

EA12-005

CHRYSLER

2-18-2013

Enclosure 3

Claims – Lawsuits

Peer Vehicles - 1993-1995

Wrangler (YJ)

Customer Complaints 1993 -
1995 (2)

 CAIR 1468255

Customer Assistance Inquiry Record (CAIR)#	1468255
---	----------------

VIN	1J4FY19P2	PP [REDACTED]	Open Date	06/27/1994	Built Date	10/15/1992
Model Year	1993	Body	YJL77	JEEP WRANGLER 4X4		
In Service Dt	05/05/1993	Mileage	0	Dealer Zone		
Plant	P	TOLEDO ASSEMBLY PLANT II (STICKNEY)	Market	U	US	
Owner	[REDACTED]			Contact Type	TELEPHONE	
Address	[REDACTED]			Home Phone	[REDACTED]	
	LOS ANGELES CA [REDACTED]			Country	UNITED STATES	

Corporate - Product Information - Default - Default - Default	
Referral - Legal - Default - Default - Default	

* - - TEL OPENED CAIR# QJ9621 AND NG CLOSED THE CAIR - - *

OWNERS FATHER CALLS CCC. FATHER ALLEGES THAT HIS SON WAS DRIVING DOWN THE ROAD WHEN IT WAS STRUCK IN THE DRIVERS DOOR BY ANOTHER VEHICLE. FATHER ALLEGES THAT THE VEHICLE THEN WENT INTO A SPIN. FATHER ALLEGES THAT THE VEHICLE STRUCK A TELEPHONE POST DIRECTLY IN THE CENTER OF THE REAR PANEL. OWNER ALLEGES THAT THE VEHICLE THEN BURST INTO FLAMES. FATHER ALLEGES THAT NO ONE WAS INJURED IN THE ALLEGED INCIDENT. FATHER ALLEGES THAT THE VEHICLE HAS BEEN TOWED TO HIS HOUSE AND HAS NOT BEEN INSPECTED BY A DEALER. SON CAN BE CONTACTED AT [REDACTED] NEED TO INSPECT. T. LEE 062894...file to ng this date...mv

6/29/94 cair received from national..... sent to dm this date...ng

6/29/94 dm please contqct customer and make arrangements to inspect vehicle. need to address fire as well as accident allegations.....ng

7/6/94 called customer left voicemail message requesting customer contact concerning accident...ng

071599....owners step father contacted ccc to see if this vehicle is going to be inspected because he, melvin, does body work and plans on fixing it. Writer informed him the file would be updated and refered back to special investigations. Writer was told the vehicle is at the address listed on the base screen and the owner could be contacted by using that phone#. BV.

8/2/94 letter to customer advising zones inability to make contact...letter requests cust. contact zone.... advised file will be closed if no response within 7 days...ng

8/5/94 spoke to t.lee advised of situation.... t.lee advses o.k. to close file while waiting for response....ng

8/11/94 no response from letter to customer 11 days since letter received..... filed case this date...ng

EA12-005

CHRYSLER

2/18/2013

ENCLOSURE 3

CLAIMS- LAWSUITS

SUMMARY OF INPUTS

SUMMARY OF INPUTS RELATED TO 1987 THROUGH 1992 JEEP WRANGLER (YJ) VEHICLES

	Name	VIN	Field Reports (EAA Reports)	CAIR	Lawsuit	Claim	Notice
1.	██████████	2J4FY19E2LJ██████████			√		
2.	██████████	2BCCV8124JB██████████			√		
SUBTOTALS			Field Reports (EAA Reports)	CAIR	Lawsuit	Claim	Notice
			0	0	2	0	0
TOTAL 2 unique inputs							

SUMMARY OF INPUTS RELATED TO 1987 THROUGH 1992 JEEP WRANGLER (YJ) VEHICLES

	Name	VIN	Field Reports (EAA Reports)	CAIR	Lawsuit	Claim	Notice
1.	██████████	2J4FY19E2LJ██████████			√		
2.	██████████	2BCCV8124JB██████████			√		
SUBTOTALS			Field Reports (EAA Reports)	CAIR	Lawsuit	Claim	Notice
			0	0	2	0	0
TOTAL 2 unique inputs							

EA12-005

CHRYSLER

2/18/2013

ENCLOSURE 3

CLAIMS- LAWSUITS

SUMMARY OF INPUTS

SUMMARY OF INPUTS RELATED TO 1987 THROUGH 1992 JEEP WRANGLER (YJ) VEHICLES

	Name	VIN	Field Reports (EAA Reports)	CAIR	Lawsuit	Claim	Notice
1.	██████████	2J4FY19E2LJ ██████████			√		
2.	██████████	2BCCV8124JB ██████████			√		
SUBTOTALS			Field Reports (EAA Reports)	CAIR	Lawsuit	Claim	Notice
			0	0	2	0	0
TOTAL	2 unique inputs						

20,792,215.1\142778-00045

SUMMARY OF INPUTS RELATED TO 1993 THROUGH 2006 JEEP WRANGLER VEHICLES

	Name	VIN	Field Reports (EAA Reports)	CAIR	Lawsuit	Claim	Notice
1.	[REDACTED]	1J4FA29154P [REDACTED]				√	
2.	[REDACTED]	1J4FY49SXX [REDACTED]	√	√			
3.	[REDACTED]	1J4FA39S53P [REDACTED]					√
4.	[REDACTED]	1J4FY19P2PP [REDACTED]		√			
5.	[REDACTED]	1J4FA49S9YP [REDACTED]	√	√			
6.	[REDACTED]	1J4FY19P9PP [REDACTED]			√		
7.	[REDACTED] Finance are companion cases)	1J4FY19P3PP [REDACTED]			√ (3)		
SUBTOTALS			Field Reports (EAA Reports)	CAIR	Lawsuit	Claim	Notice
			2	3	4	1	1
TOTAL 7 unique inputs							

EA12-005

CHRYSLER

2-18-2013

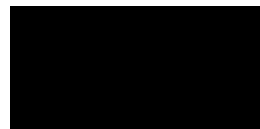
Enclosure 3

Claims – Lawsuits

Peer Vehicles - 1993-1995

Wrangler (YJ)

Customer Complaints 1993 -
1995



Lawsuit

Wm. Breck Seiniger, Jr.
Idaho State Bar No. 2387
SEINIGER LAW OFFICES, P.A.
942 Myrtle Street
Boise, Idaho 83702
Voice: (208) 345-1000
Fax: (208) 345-4700

FILE
A.M. P.M.
JUN 3 - 2002
J. DAVID NAVARRO, Clerk
By JEAN SHAWNE
DEPUTY

COPY

Attorney for the Plaintiff

**IN THE DISTRICT COURT FOR THE FOURTH JUDICIAL DISTRICT OF THE
STATE OF IDAHO, IN AND FOR THE COUNTY OF ADA**

✓ Delsa Moser, the natural surviving
✓ mother of Jason Carlson, **Jerry Carlson**,
the natural surviving father of Jason
✓ Carlson, **the Estate of Jason Carlson**, by
and through Delsa Moser as Personal
Representative of the Estate of Jason
✓ Carlson, **Lenzie Carlson, and Aaron**
✓ Carlson, the surviving siblings of Jason
✓ Carlson, **Scott Moser**, the stepfather of
✓ Jason Carlson, and **Robin Carlson**, the
stepmother of Jason Carlson.

Plaintiffs,

v.

**Defendants DaimlerChrysler Corporation,
DaimlerChrysler Motors
Corporation, DaimlerChrysler North
America Holding Corporation, and
DaimlerChrysler Services North
America LLC, Auto Trends, Inc.,
Jarrod Lindstrom, and John Does I**
through X whose true identities are
unknown.

Defendants

Case No. **CV P1 0200296D**
**COMPLAINT AND DEMAND FOR
JURY TRIAL**

COMES NOW Plaintiffs, **Delsa Moser**, the natural surviving mother of Jason Carlson, **Jerry Carlson**, the natural surviving father of Jason Carlson, **the Estate of Jason Carlson**, by and through Delsa Moser as Personal Representative of the Estate of Jason Carlson, **Lenzie Carlson, and Aaron Carlson**, the surviving siblings of Jason Carlson, through W^m Breck Seiniger, Jr., Esq., and for cause of action against the Defendants alleges as follows:

1. Plaintiff Delsa Moser is now a resident of Boise, Idaho and at all relevant times herein was a resident of Boise, Idaho. Delsa Moser is the natural and surviving parent of Jason Carlson and the personal representative of the Estate of Jason Carlson.
2. Plaintiff Jerry Carlson is a resident of Fayetteville, Georgia and is the natural and surviving parent of Jason Carlson.
3. Plaintiff Robin Carlson is a resident of Fayetteville, Georgia and is the surviving stepmother of Jason Carlson.
4. Plaintiff Scott Moser a resident of Ada County, Idaho and is the surviving stepfather of Jason Carlson.
5. Plaintiff Lenzie Carlson is the sibling of Jason Carlson who was at all relevant times herein partly dependent on the decedent for support or services.
6. Plaintiff Aaron Carlson is the sibling of Jason Carlson who was at all relevant times herein partly dependent on the decedent for support or services.

7. Defendants DaimlerChrysler Corporation, DaimlerChrysler Motors Corporation, DaimlerChrysler North America Holding Corporation, and DaimlerChrysler Services North America LLC are business entities in good standing with the Idaho Secretary of State's Office whose registered agent for service of process is: C T CORPORATION SYSTEM, 300 NORTH 6TH STREET, BOISE, ID 83701.

8. The foregoing defendants are referred to hereafter as "The Chrysler Defendants."

9. Defendant Auto Trends, Inc. is an Idaho Corporation whose registered agent for service of process is Jarrod Lindstrom, 308 S. 24th Street, Boise, Idaho 83702.

10. Upon information and belief, Defendant Jarrod Lindstrom was the individual responsible for the operation of Auto Trends, Inc. and the individual is liable if the corporation was not in good standing at relevant times herein.

11. John Does I through X are entities or individuals who were the agents, employees, independent contractors, subdivisions, franchisees, wholly owned subsidiaries, or divisions of the defendants herein.

12. On or about October 24, 2000, Jason Carlson was operating a vehicle with due care and in compliance with all state and local laws on Interstate Highway I-84 in Boise City, County of Ada, Idaho.

13. On or about the same day and at the same time Bradley R. Holloway was operating a large Pepsi Beverage delivery truck on Interstate Highway I-84 in Boise City, County of Ada, Idaho.

14. At the time of the accident described below, the portion of I-84 where the collision occurred was under construction and had been for some time.

15. Plaintiff's decedent, Jason Carlson, was lawfully stopped in traffic on highway I-84 near the exit to Franklin Road waiting to use that exit.

16. Bradley R. Holloway was operating the large Pepsi truck in the same area.

17. Holloway approached the area where Jason Carlson was stopped in traffic.

18. The Pepsi truck struck the vehicle in which Jason Carlson was sitting.

19. Jason Carlson did not receive any fatal injuries as a result of the collision described above except as a result of an ensuing fire.

20. The force of the impact of the collision caused gas tank of the vehicle in which Jason Carlson was sitting to exploid, and Jason Carlson was burned to death in the ensuing fire.

21. The gas tank on the vehicle in which Jason Carlson was riding was designed, manufactured and distributed by the Chrysler Defendants.

22. The vehicle in which Jason Carlson was riding was designed, manufactured and distributed by the Chrysler Defendants.

23. The gas tank on on the vehicle in which Jason Carlson was riding was installed and inspected by Auto Trends, Inc.

24. The vehicle in which Jason Carlson was riding, and the gas tank and associated parts, were negligently designed, manufactured and distributed installed and/or inspected by The Chrysler Defendants, Auto Trends, Inc., and/or Jarrod Lindsrom.

25. As a direct and proximate result of the acts and omissions of the Defendants the Estate of Jason Carlson has incurred obligations relating to his medical bills and funeral expenses in the approximate amount of \$10,000.

26. As a direct and proximate result of the acts and omissions of the Defendants Plaintiff Delsa Moser has sustained the loss of a beloved son, severe emotional distress, grief, anguish, and other general damages and has experienced recurrent nightmares and intrusive thoughts involving the gruesome and tortuous death suffered by Jason Carlson and physical symptoms including loss of appetite and sleep disturbance.

27. As a direct and proximate result of the acts and omissions of the Defendants Plaintiff Robin Carlson has sustained the loss of a beloved stepson, severe emotional distress, grief, anguish, and other general damages and has experienced recurrent nightmares and intrusive thoughts involving the gruesome and tortuous death suffered by Jason Carlson and physical symptoms including loss of appetite and sleep disturbance.

28. As a direct and proximate result of the acts and omissions of the Defendants Plaintiff Lenzie Carlson has sustained the loss of a beloved brother, severe emotional distress, grief, anguish, and other general damages and has experienced recurrent nightmares and intrusive thoughts involving the gruesome and tortuous death suffered by Jason Carlson and physical symptoms including loss of appetite and sleep disturbance.

29. As a direct and proximate result of the acts and omissions of the Defendants Plaintiff Aaron Carlson has sustained the loss of a beloved brother, severe emotional distress, grief, anguish, and other general damages and has experienced recurrent nightmares and intrusive thoughts involving the gruesome and tortuous death suffered by Jason Carlson and physical symptoms including loss of appetite and sleep disturbance.

30. As a direct and proximate result of the acts and omissions of the Defendants Plaintiff Jerry Carlson has sustained the loss of a beloved son, severe emotional distress, grief, anguish, and other general damages and has experienced recurrent intrusive thoughts involving the gruesome and tortuous death suffered by Jason Carlson and physical symptoms including loss of appetite and sleep disturbance.

31. As a direct and proximate result of the acts and omissions of the Defendants Plaintiff Scott Moser has sustained the loss of a beloved stepson, severe emotional distress, grief, anguish, and other general damages and has experienced recurrent nightmares and intrusive thoughts involving the gruesome and tortuous death suffered by Jason Carlson and physical symptoms including loss of appetite and sleep disturbance.

32. As a direct and proximate result of the acts and omissions of the Defendants, the Plaintiffs have suffered the loss of a beloved son and brother, a loss of consortium with Jason Carlson, emotional distress, grief, anguish, and other general damages.

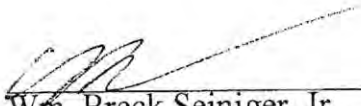
33. Plaintiffs have been required to retain the services of SEINIGER LAW OFFICES, P.A., in connection with the prosecution of this action. Plaintiffs are entitled to an award of attorneys' fees if this case, or any aspect of it, is frivolously or unreasonably defended.

34. The allegations set forth above are for the purpose of giving notice to the defendants that Plaintiffs have claims against them. The claims of the Plaintiffs include, but are by no means limited to, negligence, intentional infliction of emotional distress, negligent infliction of emotional distress, negligent hiring, negligent supervision, negligent retention, negligent promulgation of recall notices, failure to warn, and, negligent training. This pleading is not meant to be an exhaustive list of claims or the elements of all claims, and plaintiffs intend to pursue all legal theories that are applicable to the facts as set forth above, or as may be developed during the pretrial discovery conducted in this case. The Defendants are put on notice that they should assume that Plaintiffs will ask the Court to instruct the jury with respect to every legal theory that applies to the facts as set forth above, or as may be developed during the pretrial discovery conducted in this case. The Plaintiffs rely upon the concept of notice pleading as set forth in the Idaho Rules of Civil Procedure.

WHEREFORE, Plaintiffs pray for judgment against the Defendants as follows:

1. For Plaintiffs' special and general damages in an amount that may be proven at trial.
2. For Plaintiffs' reasonable costs and attorneys fees incurred herein.
3. Leave to amend this complaint as may be necessary to specify causes of action in the event that the Defendants raise technical defenses and refuse to take notice of causes of action implicated by the facts in this case as required of them under the Idaho Rules of Civil Procedure.
4. For such other and further relief as to the court seem just and equitable.

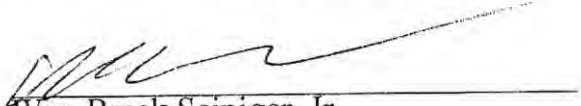
DATED: June 3, 2002.



Wm. Breck Seiniger, Jr.
Idaho State Bar No. 2387
Attorney for Plaintiff

DEMAND FOR JURY TRIAL

Plaintiff hereby demands a trial by jury on any and all issues properly triable by jury in this action.



Wm. Breck Seiniger, Jr.
Idaho State Bar No. 2387
Attorney for Plaintiff

Wm. Breck Seiniger, Jr.
Idaho State Bar No. 2387
SEINIGER LAW OFFICES, P.A.
942 Myrtle Street
Boise, Idaho 83702
Voice: (208) 345-1000
Fax: (208) 345-4700



Attorney for the Plaintiff

**IN THE DISTRICT COURT FOR THE FOURTH JUDICIAL DISTRICT OF THE
STATE OF IDAHO, IN AND FOR THE COUNTY OF ADA**

Delsa Moser, the natural surviving mother of Jason Carlson, **Jerry Carlson**, the natural surviving father of Jason Carlson, **the Estate of Jason Carlson**, by and through Delsa Moser as Personal Representative of the Estate of Jason Carlson, **Lenzie Carlson, and Aaron Carlson**, the surviving siblings of Jason Carlson, **Scott Moser**, the stepfather of Jason Carlson, and **Robin Carlson**, the stepmother of Jason Carlson,

Case No. CV PI 0200296D

Plaintiffs,

v.

**DaimlerChrysler Corporation,
DaimlerChrysler Motors Corporation,
DaimlerChrysler North America
Holding Corporation, and
DaimlerChrysler Services North
America LLC, Auto Trends, Inc.,
Jarrod Lindstrom, and John Does I**
through **X** whose true identities are
unknown,

SUMMONS

Defendants.

NOTICE: THE ABOVE-NAMED PLAINTIFFS HAVE SUED YOU. THE COURT MAY ENTER JUDGMENT AGAINST YOU WITHOUT FURTHER NOTICE UNLESS YOU RESPOND WITHIN 20 DAYS.

READ THE INFORMATION BELOW.

TO: DAIMLERCHRYSLER MOTORS CORPORATION

You are hereby notified that in order to defend this lawsuit, an appropriate written response must be filed with the above-designated court within 20 days after service of this Summons on you. If you fail to so respond the court may enter judgment against you as demanded by the plaintiff(s) in the Complaint.

A copy of the Complaint is served with this Summons. If you wish to seek the advice of or representation by an attorney in this matter, you should do so promptly so that your written response, if any, may be filed in time and other legal rights protected.

An appropriate written response requires compliance with Rule 10(a)(1) and other Idaho Rules of Civil Procedure and shall also include:

1. The title and number of this case.
2. If your response is an Answer to the Complaint, it must contain admissions or denials of the separate allegations of the Complaint and other defenses you may claim.
3. Your signature, mailing address and telephone number, or the signature, mailing address and telephone number of your attorney.
4. Proof of mailing or delivery of a copy of your response to plaintiff's attorney, as designated above.

To determine whether you must pay a filing fee with your response, contact the Clerk of the above-named court.

DATED August 28, 2002.

J. DAVID NAVARRO

CLERK OF THE DISTRICT COURT

By

JENNIFER DUBOISE

Deputy Clerk

SEAL

COPY

Wm. Breck Seiniger, Jr.
Idaho State Bar No. 2387
SEINIGER LAW OFFICES, P.A.
942 Myrtle Street
Boise, Idaho 83702
Voice: (208) 345-1000
Fax: (208) 345-4700

Attorneys for the Plaintiffs

**IN THE DISTRICT COURT FOR THE FOURTH JUDICIAL DISTRICT OF THE
STATE OF IDAHO, IN AND FOR THE COUNTY OF ADA**

Delsa Moser, the natural surviving mother of Jason Carlson, **Jerry Carlson**, the natural surviving father of Jason Carlson, **the Estate of Jason Carlson**, by and through Delsa Moser as Personal Representative of the Estate of Jason Carlson, **Lenzie Carlson, and Aaron Carlson**, the surviving siblings of Jason Carlson, **Scott Moser**, the stepfather of Jason Carlson, and **Robin Carlson**, the stepmother of Jason Carlson,

Case No. CV PI 0200296D

Plaintiffs,

v.

**DaimlerChrysler Corporation,
DaimlerChrysler Motors Corporation,
DaimlerChrysler North America
Holding Corporation, and
DaimlerChrysler Services North
America LLC, Auto Trends, Inc.,
Jarrod Lindstrom, and John Does I
through X whose true identities are
unknown,**

**NOTICE OF SERVICE OF
DISCOVERY**

Defendants.

Pursuant to the Idaho Rules of Civil Procedure, the above named Plaintiffs give notice to all parties that they have filed and served *Plaintiffs' Continuing Interrogatories Regarding Requests for Admission to DaimlerChrysler Defendants* and *Plaintiffs' Initial Interrogatories, Requests for Production, and Requests for Admission to DaimlerChrysler Defendants* by transmitting them on September 6, 2002, to DaimlerChrysler Corporation, DaimlerChrysler Motors Corporation, DaimlerChrysler North America Holding Corporation, and DaimlerChrysler Services North America LLC via hand delivery to their registered agent for service of process, CT Corporation System, at the address shown on the attached pages obtained from the website for the Idaho Secretary of State; and, to Auto Trends, Inc. and Jarrod Lindstrom, at the address shown on the attached certificate of service by the means indicated thereon.

Dated September 6, 2002.

SEINIGER LAW OFFICES, P.A.




W^m Breck Seiniger, Jr.
Attorneys for Plaintiffs

CERTIFICATE OF MAILING, DELIVERY, OR FACSIMILE TRANSMISSION

I CERTIFY that on September 6, 2002, I caused a true and correct copy of the foregoing document to be mailed; hand delivered; transmitted via fax machine to:

John Lerma
Lerma Law Office, P.A.
P.O. Box 44920
Boise, ID 83709

SEINIGER LAW OFFICES, P.A.



Wth Breck Seiniger, Jr.
Attorneys for Plaintiffs



Idaho Secretary of State Viewing Business Entity

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DAIMLERCHRYSLER CORPORATION

1000 CHRYSLER DRIVE
AUBURN HILLS, MI 48326

Type of Business: CORPORATION, GENERAL BUSINESS
Status: GOODSTANDING, ANREPT SENT 01 Nov 2001
State of Origin: DELAWARE
Date of 08 Jan 1990

Origination/Authorization:

Initial Registered Agent: C T CORPORATION SYSTEM
300 NORTH 6TH STREET
BOISE, ID 83701

Organizational ID / Filing Number: C91164

Number of Authorized Stock Shares: N/A

Date of Last Annual Report: 03 Dec 2001

Amendments:

Amendment 0 filed 08 Jan 1990 CERTIFICATE OF AUTHORITY

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Amendment 1 filed 19 Nov 1998 NAME CHANGED TO DAIMLERCHRYSLER CORPORATION

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Annual Reports:

Report for year 1990 ANNUAL REPORT

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Report for year 1991 ANNUAL REPORT

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Report for year 1992 ANNUAL REPORT

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Report for year 1993 ANNUAL REPORT

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Report for year 1994 ANNUAL REPORT

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Report for year 1995 ANNUAL REPORT

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Report for year 1996 ANNUAL REPORT	View Document Online Download (TIFF format)
Report for year 1997 ANNUAL REPORT	View Document Online Download (TIFF format)
Report for year 1998 ANNUAL REPORT	View Document Online Download (TIFF format)
Report for year 1999 ANNUAL REPORT	View Document Online Download (TIFF format)
Report for year 2000 ANNUAL REPORT	View Document Online Download (TIFF format)
Report for year 2001 ANNUAL REPORT	View Document Online Download (TIFF format)

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DAIMLERCHRYSLER MOTORS CORPORATION

1000 CHRYSLER DR
AUBURN HILLS, MI 48326

Type of Business: CORPORATION, GENERAL BUSINESS

Status: GOODSTANDING, ANREPT SENT 02 Oct 2001

State of Origin: DELAWARE

Date of 12 Dec 1997

Origination/Authorization:

Initial Registered Agent: CT CORPORATION SYSTEM
300 N 6TH ST
BOISE, ID 83701

Organizational ID / Filing Number: C121882

Number of Authorized Stock Shares: N/A

Date of Last Annual Report: 15 Nov 2001

Amendments:

Amendment 0 filed 12 Dec 1997 CERTIFICATE OF AUTHORITY

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Amendment 1 filed 19 Nov 1998 NAME CHANGED TO DAIMLERCHRYSLER MOTORS CORPORATION

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Annual Reports:

Report for year 1998 ANNUAL REPORT

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DAIMLERCHRYSLER NORTH AMERICA HOLDING CORPORATION

1000 CHRYSLER DR CIMS 485-12-30
AUBURN HILLS, MI 48326

Type of Business: CORPORATION, GENERAL BUSINESS

Status: GOODSTANDING, ANREPT SENT 03 Jun 2002

State of Origin: DELAWARE

Date of 21 Aug 2001

Origination/Authorization:

Initial Registered Agent: CT CORPORATION SYSTEM
300 N 6TH ST
BOISE, ID 83702

Organizational ID / Filing Number: C140371

Number of Authorized Stock Shares: N/A

Date of Last Annual Report: 27 Jun 2002

Amendments:

Amendment 0 filed 21 Aug 2001 CERTIFICATE OF AUTHORITY

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Annual Reports:

Report for year 2002 ANNUAL REPORT

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[[Get a certificate of existence for DAIMLERCHRYSLER SERVICES NORTH AMERICA LLC](#)]

DAIMLERCHRYSLER SERVICES NORTH AMERICA LLC

27777 FRANKLIN ROAD
SOUTHFIELD, MI 48034

Type of Business: LIMITED LIABILITY COMPANY

Status: EXISTING, ANREPT SENT 04 Feb 2002

State of Origin: MICHIGAN

Date of 26 Apr 2000

Origination/Authorization:

Current Registered Agent: CT CORPORATION SYSTEM
300 NORTH 6TH STREET
BOISE, ID 83702

File Number: W11763

Date of Last Annual Report: 30 Apr 2002

Amendments:

Amendment 0 filed 26 Apr 2000 REG. OF FOREIGN
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Amendment 1 filed 07 Nov 2000 OTHER - CHANGE MEMBER
TO MANAGER
[View Document Online](#)
[Download \(TIFF format\)](#)

Amendment 2 filed 13 Mar 2001 NAME CHANGED TO
DAIMLERCHRYSLER SERVICES
NORTH AMERICA LLC
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Annual Reports:

Report for year 2001 ANNUAL REPORT
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Report for year 2002 ANNUAL REPORT
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Comments, questions or suggestions can be emailed to: sosinfo@idsos.state.id.us



EA12-005 Peer - Chrysler - 10184 0010 27


A photograph of a concrete road surface, likely a parking lot or driveway. The concrete is light gray and shows signs of wear, including dark, irregular stains and tire marks. Several orange spray-painted markings are visible: a large, roughly rectangular shape on the left side, and two smaller, curved shapes on the right side. The road is divided into sections by expansion joints. In the background, a white wall or fence is visible with some dark rectangular objects attached to it. At the bottom of the image, there is a date stamp in orange text that reads "08 10 27".

EA12-005 Peer - Chrysler - 10185

08 10 27

EA12-005 Peer - Chrysler - 10186

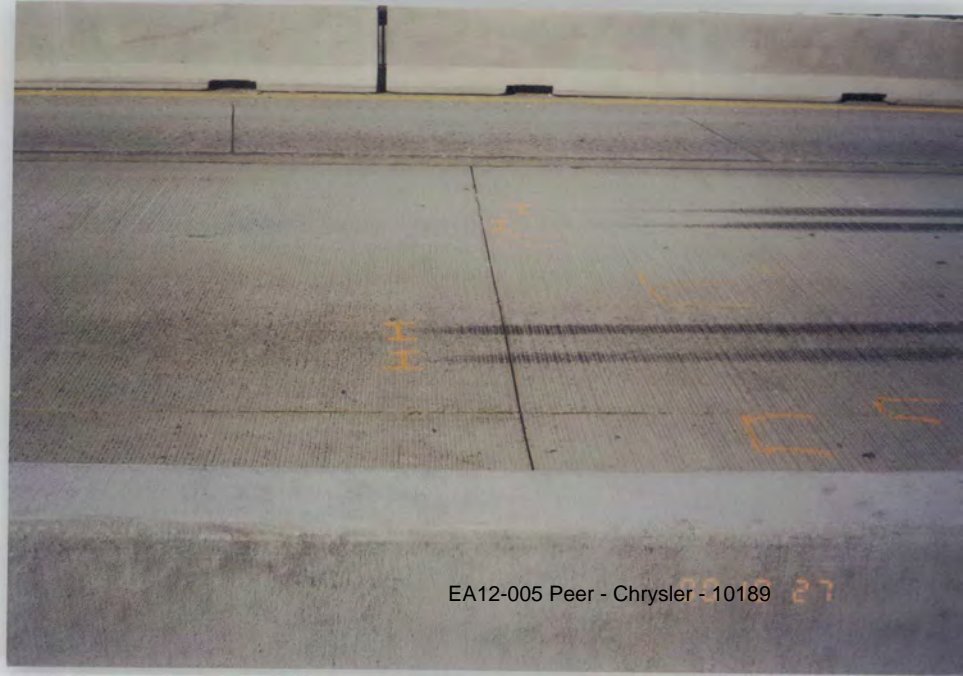
08 10 27



EA12-005 Peer - Chrysler - 10187 00:19:27

EA12-005 Peer - Chrysler - 10188

08 10 27

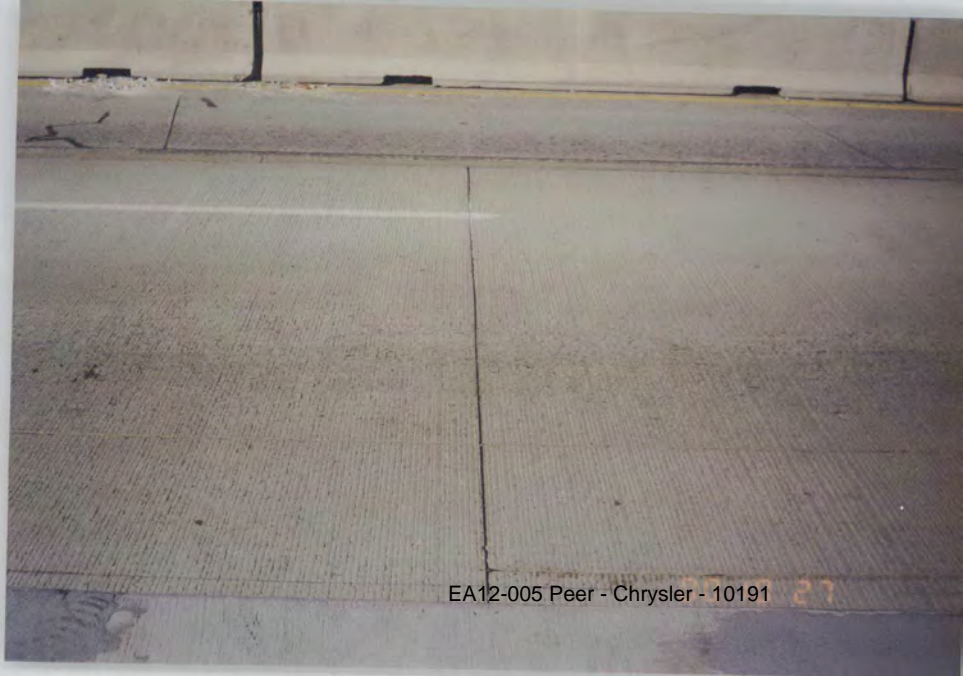


EA12-005 Peer - Chrysler - 10189


27

EA12-005 Peer - Chrysler - 10190

0010 27



EA12-005 Peer - Chrysler - 10191

A photograph showing a concrete road surface with a white dashed line. In the background, there is a concrete barrier and a green fence. The road surface has some texture and a few small dark spots. The overall scene is outdoors.

EA12-005 Peer - Chrysler - 10192

00 10 27



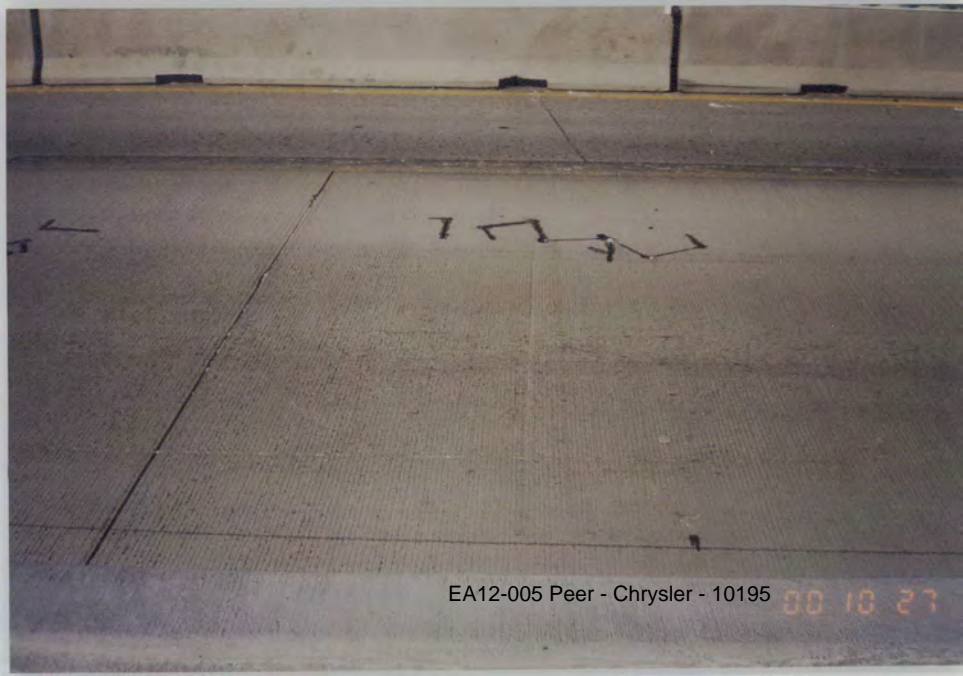
EA12-005 Peer - Chrysler - 10193

08 10 27



EA12-005 Peer - Chrysler - 10194

00 10 27



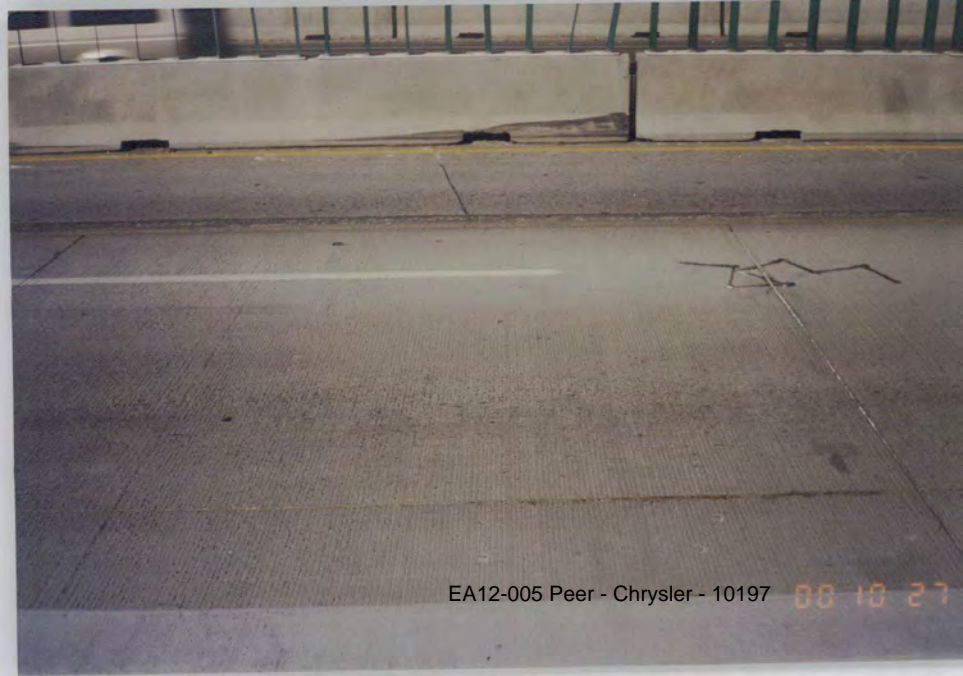
EA12-005 Peer - Chrysler - 10195

00 10 27



EA12-005 Peer - Chrysler - 10196

00 10 27



EA12-005 Peer - Chrysler - 10197

08 10 27

EA12-005 Peer - Chrysler - 10198

00 10 27

EA12-005 Peer - Chrysler - 10199

00 10 27

BEER
100%
U.S.A.
SINCE

EA12-005 Peer - Chrysler - 10200

00 10 27



EA12-005 Peer - Chrysler - 10201

00 0 27



EA12-005 Peer - Chrysler - 10202

00 10 27



EA12-005 Peer - Chrysler - 10203

00 10 27



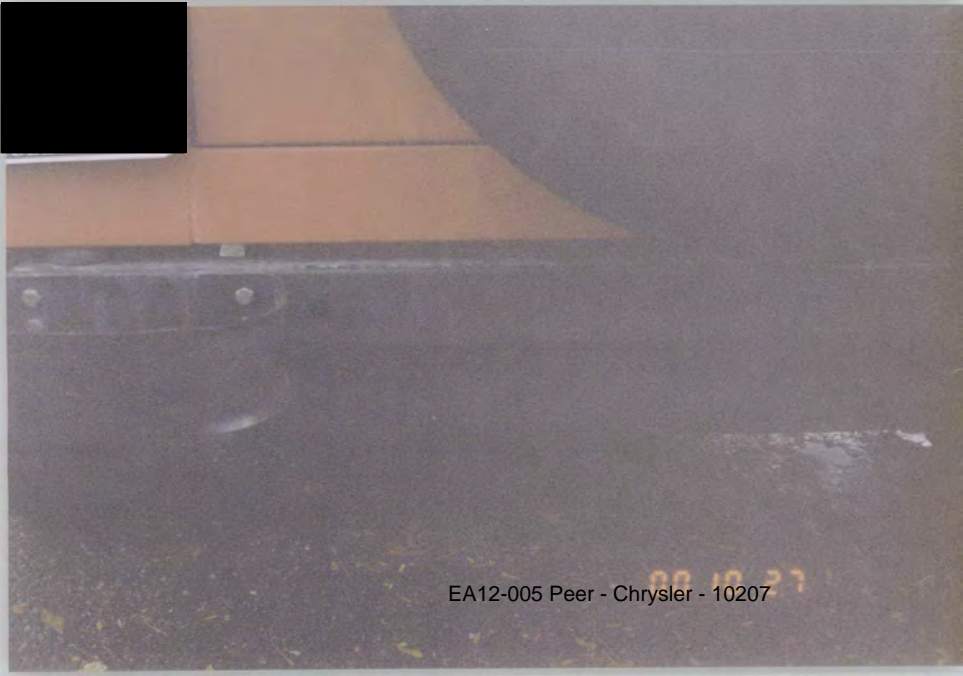
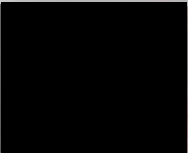
EA12-005 Peer - Chrysler - 10204



EA12-005 Peer - Chrysler - 10205

EA12-005 Peer - Chrysler - 10206

00 10 27



EA12-005 Peer - Chrysler - 10207

00 10 27



EA12-005 Peer - Chrysler - 10208

DEMI
DILSON

Jeep

EA12-005 Peer - Chrysler - 10209

00 10 27



EA12-005 Peer - Chrysler - 10210 27



EA12-005 Peer - Chrysler 10211 00 10 27



EA12-005 Peer - Chrysler - 10212

00 18 27

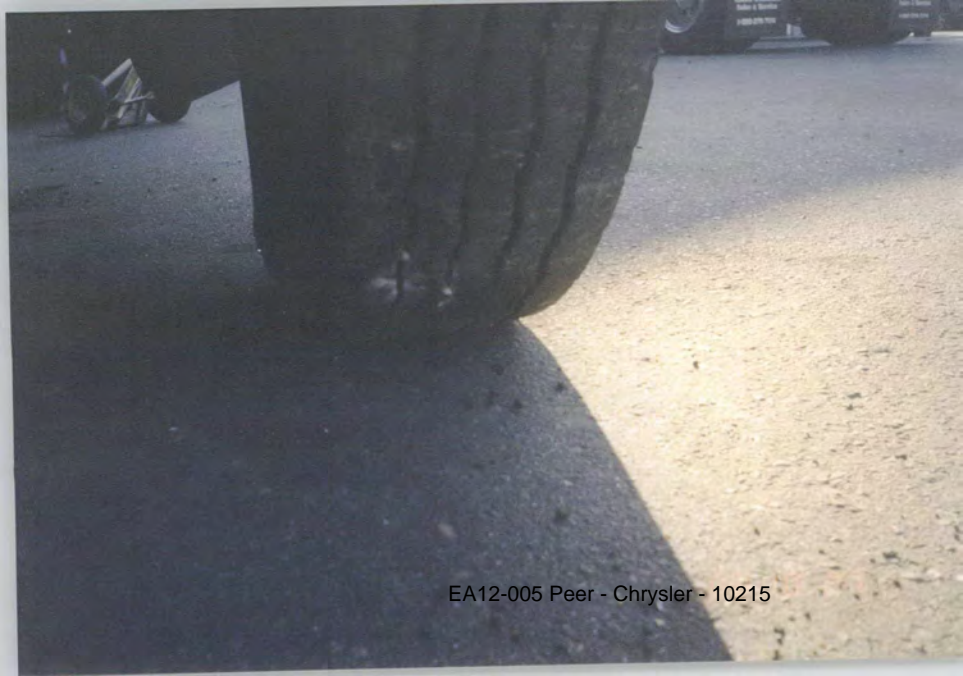


EA12-005 Peer - Chrysler - 10213

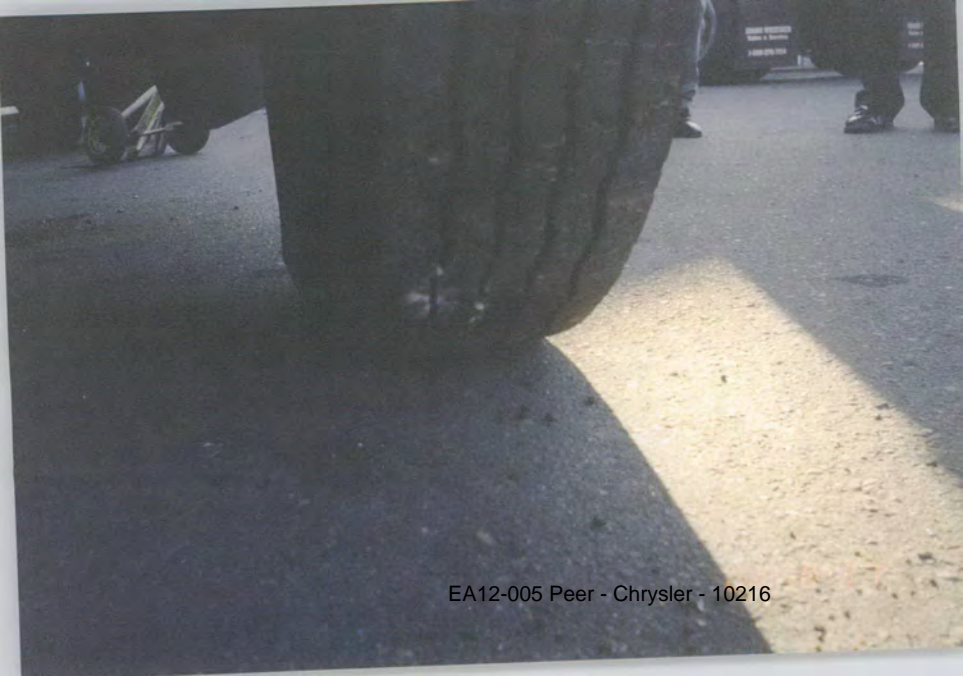


EA12-005 Peer - Chrysler - 10214


00 18 27



EA12-005 Peer - Chrysler - 10215



EA12-005 Peer - Chrysler - 10216

A close-up photograph of a tire tread, showing significant damage and wear. The tread pattern is visible, but the rubber is cracked and peeling in several places. The background is dark, and there is a digital timestamp in the bottom right corner.

EA12-005 Peer - Chrysler - 10217

00 10 27



EA12-005 Peer - Chrysler - 10218

10 27

EA12-005 Peer - Chrysler - 10219

00 10 27



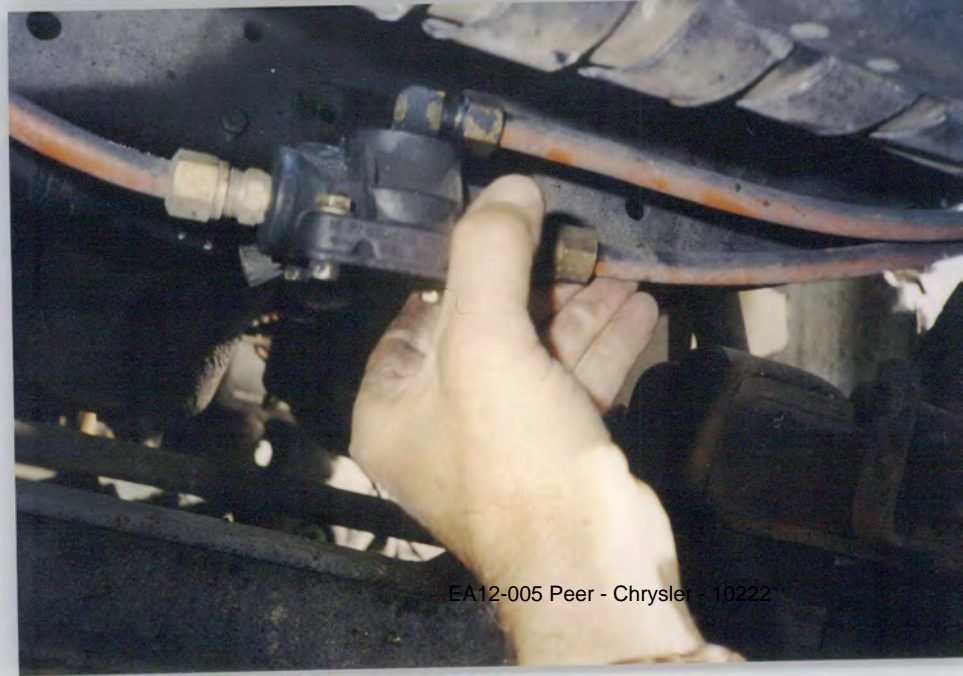
EA12-005 Peer - Chrysler - 10220

00 10 27



EA12-005 Peer - Chrysler - 10221

00 10 27



EA12-005 Peer - Chrysler - 10222

MFG BY HESSE CORPORATION
6700 ST. JOHN K. C. MO. 64125
& HENDERSON NEV

MFG DATE _____ SEMI-TRAILER
VIN. 1H9 _____ ODB

GAWB FRONT _____ GVWE _____
RIMS _____ PSI COLD _____ TIRES _____

GAWB REAR _____ GVWE _____
RIMS _____ PSI COLD _____ TIRES _____

THIS VEHICLE CONFORMS TO ALL
APPLICABLE FEDERAL MOTOR VEHICLE
SAFETY STANDARDS IN EFFECT IN
MONTH _____ YEAR _____

EA12-005 Peer - Chrysler - 10223

MSR BY
 NAVISTAR INTERNATIONAL TRANSPORTATION CORP. (FORM 12-2004)
 VIN: [REDACTED]

DESCRIPTION	UNIT	VALUE	UNIT	VALUE
DISPLACEMENT	LITER	6.7	CM	360
MAXIMUM HORSEPOWER	HP	200	MIN	1500
MAXIMUM TORQUE	LB-FT	350	MIN	1500
MAXIMUM SPEED	MPH	70	MIN	1500
MAXIMUM FUEL CONSUMPTION	MPG	20	MIN	1500
MAXIMUM FUEL CONSUMPTION	MPG	20	MIN	1500

THIS VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE SAFETY STANDARDS, REGULATIONS AND TESTS OF MANUFACTURER'S BASIC DESIGN.
 VIN: [REDACTED]
 OWNER AND DRIVER ARE SUBJECT TO FEDERAL SAFETY STANDARDS AND REGULATIONS.
 CONTACT: 800-444-4444

VEHICLE NOISE EMISSION CONTROL INFO
 THIS VEHICLE WAS BUILT BY
 NAVISTAR INTERNATIONAL TRANSPORTATION CORP.
 THIS VEHICLE CONFORMS TO U.S. EPA REGULATIONS
 CONCERNING APPLICABLE TO MEDIUM AND HEAVY DUTY
 TRUCKS.
 THE NOISE CONTROL ACT OF THE CALIFORNIA TORQUE BY A
 REVISION BY THE TRADE COMPLIANCE ACT OF 1977. ALL
 REVISIONS BY PERMITS UNDER THE FEDERAL
 ACTS AND IN REPLACEMENT OF ALL THE FEDERAL
 REGULATIONS OF 49 CFR 571.103-11 (PARTIAL COMPLIANCE)
 THIS VEHICLE IS COMPLIANT WITH THE FEDERAL ACTS
 AND THE STATE ACTS FOR CALIFORNIA AND CLEAN
 AIR ACTS.

EA12-005 Peer - Chrysler - 10224



EA12-005 Peer - Chrysler - 10225



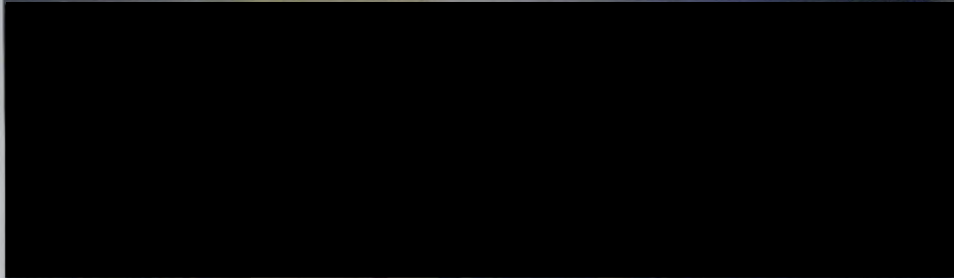
EA12-005 Peer - Chrysler - 10226



EA12-005 Peer - Chrysler - 10227



EA12-005 Peer - Chrysler - 10228



EA12-005 Peer - Chrysler - 10229



EA12-005 Peer - Chrysler - 10230



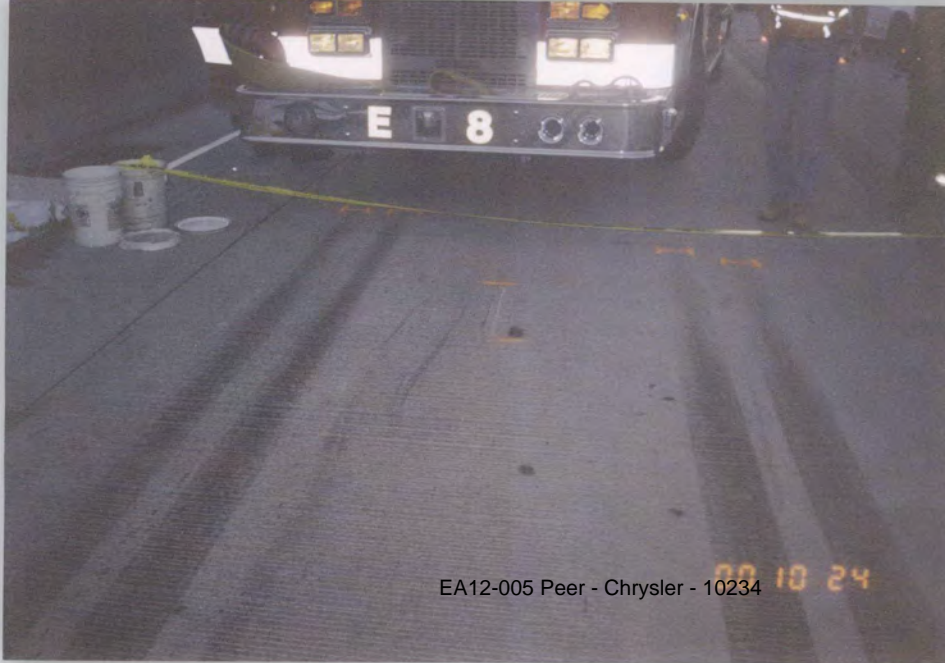
EA12-005 Peer - Chrysler - 10231



EA12-005 Peer - Chrysler - 10232

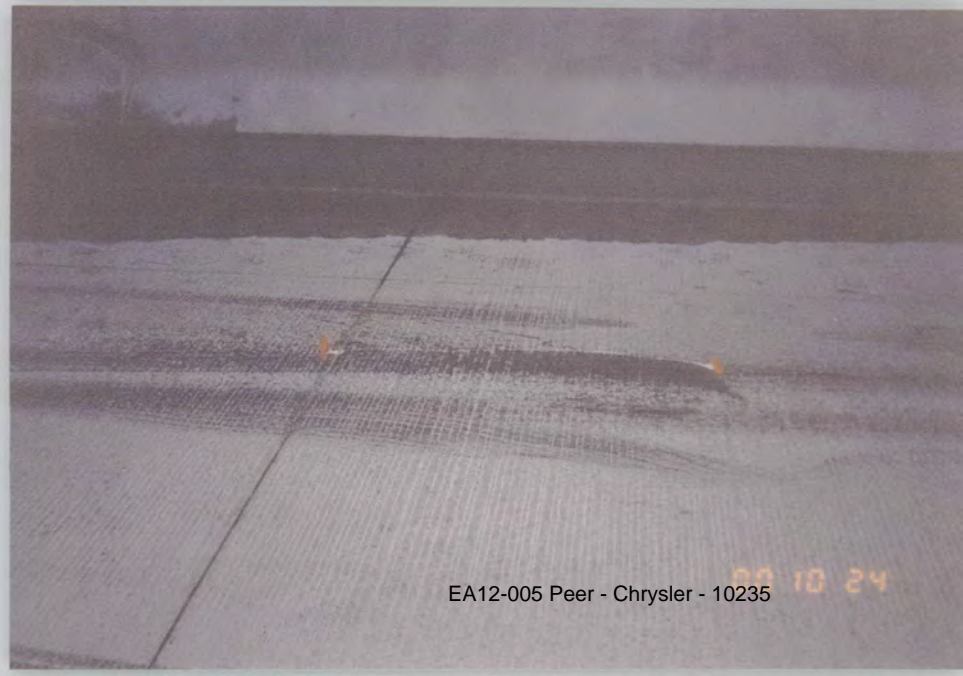


EA12-005 Peer - Chrysler - 10233



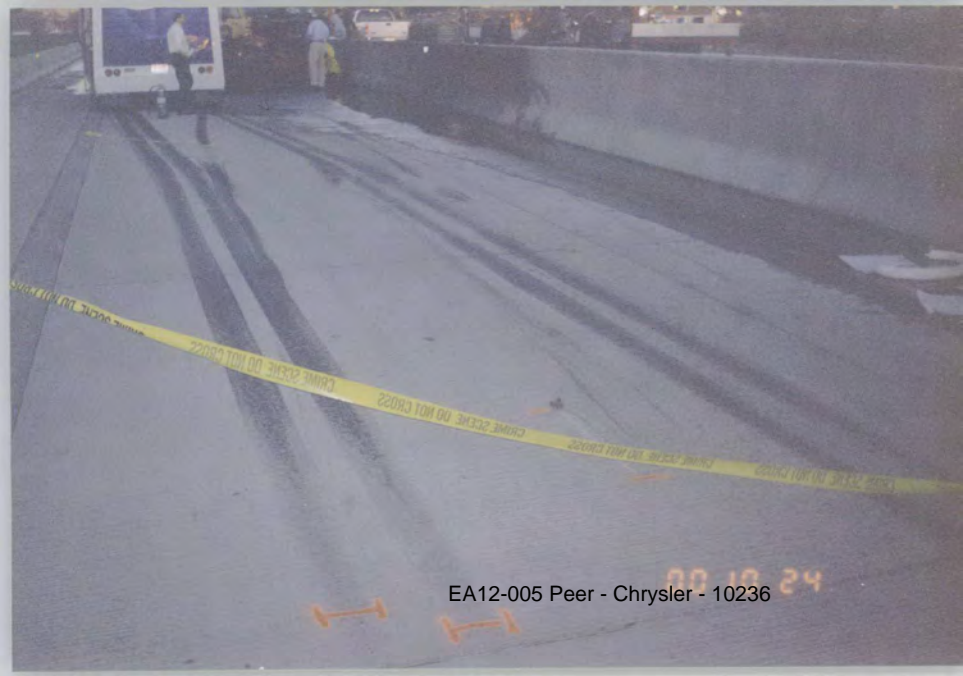
EA12-005 Peer - Chrysler - 10234

20 10 24



EA12-005 Peer - Chrysler - 10235

20 10 24



EA12-005 Peer - Chrysler - 10236

20 10 24

EA12-005 Peer - Chrysler - 10237

08 10 24

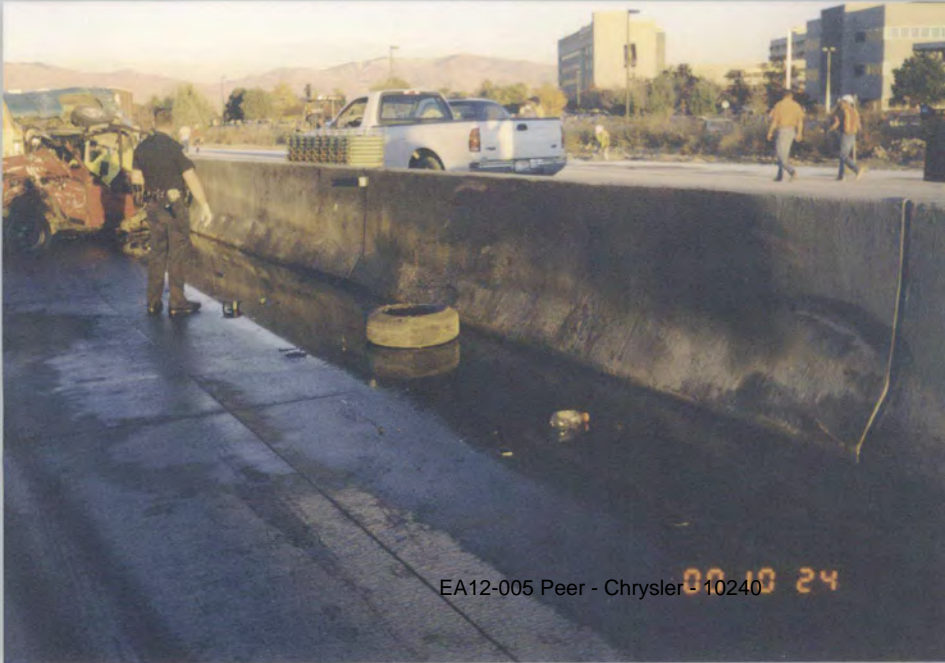
EA12-005 Peer - Chrysler - 10238

00 10 24

CRIME SCENE DO NOT CROSS



EA12-005 Peer - Chrysler - 10239

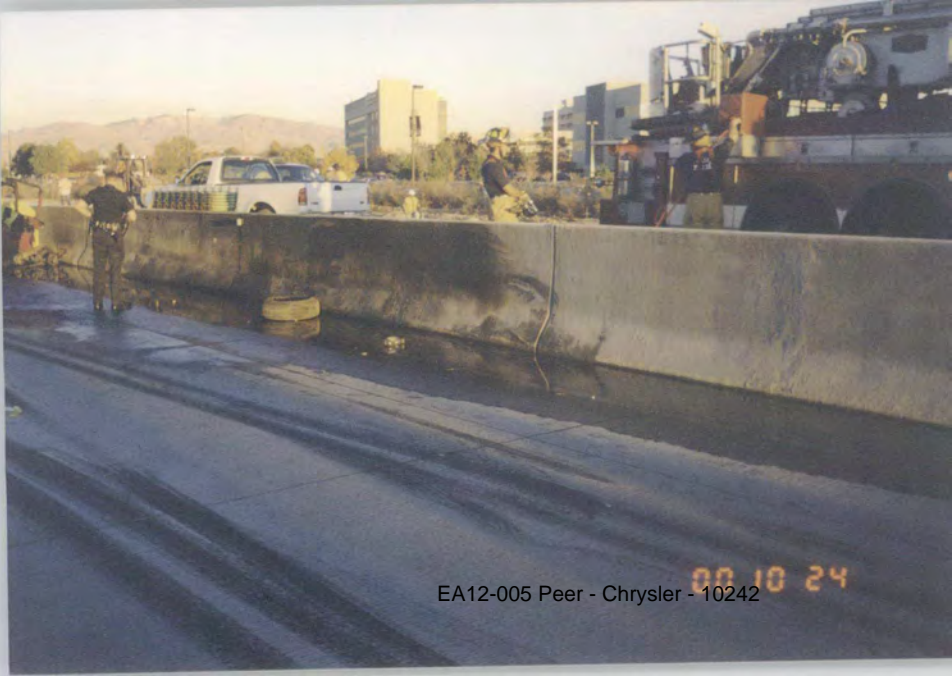


EA12-005 Peer - Chrysler - 10240 00 10 24




EA12-005 Peer - Chrysler - 10241

00 10 24



EA12-005 Peer - Chrysler - 10242


00 10 24

A photograph showing the front of a dark-colored car, possibly a Chrysler, with significant damage to the hood and front end. The car is parked on a paved surface. In the background, there are some buildings and a street. A date stamp '00 10 24' is visible in the bottom right corner of the image.

EA12-005 Peer - Chrysler - 10243



EA12-005 Peer - Chrysler - 10244



EA12-005 Peer - Chrysler - 10245

00 10 24

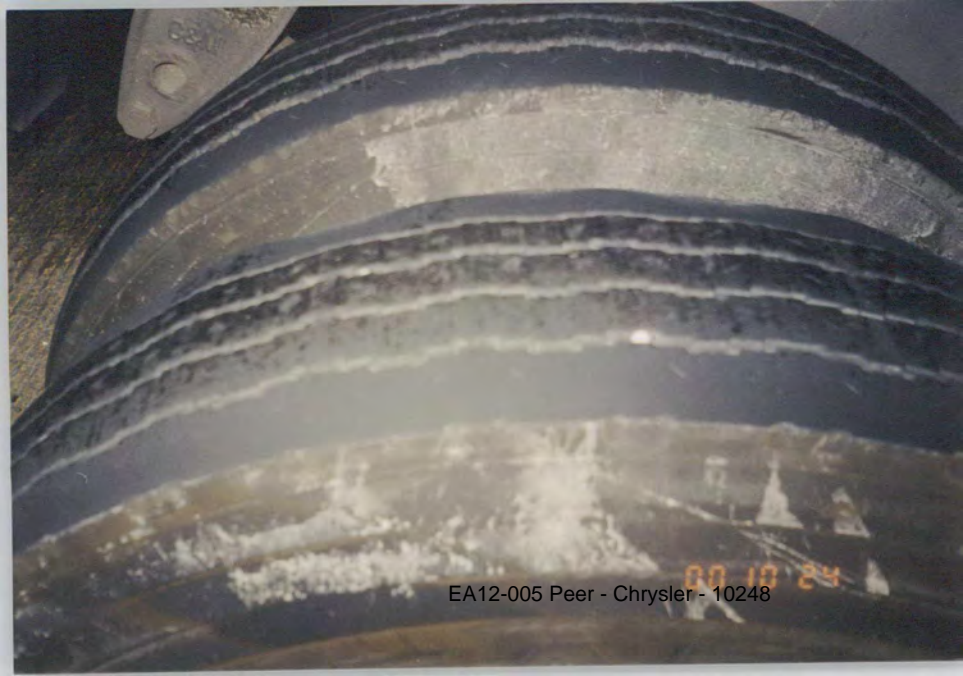


EA12-005 Peer - Chrysler - 10246

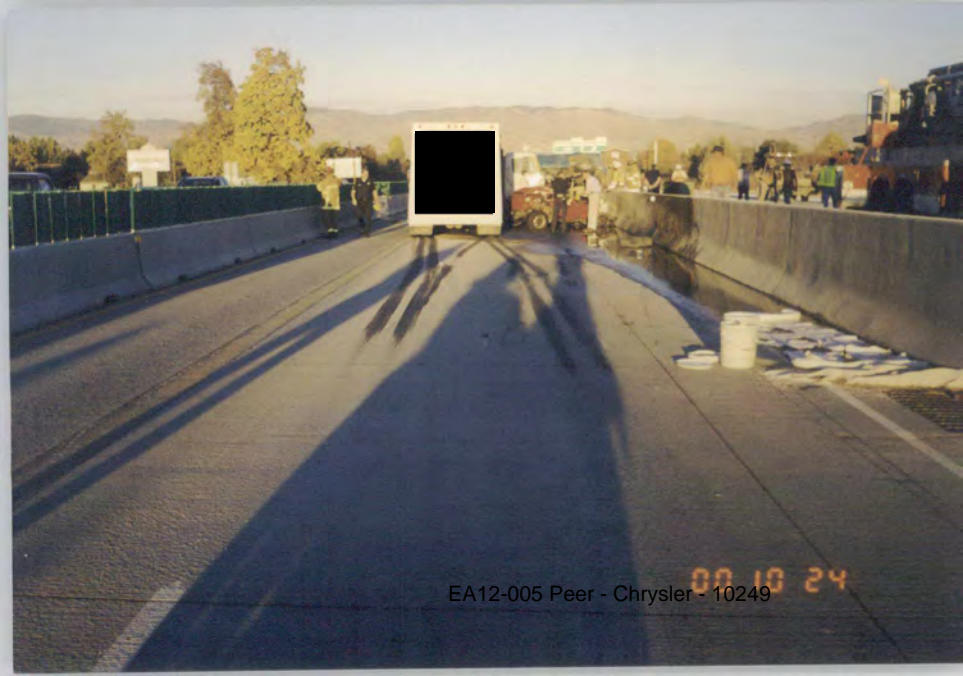
00 10 24



EA12-005 Peer - Chrysler - 10247



EA12-005 Peer - Chrysler - 10248




EA12-005 Peer - Chrysler - 10249

00 10 24



EA12-005 Peer - Chrysler - 10250

00 10 24

A photograph showing the underside of a vehicle chassis, likely a truck or heavy-duty car, with significant damage. A large yellow tarp covers the upper part of the frame. The chassis is dark, possibly black or dark blue, and shows signs of impact and deformation. A metal component, possibly a suspension part, is visible in the lower left. The background is a dark, textured surface, possibly a concrete floor or a workshop floor.

EA12-005 Peer - Chrysler - 10251

08 10 24



EA12-005 Peer - Chrysler - 10252

08 10 24

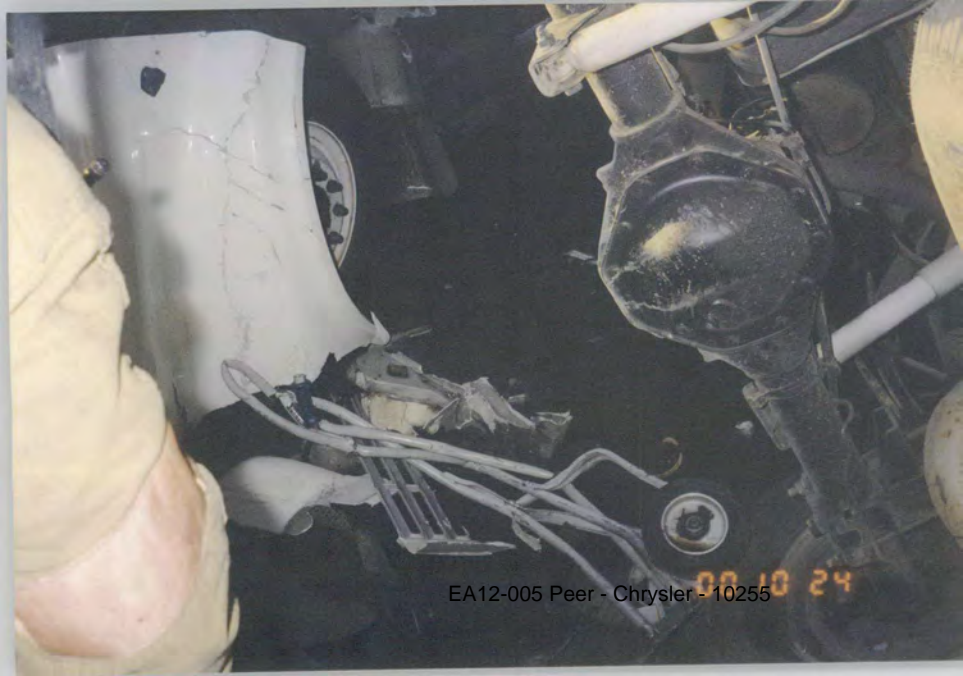


EA12-005 Peer - Chrysler - 10253



EA12-005 Peer - Chrysler - 10254

00 10 24



EA12-005 Peer - Chrysler - 10255

00 10 24



EA12-005 Peer - Chrysler - 10256



EA12-005 Peer - Chrysler - 10257

00 10 24



EA12-005 Peer - Chrysler - 10258

00 10 24



EA12-005 Peer - Chrysler - 10259

00 10 24



EA12-005 Peer - Chrysler - 10260

00 10 24



EA12-005 Peer - Chrysler - 10261

NAGEL BE...
8032 8400
DOT 062577 10 GVW 5000



EA12-005 Peer - Chrysler - 10262

00 10 24



EA12-005 Peer - Chrysler - 10263 00 18 24



EA12-005 Peer - Chrysler - 10264 08 10 24



EA12-005 Peer - Chrysler - 10265

00:10:24

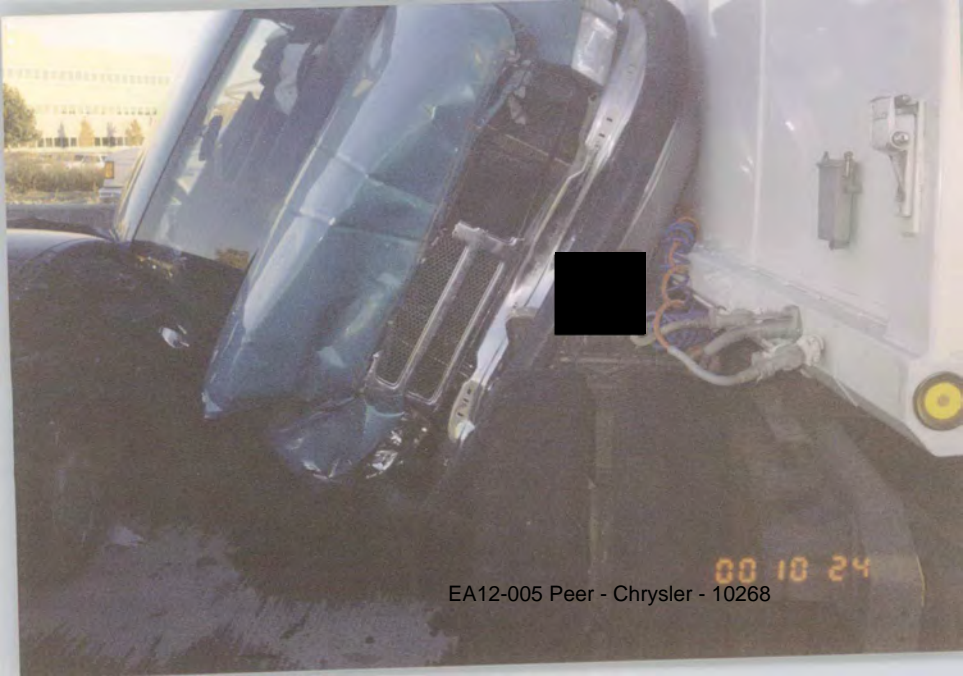


EA12-005 Peer - Chrysler - 10266

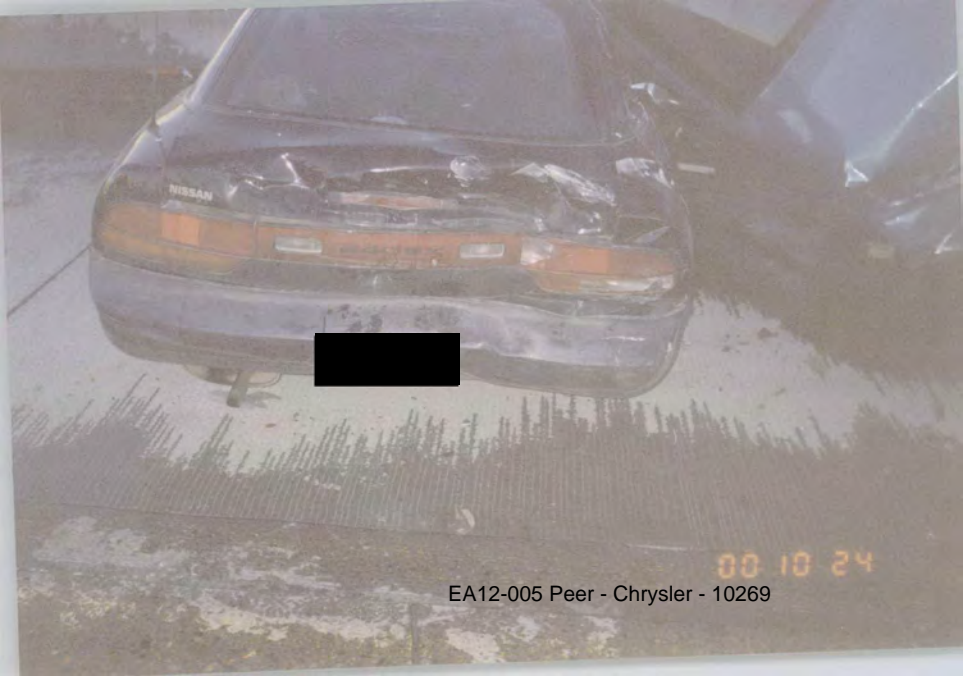
00 10 24



EA12-005 Peer - Chrysler - 10267



EA12-005 Peer - Chrysler - 10268



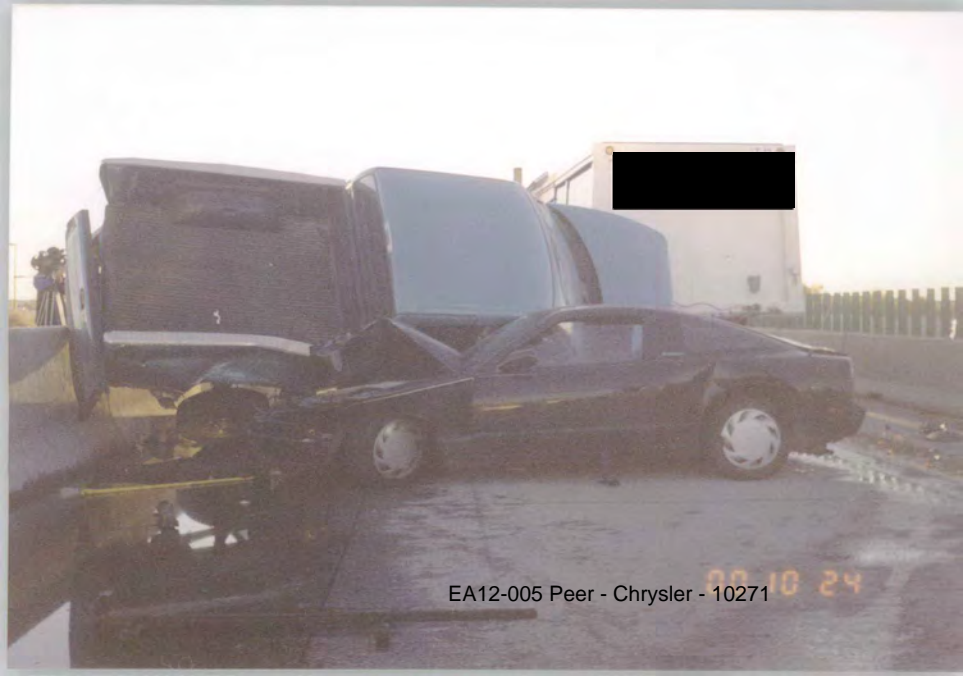
00 10 24

EA12-005 Peer - Chrysler - 10269




EA12-005 Peer - Chrysler - 10270

00 10 24



EA12-005 Peer - Chrysler - 10271

02 10 24


A close-up photograph of a white plastic component, likely a part of a vehicle's interior or exterior trim. The component features two large, triangular indentations on either side of a central circular hole. The surface is smooth and slightly reflective. A thin, dark line runs across the top left corner. The bottom edge of the component is dark and appears to be attached to another surface.

EA12-005 Peer - Chrysler - 10272

00 10 24



EA12-005 Peer - Chrysler - 10273



EA12-005 Peer - Chrysler - 10274 00 10 27



EA12-005 Peer - Chrysler - 10275 00:18:27



EA12-005 Peer - Chrysler - 10276 0000 27



EA12-005 Peer - Chrysler - 10277 00 10 27



EA12-005 Peer - Chrysler - 10278




EA12-005 Peer - Chrysler

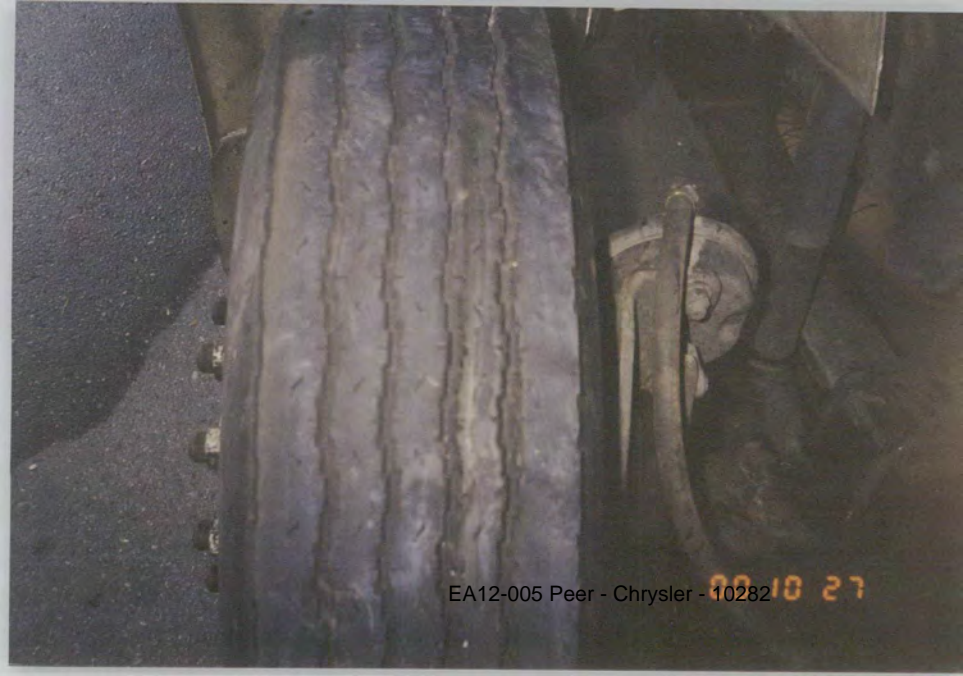
0010 27



EA12-005 Peer - Chrysler - 10280 0010 27

A photograph showing the undercarriage of a vehicle, specifically the rear wheel area. A dark tire is visible, mounted on a metal hub. The surrounding area is filled with various mechanical parts, including suspension components, control arms, and possibly a brake assembly. The lighting is somewhat dim, and the overall color palette is dominated by greys, blacks, and metallic tones. In the bottom right corner, there is a yellow digital timestamp.

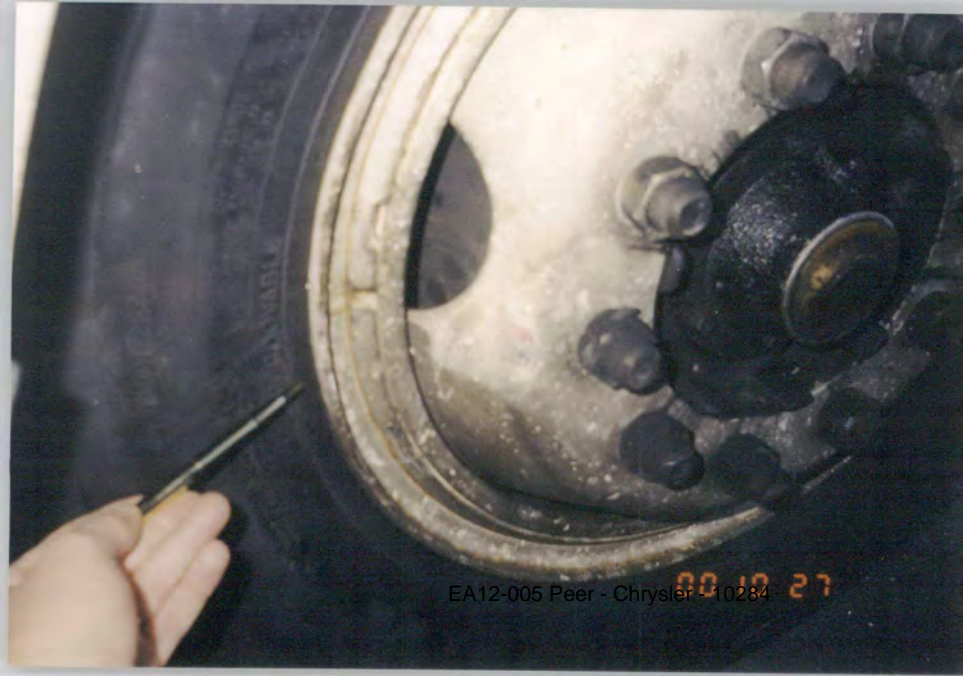
EA12-005 Peer - Chrysler - 10281 00 10 27

A close-up photograph of a vehicle's rear wheel and suspension. The tire is dark and shows some wear. The suspension components, including a control arm and a coil spring, are visible. The background is dark and indistinct.

EA12-005 Peer - Chrysler - 10282 00 10 27



EA12-005 Peer - Chrysler - 10283 27



EA12-005 Peer - Chrysler - 10284 - 00:10:27



EA12-005 Peer - Chrysler - 10285

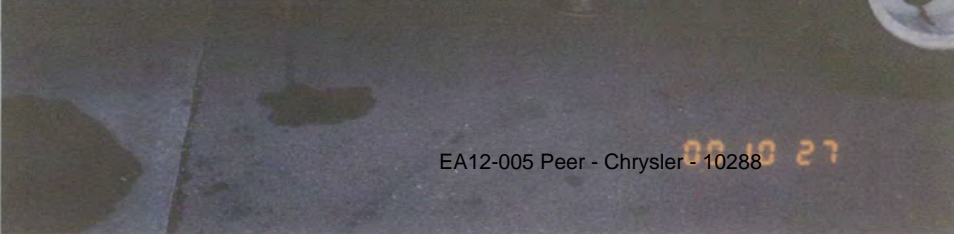
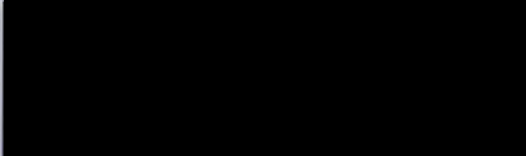


EA12-005 Peer - Chrysler - 10286

00:18:27

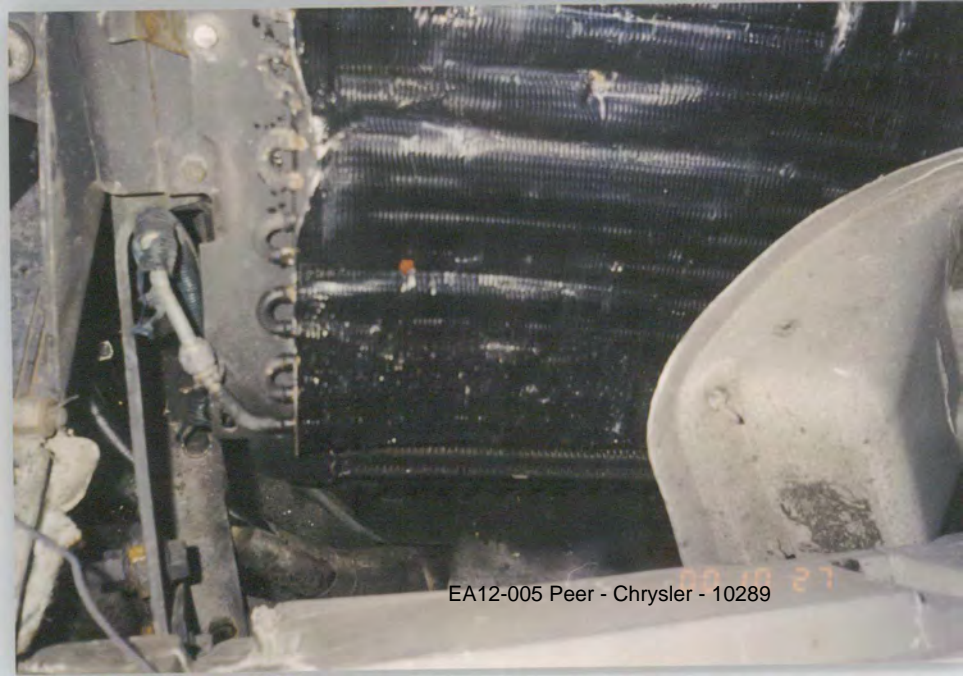
EA12-005 Peer - Chrysler - 10287

00 10 27



EA12-005 Peer - Chrysler - 10288

00 10 27



EA12-005 Peer - Chrysler - 10289



EA12-005 Peer - Chrysler - 10290



EA12-005 Peer - Chrysler - 10291

00 19 27



EA12-005 Peer - Chrysler - 10292



EA12-005 Peer - Chrysler - 10293



EA12-005 Peer - Chrysler - 10294



EA12-005 Peer - Chrysler - 10295

00 10 27



EA12-005 Peer - Chrysler - 10296

00 10 27



EA12-005 Peer - Chrysler - 10297



EA12-005 Peer - Chrysler - 10298



EA12-005 Peer - Chrysler - 10299



EA12-005 Peer - Chrysler - 10300

0010 27



EA12-005 Peer - Chrysler - 10301

00 10 27



EA12-005 Peer - Chrysler - 10302

00 10 27



EA12-005 Peer - Chrysler - 10303

00 16 27



RAM 1500 V8

EA12-005 Peer - Chrysler - 10304

00 10 27



EA12-005 Peer - Chrysler - 10305

00 10 23



EA12-005 Peer - Chrysler - 10306



EA12-005 Peer - Chrysler - 10307

00 10 27



EA12-005 Peer - Chrysler - 10308

09 12 27



EA12-005 Peer - Chrysler - 10309



EA12-005 Peer - Chrysler - 10310

00 10 27

EA12-005 Peer - Chrysler - 10311

08 19 27



EA12-005 Peer - Chrysler - 10312 0018 27



EA12-005 Peer - Chrysler - 10313

02 19 27

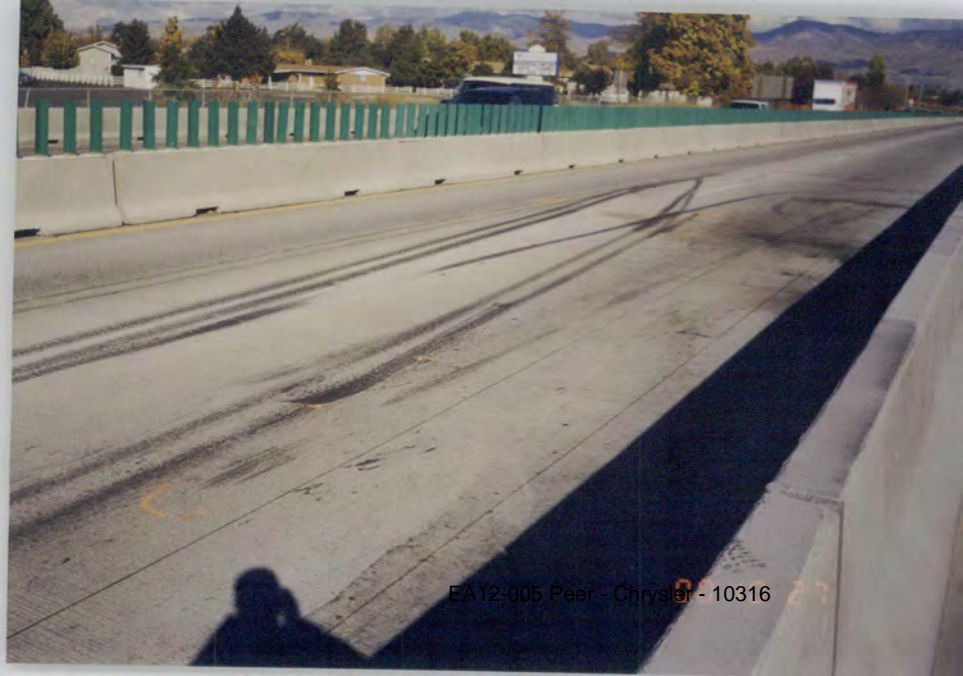


EA12-005 Peer - Chrysler - 10314 08 13 27



EA12-005 Peer - Chrysler - 10315

00 10 27



EA12-005 Peer - Chrysler - 10316

27



EA12-005 Peer - Chrysler - 10317



EA12-005 Peer - Chrysler - 10318

10-27



EA12-005 Peer - Chrysler - 10319

00 10 27



EA12-005 Peer - Chrysler - 10320 27

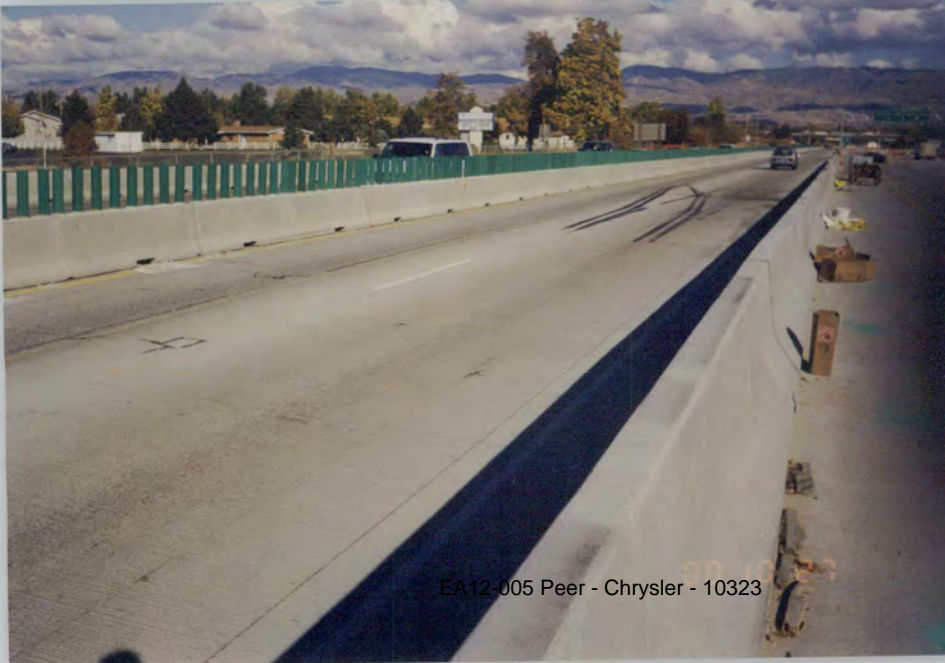


EA12-005 Peer - Chrysler - 10321 02 27



EA12-005 Peer - Chrysler - 10322

08-10-27



EA12-005 Peer - Chrysler - 10323




EA12-005 Peer - Chrysler - 10324




EA12-005 Peer - Chrysler - 10325



EA12-005 Peer - Chrysler - 10326



EA12-005 Peer - Chrysler - 10327

A photograph showing a concrete road surface in the foreground. In the background, there is a concrete guardrail with a metal fence on top. A white car is visible behind the fence. The road surface has some faint markings and a small dark spot. The overall scene appears to be a highway or a similar road environment.

EA12-005 Peer - Chrysler - 10328




EA12-005 Peer - Chrysler - 10329

EA12-005 Peer - Chrysler - 10330

2010 27


EA12-005 Peer - Chrysler - 10331

A photograph of a concrete parking lot. In the background, there is a concrete barrier with a green metal fence on top. The concrete surface is marked with orange spray paint, including a large 'X' shape and some illegible markings. A concrete curb is visible in the foreground, also marked with orange paint. The date '02 10 27' is visible on the curb. The text 'EA12-005 Peer - Chrysler - 10332' is overlaid on the bottom center of the image.

EA12-005 Peer - Chrysler - 10332



EA12-005 Peer - Chrysler - 10333

A photograph of a concrete parking lot. The concrete has a ribbed texture. A white line is painted on the left side. There are orange markings, including a large 'X' shape in the center and some curved lines on the right. In the background, there are concrete pillars and a wall. The text 'EA12-005 Peer - Chrysler - 10334' is overlaid at the bottom center. There are also some faint orange markings that look like '00-10-27' in the bottom right area.

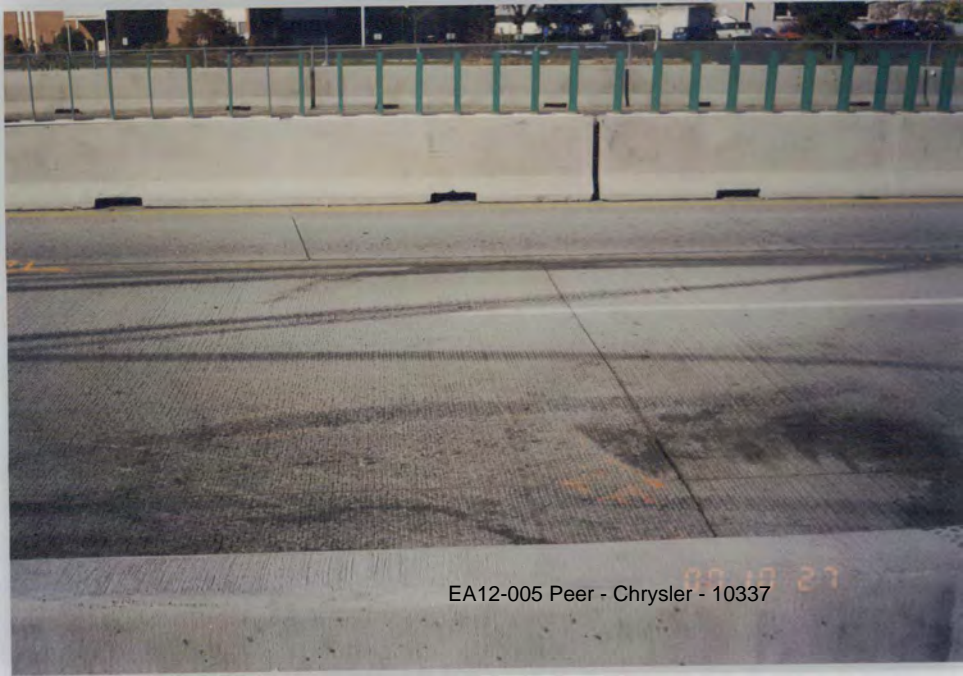
EA12-005 Peer - Chrysler - 10334



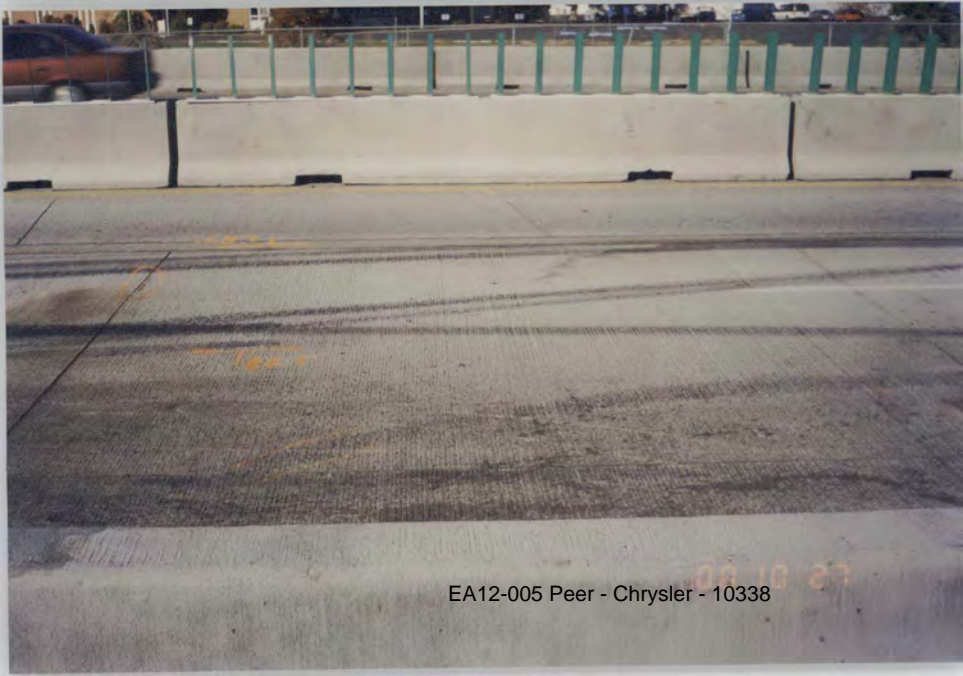
EA12-005 Peer - Chrysler - 10335



EA12-005 Peer - Chrysler - 10336



EA12-005 Peer - Chrysler - 10337



EA12-005 Peer - Chrysler - 10338



EA12-005 Peer - Chrysler - 10339



EA12-005 Peer - Chrysler - 10340




EA12-005 Peer - Chrysler - 10341



EA12-005 Peer - Chrysler - 10342

08-10-27



EA12-005 Peer - Chrysler - 10343

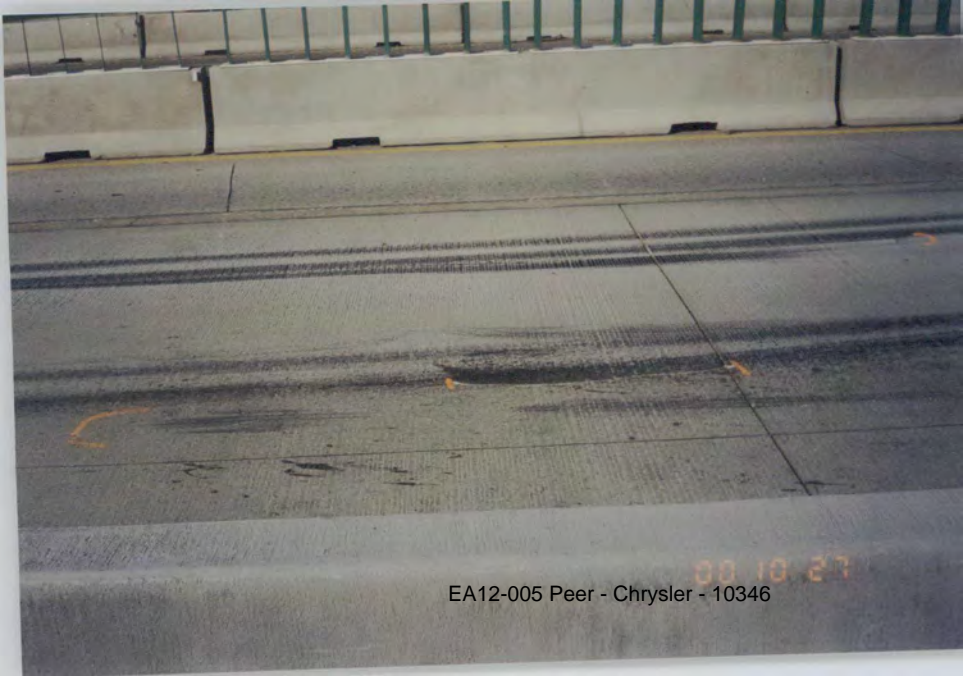


EA12-005 Peer - Chrysler - 10344



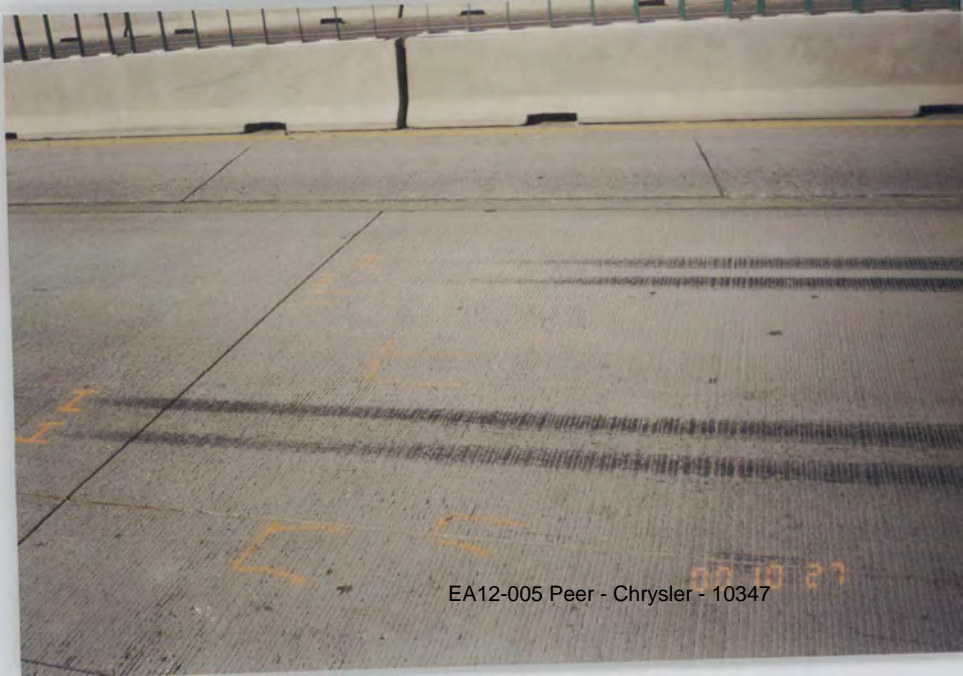
EA12-005 Peer - Chrysler - 10345

08 18 27



EA12-005 Peer - Chrysler - 10346

00 10 27



EA12-005 Peer - Chrysler - 10347

50 10 27



EA12-005 Peer - Chrysler - 10348

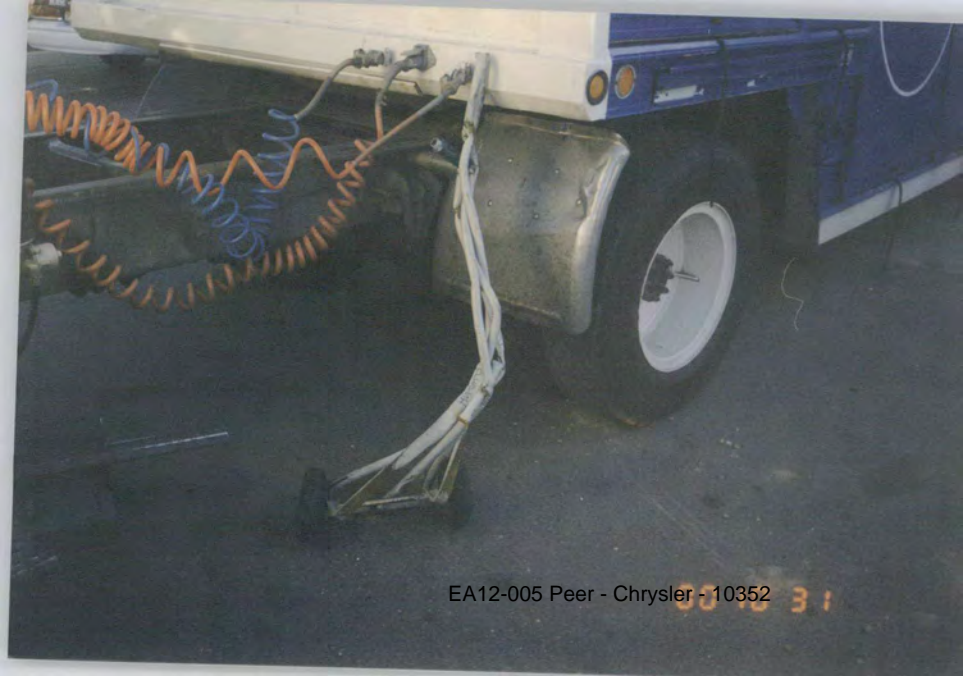


EA12-005 Peer - Chrysler - 10349

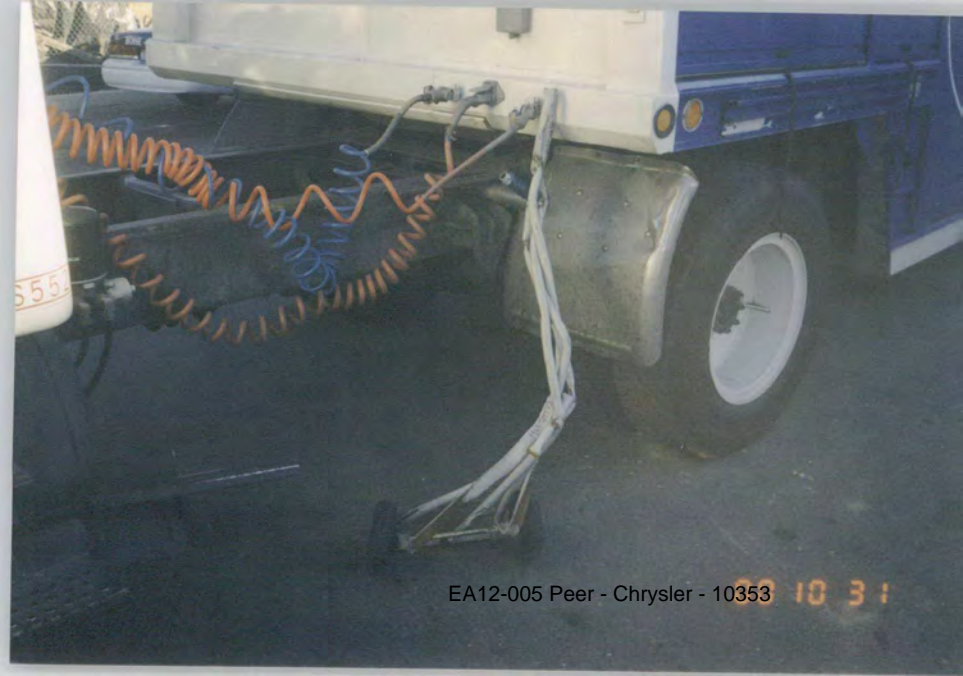
00 10 27

EA12-005 Peer - Chrysler - 10350 31

EA12-005 Peer - Chrysler 00 10 31

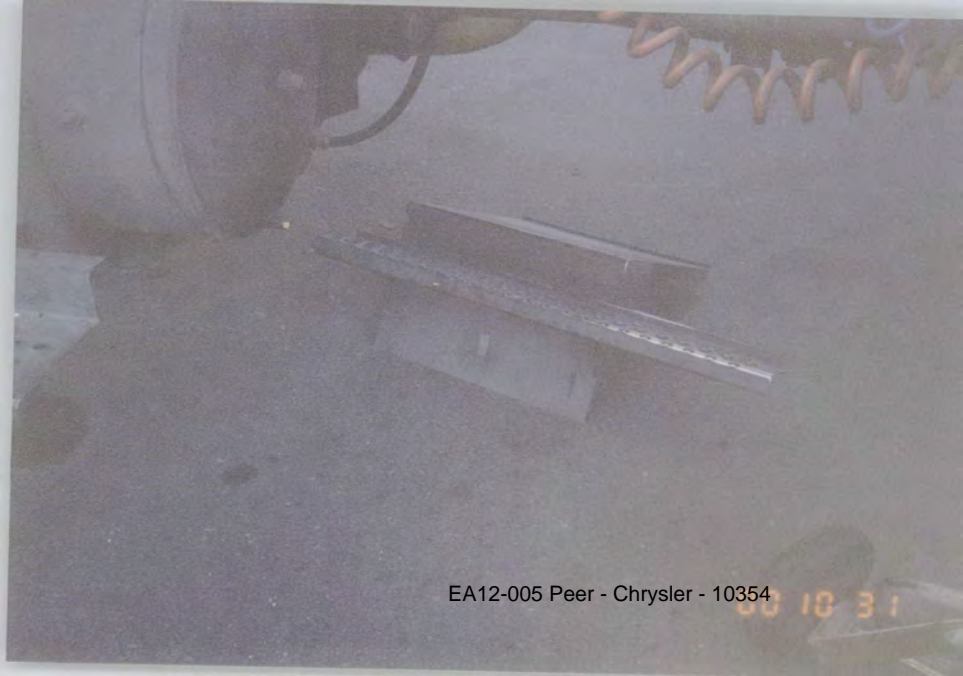


EA12-005 Peer - Chrysler - 10352 00:16:31



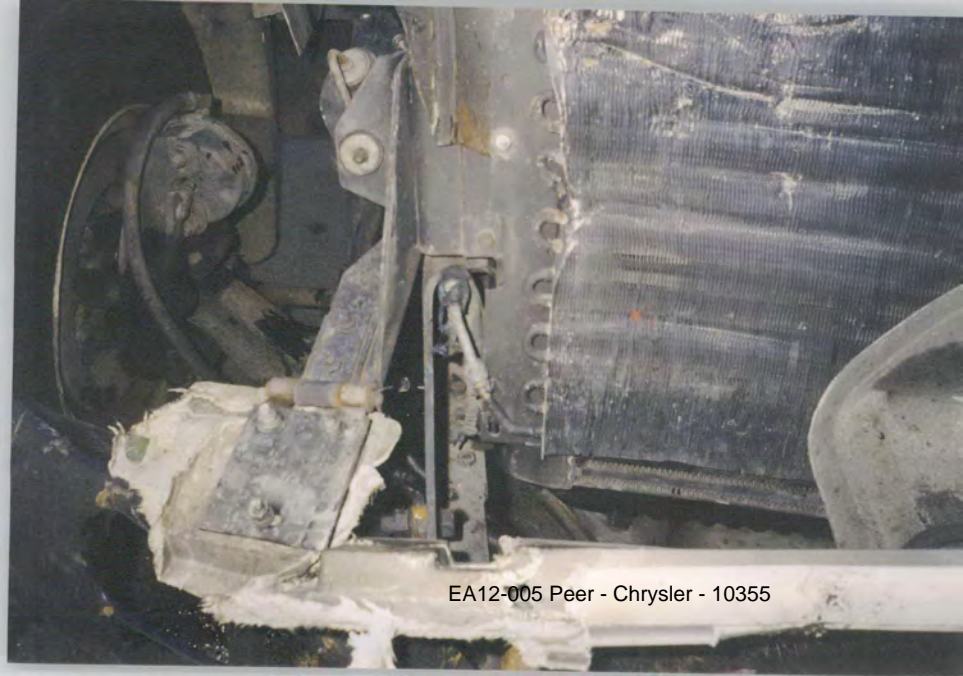
EA12-005 Peer - Chrysler - 10353

08 10 31

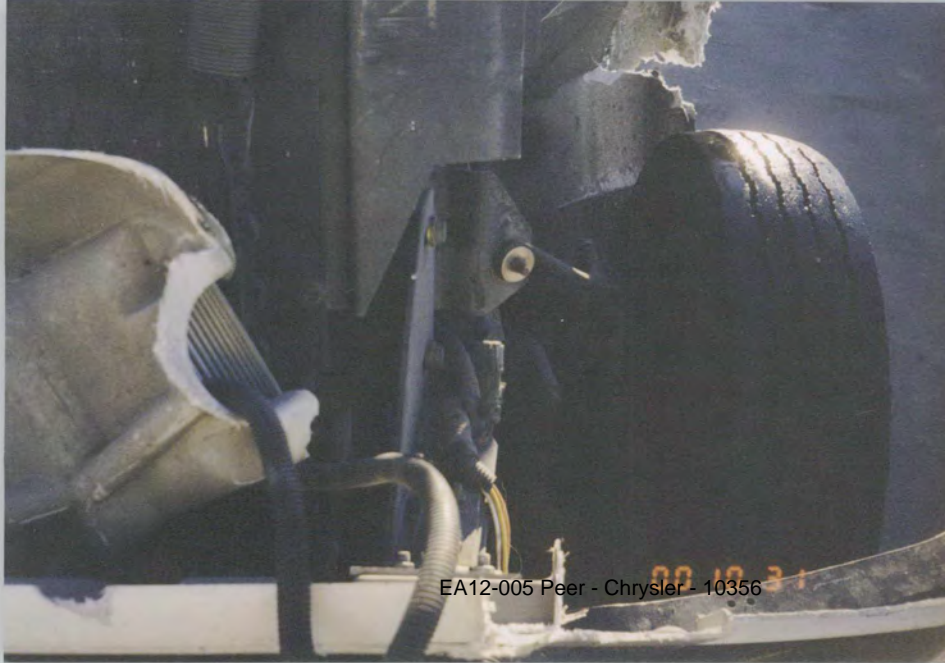


EA12-005 Peer - Chrysler - 10354

00 10 31




EA12-005 Peer - Chrysler - 10355

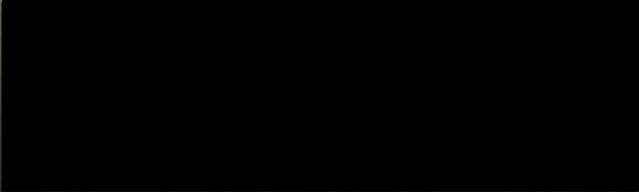


EA12-005 Peer - Chrysler - 10356

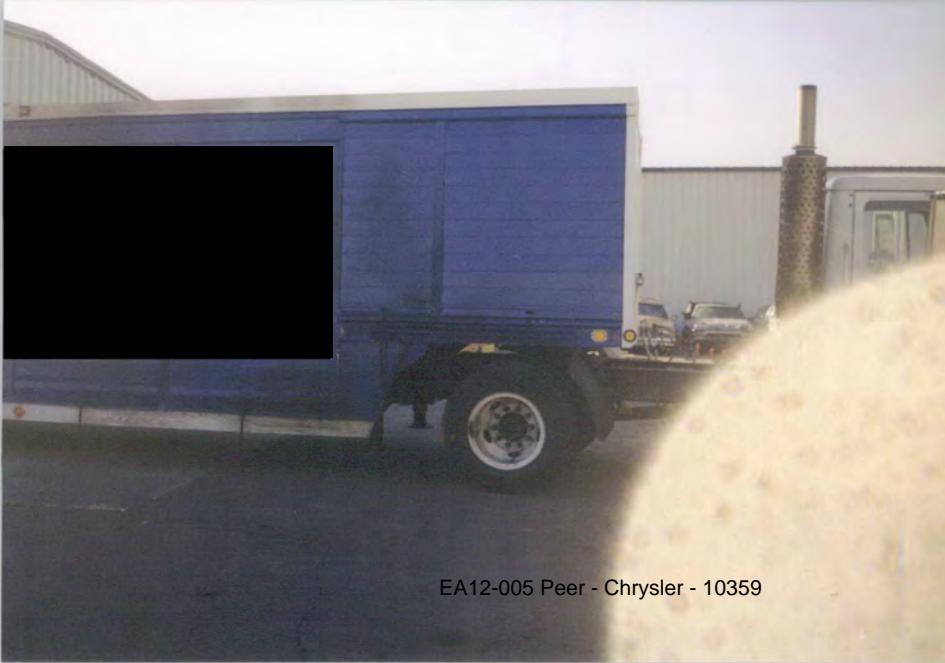
00 10 31



EA12-005 Peer - Chrysler - 10357 31



EA12-005 Peer - Chrysler - 10358 31



EA12-005 Peer - Chrysler - 10359



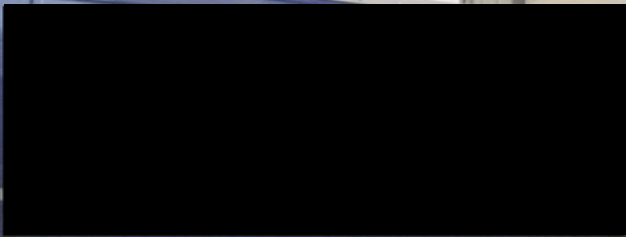
EA12-005 Peer - Chrysler - 10360 31



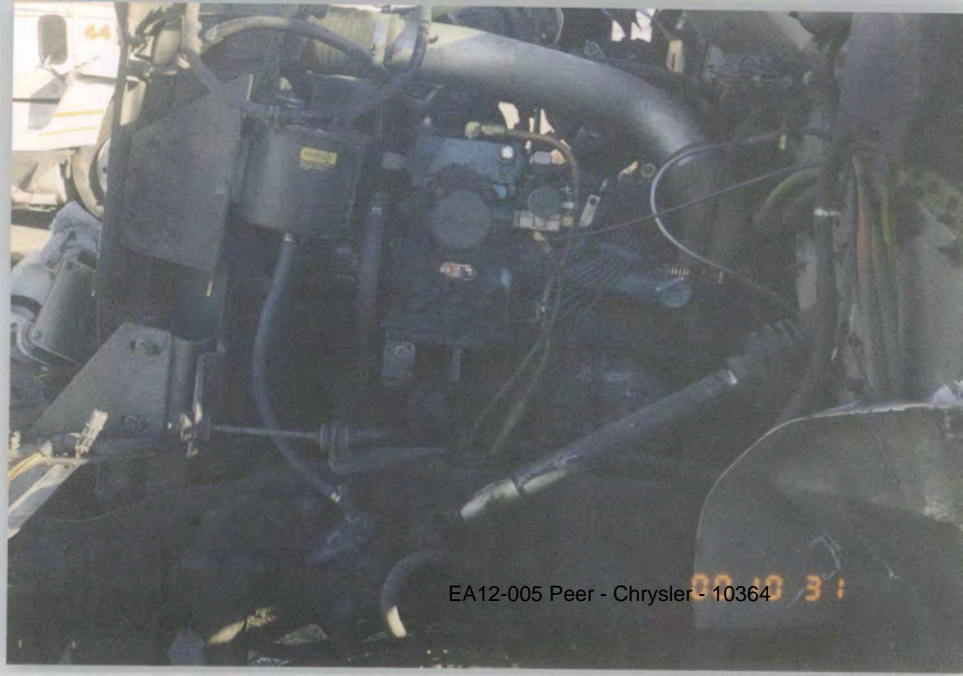
EA12-005 Peer - Chrysler - 10361 00 3 1



EA12-005 Peer - Chrysler - 10362 001031



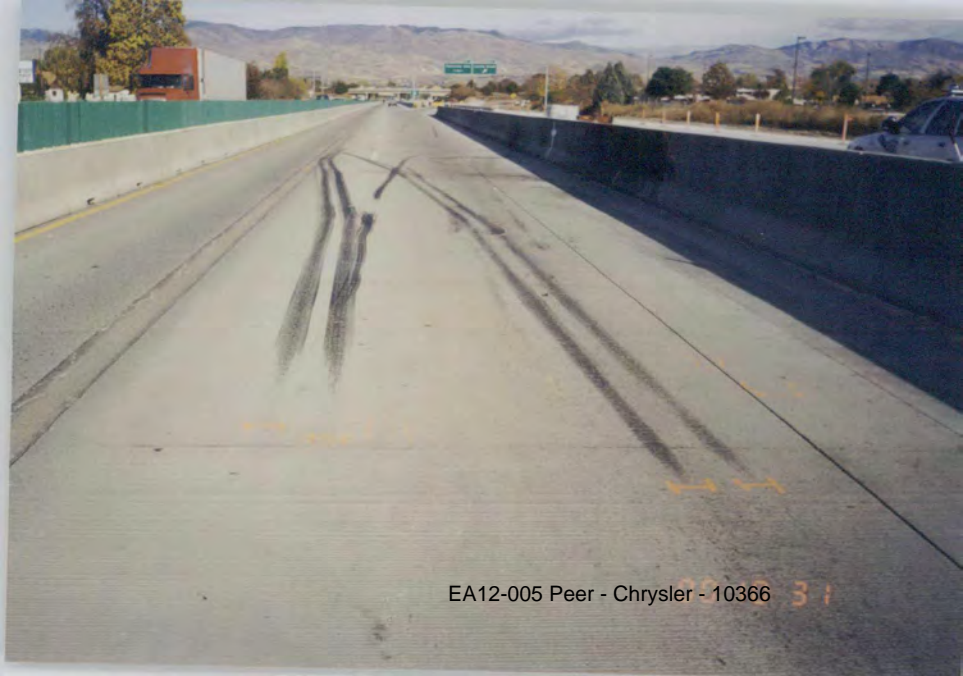
EA12-005 Peer - Chrysler - 10363 2018 31



EA12-005 Peer - Chrysler - 10364 00:10:31



EA12-005 Peer - Chrysler - 10365



EA12-005 Peer - Chrysler - 10366 31




EA12-005 Peer - Chrysler - 10367 3:1




EA12-005 Peer - Chrysler - 10368

09/05/13

A photograph of a concrete parking space. The concrete has a ribbed texture and is marked with yellow paint. In the background, there is a white concrete barrier with black base plates. The scene is brightly lit, casting shadows.

EA12-005 Peer - Chrysler - 10369 31

A photograph of a concrete parking lot. The concrete has a ribbed texture and is marked with orange spray paint. In the background, there is a white concrete barrier with black baseboards. The scene is brightly lit, suggesting a sunny day.

EA12-005 Peer - Chrysler - 10370



EA12-005 Peer - Chrysler - 10371



EA12-005 Peer - Chrysler 00:11:11



EA12-005 Peer - Chrysler - 10373



MARILYN MANSON

TOYOTA




EA12-005 Peer - Chrysler - 10374


0011



EA12-005 Peer - Chrysler - 10375

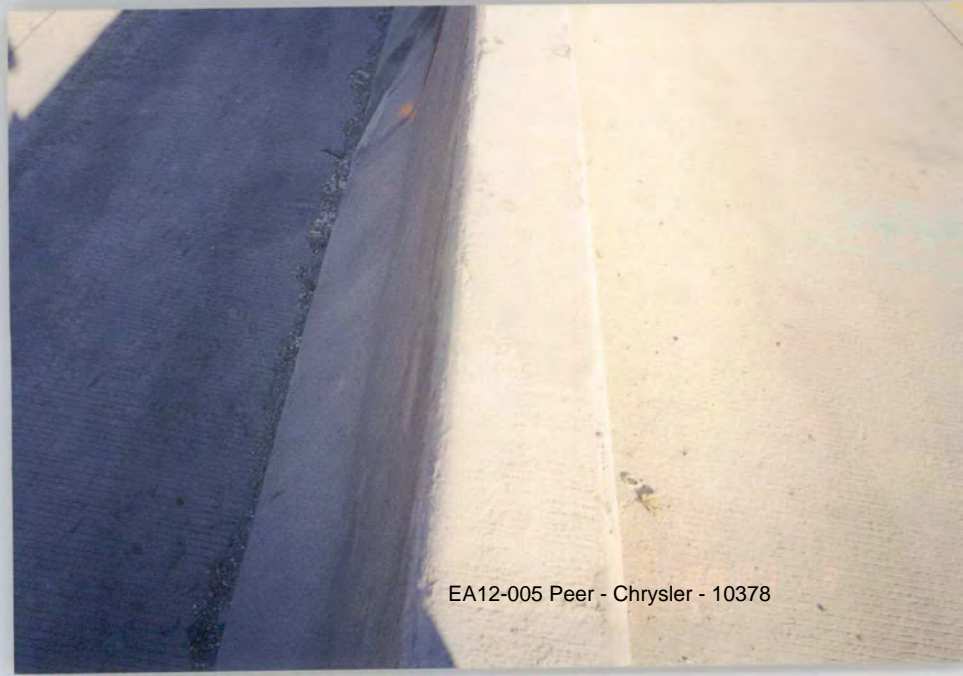


EA12-005 Peer - Chrysler - 10376 00:11:3

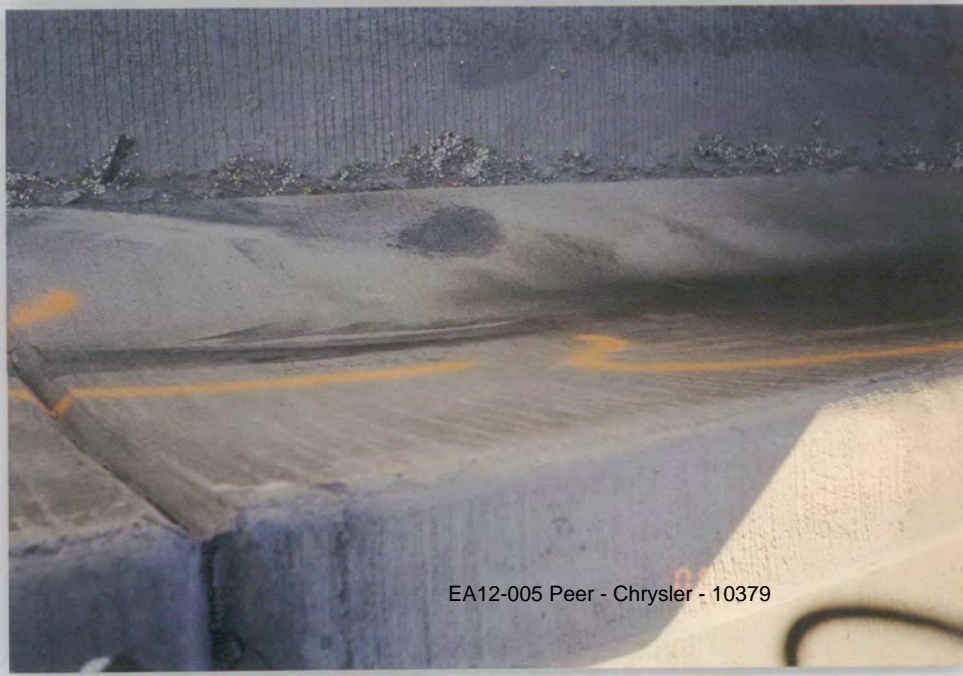
A close-up photograph showing a concrete curb on the left and asphalt pavement on the right. The asphalt has a distinct diagonal ribbed texture. A digital timestamp in orange characters is visible in the lower right area of the image. The curb shows some wear and a crack.

EA12-005 Peer - Chrysler - 10377

00 11 3



EA12-005 Peer - Chrysler - 10378



EA12-005 Peer - Chrysler - 10379



EA12-005 Peer - Chrysler - 10380



EA12-005 Peer - Chrysler - 10381

00:11:3

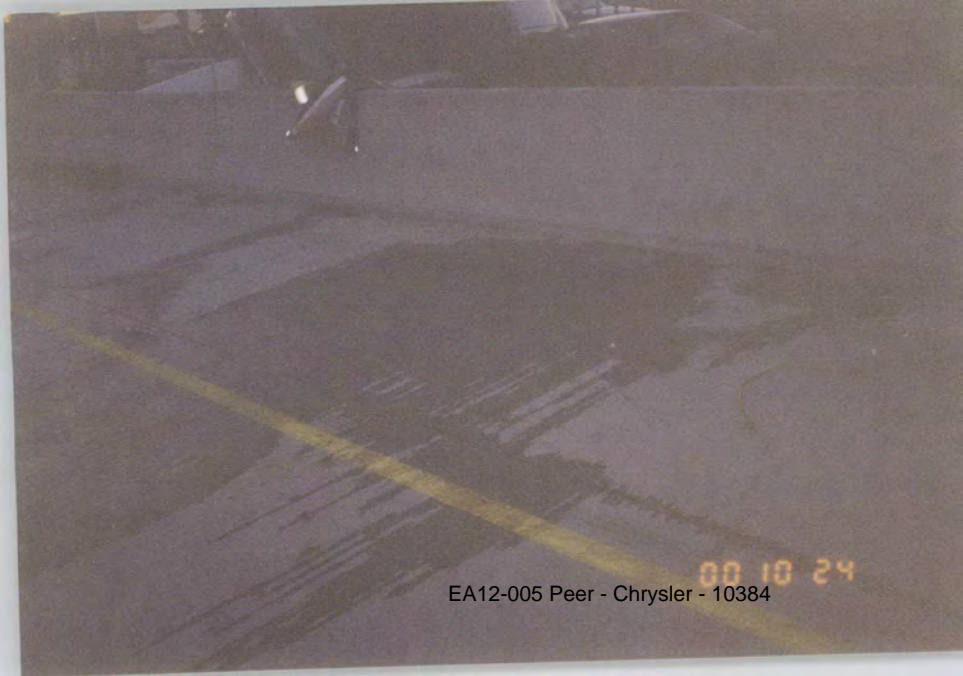
EA12-005 Peer - Chrysler - 10382

00 11 3



00 10 24

EA12-005 Peer - Chrysler - 10383



00 10 24

EA12-005 Peer - Chrysler - 10384

EA12-005 Peer - Chrysler - 10385

00 10 24



EA12-005 Peer - Chrysler - 10386

00 10 24

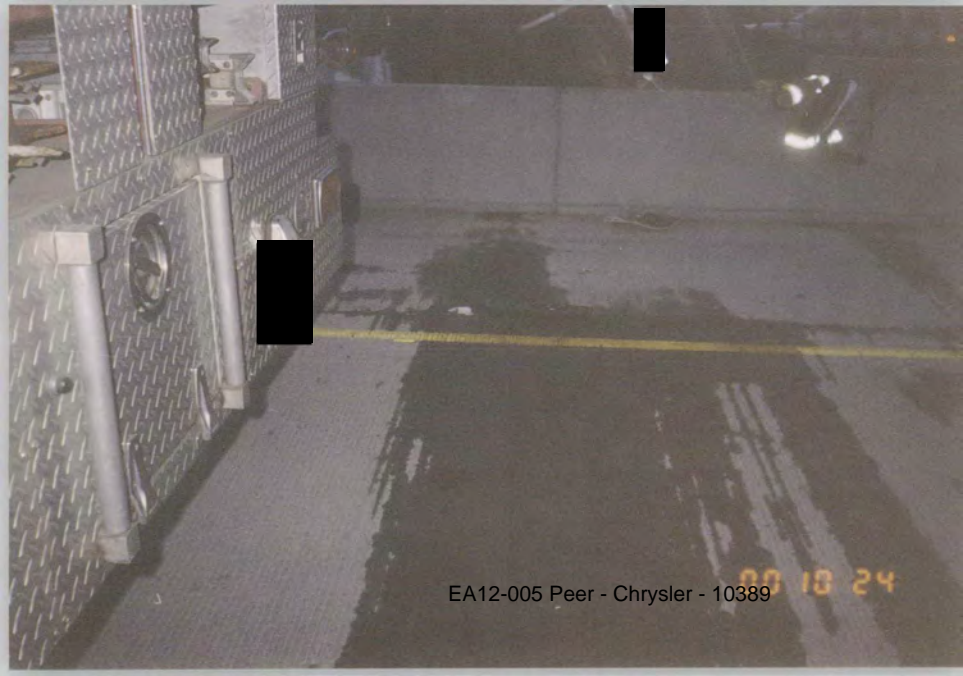


EA12-005 Peer - Chrysler - 10387

08 10 24



EA12-005 Peer - Chrysler - 10388



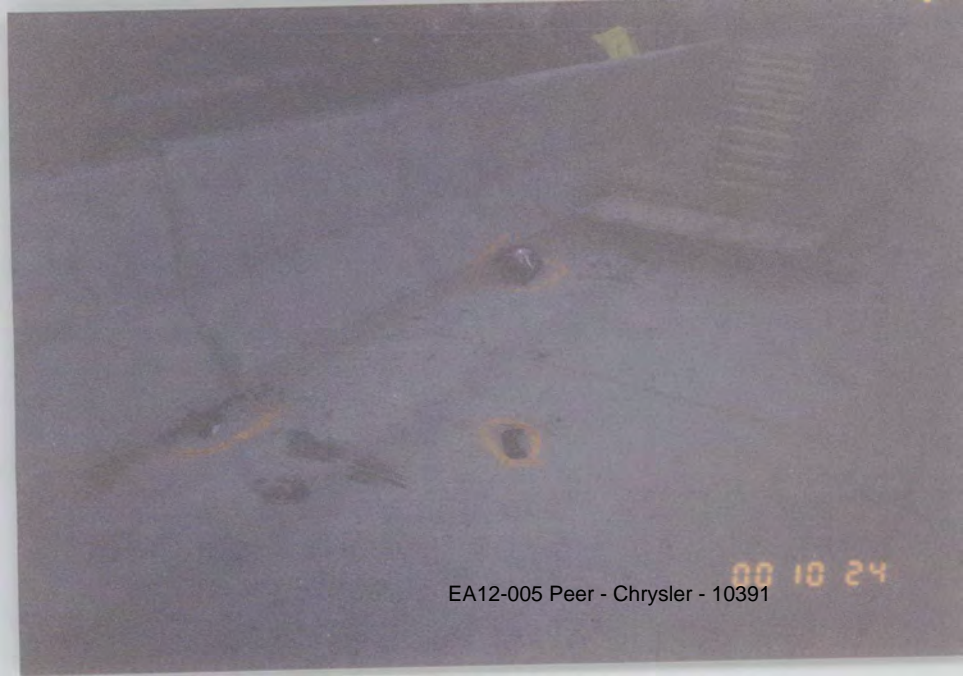
EA12-005 Peer - Chrysler - 10389

00 10 24



EA12-005 Peer - Chrysler - 10390

00 10 24




EA12-005 Peer - Chrysler - 10391

00 10 24



EA12-005 Peer - Chrysler - 10392

00 10 24

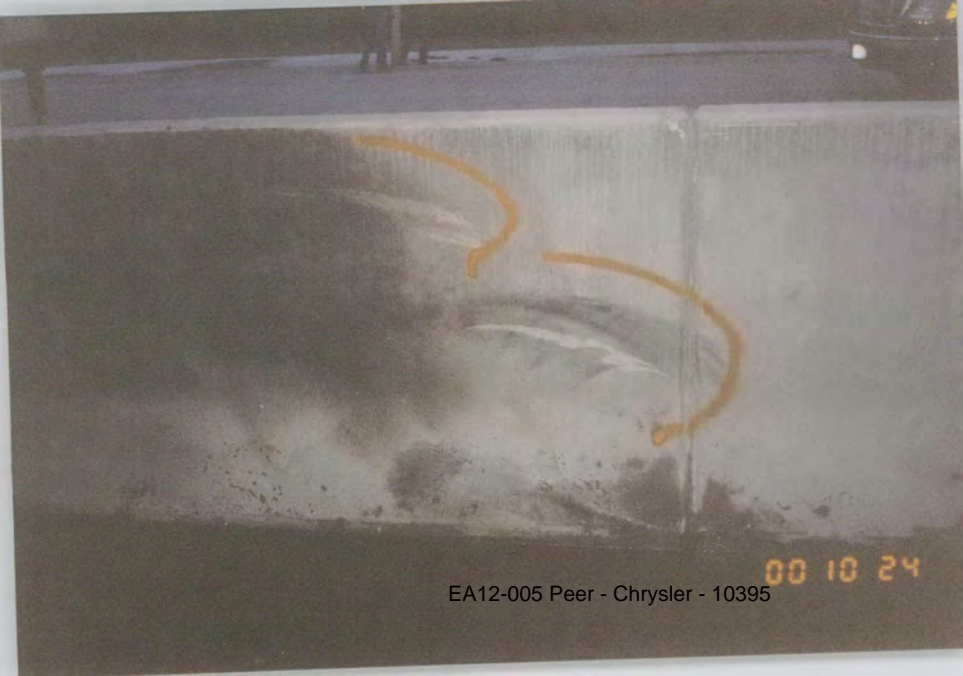
A photograph of a concrete surface, possibly a sidewalk or a road edge, with a small black object (possibly a piece of debris or a marker) marked by a yellow outline. The background shows a concrete wall and some blurred lights. The text "EA12-005 Peer - Chrysler - 10393" is overlaid at the bottom, and a date stamp "00 10 24" is visible in the bottom right corner.

EA12-005 Peer - Chrysler - 10393

00 10 24

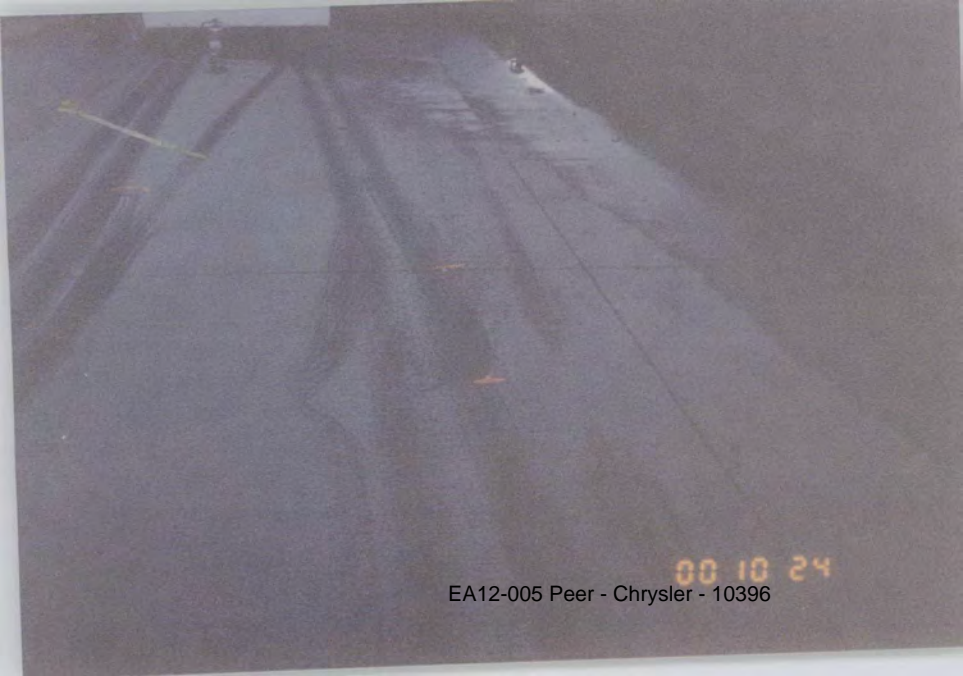
EA12-005 Peer - Chrysler - 10394

00 10 24



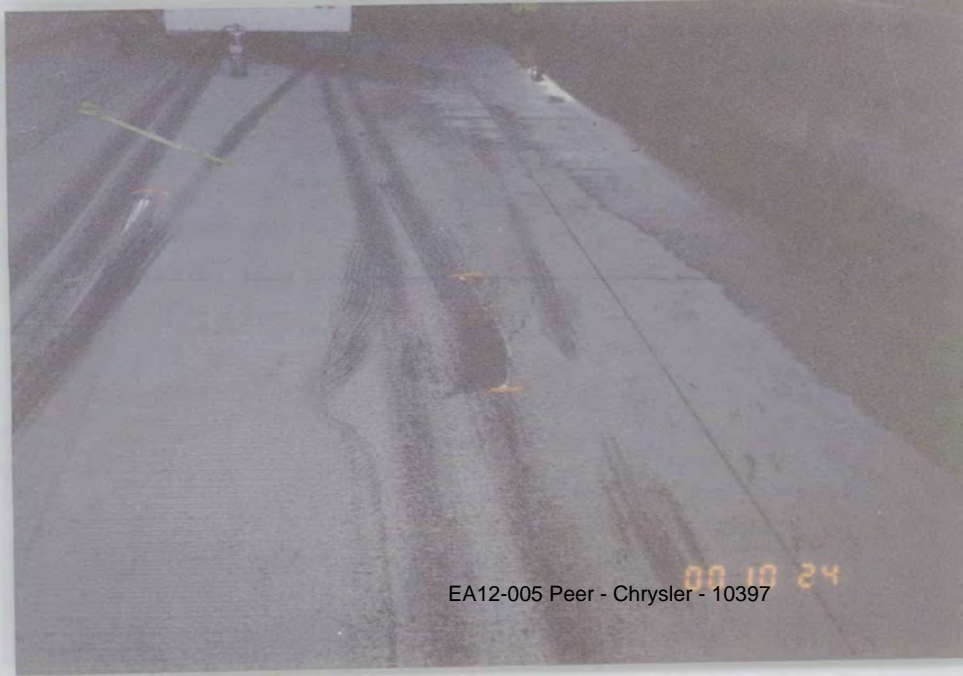
EA12-005 Peer - Chrysler - 10395

00 10 24



00 10 24

EA12-005 Peer - Chrysler - 10396



EA12-005 Peer - Chrysler - 10397

00 10 24

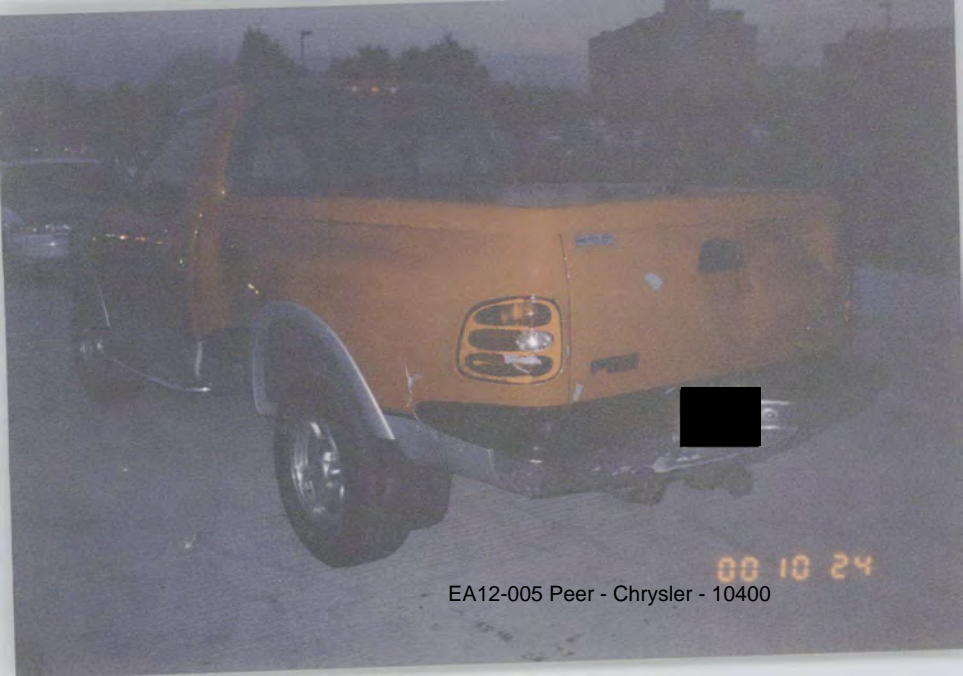
EA12-005 Peer - Chrysler - 10398

00 10 24



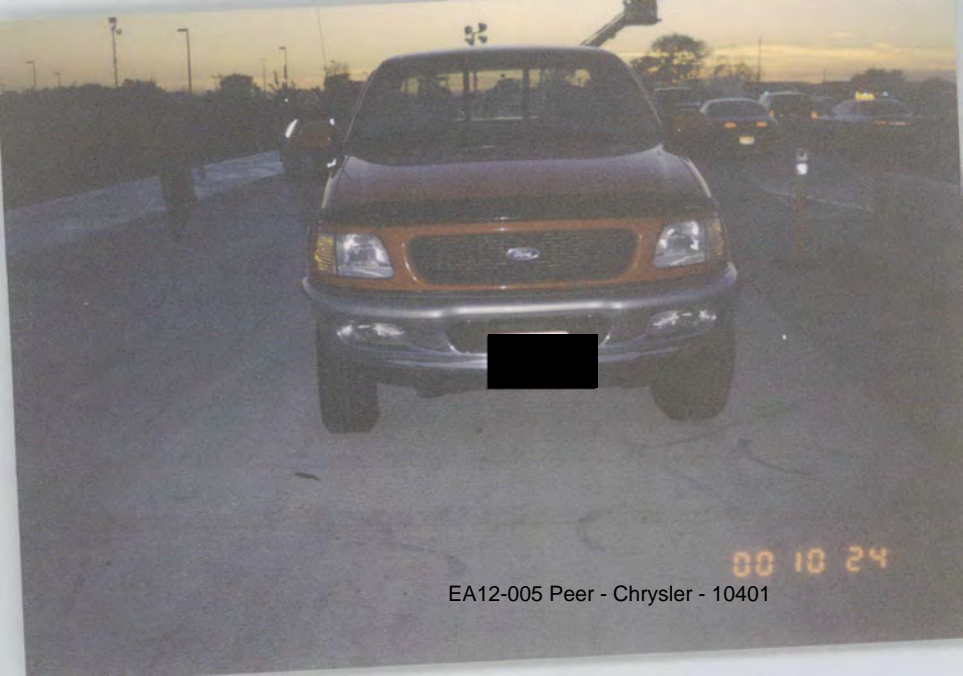
EA12-005 Peer - Chrysler - 10399

00 10 24



EA12-005 Peer - Chrysler - 10400

00 10 24



EA12-005 Peer - Chrysler - 10401



EA12-005 Peer - Chrysler - 10402



EA12-005 Peer - Chrysler - 10403

00 10 24



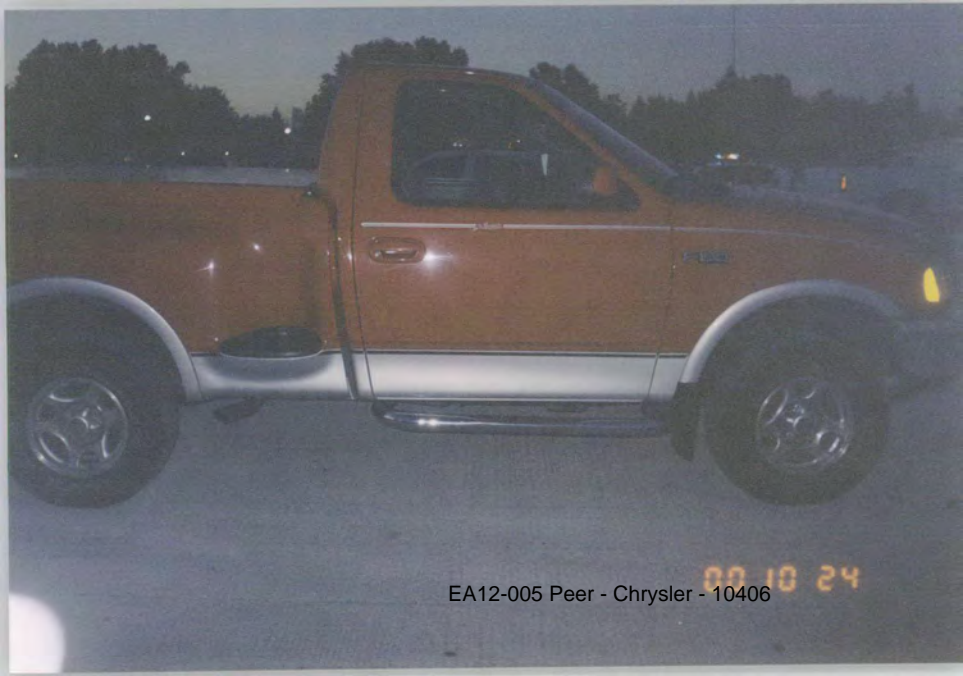
EA12-005 Peer - Chrysler - 10404

00 10 24



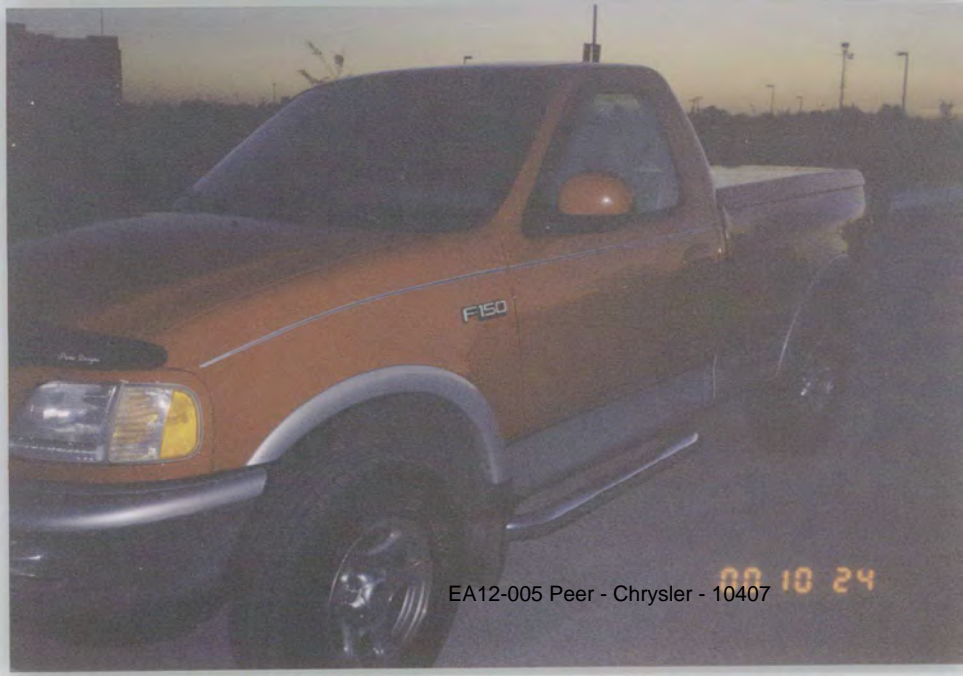
00 10 24

EA12-005 Peer - Chrysler - 10405



EA12-005 Peer - Chrysler - 10406

00 10 24



EA12-005 Peer - Chrysler - 10407

00 10 24

EA12-005 Peer - Chrysler - 10408

00 10 24

EA12-005 Peer - Chrysler - 10409

00 10 24

EA12-005 Peer - Chrysler - 10410 00 10 24

EA12-005 Peer - Chrysler - 10411

00 10 24




EA12-005 Peer - Chrysler - 10412

00 10 24



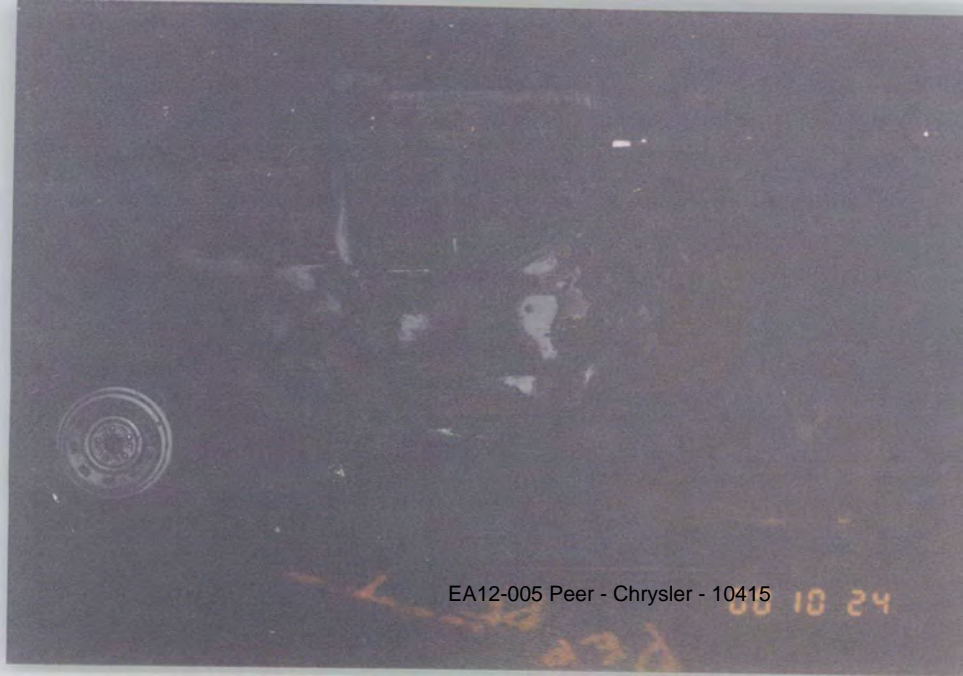
EA12-005 Peer - Chrysler - 10413

08 10 24



EA12-005 Peer - Chrysler - 10414

00 10 24



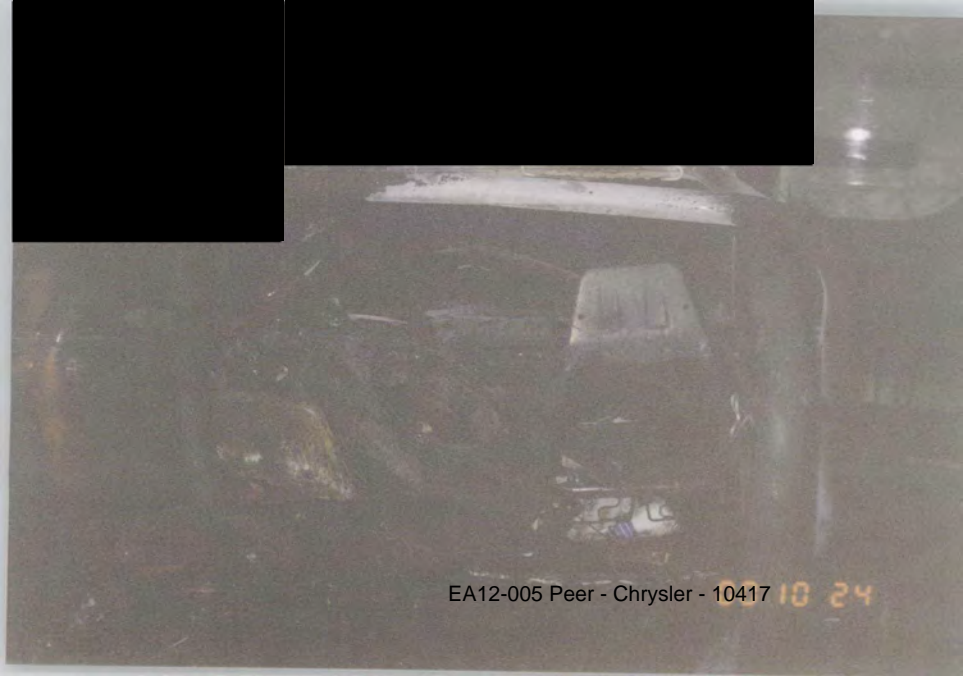
EA12-005 Peer - Chrysler - 10415

08 10 24



EA12-005 Peer - Chrysler - 10416

08 10 24



EA12-005 Peer - Chrysler - 1001024

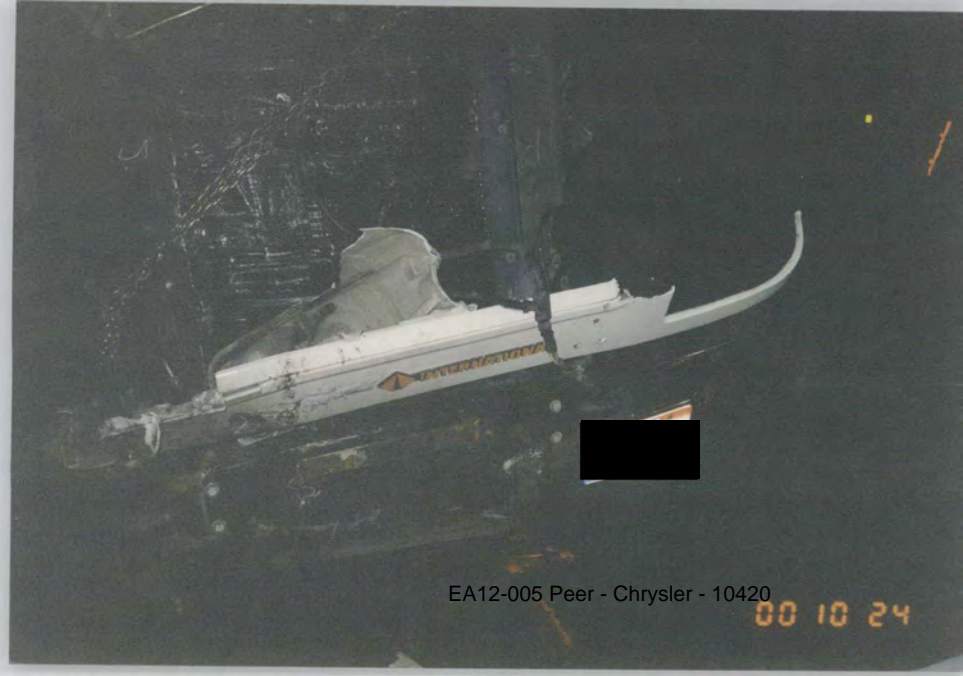
EA12-005 Peer - Chrysler - 10418

00 10 24



EA12-005 Peer - Chrysler - 10419

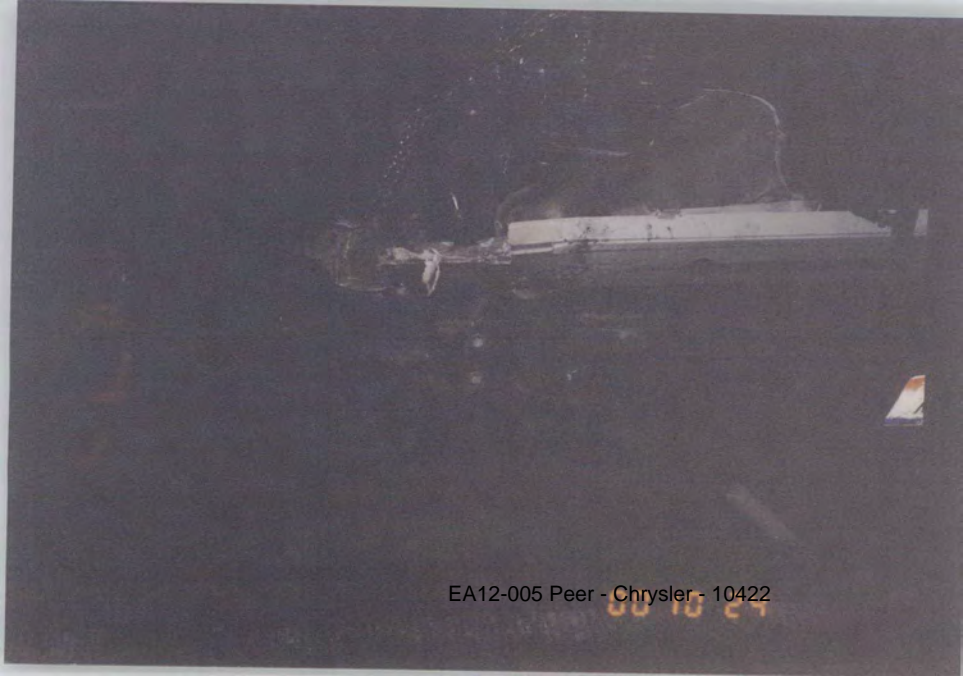
02 10 24



EA12-005 Peer - Chrysler - 10420

00 10 24

EA12-005 Peer - Chrysler - 10421

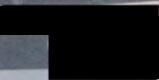


EA12-005 Peer - Chrysler - 10422

00 10 24



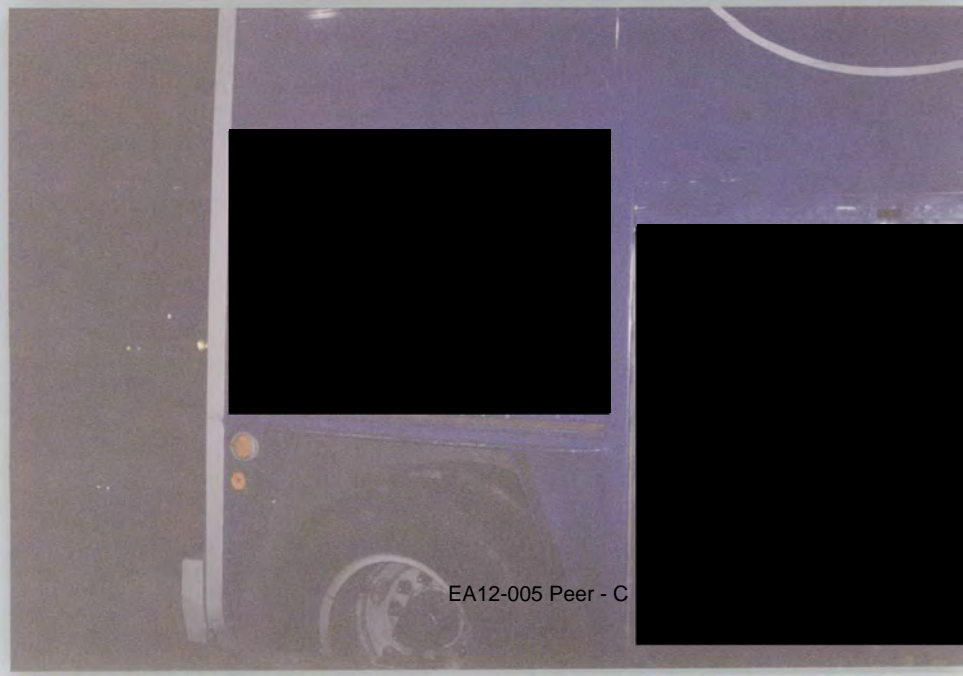
EA12-005 Peer -



10 24

EA12-005 Peer - Chrysler - 10424

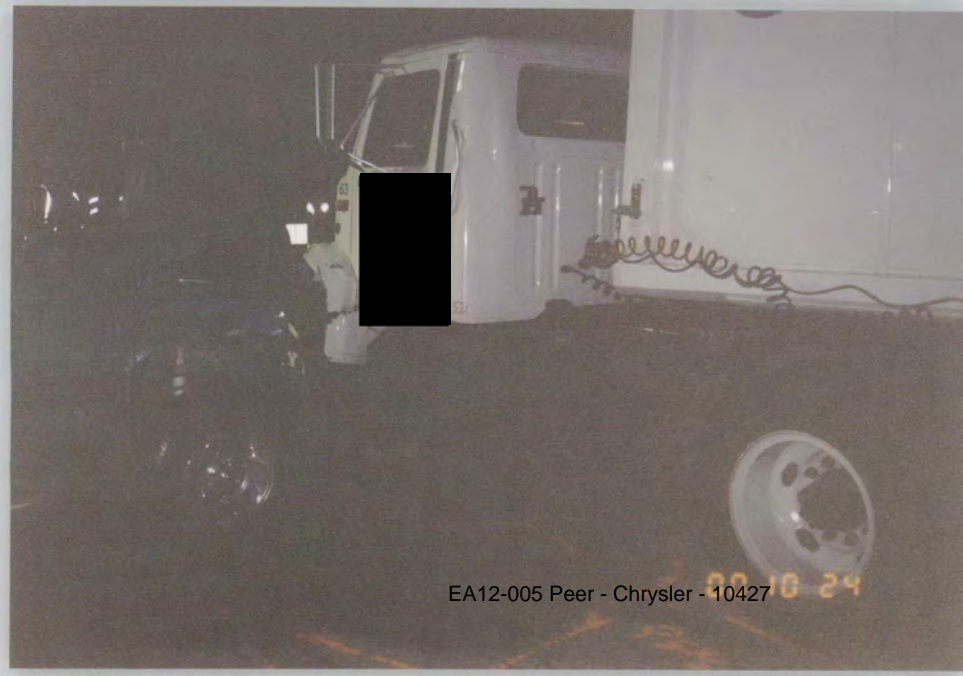
00 18 24



EA12-005 Peer - C

EA12-005 Peer - Chrysler - 10426

00 10 24



EA12-005 Peer - Chrysler - 10427

00 10 24



EA12-005 Peer - Chrysler - 10428

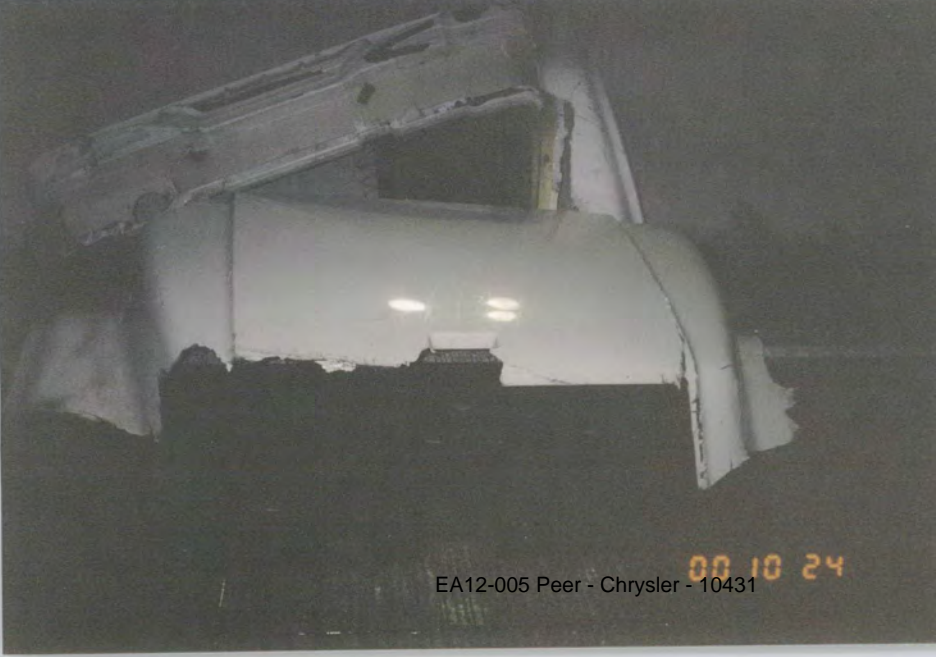
08 10 24



EA12-005 Peer - Chrysler - 10429 08 10 24

Handwritten text on the left edge of the white paper, possibly a date or reference number.

EA12-005 Peer - Chrysler 10430 00:18:24



EA12-005 Peer - Chrysler - 10431

00 10 24



12-005 Peer - Chrysler - 10432

00 10 24



EA12-005 Peer - Chrysler - 10433

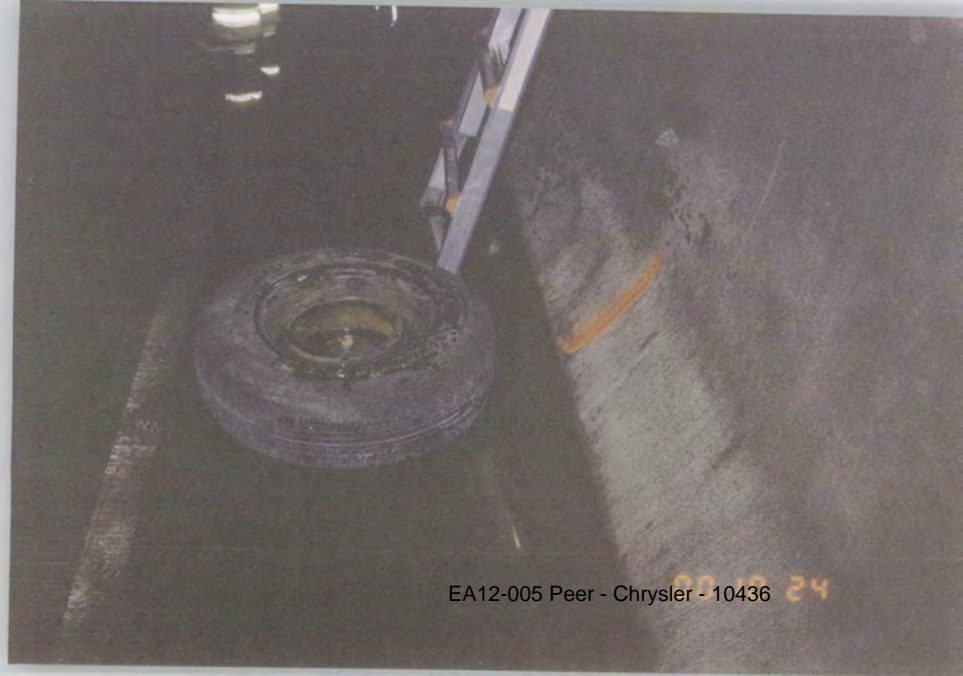


EA12-005 Peer - Chrysler - 10434



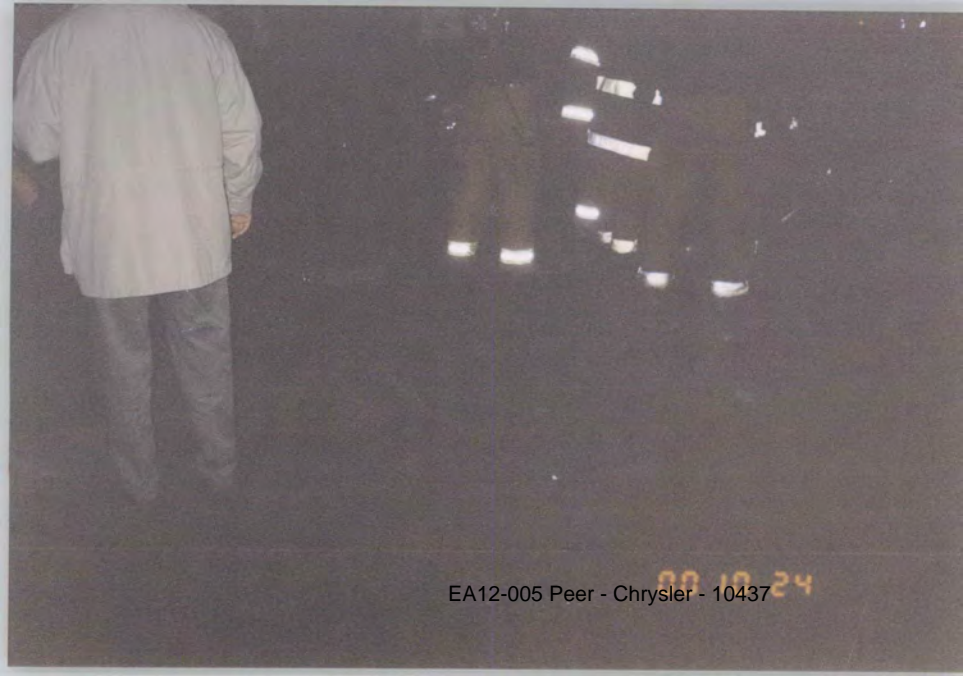
EA12-005 Peer - Chrysler - 10435

00 10 24



EA12-005 Peer - Chrysler - 10436

08 10 24

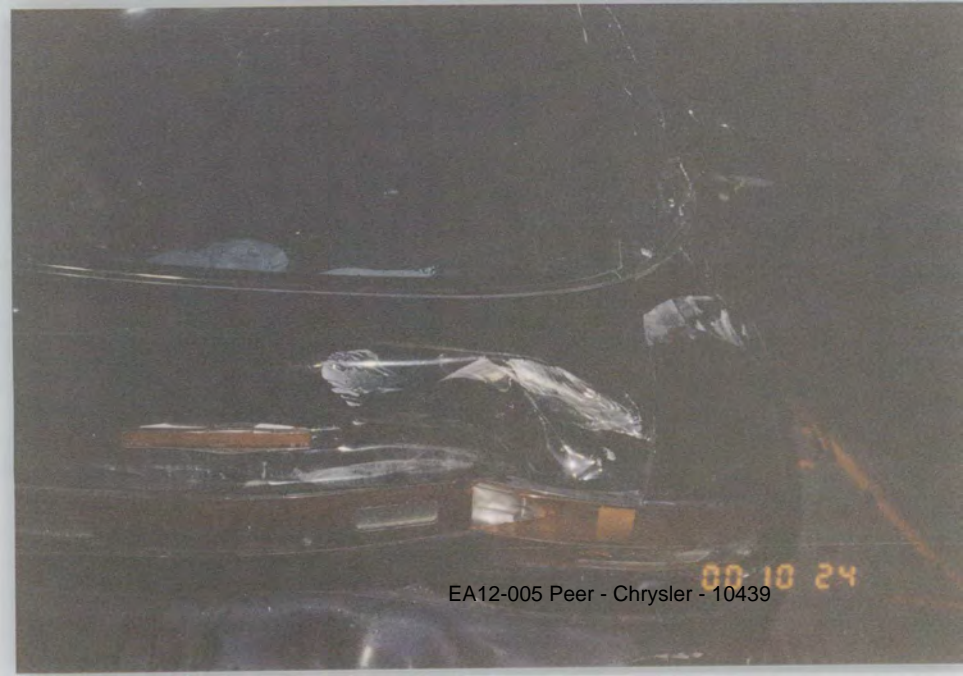


EA12-005 Peer - Chrysler - 10437 00 10 24




EA12-005 Peer - Chrysler - 10438

00 10 24



EA12-005 Peer - Chrysler - 10439

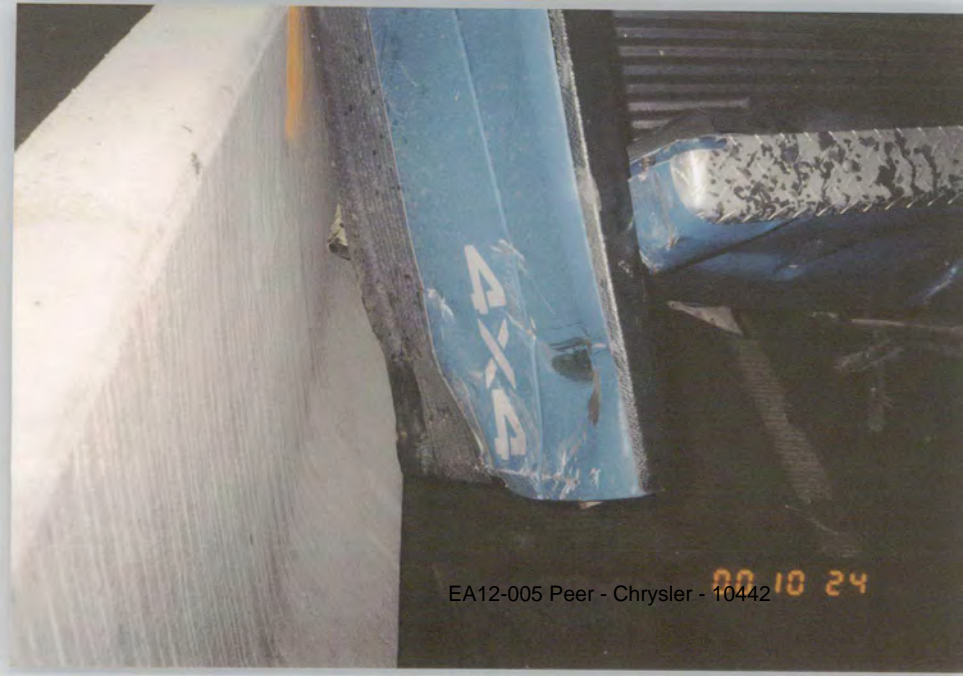
00 10 24

The image shows the front of a dark-colored car that has been severely damaged in a collision. The hood is crumpled, the windshield is shattered, and the front end is completely mangled. A timestamp '00:10:24' is visible in the lower right corner of the image. The car is identified as a Chrysler with the model number 10440.

EA12-005 Peer - Chrysler - 10440



EA12-005 Peer - Chrysler - 10441



EA12-005 Peer - Chrysler - 10442

00 10 24



EA12-005 Peer - Chrysler - 10443



EA12-005 Peer - Chrysler - 10444

09 10 24



EA12-005 Peer - Chrysler - 10445 00 10 24



EA12-005 Peer - Chrysler - 10446

00 10 24



EA12-005 Peer - Chrysler - 10447

08 18 24



EA12-005 Peer - Chrysler - 10448

00 10 24



EA12-005 Peer - Chrysler - 10449

08 18 24

EA12-005 Peer - Chrysler - 10450

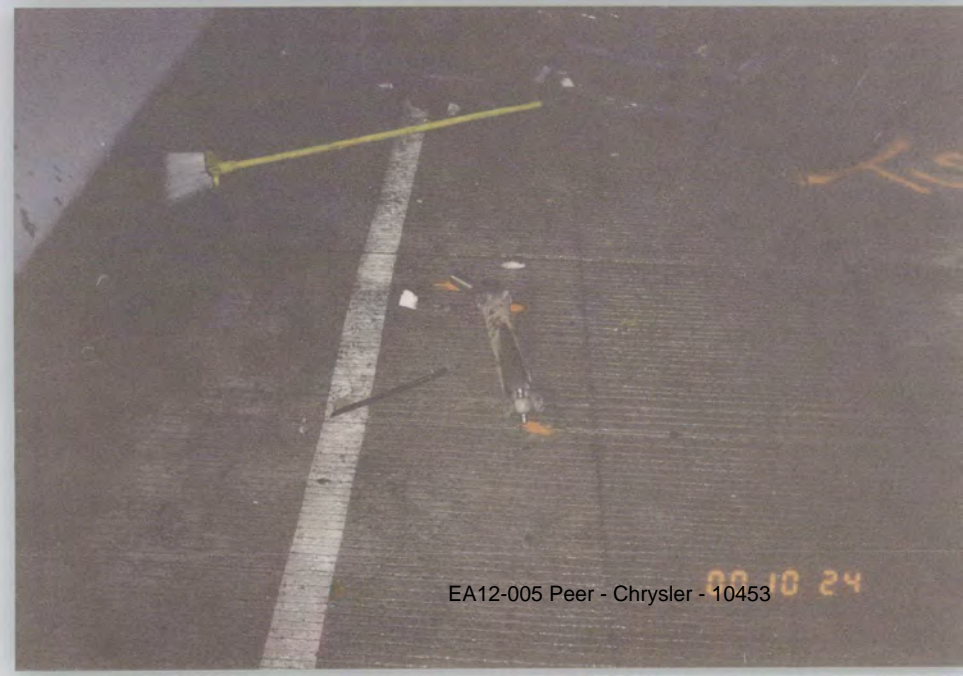
08 10 24

EA12-005 Peer - Chrysler - 10451

02 10 24

EA12-005 Peer - Chrysler - 10452

08 10 24

A photograph of a road surface, likely asphalt, showing a white lane line. A yellow measuring tape is stretched across the road. A broken object, possibly a piece of metal or plastic, lies on the road near the white line. The date '08-10-24' is visible in the bottom right corner.

EA12-005 Peer - Chrysler - 10453

08-10-24

EA12-005 Peer - Chrysler - 10454

00 10 24



EA12-005 Peer - Chrysler - 10455

00 10 24



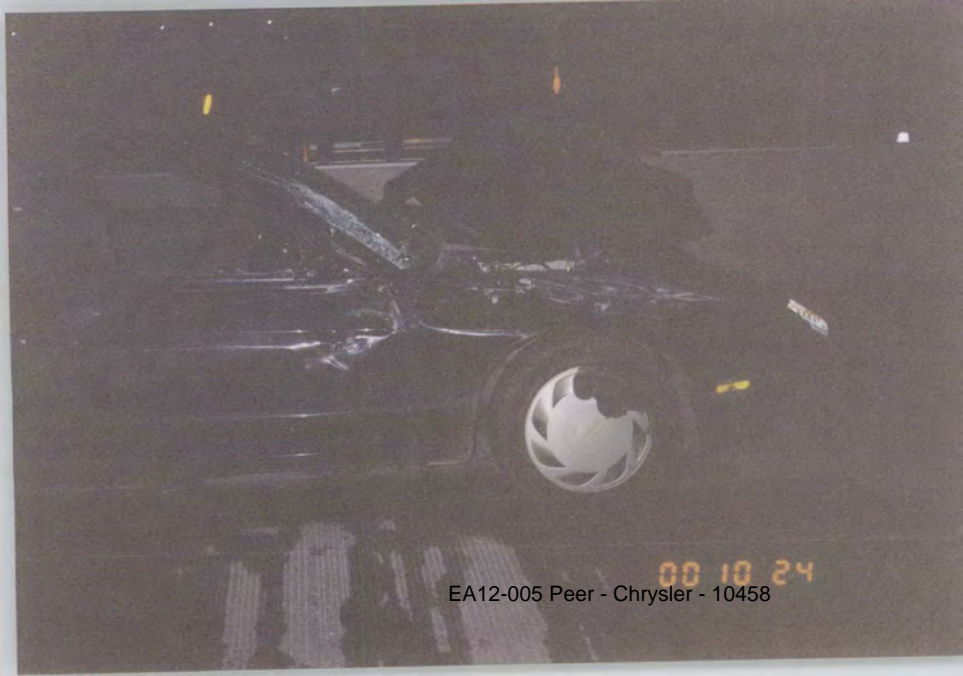
EA12-005 Peer - Chrysler - 10456

05 10 24

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EA12-005 Peer - Chrysler - 10457

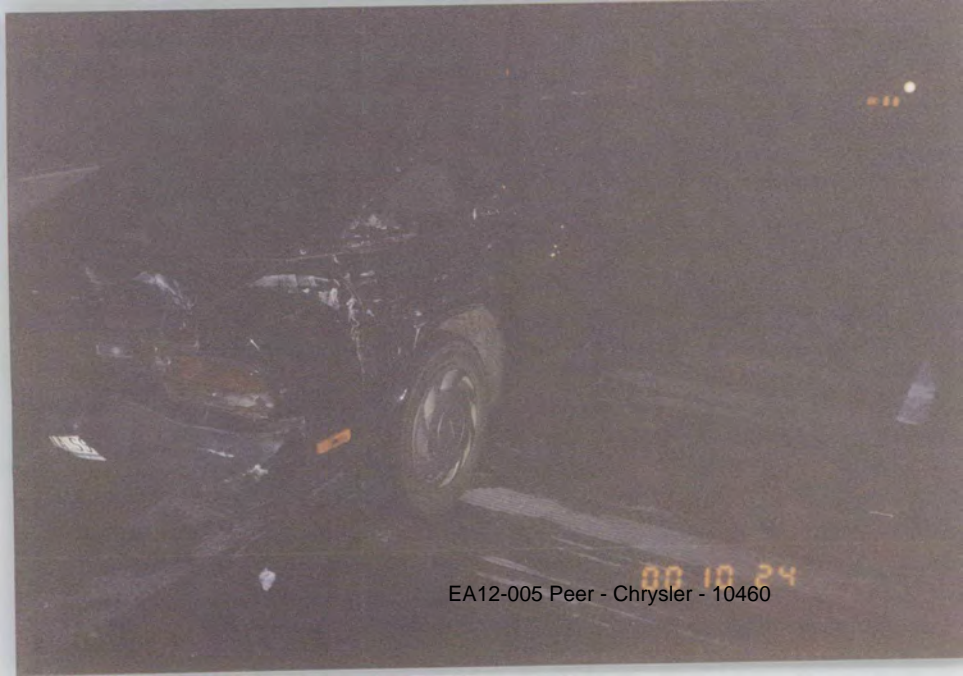
00 10 25



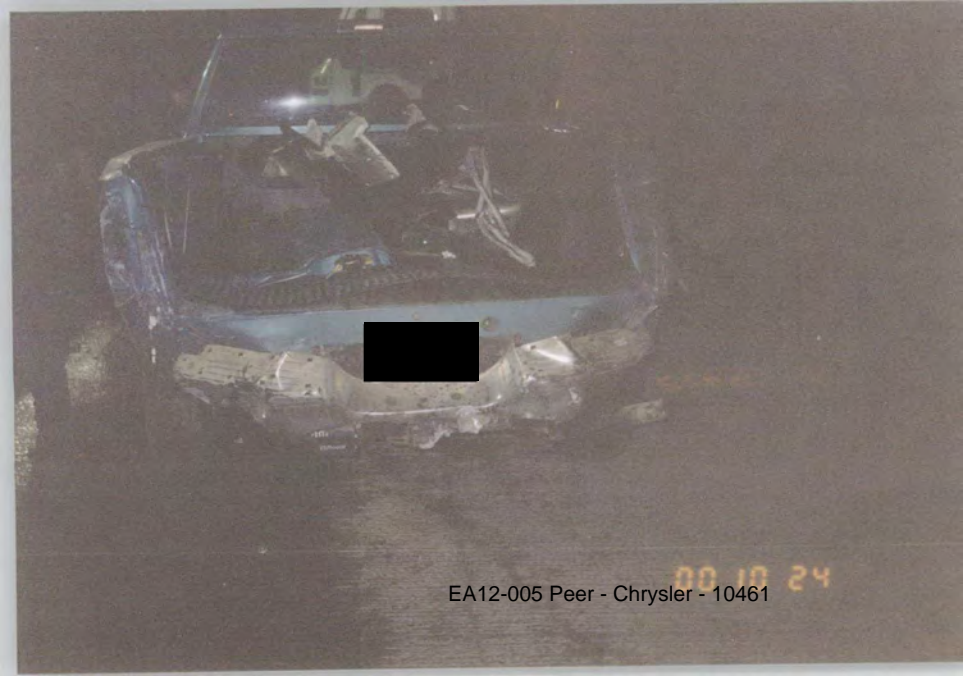
EA12-005 Peer - Chrysler - 10458



EA12-005 Peer - Chrysler - 10459



EA12-005 Peer - Chrysler - 10460



EA12-005 Peer - Chrysler - 10461

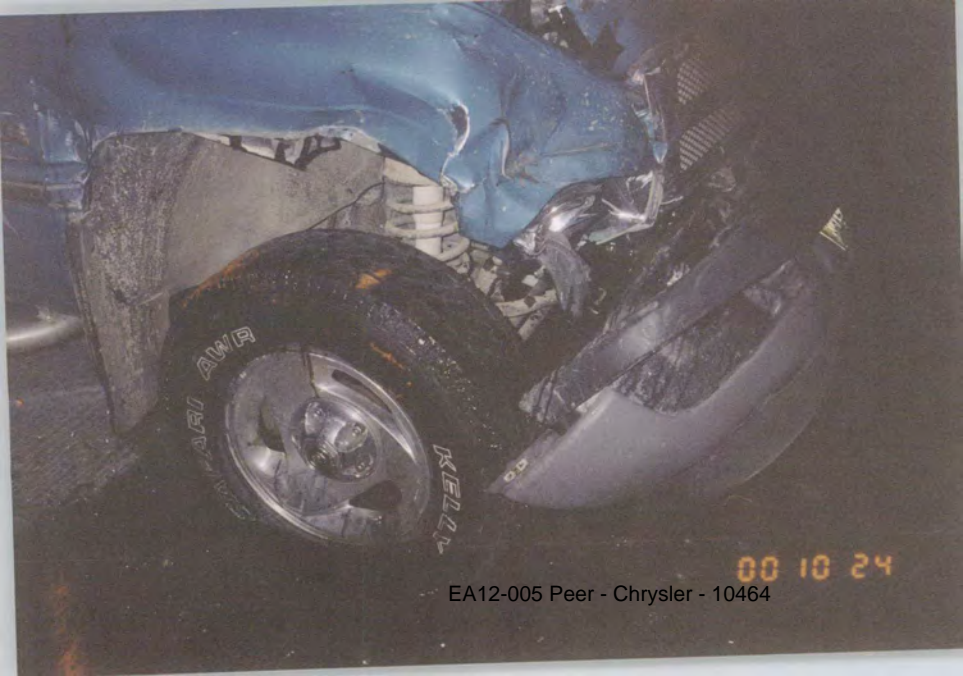
00 10 24



EA12-005 Peer - Chrysler - 10462

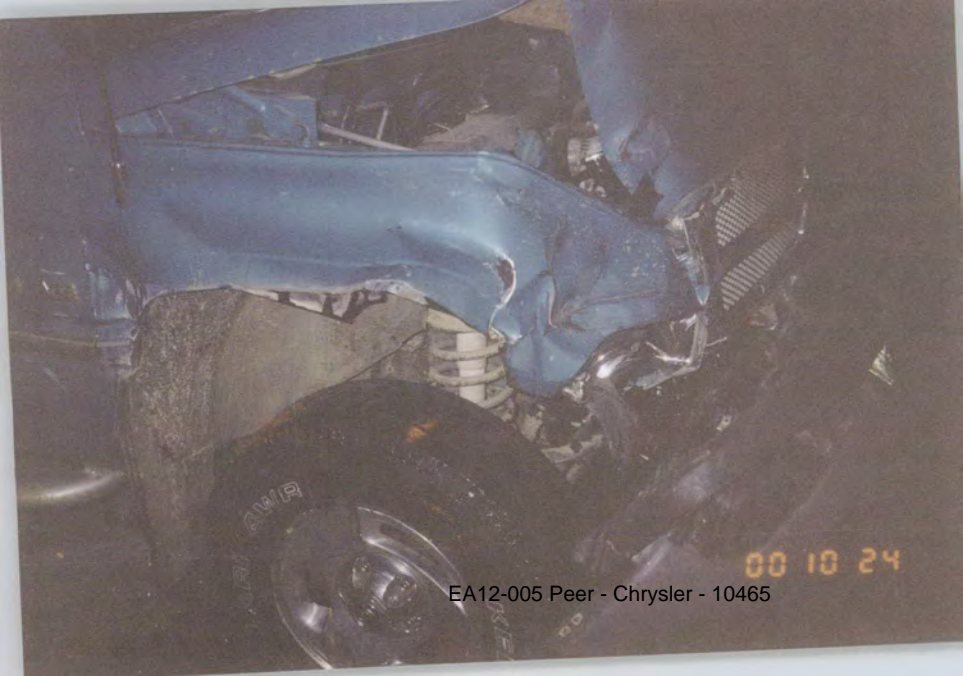


EA12-005 Peer - Chrysler - 10463



00 10 24

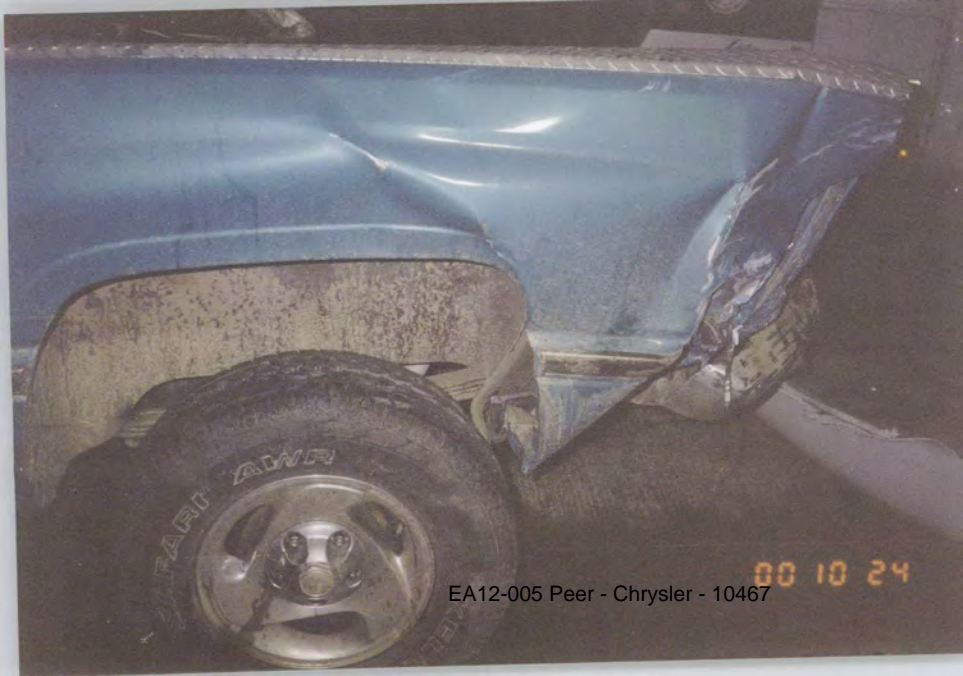
EA12-005 Peer - Chrysler - 10464



EA12-005 Peer - Chrysler - 10465



EA12-005 Peer - Chrysler - 10466



EA12-005 Peer - Chrysler - 10467

00 10 24

FAIAL

Idaho Vehicle Collision Report # 235

Agency Code 0101 Officer 602 Report District 42 MAY 11 2001 No 036-086 Page

10/29/2000 Tuesday (3) 1738 1739 1741 1739 1742 - Miss. S. W. Of Boise

1	ON E/B I-184	2	55	Ada	-
2					
3	.35 X Miles of CURTIS RD O/C				

UNIT 1 Vehicle Pedestrian Pedalcyclist

Vehicle Year: 1985 Make: Dodge-Chev Model: Dart-Nova Style: Truck Tractor

Vehicle Color: WHITE State ID: ID

Vehicle Identification No: 1H9RA1219FH Est. Cost of Damage: 3000

Insurance: ROYAL INS Policy Number: [REDACTED]

Passenger Names and Addresses (Unit 1 only, additional passengers on page 3)

Same Address as Driver	Seating	Sex	Date of Birth	Prot Dev	Injury	Ejection	Trapped	Transported
<input type="checkbox"/>								

UNIT 2 Vehicle Pedestrian Pedalcyclist

Vehicle Year: 1993 Make: Jeep Model: WRANGLER Style: 2 DOOR

Vehicle Color: RED State ID: ID

Vehicle Identification No: IJ4FY19P9PP Est. Cost of Damage: TOTAL

Insurance: UNKNOWN Policy Number: UNKNOWN

Passenger Names and Addresses (Unit 2 only, additional passengers on page 3)

Same Address as Driver	Seating	Sex	Date of Birth	Prot Dev	Injury	Ejection	Trapped	Transported
<input type="checkbox"/>								

Injured Transported To: Boise -- St Alphonsus By: Ada Cnty EMS-Boise

<p>Seating</p> <table border="1"> <tr><td>1</td><td>2</td><td>3</td></tr> <tr><td>4</td><td>5</td><td>6</td></tr> <tr><td>7</td><td>8</td><td>9</td></tr> </table> <p>Vehicle 1 Motorcycle 7</p>	1	2	3	4	5	6	7	8	9	<p>Protective Devices</p> <ul style="list-style-type: none"> 1 None 2 Shoulder Belt Only 3 Lap Belt Only 4 Shoulder & Lap 5 Child Safety Seat 6 Helmet Used 7 Nonmotorist <p>Air Bag Equipped</p> <ul style="list-style-type: none"> 1 Non-Activated Air Bag, Belts in Use 2 Non-Activated Air Bag, No Belts in Use 3 Air Bag Activated, Belts in Use 4 Air Bag Activated, No Belts in Use 	<p>Injury</p> <ul style="list-style-type: none"> K Dead A Incapacitating B Non-Incapacitating C Possible D None Evident U Unknown 	<p>Unit Type</p> <ul style="list-style-type: none"> 1 Pedestrian 2 Pedalcycle 3 Motorcycle 4 Moped 5 Car 6 Pickup with Camper 7 Pickup / Van / Panel 8 Sport Utility Vehicle 9 Equestrian 10 Farm Equipment (List) 11 Construction Equip (List) 12 Bus 13 Single Unit Truck - 2 axle, 6 Tires 14 Single Unit Truck - 3 axle 15 Truck with Trailer 16 Boat/Can 17 Tractor w/ Semi Trailer 18 Tractor w/ Double Trailer 19 Tractor w/ Triple Trailer
1	2	3										
4	5	6										
7	8	9										
<p>Ejection</p> <ul style="list-style-type: none"> 1 Not Ejected 2 Totally Ejected 3 Partially Ejected 4 Thrown from Vehicle 	<p>Trapped</p> <ul style="list-style-type: none"> 1 Not Trapped 2 Trapped / Ejection unit used 3 Trapped / other extrication method 	<p>Transported For Medical Care By</p> <ul style="list-style-type: none"> 1 Ambulance 2 Police Car 3 Helicopter 4 Private Vehicle 5 Not Transported 	<p>Attachments</p> <ul style="list-style-type: none"> 1 Boat Trailer 2 Snowmobile 3 ATV 4 Train 5 Other Motor Vehicle 									

Locality	1 Business/Commercial 2 Industrial/Manufacturing	3 School/Playground 4 Recreational Area	5 Agricultural 6 Undeveloped	7 Residential
Light Conditions	1 Day 2 Dawn/Dusk	3 Dark - Street Lights On 4 Dark - Street Lights Off	5 Dark - No Street Lights	
Weather Conditions - Two Selections Possible	1 Clear 2 Cloudy	3 Rain 4 Snow 5 Sleet/Hail	6 Fog 7 Blowing Dust/Sand 8 Severe Cross Winds	9 Smoke/Smog
Road Surface Conditions	1 Dry 2 Wet	3 Slush 4 Ice	5 Snow 6 Mud	7 Water 8 Other
Other Road Conditions	1 None 2 Ruts/Bumps/Holes 3 Sick Asphalt (Bleeding) 4 Washboard	5 High/Low Shoulder 6 Loose Gravel/Seal Coat 7 Under Construction 8 Lane Closed	9 Flooded A Poor Pavement B Markings 9 Other	

Order #	602	Case No	036-086	Page	
Road Type					
1 2-Way & Raised/Depressed Divider	2 2-Way & 2-Way Left Turn Lane Divider	3 One-Way	4 2-Way & No Divider	5 Ramp	6 Alley
7 Rest Area	8 Port of Entry	9 Canal			
Road Surface Type					
1 Concrete	2 Paved (Asphalt/Brick)	3 Gravel/Stone	4 Dirt		
Roadway Geometrics		1 Straight	2 Curve		
		3 Upgrade/Downgrade	4 Hillcrest	5 Level	
Traffic Control					
0 None	1 Stop Sign	2 Yield	3 Traffic Signal	4 Flashing Beacon	5 Traffic Signal - Red Only
6 Officer/Flagger	7 R R Gates Signal	8 R R Flashing Beacon	9 School Bus Sign	A No Pass Barrier Lane	B Construction Sign
SPECIFY					
1 Functioning	2 Not Functioning	3 Removed			

UNIT # 1	CONTRIBUTING CIRCUMSTANCES - 3 Possible						UNIT # 2																								
1 None	2 Exceeded Posted Speed	3 Speed Too Fast for Conditions	4 Too Slow for Traffic	5 Improper Overtaking	6 Improper Lane Change	7 Following Too Close	8 Drove Left of Center	9 Off Roadway / Over Corrected	10 Improper Backing	11 Improper Turn	12 Failed to Signal	13 Failed to Yield	14 Passed Stop Sign	15 Disregarded Signal	16 Tire Defect	17 Wheel Defect	18 Light Defect	19 Other Vehicle Defect	20 Alcohol Impaired	21 Drug Impaired	22 Inattention	23 Vision Obstruction	24 Asleep/Drowsy	25 Sick	26 Fatigued	27 Physical Impairment	28 Improperly Parked	29 Previous Accident	30 Distraction on Vehicle/Trailer	31 Improper use of Turn Lane	32 Other

VISION OBSTRUCTION	0 None	1 Curve in Road	2 Hill Crest	3 Roadway Slope/Snowbank	4 Trees/Crop/Brush	5 Reflection from Surface	6 Bright Sunlight	7 Bright Headlights	8 Weather Conditions	9 Rain/Snow/Ice on Windows	10 Cracked/Dirty Windows	11 Splash/Spray from Other Vehicle	12 Vehicle Stopped on Roadway	13 Moving Vehicle	14 Parked Vehicle	15 Traffic Sign	16 Billboard/Fence	17 Building	18 Other
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INITIAL Point of Impact	POINT OF IMPACT						INITIAL Point of Impact
	Auto / Motorcycle / Tractor with Semi Trailer	Trailing Unit #1	Trailing Unit #2				
PRINCIPLE Point of Impact	13 Top & Windows 14 Undercarriage	33 Top 34 Undercarriage	53 Top 54 Undercarriage				

EXTENT OF DEFORMITY	0 None	1 Very Minor	2 Minor	3 Minor/Moderate	4 Moderate	5 Moderate/Severe	6 Severe	7 Very Severe
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Towed Due to Damage Yes No

Towed By **BOISE VALLEY TOWING**

Towed Due to Damage Yes No

Driver of UNIT # 1	ALCOHOL / DRUG INVOLVEMENT				Driver of UNIT # 2
1 Neither Alcohol or Drugs Detected	2 Yes - Alcohol	3 Yes - Drugs	4 Yes - Both		
Alcohol Test:	Alcohol / Drug Test				Alcohol Test:
1 None Given	2 Test Refused	3 Blood Test	4 Urine Test	5 Breath Test	6 Field Test
Drug Test:					
BAC Test Results	Drug Used (if known)	Drug Test Results	BAC Test Results	Drug Used (if known)	Drug Test Results

UNIT # 1	COMMERCIAL VEHICLE						UNIT # 2			
Refer to Instruction Sheet before completing										
Cargo Body										
1 Bus	2 Van/Enclosed Box	3 Cargo Tank	4 Flatbed	5 Dump	6 Concrete Mixer	7 Auto Transporter	8 Garbage Refuse	9 Other	10 Special Use	
# Axes	GVWR - Power	GVWR - All Trailers	ICC # For Load	DOT # For Load	# Axes	GVWR - Power	GVWR - All Trailers	ICC # For Load	DOT # For Load	
3	50,000	50,000	-	062577						
Hazardous Material	Placard <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Spilled <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Haz-Mat #		Hazardous Material	Placard <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Spilled <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Haz-Mat #		
Carrier Name & ICC# or DOT# for Load obtained from...										
1 Shipping Papers							2 Vehicle Side	3 Driver	4 Log Book	5 Other
(If Carrier different from Vehicle Owner)	Carrier Name	Address			City	State	Zip			
(If Carrier different from Vehicle Owner)	Carrier Name	Address			City	State	Zip			

Event	Unit # of Units Involved	Event Location
51	1 2	1
49	2	4
51	2 3	1
51	3 4	1
51	4 5	1
51	5 6	1

EVENTS - List events for ALL units in the order they occurred

Case No **036-086** Page

- 1 Overturn
 - 2 Separation of Units
 - 3 Cargo Loss Shift
 - 4 Jackknifed
 - 5 Ran off Road
 - 6 Down Hill Runaway
 - 7 Fire Explosion
 - 8 Gas Ignition
 - 9 Other Non-Collision
 - 10 Loss of Control
 - 11 Hit/Flushed/Jumped
 - 12 Non-Collision Injury
 - 13 Immersion
 - 71 Came Back on Road
 - 72 Drove L/R of Center
- One Veh. Collision With**
- 14 Pedestrian
 - 15 Pedalcycle
 - 16 Railroad Train
 - 17 Domestic Animal
 - 18 Wild Animal
 - 19 Other Object
 - 20 Not Fixed
 - 21 Parked Vehicle on Private Property
 - 21 Impact Attenuator
 - 22 Bridge/Pier/Abutment
 - 23 Bridge Parallel End
 - 24 Bridge Rail
 - 25 Overpass
 - 26 Guardrail Face
 - 27 Guardrail End
 - 28 Median Barrier
 - 29 Highway Traffic Sign Post
 - 31 Overhead Sign Support
 - 32 Street Light Support
 - 33 Utility Pole
 - 35 Other Pole
 - 40 Delineator Post
 - 41 Culvert
 - 42 Curb
 - 43 Ditch
 - 44 Embankment
 - 45 Fence
 - 46 Mailbox
 - 47 Tree
 - 48 Building Wall
 - 49 Other Fixed Object

Vehicle Skid
 Same
 Opposite

Vehicle Skid
 Same
 Opposite

Turning Events
 Reaction
 No Reaction

Reaction
 Reaction
 No Reaction

THE EVENT LOCATION

1 On Highway	4 Roadside (Includes Sidewalk)	7 Median	A In Training Lot
2 Left Shoulder	5 Outside Right of Way	8 Core	B Parking Lot Access Road
3 Right Shoulder	6 Off Roadway - Loc Unknown	9 Other	C Private Property

UNIT # 1 ← **FIRST EVENT RELATIONSHIP TO JUNCTION** → **UNIT # 2**

6 ← **6**

1 Non-junction
2 Intersection
3 At Driveway/Alley
4 Driveway/Alley Related
5 On Ramp
6 Ramp Related
7 At Railroad Crossing
8 Railroad Crossing Related
9 Other

GENERAL DIRECTION OF TRAVEL (Turning select direction before turning)

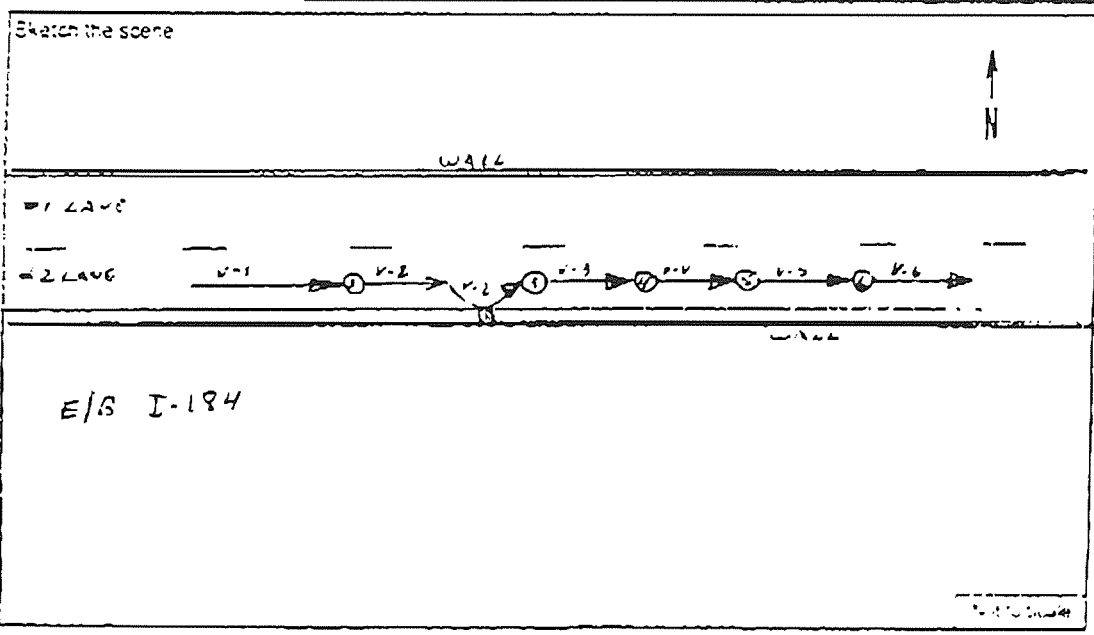
General Direction of Street	Unit Direction	General Direction of Street	Unit Direction
<input type="checkbox"/> South/North	<input type="checkbox"/> North <input type="checkbox"/> South	<input type="checkbox"/> South/North	<input type="checkbox"/> North <input type="checkbox"/> South
<input checked="" type="checkbox"/> West/East	<input checked="" type="checkbox"/> East <input type="checkbox"/> West	<input checked="" type="checkbox"/> West/East	<input checked="" type="checkbox"/> East <input type="checkbox"/> West

On Street **E/B I-184 -** On Street **E/B I-184 -**

FIRST Harmful Event **51** FIRST Harmful Event **51**

MOST Harmful Event **51** MOST Harmful Event **51**

Driver / Ped Action **1** Driver / Ped Action **12**



- Driver Actions**
- 1 Going Straight
 - 2 Turning Right
 - 3 Light Turn Right
 - 4 Turning Left
 - 5 Left Turn of Head
 - 6 Turn
 - 7 Merging
 - 8 Changing Lanes
 - 9 Passing
 - 10 Regulating Vehicle
 - 11 Stopped in Frame
 - 12 Stopping in Frame
 - 13 Starting in Frame
 - 14 Starting in Frame
 - 15 Entering Lane
 - 16 Leaving Lane
 - 17 Backing
 - 18 Backing
 - 19 Backing
 - 20 Backing
 - 21 Backing
 - 22 Backing
 - 23 Backing
 - 24 Backing
 - 25 Backing
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 - 95 Backing
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 - 98 Backing
 - 99 Backing
 - 100 Backing

- Pedestrian/Pedalcycle Actions**
- 30 Crossing at Painted Intersection
 - 31 Crossing at Unpainted Intersection
 - 32 Crossing at Non-Intersection Area
 - 33 Crossing Not at Intersection
 - 34 Walk/Ride with Traffic in Base Lane
 - 35 Walk/Ride with Traffic in Base Lane
 - 36 Walk/Ride Facing Traffic in Base Lane
 - 37 Walk/Ride Facing Traffic in Base Lane
 - 38 Standing on Roadway
 - 39 Playing on Roadway
 - 40 Working on Roadway
 - 41 Entering Lane Behind Bus
 - 42 Not on Roadway
 - 43 Other

Property Damage (Name of Object Struck - Owner Name and Address)
None

Narrative / Additional Information / Additional Passengers (indicate unit # and all information for additional passengers)
 Note: The Narrative is printed on a supplemental form.

Additional Witnesses - [Redacted] (passenger) [Redacted] Boise ID [Redacted]
 [Redacted] BOISE ID [Redacted]
 [Redacted] GARDEN VALLEY, ID [Redacted]

Investigating Officer's Name and # **X THORNE/WIEDEMANN 489** Date of Report **10/24/2000** Photos Reported by **EA12-005 Peer - Chrysler - 10126**

Idaho Vehicle Collision Report

Additional Units

ITD-90A 10-8-96
27-010505-9

Date of Collision	Time	Agency	Officer #	Case No
10/24/2000	1738	0101	602	036-086

UNIT 3		<input checked="" type="checkbox"/> Vehicle	<input type="checkbox"/> Pedestrian	<input type="checkbox"/> Pedalcyclist	Vehicle Owner Last First MI		Unit Type
[Redacted]					<input checked="" type="checkbox"/> Same as Driver <input type="checkbox"/> As Driver		7
[Redacted]					Address 5697 GARRETT ST #103, Garden City ID 83714		Unit Use
Vehicle Year		Make (Dodge-Chry)		Model (Dart-Nevo)	Style (2 Dr)		Attach 1
1997		Dodge		PICKUP	Pickup		-
City		State	Zip Code	Work Phone	Vehicle Color	License Plate No	State
Garden City		ID	[Redacted]	-	BLUE	[Redacted]	ID
[Redacted]		State	Idaho Code # / Violation	<input type="checkbox"/> Cited	Vehicle Identification No	Est. Cost of Damage	
[Redacted]		ID	-	<input type="checkbox"/>	3B7HF13Y1VM	TOTAL	
Sex	Date of Birth	Prot Dev	Injury	Ejection	Trapped	Transported	Insurance
M	[Redacted]	3	C	1	1	1	Allstate Ins Co
Carrier Name		Policy Number					
Allstate Ins Co		[Redacted]					

Passenger Names and Addresses	(This unit only, additional passengers on page 3)	Same Address as Driver	Seating	Sex	Date of Birth	Prot Dev	Injury	Ejection	Trapped	Transported
		<input type="checkbox"/>								
		<input type="checkbox"/>								
		<input type="checkbox"/>								

UNIT 4		<input checked="" type="checkbox"/> Vehicle	<input type="checkbox"/> Pedestrian	<input type="checkbox"/> Pedalcyclist	Vehicle Owner Last First MI		Unit Type
[Redacted]					<input checked="" type="checkbox"/> Same as Driver <input checked="" type="checkbox"/> As Driver		6
[Redacted]					Address [Redacted]		Unit Use
Vehicle Year		Make (Dodge-Chry)		Model (Dart-Nevo)	Style (2 Dr)		Attach 1
1990		Nissan		240	2 Door		-
City		State	Zip Code	Work Phone	Vehicle Color	License Plate No	State
Boise		ID	[Redacted]	-	BLK	[Redacted]	ID
[Redacted]		State	Idaho Code # / Violation	<input type="checkbox"/> Cited	Vehicle Identification No	Est. Cost of Damage	
[Redacted]		NV	-	<input type="checkbox"/>	JN1HS36P7LW	3000	
Sex	Date of Birth	Prot Dev	Injury	Ejection	Trapped	Transported	Insurance
M	[Redacted]	3	C	1	1	1	GEICO
Carrier Name		Policy Number					
GEICO		[Redacted]					

Passenger Names and Addresses	(This unit only, additional passengers on page 3)	Same Address as Driver	Seating	Sex	Date of Birth	Prot Dev	Injury	Ejection	Trapped	Transported
		<input type="checkbox"/>								
		<input type="checkbox"/>								
		<input type="checkbox"/>								

3 UNIT		CONTRIBUTING CIRCUMSTANCES - 3 Possible										UNIT 4	
0	1 Exceeded Posted Speed	5 Improper Lane Change	11 Improper Turn	17 Wheel Defect	22 Inattention	29 Improperly Warned	0	2 Speed Too Fast for Conditions	6 Following Too Close	12 Failed to Signal	18 Light Defect	23 Vision Obstruction	31 Previous Accidents
-	3 Too Slow for Traffic	7 Drove Left of Center	13 Failed to Yield	19 Other Vehicle Defect	24 Alcohol/Drugs	32 Obstruction in on Vehicle (Left)	-	4 Improper Overtaking	8 Off Roadway / Over Corrected	14 Passed Stop Sign	19 Other Vehicle Defect	25 Sick	33 Obstruction in on Vehicle (Right)
-		10 Improper Backing	15 Disregarded Signal	21 Alcohol Impaired	26 Fatigued	35 Improper use of Turn Lane	-		9 Improper Backing	16 Tire Defect	27 Physical Impairment	36 Other	

0		VISION OBSTRUCTION										0					
0	1 Curve in Road	3 Roadway Slope/Snowbank	7 Bright Headlights	12 Splash/Spray from Other Vehicle	15 Traffic Sign	0	2 Hill Crest	4 Trees/Crop/Brush	8 Weather Conditions	18 Vehicle Stopped on Roadway	17 Blind Spot	1	3 Reflection from Surface	5 Bright Sunlight	11 Cracked/Dirty Windows	14 Parked Vehicle	19 Other

<table border="1"> <tr><th>Front</th><th>Seating</th><th>Front</th></tr> <tr><td>1</td><td>2</td><td>3</td></tr> <tr><td>4</td><td>5</td><td>6</td></tr> <tr><td>7</td><td>8</td><td>10</td></tr> </table>		Front	Seating	Front	1	2	3	4	5	6	7	8	10	Protective Devices 0 None 1 Shoulder Belt Only 2 Lap Belt Only 3 Shoulder & Lap 4 Child Safety Seat 5 Helmet Used 6 Nonmotorist Air Bag Equipped 7 Non-Activated Air Bag, Belts in Use 8 Non-Activated Air Bag, No Belts in Use 10 Air Bag Activated, Belts in Use 11 Air Bag Activated, No Belts in Use		Injury X Dead A Incapacitating B Non-Incapacitating C Possible 0 None Evident U Unknown		Unit Type 1 Pedestrian 2 Pedalcyclist 3 Motorcycle 4 Atoped 8 Car 9 Bus 10 Single Unit Truck - Closed Top 11 Single Unit Truck - Open Top 12 Other	
Front	Seating	Front																	
1	2	3																	
4	5	6																	
7	8	10																	
14 Trailing Unit 16 Pedestrian 17 Pedalcyclist		18 Equestrian 99 Other U Unknown		Transported For Medical Care By 1 Ambulance 2 Police Car 3 Helicopter 4 Private Vehicle 5 Not Transported		Commercial 15 Bus 16 Single Unit Truck - Closed Top 17 Single Unit Truck - Open Top 18 Other													
Passenger Codes - Non Trailing Unit 11 Sleeper Sect (Truck Cab) 12 Other enclosed Passngr /Cargo area 13 Unenclosed Passngr /Cargo area 15 Riding on Vehicle Exterior		Ejection 1 Not Ejected 2 Totally Ejected 3 Partially Ejected J Thrown from cycle etc		Trapped 1 Not Trapped 2 Trapped / Extinction unit used 3 Trapped / other extinction method		Unit Use 1 Police 2 Ambulance 3 Driver Trng 4 Government 5 Taxi 6 Fire 7 Firefighter 8 Other													
				Attachments 1 Kill Trailer 2 Utility Trailer 3 Other															

Idaho Vehicle Collision Report

Additional Units

ID-90A 10-9-98
07-012505-B

Date of Collision	Time	Agency	Officer #	Case No
10/24/2000	1738	0101	602	036-086

Pg

UNIT 5 Vehicle Pedestrian Pedalcyclist

Vehicle Owner Last: [Redacted] First: [Redacted] MI: [Redacted] Unit Type: 7

Address: [Redacted] As Driver: [Redacted]

Vehicle Year: 997 Make (Dodge-Chev): Ford Model (Dart-Nova): PICKUP Style (2 Dr.): Pickup

Vehicle Color: RED/SIL License Plate No: [Redacted] State: ID

Vehicle Identification No: 1FTDF0868V [Redacted] Est. Cost of Damage: 000

Driver: Runa [Redacted] ID: [Redacted]

State: [Redacted] ID: [Redacted]

Vehicle Identification No: [Redacted] Est. Cost of Damage: 000

Date of Birth	Prot Dev	Injury	Ejection	Trapped	Transported	Insurance	Carrier Name	Policy Number
[Redacted]	3	C	2	1	5	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Allstate Ins Co	[Redacted] 10/5

Passenger Names and Addresses (This unit only, additional passengers on page 3)

Same Address as Driver	Seating	Sex	Date of Birth	Prot Dev	Injury	Ejection	Trapped	Transported
<input type="checkbox"/>								
<input type="checkbox"/>								
<input type="checkbox"/>								

UNIT 6 Vehicle Pedestrian Pedalcyclist

Vehicle Owner Last: [Redacted] First: [Redacted] MI: [Redacted] Unit Type: 6

Driver: [Redacted] Last: -U- First: - - MI: - -

Address: [Redacted] As Driver: [Redacted]

Street Address: [Redacted] Home Phone: [Redacted]

Vehicle Year: [Redacted] Make (Dodge-Chev): Subaru Model (Dart-Nova): UNKNOWN Style (2 Dr.): Unknown

City: [Redacted] State: [Redacted] Zip Code: [Redacted] Work Phone: [Redacted]

Vehicle Color: TAN License Plate No: -U- State: -U-

Vehicle Identification No: -U- Est. Cost of Damage: -U-

Driver's License No: [Redacted] State: [Redacted] Idaho Code # / Violation: [Redacted] Cited: [Redacted]

Seating: U Unknown Prot Dev: U Injury: U Ejection: 1 Trapped: 1 Transported: 5 Insurance: Yes
 No Carrier Name: Unknown Policy Number: [Redacted]

Passenger Names and Addresses (This unit only, additional passengers on page 3)

Same Address as Driver	Seating	Sex	Date of Birth	Prot Dev	Injury	Ejection	Trapped	Transported
<input type="checkbox"/>								
<input type="checkbox"/>								
<input type="checkbox"/>								

CONTRIBUTING CIRCUMSTANCES - 3 Possible

0 None	5 Improper Lane Change	11 Improper Turn	17 Wheel Defect	22 Inattention	29 Improperly Parked
1 Exceeded Posted Speed	6 Following Too Close	12 Failed to Signal	18 Light Defect	23 Vision Obstruction	31 Previous Accident
2 Speed Too Fast for Conditions	7 Drove Left of Center	13 Failed to Yield	19 Other Vehicle Defect	24 Asleep/Drowsy	32 Distraction in/on Vehicle (List)
3 Too Slow for Traffic	8 Off Roadway / Over Corrected	14 Passed Stop Sign	21 Alcohol Impaired	25 Sick	35 Improper use of Turn Lane
4 Improper Overtaking	10 Improper Backing	15 Disregarded Signal	26 Fatigued	27 Physical Impairment	99 Other
		16 Tire Defect	34 Drug Impaired		

VISION OBSTRUCTION

0 None	3 Roadway Slope/Snowbank	7 Bright Headlights	12 Splash/Spray from Other Vehicle	15 Traffic Sign
1 Curve in Road	4 Trees/Crop/Brush	8 Weather Conditions	18 Vehicle Stopped on Roadway	16 Billboard/Force
2 Hill Crest	5 Reflection from Surface	10 Rain/Snow/Ice on Windows	13 Moving Vehicle	17 Building
	6 Bright Sunlight	11 Cracked/Dirty Windows	14 Parked Vehicle	99 Other

<p>Seating</p> <table border="1"> <tr><td>1</td><td>2</td><td>3</td></tr> <tr><td>4</td><td>5</td><td>6</td></tr> <tr><td>7</td><td>8</td><td>10</td></tr> </table> <p>Front</p> <table border="1"> <tr><td>1</td></tr> <tr><td>4</td></tr> <tr><td>7</td></tr> </table>	1	2	3	4	5	6	7	8	10	1	4	7	<p>Protective Devices</p> <p>0 None</p> <p>1 Shoulder Belt Only</p> <p>2 Lap Belt Only</p> <p>3 Shoulder & Lap</p> <p>4 Child Safety Seat</p> <p>5 Helmet Used</p> <p>6 Nonmotorist</p> <p>Air Bag Equipped</p> <p>7 Non-Activated Air Bag, Belts in Use</p> <p>8 Non-Activated Air Bag, No Belts in Use</p> <p>10 Air Bag Activated, Belts in Use</p> <p>11 Air Bag Activated, No Belts in Use</p>	<p>Injury</p> <p>K Dead</p> <p>A Incapacitating</p> <p>B Non-Incapacitating</p> <p>C Possible</p> <p>0 None Evident</p> <p>U Unknown</p>	<p>Unit Type</p> <p>1 Pedestrian</p> <p>2 Pedalcycle</p> <p>3 Motorcycle</p> <p>4 Moped</p> <p>6 Car</p> <p>7 Pickup with Camper</p> <p>8 Pickup / Van / Panel / Sport Utility Vehicle</p> <p>12 Equestrian</p> <p>32 Farm Equipment (List)</p> <p>40 Construction Equip (List)</p> <p>10 Motorcycle</p> <p>11 Snowmobile</p> <p>5 ATV</p> <p>28 Train</p> <p>99 Other Non-Motor Veh</p>
1	2	3													
4	5	6													
7	8	10													
1															
4															
7															
<p>Passenger Codes - Non Trailing Unit</p> <p>1 Seated Seat (Truck Cab)</p> <p>2 Other Enclosed Passenger / Cargo area</p> <p>3 Unenclosed Passenger / Cargo area</p> <p>4 Riding on Vehicle Exterior</p> <p>18 Equestrian</p> <p>99 Driver</p> <p>U Unknown</p>	<p>Ejection</p> <p>1 Not Ejected</p> <p>2 Totally Ejected</p> <p>3 Partially Ejected</p> <p>T Thrown from cycle etc</p> <p>Trapped</p> <p>1 Not Trapped</p> <p>2 Trapped / Extinction unit used</p> <p>3 Trapped / other extinction method</p>	<p>Transported For Medical Care By</p> <p>1 Ambulance</p> <p>2 Police Car</p> <p>3 Helicopter</p> <p>4 Private Vehicle</p> <p>5 Not Transported</p>	<p>Commercial</p> <p>15 Bus</p> <p>21 Single Unit Truck - 2 axle/6 Tires</p> <p>22 Single Unit Truck - 3 axle</p> <p>23 Truck with Trailer</p> <p>34 Bostad</p> <p>35 Tractor w/ Semi Trailer</p> <p>36 Tractor w/ Double Trailer</p> <p>37 Tractor w/ Triple Trailer</p>												
		<p>Unit Use</p> <p>1 Police</p> <p>2 Ambulance</p> <p>3 Driver Trng</p> <p>EA15-008 Peer</p> <p>6 Fire</p> <p>7 Wrecker</p>	<p>Attachments</p> <p>10129 Mobile Home</p> <p>2 Utility Trailer</p> <p>3 Travel Trailer</p> <p>9 Other</p>												

Idaho Vehicle Collision Report

Page 8 Of 8

Narrative / Additional Information / Additional Passengers:

Case No. 036-086

1 Narrative - I, THORNE, WAS THE FIRST OFFICER ON SCENE. I COULD SEE A LARGE FIRE IN THE
2 MIDDLE OF THE WRECK. CONSTRUCTION WORKERS HAD PULLED A WATER TRUCK AROUND AND WERE
3 ATTEMPTING TO PUT OUT THE FIRE. THEY INFORMED ME THAT THERE WAS STILL ONE OCCUPANT IN
4 THE JEEP THAT WAS ON FIRE. THE OTHER OCCUPANTS WERE REMOVED FROM THEIR VEHICLES. I
5 FOUND ALL THE DRIVERS OF THE VEHICLES INVOLVED AND SAT THEM ON THE BACK OF A
6 CONSTRUCTION TRUCK FOR TREATMENT BY PARAMEDICS. NONE OF THE DRIVERS COULD TELL ME
7 WHAT HAD HAPPENED (SEE ATTACHED STATEMENTS). [REDACTED] THE DRIVER OF THE PEPSI
8 TRUCK, INFORMED ME THAT HE DID NOT REMEMBER WHAT HAPPENED. HE STATED THAT HE HEARD
9 BRAKES SQUEALING AND THEN "WOKE UP," AND THE NEXT THING HE SAW WAS FLYING METAL. I
10 ASKED HIM IF HE WAS ASLEEP. HE TOLD ME IT WAS POSSIBLE, BUT HE DID NOT KNOW.
11 S.T.B.P. OFFICERS ARRIVED AND TOOK OVER THE INVESTIGATION. SEE S.T.B.P. SUPPLEMENT.

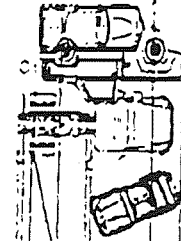
12 ADDITIONAL INFORMATION: [REDACTED]

13 THE DRIVER OF VEHICLE 6 (SUBARU) FLED THE SCENE.

14 THE LICENSE PLATE ON V-1'S SEMITRAILER IS [REDACTED], A WHITE 1991 INTERNATIONAL, REGISTERED
15 TO NAGEL BEVERAGE CO., INC., 5465 IRVING ST, BOISE, ID 83704. VIN: 1HSSDNZN9MH [REDACTED]

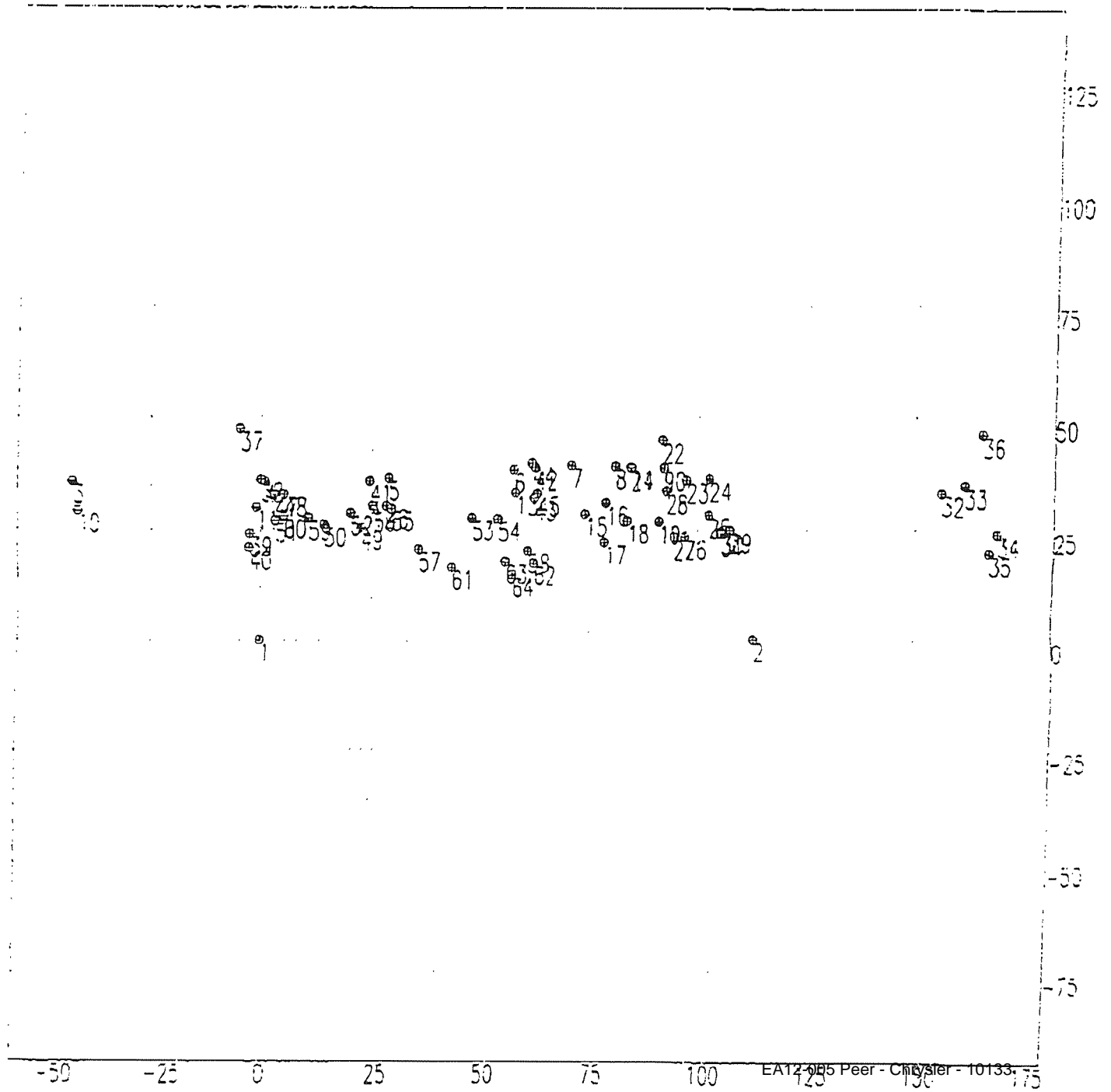
036-086

DR #036-086
 I-184 at Curtis Road Off Ramp Eastbound
 Prepared by L. Moore
 10-25-00



036-086

C:\Program Files\LINDataPAC JD\DR 036-086.raw



036 086

Number	X	Y	Z	Note
0	0.00	1.00	0.00	"Control Point 1"
1	113.39	0.00	0.00	"Control Point 2"
2	15.00	15.00	0.00	"WREND SKID"
3	15.00	15.00	0.00	"WREND SKID"
4	15.00	15.00	0.00	"SKID LR"
5	15.00	15.00	0.00	"SKID LR"
6	15.00	15.00	0.00	"SKID LR"
7	15.00	15.00	0.00	"SKID LR"
8	15.00	15.00	0.00	"SKID LR"
9	15.00	15.00	0.00	"SKID LR END"
10	15.00	15.00	0.00	"WREND SKID"
11	15.00	15.00	0.00	"WREND SKID END"
12	15.00	15.00	0.00	"RR SKID"
13	15.00	15.00	0.00	"RR SKID"
14	15.00	15.00	0.00	"RR SKID END"
15	15.00	15.00	0.00	"WEEP LF"
16	15.00	15.00	0.00	"WEEP RF"
17	15.00	15.00	0.00	"WEEP LF"
18	15.00	15.00	0.00	"WEEP RF"
19	15.00	15.00	0.00	"WEEP LF"
20	15.00	15.00	0.00	"WEEP RF"
21	15.00	15.00	0.00	"WEEP LF"
22	15.00	15.00	0.00	"WEEP RF"
23	15.00	15.00	0.00	"WEEP LF"
24	15.00	15.00	0.00	"WEEP RF"
25	15.00	15.00	0.00	"DODGE GRILL"
26	15.00	15.00	0.00	"NISSAN RE"
27	15.00	15.00	0.00	"NISSAN LE"
28	15.00	15.00	0.00	"NISSAN LE"
29	15.00	15.00	0.00	"DODGE RR"
30	15.00	15.00	0.00	"DODGE LF"
31	15.00	15.00	0.00	"DODGE RF"
32	15.00	15.00	0.00	"DRIV SHAFT"
33	15.00	15.00	0.00	"DRIV SHAFT"
34	15.00	15.00	0.00	"DRIV SHAFT"
35	15.00	15.00	0.00	"PLUG WRENCH"
36	15.00	15.00	0.00	"CONTR LN"
37	15.00	15.00	0.00	"FOG LN"
38	15.00	15.00	0.00	"WALL"
39	15.00	15.00	0.00	"NO WALL"
40	15.00	15.00	0.00	"NO WALL"
41	15.00	15.00	0.00	"CONTR LN"
42	15.00	15.00	0.00	"FOG LN"
43	15.00	15.00	0.00	"WALL"
44	15.00	15.00	0.00	"SKID"
45	15.00	15.00	0.00	"SKID"
46	15.00	15.00	0.00	"RR TRLR"
47	15.00	15.00	0.00	"LR TRLR"
48	15.00	15.00	0.00	"SKID"
49	15.00	15.00	0.00	"SKID RR TRLR"
50	15.00	15.00	0.00	"COUGE ST"
51	15.00	15.00	0.00	"COUGE END"
52	15.00	15.00	0.00	"SKID"
53	15.00	15.00	0.00	"SKID"
54	15.00	15.00	0.00	"SKID"
55	15.00	15.00	0.00	"SKID"

51	54.01	27.29	0.00	"SKID"
55	22.65	29.65	0.00	"
61	25.47	29.49	0.00	"GOUGE"
65	35.98	20.42	0.00	"GOUGE WALL START"
71	37.93	20.04	0.00	"GOUGE WALL END"
75	27.85	27.55	0.00	"END"
81	31.23	27.93	0.00	"START"
85	26.57	16.35	0.00	"MIRROR JEEP RT"
91	22.35	17.32	0.00	"DODGE TAIL LIGHT"
95	22.88	17.60	0.00	"BURNED PAPER"
101	27.37	14.62	0.00	"DODGE TAILGATE PIECE"

036 036

GENERAL REPORT
-NARRATIVE SUPPLEMENT

Boise Police Department

RC 42 DR# 036086

Fatality Collision

Suspect
(V) Carlson, Jason

10/24/00 1738

Same

1-184 East Bound West of Curtis

Arrest Information	
Vehicle Towed <input type="checkbox"/>	Handcuffed <input type="checkbox"/> Seat Belts <input type="checkbox"/>
Locked 3 Let <input type="checkbox"/>	Checked <input type="checkbox"/> Door Locked <input type="checkbox"/>
NARRATIVE	

INFORMATION:

1. I initially responded to the scene of a fatality crash on I-184 near the Curtis exit. Based on information I received at that time I responded to the CID annex where I sat in on the interview of [REDACTED]. [REDACTED] was the driver of the at fault vehicle in the crash. My conversation with [REDACTED] was post miranda.
2. After [REDACTED] had substantially completed his statement as to the circumstances surrounding the crash I asked him to submit to an HGN test. I had noted that [REDACTED] eyes were extremely bloodshot and puffy. His speech pattern was normal and I did not detect the odor of an alcoholic beverage. [REDACTED] submitted to the tests I asked him to perform. During an HGN test I did not note any indicators present. [REDACTED] did have a moderate sway during this test. [REDACTED] did state he had taken some cough syrup earlier but I did not detect the odor of an alcoholic beverage during this test. I also checked for, and found that [REDACTED] did not have a lack of convergence or vertical nystagmus. [REDACTED] pupil size was well within normal limits an estimated 3.5 to 4.0 mm. I also checked [REDACTED] pulse and found it to be 122 bpm. This was elevated but expected considering the circumstances, the fact that he had just drank two cups of coffee and that he had been smoking. I also administered a Rhomberg time comprehension test. I noted no unusual indicators present and his time comprehension showed 26/30. Well within normal ranges.
3. Based on these observations I did not believe that [REDACTED] was under the influence of intoxicants. I did offer a voluntarily blood test which he declined.

Admin		Supervisor Name		Sgt. Assigning		Station	
<input type="checkbox"/> File	<input type="checkbox"/> Patrol	<input type="checkbox"/> Crime Prev	<input type="checkbox"/> Investigation	<input type="checkbox"/> Phone Rpt	<input type="checkbox"/> Counter Rpt	<input type="checkbox"/> Crime Analysis	<input type="checkbox"/> Crime Prevention
Sgt. W. Bones		Adm No	Date	Officer	Reporting Officer's Signature		
		465	10/26/2000	Night	STEP		

Original - Records Yellow - Follow-up Pink - Crime Analysis

GENERAL REPORT
NARRATIVE SUPPLEMENT

Boise Police Department

RD 42 DP# 036086

Fatality Collision

Subject (V) Carlson, Jason

Date & Time Reported 10/24/00 1738

Date & Time Reported Same

Location of Occurrence I-184 East Bound West of Curtis

NARRATIVE

I was called to the scene of a fatality collision at the above location. Upon arrival I was assigned to assist Officer G. Weideman with the investigation. I walked through the scene identifying items of evidence and then completed a series of field sketches. The first sketch is an overview of the scene and the general locations of larger pieces of moveable evidence. I also marked these items using orange traffic paint.

The second sketch is of the specific tire marks on the roadway:
 A and C are fairly distinct skid marks which lead up to and stop at the left rear wheels of the [redacted] trailer.
 B and D are very distinct skid marks which lead beyond the rear wheels and stop at the left rear dual wheels of the [redacted] power unit.
 E and F are distinct skid marks which lead to the right rear wheels of the [redacted] trailer.
 G and H are distinct skid marks which lead beyond the rear wheels of the trailer and then begin to converge. These lead to the right rear dual wheels of the [redacted] power unit.
 I is a distinct skid mark which leads to the left front wheel of the [redacted] power unit.
 J is a mark which changes it's appearance several times during it's length. This mark appears to have been caused by the left rear wheel of the jeep (unit #2). This wheel was torn from the jeep along with a portion of the axle. The gouge marks (P and O) are likely caused by the axle. There is a point to the left of point 'O' where the appearance of the brush mark changes very distinctly. It appears that the wheel rotated and the axle struck the ground to the right of the marks.
 K and L are skid and brush marks left by the right side wheels of the jeep just prior to it's first contact with the wall.
 N is a faint mark and was located after the fluid (gas/oil/water) dried and/or flowed away. This mark does not lead all the way to any involved vehicle.

The sketch of the Jeep shows the Principle Direction of Force (PDOF) from the rear as being from the back to the front with a slight angel to the driver's side. This was determined by the roll bar and the degree of crush on the jeep just behind the driver's seat. The roll bar was bent out of line to the outside of the driver's side of the vehicle. The crush was most severe just behind the driver's seat caused by the point of maximum engagement with the [redacted] power unit. The PDOF from the front is a distinct angle from the left front corner to the passenger side. The burns on the rear of the vehicle were severe enough that no paint transfer was visible. There was teal paint transfer on the front of the jeep. There were a series of scrapes on the passenger side of the jeep. These were rough scrapes and are likely to have been caused by the concrete barrier. There are two winch mounts on the front of the jeep. These were bent slightly from driver's side to passenger side. There were corresponding gouge/scrape marks on the side of the Pepsi Trailer. The right side mirror was on the south side of the barrier, south of the collision along with several other pieces from the first three vehicles.

The sketch of the Dodge Truck shows front to back PDOF on the front. Most of this is above the bumper. The right taillight assembly from the Dodge was found on the south side of the barrier, south of the collision. There is red paint transfer on the right rear corner of the truck and white paint transfer on the left rear corner. The PDOF for each appears to be back to front.

The sketch of the Nissan shows that the PDOF was back to front in the rear and there was teal paint transfer. The damage to the front was above the level of the front bumper and the PDOF was from the driver's side to the passenger side. There were scrapes along the length of the passenger side with white paint transfer.

The other two vehicle involved were a red truck and a white or tan passenger car. I was unable to examine these.

Admin		SUD APPROVING		CLASSIFIED		CLASSIFIED	
<input type="checkbox"/> File	<input type="checkbox"/> Patrol	<input type="checkbox"/> Crime Prev	<input checked="" type="checkbox"/> Investigation	<input type="checkbox"/> Phone Rpt	<input type="checkbox"/> CID	<input type="checkbox"/> Crime Analysis	<input type="checkbox"/> City Files
Cavanaugh		Age No: 501	Date: 10/25/2000	Division: Night STEP	<input type="checkbox"/> Counter Rpt	<input type="checkbox"/> Crime Prevention	<input type="checkbox"/> Court Files
Original - Records Yellow - Follow-up Pink - Crime Analysis						<input type="checkbox"/> Files	

**BOISE POLICE DEPARTMENT/ADA COUNTY SHERIFF'S DEPARTMENT
SUPPLEMENTAL REPORT**

1. Incident/Topic 10-50 F		2. Subject/Victim's Name [REDACTED]		3. RD	4. DR No 036-086
5. Location/Address I-194 Couplet-west of Curtis exit			6. Phone		7. Page 1
8. Date Occurred 10-24-00	9. Time Occurred 1739	10. Route To Co. Prosecutor		12. Division CID	

On 10-24-00 at approximately 1800 hrs., I heard radio traffic from responding officers regarding a 10-50 F on the couplet near the Curtis off-ramp. At approximately the same time, Sgt. Wallace contacted me and requested that I respond to assume the investigation.

I arrived at approximately 1808 hrs., and met with Officer Harry Kindleberger, who stated that he had responded to the scene to assist in the investigation. He stated Officer Gary Wiedemann would be the primary officer. CSI Officer Steve Van Doren arrived and I directed him to take photographs of the overall scene from both directions and from the aerial apparatus for overhead shots. I also directed him to take a series of photographs of a red 1993 Jeep Wrangler that had been involved in a fire after apparently being rear ended by the semi truck owned by Nagel Beverage. The other vehicles involved were also photographed in place.

I then learned that the driver of the semi was in the back seat of Officer Brad Thorne's police car and was writing a statement. I met with the driver, [REDACTED] and later drove him to CID for an interview.

I ran the license plate of the Jeep and learned that it was registered to [REDACTED] or [REDACTED]. The license plate was [REDACTED]. I examined the Jeep quickly and observed a large amount of damage to the vehicle both mechanical and from fire damage. The majority of the mechanical damage was to the rear of the vehicle. The vehicle's rear area had been crumpled and the frame and the gas tank was exposed.

Obvious heavy fire damage had involved the gas tank, passenger compartment and driver. I directed Officer Van Doren to photograph the body from numerous angles. Ada Co. Deputy Coroner Doug Tucker arrived on scene and I met with him briefly. I called Sgt. Wallace and requested that he send another detective to take charge of the scene while I went to CID to interview the driver of the semi. He stated he would send Det. Lance Anderson to the scene.

At approximately 1905 hrs., I began a video taped interview of [REDACTED], H/ [REDACTED], DOB [REDACTED]. He stated that he also worked at the Bank of America Center on a part time basis during events in the Bar 111 concession stand. I read him his Miranda Warnings which he waived prior to the interview.

He stated that he worked for [REDACTED] as a route salesman and had for approximately 7 1/2 years. He stated his route included South Boise, Meridian, Kuna, and Melba and that he delivered [REDACTED] products to convenience stores. He stated that he had operated truck 63 for

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BPD-002a-ADP 1994

DISTRIBUTION: Original - Records, Yellow - Follow-up, Pink - Crime Analysis 10138

**BOISE POLICE DEPARTMENT/ADA COUNTY SHERIFF'S DEPARTMENT
SUPPLEMENTAL REPORT**

1. Incident/Topic 10-50 F		2. Subject/Victim's Name [REDACTED]		3. RO	4. DR No 036-086
5. Location/Address I-184 Couplet-west of Curtis exit			6. Phone		7. Page 2
8. Date Occurred 10-24-00	9. Time Occurred 1739	10. Route To Co. Prosecutor		12. Division CID	

approximately 2 years and no one else drove that truck other than the warehouse employees who loaded the truck at night prior to his shift which is Monday-Friday from 0630-1700 hrs. He stated that 1700 hrs., is the time he is scheduled to be off but the ending time really depended upon what time he finished his work for the day, indicating that sometimes he got off work later than 1700 hrs.

He stated his load varied depending upon the anticipated needs of grocers but estimated he had left the yard with 550 cases of soft drinks and probably had somewhere in the area of 250 cases left on the truck. He stated that Nagel Beverage was located at 5465 Irving and that the Curtis off-ramp was his exit. He stated that he had been on the interstate from the Nampa area prior to the accident and had taken the inbound connector intending to exit at Curtis. He stated his last delivery was at Cook's in Melba.

I asked him how much sleep he had the night before and stated that he had watched the end of the Monday night football game and estimated it had ended at approximately and estimated he had gone to sleep at approximately 2315 hrs. He stated he had awakened at 0600 hrs. He stated he had received approximately 7 hours of sleep but stated that was a typical amount of sleep for him. I asked him about sleep because he had made a statement to Officer Thorne that he had heard brakes, woke up, looked up and saw metal flying. He stated he had fallen asleep before resulting in an accident and it could very well have happened this time.

I asked him what had happened this evening. He stated that he recalled looking down at his speedometer knowing his exit was coming up and noticing the speedometer read 50 mph. He stated he had been traveling in the right lane and had checked his speed because he knew his exit was coming up and he needed to be going slow enough to negotiate the off ramp. He stated the next thing he remembered was hearing someone's brakes screeching. He stated he hit his brakes and saw metal flying. He stated after his truck came to rest he heard a "whoosh". He stated he grabbed the fire extinguisher from his cab and ran between his truck and the two cars in front of him to the south side of his truck where the Jeep was. He stated that he exhausted his fire extinguisher at the base of the flames to no avail. He stated the fire seemed to be heaviest on the passenger side of the Jeep.

I asked him if he was taking any type of medication. He stated he was taking Ciloxan eye drops for an ulceration of his right eye. He stated he had also taken Robitussin at approximately 1430-1500 hrs., because he was getting over a cold. I asked him where the bottle was and he stated he had thrown it away, because he had finished the remainder of the bottle. He stated he had

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**BOISE POLICE DEPARTMENT/ADA COUNTY SHERIFF'S DEPARTMENT
SUPPLEMENTAL REPORT**

1. Incident/Topic 10-50 E		2. Subject/Victim's Name [REDACTED]		3. RD	4. DR No 036-086
5. Location/Address I-184 Couplet-west of Curtis exit			6. Phone		7. Page 3
8. Date Occurred 10-24-00	9. Time Occurred 1739	10. Route To Co. Prosecutor		12. Division CID	

purchased the Robitussin last winter and had used it periodically when needed. I asked if he had used a teaspoon to administer the dose and he stated he had swigged it from the bottle thereby finishing the remainder and had thrown it away. I asked if in the past the medicine had made him drowsy. He stated he didn't think it did. I asked if he knew which type of Robitussin he had taken. He stated he did not but stated it was a reddish brown colored liquid. He stated he had also taken two Advil. I asked if he had read the bottle to see if there were warnings about causing drowsiness or not. He stated he had not read the directions prior to taking the medicine. I asked if he had been drinking alcohol and he stated he had not and had not had any alcohol during the football game on Monday night.

He stated he had a history of falling asleep while driving. He stated that two years ago he had been involved in an accident near Deer Flat and Kuna while driving his personal vehicle.

I asked him about telling the officer that he had "woke up". He stated that he had used that expression meaning that he became aware of the impending accident when he had heard someone else applying their brakes.

I asked about the weather conditions at the time of the accident. He stated it was clear and sunny. He stated he didn't have the sun in his eyes because he was traveling east and had no vision obstructions. He stated that traffic was moderate in the east bound lanes. He stated he didn't have the AM/FM radio on in the truck. He stated he had not experienced any mechanical problems with the truck, the brakes worked correctly and the truck was routinely serviced. He stated he was wearing his seatbelt while operating the truck. He stated he didn't recall any cars as he was inbound doing anything to merit his interest (meaning no one had cut him off in traffic).

At this point, Sgt. Bill Bones, who had been present for the majority of the interview, asked him if he would consent to a Horizontal Gaze Nystagmus test and additional motor-skill tests to indicate the presence of alcohol. He agreed to do so and completed the tests satisfactorily. Sgt. Bones stated that he could voluntarily take a blood test and that we could arrange the tests for him at no expense. He asked why the test would be necessary and Sgt. Bones advised that there was a high possibility if not a probability that a lawsuit would stem from the accident. At hearing this, he stated that he felt he should seek advice from his attorney. The interview was concluded at this point. He asked what would happen from this point and I told him that I would complete my investigation and forward the results to the Ada Co. Prosecutor's Office for review. Mr. [REDACTED] left the office with his girlfriend, [REDACTED], who had

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**BOISE POLICE DEPARTMENT/ADA COUNTY SHERIFF'S DEPARTMENT
SUPPLEMENTAL REPORT**

1. Incident/Topic 10-50 F		2. Subject/Victim's Name [REDACTED]		3. RD	4. DR No 036-086
5. Location/Address 1-194 Couplet-west of Curtis exit			6. Phone		7. Page 4
8. Date Occurred 10-24-00	9. Time Occurred 1739	10. Route To Co. Prosecutor		11. Division CID	

responded to the Annex.

On 10-25-00 at approximately 0900 hrs., I attended the autopsy of the victim. The autopsy was conducted at St. Alphonsus in the morgue by Dr. Glenn Grobin and attended by Ada Co. Deputy Coroner Lynn Bowerman, Officer Amy Cook, CSI, BPD Lab Technician Bridget Kinney and myself. The results of the autopsy were that the victim had died as a result of thermal injuries. The tongue was removed and burn marks were observed. The lungs and esophagus were examined for searing with negative results. The victim's body was heavily charred in areas primarily to the areas that weren't protected during the fire and only small amounts of fabric (remnants of his clothing) remained on the body. The victim had no broken bones on his body or and his brain was intact (without injury).

CSI Cook, Lab Tech. Kinney and I then drove to Boise Valley Towing to examine the Jeep the victim had been operating after the completion of the autopsy. Kinney photographed the Jeep at my direction. I layer-checked the Jeep to attempt to determine the fire origin and cause.

Working from the outside right corner of the vehicle in a clockwise direction, I observed that the frame was exposed from the body which had been pushed forward due obviously from contact with the semi truck. The rear wheels were missing and the vehicle was resting on the frame. The axle had apparently broken due to the collision. Continuing clockwise to the driver's side of the Jeep, I found that the left side of the vehicle was heavily damaged but the exterior of the vehicle was not heat/fire damaged. The passenger side of the Jeep had a large amount of heat and fire damage visible on the exterior of the vehicle. The canvas or synthetic top was completely missing but a window frame was in place on the passenger door. I removed the frame in order to gain access to the passenger floor for layering. One nearly complete window from the driver's door was observed in the Jeep. It had apparently been placed in the vehicle after the accident by personnel at the scene. The window was nearly intact which caused me to believe it was not involved in the ensuing fire to any great degree. Looking from the front of the Jeep towards the rear of the vehicle, I observed that the paint on the passenger side from the windshield at the top of the frame along the roll bars appeared to be completely void of paint and the most heavily damaged by direct flame impingement. The passenger side of the vehicle was the most heavily damaged by heat and fire damage.

Apparently, the spare tire had been removed from the rear bracket and had been placed into the rear seat area behind the front seats prior to the accident. Due to the impact the tire had moved forward pushing the passenger seat forward. This seat moves in an arc to accommodate

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BPD-002a-ADP 1994

DISTRIBUTION: Original - Records, Yellow - Follow-up, Pink - Crime Analysis FA12-005 Peer Chrysler - 10141

**BOISE POLICE DEPARTMENT/ADA COUNTY SHERIFF'S DEPARTMENT
SUPPLEMENTAL REPORT**

1. Incident/Topic 10-50 F		2. Subject/Victim's Name [REDACTED]		3. RD	4. DR No 036-086
5. Location/Address I-184 Couplet-west of Curtis exit			6. Phone		7. Page 5
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passenger entry to the back seat. The seat was found pushed forward with the tire resting against the back of the seat which caused it to be in the forward position. The victim was initially observed seated in the driver's seat with his upper torso laying between the two seats with his back and head laying on the spare tire. The tire had also been involved in the fire and would have been an additional fuel source.

I examined the fuel tank. It was totally exposed by having the body of the Jeep pushed forward and from the frame by the impact. The sending unit was vertical to the top of the tank. The polyethylene tank collapsed and ruptured, most likely causing the fuel from the gas tank to spray upward into the air and passenger compartment. The ignition source was most likely sparking resulting from the high speed impact.

The heaviest amount of fire damage appeared to be located on the passenger side of the vehicle from back to front as indicated by the paint being completely burned away in that area. A "V" shaped pattern was visible extending from the sending unit of the gas tank upwards expanding on both sides along the tailgate of the Jeep, roughly in the shape of a "V".

While conducting the examination of the vehicles, [REDACTED] Boise, HI [REDACTED] arrived to get his possessions from his car, the black Nissan. I asked him what he recalled of the accident. He stated he had been on the Couplet waiting to exit onto Curtis Road. He stated traffic was stopped in the lane, waiting for the light to change. He stated that he was behind the red pickup and in front of a green pickup and that his vision was obscured in both directions because his car is lower than the pickups. He stated he did not hear brakes nor did he have any additional information. He stated that after the accident, he was able to get out of his car and was taken away by paramedics. He stated he could see smoke but couldn't see where it was coming from. He stated he didn't recall seeing the Pepsi truck while coming from his job in Nampa but was not paying attention to particular cars. He stated nothing unusual had occurred during his commute.

On 10-27-00 at approximately 0940 hrs., I returned to the tow lot to re-examine the vehicles and met with Officer Gary Wiedemann, who had responded to take additional photographs and measurements of the truck and Jeep. We noticed a horizontal dent to the left of the tire bracket on the Jeep. We looked at the semi and found red paint transfer on the horizontal tow hook that had the same size characteristics as the dent in the rear door of the Jeep. The tow hook was located on the left side of the truck's bumper while facing the front of the truck or the passenger side.

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BPD-002a-ADP 1994

DISTRIBUTION: Original - Records, Yellow - Follow-up, Pink - Crime Analysis 0142

**BOISE POLICE DEPARTMENT/ADA COUNTY SHERIFF'S DEPARTMENT
SUPPLEMENTAL REPORT**

1. Incident/Topic 10-50 F		2. Subject/Victim's Name [REDACTED]		3. RD	4. DR No 036-086
5. Location/Address I-194 Couplet-west of Curtis exit			6. Phone		7. Page 6
8. Date Occurred 10-24-00	9. Time Occurred 1739	10. Route To Co. Prosecutor		12. Division CID	

After completing the examination of the vehicle, I made arrangements to meet with Officer Wiedemann at the scene. He attempted to contact the Highway District to shut down the lane so that the scene could be examined before it deteriorated due to weather and traffic but was denied permission. We were able to stand on the new construction along side the existing couplet and examine the skid marks and paint marks that were reference points for measurements taken the night before. I had previously seen the jersey barrier where fuel had burned into the concrete several feet back from the final resting position of the involved vehicles. I was able to observe an area on the pavement that appeared to be a scrape mark near the beginning of the heavy skid marks. Within several feet of the scrape mark on the freeway, a scrape mark and red paint transfer is observed on the south jersey barrier. A small portion of the top of the concrete barrier at the expansion joint was chipped and broken. The damage appears fresh. At this same point, dark heavy fire stains cover the inside (freeway side) of the barrier and continue to the final resting position of the Jeep.

It appears that once the vehicle (Jeep) was struck by the semi, the Jeep was pushed forward into the car in front and also the rear end was spun into the jersey barrier. The Jeep continued skidding along the wall on its frame (rear of Jeep) spraying fuel and scraping the wall until the final resting position. Heavy carbon staining along the wall was present decreasing in size as the vehicle slowed and came to rest. The end of the staining was even with the rear of the jeep at rest. From the examination of the vehicle and the staining of the jersey barrier and from the estimated point of impact, it appeared that the sending unit was forced from the polyethylene gas tank at impact, the tank crumpled and forced the gasoline upward at high speed mixing it with air. The Jeep was spun, causing it to lose the rear wheels and come into contact with the concrete barrier. Sparks were created by either contact with the barrier or from the grinding of the frame against the pavement which caused ignition of the gasoline resulting in the fire.

On 10-26-00 at approximately 1136 hrs., I contacted Mr. [REDACTED]. I asked if I could look at the service records for the semi that was involved in the accident. He stated the records were at the law offices of Moffat-Thomas. A meeting was scheduled for 1430 hrs., with [REDACTED] retained counsel for [REDACTED] and Mr. [REDACTED]. During this meeting I was shown a packet of repairs for both the trailer and the tractor. The brakes were last repaired on the trailer on 10-17-00.

At approximately 1745 hrs., V/W Coordinator Danielle Tueber and I met with the family of [REDACTED] at their residence. Mr. and Mrs. [REDACTED] stated that [REDACTED] worked in [REDACTED] at Boise Cascade as a graphic artist. They stated the east bound Curtis off-ramp was his normal route

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BPD-002a-ADP 1994

DISTRIBUTION: Original - Records, Yellow - Follow-up, Pink - Crime Analysis
EA12-005 Peer - Chrysler - 10143

**BOISE POLICE DEPARTMENT/ADA COUNTY SHERIFF'S DEPARTMENT
SUPPLEMENTAL REPORT**

1. Incident/Topic 10-50 F		2. Subject/Victim's Name [REDACTED]		3. RD	4. DR No 036-086
5. Location/Address I-184 Couplet-west of Curtis exit			6. Phone		7. Page 7
8. Date Occurred 10-24-00	9. Time Occurred 1739	10. Route To Co. Prosecutor		12. Division CID	

home. They stated he was also a student at [REDACTED] and was due to graduate soon but had been commuting to and from Nampa for the last three months.

On 10-27-00 at approximately 1510 hrs., I met with [REDACTED], [REDACTED] who had been one of the drivers behind the [REDACTED] truck prior to the accident. She stated she commutes from Boise to Nampa, Monday through Saturday. She stated she exits at Curtis every night. She stated the first time she observed the [REDACTED] truck, was near the Flying Wye. She stated her attention had been directed to it because she had seen a white car with four people inside that were trying to pass the truck. She stated the truck was in the right lane in front of her, and the white car was in the left passing lane. She stated that the white car had attempted to pass three to four times, but every time it attempted to pass the truck and trailer drifted across the line about a foot. She stated that the white car was finally able to pass seconds prior to the collision. She stated the couplet at the exit ramp is backed up every night with commuters waiting to exit. She stated that the truck seemed to be going at the same speed as everyone else.

She stated she had been behind the [REDACTED] truck. She stated she had seen black smoke coming from it's brakes, heard a loud bang and then saw a lot of smoke. She stated she didn't see the Jeep prior to the collision.

I then conducted two telephone interviews. The first was with [REDACTED] Riverpark, Boise, [REDACTED]. She stated that she was a passenger in a car being driven by her friend, [REDACTED]. She stated they were coming back from Nampa. She stated they saw the traveling east. She stated she had noticed the truck in the curve just below it straightened prior to the exit ramp. She stated they were traveling in the left lane behind the truck. She stated she observed the red Jeep stopped in traffic. She stated that the [REDACTED] truck was heading right for it and then seemed to be moving to the left lane. She stated she thought she had plenty of time to pass. She stated as they got closer, the truck swerved to the left, then hit it. She stated the Jeep exploded instantly. She described traffic as light to moderate eastbound.

I then spoke with [REDACTED]. She stated she was the driver of the car that [REDACTED] was riding in. She stated they were coming from Nampa. She stated she recalled seeing the [REDACTED] around Meridian. She stated as they came into the area of the Connector she thought maybe the [REDACTED] driver was going a little too fast due to traffic but not a lot. She stated she didn't recall seeing the white car that had been described by [REDACTED] that had tried to pass the truck. She estimated her speed at just a little less than 50 mph. She stated she wasn't in a hurry because she was visiting with [REDACTED]. She stated that traffic was moderate

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**BOISE POLICE DEPARTMENT/ADA COUNTY SHERIFF'S DEPARTMENT
SUPPLEMENTAL REPORT**

1. Incident/Topic 10-50 F		2. Subject/Victim's Name [REDACTED]		3. RD	4. DR No 036-086
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to heavy and she was just going with the flow.

She stated that she was traveling in the left lane. She stated she saw the [REDACTED] truck try to swerve, he hit his brakes but he had no time to react since by the time he tried to apply his brakes and swerve he was already at the rear of the Jeep. She stated he was "just on top of him" before he had time to react. She stated she saw the impact and she then had to react to avoid the accident. She stated she was able to come to a stop and back up away from the fire. She stated they had called 911 to report the accident. She stated the Jeep exploded into fire at the time of the collision. She stated the flames were so high that she couldn't see the other vehicles that were involved in the accident. She stated the construction workers who were on the other side of the barrier were trying to get to the driver of the Jeep to save him but due to the flames they weren't able to help him.

She stated that the driver of the [REDACTED] truck had a clear left lane that he could have used to avoid the impact but he didn't attempt to use it until it was too late. She stated it was a matter of reaction time.

I spoke later with Officer Wiedemann who stated he had been contacted by a person who stated that he had been operating a white car who had attempted to pass the [REDACTED] truck on the Couplet. He stated that the driver of the car, [REDACTED] reported that he had been in the left lane and had attempted to pass the truck but the [REDACTED] truck kept coming into his lane. He stated he had finally been able to pass the truck and felt he had probably just passed prior to the accident. Officer Wiedemann stated that he had contacted the passengers in his vehicle to see if they had looked at the driver of the truck as they passed to see if he was looking down, was asleep, on a cellular phone or doing something that would have drawn his attention from the road. Officer Wiedemann stated that no one in the vehicle being operated by Mr. [REDACTED] had noticed the driver as they passed him.

Officer Wiedemann stated he had been contacted with many witnesses and had included those interviews in his report.

Request prosecutorial review of this case to determine the appropriate charge.

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BPD-0021-ADP 1994

DISTRIBUTION: Original - Records, Yellow - Follow-up, Pink - Crime Analysis 10145

NCU-03-2000 09:52
Idaho Vehicle
Collision Report
Statement Supplemental

ADA COUNTY SHERIFF



Boise Police Department
7200 Barnister
Boise, Idaho 83704-9294

208 377 6578 P.07

Case No. 036-086

DO NOT send this form to:

Please Print

Date of Collision: 10/24/00 Time of Collision: 5:30 PM

Driver Passenger Witness

Name: [redacted] Date of Birth: [redacted]

Street Address: [redacted]
City: Boise State: ID Zip Code: [redacted] Home Phone: [redacted]

Occupation: [redacted] Employer or School Name: [redacted] Work Phone: [redacted]

Describe your injuries if any: left rib pain, mid back pain

Did this collision aggravate any prior injuries or medical conditions? Yes No
If yes, describe: mid back pain

Have you taken any drugs, medication, or alcohol in the last 12 hours? Yes No
Before the collision:

If yes, what? After the collision:

Are you acquainted with any of the people involved in the collision? Yes No
If yes, who? How are you acquainted?

Where were you going? Home

Where were you coming from? Work

Complete if you are a Driver or Passenger Involved in the collision

Vehicle License Number:

Vehicle Make:

Did the vehicle have any mechanical problems prior to the collision?

Yes No

If Yes, describe:

Just prior to the collision ...

Where were you looking? Straight ahead

At what point did you realize the collision was going to happen? When it did.

Did you try to avoid the collision? Yes No
If yes, how?

At the time of the collision ...

Where were you? On the road

What road were you on? Inbound connector Direction of Travel: East

Were you going straight or turning? Stopped At a constant speed, accelerating, slowing or stopped? Stopped

How fast were you traveling? Stopped Were your headlights on? Yes No

Were there other vehicles or pedestrians on the road? Yes

How many hours had you driven this trip? 20 minutes

Who was with you? No one

Was it dawn, daylight, dusk or dark? Daylight

Describe the weather conditions: Sunny

Describe the road conditions: good

Where were you seated in the vehicle? driver Were you wearing a seatbelt? Yes No

Were there vision obstructions? Yes No
If yes, what? cars stopped behind and in front

After the collision ...

Were any of the vehicles damaged after the collision? Yes No
If yes, which ones?

Over Please

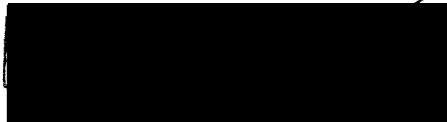
EA12-005 Peer - Chrysler - 10146

BPD-287-OP rev. 1/17/98

Describe in your own words what happened or what you saw.

I was stopped on a connector in a line of cars to get out
 on the Curtis exit. Cars were stopped ahead and behind me.
 Suddenly, an earthquake noise began and my windows were
 breaking. Once it was over I took off my seat belt
 and got out.

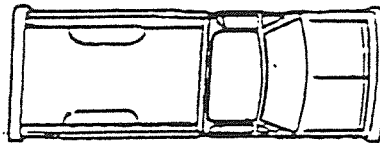
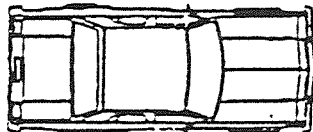
Signed:



Date:

10/24/08

On one of these
 diagrams, mark
 where the damage
 to your vehicle
 occurred.



Sketch:

Collision Report Statement Supplemental



Boise Police Department
7200 Barrister
Boise, Idaho 83704-9294

DO NOT send this form to ITD

Please Print

Date of Collision: 11 12 91 00 Time of Collision:

Driver Passenger Witness

Name: [Redacted]
Street: [Redacted]

City: KUNA State: ID

Occupation: Retired Employer or S: [Redacted]

Describe your injuries if any:

Did this collision aggravate any prior injuries or medical conditions? Yes No
If yes, describe:

Have you taken any drugs, medication, or alcohol in the last 12 hours? Yes No
Before the collision:

If yes, what? After the collision:

Are you acquainted with any of the people involved in the collision? Yes No
If yes, who? How are you acquainted?

Where were you going? Sister home

Where were you coming from: [Redacted]

Complete if you are a Driver or Passenger involved in the collision:

Vehicle License Number:

Vehicle Make:

Did the vehicle have any mechanical problems prior to the collision?

Yes No

If Yes, describe:

Just prior to the collision...

Where were you looking? sitting still

At what point did you realize the collision was going to happen? when I was hit from the back end

Did you try to avoid the collision? Yes No If yes, how?

At the time of the collision...

Where were you? driving a sister's van pickup

What road were you on? Direction of Travel: west

Were you going straight or turning? We At a constant speed, accelerating, slowing or stopped?

How fast were you traveling? Were your headlights on? Yes No

Were there other vehicles or pedestrians on the road? yes

How many hours had you driven this trip? 1/2 hour

Who was with you? nobody

Was it dawn, daylight, dusk or dark? daylight

Describe the weather conditions: good

Describe the road conditions: good

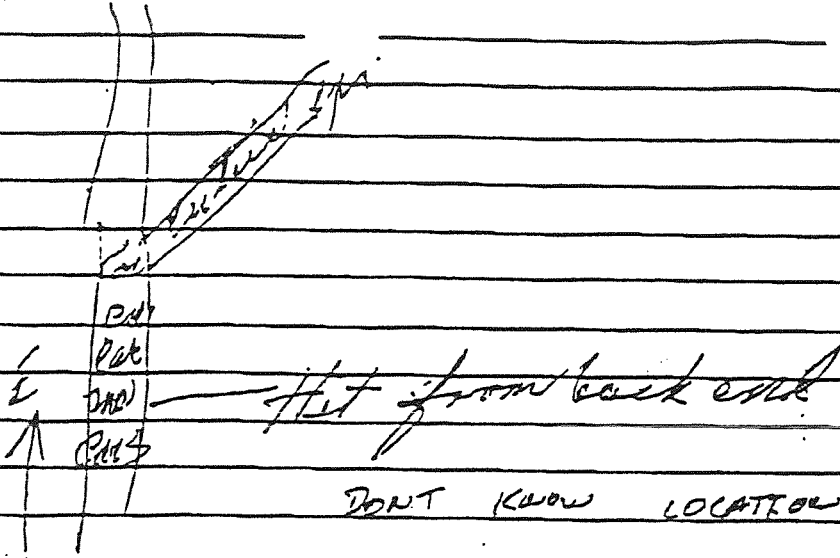
Where were you seated in the vehicle? Left Were you wearing a seatbelt? Yes No

Were there vision obstructions? Yes No If yes, what?

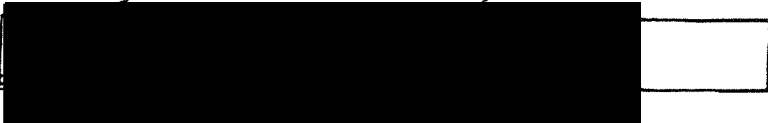
After the collision...

Were any of the vehicles moved after the collision? Yes No If yes, which ones?

Over Please



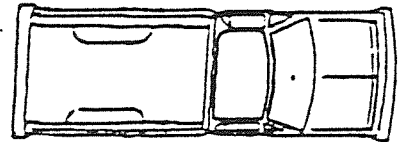
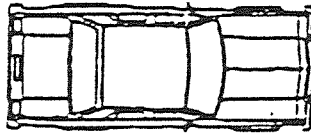
Signed:



Date:

11/24/02

On one of these diagrams, mark where the damage to your vehicle occurred.



Sketch:

Collision Report Statement Supplemental



Boise Police Department
7200 Barrister
Boise, Idaho 83704-9294

DO NOT send this form to:

Complete if you are a
Driver or Passenger
Involved in the collision

Vehicle License Number:

Vehicle Make:

Did the vehicle have any me-
chanical problems prior to the
collision?

Yes No

If Yes, describe:

Please Print

Date of Collision: 10 1 24 10 Time of Collision: 5:45 AM

[Redacted Name and Address]

City: BOISE State: ID Zip Code: [Redacted] Home Phone: [Redacted]

Occupation: SALESMAN Employer or School Name: [Redacted] Work Phone: [Redacted]

Describe your injuries if any:

Did this collision aggravate any prior injuries or medical conditions? Yes No
If yes, describe:

Have you taken any drugs, medication, or alcohol in the last 12 hours? Yes No

Before the collision: If yes, what? CILOXEN, COXII SUPP, ADVIL
After the collision: NO

Are you acquainted with any of the people involved in the collision? Yes No
If yes, who? How are you acquainted?

Where were you going? BACK TO NADEL BEVERAGE

Where were you coming from? NEIRA

Just prior to the collision...

Where were you looking? AHEAD

At what point did you realize the collision was going to happen? JUST AS I STRUCK THE VEHICLE W FRONT OF ME

Did you try to avoid the collision? Yes No
If yes, how? I HAD NO TIME.

At the time of the collision...

Where were you? ON I-84 DRIVERS SEAT

What road were you on? I-84 Direction of Travel: FORWARD

Were you going straight or turning? STRAIGHT At a constant speed, accelerating, slowing or stopped?

How fast were you travelling? 50 MPH Were your headlights on? Yes No

Were there other vehicles or pedestrians on the road? NO

How many hours had you driven this trip? 45 MIN

Who was with you? NO-ONE

Was it dawn, daylight, dusk or dark? DAYLIGHT

Describe the weather conditions: FAIR - CLEAR

Describe the road conditions: GOOD

Where were you seated in the vehicle? YES Were you wearing a seatbelt? Yes No

Were there vision obstructions? Yes No If yes, what?

After the collision...

Were any of the vehicles involved after the collision? Yes No
If yes, which ones?

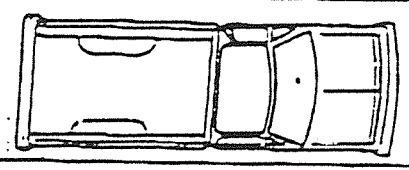
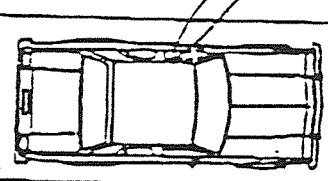
Over Please

WHAT I REMEMBER IS VERY LIMITED. I HEARD THE SUDDEN SOUND OF BRAKES SCREECHING AND WHEN I HEARD THAT I REACTED BY APPLY MY BRAKES AND AT THAT TIME I FELT THE TRUCK COLLIDE WITH THE VEHICLE IN FRONT OF ME AND THEN 2 OR 3 VEHICLES PILING UP IN FRONT OF ME. I DON'T KNOW WHAT CAUSED THE SOUND OF THE BRAKES SCREECHING OR HOW ANY OF THIS OCCURED. THE LAST THING I REMEMBER DOING IS CHECKING MY SPEEDOMETER BUT THERE WERE NO VEHICLES IMMEDIATELY IN FRONT OF ME. AFTER THE COLLISION I SAW THAT THERE WAS FIRE AND REACHED FOR MY FIRE EXTINGUISHER AND JUMPED OUT TO TRY TO PUT OUT THE FIRE. WHEN THE EXTINGUISHER WAS EMPTY I STEPPED BACK IN DISBELIEF AS TO WHAT HAD HAPPENED.

Signed: [REDACTED]

Date: 10-24-60

On one of these diagrams, mark where the damage to your vehicle occurred.



Sketch:

MATTER # 1099955
FILE TYPE Lawsuit
FILE NAME [REDACTED]
CAIR #
DATE OF INCIDENT 10/24/2000
DATE OF NOTICE 09/06/2002
MODEL/MODEL YEAR 1993 Jeep Wrangler (YJ)
VIN 1J4FY19P9PP [REDACTED]
MILEAGE
OWNER [REDACTED]
COURT 4th Judicial District Court
Ada, ID
DOCKET # cvpi0200296d
FIRE ALLEGED Yes
DESCRIPTION On October 24, 2000, a 1993 Jeep Wrangler (YJ), operated by [REDACTED] was travelling eastbound on I-184 approaching the Curtis Road exit in Boise, Idaho. The posted speed limit at the site of the accident was 55 mph. According to the police accident report, the accident occurred during rush hour traffic at approximately 5:30 pm when the Jeep Wrangler (YJ) was stopped on I-184 waiting to exit onto Curtis Avenue. A 1985 International tractor/trailer, manufactured as a Pepsi delivery truck, failed to observe the traffic stopped ahead and struck the rear of the Jeep Wrangler (YJ) at a high rate of speed. The impact resulted in a chain reaction collision causing the Jeep Wrangler (YJ) and the [REDACTED] truck to strike four other vehicles and a concrete median barrier placed on I-184 to direct traffic onto the Curtis Road exit. The Jeep Wrangler (YJ) and the [REDACTED] truck came to rest on I-184 and a fire ensued in the area of the Jeep Wrangler (YJ). The driver of the [REDACTED] truck reported to the investigating police officers that he remembers that he was travelling approximately 50 mph prior to the accident, that he first became aware of the accident just as it was about to occur and that he had no time to avoid the collision. He stated that he heard brakes squealing, "woke up" and saw flying metal. The driver of the [REDACTED] truck admitted to the police officer that it was possible that he had fallen asleep.
PROPERTY DAMAGE ALLEGED No
INJURIES 3
FATALITIES 1

ANALYSIS

Based on an inspection of the 1993 Jeep Wrangler (YJ) and other available information, including the police accident report and supplemental report, witness statements and vehicle photographs, Chrysler Group concludes that the impact of the [REDACTED] tractor/trailer to the rear of the Jeep Wrangler (YJ) occurred at a relative velocity of approximately 50 mph. This is based on the [REDACTED] truck driver's statement to police that he was travelling approximately 50 mph prior to the accident, that he did not become aware of the collision until just as it was about to occur and his admission to the police officer that he may have been asleep immediately prior to the accident. This extremely severe, high energy impact biased slightly to the left-rear of the Jeep Wrangler (YJ) resulted in severe damage to the rear of the vehicle, including separation of the body from the frame at the left and right-rear corners, exposing the fuel tank and pushing the rear cross member forward approximately 12 inches and the left-rear body corner forward approximately 48 inches resulting in the fire.¹ The supplemental police accident report reflects that the rear axle of the Jeep Wrangler (YJ) broke during the impact. The interposition of the Jeep Wrangler (YJ) between the [REDACTED] truck and the other vehicles during the subsequent chain reaction collision and the extremely high mass of the [REDACTED] truck likely increased the crash forces acting on the Jeep Wrangler (YJ). Chrysler Group also notes that the Jeep Wrangler (YJ) fuel tank and other rear components were replaced because of a previous accident approximately four months before. The severe damage to the rear of the Jeep Wrangler (YJ) is depicted in the photographs in Enclosure 3/Peer Vehicles – 1993-1995 Wrangler (YJ), Bates Nos. EA12-005 Peer – Chrysler – 10478 and 10490.

¹ A vehicle inspection was conducted at the request of counsel in connection with litigation and a summary of the inspection is being withheld under a claim of attorney-client privilege.