thought there was a child in the vehicle. He appeared very bothered by the event and unsteady on his feet. I open the back door of our vehicle and placed him inside. I talked to him asking him if he was hurt in anyway. He stated no but he had a deep cough that kept him from finishing sentences. I told him to relax and left him sitting in the back of our vehicle. I found a medic and asked her to come over to my vehicle and take a look at him and she did. He stated that he was just getting over pneumonia and had no injuries. Medic gave him blanket and she advised that he would be fine. After sometime went by I asked him what happened. He stated that he was traveling in the far left hand lane when two vehicles in front of him came to a sudden stop. He stated that he tried to stop but realized that he was going to hit those vehicles from behind. He said that he swerved to the right to avoid hitting those vehicles. He stated that he lost control and went up into the grassy area before pulling it back into the road. He said that he did not know where or when or if he hit the vehicle that was on fire. He asked me if I could find

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Narrative Supplement
Confidential Law Enforcement Data

Document: Narrative Supplement	Document# 19	Document Date: 12/02/2003	Document Status: Submitted for Appi	Complaint# 20031121-1759-02
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NARRATIVE

Type:
INTERNAL

Reporting Officer:
HOLAS, GERALD (002265)

Entered Date/Time:
12/02/2003 1512

out how old and how many children were in the car. Through conversation with other officers I found out that there were no children in the vehicle just an adult female. I went back to our vehicle and informed him that there were on children in the vehicle. I then found a chaplain and requested that he speak with him. He came over and spoke with him for awhile once the chaplain was finished he requested that I call his boss for him. I called his boss and informed him that his driver was involved in an accident and it was pretty serious. I advised him that it was an ongoing investigation and I could not tell him any further but his driver would be able to call him later. Once the phone call was completed I turned the driver over to Sgt Nowlan and left the scene.

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Narrative Supplement
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Document: Narrative Supplement	Document# 28	Document Date: 12/10/2003	Document Status: Approved	Complaint# 20031121-1759-02
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NARRATIVE

Type:
INTERNAL

Reporting Officer: GERALD, TERRANCE S (002690)	Section: 16-BAKER 1	Entered Date/Time: 12/10/2003 1631
Office:		

When I arrived at the listed location, the vehicle was engulfed in flames. As I exited my patrol vehicle, the fire department had just arrived. After the fire was extinguished, the fire department confirmed that there was a victim inside of the vehicle. At this time I retrieved some crime scene tape from vehicle 014. At this time myself and officer Edmonson tape off the crime scene area.

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Document: Narrative Supplement	Document# 30	Document Date: 12/10/2003	Document Status: Approved	Complaint# 20031121-1759-02
NARRATIVE:				
Type: INTERNAL				
Reporting Officer: LOPEZ, CARLOS (002572)		Section: 16-BAKER 1		Entered Date/Time: 12/10/2003 1844
Office:				
On the above date I was assigned to the intersection of 7th street and Independence to assist with the traffic problem.				

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NARRATIVE

Type:
INTERNAL

Reporting Officer: WHITE, STEPHANIE (002763)	Section: 16-BAKER 1	Entered Date/Time: 12/10/2003 1629
Office:		

On 11/21/2003 at approximately 1759 a call went out over the radio in reference to a vehicle on Independence Blvd on fire. Shortly after the call went out, I was dispatched to Hawthorne Lane and E. 7th Street for traffic control. I never responded to the scene of the accident.

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Narrative Supplement
Confidential Law Enforcement Data

Document: Narrative Supplement	Document# 27	Document Date: 12/07/2003	Document Status: Approved	Complaint# 20031121-1759-02
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NARRATIVE

Type:

INTERNAL

Reporting Officer:

GALLIS, KAREN A (001909)

Office: 943-2465

Section:

16-BAKER 1

Entered Date/Time:

12/07/2003 1303

On 21Nov03, well after the initial call for service, an officer was asked to respond to the intersection of E 7th St and E Independence Blvd. I advised I would respond to this intersection. When I arrived, there were several Division 1 and Division 16 officers at this intersection. I was not needed at any other locations regarding this wreck and cleared.

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**Narrative Supplement
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Document: Narrative Supplement	Document# 25	Document Date: 12/05/2003	Document Status: Approved	Complaint# 20031121-1759-02
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NARRATIVE

Type:
INTERNAL

Reporting Officer: EUBANK, WILLIAM W (000550)	Section: 16-BAKER 1	Entered Date/Time: 12/05/2003 1119
Office:		

This officer arrived on the scene of this collision and assisted in marking the roadway evidence with orange spray paint. When Officer Pressley with the HITS Unit arrived this officer showed him what was marked and assisted him in marking additional evidence that was important to the investigation. Sergeant Robbins arrived and asked this officer to assist with this investigation which was done. In addition to assisting Officer Pressley with marking the roadway evidence I also assisted Officer Carey in taking several photographs of the scene. Once the evidence had been collected I cleared the scene.

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NARRATIVE

Type:
INTERNAL

Reporting Officer: PEARSALL, SHERIE E (001450) Office: 336-8300	Section: 16-BAKER 1	Entered Date/Time: 12/04/2003 1152
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On 21 November 2003 at approximately 1805 hours I responded to outbound Independence Blvd. approximately .25 miles from the Briarcreek Road onramp. I responded in reference to a vehicle accident that had just occurred in which it was transmitted over the Baker One channel that a child was trapped in a vehicle that was on fire. I was riding with Sgt. D.W. Nowlan at the time. We arrived at the location by traveling onto Briarcreek Road from Monroe Road and then traveling inbound on the outbound side of Independence. Upon our arrival I observed numerous officers and sergeants on the scene from varying districts. I then observed what appeared to be the remnants of a sport utility vehicle. The vehicle frame was still smoldering, but the fire had already been extinguished by CFD. I also observed the charred remains of a subject (later identified as [REDACTED]) slumped over in the rear driver's side seat.

Sgt. Nowlan and I separated and began to attempt to manage the scene. I went to some of the officers already on the scene to ascertain what had occurred. I was advised that a dump truck had lost control and impacted the SUV, causing it to flip and catch fire. I began to make assignments of officers on the scene. I assigned an officer to the family members that had exited the SUV and were being transported to the hospital, I assigned officers to corral the media, I assigned officers to begin to reroute traffic that was trapped in between the accident and the I-277 and Highway 16 onramps, and I assigned officers to attempt to make note of any witnesses. After assignments were made I began to speak with other sergeants on the scene who were able to provide me with multiple accounts of information forwarded to them.

Once the ME had arrived and CFD began body removal from the vehicle, I assisted with the extraction by holding the tarp and closing the vehicle door on the ME's transport vehicle to prevent onlookers from observing the body. Once the body was removed I coordinated the effort to create a pass lane in the emergency lane and allow those vehicles trapped by the accident to pass.

Sgt. Robbins of HITS arrived on the scene and took control. I remained on the scene until all of the damaged vehicles had been towed and the street cleared. Once the street was cleared I advised officers to open the roadway and allow for normal traffic flow. I was on the scene for approximately 3 to 3.5 hours.

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NARRATIVE

Type:
INTERNAL

Reporting Officer: BANNERMAN, CHARLES W (002044) Office: 943-2429	Section: 16-BAKER 1	Entered Date/Time: 12/04/2003 1241
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On 21 Nov 03 at approximately 1800hrs., I was responding to a serious traffic accident on Independence Blvd. when Officer Huffman (P1936) indicated that traffic was backing up onto 7th Street due to Independence Blvd. outbound being closed. Enough patrol vehicles were on the scene of the accident so, I proceeded to 7th Street to assist with directing traffic. Traffic was backing up at the 7th Street and Caswell Street intersection, so I along with Officer Gilley (P1866) directed traffic until approximately 2000hrs, when traffic control was no longer needed.

I did not respond to the scene of the accident.

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NARRATIVE:

Type:

INTERNAL

Reporting Officer:

NANCE, MONICA L (001443)

Office: **336-8535**

Section:

01-DAVID 1

Entered Date/Time:

12/04/2003 1335

On the listed date and time, R/O responded to E. 5th St. and N. McDowell St. in reference to an accident on Independence Blvd. My responsibility was to block all traffic from gaining access onto Independence Blvd. east bound from the 5th St. ramp. R/O stood by at this location until the scene was cleared and R/O was relieved by the supervisor on the accident scene.

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NARRATIVE

Type:

INTERNAL

Reporting Officer:

BOOTH, JOHN W (001625)

Office: **336-5730**

Section:

01-DAVID 1

Entered Date/Time:

12/04/2003 1657

On 21 November 2003, at approximately 1810 hours, I responded to I-277 at the Independence Blvd exit and did not allow vehicles to proceed east on to Independence Blvd. I was assisted by Officer T.B. Gromis and two MAP units. I remained at this position until directed to open the roadway at approximately 2145 hours.

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NARRATIVE

Type:
INTERNAL

Reporting Officer: LESTER, OLIN M (002805)	Section: 06-CHARLIE 2	Entered Date/Time: 12/04/2003 2203
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On 11/21/2003 at approximately 1800 hours, I responded to an accident with injuries call for service located at E.Independence Blvd. near the Briar Creak Rd. bridge. Upon arrival, I noticed that an unknown color Jeep Liberty was fully engulfed in flames. The fire department immediately put the fire out. I noticed that there was indeed someone that was in the vehicle while it was on fire. I then assisted setting up crime scene tape with an inner and outer perimeter. After a crime scene was established, I gathered information from as many people as I could that was inside of the outer perimeter. This information was given to a HITS Officer before I left the scene.

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Document: Narrative Supplement	Document# 26	Document Date: 12/05/2003	Document Status: Approved	Complaint# 20031121-1759-02
NARRATIVE				
Type: INTERNAL				
Reporting Officer: GODFREY, JUSTIN B (002469) Office: 336-8535		Section: 06-CHARLIE 2		Entered Date/Time: 12/05/2003 2247
On November 21 2003, R/O responded to a call for service in reference to an accident on Independence Blvd. Upon arrival, R/O drove up to Independence and Hawthorne to redirect traffic. R/O stayed on scene until traffic was elevated.				

**Narrative Supplement
Confidential Law Enforcement Data**

Document: Narrative Supplement	Document# 18	Document Date: 12/01/2003	Document Status: Approved	Complaint# 20031121-1759-02
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NARRATIVE

Type:

INTERNAL

Reporting Officer:

BLEE, SHAWN M (002273)

Section:

27-ADAM 3

Entered Date/Time:

12/01/2003 1441

Office:

On 11/21/2003, Officer Holas and I, Officer Blee, were riding together headed to an off duty job working the Independence vs. Providence football game located at Independence High School. As we were driving on Independence Blvd from I-277 I noticed traffic slowing down in front of us. I then observed a vehicle engulfed in flames in the middle of Independence Blvd. I then pulled the vehicle I was driving over to the right side of Independence Blvd and Officer Holas and I ran up to the burning vehicle. As I was running up to the vehicle I heard several voices say "My baby's in there, help my baby is in there" I then attempted to get close to the vehicle to assist the victim but the heat was too hot and I had to back away. I then made another attempt to get close to the vehicle to try to see if I could help out with the victim. At this point, the vehicle began to make several popping sounds and I could not get close to the vehicle due to the intense heat of the flames. I then ran back toward other vehicle that were stopped in traffic and yelled for anyone with a fire extinguisher. I didn't find anyone with an extinguisher as Officer Holas and other citizens continued with the victim's vehicle. I then got on the radio and called dispatch and alerted them of the accident. Dispatch advised that they had already received a call about the accident. I then advised them that people were yelling that a body was still in the vehicle. I then asked for them to relay the message to the fire department and advised them to use the bus lanes on Independence Blvd because the traffic was backed up as far as I could see. I observed a mid size burning SUV sitting in the middle of Independence Blvd with the front of the vehicle facing southwest. I then observed a dump truck against the concrete barrier in the far left hand part of Independence Blvd facing east. The Fire Dept arrived on the scene and extinguished the burning vehicle. They confirmed that one subject was deceased in the vehicle. As I was standing near the accident scene I observed two vehicles in the far left hand side of Independence Blvd before the accident. The subject advised that his vehicle was sitting there because he ran out of gas prior to the accident. HITS officer took a written statement from this subject at the scene. Officer Holas and I then left the scene.

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NARRATIVE

Type:
INTERNAL

Reporting Officer: WING, JOEL E (002511) Office: 943-2400	Section: 16-BAKER 1	Entered Date/Time: 11/30/2003 2138
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On 11/21/2003 at about 1800 hours, I was dispatched to the 2300 block of East Independence Boulevard in reference to a vehicle accident. Shortly after I was dispatched, I was advised that one of the vehicles was on fire. I heard Officer R.A. Sprague arrive first and confirm that there had been an accident and that one of the vehicles was engulfed in flames.

I proceeded north on Monroe (from Wendover Rd) and then east on Briar Creek. When I got to Independence Blvd, I turned left and went north in the outbound lane. As I crested the hill, headed towards Rockway Dr, I saw the vehicle that was on fire and about four marked police cars around the scene. It appeared that the flames were about 30 feet in the air.

After exiting my car, I went to the bus lane and attempted to get the buses away from the scene to allow the fire trucks room to respond. I directed a bus away from the scene and then advised dispatch to have CATS reroute their buses.

I then observed CFD extinguish the car fire. As I was standing there, I noticed three females sitting on the side of the road crying. They were very upset and crying very hard. I went to check on them and was told by a witness that the females were passengers in the vehicle that had burned. I asked them if they were fine and if they needed medical attention. They requested medical attention and I directed medic to them. One of the women stated that the subject that had died in the car was her friend [REDACTED]. I was told that [REDACTED] was an adult and that she wasn't able to get out of the vehicle before it burned.

I advised Sgt. Pearsall of the identity of the victim that died in the vehicle. I also told her that I was with the three survivors. I stated that I would go to the hospital with the victims.

After loading the three victims, medic transported them to CMC. I followed medic to the hospital. The women were taken into the hospital and into triage. While there, I asked if there was anything that I could do or anyone I could call. One of the women said that there was nothing that could be done and that they would call their families.

I was able to get the women's names, addresses and birthdays at this time. However, I decided against getting any statements from the women because they were extremely upset and unable to talk very well. The women identified themselves as: [REDACTED] and [REDACTED].

The women were in triage for about 45 minutes before being taken to rooms. Several family members arrived at the hospital during that time. I accompanied the women as they were taken to their rooms. I was told by family members that the women had driven to Charlotte from the Statesville area to pick up [REDACTED]'s wedding dress at David's Bridal on Independence Blvd.

I stayed at the hospital and spoke with family members and attempted to calm them as best as possible. I waited at the hospital until all of the women had been diagnosed and treated. Hospital staff advised me that all of the women had minor injuries only. After receiving this information, I left the hospital and returned to Baker One and ended my tour of duty.

**Narrative Supplement
Confidential Law Enforcement Data**

Document: Narrative Supplement	Document# 2	Document Date: 11/25/2003	Document Status: Approved	Complaint# 20031121-1759-02
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NARRATIVE

Type:

INTERNAL

Reporting Officer:

SPRAGUE, ROBERT A (002145)

Office: 943-2483

Section:

16-BAKER 1

Entered Date/Time:

11/25/2003 1336

On 21 November 2003 I was dispatched to a disabled vehicle call at E. Independence Blvd near Ovens Auditorium. See comp. #'s 2003-11-21-1739-00. While enroute to this call for service the dispatcher advised several units that there was an accident that had occurred on E. Independence Blvd near Briarcreek and that the vehicle had flipped over and someone was trapped inside. The dispatcher further advised that the vehicle was on fire. I activated my emergency equipment and headed to the accident. I traveled down Briarcreek Road and headed westbound on the eastbound side of Independence Blvd.

I arrived shortly thereafter and located the accident scene. There was a vehicle that was fully engulfed in flames. I attempted to see if there was anyone inside the vehicle but could not get close enough to the vehicle to tell. CFD arrived and began extinguishing the flames. A subject was located inside the vehicle and I relayed this information to the on-duty supervisor. Officer's Yanacsek, Gerald and myself began securing the crime scene and locating witnesses. I provided scene security from that point on.

CHARLOTTE MECKLENBURG POLICE DEPARTMENT

Narrative Supplement
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Document: Narrative Supplement	Document# 1	Document Date: 11/24/2003	Document Status: Approved	Complaint# 20031121-1759-02
NARRATIVE				
Type: INTERNAL				
Reporting Officer: LANG, JEFFREY T (002203) Office:		Section: 06-CHARLIE 2		Entered Date/Time: 11/24/2003 1205
<p>On 11-21-2003 at approximately 1810 hours, Officer B.W. Wahab #1813 and I responded to the scene of a fatality accident on E. Independence Blvd. near Briar Creek Rd. to assist with the traffic. Upon arriving on scene, we spoke with Sgts. Pearsall and Arrington and asked them how we could be of assistance. They advised us that we needed to move the traffic on Eastbound Independence Blvd. and turn it around and get them off Independence Blvd. At this time, we went down near the entrance of the bus lane and moved the outside left hand lane through the bus lane and diverted them back onto the westbound side of Independence Blvd. We then slowly worked our way back up to the accident scene and turned all of the traffic around and moved them back up the onramp onto E. 7th Street. After moving all of the traffic off eastbound Independence Blvd., we then cleared the scene.</p>				

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Document: Narrative Supplement	Document# 3	Document Date: 11/25/2003	Document Status: Approved	Complaint# 20031121-1759-02
NARRATIVE:				
Type: INTERNAL				
Reporting Officer: GILLEY, JEFFREY T (001866) Office: 943-2443		Section: 16-BAKER 1		Entered Date/Time: 11/25/2003 1353
On 11/21/03, I responded to the scene of crash to see if I could assist with anything. Sgt. Pearsall had a red bio bag with some of the victim's belongings in the bag. Sgt. Pearsall advised me to take the property to property control. I had to put the property in the dryer in the Crime Scene room. The next day I was advised that the property was released by Sgt. Nowlan.				

CHARLOTTE-MECKLENBURG POLICE DEPARTMENT

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NARRATIVE				
Type: INTERNAL				
Reporting Officer: BLANTON, RONALD W (003156)		Section: 01-DAVID 1		Entered Date/Time: 11/25/2003 1703
Office:				
I kept traffic from getting on Independence Blvd at I-227 north (John Belk Frwy) until advised to open up Independence.				

**Narrative Supplement
Confidential Law Enforcement Data**

Document: Narrative Supplement	Document# 6	Document Date: 11/25/2003	Document Status: Approved	Complaint# 20031121-1759-02
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NARRATIVE

Type:
INTERNAL

Reporting Officer: RING, DONNA (000995) Office: 336-5730	Section: 01-DAVID 1	Entered Date/Time: 11/25/2003 2004
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On Friday November 21st at approx. 1815 hours I responded to 7th and Independence at the request of Sgt Estes to direct traffic at that intersection. I learned there was a serious accident on Independence Blvd near the Arena involving a fatality.

Sgt Estes advised once I got to that intersection they would be diverting traffic the opposite way on Independence so the folks stuck in traffic could get off the road.

When I arrived B-1 Officer Huffman and another Officer arrived also. Once we got set up we started directing traffic and brought the cars off Independence. We directed traffic till approx. 9pm when all the cars were off the highway.

At some point during the evening I learned the Statesville Police Chiefs wife was the one killed in the accident.

I did not go out onto Independence Blvd. and I did not visually see the accident nor talk to any witnesses.

CHARLOTTE-MECKLENBURG POLICE DEPARTMENT**Narrative Supplement
Confidential Law Enforcement Data**

Document: Narrative Supplement	Document# 7	Document Date: 11/25/2003	Document Status: Approved	Complaint# 20031121-1759-02
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NARRATIVE

Type:
INTERNAL

Reporting Officer: **DECARLO, CHRISTOPHE J (003088)** Section: **21-ADAM 1** Entered Date/Time: **11/25/2003 2123**
Office:

On November 21st 2003 at approximately 1815 hrs I was dispatched to I277 and Independence Blvd in reference to a traffic accident. Upon arrival I was directed to take post at the Seventh Street on-ramp onto Independence Blvd to help with traffic control. I directed vehicles that were turned around by officers on Independence Blvd to the Seventh Street ramp to be diverted from the accident site. After vehicles were cleared from Independence Blvd, I relocated to the traffic signal at Seventh Street to help with traffic control at that location. I remained at that location until approximately 2010 hrs.

CHARLOTTE-MECKLENBURG POLICE DEPARTMENT**Narrative Supplement
Confidential Law Enforcement Data**

Document: Narrative Supplement	Document# 9	Document Date: 11/26/2003	Document Status: Approved	Complaint# 20031121-1759-02
NARRATIVE				
Type: INTERNAL				
Reporting Officer: TEMM, RYAN C (002712)		Section: 21-ADAM 1	Entered Date/Time: 11/26/2003 1731	
Office:				
I was dispatched to help with traffic direction at 7th Street and E. Independence Blvd at 1816 hours. I arrived at this location at 1829 hours. I blocked traffic from travelling northeast on E. Independence Blvd just prior to 7th Street. I was relieved by a zone car at 1855 hours and cleared the scene. NFI				

CHARLOTTE MECKLENBURG POLICE DEPARTMENT

**Narrative Supplement
Confidential Law Enforcement Data**

Document: Narrative Supplement	Document# 10	Document Date: 11/26/2003	Document Status: Approved	Complaint# 20031121-1759-02
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NARRATIVE

Type:
INTERNAL

Reporting Officer: LOWERY, LEE M (002605)	Section: 16-BAKER 1	Entered Date/Time: 11/26/2003 2157
Office:		

On 11/21/2003, I was dispatched to an accident on Independence Blvd regarding a vehicle being on fire. Upon arrival, I could see that the vehicle was totally on fire. There were several other Officers already at the scene. I was advised by a supervisor to get all of the witness's information who was inside the crime scene area. After getting the information, I gave all names that were collected to Officer M. Lester of C2. Sgt J. Estes advised me to go block the bus lane headed west on Independence Blvd. They had planned to open the bus lane up for west bound traffic.

CHARLOTTE MECKLENBURG POLICE DEPARTMENT

Narrative Supplement
Confidential Law Enforcement Data

Document: Narrative Supplement	Document# 8	Document Date: 11/25/2003	Document Status: Approved	Complaint# 20031121-1759-02
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NARRATIVE

Type:
INTERNAL

Reporting Officer: VILAGI, JEFF F (001777) Office: 573-2855	Section: 16-BAKER 1	Entered Date/Time: 11/25/2003 1541
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On Friday, November 21, 2003 at approximately 1800 hours, myself and Sergeant Wallace of Baker Three were at Carolinas Medical Center attempting to visit Sergeant Sloan of Baker Three. Sergeant Sloan had been admitted a couple of days earlier and had undergone surgery. As we were walking through the halls of CMC attempting to locate Sergeant Sloan's room, I heard the accident call go out over the air regarding a priority one accident on US 74 with one vehicle on fire. I heard officers over the radio advised they were enroute. Shortly after that traffic, I heard over the radio that witnesses had advised that the vehicle on fire may have had an occupant. Shortly after that I heard an officer, couldnt tell if it was one from B1 second shift or a P-unit, advised that there was an occupant still remaining within the flaming vehicle. At that time I contacted dispatch and asked exactly what we had out there on 74. She advised me and confirmed what I thought I heard. I advised that I would be enroute and to add me to the numbers. Sergeant Wallace and myself both exited CMC and headed in his vehicle toward US 74. We were operating our emergency equipment as we traveled toward US 74. As we entered 74 from 7th Street, we realized we are going to have significant problems getting to the wreck because all traffic on 74 was stopped and not moving. We moved to the far right emergency lane to attempt to get around the stopped vehicles. There were stopped vehicles in all lanes, including on the areas in the grass off the road of travel. We had to pass vehicles far to the right of the road on the grass to get up close to the wrech scene. While in route, Sergeant Dave Nowlan contacted me over the radio and advised he and Sergeant Pearsall were leaving the B1 office and if I needed them to respond to the wreck. I advised Sergeant Nowlan to go ahead and be eroute, I was eroute from the hospital. It took Sergeant Wallace and I approximately 10 - 15 minutes to get to the wreck scene. When Sergeant Wallace and I arrived on scene there were many officers at the scene as well as 6 to 8 Sergeants. I walked through the scene looking for Sergeant Nowlan. I observed Sergeant Nowlan working with CFD, confiring with other Sergeants, and directing officers. Sergeant Nowlan was clearly on top of things and was lead supervisor of the wreck scene. I asked Nowlan if he needed me to handle anything. He advised me that he would take care of the wreck scene and I could take care of the stopped traffic situation to the west of the wreck on 74. I confired with Sergeant Jeff Estes regarding the traffice situation. By coordinating officers from B1 and D1, we began backing vehicle off of US 74 onto 7th Street. We also made sure that witnesses information was taken from drivers stopped just in front of the wreck itself. We also had Officer Edmondson diagram the layout of vehicle from the wreck point back several rows, listing tag numbers and vehicle positioning. Slowly the wreck scene came together and we were able to open the far right lane of US 74 to allow vehicles to pass. Once this possess began, I spoke with Sergeant Nowlan who advised that there was basically nothing left to do in which I would be needed. I did not have a vehicle at the scene because responded with Sergeant Wallace in his vehicle from the hospital. So Major Keith drove me back to the B1 team office. Once I got back to the office I quickly caught myself up with checking reports. I then got my vehicle I responded to a house fire on Monroe Road. After that, I checked on Officer Huffman who had his vehicle blocking US 74 on 7th Street.

EA12-005- Chrysler -015131

**Narrative Supplement
Confidential Law Enforcement Data**

Document: Narrative Supplement	Document# 5	Document Date: 11/25/2003	Document Status: Approved	Complaint# 20031121-1759-02
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NARRATIVE

Type:
INTERNAL

Reporting Officer: KORENICH, RICHARD F (000629) Office: 643-5350	Section: 02-DAVID 2	Entered Date/Time: 11/25/2003 1543
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On November 21, 2003 I responded to the scene of an accident on Independence Blvd. The accident was just past where the old intersection with Morningside used to be. Upon my arrival I stopped my patrol vehicle about 200 feet from the accident. All of the lanes of travel were blocked with stopped vehicles. What appeared to be a SUV was fully involved with fire, fire also spread across the lanes of travel. I notified the D1 dispatcher to have all the east bound lanes of Independence blocked at John Belk, Brookshire, 5th St. and 7th St. D1 officers responded to complete that task.

A dump truck was stopped between the SUV and the concrete divider that separated Independence Blvd. from the bus lanes. CFD had just started to extinguish the flames. I saw Officers Blee and Holas from A3 stopped on the side of the road and Officer Blee was attending to a female that may have been involved in the accident.

Private vehicles that were behind the accident were stopped wherever they could. Only a large white truck moved from the left lane over to the right emergency lane to allow MEDIC to access the scene. Once patrol officers arrived and put up crime scene tape around the initial accident, I contacted the officer and pointed out that the accident had started about 100-150 feet back into the stopped traffic (west). I pointed the location to him and he went to that area and put up additional tape. This was intended to keep those cars that were close to the accident and may have been witnesses to keep from moving until they could be identified.

I do not know the names of the officers I asked to start documenting the drivers and occupants names of the cars within the crime scene tape. Sergeant Arrington then requested additional officers to help with that task. I then spoke with Sergeant Estes who was coordinating getting the motorists off of Independence and on their way. I then responded to the rearmost area of the traffic jam and worked with the officers getting the traffic turned around and off of Independence.

CHARLOTTE-MECKLENBURG POLICE DEPARTMENT**Narrative Supplement
Confidential Law Enforcement Data**

Document: Narrative Supplement	Document# 11	Document Date: 11/27/2003	Document Status: Approved	Complaint# 20031121-1759-02
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NARRATIVE

Type:

INTERNAL

Reporting Officer:

ARRINGTON, TONYA M (001858)

Section:

06-CHARLIE 2

Entered Date/Time:

11/27/2003 1822

Office: 672-1620

On 21 November 2003, dispatch advised there was a car fire with a baby trapped inside on the Baker 1 side of Independence Blvd and requested Charlie Two assistance. As I approached the scene I observed flames shooting up from a vehicle and Fire attempting to control same. At this time it was believed a child was inside the vehicle. I noticed three females on the side of the road crying and began speaking with them. They advised their friend was still in the vehicle and she burned to death. She also advised the female in the vehicle is the wife of the Police Chief in Statesville. One of the other females was on the phone and I asked if they had notified him of the wreck. She advised that she had not. I asked her not to call the Chief because he needed to be notified in person. She advised she did not have the number since she left her cell phone in the vehicle. The driver of the vehicle was a Hispanic female and she was talking on the phone in Spanish and I could not communicate with her. The third female was being placed in the ambulance while I was gathering information and I did not get a chance to speak with her. I went back to the original female I spoke with and asked her if there was also a baby in the car seat and she advised no. Baker 1 Sergeants arrived on the scene and I updated them on the intel gathered.

I spoke with the HITS Officer that arrived on scene and advised him what I had gathered from the females that were in the car with the victim. The driver to the dump truck was placed in the back of an unmarked vehicle until the HITS Officer could speak with him. Charlie Two Officers assisted with gathering information and statements from those that were not directly involved in the accident but were close by or observed same. They also assisted with rerouting traffic on Independence Blvd.

I assisted Baker 1 Sergeants and once statments were completed and traffic concerns taken care of I cleared the scene.

Sgt. TM Arrington

CHARLOTTE-MECKLENBURG POLICE DEPARTMENT**Narrative Supplement
Confidential Law Enforcement Data**

Document: Narrative Supplement	Document# 12	Document Date: 11/27/2003	Document Status: Approved	Complaint# 20031121-1759-02
NARRATIVE				
Type: INTERNAL				
Reporting Officer: REEVES, JASON D (003110) Office:		Section: 06-CHARLIE 2	Entered Date/Time: 11/27/2003 1915	
<p>On 11/21/2003, at approximately 1759 hours, I was dispatched to outbound Independence Boulevard, before the Briar Creek Road exit, in reference to a vehicle fire with a child trapped inside this vehicle. Upon my arrival, CFD was extinguishing the vehicle fire. I learned that the vehicle that was on fire was involved in a collision with a dump truck. I walked by both the vehicle that was on fire and the dump truck. I began to search for any witnesses to the collision. I located the driver of the handyman truck that was stalled on the side of Independence Boulevard. I took a statement from the driver who stated that he witnessed the collision. I stood by the driver until a HITS Officer was available to interview him. I provided the driver's statement to HITS and cleared the scene. All of my notes and paperwork was given to HITS.</p>				

CHARLOTTE-MECKLENBURG POLICE DEPARTMENT**Narrative Supplement
Confidential Law Enforcement Data**

Document: Narrative Supplement	Document# 13	Document Date: 11/28/2003	Document Status: Approved	Complaint# 20031121-1759-02
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NARRATIVE

Type:

INTERNAL

Reporting Officer:

WAHAB, BRADLEY W (001813)

Section:

06-CHARLIE 2

Entered Date/Time:

11/28/2003 1944

Office: 336-8535

On November 21, 2003 at about 6pm I responded to Independence Blvd. in reference to a car that had caught fire. Traffic was at a standstill on the east bound side and had backed up behind the blackened wreckage of the car. I spoke with Sgt. Pearsall and asked what needed to be done. She advised that the on ramps from I-277 needed to be blocked; the traffic routed another direction, and the traffic that was at a standstill needed to be turned around since the entire east bound side was blocked. I rounded up several other officers and we came up with a plan. We first routed cars to turn into the bus lane. They were then instructed to do a U-turn and proceed west towards I-277. We then decided to route cars to back towards 7th street. We used the on ramp from 7th and Independence and sent cars back to the stop light. After we cleared those cars we were left with the ones that needed to be turned around. We turned cars around in the middle of the highway and sent them to the 7th and Independence intersection. After some time, the officers at the scene were able to open one lane. This allowed us to remove the remaining cars.

CHARLOTTE-MECKLENBURG POLICE DEPARTMENT

**Narrative Supplement
Confidential Law Enforcement Data**

Document: Narrative Supplement	Document# 14	Document Date: 11/28/2003	Document Status: Approved	Complaint# 20031121-1759-02
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NARRATIVE

Type:
INTERNAL


Reporting Officer: TILSON, JENSEN C (003188)	Section: 06-CHARLIE 2	Entered Date/Time: 11/28/2003 2206
Office:		

On 11/21/03 at approximately 1815 hours, I responded to outbound E. Independence Boulevard near the Briar Creek exit reference an accident with injuries. I responded to this call in order to assist in directing traffic. I did not observe the accident scene or any individuals or vehicles involved in the accident. I did participate in directing traffic for vehicles stuck in the resulting traffic jam.

CHARLOTTE-MECKLENBURG POLICE DEPARTMENT

**Narrative Supplement
Confidential Law Enforcement Data**

Document: Narrative Supplement	Document# 15	Document Date: 11/30/2003	Document Status: Approved	Complaint# 20031121-1759-02
NARRATIVE				
Type: INTERNAL				
Reporting Officer: EDMONDSON, ASHLEY N (003091) Office:		Section: 16-BAKER 1		Entered Date/Time: 11/30/2003 1427
<p>On 11/21/2003 at approximately 1759 hours, I was on routine patrol in the Baker 1-1 response area. While on patrol, I heard a call for service go out in reference to a priority 1 accident on NC 74 (Eastbound). I was on 7th St. near the NC 74 or Independence ramp and quickly added myself to the numbers. The dispatcher at this time advised that a vehicle was on fire, and that there was possibly once occupant still inside the vehicle.</p> <p>As I activated my emergency equipment and got onto Eastbound 74, I fell in right behind CFD that was also coming from this direction. As I got closer to the scene, approximately 300 feet out, I observed the vehicle that was totally engulfed in flames. I quickly parked my vehicle in the far left lane to block any further traffic. There were already 2 Baker 1 Officer's on the scene when I arrived.</p> <p>As CFD began to put out the flames in the vehicle, Officer's began to gather information from the witnesses. I personally, did not talk to any of the witnesses, but was instructed to gather the names, addresses, telephone numbers, and tag numbers of the vehicles that were located inside the crime scene but did not personally witness the accident. Officer Lowrey also assisted in this task. After completing this task, I turned over all the information I had obtained to Officer M. Lester in C-2. He was gathering the information.</p> <p>After this, I asked Sgt. Vilagi if there was anything else I could do to help. At this point, Sgt. Estes asked if I would start from the beginning of the crime scene and conduct a diagram of the entire scene including the vehicles not involved, but located in the crime scene, and work my way forward. After completing this, I went back through several times to make sure that I had identified each vehicle, the correct positioning of each vehicle, and the correct tag number for each vehicle.</p> <p>I then turned the rough sketch into Sgt. Estes. Sgt. Vilagi then released me of my duties, and I left the scene.</p>				

Charlotte Mecklenburg Police Department Supplement Report ©				COMPLAINT NUMBER 20031121175902	Page # 1 of 1
2. Victim Name [REDACTED]			3. Original Offense / Charge Traffic fatality		
4. Location Of Offense 2000 E. Independence Blvd.			5. Arrest Number [Arrest #]	6. C.R. Number	
7. Original Report Date 21 Nov. 2003		8. Supplement Date 31 Dec. 2003		9. Correct Incident Classification	
10. Juvenile Case No	11. Multiple Case Clearance No	12. Supplement Confidential Yes		13. Purpose Of Supplement Officer Statement	

Narrative

On 21 November 2003, I responded to a traffic fatality on E. Independence Blvd. near Morningside Dr. When I arrived, I spoke with Sgt. Robbins. He advised me to take photographs of the scene. There was a Jeep Liberty facing west in the eastbound lane of E. Independence Blvd. The Jeep was burned, and the victim was in the left rear passenger seat of the vehicle. There was also a dump truck facing east in the left eastbound lane of E. Independence Blvd. I photographed the overall scene, including the victim, the Jeep, and the dump truck. I photographed the damage on the Jeep and the dump truck. I photographed the roadway evidence, including the scuff marks on the median wall. When I finished taking photographs, I cleared the scene.

21. UCR Clearance Status				23. Reporting Officer			Code	Assignment	Date
<input type="checkbox"/> Open	<input type="checkbox"/> By Arrest	<input type="checkbox"/> Exceptional	<input type="checkbox"/> Unfounded	J.W. Carey			1367	H.I.T.S.	31 Dec 2003
22. Investigative Status				25. Case Referred To		26. Reviewing Supervisor, Code, Date			
<input type="checkbox"/> Active	<input type="checkbox"/> Inactive	<input type="checkbox"/> Closed	<input type="checkbox"/> Administrative						

CHARLOTTE-MECKLENBURG POLICE DEPARTMENT

**Narrative Supplement
Confidential Law Enforcement Data**

Document: Narrative Supplement	Document# 16	Document Date: 11/30/2003	Document Status: Approved	Complaint# 20031121-1759-02
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NARRATIVE:

Type:

INTERNAL

Reporting Officer:

ESTES, JEFFREY W (001255)

Section:

01-DAVID 1

Entered Date/Time:

11/30/2003 1642

Office:

On November 21st 2003, I recieved information concerning a serious crash that had occurred on 74 East. As the Central Division Sgt. I assisted in getting our division Officers to shut off all traffic onto 74 East per the information recieved from Sgt. Kornech. Once we had the roadway shut down, I then proceeded to the crash site to see if there were anyway in which to facilitate those motorists already on 74 at the time of the crash to leave the area. Seeing that there was none, Sgt. Kornech and I then directed Officers to move motorists back down 74 (the wrong way) down 7th street. That process continued until eventually the road was partially opened.

Once at the crash site, I observed a large white van across the right lanes of traffic, two other vehicles which appeared to have been minor participants in the crash and were also along the right hand side of the lanes. I observed a four axle dump truck along the left-hand concrete median barrier, and a medium size SUV that was sitting laterally across the center lanes and had obviously been consumed by fire. The fire appeared to have been in the engine compartment as well as the passenger compartment of the SUV. Blue tarps covered the vehicle.

I noted left side damage to the dump truck that appeared to have come from contact with the median barrier. I also observed a front wheel assembly including most of the tire, rotor and braking mechanisms of one of the front wheels of the SUV directly to the rear of the dump truck. I noted rear distributed damage to the SUV that appeared to involve a fairly large amount of energy transfer from another vehicle.

I observed several gouges and scrapes in the area between the dump truck and the SUV, as well as some slide-slip marks and a significant amount of debris and fluid trails in the area. To the rear of final rest of the dump truck, there were at least two obvious impact marks with the median barrier which included paint and tire transfers. From the first impact mark with the median barrier, I saw obvious critical curve yaw marks that included a cross-over located about three lanes away from the median. The gaps in the lead-tire tread spacings indicated that this mark probably came from the dump truck. Further away from the origins of the yaw, I saw a very long positive skid mark in the right side lanes that led near the area where the yaw began, but appeared not to have originated from the same vehicle that left the yaw. Other tire marks appeared to have been in the area, but were not totally visable due to other vehicles sitting on top of them.

I made contact with both the Duty Captain, district Officers on scene, and later Sgt. Robbins of the HITS unit. I observed that crime scene tape had been taped across the areas leading up to the crash, and asked Sgt. Robbins if he wanted me to have someone to take an inventory of the vehicles in the immediate area, so as to preserve potential witnesses. He agreed, and I asked Sgt. Vilagi for an Officer in which to assign this task. He assigned a female Officer to me, and I instructed her to complete a diagram of the vehicles in the immediate area including thier tag numbers, which she completed.

Once proper photographs were completed and the victim removed from the vehicle, the far right lane was opened and I left the area.

EA12-005- Chrysler -015139

CHARLOTTE-MECKLENBURG POLICE DEPARTMENT

**Narrative Supplement
Confidential Law Enforcement Data**

Document: Narrative Supplement	Document# 1	Document Date: 12/08/2003	Document Status: Approved	Complaint# 20031121-1759-01
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NARRATIVE

Type:
INTERNAL

Reporting Officer: BEGLEY, STEPHEN H (002622)	Section: 06-CHARLIE 2	Entered Date/Time: 12/08/2003 2002
Office:		

On 21 November 2003 around 1800 hours I responded to Independence Boulevard and Briar Creek Road in reference to assisting Division 16 officers (Baker-1) with a vehicle fire. The Charlie-2 telecommunicator advised that there was an infant possibly still trapped in the burning vehicle. I arrived around 1805 hours, coming inbound on Independence Boulevard.

As I exited my vehicle I noticed a vehicle completely engulfed in flame, from front to rear. The flames were shooting up to around thirty feet high. There were several Charlotte Fire Department (CFD) personnel with various Engines and Rescue units attempting to manage the vehicle fire. After several minutes battling the blaze, CFD finally contained the blaze. Several officers, fire fighters, and medic personnel then approached the vehicle to confirm that a subject was inside the vehicle.

Fire Fighters had opened the vehicle's driver's side back door. I noticed that the vehicle was a Ford Escape SUV. The vehicle was a burnt out husk of a vehicle. I then took a view inside the vehicle's back seat and noticed what appeared to be the badly burned, unrecognizable body. The body's size indicated an adult, not a child. The body was lying on its right shoulder toward the back seat's middle section. Medic personnel were able to obtain a thin sheet to cover the body's remains. I then left the vehicle to find out what needed to be done.

I assisted a Division 16 officer in stringing up crime scene tape around our scene to keep out the number of on-lookers in the area. Once complete I then went back the accident scene to look at the other vehicle, a large 3-axle dump truck. As I viewed the truck I could feel an intense heat from the truck's bed. I also noticed heavy front left corner damage to the truck. The damage was such as to tear the front left wheel from its axle. After noting this I attempt to assist with gathering any and all possible witnesses to the collision. However, several officers had informed me that they could handle gathering this information.

Since nothing more was needed from me at the scene I decided to assist with some traffic control at around Independence Boulevard and Hawthorne Lane until traffic was rerouted and my assistance was no longer needed. I then cleared the scene and headed back to Division 06.

CHARLOTTE MECKLENBURG POLICE DEPARTMENT

Narrative Supplement

Confidential Law Enforcement Data

Document: Narrative Supplement	Document# 27	Document Date: 12/07/2003	Document Status: Approved	Complaint# 20031121-1759-02
NARRATIVE				
Type: INTERNAL				
Reporting Officer: GALLIS, KAREN A (001909) Office: 943-2465		Section: 16-BAKER 1		Entered Date/Time: 12/07/2003 1303
On 21Nov03, well after the initial call for service, an officer was asked to respond to the intersection of E 7th St and E Independence Blvd. I advised I would respond to this intersection. When I arrived, there were several Division 1 and Division 16 officers at this intersection. I was not needed at any other locations regarding this wreck and cleared.				

CHARLOTTE MECKLENBURG POLICE DEPARTMENT

**Narrative Supplement
Confidential Law Enforcement Data**


Document: Narrative Supplement	Document# 29	Document Date: 12/10/2003	Document Status: Approved	Complaint# 20031121-1759-02
NARRATIVE				
Type: INTERNAL				
Reporting Officer: WHITE, STEPHANIE (002763) Office:		Section: 16-BAKER 1		Entered Date/Time: 12/10/2003 1629
On 11/21/2003 at approximately 1759 a call went out over the radio in reference to a vehicle on Independence Blvd on fire. Shortly after the call went out, I was dispatched to Hawthorne Lane and E. 7th Street for traffic control. I never responded to the scene of the accident.				

CHARLOTTE MECKLENBURG POLICE DEPARTMENT

**Narrative Supplement
Confidential Law Enforcement Data**

Document: Narrative Supplement	Document# 28	Document Date: 12/10/2003	Document Status: Approved	Complaint# 20031121-1759-02
NARRATIVE				
Type: INTERNAL				
Reporting Officer: GERALD, TERRANCE S (002690)		Section: 16-BAKER 1		Entered Date/Time: 12/10/2003 1631
Office:				
<p>When I arrived at the listed location, the vehicle was engulfed in flames. As I exited my patrol vehicle, the fire department had just arrived. After the fire was extinguished, the fire department confirmed that there was a victim inside of the vehicle. At this time I retrieved some crime scene tape from vehicle 014. At this time myself and officer Edmonson tape off the crime scene area.</p>				

EA12-005- Chrysler -015143

Charlotte Mecklenburg Police Department Supplement Report ©				COMPLAINT NUMBER 20031121175902	Page # 1 of 1
2. Victim Name [REDACTED]			3. Original Offense / Charge Fatality Investigation		
4. Location Of Offense Hwy 74 near Briarcreek Rd.			5. Arrest Number	6. C.R. Number	
7. Original Report Date 11-21-2003		8. Supplement Date 12-31-2003		9. Correct Incident Classification	
10. Juvenile Case No	11. Multiple Case Clearance No	12. Supplement Confidential Yes		13. Purpose Of Supplement Officer Statement	
Statement of	14. Name (last, middle, first) Officer J.A. Raby		Age	16. Residence Address	
	17. Home Phone	18. Business Address 601 E. Trade St. Charlotte, NC 28202		19. Bus. Phone 704-336-4465	

Statement

On November 26, 2003 I responded to Hwy 74 to assist with the measuring of the crime scene. I measured the entire scene of the crash with the Laser Technology laser measuring device. Once the measurements were completed I went to the unit's office and downloaded the data from the handheld data collector into a desk top computer and then transferred the data Crash Zone 5.0. I then completed a scale drawing using this program and the data that was collected from the scene. This drawing was saved on a CD and this was put into the case file.

21. UCR Clearance Status] Open] By Arrest] Exceptional] Unfounded		23. Reporting Officer J.A. Raby		Code 1350	Assignment HITS	Date 12-31-2003
22. Investigative Status] Active] Inactive] Closed] Administrative		25. Case Referred To		26. Reviewing Supervisor, Code, Date <small>EA12003 Chrysler 11514</small>		

CHARLOTTE-MECKLENBURG POLICE DEPARTMENT

Narrative Supplement
Confidential Law Enforcement Data

Document: Narrative Supplement	Document# 35	Document Date: 01/01/2004	Document Status: Approved	Complaint# 20031121-1759-02
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NARRATIVE

Type:
INTERNAL

Reporting Officer: NOWLAN, DAVID W (000472) Office: 359-4623	Section: 16-BAKER 1	Entered Date/Time: 01/01/2004 1815
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I responded to a accident call on East bound Independence Blvd. Upon my arrival I note a dump bed truck against the concrete wall with damage to the front area. I also noted a vehicle that had heavy fire damage in the center lane facing across the travel lanes. The vehicle was still smoking from what had been a very intense fire. I observe red a body in the rear seating area of the vehicle that was badly burned. I then walked to an area in the emergency lane where Medic had a patient on a stretcher and two other females that clearly showed signs of being very upset but only with minor injuries. Shortly after my arrival Medic personnel move the patients to the Medic unit and transported them from the scene. I contacted the Watch Commander and advised him that we had one fatality and we believed she was the wife on the Chief of Police for Statesville. Hits units had already been requested. Sgt. Robbins arrived and took over the accident investigation. I instructed officers to begin to turn vehicles trapped at the around and have them exit via Seventh St. exit in the wrong direction.

After the scene was photographed by HITS units and wreckers requested I went and inspected the burned vehicle. I noted the left rear tire was broken off at the axle hub. As I walked around the vehicle I noted that the complete fuel tank had burned completely away. The only parts that remained of the fuel tank that remained was the straps that both appeared to be intact. I also noted that the fuel filler neck was located on the road behind the vehicle. It showed signs of fire damage. I also located what appeared to be the left axle that had failed at the hub and become free of the drive unit. Upon the vehicle being moved by the recovery vehicle I noted what appeared to be the fuel pump unit and associated parts on the road directly under where the fuel tank was located. I also located the remains of the victims purse and collected them and had them placed into property. Both vehicles were towed, with the truck being towed to the company location.

CHARLOTTE MECKLENBURG POLICE DEPARTMENT

**Narrative Supplement
Confidential Law Enforcement Data**

Document: Narrative Supplement	Document# 34	Document Date: 12/30/2003	Document Status: Submitted for Appr	Complaint# 20031121-1759-02
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NARRATIVE

Type:
INTERNAL

Reporting Officer: WATSON, TODD W (000972) Office: 593-1340	Section: 57-HITS	Entered Date/Time: 12/30/2003 2319
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On November 11, 2003, I was call to Independence BV by Sergeant Robbins to assist with a vehicle collision investigation as soon as I checked on duty that day. I arrived at the scene and assisted officer Pressley with taking taped statements of three individuals. They were the statements of the operator of the broken down vehicle, the driver of a van that observed the collision and the truck driver that actually struck the Jeep Liberty.

Several days later I returned to the scene and part of Independence BV was shut down so that we could measure it with the Laser. I assisted in measuring the scene that night and helping with traffic control and direction.

Holl, Robert

From: Holl, Robert

Sent: Thursday, December 04, 2003 10:51 AM

To: ~~Pearcall, Sherie~~; Nowlan, David

Subject: TRAFFIC FATALITY: INDEPENDENCE BLVD 20031121 175902

SGTS:

I WILL NEED STATEMENTS FROM THE TWO OF YOU CONCERNING THE ABOVE CRASH. THE COMPLAINANT NUMBERS ARE LISTED IN THE "SUBJECT" BLOCK. PLEASE ENTER YOUR STATEMENT IN KBCOPS, NARRATIVE SUPPLEMENT.

THANK YOU FOR YOUR ASSISTANCE.

BOB HOLL

Detective R. A. Holl
Charlotte-Mecklenburg Police Dept.
H.I.T.S. Unit
1750 Shopton Road
Charlotte, N. C. 28217

EA12-005- Chrysler -015147

12/4/2003

Holl, Robert

From: Holl, Robert
Sent: Wednesday, December 10, 2003 12:47 PM
To: Nowlan, David
Subject: TRAFFIC FATALITY 20031121 175902

SGT N:

THE FOLLOWING OFFICERS HAVE YET TO RESPOND IN SUBMITTING A NARRATIVE SUPPLEMENT TO KBCOPS;

~~GERALD, TERRENCE S.~~; YANACSEK, ROBER; GROMIS, TIM; HUFFMAN, ROBERT F.; LATIMER, ROBERT;
~~WILK, STEPHANIE~~; SMITH, BRIAN J.; WAGNER, CHRISTIAN; ~~LOPEZ, CARLOS~~; BIRCH, MICHAEL;
KISHPAUGH, TYLER; TEMPLE, MARK; DONAHUE, LUKE; BEGLEY, STEPHEN.

THANK YOU FOR YOUR HELP TODAY CONCERNING THE ITEMS IN THE PHOTOGRAPHS.

BOB

Detective R. A. Holl
Charlotte-Mecklenburg Police Dept.
H.I.T.S. Unit
1750 Shopton Road
Charlotte, N. C. 28217

Holl, Robert

working in file

From: Holl, Robert

Sent: Thursday, December 04, 2003 11:02 AM

To: Rutledge, Allan, Jr.; Cardaci, Philip

Subject: TRAFFIC FATALITY: INDEPENDENCE BLVD 20031121 175902

SGTS:

I WILL NEED STATEMENTS FROM YOU REFERENCE THE ABOVE CRASH. THIS FATALITY INVOLVED THE VEHICLE FIRE. PLEASE ENTER YOUR STATEMENTS IN KBCOPS, NARRATIVE SUPPLEMENT.

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To: ~~Eubank, William~~; ~~Gerald, Terrence S.~~; Yanacsek, Robert; Gromis, Tim; Huffman, Robert F.; Latimer, Robert; ~~Beeth, Sam W.~~ [CMPD]; ~~Callis, Karen (Ashley)~~; ~~White, Stephanie~~; Smith, Brian J.; Wagner, Christian; ~~Nance, Monica~~; ~~Lopez, Carlos~~; Birch, Michael; ~~Bannerman, Charles~~; Kishpaugh, Tyler; Temple, Mark; Donahue, Luke; ~~Lester, Erin~~; Begley, Stephen; ~~Coffey, Justin~~

Cc: Pearsall, Sherie; Nowlan, David; Rutledge, Allan, Jr.; Cardaci, Philip; Estes, Jeffrey

Subject: TRAFFIC FATALITY: INDEPENDENCE BLVD 20031121 175902

I WOULD REQUEST A STATEMENT FROM ALL THE ABOVE PATROL OFFICERS THAT RESPONDED TO THE ABOVE FATALITY. THE COMPLAINANT NUMBERS ARE LISTED IN THE "SUBJECT" BLOCK. PLEASE ENTER YOUR STATEMENT IN KBCOPS, NARRATIVE SUPPLEMENT. I AM SURE A NUMBER OF OFFICERS ONLY DIRECTED TRAFFIC, BUT YOU'RE IN THE CAD SYSTEM AS RESPONDING, THUS I NEED A STATEMENT.

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H.I.T.S. Unit
1750 Shopton Road
Charlotte, N. C. 28217

Holl, Robert

From: Holl, Robert
Sent: Tuesday, November 25, 2003 8:08 AM
To: Eubank, William; ~~Wing, Joel; ~~Leary, Joe~~~~; Gerald, Terrence S.; ~~Edmondson, Ashley~~; Sprague, Robert A.; Yanacsek, Robert; ~~Benton, Ronald W.~~; Gromis, Tim; Gromis, Tim; Huffman, Robert F.; Latimer, Robert; ~~Drew, Christopher~~; Booth, John W. [CMPD]; ~~Wing, Joel; ~~Leary, Joe~~~~; Ryan C.; ~~Ray, Donna L.~~; Gallis, Karen (Ashley); White, Stephanie; Smith, Brian J.; Wagner, Christian; Nance, Monica; Lopez, Carlos; Birch, Michael; Bannerman, Charles; ~~Estes, Jeffrey~~ (Todd); Kishpaugh, Tyler; Temple, Mark; Donahue, Luke; Lester, Olin
Cc: ~~Koronick, Richard~~; Pearsall, Sherie; ~~Estes, Jeffrey~~; Nowlan, David
Subject: TRAFFIC FATALITY, INDEPENDENCE BLVD, NEAR BRIAR CREEK 20031121 175902
Importance: High

SERGEANTS AND OFFICERS:

I WOULD REQUEST A STATEMENT FROM ALL PERSONNEL THAT RESPONDED TO THE ABOVE FATALITY CRASH. ALSO, IF YOU COULD SEND YOUR **STATEMENT ASAP VIA KBCOPS, NARRATIVE SUPPLEMENT, WITH THE ABOVE COMPLAINT NUMBERS.** THERE WERE MULTIPLE SETS OF COMPLAINT NUMBERS MADE FOR THIS INCIDENT, BUT USE THE NUMBERS NOTED IN THE SUBJECT BLOCK. I WILL NEED STATEMENTS FROM ALL SERGEANTS ON THE SCENE.

IF YOU TALK TO ANY CIVILIANS I NEED TO KNOW WHAT THEY SAID AND WHO THEY ARE. SGT. ESTES, I WOULD LIKE TO THANK YOU FOR THE DETAILED DIAGRAM OF THE CIVILIAN VEHICLES STOPPED BEHIND THE CRASH. PLEASE EXTEND MY THANKS TO THE OFFICER WHO PREPARED THE DIAGRAM.

THERE WERE MORE OFFICERS OUT AT THE SCENE, IE; CHARLIE TWO. THE EMAIL TO THAT DISTRICT WENT OUT YESTERDAY.

THANK YOU VERY MUCH, AND HAPPY HOLIDAYS.

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H.I.T.S. Unit
1750 Shopton Road
Charlotte, N. C. 28217

Holl, Robert

From: Holl, Robert
Sent: Monday, December 01, 2003 9:47 AM
To: Holas, Gerald; Blee, Michael J.
Subject: INDEPENDENCE BLVD TRAFFIC FATALITY 20031121 175902

GOOD MORNING:

GOING THROUGH MY PAPERWORK AN OFFICER WROTE YOUR NAMES DOWN AS BEING AT THE ABOVE TRAFFIC FATALITY. THIS IS THE CRASH WHERE THE CAR CAUGHT ON FIRE. CAN YOU WRITE A STATEMENT AS TO WHERE YOU WERE AND WHAT YOU OBSERVED, AND OF COURSE, WHAT YOU DID?

THANK YOU FOR VOLUNTEERING TO BE THERE. DID NOT SEE YOUR NAMES ON THE ASSIGNMENT PRINTOUT UNTIL I WENT OVER AN OFFICER'S NOTES FROM THE SCENE.

THANKS,

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1750 Shopton Road
Charlotte, N. C. 28217

Holl, Robert

From: Holl, Robert
Sent: Monday, November 24, 2003 9:48 AM
To: ~~Brown, Jason~~; Begley, Stephen; Godfrey, Justin; ~~Walden, Bradley~~; ~~Lang, Jeffrey~~
Cc: Rutledge, Allan, Jr.; Cardaci, Philip; ~~Anger, Tanya~~ (Berry)
Subject: Traffic Fatality, Independence Blvd near Briar Creek 20031121 175902

Officers and Sergeants:

I will need statements from everybody that was on the scene of the above fatality involving the wife of the Statesville Police Chief. If possible, could send the statements ASAP. Open KBCOPS and complete a narrative supplement with the above comp number.

Sergeants, if you no of anybody else that was at the scene from your district or other districts please let me know.

Thank you for you assistance and have a safe holiday.

Bob Holl

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To: Eubank, William; Wing, Joel; Lowery, Lee; Gerald, Terrence S.; Edmondson, Ashley; Sprague, Robert A.; Yanacsek, Robert; Blanton, Ronald W.; Gromis, Tim; Gromis, Tim; Huffman, Robert F.; Latimer, Robert; Decarlo, Christopher; Booth, John W. [CMPD]; Vilagi, Jeff; Temm, Ryan C.; Ring, Donna L.; Gallis, Karen (Ashley); White, Stephanie; Smith, Brian J.; Wagner, Christian; Nance, Monica; Lopez, Carlos; Birch, Michael; Bannerman, Charles; Gilley, Jeffrey (Todd); Kishpaugh, Tyler; Temple, Mark; Donahue, Luke; Lester, Olin
Cc: Korenich, Richard; Pearsall, Sherie; Estes, Jeffrey; Nowlan, David
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Holl, Robert

From: Holl, Robert
Sent: Monday, November 24, 2003 9:48 AM
To: Reeves, Jason; Begley, Stephen; Godfrey, Justin; Tilson, Jensen; Wahab, Bradley; Lang, Jeffrey
Cc: Rutledge, Allan, Jr.; Cardaci, Philip; Arrington, Tonya (Berry)
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Cc: Pearsall, Sherie; Nowlan, David; Rutledge, Allan, Jr.; Cardaci, Philip; Estes, Jeffrey

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Charlotte, N. C. 28217

Event Unit Information

Unit ID	CarID	Agency	DGroup	Status	Time	Emp1	Emp2	Emp3	Emp4	ID	Terminal	Location	Comment	
06-1113-2	01084	CMPD	06	DP	6:00:41 PM	<u>3110</u>	<i>J.D. REEVES</i>			<u>3017</u>	cad282	E INDEPEN/BRIAR CRK RA/BRIAR CREEK RD CHAR		
06-1210-2	01975	CMPD	06	DP	6:01:31 PM	<u>2622</u>	<i>S.N. BEGLEY</i>			<u>3017</u>	cad282	E INDEPEN/BRIAR CRK RA/BRIAR CREEK RD CHAR		
06-1113-2	01084	CMPD	06	®	6:02:41 PM	<u>3110</u>				<u>2376</u>	cad288	E INDEPEN/BRIAR CRK RA/BRIAR CREEK RD CHAR		
06-1210-2	01975	CMPD	06	®	6:03:31 PM	<u>2622</u>				<u>2376</u>	cad288	E INDEPEN/BRIAR CRK RA/BRIAR CREEK RD CHAR		
06-1113-2	01084	CMPD	06	CU	6:04:37 PM	<u>3110</u>				<u>3017</u>	cad282	E INDEPEN/BRIAR CRK RA/BRIAR CREEK RD CHAR	Alarm Timer Extended: 0	
06-1210-2	01975	CMPD	06	CU	6:04:38 PM	<u>2622</u>				<u>3017</u>	cad282	E INDEPEN/BRIAR CRK RA/BRIAR CREEK RD CHAR	Alarm Timer Extended: 0	
06-1210-2	01975	CMPD	06	AR	6:04:50 PM	<u>2622</u>				<u>2622</u>	\$06-1210-2	E INDEPEN/BRIAR CRK RA/BRIAR CREEK RD CHAR		
06-1210-2	01975	CMPD	06	AR	6:04:51 PM	<u>2622</u>				<u>2622</u>	\$06-1210-2	E INDEPEN/BRIAR CRK RA/BRIAR CREEK RD CHAR		
06-1210-2	01975	CMPD	06	AR	6:04:51 PM	<u>2622</u>				<u>2622</u>	\$06-1210-2	E INDEPEN/BRIAR CRK RA/BRIAR CREEK RD CHAR		
06-1113-2	01084	CMPD	06	AR	6:08:02 PM	<u>3110</u>				<u>3110</u>	\$06-1113-2	E INDEPEN/BRIAR CRK RA/BRIAR CREEK RD CHAR		
06-6051-4	01193	CMPD	06	DP	6:20:51 PM	<u>2469</u>	<i>J.B. GODFREY</i>			<u>3017</u>	cad282	E INDEPEN/BRIAR CRK RA/BRIAR CREEK RD CHAR		
06-6051-4	01193	CMPD	06	AR	6:20:53 PM	<u>2469</u>				<u>3017</u>	cad282	E INDEPEN/BRIAR CRK RA/BRIAR CREEK RD CHAR		
06-1217-2	01231	CMPD	06	DP	6:21:11 PM	<u>3188</u>				<u>3017</u>	cad282	E INDEPEN/BRIAR CRK RA/BRIAR CREEK RD CHAR		
06-1217-2	01231	CMPD	06	AR	6:21:12 PM	<u>3188</u>	<i>J.C. TILSON</i>			<u>3017</u>	cad282	E INDEPEN/BRIAR CRK RA/BRIAR CREEK RD CHAR		
06-6054-4	01883	CMPD	06	DP	6:31:04 PM	<u>1813</u>	<u>2203</u>	<i>B.W. WAHAB</i> <i>J.T. LANG</i>			<u>3017</u>	cad282	E INDEPEN/BRIAR CRK RA/BRIAR CREEK RD CHAR	
06-6054-4	01883	CMPD	06	AR	6:31:05 PM	<u>1813</u>	<u>2203</u>				<u>3017</u>	cad282	E INDEPEN/BRIAR CRK RA/BRIAR CREEK RD CHAR	
06-1210-2	01975	CMPD	06	AM	6:56:47 PM	<u>2622</u>				<u>2622</u>	\$06-1210-2	E INDEPEN/BRIAR CRK RA/BRIAR CREEK RD CHAR		
06-1113-	01084	CMPD	06	®	7:08:02	<u>3110</u>				<u>702</u>	cad074	E INDEPEN/BRIAR CRK RA/BRIAR CREEK	EA12-005- Chrysler -015164	

Event Unit Information

2						PM					RD CHAR	
<u>06-1113-2</u>	01084	CMPD	06	CU	7:08:29 PM	<u>3110</u>		<u>3017</u>	cad282		E INDEPEN/BRIAR CRK RA/BRIAR CREEK RD CHAR	Alarm Timer Extended: 0
<u>06-1217-2</u>	01231	CMPD	06	AM	7:11:13 PM	<u>3188</u>		<u>3188</u>	\$06-1217-2		E INDEPEN/BRIAR CRK RA/BRIAR CREEK RD CHAR	
<u>06-6051-4</u>	01193	CMPD	06	@	7:20:53 PM	<u>2469</u>		<u>3340</u>	cad290		E INDEPEN/BRIAR CRK RA/BRIAR CREEK RD CHAR	
<u>06-6051-4</u>	01193	CMPD	06	CU	7:21:08 PM	<u>2469</u>		<u>3017</u>	cad282		E INDEPEN/BRIAR CRK RA/BRIAR CREEK RD CHAR	Alarm Timer Extended: 0
<u>06-6054-4</u>	01883	CMPD	06	@	7:31:05 PM	<u>1813</u> <u>2203</u>		<u>3364</u>	cad283		E INDEPEN/BRIAR CRK RA/BRIAR CREEK RD CHAR	
<u>06-6054-4</u>	01883	CMPD	06	CU	7:32:41 PM	<u>1813</u> <u>2203</u>		<u>3017</u>	cad282		E INDEPEN/BRIAR CRK RA/BRIAR CREEK RD CHAR	Alarm Timer Extended: 0
<u>06-6054-4</u>	01883	CMPD	06	AM	7:57:00 PM	<u>1813</u> <u>2203</u>		<u>1813</u>	\$06-6054-4		E INDEPEN/BRIAR CRK RA/BRIAR CREEK RD CHAR	
<u>06-6051-4</u>	01193	CMPD	06	AM	8:05:11 PM	<u>2469</u>		<u>3017</u>	cad282		E INDEPEN/BRIAR CRK RA/BRIAR CREEK RD CHAR	
<u>06-1113-2</u>	01084	CMPD	06	AM	8:54:12 PM	<u>3110</u>		<u>3110</u>	\$06-1113-2		E INDEPEN/BRIAR CRK RA/BRIAR CREEK RD CHAR	

Event Unit Information

Unit ID	CarID	Agency	DGroup	Status	Time	Emp1	Emp2	Emp3	Emp4	ID	Terminal	Location	Comment
16-1204-2	01104	CMPD	16	DP	5:59:33 PM	<u>2511</u>	<i>J.E. WING</i>			<u>3364</u>	cad283	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
16-1205-2	01014	CMPD	16	DP	5:59:34 PM	<u>2605</u>	<i>L.M. LOWERY</i>			<u>3364</u>	cad283	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
16-1318-5	01385	CMPD	16	DP	6:00:09 PM	<u>550</u>	<i>W.W. EUBANK</i>			<u>3364</u>	cad283	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
16-1206-2	01027	CMPD	16	DP	6:00:40 PM	<u>2690</u>	<i>T.S. GERALD</i>			<u>3364</u>	cad283	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
16-1104-2	01233	CMPD	16	DP	6:01:15 PM	<u>3091</u>	<i>A.N. EMMONSON</i>			<u>3364</u>	cad283	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
57-4062-2	014010	CMPD	16	DP	6:01:31 PM	<u>1742</u>	<i>E</i>			<u>974</u>	cad289	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
16-1204-2	01104	CMPD	16	Ⓜ	6:01:33 PM	<u>2511</u>				<u>3356</u>	cad290	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
16-1204-2	01104	CMPD	16	Ⓜ	6:01:33 PM	<u>2511</u>				<u>1891</u>	cad201	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
16-1205-2	01014	CMPD	16	Ⓜ	6:01:34 PM	<u>2605</u>					cad286	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
16-1206-2	01027	CMPD	16	ER	6:01:45 PM	<u>2690</u>				<u>2690</u>	\$16-1206-2	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
16-1206-2	01027	CMPD	16	ER	6:01:45 PM	<u>2690</u>				<u>2690</u>	\$16-1206-2	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
16-1206-2	01027	CMPD	16	ER	6:01:45 PM	<u>2690</u>				<u>2690</u>	\$16-1206-2	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
16-1206-2	01027	CMPD	16	ER	6:01:46 PM	<u>2690</u>				<u>2690</u>	\$16-1206-2	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
16-1318-5	01385	CMPD	16	Ⓜ	6:02:09 PM	<u>550</u>				<u>3198</u>	cad284	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
16-1202-2	01973	CMPD	16	DP	6:02:33 PM	<u>2145</u>	<i>R.A. SPRAGUE</i>			<u>3364</u>	cad283	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
16-1104-2	01233	CMPD	16	Ⓜ	6:03:15 PM	<u>3091</u>				<u>3364</u>	cad283	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
57-4062-2	014010	CMPD	16	Ⓜ	6:03:31 PM	<u>1742</u>				<u>2376</u>	cad288	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
16-												E INDEPENDENCE EA12-005- Chrysler -015166 E INDEPENDENCE	

Event Unit Information

<u>1203-</u> <u>2</u>	01376	CMPD	16	DP	6:04:22 PM	<u>1282</u>	<i>R.S. YANACEK</i>	<u>3364</u>	cad283	BV/BRIAR CREEK RD CHAR	
<u>16-</u> <u>1203-</u> <u>2</u>	01376	CMPD	16	AR	6:04:24 PM	<u>1282</u>		<u>3364</u>	cad283	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>16-</u> <u>1202-</u> <u>2</u>	01973	CMPD	16	AR	6:04:25 PM	<u>2145</u>		<u>3364</u>	cad283	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>02-</u> <u>1023-</u> <u>2</u>	01145	CMPD	02	DP	6:04:45 PM	<u>629</u>	<i>R.F. KORENICH</i>	<u>3198</u>	cad284	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>01-</u> <u>1214-</u> <u>2</u>	01893	CMPD	01	DP	6:04:47 PM	<u>3156</u>	<i>R.W. BLANTON</i>	<u>3198</u>	cad284	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>01-</u> <u>1211-</u> <u>2</u>	01379	CMPD	01	DP	6:05:11 PM	<u>1392</u>	<i>T. B. GROMIS</i>	<u>3198</u>	cad284	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>16-</u> <u>1026-</u> <u>2</u>	01899	CMPD	16	DP	6:05:52 PM	<u>1450</u>		<u>3364</u>	cad283	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>16-</u> <u>1026-</u> <u>2</u>	01899	CMPD	16	ER	6:05:54 PM	<u>1450</u>	<i>S. E. PEARSELL</i>	<u>3364</u>	cad283	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>57-</u> <u>4021-</u> <u>4</u>	014011	CMPD	CMPD1	DP	6:06:02 PM	<u>373</u>		<u>974</u>	cad289	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>01-</u> <u>1214-</u> <u>2</u>	01893	CMPD	01	ER	6:06:29 PM	<u>3156</u>		<u>3156</u>	\$01- 1214-2	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>57-</u> <u>4062-</u> <u>2</u>	014010	CMPD	16	CU	6:06:39 PM	<u>1742</u>		<u>2494</u>	cad285	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	Alarm Timer Extended: 0
<u>02-</u> <u>1023-</u> <u>2</u>	01145	CMPD	02	Ⓜ	6:06:45 PM	<u>629</u>		<u>3364</u>	cad283	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>01-</u> <u>1211-</u> <u>2</u>	01379	CMPD	01	Ⓜ	6:07:11 PM	<u>1392</u>		<u>2376</u>	cad288	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>16-</u> <u>1206-</u> <u>2</u>	01027	CMPD	16	Ⓜ	6:07:46 PM	<u>2690</u>		<u>500</u>	cad201a	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>16-</u> <u>1206-</u> <u>2</u>	01027	CMPD	16	Ⓜ	6:07:46 PM	<u>2690</u>		<u>1972</u>	cad287	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>57-</u> <u>4021-</u> <u>4</u>	014011	CMPD	CMPD1	Ⓜ	6:08:02 PM	<u>373</u>		<u>702</u>	cad074	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>16-</u> <u>1301-</u> <u>2</u>	01256	CMPD	16	DP	6:10:40 PM	<u>1936</u>	<i>R.F. HUFFMAN</i>	<u>3364</u>	cad283	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>16-</u> <u>1026-</u> <u>2</u>	01899	CMPD	16	Ⓜ	6:11:54 PM	<u>1450</u>			cad286	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>01-</u> <u>1214-</u> <u>2</u>	01893	CMPD	01	Ⓜ	6:12:29 PM	<u>3156</u>		<u>3198</u>	cad284	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>16-</u> <u>1301-</u>	01256	CMPD	16	Ⓜ	6:12:41	<u>1936</u>		<u>2376</u>	cad288	E INDEPENDENCE BV/BRIAR CREEK	Chrysler -015167

Event Unit Information

Event ID	Unit ID	Agency	Officer	Time	Location	Notes
2				PM		RD CHAR
<u>16-1026-2</u>	01899	CMPD	16	AR	6:13:09 PM	1450 3364 cad283 E INDEPENDENCE BV/BRIAR CREEK RD CHAR
<u>21-1200-2</u>	01217	CMPD	21	DP	6:14:32 PM	<i>R.E. LATIMER</i> 2872 2376 cad288 E INDEPENDENCE BV/BRIAR CREEK RD CHAR
<u>21-1302-2</u>	01835	CMPD	21	DP	6:14:34 PM	<i>C.J. JECARLO</i> 3088 2376 cad288 E INDEPENDENCE BV/BRIAR CREEK RD CHAR
<u>01-1204-2</u>	01319	CMPD	01	DP	6:15:05 PM	<i>J.W. BOOTH</i> 1625 3198 cad284 E INDEPENDENCE BV/BRIAR CREEK RD CHAR
<u>01-6052-4</u>	01585	CMPD	01	DP	6:15:22 PM	<i>R.L. WHETZEL</i> 1792 3198 cad284 E INDEPENDENCE BV/BRIAR CREEK RD CHAR
<u>16-1027-2</u>		CMPD	16	DP	6:15:52 PM	<i>J.F. VILAGI</i> 1777 3364 cad283 E INDEPENDENCE BV/BRIAR CREEK RD CHAR
<u>16-1027-2</u>		CMPD	16	AR	6:15:53 PM	1777 3364 cad283 E INDEPENDENCE BV/BRIAR CREEK RD CHAR
<u>21-1300-2</u>	01053	CMPD	21	DP	6:16:14 PM	<i>R.C. TEMM</i> 2712 2376 cad288 E INDEPENDENCE BV/BRIAR CREEK RD CHAR
<u>57-4021-4</u>	014011	CMPD	CMPD1	CU	6:16:30 PM	373 974 cad289 E INDEPENDENCE BV/BRIAR CREEK RD CHAR Alarm Timer Extended: 0
<u>21-1300-2</u>	01053	CMPD	21	ER	6:16:30 PM	2712 2376 cad288 E INDEPENDENCE/7TH
<u>21-1300-2</u>	01053	CMPD	21	CL	6:16:30 PM	2712 2376 cad288 E INDEPENDENCE/7TH
<u>21-1200-2</u>	01217	CMPD	21	Ⓜ	6:16:32 PM	2872 702 cad074 E INDEPENDENCE BV/BRIAR CREEK RD CHAR
<u>21-1302-2</u>	01835	CMPD	21	Ⓜ	6:16:34 PM	3088 cad286 E INDEPENDENCE BV/BRIAR CREEK RD CHAR
<u>01-1204-2</u>	01319	CMPD	01	Ⓜ	6:17:05 PM	1625 3364 cad283 E INDEPENDENCE BV/BRIAR CREEK RD CHAR
<u>01-6052-4</u>	01585	CMPD	01	Ⓜ	6:17:22 PM	1792 702 cad074 E INDEPENDENCE BV/BRIAR CREEK RD CHAR
<u>21-1300-2</u>	01053	CMPD	21	ER	6:17:35 PM	2712 2712 \$21-1300-2 E INDEPENDENCE/7TH
<u>01-6053-5</u>	01429	CMPD	01	DP	6:19:27 PM	<i>D.L. KING</i> 995 3198 cad284 E INDEPENDENCE BV/BRIAR CREEK RD CHAR
<u>21-1302-2</u>	01835	CMPD	21	AR	6:19:42 PM	3088 3088 \$21-1302-2 E INDEPENDENCE BV/BRIAR CREEK RD CHAR
<u>01-6053-5</u>	01429	CMPD	01	Ⓜ	6:21:27 PM	995 2845 cad202 E INDEPENDENCE BV/BRIAR CREEK RD CHAR Chrysler -015168

Event Unit Information

<u>01-1204-2</u>	01319	CMPD	01	CU	6:21:52 PM	<u>1625</u>		<u>3198</u>	cad284	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	Alarm Timer Extended: 0
<u>01-1211-2</u>	01379	CMPD	01	CU	6:21:53 PM	<u>1392</u>		<u>3198</u>	cad284	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	Alarm Timer Extended: 0
<u>01-1214-2</u>	01893	CMPD	01	CU	6:21:54 PM	<u>3156</u>		<u>3198</u>	cad284	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	Alarm Timer Extended: 0
<u>01-6052-4</u>	01585	CMPD	01	CU	6:21:54 PM	<u>1792</u>		<u>3198</u>	cad284	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	Alarm Timer Extended: 0
<u>01-6053-5</u>	01429	CMPD	01	CU	6:21:55 PM	<u>995</u>		<u>3198</u>	cad284	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	Alarm Timer Extended: 0
<u>02-1023-2</u>	01145	CMPD	02	CU	6:21:55 PM	<u>629</u>		<u>3198</u>	cad284	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	Alarm Timer Extended: 0
<u>16-1317-5</u>	01762	CMPD	16	DP	6:22:19 PM	<u>1909</u>	<i>K.A. GALLS</i>	<u>3364</u>	cad283	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>21-1200-2</u>	01217	CMPD	21	CU	6:22:23 PM	<u>2872</u>		<u>2376</u>	cad288	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	Alarm Timer Extended: 0
<u>16-1318-5</u>	01385	CMPD	16	CU	6:22:25 PM	<u>550</u>		<u>2376</u>	cad288	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	Alarm Timer Extended: 0
<u>16-1280-2</u>	01133	CMPD	16	DP	6:22:25 PM	<u>2763</u>	<i>STEPHANIE WHITE</i>	<u>3364</u>	cad283	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>01-1213-2</u>	01917	CMPD	01	DP	6:22:52 PM	<u>3185</u>	<i>B.J. SMITH</i>	<u>3198</u>	cad284	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>16-1104-3</u>	01948	CMPD	16	DP	6:22:55 PM	<u>2295</u>	<i>C.S. WAGNER</i>	<u>3364</u>	cad283	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>21-1300-2</u>	01053	CMPD	21	@	6:23:35 PM	<u>2712</u>		<u>3364</u>	cad283	E INDEPENDENCE/7TH	
<u>16-1280-2</u>	01133	CMPD	16	ER	6:23:52 PM	<u>2763</u>		<u>2763</u>	\$16-1280-2	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>01-1114-2</u>	01977	CMPD	01	DP	6:24:00 PM	<u>1443</u>	<i>M.L. NANCE</i>	<u>3198</u>	cad284	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>16-1317-5</u>	01762	CMPD	16	ER	6:24:03 PM	<u>1909</u>		<u>1909</u>	\$16-1317-5	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>16-1104-3</u>	01948	CMPD	16	ER	6:24:32 PM	<u>2295</u>		<u>2295</u>	\$16-1104-3	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>16-1118-4</u>		CMPD	16	DP	6:24:46 PM	<u>2572</u>	<i>C. LOPEZ JR</i>	<u>3364</u>	cad283	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>16-1118-4</u>		CMPD	16	ER	6:24:47 PM	<u>2572</u>		<u>3364</u>	cad283	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>01-</u>										E INDEPENDENCE	

12-005- Chrysler -015169

Event Unit Information

1213- <u>2</u>	01917	CMPD	01	@	6:24:52 PM	<u>3185</u>	<u>702</u>	cad074	BV/BRIAR CREEK RD CHAR	
16- 1317- <u>5</u>	01762	CMPD	16	ER	6:25:16 PM	<u>1909</u>	<u>1909</u>	\$16- 1317-5	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
16- 1204- <u>2</u>	01104	CMPD	16	ER	6:25:31 PM	<u>2511</u>	<u>3364</u>	cad283	1000 BLYTHE BV CHAR: @CMC	
16- 1204- <u>2</u>	01104	CMPD	16	CL	6:25:31 PM	<u>2511</u>	<u>3364</u>	cad283	1000 BLYTHE BV CHAR: @CMC	
16- 1205- <u>2</u>	01014	CMPD	16	ER	6:25:42 PM	<u>2605</u>	<u>3364</u>	cad283	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
16- 1118- <u>4</u>	01303	CMPD	16	UU	6:25:43 PM	<u>2572</u>	<u>2572</u>	\$16- 1118-4		
16- 1301- <u>2</u>	01256	CMPD	16	ER	6:25:43 PM	<u>1936</u>	<u>3364</u>	cad283	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
16- 1118- <u>4</u>	01303	CMPD	16	UC	6:25:44 PM	<u>2572</u>	<u>2572</u>	\$16- 1118-4	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	New equipment list for Unit [16- 1118-4] : RADIO, CAMERA, MARKED, 303, MPU
16- 1301- <u>2</u>	01256	CMPD	16	AR	6:25:45 PM	<u>1936</u>	<u>3364</u>	cad283	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
16- 1318- <u>5</u>	01385	CMPD	16	ER	6:25:46 PM	<u>550</u>	<u>3364</u>	cad283	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
16- 1104- <u>2</u>	01233	CMPD	16	ER	6:25:49 PM	<u>3091</u>	<u>3364</u>	cad283	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
01- 1213- <u>2</u>	01917	CMPD	01	CU	6:25:52 PM	<u>3185</u>	<u>2494</u>	cad285	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	Alarm Timer Extended: 0
16- 1206- <u>2</u>	01027	CMPD	16	CU	6:25:53 PM	<u>2690</u>	<u>2494</u>	cad285	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	Alarm Timer Extended: 0
01- 1114- <u>2</u>	01977	CMPD	01	@	6:26:01 PM	<u>1443</u>	<u>2376</u>	cad288	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
21- 1300- <u>2</u>	01053	CMPD	21	CU	6:26:27 PM	<u>2712</u>	<u>2376</u>	cad288	E INDEPENDENCE/7TH	Alarm Timer Extended: 0
16- 1205- <u>2</u>	01014	CMPD	16	AR	6:26:47 PM	<u>2605</u>	<u>3364</u>	cad283	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
16- 1206- <u>2</u>	01027	CMPD	16	AR	6:26:48 PM	<u>2690</u>	<u>3364</u>	cad283	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
16- 1280- <u>2</u>	01133	CMPD	16	AR	6:26:49 PM	<u>2763</u>	<u>3364</u>	cad283	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	12-005- Chrysler -015170

Event Unit Information

<u>16-1317-5</u>	01762	CMPD	16	AR	6:26:52 PM	<u>1909</u>	<u>3364</u>	cad283	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>16-1318-5</u>	01385	CMPD	16	AR	6:26:59 PM	<u>550</u>	<u>3364</u>	cad283	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>16-1104-3</u>	01948	CMPD	16	AR	6:27:13 PM	<u>2295</u>	<u>3364</u>	cad283	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>16-1118-4</u>	01303	CMPD	16	AR	6:27:15 PM	<u>2572</u>	<u>3364</u>	cad283	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>16-1104-2</u>	01233	CMPD	16	AR	6:27:16 PM	<u>3091</u>	<u>3364</u>	cad283	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>21-1200-2</u>	01217	CMPD	21	ER	6:28:20 PM	<u>2872</u>	<u>2376</u>	cad288	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>21-1300-2</u>	01053	CMPD	21	AR	6:29:31 PM	<u>2712</u>	<u>2712</u>	\$21-1300-2	E INDEPENDENCE/7TH	
<u>21-1200-2</u>	01217	CMPD	21	AR	6:30:06 PM	<u>2872</u>	<u>2872</u>	\$21-1200-2	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>16-1204-2</u>	01104	CMPD	16	®	6:31:31 PM	<u>2511</u>	<u>2376</u>	cad288	1000 BLYTHE BV CHAR: @CMC	
<u>01-1114-2</u>	01977	CMPD	01	CU	6:32:31 PM	<u>1443</u>	<u>3017</u>	cad282	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	Alarm Timer Extended: 0
<u>16-1204-2</u>	01104	CMPD	16	CU	6:32:50 PM	<u>2511</u>	<u>3364</u>	cad283	1000 BLYTHE BV CHAR: @CMC	Alarm Timer Extended: 0
<u>16-1280-2</u>	01133	CMPD	16	AR	6:40:47 PM	<u>2763</u>	<u>2763</u>	\$16-1280-2	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>16-1280-2</u>	01133	CMPD	16	AR	6:41:15 PM	<u>2763</u>	<u>2763</u>	\$16-1280-2	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>16-1204-2</u>	01104	CMPD	16	AR	6:41:53 PM	<u>2511</u>	<u>3364</u>	cad283	1000 BLYTHE BV CHAR: @CMC	
<u>16-1100-2</u>	01888	CMPD	16	DP	6:43:35 PM	<u>1532</u>	<u>3364</u>	cad283	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>16-1100-2</u>	01888	CMPD	16	AR	6:43:38 PM	<u>1532</u>	<u>3364</u>	cad283	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>16-1100-2</u>	01888	CMPD	16	ER	6:43:44 PM	<u>1532</u>	<u>3364</u>	cad283	1000 BLYTHE BV CHAR: @CMC	
<u>16-1100-2</u>	01888	CMPD	16	CL	6:43:44 PM	<u>1532</u>	<u>3364</u>	cad283	1000 BLYTHE BV CHAR: @CMC	
<u>16-1100-2</u>	01888	CMPD	16	AR	6:43:46 PM	<u>1532</u>	<u>3364</u>	cad283	1000 BLYTHE BV CHAR: @CMC EA12-005- Chrysler -015171	

M.F. Birch

Event Unit Information

<u>1280-</u> <u>2</u>	01133	CMPD	16	ER	6:49:59 PM	<u>2763</u>	<u>3364</u>	cad283	E INDEPENDENCE BV/PARK DR CHAR	
<u>16-</u> <u>1280-</u> <u>2</u>	01133	CMPD	16	CL	6:49:59 PM	<u>2763</u>	<u>3364</u>	cad283	E INDEPENDENCE BV/PARK DR CHAR	
<u>01-</u> <u>1114-</u> <u>2</u>	01977	CMPD	01	AR	6:51:50 PM	<u>1443</u>	<u>2376</u>	cad288	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>01-</u> <u>1204-</u> <u>2</u>	01319	CMPD	01	AR	6:51:51 PM	<u>1625</u>	<u>2376</u>	cad288	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>01-</u> <u>1211-</u> <u>2</u>	01379	CMPD	01	AR	6:51:53 PM	<u>1392</u>	<u>2376</u>	cad288	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>01-</u> <u>1213-</u> <u>2</u>	01917	CMPD	01	AR	6:51:55 PM	<u>3185</u>	<u>2376</u>	cad288	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>01-</u> <u>1214-</u> <u>2</u>	01893	CMPD	01	AR	6:52:01 PM	<u>3156</u>	<u>2376</u>	cad288	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>01-</u> <u>6052-</u> <u>4</u>	01585	CMPD	01	AR	6:52:05 PM	<u>1792</u>	<u>2376</u>	cad288	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>01-</u> <u>6053-</u> <u>5</u>	01429	CMPD	01	AR	6:52:08 PM	<u>995</u>	<u>2376</u>	cad288	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>01-</u> <u>1029-</u> <u>2</u>	01729	CMPD	01	DP	6:52:30 PM	<u>1255</u>	<u>2376</u>	cad288	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>01-</u> <u>1029-</u> <u>2</u>	01729	CMPD	01	AR	6:52:32 PM	<u>1255</u>	<u>2376</u>	cad288	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>57-</u> <u>4076-</u> <u>4</u>	015104	CMPD	CMPD1	DP	6:54:34 PM	<u>972</u>	<u>974</u>	cad289	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>21-</u> <u>1300-</u> <u>2</u>	01053	CMPD	21	AM	6:55:57 PM	<u>2712</u>	<u>2712</u>	\$21- 1300-2	E INDEPENDENCE/7TH	
<u>16-</u> <u>1280-</u> <u>2</u>	01133	CMPD	16	Ⓜ	6:55:59 PM	<u>2763</u>	<u>3198</u>	cad284	E INDEPENDENCE BV/PARK DR CHAR	
<u>57-</u> <u>4076-</u> <u>4</u>	015104	CMPD	CMPD1	Ⓜ	6:56:34 PM	<u>972</u>		cad286	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>57-</u> <u>4076-</u> <u>4</u>	015104	CMPD	CMPD1	CU	6:56:44 PM	<u>972</u>	<u>974</u>	cad289	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	Alarm Timer Extended: 0
<u>16-</u> <u>1280-</u> <u>2</u>	01133	CMPD	16	CU	6:59:52 PM	<u>2763</u>	<u>3364</u>	cad283	E INDEPENDENCE BV/PARK DR CHAR	Alarm Timer Extended: 0
<u>57-</u> <u>4071-</u> <u>4</u>	014014	CMPD	CMPD1	DP	7:00:16 PM	<u>1367</u>	<u>974</u>	cad289	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>57-</u> <u>4071-</u> <u>4</u>	014014	CMPD	CMPD1	ER	7:01:02 PM	<u>1367</u>	<u>1367</u>	\$57- 4071-4	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>01-</u> <u>1213-</u>	01917	CMPD	01	AM	7:02:25	<u>3185</u>	<u>3198</u>	cad284	E INDEPENDENCE BV/BRIAR CREEK	EA12-005- Chrysler -015172

J.W. Estes

Event Unit Information

Event ID	Time	Unit	Officer	Code	Time	Amount	Code	Description	Notes
2					PM			RD CHAR	
16-1203-2	01376	CMPD	16	®	7:04:24 PM	<u>1282</u>	cad286	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
16-1202-2	01973	CMPD	16	®	7:04:25 PM	<u>2145</u>	3364 cad283	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
16-1280-2	01133	CMPD	16	AR	7:05:03 PM	<u>2763</u>	2376 cad288	E INDEPENDENCE BV/PARK DR CHAR	
16-1202-2	01973	CMPD	16	CU	7:05:23 PM	<u>2145</u>	3364 cad283	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	Alarm Timer Extended: 0
16-1203-2	01376	CMPD	16	CU	7:05:24 PM	<u>1282</u>	3364 cad283	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	Alarm Timer Extended: 0
16-1317-5	01762	CMPD	16	AV	7:05:43 PM	<u>1909</u>	3364 cad283	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
16-6055-2	01380	CMPD	16	DP	7:05:45 PM	<u>2044</u>	3364 cad283	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
16-6055-2	01380	CMPD	16	ER	7:05:47 PM	<u>2044</u>	3364 cad283	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
16-1100-2	01888	CMPD	16	AM	7:05:55 PM	<u>1532</u>	1532 \$16-1100-2	1000 BLYTHE BV CHAR: @CMC	
57-4071-4	014014	CMPD	CMPD1	®	7:07:02 PM	<u>1367</u>	702 cad074	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
57-4071-4	014014	CMPD	CMPD1	CU	7:07:17 PM	<u>1367</u>	974 cad289	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	Alarm Timer Extended: 0
16-6055-2	01380	CMPD	16	®	7:11:47 PM	<u>2044</u>	2850 cad202	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
16-6055-2	01380	CMPD	16	®	7:11:47 PM	<u>2044</u>	2765 cad281	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
57-4071-4	014014	CMPD	CMPD1	AR	7:12:54 PM	<u>1367</u>	1367 \$57-4071-4	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
16-1026-2	01899	CMPD	16	®	7:13:09 PM	<u>1450</u>	3198 cad284	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
16-1027-2		CMPD	16	®	7:15:53 PM	<u>1777</u>	3340 cad290	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
16-6071-4	01722	CMPD	16	DP	7:17:26 PM	<u>1866</u>	3364 cad283	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
16-6071-4	01722	CMPD	16	ER	7:17:36 PM	<u>1866</u>	3364 cad283	N CASWELL RD/E 7TH ST CHAR	
16-6071-4	01722	CMPD	16	CL	7:17:36 PM	<u>1866</u>	3364 cad283	N CASWELL RD/E 7TH ST CHAR	SW#2-005 Chrysler -015173

J. W. Bawte

J. T. Bawte

Event Unit Information

21-1300-2	01053	CMPD	21	DP	7:19:07 PM	<u>2712</u>	<u>2376</u>	cad288	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
21-1100-2	01555	CMPD	21	DP	7:19:09 PM	<u>3036</u>	<u>2376</u>	cad288	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
21-1302-2	01835	CMPD	21	®	7:19:42 PM	<u>3088</u>	<u>702</u>	cad074	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
21-1100-2	01555	CMPD	21	ER	7:20:02 PM	<u>3036</u>	<u>3364</u>	cad283	E 7TH ST/HAWTHORNE LN CHAR	
21-1100-2	01555	CMPD	21	CL	7:20:02 PM	<u>3036</u>	<u>3364</u>	cad283	E 7TH ST/HAWTHORNE LN CHAR	
21-1100-2	01555	CMPD	21	AM	7:20:55 PM	<u>3036</u>	<u>2376</u>	cad288	E 7TH ST/HAWTHORNE LN CHAR	
21-1300-2	01053	CMPD	21	AM	7:21:02 PM	<u>2712</u>	<u>2376</u>	cad288	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
21-1302-2	01835	CMPD	21	CU	7:22:06 PM	<u>3088</u>	<u>2376</u>	cad288	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	Alarm Timer Extended: 0
16-1026-2	01899	CMPD	16	CU	7:22:22 PM	<u>1450</u>	<u>2765</u>	cad281	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	Alarm Timer Extended: 0
57-4062-2	014010	CMPD	16	AR	7:23:06 PM	<u>1742</u>	<u>2376</u>	cad288	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
16-6071-4	01722	CMPD	16	®	7:23:36 PM	<u>1866</u>	<u>500</u>	cad201a	N CASWELL RD/E 7TH ST CHAR	
16-6071-4	01722	CMPD	16	®	7:23:36 PM	<u>1866</u>	<u>1972</u>	cad287	N CASWELL RD/E 7TH ST CHAR	
16-1301-2	01256	CMPD	16	ER	7:24:34 PM	<u>1936</u>	<u>3364</u>	cad283	E 7TH ST/E INDEPENDENCE BV CHAR	
16-1301-2	01256	CMPD	16	CL	7:24:34 PM	<u>1936</u>	<u>3364</u>	cad283	E 7TH ST/E INDEPENDENCE BV CHAR	
16-6051-4	01996	CMPD	16	DP	7:25:06 PM	<u>2182</u> <u>2198</u>	<u>3364</u>	cad283	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
16-1027-2		CMPD	16	CU	7:25:25 PM	<u>1777</u>	<u>3364</u>	cad283	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	Alarm Timer Extended: 0
16-6055-2	01380	CMPD	16	CU	7:25:26 PM	<u>2044</u>	<u>3364</u>	cad283	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	Alarm Timer Extended: 0
16-6071-4	01722	CMPD	16	CU	7:25:26 PM	<u>1866</u>	<u>3364</u>	cad283	N CASWELL RD/E 7TH ST CHAR	Alarm Timer Extended: 0
16-6055-2	01380	CMPD	16	ER	7:26:00 PM	<u>2044</u>	<u>3364</u>	cad283	N CASWELL RD/E 7TH ST CHAR	Alarm Timer Extended: 0
16-									CHAS-005- Chrysler -015174	

T.S. KISHPAUGH

*M.L. TEMPLE
L.V. JOHANNÉ*

Event Unit Information

6055-2	01380	CMPD	16	CL	7:26:00 PM	<u>2044</u>	3364	cad283	N CASWELL RD/E 7TH ST CHAR	
16-6055-2	01380	CMPD	16	AR	7:26:04 PM	<u>2044</u>	3364	cad283	N CASWELL RD/E 7TH ST CHAR	
16-6071-4	01722	CMPD	16	AR	7:26:07 PM	<u>1866</u>	3364	cad283	N CASWELL RD/E 7TH ST CHAR	
16-1301-2	01256	CMPD	16	AR	7:26:11 PM	<u>1936</u>	3364	cad283	E 7TH ST/E INDEPENDENCE BV CHAR	
16-1280-2	01133	CMPD	16	ER	7:26:31 PM	<u>2763</u>	3364	cad283	E 7TH ST/HAWTHORNE LN CHAR	
16-1280-2	01133	CMPD	16	CL	7:26:31 PM	<u>2763</u>	3364	cad283	E 7TH ST/HAWTHORNE LN CHAR	
16-1280-2	01133	CMPD	16	AR	7:26:34 PM	<u>2763</u>	3364	cad283	E 7TH ST/HAWTHORNE LN CHAR	
16-6051-4	01996	CMPD	16	ER	7:26:40 PM	<u>2182</u> <u>2198</u>	3364	cad283	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
16-1205-2	01014	CMPD	16	®	7:26:47 PM	<u>2605</u>	2850	cad202	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
16-1205-2	01014	CMPD	16	®	7:26:47 PM	<u>2605</u>	2765	cad281	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
16-1206-2	01027	CMPD	16	®	7:26:48 PM	<u>2690</u>	3017	cad282	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
16-1318-5	01385	CMPD	16	®	7:26:59 PM	<u>550</u>	3198	cad284	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
16-1104-3	01948	CMPD	16	®	7:27:13 PM	<u>2295</u>	1891	cad201	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
16-1118-4	01303	CMPD	16	®	7:27:15 PM	<u>2572</u>	3364	cad283	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
16-1104-2	01233	CMPD	16	®	7:27:16 PM	<u>3091</u>	500	cad201a	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
16-1104-2	01233	CMPD	16	®	7:27:16 PM	<u>3091</u>	1972	cad287	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
16-1104-2	01233	CMPD	16	CU	7:27:51 PM	<u>3091</u>	3364	cad283	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	Alarm Timer Extended: 0
16-1104-3	01948	CMPD	16	CU	7:27:51 PM	<u>2295</u>	3364	cad283	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	Alarm Timer Extended: 0
16-1118-4	01303	CMPD	16	CU	7:27:51 PM	<u>2572</u>	3364	cad283	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	Alarm Timer Extended: 0
16-1205-	01014	CMPD	16	CU	7:27:51	<u>2605</u>	3364	cad283	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	EA12-005- Chrysler -015175 Alarm Timer

Event Unit Information

2					PM					RD CHAR	Extended: 0
<u>16-</u> <u>1206-</u> <u>2</u>	01027	CMPD	16	CU	7:27:51 PM	<u>2690</u>		<u>3364</u>	cad283	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	Alarm Timer Extended: 0
<u>16-</u> <u>1318-</u> <u>5</u>	01385	CMPD	16	CU	7:27:52 PM	<u>550</u>		<u>3364</u>	cad283	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	Alarm Timer Extended: 0
<u>21-</u> <u>1200-</u> <u>2</u>	01217	CMPD	21	®	7:30:06 PM	<u>2872</u>		<u>500</u>	cad201a	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>21-</u> <u>1200-</u> <u>2</u>	01217	CMPD	21	®	7:30:06 PM	<u>2872</u>		<u>1972</u>	cad287	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>21-</u> <u>1200-</u> <u>2</u>	01217	CMPD	21	CU	7:31:42 PM	<u>2872</u>		<u>2376</u>	cad288	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	Alarm Timer Extended: 0
<u>16-</u> <u>6051-</u> <u>4</u>	01996	CMPD	16	®	7:32:41 PM	<u>2182</u> <u>2198</u>		<u>2376</u>	cad288	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>16-</u> <u>6051-</u> <u>4</u>	01996	CMPD	16	CU	7:35:03 PM	<u>2182</u> <u>2198</u>		<u>3364</u>	cad283	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	Alarm Timer Extended: 0
<u>16-</u> <u>1204-</u> <u>2</u>	01104	CMPD	16	®	7:41:53 PM	<u>2511</u>		<u>1891</u>	cad201	1000 BLYTHE BV CHAR: @CMC	
<u>01-</u> <u>1029-</u> <u>2</u>	01729	CMPD	01	AM	7:42:27 PM	<u>1255</u>		<u>3198</u>	cad284	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>16-</u> <u>1204-</u> <u>2</u>	01104	CMPD	16	CU	7:42:32 PM	<u>2511</u>		<u>3364</u>	cad283	1000 BLYTHE BV CHAR: @CMC	Alarm Timer Extended: 0
<u>01-</u> <u>1114-</u> <u>2</u>	01977	CMPD	01	®	7:51:51 PM	<u>1443</u>		<u>3356</u>	cad288	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>01-</u> <u>1204-</u> <u>2</u>	01319	CMPD	01	®	7:51:51 PM	<u>1625</u>		<u>3356</u>	cad288	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>01-</u> <u>1211-</u> <u>2</u>	01379	CMPD	01	®	7:51:53 PM	<u>1392</u>		<u>1891</u>	cad201	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>01-</u> <u>1214-</u> <u>2</u>	01893	CMPD	01	®	7:52:01 PM	<u>3156</u>		<u>3356</u>	cad288	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>01-</u> <u>6052-</u> <u>4</u>	01585	CMPD	01	®	7:52:05 PM	<u>1792</u>		<u>3364</u>	cad283	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>01-</u> <u>6053-</u> <u>5</u>	01429	CMPD	01	®	7:52:08 PM	<u>995</u>		<u>3017</u>	cad282	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>01-</u> <u>1114-</u> <u>2</u>	01977	CMPD	01	CU	7:52:22 PM	<u>1443</u>		<u>3198</u>	cad284	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	Alarm Timer Extended: 0
<u>01-</u> <u>1204-</u> <u>2</u>	01319	CMPD	01	CU	7:52:22 PM	<u>1625</u>		<u>3198</u>	cad284	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	Alarm Timer Extended: 0
<u>01-</u> <u>1211-</u> <u>2</u>	01379	CMPD	01	CU	7:52:23 PM	<u>1392</u>		<u>3198</u>	cad284	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	Alarm Timer Extended: 0

Event Unit Information

<u>01-1214-2</u>	01893	CMPD	01	CU	7:52:23 PM	<u>3156</u>		<u>3198</u>	cad284	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	Alarm Timer Extended: 0
<u>01-6052-4</u>	01585	CMPD	01	CU	7:52:23 PM	<u>1792</u>		<u>3198</u>	cad284	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	Alarm Timer Extended: 0
<u>01-6053-5</u>	01429	CMPD	01	CU	7:52:25 PM	<u>995</u>		<u>3198</u>	cad284	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	Alarm Timer Extended: 0
<u>16-1205-2</u>	01014	CMPD	16	AM	7:53:46 PM	<u>2605</u>		<u>2605</u>	\$16-1205-2	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>06-6072-4</u>	01662	CMPD	06	DP	8:00:08 PM	<u>2805</u>		<u>3017</u>	cad282	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>06-6072-4</u>	01662	CMPD	06	®	8:02:08 PM	<u>2805</u>		<u>3017</u>	cad282	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>16-1206-2</u>	01027	CMPD	16	AM	8:03:01 PM	<u>2690</u>		<u>2690</u>	\$16-1206-2	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>06-6072-4</u>	01662	CMPD	06	CU	8:03:24 PM	<u>2805</u>		<u>3017</u>	cad282	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	Alarm Timer Extended: 0
<u>02-1023-2</u>	01145	CMPD	02	AM	8:08:46 PM	<u>629</u>		<u>629</u>	\$02-1023-2	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>16-1104-2</u>	01233	CMPD	16	AM	8:09:29 PM	<u>3091</u>		<u>3091</u>	\$16-1104-2	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>57-4071-4</u>	014014	CMPD	CMPD1	®	8:12:54 PM	<u>1367</u>			cad286	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>57-4071-4</u>	014014	CMPD	CMPD1	CU	8:13:07 PM	<u>1367</u>		<u>974</u>	cad289	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	Alarm Timer Extended: 0
<u>57-4062-2</u>	014010	CMPD	16	®	8:23:06 PM	<u>1742</u>		<u>1972</u>	cad287	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>57-4062-2</u>	014010	CMPD	16	®	8:23:06 PM	<u>1742</u>		<u>500</u>	cad201a	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>57-4062-2</u>	014010	CMPD	16	CU	8:23:58 PM	<u>1742</u>		<u>3364</u>	cad283	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	Alarm Timer Extended: 0
<u>16-6055-2</u>	01380	CMPD	16	®	8:26:04 PM	<u>2044</u>			cad286	N CASWELL RD/E 7TH ST CHAR	
<u>16-6071-4</u>	01722	CMPD	16	®	8:26:07 PM	<u>1866</u>		<u>2765</u>	cad281	N CASWELL RD/E 7TH ST CHAR	
<u>16-6071-4</u>	01722	CMPD	16	®	8:26:07 PM	<u>1866</u>		<u>2850</u>	cad202	N CASWELL RD/E 7TH ST CHAR	
<u>16-1301-2</u>	01256	CMPD	16	®	8:26:11 PM	<u>1936</u>		<u>3356</u>	cad288	E 7TH ST/E INDEPENDENCE BV CHAR 12-005- Chrysler -015177	
<u>16-</u>											

O.M. LESTER

Event Unit Information

<u>6071-4</u>	01722	CMPD	16	AM	8:26:31 PM	<u>1866</u>	<u>1866</u>	\$16-6071-4	N CASWELL RD/E 7TH ST CHAR	
<u>16-1280-2</u>	01133	CMPD	16	@	8:26:34 PM	<u>2763</u>		cad286	E 7TH ST/HAWTHORNE LN CHAR	
<u>16-1203-2</u>	01376	CMPD	16	AM	8:30:37 PM	<u>1282</u>	<u>1282</u>	\$16-1203-2	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>16-1202-2</u>	01973	CMPD	16	AM	8:32:29 PM	<u>2145</u>	<u>3364</u>	cad283	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>16-1118-4</u>	01303	CMPD	16	UU	8:33:57 PM	<u>2572</u>	<u>2572</u>	\$16-1118-4		
<u>16-1118-4</u>	01303	CMPD	16	UC	8:33:58 PM	<u>2572</u>	<u>2572</u>	\$16-1118-4	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	New equipm for Unit 1118-4 RADIO, CAMER MARKE MPU
<u>16-1280-2</u>	01133	CMPD	16	CU	8:34:39 PM	<u>2763</u>	<u>3364</u>	cad283	E 7TH ST/HAWTHORNE LN CHAR	Alarm T Extend
<u>16-1301-2</u>	01256	CMPD	16	CU	8:34:39 PM	<u>1936</u>	<u>3364</u>	cad283	E 7TH ST/E INDEPENDENCE BV CHAR	Alarm T Extend
<u>16-6055-2</u>	01380	CMPD	16	CU	8:34:39 PM	<u>2044</u>	<u>3364</u>	cad283	N CASWELL RD/E 7TH ST CHAR	Alarm T Extend
<u>16-1118-4</u>	01303	CMPD	16	AR	8:36:23 PM	<u>2572</u>	<u>2572</u>	\$16-1118-4	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>16-1280-2</u>	01133	CMPD	16	AM	8:38:07 PM	<u>2763</u>	<u>2763</u>	\$16-1280-2	E 7TH ST/HAWTHORNE LN CHAR	
<u>01-6053-5</u>	01429	CMPD	01	AM	8:41:24 PM	<u>995</u>	<u>995</u>	\$01-6053-5	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>16-6071-4</u>	01722	CMPD	16	DP	8:57:33 PM	<u>1866</u>	<u>3364</u>	cad283	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>16-6071-4</u>	01722	CMPD	16	AR	8:57:36 PM	<u>1866</u>	<u>3364</u>	cad283	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>16-6071-4</u>	01722	CMPD	16	ER	8:57:49 PM	<u>1866</u>	<u>3364</u>	cad283	601 E TRADE ST CHAR: @LEC	PROPER
<u>16-6071-4</u>	01722	CMPD	16	CL	8:57:49 PM	<u>1866</u>	<u>3364</u>	cad283	601 E TRADE ST CHAR: @LEC	PROPER
<u>16-6071-4</u>	01722	CMPD	16	@	9:03:49 PM	<u>1866</u>	<u>3129</u>	cad289	601 E TRADE ST CHAR: @LEC	
<u>16-1318-5</u>	01385	CMPD	16	AM	9:05:59 PM	<u>550</u>	<u>550</u>	\$16-1318-5 EA12-005-Chry	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	

Event Unit Information

<u>16-6071-4</u>	01722	CMPD	16	CU	9:09:05 PM	<u>1866</u>		<u>3364</u>	cad283	601 E TRADE ST CHAR: @LEC	Alarm Timer Extended: 0
<u>16-1104-3</u>	01948	CMPD	16	AM	9:09:10 PM	<u>2295</u>		<u>2295</u>	\$16-1104-3	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	I worked traffic control at 7th. and Independence Bv.
<u>06-6072-4</u>	01662	CMPD	06	AM	9:09:16 PM	<u>2805</u>		<u>2805</u>	\$06-6072-4	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>16-6051-4</u>	01996	CMPD	16	AV	9:09:24 PM	<u>2182</u>	<u>2198</u>	<u>3364</u>	cad283	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>16-6055-2</u>	01556	CMPD	16	UU	9:19:03 PM	<u>2044</u>		<u>2044</u>	\$16-6055-2		
<u>16-6055-2</u>	01556	CMPD	16	UC	9:19:04 PM	<u>2044</u>		<u>2044</u>	\$16-6055-2	N CASWELL RD/E 7TH ST CHAR	New equipment list for Unit [16-6055-2] : RADIO, CAMERA, MARKED, 380, SPU
<u>16-6055-2</u>	01556	CMPD	16	AM	9:19:35 PM	<u>2044</u>		<u>2044</u>	\$16-6055-2	N CASWELL RD/E 7TH ST CHAR	
<u>16-1118-4</u>	01303	CMPD	16	AM	9:24:56 PM	<u>2572</u>		<u>2572</u>	\$16-1118-4	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>21-1200-2</u>	01217	CMPD	21	AM	9:32:19 PM	<u>2872</u>		<u>2872</u>	\$21-1200-2	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>21-1302-2</u>	01835	CMPD	21	AM	9:33:14 PM	<u>3088</u>		<u>2376</u>	cad288	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>01-1211-2</u>	01379	CMPD	01	AM	9:52:20 PM	<u>1392</u>		<u>1392</u>	\$01-1211-2	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>01-1204-2</u>	01319	CMPD	01	AM	9:54:07 PM	<u>1625</u>		<u>1625</u>	\$01-1204-2	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>01-1214-2</u>	01893	CMPD	01	AM	9:57:45 PM	<u>3156</u>		<u>3156</u>	\$01-1214-2	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>16-6071-4</u>	01722	CMPD	16	AM	10:03:24 PM	<u>1866</u>		<u>1866</u>	\$16-6071-4	601 E TRADE ST CHAR: @LEC	
<u>01-6052-4</u>	01585	CMPD	01	AM	10:06:34 PM	<u>1792</u>		<u>1792</u>	\$01-6052-4	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>57-4076-4</u>	015104	CMPD	CMPD1	AM	10:35:13 PM	<u>972</u>		<u>972</u>	\$57-4076-4	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>01-1114-2</u>	01977	CMPD	01	AV	10:37:42 PM	<u>1443</u>		<u>2781</u>	cad284	E INDEPENDENCE BV/BRIAR CREEK RD CHAR	
<u>16-</u>					10:46:22				\$16-	E 7TH ST/E	

Event Unit Information

<u>1301-2</u>	01256	CMPD	16	AM	PM	<u>1936</u>	<u>1936</u>	1301-2	INDEPENDENCE BV CHAR
<u>57-4071-4</u>	014014	CMPD	CMPD1	AM	11:00:46 PM	<u>1367</u>	<u>1367</u>	\$57-4071-4	E INDEPENDENCE BV/BRIAR CREEK RD CHAR
<u>57-4021-4</u>	014011	CMPD	CMPD1	AM	11:01:00 PM	<u>373</u>	<u>373</u>	\$57-4021-4	E INDEPENDENCE BV/BRIAR CREEK RD CHAR
<u>16-1204-2</u>	01104	CMPD	16	AM	11:14:19 PM	<u>2511</u>	<u>2511</u>	\$16-1204-2	1000 BLYTHE BV CHAR: @CMC
<u>57-4062-2</u>	014010	CMPD	16	AM	11:36:58 PM	<u>1742</u>	<u>1742</u>	\$57-4062-2	E INDEPENDENCE BV/BRIAR CREEK RD CHAR
<u>16-1026-2</u>	01899	CMPD	16	AV	12:18:27 AM	<u>1450</u>	<u>3133</u>	cad283	E INDEPENDENCE BV/BRIAR CREEK RD CHAR
<u>16-1027-2</u>		CMPD	16	AV	1:07:25 AM	<u>1777</u>	<u>3133</u>	cad283	E INDEPENDENCE BV/BRIAR CREEK RD CHAR

COMPLAINT NUMBER 2003-1121-175901. TODAY'S DATE IS NOVEMBER 21, 2003. THIS OFFICER T.W. WATSON, CODE NUMBER 972 HAD THE OPPORTUNITY TO INTERVIEW THE DRIVER OF THE DUMP TRUCK INVOLVED IN THE COLLISION ON INDEPENDENCE BLVD. HIS NAME IS [REDACTED] MR. [REDACTED] IS A BLACK MALE, WITH A DOB OF [REDACTED] NC OL# [REDACTED] CLASS A LICENSE WITH AN ENDORSEMENT (H) FOR HAZOURS MATERIAL. MR. [REDACTED] RESIDES AT [REDACTED] CHARLOTTE, N. C. [REDACTED]

WATSON [REDACTED] W [REDACTED]

W [REDACTED] do you understand that this interview is being tape recorded?

[REDACTED]
Yes.

W.
Could you give me your telephone number please?

[REDACTED]

W
Area code (704)?

[REDACTED]
Yes sir.

W
Is that a cell or your home?

[REDACTED]
That's my home.

W
Do you have a cell phone number?

[REDACTED]

W
[REDACTED] can you tell me what happened?

■
I was coming east on 74 Independence, uh two cars in front of me something in the left hand lane broke down it was off to the side a little bit. I could see it clearly. Uh, the two cars in front of me slowed up. I saw that I slowed up.

W

Which lane were you in?

■
We were both in the left lane. They slowed up again. I slowed up again, but then they started coming to a complete stop. I swerved to try to miss. Which I'm not sure I think I did, but when I swerved all the oncoming traffic, well traffic behind me stopped and I swerved across and I hit the embankment but by this time.

W

When you say embankment you mean this grass over here?

■
Yes. I think I hit that because my truck switched direction and came back across. My brakes had locked up but I was panicking and I didn't realize I needed to let go of the brake, and I hit a car, well a car-SUV, when I hit it I pushed it. I couldn't stop, it didn't, the only way I stopped is when I hit this brick wall over here.

W

The cement median wall?

■
Yeah the cement median wall. I hit them in the back somehow, we got stopped. I jumped out. Three people jumped out of the car and ran over there they was hollering. I said is there anybody in the car? And they was panicking, but they was hollering some name and at the time it was happening I wasn't understanding they was saying she was in the car. I had to ask again was anybody in the car. Then one said my friend is in the car she's in the back seat get her. I tried to get her, I went, came on the driver's side, fire was already coming around the tank. So I went to the passenger side and some help came and he, I was saying will you help me get this lady out of this car and we both ran toward the car and then it was a explosion and so we stopped and ran back. He said do you have a fire extinguisher. I had one but it wasn't big enough. He put some of the fire out but it wasn't enough. The car made two, three, two or three big explosion noises and at that time I went and got in a police cruiser because I knew help wasn't going to get here soon enough.

W

How fast do you think you were running?

■
I think fifty five. I know I wasn't going over fifty five. I knew coming down by the coliseum it goes down to forty five. So if, as I was saying I was fifty maybe fifty-five. I would think I can't say for sure because I wasn't looking at the speed. I wasn't really paying any attention to the speed. So I don't want to lie. I'm guessing I was running fifty five but when I hit my brakes it seemed like I might have been going faster then, but I'm not sure. I think I was going fifty five. I know these speed limits because I come through here everyday in that same truck.

W

The SUV, which lane was it in when you hit it do you remember?

■
Sir I don't, I'm not sure which lane that it was in.

W

Do you remember how your vehicle and it was positioned when you first struck it?

■
Uh, all I remember is coming back from that embankment. I hit it.

W

With the front of your vehicle?

■
Yes, it was the front of my vehicle. The whole time I was trying to get stopped when I hit it, uh it just seemed like my truck kept pushing it and I couldn't get my truck to stop until I went up on that wall, but I pushed them on the wall. I was trying to prevent from trapping them in because that's what I had started thinking was going to happen. Happen, I was going to trap them in and push the wall down and go on over in the other traffic lane.

W

Where are you coming from right now?

■
I'm coming from Statesville. I had to go, I had worked, I worked down there today. I went to Statesville to pick up my check.

W

To pick up your what?

■
My check, that's the home base for where the truck is and I was coming home.

W

How long have you worked today?

■
I think I did eleven hours today.

W
What job sites were you working on?

■
They was, I was coming from Pineville Quarry to South Plant on 521 in Fort Mill, and then I left from there about four no about three, three thirty.

W
What time did you start there this morning?

■
I left home at five thirty. So I started work over there approximately six thirty. Yeah it was six thirty when I pulled in and I had to wait a few minutes to get loaded. So about six forty, six forty five when I pulled out.

W
Who is your boss?

■
■

W
And do you have his phone number or cell phone number?

■
■

W
And that's his cell phone?

■
Yes.

W
What where you doing last night?

■
Went to bed around eleven.

W
Okay and you worked the day before?

■
No I had pneumonia. I'd been out of work all week. Just started feeling better Wednesday but then it rained and I told him, I said. I called him Wednesday. I said I can work if you need me and I talked to him last night he needed me today.

W
Are you on any medication?

■
Uh no I haven't took nothing today.

W
When was the last time you took any medication?

■
Last night right before I went to bed.

W
What was that?

■
It was, I don't know the name of them but it was the pills the doctor had gave me. He gave me two pills and a cough syrup to take and I just staying in the house trying to get better so I can get back to work.

W
Does all you duties involve just driving the truck?

■
Yes most of them.

W
What else would you do for the company?

■
Uh basically that's it. I do anything it's maybe wash the truck now and then, but basically that it.

W
Is there anything else that you want to tell me about the interview that would be pertinent to the investigation?

█
I'm sorry about the whole thing.

THIS CONCLUDES THIS INTERVIEW AT 2024 HOURS.

Re-Sent
12-08-03



Charlotte Mecklenburg Police Department

Highway Interdiction & Traffic Safety (H.I.T.S.)

1750 Shopton Road Charlotte, NC 28217
Telephone (704) 336-4465 Fax (704) 432-1471

“Building Partnership to Prevent the Next Crime”

FAX TRANSMITTAL

DATE: 12-05-03

TO: EMC Med. Rec.

FAX: 704-355-5731

FROM: DET. R.A. Hou

RE: REC. REQ (2)

Number of Pages (Including Transmittal): 3

(This document is a confidential privileged communication. Its contents should not be disclosed to anyone other than the person to whom it was sent.)


MESSAGE:

Mail to Address on Business Card or
ABOVE ON TOP PG OF FAX COVER SHEET.
THANK YOU.

Please Call (704) (336-4465) If you do not receive all pages.


FOR NOV 21, '03

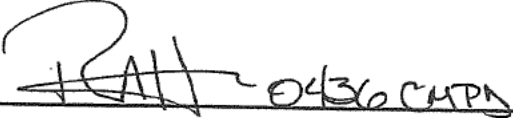
AUTHORIZATION FOR RELEASE OF MEDICAL RECORDS AND INFORMATION

I, , DO HEREBY AUTHORIZE
CAROLINAS MEDICAL CTR TO DISCLOSE TO DET. R.A. HOW, CMPD

ALL INFORMATION FROM THE MEDICAL RECORDS RELATING TO MY
IDENTITY, DIAGNOSIS, PROGNOSIS OR TREATMENT (INCLUDING THE
RESULTS OF ANY MEDICAL TESTS PERFORMED ON ME). I UNDERSTAND
AND AGREE THAT THE INFORMATION TO BE DISCLOSED INCLUDES THE
RESULTS OF ANY TESTS PERFORMED ON MY BLOOD OR URINE. MY
SIGNATURE BELOW INDICATES MY VOLUNTARY AGREEMENT.

DATED THIS 3 DAY OF DEC 2003


SIGNATURE OF PERSON AUTHORIZING RELEASE


 0436 CMPD
WITNESS' SIGNATURE

SIGNATURE OF PARENT OR LEGAL GUARDIAN, IF APPLICABLE
(Circle Relationship)

DOB: 

FOR NOV 21, '03

AUTHORIZATION FOR RELEASE OF MEDICAL RECORDS AND INFORMATION

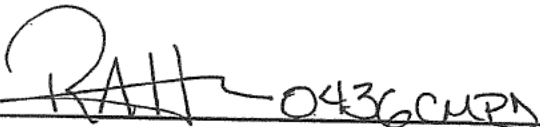
I, , DO HEREBY AUTHORIZE CAROLINAS MEDICAL GR TO DISCLOSE TO DET. R.A. HOLL, CMPD

ALL INFORMATION FROM THE MEDICAL RECORDS RELATING TO MY IDENTITY, DIAGNOSIS, PROGNOSIS OR TREATMENT (INCLUDING THE RESULTS OF ANY MEDICAL TESTS PERFORMED ON ME). I UNDERSTAND AND AGREE THAT THE INFORMATION TO BE DISCLOSED INCLUDES THE RESULTS OF ANY TESTS PERFORMED ON MY BLOOD OR URINE. MY SIGNATURE BELOW INDICATES MY VOLUNTARY AGREEMENT.


DATED THIS 3 DAY OF DEC 2003




SIGNATURE OF PERSON AUTHORIZING RELEASE

 0436 CMPD

WITNESS' SIGNATURE


SIGNATURE OF PARENT OR LEGAL GUARDIAN, IF APPLICABLE
(Circle Relationship)

A-116-PD 5/89 




**CHARLOTTE-MECKLENBURG
POLICE DEPARTMENT**

DETECTIVE ROBERT A. HOLL
HIGHWAY INTERDICTION & TRAFFIC SAFETY

FOR NOV 21, '03

RELEASE OF MEDICAL RECORDS AND INFORMATION

1750 Shopton Road
Charlotte, NC 28217
Phone: 704-432-2122
704-336-4465

I, , DO HEREBY AUTHORIZE

CAROLINAS MEDICAL CENTER TO DISCLOSE TO Det. R.A. Holl, CMPD

ALL INFORMATION FROM THE MEDICAL RECORDS RELATING TO MY
IDENTITY, DIAGNOSIS, PROGNOSIS OR TREATMENT (INCLUDING THE
RESULTS OF ANY MEDICAL TESTS PERFORMED ON ME). I UNDERSTAND
AND AGREE THAT THE INFORMATION TO BE DISCLOSED INCLUDES THE
RESULTS OF ANY TESTS PERFORMED ON MY BLOOD OR URINE. MY
SIGNATURE BELOW INDICATES MY VOLUNTARY AGREEMENT.

DATED THIS 3 DAY OF Dec 2003



SIGNATURE OF PERSON AUTHORIZING RELEASE

RAH - 0436 CMPD

WITNESS' SIGNATURE

SIGNATURE OF PARENT OR LEGAL GUARDIAN, IF APPLICABLE
(Circle Relationship)



A-116-PD 5/89



**CHARLOTTE-MECKLENBURG
POLICE DEPARTMENT**

**DETECTIVE ROBERT A. HOLL
HIGHWAY INTERDICTION & TRAFFIC SAFETY**

FOR NOV 21, '03

RELEASE OF MEDICAL RECORDS AND INFORMATION

1750 Shopton Road
Charlotte, NC 28217
Phone: 704-432-2122
704-336-4465

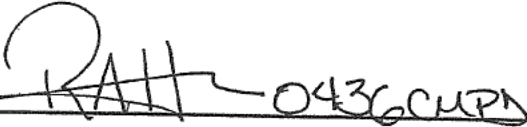
I,  DO HEREBY AUTHORIZE
CAROLINAS MEDICAL GR TO DISCLOSE TO DET. R.A. HOLL, CPD

ALL INFORMATION FROM THE MEDICAL RECORDS RELATING TO MY
IDENTITY, DIAGNOSIS, PROGNOSIS OR TREATMENT (INCLUDING THE
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RESULTS OF ANY TESTS PERFORMED ON MY BLOOD OR URINE. MY
SIGNATURE BELOW INDICATES MY VOLUNTARY AGREEMENT.

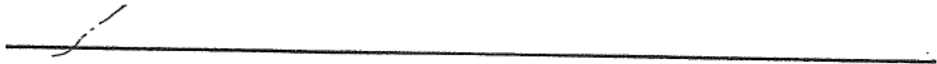
DATED THIS 3 DAY OF DEC 2003



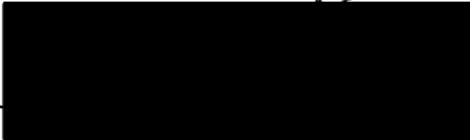
SIGNATURE OF PERSON AUTHORIZING RELEASE

 0436 CPD

WITNESS' SIGNATURE



SIGNATURE OF PARENT OR LEGAL GUARDIAN, IF APPLICABLE
(Circle Relationship)

A-116-PD 5/89 

Dellinger Wrecker Service, Inc.
10256 Industrial Drive
Charlotte, NC 28134
Phone 704-588-3875

TOW-IN AND STORAGE REPORT

Wrecker Driver Ben

Tow-In Date and Time:

Tow-In # **D 09155**

Complaint # **20031121175901**

Vehicle Information

Make SEEP Model LIBERTY Year _____
Color _____ Tag # NONE State _____
VIN NONE

Owner / Driver Information

Registered Owner Name _____ Driver Name _____

Owner Contacted Yes No Explain _____

Towing Information

Location Towed From: Dellinger Reason Towed:
Address Above Abandoned Drugs FIB Investigation
 Hit and Run Illegally Parked Accident
City _____ Describe Other: Hold

Hold / Seizure Information

Was Vehicle Held? [If seized for DWI ONLY, check DWI]
 Yes No DWI
Control # from Property Sheet if Vehicle Held for Non-DWI _____
Was Vehicle Inventoried? Yes No Burrows
[If yes, attach completed Inventory Sheet]

Officer Authorizing Tow

Name: R.A. Hou Code #: 0436 Assignment: N.I.T.S. Agency: CMPD

CMPD Comments:

Towing Company Use Only

Release Information

Date Released: _____ Released By: _____
Released To: _____ Address of Person Released To: _____

Charge Information

<input type="checkbox"/> Base Tow \$60.00	<input type="checkbox"/> Wait Time \$10.00 Per Hour
<input type="checkbox"/> Dolly \$15.00	<input type="checkbox"/> Cancellation \$10.00 Per Hour
<input type="checkbox"/> Overturn \$20.00	<input type="checkbox"/> Storage \$10.00 Per Day Total Days: _____
<input type="checkbox"/> Motorcycle Trailer \$10.00	<input type="checkbox"/> Other Describe: _____
<input type="checkbox"/> Winch \$20.00	

Wrecker Company Comments:

CHARLOTTE-MECKLEBURG POLICE

PROPERTY REPORT

(FORM A-31A 9/00)

1. Property Status <input checked="" type="checkbox"/> Evidence <input type="checkbox"/> Found <input type="checkbox"/> Asset Forfeiture <input type="checkbox"/> OTHER (Explain)	2. Control Number 28084	3. Complaint Number 20031121175902
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4. Date/Time Impounded 11-24-03 1310 Hrs.	5. Person Impounded From DELLINGER WRECKER SERV	6. Location Impounded From 10256 INDUSTRIAL DR.
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7. Owner's Address [Redacted]	9. Owner's Phone #	10. Property Bureau Shelf No.	Bin No.	Vault
8. Property's Finder's Address RA HOLL 0436 CMPA	13. Property Finder's Phone #			

14. Item #	15. Item	16. Quantity	17. Manufacturer	18. Model	19. Serial #	20. Color or Finish	21. Value	22. Other Identifying Features
1	MOTOR VEHICLE		JEEP	LIBERTY	1J4GK48K94W	[Redacted]	[Redacted]	[Redacted]
								TOWED IN # D-09155
								HOLD POLICE GARAGE

23. Assignment H.I.T.S.	24. Offense Involved TRAFFIC FATALITY	25. Investigator/Officer Assigned to Case RA HOLL	26. Laboratory Examination <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	27. Does property listed above relate to any case other than one identified by block 3 <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
28. Complaint # of Related Case	29. Arrest Number	30. Impounding Officer's Printed Name RA HOLL	31. Code No. 0436	32. Impounding Officer's Signature [Signature]

33. I hereby certify that the above list represents all property taken from my possession and that I have received a copy of this report.
Signature _____

34. Received By	35. Reason	36. Date/Time	34. Received By	35. Reason	36. Date/Time
M Brown	Storage	11/24/03 1340			

37. Court Disposition: <input type="checkbox"/> Confiscate and Destroy <input type="checkbox"/> Return to Owner Item Numbers _____ Item Numbers _____ ADA Signature/Date _____ Judge's Signature/Date _____	38. Released to Clerk of Court: Item Numbers _____ Clerk of Courts Signature/Date _____ 39. Auctioned: Employee's Signature/Date _____	40. Returned to Owner/Finder: Item Numbers _____ Prop. Employee's Signature/Date _____ Owner/finder's Signature/Date _____	41. Destroyed: Item Numbers _____ Employee's Signature/Date _____ Witness's Signature/Date _____
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EA12-005-Chris 015193

To protect the privacy of individuals, NHTSA does not make medical records available to the public without authorization. For this reason, documents falling into this category have not been included in this complaint record.

BROKEN DOWN VEH

2003 BUICK 17590J

[REDACTED]

WHITE PANEL VAN
CITEU

CHARLOTTE, NC

[REDACTED]

CELL

NEIGHBORHOOD HANDYMAN

[REDACTED]

HOW LONG

[REDACTED]

V8A 3

[REDACTED]

[REDACTED]

CHARLOTTE, NC

[REDACTED]

[REDACTED]

[REDACTED]

FLIP

OL#

Pressley, Gerald (Steve)

From: Wing, Joel
Sent: Sunday, November 23, 2003 3:45 PM
To: Pressley, Gerald (Steve)
Subject: 20031121-175901

The drivers info:

Statesville, NC

[Redacted] W/F

* Front Passenger:

Troutman, NC

Rear Passenger's Side:

same address and phone as the driver (her mother)

Rear Driver's Side:

on cell:

9/3/65

CHIEF

818 340602

WARREN NC

• All 4 had se [Redacted] vivors

all worked for Iredell County Health Dept

318 Turnersburg Highway STATESVILLE NC 28625

(704) 878-5304

[Redacted]

[Redacted]

MATTER # 1155951
FILE TYPE Lawsuit
FILE NAME [REDACTED]
CAIR #
DATE OF INCIDENT 11/21/2003
DATE OF NOTICE 05/06/2005
MODEL/MODEL YEAR 2004 Jeep Liberty (KJ)
VIN 1J4GK48K94W [REDACTED]
MILEAGE
OWNER [REDACTED]
[REDACTED]
Statesville, NC [REDACTED]
COURT Superior Court, Iredell County, NC
DOCKET # 5CV01127
FIRE ALLEGED Yes
DESCRIPTION On November 21, 2003, a 2004 Jeep Liberty (KJ), operated by [REDACTED] was travelling east on U.S. Highway 74 in the left lane of travel in Charlotte, North Carolina. The posted speed limit at the site of the accident was 55 mph. According to the police accident report, the Jeep Liberty (KJ) stopped in the left lane when it encountered a disabled vehicle ahead of it and was attempting to go around when a 1996 Chevrolet dump truck (approximately 25,000 pounds, per police supplemental report), failed to observe the stopped Jeep Liberty (KJ) ahead of it, braked and tried to take evasive action, but struck the right-rear of the Jeep Liberty (KJ). The impact pushed the Jeep Liberty (KJ) into the concrete median barrier causing the rear end to ride up on the barrier and slide down the barrier on its undercarriage. The Jeep Liberty (KJ) then overturned off the median barrier coming to rest on its wheels in the center eastbound lane. A fire ensued in the Jeep Liberty (KJ).
PROPERTY DAMAGE ALLEGED No
INJURIES 2
FATALITIES 1
ANALYSIS Based on an inspection of the Jeep Liberty (KJ) and other available information, including the police accident report and supplemental report and vehicle photographs, Chrysler Group concludes that the initial impact of the Chevrolet dump truck with the rear of the Jeep Liberty (KJ) occurred at a relative velocity of approximately 20 mph and caused the rear end of the Jeep Liberty (KJ) to contact and mount

the concrete median barrier. This is based on an analysis of the accident by the police contained in the police accident report and supplemented report. Investigation of the accident, conducted on behalf of DaimlerChrysler Corporation, concluded that the initial impact between the Chevrolet dump truck and the Jeep Liberty (KJ) did not cause damage to the fuel system that resulted in fire. Rather, the fuel tank and fuel filler tube were likely damaged and began to leak as a result of the interaction of the underside of the Jeep Liberty (KJ) with the concrete barrier as it was sliding down the top of the barrier on its undercarriage. This is supported by the lack of significant rear end damage to the Jeep Liberty (KJ), the presence of fuel in the HOV lane on the other side of the median barrier, the determination by the police investigator that the fire in the Jeep Liberty (KJ) did not occur until the vehicle came to rest and the location of the fuel filler tube behind the Jeep Liberty (KJ) at its final rest position.¹ The damage to the rear of the Jeep Liberty (KJ) is depicted in the photographs in Enclosure 3 Public, Bates page numbers EA12-005 – Chrysler – 015208 and 15212.

¹ An investigation was conducted at the request of counsel in connection with litigation and a summary of the investigation is being withheld under a claim of attorney work-product privilege.