

DP14-004

CHRYSLER

9/15/2014

LEGALS AND CUSTOM  
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October 26, 2010

Via Email

Mr. Dane Johnson  
Liability Claims Administrator  
ELCO Administrative Services  
PO Box 350700  
Westminster, Colorado 80035

Re: 2010 Dodge Journey, VIN: 3D4PG5FV1AT [REDACTED]  
Occupants: [REDACTED]  
Date of Loss: May 13, 2010  
Location: La Verkin, Utah  
Your File #: [REDACTED]

Dear Mr. Johnson:

Thank you for contacting Chrysler Group LLC ("Chrysler Group") regarding the above referenced vehicle and incident. We are responding on behalf of Chrysler Group to your request for information related to its investigation into this matter.

On July 6, 2010, a Chrysler Group representative conducted a photographic inspection of the subject 2010 Dodge Journey ("Vehicle"). As you know, a second vehicle inspection was conducted on August 27, 2010 pursuant to a stipulated inspection protocol that permitted a Chrysler Group representative to photograph, take measurements and image any available occupant restraint data recorded by the Vehicle's Airbag Control Module ("ACM"). A copy of the data imaged by the Chrysler Group representative was previously provided to you.

We have reviewed and analyzed the data and information collected during these inspections, the May 13, 2010 police report and the accident scene photographs. The crash data recorded by the Vehicle's ACM confirms that the air bag warning light was not "ON" and there were no ACM Diagnostic Trouble Codes (DTC's) present at the time of the crash. The findings also revealed that the Vehicle's delta-V was 45 miles per hour longitudinally and 13 miles per hour laterally. This recorded information is consistent with the crash evidence and statements of eye witnesses that the opposing vehicle struck the Dodge Journey at a high-speed, almost head-on, frontal collision. It also is consistent with deployment of the driver and passenger Advanced

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on, frontal collision. It also is consistent with deployment of the driver and passenger Advanced Front Air Bags and seat belt pretensioners during the crash event. Additionally, it is consistent with crash data findings that recorded no command from the ACM to deploy the Supplemental Seat-Mounted Side Air Bags and Supplemental Side Curtain Air Bags; that is, the Vehicle did not experience a side impact. Crash data recorded for the five seconds prior to impact shows Vehicle braking while maintaining steady speed and direction down hill. The crash data did not show any changes in Vehicle speed or steering angle until less than one second before impact, when the speed began to drop and the steering wheel was turned rapidly to the right.

The information and data reviewed confirms that the Vehicle performed in accordance with Chrysler Group's vehicle standards and specifications during this severe crash.

We appreciate your cooperation in allowing us to inspect the Vehicle, and if we can be of any assistance or answer any questions, please let me know. Please contact us if you have additional questions in this regard.

Sincerely,



Erinn D. DePorre

EDD/