# NORTH CAROLINA STATE HIGHWAY PATROL

## COLLISION RECONSTRUCTION UNIT

**Report Number:** 041100523053
**Collision Date:** 23 May 2010
**County** Guilford
**Location:** I-85 Business
US 29/70 @ RP-1144

**Reconstruction Team:**
Trooper B. K. Martin, Trooper B. K. Palmiter,
Trooper S.W. Myers, Sgt M.A. Davidson

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North Carolina State Highway Patrol Collision Reconstruction Unit
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**Law Enforcement Oath of Honor**

On my honor, I will never betray my badge, my integrity, my character, or the public trust. I will always have the courage to hold myself and others accountable for our actions. I will always uphold the constitution, my community, and the agency I serve.

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## Introduction

On Sunday 23 May 2010, a two (2) vehicle collision occurred in Guilford County on Interstate 85 (Business), more commonly known as U.S. 29/70 at the intersection of RP-1144 (River Road). The collision involved a marked, North Carolina Highway Patrol 2009 Dodge Charger being operated by Trooper James D. Goodnight, 650 Francis St. High Point, NC 27263; and a 1995 Honda Accord LX two (2) -door being operated by Sandra Gail Allmond, 2514 Johnsonton Road, Thomasville, NC 27360.

Mrs. Sandra Allmond, the operator of the 1995 Honda Accord LX, and the front right passenger, Ms. Taylor Strange of 538 Oakdale Drive Jamestown, NC 27282 were killed as a result of the collision. Mr. Elijah Allmond, 3311 Dillon Road Jamestown, NC 27282 was sitting in the left rear seat and Mr. Steven Strange, 1007 Bales Chapel Road, Jamestown, NC 27282, was sitting in the right rear seat. Both Elijah Allmond and Steven Strange were transported with serious injuries to Wake Forest University Baptist Medical Center in Winston-Salem, North Carolina.

Sergeant C. A. Webb, Troop D District 2, conducted the initial ‘at-scene’ collision investigation and submitted the required North Carolina Collision Report Form (DMV-349) with the required supplements.

Pursuant to a request for collision reconstruction assistance from Lieutenant D. H. Monroe, of Troop D Headquarters in Greensboro, the North Carolina Highway Patrol Collision Reconstruction Unit was assigned to assist with the investigation. Troopers B. K. Palmiter, B. K. Martin, and Sergeant M. A. Davidson responded to the collision scene and conducted the follow up investigation and reconstruction.

## Methodology

This collision was reconstructed using commonly accepted investigative and scientific principles. While investigating this collision and relating the findings as to inferences and conclusions, the following materials were used as references. These materials include, but are not limited to:

- The DMV-349, North Carolina Crash Report Form submitted by Sgt. C. A. Webb
- Examination of the investigating officer's field notes
- Examination of the vehicles involved in this collision
- Study of the collision scene scale diagram
- Study of the Air Bag Control Module (ACM) information from the 2009 Dodge Charger
- Photographs of the collision scene and the vehicles involved
- Written and recorded statements

## Collision Scene

This collision occurred in Guilford County at the intersection of I-85 Business and RP-1144 commonly referred to as River Road. The collision scene is located approximately five tenths (.50) miles south of Jamestown, North Carolina. In the area of the collision, I-85 Business is six (6) lanes wide on the north side of the intersection, with four (4) southbound lanes consisting of a right and left designated turn lane, two (2) through lanes and two (2) northbound lanes separated by a grass median. The south side of the intersection is five lanes wide consisting of a designated left turn lane, a through lane, and a combination through and right turn lane on the northbound side, with two (2) southbound lanes separated by a grass median. The east and west sides of the intersection consist of two lane roadways each divided by double yellow lines. The intersection is governed by traffic signal lights for each lane. **Photograph S-1** below depicts the intersection of I-85 Business and RP-1144.

**Photograph S-1**

The table below sets out specific roadway properties observed and measured at the collision scene.

**Roadway Properties Table**

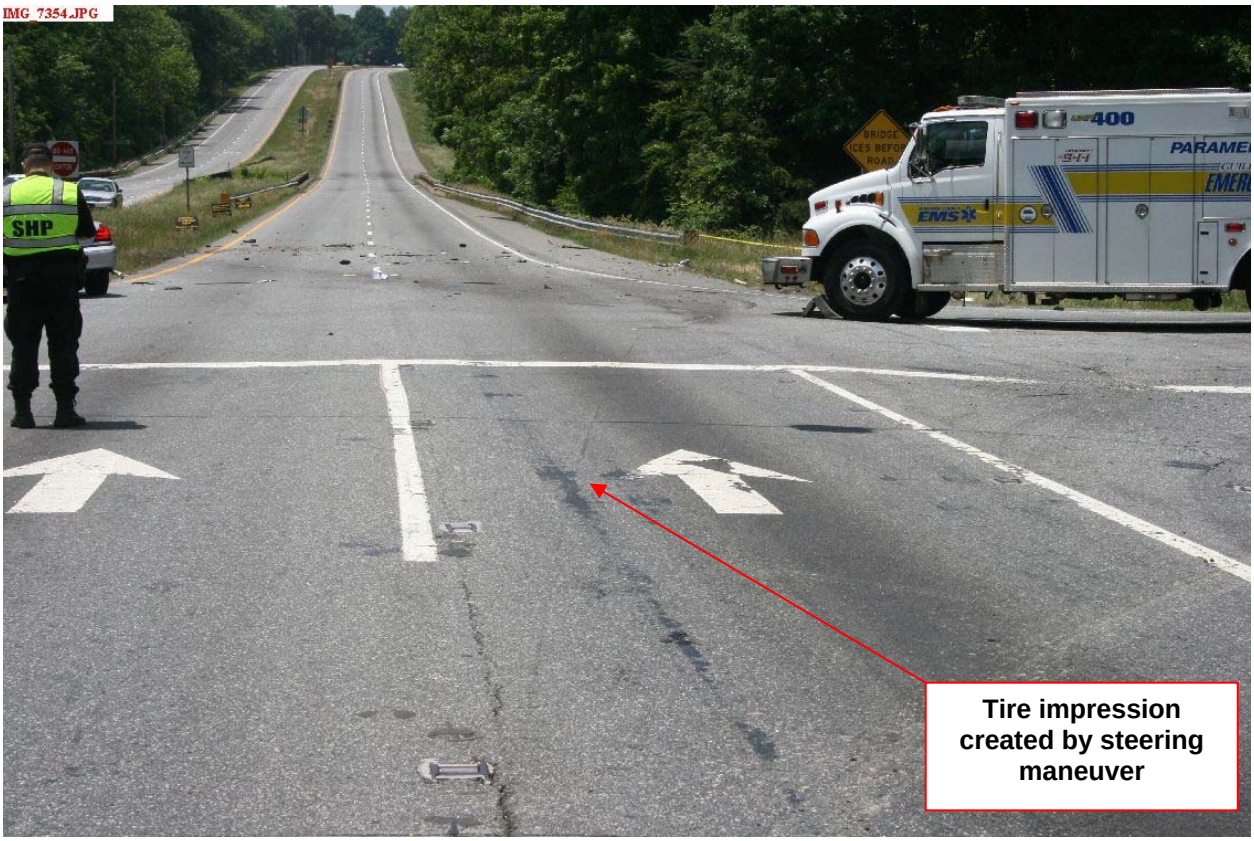
| Southbound Lanes Intersection of I-85 Business & RP-1144 | |
|---|---|
| **Road orientation** | North / South |
| **Surface type** | Smooth Asphalt |
| **Roadway Width** | 54 feet |
| **Surface condition** | Worn |
| **Number of travel lanes** | 6 |
| **Roadway markings** | White lane delineation lines and white directional arrows |
| **Road edge markings** | White / Yellow Gore Lines |
| **Unimproved shoulder width** | (west shoulder) 6' / (east shoulder) 9' |
| **Roadway grade** | -2.2% traveling from North to South |
| **Superelevation** | -2.6% from east to west across the southbound lanes |
| **Coefficient of friction** | .86 VC2000 5/23/2010 |
| **NCDOT speed limit** | 55 mph |
| **Traffic control devices** | Yellow highway caution sign indicating traffic signal 1000 feet ahead preceding intersection and Traffic Signal lights governing intersection |

Troopers B. K. Palmiter, B. K. Martin and Sergeant M. A. Davidson conducted an examination of the collision scene on 23 May 2010. The examination consisted of collecting measurement data, taking ground and aerial photographs and conducting pavement friction testing utilizing a Vericom VC2000 accelerometer. A copy of the scale diagram of the collision scene can be found with the appendices to this report.

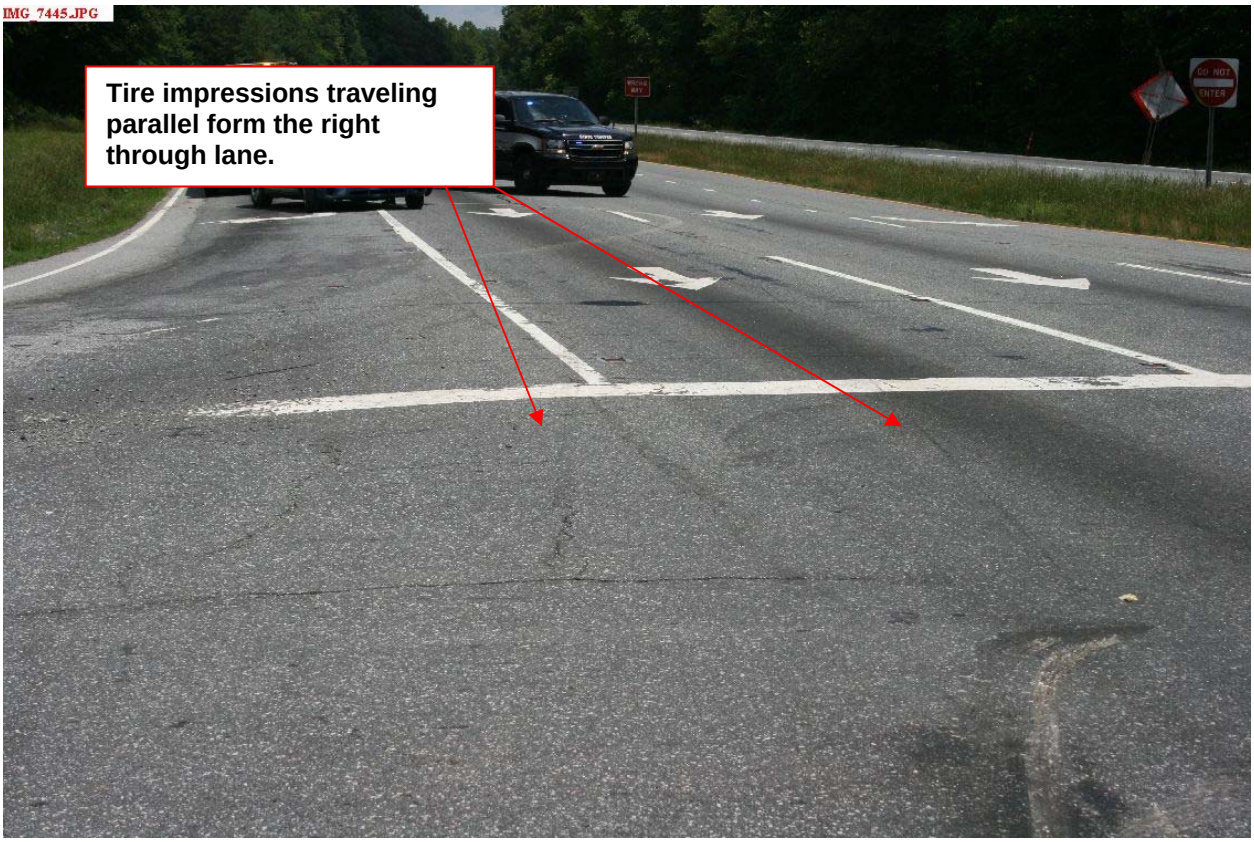
Sergeant C. A. Webb, the primary investigating officer, has designated the 2009 Dodge Charger as Vehicle 1 on the North Carolina Collision Report form (DMV-349) and the 1995 Honda Accord as Vehicle 2. For the remainder of the report, these vehicles will be referred to as Vehicles 1 and 2 respectively.

Evidence located at the collision scene included gouge marks, tire marks, fluid trails and various pieces of vehicular debris. The following description will identify this evidence as it was located on the roadway.

The first item of roadway evidence located was a tire impression that originated in the left southbound through lane and traversed into the right through lane and into the intersection to the area of impact. This mark measured seventy-six feet and was created by the loading of the front left tire of Vehicle 1 during an evasive steering maneuver. A like tire impression measuring sixty-four (64) feet in length was also located in the right through lane positioned parallel to the impression created by the left front tire. **Photographs S-2 and S-3** depict these tire impressions.



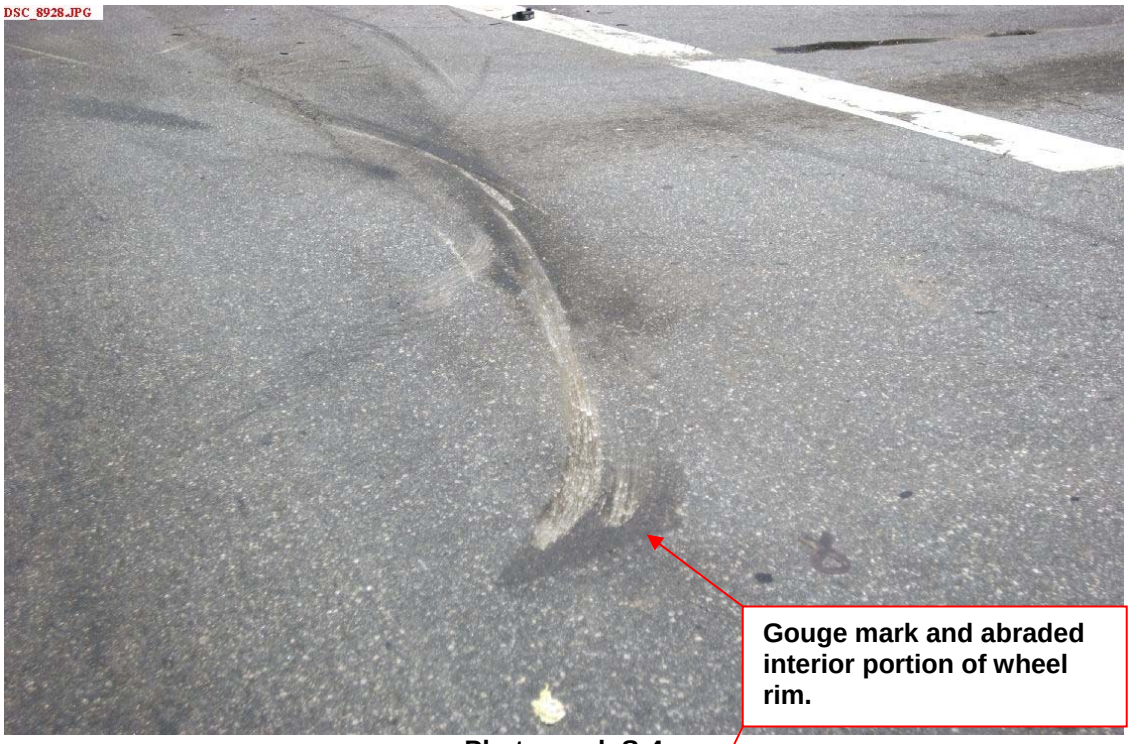

**Photograph S-2**




**Photograph S-3**

The next item of roadway evidence observed was a pavement gouge created by the interior portion of the right front wheel rim of Vehicle 2. This evidence was created upon impact. As Vehicles 1 and 2 reached the point of maximum engagement the right front rim of vehicle 2 began to gouge the pavement. The beginning of the gouge exhibited two (2) sections and the overall width of this area measured approximately eight (8) inches. The gouge arched in a southerly direction as it traveled from the initial impact area, and rubber from tire scuffing could be seen surrounding the gouge.

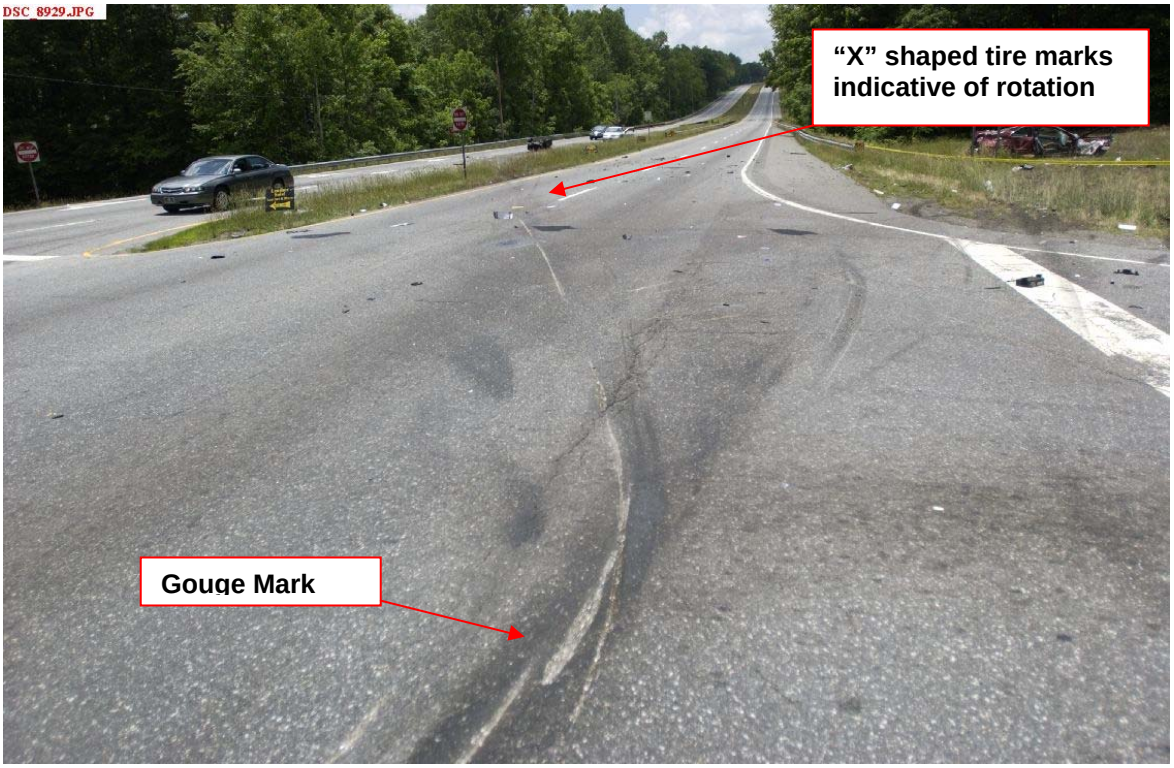
**Photographs S-4** and **S-5** on the following page depict this evidence.




**Photograph S-4**

**Photograph S-5**

Vehicle 2 separated into two sections upon impact and the front and rear portions of the vehicle followed separate travel paths to final rest. The front section consisting of all vehicular components forward of the front doors, traveled in a southeasterly direction crossing from the southbound lanes across the grass median and into the northbound travel lanes. The front portion of Vehicle 2 came to rest in the center through lane on the northbound side of I-85 Business. The travel path of this portion of the vehicle was marked by pavement gouging and two tire marks in the shape of an "X" on the southbound side of the highway. The "X" shaped tire marks were indicative of rotation. **Photograph S-6** depicts the post impact departure path of the front portion of Vehicle 2 in the southbound lanes.



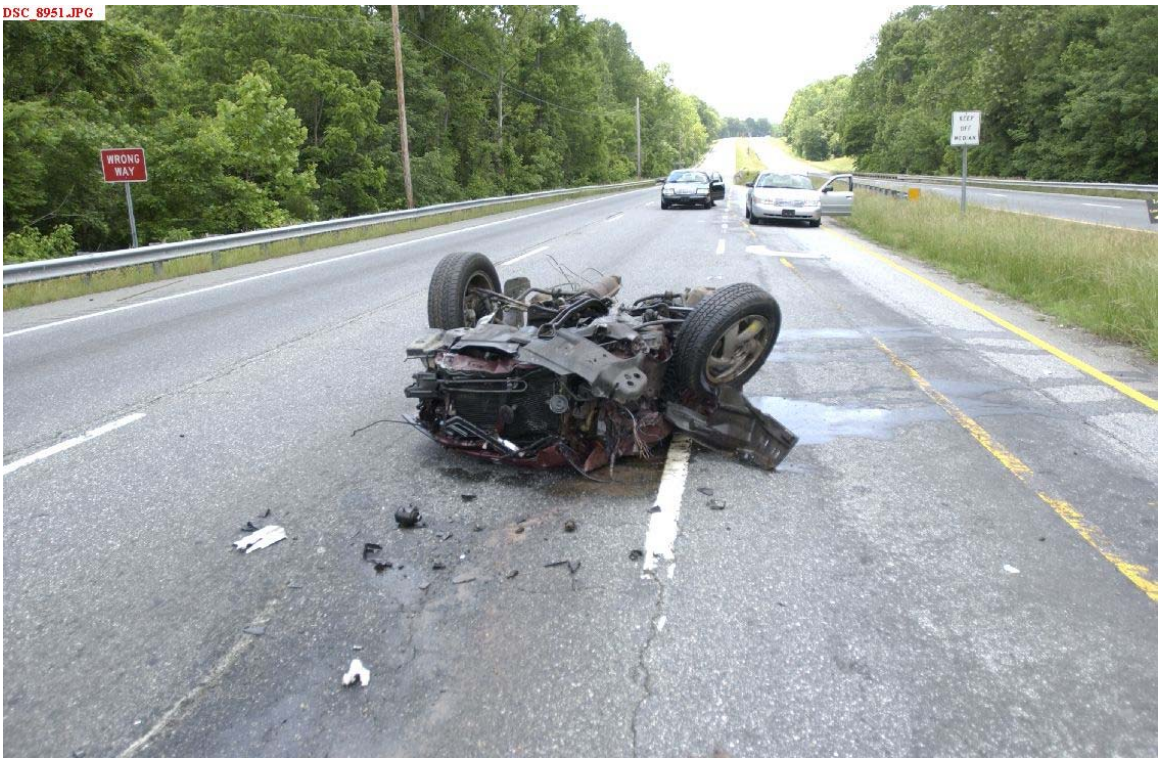

**Photograph S-6**

Two (2) distinct tire furrows could be seen where the front portion of Vehicle 2 traveled out of the southbound travel lanes and across the median. Upon crossing the median more gouging was observed as well as a fluid trail leading to the final resting position of the front portion of Vehicle 2. The total post impact travel distance for this section of Vehicle 2 was two hundred twenty-one (221) feet. The front portion of Vehicle 2 was found at rest upside down in the northbound through lane. **Photographs S-7, 8,** and **9** depict the post impact path of Vehicle 2 as it crossed the median, traveled south in the

northbound lanes, and came to rest.

**Photograph S-7**

**Photograph S-8**

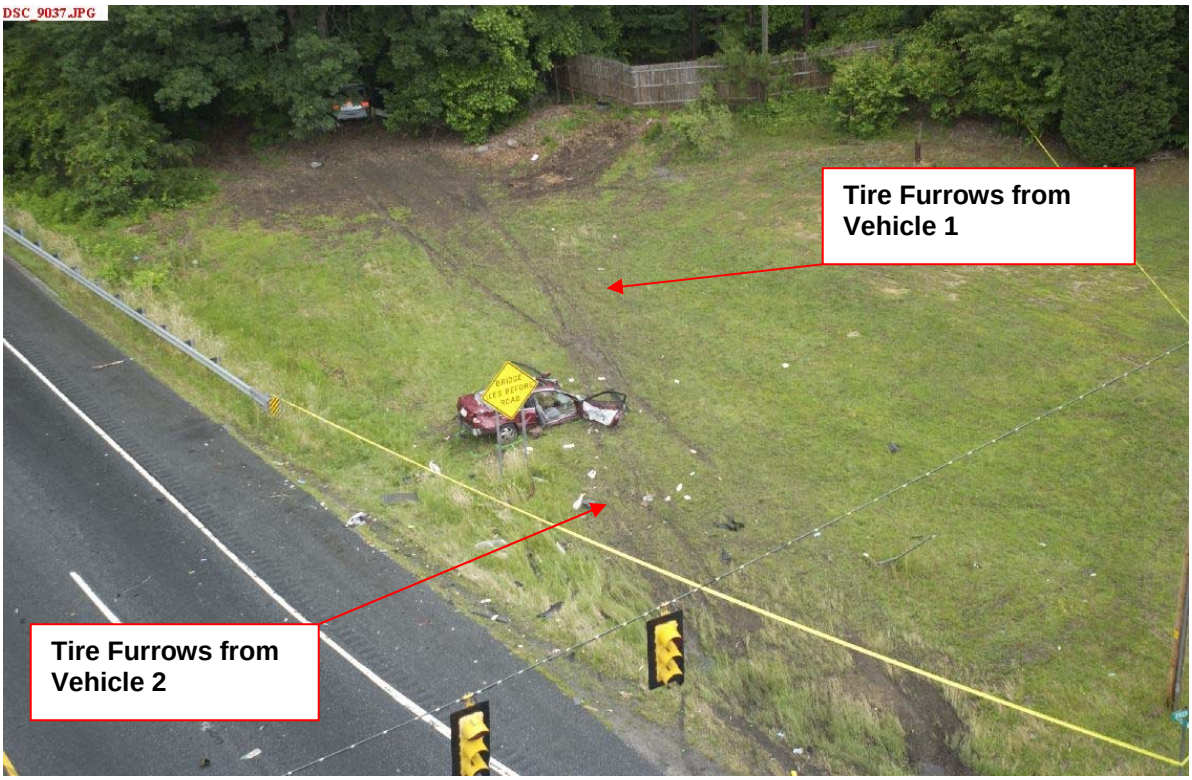



**Photograph S-9**

Vehicle 1 and the rear portion of Vehicle 2 departed the impact area in a southwesterly direction and traveled off of the pavement onto the shoulder of the roadway. Several tire marks created by rotational lateral skidding were observed at the southwest corner of the intersection. Just off of the roadway tire furrows were located that began on the grass shoulder, traveled across a drainage ditch and into a vacant grassy plot of land. The rear portion of Vehicle 2 came to rest one hundred fifteen (115) feet southwest of the area of impact on the west side of the roadway.

The tire furrows created by Vehicle 1 continued southwest across the grassy area up to a wooded section, where Vehicle 1 collided with a tree and came to rest. The configuration of the tire furrows across the grassy area of land was indicative of Vehicle 1's continuing to rotate as it traveled to rest. Vehicle 1's post impact travel distance was two hundred thirty-three (233) feet. **Photographs S-10** and **S-11** depict this evidence.

**Photograph S-10**




**Photograph S-11**

# Vehicle Examinations

## Vehicle 1 - 2009 Dodge Charger

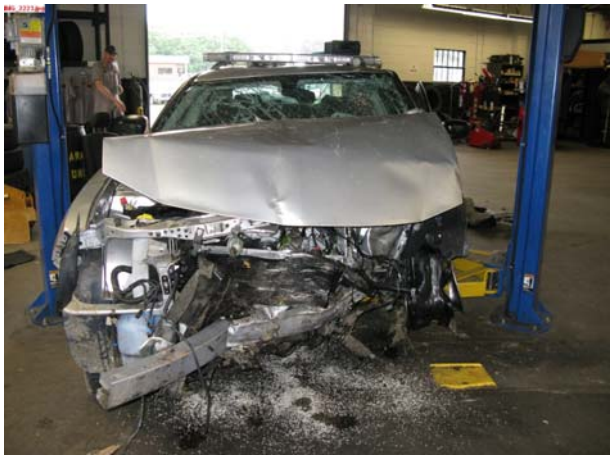
Vehicle 1 is a 2009 Dodge Charger four (4) door passenger vehicle. The vehicle identification number (VIN) is 2B3KA43T79H607686. The 2010 North Carolina registration plate assigned to the vehicle at the time of the collision was SHP-1037. The vehicle was two (2) tone black and silver in color and was owned by the North Carolina Department of Crime Control and Public Safety, 4702 Mail Service Center, Raleigh, North Carolina. The vehicle was operated by Trooper James. D. Goodnight of 650 Francis Street, High Point, North Carolina.

Troopers B. K. Martin and B. K. Palmiter conducted a post-crash vehicle inspection at Troop D Garage, 2527 East Market Street, Greensboro, North Carolina on Tuesday, 25 May 2010. **Photograph V1-1** depicts an exemplar vehicle.

**Photograph V1-1**

**Photographs V1-2** and **V1-3** depict the vehicle at the collision site and at the post-crash inspection.

**Photograph V1-2**, Vehicle 1 at Crash Site



**Photograph V1-3**, Vehicle 1 at Inspection

**Vehicle Exam Table**

| 2009 Dodge Charger | | |
|---|---|---|
| **Registered Owner** | **NC Dept. of Crime Control and Public Safety** | |
| **Vehicle Identification Number (VIN)** | **2B3KA43T79H607686** | |
| **Registration Plate State and Number** | **North Carolina SHP-1037** | |
| **Manufacturer** | **Chrysler, LLC** | |
| **Place of Manufacture** | **Canada** | |
| **Transmission** | **Automatic** | |
| **Dimensions** | **Exemplar** | **Vehicle 1** |
| **Overall Length** | **200.0”** | **Left 120.5”/ Right 180.7”** |
| **Overall Width** | **74.4”** | **Front 72.5”/Rear 60.5”** |
| **Overall Height** | **58.3”** | **55”** |
| **Wheelbase** | **120.1”** | **Left 108.4”/Right 120.0”** |
| **Front Track Width** | **62.6”** | **60.6”** |
| **Rear Track Width** | **63.0”** | **63.0”** |
| **Curb Weight** | **4101.3 lbs.** | **Not Weighed** |

**Exterior Damage -** Vehicle 1 sustained a substantial amount of frontal contact damage as a result of this collision. The damage extended from the right front headlamp assembly to the left front quarter panel. Both headlamp assemblies were torn away from their original mounted positions. Vehicle 1’s hood was ajar from its original locked position and displaced upward towards the rear of the vehicle. Induced collision forces during the crash shattered the front windshield. The plastic bumper cover had been

torn away exposing a more rigid metal structure. The bumper cover displayed tire smears that were consistent with Vehicle 2's right front tire. The front of the vehicle was twisted towards the driver's side as a result of collision forces indicating the principle direction of force during the crash. **Photograph V1-4** depicts the above described evidence.

**Photograph V1-4**, Frontal Damage

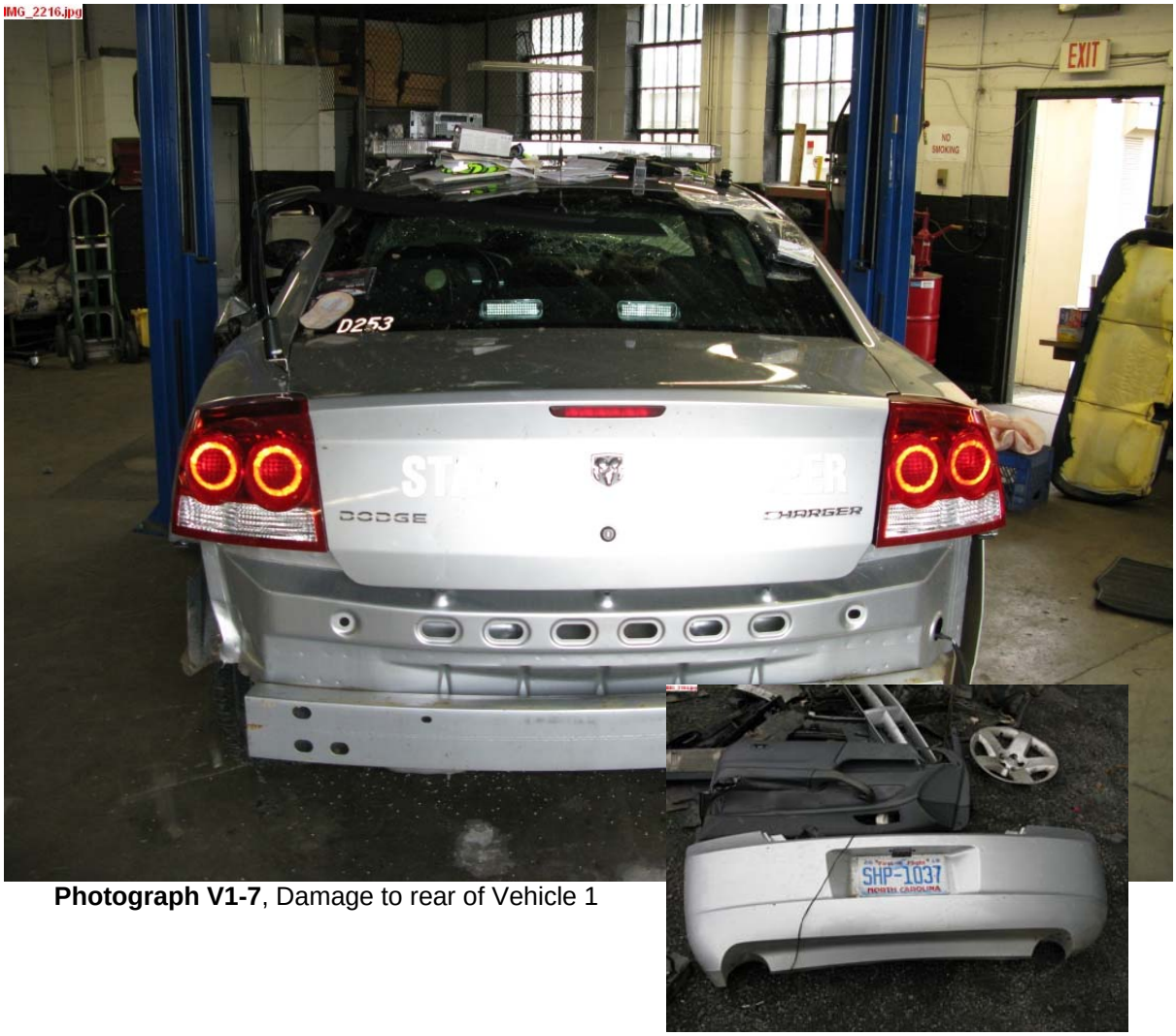
Continuing to the left side of the vehicle, the left front quarter panel displayed contact damage extending from the front leading edge to the "A"-pillar and had been torn away. The "A"-pillar was displaced upward and to the rear towards the passenger compartment. The left front wheel was subjected to extreme collision force during maximum engagement and was severely deformed. The left front tire displayed a large laceration in the sidewall and was torn away from the vehicle. The tire was located near

the adjacent tree line to the right of the collision scene. After maximum engagement, Vehicle 1 and Vehicle 2 rotated in opposing directions causing a secondary collision or "slap". As a result, contact damage in the form of concave depressions and creases in the sheet metal were present along the entire left side of the vehicle. Vehicle 1's left front door had been pried open and was ajar at the time of the inspection. **Photographs V1-5 and V1-6** depict the aforementioned evidence.

**Photograph V1-5**, Damage to the left front of Vehicle 1

**Photograph V1-6**, Secondary Collision Damage to Left side of Vehicle 1

The rear of Vehicle 1 sustained minimal contact damage. The plastic rear bumper cover had been torn away during the crash. **Photograph V1-7** below depicts this evidence.




**Photograph V1-7**, Damage to rear of Vehicle 1

Continuing to the right side of the vehicle, it also sustained minimal to no contact damage. Superficial scratches were noted on the right front quarter panel that originated from the brush at the edge of the tree line where Vehicle 1 came to rest. This evidence is depicted on the following page in **Photograph's V1-8 and V1-9**.

**Photograph V1-8**, Minimal to no Damage to the right Side of Vehicle 1

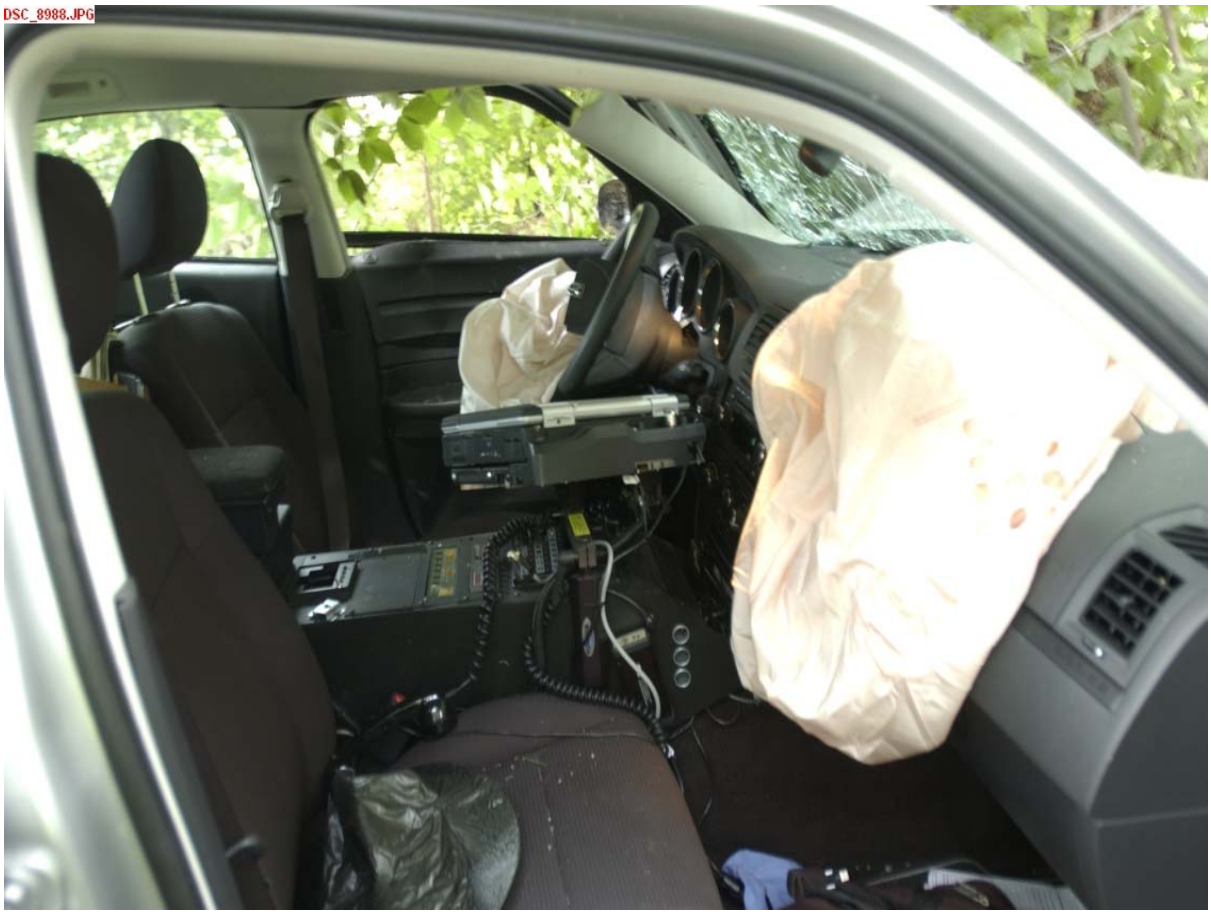
**Photograph V1-9**

**Tires** - The tires were examined and the post collision conditions are detailed in the table below.

**Vehicle Tire Inspection Chart**

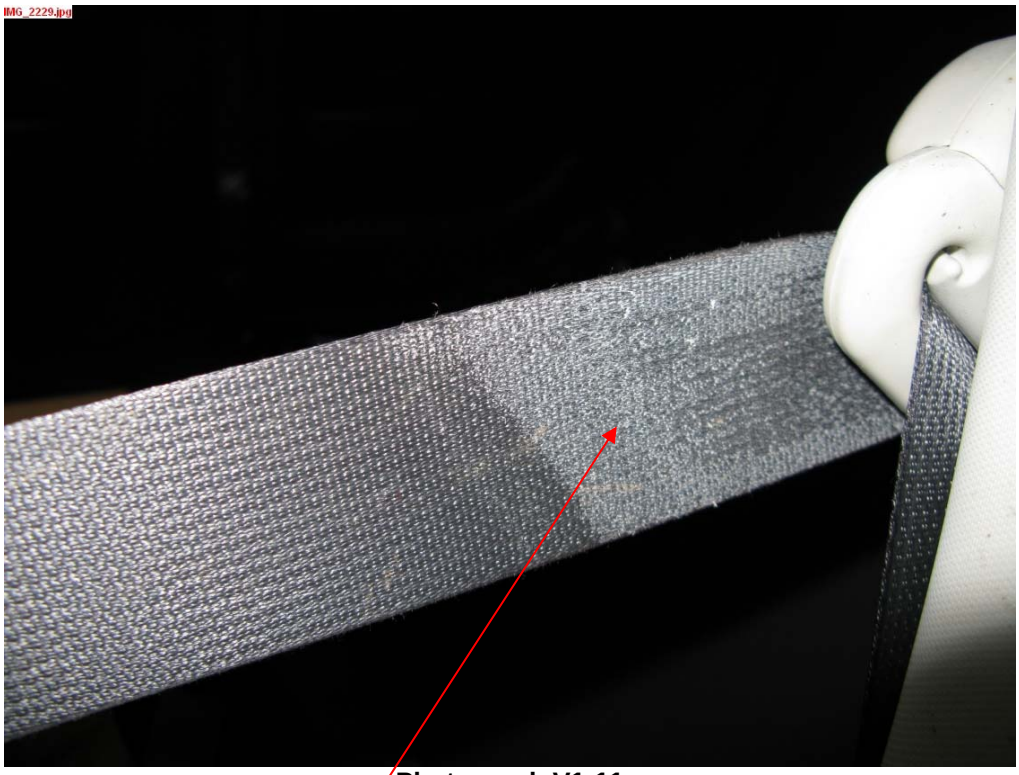
| Wheel Location | Manufacturer | Model | Size | Air pressure | Tread Depth (average) |
|---|---|---|---|---|---|
| Left Front | Goodyear | Eagle RS-A | P225 60 R18 | 0 psi | 7/32” |
| Left Rear | Goodyear | Eagle RS-A | P225 60 R18 | 38 psi | 7/32” |
| Right Front | Goodyear | Eagle RS-A | P225 60 R18 | 36 psi | 7/32” |
| Right Rear | Goodyear | Eagle RS-A | P225 60 R18 | 33 psi | 7/32” |

**Interior Damage -** Vehicle 1 was equipped with electric seats on the driver’s side and manual sliding seats on the passenger side, both of which were unbroken and in their normal positions. The driver side headrest was located in the up position and the passenger side headrest was located in the down position. The driver’s side passenger compartment was slightly encroached by the front dash. The operational status of all electrical system components inside Vehicle 1 were found to be in working order. Witnesses stated that the vehicle’s emergency equipment (i.e. - blue lights, and four (4) way flashers) were operative at the time of the crash. Vehicle 1 was littered with various personal items but all standard equipment (i.e. - mobile data computers, radar units, etc.) were found to have been in their original mounted positions. In addition, Vehicle 1 was equipped with an automatic transmission and at the time of examination the gear shifter was located in the “P” - park position. **Photograph V1-10** depicts the interior of Vehicle 1.

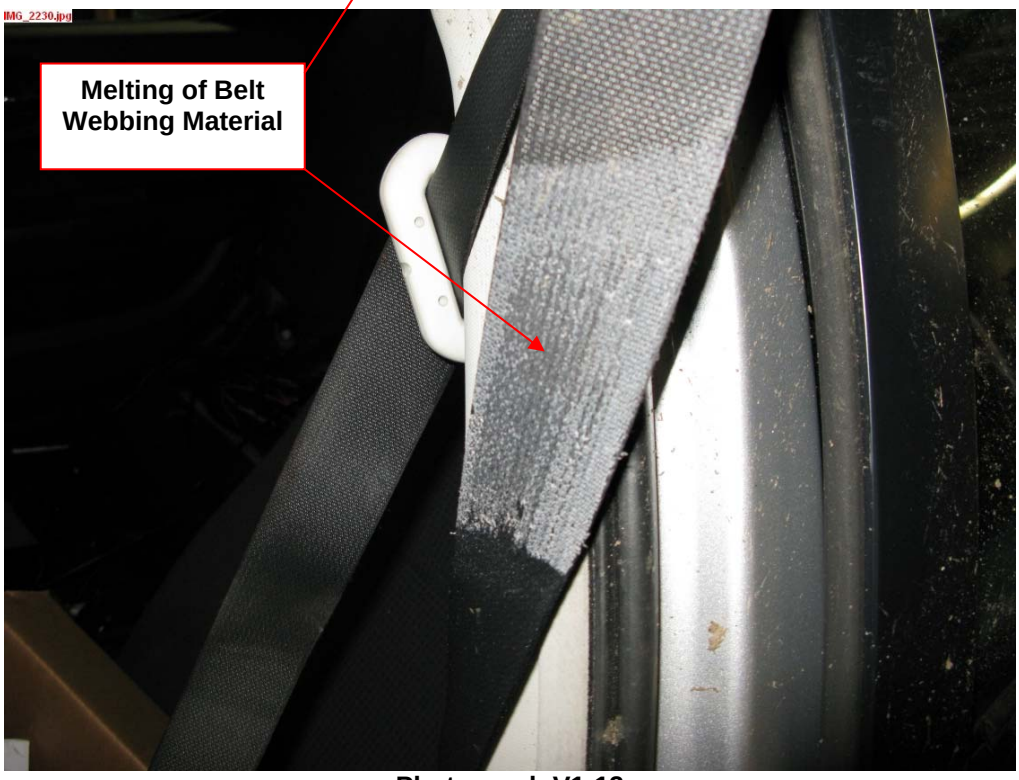



**Photograph V1-10,** - Interior of Vehicle 1

**Passenger Safety System -** Vehicle 1 was equipped with driver and passenger side front airbags that were found to be deployed as a result of the crash. Transfers in the form of bodily fluids were noted on the surfaces of the air bags. However, it is to be noted that the transfer on the passenger side airbag is from the driver climbing out of the vehicle. The drivers' side seatbelt displayed areas of rubbing and slight burning of the belt edges, indicative of use during the collision and can be seen on the following page in **Photograph's V1-11** and **V1-12**.




**Photograph V1-11**




**Photograph V1-12**

## Vehicle 2 - 1995 Honda Accord LX

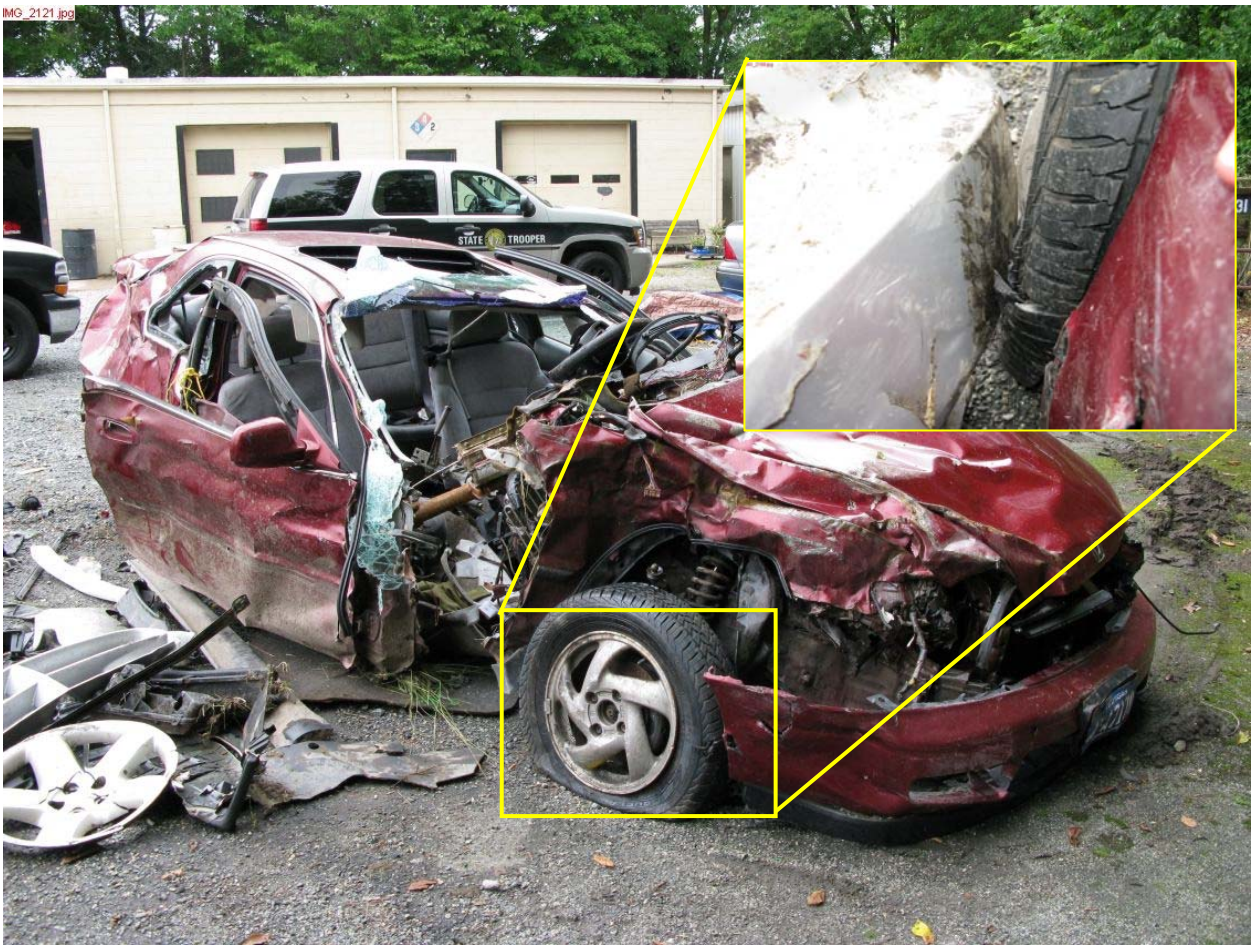
Vehicle 2 was identified as a 1995 Honda Accord LX two (2) -door. The vehicle was registered to Gerald Paul Allmond, 3311 Dillon Road, Jamestown, NC 27360. The Vehicle identification number (VIN) was 1HGCD7130SA041732. The Vehicle was displaying North Carolina registration plate ZNV-4415. The driver was Sandra Gail Allmond, 2514 Johnsonton Road Thomasville, NC 27360. On Tuesday, 25 May 2010, Trooper's B. K. Palmiter and B. K. Martin conducted a vehicle inspection of the 1995 Honda Accord at the North Carolina Highway Patrol's Troop "D" Garage located at 2527 East Market Street Greensboro, NC 27401 **Photograph V2-1** depicts an exemplar 1995 Honda Accord.

**Photograph V2-1 is an exemplar Honda Accord**

## Vehicle Exam Table

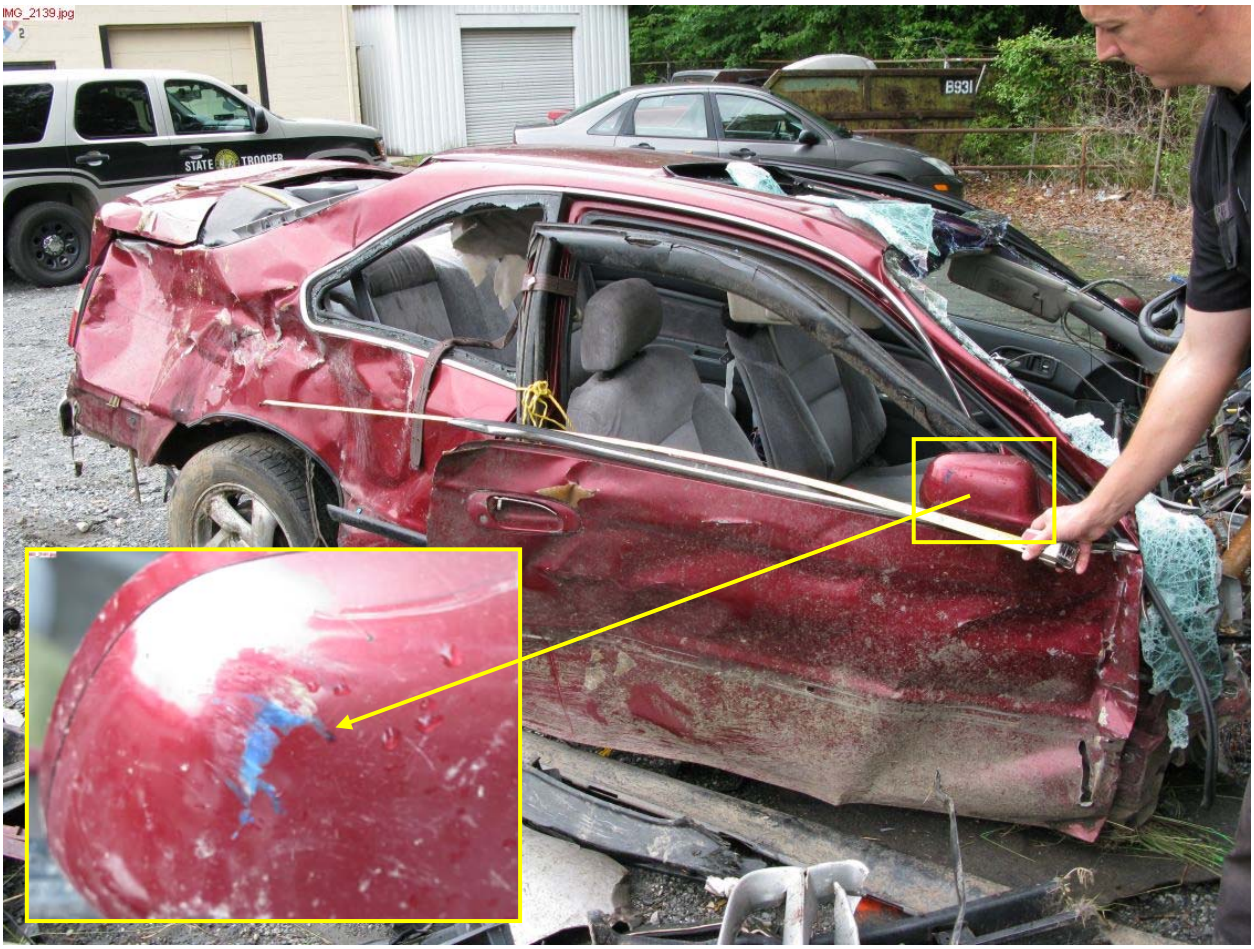
| 1995 Honda Accord LX | | |
|---|---|---|
| **Registered Owner** | **Gerald Paul Allmond** | |
| **Vehicle Identification Number (VIN)** | **1HGCD7130SA041732** | |
| **Registration Plate State and Number** | **North Carolina ZNV-4415** | |
| **Manufacturer** | **Honda of America** | |
| **Place of Manufacture** | **Marysville, Ohio** | |
| **Transmission** | **5 speed Manual** | |
| **Dimensions** | **Exemplar** | **Vehicle 1** |
| **Overall Length** | **184.3”** | **Vehicle Separated** |
| **Overall Width** | **70.1** | **Front 43”, Rear 54”** |
| **Overall Height** | **55.1** | **Front 52”, Rear 48”** |
| **Wheelbase** | **107.1** | **Vehicle Separated** |
| **Front Track Width** | **59.8** | **51”** |
| **Rear Track Width** | **59.1** | **57”** |
| **Curb Weight** | **2789.3** | **Not Weighed** |

**Photograph V2-2** on the following page depicts the post crash condition of Vehicle 2. The yellow box highlights the point of initial contact with Vehicle 1. Illustrated in the inset photograph, the right front tire has been matched with the left front corner of the bumper cover of Vehicle 1. The hood sustained an extensive amount of crush as Vehicle 1 continued to penetrate the front end of the Honda.




**Photograph V2-2**

**Photograph V2-5** illustrates the damage made from contact with the driver's side of Vehicle 1. Once the initial contact was made as described in **Photograph V2-2**, both Vehicles began to rotate; Vehicle 1 rotating clockwise and Vehicle 2 rotating counterclockwise respectively. The yellow square in **Photograph V2-5**, enlarged and inset, illustrates a scuff mark with a grey paint transfer made from contact with the driver's door of Vehicle 1. The two vehicles then rotated toward each other causing significant body damage to the sheet metal "skin". The severity of the crash shattered the windows and left small portions of the tempered windshield glass draped near the front of the passenger door.




**Photograph V2-5,** The passenger side of Vehicle 2

After the vehicles rotated into each other, the left rear tire of Vehicle 1 lifted off of the roadway and made contact with the right rear quarter panel of Vehicle 2. The rotation of the tire and wheel against the Honda, highlighted with a blue arc, made a scratched semicircular dented impression against the sheet metal. The severity of this impact rippled the sheet metal on the passenger side of the Honda. **Photograph V2-6**

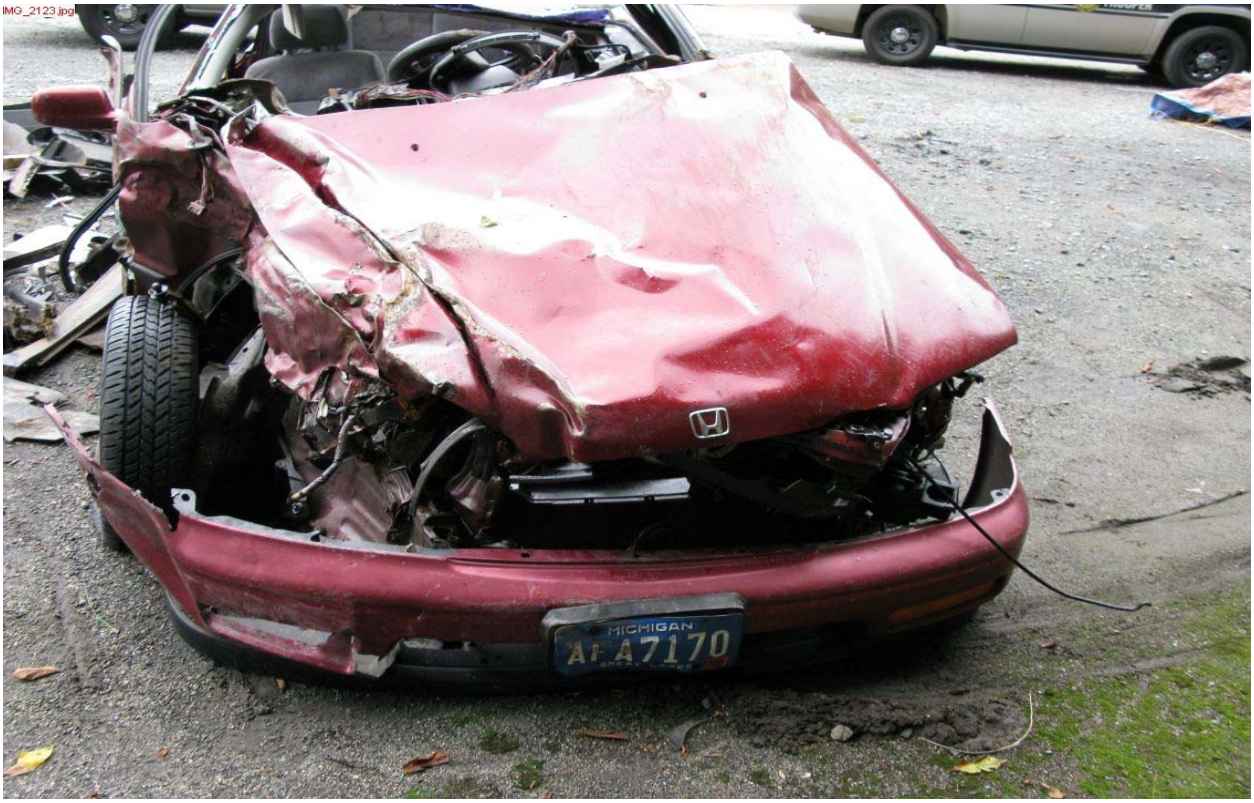
**Photograph V2-6,** Right rear quarter of Vehicle 2

**Photograph V2-7** depicts induced damage to the rear of Vehicle 2. The impact broke the trunk lid from its closed position and tore the rear bumper cover off of the rear bumper where it was mounted. **Photograph V2-8** indicates very little damage to the rear portion of the driver's side of Vehicle 2. The area circled in yellow illustrates induced damage to the vehicle sheet metal on the rear passenger side as a result of the twisting and rotating of the vehicle during the crash.

**Photograph V2-7**, Illustrates the rear of Vehicle 2

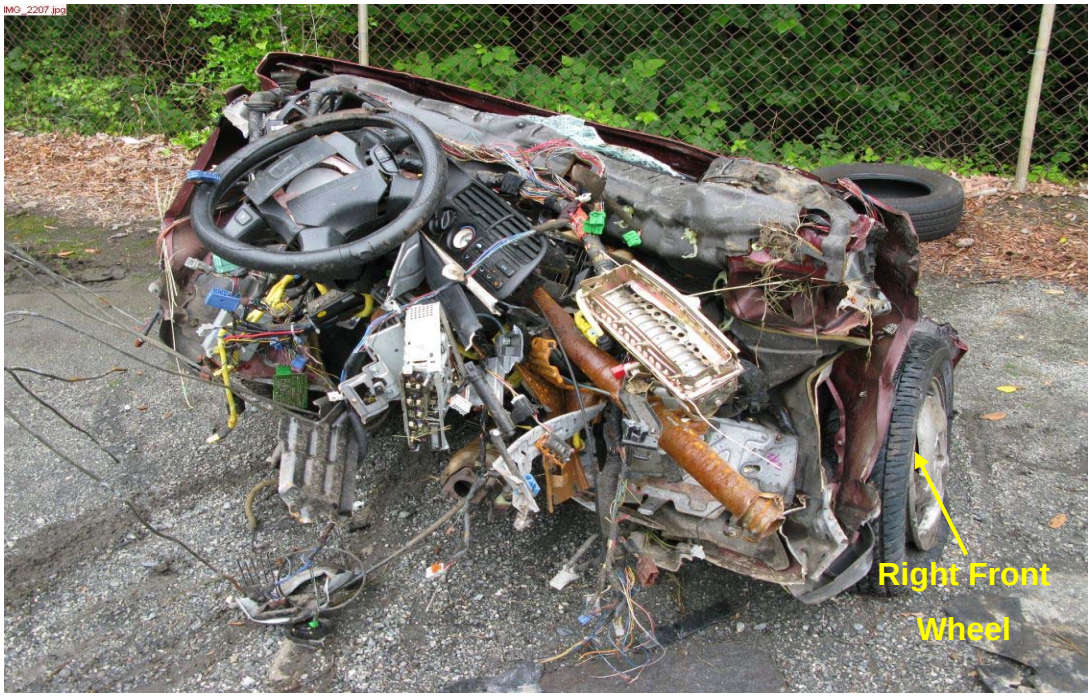
**Photograph V2-8,** Driver's side of Vehicle 2

**Photograph V2-9** depicts the front of Vehicle 2. The right front wheel sustained the most direct impact during the crash. As a result of the severity of the force of this impact the front end, from the dashboard forward, was sheered from the vehicle. **Photograph's V2-10** and **V2-11** illustrate these two portions of Vehicle 2. The dashboard and steering wheel remained connected to the front wheel and engine compartment after it was sheered away.

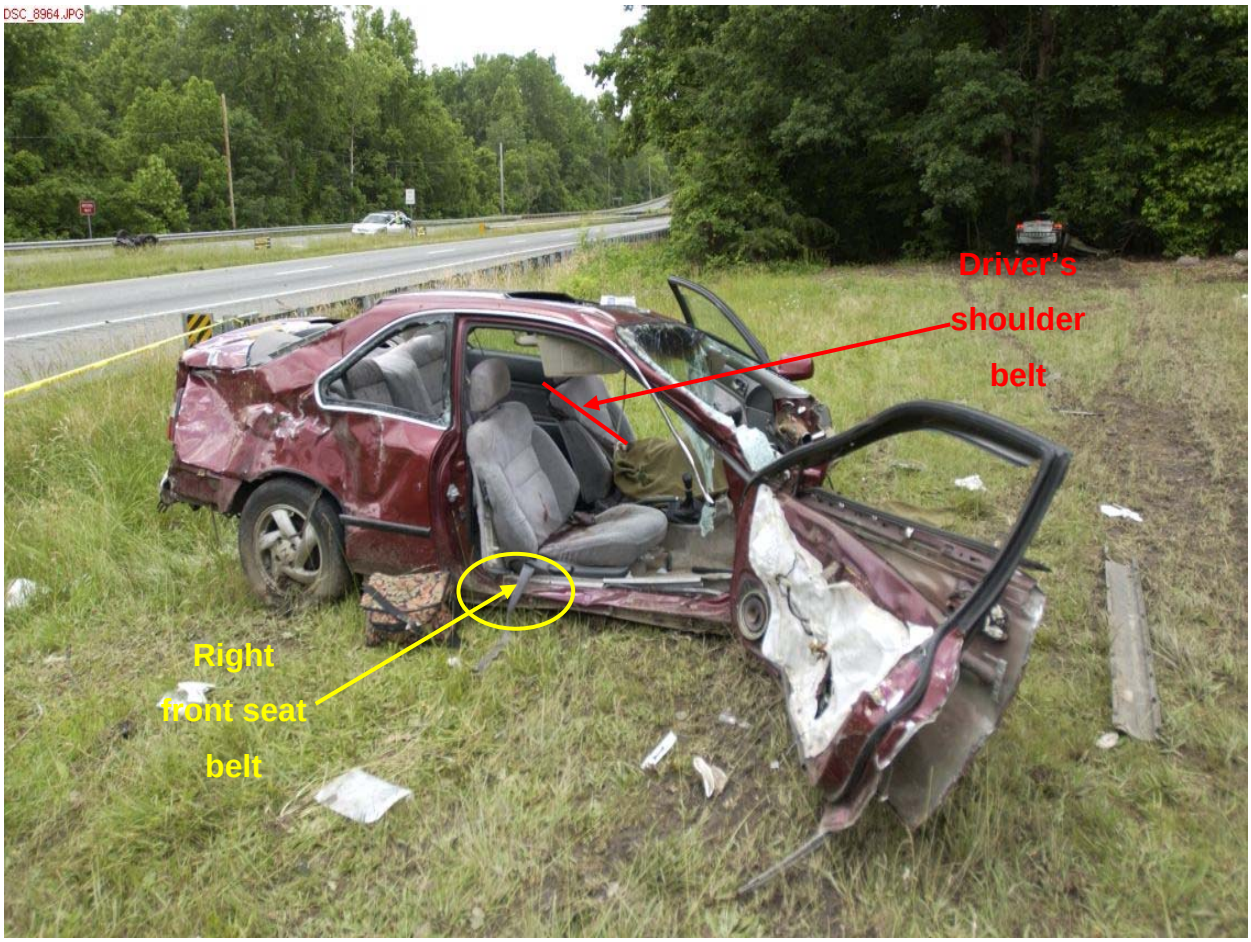



**Photograph V2-9**, Frontal view of Vehicle 2

**Photograph V2-10**, Illustrates the rear portion of Vehicle 2




**Photograph V2-11**, Dashboard and front axle of Vehicle 2.




**Photograph V2-12**, Final resting position of Vehicle 2

## Interior Damage

**Photograph V2-12** above depicts the final resting position of Vehicle 2 on the morning of the crash. Illustrated in this photograph is the interior damage to the cabin compartment. Circled in yellow is the right front passenger seat belt which, according to witness statements, was cut and removed from the passenger by the first arriving witnesses. Identified in red is the driver's shoulder belt in its post crash position. The driver's seat and the driver had slid forward toward the floor board causing the shoulder portion of the seat belt restraint to be wedged under the headrest. An abrasion to the neck of the driver indicated that the belt was being worn properly prior to the crash. Both rear seat passengers, according to witnesses, were wearing their shoulder and lap belt restraints.

Continuing with the post crash inspection, it was discovered that there were no air bags inside Vehicle 2. According to a crash report filed by the High Point Police Department on 15 September 2008, both front air bags were deployed during this crash. Consequently, there were no air bags contained inside the steering wheel or passenger side dash location of the Honda at the time of the collision on 23 May 2010.

**Photographs V2-13** and **V2-14**

**Photograph V2-13**
**Driver side air bag removed from vehicle 2**

**Photograph V2-14**
**Passenger side air bag removed from vehicle 2**

**Tires** - The tires were examined and the post collision conditions are detailed in the table below.

**Vehicle Tire Inspection Chart**

| Wheel Location | Manufacturer | Model | Size | Air pressure | Tread Depth (average) |
|---|---|---|---|---|---|
| Left Front | BF Goodrich | Momentum | 195 65 R 15 | 36 psi | 8/32” |
| Left Rear | BF Goodrich | Momentum | 195 65 R 15 | 40 psi | 4/32” |
| Right Front | Douglas | ExtratracII | 195 65 R 15 | 0 psi | 8/32” |
| Right Rear | BF Goodrich | Momentum | 195 65 R 15 | 30 psi | 5/32” |

# Statement Analysis

## Floyd Donald Ross

Mr. Floyd Donald Ross resides at 2143 Motsinger Road Winston-Salem, NC. Sergeant M. A. Davidson and Trooper B. K. Martin conducted an interview with Mr. Ross on 24 May 2010 at 2:47 p.m. at Troop D Headquarters, 2527 East Market Street Greensboro, NC 27401. The interview was digitally recorded and is available for review. The following is a summary of the interview.

On Sunday, 23 May 2010, Mr. Ross was operating a commercial box van type truck traveling north on I-85 Business from High Point to Raleigh North Carolina to make a delivery. He was approximately four hundred (400) yards (1200 feet) south of the intersection of I-85 Business and River Road (RP-1144) when he noticed the traffic signal at the intersection turn from red to green with a green arrow for the left turn lane. He continued northbound toward the intersection and noticed a vehicle making a left turn onto River Road. He also noticed a vehicle in the southbound lanes very near the intersection emitting flashing blue lights. Mr. Ross observed the vehicle with the flashing blue lights swerve abruptly and its front portion dipped down toward the road. This maneuver was drastic enough that he thought the vehicle may have run off of the road. Immediately following this maneuver he witnessed an impact and then his vision became obstructed by dust and debris.

He observed the front of a vehicle traveling toward his position and a red vehicle without its front portion making four (4) circles in the roadway. He immediately pulled his vehicle over and ran toward the red vehicle. At this same time Mr. Ross witnessed a State Highway Patrol vehicle run off of the roadway, cross a ditch and travel toward the wood line. Mr. Ross first ran to the red vehicle which was missing its front section. He located two front seat occupants and two rear seat occupants. The legs of the two front seat occupants were resting on the ground. He used his knife to cut the seatbelt of the

front seat passenger and relieve pressure on her neck. The front seat passenger was not coherent and was not moving. The operator exhibited what appeared to be a pulsing motion with her hand. The rear seat occupants appeared to be children and one had a head injury. During the time Mr. Ross was checking on the occupants another gentleman arrived on scene and also began to assist the occupants of the red vehicle so Mr. Ross went to the Highway Patrol vehicle. The trooper was still in his vehicle at the time and Mr. Ross attempted to open the driver's side door, however, the trooper crawled out of the passenger side. When the trooper got out of the vehicle he asked Mr. Ross "did you see my blue lights?" then said "I cannot believe they did not see my lights". The trooper asked about the condition of the occupants of the red vehicle and started to go toward the vehicle. Mr. Ross advised the trooper not to go to the vehicle; he told him he did not want to see the occupants of the vehicle.

Mr. Ross stated that the trooper indicated he was traveling eighty-five (85) miles per hour when the collision occurred.

When asked to characterize the flow of traffic on the morning of the collision, Mr. Ross characterized traffic as 'light". When asked if he heard a siren prior to the collision Mr. Ross stated he did not.

**Terry Wayne Johnson**

Mr. Terry Wayne Johnson resides at 5000 Woodmark Drive Greensboro, NC 27407. Sergeant M. A. Davidson and Trooper B. K. Martin conducted an interview with Mr. Johnson at his residence on 24 May 2010 at 3:50 p.m. The interview was digitally recorded and is available for review. The following is a summary of the interview.

At Approximately 11:00 a.m. on Sunday 23 May 2010, Mr. Terry Johnson was traveling south on I-85 Business in route to the Jamestown area on business. As Mr. Johnson was traveling south on I-85 Business he observed a trooper sitting at a paved cross thru in the median. He instinctively checked his speed and saw that he was traveling 55 mph; he then checked his rearview mirror to see if the trooper pulled out. The trooper

pulled out behind Mr. Johnson in the right lane and Mr. Johnson felt the trooper might have been running his registration plate. At about the same time the Highway Patrol vehicle accelerated rapidly and passed Mr. Johnsons vehicle on the left. Mr. Johnson proceeded down the grade to the intersection of I-85 Business and RP-1144 where he had intended to make a right turn onto RP-1144. In preparation for his turn Mr. Johnson checked the traffic signal and it was green for traffic traveling south on I-85 Business. The next thing Mr. Johnson saw was a maroon Honda vehicle turning from the northbound lane into the path of the Highway Patrol vehicle. The Highway Patrol vehicle steered to the right to attempt to avoid the Honda, but the Honda continued to turn across southbound I-85 Business into the path of the Highway Patrol vehicle. The two vehicles collided in the intersection.

Mr. Johnson stopped his vehicle and assessed the situation he “triaged everybody” and determined the seatbelt restraining the front seat passenger of the Honda vehicle needed to be cut to relieve pressure on the occupants throat. Mr. Johnson then went to the operator of the Honda feeling that she was the most seriously injured and tried to assist her. He asked others at the scene to assist the children in the back seat and release their seatbelts. While Mr. Johnson was attempting to assist the operator of the Honda she died. He checked her carotid pulse and could not find a pulse.

Mr. Johnson went to the Highway Patrol vehicle at this time which was at rest in the wood line against a tree. He observed the trooper coming out of the wooded area talking on his portable radio. He approached the trooper, and he and an Emergency Medical Technician (EMT) that had arrived on the scene advised the trooper not to go to the other vehicle. Mr. Johnson felt that the trooper was in shock.

Mr Johnson indicated that one of the other troopers at the scene asked him if the Highway Patrol vehicle was operating its blue lights at the time of the collision. Mr. Johnson recalled that the blue lights were in operation and that they had been activated at the time the trooper accelerated and passed him on I-85 Business prior to the collision.

When asked about the position of his vehicle in relation to the intersection when he last saw the traffic signal, Mr. Johnson stated his vehicle was two pick-up truck lengths behind the second painted arrow on the right lane on I-85 Business when he last saw the traffic signal. When asked if he ever heard a siren at anytime prior to the collision, Mr. Johnson said no.

When asked about other witnesses at the collision scene, Mr. Johnson recalled two gentlemen from a big white box type van that stopped to help, as well as two ladies in a jeep that also stopped but did not render any assistance.

**Trooper James D. Goodnight**

Trooper James D. Goodnight resides at 7801 Charles Place Kernersville, NC 27284. Sergeant M. A. Davidson and Troopers B. K. Martin and B. K. Palmiter conducted an interview with Trooper Goodnight on 25 May 2010 at 1:38 p.m. at Troop D Headquarters, 2527 East Market Street Greensboro, NC 27401. The interview was digitally recorded and is available for review. The following is a summary of the interview.

On Sunday 23 May 2010 at approximately 11:45 a.m. Trooper James Goodnight was traveling north on I-85 Business in Guilford County North Carolina between River Road and Vickery Chapel Road. He observed a blue vehicle traveling southbound on I-85 Business. He believed the vehicle was either a Buick Skylark or a Pontiac Grand Am. Trooper Goodnight estimated the speed of the vehicle at eighty (80) miles per hour. He activated his radar unit and obtained a clock of eighty (80) miles per hour in a fifty-five (55) mile per hour speed zone. Trooper Goodnight did not want to cross the grass median at that time because it had been raining earlier and the median was wet, so he continued north on I-85 Business to a paved crossover he knew was just ahead. He signaled for a left turn and made a u-turn at the crossover. Before he could pull into the southbound lanes he had to yield to a vehicle traveling south. He waited for this vehicle before entering traffic, then immediately passed it in pursuit of the speeding vehicle he

had observed. Trooper Goodnight activated his blue lights and alternating headlights as he was approaching another vehicle in the southbound lane. He did not activate his siren. He would have had to look down at the control head of the light bar / siren controller to make sure he selected the correct button and for safety reasons he did not want to do that at that time. Trooper Goodnight passed the vehicle he was approaching and notice a maroon Honda approaching the intersection of I-85 Business and River Road (RP-1144). The Honda vehicle entered the left turn lane and "paused". Trooper Goodnight was not sure if the vehicle came to a complete stop, but its forward momentum slowed and he perceived it to be yielding to him. He had a green light governing his lane of travel and he could see the blue speeding vehicle topping the hill up ahead of him. He made a decision to travel through the intersection and as he got closer to the intersection he could see the Honda beginning to turn left into the southbound lanes. As the vehicle continued turning into the intersection, Trooper Goodnight perceived that he would not be able to make it through without colliding with the vehicle. He could not go left into the northbound lanes so he applied his brakes and steered to the right as far as he could without striking cars stopped on River Road. Trooper Goodnight's vehicle collided with the right front portion of the Honda, he spun around and travel off of the roadway into a wooded area coming to rest against a tree. Immediately after coming to rest, Trooper Goodnight attempted to contact the Greensboro Communication center to notify them of the collision, but his low band radio was dead. He could not get out of his driver's side door so he unbuckled his seatbelt and crawled out of the passenger side door. As he came out of the woods he was met by three gentlemen that told him to sit down. They also asked if he had called the collision in. He told them he had tried, but his low band radio was dead. At that time he heard his 800 MHz radio in his vehicle and went back and retrieved it. He called Greensboro Communication and notified them he had been involved in a serious collision. Communications center personnel were already aware of the collision at that time.

During follow up questioning by Sergeant M. A. Davidson, Trooper Goodnight stated he was working a 5 a.m. to 5 p.m. shift on the day of the collision. He stated he was not tired and felt fine that day. When asked about the vehicle he was driving he indicated

he was very familiar with the vehicle, it was his 2nd Dodge charger and it had approximately 20,000 miles on it. Trooper Goodnight indicated the traffic volume was light on the morning of the collision

**Theodis Darnell Duff**

Mr. Theodis Darnell Duff resides at 2502 McConnell Road Greensboro, NC 27401. Sergeant M. A. Davidson conducted an interview with Mr. Duff on 25 May 2010 at 3:02 p.m. at Troop D Headquarters, 2527 East Market Street Greensboro, NC 27401. The interview was digitally recorded and is available for review. The following is a summary of the interview.

On Sunday, 23 May 2010 Mr. Theodis Duff was traveling south on I-85 Business enroute to church on Newland Street in High Point, NC. He was accompanied by his children. Mr. Duff was near Grandover Resort when he checked his rearview mirror and noticed a small blue vehicle (possibly a Dodge Neon) approaching him from the rear. The vehicle was darting in and out of traffic and traveling at a high rate of speed. As the vehicle caught up to Mr. Duff's vehicle it passed him "like he was sitting still" and he noticed that there were three black males occupying the vehicle. Mr. Duff estimated that the occupants of the vehicle were probably in their earlier twenties (20's). Upon watching the vehicle pass, Mr. Duff's daughter exclaimed "Dad their really moving fast".

Mr. Duff continued south on I-85 Business and as he rounded the curve just north of the I-85 Business River Road intersection he observed a large amount of smoke in the air at the intersection. He said to his children "there is going to be a bad accident down here kids". When he came upon the intersection, Mr. Duff observed a large amount of debris and as he looked to the side of the roadway he observed blue lights in a wooded area. He stopped his vehicle and got out and ran to the Highway Patrol vehicle. He located the trooper involved in the collision and told him he needed to sit down and be still. The trooper stated "sir I have to find my radio" "I've got my phone but I need my radio". After he found his radio Mr. Duff asked the trooper to come and sit down at the

rear of the car and he told him help was coming. The trooper asked Mr. Duff to stay with him.

**Micheal Wayne Perry**

Mr. Michael Wayne Perry resides at 227 Spring Street Thomasville, NC 27360. Sergeant M. A. Davidson conducted an interview with Mr. Perry at Thomasville Furniture Company, 401 East Main Street in Thomasville, NC 27360, on 27 May 2010 at 1:52 p.m. The interview was digitally recorded and is available for review. The following is a summary of the interview.

On Sunday, 23 May 2010 at approximately 11:40 a.m., Mr. Perry was traveling south on Business 85 from Greensboro. He checked his rearview mirror and observed a dark colored car coming up behind him at a high rate of speed. The vehicle passed Mr. Perry and he noticed there were multiple occupants in the vehicle. Shortly after witnessing the speeding vehicle he observed a Highway Patrol vehicle traveling north on Business 85. Mr. Perry looked in his rearview mirror and observed the Highway Patrol vehicle using a paved median cross over to make a u-turn into the southbound lanes. After making the u-turn the Highway Patrol vehicle accelerated and passed Mr. Perry's vehicle. Mr. Perry noticed at this time that the light governing southbound Business 85 was green. He observed a burgundy Accord travel into the northbound turn lane and then begin to make a left turn at the intersection. The Highway Patrol vehicle at that time began to veer to the right and the Honda continued its turn. The two vehicles collided at the intersection.

During follow-up questioning by Sergeant Davidson Mr. Perry related that the dark colored vehicle that passed him was possibly a Nissan Sentra. He stated that at the time of the collision the dark colored vehicle was at the top of the hill south of the Business 85 River Road intersection.

Mr. Perry related that after the Highway Patrol vehicle made its u-turn into the southbound lanes and was approaching his vehicle, he noticed that the four (4) way

flashers had been activated. He did not recall seeing blue lights from the Highway Patrol vehicle while on the highway, but did see that the blue lights were activated when the vehicle was at rest in the wooded area. Mr. Perry did not hear a siren at any time prior to the collision. Mr. Perry related that when his vehicle was passed prior to the collision it was in such close proximity to the intersection that his attention was being occupied by the impending collision between the patrol vehicle and the Honda and he was not focused on whether or not the blue lights were activated on the patrol vehicle.

Mr. Perry characterized the traffic volume on Business 85 the morning of the collision as very light. He remembered one vehicle being at the traffic light for River Road. He remembered the Honda vehicle being the only vehicle in the left turn lane on northbound 85. Mr. Perry stated the Honda merged into the turn lane and slowed while approaching the intersection but never stopped. He indicated she “just rolled on out at a uniformed speed”. Mr. Perry related that the speed at which the Honda made the turn was a “normal” “reasonable” speed.

Mr. Perry estimated that he was seventy (70) to eighty (80) yards, no more than one hundred (100) yards when the collision occurred. He indicated that the traffic signal was green for Business 85 from the first time he noticed it up until the collision. He recalled another person at the collision scene saying they were on River Road at the time of the collision and that the light was red for River Road. He could not remember specifically who the person was.

Following the collision Mr. Perry pulled his vehicle onto the southbound shoulder of Business 85 and went to the injured parties. He did not render aid to any one in the Honda. He did not want to move them. He went to the trooper and asked him how he was doing. The trooper stated he was okay.

## Special Topic 1 - Highway Patrol Vehicle Conspicuity

On Friday 18 June 2010 Troopers B. K. Martin and S. W. Myers and Sergeant M. A. Davidson of the North Carolina State Highway Patrol's Collision Reconstruction Unit, along with Trooper T. J. Carter from Troop D District 2, returned to the collision scene on I-85 Business at River Road. Their purpose for returning to the collision site was to try to gain a better understanding of the perspective of motorists using the northbound left turn lane of I-85 Business and to determine whether a marked Highway Patrol vehicle, with blue emergency lights activated, would be visible to an operator from the turn lane if it were traveling in the right lane behind a pick-up truck.

A full size Dodge 1500 series quad cab pick-up, similar in overall size to the one being operated by witness Terry Johnson on the morning of the collision, was employed for the exercise. A marked, North Carolina Highway Patrol, 2008 Dodge Charger with a roof mounted bar light was used as well. Two (2) demonstrations were staged and each was recorded with a video camera. The video camera was positioned inside Trooper B. K. Martin's patrol vehicle and he captured the video footage from eye level while sitting in the driver's seat.

Throughout the demonstrations the patrol vehicle remained in the right lane of southbound I-85 Business. According to witness statements and physical evidence the patrol vehicle moved into the left lane at some location prior to the intersection and passed two vehicles before reaching the intersection proper. This movement would obviously have made the patrol vehicle more conspicuous to motorists on the northbound side of the highway. However, not knowing precisely where this maneuver occurred, the patrol vehicle was kept in the right lane, in the least conspicuous position.

The demonstration was conducted at about the same time of day with the same daylight conditions as that of the morning of the crash. Upon completion of this demonstration, it was determined that the Highway Patrol vehicle following the Dodge pick-up remained

visible throughout the approach to the intersection, although a portion of the vehicle was partially obstructed for a short period of time. This demonstration was recorded with a digital camera and the video files are available for review.

## Special Topic 2 - Traffic Signal Lights

The intersection of I-85 Business and RP-1144 (River Road) is governed by traffic signal lights. The purpose of these lights is to facilitate the safe and efficient movement of traffic through the intersection. The southbound through lanes of I-85 Business are governed by three, three head signal lights, one signal head each for red, yellow and green. The left turn lane is governed by a five head signal light, one signal head each for red, yellow and green and one signal head each for a yellow arrow and a green arrow. Signal lights governing the northbound lanes are configured in the same manner. **Photograph ST2-1** depicts the signal lights at the intersection.

**Photograph ST2-1**

According to testimony from Mr. Terry Johnson, Mr. Michael Perry and Trooper James Goodnight, the traffic signal lights governing the southbound through lanes of I-85

Business on the morning of the collision were illuminated green just prior to the collision. According to testimony from Mr. Floyd Donald Ross, who was traveling north on I-85 Business, the traffic signal governing the left turn lane on the northbound side was displaying a green arrow.

The design of the signal lights governing the left turn lanes of I-85 Business is such that these lights will display a solid green lens for traffic making a left turn, so long as traffic volume is light enough that motorist do not need protection from the signal light when turning. The solid green light requires that motorists turning left yield to any traffic traveling through the intersection before turning. If a motorist is unable to turn left during a full cycle of the solid green light because of the volume of traffic, the next cycle of the light will display a green arrow indicating a protected left turn, and thru traffic in the opposing lanes will be governed by red signal lights during the protected left turn period.

Signal light design for the intersection includes measures to safe guard against collisions being caused by a signal light malfunction. If traffic intending to make a left turn is receiving a green protected left turn arrow and the system calls for green lights for opposing through traffic, this will cause all lights at the intersection to begin to flash either yellow or red depending on the design specifications for the intersection. There is no evidence that the traffic signal lights on the morning of the collision ever went into a flash sequence.

Statements from all parties with first hand knowledge of the traffic signal lights prior to the collision indicate that the volume of traffic on the highway that morning was light. Having observed this intersection at length, this would indicate that the left turn lanes were being regulated with solid green lenses and not protected turn arrows.

The statement of Mr. Ross that he believed the Honda vehicle in the left turn lane was receiving a green arrow just prior to the collision, would seem to be in conflict with statements from the three operators on the southbound side of the intersection that observed solid green lights governing the southbound lanes. Mr. Ross indicated during

his interview that he was four hundred yards from the intersection when he observed the green arrow.

On Friday, 18 June 2010, Sergeant M. A. Davidson and Troopers B.K. Martin and S.W. Myers traveled to the intersection of I-85 Business and RP-1144. While at the scene Trooper B. K. Martin positioned his patrol vehicle in the northbound left turn lane and remained in the lane for a complete cycle, this forced the left turn signal light to display a green protected turn arrow. Sergeant M. A. Davidson positioned his patrol vehicle on the northbound paved shoulder 400 yards (1200 feet) from the intersection to observe the signal. From this position a solid green light could be observed in the right lower signal head and the appearance of green in the left lower signal head, however, a green arrow per se could not be discerned.

## Special Topic 3 - Air Bag Control Module (ACM) Image Data

On Sunday, 23 May 2010, Troopers B. K. Palmiter, B. K. Martin, and Sergeant M. A. Davidson responded to the collision scene on I-85 Business at RP-1124 (River Road) in Guilford County. During the Reconstruction Unit's at scene investigation it was necessary to image collision data contained in the Air Bag Control Module (ACM) of the 2009 Dodge Charger assigned to Trooper J. D. Goodnight, D-253. This data was analyzed in conjunction with available physical evidence from the collision scene and the vehicles involved.

The ACM data was imaged at the crash site on 23 May 2010 at approximately 4:25 p.m. Trooper B. K. Martin successfully imaged the data, utilizing the Bosch Crash Data Retrieval Tool (CDR) version 3.3, via the vehicles Diagnostic Link Connector (DLC). The generated CDR report is included on the pages that follow.

A color coded graph on page 56 with corresponding numeric data on page 57 relate information pertaining to speed, engine rpm, percentage of throttle and brake application for five (5) seconds prior to the event. None of this information was determined to be inconsistent with roadway evidence or witness testimony.

This type of data imaging was not supported for the 1995 Honda Accord using the equipment available to collision reconstruction unit members.

With regard to the speed of Vehicle 2, statements taken and evidence considered during this investigation indicate that Vehicle 2 was making a left turn from the left turn lane of I-85 Business at a speed typical of vehicles turning at the intersection.

Using an estimated path for the turn that was performed by Vehicle 2 (a distance of approximately seventy-one (71) feet and a normal acceleration rate for passenger cars

of 4.8 (ft/sec²)[1], the estimated speed at impact for Vehicle 2 would be seventeen (17) miles per hour. **Illustration ST3-1** depicts the approximate turning path and distance for Vehicle 2.

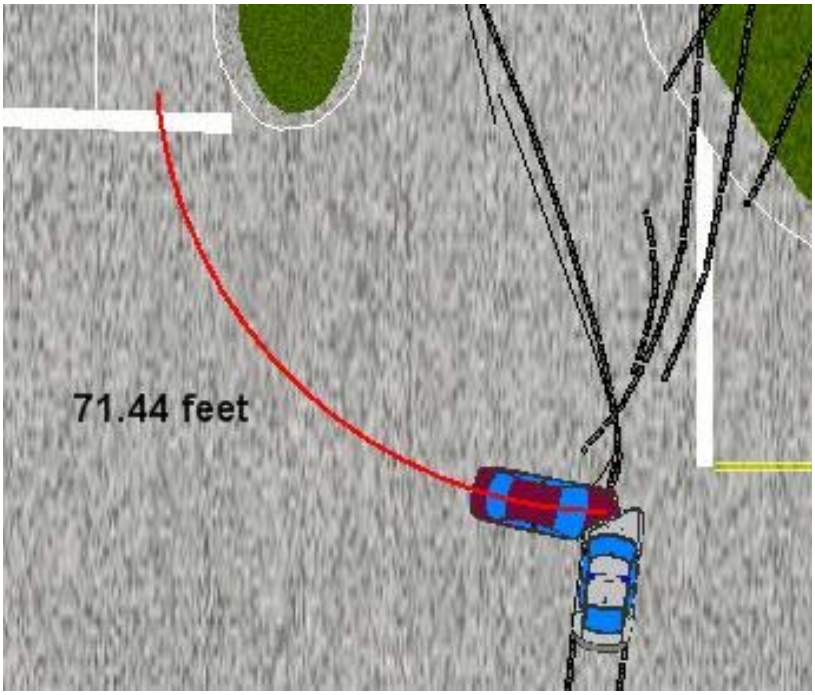



**Illustration ST3-1**, Turning path and distance for Vehicle 2

[1] *Equation Directory for the Reconstructionist*, First Addition, 1995 by Daniel J. Parkka

IMPORTANT NOTICE: Robert Bosch LLC and the manufacturers whose vehicles are accessible using the CDR System urge end users to use the latest production release of the Crash Data Retrieval system software when viewing, printing or exporting any retrieved data from within the CDR program. Using the latest version of the CDR software is the best way to ensure that retrieved data has been translated using the most current information provided by the manufacturers of the vehicles supported by this product.

## CDR File Information

| | |
|---|---|
| User Entered VIN | 2B3KA43T79H607686 |
| User | Trp. B.K. Martin |
| Case Number | |
| EDR Data Imaging Date | Sunday, May 23 2010 |
| Crash Date | Sunday, May 23 2010 |
| Filename | 2B3KA43T79H607686_ACM.CDR |
| Saved on | Sunday, May 23 2010 at 04:25:16 PM |
| Collected with CDR version | Crash Data Retrieval Tool 3.3 |
| Reported with CDR version | Crash Data Retrieval Tool 3.4 |
| EDR Device Type | airbag control module |
| Event(s) recovered | Most Recent Event |

## Comments

No comments entered.

## Data Limitations

**AIRBAG CONTROL MODULE (ACM) DATA LIMITATIONS:**

**GENERAL INFORMATION:**

CAUTION: During Bench top imaging, make sure the ACM is not moved, tilted or turned over while connected to and powered by the CDR Interface Module. Also, after a CDR imaging process, wait 2 minutes after power is removed from the ACM before attempting to move the module. Not following these general ACM guidelines for bench top imaging could cause new events to be recorded in the ACM.

The ACM current fault status will be altered if the ACM is powered-up without having all of the other vehicle inputs connected (e.g., bench top imaging). This situation will occur when the CDR tool is connected directly to the ACM. This will not affect any of the stored fault data information in any of the Event Records. Always make a note in the CDR case comments page when an ACM bench top imaging process is performed.

The recorded Deployment Event will contain Pre-Crash data.

- T0 (where '0' is subscript) (-.01 sec.) is defined as the last sample point in the vehicle data buffer when the ACM commanded a deployment for all vehicles except the 2008 - 2010 Dodge Grand Caravan, 2008-2010 Chrysler Town and Country and 2009-2010 Dodge Journey. In these vehicles, T0 (where '0' is subscript) is defined as the algorithm wakeup. Please note that the algorithm wakeup may be different for front, side, and roll-over events and their associated parameters.
- The VIN is captured by the ACM and then recorded as the Original VIN after 10 consecutive ignition cycles of capturing the same number. Once it has been recorded, this number can not be modified.

**CDR FILE INFORMATION:**

Event(s) Recovered definitions:

- None - There are no stored events in the Airbag Control Module (ACM)
- Not Retrievable - Event Data is stored in the ACM but is not retrievable by the CDR tool.
- For Continental ACMs:
  - Event Record 1 - Data from an event is stored in the ACM (not necessarily in chronological order)
  - Event Record 2 - Data from another event is stored in the ACM (not necessarily in chronological order)
  - Event Record 3 - Data from another event is stored in the ACM (not necessarily in chronological order)
- For all other ACMs:
  - Most Recent Event - Data of the most recent event is displayed in the report
  - 1st Prior Event - Two events are stored in the ACM, Data displayed is of the first prior event.
  - 2nd Prior Event - Three events are stored in the ACM, Data displayed is of the second prior event.
  - Etc., (for modules with 3 to 5 stored events)

**CDR RECORD INFORMATION:**

- If power to the ACM is lost during a deployment event, all or part of the event data record may not be recorded. “Interrupted” will be displayed for Vehicle Event Recorder Status.
- The Airbag Control Module Configuration indicates the inputs and outputs that the ACM for a particular vehicle monitors and/or controls.
- For applicable vehicles, the “Event Number” in the System Status at Event section of the report indicates the order of the events.
- For applicable vehicles, the “Total Number of Events Recorded” in the System Status at Event section of the report indicates the total number of events that the ACM has recorded.
- For applicable vehicles, a “Yes” for a particular item in the Deployment Command Data section of the report indicates that the ACM commanded the deployment of the associated device.
- Vehicle Data (Pre-Crash) is transmitted to the Airbag Control Module, by various vehicle control modules, via the vehicle’s communication network.
- On 2006-2009 Dodge Ram 2500/3500, the Engine RPM recorded is limited to a maximum of 4080 RPM. On the 2008 - 2010 Dodge Grand Caravan, 2008-2010 Chrysler Town and Country and 2009-2010 Dodge Journey, the engine RPM resolution is 256 rpm. On all other vehicles, the resolution is 32 rpm.
- If a recorded event has Engine RPM equal to SNA and Speed, Vehicle Indicated equals SNA for each time stamp, then the data is default data and the event stored in the ACM is not valid.
  - The accuracy of the recorded Speed, Vehicle Indicated will be affected if the vehicle had the tire size or the final drive axle ratio changed from the factory build specifications.
  - Speed, Vehicle Indicated is reported as an average of the drive wheels.
- On the 2008 - 2010 Dodge Grand Caravan, 2008-2010 Chrysler Town and Country and 2009-2010 Dodge Journey, the vehicle speed resolution is 2 kph. On all other vehicles, the resolution is 1 kph.
- The MIL (Malfunction Indicator Lamp) Status for the various recorded systems indicates the state of the applicable malfunction indicator lamp at the time that the data was captured. Note: Some fault codes could be stored due to component/system damage from the accident.

NOTE: A StarScan Tool should be used to read any stored Diagnostic Trouble Codes (DTC’s) in the various electronic modules (ACM, PCM, ABS, TCM, etc., where applicable) for use in interpretation of some vehicle specific recorded data.

**VEHICLE DATA DEFINITIONS:**

Vehicle Event Recorder Status definitions:

- For additional definitions, please refer to the CDR Help File Glossary
- ABS MIL status - This indicates the ABS fault indicator lamp status. It will only be illuminated when there is a fault in the ABS system. The Electronic brake module DTC’s should be read and recorded for final system interpretation.
- ESP MIL status - This indicates the ESP/BAS fault indicator lamp status. It will only be illuminated when there is a fault or thermal model shutdown in the ESP system. The ESP module DTC’s should be read and recorded for final system interpretation. This is only valid for vehicles equipped with ESP.
- ESP Lamp Steady State Requested - This is the status of the ESP symbol - “car with squiggly lines” indicator lamp. “Yes” indicates ESP has been turned off by the driver or has reduced performance and is not an indication of a fault in the system. This is only valid for vehicles equipped with ESP.
- ESP Lamp Flashing Requested - If “Yes”, then an ESP, Traction Control or Trailer Sway Control (if equipped) event was active at the time of data capture. This is only valid for vehicles equipped with ESP.
- ESP Disabled - “Yes” indicates that ABS & ESP have been disabled by the driver or due to system performance. This is only valid for vehicles equipped with ESP.
- Traction Control Button - When the button is "ON", (driver has pushed the button), the Traction Control system is "Disabled". When the button is "OFF", the Traction Control system is "Enabled".
- ESP Active - “YES” indicates that the ESP system is intervening with wheel specific braking/engine control. This is only valid for vehicles equipped with ESP.
- Panic Brake Assist Active - “Yes” indicates that all four of the brake circuits are under going ABS control. This is only valid for vehicles equipped with ESP.
- Steering Input (deg) if equipped:
  - Steering Input polarity is positive for right turns on:
    - 2005 - 2007 Grand Cherokee
    - 2006 - 2007 Commander
    - 2005 - 2010 300, Magnum, and Charger
    - 2008 - 2010 Challenger
  - Steering Input polarity is negative for right turns on:
    - All other vehicles and model years not specified above
- Yaw Rate (Degrees) if equipped: All vehicles have negative yaw rate when making a right turn.
- ETC Lamp Status - Lamp “ON “ indicates there is an active Electronic Throttle DTC. This is only valid for vehicles equipped with ETC.
- ETC Lamp Flashing - If “Yes”, then the ETC is in the limp-in mode. This is only valid for vehicles equipped with ETC.
- Engine Torque Applied - If “No”, then no engine torque output was applied (as in Park/Neutral for Automatic transmissions or clutch depressed on manual or during an ESP/Traction Control event), If “Yes”, then engine torque output was applied.
- Tire 1 (2) Location - This indicates the location of the tire pressure sensor data. Default is used to indicate that the location of the tire pressure sensor is unknown or there is no tire pressure sensor in the wheel. Vehicles with Base Tire Pressure Monitoring systems will display SNA for both Tire Locations as these vehicles do not send actual pressure values across the communication bus.
- Tire 1 (2) Pressure Status - This indicates the actual pressure status of the Tire Location defined in the previous column. Possible

values are LOW, NORMAL, HIGH, or SNA for this parameter. Vehicles with Base Tire Pressure Monitoring systems will display NORMAL even though these vehicles do not send actual pressure values across the communication bus.

- Tire 1 (2) Pressure (psi) - This indicates the actual tire pressure value of the Tire Location defined. Vehicles with Base Tire Pressure Monitoring systems will display N/A for this parameter as these vehicles do not send actual pressure values across the communication bus.
- Cruise Control System - "Yes" indicates that the Cruise Control system is turned on.
- Cruise Control Active - "Yes" indicates the Cruise Control system is actively controlling vehicle speed. "No" indicates the system is NOT controlling vehicle speed.

**APPLICATION INFORMATION:**

- 2005 - 2010 Durango's equipped with side airbags have EDR data that can be imaged by the CDR tool. Durango's not equipped with side airbags have EDR Data that might be imaged by the CDR tool and can always be imaged by the supplier.
- For 2006 MY, some Chrysler 300, Dodge Magnum, Dodge Charger, Jeep Grand Cherokee, and Jeep Commander models may contain EDR data that can not be imaged by the CDR tool.
- For 2007 MY, some PT Cruiser models may contain EDR data that can not be imaged by the CDR tool.
- EDR Data is only recorded for frontal deployments in the following vehicles:
  - 2005-2007 Durango
  - 2007 Aspen
  - 2006-2007 Ram 1500
  - 2006-2009 Ram 2500/3500 Heavy Duty
  - 2007 Caliber, Compass, Patriot
  - 2007 Sebring
  - 2007 Nitro
  - 2007 Wrangler

03001_Chrysler_r003

BOSCH CDR CRASH DATA RETRIEVAL SYSTEM

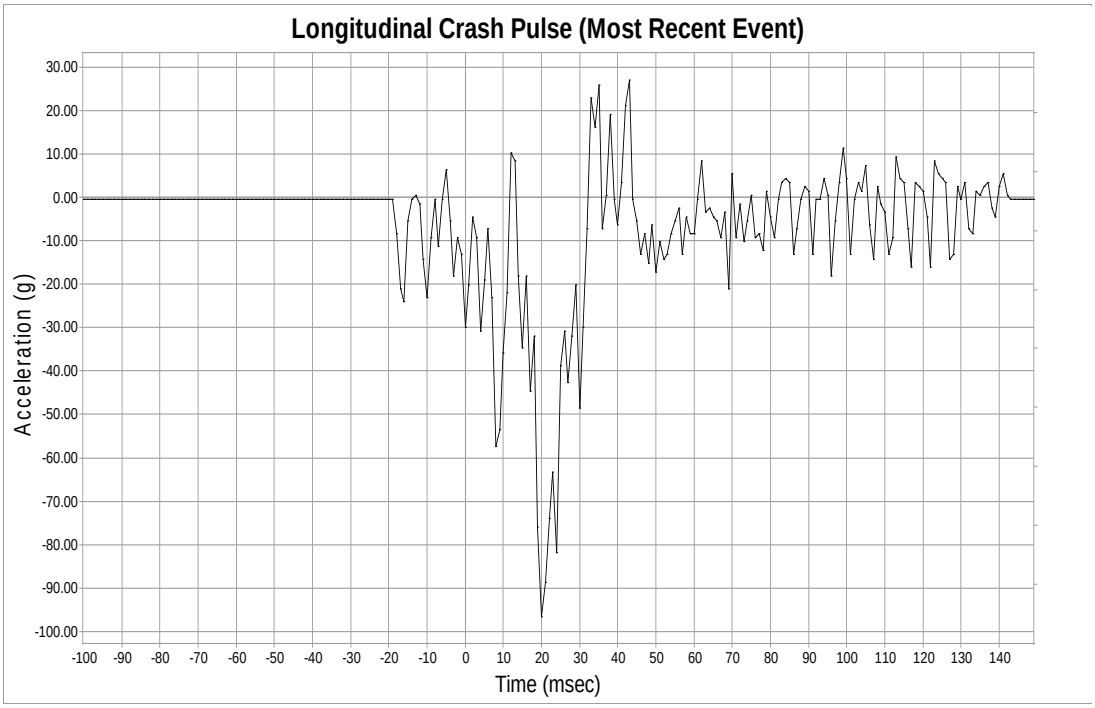
## System Status at Retrieval

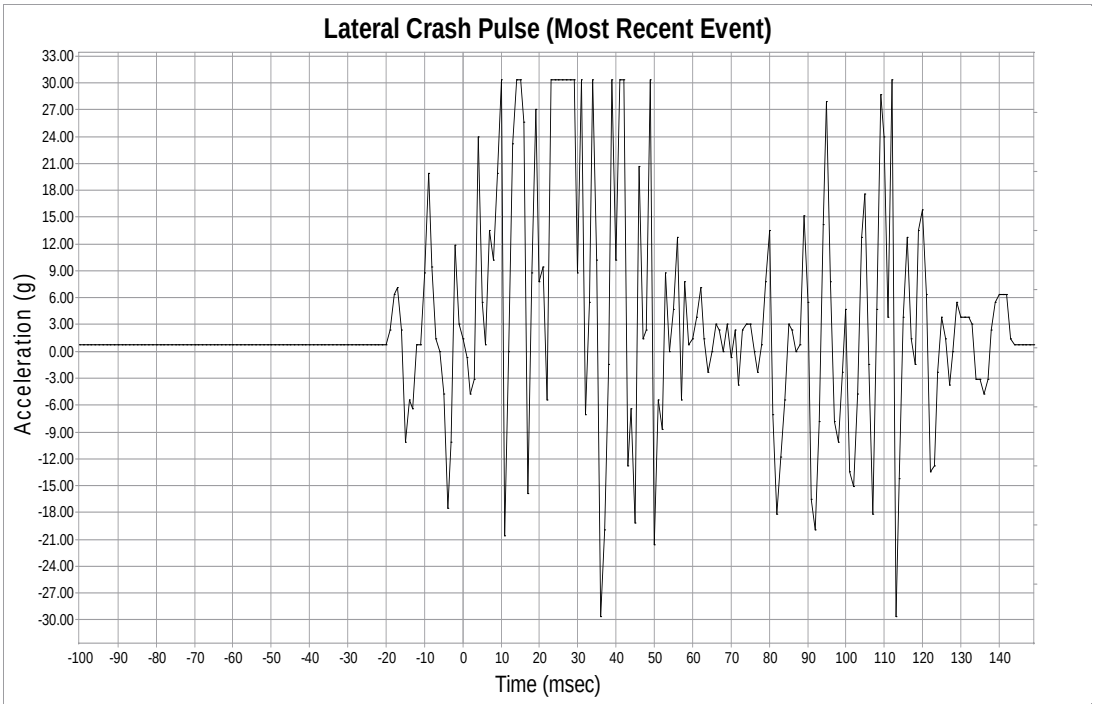
| | |
|---|---|
| Original VIN | 2B3KA43T79H607686 |
| Airbag Control Module Part Number | 04896098AF |
| Airbag Control Module Serial Number | T52MD353800813 |
| Airbag Control Module Supplier | Bosch |

## System Configuration at Retrieval

| | |
|---|---|
| Configured for Front Driver Seatbelt Switch | No |
| Configured for Front Center Seatbelt Switch | No |
| Configured for Front Passenger Seatbelt Switch | No |
| Configured for 2nd Row Left Seatbelt Switch | No |
| Configured for 2nd Row Center Seatbelt Switch | No |
| Configured for 2nd Row Right Seatbelt Switch | No |
| Configured for 3rd Row Left Seatbelt Switch | No |
| Configured for 3rd Row Center Seatbelt Switch | No |
| Configured for 3rd Row Right Seatbelt Switch | No |
| Configured for Driver Inflatable Knee Bolster | No |
| Configured for Left Curtain #1 | No |
| Configured for Right Curtain #1 | No |
| Configured for Left Curtain #2 | No |
| Configured for Right Curtain #2 | No |
| Configured for Front Driver Seatbelt Pretensioner | Yes |
| Configured for Front Center Seatbelt Pretensioner | No |
| Configured for Front Passenger Seatbelt Pretensioner | Yes |
| Configured for 2nd Row Left Seatbelt Pretensioner | No |
| Configured for 2nd Row Center Seatbelt Pretensioner | No |
| Configured for 2nd Row Right Seatbelt Pretensioner | No |
| Configured for 3rd Row Left Seatbelt Pretensioner | No |
| Configured for 3rd Row Center Seatbelt Pretensioner | No |
| Configured for 3rd Row Right Seatbelt Pretensioner | No |
| Configured for Left Side Sensor #1 | No |
| Configured for Left Side Sensor #2 | No |
| Configured for Left Side Sensor #3 | No |
| Configured for Right Side Sensor #1 | No |
| Configured for Right Side Sensor #2 | No |
| Configured for Right Side Sensor #3 | No |
| Configured for Left Up Front Sensor | Yes |
| Configured for Right Up Front Sensor | Yes |
| Configured for Front Driver Digressive Load Limiter | No |
| Configured for Front Passenger Digressive Load Limiter | No |
| Configured for Driver Seat Track Position Sensor | Yes |
| Configured for Passenger Seat Track Position Sensor | Yes |
| Configured for Driver Airbag Disable Switch | No |
| Configured for Passenger Airbag Disable Switch | No |
| Configured for Passenger Occupant Classification System | No |
| Configured for Right Side Thorax | No |
| Configured for Left Side Thorax | No |
| Configured for Passenger Inflatable Knee Bolster | No |
| Configured for Passenger Belt Tension Sensor | No |
| Configured for Driver Belt Tension Sensor | No |
| Configured for Occupant Detection Sensor | No |
| Configured for DOC Disable Switch | No |

BOSCH CDR CRASH DATA RETRIEVAL SYSTEM



BOSCH CDR CRASH DATA RETRIEVAL SYSTEM

## Longitudinal Crash Pulse (Most Recent Event)

| Time (msec) | Longitudinal Acceleration (g) |
|---|---|
| -100 | -0.49 |
| -99 | -0.49 |
| -98 | -0.49 |
| -97 | -0.49 |
| -96 | -0.49 |
| -95 | -0.49 |
| -94 | -0.49 |
| -93 | -0.49 |
| -92 | -0.49 |
| -91 | -0.49 |
| -90 | -0.49 |
| -89 | -0.49 |
| -88 | -0.49 |
| -87 | -0.49 |
| -86 | -0.49 |
| -85 | -0.49 |
| -84 | -0.49 |
| -83 | -0.49 |
| -82 | -0.49 |
| -81 | -0.49 |
| -80 | -0.49 |
| -79 | -0.49 |
| -78 | -0.49 |
| -77 | -0.49 |
| -76 | -0.49 |
| -75 | -0.49 |
| -74 | -0.49 |
| -73 | -0.49 |
| -72 | -0.49 |
| -71 | -0.49 |
| -70 | -0.49 |
| -69 | -0.49 |
| -68 | -0.49 |
| -67 | -0.49 |
| -66 | -0.49 |
| -65 | -0.49 |
| -64 | -0.49 |
| -63 | -0.49 |
| -62 | -0.49 |
| -61 | -0.49 |
| -60 | -0.49 |
| -59 | -0.49 |
| -58 | -0.49 |
| -57 | -0.49 |
| -56 | -0.49 |
| -55 | -0.49 |
| -54 | -0.49 |
| -53 | -0.49 |
| -52 | -0.49 |
| -51 | -0.49 |

| Time (msec) | Longitudinal Acceleration (g) |
|---|---|
| -50 | -0.49 |
| -49 | -0.49 |
| -48 | -0.49 |
| -47 | -0.49 |
| -46 | -0.49 |
| -45 | -0.49 |
| -44 | -0.49 |
| -43 | -0.49 |
| -42 | -0.49 |
| -41 | -0.49 |
| -40 | -0.49 |
| -39 | -0.49 |
| -38 | -0.49 |
| -37 | -0.49 |
| -36 | -0.49 |
| -35 | -0.49 |
| -34 | -0.49 |
| -33 | -0.49 |
| -32 | -0.49 |
| -31 | -0.49 |
| -30 | -0.49 |
| -29 | -0.49 |
| -28 | -0.49 |
| -27 | -0.49 |
| -26 | -0.49 |
| -25 | -0.49 |
| -24 | -0.49 |
| -23 | -0.49 |
| -22 | -0.49 |
| -21 | -0.49 |
| -20 | -0.49 |
| -19 | -0.49 |
| -18 | -8.33 |
| -17 | -21.08 |
| -16 | -24.02 |
| -15 | -5.39 |
| -14 | -0.49 |
| -13 | 0.49 |
| -12 | -1.47 |
| -11 | -14.22 |
| -10 | -23.04 |
| -9 | -9.31 |
| -8 | -0.49 |
| -7 | -11.28 |
| -6 | -0.49 |
| -5 | 6.37 |
| -4 | -5.39 |
| -3 | -18.14 |
| -2 | -9.31 |
| -1 | -13.24 |

| Time (msec) | Longitudinal Acceleration (g) |
|---|---|
| 0 | -29.90 |
| 1 | -20.10 |
| 2 | -4.41 |
| 3 | -9.31 |
| 4 | -30.88 |
| 5 | -19.12 |
| 6 | -7.35 |
| 7 | -23.04 |
| 8 | -57.35 |
| 9 | -53.43 |
| 10 | -35.79 |
| 11 | -22.06 |
| 12 | 10.29 |
| 13 | 8.33 |
| 14 | -18.14 |
| 15 | -34.81 |
| 16 | -18.14 |
| 17 | -44.61 |
| 18 | -31.86 |
| 19 | -75.98 |
| 20 | -96.57 |
| 21 | -88.73 |
| 22 | -74.02 |
| 23 | -63.24 |
| 24 | -81.86 |
| 25 | -38.73 |
| 26 | -30.88 |
| 27 | -42.65 |
| 28 | -31.86 |
| 29 | -20.10 |
| 30 | -48.53 |
| 31 | -29.90 |
| 32 | -7.35 |
| 33 | 23.04 |
| 34 | 16.18 |
| 35 | 25.98 |
| 36 | -7.35 |
| 37 | 0.49 |
| 38 | 19.12 |
| 39 | -0.49 |
| 40 | -6.37 |
| 41 | 3.43 |
| 42 | 21.08 |
| 43 | 26.96 |
| 44 | -0.49 |
| 45 | -5.39 |
| 46 | -13.24 |
| 47 | -8.33 |
| 48 | -15.20 |
| 49 | -6.37 |

BOSCH CDR CRASH DATA RETRIEVAL SYSTEM

## Longitudinal Crash Pulse (Most Recent Event)

| Time (msec) | Longitudinal Acceleration (g) | Time (msec) | Longitudinal Acceleration (g) |
|---|---|---|---|
| 50 | -17.16 | 100 | 4.41 |
| 51 | -10.30 | 101 | -13.24 |
| 52 | -14.22 | 102 | -0.49 |
| 53 | -13.24 | 103 | 3.43 |
| 54 | -8.33 | 104 | 1.47 |
| 55 | -5.39 | 105 | 7.35 |
| 56 | -2.45 | 106 | -6.37 |
| 57 | -13.24 | 107 | -14.22 |
| 58 | -4.41 | 108 | 2.45 |
| 59 | -8.33 | 109 | -1.47 |
| 60 | -8.33 | 110 | -3.43 |
| 61 | -0.49 | 111 | -13.24 |
| 62 | 8.33 | 112 | -9.31 |
| 63 | -3.43 | 113 | 9.31 |
| 64 | -2.45 | 114 | 4.41 |
| 65 | -4.41 | 115 | 3.43 |
| 66 | -5.39 | 116 | -7.35 |
| 67 | -9.31 | 117 | -16.18 |
| 68 | -3.43 | 118 | 3.43 |
| 69 | -21.08 | 119 | 2.45 |
| 70 | 5.39 | 120 | 1.47 |
| 71 | -9.31 | 121 | -4.41 |
| 72 | -1.47 | 122 | -16.18 |
| 73 | -10.30 | 123 | 8.33 |
| 74 | -5.39 | 124 | 5.39 |
| 75 | 0.49 | 125 | 4.41 |
| 76 | -9.31 | 126 | 3.43 |
| 77 | -8.33 | 127 | -14.22 |
| 78 | -12.26 | 128 | -13.24 |
| 79 | 1.47 | 129 | 2.45 |
| 80 | -4.41 | 130 | -0.49 |
| 81 | -9.31 | 131 | 3.43 |
| 82 | -0.49 | 132 | -7.35 |
| 83 | 3.43 | 133 | -8.33 |
| 84 | 4.41 | 134 | 1.47 |
| 85 | 3.43 | 135 | 0.49 |
| 86 | -13.24 | 136 | 2.45 |
| 87 | -7.35 | 137 | 3.43 |
| 88 | -0.49 | 138 | -2.45 |
| 89 | 2.45 | 139 | -4.41 |
| 90 | 1.47 | 140 | 2.45 |
| 91 | -13.24 | 141 | 5.39 |
| 92 | -0.49 | 142 | 0.49 |
| 93 | -0.49 | 143 | -0.49 |
| 94 | 4.41 | 144 | -0.49 |
| 95 | 0.49 | 145 | -0.49 |
| 96 | -18.14 | 146 | -0.49 |
| 97 | -5.39 | 147 | -0.49 |
| 98 | 3.43 | 148 | -0.49 |
| 99 | 11.27 | 149 | -0.49 |

BOSCH CDR CRASH DATA RETRIEVAL SYSTEM

## Lateral Crash Pulse (Most Recent Event)

| Time (msec) | Lateral Acceleration (g) |
|---|---|
| -100 | 0.71 |
| -99 | 0.71 |
| -98 | 0.71 |
| -97 | 0.71 |
| -96 | 0.71 |
| -95 | 0.71 |
| -94 | 0.71 |
| -93 | 0.71 |
| -92 | 0.71 |
| -91 | 0.71 |
| -90 | 0.71 |
| -89 | 0.71 |
| -88 | 0.71 |
| -87 | 0.71 |
| -86 | 0.71 |
| -85 | 0.71 |
| -84 | 0.71 |
| -83 | 0.71 |
| -82 | 0.71 |
| -81 | 0.71 |
| -80 | 0.71 |
| -79 | 0.71 |
| -78 | 0.71 |
| -77 | 0.71 |
| -76 | 0.71 |
| -75 | 0.71 |
| -74 | 0.71 |
| -73 | 0.71 |
| -72 | 0.71 |
| -71 | 0.71 |
| -70 | 0.71 |
| -69 | 0.71 |
| -68 | 0.71 |
| -67 | 0.71 |
| -66 | 0.71 |
| -65 | 0.71 |
| -64 | 0.71 |
| -63 | 0.71 |
| -62 | 0.71 |
| -61 | 0.71 |
| -60 | 0.71 |
| -59 | 0.71 |
| -58 | 0.71 |
| -57 | 0.71 |
| -56 | 0.71 |
| -55 | 0.71 |
| -54 | 0.71 |
| -53 | 0.71 |
| -52 | 0.71 |
| -51 | 0.71 |

| Time (msec) | Lateral Acceleration (g) |
|---|---|
| -50 | 0.71 |
| -49 | 0.71 |
| -48 | 0.71 |
| -47 | 0.71 |
| -46 | 0.71 |
| -45 | 0.71 |
| -44 | 0.71 |
| -43 | 0.71 |
| -42 | 0.71 |
| -41 | 0.71 |
| -40 | 0.71 |
| -39 | 0.71 |
| -38 | 0.71 |
| -37 | 0.71 |
| -36 | 0.71 |
| -35 | 0.71 |
| -34 | 0.71 |
| -33 | 0.71 |
| -32 | 0.71 |
| -31 | 0.71 |
| -30 | 0.71 |
| -29 | 0.71 |
| -28 | 0.71 |
| -27 | 0.71 |
| -26 | 0.71 |
| -25 | 0.71 |
| -24 | 0.71 |
| -23 | 0.71 |
| -22 | 0.71 |
| -21 | 0.71 |
| -20 | 0.71 |
| -19 | 2.36 |
| -18 | 6.39 |
| -17 | 7.10 |
| -16 | 2.36 |
| -15 | -10.18 |
| -14 | -5.45 |
| -13 | -6.39 |
| -12 | 0.71 |
| -11 | 0.71 |
| -10 | 8.76 |
| -9 | 19.88 |
| -8 | 9.47 |
| -7 | 1.42 |
| -6 | 0.00 |
| -5 | -4.74 |
| -4 | -17.52 |
| -3 | -10.18 |
| -2 | 11.83 |
| -1 | 3.07 |

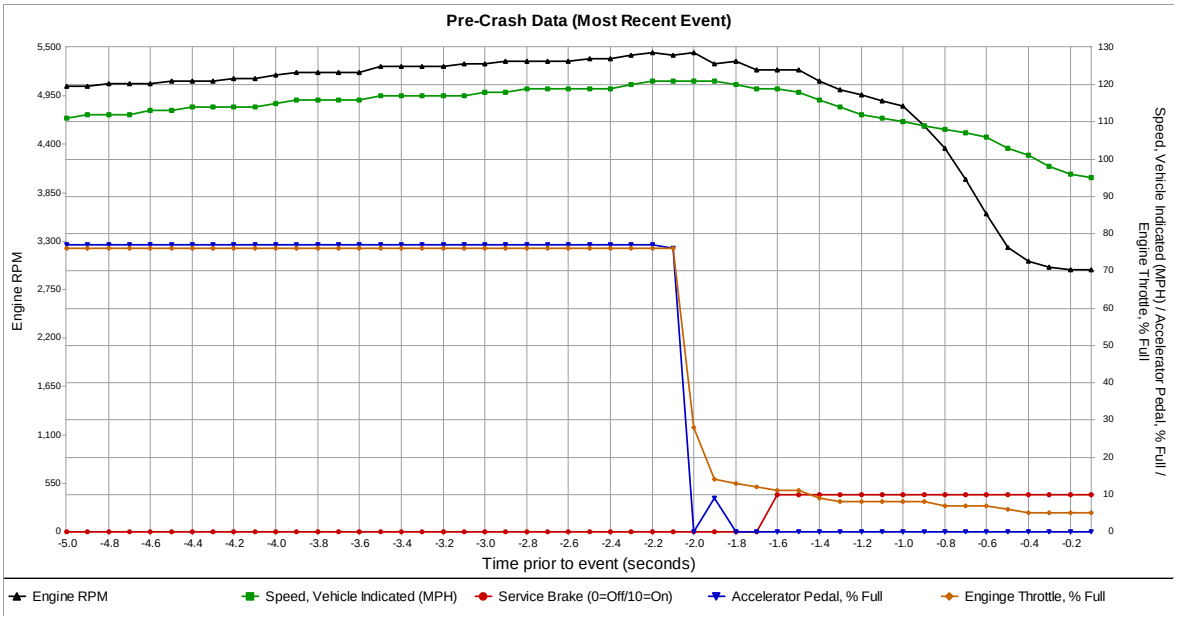
| Time (msec) | Lateral Acceleration (g) |
|---|---|
| 0 | 1.42 |
| 1 | -0.71 |
| 2 | -4.74 |
| 3 | -3.08 |
| 4 | 23.91 |
| 5 | 5.44 |
| 6 | 0.71 |
| 7 | 13.49 |
| 8 | 10.18 |
| 9 | 19.88 |
| 10 | 30.30 |
| 11 | -20.60 |
| 12 | 0.00 |
| 13 | 23.20 |
| 14 | 30.30 |
| 15 | 30.30 |
| 16 | 25.57 |
| 17 | -15.86 |
| 18 | 8.76 |
| 19 | 26.99 |
| 20 | 7.81 |
| 21 | 9.47 |
| 22 | -5.45 |
| 23 | 30.30 |
| 24 | 30.30 |
| 25 | 30.30 |
| 26 | 30.30 |
| 27 | 30.30 |
| 28 | 30.30 |
| 29 | 30.30 |
| 30 | 8.76 |
| 31 | 30.30 |
| 32 | -7.10 |
| 33 | 5.44 |
| 34 | 30.30 |
| 35 | 10.18 |
| 36 | -29.60 |
| 37 | -19.89 |
| 38 | -1.42 |
| 39 | 30.30 |
| 40 | 10.18 |
| 41 | 30.30 |
| 42 | 30.30 |
| 43 | -12.79 |
| 44 | -6.39 |
| 45 | -19.18 |
| 46 | 20.59 |
| 47 | 1.42 |
| 48 | 2.36 |
| 49 | 30.30 |

BOSCH CDR CRASH DATA RETRIEVAL SYSTEM

## Lateral Crash Pulse (Most Recent Event)

| Time (msec) | Lateral Acceleration (g) |
|---|---|
| 50 | -21.55 |
| 51 | -5.45 |
| 52 | -8.76 |
| 53 | 8.76 |
| 54 | 0.00 |
| 55 | 4.73 |
| 56 | 12.78 |
| 57 | -5.45 |
| 58 | 7.81 |
| 59 | 0.71 |
| 60 | 1.42 |
| 61 | 3.79 |
| 62 | 7.10 |
| 63 | 1.42 |
| 64 | -2.37 |
| 65 | 0.00 |
| 66 | 3.07 |
| 67 | 2.36 |
| 68 | 0.00 |
| 69 | 3.07 |
| 70 | -0.71 |
| 71 | 2.36 |
| 72 | -3.79 |
| 73 | 2.36 |
| 74 | 3.07 |
| 75 | 3.07 |
| 76 | 0.00 |
| 77 | -2.37 |
| 78 | 0.71 |
| 79 | 7.81 |
| 80 | 13.49 |
| 81 | -7.10 |
| 82 | -18.23 |
| 83 | -11.84 |
| 84 | -5.45 |
| 85 | 3.07 |
| 86 | 2.36 |
| 87 | 0.00 |
| 88 | 0.71 |
| 89 | 15.15 |
| 90 | 5.44 |
| 91 | -16.57 |
| 92 | -19.89 |
| 93 | -7.82 |
| 94 | 14.20 |
| 95 | 27.93 |
| 96 | 7.81 |
| 97 | -7.82 |
| 98 | -10.18 |
| 99 | -2.37 |

| Time (msec) | Lateral Acceleration (g) |
|---|---|
| 100 | 4.73 |
| 101 | -13.50 |
| 102 | -15.15 |
| 103 | -4.74 |
| 104 | 12.78 |
| 105 | 17.52 |
| 106 | -1.42 |
| 107 | -18.23 |
| 108 | 4.73 |
| 109 | 28.64 |
| 110 | 23.91 |
| 111 | 3.79 |
| 112 | 30.30 |
| 113 | -29.60 |
| 114 | -14.21 |
| 115 | 3.79 |
| 116 | 12.78 |
| 117 | 1.42 |
| 118 | -1.42 |
| 119 | 13.49 |
| 120 | 15.86 |
| 121 | 6.39 |
| 122 | -13.50 |
| 123 | -12.79 |
| 124 | -2.37 |
| 125 | 3.79 |
| 126 | 1.42 |
| 127 | -3.79 |
| 128 | 0.00 |
| 129 | 5.44 |
| 130 | 3.79 |
| 131 | 3.79 |
| 132 | 3.79 |
| 133 | 3.07 |
| 134 | -3.08 |
| 135 | -3.08 |
| 136 | -4.74 |
| 137 | -3.08 |
| 138 | 2.36 |
| 139 | 5.44 |
| 140 | 6.39 |
| 141 | 6.39 |
| 142 | 6.39 |
| 143 | 1.42 |
| 144 | 0.71 |
| 145 | 0.71 |
| 146 | 0.71 |
| 147 | 0.71 |
| 148 | 0.71 |
| 149 | 0.71 |


Pre-Crash Data (Most Recent Event)
Engine RPM
Speed, Vehicle Indicated (MPH) / Accelerator Pedal, % Full / Engine Throttle, % Full
Time prior to event (seconds)
Engine RPM
Speed, Vehicle Indicated (MPH)
Service Brake (0=Off/10=On)
Accelerator Pedal, % Full
Enginge Throttle, % Full

BOSCH CDR CRASH DATA RETRIEVAL SYSTEM

## Pre-Crash Data (Most Recent Event - table 1 of 5)

(the most recent sampled values are recorded prior to the event)

| Time Stamp (sec) | Vehicle Event Recorder Status | Engine RPM | Speed, Vehicle Indicated (MPH [km/h]) | Engine Throttle, % Full | Accelerator Pedal, % Full | Raw Manifold Pressure (kPa) | Service Brake | Brake Switch #2 Status | Brake Lamps On |
|---|---|---|---|---|---|---|---|---|---|
| -5.0 | Complete | 5,056 | 111 [179] | 76.4 | 77.2 | 98 | Off | Open | No |
| -4.9 | Complete | 5,056 | 112 [180] | 76.4 | 77.2 | 95 | Off | Open | No |
| -4.8 | Complete | 5,088 | 112 [181] | 76.4 | 77.2 | 98 | Off | Open | No |
| -4.7 | Complete | 5,088 | 112 [181] | 76.4 | 77.2 | 97 | Off | Open | No |
| -4.6 | Complete | 5,088 | 113 [182] | 76.4 | 77.2 | 98 | Off | Open | No |
| -4.5 | Complete | 5,120 | 113 [182] | 76.4 | 77.2 | 97 | Off | Open | No |
| -4.4 | Complete | 5,120 | 114 [183] | 76.4 | 77.2 | 96 | Off | Open | No |
| -4.3 | Complete | 5,120 | 114 [183] | 76.4 | 77.2 | 96 | Off | Open | No |
| -4.2 | Complete | 5,152 | 114 [184] | 76.4 | 77.2 | 96 | Off | Open | No |
| -4.1 | Complete | 5,152 | 114 [184] | 76.4 | 77.2 | 97 | Off | Open | No |
| -4.0 | Complete | 5,184 | 115 [185] | 76.4 | 77.2 | 95 | Off | Open | No |
| -3.9 | Complete | 5,216 | 116 [186] | 76.4 | 77.2 | 95 | Off | Open | No |
| -3.8 | Complete | 5,216 | 116 [186] | 76.4 | 77.2 | 98 | Off | Open | No |
| -3.7 | Complete | 5,216 | 116 [186] | 76.4 | 77.2 | 94 | Off | Open | No |
| -3.6 | Complete | 5,216 | 116 [187] | 76.4 | 77.2 | 96 | Off | Open | No |
| -3.5 | Complete | 5,280 | 117 [188] | 76.4 | 77.2 | 95 | Off | Open | No |
| -3.4 | Complete | 5,280 | 117 [188] | 76.4 | 77.2 | 96 | Off | Open | No |
| -3.3 | Complete | 5,280 | 117 [188] | 76.4 | 77.2 | 98 | Off | Open | No |
| -3.2 | Complete | 5,280 | 117 [189] | 76.4 | 77.2 | 95 | Off | Open | No |
| -3.1 | Complete | 5,312 | 117 [189] | 76.4 | 77.2 | 96 | Off | Open | No |
| -3.0 | Complete | 5,312 | 118 [190] | 76.4 | 77.2 | 97 | Off | Open | No |
| -2.9 | Complete | 5,344 | 118 [190] | 76.4 | 77.2 | 96 | Off | Open | No |
| -2.8 | Complete | 5,344 | 119 [191] | 76.4 | 77.2 | 94 | Off | Open | No |
| -2.7 | Complete | 5,344 | 119 [191] | 76.4 | 77.2 | 97 | Off | Open | No |
| -2.6 | Complete | 5,344 | 119 [191] | 76.4 | 77.2 | 95 | Off | Open | No |
| -2.5 | Complete | 5,376 | 119 [192] | 76.4 | 77.2 | 96 | Off | Open | No |
| -2.4 | Complete | 5,376 | 119 [192] | 76.4 | 77.2 | 94 | Off | Open | No |
| -2.3 | Complete | 5,408 | 120 [193] | 76.4 | 77.2 | 96 | Off | Open | No |
| -2.2 | Complete | 5,440 | 121 [194] | 76.4 | 77.2 | 95 | Off | Open | No |
| -2.1 | Complete | 5,408 | 121 [194] | 76.4 | 76.0 | 95 | Off | Open | No |
| -2.0 | Complete | 5,440 | 121 [194] | 28.0 | 0.0 | 80 | Off | Open | No |
| -1.9 | Complete | 5,312 | 121 [194] | 14.2 | 9.4 | 35 | Off | Open | Yes |
| -1.8 | Complete | 5,344 | 120 [193] | 13.0 | 0.0 | 26 | Off | Open | No |
| -1.7 | Complete | 5,248 | 119 [192] | 12.2 | 0.0 | 24 | Off | Open | No |
| -1.6 | Complete | 5,248 | 119 [191] | 11.4 | 0.0 | 23 | On | Closed | Yes |
| -1.5 | Complete | 5,248 | 118 [190] | 10.6 | 0.0 | 22 | On | Closed | Yes |
| -1.4 | Complete | 5,120 | 116 [187] | 8.7 | 0.0 | 18 | On | Closed | Yes |
| -1.3 | Complete | 5,024 | 114 [184] | 8.3 | 0.0 | 17 | On | Closed | Yes |
| -1.2 | Complete | 4,960 | 112 [181] | 8.3 | 0.0 | 17 | On | Closed | Yes |
| -1.1 | Complete | 4,896 | 111 [179] | 8.3 | 0.0 | 16 | On | Closed | Yes |
| -1.0 | Complete | 4,832 | 110 [177] | 8.3 | 0.0 | 15 | On | Closed | Yes |
| -0.9 | Complete | 4,608 | 109 [176] | 7.9 | 0.0 | 16 | On | Closed | Yes |
| -0.8 | Complete | 4,352 | 108 [174] | 7.5 | 0.0 | 16 | On | Closed | Yes |
| -0.7 | Complete | 4,000 | 107 [172] | 7.1 | 0.0 | 15 | On | Closed | Yes |
| -0.6 | Complete | 3,616 | 106 [170] | 6.7 | 0.0 | 15 | On | Closed | Yes |
| -0.5 | Complete | 3,232 | 103 [166] | 5.9 | 0.0 | 17 | On | Closed | Yes |
| -0.4 | Complete | 3,072 | 101 [162] | 4.7 | 0.0 | 16 | On | Closed | Yes |
| -0.3 | Complete | 3,008 | 98 [158] | 4.7 | 0.0 | 16 | On | Closed | Yes |
| -0.2 | Complete | 2,976 | 96 [155] | 4.7 | 0.0 | 15 | On | Closed | Yes |
| -0.1 | Complete | 2,976 | 95 [153] | 4.7 | 0.0 | 15 | On | Closed | Yes |

BOSCH CDR CRASH DATA RETRIEVAL SYSTEM

## Pre-Crash Data (Most Recent Event - table 2 of 5)

(the most recent sampled values are recorded prior to the event)

| Time Stamp (sec) | Panic Brake Assist Active (if equip.) | ABS MIL (if equip.) | ESP MIL (if equip.) | ESP Lamp (if equip.) | ESP Lamp Flashing Requested (if equip.) | ESP Disabled (if equip.) | Traction Control Button (if equip.) | ESP Active (if equip.) |
|---|---|---|---|---|---|---|---|---|
| -5.0 | No | Off | Off | No | No | No | Off | Yes |
| -4.9 | No | Off | Off | No | No | No | Off | Yes |
| -4.8 | No | Off | Off | No | No | No | Off | Yes |
| -4.7 | No | Off | Off | No | No | No | Off | Yes |
| -4.6 | No | Off | Off | No | No | No | Off | Yes |
| -4.5 | No | Off | Off | No | No | No | Off | Yes |
| -4.4 | No | Off | Off | No | No | No | Off | Yes |
| -4.3 | No | Off | Off | No | No | No | Off | Yes |
| -4.2 | No | Off | Off | No | No | No | Off | Yes |
| -4.1 | No | Off | Off | No | No | No | Off | Yes |
| -4.0 | No | Off | Off | No | No | No | Off | Yes |
| -3.9 | No | Off | Off | No | No | No | Off | Yes |
| -3.8 | No | Off | Off | No | No | No | Off | Yes |
| -3.7 | No | Off | Off | No | No | No | Off | Yes |
| -3.6 | No | Off | Off | No | No | No | Off | Yes |
| -3.5 | No | Off | Off | No | No | No | Off | Yes |
| -3.4 | No | Off | Off | No | No | No | Off | Yes |
| -3.3 | No | Off | Off | No | No | No | Off | Yes |
| -3.2 | No | Off | Off | No | No | No | Off | Yes |
| -3.1 | No | Off | Off | No | No | No | Off | Yes |
| -3.0 | No | Off | Off | No | No | No | Off | Yes |
| -2.9 | No | Off | Off | No | No | No | Off | Yes |
| -2.8 | No | Off | Off | No | No | No | Off | Yes |
| -2.7 | No | Off | Off | No | No | No | Off | Yes |
| -2.6 | No | Off | Off | No | No | No | Off | Yes |
| -2.5 | No | Off | Off | No | No | No | Off | Yes |
| -2.4 | No | Off | Off | No | No | No | Off | Yes |
| -2.3 | No | Off | Off | No | No | No | Off | Yes |
| -2.2 | No | Off | Off | No | No | No | Off | Yes |
| -2.1 | No | Off | Off | No | No | No | Off | Yes |
| -2.0 | No | Off | Off | No | No | No | Off | Yes |
| -1.9 | No | Off | Off | No | No | No | Off | Yes |
| -1.8 | No | Off | Off | No | No | No | Off | Yes |
| -1.7 | No | Off | Off | No | No | No | Off | Yes |
| -1.6 | No | Off | Off | No | No | No | Off | Yes |
| -1.5 | No | Off | Off | No | No | No | Off | Yes |
| -1.4 | No | Off | Off | No | No | No | Off | Yes |
| -1.3 | No | Off | Off | No | No | No | Off | Yes |
| -1.2 | No | Off | Off | No | No | No | Off | Yes |
| -1.1 | No | Off | Off | No | No | No | Off | Yes |
| -1.0 | No | Off | Off | No | No | No | Off | Yes |
| -0.9 | No | Off | Off | No | No | No | Off | Yes |
| -0.8 | No | Off | Off | No | No | No | Off | Yes |
| -0.7 | No | Off | Off | No | No | No | Off | Yes |
| -0.6 | No | Off | Off | No | No | No | Off | Yes |
| -0.5 | No | Off | Off | No | No | No | Off | Yes |
| -0.4 | No | Off | Off | No | No | No | Off | Yes |
| -0.3 | No | Off | Off | No | No | No | Off | Yes |
| -0.2 | No | Off | Off | No | No | No | Off | Yes |
| -0.1 | No | Off | Off | No | No | No | Off | Yes |

BOSCH CDR CRASH DATA RETRIEVAL SYSTEM

## Pre-Crash Data (Most Recent Event - table 3 of 5)

(the most recent sampled values are recorded prior to the event)

| Time Stamp (sec) | Steering Input (deg) (if equip.) | Yaw Rate (deg/sec) (if equip.) | Wheel Speed LF (RPM) (if equip.) | Wheel Speed RF (RPM) (if equip.) | Wheel Speed LR (RPM) (if equip.) | Wheel Speed RR (RPM) (if equip.) |
|---|---|---|---|---|---|---|
| -5.0 | -12 | 2 | 1,339 | 1,343 | 1,353 | 1,354 |
| -4.9 | -12 | 2 | 1,342 | 1,343 | 1,358 | 1,360 |
| -4.8 | -10 | 2 | 1,346 | 1,347 | 1,364 | 1,365 |
| -4.7 | -10 | 3 | 1,347 | 1,352 | 1,368 | 1,364 |
| -4.6 | -10 | 2 | 1,353 | 1,357 | 1,373 | 1,374 |
| -4.5 | -10 | 2 | 1,356 | 1,358 | 1,370 | 1,373 |
| -4.4 | -10 | 2 | 1,361 | 1,363 | 1,378 | 1,376 |
| -4.3 | -10 | 2 | 1,365 | 1,370 | 1,379 | 1,379 |
| -4.2 | -10 | 2 | 1,372 | 1,373 | 1,384 | 1,386 |
| -4.1 | -8 | 1 | 1,374 | 1,374 | 1,388 | 1,387 |
| -4.0 | -8 | 1 | 1,375 | 1,378 | 1,392 | 1,392 |
| -3.9 | -6 | 1 | 1,379 | 1,380 | 1,401 | 1,401 |
| -3.8 | -6 | 1 | 1,386 | 1,385 | 1,402 | 1,402 |
| -3.7 | -6 | 1 | 1,390 | 1,391 | 1,401 | 1,399 |
| -3.6 | -6 | 1 | 1,392 | 1,394 | 1,409 | 1,409 |
| -3.5 | -6 | 1 | 1,396 | 1,395 | 1,417 | 1,417 |
| -3.4 | -4 | 1 | 1,401 | 1,400 | 1,414 | 1,415 |
| -3.3 | -4 | 1 | 1,405 | 1,407 | 1,415 | 1,417 |
| -3.2 | -2 | 0 | 1,410 | 1,408 | 1,423 | 1,419 |
| -3.1 | 0 | 0 | 1,413 | 1,412 | 1,427 | 1,430 |
| -3.0 | 0 | 0 | 1,415 | 1,413 | 1,427 | 1,430 |
| -2.9 | 0 | 0 | 1,420 | 1,417 | 1,436 | 1,431 |
| -2.8 | 2 | 0 | 1,421 | 1,421 | 1,436 | 1,437 |
| -2.7 | 0 | 0 | 1,427 | 1,426 | 1,439 | 1,438 |
| -2.6 | 0 | 0 | 1,430 | 1,428 | 1,440 | 1,442 |
| -2.5 | 0 | 0 | 1,431 | 1,433 | 1,442 | 1,445 |
| -2.4 | 0 | 0 | 1,435 | 1,433 | 1,450 | 1,444 |
| -2.3 | 0 | 0 | 1,437 | 1,434 | 1,455 | 1,455 |
| -2.2 | 0 | 0 | 1,440 | 1,440 | 1,459 | 1,456 |
| -2.1 | 4 | 0 | 1,445 | 1,442 | 1,459 | 1,460 |
| -2.0 | 4 | 0 | 1,448 | 1,447 | 1,457 | 1,459 |
| -1.9 | -4 | 0 | 1,452 | 1,448 | 1,448 | 1,447 |
| -1.8 | 10 | 0 | 1,447 | 1,445 | 1,441 | 1,441 |
| -1.7 | 18 | -1 | 1,449 | 1,445 | 1,436 | 1,430 |
| -1.6 | 16 | -5 | 1,445 | 1,437 | 1,438 | 1,431 |
| -1.5 | 10 | -7 | 1,420 | 1,411 | 1,421 | 1,402 |
| -1.4 | 12 | -7 | 1,395 | 1,340 | 1,394 | 1,368 |
| -1.3 | 10 | -6 | 1,379 | 1,281 | 1,383 | 1,353 |
| -1.2 | 8 | -4 | 1,356 | 1,320 | 1,363 | 1,332 |
| -1.1 | 6 | -1 | 1,340 | 1,325 | 1,347 | 1,323 |
| -1.0 | 4 | 2 | 1,310 | 1,322 | 1,329 | 1,316 |
| -0.9 | -2 | 5 | 1,290 | 1,267 | 1,315 | 1,312 |
| -0.8 | 24 | 7 | 1,261 | 1,184 | 1,285 | 1,304 |
| -0.7 | 50 | 2 | 1,241 | 1,239 | 1,277 | 1,284 |
| -0.6 | 62 | -7 | 1,249 | 1,167 | 1,263 | 1,256 |
| -0.5 | 80 | -15 | 1,213 | 1,131 | 1,245 | 1,216 |
| -0.4 | 76 | -18 | 1,138 | 1,079 | 1,215 | 1,157 |
| -0.3 | 52 | -17 | 1,106 | 1,119 | 1,193 | 1,165 |
| -0.2 | 26 | -14 | 1,174 | 1,066 | 1,182 | 1,142 |
| -0.1 | 48 | -10 | 1,108 | 982 | 1,152 | 1,118 |

BOSCH CDR CRASH DATA RETRIEVAL SYSTEM

## Pre-Crash Data (Most Recent Event - table 4 of 5)

(the most recent sampled values are recorded prior to the event)

| Time Stamp (sec) | ETC Lamp | ETC Lamp Flashing | Engine Torque Applied | Shift Gear Position (if equip.) | Cruise Control System | Cruise Control Active |
|---|---|---|---|---|---|---|
| -5.0 | Off | No | Yes | Drive | Off | No |
| -4.9 | Off | No | Yes | Drive | Off | No |
| -4.8 | Off | No | Yes | Drive | Off | No |
| -4.7 | Off | No | Yes | Drive | Off | No |
| -4.6 | Off | No | Yes | Drive | Off | No |
| -4.5 | Off | No | Yes | Drive | Off | No |
| -4.4 | Off | No | Yes | Drive | Off | No |
| -4.3 | Off | No | Yes | Drive | Off | No |
| -4.2 | Off | No | Yes | Drive | Off | No |
| -4.1 | Off | No | Yes | Drive | Off | No |
| -4.0 | Off | No | Yes | Drive | Off | No |
| -3.9 | Off | No | Yes | Drive | Off | No |
| -3.8 | Off | No | Yes | Drive | Off | No |
| -3.7 | Off | No | Yes | Drive | Off | No |
| -3.6 | Off | No | Yes | Drive | Off | No |
| -3.5 | Off | No | Yes | Drive | Off | No |
| -3.4 | Off | No | Yes | Drive | Off | No |
| -3.3 | Off | No | Yes | Drive | Off | No |
| -3.2 | Off | No | Yes | Drive | Off | No |
| -3.1 | Off | No | Yes | Drive | Off | No |
| -3.0 | Off | No | Yes | Drive | Off | No |
| -2.9 | Off | No | Yes | Drive | Off | No |
| -2.8 | Off | No | Yes | Drive | Off | No |
| -2.7 | Off | No | Yes | Drive | Off | No |
| -2.6 | Off | No | Yes | Drive | Off | No |
| -2.5 | Off | No | Yes | Drive | Off | No |
| -2.4 | Off | No | Yes | Drive | Off | No |
| -2.3 | Off | No | Yes | Drive | Off | No |
| -2.2 | Off | No | Yes | Drive | Off | No |
| -2.1 | Off | No | Yes | Drive | Off | No |
| -2.0 | Off | No | Yes | Drive | Off | No |
| -1.9 | Off | No | Yes | Drive | Off | No |
| -1.8 | Off | No | Yes | Drive | Off | No |
| -1.7 | Off | No | Yes | Drive | Off | No |
| -1.6 | Off | No | Yes | Drive | Off | No |
| -1.5 | Off | No | Yes | Drive | Off | No |
| -1.4 | Off | No | Yes | Drive | Off | No |
| -1.3 | Off | No | Yes | Drive | Off | No |
| -1.2 | Off | No | Yes | Drive | Off | No |
| -1.1 | Off | No | Yes | Drive | Off | No |
| -1.0 | Off | No | Yes | Drive | Off | No |
| -0.9 | Off | No | Yes | Drive | Off | No |
| -0.8 | Off | No | Yes | Drive | Off | No |
| -0.7 | Off | No | Yes | Drive | Off | No |
| -0.6 | Off | No | Yes | Drive | Off | No |
| -0.5 | Off | No | Yes | Drive | Off | No |
| -0.4 | Off | No | Yes | Drive | Off | No |
| -0.3 | Off | No | Yes | Drive | Off | No |
| -0.2 | Off | No | Yes | Drive | Off | No |
| -0.1 | Off | No | Yes | Drive | Off | No |

BOSCH CDR CRASH DATA RETRIEVAL SYSTEM

## Pre-Crash Data (Most Recent Event - table 5 of 5)

(the most recent sampled values are recorded prior to the event)

| Time Stamp (sec) | Tire Pressure Monitor Faults (if equip.) | Tire 1 Location (if equip.) | Tire 1 Pressure Status (if equip.) | Tire 1 Pressure (psi) (if equip.) | Tire 2 Location (if equip.) | Tire 2 Pressure Status (if equip.) | Tire 2 Pressure (psi) (if equip.) |
|---|---|---|---|---|---|---|---|
| -5.0 | No | LF | Normal | 40 | RF | Normal | 39 |
| -4.9 | No | LF | Normal | 40 | RF | Normal | 39 |
| -4.8 | No | LF | Normal | 40 | RF | Normal | 39 |
| -4.7 | No | LF | Normal | 40 | RF | Normal | 39 |
| -4.6 | No | LF | Normal | 40 | RF | Normal | 39 |
| -4.5 | No | LR | Normal | 39 | RR | Normal | 41 |
| -4.4 | No | LR | Normal | 39 | RR | Normal | 41 |
| -4.3 | No | LR | Normal | 39 | RR | Normal | 41 |
| -4.2 | No | LR | Normal | 39 | RR | Normal | 41 |
| -4.1 | No | LR | Normal | 39 | RR | Normal | 41 |
| -4.0 | No | LR | Normal | 39 | RR | Normal | 41 |
| -3.9 | No | LR | Normal | 39 | RR | Normal | 41 |
| -3.8 | No | LR | Normal | 39 | RR | Normal | 41 |
| -3.7 | No | LR | Normal | 39 | RR | Normal | 41 |
| -3.6 | No | LR | Normal | 39 | RR | Normal | 41 |
| -3.5 | No | LF | Normal | 40 | RF | Normal | 39 |
| -3.4 | No | LF | Normal | 40 | RF | Normal | 39 |
| -3.3 | No | LF | Normal | 40 | RF | Normal | 39 |
| -3.2 | No | LF | Normal | 40 | RF | Normal | 39 |
| -3.1 | No | LF | Normal | 40 | RF | Normal | 39 |
| -3.0 | No | LF | Normal | 40 | RF | Normal | 39 |
| -2.9 | No | LF | Normal | 40 | RF | Normal | 39 |
| -2.8 | No | LF | Normal | 40 | RF | Normal | 39 |
| -2.7 | No | LF | Normal | 40 | RF | Normal | 39 |
| -2.6 | No | LF | Normal | 40 | RF | Normal | 39 |
| -2.5 | No | LR | Normal | 39 | RR | Normal | 41 |
| -2.4 | No | LR | Normal | 39 | RR | Normal | 41 |
| -2.3 | No | LR | Normal | 39 | RR | Normal | 41 |
| -2.2 | No | LR | Normal | 39 | RR | Normal | 41 |
| -2.1 | No | LR | Normal | 39 | RR | Normal | 41 |
| -2.0 | No | LR | Normal | 39 | RR | Normal | 41 |
| -1.9 | No | LR | Normal | 39 | RR | Normal | 41 |
| -1.8 | No | LR | Normal | 39 | RR | Normal | 41 |
| -1.7 | No | LR | Normal | 39 | RR | Normal | 41 |
| -1.6 | No | LR | Normal | 39 | RR | Normal | 41 |
| -1.5 | No | LF | Normal | 40 | RF | Normal | 39 |
| -1.4 | No | LF | Normal | 40 | RF | Normal | 39 |
| -1.3 | No | LF | Normal | 40 | RF | Normal | 39 |
| -1.2 | No | LF | Normal | 40 | RF | Normal | 39 |
| -1.1 | No | LF | Normal | 40 | RF | Normal | 39 |
| -1.0 | No | LF | Normal | 40 | RF | Normal | 39 |
| -0.9 | No | LF | Normal | 40 | RF | Normal | 39 |
| -0.8 | No | LF | Normal | 40 | RF | Normal | 39 |
| -0.7 | No | LF | Normal | 40 | RF | Normal | 39 |
| -0.6 | No | LF | Normal | 40 | RF | Normal | 39 |
| -0.5 | No | LR | Normal | 39 | RR | Normal | 41 |
| -0.4 | No | LR | Normal | 39 | RR | Normal | 41 |
| -0.3 | No | LR | Normal | 39 | RR | Normal | 41 |
| -0.2 | No | LR | Normal | 39 | RR | Normal | 41 |
| -0.1 | No | LR | Normal | 39 | RR | Normal | 41 |

BOSCH CDR CRASH DATA RETRIEVAL SYSTEM

## Hexadecimal Data

Data that the vehicle manufacturer has specified for data retrieval is shown in the hexadecimal data section of the CDR report. The hexadecimal data section of the CDR report may contain data that is not translated by the CDR program. The control module contains additional data that is not retrievable by the CDR system.

```
5A 87 02 03 03 03 80 00 00 10 11 00 30 34 38 39 36 30 39 38 41 46

5A 88 32 42 33 4B 41 34 33 54 37 39 48 36 30 37 36 38 36

5A 90 32 42 33 4B 41 34 33 54 37 39 48 36 30 37 36 38 36

61 0D 6F

61 E1 54 35 32 4D 44 33 35 33 38 30 30 38 31 33

61 EA 00 80 02 C0 C0 93 40

71 02 01 00 CC 01 5D 99 01 C8 BB C8 FF C8 A8 C7 AB 7B CD 00 81 00 01 01 26 D9 16 0A 13 0C
00 CC 01 44 01 03 27 04 29 00 FF 01 10 60 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 01 CC 01 5D 9B 01 C8 EC C9 3B C9 2C C8 53 7A 6B 00 81 00 01 01 26 D9 16 0A 13 0C
00 CC 01 44 01 03 27 04 29 00 FF 01 10 34 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 02 CC 01 5E 9E 01 C9 19 C9 51 C8 A3 C8 BD 79 36 00 81 00 01 01 26 D9 16 0B 14 0C
00 CC 01 44 01 03 27 04 29 00 FF 01 10 68 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 03 CC 01 60 A2 01 C9 0A C9 7D C8 E4 C8 6E 78 A1 00 81 00 01 01 26 D9 16 0A 14 0C
00 CC 00 44 01 03 27 04 29 00 FF 01 10 98 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 04 CC 01 65 A6 01 C9 80 C9 BA C9 79 C8 D6 7A 12 00 81 00 01 01 29 D6 16 0A 15 0F
00 CC 00 44 01 03 27 04 29 00 FF 01 10 A0 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 05 CC 01 71 AA 01 C9 D0 C9 DD C9 C2 C9 1D 7D 3D 00 81 00 01 01 2B D4 16 0A 13 11
00 CC 00 44 01 01 28 02 27 00 FF 01 10 7C 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 06 CC 01 7D AC 01 CA 07 C9 FA C9 B2 C9 AD 81 01 00 81 00 01 01 2C D3 16 0B 13 12
00 CC 00 44 01 01 28 02 27 00 FF 01 10 64 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 07 CC 01 88 AE 01 CA 30 CA 0A C9 DA C9 40 83 11 00 81 00 01 01 2D D2 16 0B 14 13
00 CC 00 44 01 01 28 02 27 00 FF 01 10 30 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 08 CC 01 90 B0 01 CA 3F CA 45 CA 14 C9 E6 82 39 00 81 00 01 01 2E D1 16 0B 14 14
00 CC 00 44 01 01 28 02 27 00 FF 01 0F FC 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 09 CC 01 97 B1 01 CA 48 CA 62 CA 3B CA 54 80 D7 00 81 00 01 01 2F D0 16 0B 13 15
00 CC 00 44 01 01 28 02 27 00 FF 01 10 08 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 0A CC 01 99 B3 01 CA 56 CA 86 CA 77 CA 5A 7F 4B 00 81 00 01 01 2F D0 16 0B 14 15
00 CC 00 44 01 01 28 02 27 00 FF 01 10 0C 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 0B CC 01 9B B5 01 CA 67 CA A5 CA 98 CA 4F 7E 2E 00 81 00 01 01 2F D0 16 0B 15 15
00 CC 00 44 01 01 28 02 27 00 FF 01 10 10 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 0C CC 01 9D B8 01 CA 92 CA CE CA C6 CA 01 7D 76 00 81 00 01 01 2F D0 16 0A 15 15
00 CC 00 44 01 01 28 02 27 00 FF 01 10 14 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 0D CC 01 A0 BB 01 CA B0 CA E3 CA E6 CA 77 7D 37 00 81 00 01 01 30 CF 16 0A 17 16
00 CC 00 44 01 01 28 02 27 00 FF 01 10 18 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 0E CC 01 A4 BE 01 CA F3 CB 19 CB 17 CB 06 7D 44 00 81 00 01 01 35 CA 16 0A 1B 1B
00 CC 00 44 01 01 28 02 27 00 FF 01 10 14 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 0F CC 01 A4 BF 01 CB 2D CB 3C CB 49 CB 39 7D BF 00 80 00 01 01 37 C8 16 0A 1D 1D
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BOSCH CDR CRASH DATA RETRIEVAL SYSTEM

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00 CC 00 44 01 03 27 04 29 00 FF 01 10 20 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 10 CC 01 A4 C0 01 CB 2B CB 37 CB 51 CB 49 7F 69 00 80 00 00 01 39 C6 16 0A 1E 1F
00 C0 00 44 01 03 27 04 29 00 FF 01 10 24 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 11 CC 01 A7 C1 01 CB 42 CB 41 CB 4E CB 4A 80 3B 00 80 00 00 01 3B C4 16 0A 20 21
00 C0 00 44 01 03 27 04 29 00 FF 01 10 14 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 12 CC 01 A6 C2 01 CB 4E CB 50 CB 58 CB 50 7F D0 00 81 00 01 01 3E C1 2D 16 2C 24
18 C0 00 44 01 03 27 04 29 00 FF 01 0F F8 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 13 CC 01 AA C2 01 CB 66 CB 62 CB 4F CB 4D 7F ED 00 80 00 00 01 62 9E 16 0B 64 47
00 C0 00 44 01 03 27 04 29 00 FF 01 10 08 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 14 CC 01 A9 C2 01 CB 67 CB 65 CB 49 CB 44 80 18 00 80 00 00 01 DC 23 BD 5E 77 C2
C1 C0 00 44 01 03 27 04 29 00 FF 01 10 08 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 15 CC 01 AA C2 01 CB 5F CB 65 CB 40 CB 40 80 18 00 80 00 00 01 DC 23 E9 74 77 C2
C4 C0 00 44 01 03 27 04 29 00 FF 01 10 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 16 CC 01 A9 C1 01 CB 5E CB 5D CB 39 CB 33 80 1F 00 80 00 00 01 DC 23 E9 74 78 C2
C4 C0 00 44 01 03 27 04 29 00 FF 01 10 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

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D1 29 7A 76 00 DB 97 A5 5B 80 6C 4A 97 5F 7D 7A 70 62 7A 8A 80 73 76 80 73 83 76 90 76 73
73 80 8A 7D 5F 47 9E CD B2 97 73 76 80 7D 40 69 C6 D4 A1 44 0A 5F A1 AB 8A 6C B9 C0 94 4A
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## Limitations

As with any investigation, certain limitations exist that must be identified. Reconstructions of motor vehicle collisions result from the analysis of physical evidence and the statements of witnesses and participants.

The operator of Vehicle 2, Mrs. Sandra Gail Allmond died as a result of injuries sustained in the collision. Consequently, any information Mrs. Allmond may have been able to provide regarding the collision is unavailable.

The front right passenger of Vehicle 2, Ms. Taylor Strange died as a result of injuries sustained in the collision. Consequently, any information Ms. Strange may have been able to provide regarding the collision is unavailable.

On the afternoon of Sunday, 23 May 2010, Sergeant C.A. Webb of Troop D District 2 spoke with Elijah Allmond a passenger in the left rear seat of Vehicle 2 at the time of the collision. This conversation occurred in an emergency department triage room at Wake Forest University Baptist Medical Center. During the brief conversation Elijah Allmond related to Sergeant Webb that he saw the patrol vehicle approaching the intersection with its blue lights activated “and then Grandma turned”. Present during this conversation were Sergeant C. A. Webb, Trooper A. R. Carter and Rose Allmond (Elijah’s Mother).

Sergeant M. A. Davidson made three (3) attempts to arrange a meeting with the parents of Elijah Allmond and Elijah to discuss any information he might have regarding the collision. Arrangements were unable to be made for this meeting.

## Inferences and Conclusions

Certain facts, inferences and conclusions are offered based upon the evidence collected and analyzed for this report. As is true with any motor vehicle collision, certain elements related to the sequence of collision events will be interpreted as having been contributing or causative factors. After summarizing the events of the collision, these elements will be addressed in three (3) broad categories: environmental elements, vehicular elements, and human elements.

On the morning of Sunday, 23 May 2010 Trooper James D. Goodnight was working a 5:00 a.m. to 5:00 p.m. shift in Guilford County. At around 11:40 a. m. Trooper Goodnight was patrolling northbound on I-85 Business just north of RP-1144 (River Road). Trooper Goodnight observed a blue vehicle traveling southbound at a high rate of speed. He estimated its speed at eighty (80) miles per hour and obtained a radar clock of eighty (80) miles per hour. He drove to a paved median crossover where he made a u-turn into the southbound lanes. He activated his blue emergency light bar and accelerated in an attempt to overtake the speeding vehicle. As he approached the intersection of I-85 Business and RP-1144, the traffic signal lights were green. He noticed a maroon colored vehicle in the northbound left turn lane and perceived that this vehicle was yielding the right of way to his vehicle. The vehicle in the left turn lane attempted to make a left turn onto RP-1144 and both vehicles collided in the intersection. The vehicle making the left turn separated into two (2) pieces; the front portion coming to rest in the northbound lanes of I-85 Business south of the area of impact, and the rear portion coming to rest on the west side of the roadway in a grassy area. Trooper Goodnight's vehicle continued in a southwesterly direction following the impact. It ran off of the roadway, crossed a drainage ditch and collided with a tree before coming to rest.

## Environmental Elements

When discussing the collision environment, roadway and lighting conditions as well as weather conditions, appropriate regulatory and cautionary signs, and natural and manmade vision obstructions are considered. In this instance, roadway markings and regulator signs and signals appeared to be adequate for the safe movement of traffic. The weather conditions were clear and the collision occurred during day light hours. There were no artificial or natural vision obstructions. The environment was not considered a contributing factor in this collision.

## Vehicular Elements

Vehicles 1 and 2 were examined by members of the Collision Reconstruction Unit following the collision. No pre-existing mechanical conditions were observed that would have contributed to this collision.

## Human Elements

When discussing the human element, we consider how the actions of human beings directly or indirectly involved affected the collision sequence of events.

The actions of the unknown operator of the speeding vehicle that passed both Mr. Theodis Duff and Mr. Michael Perry, and was subsequently clocked by Trooper James Goodnight are considered contributory to this collision.

With regard to the actions of Mrs. Sandra Gail Allmond, Mrs. Allmond made a left turn from the northbound left turn lane of I-85 Business into the path of Vehicle 1, a marked Highway Patrol vehicle with blue emergency lights activated. No physical evidence or witness testimony has been obtained that serves to explain why Mrs. Allmond did not yield at the green light governing I-85 Business to the oncoming patrol vehicle displaying flashing blue lights. This failure to yield the right of way to oncoming traffic is considered the causative factor in this collision

Mrs. Allmond was restricted to corrective lenses on her driver's license and a pair of small wire rimmed eye glasses was found in Vehicle 2 at the time of the Vehicle inspection. Whether or not Mrs. Allmond was wearing her corrective lenses at the time of the collision is uncertain.

With regard to the actions of Trooper James Goodnight, although witness statements indicate Trooper Goodnight had a green light while approaching the intersection of I-85 Business and RP-1144, the speed at which he operated his vehicle contributed to the severity of the collision. Additionally, had Trooper Goodnight been operating his vehicle's siren on this occasion, it may have provided an audible warning for motorists in the area.

DMV-349 (Rev. 9/99)

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

Do not write in these spaces

Date Received by DMV

2 No. of Units Involved | Form 1 of 1 | ☐ Supplemental Report | ☐ Non-Reportable | **FATALITY**

| Date | County | Time | Local Use/Patrol Area |
|---|---|---|---|
| 05 / 23 / 2010 (mm/dd/ccyy) | GUILFORD | 1143 (24 Hour Clock) | 044 (Sequence No.) A3 (Patrol Area) |

**LOCATION**

33 Relation to Roadway Surface 1 | Crash occurred ☒ In ☐ Near JAMESTOWN (Municipality) | or 00 • 5 0 Miles ☐ N ☒ S ☐ E ☐ W outside municipality

on US 29/70 (I-85 BUSINESS) (Highway Number, or Highway, Street (If ramp or service road, indicate on line)) ☐ Ramp or Service Road | (R.R.Crossing # ) — • — — | Miles 0 (0 ft.-Intersection) ft. ☐ N ☐ S ☐ E ☐ W (If available)

at or from RP 1144 (RIVER ROAD) (Use Highway Number, Street Name or Adjacent County or State Line) ☐ N ☒ S ☐ E ☐ W | toward RP 1145 (RIVERDALE DRIVE) (Use Highway Number, Street Name or Adjacent County or State Line) | Latitude | Longitude | Altitude

## UNIT# 1

☒ VEHICLE ☐ PEDESTRIAN ☐ HIT & RUN ☐ COMMERCIAL 20 VEHICLE

Driver JAMES (First) D. (Middle) GOODNIGHT (Last)

Address 650 FRANCIS STREET

City HIGH POINT State NC Zip 27263

Same Address on Driver's License? ☐ Yes ☒ No | Driver's Phone Numbers H ( ) N/A - | W ( 336 ) 883 - 6155

D.L. # 2817223 State NC CDL License ☐

DOB 06 / 17 / 1969 (mm/dd/ccyy) | 34 Vision Obstruction 0 | 35 Physical Condition 1 | 36 D.L. Restrictions 0

37 Alcohol/Drugs Suspected 0 | 38 Alcohol/DrugsTest 0 | 39 Results (if known) --N/A | 40 Vehicle Seizure (DWI) ☐

Owner NC DEPT. OF CRIME CONTROL AND PUBLIC SAFETY Same as Driver? ☐

Address 4702 MAIL SERVICE CENTER Same Address as Driver? ☐

City RALEIGH State NC Zip 27699

Plate # SHP-1037 | Plate State NC | Plate Year 2010

VIN 2B3KA43T79H607686

Vehicle Make DODGE | Vehicle Year 2009 | 41 Vehicle Style (Type) 31 | 42 Vehicle Drivable ☐ Yes ☒ No

43 TAD FL-7 | 44 Estimated Damage 22,094.00

Insurance Company TRAVELERS INSURANCE

Policy # TRJCAP104T6820

## UNIT # 2

☒ VEHICLE ☐ PEDESTRIAN ☐ HIT & RUN ☐ OTHER

Driver SANDRA (First) GAIL (Middle) ALLMOND (Last)

Address 2514 JOHNSONTON ROAD

City THOMASVILLE State NC Zip 27360

Same Address on Driver's License? ☒ Yes ☐ No | Driver's Phone Numbers H ( ) UNK - | W ( ) UNK -

D.L. # 36023929 State NC CDL License ☐

DOB 06 / 18 / 1954 (mm/dd/ccyy) | 34 Vision Obstruction 13 | 35 Physical Condition 1 | 36 D.L. Restrictions 1

37 Alcohol/Drugs Suspected 0 | 38 Alcohol/Drugs Test 0 | 39 Results (if known) --N/A | 40 Vehicle Seizure (DWI) ☐

Owner GERALD PAUL ALLMOND Same as Driver? ☐

Address 3311 DILLON ROAD Same Address as Driver? ☐

City JAMESTOWN State NC Zip 27360

Plate # ZNV-4415 | Plate State NC | Plate Year 2010

VIN 1HGCD7130SA041732

Vehicle Make HONDA | Vehicle Year 1995 | 41 Vehicle Style (Type) 1 | 42 Vehicle Drivable ☐ Yes ☒ No

43 TAD RFQ-7 | 44 Estimated Damage 3500.00

Insurance Company GREENVILLE CASUALTY

Policy # NCP00262491

**20 COMMERCIAL VEHICLE: Cargo, Carrier Name, Address, Source**

45 Cargo Body Type - ☐ Same Address as Owner?

Source: ☐ Truck ☐ Shipping papers ☐ Driver

**Carrier Identification Numbers, GVWR, Axles**

US DOT# — — — — — — ICC# — — — — — — Axles on Vehicle Including Trailers

State — — State# IFTA# — — — — — — — —

FEI# — — — — — — — — — — Fleet# — — Gross Vehicle Weight Rating

| | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | Names and Addresses for All Persons (Unit 1/Unit 2 Drv, Fed, etc. - See Above); Use check blocks if address same as Driver |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 1 | 1 | 1 | Unit1-Drv, Ped1,etc see above | W | M | 2 | 2 | 0 | 2 | 1 | 3 | see above Veh# 1 Towed To/By: NC HIGHWAY PATROL GARAGE — NC HIGHWAY PATROL GARAGE |
| B | 2 | 1 | 1 | Unit2-Drv2, Ped2,etc. see above | W | F | 2 | 1 | 3 | 2 | 1 | 1 | see above Veh# 2 Towed To/By: NC HIGHWAY PATROL GARAGE — HIGH POINT TOWING |
| C | 2 | 2 | 3 | 03 / 03 / 1999 | W | F | 2 | 1 | 3 | 2 | 1 | 1 | ☐ TAYLOR STRANGE, 538 OAKDALE DRIVE, JAMESTOWN, NC 27282 |
| D | 2 | 2 | 4 | 12 / 12 / 1998 | W | M | 2 | 0 | 0 | 2 | 1 | 2 | ☐ ELIJAH ALLMOND, 3311 DILLON ROAD, JAMESTOWN, NC 27282 |
| E | 2 | 2 | 6 | 06 / 26 / 2000 | W | M | 2 | 0 | 0 | 2 | 1 | 2 | ☐ STEVEN STRANGE, 1007 BALES CHAPEL ROAD, JAMESTOWN, NC 27282 |
| F | | | | | | | | | | | | | ☐ |
| G | | | | | | | | | | | | | ☐ |
| H | | | | | | | | | | | | | ☐ |

75

46 Name of EMS A GUILFORD COUNTY EMS

47 Injured Taken A MOSES CONE/HIGH POINT

46 Name of EMS B,C,D,E GUILFORD COUNTY EMS

47 Injured Taken B,C,D,E WAKE FOREST BAPTIST/WINSTON-SALEM

| 48 POINTS OF INITIAL CONTACT (Write in Codes) | Unit# 1 | 43.2 |
|---|---|---|
| | Unit# 2 | 20.21 |

| CRASH SEQUENCE (Unit Level) | Unit# 1 | Unit# 2 |
|---|---|---|
| 49 Vehicle Maneuver/Action | 4 | 8 |
| 50 Non-Motorist Action | - | - |
| 51 Non-Motorist Location Prior to Impact | - | - |
| 52 Crash Sequence - First Event for This Unit | 23 | 23 |
| 53 Crash Sequence - Second Event | 1 | 2 |
| 54 Crash Sequence - Third Event | 33 | - |
| 55 Crash Sequence - Fourth Event | - | - |
| 56 Most Harmful Event for This Unit | 23 | 23 |
| 57 Distance/Direction to Object Struck | 4 | 0 |
| 58 Vehicle Underride/Override | 3 | 3 |
| 59 Vehicle Defects | 0 | 0 |

| VEHICLE INFO. | Veh.# 1 | Veh.# 2 |
|---|---|---|
| 60 Authorized Speed Limit | 55 | 55 |
| 61 Estimate of Original Traveling Speed | 120 | 15 |
| 62 Estimate of Speed at Impact | 95 | 15 |
| 63 Tire Impressions Before Impact (ft.) | 88 | 0 |
| 64 Distance Traveled After Impact (ft.) | 225 | 137 |
| 65 Emergency Vehicle Use | 4 | - |
| 66 Post Crash Fire (if "Yes" check block) | ☐ | ☐ |
| 67 School Bus - Contact Vehicle | ☐ | ☐ |
| 68 School Bus - Noncontact Vehicle | ☐ | ☐ |

| ROADWAY INFO. | |
|---|---|
| 69 RoadFeature | 7 |
| 70 Road Character | 1 |
| 71 Road Classification | 2 |
| 72 Road Surface Type | 4 |
| 73 Road Configuration | 3 |
| 74 Access Control | 3 |
| 75 Number of Lanes | 4 |
| 76 Traffic Control Type | 3 |
| 77 Traffic Control Oper | 1 |

| WORK ZONE RELATED | |
|---|---|
| 78 Workzone Area | 5 |
| 79 Work Activity | - |
| 80 Work Area Marked | - |
| 81 Crash Location | - |

| TRAILER INFO. | Unit# 1 | Unit# 2 |
|---|---|---|
| 82 Trailer Type | 0 | 0 |
| 1st Trailer No. Axles | - | - |
| Width (inches) | - | - |
| Length (feet) | - | - |
| 2nd Trailer No. Axles | - | - |
| Width (inches) | - | - |
| Length (feet) | - | - |

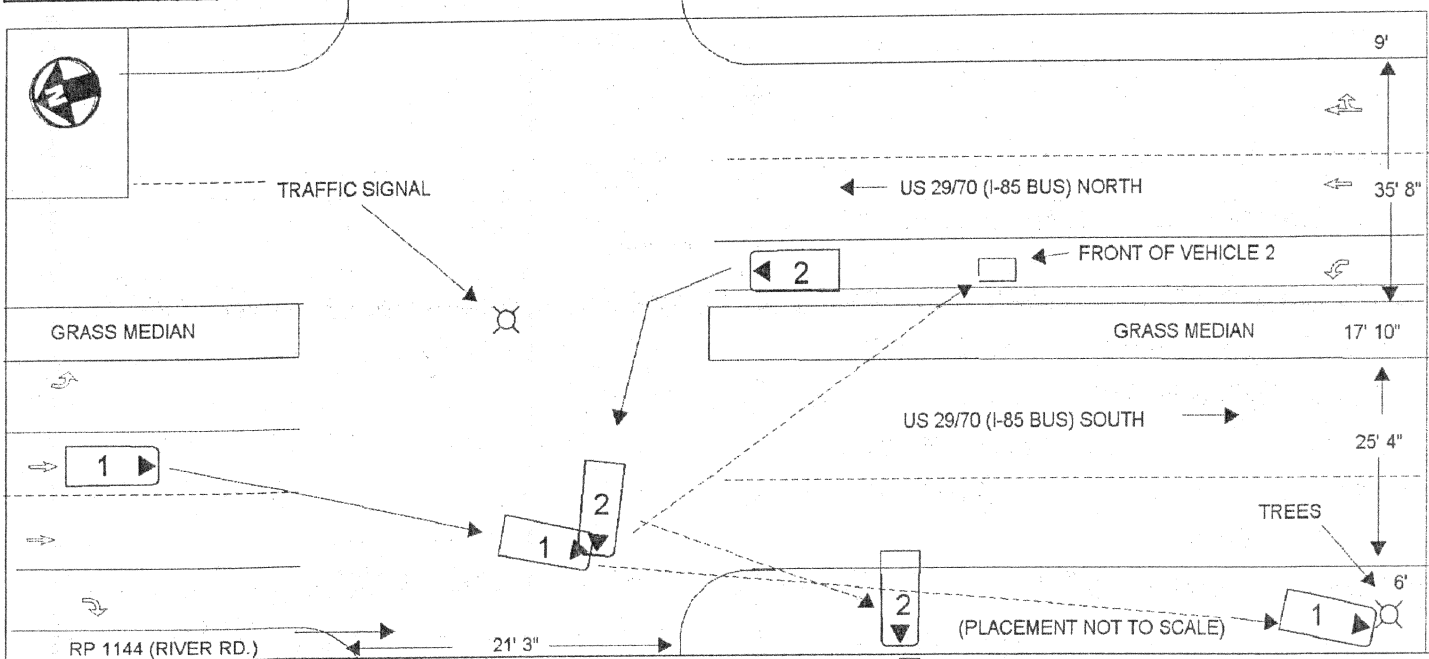
**COMMERCIAL VEHICLE: Hazardous Materials Involvement**

Haz Mat Placard ☐ Yes ☒ No
Hazardous Cargo ☐ Yes ☒ No
Released (does not include fuel from fuel tank)
Carrying Haz Mat ☐ Yes ☒ No

From Placard indicate:
4-digit placard number or name from diamond or box: ____
1-digit number from bottom of diamond: ____

83 Veh.# - Overwidth Trailer and Overwidth Mobile Home

Overwidth Permit # -




Unit# 1 was: ☒ Traveling ☐ Parked Facing ☐ N ☒ S ☐ E ☐ W on US 29/70 (I-85 BUS)

Unit# 2 was: ☐ Traveling ☒ Parked Facing ☒ N ☐ S ☐ E ☐ W on US 29/70 (I-85 BUS)

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

VEHICLE 1, A NC HIGHWAY PATROL CAR, WAS TRAVELING SOUTH ON US 29/70 (I-85 BUS) ATTEMPTING TO OVERTAKE A VIOLATOR VEHICLE. VEHICLE 2 WAS TRAVELING NORTH ON US 29/70 (I-85 BUS) ATTEMPTING TO MAKE A LEFT TURN ONTO RP 1144 (RIVER ROAD). VEHICLE 2 FAILED TO YIELD, ENTERED THE INTERSECTION AND THE TWO VEHICLES COLLIDED. VEHICLE 1 TRAVELED OFF THE WEST SIDE OF US 29/70 AND STRUCK A TREE WHERE IT CAME TO REST. VEHICLE 2 WAS SPLIT INTO TWO PIECES, WITH THE FRONT OF THE VEHICLE TRAVELING ACROSS THE MEDIAN AND INTO THE NORTH BOUND LANES OF TRAVEL. THE PASSENGER COMPARTMENT OF VEHICLE 2 TRAVELED OFF THE WEST SIDE OF US 29/70 WHERE IT CAME TO REST.

INVESTIGATOR'S NOTE:
WITNESSES STATED THAT VEHICLE 1 VEERED TO THE RIGHT TO ATTEMPT TO AVOID A COLLISION, BUT WAS UNABLE. WITNESSES ALSO STATED THAT VEHICLE 1 HAD BLUE LIGHTS ACTIVATED, BUT DID NOT HEAR A SIREN.

ADDITIONAL WITNESS:
TERRY W. JOHNSON, 5000 WOODMORE DRIVE, GREENSBORO, NC, 27407.

**ADDITIONAL PROPERTY DAMAGE**

86 Type/Owner: TURF DAMAGE — Owner Address/Phone: 5266 RIVER ROAD — State Property? ☐ — Estimated Damage: $500.00

BILL JACKSON — JAMESTOWN NC 27282 ( 336 ) 454 -2742

**WITNESSES**

Name DONALD ROSS — Address 2143 MOTSINGER ROAD WINSTON-SALEM NC 27107 — Phone No. ( 336 ) 689 - 4236

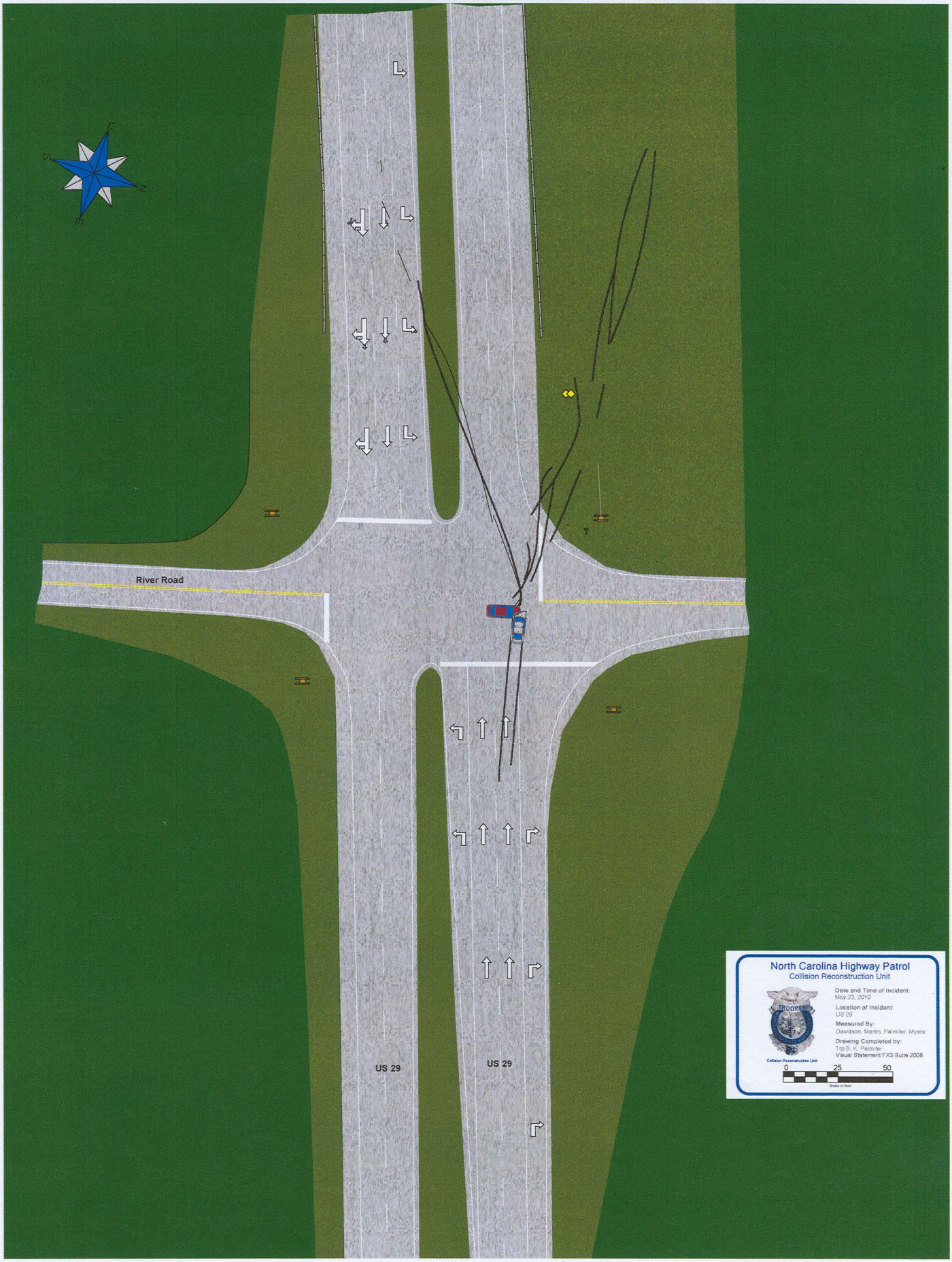
Name MICHAEL W PERRY — Address 227 SPRING STREET THOMASVILLE NC 27360 — Phone No. ( 336 ) 475 - 8832

**TRAFFIC VIOLATION(S)**

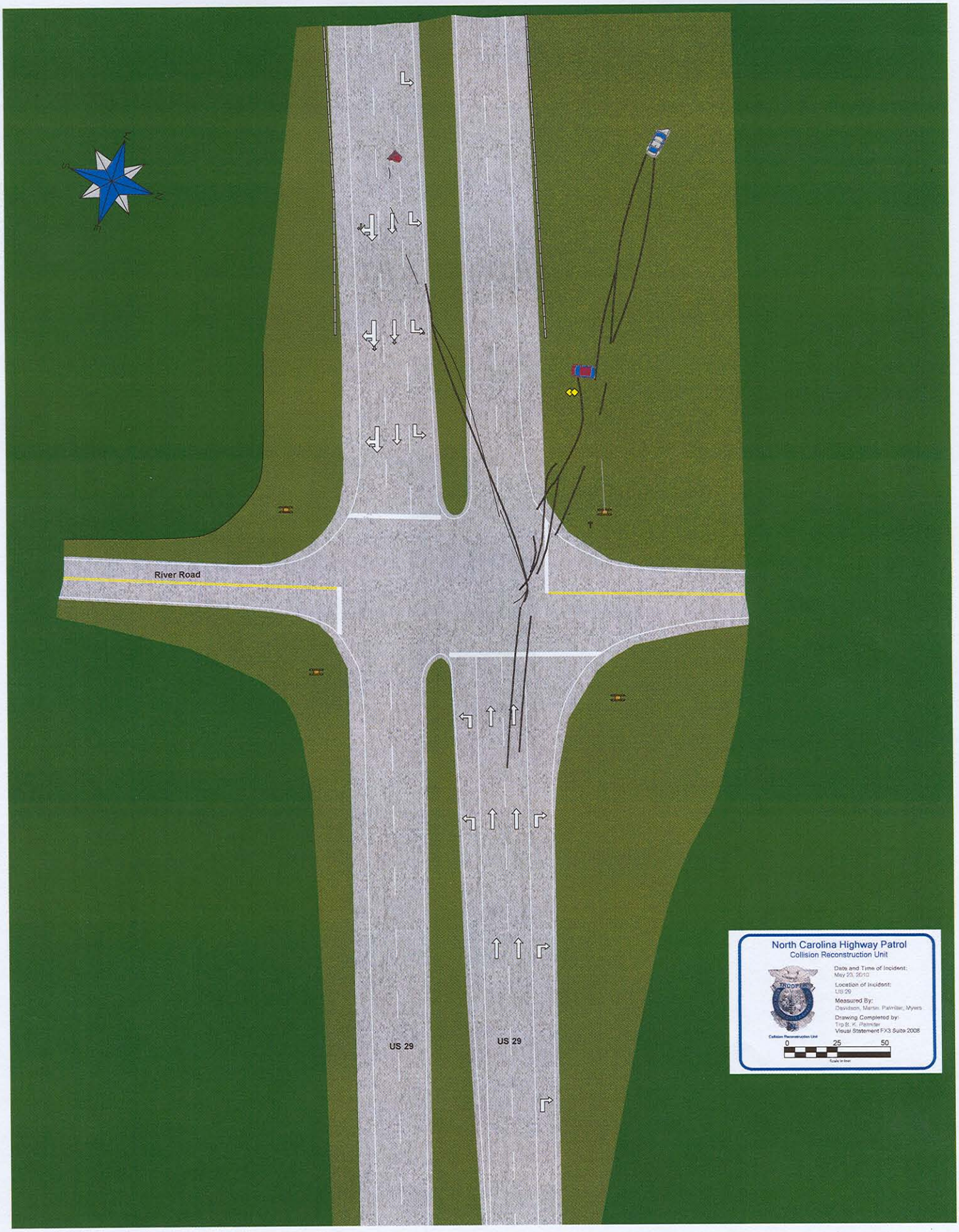
Name ____ Charge(s) ____ (Citation # optional) 76

Name ____ Charge(s) ____

| Officer Name | Officer Number | Department | | Date of Report |
|---|---|---|---|---|
| SGT. CA WEBB SGT. CA Webb | 1779 | NCSHP/D2 | NCNHP0000 | 05/24/2010 |


River Road
US 29
US 29
North Carolina Highway Patrol
Collision Reconstruction Unit
Date and Time of Incident:
May 23, 2010
Location of Incident:
US 29
Measured By:
Davidson, Martin, Palmiter, Myers
Drawing Completed by:
Trp B. K. Palmiter
Visual Statement FX3 Suite 2008
0
25
50
Scale in feet

River Road
US 29
US 29
North Carolina Highway Patrol
Collision Reconstruction Unit
Date and Time of Incident:
May 25, 2010
Location of Incident:
US 29
Measured By:
Davidson, Martin, Palmiter, Myers
Drawing Completed by:
Trp B. K. Palmiter
Visual Statement FX3 Suite 2008
Collision Reconstruction Unit
0
25
50
Scale in feet


River Road
US 29
US 29
North Carolina Highway Patrol
Collision Reconstruction Unit
Date and Time of Incident:
May 20, 2010
Location of Incident:
US 29
Measured By:
Davidson, Martin, Palmiter, Myers
Drawing Completed by:
Trp B. K. Palmiter
Visual Statement FX3 Suite 2008
0
25
50
Scale in feet

North Carolina
State Highway Patrol

# COLLISION SCENE CHECKLIST

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Highway Name and Number: | | | | | | County: | |
| Troop: | | District: | | Time / Date of Collision: | | | |
| Nearest Intersecting Roadway: | | | | | Distance / Direction: | | |
| Investigating Trooper: | | | | | Phone Number: | | |
| Day / Date / Time of Examination: | | | | | | | |
| Lighting Conditions at Examination | | | | | | | |
| Weather Condition During Examination (Temperature, Atmospheric Conditions, etc.): | | | | | | | |
| | | | | | | | |
| Development Type: ☐ Residential ☐ Rural ☐ Business ☐ Other | | | | | | | |
| Speed Limit(s): | | | | Distance / Direction to Nearest Sign: | | | |
| Date Posted: | | | | | Damage: ☐ Yes ☐ No | | |
| Other Regulatory Signs and Distance / Direction: | | | | | | | |
| | | | | | | | |

| **Roadway Information** | | | |
|---|---|---|---|
| Surface Type (Concrete, Asphalt, Etc.): | | | |
| Width of Roadway: | | | |
| Surface Condition (Cracked, Polished, Worn, Etc.): | | | |
| Number of Lanes: | | | |
| Roadway Markings: Centerlines: | | Road Edges: | |
| Median Information: Width: | Surface Type: | | Barriers: |
| Width of Shoulders: Improved: / feet / inches | | Unimproved: / feet / inches | |
| Width of Shoulders: Improved: / feet / inches | | Unimproved: / feet / inches | |
| Type of Condition of Unimproved Shoulders: ☐ Gravel ☐ Grass ☐ Soil ☐ Sand | | | |
| Distance of Drop from Pavement to Shoulder: | | | |
| Radius of Curves: | Chord: | Middle Ordinate: | |
| Roadway Grade/ Lane: | | Superelevation/ Lane: | |
| Roadway Grade/ Lane: | | Superelevation/ Lane: | |

| **Sight Distances:** Distances, which are relevant to the collision scene. Hillcrest, signs, Vision obstructions, Intersections, Pedestrians, etc. List the feature, distance, and compass direction to the measured feature. |
|---|
| |

| **Traffic Control Devices:** Describe, give distances and direction. |
|---|
| |

| **Lighting at time of collision: (Conspicuity Testing, Sunset, Sunrise, Moon Phase)** |
|---|
| |

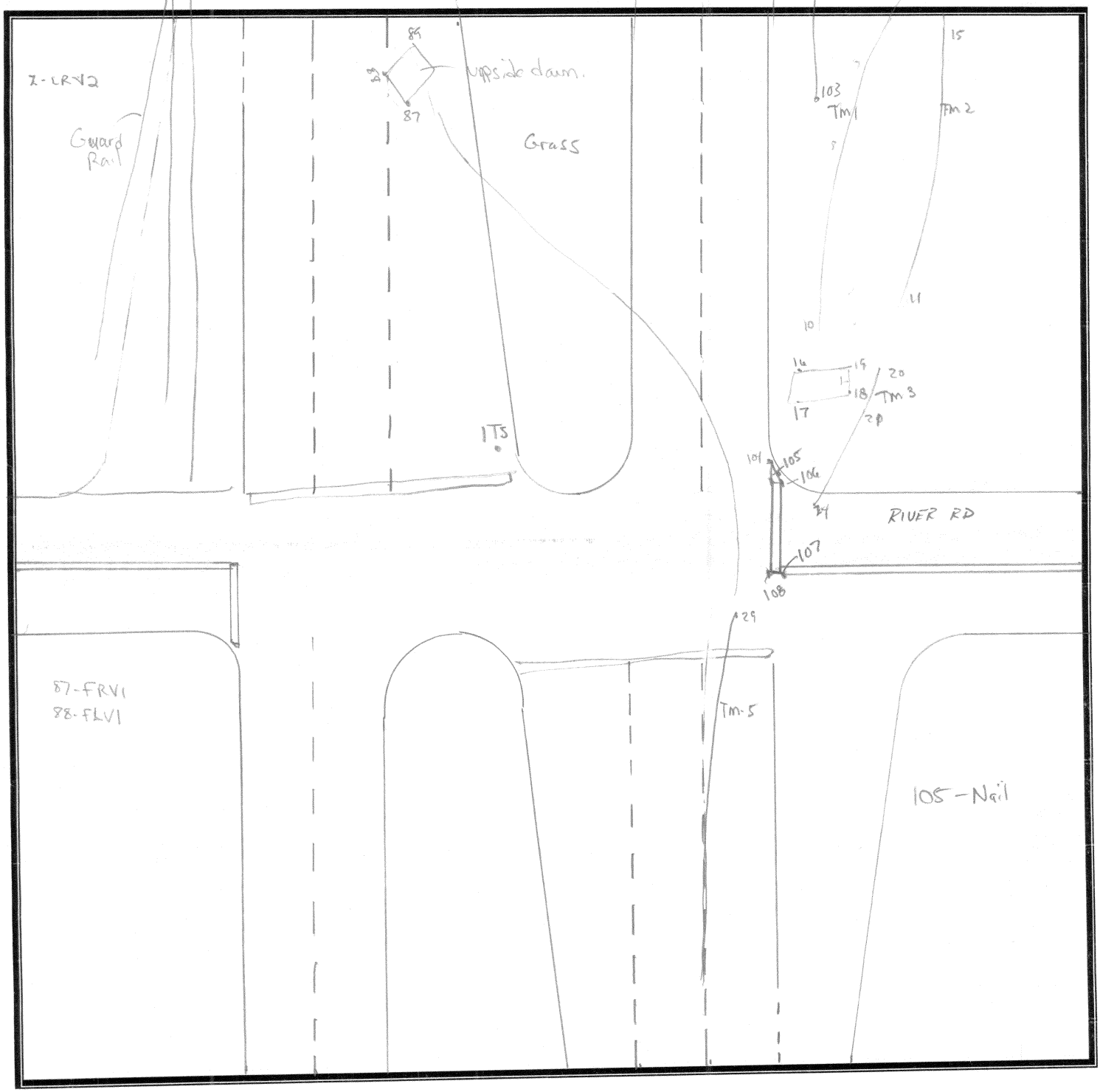
| **Drag Factor(s):** | | |
|---|---|---|
| Lane: | Improved Shoulder: | Unimproved Shoulder: |
| Lane: | Improved Shoulder: | Unimproved Shoulder: |
| Method: | ☐ Drag Sled | ☐ Vericom |

| **Drag Sled** | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Weight = | lbs. Test Pulls | | | | | | | | | |
| Surface 1: | 1 | , 2 | , 3 | , 4 | , 5 | , 6 | , 7 | , 8 | , 9 | , 10 |
| Surface 2: | 1 | , 2 | , 3 | , 4 | , 5 | , 6 | , 7 | , 8 | , 9 | , 10 |
| Surface 3: | 1 | , 2 | , 3 | , 4 | , 5 | , 6 | , 7 | , 8 | , 9 | , 10 |

| **Vericom** | | | | | |
|---|---|---|---|---|---|
| Model: | | Serial #: | | | |
| Test 1 | Speed: | Peak Reading | | Average Reading | |
| Test 2 | Speed: | Peak Reading | | Average Reading | |
| Test 3 | Speed: | Peak Reading | | Average Reading | |

| **Vericom Test Vehicle** | | | | | | | |
|---|---|---|---|---|---|---|---|
| Make: | | Model: | | Year: | | ABS Brakes: | ☐ Yes ☐ No |

Field Sketch (Indicate North):




1- DITCH
2- EP
3- GL
4- CL
5- GL1
- EP1
- DITCH1

8- TM1
9- TM2
0- TM3

TM-1 - 6-10
TM-2 - 11-15
TM-3 - 20-21
TM-4 - 22-24
TM-5 - 25-28
TM-6 - 29-32
TM-7 - 33-36

TM8-37-44
TM9-45-50
TM10-51-53
TM11-54-56
TM12-57-59
TM13-60-64

TM14-65-73
TM15-74-77
Gauge1-78-79
Gauge2 80-81
Gauge3 82-83
Gauge4 84-85-86

**Notes:**

**Evidence from the Roadway:** Describe gouges, scratches, furrows, etc. in detail. Measure length, width, depth, and other measurements necessary to match roadway evidence to vehicles.

VC-2000 Sunday US29 West bound Lane 1630 hrs. 5-23-10

2.15 sec 41.2 mph 63 ft Ave G = 0.872

2.15 sec 40.4 mph 60 ft Ave G = 0.858

2.08 sec 39.5 mph 57 ft Ave G = 0.866

2.24 sec 43.0 mph 67 ft Ave G = 0.874

2.45 sec 46.4 mph 80 ft Ave G = 0.862.

Serial # 9705 2886

*** Nikon RAW data format V2.00 ***
*** GUILFORD ***
*** Description: ***
*** Client: ***
*** Comments: ***
*** Downloaded 24-May-2010 08:29:08 ***
*** Software: Standard software version: 1.00 ***
*** Instrument: Nikon DTM-330 ***
*** Tilt Correction:  VA:OFF HA:OFF ***
***  GUILFORD <JOB> Created 23-May-2010 13:20:59 ***

Manual Input

| | | | |
|---|---|---|---|
| 1 | 0.0000 | 0.0000 | 0.0000 |

*** Temp:57F Press:29.5inHg Prism:30 23-May-2010 13:22:56 ***

Station Setup

| | | | |
|---|---|---|---|
| 1 | 5.4000 | 0.0000 | 0.0000 |

Side Shot

| | | | | |
|---|---|---|---|---|
| 2 | 0.0000 | 30.4721 | 199.9500 | 90.1607 |
| 2 | 171.7665 | 102.3494 | 4.4634 | LRV2 |
| 3 | 0.0000 | 30.4001 | 204.6140 | 90.2258 |
| 3 | 175.9941 | 104.3604 | 4.0339 | LFV2 |
| 4 | 0.0000 | 32.3444 | 200.6700 | 90.0905 |
| 4 | 169.0942 | 108.0525 | 4.8706 | RRV2 |
| 5 | 0.0000 | 32.2542 | 210.3460 | 90.1942 |
| 5 | 177.5423 | 112.7950 | 4.1955 | RFV2 |
| 6 | 0.0000 | 31.0954 | 196.0500 | 90.1431 |
| 6 | 167.7547 | 101.4558 | 4.5729 | TM1 |
| 7 | 0.0000 | 32.1136 | 179.1820 | 90.1254 |
| 7 | 151.6326 | 95.4635 | 4.7283 | TM1 |
| 8 | 0.0000 | 33.5859 | 161.3160 | 90.1816 |
| 8 | 133.7618 | 90.1659 | 4.5434 | TM1 |
| 9 | 0.0000 | 37.1036 | 143.6820 | 90.1323 |
| 9 | 114.4815 | 86.8227 | 4.8411 | TM1 |
| 10 | 0.0000 | 46.4521 | 114.3520 | 90.0209 |
| 10 | 78.3435 | 83.2986 | 5.3288 | TM1 |

**Side Shot**

| | | | | | |
|---|---|---|---|---|---|
| 11 | 0.0000 | 46.5615 | 115.2780 | 90.0103 | |
| 11 | 78.7113 | 84.2232 | 5.3651 | TM2 | |
| 12 | 0.0000 | 41.5854 | 140.4300 | 89.5702 | |
| 12 | 104.3899 | 93.9326 | 5.5216 | TM2 | |
| 13 | 0.0000 | 37.0015 | 168.3340 | 90.0417 | |
| 13 | 134.4300 | 101.3156 | 5.1908 | TM2 | |
| 14 | 0.0000 | 33.5343 | 187.0580 | 90.0626 | |
| 14 | 155.2688 | 104.3177 | 5.0507 | TM2 | |
| 15 | 0.0000 | 32.2431 | 196.7180 | 90.0758 | |
| 15 | 166.0782 | 105.4315 | 4.9449 | TM2 | |
| 16 | 0.0000 | 45.0145 | 96.1900 | 90.2635 | |
| 16 | 67.9799 | 68.0492 | 4.6564 | LRV1 | |
| 17 | 0.0000 | 47.0434 | 91.6140 | 90.2141 | |
| 17 | 62.3903 | 67.0838 | 4.8223 | RRV1 | |
| 18 | 0.0000 | 50.3403 | 97.1320 | 90.0031 | |
| 18 | 61.6952 | 75.0222 | 5.3856 | RCORNERV1 | |
| 19 | 0.0000 | 48.2601 | 100.9400 | 90.0504 | |
| 19 | 66.9723 | 75.5220 | 5.2514 | LCORNERV1 | |
| 20 | 0.0000 | 53.4515 | 100.0160 | 89.5227 | |
| 20 | 59.1344 | 80.6615 | 5.6199 | TM3 | |
| 21 | 0.0000 | 60.1448 | 89.3160 | 89.4129 | |
| 21 | 44.3239 | 77.5403 | 5.8812 | TM3 | |
| 22 | 0.0000 | 74.1649 | 72.6360 | 89.3850 | |
| 22 | 19.6790 | 69.9180 | 5.8473 | TM4 | |
| 23 | 0.0000 | 96.1547 | 59.0500 | 89.3850 | |
| 23 | -6.4418 | 58.6964 | 5.7636 | TM4 | |
| 24 | 0.0000 | 102.2924 | 57.0820 | 89.1452 | |
| 24 | -12.3440 | 55.7263 | 6.1495 | TM4 | |
| 25 | 0.0000 | 165.5903 | 126.9900 | 88.3738 | |
| 25 | -123.1740 | 30.7469 | 8.4427 | TM5 | |
| 26 | 0.0000 | 161.1638 | 102.2160 | 88.3153 | |
| 26 | -96.7752 | 32.7995 | 8.0199 | TM5 | |

**Side Shot**

| | | | | |
|---|---|---|---|---|
| 27 | 0.0000 | 152.5322 | 78.1860 | 88.2111 |
| 27 | -69.5669 | 35.6153 | 7.6472 | TM5 |
| 28 | 0.0000 | 141.0351 | 61.0500 | 88.1142 |
| 28 | -47.4642 | 38.3478 | 7.3230 | TM5 |
| 29 | 0.0000 | 162.2329 | 120.8620 | 88.3902 |
| 29 | -115.1671 | 36.5522 | 8.2466 | TM6 |
| 30 | 0.0000 | 152.5842 | 88.6440 | 88.2922 |
| 30 | -78.9397 | 40.2594 | 7.7369 | TM6 |
| 31 | 0.0000 | 148.3731 | 79.4260 | 88.2508 |
| 31 | -67.7866 | 41.3360 | 7.5917 | TM6 |
| 32 | 0.0000 | 139.4750 | 67.1940 | 88.2508 |
| 32 | -51.3009 | 43.3569 | 7.2541 | TM6 |
| 33 | 0.0000 | 123.4408 | 56.0880 | 88.3051 |
| 33 | -31.1386 | 46.6276 | 6.8544 | TM7 |
| 34 | 0.0000 | 110.5245 | 54.7540 | 88.5719 |
| 34 | -19.5110 | 51.1500 | 6.3984 | TM7 |
| 35 | 0.0000 | 91.5913 | 54.5860 | 89.4418 |
| 35 | -1.8926 | 54.5526 | 5.6494 | TM7 |
| 36 | 0.0000 | 75.3229 | 59.3780 | 90.1401 |
| 36 | 14.8254 | 57.4969 | 5.1580 | TM7 |
| 37 | 0.0000 | 69.2946 | 60.3980 | 90.1252 |
| 37 | 21.1555 | 56.5713 | 5.1740 | TM8 |
| 38 | 0.0000 | 73.3508 | 54.4960 | 89.5741 |
| 38 | 15.3997 | 52.2749 | 5.4368 | TM8 |
| 39 | 0.0000 | 87.2836 | 50.6600 | 89.2759 |
| 39 | 2.2303 | 50.6087 | 5.8719 | TM8 |
| 40 | 0.0000 | 95.4528 | 50.7480 | 89.1255 |
| 40 | -5.0907 | 50.4872 | 6.0951 | TM8 |
| 41 | 0.0000 | 108.5421 | 51.6860 | 88.5421 |
| 41 | -16.7439 | 48.8887 | 6.3870 | TM8 |
| 42 | 0.0000 | 118.5342 | 52.9440 | 88.3308 |
| 42 | -25.5747 | 46.3380 | 6.7377 | TM8 |

**Side Shot**

| | | | | |
|---|---|---|---|---|
| 43 | 0.0000 | 128.2258 | 54.0720 | 88.1258 |
| 43 | -33.5577 | 42.3654 | 7.0833 | TM8 |
| 44 | 0.0000 | 134.5437 | 54.2020 | 88.0446 |
| 44 | -38.2450 | 38.3650 | 7.2166 | TM8 |
| 45 | 0.0000 | 90.3051 | 47.0140 | 89.0505 |
| 45 | -0.4218 | 47.0061 | 6.1510 | TM9 |
| 46 | 0.0000 | 80.0018 | 54.2420 | 89.5215 |
| 46 | 9.4143 | 53.4186 | 5.5223 | TM9 |
| 47 | 0.0000 | 75.0855 | 59.4480 | 90.1708 |
| 47 | 15.2371 | 57.4614 | 5.1038 | TM9 |
| 48 | 0.0000 | 62.2849 | 76.6960 | 89.5835 |
| 48 | 35.4377 | 68.0180 | 5.4317 | TM9 |
| 49 | 0.0000 | 55.0113 | 84.5120 | 90.0255 |
| 49 | 48.4496 | 69.2453 | 5.3284 | TM9 |
| 50 | 0.0000 | 47.1913 | 91.6940 | 90.1918 |
| 50 | 62.1583 | 67.4082 | 4.8854 | TM9 |
| 51 | 0.0000 | 37.3634 | 141.1140 | 90.1015 |
| 51 | 111.7885 | 86.1181 | 4.9797 | TM10 |
| 52 | 0.0000 | 42.2256 | 117.7460 | 90.1015 |
| 52 | 86.9744 | 79.3691 | 5.0492 | TM10 |
| 53 | 0.0000 | 50.5804 | 97.5120 | 89.5854 |
| 53 | 61.4089 | 75.7465 | 5.4314 | TM10 |
| 54 | 0.0000 | 124.5057 | 53.0420 | 88.1612 |
| 54 | -30.2953 | 43.5096 | 7.0014 | TM11 |
| 55 | 0.0000 | 115.3650 | 50.1120 | 88.2845 |
| 55 | -21.6560 | 45.1715 | 6.7300 | TM11 |
| 56 | 0.0000 | 106.5743 | 47.1640 | 88.3422 |
| 56 | -13.7552 | 45.0983 | 6.5748 | TM11 |
| 57 | 0.0000 | 142.0535 | 57.1520 | 88.0026 |
| 57 | -45.0662 | 35.0919 | 7.3874 | TM12 |
| 58 | 0.0000 | 137.2328 | 57.6360 | 88.0731 |
| 58 | -42.3969 | 38.9981 | 7.2856 | TM12 |

**Side Shot**

| | | | | |
|---|---|---|---|---|
| 59 | 0.0000 | 133.4338 | 56.9440 | 88.1003 |
| 59 | -39.3410 | 41.1289 | 7.2210 | TM12 |
| 60 | 0.0000 | 141.0641 | 60.9520 | 88.1054 |
| 60 | -47.4192 | 38.2469 | 7.3341 | TM13 |
| 61 | 0.0000 | 135.1054 | 58.0800 | 88.1055 |
| 61 | -41.1780 | 40.9177 | 7.2427 | TM13 |
| 62 | 0.0000 | 129.2106 | 53.1020 | 88.0654 |
| 62 | -33.6526 | 41.0399 | 7.1468 | TM13 |
| 63 | 0.0000 | 114.5622 | 38.7640 | 87.4446 |
| 63 | -16.3326 | 35.1222 | 6.9245 | TM13 |
| 64 | 0.0000 | 90.5056 | 29.2140 | 87.2705 |
| 64 | -0.4324 | 29.1819 | 6.6991 | TM13 |
| 65 | 0.0000 | 137.4322 | 59.8300 | 88.1111 |
| 65 | -44.2460 | 40.2286 | 7.2936 | TM14 |
| 66 | 0.0000 | 131.1048 | 55.5200 | 88.1019 |
| 66 | -36.5372 | 41.7656 | 7.1712 | TM14 |
| 67 | 0.0000 | 112.2137 | 39.5480 | 87.5001 |
| 67 | -15.0345 | 36.5482 | 6.8950 | TM14 |
| 68 | 0.0000 | 66.5054 | 28.7900 | 87.5001 |
| 68 | 11.3112 | 26.4525 | 6.4883 | TM14 |
| 69 | 0.0000 | 15.0023 | 48.8840 | 89.5824 |
| 69 | 47.2169 | 12.6574 | 5.4228 | TM14 |
| 70 | 0.0000 | 359.5538 | 82.7220 | 90.3902 |
| 70 | 82.7166 | -0.1051 | 4.4609 | TM14 |
| 71 | 0.0000 | 358.5213 | 94.0880 | 90.3151 |
| 71 | 94.0657 | -1.8550 | 4.5285 | TM14 |
| 72 | 0.0000 | 357.4519 | 107.3760 | 90.3150 |
| 72 | 107.2890 | -4.2055 | 4.4060 | TM14 |
| 73 | 0.0000 | 358.4951 | 89.7060 | 90.3150 |
| 73 | 89.6835 | -1.8303 | 4.5695 | TM15 |
| 74 | 0.0000 | 6.3457 | 72.0140 | 90.3434 |
| 74 | 71.5357 | 8.2548 | 4.6760 | TM15 |

**Side Shot**

| | | | | |
|---|---|---|---|---|
| 75 | 0.0000 | 17.3627 | 52.1280 | 89.4603 |
| 75 | 49.6854 | 15.7683 | 5.6116 | TM15 |
| 76 | 0.0000 | 53.0840 | 29.9200 | 88.1650 |
| 76 | 17.9379 | 23.9297 | 6.2978 | TM15 |
| 77 | 0.0000 | 97.2336 | 29.4660 | 87.2058 |
| 77 | -3.7876 | 29.1898 | 6.7627 | TM15 |
| 78 | 0.0000 | 355.5345 | 107.9140 | 90.2843 |
| 78 | 107.6335 | -7.7231 | 4.4988 | GOUGE1 |
| 79 | 0.0000 | 353.4423 | 122.7400 | 90.2619 |
| 79 | 122.0045 | -13.3838 | 4.4607 | GOUGE1 |
| 80 | 0.0000 | 352.2841 | 133.9940 | 90.2449 |
| 80 | 132.8375 | -17.5402 | 4.4331 | GOUGE2 |
| 81 | 0.0000 | 352.0838 | 137.7080 | 90.2449 |
| 81 | 136.4120 | -18.8222 | 4.4063 | GOUGE2 |
| 82 | 0.0000 | 352.5515 | 137.7420 | 90.2401 |
| 82 | 136.6886 | -16.9750 | 4.4381 | GOUGE3 |
| 83 | 0.0000 | 351.5726 | 145.8640 | 90.2400 |
| 83 | 144.4258 | -20.4077 | 4.3821 | GOUGE3 |
| 84 | 0.0000 | 352.3111 | 159.3800 | 90.2355 |
| 84 | 158.0198 | -20.7484 | 4.2917 | GOUGE4 |
| 85 | 0.0000 | 352.4452 | 161.4240 | 90.2347 |
| 85 | 160.1288 | -20.3773 | 4.2838 | GOUGE4 |
| 86 | 0.0000 | 352.4110 | 164.5920 | 90.2256 |
| 86 | 163.2492 | -20.9529 | 4.3026 | GOUGE4 |
| 87 | 0.0000 | 354.2341 | 165.9380 | 90.2426 |
| 87 | 165.1404 | -16.2075 | 4.2212 | FRV1 |
| 88 | 0.0000 | 352.4336 | 168.7080 | 90.2226 |
| 88 | 167.3469 | -21.3585 | 4.2997 | FLV1 |
| 89 | 0.0000 | 353.4958 | 172.7280 | 90.2427 |
| 89 | 171.7240 | -18.5558 | 4.1722 | CORNER |
| 90 | 0.0000 | 347.3624 | 236.5340 | 90.3259 |
| 90 | 231.0115 | -50.7630 | 3.1318 | GRAIL |

**Side Shot**

| | | | | |
|---|---|---|---|---|
| 91 | 0.0000 | 347.5344 | 236.6320 | 90.3041 |
| 91 | 231.3618 | -49.6184 | 3.2892 | EP |
| 92 | 0.0000 | 349.5757 | 234.7880 | 90.2129 |
| 92 | 231.1922 | -40.9076 | 3.9339 | GL |
| 93 | 0.0000 | 352.5333 | 232.9620 | 90.1923 |
| 93 | 231.1682 | -28.8243 | 4.0876 | CL |
| 94 | 0.0000 | 355.4012 | 232.9160 | 90.2108 |
| 94 | 232.2468 | -17.5850 | 3.9693 | CL |
| 95 | 0.0000 | 357.4906 | 232.3300 | 90.2612 |
| 95 | 232.1549 | -8.8441 | 3.6305 | GL |
| 96 | 0.0000 | 358.3344 | 232.5220 | 90.3030 |
| 96 | 232.4397 | -5.8341 | 3.3382 | EP |
| 97 | 0.0000 | 2.2523 | 235.7340 | 90.2215 |
| 97 | 235.5183 | 9.9661 | 3.8754 | EP |
| 98 | 0.0000 | 2.5419 | 235.8620 | 90.1941 |
| 98 | 235.5550 | 11.9545 | 4.0507 | GL |
| 99 | 0.0000 | 5.5250 | 235.4560 | 90.1710 |
| 99 | 234.2140 | 24.1233 | 4.2254 | CL |
| 100 | 0.0000 | 8.3535 | 237.2760 | 90.1916 |
| 100 | 234.6088 | 35.4522 | 4.0714 | GL1 |
| 101 | 0.0000 | 10.4713 | 239.2020 | 90.3256 |
| 101 | 234.9645 | 44.7664 | 3.1097 | EP1 |
| 102 | 0.0000 | 10.5823 | 239.8120 | 90.3625 |
| 102 | 235.4143 | 45.6450 | 2.8609 | GRAIL1 |
| 103 | 0.0000 | 32.5249 | 96.7500 | 90.4823 |
| 103 | 81.2433 | 52.5190 | 4.0386 | GRAIL1 |
| 104 | 0.0000 | 96.0742 | 50.2960 | 89.1002 |
| 104 | -5.3688 | 50.0033 | 6.1311 | STOPBAR |
| 105 | 0.0000 | 96.1335 | 50.7800 | 89.1002 |
| 105 | -5.5069 | 50.4751 | 6.1381 | STOPBAR |
| 106 | 0.0000 | 98.0911 | 52.5540 | 89.1211 |
| 106 | -7.4524 | 52.0178 | 6.1310 | STOPBAR |

**Side Shot**

| | | | | |
|---|---|---|---|---|
| 107 | 0.0000 | 127.5529 | 65.7160 | 88.4309 |
| 107 | -40.3806 | 51.8251 | 6.8690 | STOPBAR |
| 108 | 0.0000 | 128.5214 | 64.3380 | 88.4027 |
| 108 | -40.3653 | 50.0779 | 6.8887 | STOPBAR |

*** Nikon RAW data format V2.00 ***
*** GUILFORD ***
*** Description: ***
*** Client: ***
*** Comments: ***
*** Downloaded 26-May-2010 12:08:26 ***
*** Software: Standard software version: 1.00 ***
*** Instrument: Nikon DTM-330 ***
*** Tilt Correction:  VA:OFF HA:OFF ***
***  GUILFORD <JOB> Created 23-May-2010 13:20:59 ***

Manual Input

| | | | |
|---|---|---|---|
| 1 | 0.0000 | 0.0000 | 0.0000 |

*** Temp:57F Press:29.5inHg Prism:30 23-May-2010 13:22:56 ***

Station Setup

| | | | |
|---|---|---|---|
| 1 | 5.4000 | 0.0000 | 0.0000 |

Side Shot

| | | | | |
|---|---|---|---|---|
| 2 | 0.0000 | 30.4721 | 199.9500 | 90.1607 |
| 2 | 171.7665 | 102.3494 | 4.4634 | LRV2 |
| 3 | 0.0000 | 30.4001 | 204.6140 | 90.2258 |
| 3 | 175.9941 | 104.3604 | 4.0339 | LFV2 |
| 4 | 0.0000 | 32.3444 | 200.6700 | 90.0905 |
| 4 | 169.0942 | 108.0525 | 4.8706 | RRV2 |
| 5 | 0.0000 | 32.2542 | 210.3460 | 90.1942 |
| 5 | 177.5423 | 112.7950 | 4.1955 | RFV2 |
| 6 | 0.0000 | 31.0954 | 196.0500 | 90.1431 |
| 6 | 167.7547 | 101.4558 | 4.5729 | TM1 |
| 7 | 0.0000 | 32.1136 | 179.1820 | 90.1254 |
| 7 | 151.6326 | 95.4635 | 4.7283 | TM1 |
| 8 | 0.0000 | 33.5859 | 161.3160 | 90.1816 |
| 8 | 133.7618 | 90.1659 | 4.5434 | TM1 |
| 9 | 0.0000 | 37.1036 | 143.6820 | 90.1323 |
| 9 | 114.4815 | 86.8227 | 4.8411 | TM1 |
| 10 | 0.0000 | 46.4521 | 114.3520 | 90.0209 |
| 10 | 78.3435 | 83.2986 | 5.3288 | TM1 |

**Side Shot**

| | | | | |
|---|---|---|---|---|
| 11 | 0.0000 | 46.5615 | 115.2780 | 90.0103 |
| 11 | 78.7113 | 84.2232 | 5.3651 | TM2 |
| 12 | 0.0000 | 41.5854 | 140.4300 | 89.5702 |
| 12 | 104.3899 | 93.9326 | 5.5216 | TM2 |
| 13 | 0.0000 | 37.0015 | 168.3340 | 90.0417 |
| 13 | 134.4300 | 101.3156 | 5.1908 | TM2 |
| 14 | 0.0000 | 33.5343 | 187.0580 | 90.0626 |
| 14 | 155.2688 | 104.3177 | 5.0507 | TM2 |
| 15 | 0.0000 | 32.2431 | 196.7180 | 90.0758 |
| 15 | 166.0782 | 105.4315 | 4.9449 | TM2 |
| 16 | 0.0000 | 45.0145 | 96.1900 | 90.2635 |
| 16 | 67.9799 | 68.0492 | 4.6564 | LRV1 |
| 17 | 0.0000 | 47.0434 | 91.6140 | 90.2141 |
| 17 | 62.3903 | 67.0838 | 4.8223 | RRV1 |
| 18 | 0.0000 | 50.3403 | 97.1320 | 90.0031 |
| 18 | 61.6952 | 75.0222 | 5.3856 | RCORNERV1 |
| 19 | 0.0000 | 48.2601 | 100.9400 | 90.0504 |
| 19 | 66.9723 | 75.5220 | 5.2514 | LCORNERV1 |
| 20 | 0.0000 | 53.4515 | 100.0160 | 89.5227 |
| 20 | 59.1344 | 80.6615 | 5.6199 | TM3 |
| 21 | 0.0000 | 60.1448 | 89.3160 | 89.4129 |
| 21 | 44.3239 | 77.5403 | 5.8812 | TM3 |
| 22 | 0.0000 | 74.1649 | 72.6360 | 89.3850 |
| 22 | 19.6790 | 69.9180 | 5.8473 | TM4 |
| 23 | 0.0000 | 96.1547 | 59.0500 | 89.3850 |
| 23 | -6.4418 | 58.6964 | 5.7636 | TM4 |
| 24 | 0.0000 | 102.2924 | 57.0820 | 89.1452 |
| 24 | -12.3440 | 55.7263 | 6.1495 | TM4 |
| 25 | 0.0000 | 165.5903 | 126.9900 | 88.3738 |
| 25 | -123.1740 | 30.7469 | 8.4427 | TM5 |
| 26 | 0.0000 | 161.1638 | 102.2160 | 88.3153 |
| 26 | -96.7752 | 32.7995 | 8.0199 | TM5 |

**Side Shot**

| | | | | |
|---|---|---|---|---|
| 27 | 0.0000 | 152.5322 | 78.1860 | 88.2111 |
| 27 | -69.5669 | 35.6153 | 7.6472 | TM5 |
| 28 | 0.0000 | 141.0351 | 61.0500 | 88.1142 |
| 28 | -47.4642 | 38.3478 | 7.3230 | TM5 |
| 29 | 0.0000 | 162.2329 | 120.8620 | 88.3902 |
| 29 | -115.1671 | 36.5522 | 8.2466 | TM6 |
| 30 | 0.0000 | 152.5842 | 88.6440 | 88.2922 |
| 30 | -78.9397 | 40.2594 | 7.7369 | TM6 |
| 31 | 0.0000 | 148.3731 | 79.4260 | 88.2508 |
| 31 | -67.7866 | 41.3360 | 7.5917 | TM6 |
| 32 | 0.0000 | 139.4750 | 67.1940 | 88.2508 |
| 32 | -51.3009 | 43.3569 | 7.2541 | TM6 |
| 33 | 0.0000 | 123.4408 | 56.0880 | 88.3051 |
| 33 | -31.1386 | 46.6276 | 6.8544 | TM7 |
| 34 | 0.0000 | 110.5245 | 54.7540 | 88.5719 |
| 34 | -19.5110 | 51.1500 | 6.3984 | TM7 |
| 35 | 0.0000 | 91.5913 | 54.5860 | 89.4418 |
| 35 | -1.8926 | 54.5526 | 5.6494 | TM7 |
| 36 | 0.0000 | 75.3229 | 59.3780 | 90.1401 |
| 36 | 14.8254 | 57.4969 | 5.1580 | TM7 |
| 37 | 0.0000 | 69.2946 | 60.3980 | 90.1252 |
| 37 | 21.1555 | 56.5713 | 5.1740 | TM8 |
| 38 | 0.0000 | 73.3508 | 54.4960 | 89.5741 |
| 38 | 15.3997 | 52.2749 | 5.4368 | TM8 |
| 39 | 0.0000 | 87.2836 | 50.6600 | 89.2759 |
| 39 | 2.2303 | 50.6087 | 5.8719 | TM8 |
| 40 | 0.0000 | 95.4528 | 50.7480 | 89.1255 |
| 40 | -5.0907 | 50.4872 | 6.0951 | TM8 |
| 41 | 0.0000 | 108.5421 | 51.6860 | 88.5421 |
| 41 | -16.7439 | 48.8887 | 6.3870 | TM8 |
| 42 | 0.0000 | 118.5342 | 52.9440 | 88.3308 |
| 42 | -25.5747 | 46.3380 | 6.7377 | TM8 |

**Side Shot**

| | | | | |
|---|---|---|---|---|
| 43 | 0.0000 | 128.2258 | 54.0720 | 88.1258 |
| 43 | -33.5577 | 42.3654 | 7.0833 | TM8 |
| 44 | 0.0000 | 134.5437 | 54.2020 | 88.0446 |
| 44 | -38.2450 | 38.3650 | 7.2166 | TM8 |
| 45 | 0.0000 | 90.3051 | 47.0140 | 89.0505 |
| 45 | -0.4218 | 47.0061 | 6.1510 | TM9 |
| 46 | 0.0000 | 80.0018 | 54.2420 | 89.5215 |
| 46 | 9.4143 | 53.4186 | 5.5223 | TM9 |
| 47 | 0.0000 | 75.0855 | 59.4480 | 90.1708 |
| 47 | 15.2371 | 57.4614 | 5.1038 | TM9 |
| 48 | 0.0000 | 62.2849 | 76.6960 | 89.5835 |
| 48 | 35.4377 | 68.0180 | 5.4317 | TM9 |
| 49 | 0.0000 | 55.0113 | 84.5120 | 90.0255 |
| 49 | 48.4496 | 69.2453 | 5.3284 | TM9 |
| 50 | 0.0000 | 47.1913 | 91.6940 | 90.1918 |
| 50 | 62.1583 | 67.4082 | 4.8854 | TM9 |
| 51 | 0.0000 | 37.3634 | 141.1140 | 90.1015 |
| 51 | 111.7885 | 86.1181 | 4.9797 | TM10 |
| 52 | 0.0000 | 42.2256 | 117.7460 | 90.1015 |
| 52 | 86.9744 | 79.3691 | 5.0492 | TM10 |
| 53 | 0.0000 | 50.5804 | 97.5120 | 89.5854 |
| 53 | 61.4089 | 75.7465 | 5.4314 | TM10 |
| 54 | 0.0000 | 124.5057 | 53.0420 | 88.1612 |
| 54 | -30.2953 | 43.5096 | 7.0014 | TM11 |
| 55 | 0.0000 | 115.3650 | 50.1120 | 88.2845 |
| 55 | -21.6560 | 45.1715 | 6.7300 | TM11 |
| 56 | 0.0000 | 106.5743 | 47.1640 | 88.3422 |
| 56 | -13.7552 | 45.0983 | 6.5748 | TM11 |
| 57 | 0.0000 | 142.0535 | 57.1520 | 88.0026 |
| 57 | -45.0662 | 35.0919 | 7.3874 | TM12 |
| 58 | 0.0000 | 137.2328 | 57.6360 | 88.0731 |
| 58 | -42.3969 | 38.9981 | 7.2856 | TM12 |

**Side Shot**

| | | | | |
|---|---|---|---|---|
| 59 | 0.0000 | 133.4338 | 56.9440 | 88.1003 |
| 59 | -39.3410 | 41.1289 | 7.2210 | TM12 |
| 60 | 0.0000 | 141.0641 | 60.9520 | 88.1054 |
| 60 | -47.4192 | 38.2469 | 7.3341 | TM13 |
| 61 | 0.0000 | 135.1054 | 58.0800 | 88.1055 |
| 61 | -41.1780 | 40.9177 | 7.2427 | TM13 |
| 62 | 0.0000 | 129.2106 | 53.1020 | 88.0654 |
| 62 | -33.6526 | 41.0399 | 7.1468 | TM13 |
| 63 | 0.0000 | 114.5622 | 38.7640 | 87.4446 |
| 63 | -16.3326 | 35.1222 | 6.9245 | TM13 |
| 64 | 0.0000 | 90.5056 | 29.2140 | 87.2705 |
| 64 | -0.4324 | 29.1819 | 6.6991 | TM13 |
| 65 | 0.0000 | 137.4322 | 59.8300 | 88.1111 |
| 65 | -44.2460 | 40.2286 | 7.2936 | TM14 |
| 66 | 0.0000 | 131.1048 | 55.5200 | 88.1019 |
| 66 | -36.5372 | 41.7656 | 7.1712 | TM14 |
| 67 | 0.0000 | 112.2137 | 39.5480 | 87.5001 |
| 67 | -15.0345 | 36.5482 | 6.8950 | TM14 |
| 68 | 0.0000 | 66.5054 | 28.7900 | 87.5001 |
| 68 | 11.3112 | 26.4525 | 6.4883 | TM14 |
| 69 | 0.0000 | 15.0023 | 48.8840 | 89.5824 |
| 69 | 47.2169 | 12.6574 | 5.4228 | TM14 |
| 70 | 0.0000 | 359.5538 | 82.7220 | 90.3902 |
| 70 | 82.7166 | -0.1051 | 4.4609 | TM14 |
| 71 | 0.0000 | 358.5213 | 94.0880 | 90.3151 |
| 71 | 94.0657 | -1.8550 | 4.5285 | TM14 |
| 72 | 0.0000 | 357.4519 | 107.3760 | 90.3150 |
| 72 | 107.2890 | -4.2055 | 4.4060 | TM14 |
| 73 | 0.0000 | 358.4951 | 89.7060 | 90.3150 |
| 73 | 89.6835 | -1.8303 | 4.5695 | TM15 |
| 74 | 0.0000 | 6.3457 | 72.0140 | 90.3434 |
| 74 | 71.5357 | 8.2548 | 4.6760 | TM15 |

**Side Shot**

| | | | | |
|---|---|---|---|---|
| 75 | 0.0000 | 17.3627 | 52.1280 | 89.4603 |
| 75 | 49.6854 | 15.7683 | 5.6116 | TM15 |
| 76 | 0.0000 | 53.0840 | 29.9200 | 88.1650 |
| 76 | 17.9379 | 23.9297 | 6.2978 | TM15 |
| 77 | 0.0000 | 97.2336 | 29.4660 | 87.2058 |
| 77 | -3.7876 | 29.1898 | 6.7627 | TM15 |
| 78 | 0.0000 | 355.5345 | 107.9140 | 90.2843 |
| 78 | 107.6335 | -7.7231 | 4.4988 | GOUGE1 |
| 79 | 0.0000 | 353.4423 | 122.7400 | 90.2619 |
| 79 | 122.0045 | -13.3838 | 4.4607 | GOUGE1 |
| 80 | 0.0000 | 352.2841 | 133.9940 | 90.2449 |
| 80 | 132.8375 | -17.5402 | 4.4331 | GOUGE2 |
| 81 | 0.0000 | 352.0838 | 137.7080 | 90.2449 |
| 81 | 136.4120 | -18.8222 | 4.4063 | GOUGE2 |
| 82 | 0.0000 | 352.5515 | 137.7420 | 90.2401 |
| 82 | 136.6886 | -16.9750 | 4.4381 | GOUGE3 |
| 83 | 0.0000 | 351.5726 | 145.8640 | 90.2400 |
| 83 | 144.4258 | -20.4077 | 4.3821 | GOUGE3 |
| 84 | 0.0000 | 352.3111 | 159.3800 | 90.2355 |
| 84 | 158.0198 | -20.7484 | 4.2917 | GOUGE4 |
| 85 | 0.0000 | 352.4452 | 161.4240 | 90.2347 |
| 85 | 160.1288 | -20.3773 | 4.2838 | GOUGE4 |
| 86 | 0.0000 | 352.4110 | 164.5920 | 90.2256 |
| 86 | 163.2492 | -20.9529 | 4.3026 | GOUGE4 |
| 87 | 0.0000 | 354.2341 | 165.9380 | 90.2426 |
| 87 | 165.1404 | -16.2075 | 4.2212 | FRV1 |
| 88 | 0.0000 | 352.4336 | 168.7080 | 90.2226 |
| 88 | 167.3469 | -21.3585 | 4.2997 | FLV1 |
| 89 | 0.0000 | 353.4958 | 172.7280 | 90.2427 |
| 89 | 171.7240 | -18.5558 | 4.1722 | CORNER |
| 90 | 0.0000 | 347.3624 | 236.5340 | 90.3259 |
| 90 | 231.0115 | -50.7630 | 3.1318 | GRAIL |

**Side Shot**

| | | ANGLE | DIST | VERTICAL ∠ | |
|---|---|---|---|---|---|
| 91 | 0.0000 | 347.5344 | 236.6320 | 90.3041 | |
| 91 | 231.3618 (NORTHING) | -49.6184 (EASTING) | 3.2892 (ELEVATION) | EP | |
| 92 | 0.0000 | 349.5757 | 234.7880 | 90.2129 | |
| 92 | 231.1922 | -40.9076 | 3.9339 | GL | |
| 93 | 0.0000 | 352.5333 | 232.9620 | 90.1923 | |
| 93 | 231.1682 | -28.8243 | 4.0876 | CL | |
| 94 | 0.0000 | 355.4012 | 232.9160 | 90.2108 | |
| 94 | 232.2468 | -17.5850 | 3.9693 | CL | |
| 95 | 0.0000 | 357.4906 | 232.3300 | 90.2612 | |
| 95 | 232.1549 | -8.8441 | 3.6305 | GL | |
| 96 | 0.0000 | 358.3344 | 232.5220 | 90.3030 | |
| 96 | 232.4397 | -5.8341 | 3.3382 | EP | |
| 97 | 0.0000 | 2.2523 | 235.7340 | 90.2215 | |
| 97 | 235.5183 | 9.9661 | 3.8754 | EP | |
| 98 | 0.0000 | 2.5419 | 235.8620 | 90.1941 | |
| 98 | 235.5550 | 11.9545 | 4.0507 | GL | |
| 99 | 0.0000 | 5.5250 | 235.4560 | 90.1710 | |
| 99 | 234.2140 | 24.1233 | 4.2254 | CL | |
| 100 | 0.0000 | 8.3535 | 237.2760 | 90.1916 | |
| 100 | 234.6088 | 35.4522 | 4.0714 | GL1 | |
| 101 | 0.0000 | 10.4713 | 239.2020 | 90.3256 | |
| 101 | 234.9645 | 44.7664 | 3.1097 | EP1 | |
| 102 | 0.0000 | 10.5823 | 239.8120 | 90.3625 | |
| 102 | 235.4143 | 45.6450 | 2.8609 | GRAIL1 | |
| 103 | 0.0000 | 32.5249 | 96.7500 | 90.4823 | |
| 103 | 81.2433 | 52.5190 | 4.0386 | GRAIL1 | |
| 104 | 0.0000 | 96.0742 | 50.2960 | 89.1002 | |
| 104 | -5.3688 | 50.0033 | 6.1311 | STOPBAR | |
| 105 | 0.0000 | 96.1335 | 50.7800 | 89.1002 | |
| 105 | -5.5069 | 50.4751 | 6.1381 | STOPBAR | |
| 106 | 0.0000 | 98.0911 | 52.5540 | 89.1211 | |
| 106 | -7.4524 | 52.0178 | 6.1310 | STOPBAR | |

**Side Shot**

| | | | | |
|---|---|---|---|---|
| 107 | 0.0000 | 127.5529 | 65.7160 | 88.4309 |
| 107 | -40.3806 | 51.8251 | 6.8690 | STOPBAR |
| 108 | 0.0000 | 128.5214 | 64.3380 | 88.4027 |
| 108 | -40.3653 | 50.0779 | 6.8887 | STOPBAR |

*** Start of 2-Pt Resection ***

**Face 1**

| | | | | |
|---|---|---|---|---|
| 105 | 5.4000 | 201.5340 | 43.6060 | 89.1511 |
| 108 | 5.4000 | 236.4818 | 60.1200 | 88.4340 |

**Resection Coordinates**

| | | | | |
|---|---|---|---|---|
| 109 | 7.5420 | 2.0940 | 5.5620 | STOPBAR |

*** Temp:57F Press:29.5inHg Prism:30 26-May-2010 08:20:21 ***

**Station Setup**

| | | | | |
|---|---|---|---|---|
| 109 | 5.4000 | 105 | 100.0218 | 105.0539 |

**Side Shot**

| | | | | |
|---|---|---|---|---|
| 110 | 5.4000 | 51.0346 | 124.7520 | 89.2608 |
| 110 | 77.0849 | 105.6572 | 6.7913 | DITCH1 |
| 111 | 5.4000 | 34.1942 | 91.0840 | 91.3630 |
| 111 | 77.9140 | 59.8655 | 3.0057 | DITCH1 |
| 112 | 5.4000 | 28.3054 | 85.4120 | 90.4105 |
| 112 | 78.7025 | 49.3206 | 4.5414 | EP1 |
| 113 | 5.4000 | 22.2632 | 80.8360 | 90.1111 |
| 113 | 79.2453 | 39.4172 | 5.2992 | GL1 |
| 114 | 5.4000 | 15.3108 | 72.8800 | 90.0519 |
| 114 | 75.7733 | 27.7060 | 5.4494 | CL |
| 115 | 5.4000 | 6.0632 | 70.5200 | 90.1456 |
| 115 | 76.7267 | 15.7486 | 5.2558 | GL1 |
| 116 | 5.4000 | 4.2216 | 70.3360 | 90.2248 |
| 116 | 76.9266 | 13.6140 | 5.0956 | GL |

**Side Shot**

| | | | | |
|---|---|---|---|---|
| 117 | 5.4000 | 351.4426 | 70.9660 | 90.3856 |
| 117 | 78.3926 | -1.8717 | 4.7584 | GL |
| 118 | 5.4000 | 350.4700 | 70.9360 | 90.3639 |
| 118 | 78.2870 | -3.0527 | 4.8059 | GL |
| 119 | 5.4000 | 342.2333 | 73.9840 | 90.2135 |
| 119 | 79.7564 | -13.9840 | 5.0976 | CL |
| 120 | 5.4000 | 334.3612 | 77.7900 | 90.1714 |
| 120 | 80.4802 | -24.9459 | 5.1722 | CL |
| 121 | 5.4000 | 327.1454 | 84.2200 | 90.2322 |
| 121 | 82.1109 | -37.0488 | 4.9897 | GL |
| 122 | 5.4000 | 323.0723 | 89.0680 | 90.4252 |
| 122 | 83.2170 | -44.8652 | 4.4516 | EP |
| 123 | 5.4000 | 319.2759 | 93.1880 | 91.2840 |
| 123 | 83.4035 | -51.9732 | 3.1589 | DITCH |
| 124 | 5.4000 | 309.0842 | 117.0180 | 92.5323 |
| 124 | 89.0203 | -81.6897 | -0.3370 | DITCH |
| 125 | 5.4000 | 265.2334 | 186.6760 | 91.3956 |
| 125 | 9.0027 | -184.4975 | 0.1369 | DITCH |
| 126 | 5.4000 | 263.0044 | 187.9280 | 91.1207 |
| 126 | 1.2076 | -185.6859 | 1.6207 | EP |
| 127 | 5.4000 | 262.3213 | 188.0880 | 91.0912 |
| 127 | -0.3566 | -185.7900 | 1.7769 | GL |
| 128 | 5.4000 | 259.4939 | 189.7440 | 90.5316 |
| 128 | -9.3784 | -186.8712 | 2.6228 | CL |
| 129 | 5.4000 | 257.2034 | 193.7180 | 91.0942 |
| 129 | -18.0781 | -189.8822 | 1.6354 | GL1 |
| 130 | 5.4000 | 257.0638 | 194.1240 | 91.1119 |
| 130 | -18.9110 | -190.1771 | 1.5359 | EP1 |
| 131 | 5.4000 | 254.4058 | 196.8820 | 91.4430 |
| 131 | -27.5145 | -191.5494 | -0.4211 | DITCH1 |
| 132 | 5.4000 | 268.1840 | 64.1720 | 91.1231 |
| 132 | 11.3099 | -61.9530 | 4.2085 | DITCH1 |

**Side Shot**

| | | | | |
|---|---|---|---|---|
| 133 | 5.4000 | 266.2431 | 57.3420 | 90.3153 |
| 133 | 9.0073 | -55.2268 | 5.0303 | EP1 |
| 134 | 5.4000 | 265.4406 | 50.3160 | 89.5111 |
| 134 | 8.2364 | -48.2170 | 5.6911 | GL1 |
| 135 | 5.4000 | 263.3135 | 51.0240 | 89.5141 |
| 135 | 6.2795 | -48.9142 | 5.6855 | SBAR |
| 136 | 5.4000 | 262.4710 | 32.9560 | 88.4625 |
| 136 | 6.3012 | -30.8311 | 6.2674 | CL |
| 137 | 5.4000 | 257.4435 | 21.4260 | 88.3632 |
| 137 | 4.8570 | -19.1567 | 6.0822 | CL |
| 138 | 5.4000 | 234.4407 | 8.4080 | 89.5727 |
| 138 | 3.3115 | -5.1722 | 5.5682 | SBAR |
| 139 | 5.4000 | 225.5450 | 9.6220 | 89.4442 |
| 139 | 1.4828 | -5.3804 | 5.6048 | SBAR |
| 140 | 5.4000 | 291.1346 | 9.1180 | 90.2744 |
| 140 | 11.5797 | -6.0809 | 5.4884 | GL |
| 141 | 5.4000 | 303.1010 | 7.0960 | 91.3232 |
| 141 | 11.9311 | -3.4785 | 5.3710 | EP |
| 142 | 5.4000 | 52.0051 | 7.7180 | 85.5627 |
| 142 | 11.7271 | 8.5557 | 6.1083 | EP |
| 143 | 5.4000 | 57.4819 | 9.0300 | 85.2838 |
| 143 | 11.6482 | 10.1048 | 6.2741 | GL |
| 144 | 5.4000 | 76.3738 | 20.9280 | 87.1024 |
| 144 | 10.5656 | 22.7767 | 6.5941 | CL |
| 145 | 5.4000 | 82.3418 | 37.1920 | 88.5847 |
| 145 | 9.0814 | 39.2482 | 6.2243 | GL1 |
| 146 | 5.4000 | 83.1153 | 42.9860 | 89.5003 |
| 146 | 8.8519 | 45.0599 | 5.6865 | EP1 |
| 147 | 5.4000 | 83.0122 | 55.2080 | 90.3614 |
| 147 | 9.3930 | 57.2679 | 4.9802 | DITCH1 |
| 148 | 5.4000 | 84.0511 | 60.8580 | 89.5003 |
| 148 | 8.4532 | 62.9449 | 5.7382 | DITCH1 |

**Side Shot**

| | | | | |
|---|---|---|---|---|
| 149 | 5.4000 | 85.5706 | 89.9020 | 88.5722 |
| 149 | 5.9616 | 91.9672 | 7.2000 | DITCH1 |
| 150 | 5.4000 | 131.0044 | 113.4980 | 89.0809 |
| 150 | -74.1858 | 80.8304 | 7.2740 | DITCH1 |
| 151 | 5.4000 | 133.0637 | 123.0060 | 88.1637 |
| 151 | -84.0659 | 84.0987 | 9.2609 | DITCH1 |
| 152 | 5.4000 | 139.3730 | 114.3060 | 89.2242 |
| 152 | -85.7197 | 68.1740 | 6.8025 | DITCH1 |
| 153 | 5.4000 | 134.5336 | 103.7340 | 89.0816 |
| 153 | -71.8546 | 68.8359 | 7.1232 | EP1 |
| 154 | 5.4000 | 136.4955 | 98.7920 | 89.0049 |
| 154 | -70.1763 | 63.0599 | 7.2629 | GL1 |
| 155 | 5.4000 | 135.1502 | 98.7940 | 88.5720 |
| 155 | -68.4644 | 65.1816 | 7.3630 | SBAR |
| 156 | 5.4000 | 155.2643 | 79.0220 | 88.2938 |
| 156 | -66.9222 | 28.4616 | 7.6391 | CL |
| 157 | 5.4000 | 163.1443 | 75.1560 | 88.1904 |
| 157 | -66.0210 | 17.3268 | 7.7684 | CL |
| 158 | 5.4000 | 172.2759 | 72.6640 | 88.2540 |
| 158 | -65.0267 | 5.2343 | 7.5558 | CL |
| 159 | 5.4000 | 182.2257 | 72.2020 | 89.0706 |
| 159 | -64.0439 | -7.2520 | 6.6731 | SBAR |
| 160 | 5.4000 | 182.4052 | 70.3000 | 89.0705 |
| 160 | -62.1098 | -7.3689 | 6.6442 | SBAR |
| 161 | 5.4000 | 181.2625 | 80.9180 | 89.0221 |
| 161 | -72.8452 | -7.0593 | 6.9190 | GL |
| 162 | 5.4000 | 181.5135 | 82.4580 | 89.0725 |
| 162 | -74.3065 | -7.8332 | 6.8234 | EP |
| 163 | 5.4000 | 190.0306 | 83.7140 | 89.0750 |
| 163 | -73.2694 | -19.7218 | 6.8324 | EP |
| 164 | 5.4000 | 191.1151 | 84.3520 | 88.5509 |
| 164 | -73.4244 | -21.5105 | 7.1533 | GL |

**Side Shot**

| | | | | |
|---|---|---|---|---|
| 165 | 5.4000 | 200.2622 | 89.3420 | 88.4424 |
| 165 | -73.0805 | -36.3527 | 7.5267 | CL |
| 166 | 5.4000 | 208.0426 | 96.1200 | 89.0125 |
| 166 | -72.9407 | -50.4313 | 7.2001 | GL |
| 167 | 5.4000 | 211.1006 | 99.6940 | 89.2658 |
| 167 | -72.8786 | -56.8169 | 6.5202 | EP |
| 168 | 5.4000 | 213.4254 | 104.6400 | 90.1125 |
| 168 | -74.0409 | -63.4318 | 5.2147 | DITCH |
| 169 | 5.4000 | 221.2149 | 123.1780 | 91.5245 |
| 169 | -77.3281 | -87.0888 | 1.5231 | DITCH1 |
| 170 | 5.4000 | 188.5814 | 383.7440 | 89.2611 |
| 170 | -364.7424 | -90.9086 | 9.3398 | DITCH |
| 171 | 5.4000 | 187.0704 | 382.4020 | 88.5833 |
| 171 | -366.2012 | -78.5315 | 12.4001 | EP |
| 172 | 5.4000 | 185.5107 | 381.6980 | 88.5100 |
| 172 | -367.1843 | -70.1192 | 13.2257 | GL |
| 173 | 5.4000 | 184.0554 | 380.9360 | 88.4905 |
| 173 | -368.4623 | -58.4963 | 13.4227 | CL |
| 174 | 5.4000 | 182.1635 | 380.9480 | 88.5010 |
| 174 | -370.2129 | -46.5130 | 13.3029 | GL1 |
| 175 | 5.4000 | 181.5749 | 380.9040 | 88.5127 |
| 175 | -370.4318 | -44.4451 | 13.1599 | EP1 |
| 176 | 5.4000 | 180.0750 | 381.5840 | 89.0650 |
| 176 | -372.4343 | -32.3950 | 11.4662 | MEDIAN |
| 177 | 5.4000 | 178.0923 | 381.6300 | 88.4909 |
| 177 | -373.4074 | -19.2854 | 13.4296 | EP1 |
| 178 | 5.4000 | 177.4805 | 374.1600 | 88.4757 |
| 178 | -366.0707 | -16.5523 | 13.4062 | GL1 |
| 179 | 5.4000 | 177.4101 | 374.1600 | 88.4758 |
| 179 | -366.1083 | -15.7842 | 13.4043 | CL |
| 180 | 5.4000 | 175.5457 | 374.1800 | 88.4639 |
| 180 | -366.4989 | -4.2494 | 13.5480 | CL |

**Side Shot**

| | | | | |
|---|---|---|---|---|
| 181 | 5.4000 | 174.1426 | 374.8620 | 88.4839 |
| 181 | -367.2109 | 6.6968 | 13.3446 | CL |
| 182 | 5.4000 | 173.0008 | 375.9280 | 88.5321 |
| 182 | -368.0993 | 14.8311 | 12.8529 | GL |
| 183 | 5.4000 | 172.3626 | 376.4380 | 88.5650 |
| 183 | -368.5193 | 17.4416 | 12.4814 | EP |
| 184 | 5.4000 | 170.4530 | 378.2920 | 89.1330 |
| 184 | -369.7063 | 29.7041 | 10.6817 | DITCH |
| 185 | 5.4000 | 176.0312 | 596.0780 | 88.4607 |
| 185 | -588.2864 | -9.4411 | 18.3792 | GL |
| 186 | 5.4000 | 179.0612 | 235.9100 | 88.5328 |
| 186 | -227.7026 | -15.0124 | 10.1286 | GL |
| 187 | 5.4000 | 168.1626 | 214.3680 | 88.5912 |
| 187 | -205.3416 | 26.9904 | 9.3541 | TARROW |
| 188 | 5.4000 | 172.0418 | 207.9360 | 88.4926 |
| 188 | -200.0889 | 12.5125 | 9.8309 | ARROW |
| 189 | 5.4000 | 174.5632 | 206.6540 | 88.4926 |
| 189 | -199.0684 | 2.1013 | 9.8046 | ARROW |
| 190 | 5.4000 | 178.5806 | 149.1320 | 88.5758 |
| 190 | -141.1981 | -8.3698 | 8.2534 | TARROW |
| 191 | 5.4000 | 173.1935 | 145.7580 | 88.4656 |
| 191 | -138.1250 | 6.2083 | 8.6602 | ARROW |
| 192 | 5.4000 | 168.5843 | 147.3200 | 88.4656 |
| 192 | -138.9471 | 17.4018 | 8.6934 | ARROW |
| 193 | 5.4000 | 163.5347 | 154.0360 | 88.5935 |
| 193 | -143.6160 | 31.6072 | 8.2695 | TARROW |
| 194 | 5.4000 | 164.0627 | 99.3700 | 88.3443 |
| 194 | -90.0259 | 20.7709 | 8.0271 | ARROW |
| 195 | 5.4000 | 170.1539 | 96.9160 | 88.3214 |
| 195 | -89.0189 | 10.0046 | 8.0362 | ARROW |
| 196 | 5.4000 | 179.0934 | 100.4960 | 88.5323 |
| 196 | -92.6633 | -5.2914 | 7.5095 | TARROW |

**Side Shot**

| | | | | |
|---|---|---|---|---|
| 197 | 5.4000 | 162.5403 | 156.5860 | 89.0751 |
| 197 | -145.5799 | 34.7623 | 7.9378 | EP1 |
| 198 | 5.4000 | 163.1057 | 156.4580 | 89.0458 |
| 198 | -145.6113 | 33.9827 | 8.0671 | GL1 |
| 199 | 5.4000 | 159.4625 | 137.7180 | 89.0939 |
| 199 | -125.3624 | 38.1302 | 7.5794 | EP1 |
| 200 | 5.4000 | 160.3444 | 136.8620 | 89.0523 |
| 200 | -125.0240 | 36.0457 | 7.7367 | GL1 |
| 201 | 5.4000 | 152.2728 | 114.7200 | 89.2214 |
| 201 | -98.4494 | 45.9678 | 6.8225 | EP1 |
| 202 | 5.4000 | 153.2847 | 111.4920 | 89.1257 |
| 202 | -96.2077 | 42.8879 | 7.0881 | GL1 |
| 203 | 5.4000 | 139.3429 | 103.3780 | 89.2110 |
| 203 | -76.7507 | 61.9303 | 6.7300 | EP1 |
| 204 | 5.4000 | 139.3618 | 98.8260 | 89.0605 |
| 204 | -73.0646 | 59.2496 | 7.1121 | GL1 |
| 205 | 5.4000 | 128.1628 | 107.6720 | 88.5654 |
| 205 | -66.3303 | 80.4026 | 7.5385 | EP1 |
| 206 | 5.4000 | 126.5139 | 105.1340 | 88.4206 |
| 206 | -62.6745 | 80.3060 | 7.9444 | GL1 |
| 207 | 5.4000 | 116.0022 | 128.1580 | 88.1431 |
| 207 | -58.5517 | 111.8238 | 9.4941 | EP1 |
| 208 | 5.4000 | 117.2852 | 130.3960 | 88.2412 |
| 208 | -62.5632 | 111.9811 | 9.1956 | EP1 |
| 209 | 5.4000 | 112.3109 | 150.0260 | 88.1113 |
| 209 | -61.8715 | 135.0114 | 10.3091 | EP1 |
| 210 | 5.4000 | 111.2615 | 149.2680 | 88.0031 |
| 210 | -59.0051 | 135.6062 | 10.7494 | GL1 |
| 211 | 5.4000 | 107.3101 | 143.7480 | 87.5027 |
| 211 | -47.5973 | 134.7357 | 10.9782 | CL |
| 212 | 5.4000 | 103.2957 | 141.0480 | 87.5825 |
| 212 | -37.3133 | 135.7265 | 10.5498 | GL |

**Side Shot**

| | | | | |
|---|---|---|---|---|
| 213 | 5.4000 | 102.4845 | 140.9880 | 88.0858 |
| 213 | -35.6947 | 136.2114 | 10.1153 | EP |
| 214 | 5.4000 | 106.1729 | 107.3040 | 88.3628 |
| 214 | -31.5070 | 102.0066 | 8.1693 | EP |
| 215 | 5.4000 | 107.0718 | 108.0920 | 88.1829 |
| 215 | -33.2423 | 102.1456 | 8.7537 | GL |
| 216 | 5.4000 | 108.2948 | 92.8180 | 88.4402 |
| 216 | -29.5379 | 87.1590 | 7.6131 | EP |
| 217 | 5.4000 | 109.0619 | 93.1040 | 88.3003 |
| 217 | -30.5527 | 87.0129 | 7.9980 | GL |
| 218 | 5.4000 | 109.3853 | 77.6120 | 89.0409 |
| 218 | -24.8899 | 72.5937 | 6.8230 | EP |
| 219 | 5.4000 | 110.5045 | 77.9120 | 88.5000 |
| 219 | -26.4850 | 72.1649 | 7.1485 | GL |
| 220 | 5.4000 | 103.5037 | 55.1680 | 89.3923 |
| 220 | -10.3270 | 54.2869 | 5.8929 | EP |
| 221 | 5.4000 | 107.3317 | 53.1900 | 89.1957 |
| 221 | -12.9063 | 51.1925 | 6.1817 | GL |
| 222 | 5.4000 | 88.5940 | 43.9860 | 89.4840 |
| 222 | 4.4353 | 45.9699 | 5.7071 | EP |
| 223 | 5.4000 | 90.2212 | 39.0300 | 89.0528 |
| 223 | 3.8519 | 40.9442 | 6.1811 | GL |
| 224 | 5.4000 | 61.4046 | 38.2720 | 89.0943 |
| 224 | 22.6571 | 37.2503 | 6.1218 | GL |
| 225 | 5.4000 | 65.4938 | 46.4040 | 90.0654 |
| 225 | 22.7392 | 45.9388 | 5.4689 | EP |
| 226 | 5.4000 | 38.2809 | 66.4640 | 90.2902 |
| 226 | 55.7317 | 47.8641 | 5.0008 | EP |
| 227 | 5.4000 | 30.5726 | 60.2020 | 89.5652 |
| 227 | 56.2384 | 37.4909 | 5.6169 | GL |
| 228 | 5.4000 | 133.2341 | 61.2860 | 88.4751 |
| 228 | -38.3133 | 42.7340 | 6.8482 | CL |

**Side Shot**

| | | | | |
|---|---|---|---|---|
| 229 | 5.4000 | 192.0316 | 4.6680 | 90.3621 |
| 229 | 3.0809 | 0.7207 | 5.5126 | EP |
| 230 | 5.4000 | 192.0439 | 6.5540 | 88.1711 |
| 230 | 1.2817 | 0.1641 | 5.7580 | EP |
| 231 | 5.4000 | 186.0746 | 71.0480 | 89.0639 |
| 231 | -62.1481 | -11.6863 | 6.6646 | GL |
| 232 | 5.4000 | 186.0409 | 72.7780 | 89.2126 |
| 232 | -63.8639 | -11.9475 | 6.3786 | EP |
| 233 | 5.4000 | 337.4157 | 35.7960 | 90.2331 |
| 233 | 41.7280 | -8.5178 | 5.3172 | TARROW |
| 234 | 5.4000 | 316.4020 | 39.6700 | 89.5220 |
| 234 | 38.6860 | -22.4774 | 5.6505 | ARROW |
| 235 | 5.4000 | 304.1456 | 44.4180 | 89.4202 |
| 235 | 35.6779 | -32.2757 | 5.7942 | TARROW |
| 236 | 5.4000 | 307.1928 | 53.6100 | 89.5941 |
| 236 | 43.6777 | -37.5071 | 5.5670 | TARROW |
| 237 | 5.4000 | 332.0843 | 93.2400 | 90.2137 |
| 237 | 93.4955 | -34.0357 | 4.9759 | TARROW |
| 238 | 5.4000 | 333.3304 | 84.4960 | 90.1814 |
| 238 | 86.2151 | -28.7268 | 5.1140 | TARROW |
| 239 | 5.4000 | 340.1811 | 83.4140 | 90.1956 |
| 239 | 88.2460 | -18.9898 | 5.0785 | ARROW |
| 240 | 5.4000 | 350.0129 | 83.9260 | 90.3247 |
| 240 | 91.1550 | -5.1029 | 4.7618 | TARROW |
| 241 | 5.4000 | 353.3933 | 134.8740 | 90.3015 |
| 241 | 142.3769 | -0.9307 | 4.3756 | TARROW |
| 242 | 5.4000 | 347.2626 | 132.7220 | 90.2556 |
| 242 | 139.1237 | -15.2377 | 4.5612 | ARROW |
| 243 | 5.4000 | 343.0153 | 131.6700 | 90.2441 |
| 243 | 136.3729 | -25.0851 | 4.6170 | TARROW |
| 244 | 5.4000 | 341.3054 | 139.9660 | 90.2559 |
| 244 | 143.6771 | -30.4114 | 4.5045 | TARROW |

Side Shot

| | | | | |
|---|---|---|---|---|
| 245 | 5.4000 | 355.2922 | 201.8260 | 90.3112 |
| 245 | 209.3506 | 4.0144 | 3.7312 | TARROW |
| 246 | 5.4000 | 325.1601 | 98.8800 | 91.0102 |
| 246 | 93.4382 | -46.8552 | 3.8068 | GRAILEND |
| 247 | 5.4000 | 298.1939 | 60.9640 | 90.4840 |
| 247 | 41.0833 | -48.8064 | 4.6991 | EP1 |
| 248 | 5.4000 | 302.4044 | 53.4760 | 90.0216 |
| 248 | 40.2696 | -40.1977 | 5.5268 | GL1 |
| 249 | 5.4000 | 282.5347 | 54.6260 | 90.4545 |
| 249 | 24.3775 | -49.8679 | 4.8351 | EP1 |
| 250 | 5.4000 | 282.3636 | 46.9940 | 89.4223 |
| 250 | 21.8028 | -42.6833 | 5.8029 | GL1 |
| 251 | 5.4000 | 266.3403 | 56.9780 | 90.2705 |
| 251 | 9.1560 | -54.8594 | 5.1132 | EP1 |
| 252 | 5.4000 | 262.0933 | 52.5240 | 89.5453 |
| 252 | 4.9899 | -50.3679 | 5.6402 | GL1 |
| 253 | 5.4000 | 255.4749 | 70.1300 | 90.3054 |
| 253 | -3.6063 | -67.1414 | 4.9318 | EP1 |
| 254 | 5.4000 | 251.4729 | 69.7480 | 90.1340 |
| 254 | -8.3290 | -65.8237 | 5.2848 | GL1 |
| 255 | 5.4000 | 251.4041 | 88.3900 | 90.3254 |
| 255 | -12.7404 | -83.9333 | 4.7163 | GL1 |
| 256 | 5.4000 | 252.4540 | 88.3120 | 90.5223 |
| 256 | -11.0929 | -84.2190 | 4.2165 | EP1 |
| 257 | 5.4000 | 255.0525 | 107.0540 | 91.0151 |
| 257 | -10.7760 | -103.3636 | 3.6363 | EP1 |
| 258 | 5.4000 | 254.4422 | 107.1440 | 90.5134 |
| 258 | -11.4383 | -103.3432 | 3.9551 | GL1 |
| 259 | 5.4000 | 249.5202 | 108.7140 | 90.4008 |
| 259 | -20.7345 | -102.8706 | 4.2931 | CL |
| 260 | 5.4000 | 245.0954 | 113.8800 | 90.5221 |
| 260 | -30.9902 | -105.0551 | 3.8282 | GL |

**Side Shot**

| | | | | |
|---|---|---|---|---|
| 261 | 5.4000 | 244.4921 | 113.9820 | 90.5702 |
| 261 | -31.6642 | -104.9162 | 3.6714 | EP |
| 262 | 5.4000 | 240.4134 | 102.0320 | 90.4436 |
| 262 | -34.3633 | -90.9260 | 4.2385 | EP |
| 263 | 5.4000 | 241.0156 | 101.3640 | 90.3649 |
| 263 | -33.5419 | -90.5645 | 4.4767 | GL |
| 264 | 5.4000 | 235.3542 | 92.0400 | 90.2533 |
| 264 | -37.5685 | -78.1303 | 4.8781 | EP |
| 265 | 5.4000 | 235.5101 | 91.3480 | 90.1935 |
| 265 | -36.8746 | -77.7267 | 5.0418 | GL |
| 266 | 5.4000 | 230.0040 | 85.3800 | 90.0034 |
| 266 | -41.3483 | -67.9023 | 5.5481 | GL |
| 267 | 5.4000 | 229.3016 | 86.5360 | 90.0910 |
| 267 | -42.6355 | -68.4088 | 5.3314 | EP |
| 268 | 5.4000 | 223.2222 | 86.1260 | 89.4752 |
| 268 | -49.6069 | -62.3389 | 5.8661 | EP |
| 269 | 5.4000 | 223.0213 | 82.7980 | 89.3751 |
| 269 | -47.7599 | -59.5252 | 6.0956 | GL |
| 270 | 5.4000 | 211.4013 | 89.4900 | 89.0431 |
| 270 | -64.1752 | -51.4131 | 7.0064 | GL |
| 271 | 5.4000 | 214.0100 | 92.8780 | 89.2852 |
| 271 | -64.5609 | -56.4448 | 6.4033 | EP |
| 272 | 5.4000 | 207.3411 | 110.9920 | 89.2606 |
| 272 | -85.9323 | -57.7439 | 6.6567 | EP |
| 273 | 5.4000 | 204.0301 | 107.9160 | 89.0043 |
| 273 | -86.7324 | -50.3915 | 7.4231 | GL |
| 274 | 5.4000 | 221.1900 | 82.0800 | 89.3147 |
| 274 | -49.0887 | -57.3168 | 6.2358 | SBAR |
| 275 | 5.4000 | 222.4936 | 82.5520 | 89.3729 |
| 275 | -47.8207 | -59.1393 | 6.1028 | SBAR |
| 276 | 5.4000 | 235.3311 | 68.3480 | 89.4052 |
| 276 | -26.0006 | -57.4560 | 5.9425 | SBAR |

Side Shot

| | | | | |
|---|---|---|---|---|
| 277 | 5.4000 | 234.3331 | 66.4280 | 89.3544 |
| 277 | -26.0576 | -55.2081 | 6.0310 | SBAR |
| 278 | 5.4000 | 235.1319 | 68.8120 | 89.4100 |
| 278 | -26.5742 | -57.6641 | 5.9424 | CL |
| 279 | 5.4000 | 268.4831 | 80.4780 | 91.4109 |
| 279 | 12.9635 | -78.1663 | 3.1945 | UPOLE |
| 280 | 5.4000 | 220.0955 | 103.1820 | 90.3854 |
| 280 | -65.1320 | -71.1429 | 4.3947 | UPOLE |
| 281 | 5.4000 | 140.1018 | 119.8860 | 89.0337 |
| 281 | -90.9218 | 70.4582 | 7.5285 | UPOLE |
| 282 | 5.4000 | 93.0230 | 71.2640 | 89.0837 |
| 282 | -2.4949 | 72.6396 | 6.6272 | UPOLE |
| 283 | 5.4000 | 98.4242 | 65.0840 | 89.3527 |
| 283 | -7.9464 | 65.3065 | 6.0269 | ROADSIGN |
| 284 | 5.4000 | 72.5458 | 72.9840 | 89.3030 |
| 284 | 22.7507 | 73.4730 | 6.1884 | GUIDEWIRE |
| 285 | 5.4000 | 45.5633 | 76.7260 | 91.0832 |
| 285 | 55.8195 | 61.7080 | 4.0326 | BRIDGESIGN |
| 286 | 5.4000 | 47.0750 | 78.3620 | 90.3957 |
| 286 | 55.5822 | 63.9965 | 4.6515 | BRIDGESIGN |
| 287 | 5.4000 | 183.2503 | 851.3080 | 89.0632 |
| 287 | -834.3714 | -123.3291 | 18.8168 | DITCH |
| 288 | 5.4000 | 182.4916 | 850.2780 | 88.5713 |
| 288 | -834.5725 | -114.4125 | 21.1047 | EP |
| 289 | 5.4000 | 182.1446 | 850.0280 | 88.5100 |
| 289 | -835.4221 | -105.9201 | 22.6370 | GL |
| 290 | 5.4000 | 181.2549 | 849.6240 | 88.5010 |
| 290 | -836.4691 | -93.8605 | 22.8348 | CL |
| 291 | 5.4000 | 180.3846 | 850.0980 | 88.4818 |
| 291 | -838.1653 | -82.3467 | 23.3059 | GL1 |
| 292 | 5.4000 | 180.2821 | 850.1620 | 88.4811 |
| 292 | -838.4804 | -79.7898 | 23.3361 | EP1 |

**Side Shot**

| | | | | |
|---|---|---|---|---|
| 293 | 5.4000 | 179.3804 | 849.9640 | 88.5735 |
| 293 | -839.4356 | -67.3944 | 21.0083 | MEDIANBOTT |
| 294 | 5.4000 | 178.4446 | 851.6840 | 88.4518 |
| 294 | -842.0664 | -54.3648 | 24.0821 | EP1 |
| 295 | 5.4000 | 178.3449 | 852.0400 | 88.4423 |
| 295 | -842.5765 | -51.9277 | 24.3170 | GL1 |
| 296 | 5.4000 | 177.4720 | 853.7200 | 88.4324 |
| 296 | -844.9136 | -40.2639 | 24.5982 | CL |
| 297 | 5.4000 | 177.0200 | 854.2160 | 88.4140 |
| 297 | -845.8839 | -29.0370 | 25.0398 | GL1 |
| 298 | 5.4000 | 176.2357 | 856.3140 | 88.4351 |
| 298 | -848.2852 | -19.6429 | 24.5440 | EP1 |
| 299 | 5.4000 | 175.3242 | 858.8600 | 88.5332 |
| 299 | -851.1096 | -6.9095 | 22.1818 | DITCH1 |
| 300 | 5.4000 | 176.2105 | 1044.4060 | 88.5008 |
| 300 | -1036.3324 | -23.5480 | 26.8090 | SIGNINTSEC |
| 301 | 5.4000 | 178.3027 | 1355.4400 | 88.4742 |
| 301 | -1344.9768 | -82.1285 | 34.1046 | DITCH1 |
| 302 | 5.4000 | 178.5718 | 1353.8580 | 88.4527 |
| 302 | -1342.6810 | -92.5776 | 34.9571 | EP1 |
| 303 | 5.4000 | 179.1906 | 1352.5680 | 88.4413 |
| 303 | -1340.7570 | -101.0387 | 35.4142 | GL1 |
| 304 | 5.4000 | 179.5449 | 1374.3820 | 88.4552 |
| 304 | -1361.3537 | -116.9315 | 35.2368 | CL |
| 305 | 5.4000 | 180.2456 | 1371.7340 | 88.4641 |
| 305 | -1357.6302 | -128.6673 | 34.8537 | GL |
| 306 | 5.4000 | 180.2934 | 1371.7120 | 88.4722 |
| 306 | -1357.4366 | -130.5056 | 34.5807 | DITCH |
| 307 | 5.4000 | 181.0144 | 1371.1900 | 88.5547 |
| 307 | -1355.6838 | -143.2234 | 31.2132 | MEDIANBOTT |
| 308 | 5.4000 | 181.3701 | 1368.7800 | 88.4847 |
| 308 | -1351.6726 | -156.9205 | 33.9546 | GL |

**Side Shot**

| | | | | |
|---|---|---|---|---|
| 309 | 5.4000 | 181.4124 | 1368.4560 | 88.4847 |
| 309 | -1351.1471 | -158.6154 | 33.9479 | GL |
| 310 | 5.4000 | 182.1110 | 1366.3400 | 88.5035 |
| 310 | -1347.6205 | -170.1090 | 33.1887 | CL |
| 311 | 5.4000 | 182.4139 | 1364.3600 | 88.5149 |
| 311 | -1344.0885 | -181.8530 | 32.6592 | GL |
| 312 | 5.4000 | 183.0240 | 1363.5220 | 88.5423 |
| 312 | -1342.1289 | -189.9975 | 31.6247 | EP |
| 313 | 5.4000 | 183.0407 | 1297.5020 | 88.5547 |
| 313 | -1276.7123 | -181.2398 | 29.8327 | DITCH |

**North Carolina Highway Patrol**
**Collision Reconstruction**

# Vehicle Inspection Work Sheet

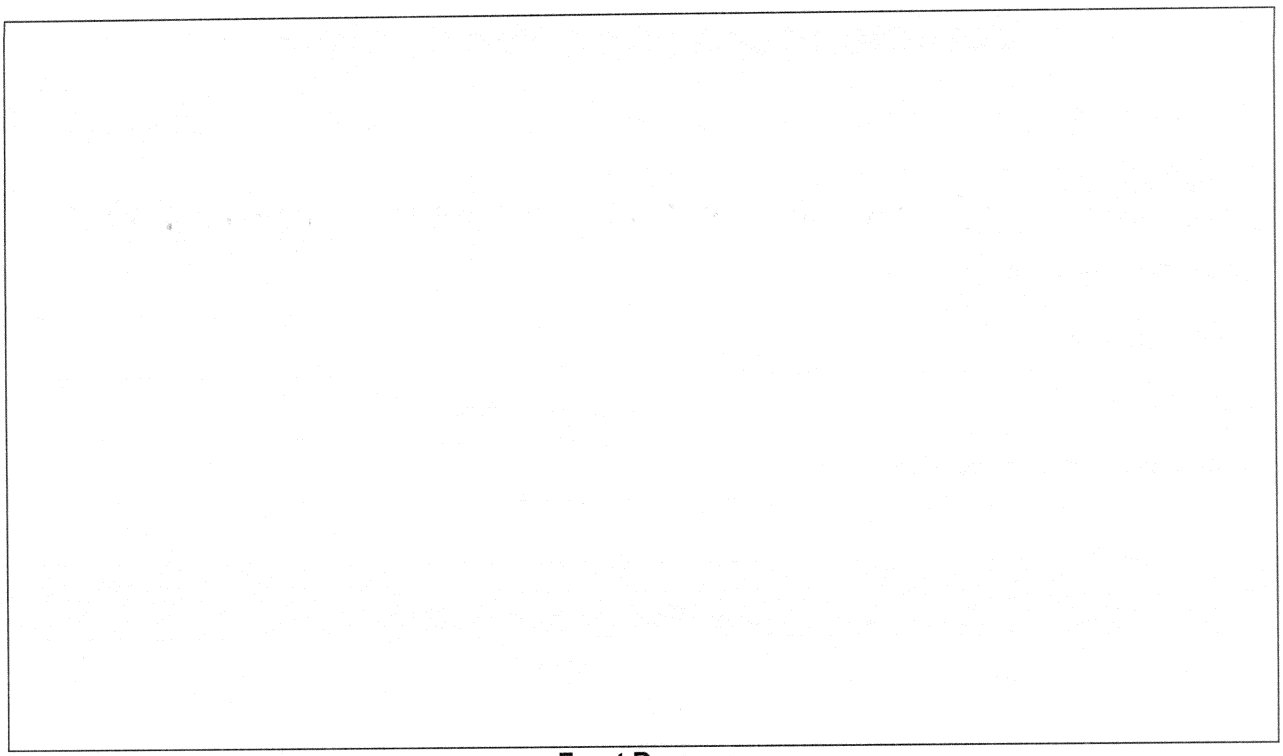
Type of Inspection ☐ Warrant ☐ Court Order ☐ Custody ☐ Permission

| | | | |
|---|---|---|---|
| **Date/ Time of inspection:** | 5-25-2010, Tues, 10:35 Am | **Inspected By:** | R139, R1476, R124 |
| **Inspection Location/ Address:** | | | |
| **File Number:** | | | |
| **Date of Event:** | | **Location of Event:** | |
| **Others present at inspection:** | | | |

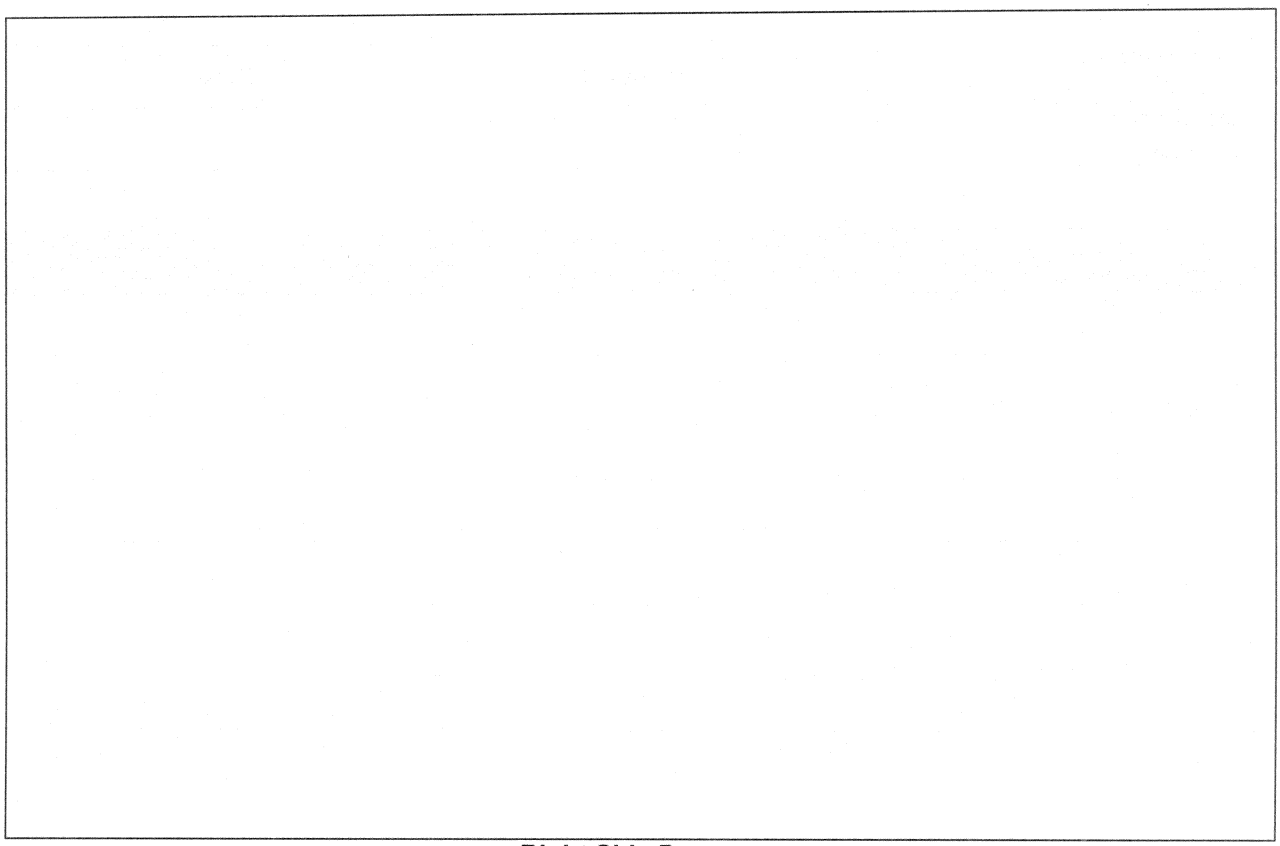
| **Vehicle Identification Information** | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Make:** | | | | **Model:** | | | |
| **Year:** | | **Doors:** | | **Exterior Color:** | | **Interior Color** | |
| **VIN Number:** | | | | | | | |
| **VIN obtained from** | | | **License #:** | | | **State:** | |
| **Mfr sticker information:** | | | | | | | |

| **Notes/ Summary:** |
|---|
| |
| |
| |
| |
| |
| |
| |
| |
| |

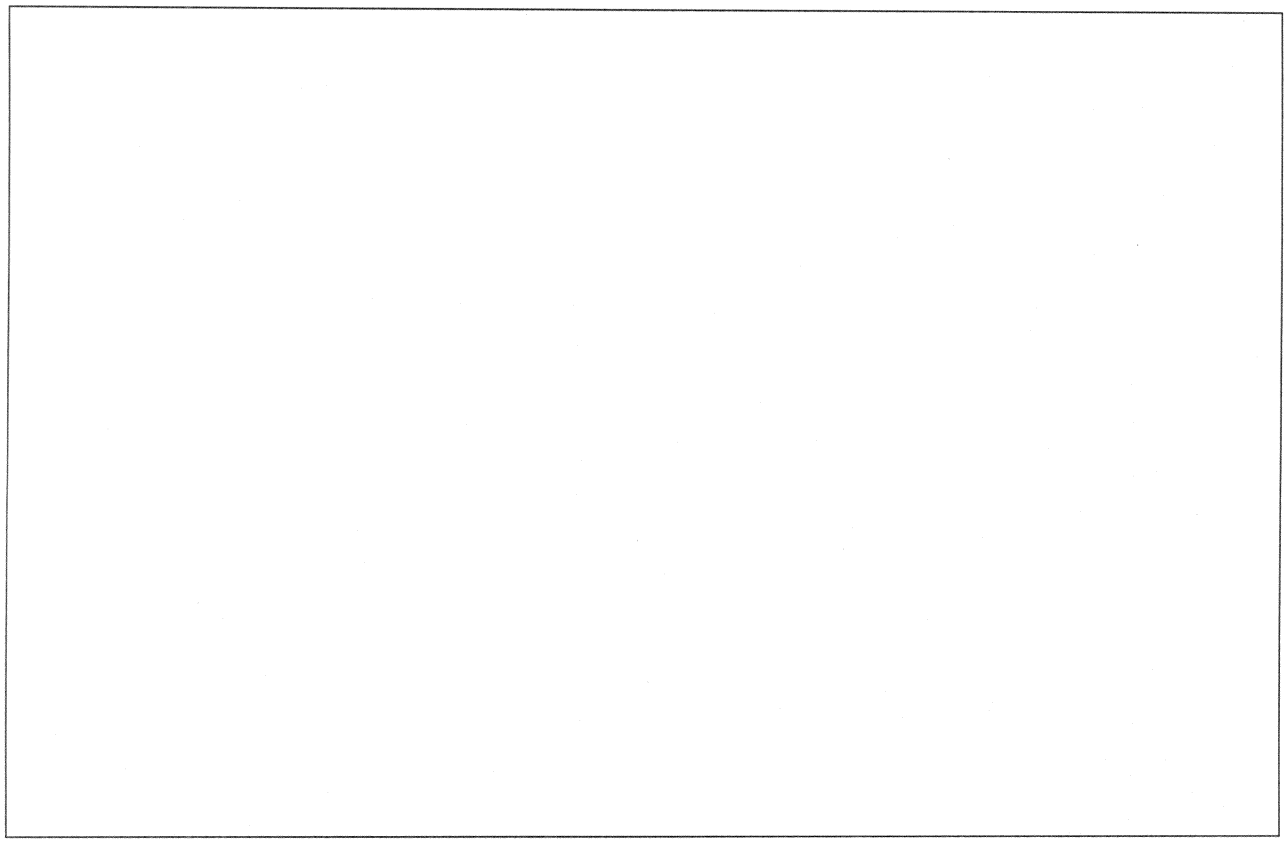
## Vehicle Damage



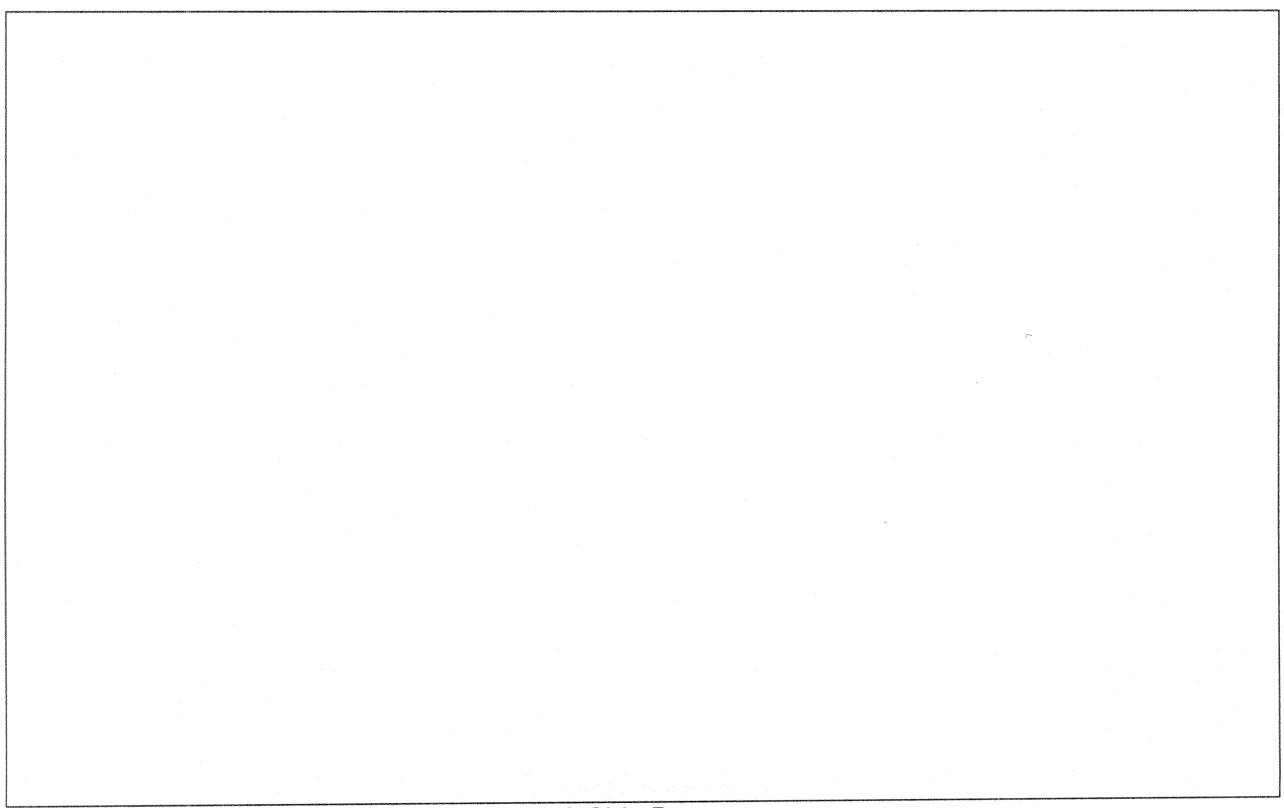
**Front Damage**



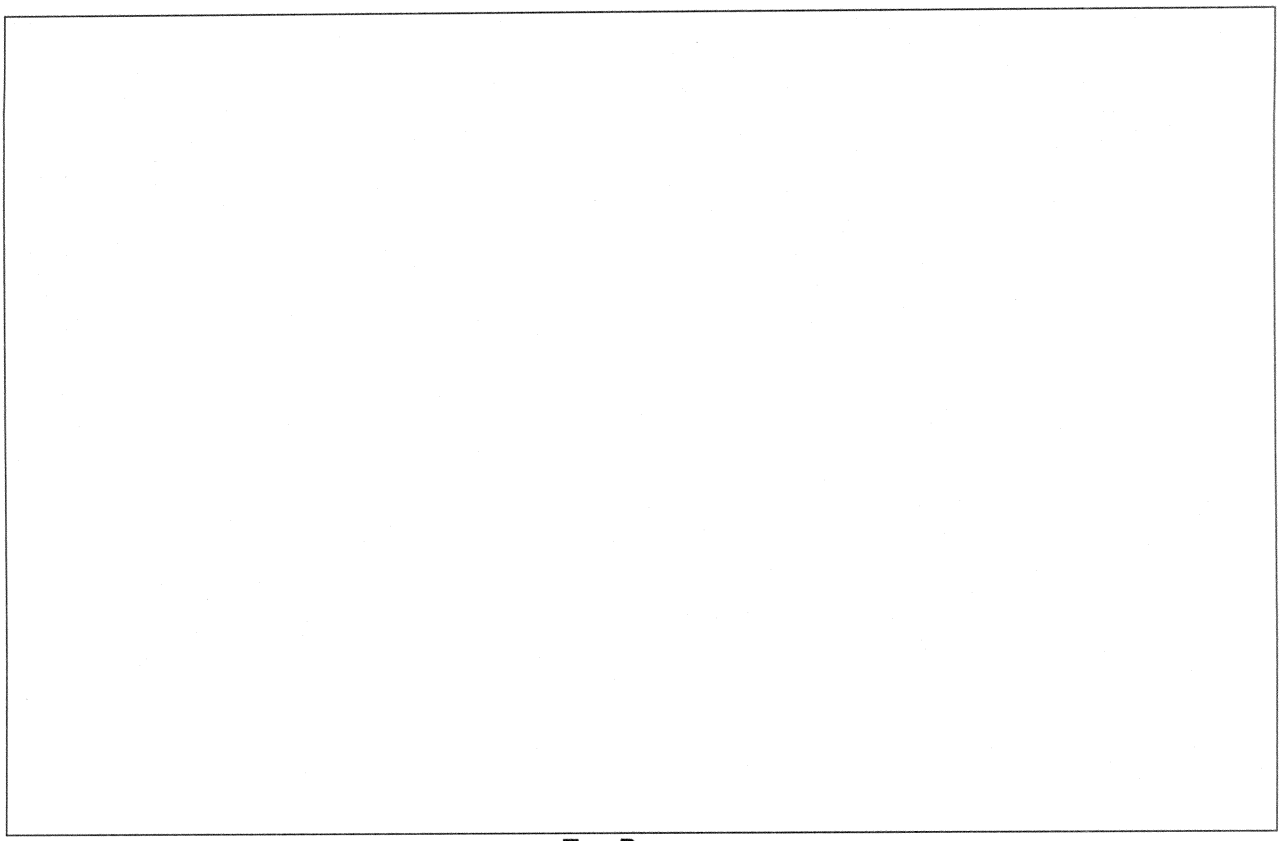
**Right Side Damage**



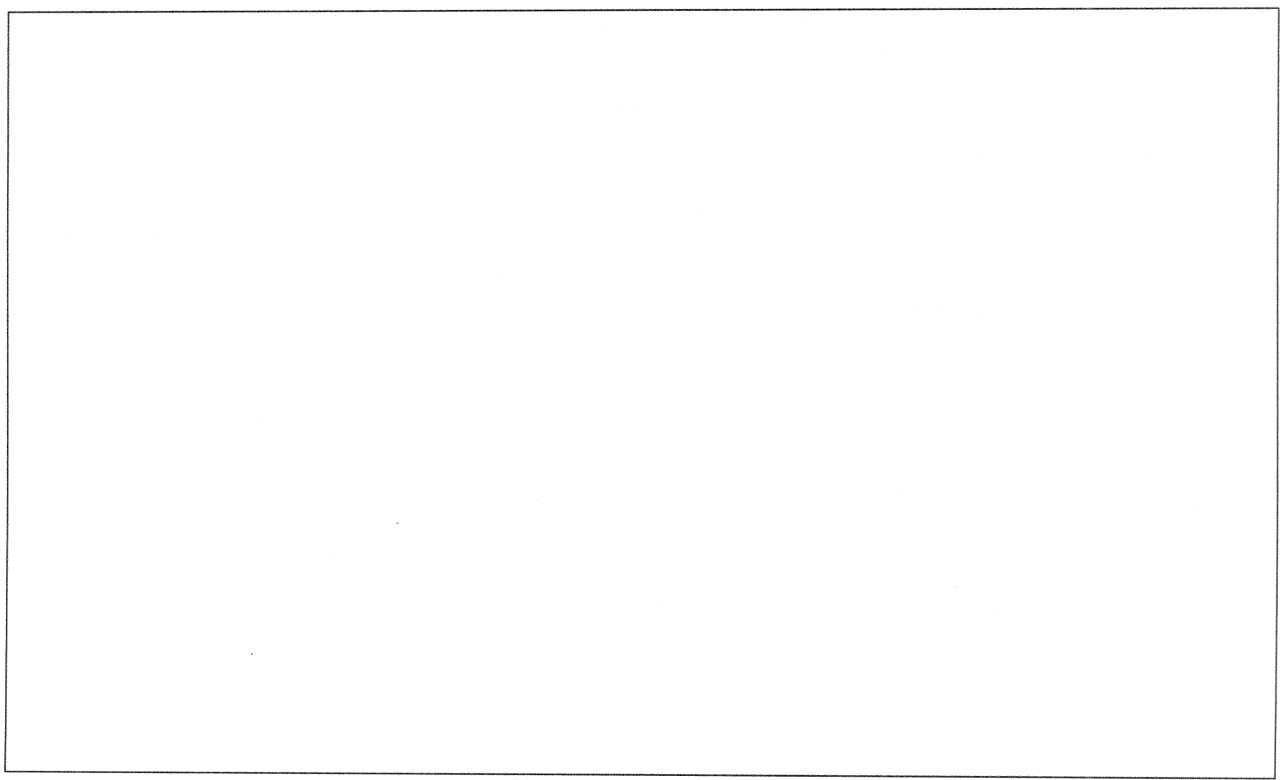
**Rear Damage**



**Left Side Damage**



**Top Damage**



**Underneath Damage**

## Damage Profile Lengths / Widths

| Measurement | Length / Width |
|---|---|
| Front Width | |
| Front Track Width | |
| Left side overall Length | |
| Left side Wheelbase | |
| Rear Width | |
| Rear Track width | |
| Right side Overall Length | |
| Right side Wheelbase | |

## Damage Profile Heights

| Front | | |
|---|---|---|
| **Left Front** | **Measurement** | **Right Front** |
| | Ground to bottom of bumper | |
| | Ground to Top of bumper | |
| | Ground to edge of hood | |
| | Ground to top of vehicle | |

| Rear | | |
|---|---|---|
| **Left Rear** | **Measurement** | **Right Rear** |
| | Ground to bottom of bumper | |
| | Ground to Top of bumper | |
| | Ground to edge of hood | |
| | Ground to top of vehicle | |

## Tires

| | Right Front | Right Rear | Left Rear | Left Front |
|---|---|---|---|---|
| Manufacturer | GOODYEAR | " | " | " |
| Model | EAGLE RS-A | " | " | " |
| Size | P225/60 R18 | " | | " |
| DOT Number | MK7DLNHR3709 | " | | " |
| Load Range | MAX 1709 LBS. | " | | " |
| Vehicle Recommended PSI | — | — | — | — |
| Tire Maximum PSI | 51 PSI | " | " | " |
| Actual PSI | 36 PSI | 33 PSI | 38 PSI | 0 PSI |
| Tread Depth | 7,7,7 | 7,7,7 | 7,7,7 | 7,7,7 |
| Lacerations | NONE | NONE | NONE | YES/SIDEWALL |
| Tire Impacts | NONE | NONE | SCUFF MARKS | YES |
| Rim Impacts | NONE | SCARRING ON OUTER RIM EDGE | LIP FOLDED OVER-OUTER EDGE | YES |
| Dirt / Plants | DIRT | DIRT/PLANTS RIM BEAD INTERFACE | DIRT | DIRT |
| "Flat" Spots | — | — | — | — |

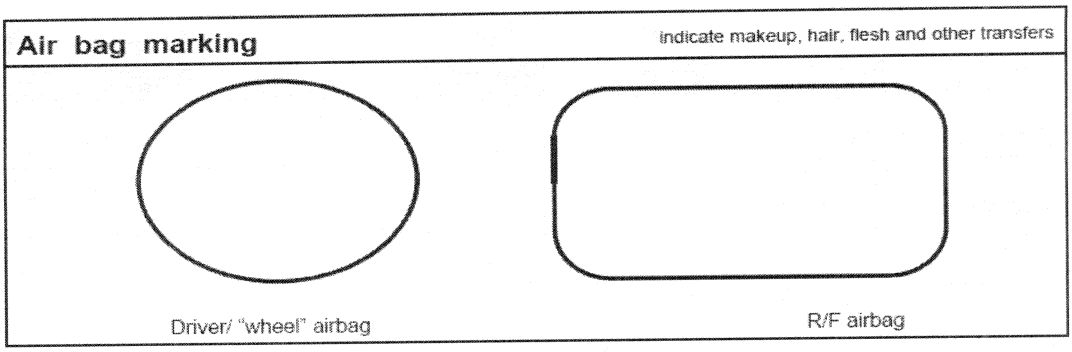
| Notes: |
|---|
| |

## Seats and Occupant Restraints

| Seats | Left Front | Center Front | Right Front | Left Rear | Center Rear | Right Rear |
|---|---|---|---|---|---|---|
| Back Broken | | | | | | |
| Loose on Track | | | | | | |
| Position on Track | | | | | | |
| Seat Inoperable | | | | | | |
| Integral Head Rest | | | | | | |
| Head Rest Up | | | | | | |
| Head Rest Down | | | | | | |
| Head Rest Broken | | | | | | |
| Belt Evidence | | | | | | |
| Pretensioner Position | | | | | | |

| Notes: |
|---|
| |

## SRS




| Location | Y/N/NA | Notes | | |
|---|---|---|---|---|
| Driver Front SRS Deployment? | | | | |
| Passenger Front SRS Deployment? | | | | |
| Driver Side SRS Deployment? | | | | |
| Passenger Side SRS Deployment? | | | | |
| Transfer on Driver Airbag? | | | | |
| Transfer on Passenger Airbag? | | | | |
| Transfer on Driver Side Airbag? | | | | |
| Transfer on Passenger Side Airbag? | | | | |
| EDR Downloaded? | | Module Type | | Removed: ☐ Yes ☐ No |
| Windshield Inner Contact Points? | | | | |

## Child Restraint

| Notes: |
| --- |
| |

## Rollover and Occupant Ejection

| | |
| --- | --- |
| Ejection Points: | |
| Ejection Evidence: | |
| Steering Wheel Position: | |
| Roof Collapse (Indicate): | |

## Extrication and Towing Damage

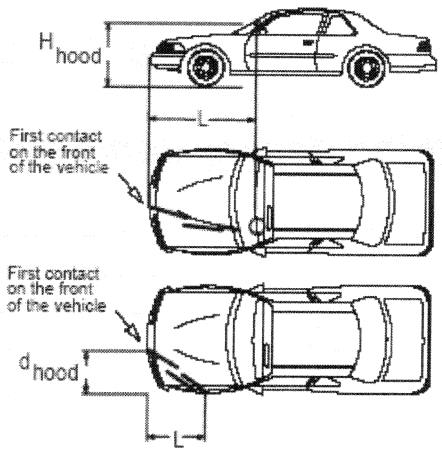
☐ EMS Extrication

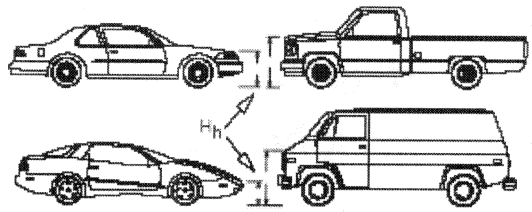
| Notes: |
| --- |
| |

| Miscellaneous Components | | | |
| --- | --- | --- | --- |
| Mileage: | | Speedometer Reading: | |
| Engine Cylinders: | | Tachometer Reading: | |
| Transmission Type: | | Transmission Gear: | |
| Cruise Switch Position: | | Steering Wheel Position: | |
| Headlight Switch Position: | | Radio: | |
| Clock | | Cellular Telephone: | |
| Other Electronic Devices | | Other | |

| Notes |
| --- |
| |

## Ped / Bicyclist Supplemental




# Pedestrian/Vehicle Exam

***Measurments of Front Bumper***

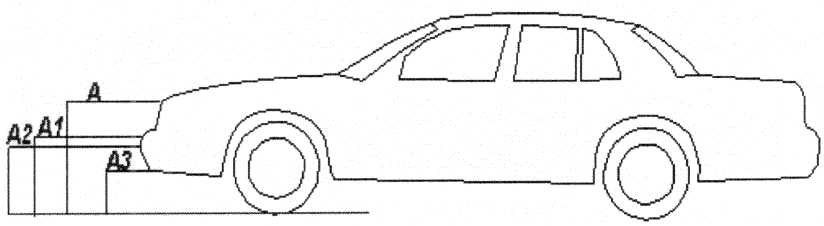
***Pedestrian contact points***

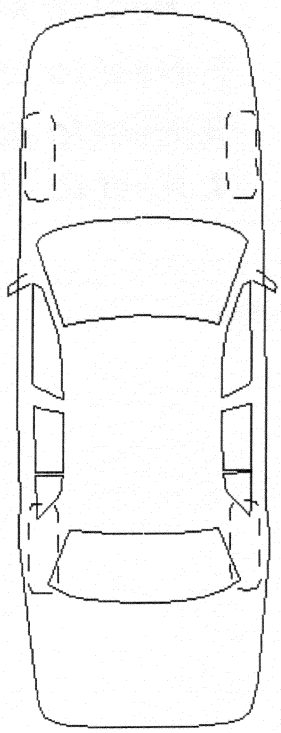
***A: Height of Hood*** _____

***A1: Top of Bumper*** _____

***A2: Middle Of Bumper*** _____

***A3: Bottom of Bumper*** _____



**Pedestrian**

***Victim's Name*** _____ ***DOB*** _____

***Height:*** _____ ***Clothing description/Seized***

***Weight :*** _____ _____

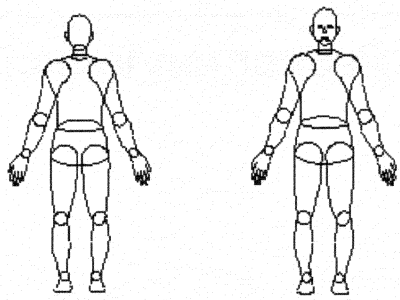
_____

***Date :*** _____ _____

_____

***Time :*** _____ _____

***Body Measurments***



***1. Heel to knee*** _____ ***5. Heel to top of head*** _____

***2. Heel to crotch*** _____ ***6. Finger tips to elbow*** _____

***3. Heel to navel*** _____ ***7. Naval to clavical*** _____

***4. Heel to clavical*** _____ ***8. Body width*** _____

| **Notes** |
| --- |
| |

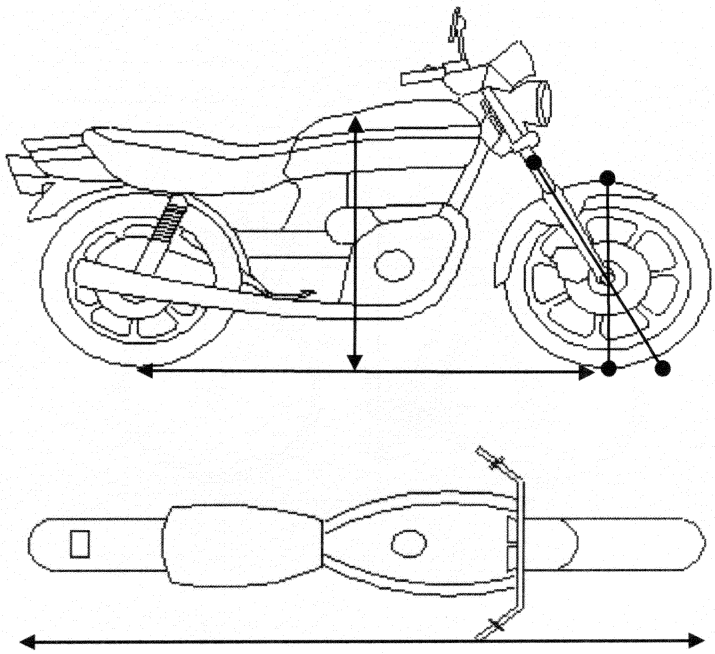
## Motorcycle

***MotorCycle Examination***

***Engine CC*** _____ ***Gear at time of examination*** _____

***Transmission*** _____ ***Fork reduction in inches*** _____

***Helmet Type*** _____





**Notes**

## Bicycle

### Bicycle Examination

*Size*_____

*Transmission speeds #*_____

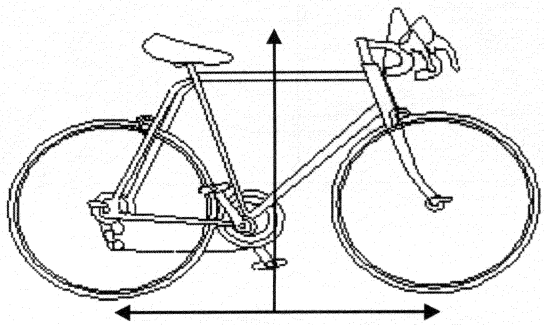
*Reflector Positions and color*_____

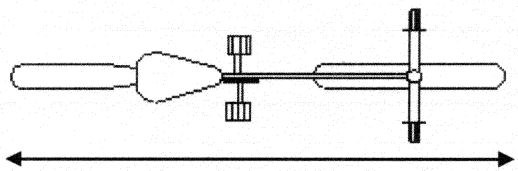
_____

_____

_____

_____

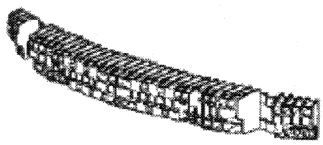




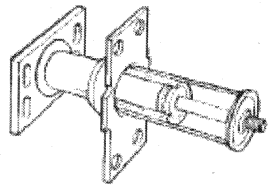
| Notes |
| --- |
| |

**"Limited Damage" Supplemental** — indicate EA type

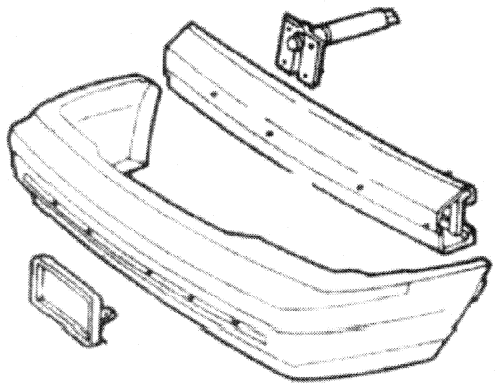
Molded Plastic
- Honeycomb
- Eggcrate

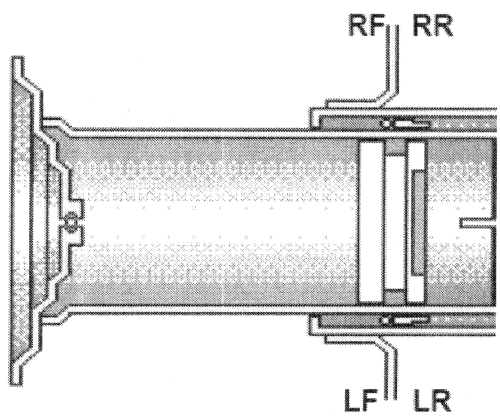


Foam
- Polystyrene
- Polyurethane
- Polypropylene



*Bumper & EA marking* — indicate marking






| | | | | | | |
|---|---|---|---|---|---|---|
| ☐ No EA Present | | Other: | | | | |
| EA Jammed / Frozen: | ☐ R ☐ L | | RF | RR | LF | LR |
| EA Bent: | ☐ R ☐ L | Piston "Stroke" Measured: | | | | |
| Bumper Cover Displaced: | ☐ R ☐ L | | | | | |
| Fender Displacement: | ☐ R ☐ L | Trunk Inspection: | | | | |
| Support Brackets Displaced: | ☐ R ☐ L | ☐ Doors Operable | ☐ Hatch / Hood Operable | | | |

## CDR File Information

| | |
|---|---|
| User Entered VIN | 2B3KA43T79H607686 |
| User | Trp. B.K. Martin |
| Case Number | |
| EDR Data Imaging Date | Sunday, May 23 2010 |
| Crash Date | Sunday, May 23 2010 |
| Filename | 2B3KA43T79H607686_ACM.CDR |
| Saved on | Sunday, May 23 2010 at 04:25:16 PM |
| Collected with CDR version | Crash Data Retrieval Tool 3.3 |
| Reported with CDR version | Crash Data Retrieval Tool 3.3 |
| EDR Device Type | airbag control module |
| Event(s) recovered | Most Recent Event |

IMPORTANT NOTICE: Robert Bosch LLC recommends that the latest production release of Crash Data Retrieval software be utilized when viewing, printing or exporting any retrieved data from within the CDR program. This ensures that the retrieved data has been translated using the most recent information including but not limited to that which was provided by the manufacturers of the vehicles supported in this product.

## Data Limitations

AIRBAG CONTROL MODULE (ACM) DATA LIMITATIONS:

GENERAL INFORMATION:

CAUTION: During Bench top imaging, make sure the ACM is not moved, tilted or turned over while connected to and powered by the CDR Interface Module. Also, after a CDR imaging process, wait 2 minutes after power is removed from the ACM before attempting to move the module. Not following these general ACM guidelines for bench top imaging could cause new events to be recorded in the ACM.

The ACM current fault status will be altered if the ACM is powered-up without having all of the other vehicle inputs connected (ex: bench top imaging). This situation will occur when the CDR tool is connected directly to the ACM. This will not affect any of the stored fault data information. Always make a note in the CDR case comments page when an ACM bench top imaging process is performed.

The recorded Deployment Event will contain Pre-Crash data.

- T0 (where '0' is subscript) (-.01 sec.) is defined as the last sample point in the vehicle data buffer when the ACM commanded a deployment for all vehicles except the 2008 - 2009 Dodge Grand Caravan, 2008-2009 Chrysler Town and Country and 2009 Dodge Journey. In these vehicles, T0 (where '0' is subscript) is defined as the algorithm wakeup. Please note that the algorithm wakeup may be different for front, side, and roll-over events and their associated parameters.
- The VIN is captured by the ACM and then recorded as the Original VIN after 10 consecutive ignition cycles of capturing the same number. Once it has been recorded, this number can not be modified.

CDR FILE INFORMATION:

Event(s) Recovered definitions:

- None - There are no stored events in the Airbag Control Module (ACM)
- Not Retrievable - Event Data is stored in the ACM but is not retrievable by the CDR tool.
- Most Recent Event - Data of the most recent event is displayed in the report
- 1st Prior Event - Two events are stored in the ACM, Data displayed is of the first prior event.
- 2nd Prior Event - Three events are stored in the ACM, Data displayed is of the second prior event.
- Etc., (for modules with 3 to 5 stored events)

CDR RECORD INFORMATION:

- If power to the ACM is lost during a deployment event, all or part of the event data record may not be recorded. "Interrupted" will be displayed for Vehicle Event Recorder Status.
- The Airbag Control Module Configuration indicates the inputs and outputs that the ACM for a particular vehicle monitors and/or controls.
- Vehicle Data (Pre-Crash) is transmitted to the Airbag Control Module, by various vehicle control modules, via the vehicle's communication network. (For example: Vehicle Speed, Engine RPM, Percent throttle, and brake switch status are transmitted by the PCM. ESP data is from the electronic brake module.)
- On 2006-2009 Dodge Ram 2500/3500, the Engine RPM recorded is limited to a maximum of 4080 RPM.
- On the 2008 - 2009 Dodge Grand Caravan, 2008-2009 Chrysler Town and Country and 2009 Dodge Journey, the engine RPM resolution is 256 rpm. On all other vehicles, the resolution is 32 rpm.
- If a recorded event has RPM equal to 8160 or 4080 and vehicle speed equals 158 for each time stamp, then the data is default data and the event stored in the ACM is not valid.
  - The accuracy of the recorded Vehicle Speed will be affected if the vehicle had the tire size or the final drive axle ratio changed from the factory build specifications.
  - Vehicle Speed is reported as an average of the drive wheels.
- On the 2008 - 2009 Dodge Grand Caravan, 2008-2009 Chrysler Town and Country and 2009 Dodge Journey, the vehicle speed resolution is 2 mph. On all other vehicles, the resolution is 1 mph.
  - The MIL (Malfunction Indicator Lamp) Status for the various recorded systems indicates the state of the applicable malfunction indicator lamp at the

time that the data was captured. Note: Some fault codes could be stored due to component/system damage from the accident.

NOTE: A StarScan Tool should be used to read any stored Diagnostic Trouble Codes (DTC's) in the various electronic modules (ACM, PCM, ABS, TCM, etc., where applicable) for use in interpretation of some vehicle specific recorded data.

VEHICLE DATA DEFINITIONS:

- N/A - Not Applicable is used to show default values. This indicates that no data exists or that the data parameter is not applicable for vehicle configuration.
- SNA - Signal Not Available indicates that a defective sensor or system fault condition exists that is not allowing the data parameter to be sent across the vehicle communication bus.
- Not Retrievable - This indicates that the CDR tool was not able to retrieve that data for that particular vehicle data parameter.

Vehicle Event Recorder Status definitions:
- Interrupted - Contains Event, but was interrupted during recording; Indicates data from the captured event was not fully recorded
- Complete - Contains Complete Data from an Event; Indicates data from the captured event has been fully recorded
- No data - Contains No Event Data
- Relative Throttle (%) - This is the percentage of throttle blade opening (0 - 100%)
- Relative Pedal (%) - This is the percentage of accelerator pedal depressed (0 - 100%)
- Brake Switch #1 Status - This is the brake switch status of Service Brake (Open/Closed); Open = Brake not depressed; Closed = Brake depressed
- Brake Switch #2 Status - This is the brake switch status for Cruise Control (Open/Closed): Open = Brake not depressed; Closed = Brake depressed
  - ABS MIL status - This indicates the ABS fault indicator lamp status. It will only be illuminated when there is a fault in the ABS system. The Electronic brake module DTC's should be read and recorded for final system interpretation.
- ESP MIL status - This indicates the ESP/BAS fault indicator lamp status. It will only be illuminated when there is a fault or thermal model shutdown in the ESP system. The ESP module DTC's should be read and recorded for final system interpretation. This is only valid for vehicles equipped with ESP.
- ESP Lamp Steady State Requested - This is the status of the ESP symbol - "car with squiggly lines" indicator lamp. "Yes" indicates ESP has been turned off by the driver or has reduced performance and is not an indication of a fault in the system. This is only valid for vehicles equipped with ESP.
- ESP Lamp Flashing Requested - If "Yes", then an ESP, Traction Control or Trailer Sway Control (if equipped) event was active at the time of data capture. This is only valid for vehicles equipped with ESP.
- ESP Disabled - "Yes" indicates that ABS & ESP have been disabled by the driver or due to system performance. This is only valid for vehicles equipped with ESP.
- Traction Control On/Off Button Status - Enabled means the system is functional and not turned off by the driver. On equipped vehicles.
- ESP Active - "YES" indicates that the ESP system is intervening with wheel specific braking/engine control. This is only valid for vehicles equipped with ESP.
- Panic Brake Assist Active - "Yes" indicates that all four of the brake circuits are under going ABS control. This is only valid for vehicles equipped with ESP.
- Steering Angle (Degrees) if equipped: Valid range is -2048 degrees to +2047 degrees;
  - Steering Angle polarity is positive for right turns on:
    - 2005 - 2007 Grand Cherokee
    - 2006 - 2007 Commander
    - 2005 - 2009 300, Magnum, and Charger
    - 2008 - 2009 Challenger
  - Steering Angle polarity is negative for right turns on:
    - 2008 - 2009 Grand Cherokee and Commander
    - All other vehicles not specified
- Yaw Rate (Degrees) if equipped: Valid range is -327.68 degrees/second to +327.67 degrees/second. All vehicles use negative yaw rate when making a right turn.
- Wheel Speed (stored for some vehicles equipped with ABS/ESP); value is revolutions per minute:
  - LF = Left Front Tire
  - RF = Right Front Tire
  - LR = Left Rear Tire
  - RR = Right Rear Tire
- ETC Lamp Status - Lamp "ON " indicates there is an active Electronic Throttle DTC. This is only valid for vehicles equipped with ETC.
- ETC Lamp Flashing - If "Yes", then the ETC is in the limp-in mode. This is only valid for vehicles equipped with ETC.
- Engine Torque Applied - If "No", then no engine torque output was applied (as in Park/Neutral for Automatic transmissions or clutch depressed on manual or during an ESP/Traction Control event), If "Yes", then engine torque output was applied.
- Tire 1 (2) Location - This indicates the location of the tire pressure sensor data. Default is used to indicate that the location of the tire pressure sensor is unknown or there is no tire pressure sensor in the wheel. Vehicles with Base Tire Pressure Monitoring systems will display SNA for both Tire Locations as these vehicles do not send actual pressure values across the communication bus.
- Tire 1 (2) Pressure Status - This indicates the actual pressure status of the Tire Location defined in the previous column. Possible values are LOW, NORMAL, HIGH, or SNA for this parameter. Vehicles with Base Tire Pressure Monitoring systems will display NORMAL even though these vehicles do not send actual pressure values across the communication bus.
- Tire 1 (2) Pressure (psi) - This indicates the actual tire pressure value of the Tire Location defined. Vehicles with Base Tire Pressure Monitoring systems will display N/A for this parameter as these vehicles do not send actual pressure values across the communication bus.
- Cruise Control System Status - "Yes" indicates that the Cruise Control system is turned on.
- Cruise Control System Active - "Yes" indicates the Cruise Control system is actively controlling vehicle speed. "No" indicates the system is NOT controlling vehicle speed.

GENERAL DEFINITIONS:

- Capture - The process of buffering data into a temporary, volatile storage medium where it is continuously updated at regular time intervals.
- Ignition Cycle - Ignition power applied to and removed from the ACM.
- Matured - Diagnostic Trouble Code has met criteria to be stored in module.
- Powered-Up - The act of applying a 10V - 16V dc power source to the appropriate pins on a specific module.
- Record - The process of saving captured data into a non-volatile device for subsequent retrieval.

ACRONYMS:

| | |
|---|---|
| ABS | Anti-Lock Brake System |
| ACM | Air Bag Control Module |
| BAS | Brake Assist System |
| DTC | Diagnostic Trouble Code |
| EBD | Electronic Brake Distribution |
| ESP | Electronic Stability Program |
| ETC | Electronic Throttle Control |
| MIL | Malfunction Indicator Lamp |
| PCM | Power Train Control Module |
| PVS | Pedal Voltage Sensor |
| RPM | Revolution per Minute |
| Service Brake | Brake Pedal |
| TCM | Transmission Control Module |
| TPM | Tire Pressure Monitoring |
| TPS | Throttle Position Sensor |
| VIN | Vehicle Identification Number |

APPLICATION INFORMATION:

- 2005 - 2009 Durango's equipped with side airbags have EDR data that can be imaged by the CDR tool. Durango's not equipped with side airbags have EDR Data that might be imaged by the CDR tool and can always be imaged by the supplier.
- For 2006 MY, some Chrysler 300, Dodge Magnum, Dodge Charger, Jeep Grand Cherokee, and Jeep Commander models may contain EDR data that can not be imaged by the CDR tool.
- For 2007 MY, some PT Cruiser models may contain EDR data that can not be imaged by the CDR tool.
- EDR Data is only recorded for frontal deployments in the following vehicles:
  - 2005-2007 Durango
  - 2007 Aspen
  - 2006-2007 Ram 1500
  - 2006-2009 Ram 2500/3500 Heavy Duty
  - 2007 Caliber, Compass, Patriot
  - 2007 Sebring
  - 2007 Nitro
  - 2007 Wrangler

## Airbag Control Module Identification

| | |
|---|---|
| Airbag Control Module Part Number | 04896098AF |
| Airbag Control Module Serial Number | T52MD353800813 |
| Airbag Control Module Supplier | Robert Bosch Corporation |

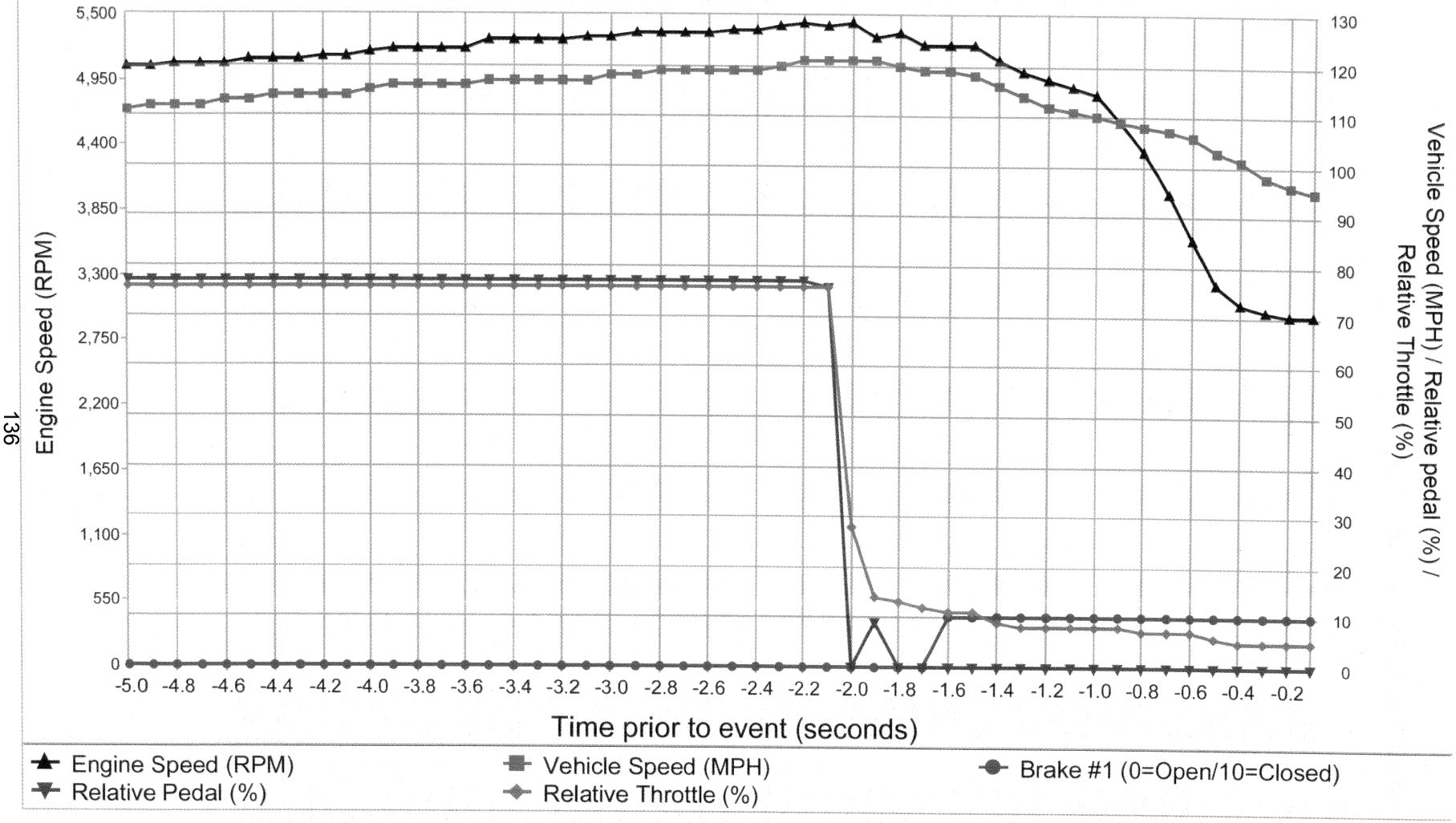
## Airbag Control Module Configuration

| | |
|---|---|
| Configured for Front Driver Seatbelt Switch | No |
| Configured for Front Center Seatbelt Switch | No |
| Configured for Front Passenger Seatbelt Switch | No |
| Configured for 2nd Row Left Seatbelt Switch | No |
| Configured for 2nd Row Center Seatbelt Switch | No |
| Configured for 2nd Row Right Seatbelt Switch | No |
| Configured for 3rd Row Left Seatbelt Switch | No |
| Configured for 3rd Row Center Seatbelt Switch | No |
| Configured for 3rd Row Right Seatbelt Switch | No |
| Configured for Driver Inflatable Knee Bolster | No |
| Configured for Left Curtain #1 | No |
| Configured for Right Curtain #1 | No |
| Configured for Left Curtain #2 | No |
| Configured for Right Curtain #2 | No |
| Configured for Front Driver Seatbelt Pretensioner | Yes |
| Configured for Front Center Seatbelt Pretensioner | No |
| Configured for Front Passenger Seatbelt Pretensioner | Yes |
| Configured for 2nd Row Left Seatbelt Pretensioner | No |
| Configured for 2nd Row Center Seatbelt Pretensioner | No |
| Configured for 2nd Row Right Seatbelt Pretensioner | No |
| Configured for 3rd Row Left Seatbelt Pretensioner | No |
| Configured for 3rd Row Center Seatbelt Pretensioner | No |
| Configured for 3rd Row Right Seatbelt Pretensioner | No |
| Configured for Left Side Sensor #1 | No |
| Configured for Left Side Sensor #2 | No |
| Configured for Left Side Sensor #3 | No |
| Configured for Right Side Sensor #1 | No |
| Configured for Right Side Sensor #2 | No |
| Configured for Right Side Sensor #3 | No |
| Configured for Left Up Front Sensor | Yes |
| Configured for Right Up Front Sensor | Yes |
| Configured for Front Driver Digressive Load Limiter | No |
| Configured for Front Passenger Digressive Load Limiter | No |
| Configured for Driver Seat Track Position Sensor | Yes |
| Configured for Passenger Seat Track Position Sensor | Yes |
| Configured for Driver Airbag Disable Switch | No |
| Configured for Passenger Airbag Disable Switch | No |
| Configured for Passenger Occupant Classification System | No |
| Configured for Right Side Thorax | No |
| Configured for Left Side Thorax | No |
| Configured for Passenger Inflatable Knee Bolster | No |
| Configured for Passenger Belt Tension Sensor | No |
| Configured for Driver Belt Tension Sensor | No |
| Configured for Occupant Detection Sensor | No |
| Configured for DOC Disable Switch | No |

## System Status at Time of Retrieval

| | |
|---|---|
| Original VIN | 2B3KA43T79H607686 |

## 2B3KA43T79H607686 Pre-crash data (Most Recent Event)

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## Pre-crash data (Most Recent Event - table 1 of 5)

| Time Stamp (sec) | Vehicle Event Recorder Status | Engine RPM | Vehicle Speed (MPH [km/h]) | Relative Throttle (%) | Relative Pedal (%) | Raw Manifold Pressure (Volts) | Brake Switch #1 Status | Brake Switch #2 Status | Brake Lamps On |
|---|---|---|---|---|---|---|---|---|---|
| -5.0 | Complete | 5,056 | 111 [179] | 76.4 | 77.2 | 2.38 | Open | Open | No |
| -4.9 | Complete | 5,056 | 112 [180] | 76.4 | 77.2 | 2.32 | Open | Open | No |
| -4.8 | Complete | 5,088 | 112 [181] | 76.4 | 77.2 | 2.38 | Open | Open | No |
| -4.7 | Complete | 5,088 | 112 [181] | 76.4 | 77.2 | 2.36 | Open | Open | No |
| -4.6 | Complete | 5,088 | 113 [182] | 76.4 | 77.2 | 2.38 | Open | Open | No |
| -4.5 | Complete | 5,120 | 113 [182] | 76.4 | 77.2 | 2.36 | Open | Open | No |
| -4.4 | Complete | 5,120 | 114 [183] | 76.4 | 77.2 | 2.34 | Open | Open | No |
| -4.3 | Complete | 5,120 | 114 [183] | 76.4 | 77.2 | 2.34 | Open | Open | No |
| -4.2 | Complete | 5,152 | 114 [184] | 76.4 | 77.2 | 2.34 | Open | Open | No |
| -4.1 | Complete | 5,152 | 114 [184] | 76.4 | 77.2 | 2.36 | Open | Open | No |
| -4.0 | Complete | 5,184 | 115 [185] | 76.4 | 77.2 | 2.32 | Open | Open | No |
| -3.9 | Complete | 5,216 | 116 [186] | 76.4 | 77.2 | 2.32 | Open | Open | No |
| -3.8 | Complete | 5,216 | 116 [186] | 76.4 | 77.2 | 2.38 | Open | Open | No |
| -3.7 | Complete | 5,216 | 116 [186] | 76.4 | 77.2 | 2.30 | Open | Open | No |
| -3.6 | Complete | 5,216 | 116 [187] | 76.4 | 77.2 | 2.34 | Open | Open | No |
| -3.5 | Complete | 5,280 | 117 [188] | 76.4 | 77.2 | 2.32 | Open | Open | No |
| -3.4 | Complete | 5,280 | 117 [188] | 76.4 | 77.2 | 2.34 | Open | Open | No |
| -3.3 | Complete | 5,280 | 117 [188] | 76.4 | 77.2 | 2.38 | Open | Open | No |
| -3.2 | Complete | 5,280 | 117 [189] | 76.4 | 77.2 | 2.32 | Open | Open | No |
| -3.1 | Complete | 5,312 | 117 [189] | 76.4 | 77.2 | 2.34 | Open | Open | No |
| -3.0 | Complete | 5,312 | 118 [190] | 76.4 | 77.2 | 2.36 | Open | Open | No |
| -2.9 | Complete | 5,344 | 118 [190] | 76.4 | 77.2 | 2.34 | Open | Open | No |
| -2.8 | Complete | 5,344 | 119 [191] | 76.4 | 77.2 | 2.30 | Open | Open | No |
| -2.7 | Complete | 5,344 | 119 [191] | 76.4 | 77.2 | 2.36 | Open | Open | No |
| -2.6 | Complete | 5,344 | 119 [191] | 76.4 | 77.2 | 2.32 | Open | Open | No |
| -2.5 | Complete | 5,376 | 119 [192] | 76.4 | 77.2 | 2.34 | Open | Open | No |
| -2.4 | Complete | 5,376 | 119 [192] | 76.4 | 77.2 | 2.30 | Open | Open | No |
| -2.3 | Complete | 5,408 | 120 [193] | 76.4 | 77.2 | 2.34 | Open | Open | No |
| -2.2 | Complete | 5,440 | 121 [194] | 76.4 | 77.2 | 2.32 | Open | Open | No |
| -2.1 | Complete | 5,408 | 121 [194] | 76.4 | 76.0 | 2.32 | Open | Open | No |
| -2.0 | Complete | 5,440 | 121 [194] | 28.0 | 0.0 | 1.95 | Open | Open | No |
| -1.9 | Complete | 5,312 | 121 [194] | 14.2 | 9.4 | 0.86 | Open | Open | Yes |
| -1.8 | Complete | 5,344 | 120 [193] | 13.0 | 0.0 | 0.62 | Open | Open | No |
| -1.7 | Complete | 5,248 | 119 [192] | 12.2 | 0.0 | 0.59 | Open | Open | No |
| -1.6 | Complete | 5,248 | 119 [191] | 11.4 | 0.0 | 0.57 | Closed | Closed | Yes |
| -1.5 | Complete | 5,248 | 118 [190] | 10.6 | 0.0 | 0.53 | Closed | Closed | Yes |
| -1.4 | Complete | 5,120 | 116 [187] | 8.7 | 0.0 | 0.45 | Closed | Closed | Yes |
| -1.3 | Complete | 5,024 | 114 [184] | 8.3 | 0.0 | 0.41 | Closed | Closed | Yes |
| -1.2 | Complete | 4,960 | 112 [181] | 8.3 | 0.0 | 0.41 | Closed | Closed | Yes |
| -1.1 | Complete | 4,896 | 111 [179] | 8.3 | 0.0 | 0.39 | Closed | Closed | Yes |
| -1.0 | Complete | 4,832 | 110 [177] | 8.3 | 0.0 | 0.37 | Closed | Closed | Yes |
| -0.9 | Complete | 4,608 | 109 [176] | 7.9 | 0.0 | 0.39 | Closed | Closed | Yes |
| -0.8 | Complete | 4,352 | 108 [174] | 7.5 | 0.0 | 0.39 | Closed | Closed | Yes |
| -0.7 | Complete | 4,000 | 107 [172] | 7.1 | 0.0 | 0.37 | Closed | Closed | Yes |
| -0.6 | Complete | 3,616 | 106 [170] | 6.7 | 0.0 | 0.37 | Closed | Closed | Yes |
| -0.5 | Complete | 3,232 | 103 [166] | 5.9 | 0.0 | 0.41 | Closed | Closed | Yes |
| -0.4 | Complete | 3,072 | 101 [162] | 4.7 | 0.0 | 0.39 | Closed | Closed | Yes |
| -0.3 | Complete | 3,008 | 98 [158] | 4.7 | 0.0 | 0.39 | Closed | Closed | Yes |
| -0.2 | Complete | 2,976 | 96 [155] | 4.7 | 0.0 | 0.37 | Closed | Closed | Yes |
| -0.1 | Complete | 2,976 | 95 [153] | 4.7 | 0.0 | 0.37 | Closed | Closed | Yes |

## Pre-crash data (Most Recent Event - table 2 of 5)

| Time Stamp (sec) | ABS MIL Status (if equipped) | ESP MIL Status (if equipped) | ESP Lamp Steady State Requested (if equipped) | ESP Lamp Flashing Requested (if equipped) | ESP Disabled (if equipped) | Traction Control On/Off Button Status (if equipped) | ESP Active (if equipped) |
|---|---|---|---|---|---|---|---|
| -5.0 | Off | Off | No | No | No | Enabled | Yes |
| -4.9 | Off | Off | No | No | No | Enabled | Yes |
| -4.8 | Off | Off | No | No | No | Enabled | Yes |
| -4.7 | Off | Off | No | No | No | Enabled | Yes |
| -4.6 | Off | Off | No | No | No | Enabled | Yes |
| -4.5 | Off | Off | No | No | No | Enabled | Yes |
| -4.4 | Off | Off | No | No | No | Enabled | Yes |
| -4.3 | Off | Off | No | No | No | Enabled | Yes |
| -4.2 | Off | Off | No | No | No | Enabled | Yes |
| -4.1 | Off | Off | No | No | No | Enabled | Yes |
| -4.0 | Off | Off | No | No | No | Enabled | Yes |
| -3.9 | Off | Off | No | No | No | Enabled | Yes |
| -3.8 | Off | Off | No | No | No | Enabled | Yes |
| -3.7 | Off | Off | No | No | No | Enabled | Yes |
| -3.6 | Off | Off | No | No | No | Enabled | Yes |
| -3.5 | Off | Off | No | No | No | Enabled | Yes |
| -3.4 | Off | Off | No | No | No | Enabled | Yes |
| -3.3 | Off | Off | No | No | No | Enabled | Yes |
| -3.2 | Off | Off | No | No | No | Enabled | Yes |
| -3.1 | Off | Off | No | No | No | Enabled | Yes |
| -3.0 | Off | Off | No | No | No | Enabled | Yes |
| -2.9 | Off | Off | No | No | No | Enabled | Yes |
| -2.8 | Off | Off | No | No | No | Enabled | Yes |
| -2.7 | Off | Off | No | No | No | Enabled | Yes |
| -2.6 | Off | Off | No | No | No | Enabled | Yes |
| -2.5 | Off | Off | No | No | No | Enabled | Yes |
| -2.4 | Off | Off | No | No | No | Enabled | Yes |
| -2.3 | Off | Off | No | No | No | Enabled | Yes |
| -2.2 | Off | Off | No | No | No | Enabled | Yes |
| -2.1 | Off | Off | No | No | No | Enabled | Yes |
| -2.0 | Off | Off | No | No | No | Enabled | Yes |
| -1.9 | Off | Off | No | No | No | Enabled | Yes |
| -1.8 | Off | Off | No | No | No | Enabled | Yes |
| -1.7 | Off | Off | No | No | No | Enabled | Yes |
| -1.6 | Off | Off | No | No | No | Enabled | Yes |
| -1.5 | Off | Off | No | No | No | Enabled | Yes |
| -1.4 | Off | Off | No | No | No | Enabled | Yes |
| -1.3 | Off | Off | No | No | No | Enabled | Yes |
| -1.2 | Off | Off | No | No | No | Enabled | Yes |
| -1.1 | Off | Off | No | No | No | Enabled | Yes |
| -1.0 | Off | Off | No | No | No | Enabled | Yes |
| -0.9 | Off | Off | No | No | No | Enabled | Yes |
| -0.8 | Off | Off | No | No | No | Enabled | Yes |
| -0.7 | Off | Off | No | No | No | Enabled | Yes |
| -0.6 | Off | Off | No | No | No | Enabled | Yes |
| -0.5 | Off | Off | No | No | No | Enabled | Yes |
| -0.4 | Off | Off | No | No | No | Enabled | Yes |
| -0.3 | Off | Off | No | No | No | Enabled | Yes |
| -0.2 | Off | Off | No | No | No | Enabled | Yes |
| -0.1 | Off | Off | No | No | No | Enabled | Yes |

## Pre-crash data (Most Recent Event - table 3 of 5)

| Time Stamp (sec) | Panic Brake Assist Active (if equipped) | Steering Angle (degrees) (if equipped) | Yaw Rate (Deg/sec) (if equipped) | Wheel Speed LF (RPM) (if equipped) | Wheel Speed RF (RPM) (if equipped) | Wheel Speed LR (RPM) (if equipped) | Wheel Speed RR (RPM) (if equipped) |
|---|---|---|---|---|---|---|---|
| -5.0 | No | -12.0 | 2.29 | 1,339 | 1,343 | 1,353 | 1,354 |
| -4.9 | No | -12.0 | 2.46 | 1,342 | 1,343 | 1,358 | 1,360 |
| -4.8 | No | -10.0 | 2.80 | 1,346 | 1,347 | 1,364 | 1,365 |
| -4.7 | No | -10.0 | 3.00 | 1,347 | 1,352 | 1,368 | 1,364 |
| -4.6 | No | -10.0 | 2.74 | 1,353 | 1,357 | 1,373 | 1,374 |
| -4.5 | No | -10.0 | 2.76 | 1,356 | 1,358 | 1,370 | 1,373 |
| -4.4 | No | -10.0 | 2.80 | 1,361 | 1,363 | 1,378 | 1,376 |
| -4.3 | No | -10.0 | 2.54 | 1,365 | 1,370 | 1,379 | 1,379 |
| -4.2 | No | -10.0 | 2.29 | 1,372 | 1,373 | 1,384 | 1,386 |
| -4.1 | No | -8.0 | 1.78 | 1,374 | 1,374 | 1,388 | 1,387 |
| -4.0 | No | -8.0 | 1.75 | 1,375 | 1,378 | 1,392 | 1,392 |
| -3.9 | No | -6.0 | 1.78 | 1,379 | 1,380 | 1,401 | 1,401 |
| -3.8 | No | -6.0 | 1.78 | 1,386 | 1,385 | 1,402 | 1,402 |
| -3.7 | No | -6.0 | 1.26 | 1,390 | 1,391 | 1,401 | 1,399 |
| -3.6 | No | -6.0 | 1.08 | 1,392 | 1,394 | 1,409 | 1,409 |
| -3.5 | No | -6.0 | 1.01 | 1,396 | 1,395 | 1,417 | 1,417 |
| -3.4 | No | -4.0 | 1.52 | 1,401 | 1,400 | 1,414 | 1,415 |
| -3.3 | No | -4.0 | 1.40 | 1,405 | 1,407 | 1,415 | 1,417 |
| -3.2 | No | -2.0 | 0.75 | 1,410 | 1,408 | 1,423 | 1,419 |
| -3.1 | No | 0.0 | 0.30 | 1,413 | 1,412 | 1,427 | 1,430 |
| -3.0 | No | 0.0 | 0.05 | 1,415 | 1,413 | 1,427 | 1,430 |
| -2.9 | No | 0.0 | -0.18 | 1,420 | 1,417 | 1,436 | 1,431 |
| -2.8 | No | 2.0 | -0.01 | 1,421 | 1,421 | 1,436 | 1,437 |
| -2.7 | No | 0.0 | 0.09 | 1,427 | 1,426 | 1,439 | 1,438 |
| -2.6 | No | 0.0 | 0.34 | 1,430 | 1,428 | 1,440 | 1,442 |
| -2.5 | No | 0.0 | 0.60 | 1,431 | 1,433 | 1,442 | 1,445 |
| -2.4 | No | 0.0 | 0.75 | 1,435 | 1,433 | 1,450 | 1,444 |
| -2.3 | No | 0.0 | 0.31 | 1,437 | 1,434 | 1,455 | 1,455 |
| -2.2 | No | 0.0 | 0.24 | 1,440 | 1,440 | 1,459 | 1,456 |
| -2.1 | No | 4.0 | 0.24 | 1,445 | 1,442 | 1,459 | 1,460 |
| -2.0 | No | 4.0 | -0.19 | 1,448 | 1,447 | 1,457 | 1,459 |
| -1.9 | No | -4.0 | -0.48 | 1,452 | 1,448 | 1,448 | 1,447 |
| -1.8 | No | 10.0 | 0.59 | 1,447 | 1,445 | 1,441 | 1,441 |
| -1.7 | No | 18.0 | -1.51 | 1,449 | 1,445 | 1,436 | 1,430 |
| -1.6 | No | 16.0 | -5.77 | 1,445 | 1,437 | 1,438 | 1,431 |
| -1.5 | No | 10.0 | -7.00 | 1,420 | 1,411 | 1,421 | 1,402 |
| -1.4 | No | 12.0 | -7.13 | 1,395 | 1,340 | 1,394 | 1,368 |
| -1.3 | No | 10.0 | -6.50 | 1,379 | 1,281 | 1,383 | 1,353 |
| -1.2 | No | 8.0 | -4.66 | 1,356 | 1,320 | 1,363 | 1,332 |
| -1.1 | No | 6.0 | -1.81 | 1,340 | 1,325 | 1,347 | 1,323 |
| -1.0 | No | 4.0 | 2.15 | 1,310 | 1,322 | 1,329 | 1,316 |
| -0.9 | No | -2.0 | 5.69 | 1,290 | 1,267 | 1,315 | 1,312 |
| -0.8 | No | 24.0 | 7.85 | 1,261 | 1,184 | 1,285 | 1,304 |
| -0.7 | No | 50.0 | 2.57 | 1,241 | 1,239 | 1,277 | 1,284 |
| -0.6 | No | 62.0 | -7.07 | 1,249 | 1,167 | 1,263 | 1,256 |
| -0.5 | No | 80.0 | -15.18 | 1,213 | 1,131 | 1,245 | 1,216 |
| -0.4 | No | 76.0 | -18.87 | 1,138 | 1,079 | 1,215 | 1,157 |
| -0.3 | No | 52.0 | -17.38 | 1,106 | 1,119 | 1,193 | 1,165 |
| -0.2 | No | 26.0 | -14.29 | 1,174 | 1,066 | 1,182 | 1,142 |
| -0.1 | No | 48.0 | -10.75 | 1,108 | 982 | 1,152 | 1,118 |

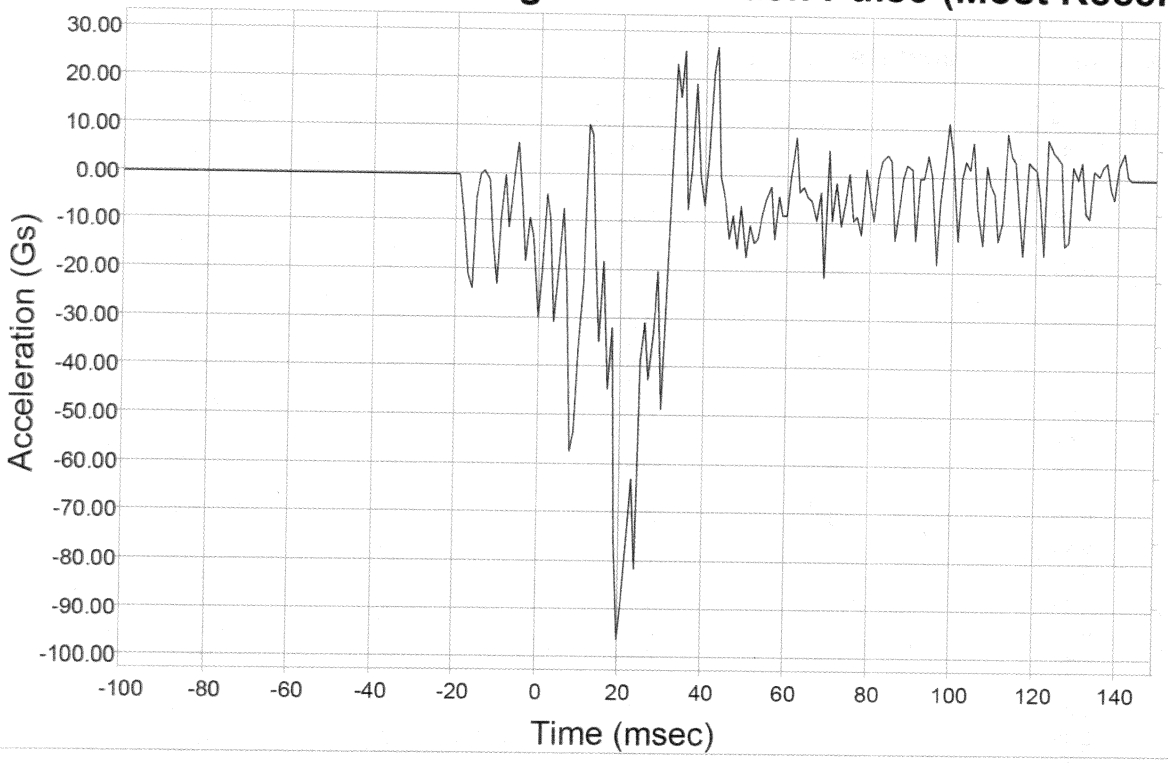
## Pre-crash data (Most Recent Event - table 4 of 5)

| Time Stamp (sec) | ETC Lamp Status | ETC Lamp Flashing | Engine Torque Applied | Shift Gear Position (if equipped) | Tire Pressure Monitor Faults (if equipped) | Tire 1 Location (if equipped) | Tire 1 Pressure Status (if equipped) | Tire 1 Pressure (psi) (if equipped) |
|---|---|---|---|---|---|---|---|---|
| -5.0 | Off | No | Yes | Drive | No | LF | Normal | 40 |
| -4.9 | Off | No | Yes | Drive | No | LF | Normal | 40 |
| -4.8 | Off | No | Yes | Drive | No | LF | Normal | 40 |
| -4.7 | Off | No | Yes | Drive | No | LF | Normal | 40 |
| -4.6 | Off | No | Yes | Drive | No | LF | Normal | 40 |
| -4.5 | Off | No | Yes | Drive | No | LR | Normal | 39 |
| -4.4 | Off | No | Yes | Drive | No | LR | Normal | 39 |
| -4.3 | Off | No | Yes | Drive | No | LR | Normal | 39 |
| -4.2 | Off | No | Yes | Drive | No | LR | Normal | 39 |
| -4.1 | Off | No | Yes | Drive | No | LR | Normal | 39 |
| -4.0 | Off | No | Yes | Drive | No | LR | Normal | 39 |
| -3.9 | Off | No | Yes | Drive | No | LR | Normal | 39 |
| -3.8 | Off | No | Yes | Drive | No | LR | Normal | 39 |
| -3.7 | Off | No | Yes | Drive | No | LR | Normal | 39 |
| -3.6 | Off | No | Yes | Drive | No | LR | Normal | 39 |
| -3.5 | Off | No | Yes | Drive | No | LF | Normal | 40 |
| -3.4 | Off | No | Yes | Drive | No | LF | Normal | 40 |
| -3.3 | Off | No | Yes | Drive | No | LF | Normal | 40 |
| -3.2 | Off | No | Yes | Drive | No | LF | Normal | 40 |
| -3.1 | Off | No | Yes | Drive | No | LF | Normal | 40 |
| -3.0 | Off | No | Yes | Drive | No | LF | Normal | 40 |
| -2.9 | Off | No | Yes | Drive | No | LF | Normal | 40 |
| -2.8 | Off | No | Yes | Drive | No | LF | Normal | 40 |
| -2.7 | Off | No | Yes | Drive | No | LF | Normal | 40 |
| -2.6 | Off | No | Yes | Drive | No | LF | Normal | 40 |
| -2.5 | Off | No | Yes | Drive | No | LR | Normal | 39 |
| -2.4 | Off | No | Yes | Drive | No | LR | Normal | 39 |
| -2.3 | Off | No | Yes | Drive | No | LR | Normal | 39 |
| -2.2 | Off | No | Yes | Drive | No | LR | Normal | 39 |
| -2.1 | Off | No | Yes | Drive | No | LR | Normal | 39 |
| -2.0 | Off | No | Yes | Drive | No | LR | Normal | 39 |
| -1.9 | Off | No | Yes | Drive | No | LR | Normal | 39 |
| -1.8 | Off | No | Yes | Drive | No | LR | Normal | 39 |
| -1.7 | Off | No | Yes | Drive | No | LR | Normal | 39 |
| -1.6 | Off | No | Yes | Drive | No | LR | Normal | 39 |
| -1.5 | Off | No | Yes | Drive | No | LF | Normal | 40 |
| -1.4 | Off | No | Yes | Drive | No | LF | Normal | 40 |
| -1.3 | Off | No | Yes | Drive | No | LF | Normal | 40 |
| -1.2 | Off | No | Yes | Drive | No | LF | Normal | 40 |
| -1.1 | Off | No | Yes | Drive | No | LF | Normal | 40 |
| -1.0 | Off | No | Yes | Drive | No | LF | Normal | 40 |
| -0.9 | Off | No | Yes | Drive | No | LF | Normal | 40 |
| -0.8 | Off | No | Yes | Drive | No | LF | Normal | 40 |
| -0.7 | Off | No | Yes | Drive | No | LF | Normal | 40 |
| -0.6 | Off | No | Yes | Drive | No | LF | Normal | 40 |
| -0.5 | Off | No | Yes | Drive | No | LR | Normal | 39 |
| -0.4 | Off | No | Yes | Drive | No | LR | Normal | 39 |
| -0.3 | Off | No | Yes | Drive | No | LR | Normal | 39 |
| -0.2 | Off | No | Yes | Drive | No | LR | Normal | 39 |
| -0.1 | Off | No | Yes | Drive | No | LR | Normal | 39 |

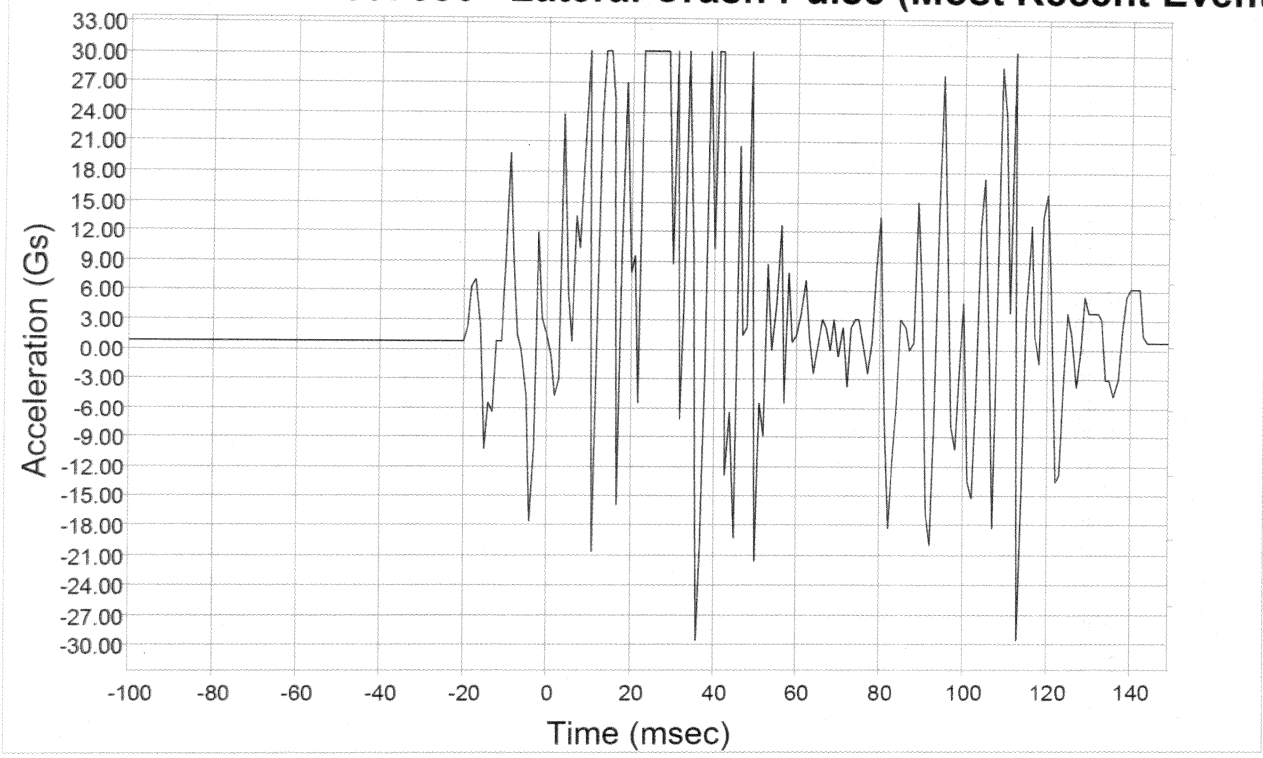
## Pre-crash data (Most Recent Event - table 5 of 5)

| Time Stamp (sec) | Tire 2 Location (if equipped) | Tire 2 Pressure Status (if equipped) | Tire 2 Pressure (psi) (if equipped) | Cruise Control System Status | Cruise Control System Active |
|---|---|---|---|---|---|
| -5.0 | RF | Normal | 39 | Off | No |
| -4.9 | RF | Normal | 39 | Off | No |
| -4.8 | RF | Normal | 39 | Off | No |
| -4.7 | RF | Normal | 39 | Off | No |
| -4.6 | RF | Normal | 39 | Off | No |
| -4.5 | RR | Normal | 41 | Off | No |
| -4.4 | RR | Normal | 41 | Off | No |
| -4.3 | RR | Normal | 41 | Off | No |
| -4.2 | RR | Normal | 41 | Off | No |
| -4.1 | RR | Normal | 41 | Off | No |
| -4.0 | RR | Normal | 41 | Off | No |
| -3.9 | RR | Normal | 41 | Off | No |
| -3.8 | RR | Normal | 41 | Off | No |
| -3.7 | RR | Normal | 41 | Off | No |
| -3.6 | RR | Normal | 41 | Off | No |
| -3.5 | RF | Normal | 39 | Off | No |
| -3.4 | RF | Normal | 39 | Off | No |
| -3.3 | RF | Normal | 39 | Off | No |
| -3.2 | RF | Normal | 39 | Off | No |
| -3.1 | RF | Normal | 39 | Off | No |
| -3.0 | RF | Normal | 39 | Off | No |
| -2.9 | RF | Normal | 39 | Off | No |
| -2.8 | RF | Normal | 39 | Off | No |
| -2.7 | RF | Normal | 39 | Off | No |
| -2.6 | RF | Normal | 39 | Off | No |
| -2.5 | RR | Normal | 41 | Off | No |
| -2.4 | RR | Normal | 41 | Off | No |
| -2.3 | RR | Normal | 41 | Off | No |
| -2.2 | RR | Normal | 41 | Off | No |
| -2.1 | RR | Normal | 41 | Off | No |
| -2.0 | RR | Normal | 41 | Off | No |
| -1.9 | RR | Normal | 41 | Off | No |
| -1.8 | RR | Normal | 41 | Off | No |
| -1.7 | RR | Normal | 41 | Off | No |
| -1.6 | RR | Normal | 41 | Off | No |
| -1.5 | RF | Normal | 39 | Off | No |
| -1.4 | RF | Normal | 39 | Off | No |
| -1.3 | RF | Normal | 39 | Off | No |
| -1.2 | RF | Normal | 39 | Off | No |
| -1.1 | RF | Normal | 39 | Off | No |
| -1.0 | RF | Normal | 39 | Off | No |
| -0.9 | RF | Normal | 39 | Off | No |
| -0.8 | RF | Normal | 39 | Off | No |
| -0.7 | RF | Normal | 39 | Off | No |
| -0.6 | RF | Normal | 39 | Off | No |
| -0.5 | RR | Normal | 41 | Off | No |
| -0.4 | RR | Normal | 41 | Off | No |
| -0.3 | RR | Normal | 41 | Off | No |
| -0.2 | RR | Normal | 41 | Off | No |
| -0.1 | RR | Normal | 41 | Off | No |

## 2B3KA43T79H607686 Longitudinal Crash Pulse (Most Recent Event)




## 2B3KA43T79H607686 Lateral Crash Pulse (Most Recent Event)



## Longitudinal Crash Pulse (Most Recent Event)

| Time (msec) | Recorded Vehicle Longitudinal Acceleration (g) |
|---|---|
| -100 | -0.49 |
| -99 | -0.49 |
| -98 | -0.49 |
| -97 | -0.49 |
| -96 | -0.49 |
| -95 | -0.49 |
| -94 | -0.49 |
| -93 | -0.49 |
| -92 | -0.49 |
| -91 | -0.49 |
| -90 | -0.49 |
| -89 | -0.49 |
| -88 | -0.49 |
| -87 | -0.49 |
| -86 | -0.49 |
| -85 | -0.49 |
| -84 | -0.49 |
| -83 | -0.49 |
| -82 | -0.49 |
| -81 | -0.49 |
| -80 | -0.49 |
| -79 | -0.49 |
| -78 | -0.49 |
| -77 | -0.49 |
| -76 | -0.49 |
| -75 | -0.49 |
| -74 | -0.49 |
| -73 | -0.49 |
| -72 | -0.49 |
| -71 | -0.49 |
| -70 | -0.49 |
| -69 | -0.49 |
| -68 | -0.49 |
| -67 | -0.49 |
| -66 | -0.49 |
| -65 | -0.49 |
| -64 | -0.49 |
| -63 | -0.49 |
| -62 | -0.49 |
| -61 | -0.49 |
| -60 | -0.49 |
| -59 | -0.49 |
| -58 | -0.49 |
| -57 | -0.49 |
| -56 | -0.49 |
| -55 | -0.49 |
| -54 | -0.49 |
| -53 | -0.49 |
| -52 | -0.49 |
| -51 | -0.49 |

| Time (msec) | Recorded Vehicle Longitudinal Acceleration (g) |
|---|---|
| -50 | -0.49 |
| -49 | -0.49 |
| -48 | -0.49 |
| -47 | -0.49 |
| -46 | -0.49 |
| -45 | -0.49 |
| -44 | -0.49 |
| -43 | -0.49 |
| -42 | -0.49 |
| -41 | -0.49 |
| -40 | -0.49 |
| -39 | -0.49 |
| -38 | -0.49 |
| -37 | -0.49 |
| -36 | -0.49 |
| -35 | -0.49 |
| -34 | -0.49 |
| -33 | -0.49 |
| -32 | -0.49 |
| -31 | -0.49 |
| -30 | -0.49 |
| -29 | -0.49 |
| -28 | -0.49 |
| -27 | -0.49 |
| -26 | -0.49 |
| -25 | -0.49 |
| -24 | -0.49 |
| -23 | -0.49 |
| -22 | -0.49 |
| -21 | -0.49 |
| -20 | -0.49 |
| -19 | -0.49 |
| -18 | -8.33 |
| -17 | -21.08 |
| -16 | -24.02 |
| -15 | -5.39 |
| -14 | -0.49 |
| -13 | 0.49 |
| -12 | -1.47 |
| -11 | -14.22 |
| -10 | -23.04 |
| -9 | -9.31 |
| -8 | -0.49 |
| -7 | -11.28 |
| -6 | -0.49 |
| -5 | 6.37 |
| -4 | -5.39 |
| -3 | -18.14 |
| -2 | -9.31 |
| -1 | -13.24 |

| Time (msec) | Recorded Vehicle Longitudinal Acceleration (g) |
|---|---|
| 0 | -29.90 |
| 1 | -20.10 |
| 2 | -4.41 |
| 3 | -9.31 |
| 4 | -30.88 |
| 5 | -19.12 |
| 6 | -7.35 |
| 7 | -23.04 |
| 8 | -57.35 |
| 9 | -53.43 |
| 10 | -35.79 |
| 11 | -22.06 |
| 12 | 10.29 |
| 13 | 8.33 |
| 14 | -18.14 |
| 15 | -34.81 |
| 16 | -18.14 |
| 17 | -44.61 |
| 18 | -31.86 |
| 19 | -75.98 |
| 20 | -96.57 |
| 21 | -88.73 |
| 22 | -74.02 |
| 23 | -63.24 |
| 24 | -81.86 |
| 25 | -38.73 |
| 26 | -30.88 |
| 27 | -42.65 |
| 28 | -31.86 |
| 29 | -20.10 |
| 30 | -48.53 |
| 31 | -29.90 |
| 32 | -7.35 |
| 33 | 23.04 |
| 34 | 16.18 |
| 35 | 25.98 |
| 36 | -7.35 |
| 37 | 0.49 |
| 38 | 19.12 |
| 39 | -0.49 |
| 40 | -6.37 |
| 41 | 3.43 |
| 42 | 21.08 |
| 43 | 26.96 |
| 44 | -0.49 |
| 45 | -5.39 |
| 46 | -13.24 |
| 47 | -8.33 |
| 48 | -15.20 |
| 49 | -6.37 |

## Longitudinal Crash Pulse (Most Recent Event)

| Time (msec) | Recorded Vehicle Longitudinal Acceleration (g) |
|---|---|
| 50 | -17.16 |
| 51 | -10.30 |
| 52 | -14.22 |
| 53 | -13.24 |
| 54 | -8.33 |
| 55 | -5.39 |
| 56 | -2.45 |
| 57 | -13.24 |
| 58 | -4.41 |
| 59 | -8.33 |
| 60 | -8.33 |
| 61 | -0.49 |
| 62 | 8.33 |
| 63 | -3.43 |
| 64 | -2.45 |
| 65 | -4.41 |
| 66 | -5.39 |
| 67 | -9.31 |
| 68 | -3.43 |
| 69 | -21.08 |
| 70 | 5.39 |
| 71 | -9.31 |
| 72 | -1.47 |
| 73 | -10.30 |
| 74 | -5.39 |
| 75 | 0.49 |
| 76 | -9.31 |
| 77 | -8.33 |
| 78 | -12.26 |
| 79 | 1.47 |
| 80 | -4.41 |
| 81 | -9.31 |
| 82 | -0.49 |
| 83 | 3.43 |
| 84 | 4.41 |
| 85 | 3.43 |
| 86 | -13.24 |
| 87 | -7.35 |
| 88 | -0.49 |
| 89 | 2.45 |
| 90 | 1.47 |
| 91 | -13.24 |
| 92 | -0.49 |
| 93 | -0.49 |
| 94 | 4.41 |
| 95 | 0.49 |
| 96 | -18.14 |
| 97 | -5.39 |
| 98 | 3.43 |
| 99 | 11.27 |

| Time (msec) | Recorded Vehicle Longitudinal Acceleration (g) |
|---|---|
| 100 | 4.41 |
| 101 | -13.24 |
| 102 | -0.49 |
| 103 | 3.43 |
| 104 | 1.47 |
| 105 | 7.35 |
| 106 | -6.37 |
| 107 | -14.22 |
| 108 | 2.45 |
| 109 | -1.47 |
| 110 | -3.43 |
| 111 | -13.24 |
| 112 | -9.31 |
| 113 | 9.31 |
| 114 | 4.41 |
| 115 | 3.43 |
| 116 | -7.35 |
| 117 | -16.18 |
| 118 | 3.43 |
| 119 | 2.45 |
| 120 | 1.47 |
| 121 | -4.41 |
| 122 | -16.18 |
| 123 | 8.33 |
| 124 | 5.39 |
| 125 | 4.41 |
| 126 | 3.43 |
| 127 | -14.22 |
| 128 | -13.24 |
| 129 | 2.45 |
| 130 | -0.49 |
| 131 | 3.43 |
| 132 | -7.35 |
| 133 | -8.33 |
| 134 | 1.47 |
| 135 | 0.49 |
| 136 | 2.45 |
| 137 | 3.43 |
| 138 | -2.45 |
| 139 | -4.41 |
| 140 | 2.45 |
| 141 | 5.39 |
| 142 | 0.49 |
| 143 | -0.49 |
| 144 | -0.49 |
| 145 | -0.49 |
| 146 | -0.49 |
| 147 | -0.49 |
| 148 | -0.49 |
| 149 | -0.49 |

## Lateral Crash Pulse (Most Recent Event)

| Time (msec) | Recorded Vehicle Lateral Acceleration (g) |
|---|---|
| -100 | 0.71 |
| -99 | 0.71 |
| -98 | 0.71 |
| -97 | 0.71 |
| -96 | 0.71 |
| -95 | 0.71 |
| -94 | 0.71 |
| -93 | 0.71 |
| -92 | 0.71 |
| -91 | 0.71 |
| -90 | 0.71 |
| -89 | 0.71 |
| -88 | 0.71 |
| -87 | 0.71 |
| -86 | 0.71 |
| -85 | 0.71 |
| -84 | 0.71 |
| -83 | 0.71 |
| -82 | 0.71 |
| -81 | 0.71 |
| -80 | 0.71 |
| -79 | 0.71 |
| -78 | 0.71 |
| -77 | 0.71 |
| -76 | 0.71 |
| -75 | 0.71 |
| -74 | 0.71 |
| -73 | 0.71 |
| -72 | 0.71 |
| -71 | 0.71 |
| -70 | 0.71 |
| -69 | 0.71 |
| -68 | 0.71 |
| -67 | 0.71 |
| -66 | 0.71 |
| -65 | 0.71 |
| -64 | 0.71 |
| -63 | 0.71 |
| -62 | 0.71 |
| -61 | 0.71 |
| -60 | 0.71 |
| -59 | 0.71 |
| -58 | 0.71 |
| -57 | 0.71 |
| -56 | 0.71 |
| -55 | 0.71 |
| -54 | 0.71 |
| -53 | 0.71 |
| -52 | 0.71 |
| -51 | 0.71 |

| Time (msec) | Recorded Vehicle Lateral Acceleration (g) |
|---|---|
| -50 | 0.71 |
| -49 | 0.71 |
| -48 | 0.71 |
| -47 | 0.71 |
| -46 | 0.71 |
| -45 | 0.71 |
| -44 | 0.71 |
| -43 | 0.71 |
| -42 | 0.71 |
| -41 | 0.71 |
| -40 | 0.71 |
| -39 | 0.71 |
| -38 | 0.71 |
| -37 | 0.71 |
| -36 | 0.71 |
| -35 | 0.71 |
| -34 | 0.71 |
| -33 | 0.71 |
| -32 | 0.71 |
| -31 | 0.71 |
| -30 | 0.71 |
| -29 | 0.71 |
| -28 | 0.71 |
| -27 | 0.71 |
| -26 | 0.71 |
| -25 | 0.71 |
| -24 | 0.71 |
| -23 | 0.71 |
| -22 | 0.71 |
| -21 | 0.71 |
| -20 | 0.71 |
| -19 | 2.36 |
| -18 | 6.39 |
| -17 | 7.10 |
| -16 | 2.36 |
| -15 | -10.18 |
| -14 | -5.45 |
| -13 | -6.39 |
| -12 | 0.71 |
| -11 | 0.71 |
| -10 | 8.76 |
| -9 | 19.88 |
| -8 | 9.47 |
| -7 | 1.42 |
| -6 | 0.00 |
| -5 | -4.74 |
| -4 | -17.52 |
| -3 | -10.18 |
| -2 | 11.83 |
| -1 | 3.07 |

| Time (msec) | Recorded Vehicle Lateral Acceleration (g) |
|---|---|
| 0 | 1.42 |
| 1 | -0.71 |
| 2 | -4.74 |
| 3 | -3.08 |
| 4 | 23.91 |
| 5 | 5.44 |
| 6 | 0.71 |
| 7 | 13.49 |
| 8 | 10.18 |
| 9 | 19.88 |
| 10 | 30.30 |
| 11 | -20.60 |
| 12 | 0.00 |
| 13 | 23.20 |
| 14 | 30.30 |
| 15 | 30.30 |
| 16 | 25.57 |
| 17 | -15.86 |
| 18 | 8.76 |
| 19 | 26.99 |
| 20 | 7.81 |
| 21 | 9.47 |
| 22 | -5.45 |
| 23 | 30.30 |
| 24 | 30.30 |
| 25 | 30.30 |
| 26 | 30.30 |
| 27 | 30.30 |
| 28 | 30.30 |
| 29 | 30.30 |
| 30 | 8.76 |
| 31 | 30.30 |
| 32 | -7.10 |
| 33 | 5.44 |
| 34 | 30.30 |
| 35 | 10.18 |
| 36 | -29.60 |
| 37 | -19.89 |
| 38 | -1.42 |
| 39 | 30.30 |
| 40 | 10.18 |
| 41 | 30.30 |
| 42 | 30.30 |
| 43 | -12.79 |
| 44 | -6.39 |
| 45 | -19.18 |
| 46 | 20.59 |
| 47 | 1.42 |
| 48 | 2.36 |
| 49 | 30.30 |

## Lateral Crash Pulse (Most Recent Event)

| Time (msec) | Recorded Vehicle Lateral Acceleration (g) |
|---|---|
| 50 | -21.55 |
| 51 | -5.45 |
| 52 | -8.76 |
| 53 | 8.76 |
| 54 | 0.00 |
| 55 | 4.73 |
| 56 | 12.78 |
| 57 | -5.45 |
| 58 | 7.81 |
| 59 | 0.71 |
| 60 | 1.42 |
| 61 | 3.79 |
| 62 | 7.10 |
| 63 | 1.42 |
| 64 | -2.37 |
| 65 | 0.00 |
| 66 | 3.07 |
| 67 | 2.36 |
| 68 | 0.00 |
| 69 | 3.07 |
| 70 | -0.71 |
| 71 | 2.36 |
| 72 | -3.79 |
| 73 | 2.36 |
| 74 | 3.07 |
| 75 | 3.07 |
| 76 | 0.00 |
| 77 | -2.37 |
| 78 | 0.71 |
| 79 | 7.81 |
| 80 | 13.49 |
| 81 | -7.10 |
| 82 | -18.23 |
| 83 | -11.84 |
| 84 | -5.45 |
| 85 | 3.07 |
| 86 | 2.36 |
| 87 | 0.00 |
| 88 | 0.71 |
| 89 | 15.15 |
| 90 | 5.44 |
| 91 | -16.57 |
| 92 | -19.89 |
| 93 | -7.82 |
| 94 | 14.20 |
| 95 | 27.93 |
| 96 | 7.81 |
| 97 | -7.82 |
| 98 | -10.18 |
| 99 | -2.37 |

| Time (msec) | Recorded Vehicle Lateral Acceleration (g) |
|---|---|
| 100 | 4.73 |
| 101 | -13.50 |
| 102 | -15.15 |
| 103 | -4.74 |
| 104 | 12.78 |
| 105 | 17.52 |
| 106 | -1.42 |
| 107 | -18.23 |
| 108 | 4.73 |
| 109 | 28.64 |
| 110 | 23.91 |
| 111 | 3.79 |
| 112 | 30.30 |
| 113 | -29.60 |
| 114 | -14.21 |
| 115 | 3.79 |
| 116 | 12.78 |
| 117 | 1.42 |
| 118 | -1.42 |
| 119 | 13.49 |
| 120 | 15.86 |
| 121 | 6.39 |
| 122 | -13.50 |
| 123 | -12.79 |
| 124 | -2.37 |
| 125 | 3.79 |
| 126 | 1.42 |
| 127 | -3.79 |
| 128 | 0.00 |
| 129 | 5.44 |
| 130 | 3.79 |
| 131 | 3.79 |
| 132 | 3.79 |
| 133 | 3.07 |
| 134 | -3.08 |
| 135 | -3.08 |
| 136 | -4.74 |
| 137 | -3.08 |
| 138 | 2.36 |
| 139 | 5.44 |
| 140 | 6.39 |
| 141 | 6.39 |
| 142 | 6.39 |
| 143 | 1.42 |
| 144 | 0.71 |
| 145 | 0.71 |
| 146 | 0.71 |
| 147 | 0.71 |
| 148 | 0.71 |
| 149 | 0.71 |

## Angular Rate (Most Recent Event) (if equipped)

Contains No Recorded data

## Hexadecimal Data

Data that the vehicle manufacturer has specified for data retrieval is shown in the hexadecimal data section of the CDR report. The hexadecimal data section of the CDR report may contain data that is not translated by the CDR program. The control module contains additional data that is not retrievable by the CDR system.

```
5A 87 02 03 03 03 80 00 00 10 11 00 30 34 38 39 36 30 39 38 41 46

5A 88 32 42 33 4B 41 34 33 54 37 39 48 36 30 37 36 38 36

5A 90 32 42 33 4B 41 34 33 54 37 39 48 36 30 37 36 38 36

61 0D 6F

61 E1 54 35 32 4D 44 33 35 33 38 30 30 38 31 33

61 EA 00 80 02 C0 C0 93 40

71 02 01 00 CC 01 5D 99 01 C8 BB C8 FF C8 A8 C7 AB 7B CD 00 81 00 01 01 26 D9 16 0A 13 0C 00
CC 01 44 01 03 27 04 29 00 FF 01 10 60 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 01 CC 01 5D 9B 01 C8 EC C9 3B C9 2C C8 53 7A 6B 00 81 00 01 01 26 D9 16 0A 13 0C 00
CC 01 44 01 03 27 04 29 00 FF 01 10 34 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 02 CC 01 5E 9E 01 C9 19 C9 51 C8 A3 C8 BD 79 36 00 81 00 01 01 26 D9 16 0B 14 0C 00
CC 01 44 01 03 27 04 29 00 FF 01 10 68 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 03 CC 01 60 A2 01 C9 0A C9 7D C8 E4 C8 6E 78 A1 00 81 00 01 01 26 D9 16 0A 14 0C 00
CC 00 44 01 03 27 04 29 00 FF 01 10 98 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 04 CC 01 65 A6 01 C9 80 C9 BA C9 79 C8 D6 7A 12 00 81 00 01 01 29 D6 16 0A 15 0F 00
CC 00 44 01 03 27 04 29 00 FF 01 10 A0 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 05 CC 01 71 AA 01 C9 D0 C9 DD C9 C2 C9 1D 7D 3D 00 81 00 01 01 2B D4 16 0A 13 11 00
CC 00 44 01 01 28 02 27 00 FF 01 10 7C 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 06 CC 01 7D AC 01 CA 07 C9 FA C9 B2 C9 AD 81 01 00 81 00 01 01 2C D3 16 0B 13 12 00
CC 00 44 01 01 28 02 27 00 FF 01 10 64 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 07 CC 01 88 AE 01 CA 30 CA 0A C9 DA C9 40 83 11 00 81 00 01 01 2D D2 16 0B 14 13 00
CC 00 44 01 01 28 02 27 00 FF 01 10 30 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 08 CC 01 90 B0 01 CA 3F CA 45 CA 14 C9 E6 82 39 00 81 00 01 01 2E D1 16 0B 14 14 00
CC 00 44 01 01 28 02 27 00 FF 01 0F FC 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 09 CC 01 97 B1 01 CA 48 CA 62 CA 3B CA 54 80 D7 00 81 00 01 01 2F D0 16 0B 13 15 00
CC 00 44 01 01 28 02 27 00 FF 01 10 08 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 0A CC 01 99 B3 01 CA 56 CA 86 CA 77 CA 5A 7F 4B 00 81 00 01 01 2F D0 16 0B 14 15 00
CC 00 44 01 01 28 02 27 00 FF 01 10 0C 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 0B CC 01 9B B5 01 CA 67 CA A5 CA 98 CA 4F 7E 2E 00 81 00 01 01 2F D0 16 0B 15 15 00
CC 00 44 01 01 28 02 27 00 FF 01 10 10 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 0C CC 01 9D B8 01 CA 92 CA CE CA C6 CA 01 7D 76 00 81 00 01 01 2F D0 16 0A 15 15 00
CC 00 44 01 01 28 02 27 00 FF 01 10 14 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 0D CC 01 A0 BB 01 CA B0 CA E3 CA E6 CA 77 7D 37 00 81 00 01 01 30 CF 16 0A 17 16 00
CC 00 44 01 01 28 02 27 00 FF 01 10 18 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 0E CC 01 A4 BE 01 CA F3 CB 19 CB 17 CB 06 7D 44 00 81 00 01 01 35 CA 16 0A 1B 1B 00
CC 00 44 01 01 28 02 27 00 FF 01 10 14 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 0F CC 01 A4 BF 01 CB 2D CB 3C CB 49 CB 39 7D BF 00 80 00 01 01 37 C8 16 0A 1D 1D 00
CC 00 44 01 03 27 04 29 00 FF 01 10 20 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 10 CC 01 A4 C0 01 CB 2B CB 37 CB 51 CB 49 7F 69 00 80 00 00 01 39 C6 16 0A 1E 1F 00
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C0 00 44 01 03 27 04 29 00 FF 01 10 24 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 11 CC 01 A7 C1 01 CB 42 CB 41 CB 4E CB 4A 80 3B 00 80 00 00 01 3B C4 16 0A 20 21 00
C0 00 44 01 03 27 04 29 00 FF 01 10 14 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 12 CC 01 A6 C2 01 CB 4E CB 50 CB 58 CB 50 7F D0 00 81 00 01 01 3E C1 2D 16 2C 24 18
C0 00 44 01 03 27 04 29 00 FF 01 0F F8 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 13 CC 01 AA C2 01 CB 66 CB 62 CB 4F CB 4D 7F ED 00 80 00 00 01 62 9E 16 0B 64 47 00
C0 00 44 01 03 27 04 29 00 FF 01 10 08 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 14 CC 01 A9 C2 01 CB 67 CB 65 CB 49 CB 44 80 18 00 80 00 00 01 DC 23 BD 5E 77 C2 C1
C0 00 44 01 03 27 04 29 00 FF 01 10 08 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 15 CC 01 AA C2 01 CB 5F CB 65 CB 40 CB 40 80 18 00 80 00 00 01 DC 23 E9 74 77 C2 C4
C0 00 44 01 03 27 04 29 00 FF 01 10 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 16 CC 01 A9 C1 01 CB 5E CB 5D CB 39 CB 33 80 1F 00 80 00 00 01 DC 23 E9 74 78 C2 C4
C0 00 44 01 03 27 04 29 00 FF 01 10 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 17 CC 01 A8 C0 01 CB 47 CB 53 CB 35 CB 31 80 4B 00 80 00 00 01 DC 23 E9 74 76 C2 C4
C0 00 44 01 03 27 04 29 00 FF 01 10 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 18 CC 01 A8 C0 01 CB 4A CB 44 CB 2E CB 32 80 3C 00 80 00 00 01 DC 23 E9 74 78 C2 C4
C0 00 44 01 03 27 04 29 00 FF 01 10 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 19 CC 01 A7 BF 01 CB 43 CB 40 CB 2B CB 27 80 22 00 80 00 00 01 DC 23 E9 74 77 C2 C4
C0 00 44 01 01 28 02 27 00 FF 01 10 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 1A CC 01 A7 BF 01 CB 3C CB 3E CB 25 CB 24 80 09 00 80 00 00 01 DC 23 E9 74 79 C2 C4
C0 00 44 01 01 28 02 27 00 FF 01 10 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 1B CC 01 A7 BF 01 CB 39 CB 37 CB 19 CB 1A 7F FF 00 80 00 00 01 DC 23 E9 74 76 C2 C4
C0 00 44 01 01 28 02 27 00 FF 01 10 04 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 1C CC 01 A7 BE 01 CB 2E CB 37 CB 18 CB 12 7F EE 00 80 00 00 01 DC 23 E9 74 78 C2 C4
C0 00 44 01 01 28 02 27 00 FF 01 10 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 1D CC 01 A6 BE 01 CB 2C CB 25 CB 0E CB 09 80 05 00 80 00 00 01 DC 23 E9 74 79 C2 C4
C0 00 44 01 01 28 02 27 00 FF 01 10 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 1E CC 01 A6 BD 01 CB 2B CB 25 CB 09 CB 08 80 1E 00 80 00 00 01 DC 23 E9 74 78 C2 C4
C0 00 44 01 01 28 02 27 00 FF 01 10 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 1F CC 01 A5 BD 01 CB 16 CB 1E CB 04 CA FF 80 4B 00 80 00 00 01 DC 23 E9 74 77 C2 C4
C0 00 44 01 01 28 02 27 00 FF 01 0F FC 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 20 CC 01 A5 BC 01 CB 11 CB 0D CA F9 CA FD 80 8C 00 80 00 00 01 DC 23 E9 74 7A C2 C4
C0 00 44 01 01 28 02 27 00 FF 01 0F F8 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 21 CC 01 A5 BC 01 CB 0D CB 0C CA F2 CA F0 80 98 00 80 00 00 01 DC 23 E9 73 78 C2 C4
C0 00 44 01 01 28 02 27 00 FF 01 0F F8 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 22 CC 01 A5 BC 01 CB 11 CB 11 CA E8 CA E5 80 65 00 80 00 00 01 DC 23 E9 73 77 C2 C4
C0 00 44 01 01 28 02 27 00 FF 01 0F F4 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 23 CC 01 A3 BB 01 CB 01 CB 02 CA E0 CA E4 80 6C 00 80 00 00 01 DC 23 E9 74 78 C2 C4
C0 00 44 01 03 27 04 29 00 FF 01 0F F4 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 24 CC 01 A3 BA 01 CA ED CA F1 CA DB CA DD 80 7E 00 80 00 00 01 DC 23 E9 74 76 C2 C4
C0 00 44 01 03 27 04 29 00 FF 01 0F F4 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 25 CC 01 A3 BA 01 CA F4 CA F4 CA D4 CA D1 80 B2 00 80 00 00 01 DC 23 E9 74 7A C2 C4
C0 00 44 01 03 27 04 29 00 FF 01 0F F4 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 26 CC 01 A3 BA 01 CA F2 CA F2 CA C5 CA C8 80 B2 00 80 00 00 01 DC 23 E9 74 77 C2 C4
C0 00 44 01 03 27 04 29 00 FF 01 0F F4 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 27 CC 01 A2 B9 01 CA DF CA DF CA BE CA C4 80 AF 00 80 00 00 01 DC 23 E9 74 77 C2 C4
C0 00 44 01 03 27 04 29 00 FF 01 0F F0 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
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71 02 01 28 CC 01 A1 B8 01 CA D6 CA D7 CA BC CA BB 80 B2 00 80 00 00 01 DC 23 E9 74 79 C2 C4
C0 00 44 01 03 27 04 29 00 FF 01 0F F0 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 29 CC 01 A1 B8 01 CA D4 CA D0 CA B7 CA BA 80 E5 00 80 00 00 01 DC 23 E9 74 78 C2 C4
C0 00 44 01 03 27 04 29 00 FF 01 0F EC 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 2A CC 01 A0 B7 01 CA C5 CA C5 CA AA CA B4 80 FE 00 80 00 00 01 DC 23 E9 74 78 C2 C4
C0 00 44 01 03 27 04 29 00 FF 01 0F EC 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 2B CC 01 A0 B7 01 CA C0 CA C3 CA A2 CA A5 81 18 00 80 00 00 01 DC 23 E9 74 78 C2 C4
C0 00 44 01 03 27 04 29 00 FF 01 0F EC 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 2C CC 01 A0 B6 01 CA B9 CA B4 CA 97 CA 9C 81 14 00 80 00 00 01 DC 23 E9 74 79 C2 C4
C0 00 44 01 03 27 04 29 00 FF 01 0F EC 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 2D CC 01 9F B6 01 CA BB CA B9 CA 92 CA 9A 81 12 00 80 00 00 01 DC 23 E9 74 7A C2 C4
C0 00 44 01 01 28 02 27 00 FF 01 0F EC 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 2E CC 01 9F B5 01 CA A8 CA AF CA 86 CA 90 81 2C 00 80 00 00 01 DC 23 E9 74 79 C2 C4
C0 00 44 01 01 28 02 27 00 FF 01 0F EC 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 2F CC 01 9F B5 01 CA AA CA A7 CA 83 CA 86 81 18 00 80 00 00 01 DC 23 E9 74 7A C2 C4
C0 00 44 01 01 28 02 27 00 FF 01 0F EC 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 30 CC 01 9E B4 01 CA 9F CA 9C CA 7B CA 7D 80 F6 00 80 00 00 01 DC 23 E9 74 77 C2 C4
C0 00 44 01 01 28 02 27 00 FF 01 0F E8 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 01 31 CC 01 9E B3 01 CA 94 CA 91 CA 76 CA 7E 80 E5 00 80 00 00 01 DC 23 E9 74 7A C2 C4
C0 00 44 01 01 28 02 27 00 FF 01 0F E8 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

71 02 FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
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71 02 FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
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71 02 FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
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71 02 FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
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71 02 FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF

71 02 FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
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71 02 FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF

71 02 FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
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71 02 FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
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71 02 FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF

71 02 FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
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71 02 FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF

71 02 FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF

71 02 FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
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71 02 FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
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71 02 FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
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71 02 FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
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71 02 FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
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71 02 FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
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71 02 FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
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## Disclaimer of Liability

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52000085274  5000-9832:  SHP 6K PM      M6027    TECO CNF  GMPS MACM PRC

VW     7707486       600
5R1-CRUISR-005400-5010 Police Sedan 4dr.
51068161
15440056      5000-9832:  SHP 6K PM
0010       SHP:  6000 Mile Service       TECHWORK 5400

    0010 0019213195                                                  1.500

0020       Flash pcm                     TECHWORK 5400

    0020 0019241852                                                  1.000
    156004760          FILTER, OIL - 97/01
    159000069          ENGINE OIL, SAE 5W20  LUBE EDIT TYPE 2
    137010460          SOLVENT AND ANTI-FREEZE WASHER

156004760          5400                 1  EA  11/05/2009 261       2.17
159000069          5400             7.000  QT  11/05/2009 261      11.80
137010460          5400                 1  EA  11/05/2009 261       1.45
400                 COIN                        3.62                3.62
                0.00                  0.00                  0.00   3.62
                3.62  USD
402                 COIN                       11.80               11.80
                0.00                  0.00                  0.00  11.80
               11.80  USD
615                 RKL                        60.00                0.00
                0.00                  0.00                  0.00  60.00
                0.00  USD

52000087424  5000-9832:  SHP 6K PM      M11730   TECO CNF  GMPS MACM PRC

VW     7707486       600
5R1-CRUISR-005400-5010 Police Sedan 4dr.
51068161
15627333      5000-9832:  SHP 6K PM
0010       SHP:  6000 Mile Service       TECHWORK 5400

    0010 0019805955                                                  1.500

0020        R&R Tires                    TECHWORK 5400

    0020 0019868795                                                  2.500
    156004760          FILTER, OIL - 97/01
    159000069          ENGINE OIL, SAE 5W20  LUBE EDIT TYPE 2
    137010460          SOLVENT AND ANTI-FREEZE WASHER
    150004644          TIRE, GOODYEAR EAGLE RSA
    155011015          CLEANER, BRAKE  H.P.    M7-20

0030       Flash pcm                     TECHWORK 5400

    0030 0019868796                                                  1.000

156004760          5400                 1  EA  02/03/2010 261       2.13
159000069          5400             7.000  QT  02/03/2010 261      10.16
137010460          5400                 1  EA  02/03/2010 261       1.45
150004644          5400                 5  EA  02/03/2010 261     543.06
155011015          5400                 1  EA  02/03/2010 261       2.08
400                 COIN                       548.72              548.71
                0.00                  0.00                  0.00  *8.72
               548.71  USD
402                 COIN                       10.16               10.16
                0.00                  0.00                  0.00  10.16
               10.16  USD
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 615                RKL                          120.00                0.00
                0.00                  0.00                  0.00   *0.00
                0.00  USD

52000089525  9832  18K PM D253 Goodnight  M18182 TECO CNF  GMPS MACM PRC

 VW    7707486      600
 5R1-CRUISR-005400-5010 Police Sedan 4dr.
 51068161
 15839366      5000-9832:  SHP 6K PM
 0010      SHP:  6000 Mile Service       TECHWORK 5400

    0010 0020449518                                                  1.500

 0020      NCSEI                         TECHWORK 5400

    0020 0020512529                                                  1.000
    156004760          FILTER, OIL - 97/01
    159000069          ENGINE OIL, SAE 5W20  LUBE EDIT TYPE 2
    137010460          SOLVENT AND ANTI-FREEZE WASHER
    156006399          PAD,  BRAKE RR. 06 DODGE CHARGER
    155011015          CLEANER, BRAKE  H.P.    M7-20

 0030       R&R Rear Pads &  Trn. rotors TECHWORK 5400

    0030 0020512530                                                  2.000

 156004760          5400                  1  EA  04/29/2010 261       2.08
 159000069          5400              7.000  QT  04/29/2010 261      10.39
 137010460          5400                  1  EA  04/29/2010 261       1.45
 156006399          5400                  1  EA  04/29/2010 261      36.58
 155011015          5400                  1  EA  04/29/2010 261       2.09
 400                COIN                          42.20              42.20
                0.00                  0.00                  0.00   42.20
               42.20  USD
 402                COIN                          10.39              10.39
                0.00                  0.00                  0.00   10.39
               10.39  USD
 615                RKL                          114.00                0.00
                0.00                  0.00                  0.00   *4.00
                0.00  USD
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CL-17
Page 1
Rev. 12/04

North Carolina
State Highway Patrol

# EQUIPMENT REPAIR AND PARTS ORDER

| | | | |
|---|---|---|---|
| Ro/No. 57 09701 | Shop: 5400 | Vehicle P. N. 9832 | License: SHP- |
| WS: 4906423495 | Meter: 96 | Make and Model: 09 Dodge | Agency: 19000 |
| Date Received (mm/dd/yyyy): 7-28-09 | | Time: 1600 | |
| Radio Call No. D- 253 | | Assigned To: Goodnight | |
| Repair Authorization No. | | Serial No. | |

| Repairs Performed | RC | E/Hrs. | A/Hrs. | Mech. | A/Hrs. | Mech. |
|---|---|---|---|---|---|---|
| New Car Prep - (Barlight) gold | | | 10.0 | | | |
| Install L/O Switch | | | .5 | | | |
| Install All Safety Equipment | | | 1.0 | | | |
| Mount Bar light | | | 1.0 | | | |
| Deliv 8-19-09 | | | | | | |
| RD/Miles: x 0.04 = Hours + Part/P./Hours: | 98 | | | | | |
| Total Hours: | | | | | Amount: | |

**Parts Used**

| Qty. | Unit | CL-S/No. | Mfg./No. | Description | I | Price | CD | Amount |
|---|---|---|---|---|---|---|---|---|
| 1 | | | 156004243 | Decal Kit | ☐ | | ☐ | |
| 1 | | | 156007904 | L/O Switch | ☐ | | ☐ | |
| 2 | | | 156004068 | Decal | ☐ | | ☐ | |
| 1 | | | 137011289 | Double side tape 7/8" | ☐ | | ☐ | |
| 1 | | | 137011288 | Double side tape 1/2" | ☐ | | ☐ | |
| 2 | | | 153000890 | Mirror Adhesive | ☐ | | ☐ | |
| 1 | | | 156008755 | Wheel | ☐ | | ☐ | |
| 1 | | | 150004644 | Tire | ☐ | | ☐ | |
| | | | | | ☐ | | ☐ | |
| | | | | | ☐ | | ☐ | |
| | | | | | ☐ | | ☐ | |
| | | | | | ☐ | | ☐ | |
| | | | | | ☐ | | ☐ | |
| | | | | | ☐ | | ☐ | |
| | | | | | ☐ | | ☐ | |
| | | | | Total Parts: | | | | |

**Sublet Repairs**

| Qty. | R/C | Standard R/C Description | Additional Description | S | Price | CD | Amount |
|---|---|---|---|---|---|---|---|
| | | | | ☐ | | ☐ | |
| | | | | ☐ | | ☐ | |
| | | | | ☐ | | ☐ | |
| | | | Total Sublet: | | | | |

Supervisor:

User: Date: Grand Total:

**ORDER #** 57000009701
**EQ/INV.#** 5000-9832
**YEAR** 2009
**START DATE** 08/27/2009
**CREATED BY** 7KDWRIGHT
**CAUSE**
**PM ACT. TYPE** Full Service

**PLANT** SHP Garage Greensboro (DX) **DOT SHOP**
**SAP EQ.#** 51068161
**MAKE** DODGE
**LIC PLATE** SHP1088
**CREATED ON** 08/27/2009

**METER READING** 546.0 MI
**MODEL** CHARGER
**VIN #** 2B3KA43T79H607686
**TECO DATE/TIME** 08/27/2009 14:50:22

## WORK DESCRIPTION

9832 New Car Prep

| OPERATION | SHORT DESCRIPTION | | LABOR RATE | VMRS CODE |
|---|---|---|---|---|
| 0010 | 9832 New Car Prep | | 24.00 | |
| PERSONNEL NO./DESCRIPTION | 07707681 | FREDERICK P MIER | | |
| WORK PER OP STEP | 10.000 | ACTUAL FINISH 08/27/2009 | | |

| OPERATION | SHORT DESCRIPTION | | LABOR RATE | VMRS CODE |
|---|---|---|---|---|
| 0020 | Mt. Barlight | | 24.00 | |
| PERSONNEL NO./DESCRIPTION | 07707403 | JEFFREY B NEWELL | | |
| WORK PER OP STEP | 1.000 | ACTUAL FINISH 08/27/2009 | | |

| OPERATION | SHORT DESCRIPTION | | LABOR RATE | VMRS CODE |
|---|---|---|---|---|
| 0030 | Install lockout switch | | 24.00 | |
| PERSONNEL NO./DESCRIPTION | 07707403 | JEFFREY B NEWELL | | |
| WORK PER OP STEP | 1.000 | ACTUAL FINISH 08/27/2009 | | |

| OPERATION | SHORT DESCRIPTION | | LABOR RATE | VMRS CODE |
|---|---|---|---|---|
| 0040 | Install all safety Eq. | | 24.00 | |
| PERSONNEL NO./DESCRIPTION | 07707681 | FREDERICK P MIER | | |
| WORK PER OP STEP | 1.000 | ACTUAL FINISH 08/27/2009 | | |

## ACTUAL COST

| | | | |
|---|---|---|---|
| INT. LABOR | 312.00 | EXT. LABOR SERVI | 0.00 |
| INT. MATERIAL | 406.60 | EXT. MATERIAL | 0.00 |
| INT. SERVICES | 0.00 | MISC. | 0.00 |
| FUEL | 0.00 | OIL | 0.00 |
| TIRES | 0.00 | OVERHEAD | 0.00 |
| Total Cost | | 718.60 | |

| *MAT.#* / *Movement Type* | *DESCRIPTION* / *Good Movement Indicator* | *QTY* / *U/M* | *PO PRICE* | *Vendor Num* / *SLOC* |
|---|---|---|---|---|
| 156004243 | DECAL KIT, BLACK COMPLETE 08 C | 1.000 | | |
| 261 | Planned goods issue | EA | 75.63 | 5400 |
| 156007904 | SWITCH, ANTI-THEFT SYSTEM, 08/ | 1.000 | | |
| 261 | Planned goods issue | EA | 87.99 | 5400 |

| MAT.# / Movement Type | DESCRIPTION / Good Movement Indicator | QTY / U/M | PO PRICE | Vendor Num / SLOC |
|---|---|---|---|---|
| 156004068 | DECAL, RT-LT FRONT DOOR S/TROO | 2.000 | | |
| 261 | Planned goods issue | EA | 11.06 | 5400 |
| 137011289 | TAPE, BODY MOLDING | 1.000 | | |
| 261 | Planned goods issue | EA | 27.06 | 5400 |
| 137011288 | TAPE, BODY MOLDING - DOUBLE SI | 1.000 | | |
| 261 | Planned goods issue | EA | 16.53 | 5400 |
| 153000890 | ADHESIVE,REAR V/MIRROR | 2.000 | | |
| 261 | Planned goods issue | EA | 2.83 | 5400 |
| 156008755 | WHEEL, STEEL 18"X7.5" | 1.000 | | |
| 261 | Planned goods issue | EA | 72.49 | 5400 |
| 150004644 | TIRE, GOODYEAR EAGLE RSA | 1.000 | | |
| 261 | Planned goods issue | EA | 108.64 | 5400 |
| 133001525 | CLEANER, GLASS WITH AMMONIA (1 | 1.000 | | |
| 261 | Planned goods issue | EA | 1.62 | 5400 |
| 133001910 | CLEANER, TIRE WHITE | 1.000 | | |
| 261 | Planned goods issue | EA | 2.75 | 5400 |

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# EQUIPMENT REPAIR AND PARTS ORDER

| | | | |
|---|---|---|---|
| Ro/No. 52-85274 | Shop: 5400 | Vehicle P. N. 9832 | License: SHP- 1088 |
| WS: 4906631339 | Meter: 6027 | Make and Model: 09 Dod | Agency: 19000 |
| Date Received (mm/dd/yyyy): 11-5-09 | | Time: 10:30 | |
| Radio Call No. D- 253 | | Assigned To: Goodnight | |
| Repair Authorization No. | | Serial No. | |

| Repairs Performed | RC | E/Hrs. | A/Hrs. | Mech. | A/Hrs. | Mech. |
|---|---|---|---|---|---|---|
| 6000 PM | | | 1.5 | R | | |
| | | | | | | |
| Reflash | | | 1.0 | R | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| RD/Miles: x 0.04 = Hours + Part/P./Hours: | 98 | | | | | |
| | Total Hours: | | | | Amount: | |

**Parts Used**

| Qty. | Unit | CL-S/No. | Mfg./No. | Description | I | Price | CD | Amount |
|---|---|---|---|---|---|---|---|---|
| 1 | | | 1560047600 | Filter | ☐ | | ☐ | |
| 7 | | | 1590000069 | oil | ☐ | | ☐ | |
| 1 | | | 137010460 | Solid | ☐ | | ☐ | |
| | | | | | ☐ | | ☐ | |
| | | | | | ☐ | | ☐ | |
| | | | | | ☐ | | ☐ | |
| | | | | | ☐ | | ☐ | |
| | | | | | ☐ | | ☐ | |
| | | | | | ☐ | | ☐ | |
| | | | | | ☐ | | ☐ | |
| | | | | | ☐ | | ☐ | |
| | | | | | ☐ | | ☐ | |
| | | | | | ☐ | | ☐ | |
| | | | | | ☐ | | ☐ | |
| | | | | | ☐ | | ☐ | |
| | | | | Total Parts: | | | | |

**Sublet Repairs**

| Qty. | R/C | Standard R/C Description | Additional Description | S | Price | CD | Amount |
|---|---|---|---|---|---|---|---|
| | | | | ☐ | | ☐ | |
| | | | | ☐ | | ☐ | |
| | | | | ☐ | | ☐ | |
| Supervisor: | | | Total Sublet: | | | | |
| User: | | Date: | Grand Total: | | | | |

North Carolina
State Highway Patrol

# 6,000 MILES MAINTENANCE SCHEDULE

All checks should be made in accordance with the NC Highway Patrol Preventive Maintenance Program.

| Refinish | 6,000 | 12,000 | 18,000 | 24,000 | 30,000 | 36,000 | 42,000 | 48,000 | 54,000 | 60,000 | 66,000 | 72,000 | 78,000 | 84,000 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Change engine oil, check for leaks, change filter, check belts, hoses, and exhaust system. | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Check all fluids levels (eng., trans-diff., washer solution, Freon, brake, power steering). Repair all leaks. | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Check tire pressure, wear pattern, rotate and balance, align front end as needed. Inspect brake linings and repair as needed. | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Check wiper blades. Service lights and emergency equipment. | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Check critical components, heatshields, hoses, etc. for breakdown or damage. Replace as needed. | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Check steering system components. | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Check heating and cooling systems for leaks, hose damage, etc. Check switches and valves. | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Replace air cleaner as needed. | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Check shocks, control arms, ball joints, lubricate all joint fittings, hinges, and latches. | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Check safety equipment (fire extinguisher, seat belts, flashers, and horn). | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Service brakes, pull all wheels, pack bearings, inspect lines and hoses. Replace and repair as needed. | | | | X | | | | X | | | | X | | |
| Change automatic transmission fluid. Replace screen and gasket. | | | | | X | | | | | X | | | | |
| Check electronic self-diagnostic system of vehicle. Correct trouble codes as needed. | | | | X | | | | X | | | | X | | |
| Check start circuit, cranking voltage, alternator output, and hood test battery. | | X | | X | | X | | X | | X | | X | | X |

Mechanic: Wyrick
Make of Equipment: Ford/Dodge/Chevy
Vehicle Identification Number:
License Number: SHP 1088
Operator: Woodruff

Garage: Greensboro
Year Model: 09 Speedometer Reading: 98 6027
P.N. ~~1832~~
Call Number: D-253
Date: 11-5-09

This form is to be used with CL-17. Mechanic should check off each required maintenance as completed.

EQRA COMPUTER ENTRIES: FOR ALL MAINTENANCE CODES, ENTER "05 PMA" + MILEAGE.

**ORDER #** 52000085274
**EQ/INV.#** 5000-9832
**YEAR** 2009
**START DATE** 12/15/2009
**CREATED BY** IP1020091102
**CAUSE** Preventive Maintenance
**PM ACT. TYPE** Scheduled PM

**PLANT** SHP Garage Greensboro (DX) **DOT SHOP**
**SAP EQ.#** 51068161
**MAKE** DODGE
**LIC PLATE** SHP1088
**CREATED ON** 11/02/2009

**METER READING** 6027.0 MI
**MODEL** CHARGER
**VIN #** 2B3KA43T79H607686
**TECO DATE/TIME** 11/05/2009 11:07:10

## WORK DESCRIPTION

5000-9832: SHP 6K PM M6027

| OPERATION | SHORT DESCRIPTION | | LABOR RATE | VMRS CODE |
|---|---|---|---|---|
| 0010 | SHP: 6000 Mile Service | | 24.00 | |
| PERSONNEL NO./DESCRIPTION | 07707719 | RICHARD M WYRICK | | |
| WORK PER OP STEP | 1.500 | ACTUAL FINISH 11/05/2009 | | |

| OPERATION | SHORT DESCRIPTION | | LABOR RATE | VMRS CODE |
|---|---|---|---|---|
| 0020 | Flash pcm | | 24.00 | 043-001-026 |
| PERSONNEL NO./DESCRIPTION | 07707719 | RICHARD M WYRICK | | |
| WORK PER OP STEP | 1.000 | ACTUAL FINISH 11/05/2009 | | |

## ACTUAL COST

| | | | |
|---|---|---|---|
| INT. LABOR | 60.00 | EXT. LABOR SERVI | 0.00 |
| INT. MATERIAL | 3.62 | EXT. MATERIAL | 0.00 |
| INT. SERVICES | 0.00 | MISC. | 0.00 |
| FUEL | 0.00 | OIL | 11.80 |
| TIRES | 0.00 | OVERHEAD | 0.00 |
| Total Cost | | 75.42 | |

| *MAT.#* / *Movement Type* | *DESCRIPTION* / *Good Movement Indicator* | *QTY* / *U/M* | *PO PRICE* | *Vendor Num* / *SLOC* |
|---|---|---|---|---|
| 156004760 | FILTER, OIL - 97/01 | 1.000 | | |
| 261 | Planned goods issue | EA | 2.17 | 5400 |
| 159000069 | ENGINE OIL, SAE 5W20 LUBE EDI | 7.000 | | |
| 261 | Planned goods issue | QT | 11.80 | 5400 |
| 137010460 | SOLVENT AND ANTI-FREEZE WASHER | 1.000 | | |
| 261 | Planned goods issue | EA | 1.45 | 5400 |

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# EQUIPMENT REPAIR AND PARTS ORDER

| | | | |
|---|---|---|---|
| Ro/No. 52 - 87424 | Shop: 5400 | Vehicle P. N. 9832 | License: SHP |
| WS: 4906873584 | Meter: 11730 | Make and Model: DG CH | Agency: 19000 |
| Date Received (mm/dd/yyyy): 2/3/10 | | Time: 0800 | |
| Radio Call No. | | Assigned To: GADDKNIGHT | |
| Repair Authorization No. | | Serial No. | |

| Repairs Performed | RC | E/Hrs. | A/Hrs. | Mech. | A/Hrs. | Mech. |
|---|---|---|---|---|---|---|
| | | | | F | | |
| 12,000 PM | | | | F BR | | |
| | | | | F | | |
| R+R 5 TIRES | | | | F + R | | |
| | | | | F | | |
| REFLASH PCM/TCM | | | | X B | | |
| | | | | F | | |
| | | | | F | | |
| | | | | F | | |
| RD/Miles: x 0.04 = Hours + Part/P./Hours: | 98 | | | F | | |
| | Total Hours: | | | | Amount: | |

**Parts Used**

| Qty. | Unit | CL-S/No. | Mfg./No. | Description | I | Price | CD | Amount |
|---|---|---|---|---|---|---|---|---|
| 1 | | 15600 4760 | | OIL FILTER | ☐ | | ☐ | |
| 7 | | 159000069 | | 5W20 OIL | ☐ | | ☐ | |
| 1 | | 137010460 | | SOLVENT | ☐ | | ☐ | |
| 5 | | 15000 4644 | | TIRES | ☐ | | ☐ | |
| | | | | | ☐ | | ☐ | |
| | | | | | ☐ | | ☐ | |
| | | | | | ☐ | | ☐ | |
| | | | | | ☐ | | ☐ | |
| | | | | | ☐ | | ☐ | |
| | | | | | ☐ | | ☐ | |
| | | | | | ☐ | | ☐ | |
| | | | | | ☐ | | ☐ | |
| | | | | | ☐ | | ☐ | |
| | | | | | ☐ | | ☐ | |
| | | | | | ☐ | | ☐ | |
| | | | | | ☐ | | ☐ | |
| | | | | Total Parts: | | | | |

**Sublet Repairs**

| Qty. | R/C | Standard R/C Description | Additional Description | S | Price | CD | Amount |
|---|---|---|---|---|---|---|---|
| | | | | ☐ | | ☐ | |
| | | | | ☐ | | ☐ | |
| | | | | ☐ | | ☐ | |
| | | | Total Sublet: | | | | |

| | | | |
|---|---|---|---|
| Supervisor: | | | |
| User: | Date: | Grand Total: | |

**ORDER #** 52000087424 **PLANT** SHP Garage Greensboro (DX) **DOT SHOP**
**EQ/INV.#** 5000-9832 **SAP EQ.#** 51068161 **METER READING** 11730.0 MI
**YEAR** 2009 **MAKE** DODGE **MODEL** CHARGER
**START DATE** 03/11/2010 **LIC PLATE** SHP1088 **VIN #** 2B3KA43T79H607686
**CREATED BY** IP1020100126 **CREATED ON** 01/26/2010 **TECO DATE/TIME** 02/03/2010 08:50:58
**CAUSE** Preventive Maintenance
**PM ACT. TYPE** Scheduled PM

## WORK DESCRIPTION

5000-9832: SHP 6K PM M11730

| OPERATION | SHORT DESCRIPTION | | LABOR RATE | VMRS CODE |
|---|---|---|---|---|
| 0010 | SHP: 6000 Mile Service | | 24.00 | |
| PERSONNEL NO./DESCRIPTION | 07707681 | FREDERICK P MIER | | |
| WORK PER OP STEP | 1.500 | ACTUAL FINISH 02/03/2010 | | |

| OPERATION | SHORT DESCRIPTION | | LABOR RATE | VMRS CODE |
|---|---|---|---|---|
| 0020 | R&R Tires | | 24.00 | |
| PERSONNEL NO./DESCRIPTION | 07707403 | JEFFREY B NEWELL | | |
| WORK PER OP STEP | 2.500 | ACTUAL FINISH 02/03/2010 | | |

| OPERATION | SHORT DESCRIPTION | | LABOR RATE | VMRS CODE |
|---|---|---|---|---|
| 0030 | Flash pcm | | 24.00 | 043-001-026 |
| PERSONNEL NO./DESCRIPTION | 07707403 | JEFFREY B NEWELL | | |
| WORK PER OP STEP | 1.000 | ACTUAL FINISH 02/03/2010 | | |

## ACTUAL COST

| | | | |
|---|---|---|---|
| INT. LABOR | 120.00 | EXT. LABOR SERVI | 0.00 |
| INT. MATERIAL | 548.72 | EXT. MATERIAL | 0.00 |
| INT. SERVICES | 0.00 | MISC. | 0.00 |
| FUEL | 0.00 | OIL | 10.16 |
| TIRES | 0.00 | OVERHEAD | 0.00 |
| Total Cost | | 678.88 | |

| *MAT.#* / *Movement Type* | *DESCRIPTION* / *Good Movement Indicator* | *QTY* / *U/M* | *PO PRICE* | *Vendor Num* / *SLOC* |
|---|---|---|---|---|
| 156004760 | FILTER, OIL - 97/01 | 1.000 | | |
| 261 | Planned goods issue | EA | 2.13 | 5400 |
| 159000069 | ENGINE OIL, SAE 5W20 LUBE EDI | 7.000 | | |
| 261 | Planned goods issue | QT | 10.16 | 5400 |
| 137010460 | SOLVENT AND ANTI-FREEZE WASHER | 1.000 | | |
| 261 | Planned goods issue | EA | 1.45 | 5400 |
| 150004644 | TIRE, GOODYEAR EAGLE RSA | 5.000 | | |
| 261 | Planned goods issue | EA | 543.06 | 5400 |

| MAT.# | DESCRIPTION | | QTY | PO | Vendor Num |
|---|---|---|---|---|---|
| Movement Type | Good Movement Indicator | | U/M | PRICE | SLOC |
| 155011015 | CLEANER, BRAKE H.P. | M7-20 | 1.000 | | |
| 261 | Planned goods issue | | EA | 2.08 | 5400 |

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# EQUIPMENT REPAIR AND PARTS ORDER

| | | | |
|---|---|---|---|
| Ro/No 52 - 89525 | Shop: 5400 | Vehicle P. N. 9832 | License: SHP- |
| WS: 4907162232 | Meter: 18182 | Make and Model: 09 Dod | Agency: 19000 |
| Date Received (mm/dd/yyyy): 4-28-10 | | Time: 15:30 | |
| Radio Call No. D-253 NF- | | Assigned To: Goodnight | |
| Repair Authorization No. RICHARD WYRICK DX 41 | | Serial No. | |

| Repairs Performed | RC | E/Hrs. | A/Hrs. | Mech. | A/Hrs. | Mech. |
|---|---|---|---|---|---|---|
| 18000 | | | 1,5 | R | | |
| | | | | | | |
| OIL & FIL | | | 1.0 | R | | |
| | | | | | | |
| Rear Pads & mach Rotors | | | 2.0 | R | | |
| | | | | | | |
| | | | | R | | |
| | | | | | | |
| | | | | R | | |
| RD/Miles: x 0.04 = Hours + Part/P./Hours: | 98 | | | | | |
| | Total Hours: | | | | Amount: | |

**Parts Used**

| Qty. | Unit | CL-S/No. | Mfg./No. | Description | I | Price | CD | Amount |
|---|---|---|---|---|---|---|---|---|
| 1 | | | 15600476 | Filter | ☐ | | ☐ | |
| 7 | | | 15900006 | oil | ☐ | | ☐ | |
| 1 | | | 13701060 | Solvent | ☐ | | ☐ | |
| 1 | | | 15600639 | Rear Pads | ☐ | | ☐ | |
| | | | | | ☐ | | ☐ | |
| | | | | | ☐ | | ☐ | |
| | | | | | ☐ | | ☐ | |
| | | | | | ☐ | | ☐ | |
| | | | | | ☐ | | ☐ | |
| | | | | | ☐ | | ☐ | |
| | | | | | ☐ | | ☐ | |
| | | | | | ☐ | | ☐ | |
| | | | | | ☐ | | ☐ | |
| | | | | | ☐ | | ☐ | |
| | | | | Total Parts: | | | | |

**Sublet Repairs**

| Qty. | R/C | Standard R/C Description | Additional Description | S | Price | CD | Amount |
|---|---|---|---|---|---|---|---|
| | | | | ☐ | | ☐ | |
| | | | | ☐ | | ☐ | |
| | | | | ☐ | | ☐ | |
| Supervisor: | | | Total Sublet: | | | | |
| User: | | Date: | Grand Total: | | | | |

**ORDER #** 52000089525 **PLANT** SHP Garage Greensboro (DX) **DOT SHOP**
**EQ/INV.#** 5000-9832 **SAP EQ.#** 51068161 **METER READING** 18227.0 MI
**YEAR** 2009 **MAKE** DODGE **MODEL** CHARGER
**START DATE** 05/26/2010 **LIC PLATE** SHP1037 **VIN #** 2B3KA43T79H607686
**CREATED BY** IP1020100421 **CREATED ON** 04/21/2010 **TECO DATE/TIME** 04/29/2010 10:08:40
**CAUSE** Preventive Maintenance
**PM ACT. TYPE** Scheduled PM

## WORK DESCRIPTION

9832 18K PM D253 Goodnight M18182

---

| OPERATION | SHORT DESCRIPTION | | LABOR RATE | VMRS CODE |
|---|---|---|---|---|
| 0010 | SHP: 6000 Mile Service | | 24.00 | |
| PERSONNEL NO./DESCRIPTION | 07707719 | RICHARD M WYRICK | | |
| WORK PER OP STEP | 1.500 | ACTUAL FINISH 04/29/2010 | | |

---

| OPERATION | SHORT DESCRIPTION | | LABOR RATE | VMRS CODE |
|---|---|---|---|---|
| 0020 | NCSEI | | 30.00 | |
| PERSONNEL NO./DESCRIPTION | 07707719 | RICHARD M WYRICK | | |
| WORK PER OP STEP | 1.000 | ACTUAL FINISH 04/29/2010 | | |

---

| OPERATION | SHORT DESCRIPTION | | LABOR RATE | VMRS CODE |
|---|---|---|---|---|
| 0030 | R&R Rear Pads & Trn. rotors | | 24.00 | |
| PERSONNEL NO./DESCRIPTION | 07707719 | RICHARD M WYRICK | | |
| WORK PER OP STEP | 2.000 | ACTUAL FINISH 04/29/2010 | | |

---

## ACTUAL COST

| | | | |
|---|---|---|---|
| INT. LABOR | 114.00 | EXT. LABOR SERVI | 0.00 |
| INT. MATERIAL | 42.20 | EXT. MATERIAL | 0.00 |
| INT. SERVICES | 0.00 | MISC. | 0.00 |
| FUEL | 0.00 | OIL | 10.39 |
| TIRES | 0.00 | OVERHEAD | 0.00 |
| Total Cost | | 166.59 | |

| *MAT.#* / *Movement Type* | *DESCRIPTION* / *Good Movement Indicator* | *QTY* / *U/M* | *PO PRICE* | *Vendor Num* / *SLOC* |
|---|---|---|---|---|
| 156004760 / 261 | FILTER, OIL - 97/01 / Planned goods issue | 1.000 EA | 2.08 | 5400 |
| 159000069 / 261 | ENGINE OIL, SAE 5W20 LUBE EDI / Planned goods issue | 7.000 QT | 10.39 | 5400 |
| 137010460 / 261 | SOLVENT AND ANTI-FREEZE WASHER / Planned goods issue | 1.000 EA | 1.45 | 5400 |
| 156006399 / 261 | PAD, BRAKE RR. 06 DODGE CHARG / Planned goods issue | 1.000 EA | 36.58 | 5400 |

| MAT.# | DESCRIPTION | | QTY | PO | Vendor Num |
|---|---|---|---|---|---|
| Movement Type | Good Movement Indicator | | U/M | PRICE | SLOC |
| 155011015 | CLEANER, BRAKE H.P. | M7-20 | 1.000 | | |
| 261 | Planned goods issue | | EA | 2.09 | 5400 |

**North Carolina Highway Patrol**
**Collision Reconstruction**

# Vehicle Inspection Work Sheet

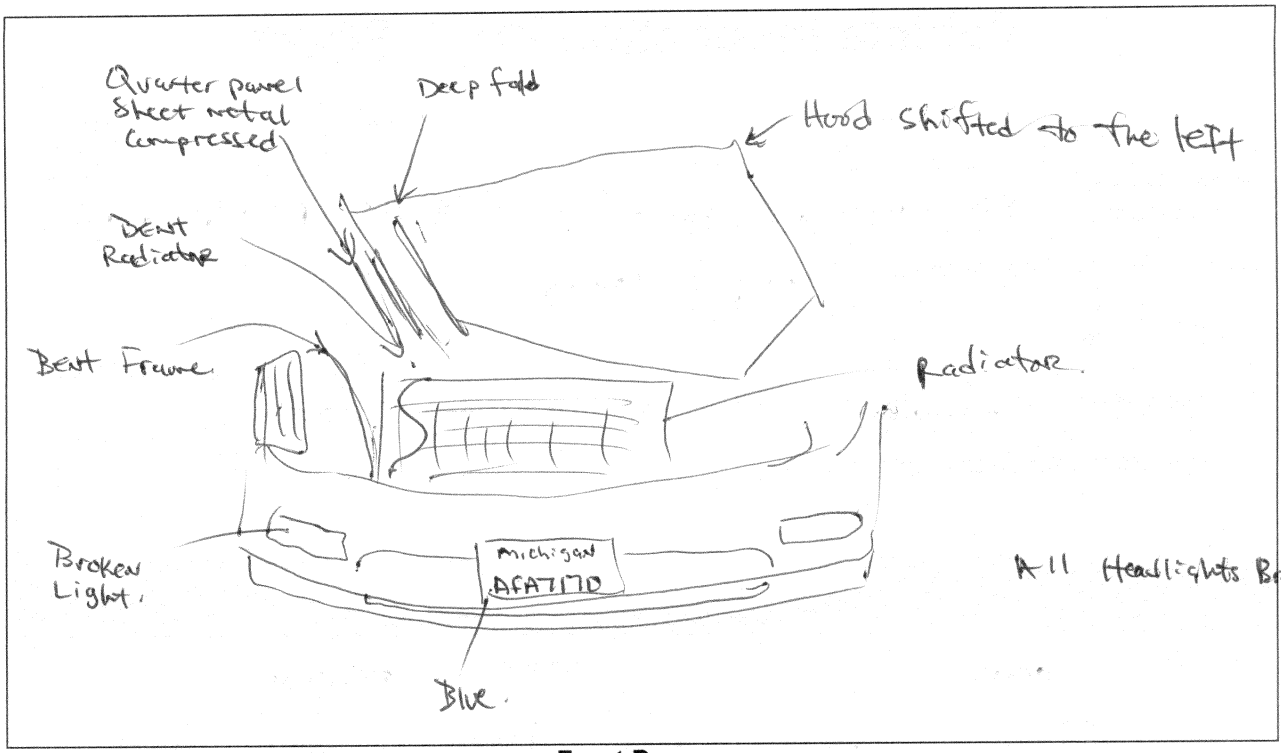
Type of Inspection ☐ Warrant ☐ Court Order ☒ Custody ☐ Permission

| | | | |
|---|---|---|---|
| **Date/ Time of inspection:** | 5-25-2010 . Tues . 0836 | **Inspected By:** | R139 , R146 , R124 |
| **Inspection Location/ Address:** | Troop D Garage. | | |
| **File Number:** | | | |
| **Date of Event:** | 5-23-2010 | **Location of Event:** | 1529 |
| **Others present at inspection:** | | | |

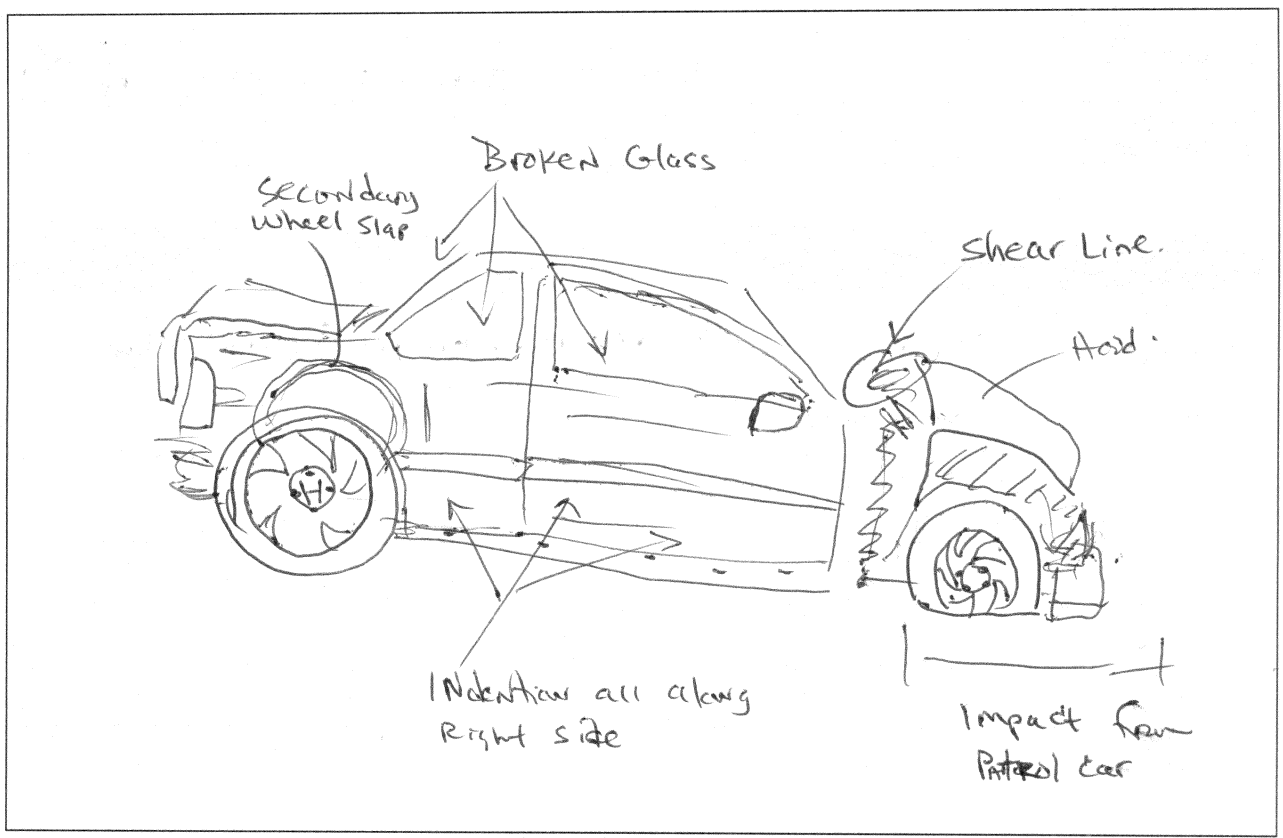
| **Vehicle Identification Information** | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Make:** | Honda | | | **Model:** | Accord | | |
| **Year:** | 1995 | **Doors:** | 2 | **Exterior Color:** | Burg | **Interior Color** | Gray |
| **VIN Number:** | | | | | | | |
| **VIN obtained from** | | | | **License #:** | ZNW4415 | **State:** | NC 10/10 |
| **Mfr sticker information:** | | | | | | | |

| **Notes/ Summary:** |
|---|
| mileage - 260772 - with Red maintenance Rg indicator |
| |
| |
| |
| |
| |
| |
| |
| |

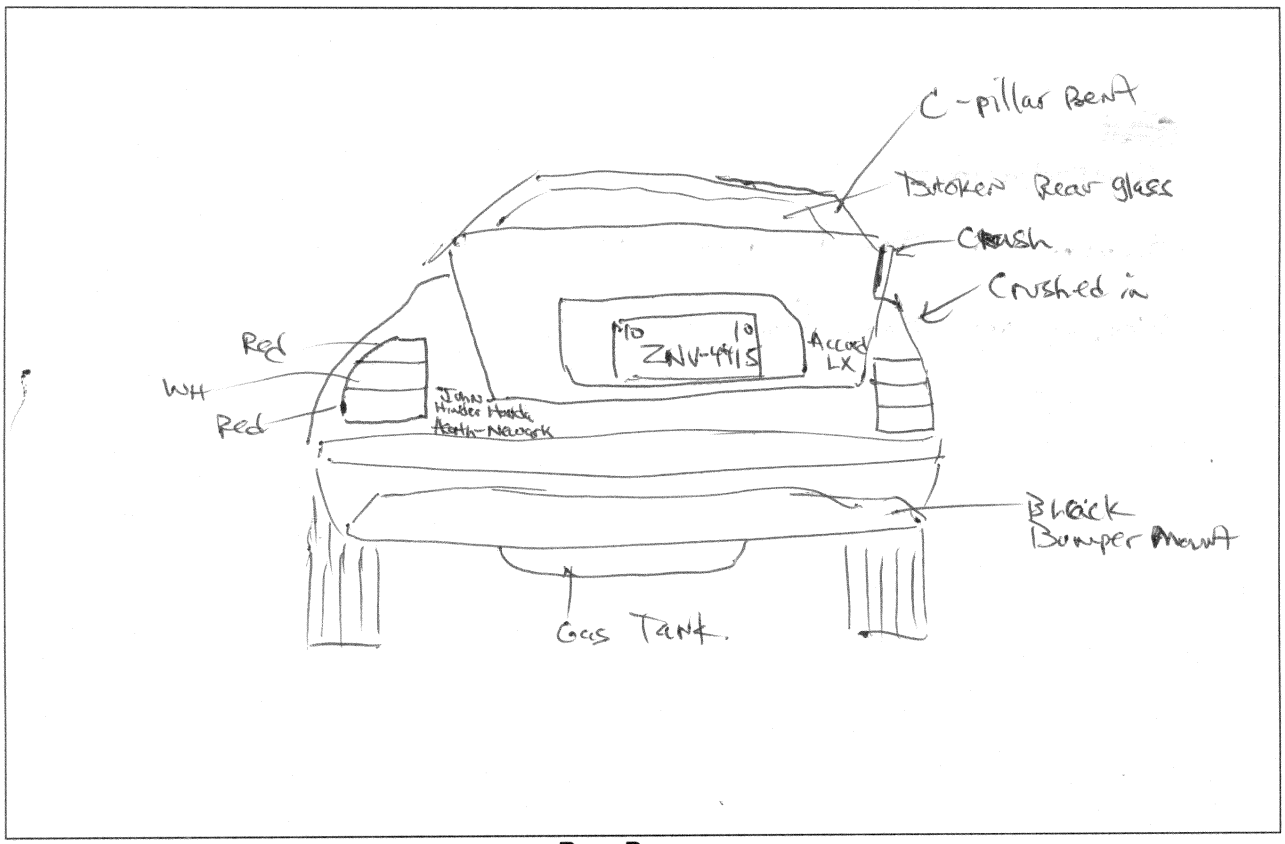
## Vehicle Damage



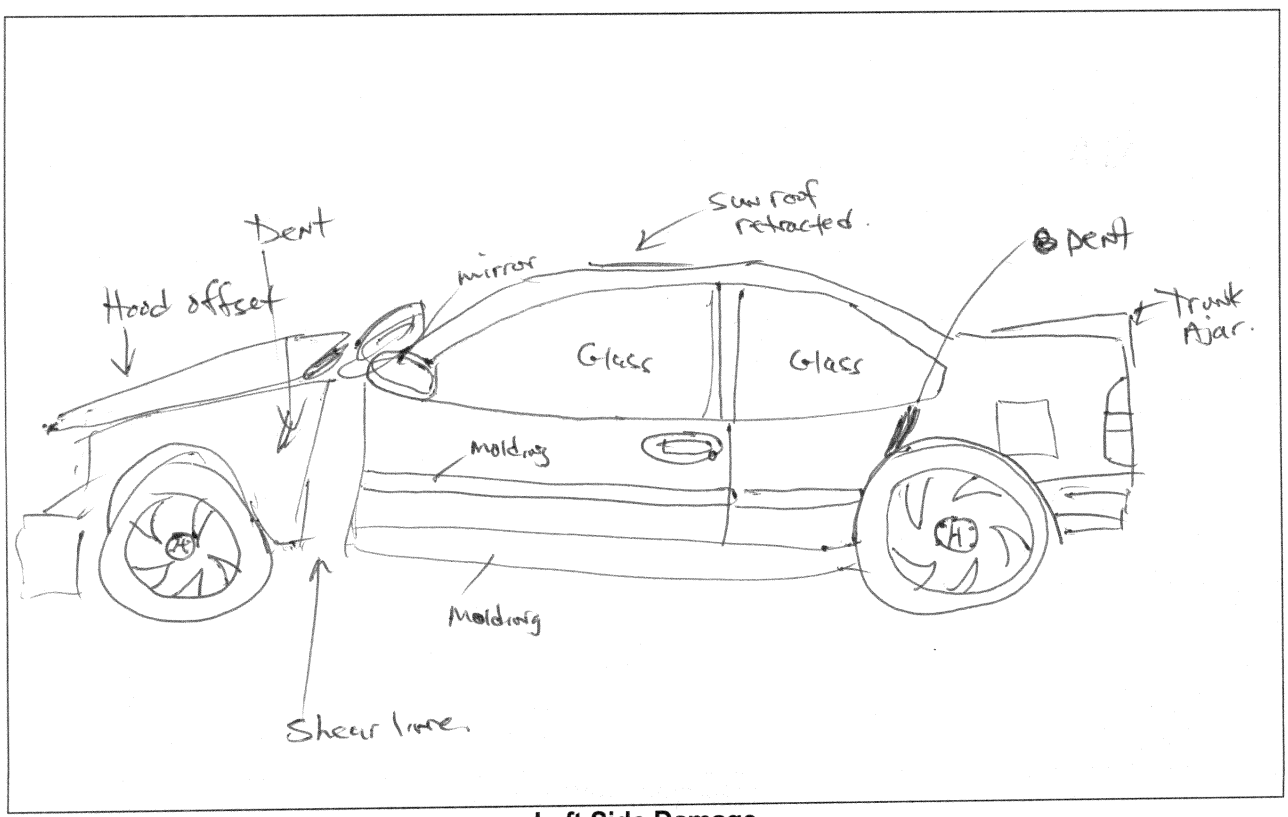

**Front Damage**



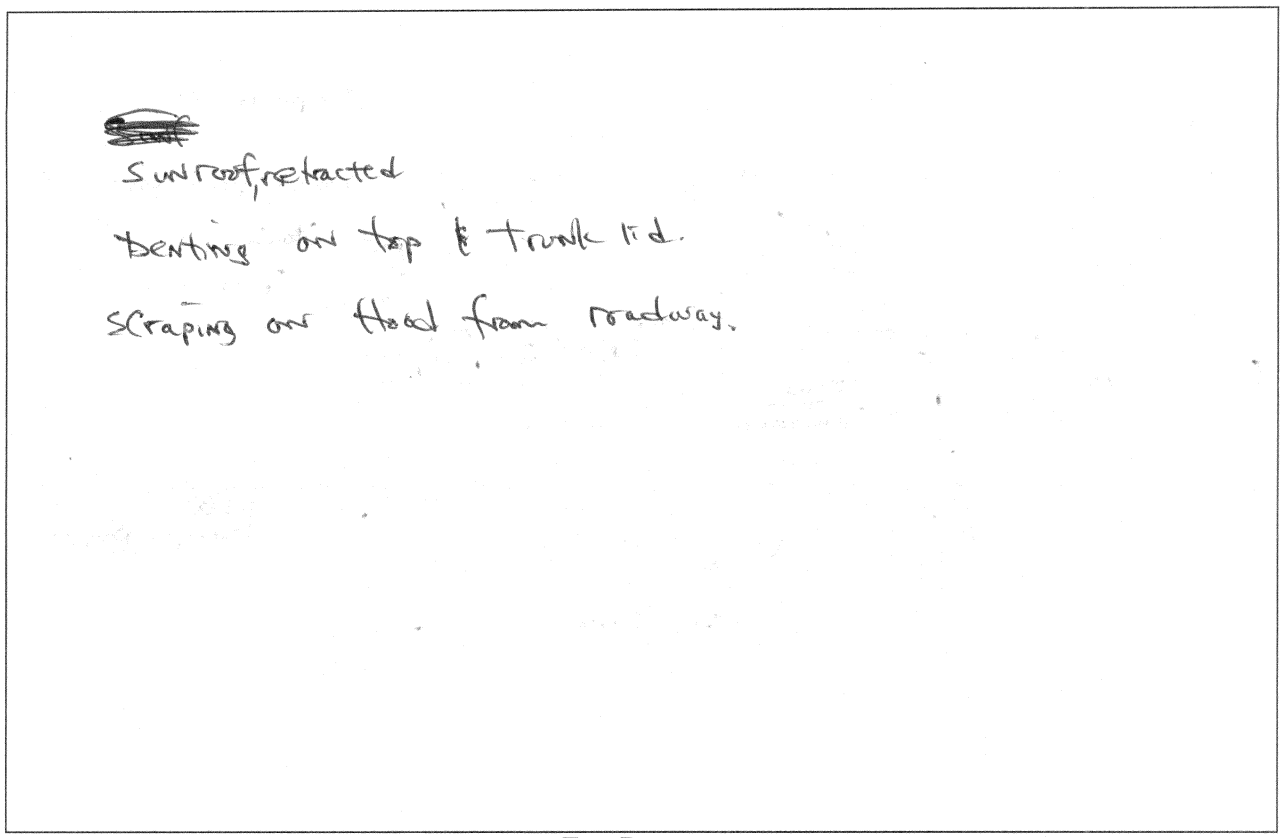

**Right Side Damage**



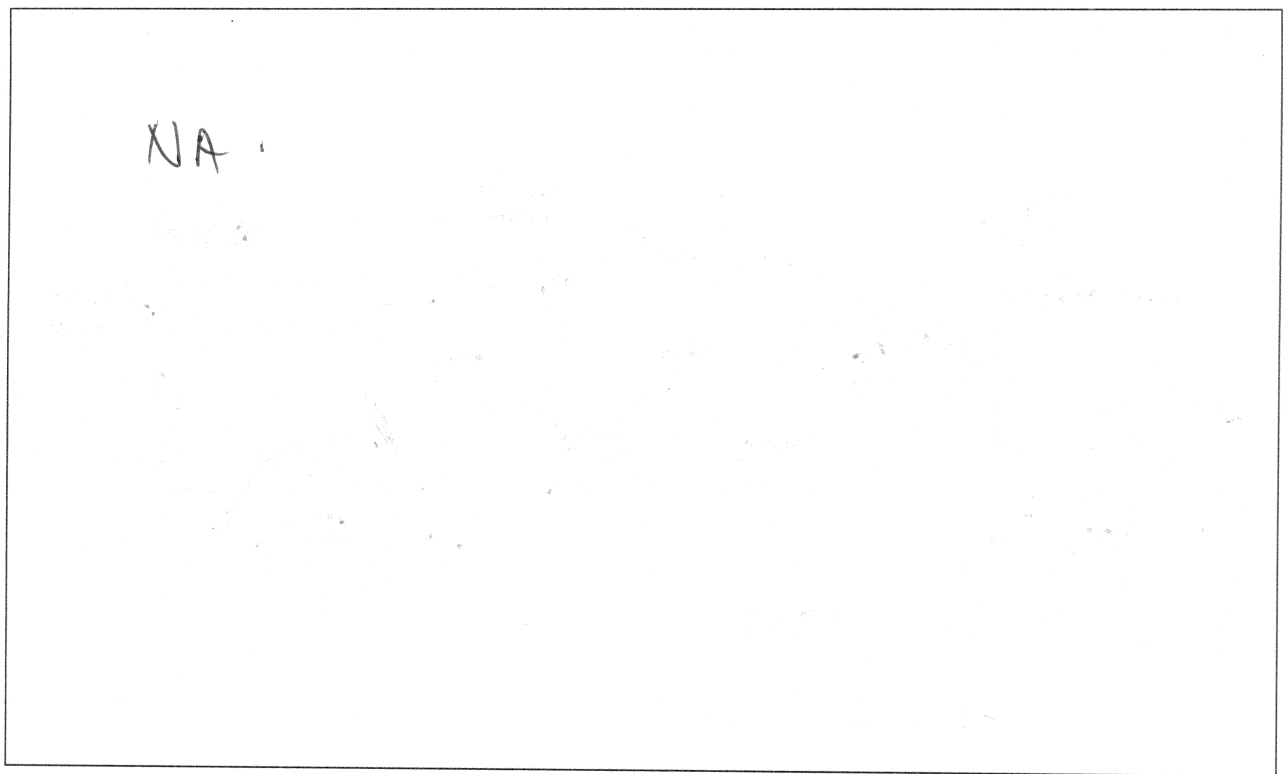

**Rear Damage**




**Left Side Damage**




**Top Damage**




**Underneath Damage**

## Damage Profile Lengths / Widths

| Measurement | Length / Width |
|---|---|
| Front Width | |
| Front Track Width | |
| Left side overall Length | |
| Left side Wheelbase | |
| Rear Width | |
| Rear Track width | |
| Right side Overall Length | |
| Right side Wheelbase | |

## Damage Profile Heights

| Front | | |
|---|---|---|
| **Left Front** | **Measurement** | **Right Front** |
| | Ground to bottom of bumper | |
| | Ground to Top of bumper | |
| | Ground to edge of hood | |
| | Ground to top of vehicle | |

| Rear | | |
|---|---|---|
| **Left Rear** | **Measurement** | **Right Rear** |
| | Ground to bottom of bumper | |
| | Ground to Top of bumper | |
| | Ground to edge of hood | |
| | Ground to top of vehicle | |

## Tires

| | Right Front | Right Rear | Left Rear | Left Front |
|---|---|---|---|---|
| Manufacturer | Douglas | BF Goodrich | BF Goodrich | Douglas |
| Model | Extra Trac II | momentum | momentum | Extra Trac II |
| Size | 195 65 R15 | 195 65 R15 | P 195 65 R15 | 195 65 R15 |
| DOT Number | MUAE JIIR 3609 | BHCGTUG1 | BHCGTUG1 | MUAE JIIR 3609 |
| Load Range | 1386 MAX | 1279 MAX | 1279 MAX | 1386 MAX |
| Vehicle Recommended PSI | — | — | — | — |
| Tire Maximum PSI | 44 PSI MAX | 44 PSI MAX | 44 PSI MAX | 44 PSI MAX |
| Actual PSI | 0 PSI | 30 PSI | 40 PSI | 36 PSI |
| Tread Depth | 7,8,8 | 5,4,5 | 3,4,3 | 7,8,8 |
| Lacerations | Large cut on sidewall/Tread | — | — | — |
| Tire Impacts | foam impact | — | — | — |
| Rim Impacts | Large dent from impact/interior scrape | — | — | — |
| Dirt / Plants | Oil/Dirt | Dirt/Grass | — | Dirt/Plants in Bead |
| "Flat" Spots | — | — | — | — |

| Notes: |
|---|
| |

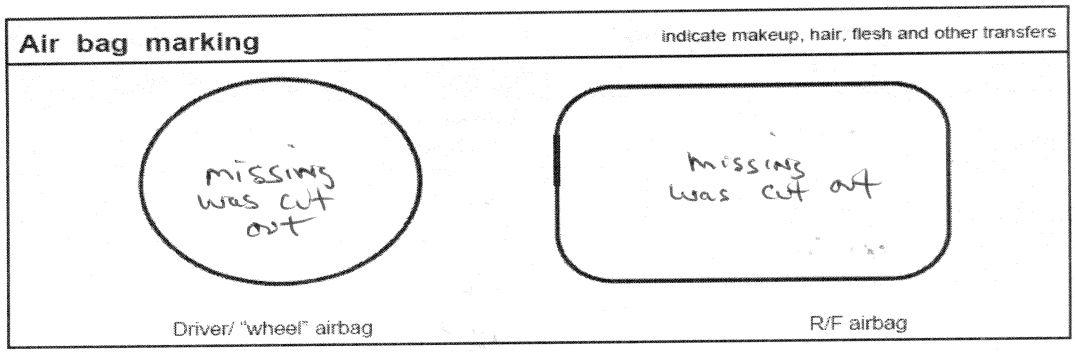
## Seats and Occupant Restraints

Bench seat

| Seats | Left Front | Center Front | Right Front | Left Rear | Center Rear | Right Rear |
|---|---|---|---|---|---|---|
| Back Broken | — | | Leaning to right | | | |
| Loose on Track | — | | — | | | |
| Position on Track | set for driver | | Back | | | |
| Seat Inoperable | — | | | | | |
| Integral Head Rest | — | | — | | | |
| Head Rest Up | — | | up about 1" | | | |
| Head Rest Down | ✓ | | — | | | |
| Head Rest Broken | — | | — | | | |
| Belt Evidence | was on during extrication. | | seatbelt cut | | | |
| Pretensioner Position | — | | — | | | |

| Notes: |
|---|
| |

## SRS




| Location | Y/N/NA | Notes | | |
|---|---|---|---|---|
| Driver Front SRS Deployment? | Y | | | |
| Passenger Front SRS Deployment? | Y | | | |
| Driver Side SRS Deployment? | | | | |
| Passenger Side SRS Deployment? | | | | |
| Transfer on Driver Airbag? | | | | |
| Transfer on Passenger Airbag? | | | | |
| Transfer on Driver Side Airbag? | | | | |
| Transfer on Passenger Side Airbag? | | | | |
| EDR Downloaded? | | Module Type | | Removed: ☐ Yes ☐ No |
| Windshield Inner Contact Points? | | | | |

Airbag had been deployed and removed in a prior crash.

## Child Restraint

| Notes: |
| --- |
| |

## Rollover and Occupant Ejection

| | |
| --- | --- |
| Ejection Points: | |
| Ejection Evidence: | |
| Steering Wheel Position: | |
| Roof Collapse (Indicate): | |

No Child Seats

## Extrication and Towing Damage

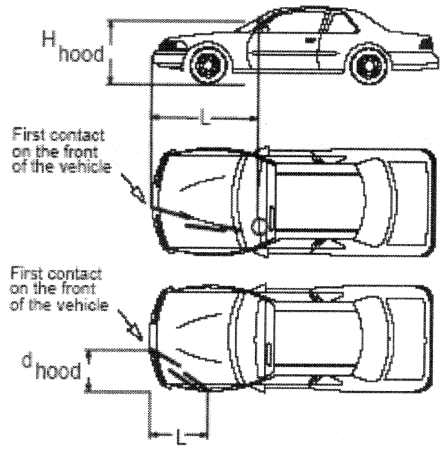
☐ EMS Extrication

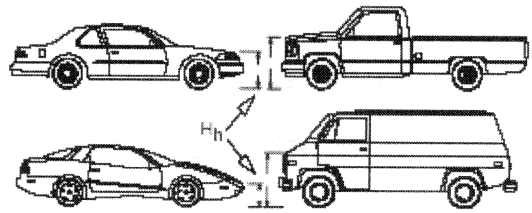
| Notes: |
| --- |
| NA |

| Miscellaneous Components | | | |
| --- | --- | --- | --- |
| Mileage: | 260772 | Speedometer Reading: | Broken |
| Engine Cylinders: | 4 | Tachometer Reading: | Broken. |
| Transmission Type: | 5 spd manual | Transmission Gear: | UNKNOWN. |
| Cruise Switch Position: | Broken | Steering Wheel Position: | Bent Upward |
| Headlight Switch Position: | Broken | Radio: | Broken |
| Clock | Broken | Cellular Telephone: | UNKNOWN |
| Other Electronic Devices | | Other | — |

| Notes |
| --- |
| |

## Ped / Bicyclist Supplemental




# Pedestrian/Vehicle Exam

***Measurments of Front Bumper***

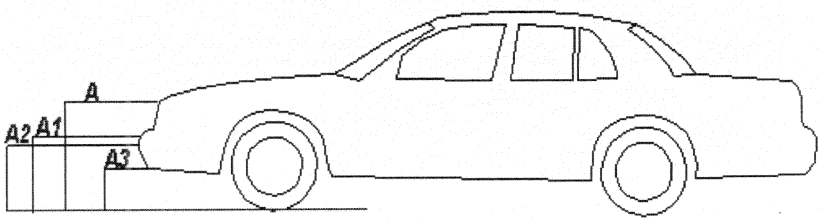
***Pedestrian contact points***

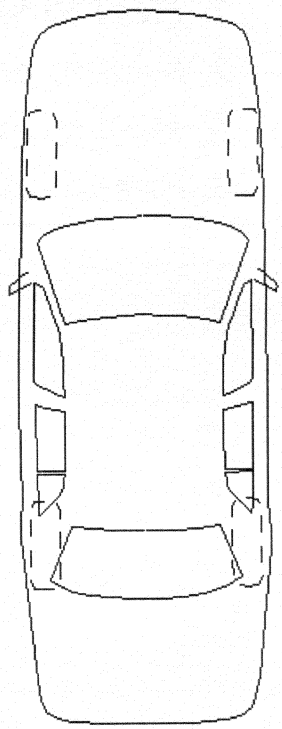
***A: Height of Hood*** _____

***A1: Top of Bumper*** _____

***A2: Middle Of Bumper*** _____

***A3: Bottom of Bumper*** _____



**Pedestrian**

***Victim's Name*** _____ ***DOB*** _____

***Height:*** _____

***Weight :*** _____

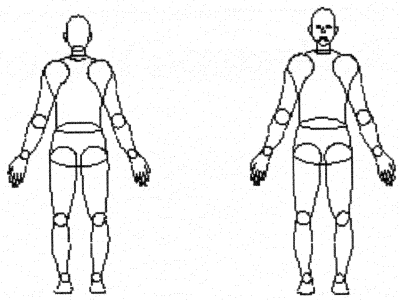
***Date :*** _____

***Time :*** _____

***Clothing description/Seized***

_____
_____
_____
_____
_____

***Body Measurments***



***1. Heel to knee*** _____
***2. Heel to crotch*** _____
***3. Heel to navel*** _____
***4. Heel to clavical*** _____
***5. Heel to top of head*** _____
***6. Finger tips to elbow*** _____
***7. Naval to clavical*** _____
***8. Body width*** _____

**Notes**

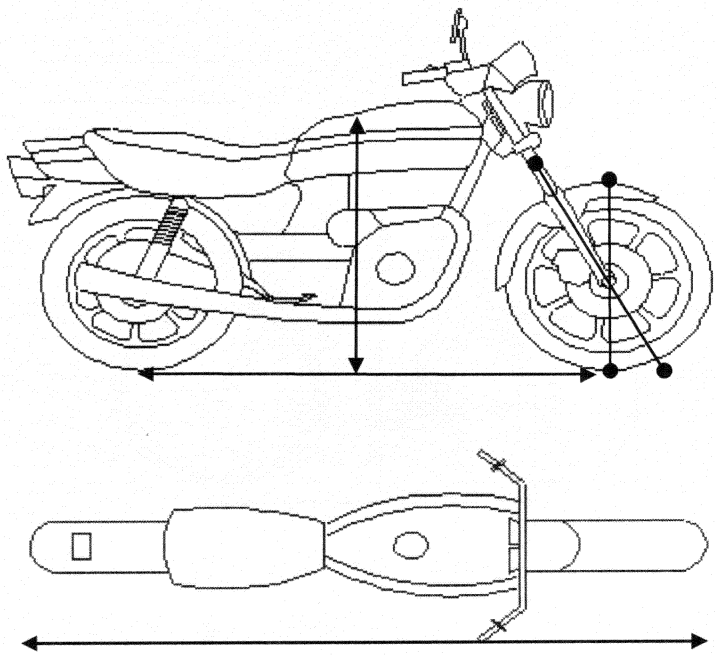
## Motorcycle

***MotorCycle Examination***

***Engine CC*** _____ ***Gear at time of examination*** _____

***Transmission*** _____ ***Fork reduction in inches*** _____

***Helmet Type*** _____





**Notes**

## Bicycle

### Bicycle Examination

*Size*_____

*Transmission speeds #*_____

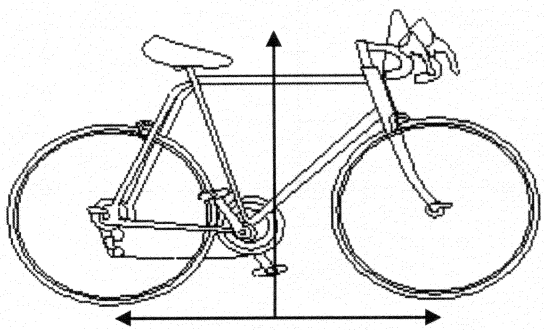
*Reflector Positions and color*_____

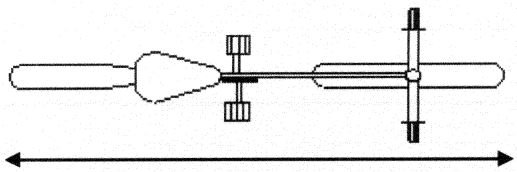
_____

_____

_____

_____

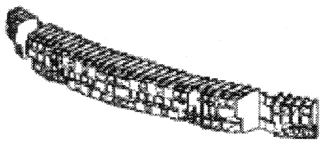




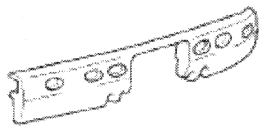
| Notes |
| --- |
| |

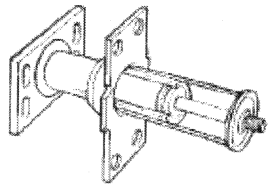
**"Limited Damage" Supplemental** — indicate EA type

Molded Plastic
- Honeycomb
- Eggcrate

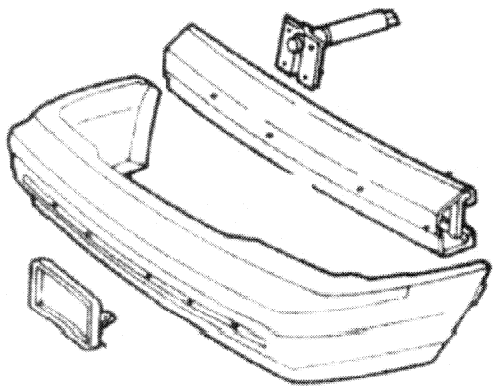


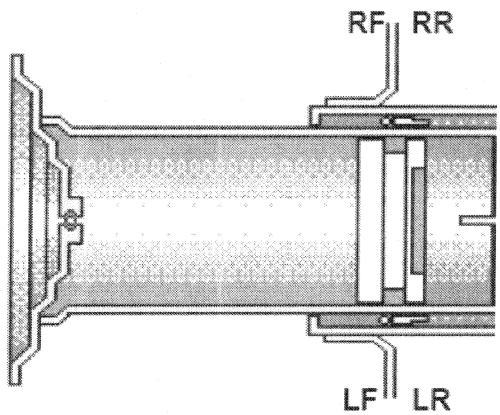
Foam
- Polystyrene
- Polyurethane
- Polypropylene





*Bumper & EA marking* — indicate marking






| | | | | | | |
|---|---|---|---|---|---|---|
| ☐ No EA Present | | Other: | | | | |
| EA Jammed / Frozen: | ☐ R ☐ L | | RF | RR | LF | LR |
| EA Bent: | ☐ R ☐ L | Piston "Stroke" Measured: | | | | |
| Bumper Cover Displaced: | ☐ R ☐ L | | | | | |
| Fender Displacement: | ☐ R ☐ L | Trunk Inspection: | | | | |
| Support Brackets Displaced: | ☐ R ☐ L | ☐ Doors Operable | ☐ Hatch / Hood Operable | | | |

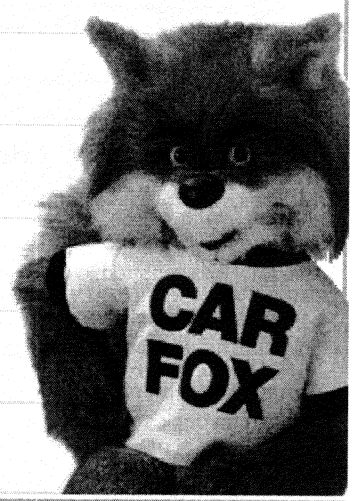
# SHOW ME THE CARFAX®

North Carolina State Hwy Patrol
Raleigh, NC
Reference Number:

## CARFAX® Vehicle History Report™
An independent company established in 1986

**Vehicle Information:**
**1995 HONDA ACCORD LX**
VIN: 1HGCD7130SA041732
COUPE
2.2L L4 PFI SOHC 16V
FRONT WHEEL DRIVE
**Standard Equipment** | **Safety Options**

- Accident / Damage reported
- **3** Previous owners
- **4** Service records available
- Lease vehicle
- Last owned in North Carolina
- **– $70** CARFAX History Impact




This CARFAX Vehicle History Report is based only on information supplied to CARFAX and available as of 6/18/10 at 3:17 PM (EDT). Other information about this vehicle, including problems, may not have been reported to CARFAX. Use this report as one important tool, along with a vehicle inspection and test drive, to make a better decision about your next used car.

## CARFAX Price Calculator™

Adjust the value of this **1995 HONDA ACCORD LX** based on the information available in this report

| 1) Retail Book Value | 2) CARFAX History Impact | 3) Adjusted Retail Value |
|---|---|---|
| $ 0 | - $70 | Begin by entering the retail book value |
| Enter retail book value here | VIN: 1HGCD7130SA041732 | |

## CARFAX Ownership History

The number of owners is estimated

| | Owner 1 | Owner 2 | Owner 3 |
|---|---|---|---|
| Year purchased | 1995 | 1997 | 2008 |
| Type of owner | Lease | Lease | Lease |
| Estimated length of ownership | 2 yrs. 3 mo. | 10 yrs. 3 mo. | 2 yrs. 2 mo. |
| Owned in the following states/provinces | Ohio | Ohio, North Carolina | North Carolina |
| Estimated miles driven per year | 12,775/yr | --- | --- |

| | | | |
|---|---|---|---|
| Last reported odometer reading | 27,667 | --- | --- |

## CARFAX Title History

CARFAX guarantees the information in this section

| | Owner 1 | Owner 2 | Owner 3 |
|---|---|---|---|
| **Salvage \| Junk \| Rebuilt \| Fire \| Flood \| Hail \| Lemon** | Guaranteed No Problem | Guaranteed No Problem | Guaranteed No Problem |
| **Not Actual Mileage \| Exceeds Mechanical Limits** | Guaranteed No Problem | Guaranteed No Problem | Guaranteed No Problem |

BUYBACK CARFAX GUARANTEE

GUARANTEED - None of these major title problems were reported by a state Department of Motor Vehicles (DMV). If you find that any of these title problems were reported by a DMV and not included in this report, CARFAX will buy this vehicle back. **Register** | **View Terms**

## CARFAX Additional History

Not all accidents / issues are reported to CARFAX

| | Owner 1 | Owner 2 | Owner 3 |
|---|---|---|---|
| **Total Loss**<br>No total loss reported to CARFAX. | ☑ No Issues Reported | ☑ No Issues Reported | ☑ No Issues Reported |
| **Structural / Frame Damage**<br>No structural / frame damage reported to CARFAX. | ☑ No Issues Reported | ☑ No Issues Reported | ☑ No Issues Reported |
| **Airbag Deployment**<br>No airbag deployment reported to CARFAX. | ☑ No Issues Reported | ☑ No Issues Reported | ☑ No Issues Reported |
| **Odometer Rollback**<br>Inconsistent odometer reading indicated. | ☑ No Issues Indicated | ⚠ Inconsistent Reading | No New Issues Indicated |
| **Accident / Damage**<br>Accident reported on 01/08/2009. | ☑ No Issues Reported | ☑ No Issues Reported | ⚠ Accident Reported |
| **Manufacturer Recall**<br>Check with an authorized Honda dealer for any open recalls. | ☑ No Recalls Reported | ☑ No Recalls Reported | ☑ No Recalls Reported |

## CARFAX Detailed History

Glossary

**Owner 1**

| | |
|---|---|
| Purchased: | 1995 |
| Type: | Lease |
| Where: | Ohio |
| Est. miles/year: | 12,775/yr |
| Est. length owned: | 7/15/95 - 10/23/97 (2 yrs. 3 mo.) |

| Date: | Mileage: | Source: | Comments: |
|---|---|---|---|
| 07/15/1995 | | Ohio Motor Vehicle Dept. Westerville, OH | Registered as lease vehicle |
| 07/25/1995 | | Ohio Motor Vehicle Dept. Irving, TX Title #2501236525 | Title issued or updated First owner reported |
| 10/18/1996 | 27 | Ohio Motor Vehicle Dept. Irving, TX Title #2501236525 | Title issued or updated Duplicate title issued |
| 06/23/1997 | | Ohio Motor Vehicle Dept. Westerville, OH Title #2502320811 | Title issued or updated |
| 08/20/1997 | 26,990 | Ohio Motor Vehicle Dept. | Title issued or updated |

| | | | |
|---|---|---|---|
| | | Columbus, OH<br>Title #2502418777 | |
| 10/23/1997 | 27,667 | Dealer Inventory<br>Columbus, OH | Vehicle offered for sale |

**Owner 2**

Purchased: 1997
Type: Lease
Where: Ohio, North Carolina
Est. miles/year: ---
Est. length owned: 12/2/97 - 4/1/08 (10 yrs. 3 mo.)

| Date: | Mileage: | Source: | Comments: |
|---|---|---|---|
| 12/02/1997 | | Ohio<br>Motor Vehicle Dept.<br>Hebron, OH<br>Title #4500346299 | Title issued or updated<br>New owner reported<br>Loan or lien reported |
| 01/14/1999 | 49,580 | Service Facility | Maintenance inspection completed<br>Oil and filter changed chassis lubricated |
| 06/14/1999 | 57,601 | Service Facility | Vehicle serviced |
| 06/22/1999 | | Ohio<br>Motor Vehicle Dept.<br>Heath, OH<br>Title #4500458381 | Title issued or updated |
| 06/24/1999 | | Ohio<br>Motor Vehicle Dept.<br>Coshocton, OH<br>Title #1600119965 | Title issued or updated |
| 08/18/1999 | 59,880 | Service Facility | Maintenance inspection completed<br>Oil and filter changed chassis lubricated |
| 01/24/2000 | 57,417 | Ohio<br>Motor Vehicle Dept.<br>Coshocton, OH<br>Title #1600130901 | Title issued or updated<br>Loan or lien reported<br>INCONSISTENT ODOMETER READING |
| | | | It's tough to tell whether this is a sign of an odometer rollback or just a clerical error. Your best move is to get a mechanic or the seller to confirm the mileage. |
| 12/27/2001 | 103,313 | Service Facility | Manufacturer's recommended maintenance performed<br>Timing belt replaced |
| 12/24/2003 | 142,000 | North Carolina<br>Motor Vehicle Dept.<br>Greensboro, NC<br>Title<br>#777438033578134 | Registration issued or renewed |
| 03/03/2004 | | North Carolina<br>Motor Vehicle Dept.<br>Greensboro, NC<br>Title<br>#778148040630909 | Registration issued or renewed<br>Loan or lien reported |
| 04/14/2004 | 147,662 | North Carolina<br>Inspection Station<br>Greensboro, NC | Passed emissions inspection |
| 05/24/2004 | | North Carolina<br>Motor Vehicle Dept.<br>Greensboro, NC<br>Title<br>#770225041458909 | Registration issued or renewed<br>Loan or lien reported |
| 01/12/2005 | | North Carolina<br>Motor Vehicle Dept. | Registration issued or renewed<br>Loan or lien reported |

| | | |
|---|---|---|
| | Greensboro, NC<br>Title<br>#778295050127909 | |
| 06/05/2006 | North Carolina<br>Motor Vehicle Dept.<br>Jamestown, NC<br>Title<br>#775315061563909 | Registration issued or renewed<br>Loan or lien reported<br>Registered as lease vehicle<br>Passed safety inspection |
| 01/08/2007 | North Carolina<br>Motor Vehicle Dept.<br>Jamestown, NC<br>Title<br>#775315061563909 | Registration issued or renewed<br>Loan or lien reported<br>Registered as lease vehicle<br>Passed safety inspection |

**Owner 3**

| | |
|---|---|
| Purchased: | 2008 |
| Type: | Lease |
| Where: | North Carolina |
| Est. miles/year: | --- |
| Est. length owned: | 4/1/08 - present (2 yrs. 2 mo.) |

| Date: | Mileage: | Source: | Comments: |
|---|---|---|---|
| 04/01/2008 | | North Carolina<br>Motor Vehicle Dept.<br>Jamestown, NC<br>Title<br>#776553080927024 | Title issued or updated<br>New owner reported |
| 07/18/2008 | | North Carolina<br>Motor Vehicle Dept.<br>Jamestown, NC<br>Title<br>#776553080927024 | Registration issued or renewed<br>Passed safety inspection |
| 01/08/2009 | | Virginia<br>Damage Report<br>Report #091870336 | Accident reported<br>in Roanoke<br>Involving right front impact<br>It hit another motor vehicle<br>Airbags did not deploy |
| 10/29/2009 | | North Carolina<br>Motor Vehicle Dept.<br>Thomasville, NC<br>Title<br>#776553080927024 | Registration issued or renewed<br>Registered as lease vehicle<br>Passed safety inspection |

I'm here to help! Print and bring my SmartBuyer Checklist when you go to test drive this 1995 Honda Accord LX.

Have Questions? Consumers, please visit our Help Center at www.carfax.com. Dealers or Subscribers, please visit our Help Center at www.carfaxonline.com.

## CARFAX Glossary

View Full Glossary

**Accident / Damage Indicator**
CARFAX receives information about accidents in all 50 states, the District of Columbia and Canada. Different information in a vehicle's history can indicate an accident or damage, such as: salvage auction, fire damage, police-reported accident, crash test vehicle, damage disclosure, collision repair facility and automotive recycler records. Not every accident or damage event is reported and not all reported are provided to CARFAX. Details about the accident or damage event when reported to CARFAX (e.g. severity, impact location, airbag deployment) are included on the Vehicle History Report. CARFAX recommends you obtain a vehicle inspection from your dealer or an independent mechanic.

- According to the National Safety Council, Injury Facts, 2007 edition, 7% of the 245 million registered vehicles in the U.S. were involved in an accident in 2005. Over 75% of these were considered minor or moderate.

- CARFAX depends on many sources for its accident / damage data. CARFAX can only report what is in our database on 18.Jun.2010 14:17:44. New data will result in a change to this report.

**Virginia Police Reports:**

- Provide an estimate of the extent of damage in its accident reports for the following:
  - UNKNOWN: The vehicle damage was unknown at the time of the accident.
  - SEVERE: The vehicle cannot be driven from the accident scene due to severe damage or an injury. This level of damage often results in a Salvage or Junk title.
  - MODERATE: The accident damage affects the operation of the vehicle and/or its parts. Examples include broken windows, trunk lids, doors, bumpers and tires.
  - OVERTURNED: The vehicle rolled over in the accident.
  - MOTOR: The accident damage affects the operation of the vehicles engine and/or its parts.
  - UNDERCARRIAGE: The accident damage affects the undercarriage of the vehicle and/or its parts.
  - FIRE: The accident damage to the vehicle resulted in a fire.
  - NO DAMAGE: The vehicle was not damaged.

- Are required if the estimated damage exceeds $1000
- Are released to CARFAX approximately 6 months after the accident date

**CARFAX History Impact**
Accidents, service records, number of owners and many other history factors can impact a vehicle's value. The CARFAX History Impact is a tool that analyzes millions of used car transactions to measure how the combination of all the information reported to CARFAX impacts the value of a particular vehicle. The vehicle's retail book value plus the CARFAX History Impact will give you a more accurate measure of the vehicle's value. Use this tool, along with a vehicle inspection and test drive, to make a better decision about your next used car.

**First Owner**
When the first owner(s) obtains a title from a Department of Motor Vehicles as proof of ownership.

**Lease**
When someone leases a car from a dealer, the dealer actually sells the vehicle to a leasing company. The leasing company then collects payments for the vehicle from the new owner for 24, 36, 48 or more months. A leasing company can be an independent car dealer or a car manufacturer.

**Mileage Inconsistency**
If a more recent odometer reading is less than an older reading but CARFAX is uncertain whether the discrepancy is a rollback or a clerical error, then CARFAX calls it a "Mileage Inconsistency". In this case, you should verify the mileage with your dealer or a qualified mechanic.

**New Owner Reported**
When a vehicle is sold to a new owner, the Title must be transferred to the new owner(s) at a Department of Motor Vehicles.

**Ownership History**
CARFAX defines an owner as an individual or business that possesses and uses a vehicle. Not all title transactions represent changes in ownership. To provide estimated number of owners, CARFAX proprietary technology analyzes all the events in a vehicle history. Estimated ownership is available for vehicles manufactured after 1994 and titled solely in the US including Puerto Rico. Dealers sometimes opt to take ownership of a vehicle and are required to in the following states: Maine, Massachusetts, New Jersey, Ohio, Oklahoma, Pennsylvania and South Dakota. Please consider this as you review a vehicle's estimated ownership history.

**Title Issued**
A state issues a title to provide a vehicle owner with proof of ownership. Each title has a unique number. Each title or registration record on a CARFAX report does not necessarily indicate a change in ownership. In Canada, a registration and bill of sale are used as proof of ownership.

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Covered by United States Patents Nos. 7,113,853; 7,505,838 and 7,596,512.
6/18/10 3:17 PM (EDT)

# SHOW ME THE CARFAX®

North Carolina State Hwy Patrol
Raleigh, NC
Reference Number:

## CARFAX® Vehicle History Report™
An independent company established in 1986

**Vehicle Information:**
**1995 HONDA ACCORD LX**
VIN: 1HGCD7130SA041732
COUPE
2.2L L4 PFI SOHC 16V
FRONT WHEEL DRIVE
Standard Equipment | Safety Options

- Accident / Damage reported
- **3** Previous owners
- **4** Service records available
- Lease vehicle
- Last owned in North Carolina
- – **$70** CARFAX History Impact

This CARFAX Vehicle History Report is based only on information supplied to CARFAX and available as of 6/18/10 at 1:46 PM (EDT). Other information about this vehicle, including problems, may not have been reported to CARFAX. Use this report as one important tool, along with a vehicle inspection and test drive, to make a better decision about your next used car.

## CARFAX Price Calculator™

Adjust the value of this **1995 HONDA ACCORD LX** based on the information available in this report

| 1) Retail Book Value | 2) CARFAX History Impact | 3) Adjusted Retail Value |
|---|---|---|
| $ 0 | - $70 | Begin by entering the retail book value |
| Enter retail book value here | VIN: 1HGCD7130SA041732 | |

## CARFAX Ownership History

The number of owners is estimated

| | Owner 1 | Owner 2 | Owner 3 |
|---|---|---|---|
| Year purchased | 1995 | 1997 | 2008 |
| Type of owner | Lease | Lease | Lease |
| Estimated length of ownership | 2 yrs. 3 mo. | 10 yrs. 3 mo. | 2 yrs. 2 mo. |
| Owned in the following states/provinces | Ohio | Ohio, North Carolina | North Carolina |
| Estimated miles driven per year | 12,775/yr | --- | --- |

| Last reported odometer reading | 27,667 | --- | --- |
|---|---|---|---|

## CARFAX Title History

CARFAX guarantees the information in this section

| | Owner 1 | Owner 2 | Owner 3 |
|---|---|---|---|
| **Salvage \| Junk \| Rebuilt \| Fire \| Flood \| Hail \| Lemon** | Guaranteed No Problem | Guaranteed No Problem | Guaranteed No Problem |
| **Not Actual Mileage \| Exceeds Mechanical Limits** | Guaranteed No Problem | Guaranteed No Problem | Guaranteed No Problem |

GUARANTEED - None of these major title problems were reported by a state Department of Motor Vehicles (DMV). If you find that any of these title problems were reported by a DMV and not included in this report, CARFAX will buy this vehicle back. **Register | View Terms**

## CARFAX Additional History

Not all accidents / issues are reported to CARFAX

| | Owner 1 | Owner 2 | Owner 3 |
|---|---|---|---|
| **Total Loss**<br>No total loss reported to CARFAX. | No Issues Reported | No Issues Reported | No Issues Reported |
| **Structural / Frame Damage**<br>No structural / frame damage reported to CARFAX. | No Issues Reported | No Issues Reported | No Issues Reported |
| **Airbag Deployment**<br>No airbag deployment reported to CARFAX. | No Issues Reported | No Issues Reported | No Issues Reported |
| **Odometer Rollback**<br>Inconsistent odometer reading indicated. | No Issues Indicated | Inconsistent Reading | No New Issues Indicated |
| **Accident / Damage**<br>Accident reported on 01/08/2009. | No Issues Reported | No Issues Reported | Accident Reported |
| **Manufacturer Recall**<br>Check with an authorized Honda dealer for any open recalls. | No Recalls Reported | No Recalls Reported | No Recalls Reported |

## CARFAX Detailed History

Glossary

**Owner 1**

| | |
|---|---|
| Purchased: | 1995 |
| Type: | Lease |
| Where: | Ohio |
| Est. miles/year: | 12,775/yr |
| Est. length owned: | 7/15/95 - 10/23/97 (2 yrs. 3 mo.) |

| Date: | Mileage: | Source: | Comments: |
|---|---|---|---|
| 07/15/1995 | | Ohio Motor Vehicle Dept. Westerville, OH | Registered as lease vehicle |
| 07/25/1995 | | Ohio Motor Vehicle Dept. Irving, TX Title #2501236525 | Title issued or updated First owner reported |
| 10/18/1996 | 27 | Ohio Motor Vehicle Dept. Irving, TX Title #2501236525 | Title issued or updated Duplicate title issued |
| 06/23/1997 | | Ohio Motor Vehicle Dept. Westerville, OH Title #2502320811 | Title issued or updated |
| 08/20/1997 | 26,990 | Ohio Motor Vehicle Dept. | Title issued or updated |

| | | | |
|---|---|---|---|
| | | Columbus, OH<br>Title #2502418777 | |
| 10/23/1997 | 27,667 | Dealer Inventory<br>Columbus, OH | Vehicle offered for sale |

**Owner 2**

Purchased: 1997
Type: Lease
Where: Ohio, North Carolina
Est. miles/year: ---
Est. length owned: 12/2/97 - 4/1/08 (10 yrs. 3 mo.)

| Date: | Mileage: | Source: | Comments: |
|---|---|---|---|
| 12/02/1997 | | Ohio<br>Motor Vehicle Dept.<br>Hebron, OH<br>Title #4500346299 | Title issued or updated<br>New owner reported<br>Loan or lien reported |
| 01/14/1999 | 49,580 | Service Facility | Maintenance inspection completed<br>Oil and filter changed chassis lubricated |
| 06/14/1999 | 57,601 | Service Facility | Vehicle serviced |
| 06/22/1999 | | Ohio<br>Motor Vehicle Dept.<br>Heath, OH<br>Title #4500458381 | Title issued or updated |
| 06/24/1999 | | Ohio<br>Motor Vehicle Dept.<br>Coshocton, OH<br>Title #1600119965 | Title issued or updated |
| 08/18/1999 | 59,880 | Service Facility | Maintenance inspection completed<br>Oil and filter changed chassis lubricated |
| 01/24/2000 | 57,417 | Ohio<br>Motor Vehicle Dept.<br>Coshocton, OH<br>Title #1600130901 | Title issued or updated<br>Loan or lien reported<br>INCONSISTENT ODOMETER READING |
| 12/27/2001 | 103,313 | Service Facility | Manufacturer's recommended maintenance performed<br>Timing belt replaced |
| 12/24/2003 | 142,000 | North Carolina<br>Motor Vehicle Dept.<br>Greensboro, NC<br>Title<br>#777438033578134 | Registration issued or renewed |
| 03/03/2004 | | North Carolina<br>Motor Vehicle Dept.<br>Greensboro, NC<br>Title<br>#778148040630909 | Registration issued or renewed<br>Loan or lien reported |
| 04/14/2004 | 147,662 | North Carolina<br>Inspection Station<br>Greensboro, NC | Passed emissions inspection |
| 05/24/2004 | | North Carolina<br>Motor Vehicle Dept.<br>Greensboro, NC<br>Title<br>#770225041458909 | Registration issued or renewed<br>Loan or lien reported |
| 01/12/2005 | | North Carolina<br>Motor Vehicle Dept. | Registration issued or renewed<br>Loan or lien reported |

It's tough to tell whether this is a sign of an odometer rollback or just a clerical error. Your best move is to get a mechanic or the seller to confirm the mileage.

| | | |
|---|---|---|
| | Greensboro, NC<br>Title<br>#778295050127909 | |
| 06/05/2006 | North Carolina<br>Motor Vehicle Dept.<br>Jamestown, NC<br>Title<br>#775315061563909 | Registration issued or renewed<br>Loan or lien reported<br>Registered as lease vehicle<br>Passed safety inspection |
| 01/08/2007 | North Carolina<br>Motor Vehicle Dept.<br>Jamestown, NC<br>Title<br>#775315061563909 | Registration issued or renewed<br>Loan or lien reported<br>Registered as lease vehicle<br>Passed safety inspection |

**Owner 3**

| | |
|---|---|
| Purchased: | 2008 |
| Type: | Lease |
| Where: | North Carolina |
| Est. miles/year: | --- |
| Est. length owned: | 4/1/08 - present (2 yrs. 2 mo.) |

| Date: | Mileage: | Source: | Comments: |
|---|---|---|---|
| 04/01/2008 | | North Carolina<br>Motor Vehicle Dept.<br>Jamestown, NC<br>Title<br>#776553080927024 | Title issued or updated<br>New owner reported |
| 07/18/2008 | | North Carolina<br>Motor Vehicle Dept.<br>Jamestown, NC<br>Title<br>#776553080927024 | Registration issued or renewed<br>Passed safety inspection |
| 11/08/2009 | | Virginia<br>Damage Report<br>Report #091870336 | Accident reported<br>in Roanoke<br>Involving right front impact<br>It hit another motor vehicle<br>Airbags did not deploy |
| 10/29/2009 | | North Carolina<br>Motor Vehicle Dept.<br>Thomasville, NC<br>Title<br>#776553080927024 | Registration issued or renewed<br>Registered as lease vehicle<br>Passed safety inspection |

VIRGINIA
804 674 2000 SHP
804-497-7100

I'm here to help! Print and bring my SmartBuyer Checklist when you go to test drive this 1995 Honda Accord LX.

Have Questions? Consumers, please visit our Help Center at www.carfax.com. Dealers or Subscribers, please visit our Help Center at www.carfaxonline.com.

## CARFAX Glossary

View Full Glossary

**Accident / Damage Indicator**
CARFAX receives information about accidents in all 50 states, the District of Columbia and Canada. Different information in a vehicle's history can indicate an accident or damage, such as: salvage auction, fire damage, police-reported accident, crash test vehicle, damage disclosure, collision repair facility and automotive recycler records. Not every accident or damage event is reported and not all reported are provided to CARFAX. Details about the accident or damage event when reported to CARFAX (e.g. severity, impact location, airbag deployment) are included on the Vehicle History Report. CARFAX recommends you obtain a vehicle inspection from your dealer or an independent mechanic.

- According to the National Safety Council, Injury Facts, 2007 edition, 7% of the 245 million registered vehicles in the U.S. were involved in an accident in 2005. Over 75% of these were considered minor or moderate.

- CARFAX depends on many sources for its accident / damage data. CARFAX can only report what is in our database on 18.Jun.2010 12:46:06. New data will result in a change to this report.

**Virginia Police Reports:**

- Provide an estimate of the extent of damage in its accident reports for the following:
  - UNKNOWN: The vehicle damage was unknown at the time of the accident.
  - SEVERE: The vehicle cannot be driven from the accident scene due to severe damage or an injury. This level of damage often results in a Salvage or Junk title.
  - MODERATE: The accident damage affects the operation of the vehicle and/or its parts. Examples include broken windows, trunk lids, doors, bumpers and tires.
  - OVERTURNED: The vehicle rolled over in the accident.
  - MOTOR: The accident damage affects the operation of the vehicles engine and/or its parts.
  - UNDERCARRIAGE: The accident damage affects the undercarriage of the vehicle and/or its parts.
  - FIRE: The accident damage to the vehicle resulted in a fire.
  - NO DAMAGE: The vehicle was not damaged.

- Are required if the estimated damage exceeds $1000
- Are released to CARFAX approximately 6 months after the accident date

**CARFAX History Impact**
Accidents, service records, number of owners and many other history factors can impact a vehicle's value. The CARFAX History Impact is a tool that analyzes millions of used car transactions to measure how the combination of all the information reported to CARFAX impacts the value of a particular vehicle. The vehicle's retail book value plus the CARFAX History Impact will give you a more accurate measure of the vehicle's value. Use this tool, along with a vehicle inspection and test drive, to make a better decision about your next used car.

**First Owner**
When the first owner(s) obtains a title from a Department of Motor Vehicles as proof of ownership.

**Lease**
When someone leases a car from a dealer, the dealer actually sells the vehicle to a leasing company. The leasing company then collects payments for the vehicle from the new owner for 24, 36, 48 or more months. A leasing company can be an independent car dealer or a car manufacturer.

**Mileage Inconsistency**
If a more recent odometer reading is less than an older reading but CARFAX is uncertain whether the discrepancy is a rollback or a clerical error, then CARFAX calls it a "Mileage Inconsistency". In this case, you should verify the mileage with your dealer or a qualified mechanic.

**New Owner Reported**
When a vehicle is sold to a new owner, the Title must be transferred to the new owner(s) at a Department of Motor Vehicles.

**Ownership History**
CARFAX defines an owner as an individual or business that possesses and uses a vehicle. Not all title transactions represent changes in ownership. To provide estimated number of owners, CARFAX proprietary technology analyzes all the events in a vehicle history. Estimated ownership is available for vehicles manufactured after 1994 and titled solely in the US including Puerto Rico. Dealers sometimes opt to take ownership of a vehicle and are required to in the following states: Maine, Massachusetts, New Jersey, Ohio, Oklahoma, Pennsylvania and South Dakota. Please consider this as you review a vehicle's estimated ownership history.

**Title Issued**
A state issues a title to provide a vehicle owner with proof of ownership. Each title has a unique number. Each title or registration record on a CARFAX report does not necessarily indicate a change in ownership. In Canada, a registration and bill of sale are used as proof of ownership.

CARFAX DEPENDS ON ITS SOURCES FOR THE ACCURACY AND RELIABILITY OF ITS INFORMATION. THEREFORE, NO RESPONSIBILITY IS ASSUMED BY CARFAX OR ITS AGENTS FOR ERRORS OR OMISSIONS IN THIS REPORT. CARFAX FURTHER EXPRESSLY DISCLAIMS ALL WARRANTIES, EXPRESS OR IMPLIED, INCLUDING ANY IMPLIED WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. CARFAX®
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Covered by United States Patents Nos. 7,113,853; 7,505,838 and 7,596,512.
6/18/10 1:46 PM (EDT)

HP-326A
Rev. 04/02

North Carolina
State Highway Patrol

# VOLUNTARY STATEMENT

Name: DONALD ROSS
First M.I. Last

Address: 2143 MOTSINGER RD
WINSTON SALEM NC
27107

Phone Number: (336) 689-4236 CELL
Home

( )
Office

Business Address:

Begin statement here: AT THE INTERSECTION OF BUS 85 & RIVER RD.
1- STATE TROOPER WAS TRAVELING SOUTH ON 85.
2- RED HONDA WAS IN the NORTH BOUND TURNING LANE AT RIVER RD AND 85 HONDA WAS TURNING LEFT ACROSS SOUTH BOUND LANES. HONDA TURNED IN FRONT OF STATE TROOPER, ONTO RIVER RD. TROOPER TRYED TO ~~SWERVE~~ swerve TO MISS HONDA. TROOPER WENT into Ditch and threw OPEN Field into tree. Trooper hit red honda AT High rate of speed. Trooper HAD Blue lights on. I Did not HEAR siren. I WAS First on SCENE. I WAS TRAVELING South on Bus. 85. 50yrd From rock.

Continued ☐ Yes ☐ No

Page 1 of _____

I have voluntarily prepared this statement which is a true and accurate reflection of what I witnessed. This statement was prepared at 12:04 ☐ AM / ☑ ~~PM~~ 5-23-10.
Date (mm/dd/yyyy)

Signature of Witness: Donald Ross

HP-326A
Rev. 04/02

North Carolina
State Highway Patrol

# VOLUNTARY STATEMENT

Name: Michael W Perry (First / M.I. / Last) Address: 227 Spring St. Thomasville NC 27360

Phone Number: (336) 475 8832 (Home) (336) 474 4908 (Office) Business Address: 401 E. Main St. Thomasville NC 27360

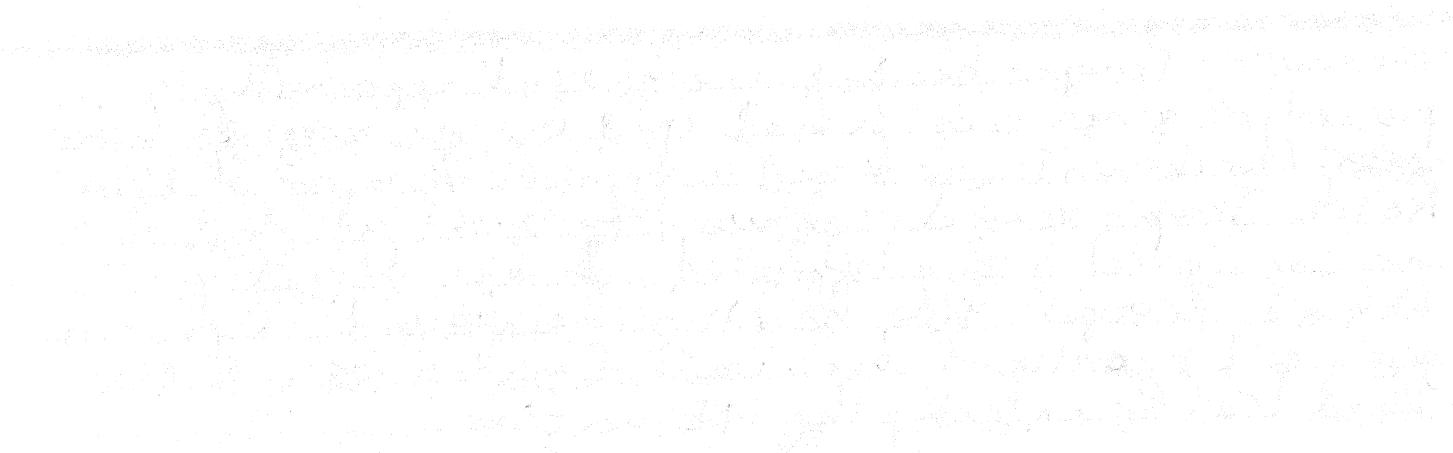
Begin statement here: Trooper headed southbound apparently in pursuit of a car which had sped by me moments before. ~~[illegible]~~ Northbound car turned in front of trooper at River Road. Trooper veered right/went to avoid accident but car continued & they impacted. I was directly behind Trooper also heading southbound. Light was green as I recollect because I feared it turning & River Road traffic entering the intersection

Continued ☐ Yes ☐ No

Page 1 of _____

I have voluntarily prepared this statement which is a true and accurate reflection of what I witnessed. This statement was prepared at 12:09 ☐ AM / ☒ PM 05/23/2010 (Date (mm/dd/yyyy))

Signature of Witness: Michael W. Perry



HP-326A
Rev. 04/02

North Carolina
State Highway Patrol

# VOLUNTARY STATEMENT

Name: TERRY (First) W. (M.I.) JOHNSON (Last) Address: 5000 WOODMARR DR. GREENSBORO, NC. 27407

Phone Number: (704) 642-7239 (Home) ( ) N/A (Office) Business Address: N/A

Begin statement here: I WAS DRIVING SOUTH ON BUS 85 29/70 APPROACHING OAKDALE RD. INTERSECTION. I SAW A STATE TROOPER COME OUT OF THE MEDIAN IN MY REAR VIEW MIRROR. HE PASSED ME AT A HIGH RATE OF SPEED W/ BLUE LIGHTS ON. AS THE TROOPER REACHED THE INTERSECTION A RED CAR CROSSED NORTH BOUND LANES AND INTO PATH OF THE TROOPER. TROOPER TRIED TO AVOID CAR BUT WAS TO LATE. THE TROOPER HAD THE GREEN LIGHT WHEN HE PASSED ME.

Continued ☐ Yes ☒ No

Page 1 of 1

I have voluntarily prepared this statement which is a true and accurate reflection of what I witnessed. This statement was prepared at 12:15 ☐ AM / ☒ PM 5/23/00 (Date (mm/dd/yyyy)).

Signature of Witness: [signature]

HP-326A
Rev. 04/02

North Carolina
State Highway Patrol

# VOLUNTARY STATEMENT

Name: Theodis D. Duff Address: 2502 McConnell Rd
First M.I. Last

Phone Number: (336) 274-7730 Business Address: N/A
Home

( )
Office

Begin statement here: I was on 85 South bound coming to High Point near Grand Oak I looked in my rear view mirror I saw a blue Dodge Neon with 3 may be 4 young Black Males in the car I was doing 65 mile per hr. They went by me in a high rate of speed 90 to 100 miles hr. As I and my kids were coming down Old 85 coming in the bend of the curve I saw a big puff of smoke in the air I said Oh my God their is a wreck that had happen In the inter Cross way at the Light I pulled over to see if I can help out I saw pass the car with the family other people was ass. them I ran to check on the young state trooper to see if he was ok I made stay close to the car till help came

Continued ☐ Yes ☐ No

Page 1 of _____

I have voluntarily prepared this statement which is a true and accurate reflection of what I witnessed. This statement was prepared at 12:00 ☒ AM / ☐ PM 5-23-10
Date (mm/dd/yyyy)

Signature of Witness: Theodis Duff

## Supplemental Page

North Carolina
State Highway Patrol

# MEMBER'S STATEMENT

| | | | |
|---|---|---|---|
| Troop / District: | Troop D Headquarters | Registry #: | 1935 |
| Rank / Name (First, M.I., Last): | Lieutenant Douglas H. Monroe | | |

## Statement

On 23 May 2010 I responded to the 10-50F involving Trooper J. D. Goodnight, D253, on US 29 at River Road in Guilford County. I arrived at approximately 11:55 am.

When I arrived, I went over to Trooper Goodnight's Patrol car to see where he was. His car was on the southbound side, off the road and under a tree. I went over to the car and noticed the tail lights were blinking and the bar light on top of his car was activated and working.

Trooper Goodnight had been secured on a back-board by Guilford County EMS. I helped them carry Trooper Goodnight over to an ambulance and place him on a stretcher.

When I turned around, the blue lights were not on. There were several people from various agencies around the area, but I did not see who turned the lights off. The tail lights continued to flash.

| | |
|---|---|
| Initials: | |
| Signature: | |
| Date: | 5-24-2010 |
| Reference: | 10-50F, US 29 involving D253 |

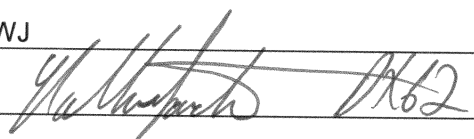
North Carolina
State Highway Patrol

# MEMBER'S STATEMENT

| | | | |
|---|---|---|---|
| Troop / District: | D/ DX | Registry #: | 7953 |
| Rank / Name (First, M.I., Last): | PTC Nathan W. Jackson | | |

**Statement**

On 23 May 2010 at aprox 1142 hours, I fielded a call at Console 1 from Guilford Metro 911 inquiring if we had any reports of a trooper being involved in a wreck on I85 B or US29-70 at River Rd. I advised them that no one had mentioned anything and while still on the phone with 911, proceeded to do a roll call of all D2 units that were showing to be on duty in the CAD system. Upon my roll call D253 keyed his 800mhz portable and advised the station that he was inv in a 10-50. I asked if he was SIG5 (situation under control) and he stated that he did not know. At 1143 CAD entry was made and D224, D242, and X143 were en route and D224 on scene at 1159, D242 at 1152 and X143 at 1154. After the CAD entry was made, TSS Swinney began handling radio traffic as he was setting at the console working D2 traffic.

| | |
|---|---|
| Initials: | NWJ |
| Signature: |  |
| Date: | May 24, 2010 |
| Reference: | CAD# 100523044DA 10-50 F inv D253, handle by D224 |

North Carolina
State Highway Patrol

# MEMBER'S STATEMENT

| | | | |
|---|---|---|---|
| Troop / District: | D/2 | Registry #: | 1545 |
| Rank / Name (First, M.I., Last): | Taylor, J, Carter | | |

**Statement**

On May 23, 2010 I responded to a 10-50 (wreck) on US 29/70 at River Rd involving Trp. JD Goodnight. I advised Greensboro Communications at 11:53am that I have arrived on scene. Upon my arrival I observed a burgundy vehicle in the south bound lane of US 29/70 with very heavy front damage. Trp Goodnight's patrol vehicle was off the right side of the roadway in a wooded area. Trp Goodnight's blue lights and four way flashers were activated when I arrived.

| | |
|---|---|
| Initials: | JC |
| Signature: | Trp JC Taylor |
| Date: | 5-26-2010 |
| Reference: | |

North Carolina
State Highway Patrol

# MEMBER'S STATEMENT

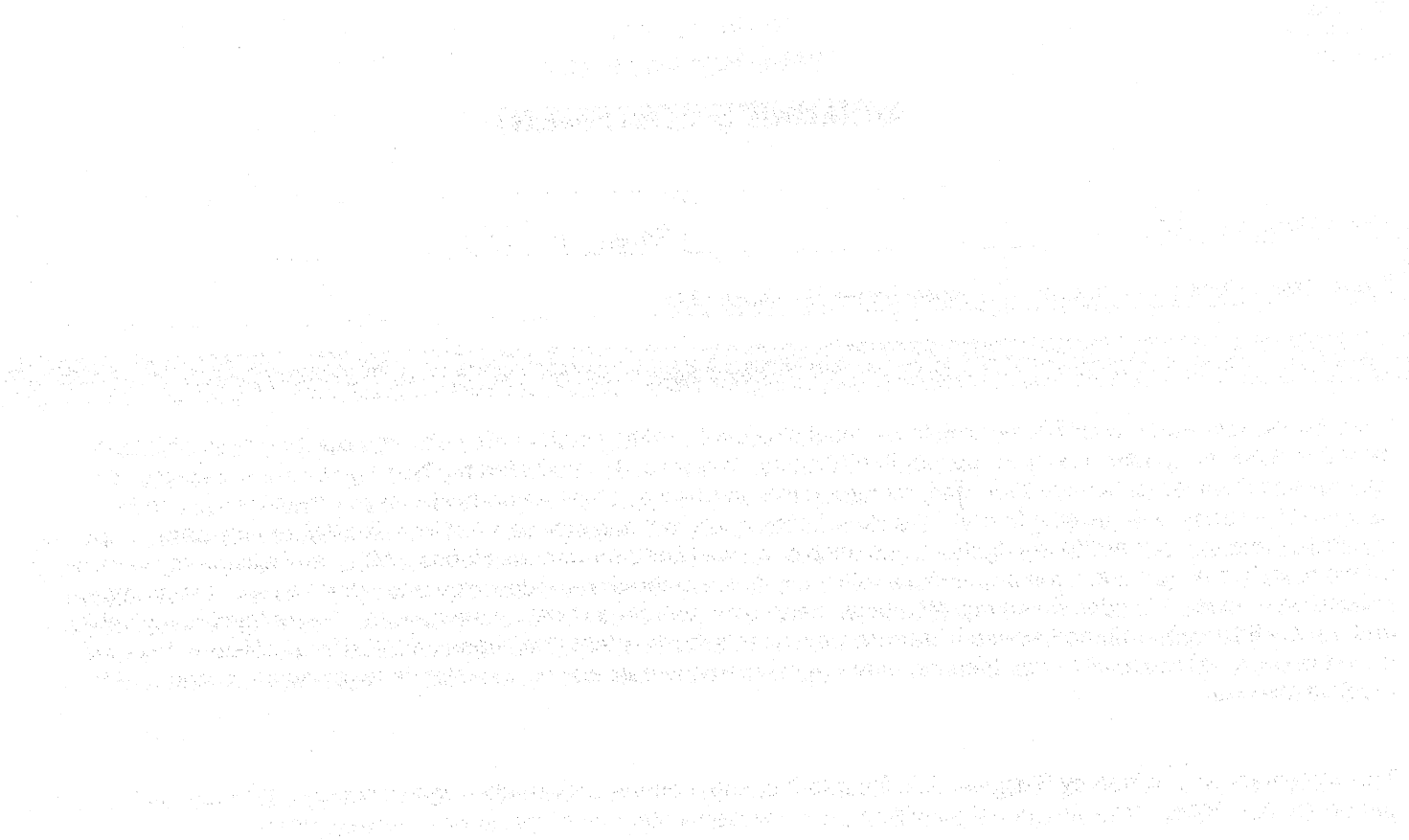
| | | | |
|---|---|---|---|
| Troop / District: | D2 | Registry #: | 2471 |
| Rank / Name (First, M.I., Last): | Trooper James D. Goodnight | | |

## Statement

I was traveling north on US9/70 and clocked a small blue car traveling south at 80 mph, the speed limit was 55 mph. I turned around at a paved crossover just south of Vickery Chapel road. I activated my blue lights and wig wags. As I approached the intersection at River road, a maroon Honda that was traveling north stopped in the turn lane and I assumed that they were yielding to me. The Honda then pulled out and started a left turn directly into my path. I applied my brakes and turned hard to the right but was unable to avoid colliding with the Honda. After the collision my vehicle ran off the road to the right and spun around several times, it then entered a wooded area and came to rest. I immediately noticed pain on my left side and on my left elbow. I exited my vehicle and sat on the ground. I went back to my vehicle and got my 800 mzh radio and advised Greensboro Communications that I had been involved in a collision. I started to go to the other vehicle to check on them but three gentlemen approached me and told me to jus sit down and wait for medical attention.

This statement was written by Sergeant J.R. Deardorff during a phone conversation with Trooper J.D. Goodnight at 5:30 pm on 23 May 2010. Trooper Goodnight will prepare a written statement of his own on 24 May 2010.

| | |
|---|---|
| Initials: | JDG |
| Signature: | James D. Goodnight |
| Date: | May 23, 2010 |
| Reference: | Fatal Collision |



DMV-349 (Rev. 9/99)

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

Do not write in these spaces

Date Received by DMV

2 No. of Units Involved | Form 1 of 1 | ☐ Supplemental Report | ☐ Non-Reportable | **FATALITY**

| Date | County | Time | Local Use/Patrol Area |
|---|---|---|---|
| 05 / 23 / 2010 (mm/dd/ccyy) | GUILFORD | 1143 (24-Hour Clock) | 044 Sequence No. / A3 Patrol Area |

**LOCATION**

33 Relation to Roadway Surface: 1 | Crash occurred ☐ In ☒ Near: JAMESTOWN (Municipality) | or 00 • 5 0 Miles ☐ N ☒ S ☐ E ☐ W | outside municipality ☐☐☐☐

on: US 29/70 (I-85 BUSINESS) (Highway Number, or Highway, Street (if ramp or service road, indicate on line)) | Ramp or Service Road ☐ | (R.R.Crossing #_____) — • — — | Miles 0 (0 ft.=intersection) ft. ☐ N ☐ S ☐ E ☐ W

at or from: RP 1144 (RIVER ROAD) (Use Highway Number, Street Name or Adjacent County or State Line) ☐ N ☒ S ☐ E ☐ W | toward: RP 1145 (RIVERDALE DRIVE) (Use Highway Number, Street Name or Adjacent County or State Line)

Latitude _____ Longitude _____ Altitude _____ (If available)

---

**UNIT# 1** ☒ VEHICLE ☐ PEDESTRIAN ☐ HIT & RUN ☐ COMMERCIAL 20 VEHICLE

Driver: JAMES (First) D. (Middle) GOODNIGHT (Last)

Address: 650 FRANCIS STREET

City: HIGH POINT State: NC Zip: 27263

Same Address on Driver's License? ☐ Yes ☒ No

Driver's Phone Numbers: H ( ) N/A - W ( 336 ) 883 -6155

D.L. # 2817223 State: NC CDL License ☐

DOB: 06 / 17 / 1969 (mm/dd/ccyy) 34 Vision Obstruction: 0 35 Physical Condition: 1 36 D.L. Restrictions: 0

37 Alcohol/Drugs Suspected: 0 38 Alcohol/DrugsTest: 0 39 Results (if known): --N/A 40 Vehicle Seizure (DWI) ☐

Owner: NC DEPT. OF CRIME CONTROL AND PUBLIC SAFETY Same as Driver? ☐

Address: 4702 MAIL SERVICE CENTER Same Address as Driver? ☐

City: RALEIGH State: NC Zip: 27699

Plate #: SHP-1037 Plate State: NC Plate Year: 2010

VIN: 2B3KA43T79H607686

Vehicle Make: DODGE Vehicle Year: 2009 41 Vehicle Style (Type): 31 42 Vehicle Drivable ☐ Yes ☒ No

43 TAD: FL-7 44 Estimated Damage: 22,094.00

Insurance Company: TRAVELERS INSURANCE

Policy #: TRJCAP104T6820

---

**UNIT # 2** ☒ VEHICLE ☐ PEDESTRIAN ☐ HIT & RUN ☐ OTHER

Driver: SANDRA (First) GAIL (Middle) ALLMOND (Last)

Address: 2514 JOHNSONTON ROAD

City: THOMASVILLE State: NC Zip: 27360

Same Address on Driver's License? ☒ Yes ☐ No

Driver's Phone Numbers: H ( ) UNK - W ( ) UNK -

D.L. # 36023929 State: NC CDL License ☐

DOB: 06 / 18 / 1954 (mm/dd/ccyy) 34 Vision Obstruction: 13 35 Physical Condition: 1 36 D.L. Restrictions: 1

37 Alcohol/Drugs Suspected: 0 38 Alcohol/Drugs Test: 0 39 Results (if known): --N/A 40 Vehicle Seizure (DWI) ☐

Owner: GERALD PAUL ALLMOND Same as Driver? ☐

Address: 3311 DILLON ROAD Same Address as Driver? ☐

City: JAMESTOWN State: NC Zip: 27360

Plate #: ZNV-4415 Plate State: NC Plate Year: 2010

VIN: 1HGCD7130SA041732

Vehicle Make: HONDA Vehicle Year: 1995 41 Vehicle Style (Type): 1 42 Vehicle Drivable ☐ Yes ☒ No

43 TAD: RFQ-7 44 Estimated Damage: 3500.00

Insurance Company: GREENVILLE CASUALTY

Policy #: NCP00262491

---

**20 COMMERCIAL VEHICLE: Cargo, Carrier Name, Address, Source**

45 Cargo Body Type: - ☐ Same Address as Owner?

Source: ☐ Truck ☐ Shipping papers ☐ Driver

**Carrier Identification Numbers, GVWR, Axles**

US DOT# ICC# Axles on Vehicle Including Trailers

State State# IFTA#

FEI# Fleet# Gross Vehicle Weight Rating

---

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

| | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | Name and Address | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 1 | 1 | 1 | Unit1-Drv, Ped1,etc see above | W | M | 2 | 2 | 0 | 2 | 1 | 3 | see above | Veh# 1 Towed To/By: NC HIGHWAY PATROL GARAGE | NC HIGHWAY PATROL GARAGE |
| B | 2 | 1 | 1 | Unit2-Drv2, Ped2,etc. see above | W | F | 2 | 1 | 3 | 2 | 1 | 1 | see above | Veh# 2 Towed To/By: NC HIGHWAY PATROL GARAGE | HIGH POINT TOWING |
| C | 2 | 2 | 3 | 03 / 03 / 1999 | W | F | 2 | 1 | 3 | 2 | 1 | 1 | ☐ | TAYLOR STRANGE, 538 OAKDALE DRIVE | JAMESTOWN NC 27282 |
| D | 2 | 2 | 4 | 12 / 12 / 1998 | W | M | 2 | 0 | 0 | 2 | 1 | 2 | ☐ | ELIJAH ALLMOND, 3311 DILLON ROAD | JAMESTOWN NC 27282 |
| E | 2 | 2 | 6 | 06 / 26 / 2000 | W | M | 2 | 0 | 0 | 2 | 1 | 2 | ☐ | STEVEN STRANGE, 1007 BALES CHAPEL ROAD | JAMESTOWN NC 27282 |
| F | | | | | | | | | | | | | ☐ | | |
| G | | | | | | | | | | | | | ☐ | | |
| H | | | | | | | | | | | | | ☐ | | |

46 Name of EMS: A GUILFORD COUNTY EMS

47 Injured Taken by EMS to: A MOSES CONE/HIGH POINT (Treatment Facility and City or Town)

46 Name of EMS: B,C,D,E GUILFORD COUNTY EMS

47 Injured Taken by EMS to: B,C,D,E WAKE FOREST BAPTIST/WINSTON-SALEM (Treatment Facility and City or Town)

| 48 POINTS OF INITIAL CONTACT (Write in Codes) | Unit# 1 | 4,3,2 |
|---|---|---|
| | Unit# 2 | 20,21 |

| CRASH SEQUENCE (Unit Level) | Unit# 1 | Unit# 2 |
|---|---|---|
| 49 Vehicle Maneuver/Action | 4 | 8 |
| 50 Non-Motorist Action | - | - |
| 51 Non-Motorist Location Prior to Impact | - | - |
| 52 Crash Sequence - First Event for This Unit | 23 | 23 |
| 53 Crash Sequence - Second Event | 1 | 2 |
| 54 Crash Sequence - Third Event | 33 | - |
| 55 Crash Sequence - Fourth Event | - | - |
| 56 Most Harmful Event for This Unit | 23 | 23 |
| 57 Distance/Direction to Object Struck | 4 | 0 |
| 58 Vehicle Underride/Override | 3 | 3 |
| 59 Vehicle Defects | 0 | 0 |

| VEHICLE INFO. | Veh.# 1 | Veh.# 2 |
|---|---|---|
| 60 Authorized Speed Limit | 55 | 55 |
| 61 Estimate of Original Traveling Speed | 120 | 15 |
| 62 Estimate of Speed at Impact | 95 | 15 |
| 63 Tire Impressions Before Impact (ft.) | 88 | 0 |
| 64 Distance Traveled After Impact (ft.) | 225 | 137 |
| 65 Emergency Vehicle Use | 4 | - |
| 66 Post Crash Fire (If "Yes" check block) | ☐ | ☐ |
| 67 School Bus - Contact Vehicle | ☐ | ☐ |
| 68 School Bus - Noncontact Vehicle | ☐ | ☐ |

| ROADWAY INFO. | |
|---|---|
| 69 RoadFeature | 7 |
| 70 Road Character | 1 |
| 71 Road Classification | 2 |
| 72 Road Surface Type | 4 |
| 73 Road Configuration | 3 |
| 74 Access Control | 3 |
| 75 Number of Lanes | 4 |
| 76 Traffic Control Type | 3 |
| 77 Traffic Control Oper | 1 |

**COMMERCIAL VEHICLE: Hazardous Materials Involvement**

Haz Mat Placard ☐ Yes ☒ No — From Placard indicate: 1-digit placard number or name from diamond or box — 1-digit number from bottom of diamond

Hazardous Cargo ☐ Yes ☒ No

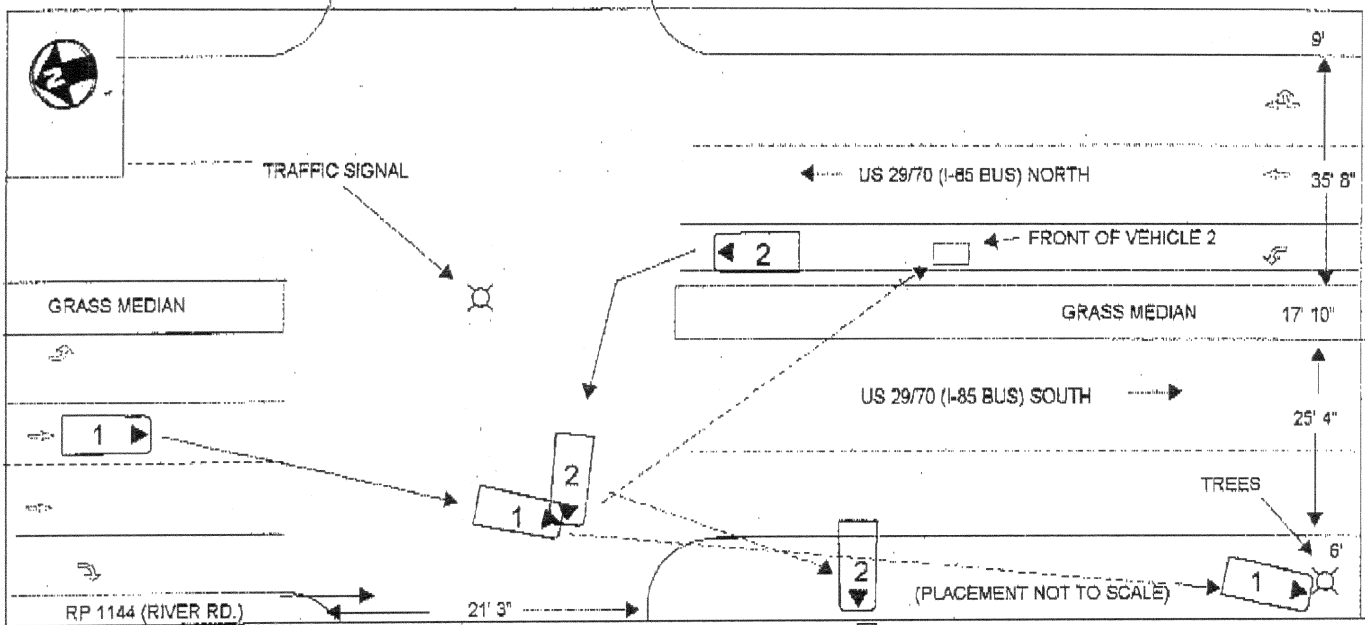
Released (does not include fuel from fuel tank)

Carrying Haz Mat ☐ Yes ☒ No

| WORK ZONE RELATED | |
|---|---|
| 78 Workzone Area | 5 |
| 79 Work Activity | - |
| 80 Work Area Marked | - |
| 81 Crash Location | - |

| TRAILER INFO. | Unit# 1 | Unit# 2 |
|---|---|---|
| 82 Trailer Type | 0 | 0 |
| 1st Trailer No. Axles | - | - |
| Width (inches) | - | - |
| Length (feet) | - | - |
| 2nd Trailer No. Axles | - | - |
| Width (inches) | - | - |
| Length (feet) | - | - |

83 Veh.# - Overwidth Trailer and Overwidth Mobile Home — Overwidth Permit # -




1 was: ☒ Traveling ☐ Parked Facing ☐ N ☒ S ☐ E ☐ W on US 29/70 (I-85 BUS)

Unit# 2 was: ☐ Traveling ☒ Parked Facing ☒ N ☐ S ☐ E ☐ W on US 29/70 (I-85 BUS)

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

VEHICLE 1, A NC HIGHWAY PATROL CAR, WAS TRAVELING SOUTH ON US 29/70 (I-85 BUS) ATTEMPTING TO OVERTAKE A VIOLATOR VEHICLE. VEHICLE 2 WAS TRAVELING NORTH ON US 29/70 (I-85 BUS) ATTEMPTING TO MAKE A LEFT TURN ONTO RP 1144 (RIVER ROAD). VEHICLE 2 FAILED TO YIELD, ENTERED THE INTERSECTION AND THE TWO VEHICLES COLLIDED. VEHICLE 1 TRAVELED OFF THE WEST SIDE OF US 29/70 AND STRUCK A TREE WHERE IT CAME TO REST. VEHICLE 2 WAS SPLIT INTO TWO PIECES, WITH THE FRONT OF THE VEHICLE TRAVELING ACROSS THE MEDIAN AND INTO THE NORTH BOUND LANES OF TRAVEL. THE PASSENGER COMPARTMENT OF VEHICLE 2 TRAVELED OFF THE WEST SIDE OF US 29/70 WHERE IT CAME TO REST.

INVESTIGATOR'S NOTE:

WITNESSES STATED THAT VEHICLE 1 VEERED TO THE RIGHT TO ATTEMPT TO AVOID A COLLISION, BUT WAS UNABLE. WITNESSES ALSO STATED THAT VEHICLE 1 HAD BLUE LIGHTS ACTIVATED, BUT DID NOT HEAR A SIREN.

ADDITIONAL WITNESS:

TERRY W. JOHNSON, 5000 WOODMORE DRIVE, GREENSBORO, NC, 27407.

ADDITIONAL PROPERTY DAMAGE

| 86 Type/ Owner | Owner Address / Phone | | | | State Property? | Estimated Damage |
|---|---|---|---|---|---|---|
| TURF DAMAGE | 5266 RIVER ROAD | | | | ☐ | $500.00 |
| BILL JACKSON | JAMESTOWN | NC | 27282 | ( 336 ) 454 - 2742 | | |

WITNESSES

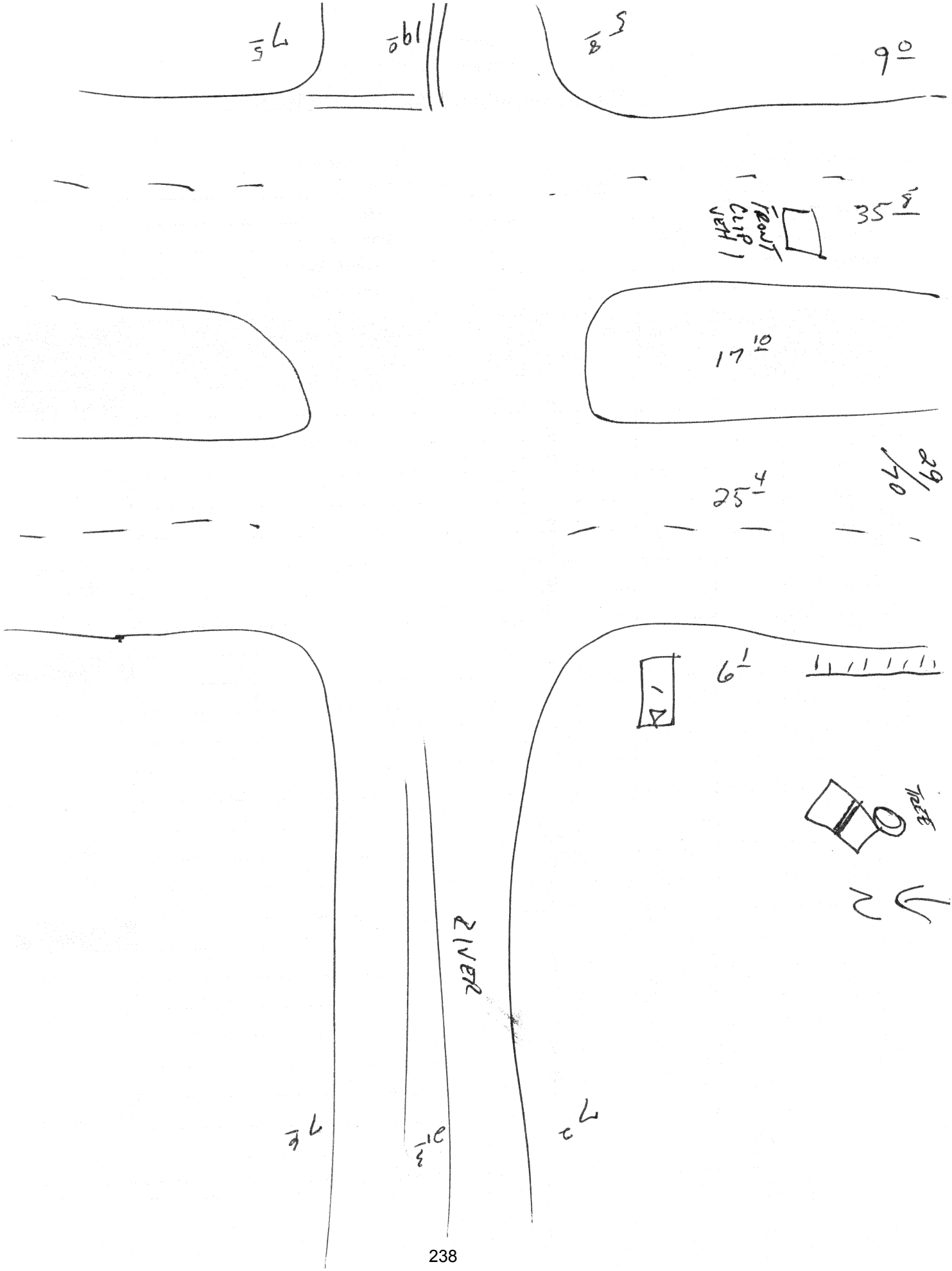
| | | | | | |
|---|---|---|---|---|---|
| Name DONALD ROSS | Address 2143 MOTSINGER ROAD | WINSTON-SALEM | NC 27107 | Phone No. | ( 336 ) 689 . 4236 |
| Name MICHAEL W PERRY | Address 227 SPRING STREET | THOMASVILLE | NC 27360 | Phone No. | ( 336 ) 475 . 8832 |

TRAFFIC VIOLATION(S)

Name — Charge(s) (Citation # optional)

Name — Charge(s)

| Officer Name | Officer Number | Department | | Date of Report |
|---|---|---|---|---|
| SGT. CA WEBB | 1779 236 | NCSHP/D2 | NCNHP0000 | 05/24/2010 |



7 5
19 0
5 8
9 0
35 8
FRONT CLIP VEH 1
17 10
29/70
25 4
6 1
TREE
N
RIVER
7 6
21 3
7 2

HP-49A
Page 1
Rev. 1/05

North Carolina
State Highway Patrol

# COLLISION SCENE MEASUREMENTS

Field Sketch Prepared By: _____
Assisted By: _____
Date Prepared: _____
Photographs Taken: ☐ Yes ☐ No
Photographs Taken By: _____
Fatal Collision: ☐ Yes ☐ No

Date of Collision: _____
Time: _____
County: _____
Highway Number: _____
Sequence Number: _____
Investigated By: _____

| PT | From Reference Point | | From Base Line | | | Item Measured | Show Damaged Area of Vehicle |
|---|---|---|---|---|---|---|---|
| A | | | | | A | | Vehicle #1 |
| B | | | | | B | | |
| C | | | | | C | | |
| D | | | | | D | | |
| E | | | | | E | | |
| F | | | | | F | | |
| G | | | | | G | | Make: |
| H | | | | | H | | Color: |
| I | | | | | I | | |
| J | | | | | J | | Vehicle #2 |
| K | | | | | K | | |
| L | | | | | L | | |
| M | | | | | M | | |
| N | | | | | N | | |
| O | | | | | O | | |
| P | | | | | P | | Make: |
| Q | | | | | Q | | Color: |
| R | | | | | R | | |
| S | | | | | S | | Vehicle #3 |
| T | | | | | T | | |
| U | | | | | U | | |
| V | | | | | V | | |
| W | | | | | W | | |
| X | | | | | X | | |
| Y | | | | | Y | | Make: |
| Z | | | | | Z | | Color: |

If the coordinate measuring method is used, enter the direction N (North), S (South), E (East), and W (West) in the blocks provided at the top of the form under **From Reference Point** and **From Base Line**. If the triangulation method is used, strike out **Reference Point** and **Base Line** and enter RP1 and RP2 at the top of the form.

If points to be located exceeds the spaces provided, continue listing points on the reverse side of this form. If more than three vehicles are involved, draw additional vehicles and show the damaged areas on the reverse side of this form.

Reference: 02XR00007Q
Msg Key : QVR
Date/Time: 20100604230831
Source : DMVREG

02XR00007Q.DMVREG.QVR.20100604230831.
TO: XDA2 -373165 20100604 23:08:31 18B33DFB3E
FROM: DMVREG 20100604 23:08:30
N.C. VEHICLE REGISTRATION SYSTEM
RESPONSE BASED UPON:
PLATE NO: SHP1037 YEAR: LIENS: PAGES: 7
ATTENTION:
CUSTOMER PLATE RESPONSE
PLATE(S) ARE NOT ASSIGNED TO A VEHICLE

CUSTOMER ID: 23142099 DOB:
STATE HIGHWAY PATROL DIVISION TAX COUNTY: WAKE
CUSTOMER ID: 11492939 DOB:
NC DEPT OF CRIME CONTROL & PUBLIC SAFETY
1300 BLUE RIDGE RD
RALEIGH NC 27607-3903

3084 PLATE(S)SHP100 THRU- SHP2400 ISSUE DT: 01042010 EXPIRE DT: 12312010
INS CO: TRAVELERS INDEMNITY CO POLICY: TRJCAP104T6820

*END OF MESSAGE*

**********

STATE OF NORTH CAROLINA
DMV
Commissioner of Motor Vehicles
DRIVER LICENSE
36023929
Dup
SANDRA GAIL ALLMOND
2514 JOHNSONTOWN RD
THOMASVILLE NC 27360-7596
class: C endors: None restr: 1
issued: 05-17-2007 expires: 06-18-2014
sex: F ht: 5-00 eyes: BRO hair: BRO race:
birthdate:
06-18-1954
Sandra Allmond

```
R                DAILY REPORT OF ACCIDENTS - INQUIRY   5/24/2010 17:14  HPCS131

 SLIP: 100523044DA   10-CODE 50   SIG F    COUNTY 041   DOA 100523   TIME 1143
 HIGHWAY NO.: US2970  SB .5 MI S OF JAMESTOWN;  AT SR1144
 AUTHORITY: SGT C A WEBB          CLASS 1   UNIT D224   DOE 100524
 CONTRIB CIRCUM 19  ALC N  NO. VEHICLES 02  NO. FATALITIES 02  NO. INJURED 03
  ---------------------------  PERSONS KILLED  -----------------------------
    NAME                     R/S/AGE/B/PS/V   ADDRESS
1 SANDRA GAIL ALLMOND        W F 055 Y OP 2 2514 JOHNSONTOWN RD, THOMASVILLE
2 TAYLOR STRANGE             W F 011 Y RF 2 538 OAKDALE DR, JAMESTOWN
3
4
5
6
7
8
9
REMRKS: VEH 1 (D253 ATTEMPTING TO OVERTAKE SPEEDER) WAS SB US29-70. VEH 2 WAS
      : NB ATTEMPTING LEFT TURN FROM US29-70 ONTO SR1144 (RIVER RD).
      : VEH 2 TURNED INTO THE PATH OF VEH 1 AND THEY COLLIDED.
      :
      :
    ENTRY DATE: 20100524 1709 ID: 7111   UPDATE DATE: 20100524 1712 ID: 7111
I/J/? = INQ(KEY)/RPT/HELP-----(F5//F12) R/S = RETURN/SYSTEM MENU--------(F2/F1)
```

D241'S: AND 7 CARTER'S NOTES

Elijah
~~Elijah~~ 11 years old left Rear GRAMSON OF DRIVER
Auman 12-12-98 11 year old
parents - Gerald & Rose Auman -
3311 Dillion Rd. 688-4441 Dad
J-Town, 27282 688-7658 mom

Steven Strange 9 year old + 06-26-2000
Right Rear

3-3-99
Taylor Strange - 11 year old - 307-3331
538 Oakdale Dr. J-Town - Front right

mother of Steven Strange
Rayne Strange - notified at 2:50 pm
1007 Bales Chapel Rd - 465-0286
J-Town - 27282

Sharon Layton - High Point Hospital
nurse
878-6730

Taylor's parents - 307-3331 - cell 314-7484
Brian - Michelle Casler
BRYAN

VEHICLE 1 : - BOTH AIR BAGS OUT

- REAR BUMPER TORN FROM CORE STRUCTURE, BOOT SECURITY INTACT
- BLUE LIGHT SWITCH OFF AT TIME OF PICTURES, BUT WITNESSES AND RESPONDERS SAY THEY WERE ON UPON ARRIVAL. UNKNOWN WHO TURNED OFF.
- FC IMPACT W/ VEH 2 AND OFF-SET IMPACT W/ TREE.

- VEHICLE 2: FRONT AIRBAG DEPLOYED, NOT DEPLOYED
- FRONT SEAT BELTS FASTENED. LOWER BODY DRIVER IN BELT. PASS. BELT OUT.
- BACK SEAT BELTS LAP & SHOULDER

- SECONDARY IMPACT TO BACK RIGHT OF VEHICLE.
  FRONT OF VEHICLE FROM FIRE WALL TOWARD FROM CAR.

- AREA OF IMPACT IN OUTSIDE SOUTHBOUND LANE
- FAINT SKID MARK FROM INSIDE LANE TO OUTSIDE LANE, INTO INTERSECTION, TO AREA OF IMPACT.
- FROM AREA OF IMPACT DEBRIS MARKS FOCUS FRONT OF CAR TO NORTHBOUND LANES.
- POSS. SEAT BELT ABRASIONS ON DRIVERS LEFT NECK. DRIVER LOWER BODY IN BELT.
- APPEARS FRONT PASS BELT OUT.

# NCSHP Collision Reconstruction Unit

## Reconstruction Report Activity Log

Troop R District 1

Guilford County

| Date | Description |
|---|---|
| 5-23-2010 Sun | R139, R124, R146: Responded to collision scene Sunday<br>R124 contacted at 11:59 Am, then R139 & R146 contacted. |
| | - Mapped collision scene evidence. R124, R139, R140<br>- ACM Download. - R146. - MOC.<br>- Aerial Photographs, - Ground Photographs. - R124<br>- Spoke to Capt Clayton, Maj Harris. |
| 5-24-2010 Mon | R146, R124: Interviewed Don Ross, 2:30 PM.<br>Jerry Johnson 4:00pm @ 5000 Markwood Dr., Greensboro, NC<br>- meeting with Captain Clayton - R146, R124<br>- Spoke to John Flanagan - R124<br>R139 - off. |
| 5-25-2010 Tues | R139, R146, R124 - 1995 Honda Accord - Vehicle inspection - 08:30 am.<br>Dodge Charger - Vehicle inspection - 10:00am<br>- Vehicle Photographs.<br>Place Vehicles together - Mapped & measured vehicles. |

Guilford County Patrol Car

Guilford County - Patrol Car
- Signal Data
- 911 - Calls, Radio Traffic, CAD Reports
- SHP - DCI, Radio Traffic
- Phone Data - Phone Company

# NCSHP Collision Reconstruction Unit

## Reconstruction Report Activity Log

Troop R District 1

| Date | Description |
|---|---|
| | |
| | |
| | |

# NCSHP Collision Reconstruction Unit

## Reconstruction Report Activity Log

Troop R District 1

| Date | Description |
|---|---|
| 5-27-10 | Called Michael Perry left Voicemail 0900 |
| 5 27-10 | Called Salisbury Comm Spoke w/ PTC miller ran 10-28 Sy R-8868. No Such Tag. |
| 5-27-10 | Interviewed Michael Perry 2:00pm Thomasville Furniture |
| 5-28-10 0830 | Spoke with Elijah Allmond's mother said she would call when he could be interviewed |

# NCSHP Collision Reconstruction Unit

## Reconstruction Report Activity Log

Troop R District 1

| Date | Description |
|---|---|
| | |
| | |
| | |

# NCSHP Collision Reconstruction Unit

## Reconstruction Report Activity Log

Troop R District 1

| Date | Description |
|---|---|
| | |
| | |
| | |
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| | |
| | |
| - | TROOP D COMMUNICATIONS LOGS / TAPES |
| - | GUILFORD COUNTY 911 COMMUNICATIONS TAPES |
| - | CRASH WEB - VEHICLE CRASH HISTORY (HONDA) |
| - | DCI LOGS FOR TFP. GOODNIGHT'S MDC |
| - | LIGHT CYCLE SEQUENCE - DOT SIGNAL DIVISION |
| | |
| | |
| | 1046 FT - DSC 9046 - DSC 9048 |
| | 1784 FT - DSC 9043 - DSC 9045 |
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# NCSHP Collision Reconstruction Unit

## Reconstruction Report Activity Log

Troop R District 1

| Date | Description |
|---|---|
| | |
| | |
| | |

HP-2
Rev. 7/08

North Carolina
State Highway Patrol
# FAX COVER SHEET

| | |
|---|---|
| **Date:** | June 22, 2010 |

| | |
|---|---|
| **To:** | Trp. S.W. Myers |
| **Telephone No.:** | |
| **FAX No.:** | 336-761-2193 |

| | |
|---|---|
| **From:** | Peggy Sutton |
| **Telephone No.:** | 336-883-6155 |
| **FAX No.:** | 336-883-6150 |

| | |
|---|---|
| **Re:** | Report requested |
| **Pages:** | 1 of 4 |
| **Note:** | |

DMV-349 (Rev. 9/99)

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

Do not write in these spaces

No. of Units Involved: 2

Form 1 of 3 ☐ Supplemental Report ☐ Non-Reportable 200831774

Date Received by DMV

| Date | County | Time | Local Use/Patrol Area |
|---|---|---|---|
| 09/15/2008 (mm/dd/ccyy) | GUILFORD | 15:31 (24 Hour Clock) | BEAT 7 |

LOCATION

33 Relation to Roadway Surface 1 Crash occurred ☒ In ☐ Near HIGH POINT (Municipality) or ____ Miles ☐ N ☐ S ☐ E ☐ W outside municipality

on 1799 EASTCHESTER DR (Highway Number, or Highway, Street, (if ramp or service road, indicate on line)) ☐ Ramp or Service Road (R.R. Crossing # ____) .20 Miles ____ ft. (0 ft.-intersection) ☒ N ☐ S ☐ E ☐ W

~~or~~ from HILTON CT (Use Highway Number, Street Name or Adjacent County or State Line) ☒ N ☐ S ☐ E ☐ W toward RIVERMEADE DR (Use Highway Number, Street Name or Adjacent County or State Line)

(If available) Latitude ____ Longitude ____ Altitude ____

UNIT # 1 ☒ VEHICLE ☐ PEDESTRIAN ☐ HIT & RUN ☐ COMMERCIAL VEHICLE

Driver GERALD PAUL ALLMOND (First / Middle / Last)
Address 3311 DILLON RD
City JAMESTOWN State NC Zip 27282
Same Address as Driver's License? ☒ Yes ☐ No
Driver's Phone Numbers H ( 336 ) 882-0088 W ( 336 ) 274-6720
D.L. # ____ State NC CDL License ☐
DOB 05/27/1976 (mm/dd/ccyy) 34 Vision Obstruction 0 35 Physical Condition 1 36 D.L. Restrictions ____
37 Alcohol/Drugs Suspected 0 38 Alcohol/Drugs Test 0 39 Results (if known) 0 40 Vehicle Seizure (DWI) ☐

Owner GERALD PAUL ALLMOND (Same as Driver? ☒)
Address 3311 DILLON RD (Same Address as Driver? ☒)
City JAMESTOWN State NC Zip 27282
Plate # XZS1708 Plate State NC Plate Year 2009
VIN 1HGCD7130SA041732
Vehicle Make HOND Vehicle Year 1995 41 Vehicle Style (Type) 1 42 Vehicle Drivable ☒ Yes ☐ No
43 TAD FD-2 44 Estimated Damage $1,200.00
Insurance Company UNIVERSAL INSURANCE CO.
Policy # NCU5156407

UNIT # 2 ☒ VEHICLE ☐ PEDESTRIAN ☐ HIT & RUN ☐ OTHER

Driver REBECCA ANNE GAINES (First / Middle / Last)
Address 8018 FOGLEMAN RD
City OAK RIDGE State NC Zip 27310-97
Same Address as Driver's License? ☒ Yes ☐ No
Driver's Phone Numbers H ( 336 ) 644-1734 W ( ____ )
D.L. # ____ State NC CDL License ☐
DOB 01/30/1982 (mm/dd/ccyy) 34 Vision Obstruction 0 35 Physical Condition 1 36 D.L. Restrictions ____
37 Alcohol/Drugs Suspected 0 38 Alcohol/Drugs Test 0 39 Results (if known) 0 40 Vehicle Seizure (DWI) ☐

Owner REBECCA ANNE GAINES (Same as Driver? ☒)
Address 8018 FOGLEMAN RD (Same Address as Driver? ☒)
City OAK RIDGE State NC Zip 27310-9734
Plate # XTX9459 Plate State NC Plate Year 2009
VIN 3VWCK31C55M411462
Vehicle Make VOLK Vehicle Year 2005 41 Vehicle Style (Type) 1 42 Vehicle Drivable ☒ Yes ☐ No
43 TAD BD-1 44 Estimated Damage $700.00
Insurance Company ALLSTATE PROPERTY AND CASUALTY
Policy # 955642469

COMMERCIAL VEHICLE: Cargo, Carrier Name, Address, Source — Carrier Identification Numbers: CVWR, Issued

| | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | Names and Addresses for All Persons (Unit 1/Unit 2 Dry, Ped, etc. - See Above); Use check blocks if address same as Driver |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 1 | 1 | 1 | [illegible] | W | M | 2 | 2 | 3 | 2 | 1 | 4 | Veh# 1 Towed To/By: DESTINATION OWNER |
| B | 2 | 1 | 1 | [illegible] | W | F | 2 | 1 | 3 | 2 | 1 | 5 | Veh# 2 Towed To/By: DESTINATION OWNER |
| C | | | | | | | | | | | | | |
| D | | | | | | | | | | | | | |
| E | | | | | | | | | | | | | |
| F | | | | | | | | | | | | | |
| G | | | | | | | | | | | | | |
| H | | | | | | | | | | | | | |

46 Name of EMS ____ 46 Name of EMS ____
47 Injured Taken by EMS to ____ (Treatment Facility and City or Town) 47 Injured Taken by EMS to ____ (Treatment Facility and City or Town)

Form 2 of 3

**Accident #: 200831774**

| 45 POINTS OF INITIAL CONTACT (Write in Codes) | |
|---|---|
| Unit# 1 | 1 0 0 |
| Unit# 2 | 14 0 0 |

| CRASH SEQUENCE (Unit Level) | Unit# 1 | Unit# 2 |
|---|---|---|
| 49 Vehicle Manoeuver/Action | 4 | 11 |
| 50 Non-Motorist Action | | |
| 51 Non-Motorist Location Prior to Impact | | |
| 52 Crash Sequence - First Event for This Unit | 21 | 21 |
| 53 Crash Sequence - Second Event | | |
| 54 Crash Sequence - Third Event | | |
| 55 Crash Sequence - Fourth Event | | |
| 56 Most Harmful Event for This Unit | 21 | 21 |
| 57 Distance/Direction to Object Struck | | |
| 58 Vehicle Underride/Override | 3 | 3 |
| 59 Vehicle Defects | 7 | 7 |

| VEHICLE INFO. | Veh # 1 | Veh # 2 |
|---|---|---|
| 60 Authorized Speed Limit | 45 | 45 |
| 61 Estimate of Original Traveling Speed | 35-45 | 5-10 |
| 62 Estimate of Speed at Impact | 25-35 | 2-5 |
| 63 Tire Impressions Before Impact (ft.) | 30.00 | 0.00 |
| 64 Distance Traveled After Impact (ft.) | 0 | 0 |
| 65 Emergency Vehicle Use | | |
| 66 Post Crash Fire (If "Yes" check block) | ☐ | ☐ |
| 67 School Bus - Contact Vehicle | ☐ | ☐ |
| 68 School Bus - Noncontact Vehicle | ☐ | ☐ |

**COMMERCIAL VEHICLE: Hazardous Materials Involvement**

Haz Mat Placard ☐ Yes ☐ No — From Placard indicate: 4-digit placard number or name from diamond or box — 1-digit number from bottom of diamond

Hazardous Cargo ☐ Yes ☐ No — Released (does not include fuel from fuel tank)

Carrying Haz Mat ☐ Yes ☐ No

| ROADWAY INFO. | |
|---|---|
| 69 Road Feature | 0 |
| 70 Road Character | 1 |
| 71 Road Classification | 3 |
| 72 Road Surface Type | 4 |
| 73 Road Configuration | 2 |
| 74 Access Control | 1 |
| 75 Number of Lanes | 5 |
| 76 Traffic Control Type | 0 |
| 77 Traffic Control Oper | |

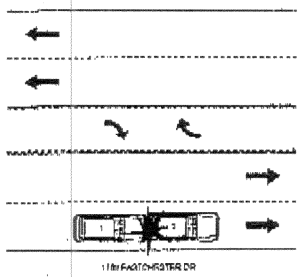
| WORK ZONE RELATED | |
|---|---|
| 78 Workzone Area | 5 |
| 79 Work Activity | |
| 80 Work Area Marked | |
| 81 Crash Location | |

| TRAILER INFO. | Unit# 1 | Unit# 2 |
|---|---|---|
| 82 Trailer Type | 0 | 0 |
| 1st Trailer No. Axles | 0 | 0 |
| Width (inches) | 0.00 | 0.00 |
| Length (feet) | 0.00 | 0.00 |
| 2nd Trailer No. Axles | 0 | 0 |
| Width (inches) | 0.00 | 0.00 |
| Length (feet) | 0.00 | 0.00 |

83 Unit# ___ Overwidth Trailer and Overwidth Mobile Home — Overwidth Permit #

84 DIAGRAM

Indicate North




Unit# 1 was: ☒ Traveling ☐ Parked Facing ☒ N ☐ S ☐ E ☐ W on EASTCHESTER DR

Unit# 2 was: ☒ Traveling ☐ Parked Facing ☒ N ☐ S ☐ E ☐ W on EASTCHESTER DR

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

Driver of vehicle two advised she had to brake for traffic ahead. Driver of vehicle one advised he was unable to stop resulting in a rear-end collision with vehicle two.

ADDITIONAL PROPERTY DAMAGE

90 Type/ Owner — Owner Address — Phone — State Property? ☐ — Estimated Damage $

WITNESSES

Name — Address — Phone No. ( ) —

Name — Address — Phone No. ( ) —

TRAFFIC VIOLATION(S)

Name — Charge(s) (Citation # optional)

Name — Charge(s)

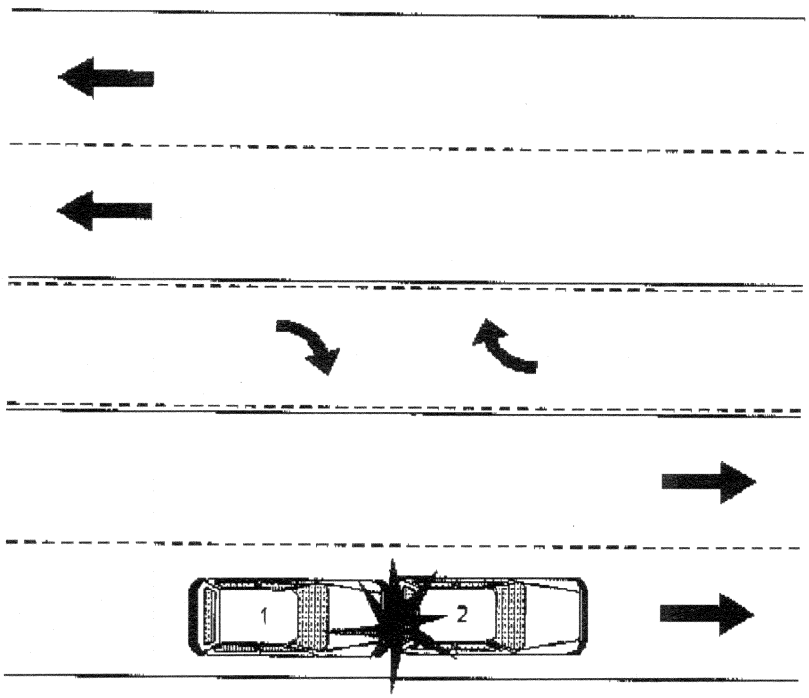
| Officer Name | Officer Number | Department | Date of Report |
|---|---|---|---|
| MPO1 GOINS, A. M. | 257376 | 0410300 | 09/16/2008 |

Form 3 of 3

**Accident #: 200831774**

## DIAGRAM

Indicate North




1799 EASTCHESTER DR

Drawing Not To Scale.

**Myers, Stephen W.**

**From:** Maloney, Emily P.
**Sent:** Friday, June 18, 2010 2:10 PM
**To:** 'bfo@vsp.virginia.gov'
**Cc:** Myers, Stephen W.
**Subject:** North Carolina Traffic Fatality Investigation

We are trying to obtain a Virginia crash report but can not locate anything on Virginia DMV's website. Do you have a contact at DMV? This information is part of an investigation being conducted by North Carolina State Highway Patrol.

The accident report is 091870336, January 8, 2009.

Thank you for any information you may have.

Emily P. Maloney, OA-IV
North Carolina State Highway Patrol
Troop D, District 2, High Point, NC
(336) 883-6155

**Email correspondence to and from this sender is subject to the N.C. Public Records Law and may be disclosed to third parties.**

Virg. State Police
540-375-9538
6/18 1420hrs: Not located

Roanoke County P.D. - FAX # 540-777-9770
Attn "Records"
540-777-8652
NON EMEG. 562-3265 → Records

Not Faxed
↓
Has report will Fax 1430

Roanoke City P.D.
540-853-2211

## Maloney, Emily P.

**From:** Maloney, Emily P.
**Sent:** Monday, June 21, 2010 1:35 PM
**To:** 'Cox, Jr., Russell K. (Bud)'
**Subject:** RE: North Carolina Traffic Fatality Investigation

Thank you for your response. This information is helpful.

Emily P. Maloney, OA-IV
North Carolina State Highway Patrol
Troop D, District 2, High Point, NC
(336) 883-6155

**Email correspondence to and from this sender is subject to the N.C. Public Records Law and may be disclosed to third parties.**

-----Original Message-----
From: Cox, Jr., Russell K. (Bud) [mailto:Bud.Cox@vsp.virginia.gov]
Sent: Monday, June 21, 2010 12:29 PM
To: Maloney, Emily P.
Subject: RE: North Carolina Traffic Fatality Investigation

Dear Ms. Maloney:

Lieutenant Colonel E.A. Stockton, Director of the Bureau of Field Operations for the Virginia State Police asked that I thank you for and respond to your e-mail of June 18, 2010, concerning a crash report.

Please contact Ms. Bernice Barley with the Virginia Department of Motor Vehicles at 804-367-2895 and she can assist you in this matter.

I hope this information is helpful.

Bud Cox
Business Manager
Virginia State Police
804-674-2127
Bud.Cox@vsp.virginia.gov

-----Original Message-----
From: Bureau of Field Operations
Sent: Friday, June 18, 2010 3:01 PM
To: Cox, Jr., Russell K. (Bud)
Subject: FW: North Carolina Traffic Fatality Investigation

-----Original Message-----
From: Maloney, Emily P. [mailto:epmaloney@NCSHP.ORG]
Sent: Friday, June 18, 2010 2:10 PM
To: Bureau of Field Operations
Cc: Myers, Stephen W.
Subject: North Carolina Traffic Fatality Investigation

We are trying to obtain a Virginia crash report but can not locate anything on Virginia DMV's website. Do you have a contact at DMV? This information is part of an investigation being conducted by North Carolina State Highway Patrol.

The accident report is 091870336, January 8, 2009.

Thank you for any information you may have.

Emily P. Maloney, OA-IV
North Carolina State Highway Patrol
Troop D, District 2, High Point, NC
(336) 883-6155

**Email correspondence to and from this sender is subject to the N.C. Public Records Law and may be disclosed to third parties.**

# FAX

**To:** To whom it may concern
Company:
Fax: ,913368836150
Phone:

**From:**
Fax:
Phone:
E-mail:

**NOTES:**

**Date and time of transmission:** Friday, June 18, 2010 2:39:04 PM
**Number of pages including this cover sheet:** 06

ROANOKE POLICE DEPARTMENT
**Warrant Service Unit**
**348 Campbell Avenue SW**
**Roanoke, Virginia 24016**
**(540) 853-2212 (RECORDS)**
**(540) 853-1505 (540) 853-5313**
**(540) 853-6585 (RETURN FAX)**

| | |
|---|---|
| **DATE:** | **June 18, 2010** |
| **TO:** | **TROOP D DISTRICT 2 HIGHPOINT, NC** |
| **ATTN:** | **TROOPER MYERS** |
| **PHONE:** | **336-883-6155** |
| **FAX:** | **336-883-6150** |
| **FROM:** | **ROANOKE CITY PD** |
| **SUBJECT:** | **CRASH REPORT** |

**Hope this is what you needed. If you have further questions, call 540-853-2212.**

**Michelle Kibodeaux**
**VCIN Coordinator**
**Roanoke City Police**

*The information contained in this transmission is confidential and may be privileged. If you are not the individual to whom it is addressed, please notify us immediately.

Commonwealth of Virginia - Department of Motor Vehicles

# Police Crash Report

FR300P (Rev 7/07)

Revised Report ○ Page 1 of 4

| CRASH | | | GPS Lat. | GPS Long. |
|---|---|---|---|---|
| Crash Date 01 \| 08 \| 2009 | Day of Week Thu | MILITARY Time (24 hr Clock) 12:49 | County of Crash | Official DMV Use |
| ● City of ○ Town of Roanoke | | | Landmarks at Scene | |
| Location of Crash (route/street) WILLIAMSON RD SE | | | Railroad Crossing ID no. (if within 150 ft.) | Local Case Number 09-002933 |
| ○ At Intersection With or 100.00 ☐ Miles ■ Feet N ● S ○ E ○ W ○ of | | | Location of Crash (route/street) ELM AVE SE | Mile Marker Number / Number of Vehicles 2 |

## VEHICLE # 1

### DRIVER

Driver Fled Scene ○

| Driver's Name (Last, First, Middle) | Gender |
|---|---|
| ALLMOND, GERALD PAUL | ● F ○ |

| Address (Street and Number) | | |
|---|---|---|
| 3311 DILLON RD | | |
| City: JAMESTOWN | State: NC | Zip: 27282- |

| Birth Date 05 \| 27 \| 1976 | Drivers License Number 29622338 | State VA | DL ● N | CDL ○ Y |
|---|---|---|---|---|

| Safety Equip. Used | Air Bag | Ejected | Date of Death | Injury Type | EMS Transport |
|---|---|---|---|---|---|
| 3 | 2 | 1 | | 6 | ○ Y ● |

| Summons Issued As Result of Crash | Offenses Charged to Driver |
|---|---|
| 1 | 46.2-804.2 - Improper lane change |

### VEHICLE

| Vehicle Owner's Name (Last, First, Middle) | Same as Driver ● |
|---|---|
| | |

| Address (Street and Number) | | |
|---|---|---|
| | | |
| City | State | Zip |

| Vehicle Year | Vehicle Make | Vehicle Model | Disabled | CMV | Towed |
|---|---|---|---|---|---|
| 1995 | HONDA | ACCORD | ○ | ○ | ○ |

| Vehicle Plate Number | State | Approximate Repair Cost |
|---|---|---|
| XZS1708 | VA | $1,000.00 |

| VIN | ○ Oversize ○ Cargo Spill |
|---|---|
| 1HGCD7130SA041732 | |
| Name of Insurance Company (not agent): UNIVERSAL | ○ Override ○ Underride |

| Speed Before Crash | Speed Limit | Maximum Safe Speed | ALL Passengers Age Count: Under 8 | 8-17 | 18-21 | Over 21 |
|---|---|---|---|---|---|---|
| 25 | 25 | 25 | | | | 1 |

### PASSENGER *(only if injured or killed)*

| Name of Injured (Last, First, Middle) | EMS Transport (Y) (N) | Date of Death |
|---|---|---|
| | | |

| Position In/On Vehicle | Safety Equip Used | Airbag | Ejected | Injury Type | Birthdate | Gender (M) (F) |
|---|---|---|---|---|---|---|
| | | | | | | |

| Name of Injured (Last, First, Middle) | EMS Transport (Y) (N) | Date of Death |
|---|---|---|
| | | |

| Position In/On Vehicle | Safety Equip Used | Airbag | Ejected | Injury Type | Birthdate | Gender (M) (F) |
|---|---|---|---|---|---|---|
| | | | | | | |

| Name of Injured (Last, First, Middle) | EMS Transport (Y) (N) | Date of Death |
|---|---|---|
| | | |

| Position In/On Vehicle | Safety Equip Used | Airbag | Ejected | Injury Type | Birthdate | Gender (M) (F) |
|---|---|---|---|---|---|---|
| | | | | | | |

## VEHICLE # 2

### DRIVER

Driver Fled Scene ○

| Driver's Name (Last, First, Middle) | Gender |
|---|---|
| CRAIG, DEBORAH CORNELIA | ○ M ● F |

| Address (Street and Number) | | |
|---|---|---|
| 1247 NW THOMAS AVE | | |
| City: Roanoke | State: VA | Zip: 24017- |

| Birth Date 02 \| 20 \| 1959 | Drivers License Number T69721364 | State VA | DL ● N | CDL ○ Y |
|---|---|---|---|---|

| Safety Equip. Used | Air Bag | Ejected | Date of Death | Injury Type | EMS Transport |
|---|---|---|---|---|---|
| 3 | 2 | 1 | | 6 | ○ Y ● |

| Summons Issued As Result of Crash | Offenses Charged to Driver |
|---|---|
| 2 | |

### VEHICLE

| Vehicle Owner's Name (Last, First, Middle) | Same as Driver ● |
|---|---|
| | |

| Address (Street and Number) | | |
|---|---|---|
| | | |
| City | State | Zip |

| Vehicle Year | Vehicle Make | Vehicle Model | Disabled | CMV | Towed |
|---|---|---|---|---|---|
| 2002 | HONDA | ACCORD | ○ | ○ | ○ |

| Vehicle Plate Number | State | Approximate Repair Cost |
|---|---|---|
| XZS3173 | VA | $1,000.00 |

| VIN | ○ Oversize ○ Cargo Spill |
|---|---|
| 1HGCG56752A163154 | |
| Name of Insurance Company (not agent): LIBERTY MUTUAL | ○ Override ○ Underride |

| Speed Before Crash | Speed Limit | Maximum Safe Speed | ALL Passengers Age Count: Under 8 | 8-17 | 18-21 | Over 21 |
|---|---|---|---|---|---|---|
| 25 | 25 | 25 | | | | 1 |

### PASSENGER *(only if injured or killed)*

| Name of Injured (Last, First, Middle) | EMS Transport (Y) (N) | Date of Death |
|---|---|---|
| | | |

| Position In/On Vehicle | Safety Equip Used | Airbag | Ejected | Injury Type | Birthdate | Gender (M) (F) |
|---|---|---|---|---|---|---|
| | | | | | | |

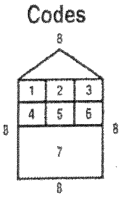
| Name of Injured (Last, First, Middle) | EMS Transport (Y) (N) | Date of Death |
|---|---|---|
| | | |

| Position In/On Vehicle | Safety Equip Used | Airbag | Ejected | Injury Type | Birthdate | Gender (M) (F) |
|---|---|---|---|---|---|---|
| | | | | | | |

| Name of Injured (Last, First, Middle) | EMS Transport (Y) (N) | Date of Death |
|---|---|---|
| | | |

| Position In/On Vehicle | Safety Equip Used | Airbag | Ejected | Injury Type | Birthdate | Gender (M) (F) |
|---|---|---|---|---|---|---|
| | | | | | | |

## Codes




**POSITION IN/ON VEHICLE**
1. Driver
2-6. Passengers
7. Cargo Area
8. Riding/Hanging On Outside
9-98. All Other Passengers

**SAFETY EQUIPMENT USED**
1. Lap Belt Only
2. Shoulder Belt Only
3. Lap and Shoulder Belt
4. Child Restraint
5. Helmet
6. Other
7. Booster Seat
8. No Restraint Used
9. Not Applicable

**AIRBAG**
1. Deployed - Front
2. Not Deployed
3. Unavailable/Not Applicable
4. Keyed Off
5. Unknown
6. Deployed - Side
7. Deployed - Other (Knee, Air Belt, etc.)
8. Deployed - Combination

**EJECTED FROM VEHICLE**
1. Not Ejected
2. Partially Ejected
3. Totally Ejected

**SUMMONS ISSUED AS A RESULT OF CRASH**
1. Yes
2. No
3. Pending

**INJURY TYPE**
1. Dead Before Report Made
2. Visible Signs of Injury, as Bleeding Wound or Distorted Member or Had to be Carried From Scene.
3. Other Visible Injury, as Bruises, Abrasions, Swelling, Limping, etc.
4. No Visible Injury, But Complaint of Pain, or Momentary Unconsciousness.
6. No Injury (driver only)

| Investigating Officer | Badge/Code Number | Agency/Department Name and Code | Reviewing Officer | Report File Date |
|---|---|---|---|---|
| Officer CHARLES E. KOLENSKI | 0716 | Roanoke City Police Department - 1230000 | 0193 - Officer Harold Walli | 01/08/2009 |

Officer Initials CEK Badge # 0716

Revised Report ○

Commonwealth of Virginia - Department of Motor Vehicles

# Police Crash Report

FR300P (Rev 7/07)



## CRASH

| Crash Date MM DD YYYY | MILITARY Time (24 hr Clock) | County of Crash | City of / Town of | Local Case Number |
|---|---|---|---|---|
| 01 08 2009 | 12:49 | | ● City of ○ Town of Roanoke | 09-002933 |

## DRIVER INFORMATION

### Driver's Action P1

| Veh 1 | Veh 2 | |
|---|---|---|
| ○ | ● | 1. No Improper Action |
| ○ | ○ | 2. Exceeded Speed Limit |
| ○ | ○ | 3. Exceeded Safe Speed But Not Speed Limit |
| ○ | ○ | 4. Overtaking On Hill |
| ○ | ○ | 5. Overtaking On Curve |
| ○ | ○ | 6. Overtaking at Intersection |
| ○ | ○ | 7. Improper Passing of School Bus |
| ○ | ○ | 8. Cutting In |
| ○ | ○ | 9. Other Improper Passing |
| ○ | ○ | 10. Wrong Side of Road - Not Overtaking |
| ○ | ○ | 11. Did Not Have Right-of-Way |
| ○ | ○ | 12. Following Too Close |
| ○ | ○ | 13. Fail to Signal or Improper Signal |
| ○ | ○ | 14. Improper Turn - Wide Right Turn |
| ○ | ○ | 15. Improper Turn - Cut Corner on Left Turn |
| ○ | ○ | 16. Improper Turn From Wrong Lane |
| ○ | ○ | 17. Other Improper Turn |
| ○ | ○ | 18. Improper Backing |
| ○ | ○ | 19. Improper Start From Parked Position |
| ○ | ○ | 20. Disregarded Officer or Flagger |
| ○ | ○ | 21. Disregarded Traffic Signal |
| ○ | ○ | 22. Disregarded Stop or Yield Sign |
| ○ | ○ | 23. Driver Distraction |
| ○ | ○ | 24. Fail to Stop at Through Highway - No Sign |
| ○ | ○ | 25. Drive Through Work Zone |
| ○ | ○ | 26. Fail to Set Out Flares or Flags |
| ○ | ○ | 27. Fail to Dim Headlights |
| ○ | ○ | 28. Driving Without Lights |
| ○ | ○ | 29. Improper Parking Location |
| ○ | ○ | 30. Avoiding Pedestrian |
| ○ | ○ | 31. Avoiding Other Vehicle |
| ○ | ○ | 32. Avoiding Animal |
| ○ | ○ | 33. Crowded Off Highway |
| ○ | ○ | 34. Hit and Run |
| ○ | ○ | 35. Car Ran Away - No Driver |
| ○ | ○ | 36. Blinded by Headlights |
| ○ | ○ | 37. Other |
| ○ | ○ | 38. Avoiding Object in Roadway |
| ○ | ○ | 39. Eluding Police |
| ○ | ○ | 40. Fail to Maintain Proper Control |
| ○ | ○ | 41. Improper Passing |
| ● | ○ | 42. Improper or Unsafe Lane Change |
| ○ | ○ | 43. Over Correction |

### Condition of Driver Contributing to the Crash P2

| Veh 1 | Veh 2 | |
|---|---|---|
| ● | ● | 1. No Defects |
| ○ | ○ | 2. Eyesight Defective |
| ○ | ○ | 3. Hearing Defective |
| ○ | ○ | 4. Other Body Defects |
| ○ | ○ | 5. Illness |
| ○ | ○ | 6. Fatigued |
| ○ | ○ | 7. Apparently Asleep |
| ○ | ○ | 8. Other |
| ○ | ○ | 9. Unknown |

### Driver Vision Obscured P3

| Veh 1 | Veh 2 | |
|---|---|---|
| ● | ● | 1. Not Obscured |
| ○ | ○ | 2. Rain, Snow, etc. on Windshield |
| ○ | ○ | 3. Windshield Otherwise Obscured |
| ○ | ○ | 4. Vision Obscured by Load on Vehicle |
| ○ | ○ | 5. Trees, Crops, etc. |
| ○ | ○ | 6. Building |
| ○ | ○ | 7. Embankment |
| ○ | ○ | 8. Sign or Signboard |
| ○ | ○ | 9. Hillcrest |
| ○ | ○ | 10. Parked Vehicle(s) |
| ○ | ○ | 11. Moving Vehicle(s) |
| ○ | ○ | 12. Sun or Headlight Glare |
| ○ | ○ | 13. Other |
| ○ | ○ | 14. Blind Spot |
| ○ | ○ | 15. Smoke/Dust |
| ○ | ○ | 16. Stopped Vehicle(s) |

### Type of Driver Distractions P4

| Veh 1 | Veh 2 | |
|---|---|---|
| ● | ○ | 1. Looking at Roadside Incident |
| ○ | ○ | 2. Driver Fatigue |
| ○ | ○ | 3. Looking at Scenery |
| ○ | ○ | 4. Passenger(s) |
| ○ | ○ | 5. Radio/CD, etc. |
| ○ | ○ | 6. Cell Phone |
| ○ | ○ | 7. Eyes Not on Road |
| ○ | ○ | 8. Daydreaming |
| ○ | ○ | 9. Eating/Drinking |
| ○ | ○ | 10. Adjusting Vehicle Controls |
| ○ | ○ | 11. Other |
| ● | ○ | 12. Navigation Device |

### Drinking P5

| Veh 1 | Veh 2 | |
|---|---|---|
| ● | ● | 1. Had Not Been Drinking |
| ○ | ○ | 2. Drinking - Obviously Drunk |
| ○ | ○ | 3. Drinking - Ability Impaired |
| ○ | ○ | 4. Drinking - Ability Not Impaired |
| ○ | ○ | 5. Drinking - Not Known Whether Impaired |
| ○ | ○ | 6. Unknown |

### Method of Alcohol Detemination (by police) P6

| Veh 1 | Veh 2 | |
|---|---|---|
| ○ | ○ | 1. Blood |
| ○ | ○ | 2. Breath |
| ○ | ○ | 3. Refused |
| ● | ● | 4. No Test |

### Drug Use P7

| Veh 1 | Veh 2 | |
|---|---|---|
| ○ | ○ | 1. Yes |
| ● | ● | 2. No |
| ○ | ○ | 3. Unknown |

## VEHICLE INFORMATION

### Vehicle Maneuver V1

| Veh 1 | Veh 2 | |
|---|---|---|
| ○ | ● | 1. Going Straight Ahead |
| ○ | ○ | 2. Making Right Turn |
| ○ | ○ | 3. Making Left Turn |
| ○ | ○ | 4. Making U-Turn |
| ○ | ○ | 5. Slowing or Stopping |
| ○ | ○ | 6. Merging Into Traffic Lane |
| ○ | ○ | 7. Starting From Parked Position |
| ○ | ○ | 8. Stopped in Traffic Lane |
| ○ | ○ | 9. Ran Off Road - Right |
| ○ | ○ | 10. Ran Off Road - Left |
| ○ | ○ | 11. Parked |
| ○ | ○ | 12. Backing |
| ○ | ○ | 13. Passing |
| ● | ○ | 14. Changing Lanes |
| ○ | ○ | 15. Other |
| ○ | ○ | 16. Entering Street From Parking Lot |

### Skidding Tire/Mark V2

| Veh 1 | Veh 2 | |
|---|---|---|
| ○ | ○ | 1. Before Application of Brakes |
| ○ | ○ | 2. After Application of Brakes |
| ○ | ○ | 3. Before and After Application of Brakes |
| ● | ● | 4. No Visible Skid Mark/Tire Mark |

### Vehicle Body Type V3

| Veh 1 | Veh 2 | |
|---|---|---|
| ● | ● | 1. Passenger car |
| ○ | ○ | 2. Truck - Pick-up/Passenger Truck |
| ○ | ○ | 3. Van |
| ○ | ○ | 4. Truck - Single Unit Truck (2-Axles) |
| ○ | ○ | 7. Motor Home, Recreational Vehicle |
| ○ | ○ | 8. Special Vehicle - Oversized Vehicle/Earthmover/Road Equipment |
| ○ | ○ | 9. Bicycle |
| ○ | ○ | 10. Moped |
| ○ | ○ | 11. Motorcycle |
| ○ | ○ | 12. Emergency Vehicle (Regardless of Vehicle Type) |
| ○ | ○ | 13. Bus - School Bus |
| ○ | ○ | 14. Bus - City Transit Bus/Privately Owned Church Bus |
| ○ | ○ | 15. Bus - Commercial Bus |
| ○ | ○ | 16. Other (Scooter, Go-cart, Hearse, Bookmobile, Golf Cart, etc. |
| ○ | ○ | 18. Special Vehicle - Farm Machinery |
| ○ | ○ | 19. Special Vehicle - ATV |
| ○ | ○ | 21. Special Vehicle - Low-Speed Vehicle |
| ○ | ○ | 22. Truck - Sport Utility Vehicle (SUV) |
| ○ | ○ | 23. Truck - Single Unit Truck (3 Axles or More) |
| ○ | ○ | 25. Truck-Truck Tractor (Bobtail-No Trailer) |

### Vehicle Damage V4

| Veh 1 | Veh 2 | |
|---|---|---|
| ○ | ○ | 1. Unknown |
| ○ | ○ | 2. No damage |
| ○ | ○ | 3. Overturned |
| ○ | ○ | 4. Motor |
| ○ | ○ | 5. Undercarriage |
| ○ | ○ | 6. Totaled |
| ○ | ○ | 7. Fire |
| ● | ● | 8. Other |

### Vehicle Condition V5

| Veh 1 | Veh 2 | |
|---|---|---|
| ● | ● | 1. No Defects |
| ○ | ○ | 2. Lights Defective |
| ○ | ○ | 3. Brakes Defective |
| ○ | ○ | 4. Steering Defective |
| ○ | ○ | 5. Puncture/Blowout |
| ○ | ○ | 6. Worn or Slick Tires |
| ○ | ○ | 7. Motor Trouble |
| ○ | ○ | 8. Chains In Use |
| ○ | ○ | 9. Other |
| ○ | ○ | 10. Vehicle Altered |
| ○ | ○ | 11. Mirrors Defective |
| ○ | ○ | 12. Power Train Defective |
| ○ | ○ | 13. Suspension Defective |
| ○ | ○ | 14. Windows/Windshield Defective |
| ○ | ○ | 15. Wipers Defective |
| ○ | ○ | 16. Wheels Defective |
| ○ | ○ | 17. Exhaust System |

### Special Function Motor Vehicle V6

| Veh 1 | Veh 2 | |
|---|---|---|
| ● | ● | 1. No Special Function |
| ○ | ○ | 2. Taxi |
| ○ | ○ | 3. School Bus (Public or Private) |
| ○ | ○ | 4. Transit Bus |
| ○ | ○ | 5. Intercity Bus |
| ○ | ○ | 6. Charter Bus |
| ○ | ○ | 7. Other Bus |
| ○ | ○ | 8. Military |
| ○ | ○ | 9. Police |
| ○ | ○ | 10. Ambulance |
| ○ | ○ | 11. Fire Truck |
| ○ | ○ | 12. Tow Truck |
| ○ | ○ | 13. Maintenance |
| ○ | ○ | 14. Unknown |

### EMV In Service V7

| Veh 1 | Veh 2 | |
|---|---|---|
| ● | ● | 1. Yes |
| ○ | ○ | 2. No |

### Truck Cover V8

| Veh 1 | Veh 2 | |
|---|---|---|
| ● | ● | 1. Yes |
| ○ | ○ | 2. No |

Officer Initials CEK Badge # 0716

Revised Report ○

Commonwealth of Virginia - Department of Motor Vehicles

# Police Crash Report

FR300P (Rev 7/07)



## CRASH

| Crash Date MM DD YYYY | MILITARY Time (24 hr Clock) | County of Crash | City of / Town of | Local Case Number |
|---|---|---|---|---|
| 01 \| 08 \| 2009 | 12:49 | | ● City of ○ Town of Roanoke | 09-002933 |

## CRASH INFORMATION

**Location of First Harmful Event In Relation to Roadway** C1
- ● 1. On Roadway
- ○ 2. Shoulder
- ○ 3. Median
- ○ 4. Roadside
- ○ 5. Gore
- ○ 6. Separator
- ○ 7. In Parking Lane or Zone
- ○ 8. Off Roadway, Location Unknown
- ○ 9. Outside Right-of-Way

**Weather Condition** C2
- ● 1. No Adverse Condition (Clear/Cloudy)
- ○ 3. Fog
- ○ 4. Mist
- ○ 5. Rain
- ○ 6. Snow
- ○ 7. Sleet/Hail
- ○ 8. Smoke/Dust
- ○ 9. Other
- ○ 10. Blowing Sand, Soil, Dirt, or Snow
- ○ 11. Severe Crosswinds

**Light Conditions** C3
- ○ 1. Dawn
- ● 2. Daylight
- ○ 3. Dusk
- ○ 4. Darkness - Road Lighted
- ○ 5. Darkness - Road Not Lighted
- ○ 6. Darkness - Unknown Road Lighting
- ○ 7. Unknown

**Traffic Control Mechanical Device** C4
- ● 1. Yes - Working
- ○ 2. Yes - Working and Obscured
- ○ 3. Yes - Not Working
- ○ 4. Yes - Not Working and Obscured
- ○ 5. Yes - Missing
- ○ 6. No Traffic Control Device Present

**Traffic Control Type** C5
- ○ 1. No Traffic Control
- ○ 2. Officer or Flagger
- ○ 3. Traffic Signal
- ○ 4. Stop Sign
- ○ 5. Slow or Warning Sign
- ● 6. Traffic Lanes Marked
- ○ 7. No Passing Lines
- ○ 8. Yield Sign
- ○ 9. One Way Road or Street
- ○ 10. Railroad Crossing with Markings and Signs
- ○ 11. Railroad Crossing With Signals
- ○ 12. Railroad Crossing With Gate and Signals
- ○ 13. Other
- ○ 14. Pedestrian Crosswalk
- ○ 15. Reduced Speed - School Zone
- ○ 16. Reduced Speed - Work Zone
- ○ 17. Highway Safety Corridor

**Roadway Alignment** C6
- ○ 1. Straight - Level
- ○ 2. Curve - Level
- ● 3. Grade - Straight
- ○ 4. Grade - Curve
- ○ 5. Hillcrest - Straight
- ○ 6. Hillcrest - Curve
- ○ 7. Dip - Straight
- ○ 8. Dip - Curve
- ○ 9. Other
- ○ 10. On/Off Ramp

**Roadway Suface Condition** C7
- ● 1. Dry
- ○ 2. Wet
- ○ 3. Snowy
- ○ 4. Icy
- ○ 5. Muddy
- ○ 6. Oil/Other Fluids
- ○ 7. Other
- ○ 8. Natural Debris
- ○ 9. Water (Standing, Moving)
- ○ 10. Slush
- ○ 11. Sand, Dirt, Gravel

**Roadway Suface Type** C8
- ○ 1. Concrete
- ● 2. Blacktop, Asphalt Bituminous
- ○ 3. Brick or Block
- ○ 4. Slag, Gravel, Stone
- ○ 5. Dirt
- ○ 6. Other

**Roadway Description** C9
- ● 1. Two-Way, Not Divided
- ○ 2. Two-Way, Divided Unprotected Median
- ○ 3. Two-Way, Divided, Positive Median Barrier
- ○ 4. One-Way, Not Divided
- ○ 5. Unknown

**Roadway Defects** C10
- ● 1. No Defects
- ○ 2. Holes, Ruts, Bumps
- ○ 3. Soft or Low Shoulder
- ○ 4. Under Repair
- ○ 5. Loose Material
- ○ 6. Restricted Width
- ○ 7. Slick Pavement
- ○ 8. Roadway Obstructed
- ○ 9. Other
- ○ 10. Edge Pavement Drop Off

**Relation to Roadway** C11

Interchange Area:
- ○ 1. Main-Line Roadway
- ○ 2. Acceleration/Deceleration Lanes
- ○ 3. Gore Area (Between Ramp and Highway Edgelines)
- ○ 4. Collector/Distributor Road
- ○ 5. On Entrance/Exit Ramp
- ○ 6. Intersection at end of Ramp
- ○ 7. Other location not listed above within an interchange area (median, shoulder and roadside)

Intersection Area:
- ● 8. Non-Intersection
- ○ 9. Within Intersection
- ○ 10. Intersection-Related - Within 150'
- ○ 11. Intersection-Related - Outside 150'

Other Location:
- ○ 12. Crossover Related
- ○ 13. Driveway, Alley-Access - Related
- ○ 14. Railway Grade Crossing
- ○ 15. Other Crossing (Crossings for Bikes, School, etc.)

**Intersection Type** C12
- ● 1. Not at Intersection
- ○ 2. Two Approaches
- ○ 3. Three Approaches
- ○ 4. Four Approaches
- ○ 5. Five-Point, or more
- ○ 6. Roundabout

**Work Zone Related** C13
- ○ 1. Yes
- ● 2. No

**Work Zone Workers Present** C14
- ○ 1. With Law Enforcement
- ○ 2. With No Law Enforcement
- ○ 3. No Workers Present

**Work Zone Location** C15
- ○ 1. Advance Warning Area
- ○ 2. Transition Area
- ○ 3. Activity Area
- ○ 4. Termination Area

**Work Zone Type** C16
- ○ 1. Lane Closure
- ○ 2. Lane Shift/Crossover
- ○ 3. Work on Shoulder or Median
- ○ 4. Intermittent or Moving Work
- ○ 5. Other

**School Zone** C17
- ○ 1. Yes
- ○ 2. Yes - With School Activity
- ● 3. No

**Type of Collision** C18
- ○ 1. Rear End
- ○ 2. Angle
- ○ 3. Head On
- ● 4. Sideswipe - Same Direction
- ○ 5. Sideswipe - Opposite Direction
- ○ 6. Fixed Object in Road
- ○ 7. Train
- ○ 8. Non-Collision
- ○ 9. Fixed Object - Off Road
- ○ 10. Deer
- ○ 11. Other Animal
- ○ 12. Pedestrian
- ○ 13. Bicyclist
- ○ 14. Motorcyclist
- ○ 15. Backed Into
- ○ 16. Other

Officer Initials CEK Badge # 0716

Revised Report ○

Commonwealth of Virginia - Department of Motor Vehicles

# Police Crash Report

FR300P (Rev 7/07)

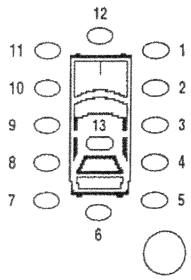


## CRASH

| Crash Date MM DD YYYY | MILITARY Time (24 hr Clock) | County of Crash | City of / Town of | Local Case Number |
|---|---|---|---|---|
| 01 08 2009 | 12:49 | | ● City of ○ Town of Roanoke | 09-002933 |

### VEHICLE # 1

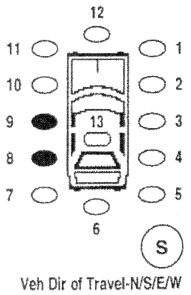
Fill In Impact Areas(s).
Initial Impact.




Veh Dir of Travel-N/S/E/W

### VEHICLE # 2

Fill In Impact Areas(s).
Initial Impact. 9



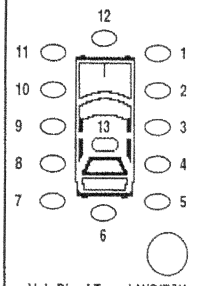

S

Veh Dir of Travel-N/S/E/W

Indicate North by Arrow

### VEHICLE #

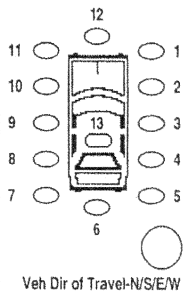
Fill In Impact Areas(s).
Initial Impact.




Veh Dir of Travel-N/S/E/W

### VEHICLE #

Fill In Impact Areas(s).
Initial Impact.




Veh Dir of Travel-N/S/E/W

## DAMAGE TO PROPERTY OTHER THAN VEHICLES

| Approx. Repair Cost | Object Struck (Tree, Fence, etc.) | Property Owner's Name (Last, First, Middle) | Address (Street and Number) | VDOT Property |
|---|---|---|---|---|
| | | | | ○ Yes ○ No |

## CRASH DESCRIPTION

VEHICLE 1 TRAVELING SOUTH WHEN HE CROSSED THE WHITE LINE AND STRUCK VEHICLE 2 WHICH WAS TRAVELING SOUTH ON WILLIAMSON RD SE. BOTH VEHICLES WERE TRAVELING SOUTH ON WILLIAMSON RD SE. THE RIGHT FRONT OF VEHICLE 1 STRUCK THE LEFT SIDE OF VEHICLE 2.

## CRASH EVENTS

| Vehicle # | First Event | Second Event | Third Event | Fourth Event | Most Harmful Event |
|---|---|---|---|---|---|
| 1 | 20 | | | | 20 |
| 2 | 20 | | | | 20 |

| Vehicle # | First Event | Second Event | Third Event | Fourth Event | Most Harmful Event |
|---|---|---|---|---|---|
| | | | | | |
| | | | | | |

First Harmful Event of Entire Crash that Results in First Injury or Damage.

20

COLLISION WITH FIXED OBJECT
1. Bank Or Ledge
2. Trees
3. Utility Pole
4. Fence Or Post
5. Guard Rail
6. Parked Vehicle
7. Tunnel, Bridge, Underpass, Culvert, etc.
8. Sign, Traffic Signal
9. Impact Cushioning Device
10. Other
11. Jersey Wall
12. Building/Structure
13. Curb
14. Ditch
15. Other Fixed Object
16. Other Traffic Barrier
17. Traffic Sign Support
18. Mailbox

COLLISION WITH PERSON, MOTOR VEHICLE OR NON-FIXED OBJECT
19. Pedestrian
20. Motor Vehicle In Transport
21. Train
22. Bicycle
23. Animal
24. Work Zone Maintenance Equipment
25. Other Movable Object
26. Unknown Movable Object
27. Other

NON-COLLISION
28. Ran Off Road
29. Jack Knife
30. Overturn (Rollover)
31. Downhill Runaway
32. Cargo Loss or Shift
33. Explosion or Fire
34. Separation of Units
35. Cross Median
36. Cross Centerline
37. Equipment Failure (Tire, ect)
38. Immersion
39. Fell/Jumped From Vehicle
40. Thrown or Falling Object
41. Non-Collision Unknown
42. Other Non-Collision

**Match #: 1** **Reason for Match: VIN**

Activity & Date: Shipping 07/13/1995
Information provided by NICB
--> VIN: 1HGCD7130SA041732 (PASS) Year: 1995
Make: HONDA Model: ACCORD

**Match #: 2** **Reason for Match: VIN**

Activity & Date: Valuation 05/23/2010 File Number: H0167424294
Coverage: Other
Impact Point: Point of impact unknow
Company: TRAVELERS INDEMNITY COMPANY Phone: 8007596194
Claim Number: FZL6506003

--> VIN: 1HGCD7130SA041732 (PASS) Year: 1995 Mileage: 260772
Make: HONDA Model: ACCORD

**Match #: 3** **Reason for Match: VIN**

Activity & Date: Estimate 05/23/2010 File Number: H0167425950
Coverage: Liability
Impact Point: Rollover
Company: TRAVELERS INDEMNITY COMPANY Phone:
Claim Number: FZL6506003

--> VIN: 1HGCD7130SA041732 (PASS) Year: 1995 Mileage: 260772
Make: HONDA Model: ACCORD

**Match #: 4** **Reason for Match: VIN of Claimant**

Activity & Date: Property/Casualty 05/23/2010 File Number: 5W002751006
Type of Loss: Commercial Automobile
Loss Description: TROOPER CLOCKED VEH/NEON AT HIGH SPEED&TURNED AROU
ISO Received: 05/24/2010
Insurer Received: 05/23/2010
Company: TRAVELERS INDEMNITY COMPANY Phone: 8007596194
Contact: LARRY W HURD Phone: 7045403234
Address: CHARLOTTE CL CLM - A026
: PO BOX 473502
City: CHARLOTTE State: NC Zip: 282473502
Claim Number: FZL6506003
Policy Number: TRJCAP104T6800
Inception Date: 07/01/2009
Expiration Date: 07/01/2010

Involved Party: Insured
Name: STATE OF NORTH CAROLINA
Address: 1601 E MARKET ST

**City:** GREENSBORO **State:** NC **Zip:** 274110002

**Involved Party:** Claimant
**Name:** ALLMOND,GERALD
**Address:** 331 DILLON RD
**City:** JAMESTOWN **State:** NC **Zip:** 27282
**Home Phone:** 3366884441
*** More matches on this Phone outside this report ***

**Coverage Type:** Property Damage
**Loss Type:** Property Damage
**Contact:** LARRY W HURD **Phone:** 7045403234
--> **VIN:** 1HGCD7130SA041732 (PASS) **Year:** 1995
**Make:** HONDA **Model:** ACCORD
**EDR Available?:** NO
**Lic Plate:** ZNV4415 **State:** NC
**Odometer:** 0000000000
**Anti-Theft:** Not Supplied
**Disposition:** Totaled

---

**Match #: 5** **Reason for Match: VIN of Claimant**

**Activity & Date:** Property/Casualty 01/08/2009 12:45 **File Number:** 3M002472118
**Type of Loss:** Personal Automobile
**Location of Loss:** WILLIAMSOM RD
**City:** ROANOKE **State:** VA **Zip:**
**Loss Description:** PER CALLER: INSD, DEBORAH CRAIG BROAD NARRATI
**ISO Received:** 01/12/2009
**Insurer Received:** 01/12/2009
**First Payment:** 01/15/2009
**Agency Notified:** ROANOKE PD
**Report Case No.:** 09-002933
**CAT Related?:** N
**Company:** LIBERTY MUTUAL INSURANCE COMPANY **Phone:** 4107718012
**Address:** 11350 MCCORMICK RD #301
**City:** HUNT VALLEY **State:** MD **Zip:** 21031
**Claim Number:** 10437928
**Policy Number:** AO6238095567408020
**Driver at Fault:** No
**Inception Date:** 10/10/2008
**Expiration Date:** 10/10/2009

**Involved Party:** Both Claimant & Insured
**Name:** CRAIG,DEBORAH
**Address:** 1247 THOMAS AVE NW
**City:** ROANOKE **State:** VA **Zip:** 240173719
**DOB:** 01/20/1959
**SSN:** 227987720 (SSN ISSUED VA/1974-1974)
**Driver Lic:** T69721364 **State:** VA
**Home Phone:** 5407988560
**Occupation:** 0004

**Coverage Type:** Collision
**Loss Type:** Collision
**Claim Status:** Closed
**Date Closed:** 02/24/2009
**VIN:** 1HGCG56752A163154 (PASS) **Year:** 2002
*** More matches on this VIN outside this report ***
**Make:** HONDA **Model:** ACCORD
**EDR Available?:** NO
**Lic Plate:** XZS3173 **State:** VA
**Odometer:** 0000000000
**Anti-Theft:** Not Supplied
**Point of Impact:** Left Side
**Disposition:** Body Damage or Broken Glass

**Involved Party:** Claimant
**Name:** ALLMOND,GERALD,P
**Address:** 3311 DILLON RD
**City:** JAMESTOWN **State:** NC **Zip:** 272829155
**DOB:** 05/27/1976
**Driver Lic:** 29622338 **State:** NC
**Business Phone:** 3362156085
*** More matches on this Phone outside this report ***
**Home Phone:** 3366884411

**Coverage Type:** Property Damage
**Loss Type:** Property Damage
**Claim Status:** Closed
**Date Closed:** 01/13/2009
--> **VIN:** 1HGCD7130SA041732 (PASS) **Year:** 1995
**Make:** HONDA **Model:** ACCORD
**EDR Available?:** NO
**Odometer:** 0000000000
**Anti-Theft:** Not Supplied
**Point of Impact:** Right Front Corner
**Disposition:** Body Damage or Broken Glass

**Involved Party:** Claimant
**Name:** CRAIG,DEBORAH
**Address:** 1247 THOMAS AVE NW
**City:** ROANOKE **State:** VA **Zip:** 240173719
**DOB:** 01/20/1959
**Gender:** F
**Driver Lic:** T69721364 **State:** VA
**Home Phone:** 5407988560
**Occupation:** 0004

**Coverage Type:** Uninsured Motorist
**Loss Type:** Property Damage
**Claim Status:** Closed
**Date Closed:** 03/03/2009
**VIN:** 1HGCG56752A163154 (PASS) **Year:** 2002
*** More matches on this VIN outside this report ***
**Make:** HONDA **Model:** ACCORD

**EDR Available?:** NO
**Lic Plate:** XZS3173 **State:** VA
**Odometer:** 0000000000
**Anti-Theft:** Not Supplied
**Point of Impact:** Left Side
**Disposition:** Body Damage or Broken Glass

## Hunt, George B

**From:** Cassidy, Kenneth L
**Sent:** Tuesday, June 22, 2010 9:47 AM
**To:** Hunt, George B

# Shipping Information

### Manufacturing, Shipping & Assembly

| | |
|---|---|
| **VIN:** | 1HGCD7130SA041732 |
| **Make:** | HOND |
| **Shipping Date:** | 07/13/95 |
| **Dealer Code:** | 0206747 |
| **Invoice Number:** | 18702 |

### Component Parts

| | |
|---|---|
| **Component Type:** | Airbag (Driver) |
| **Component ID:** | H7FV1U458 |
| **Component Type:** | Airbag (Passenger) |
| **Component ID:** | P7FH1V182 |
| **Component Type:** | Block Casting |
| **Component ID:** | 130601 |
| **Component Type:** | Block Machining |
| **Component ID:** | 6091354 |
| **Component Type:** | SRS Cable Reel |
| **Component ID:** | F2F8A6998 |
| **Component Type:** | Engine |
| **Component ID:** | 2483188 |
| **Component Type:** | Engine Prefix |
| **Component ID:** | F22B22483188 |
| **Component Type:** | SRS ECU (Electronic Control Unit) |
| **Component ID:** | C7FV13337 |
| **Component Type:** | Head Casting |
| **Component ID:** | 70523 |
| **Component Type:** | Head Machining |
| **Component ID:** | C55300206E |
| **Component Type:** | Intake Manifold |
| **Component ID:** | 2115289159 |
| **Component Type:** | Transmission |
| **Component ID:** | P2A56026985 |

### Dealer - 1

| | |
|---|---|
| **Dealer Make:** | HOND |
| **Dealer Code:** | 0206747 |
| **Dealer:** | ROUSHONDA |
| **Dealer Address:** | 104 WEST SCHROCK ROAD<br>WESTERVILLE,, OH |
| **Set Up Date:** | 00/00/00 |

### Dealer - 2

| | |
|---|---|
| **Dealer Make:** | HOND |
| **Dealer Code:** | 0206747 |
| **Dealer:** | ROUSH HONDA |

**Dealer Address:** 104 WEST SCHROCK ROAD
WESTERVILLE, OH

**Set Up Date:** 04/27/99

Close

Email correspondence to and from this sender is subject to the N.C. Public Records Law and may be disclosed to third parties.

**Match #: 1** **Reason for Match: VIN**

Activity & Date: Shipping 07/13/1995
Information provided by NICB
--> VIN: 1HGCD7130SA041732 (PASS) Year: 1995
Make: HONDA Model: ACCORD

**Match #: 2** **Reason for Match: VIN**

Activity & Date: Valuation 05/23/2010 File Number: H0167424294
Coverage: Other
Impact Point: Point of impact unknow
Company: TRAVELERS INDEMNITY COMPANY Phone: 8007596194
Claim Number: FZL6506003

--> VIN: 1HGCD7130SA041732 (PASS) Year: 1995 Mileage: 260772
Make: HONDA Model: ACCORD

**Match #: 3** **Reason for Match: VIN**

Activity & Date: Estimate 05/23/2010 File Number: H0167425950
Coverage: Liability
Impact Point: Rollover
Company: TRAVELERS INDEMNITY COMPANY Phone:
Claim Number: FZL6506003

--> VIN: 1HGCD7130SA041732 (PASS) Year: 1995 Mileage: 260772
Make: HONDA Model: ACCORD

**Match #: 4** **Reason for Match: VIN of Claimant**

Activity & Date: Property/Casualty 05/23/2010 File Number: 5W002751006
Type of Loss: Commercial Automobile
Loss Description: TROOPER CLOCKED VEH/NEON AT HIGH SPEED&TURNED AROU
ISO Received: 05/24/2010
Insurer Received: 05/23/2010
Company: TRAVELERS INDEMNITY COMPANY Phone: 8007596194
Contact: LARRY W HURD Phone: 7045403234
Address: CHARLOTTE CL CLM - A026
: PO BOX 473502
City: CHARLOTTE State: NC Zip: 282473502
Claim Number: FZL6506003
Policy Number: TRJCAP104T6800
Inception Date: 07/01/2009
Expiration Date: 07/01/2010

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Name: STATE OF NORTH CAROLINA
Address: 1601 E MARKET ST

City: GREENSBORO State: NC Zip: 274110002

Involved Party: Claimant
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City: JAMESTOWN State: NC Zip: 27282
Home Phone: 3366884441
*** More matches on this Phone outside this report ***

Coverage Type: Property Damage
Loss Type: Property Damage
Contact: LARRY W HURD Phone: 7045403234
--> VIN: 1HGCD7130SA041732 (PASS) Year: 1995
Make: HONDA Model: ACCORD
EDR Available?: NO
Lic Plate: ZNV4415 State: NC
Odometer: 0000000000
Anti-Theft: Not Supplied
Disposition: Totaled

---

**Match #: 5** **Reason for Match: VIN of Claimant**

Activity & Date: Property/Casualty 01/08/2009 12:45 File Number: 3M002472118
Type of Loss: Personal Automobile
Location of Loss: WILLIAMSOM RD
City: ROANOKE State: VA Zip:
Loss Description: PER CALLER: INSD, DEBORAH CRAIG BROAD NARRATI
ISO Received: 01/12/2009
Insurer Received: 01/12/2009
First Payment: 01/15/2009
Agency Notified: ROANOKE PD
Report Case No.: 09-002933
CAT Related?: N
Company: LIBERTY MUTUAL INSURANCE COMPANY Phone: 4107718012
Address: 11350 MCCORMICK RD #301
City: HUNT VALLEY State: MD Zip: 21031
Claim Number: 10437928
Policy Number: AO6238095567408020
Driver at Fault: No
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Driver Lic: T69721364 State: VA
Home Phone: 5407988560
Occupation: 0004

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**Loss Type:** Collision
**Claim Status:** Closed
**Date Closed:** 02/24/2009
**VIN:** 1HGCG56752A163154 (PASS) **Year:** 2002
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**EDR Available?:** NO
**Lic Plate:** XZS3173 **State:** VA
**Odometer:** 0000000000
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**Point of Impact:** Left Side
**Disposition:** Body Damage or Broken Glass

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**City:** JAMESTOWN **State:** NC **Zip:** 272829155
**DOB:** 05/27/1976
**Driver Lic:** 29622338 **State:** NC
**Business Phone:** 3362156085
*** More matches on this Phone outside this report ***
**Home Phone:** 3366884411

**Coverage Type:** Property Damage
**Loss Type:** Property Damage
**Claim Status:** Closed
**Date Closed:** 01/13/2009
--> **VIN:** 1HGCD7130SA041732 (PASS) **Year:** 1995
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**EDR Available?:** NO
**Odometer:** 0000000000
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**Disposition:** Body Damage or Broken Glass

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**DOB:** 01/20/1959
**Gender:** F
**Driver Lic:** T69721364 **State:** VA
**Home Phone:** 5407988560
**Occupation:** 0004

**Coverage Type:** Uninsured Motorist
**Loss Type:** Property Damage
**Claim Status:** Closed
**Date Closed:** 03/03/2009
**VIN:** 1HGCG56752A163154 (PASS) **Year:** 2002
*** More matches on this VIN outside this report ***
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**EDR Available?:** NO
**Lic Plate:** XZS3173 **State:** VA
**Odometer:** 0000000000
**Anti-Theft:** Not Supplied
**Point of Impact:** Left Side
**Disposition:** Body Damage or Broken Glass

## Hunt, George B

**From:** Cassidy, Kenneth L
**Sent:** Tuesday, June 22, 2010 9:47 AM
**To:** Hunt, George B

# Shipping Information

### Manufacturing, Shipping & Assembly

| | |
|---|---|
| **VIN:** | 1HGCD7130SA041732 |
| **Make:** | HOND |
| **Shipping Date:** | 07/13/95 |
| **Dealer Code:** | 0206747 |
| **Invoice Number:** | 18702 |

### Component Parts

| | |
|---|---|
| **Component Type:** | Airbag (Driver) |
| **Component ID:** | H7FV1U458 |
| **Component Type:** | Airbag (Passenger) |
| **Component ID:** | P7FH1V182 |
| **Component Type:** | Block Casting |
| **Component ID:** | 130601 |
| **Component Type:** | Block Machining |
| **Component ID:** | 6091354 |
| **Component Type:** | SRS Cable Reel |
| **Component ID:** | F2F8A6998 |
| **Component Type:** | Engine |
| **Component ID:** | 2483188 |
| **Component Type:** | Engine Prefix |
| **Component ID:** | F22B22483188 |
| **Component Type:** | SRS ECU (Electronic Control Unit) |
| **Component ID:** | C7FV13337 |
| **Component Type:** | Head Casting |
| **Component ID:** | 70523 |
| **Component Type:** | Head Machining |
| **Component ID:** | C55300206E |
| **Component Type:** | Intake Manifold |
| **Component ID:** | 2115289159 |
| **Component Type:** | Transmission |
| **Component ID:** | P2A56026985 |

### Dealer - 1

| | |
|---|---|
| **Dealer Make:** | HOND |
| **Dealer Code:** | 0206747 |
| **Dealer:** | ROUSHONDA |
| **Dealer Address:** | 104 WEST SCHROCK ROAD<br>WESTERVILLE,, OH |
| **Set Up Date:** | 00/00/00 |

### Dealer - 2

| | |
|---|---|
| **Dealer Make:** | HOND |
| **Dealer Code:** | 0206747 |
| **Dealer:** | ROUSH HONDA |

**Dealer Address:** 104 WEST SCHROCK ROAD
WESTERVILLE, OH

**Set Up Date:** 04/27/99

Close

Email correspondence to and from this sender is subject to the N.C. Public Records Law and may be disclosed to third parties.

# OHIO CERTIFICATE OF TITLE

VOID IF ALTERED

COUNTY OF Coshocton

STATE OF OHIO No. 16 0013 0901

REPLACEMENT

ISSUE DATE 01/24/2000

| IDENTIFICATION NUMBER | BODY TYPE | YEAR | MAKE | MAKE DESCRIPTION |
|---|---|---|---|---|
| 1HGCD7130SA041732 | 2D | 1995 | HOND | HOND |
| COMMENTS | PURCHASE PRICE | | MODEL | MODEL DESCRIPTION |
| LIEN REPLACEMENT. | $11,930.00 | | --- | ALX |
| CONVERSION | TAX | MILEAGE | EVIDENCE | |
| | $710.43 | 57,417 | OH 1600119965 | |
| | ODO BRAND ACTUAL | | | |

BRAND(S)

OWNER
DEBRA L. MYERS

1505 ARROWHEAD DRIVE
COSHOCTON, OH 43812

PREVIOUS OWNER
JOHN HINDERER HONDA

1010 MEBRON RD
HEATH, OH 43056

45036931 HD001080

FIRST LIENHOLDER DATE OF LIEN 01/24/2000
AMERICAN GENERAL FINANCE INC
185 DOWNTOWNER PLAZA
PO BOX 1228
COSHOCTON, OH 43812

LIEN DISCHARGE
lienholder
by
Authorized signature as
CLERK OF COURTS LIEN CANCELLATION
by
Deputy Clerk date

LIEN DISCHARGE
lienholder
by
Authorized signature date
CLERK OF COURTS LIEN CANCELLATION
by
Deputy Clerk date

WITNESS MY HAND AND OFFICIAL SEAL THIS 24th DAY OF JANUARY, 2000.

%041456244

(SEAL)

* % 0 4 1 4 5 6 2 4 4 *

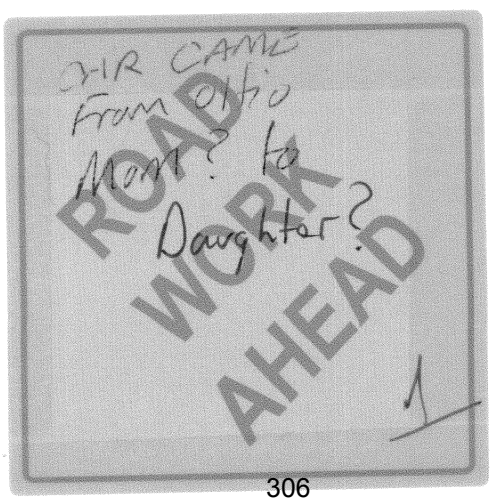
%041456244

Irene Miller
CLERK OF COURTS

DO NOT ACCEPT TITLE SHOWING ANY ERASURES, ALTERATIONS OR MUTILATIONS.

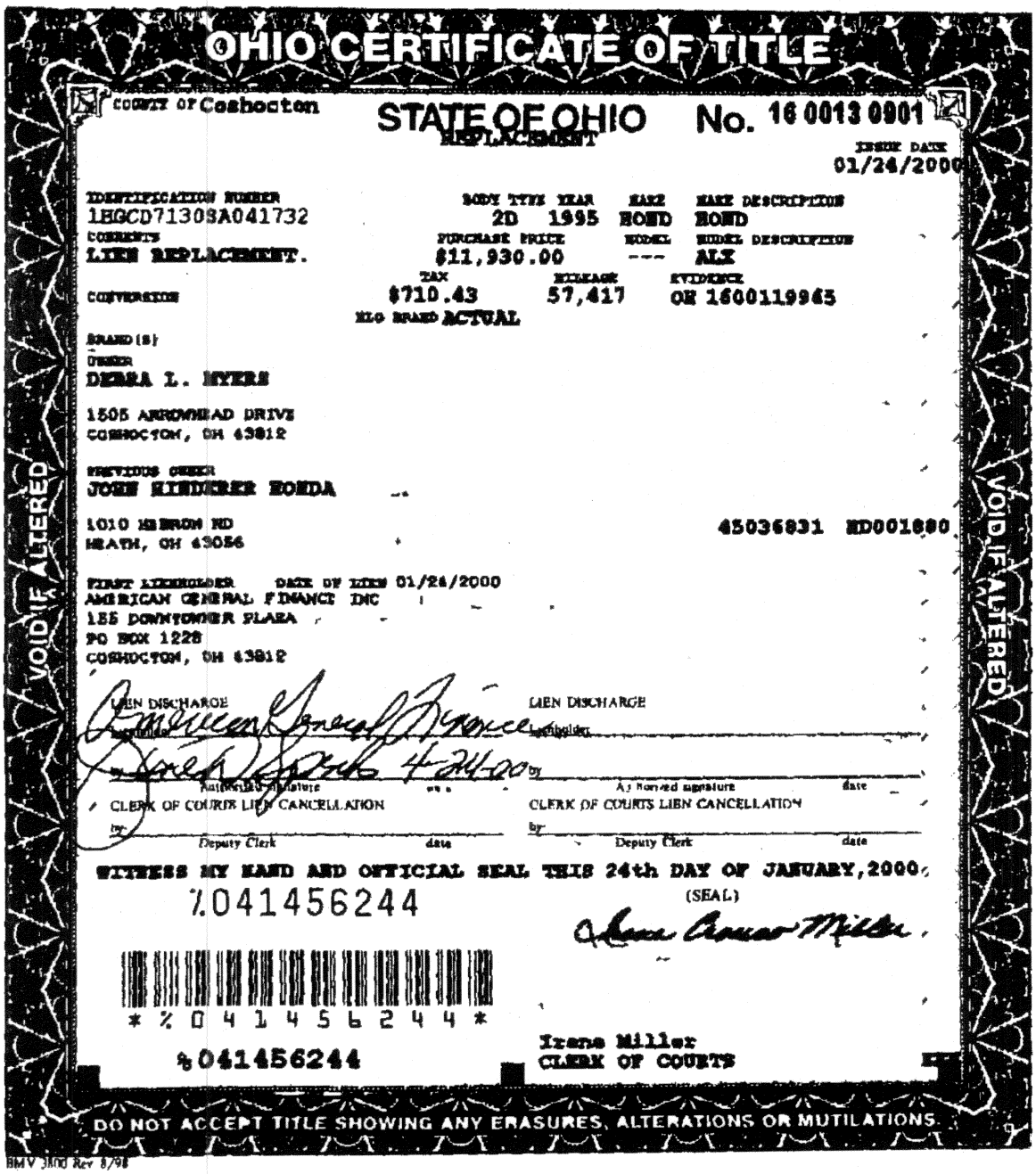
VOID IF ALTERED

BMV 3800 Rev 8/98






JUN-22-2010 09:20 FROM: TO:9133688441 86 P:31/32



# OHIO CERTIFICATE OF TITLE

COUNTY OF Coshocton

## STATE OF OHIO No. 16 0013 0901

REPLACEMENT

ISSUE DATE 01/24/2000

| IDENTIFICATION NUMBER | BODY TYPE | YEAR | MAKE | MAKE DESCRIPTION |
|---|---|---|---|---|
| 1HGCD7130SA041732 | 2D | 1995 | HOND | HOND |
| COMMENTS | PURCHASE PRICE | | MODEL | MODEL DESCRIPTION |
| LIEN REPLACEMENT. | $11,930.00 | | --- | ALX |
| CONVERSION | TAX | MILEAGE | EVIDENCE | |
| | $710.43 | 57,417 | OH 1600119965 | |
| | ELG BRAND ACTUAL | | | |

BRAND(S)

OWNER
DEBRA L. MYERS

1505 ARROWHEAD DRIVE
COSHOCTON, OH 43812

PREVIOUS OWNER
JOHN RINDERER HONDA

1010 MIRON RD
HEATH, OH 43056

45036831 HD001880

FIRST LIENHOLDER DATE OF LIEN 01/24/2000
AMERICAN GENERAL FINANCE INC
155 DOWNTOWNER PLAZA
PO BOX 1228
COSHOCTON, OH 43812

LIEN DISCHARGE
lienholder
by
Authorized signature date

LIEN DISCHARGE
lienholder
by
Authorized signature date

CLERK OF COURTS LIEN CANCELLATION
by
Deputy Clerk date

CLERK OF COURTS LIEN CANCELLATION
by
Deputy Clerk date

WITNESS MY HAND AND OFFICIAL SEAL THIS 24th DAY OF JANUARY, 2000.

%041456244

(SEAL)

Irene Miller

* % 0 4 1 4 5 6 2 4 4 *

%041456244

Irene Miller
CLERK OF COURTS

DO NOT ACCEPT TITLE SHOWING ANY ERASURES, ALTERATIONS OR MUTILATIONS.

VOID IF ALTERED

VOID IF ALTERED

BMV 3800 Rev 8/98



JUN-22-2010 09:20 FROM: TO:9133688441186 P:32/32

ERASURES AND ALTERATIONS VOID THIS TITLE ASSIGNMENT (Type or print in ink)

**ASSIGNMENT OF OWNERSHIP**

I (we) certify the vehicle or watercraft or outboard motor described in this title was delivered on __/__/__ for the price of $_____ to Is Seller a Minor? ☐ Yes ☐ No

Transferee's/Buyer's printed name Yvonea Marie Myers

Transferee's/Buyer's printed address _____

**ODOMETER CERTIFICATION**

Federal and State laws require that you state the mileage in connection with transfer of ownership Failure to complete or providing false information may result in fines and/or imprisonment

I (we) certify to the best of my (our) knowledge that the odometer now reads (thousands) 1 4 2 , 0 0 0 (no tenths) miles and is the actual mileage of the vehicle unless one of the following statements is checked

☐ The mileage stated is in excess of the mechanical limits.

☐ The odometer reading is not the actual mileage. WARNING ODOMETER DISCREPANCY

This vehicle was a (if applicable) ☐ Former Law Enforcement Vehicle ☐ Former Taxi ☐ Flood Vehicle

I (we) warrant the title to be free of all liens.

Transferor's/Seller's printed name Debora L Myers

X Transferor's/Seller's signature Debra L Myers

Transferor's/Seller's printed address _____

NOTE All blank spaces above must be completed before acknowledgement

Sworn to and subscribed in my presence by _____ this 26 day of Sept yr 03

My commission expires 9-3 yr 07

(seal) Clerk Deputy Clerk of Courts Notary _____

LAURA ELIZABETH SARTIN
Notary Public
Guilford County
State of North Carolina
My Commission Expires

**TRANSFEREE'S/BUYER'S ACKNOWLEDGMENT OF ODOMETER CERTIFICATION**

Yvonea Marie Myers

Transferee's/Buyer's printed name

X Yvonea Marie Myers

Transferee's/Buyer's signature

Warning to transferor and transferee (seller and buyer) You are required by law to state the true selling price A false statement is in violation of section 2921 13 of the Ohio Revised Code and is punishable by six months imprisonment and a fine of up to one thousand dollars or both. All transfers are audited by the Department of Taxation The seller and buyer must provide any information requested by the Department of Taxation The buyer may be assessed any additional tax found to be due.

**APPLICATION FOR CERTIFICATE OF TITLE (Type or Print in Ink)** Fee of $5 00 for failure to apply for title within 30 days of assignment.

Check type of application(s) ☐ Motor Vehicle ☐ Memorandum ☐ Watercraft ☐ Outboard Motor ☐ Salvage

Applicant's printed name _____ SSN/EIN _____

Applicant's printed address _____

Purchase Price $ _____ Gross Tax Due $ _____ Vendor's Discount $ _____ Tax Paid $ _____

Tax exemption ☐ Yes Reason _____ Dealer's Permit Number _____ Vendor's Number _____

Condition of vehicle or watercraft or outboard motor (check only one) ☐ Good ☐ Fair ☐ Poor ☐ Wrecked

LIEN INFORMATION If no lien state "none" If more than one lien attach statement of all additional liens

Lienholder _____ Address _____

I (we) state that all information contained in this application is true and correct Is Applicant a Minor? ☐ Yes ☐ No

Applicant's signature X _____

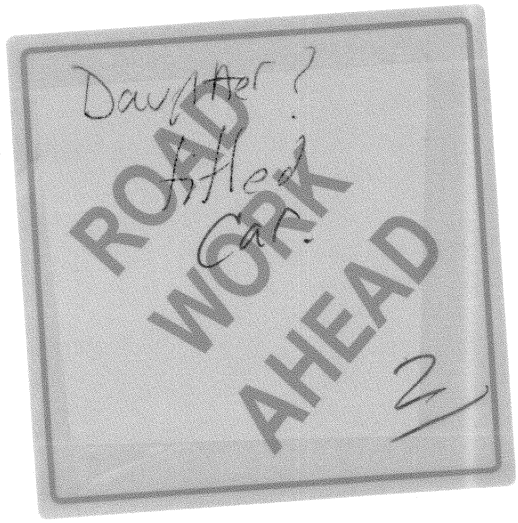
Sworn to and subscribed in my presence by _____ this ____ day of _____ yr ____

My commission expires _____ yr ____

(seal) Clerk Deputy Clerk of Courts Notary _____



JUN-22-2010 09:19 FROM: TO:9133688441 86 P:30/32


Daughter?
Lifted
Car.
ROAD
WORK
AHEAD
2

REGULAR

| | | | | | |
|---|---|---|---|---|---|
| New Title# | 777438033578134 | License | 20.00 | Title | 35.00 |
| Date | 12/23/2003 | HUT | 141.90 | | |
| Plate# | SRY4389 | | | | |
| Exp DT | 12/31/2004 | | | | |
| Weight | | | | | |
| Initials | | | | | |
| UserID | T1C1340 | | | | |

000000187

TOTAL 196.90

*North Carolina Division of Motor Vehicles*

# Title Application

MVR-1 (Rev 8/96)

## VEHICLE SECTION

| YEAR | MAKE | BODY STYLE | SERIES MODEL |
|---|---|---|---|
| 1995 | HOND | CP | ACCORD LX |

| VEHICLE IDENTIFICATION NUMBER | TYPE OF FUEL | ODOMETER READING | ODOMETER BRAND |
|---|---|---|---|
| 1HGCD7130SA041732 | G | 142000 | |

| N. C. DEALER NO. | PURCHASE DATE | PREVIOUS TITLE STATE | DISCLOSE INFORMATION |
|---|---|---|---|
| OB | 09/26/2003 | OH | X |

## OWNER SECTION

1 OF 1 OWNERS

Owner 1 ID # 000026681661 YVONNE MARIE MYERS
*Full Legal Name of Owner 1 (First, Middle, Last, Suffix) or Company Name*

Owner 2 ID # _____
*Full Legal Name of Owner 2 (First, Middle, Last, Suffix) or Company Name*

*Residence Address (Individual) Business Address (Firm)*
5408 STRASBURG DR

| City and State | Zip Code | Tax County |
|---|---|---|
| GREENSBORO NC | 27407-6482 | GUILF |

*Mail Address (If different from above)*

***I certify for the motor vehicle described above that I have financial responsibility as required by law.***

INTEGON NATIONAL INS CO — *Insurance company authorized in N.C.*
SAF329533901 — *Policy Number*

## LIEN SECTION

0 OF 0 LIENS

| First Lien | | Second Lien | |
|---|---|---|---|
| ACCOUNT # | Date of Lien | ACCOUNT # | Date of Lien |
| Lienholder ID # | Lienholder Name | Lienholder ID # | Lienholder Name |
| Lienholder ID # | Lienholder Name | Lienholder ID # | Lienholder Name |
| Lienholder ID # | Lienholder Name | Lienholder ID # | Lienholder Name |
| Address | | Address | |
| City | State Zip Code | City | State Zip Code |

I (we) am (are) the owner(s) of the vehicle described on this application and request that a North Carolina Certificate of Title be issued. I (we) certify that the information on the application is correct to the best of my (our) knowledge. The vehicle is subject to the liens named and no others. If a registration plate is issued or transferred, I (we) further certify that there has not been a registration plate revocation and that liability insurance is in effect on this vehicle on the date of this application as required by the North Carolina Financial Security Act of 1957.

OWNER'S SIGNATURE: Yvonne Myers

**Application must be signed in ink by each owner or authorized representative of firms or corporations.**

*ACKNOWLEDGEMENT*

Acknowledged before me this 22 day of Dec 03

(SEAL)

Notary Public Veronica Ann Head

My Commission Expires 4-25-06

*028616063324*



JUN-22-2010 09:19 FROM: TO:9133688441 86 P:29/32

**Federal and State law** requires that you state the mileage in connection with the transfer of ownership. Failure to complete or providing a false statement may result in fines and/or imprisonment.

## A FIRST RE-ASSIGNMENT OF TITLE BY REGISTERED OWNER

The undersigned hereby certifies that the vehicle described in this title has been transferred to the following printed name and address:

**Name of Buyer:** _____

**Address of Buyer:** _____

"I, seller(s) certify to the best of my knowledge that the odometer reading is the actual mileage of the vehicle unless one of the following statements is checked."

_____
**ODOMETER READING** *(No tenths)*

- ☐ 1. The mileage stated is in excess of its mechanical limits.
- ☐ 2. The odometer reading is not the actual mileage.

**WARNING – ODOMETER DISCREPANCY**

To my knowledge the vehicle described herein:

- Yes ☐ No ☐ Has been involved in a collision or other occurrence to the extent that the cost to repair exceeds 25% of fair market value.
- Yes ☐ No ☐ Has been a flood vehicle.
- Yes ☐ No ☐ Has been a reconstructed or a salvage vehicle.

**Date vehicle delivered to purchaser** _____

**Seller(s) Signature** _____

**Seller(s) Hand Printed Name** _____

**Buyer(s) Signature** _____

**Buyer(s) Hand Printed Name** _____

Notary Public _____

Acknowledged before me this _____ day of _____, 20 _____

My Commission expires _____ *(SEAL)*

## B FIRST RE-ASSIGNMENT OF TITLE BY DEALER

The undersigned hereby certifies that the vehicle described in this title has been transferred to the following printed name and address:

**Name of Buyer:** _____

**Address of Buyer:** _____

"I, seller(s) certify to the best of my knowledge that the odometer reading is the actual mileage of the vehicle unless one of the following statements is checked."

_____
**ODOMETER READING** *(No tenths)*

- ☐ 1. The mileage stated is in excess of its mechanical limits.
- ☐ 2. The odometer reading is not the actual mileage.

**WARNING – ODOMETER DISCREPANCY**

To my knowledge the vehicle described herein:

- Yes ☐ No ☐ Has been involved in a collision or other occurrence to the extent that the cost to repair exceeds 25% of fair market value.
- Yes ☐ No ☐ Has been a flood vehicle.
- Yes ☐ No ☐ Has been a reconstructed or a salvage vehicle.

**Date vehicle delivered to purchaser** _____

**Dealer Name** _____ Dealer # _____

**Dealer Signature** _____

**Dealer Hand Printed Name** _____

**Buyer(s) Signature** _____

**Buyer(s) Hand Printed Name** _____

Notary Public _____

Acknowledged before me this _____ day of _____, 20 _____

My Commission expires _____ *(SEAL)*

## C PURCHASER'S APPLICATION FOR NEW CERTIFICATE OF TITLE

The undersigned purchaser of the vehicle described on the face of this certificate, hereby makes application for a new certificate of title and certifies that said vehicle is subject to the following named liens and none other and that the information contained herein is true and accurate to my best knowledge and belief.

**OWNER(S)**

**Owner 1 DL#** _____ Full Legal Name of Owner (First, Middle, Last, Suffix) or Company _____

**Owner 2 DL#** _____ Full Legal Name of Owner (First, Middle, Last, Suffix) or Company _____

Residence Address _____

City _____ State _____ Zip Code _____ Tax County _____

Mail Address (if different from above) _____

**FIRST LIEN**

Date of Lien _____ Account # _____ Lienholder ID _____

Lienholder Name _____

Address _____

City _____ State _____ Zip Code _____

**SECOND LIEN**

Date of Lien _____ Account # _____ Lienholder ID _____

Lienholder Name _____

Address _____

City _____ State _____ Zip Code _____

**I certify for the motor vehicle described herein that I have financial responsibility as required by law.**

**Insurance Company Authorized in NC** _____

**Policy Number** _____

**ODOMETER READING**

**Signature of Owner(s)** _____

Acknowledged before me this _____ day of _____, 20__ _____.

My Commission expires _____

Notary Public _____ *(SEAL)*

**NOTE: RETAIL PURCHASER MUST APPLY FOR NEW TITLE WITHIN 20 DAYS AFTER PURCHASE OR PAY STATUTORY PENALTY. ALTERATIONS OR ERASURES WILL VOID THIS TITLE.**



JUN-22-2010 09:18 FROM: TO:9133688441 86 P:28/32

STATE OF NORTH CAROLINA

MVR 191 (Rev 11/01)

# CERTIFICATE OF TITLE

| VEHICLE IDENTIFICATION NUMBER | YEAR MODEL | MAKE | BODY STYLE |
|---|---|---|---|
| 1HGCD7130SA041732 | 1995 | HOND | CP |
| TITLE NUMBER | | TITLE ISSUE DATE | PREVIOUS TITLE NUMBER |
| 777438033578134 | | 12/31/2003 | |

MAIL TO
YVONNE MARIE MYERS
5408 STRASBURG DR
GREENSBORO NC 27407 6482

| ODOMETER READING |
|---|
| 142000 |
| ODOMETER STATUS |
| |
| TITLE BRANDS |
| |

OWNER(S) NAME AND ADDRESS

YVONNE MARIE MYERS
5408 STRASBURG DR
GREENSBORO NC 27407-6482

The Commissioner of Motor Vehicles of the State of North Carolina hereby certifies that an application for a certificate of title for the hereinafter described vehicle has been filed pursuant to the General Statutes of North Carolina and based on that application the Division of Motor Vehicles is satisfied that the applicant is the lawful owner. Official records of the Division of Motor Vehicles reflect vehicle is subject to the liens if any herein enumerated at the date of issuance of this certificate

As WITNESS his hand and seal of this Division of the day and year appearing in this certificate as the title issue date

COMMISSIONER OF MOTOR VEHICLES

FIRST LIENHOLDER — DATE OF LIEN

LIEN RELEASED BY
SIGNATURE _____
TITLE _____ DATE _____

SECOND LIENHOLDER — DATE OF LIEN

LIEN RELEASED BY
SIGNATURE _____
TITLE _____ DATE _____

THIRD LIENHOLDER — DATE OF LIEN

LIEN RELEASED BY
SIGNATURE _____
TITLE _____ DATE _____

FOURTH LIENHOLDER — DATE OF LIEN

LIEN RELEASED BY
SIGNATURE _____
TITLE _____ DATE _____

ADDITIONAL LIENS

75041593

134 T1C1340

ANY ALTERATIONS OR ERASURES VOID TITLE



JUN-22-2010 09:18 FROM: TO:9133688441 86 P:27/32

REGULAR

New Title# 778148040630909 Title 10.00
Date 03/03/2004
Plate# SRY4389
Exp DT 12/31/2004
Weight
Initials
UserID T1M0BAR

000000537

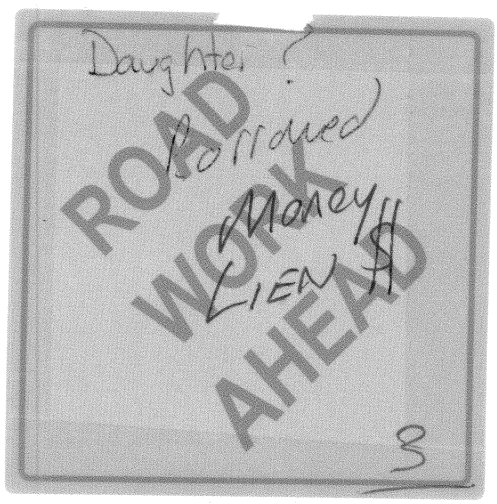
TOTAL 10.00

000026681661 YVONNE MARIE MYERS

1HGCD7130SA041732

**LIEN RECORDING INFORMATION:**

000022760657 CITIFINANCIAL
2404 MERRITT DR # A GREENSBORO, NC. 274075609




*029173145525*



JUN-22-2010 09:17 FROM: TO:913368844186 P:25/32

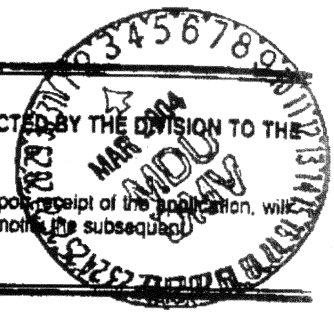
MVR-6
(Rev. 8/99)

North Carolina Division of Motor Vehicles

# LIEN RECORDING APPLICATION

**APPLICATION MUST BE FILED WITHIN 20 DAYS OF DATE OF SECURITY AGREEMENT OR LIEN DATE WILL BE PERFECTED BY THE DIVISION TO THE DATE OF RECEIPT OF APPLICATION.**

This application must be accompanied with the certificate of title unless it is in the possession of a prior lienholder. The Division, upon receipt of the application, will procure the title from the prior lienholder for the purpose of recording the new lien and will return the title to the first lienholder and notify the subsequent lienholder(s) that additional lien(s) has been noted on the certificate of title.



## VEHICLE SECTION

| YEAR | MAKE | BODY STYLE | SERIES MODEL | VEHICLE IDENTIFICATION NUMBER | TITLE # |
|---|---|---|---|---|---|
| 1995 | Honda | CP | | 1HGCD7130SA041732 | |

## OWNER SECTION

Owner 1 ID # _____ Yvonne Marie Myers
Full Legal Name of Owner 1 (First, Middle, Last, Suffix) or Company Name

Owner 2 ID # _____
Full Legal Name of Owner 2 (First, Middle, Last, Suffix) or Company Name

Residence Address (Individual) Business Address (Firm): 5408 Strasburg Dr

City and State: Greensboro NC | Zip Code: 27407 | Tax County: Guilford

Mail Address (if different from above)

## LIEN SECTION

**FIRST LIEN**

Date of Lien: 2-19-04 ACCOUNT #: 174920

Lienholder IDs: | Lienholder Name: Citifinancial

Address: 2404-A Merritt Dr

City: Greensboro State: NC Zip Code: 27407

**SECOND LIEN**

Date of Lien: ACCOUNT #:

Lienholder IDs: | Lienholder Name:

Address:

City: State: Zip Code:

**THIRD LIEN**

Date of Lien: ACCOUNT #:

Lienholder IDs: | Lienholder Name:

Address:

City: State: Zip Code:

**FOURTH LIEN**

Date of Lien: ACCOUNT #:

Lienholder IDs: | Lienholder Name:

Address:

City: State: Zip Code:

## DISCLOSURE SECTION

All motor vehicle records maintained by the North Carolina Division of Motor Vehicles will remain closed for marketing and solicitation unless the block below is checked.

☐ I (We) would like the personal information contained in this application to be available for disclosure.

**APPLICATION MUST BE SIGNED IN INK BY EACH OWNER OR AUTHORIZED REPRESENTATIVE OF FIRMS OR CORPORATIONS.**

I, the owner(s) of the vehicle described on this application, certify that the information on the application is true and accurate.

OWNER'S SIGNATURE: Yvonne Marie Myers

Acknowledged before me this 19th day of Feb 2004 My commission expires: 4-26-07

(SEAL)

Notary Public _____



JUN-22-2010 09:17 FROM: TO:9133688441 86 P:26/32

## Certificate of Confirmation by Lienor

I, the undersigned, do hereby join with the owner in confirming the statements made on the reverse side as they relate to the matter of lien and lienholder.

Signature of Lienor _____

Address _____

Acknowledged before me this _____ day of _____, _____.

_____
NOTARY PUBLIC

My commission expires: _____

## RULES AND REGULATIONS CONCERNING CHANGES OF MOTORS, BODIES, FRAMES, ETC.

1. A certificate of title follows the vehicle rather than the motor. When another motor is placed in a vehicle, an application for correction of the certificate of title should be filed with the Division of Motor Vehicles. (Exceptions: The V-8 Ford, Mercury and Lincoln products are not assigned motor numbers. Therefore, the change of motor will not affect the identification numbers located on the frame and will require no notice to the division. The registration of vehicles manufactured in 1954 and subsequent years is by the identification number (serial number), consequently, when motors are changed in these vehicles, a notice to the Division of Motor Vehicles is not required.)
2. If the replacement motor is a new one, a bill of sale covering the purchase of it should be attached to the application for correction; and if the motor is used and currently registered in North Carolina, the title properly assigned to the applicant is required for cancellation or correction, depending on the disposition of the body and chassis from which the motor was removed. If the motor is used but not currently registered in North Carolina, a bill of sale is required to establish ownership.
3. Body changes require a correction of the certificate of title. When one body is removed and another factory-built body is used to replace it, the certificate of title for both vehicles should accompany the application for cancellation or correction, depending on the disposition of the chassis and motor from which the body was removed.
4. The certificate of title for a vehicle in which a motor is being placed must accompany the application for correction. If the certificate of title is lost, an application for a duplicate certificate of title must accompany the application for correction.

### NOTES

**Note A –** If the registered owner's name has been changed by permission of the courts, a certified copy of the court order, authorizing the change, must accompany the application.

**Note B –** Firm and trade names may be corrected when the ownership remains principally the same. The incorporation of partnerships and proprietorships requires a transfer of the title and a correction of the registration plate record.

**Note C –** If the application is to correct an error in the motor or serial number(s), it is recommended that a pencil rubbing be made and attached to the application.

**Note D –** A change in the name of the lienholder requires a confirmation by the lienholder whose name is recorded incorrectly.

**Note E –** If the application is to correct the identification number(s) due to a change of a motor or a body, give the former number(s) replaced, the date and the source of purchase of the motor or body used for replacement and whether purchased new or used.

**Note F –** An assignment of a certificate of title by an owner(s) can be voided only if no sale occurred. An application for a substitute title must be accompanied by affidavits, signed by all parties concerned, that no sale was made.



JUN-22-2010 09:16 FROM: TO:9133688441 86 P:22/32

**Federal and State law** requires that you state the mileage in connection with the transfer of ownership. Failure to complete or providing a false statement may result in fines and/or imprisonment.

## A FIRST RE-ASSIGNMENT OF TITLE BY REGISTERED OWNER

The undersigned hereby certifies that the vehicle described in this title has been transferred to the following printed name and address:

Name of Buyer: _____

Address of Buyer: _____

"I, seller(s) certify to the best of my knowledge that the odometer reading is the actual mileage of the vehicle unless one of the following statements is checked."

ODOMETER READING (No tenths)

- ☐ 1. The mileage stated is in excess of its mechanical limits.
- ☐ 2. The odometer reading is not the actual mileage.

WARNING – ODOMETER DISCREPANCY

To my knowledge the vehicle described herein:

Yes ☐ No ☐ Has been involved in a collision or other occurrence to the extent that the cost to repair exceeds 25% of fair market value.

Yes ☐ No ☐ Has been a flood vehicle.

Yes ☐ No ☐ Has been a reconstructed or a salvage vehicle

Date vehicle delivered to purchaser _____

Seller(s) Signature _____

Seller(s) Hand Printed Name _____

Buyer(s) Signature _____

Buyer(s) Hand Printed Name _____

Notary Public _____

Acknowledged before me this _____ day of _____, 20 _____.

My Commission expires _____ (SEAL)

## B FIRST RE-ASSIGNMENT OF TITLE BY DEALER

The undersigned hereby certifies that the vehicle described in this title has been transferred to the following printed name and address:

Name of Buyer: _____

Address of Buyer: _____

"I, seller(s) certify to the best of my knowledge that the odometer reading is the actual mileage of the vehicle unless one of the following statements is checked."

ODOMETER READING (No tenths)

- ☐ 1. The mileage stated is in excess of its mechanical limits.
- ☐ 2. The odometer reading is not the actual mileage.

WARNING – ODOMETER DISCREPANCY

To my knowledge the vehicle described herein:

Yes ☐ No ☐ Has been involved in a collision or other occurrence to the extent that the cost to repair exceeds 25% of fair market value.

Yes ☐ No ☐ Has been a flood vehicle.

Yes ☐ No ☐ Has been a reconstructed or a salvage vehicle.

Date vehicle delivered to purchaser _____

Dealer Name _____ Dealer # _____

Dealer Signature _____

Dealer Hand Printed Name _____

Buyer(s) Signature _____

Buyer(s) Hand Printed Name _____

Notary Public _____

Acknowledged before me this _____ day of _____, 20 _____.

My Commission expires _____ (SEAL)

## C PURCHASER'S APPLICATION FOR NEW CERTIFICATE OF TITLE

The undersigned purchaser of the vehicle described on the face of this certificate, hereby makes application for a new certificate of title and certifies that said vehicle is subject to the following named liens and none other and that the information contained herein is true and accurate to my best knowledge and belief.

OWNER(S)

Owner 1 DL# _____ _____
Full Legal Name of Owner (First, Middle, Last, Suffix) or Company

Owner 2 DL# _____ _____
Full Legal Name of Owner (First, Middle, Last, Suffix) or Company

Residence Address _____

City _____ State _____ Zip Code _____ Tax County _____

Mail Address (if different from above) _____

**FIRST LIEN**

Date of Lien _____ Account # _____ Lienholder ID _____

Lienholder Name _____

Address _____

City _____ State _____ Zip Code _____

**SECOND LIEN**

Date of Lien _____ Account # _____ Lienholder ID _____

Lienholder Name _____

Address _____

City _____ State _____ Zip Code _____

I certify for the motor vehicle described herein that I have financial responsibility as required by law.

Insurance Company Authorized in NC _____ Policy Number _____

ODOMETER READING

Signature of Owner(s) _____

Acknowledged before me this _____ day of _____, 20____ My Commission expires

Notary Public _____ (SEAL)

**NOTE: RETAIL PURCHASER MUST APPLY FOR NEW TITLE WITHIN 28 DAYS AFTER PURCHASE OR PAY STATUTORY PENALTY. ALTERATIONS OR ERASURES WILL VOID THIS TITLE.**



JUN-22-2010 09:07 FROM: TO:9133688944186 P:4/32

STATE OF NORTH CAROLINA

MVR 191 (Rev 11/01)

# CERTIFICATE OF TITLE

| VEHICLE IDENTIFICATION NUMBER | YEAR MODEL | MAKE | BODY STYLE |
|---|---|---|---|
| 1HGCD7130SA041732 | 1995 | HOND | CP |

TITLE NUMBER
778148040630909

TITLE ISSUE DATE
03/05/2004

PREVIOUS TITLE NUMBER
777438033578134

MAIL TO
CITIFINANCIAL
2404 MERRITT DR # A
GREENSBORO NC 27407-5609

| ODOMETER READING |
|---|
| 142000 |
| ODOMETER STATUS |
| |
| TITLE BRANDS |
| |

OWNER(S) NAME AND ADDRESS

YVONNE MARIE MYERS
5408 STRASBURG DR
GREENSBORO NC 27407-6482

The Commissioner of Motor Vehicles of the State of North Carolina hereby certifies that an application for a certificate of title for the herein described vehicle has been filed pursuant to the General Statutes of North Carolina and based on that application the Division of Motor Vehicles is satisfied that the applicant is the lawful owner. Official records of the Division of Motor Vehicles reflect vehicle is subject to the liens if any herein enumerated at the date of issuance of this certificate

AS WITNESS his hand and seal of this Division of the day and year appearing in this certificate as the title issue date

COMMISSIONER OF MOTOR VEHICLES

FIRST LIENHOLDER 174920
CITIFINANCIAL
2404 MERRITT DR # A
GREENSBORO NC 27407-5609

DATE OF LIEN 02/19/2004

LIEN RELEASED BY
SIGNATURE _____
TITLE _____ DATE _____

SECOND LIENHOLDER

DATE OF LIEN

LIEN RELEASED BY
SIGNATURE _____
TITLE _____ DATE _____

THIRD LIENHOLDER

DATE OF LIEN

LIEN RELEASED BY
SIGNATURE _____
TITLE _____ DATE _____

FOURTH LIENHOLDER

DATE OF LIEN

LIEN RELEASED BY
SIGNATURE _____
TITLE _____ DATE _____

ADDITIONAL LIENS

75529731

909 T1H0BAR

ANY ALTERATIONS OR ERASURES VOID TITLE



JUN-22-2010 09:08 FROM: TO:9133688441 86 P:5/32

REGULAR

New Title# 770225041458909 Title 10.00
Date 05/24/2006
Plate# SRY4389
Exp DT 12/31/2006
Weight
Initials
UserID T1M0B1T

000000596

TOTAL 10.00

000026681661 YVONNE MARIE MYERS

1HGCD7130SA041732

LIEN RECORDING INFORMATION:

000023391180 CITIFINANCIAL
2404A MERRITT DR GREENSBORO, NC. 274075609

*030631#63021*



JUN-22-2010 09:07 FROM: TO:9133688441 86 P:2/32

MVR-6
(Rev. 7/98)

North Carolina Division of Motor Vehicles

# LIEN RECORDING APPLICATION

**APPLICATION MUST BE FILED WITHIN 20 DAYS OF DATE OF SECURITY AGREEMENT OR LIEN DATE WILL BE PERFECTED BY THE DIVISION TO THE DATE OF RECEIPT OF APPLICATION.**

This application must be accompanied with the certificate of title unless it is in the possession of a prior lienholder. The Division, upon receipt of the application, will procure the title from the prior lienholder for the purpose of recording the new lien and will return the title to the first lienholder and notify the subsequent lienholder(s) that additional lien(s) has been noted on the certificate of title.

## VEHICLE SECTION

TITLE #

| YEAR | MAKE | BODY STYLE | SERIES MODEL | VEHICLE IDENTIFICATION NUMBER |
|---|---|---|---|---|
| 1995 | HOND | CP | | 1HEC07130SA041732 |

## OWNER SECTION

Owner 1 ID # _____ Yvonne Marie Myers
Full Legal Name of Owner 1 (First, Middle, Last, Suffix) or Company Name

Owner 2 ID # _____
Full Legal Name of Owner 2 (First, Middle, Last, Suffix) or Company Name

Residence Address (Individual) Business Address (Firm): 5408 Strasburg Dr.

City and State: Greensboro, N.C. | Zip Code: 27407 | Tax County: Guilford

Mail Address (if different from above):

## LIEN SECTION

**FIRST LIEN**

Date of Lien: 5/18/04 ACCOUNT #: 177493

Lienholder ID#: | Lienholder Name: Citifinancial

Address: 2404-A Merritt Dr.

City: Greensboro State: NC Zip Code: 27407

**SECOND LIEN**

Date of Lien: ACCOUNT #:

Lienholder ID#: | Lienholder Name:

Address:

City: State: Zip Code:

MAY 2004 MDU DMV

**THIRD LIEN**

Date of Lien: ACCOUNT #:

Lienholder ID#: | Lienholder Name:

Address:

City: State: Zip Code:

**FOURTH LIEN**

Date of Lien: ACCOUNT #:

Lienholder ID#: | Lienholder Name:

Address:

City: State: Zip Code:

## DISCLOSURE SECTION

In 1997, the North Carolina Legislature passed a bill which allows citizens to protect the personal information contained in the records of the Division of Motor Vehicles. Failure to check the block below will allow the Division of Motor Vehicles to release your name and address for marketing and solicitation after July 1, 1999.

☐ I (We) would like the personal information contained in this application not to be released.

**APPLICATION MUST BE SIGNED IN INK BY EACH OWNER OR AUTHORIZED REPRESENTATIVE OF FIRMS OR CORPORATIONS.**

I, the owner(s) of the vehicle described on this application, certify that the information on the application is true and accurate.

OWNER'S SIGNATURE: Yvonne Marie Myers

Acknowledged before me this 18th day of May, 2004 My commission expires: 4-5-09

(SEAL) Notary Public: Angela K Brooks



JUN-22-2010 09:07 FROM: TO:9133688441 86 P:3/32

**Federal and State law requires** that you state the mileage in connection with the transfer of ownership. Failure to complete or providing a false statement may result in fines and/or imprisonment.

## A FIRST RE-ASSIGNMENT OF TITLE BY REGISTERED OWNER

The undersigned hereby certifies that the vehicle described in this title has been transferred to the following printed name and address:

Name of Buyer: _____

Address of Buyer: _____

"I, seller(s) certify to the best of my knowledge that the odometer reading is the actual mileage of the vehicle unless one of the following statements is checked."

ODOMETER READING (No tenths)

- ☐ 1. The mileage stated is in excess of its mechanical limits.
- ☐ 2. The odometer reading is not the actual mileage. WARNING — ODOMETER DISCREPANCY

To my knowledge the vehicle described herein:

Yes ☐ No ☐ Has been involved in a collision or other occurrence to the extent that the cost to repair exceeds 25% of fair market value.

Yes ☐ No ☐ Has been a flood vehicle.

Yes ☐ No ☐ Has been a reconstructed or a salvage vehicle.

Date vehicle delivered to purchaser _____

Seller(s) Signature _____

Seller(s) Hand Printed Name _____

Notary Public _____

Acknowledged before me this _____ day of _____, 20__

My Commission expires _____ *(SEAL)*

Buyer(s) Signature _____

Buyer(s) Hand Printed Name _____

## B FIRST RE-ASSIGNMENT OF TITLE BY DEALER

The undersigned hereby certifies that the vehicle described in this title has been transferred to the following printed name and address:

Name of Buyer _____

Address of Buyer _____

"I, seller(s) certify to the best of my knowledge that the odometer reading is the actual mileage of the vehicle unless one of the following statements is checked."

ODOMETER READING (No tenths)

- ☐ 1. The mileage stated is in excess of its mechanical limits.
- ☐ 2. The odometer reading is not the actual mileage. WARNING — ODOMETER DISCREPANCY

To my knowledge the vehicle described herein:

Yes ☐ No ☐ Has been involved in a collision or other occurrence to the extent that the cost to repair exceeds 25% of fair market value.

Yes ☐ No ☐ Has been a flood vehicle.

Yes ☐ No ☐ Has been a reconstructed or a salvage vehicle.

Date vehicle delivered to purchaser _____

Dealer(s) Name _____ Dealer # _____

Dealer(s) Signature _____

Dealer(s) Hand Printed Name _____

Notary Public _____

Acknowledged before me this _____ day of _____, 20_____

My Commission expires _____ *(SEAL)*

Buyer(s) Signature _____

Buyer(s) Hand Printed Name _____

## C PURCHASER'S APPLICATION FOR NEW CERTIFICATE OF TITLE

The undersigned purchaser of the vehicle described on the face of this certificate, hereby makes application for a new certificate of title and certifies that said vehicle is subject to the following named liens and none other and that the information contained herein is true and accurate to my best knowledge and belief.

OWNER(S)

Owner 1 DL# _____ Full Legal name of Owner (First, Middle, Last, Suffix) or Company

Owner 2 DL# _____ Full Legal name of Owner (First, Middle, Last, Suffix) or Company

Residence Address _____

City _____ State _____ Zip Code _____ Tax County _____

Mail Address (if different from above) _____

### FIRST LIEN

Date of Lien _____ Account # _____ Lienholder ID _____

Lienholder Name _____

Address _____

City _____ State _____ Zip Code _____

### SECOND LIEN

Date of Lien _____ Account # _____ Lienholder ID _____

Lienholder Name _____

Address _____

City _____ State _____ Zip Code _____

I certify for the motor vehicle described herein that I have financial responsibility as required by law.

Insurance Company Authorized In NC _____

Policy Number _____

ODOMETER READING

Signature of Owner(s) _____

Acknowledged before me this _____ day of _____, 20_____ My commission expires _____

Notary Public _____ *(SEAL)*

**NOTE: RETAIL PURCHASER MUST APPLY FOR NEW TITLE WITHIN 28 DAYS AFTER PURCHASE OR PAY STATUTORY PENALTY. ALTERATIONS OR ERASURES WILL VOID THIS TITLE.**



JUN-22-2010 09:16 FROM: TO:9133688441 86 P:23/32

STATE OF NORTH CAROLINA

MVR 191 (Rev 11/01)

# CERTIFICATE OF TITLE

| VEHICLE IDENTIFICATION NUMBER | YEAR MODEL | MAKE | BODY STYLE |
|---|---|---|---|
| 1HGCD7130SA041732 | 1995 | HOND | CP |

TITLE NUMBER
770225041458909

TITLE ISSUE DATE
05/26/2004

PREVIOUS TITLE NUMBER
778148040630909

MAIL TO
CITIFINANCIAL
2404A MERRITT DR
GREENSBORO NC 27407-5609

| ODOMETER READING |
|---|
| 142000 |
| ODOMETER STATUS |
| |
| TITLE BRANDS |
| |

OWNER(S) NAME AND ADDRESS

YVONNE MARIE MYERS
5408 STRASBURG DR
GREENSBORO NC 27407-6482

The Commissioner of Motor Vehicles of the State of North Carolina hereby certifies that an application for a certificate of title for the herein described vehicle has been filed pursuant to the General Statutes of North Carolina and based on that application, the Division of Motor Vehicles is satisfied that the applicant is the lawful owner. Official records of the Division of Motor Vehicles reflect vehicle is subject to the liens, if any, herein enumerated at the date of issuance of this certificate

AS WITNESS, his hand and seal of this Division of the day and year appearing in this certificate as the title issue date

COMMISSIONER OF MOTOR VEHICLES

FIRST LIENHOLDER 177493
CITIFINANCIAL
2404A MERRITT DR
GREENSBORO NC 27407-5609

DATE OF LIEN 05/18/2004

LIEN RELEASED BY
SIGNATURE _____
TITLE _____ DATE _____

SECOND LIENHOLDER

DATE OF LIEN

LIEN RELEASED BY
SIGNATURE _____
TITLE _____ DATE _____

THIRD LIENHOLDER

DATE OF LIEN

LIEN RELEASED BY
SIGNATURE _____
TITLE _____ DATE _____

FOURTH LIENHOLDER

DATE OF LIEN

LIEN RELEASED BY
SIGNATURE _____
TITLE _____ DATE _____

ADDITIONAL LIENS

76196610

909 T1MOB1T

ANY ALTERATIONS OR ERASURES VOID TITLE



JUN-22-2010 09:17 FROM: TO:9133688441 86 P:24/32

REGULAR

New Title# 778295050127909 Title 11.00
Date 01/12/2005
Plate#
Exp DT
Weight
Initials
UserID T1M0B1J

000000858

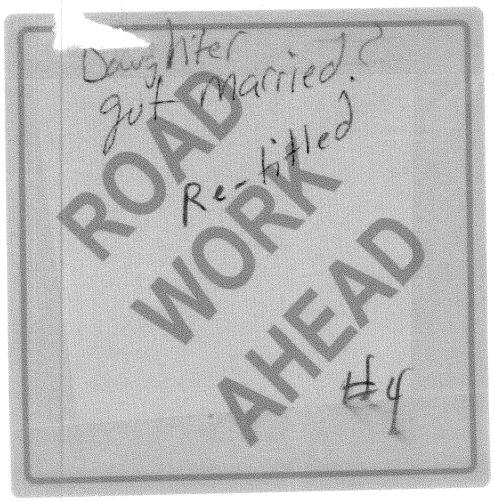
TOTAL 11.00

000026691661 YVONNE MARIE RUSH

1HGCD7130SA041732

LIEN RECORDING INFORMATION:

000020485508 CITIFINANCIAL
PO BOX 7628 GREENSBORO, NC. 274170628




*032274859724*



JUN-22-2010 09:15 FROM: TO:9133688944186 P:20/32

MVR-5
(Rev. 9/99)

North Carolina Division of Motor Vehicles

# Corrected or Substitute Title Application

## VEHICLE SECTION

| YEAR | MAKE | BODY STYLE | SERIES MODEL | TITLE NUMBER |
|---|---|---|---|---|
| 1993 | Honda | | | |

| VEHICLE IDENTIFICATION NUMBER | TYPE OF FUEL | ODOMETER READING | ODOMETER BRAND |
|---|---|---|---|
| 1HGCD7130SA041732 | | | |

## OWNER SECTION

Owner 1 ID # _____ Yvonne Marie Rush
Full Legal Name of Owner 1 (First, Middle, Last, Suffix) or Company Name

Owner 2 ID # _____
Full Legal Name of Owner 2 (First, Middle, Last, Suffix) or Company Name

Residence Address (Individual) Business Address (Firm): 5408 Strasburg Dr

| City and State | Zip Code | Tax County |
|---|---|---|
| Greensboro NC | 27407 | Guilford |

Mail Address (If different from above)

I certify for the motor vehicle described above that I have financial responsibility as required by law. Plate Number _____

Insurance company authorized in N.C. _____ Policy Number _____

## LIEN SECTION

| FIRST LIEN | | SECOND LIEN | |
|---|---|---|---|
| Date of Lien 11-23-04 | ACCOUNT # 1835471 | Date of Lien | ACCOUNT # |
| Lienholder ID# | Lienholder Name: CitiFinancial | Lienholder ID# | Lienholder Name |
| Address: P.O. Box 7628 | | Address | |
| City: Greensboro, NC 27417 State Zip Code | | City State | |

JAN 2005 MDU DMV

## DISCLOSURE SECTION

All motor vehicle records maintained by the North Carolina Division of Motor Vehicles will remain closed for marketing and solicitation unless the block below is checked.

☐ I (We) would like the personal information contained in this application to be available for disclosure.

ODOMETER READING

### CHECK REASON FOR CORRECTION OF TITLE

- ☐ Spelling of name incorrect
- ☑ Change of name (See notes A & B)
- ☐ Identification number in error (See note C)
- ☐ Body style in error
- ☐ Year model in error
- ☐ Wrong lienholder (See note D)
- ☐ Change of motor or body (See note E)
- ☐ Title incorrectly assigned (See note F)
- ☐ Owner desires to retain birth-given name, or has resumed maiden name, for all legal purposes.

Give detailed explanation of alterations and changes: _____

I, the undersigned, owner of the vehicle described above, hereby certify that the information contained herein is true and accurate to my best knowledge and belief.

Signature of owner(s) Yvonne Marie Rush

Acknowledged before me this 30 day of November 2004

OFFICIAL SEAL
DIANNE HATCHEL
Notary Public - North Carolina
RANDOLPH COUNTY
My Commission Expires 3-16-06
(SEAL)

Notary Public Dianne Hatchel

Address 533 S Fayetteville St Asheboro NC 27203

My commission expires: 3-16-06

*(See reverse side for lienor's confirmation, regulations and notes)*

rec 11-30 04



JUN-22-2010 09:15 FROM: TO:9133688441 86 P:21/32

**Federal and State law** requires that you state the mileage in connection with the transfer of ownership. Failure to complete or providing a false statement may result in fines and/or imprisonment.

## A FIRST RE-ASSIGNMENT OF TITLE BY REGISTERED OWNER

The undersigned hereby certifies that the vehicle described in this title has been transferred to the following printed name and address:

Name of Buyer: _____

Address of Buyer: _____

"I, seller(s) certify to the best of my knowledge that the odometer reading is the actual mileage of the vehicle unless one of the following statements is checked."

ODOMETER READING (No tenths)

- ☐ 1. The mileage stated is in excess of its mechanical limits.
- ☐ 2. The odometer reading is not the actual mileage. **WARNING — ODOMETER DISCREPANCY**

To my knowledge the vehicle described herein:

Yes ☐ No ☐ Has been involved in a collision or other occurrence to the extent that the cost to repair exceeds 25% of fair market value.

Yes ☐ No ☐ Has been a flood vehicle.

Yes ☐ No ☐ Has been a reconstructed or a salvage vehicle.

Date vehicle delivered to purchaser _____

Seller(s) Signature _____

Seller(s) Hand Printed Name _____

Notary Public _____

Acknowledged before me this _____ day of _____, 20 _____.

My Commission expires _____ *(SEAL)*

Buyer(s) Signature _____

Buyer(s) Hand Printed Name _____

## B FIRST RE-ASSIGNMENT OF TITLE BY DEALER

The undersigned hereby certifies that the vehicle described in this title has been transferred to the following printed name and address:

Name of Buyer: _____

Address of Buyer: _____

"I, seller(s) certify to the best of my knowledge that the odometer reading is the actual mileage of the vehicle unless one of the following statements is checked."

ODOMETER READING (No tenths)

- ☐ 1. The mileage stated is in excess of its mechanical limits.
- ☐ 2. The odometer reading is not the actual mileage. **WARNING — ODOMETER DISCREPANCY**

To my knowledge the vehicle described herein:

Yes ☐ No ☐ Has been involved in a collision or other occurrence to the extent that the cost to repair exceeds 25% of fair market value.

Yes ☐ No ☐ Has been a flood vehicle.

Yes ☐ No ☐ Has been a reconstructed or a salvage vehicle.

Date vehicle delivered to purchaser _____

Dealer(s) Name _____ Dealer # _____

Dealer(s) Signature _____

Dealer(s) Hand Printed Name _____

Notary Public _____

Acknowledged before me this _____ day of _____, 20_____.

My Commission expires _____ *(SEAL)*

Buyer(s) Signature _____

Buyer(s) Hand Printed Name _____

## C PURCHASER'S APPLICATION FOR NEW CERTIFICATE OF TITLE

The undersigned purchaser of the vehicle described on the face of this certificate, hereby makes application for a new certificate of title and certifies that said vehicle is subject to the following named liens and none other and that the information contained herein is true and accurate to my best knowledge and belief.

**OWNER(S)**

Owner 1 DL# _____ _____
Full Legal name of Owner (First, Middle, Last, Suffix) or Company

Owner 2 DL# _____ _____
Full Legal name of Owner (First, Middle, Last, Suffix) or Company

Residence Address _____

City _____ State _____ Zip Code _____ Tax County _____

Mail Address (if different from above) _____

**FIRST LIEN**

Date of Lien _____ Account # _____ Lienholder ID _____

Lienholder Name _____

Address _____

City _____ State _____ Zip Code _____

**SECOND LIEN**

Date of Lien _____ Account # _____ Lienholder ID _____

Lienholder Name _____

Address _____

City _____ State _____ Zip Code _____

**I certify for the motor vehicle described herein that I have financial responsibility as required by law.**

Insurance Company Authorized in NC _____

Policy Number _____

ODOMETER READING

Signature of Owner(s) _____

Acknowledged before me this _____ day of _____, 20 _____.

My commission expires _____

Notary Public _____ *(SEAL)*

**NOTE: RETAIL PURCHASER MUST APPLY FOR NEW TITLE WITHIN 28 DAYS AFTER PURCHASE OR PAY STATUTORY PENALTY. ALTERATIONS OR ERASURES WILL VOID THIS TITLE.**

JUN-22-2010 09:13 FROM: TO:9133688944186 P:16/32

STATE OF NORTH CAROLINA

MVR 191 (Rev 11/01)

# CERTIFICATE OF TITLE

| VEHICLE IDENTIFICATION NUMBER | YEAR MODEL | MAKE | BODY STYLE |
|---|---|---|---|
| 1HGCD7130SA041732 | 1995 | HOND | CP |
| **TITLE NUMBER** | | **TITLE ISSUE DATE** | **PREVIOUS TITLE NUMBER** |
| 778295050127909 | | 01/14/2005 | 770225041458909 |

MAIL TO
CITIFINANCIAL
PO BOX 7628
GREENSBORO NC 27417-0628

| ODOMETER READING |
|---|
| ODOMETER STATUS |
| TITLE BRANDS |

OWNER(S) NAME AND ADDRESS

YVONNE MARIE RUSH
5408 STRASBURG DR
GREENSBORO NC 27407-6482

The Commissioner of Motor Vehicles of the State of North Carolina hereby certifies that an application for a certificate of title for the herein described vehicle has been filed pursuant to the General Statutes of North Carolina and based on that application, the Division of Motor Vehicles is satisfied that the applicant is the lawful owner. Official records of the Division of Motor Vehicles reflect vehicle is subject to the liens, if any, herein enumerated at the date of issuance of this certificate.

AS WITNESS, his hand and seal of this Division of the day and year appearing in this certificate as the title issue date

COMMISSIONER OF MOTOR VEHICLES

FIRST LIENHOLDER 183541 DATE OF LIEN 11/23/2004
CITIFINANCIAL
PO BOX 7628
GREENSBORO NC 27417-0628

LIEN RELEASED BY
SIGNATURE _____
TITLE _____ DATE _____

SECOND LIENHOLDER DATE OF LIEN

LIEN RELEASED BY
SIGNATURE _____
TITLE _____ DATE _____

THIRD LIENHOLDER. DATE OF LIEN

LIEN RELEASED BY
SIGNATURE _____
TITLE _____ DATE _____

FOURTH LIENHOLDER DATE OF LIEN

LIEN RELEASED BY
SIGNATURE _____
TITLE _____ DATE _____

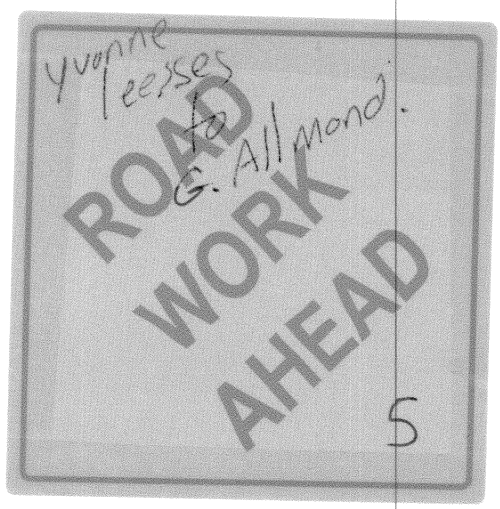
ADDITIONAL LIENS

77949187

ANY ALTERATIONS OR ERASURES VOID TITLE



JUN-22-2010 09:14 FROM: TO:9133688441 86 P:17/32


yvonne
leeses
to
G. Allmond.
ROAD
WORK
AHEAD
5

New Title# 332288060318134 License 28.00 REGISTRATION
Date 01/31/2006
Plate# VRY4834
Exp DT 01/31/2007
Weight
Initials
UserID T1C1346

000000001

TOTAL 28.00

*North Carolina Division of Motor Vehicles*

# Application For a Registration Plate or the Transfer of a Registration Plate (Non-Owner - Lessee)

MVR-330 (Rev 8/96)

## VEHICLE SECTION

| YEAR | MAKE | BODY STYLE | SERIES MODEL | STATE IN WHICH VEHICLE REGISTERED |
|---|---|---|---|---|
| 1995 | HOND | CP | ACCORD LX | NC |

| VEHICLE IDENTIFICATION NUMBER | TYPE OF FUEL | ODOMETER READING | ODOMETER BRAND |
|---|---|---|---|
| 1HGCD7130SA041732 | G | 000000 | |

NAME OF OWNER (Lessor): YVONNE MARIE RUSH

DISCLOSE INFORMATION: N

1 OF 1 LESSEES

## LESSEE SECTION

Lessee 1 ID # 000029622338 GERALD PAUL ALLMOND
*Full Legal Name of Lessee 1 (First, Middle, Last, Suffix) or Company Name*

Lessee 2 ID #
*Full Legal Name of Lessee 2 (First, Middle, Last, Suffix) or Company Name*

Residence Address (Individual) Business Address (Firm): 3311 DILLON RD

| City and State | Zip Code | Tax County |
|---|---|---|
| JAMESTOWN NC | 27282-9155 | GUILF |

Mail Address (if different from above)

I.(We) certify that the described vehicle is leased from the owner and that this vehicle is to be used by me. I further certify the above listed vehicle is properly insured as required under G.S.20-309 by

UNIVERSAL INSURANCE COMPANY
*Insurance company authorized in N.C*

NCA3490073
*Policy Number*

**Signature of lessee:** Gerald Allmond
(Must be personally signed in ink by the owner; if firm or corporation, by one of its authorized representatives, or, if joint ownership, signature of each must be affixed.)

## LESSOR CERTIFICATION SECTION

As owner of the above described motor vehicle, I do certify that it has been leased to the person, firm or corporation whose name appears as lessee and further certify that it is being used by such lessee. Consent for the licensing of this vehicle in the name of the lessee is hereby given. The vehicle is properly insured, by company listed above, as required under G.S.20-309.

**Signature of lessor:** Yvonne Rush
(Must be personally signed in ink by the owner; if firm or corporation, by one of its authorized representatives, or, if joint ownership, signature of each must be affixed.)

INSTRUCTIONS: A certificate of title must be vested and recorded in the name of the owner before a registration plate can be issued. If the vehicle is owned by a nonresident and is registered in a state other than North Carolina, the certificate of title, or registration certificate, must accompany this application. Proof of financial responsibility is required.

*036174490225*

```
VQ12 VRDM                          GENERAL VEHICLE DETAIL          01/31/06 17:11:03
                                      STATUS  CURRENT TITLE, NOT HELD
TITLE      778295050127909     1995  HOND  ACCORD LX      CP  OD
1HGCD7130SA041732                                          DEALER OS       FUEL G
ACT DT  011205 TITLE DT  092603 TRF DT  092603 APPL DT  011205 PRNT DT 011405Y
OWNER ID  000026681661 OWNERS  1  LIENS  1     EQUIP            TAX CNTY  GUILF

Y  YVONNE MARIE RUSH
   5408 STRASBURG DR
   GREENSBORO NC 274076482

LESSEE ID                  LESSEES      CONTROL




PLATE NO  SRY4389  66824765      ISS DT 072805  EXP DT 123105  WEIGHT
FHVUT DT              CAT     PRIVATE AUTO                    USE  PASS DRAFT  N
U18 - UNIVERSAL INSURANCE COMPANY  P# NCA3490073
STATUS    PLT TURN IN (FS44)  12/28/2005         CERT DT  101405 CERT TYPE FS1

PF1/HELP      PF2/IMAGE     PF3/RETURN    PF4/          PF5/LESSEES  PF6/OWNERS
PF7/HOLD CD   PF8/          PF9/PRINT     PF10/DRAFTS   PF11/ADDINFO PF12/MENU
```

REGULAR

New Title# 775315061563909 Title 15.00
Date 06/05/2006
Plate# VRY4834
Exp DT 01/31/2007
Weight
Initials
UserID T1M0H5K

000000257

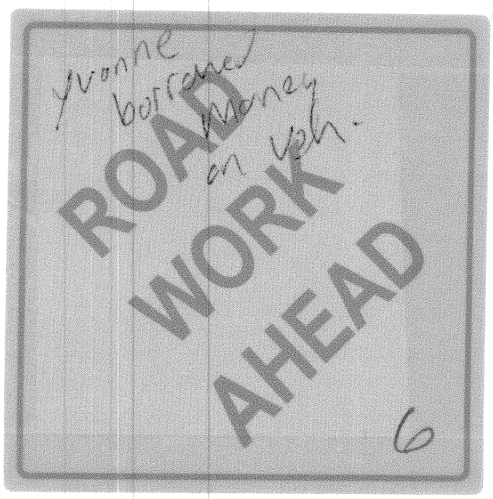
TOTAL 15.00

000026681661 YVONNE MARIE RUSH

1HGCD713D8A041732

LIEN RECORDING INFORMATION:

000011058846 CITIFINANCIAL
3722-C BATTLEGROUND AVE GREENSBORO, NC. 274102365




*037918559126*

MVR-6
(Rev. 8/99)

North Carolina Division of Motor Vehicles

# LIEN RECORDING APPLICATION

**APPLICATION MUST BE FILED WITHIN 20 DAYS OF DATE OF SECURITY AGREEMENT OR LIEN DATE WILL BE PERFECTED BY THE DIVISION TO THE DATE OF RECEIPT OF APPLICATION.**

This application must be accompanied with the certificate of title unless it is in the possession of a prior lienholder. The Division, upon receipt of the application, will procure the title from the prior lienholder for the purpose of recording the new lien and will return the title to the first lienholder and notify the subsequent lienholder(s) that additional lien(s) has been noted on the certificate of title.

## VEHICLE SECTION

| YEAR | MAKE | BODY STYLE | SERIES MODEL | VEHICLE IDENTIFICATION NUMBER | TITLE # |
|---|---|---|---|---|---|
| 1995 | HOND | CP | | 1HGEC07130SA041732 | |

## OWNER SECTION

Owner 1 ID'# _____ Yvonne Marie Rush
Full Legal Name of Owner 1 (First, Middle, Last, Suffix) or Company Name

Owner 2 ID # _____
Full Legal Name of Owner 2 (First, Middle, Last, Suffix) or Company Name

Residence Address (Individual) Business Address (Firm): 5408 Strasburg Dr.

City and State: Greensboro, N.C. | Zip Code: 27407 | Tax County: Guilford

Mail Address (if different from above):

## LIEN SECTION

**FIRST LIEN**

Date of Lien 5/26/06 ACCOUNT # 199232

Lienholder ID# | Lienholder Name: Citifinancial

Address: 3722-C Battleground Ave

City: Greensboro State: NC Zip Code: 27410

**SECOND LIEN**

Date of Lien ACCOUNT #

Lienholder ID# | Lienholder Name

Address

City State Zip Code

**THIRD LIEN**

Date of Lien ACCOUNT #

Lienholder ID# | Lienholder Name

Address

City State Zip Code

**FOURTH LIEN**

Date of Lien ACCOUNT #

Lienholder ID# | Lienholder Name

Address

City State Zip Code

JUN 2006 MDU DMV

## DISCLOSURE SECTION

All motor vehicle records maintained by the North Carolina Division of Motor Vehicles will remain closed for marketing and solicitation unless the block below is checked.

☐ I (We) would like the personal information contained in this application to be available for disclosure.

**APPLICATION MUST BE SIGNED IN INK BY EACH OWNER OR AUTHORIZED REPRESENTATIVE OF FIRMS OR CORPORATIONS.**

I, the owner(s) of the vehicle described on this application, certify that the information on the application is true and accurate.

OWNER'S SIGNATURE Yvonne Marie Rush

Acknowledged before me this 26TH day of May 2006 My commission expires 4-26-07

(SEAL) Notary Public _____

JUN-22-2010 09:13 FROM: TO:9133688441 86 P:15/32

REGISTRATION

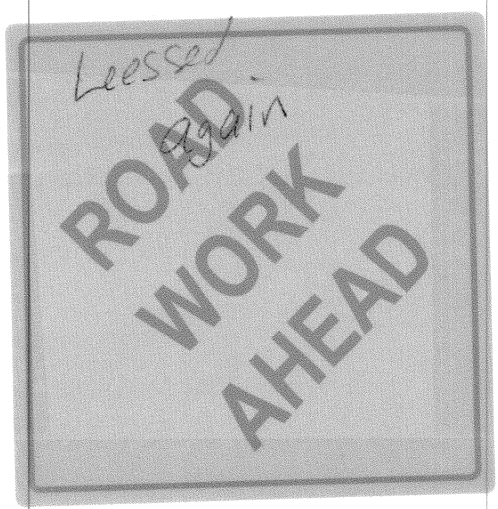
New Title# 332288060318134 License 28.00
Date 01/08/2007
Plate# WSC1693
Exp DT 01/31/2008
Weight
Initials
UserID T1C0245

000000166

TOTAL 28.00

000028782713 RAYNE W HAMILTON

1HGCD7130SA041732




*0400311150Z5*



JUN-22-2010 09:12 FROM: TO:9133688441186 P:12/32

MVR-330
(Rev. 1/2000)

North Carolina Division of Motor Vehicles

# Application for a Registration Plate or the Transfer of a Registration Plate

## Non-Owner - Lessee

### VEHICLE SECTION

| YEAR | MAKE | BODY STYLE | SERIES MODEL |
|---|---|---|---|
| 1995 | Honda | 4 Door Accord | |

| VEHICLE IDENTIFICATION NUMBER | TYPE OF FUEL | ODOMETER READING | ODOMETER BRAND |
|---|---|---|---|
| 1HGCD7130SA041732 | unleaded | 196000 | |

| NAME OF OWNER (Lessor) | STATE IN WHICH VEHICLE REGISTERED | TERM OF LEASE |
|---|---|---|
| Yvonne M. Rush | NC | |

### DISCLOSURE SECTION

All motor vehicle records maintained by the North Carolina Division of Motor Vehicles will remain closed for marketing and solicitation unless the block below is checked.

☐ I (We) would like the personal information contained in this application **to be available for disclosure.**

### LESSEE SECTION

Lessee 1 ID # 28 78273 Wayne W. Hamilton
Full Legal Name of Lessee 1 (First, Middle, Last, Suffix) or Company Name

Lessee 2 ID # _____
Full Legal Name of Lessee 2 (First, Middle, Last, Suffix) or Company Name

Residence Address (Individual) Business Address (Firm)

| City and State | Zip Code | Tax County |
|---|---|---|
| | | |

Mail Address (if different from above)

I, (We) certify that the described vehicle is leased from the owner and that this vehicle is to be used by me. I further certify the above listed vehicle is properly insured as required under G.S. 20-309 by

Unitrin Kemper
Insurance company authorized in N.C.

RC 907222
Policy Number

**Signature of lessee** Wayne W Hamilton
(Must be personally signed in ink by the lessee; if firm or corporation, by one of its authorized representatives, or, if joint ownership, signature of each must be affixed.)

### LESSOR CERTIFICATION SECTION

As owner of the above described motor vehicle, I do certify that it has been leased to the person, firm or corporation whose name appears as lessee and further certify that it is being used by such lessee. Consent for the licensing of this vehicle in the name of the lessee is hereby given. The vehicle is properly insured, by company listed above, as required by G.S. 20-309.

**Signature of lessor** Yvonne M Rush
(Must be personally signed in ink by the lessor; if firm or corporation, by one of its authorized representatives, or, if joint ownership, signature of each must be affixed.)

### PLATE INFORMATION SECTION

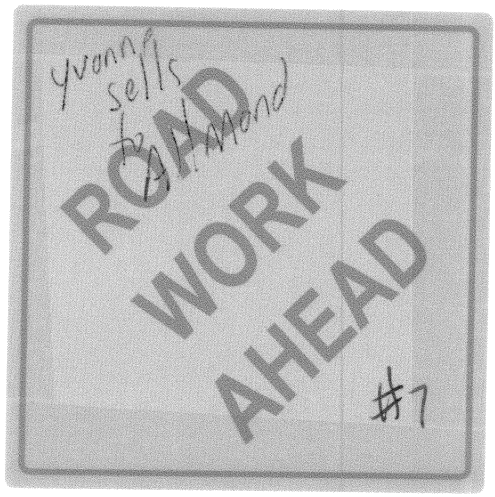
Check Applicable Box: ☐ Plate Issue ☐ Plate Transfer _____
(LIST PLATE NUMBER & EXPIRATION)

Weight (if applicable) _____ Date Vehicle First Operated in North Carolina _____

**INSTRUCTIONS:** A certificate of title must be vested and recorded in the name of the owner before a registration plate can be issued. If the vehicle is owned by a nonresident and is registered in a state other than North Carolina, the certificate of title, or registration certificate, must accompany this application. Proof of financial responsibility is required.



JUN-22-2010 09:12 FROM: TO:9133688441 86 P:13/32


yvonne sells
ROAD
WORK
AHEAD
#7

REGULAR

New Title# 776553080927024 Title 40.00 Late Pen 15.00
Date 04/01/2008 HUT 57.90
Plate#
Exp DT
Weight
Initials
UserID T1C0243

000000046

TOTAL 112.90

*North Carolina Division of Motor Vehicles*

# Title Application

ONE & THE SAME

MVR-1 (Rev 3/06)

## VEHICLE SECTION

| YEAR | MAKE | BODY STYLE | SERIES MODEL |
|---|---|---|---|
| 1995 | HOND | CP | ACCORD LX |

| VEHICLE IDENTIFICATION NUMBER | TYPE OF FUEL | ODOMETER READING | ODOMETER BRAND |
|---|---|---|---|
| 1HGCD7130SA041732 | G | 000000 | |

| N C DEALER NO | PURCHASE DATE | PREVIOUS TITLE STATE | DISCLOSE INFORMATION |
|---|---|---|---|
| | 11/15/2007 | NC | N |

## OWNER SECTION

1 OF 1 OWNERS

Owner 1 ID # 000029622338 GERALD PAUL ALLMOND
*Full Legal Name of Owner 1 (First, Middle, Last, Suffix) or Company Name*

Owner 2 ID # _____
*Full Legal Name of Owner 2 (First, Middle, Last, Suffix) or Company Name*

*Residence Address (Individual) Business Address (Firm)*
3311 DILLON RD

| City and State | Zip Code | Tax County |
|---|---|---|
| JAMESTOWN NC | 27282-9155 | GUILF |

*Mail Address (if different from above)*

***I certify for the motor vehicle described above that I have financial responsibility as required by law.***

_____ *Insurance company authorized in N C*

_____ *Policy Number*

## LIEN SECTION

0 OF 0 LIENS

| First Lien | | | Second Lien | | |
|---|---|---|---|---|---|
| ACCOUNT # | | *Date of Lien* | ACCOUNT # | | *Date of Lien* |
| Lienholder ID # | Lienholder Name | | Lienholder ID # | Lienholder Name | |
| Lienholder ID # | Lienholder Name | | Lienholder ID # | Lienholder Name | |
| Lienholder ID # | Lienholder Name | | Lienholder ID # | Lienholder Name | |
| Address | | | Address | | |
| City | State | Zip Code | City | State | Zip Code |

I (we) am (are) the owner(s) of the vehicle described on this application and request that a North Carolina Certificate of Title be issued. I (we) certify that the information on the application is correct to the best of my (our) knowledge. The vehicle is subject to the liens named and no others. If a registration plate is issued or transferred, I (we) further certify that there has not been a registration plate revocation and that liability insurance is in effect on this vehicle on the date of this application as required by the North Carolina Financial Security Act of 1957.

OWNER'S SIGNATURE: _____

**Application must be signed in ink by each owner or authorized representative of firms or corporations.**

_____ County, State NC Date: 4-1-08

I certify that the following person(s) personally appeared before me this day, each acknowledging to me that he or she voluntarily signed the foregoing document for the purpose stated therein and in the capacity indicated: Gerald

Name(s) of principal(s)

_____ Notary Public Signature

_____ Notary's Printed or typed name

My Commission Expires _____

*0447893863 20*



JUN-22-2010 09:09 FROM: TO:9133688441 86 P:8/32

MVR-615
(Rev. 2/08)

**North Carolina Division of Motor Vehicles**
**Eligible Risk Statement for Registration and Certificate of Title**

**Non-Fleet Private Passenger Vehicle Owner**
(Complete this section only if the vehicle is a non-fleet private passenger vehicle as defined below.)

I/we, Gerald Paul Allmond
am/are an eligible risk for insurance coverage as defined in G.S.58.37-1(4a). (See Form MVR-615A)

Providing incorrect or false and misleading information as to the owner's status as an eligible risk can result in criminal prosecution and the denial of insurance coverage for any loss of the owner under any insurance policies for which application is made pursuant to G.S. 58-2-164.

List qualification number(s) from MVR-615A 1 F 2

I will inform the insurer before the next policy renewal, if I cease to be an eligible risk.

Signature of owner(s) Date 4-1-08

**"Other Than" Non-Fleet Private Passenger Vehicle Owner**
(Complete this section only if the vehicle is NOT a non-fleet private passenger vehicle as defined below.)

I/we, _____
am/are an eligible risk for insurance coverage as defined in G.S. 58-37-1(4). (See Form MVR-615A)

List qualification number(s) from the MVR-615A _____

Signature of owner(s) Date

**Definition of Non-Fleet Private Passenger Vehicle**
**(Note, the vehicle must meet both definitions below to be a "non-fleet private passenger vehicle")**

**"Private Passenger" motor vehicle means one of the following:**

A motor vehicle of the private passenger or station wagon type that is owned or under a long term lease to the insured and is not used for public transportation or rented to others.

A pick up truck or van that is owned by an individual, or by a husband and wife, or individuals who are residents of the same household and has a gross vehicle weight (GVW) as specified by the manufacturer of less than 10,000 pounds and is not used for the delivery or transportation of goods and material unless the delivery or transportation of goods and material is:

(a) Incidental to the insured's business of installing, maintaining, repairing furnishings or equipment: or
(b) For farming or ranching.

A motorcycle, motorized scooter or other similar motorized vehicle not used for commercial purposes.

**"Non-Fleet" motor vehicle means:**

A motor vehicle not eligible for classification as a fleet vehicle for the reason that the motor vehicle is one of four or fewer motor vehicles hired under a long term contract or owned by the insured named in the policy.



JUN-22-2010 09:10 FROM: TO:9133688441 86 P:9/32

**Federal and State law** requires that you state the mileage in connection with the transfer of ownership. Failure to complete or providing a false statement may result in fines and/or imprisonment.

**A**

## FIRST RE-ASSIGNMENT OF TITLE BY REGISTERED OWNER

The undersigned hereby certifies that the vehicle described in this title has been transferred to the following printed name and address:

Name of Buyer: Gerald Paul Allmond

Address of Buyer: _____

"I, seller(s) certify to the best of my knowledge that the odometer reading is the actual mileage of the vehicle unless one of the following statements is checked."

[redacted]
ODOMETER READING
(No tenths)

- ☐ 1. The mileage stated is in excess of its mechanical limits.
- ☐ 2. The odometer reading is not the actual mileage.

WARNING — ODOMETER DISCREPANCY

To my knowledge the vehicle described herein:

Yes ☐ No ☒ Has been involved in a collision or other occurrence to the extent that the cost to repair exceeds 25% of fair market value.

Yes ☐ No ☒ Has been a flood vehicle.

Yes ☐ No ☒ Has been a reconstructed or a salvage vehicle.

Date vehicle delivered to purchaser _____

Seller(s) Signature Yvonne Marie Rush

Seller(s) Hand Printed Name Yvonne Marie Rush

Date 11/15/07 County Guilford State NC

I certify that the following person(s) personally appeared before me this day, each acknowledging to me that he or she voluntarily signed the foregoing document for the purpose stated therein and in the capacity indicated: Yvonne Marie Rush

Notary Public Signature Gina H. Webb

Notary's Printed or Typed Name Gina H. Webb

My commission expires 1/19/2010

Name(s) of principal(s)

(SEAL)

Buyer(s) Signature _____

Buyer(s) Hand Printed Name Gerald Paul Allmond

GINA H. WEBB NOTARY PUBLIC GUILFORD COUNTY, N.C.

**B**

## FIRST RE-ASSIGNMENT OF TITLE BY DEALER

The undersigned hereby certifies that the vehicle described in this title has been transferred to the following printed name and address:

Name of Buyer: _____

Address of Buyer: _____

"I, seller(s) certify to the best of my knowledge that the odometer reading is the actual mileage of the vehicle unless one of the following statements is checked."

[redacted]
ODOMETER READING
(No tenths)

- ☐ 1. The mileage stated is in excess of its mechanical limits.
- ☐ 2. The odometer reading is not the actual mileage.

WARNING — ODOMETER DISCREPANCY

To my knowledge the vehicle described herein:

Yes ☐ No ☐ Has been involved in a collision or other occurrence to the extent that the cost to repair exceeds 25% of fair market value.

Yes ☐ No ☐ Has been a flood vehicle.

Yes ☐ No ☐ Has been a reconstructed or a salvage vehicle.

Date vehicle delivered to purchaser _____

Dealer(s) Name _____ Dealer # _____

Dealer(s) Signature _____

Dealer(s) Hand Printed Name _____

Date _____ County _____ State _____

I certify that the following person(s) personally appeared before me this day, each acknowledging to me that he or she voluntarily signed the foregoing document for the purpose stated therein and in the capacity indicated: _____

Name(s) of principal(s)

Notary Public Signature _____

Notary's Printed or Typed Name _____

My commission expires _____ (SEAL)

Buyer(s) Signature _____

Buyer(s) Hand Printed Name _____

**C**

## PURCHASER'S APPLICATION FOR NEW CERTIFICATE OF TITLE

The undersigned purchaser of the vehicle described on the face of this certificate, hereby makes application for a new certificate of title and certifies that said vehicle is subject to the following named liens and none other and that the information contained herein is true and accurate to my best knowledge and belief.

**OWNER(S)**

Owner 1 DL# _____ _____
Full Legal name of Owner (First, Middle, Last, Suffix) or Company

Owner 2 DL# _____ _____
Full Legal name of Owner (First, Middle, Last, Suffix) or Company

Residence Address _____

City _____ State _____ Zip Code _____ Tax County _____

Mail Address (if different from above) _____

**FIRST LIEN**

Date of Lien _____ Account # _____ Lienholder ID _____

Lienholder Name _____

Address _____

City _____ State _____ Zip Code _____

**SECOND LIEN**

Date of Lien _____ Account # _____ Lienholder ID _____

Lienholder Name _____

Address _____

City _____ State _____ Zip Code _____

**I certify for the motor vehicle described herein that I have financial responsibility as required by law.**

Insurance Company Authorized in NC _____ Policy Number _____

ODOMETER READING

Signature of Owner(s) _____

Date _____ County _____ State _____

I certify that the following person(s) personally appeared before me this day, each acknowledging to me that he or she voluntarily signed the foregoing document for the purpose stated therein and in the capacity indicated. _____

Name(s) of principal(s)

Notary Public Signature _____

Notary's Printed or Typed Name _____

My commission expires _____ (SEAL)

**NOTE: RETAIL PURCHASER MUST APPLY FOR NEW TITLE WITHIN 28 DAYS AFTER PURCHASE OR PAY STATUTORY PENALTY. ALTERATIONS OR ERASURES WILL VOID THIS TITLE.**



JUN-22-2010 09:10 FROM: TO:9133688944186 P:10/32

STATE OF NORTH CAROLINA

MVR 191 (Rev 01/06)

# CERTIFICATE OF TITLE

| VEHICLE IDENTIFICATION NUMBER | YEAR MODEL | MAKE | BODY STYLE |
|---|---|---|---|
| 1HGCD7130SA041732 | 1995 | HOND | CP |

TITLE NUMBER
775315061563909

TITLE ISSUE DATE
06/07/2006

PREVIOUS TITLE NUMBER
778295050127909

MAIL TO
CITIFINANCIAL
3722-C BATTLEGROUND AVE
GREENSBORO NC 27410-2365

| ODOMETER READING |
|---|
| |
| **ODOMETER STATUS** |
| |
| **TITLE BRANDS** |
| |

OWNER(S) NAME AND ADDRESS

YVONNE MARIE RUSH
5408 STRASBURG DR
GREENSBORO NC 27407-6482

The Commissioner of Motor Vehicles of the State of North Carolina hereby certifies that an application for a certificate of title for the herein described vehicle has been filed pursuant to the General Statutes of North Carolina and based on that application, the Division of Motor Vehicles is satisfied that the applicant is the lawful owner. Official records of the Division of Motor Vehicles reflect vehicle is subject to the liens, if any, herein enumerated at the date of issuance of this certificate.

IN WITNESS, his hand and seal of this Division of the day and year appearing in this certificate as the title issue date.

COMMISSIONER OF MOTOR VEHICLES.

FIRST LIENHOLDER: 199232
CITIFINANCIAL
3722-C BATTLEGROUND AVE
GREENSBORO NC 27410-2365

DATE OF LIEN 05/26/2006

LIEN RELEASED BY
SIGNATURE
TITLE Branch Asst Mgr DATE 11/15/07

SECOND LIENHOLDER:

DATE OF LIEN

LIEN RELEASED BY:
SIGNATURE
TITLE DATE

THIRD LIENHOLDER:

DATE OF LIEN

LIEN RELEASED BY:
SIGNATURE
TITLE DATE

FOURTH LIENHOLDER:

DATE OF LIEN

LIEN RELEASED BY:
SIGNATURE
TITLE DATE

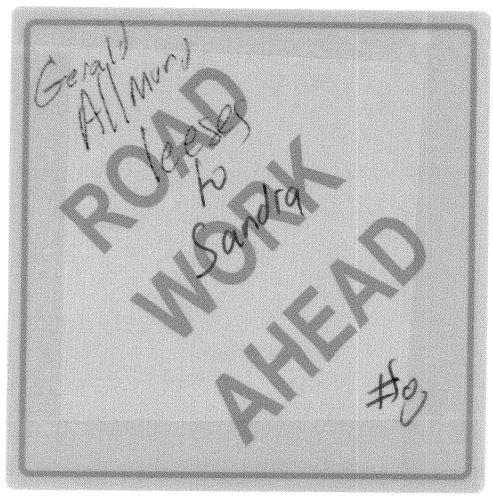
ADDITIONAL LIENS:

81978964
909 T1M0B6K

ANY ALTERATIONS OR ERASURES VOID TITLE



JUN-22-2010 09:11 FROM: TO:9133688441 86 P:11/32


Gerald
Allman
Leases
to
Sandra
ROAD
WORK
AHEAD
#9

REGISTRATION

New Title# 332908093020164 License 28.00
Date 10/29/2009
Plate# ZNV4415
Exp DT 10/31/2010
Weight
Initials
UserID T1C1642

000000029

TOTAL 28.00

*North Carolina Division of Motor Vehicles*

# Application For a Registration Plate or the Transfer of a Registration Plate (Non-Owner - Lessee)

MVR-330 (Rev 8/96)

## VEHICLE SECTION

| YEAR | MAKE | BODY STYLE | SERIES MODEL | STATE IN WHICH VEHICLE REGISTERED | |
|---|---|---|---|---|---|
| 1995 | HOND | CP | ACCORD LX | NC | |
| VEHICLE IDENTIFICATION NUMBER | | | TYPE OF FUEL | ODOMETER READING | ODOMETER BRAND |
| 1HGCD7130SA041732 | | | G | 000000 | |
| NAME OF OWNER (Lessor) | | | | DISCLOSE INFORMATION | |
| GERALD PAUL ALLMOND | | | | X | |

## LESSEE SECTION

1 OF 1 LESSEES

Lessee 1 ID # 000036023929 SANDRA GAIL ALLMOND
*Full Legal Name of Lessee 1 (First, Middle, Last, Suffix) or Company Name*

Lessee 2 ID # _____
*Full Legal Name of Lessee 2 (First, Middle, Last, Suffix) or Company Name*

*Residence Address (Individual) Business Address (Firm)*
2514 JOHNSONTOWN RD

| City and State | Zip Code | Tax County |
|---|---|---|
| THOMASVILLE NC | 27360-7596 | DAVID |

*Mail Address (If different from above)*

I,(We) certify that the described vehicle is leased from the owner and that this vehicle is to be used by me. I further certify the above listed vehicle is properly insured as required under G.S.20-309 by

GREENVILLE CASUALTY INSURANCE COMPANY — *Insurance company authorized in N.C*
NCP0026249-0 — *Policy Number*

**Signature of lessee** _____
(Must be personally signed in ink by the owner; if firm or corporation, by one of its authorized representatives, or, if joint ownership, signature of each must be affixed.)

## LESSOR CERTIFICATION SECTION

As owner of the above described motor vehicle, I do certify that it has been leased to the person, firm or corporation whose name appears as lessee and further certify that it is being used by such lessee. Consent for the licensing of this vehicle in the name of the lessee is hereby given. The vehicle is properly insured, by company listed above, as required under G.S.20-309.

**Signature of lessor** _____
(Must be personally signed in ink by the owner; if firm or corporation, by one of its authorized representatives, or, if joint ownership, signature of each must be affixed.)

INSTRUCTIONS: A certificate of title must be vested and recorded in the name of the owner before a registration plate can be issued. If the vehicle is owned by a nonresident and is registered in a state other than North Carolina, the certificate of title, or registration certificate, must accompany this application. Proof of financial responsibility is required.

*050988154828*



JUN-22-2010 09:08 FROM: TO:9133688441 86 P:6/32

MVR-330
(Rev. 1/2000)

North Carolina Division of Motor Vehicles

# Application for a Registration Plate or the Transfer of a Registration Plate

## Non-Owner - Lessee

### VEHICLE SECTION

| YEAR | MAKE | BODY STYLE | SERIES MODEL |
|---|---|---|---|
| 1995 | Honda | 2 Door Coupe | EX |

| VEHICLE IDENTIFICATION NUMBER | TYPE OF FUEL | ODOMETER READING | ODOMETER BRAND |
|---|---|---|---|
| 1HGCD7230SA042732 | GAS | 249871 | |

| NAME OF OWNER (Lessor) | STATE IN WHICH VEHICLE REGISTERED | TERM OF LEASE |
|---|---|---|
| Gerald Paul Allmond | North Carolina | 4 YEARS |

### DISCLOSURE SECTION

All motor vehicle records maintained by the North Carolina Division of Motor Vehicles will remain closed for marketing and solicitation unless the block below is checked.

☐ I (We) would like the personal information contained in this application **to be available for disclosure.**

### LESSEE SECTION

Lessee 1 ID # 36023929 Sandra Gail Allmond
Full Legal Name of Lessee 1 (First, Middle, Last, Suffix) or Company Name

Lessee 2 ID # _____ _____
Full Legal Name of Lessee 2 (First, Middle, Last, Suffix) or Company Name

Residence Address (Individual) Business Address (Firm)
2514-B Johnsontown Rd

| City and State | Zip Code | Tax County |
|---|---|---|
| Thomasville NC | 27360 | Davidson |

Mail Address (if different from above)

I, (We) certify that the described vehicle is leased from the owner and that this vehicle is to be used by me. I further certify the above listed vehicle is properly insured as required under G.S. 20-309 by

Greenville Casualty ins — Insurance company authorized in N.C.

NCP0026249-0 — Policy Number

Signature of lessee Sandra Gail Allmond
(Must be personally signed in ink by the lessee; if firm or corporation, by one of its authorized representatives, or, if joint ownership, signature of each must be affixed.)

### LESSOR CERTIFICATION SECTION

As owner of the above described motor vehicle, I do certify that it has been leased to the person, firm or corporation whose name appears as lessee and further certify that it is being used by such lessee. Consent for the licensing of this vehicle in the name of the lessee is hereby given. The vehicle is properly insured, by company listed above, as required by G.S. 20-309.

Signature of lessor _____
(Must be personally signed in ink by the lessor; if firm or corporation, by one of its authorized representatives, or, if joint ownership, signature of each must be affixed.)

### PLATE INFORMATION SECTION

Check Applicable Box: ☑ Plate Issue ☐ Plate Transfer _____ (LIST PLATE NUMBER & EXPIRATION)

Weight (if applicable) _____ Date Vehicle First Operated in North Carolina _____

**INSTRUCTIONS:** A certificate of title must be vested and recorded in the name of the owner before a registration plate can be issued. If the vehicle is owned by a nonresident and is registered in a state other than North Carolina, the certificate of title, or registration certificate, must accompany this application. Proof of financial responsibility is required.



JUN-22-2010 09:09 FROM: TO:9133688441 86 P:7/32

# EYE EXAM INFO

CC PS - 4 10-30-78

**CRIME CONTROL & PUBLIC SAFETY**
**TRANSMITTAL SLIP**

DATE

TO:

REF. NO. OR ROOM, BLDG.

FROM: 6/18 1530

REF. NO. OR ROOM, BLDG.

**ACTION**

- ❑ NOTE AND FILE
- ❑ NOTE AND RETURN TO ME
- ❑ RETURN WITH MORE DETAILS
- ❑ NOTE AND SEE ME ABOUT THIS
- ❑ PLEASE ANSWER
- ❑ PREPARE REPLY FOR MY SIGNATURE
- ❑ TAKE APPROPRIATE ACTION
- ❑ PER OUR CONVERSATION
- ❑ PER YOUR REQUEST
- ❑ FOR YOUR APPROVAL
- ❑ FOR YOUR INFORMATION
- ❑ FOR YOUR COMMENTS
- ❑ SIGNATURE
- ❑ INVESTIGATE REPORT

COMMENTS:

# 30023929

Bad eye

IF Bad eye is Greater than 20-100 then good eye has to be 20-30 OR 20-40 w/ glasses or contacts

Eye test limits

Jun 18, 2010 3:21:59 PM

DL110M1 N.C. DRIVER LICENSE SYSTEM 06/18/2010
CLASSIFIED TESTING 15:21:18

CUSTOMER NO: 000036023929 TYPE: DUPLICATE LICENSE CLASS: C
NAME: ALLMOND SANDRA GAIL

| ----WRITTEN---- | V | SCORE | O | DATE | THIRD PARTY INFORMATION |
|---|---|---|---|---|---|
| VEHICLE | EA | 100 | N | 2006-10-23 | THRD PTY DT: / / |
| MOTORCYCLE | | | | | CO. EXAM #: |

| -----ROAD----- | P/F/W | DATE |
|---|---|---|
| VEHICLE | W | 2006-10-23 |
| MOTORCYCLE | | |

----------VISION----------DATE TAKEN: 2006-10-20

| | | BOTH | RIGHT | LEFT | |
|---|---|---|---|---|---|
| CORRECTIVE LENSES: Y (Y/N) | | 20/ 020 | 20/ 040 | 20/ 100 | PASSED/FAILED: P |
| VISION STMT REQ'D: N (Y/N) | DR. STMT | 20/ | 20/ | 20/ | SIGNS MISSED: 01 |

F1=HELP F3=MENU
F7=NEXTSCORE F8=PREVSCORE F9=CURRSCORE F10=RT RSULT F11=RESTRICT F12=PREV

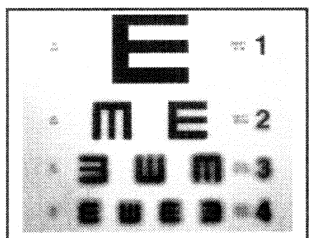
< Glossary of All Eye & Vision Conditions

# Visual Acuity: What is 20/20 Vision?

- Visual Acuity FAQs

**20/20 vision** is a term used to express normal visual acuity (the clarity or sharpness of vision) measured at a distance of 20 feet. If you have 20/20 vision, you can see clearly at 20 feet what should normally be seen at that distance. If you have 20/100 vision, it means that you must be as close as 20 feet to see what a person with normal vision can see at 100 feet.

20/20 does not necessarily mean perfect vision. 20/20 vision only indicates the sharpness or clarity of vision at a distance. There are other important vision skills, including peripheral awareness or side vision, eye coordination, depth perception, focusing ability and color vision that contribute to your overall visual ability.



Visual acuity is only one in a series of factors that evaluate one's vision.

Some people can see well at a distance, but are unable to bring nearer objects into focus. This condition can be caused by hyperopia (farsightedness) or presbyopia (loss of focusing ability). Others can see items that are close, but cannot see those far away. This condition may be caused by myopia (nearsightedness).

A comprehensive eye examination by a doctor of optometry can diagnose those causes, if any, that are affecting your ability to see well. In most cases, your optometrist can prescribe glasses, contact lenses or a vision therapy program that will help improve your vision. If the reduced vision is due to an eye disease, the use of ocular medication or other treatment may be used.



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Robert Lamb recommends the article:
How the Smart Grid Will Work

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Home > Health > Anatomy > Body Systems > Eye, Ear, Nose & Throat > Eye

Next Page

# What does it mean when someone has 20/20 vision?

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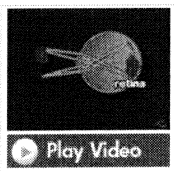
Inside this Article

1. What does it mean when someone has 20/20 vision?
2. Lots More Information
3. See all Eye articles

Out of Darkness: Vision

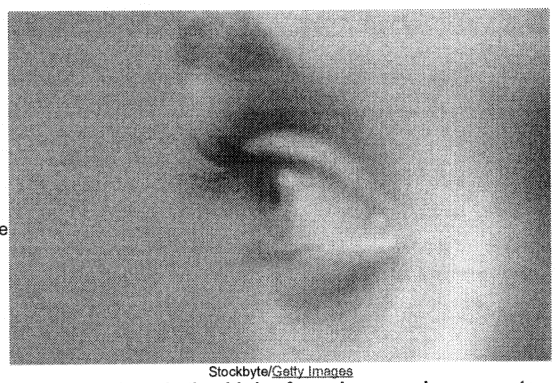



More Health Videos »

The expression "20/20" is so common in the United States that there's even a TV show named after it. Here's where the 20/20 designation comes from.

By looking at lots of people, eye doctors have decided what a "normal" human being should be able to see when standing 20 feet away from an eye chart. If you have **20/20 vision**, it means that when you stand 20 feet away from the chart you can see what the "normal" human being can see. (In metric, the standard is 6 meters and it's called **6/6 vision**). In other words, your vision is "normal" -- most people can see what you see at 20 feet. (From here on, please assume that the word "normal" has quotes around it).

Bodily Organ Image Gallery



Stockbyte/Getty Images

**Hawks, owls and other birds of prey have much more acute vision than humans. See more bodily organ pictures.**

If you have 20/40 vision, it means that when you stand 20 feet away from the chart you can see what a normal human can see when standing 40 feet from the chart. That is, if there is a normal person standing 40 feet away from the chart and you are standing only 20 feet away from it, you and the normal person can see the same detail. 20/100 means that when you stand 20 feet from the chart you can see what a normal person standing 100 feet away can see. 20/200 is the cutoff for legal blindness in the United States.

You can also have vision that is better than the norm. A person with 20/10 vision can see at 20 feet what a normal person can see when standing 10 feet away from the chart.

Hawks, owls and other birds of prey have much more acute vision than humans. A hawk has a much smaller eye than a human being but has lots of sensors (cones) packed into that space. This gives a hawk vision that is eight times more acute than a human's.

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A hawk might have 20/2 vision!

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- What are energy fields?

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Diseases A-Z

Learn more about what ails you. Here are some common symptoms.

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- Breast Lump
- Chest Pain
- Chills
- Dizziness
- Dry Skin
- Fever
- Joint Pain
- Rash
- Sunburn

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Raleigh Eye Glasses
Please Come In for Eye Exams, Contact Lenses, Eyeglasses & More!
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Robert Lamb recommends the article:
How the Smart Grid Will Work
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1. What does it mean when someone has 20/20 vision?
2. Lots More Information
3. See all Eye articles

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To see the new policy, click [here]. Questions? See the policy for the contact information.

# VISUAL ACUITY CHART FOR TESTING PURPOSES

| | Snellen Fraction *(Visual Acuity) | Restricted To Corrective Lens | Restriction Code | Refer To Vision Specialist | Field of Vision Left/Right Nasal 30 Temporal 30 | Road Test Required | Forward Vision Statement To Medical Section |
|---|---|---|---|---|---|---|---|
| Two-eyed | 20/40 or better in either eye or both eyes together | No | 0 | No | Either Eye | No | No |
| Two-eyed | 20/50 or 20/60 in either eye or both eyes together | Yes | 1 | No | Either Eye | No | No |
| Two-eyed | 20/70 or (20/80 Dr. Statement) in either eye or both eyes together | Yes | 1,2 | Yes | Either Eye | Yes | No |
| Two-eyed | 20/100 in each eye & both eyes Together_ | Yes | 1,2,3 | Yes | Either Eye | Yes | No |
| One-eyed | 20/30 | No | 0 | No | Either Eye | No | No |
| One-eyed | 20/40 | Yes | 1 | No | Either Eye | No | No |
| One-eyed | 20/50 or 20/60 | Yes | 1,2 | Yes | Either Eye | Yes | No |
| One-eyed | 20/70 or (20/80 Dr. Statement) | Yes | 1,2,3 | Yes | Either Eye | Yes | No |

386

NOTES:

1. Apply restrictions according to the highest visual acuity score whether in either eye or both eyes together.
2. If vision statement reflects that visual acuity is the same with and without correction, do not add restriction code 1 unless recommended by vision specialist.
3. Driving test is required only if restrictions other than code 1 is placed on license.

| MEDICAL EVALUATION IS REQUIRED ON THE FOLLOWING: | |
|---|---|
| Retinal Detachment (RD) | Yes |
| Retinitis Or Retinopathy (RP) | Yes |
| Diabetic Retinopathy – (DR, BVRO, AO, ABO, PDR, BDR) (If customer answers yes). See page 15. | Yes |
| Keratitis | Yes |
| Glaucoma (OH) | Yes |
| Retinitis Pigmentosa (RP) | Yes |
| Macular Degeneration (MD, AMD, ARSMC,RD, ARMD, SMC) | Yes |

**Abbreviations that may be on vision specialist's statement pertaining to visual acuity and/or field of vision: CF – Count Fingers; HM – Hand Motion; LP – Light Perception.**

In The minimum visual acity standards for a classified license or learner permit are:
Two-eyed Person W/O correction 20/40; with correction 20/50

Note: In order to be classifed as a two-eyed person, the eye with the lowest visual acuity must have at least 20/100 vision. One-eyed person W/O correction 20/30, with correction 20/40 (less 20/200=1 eyed)

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388

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**G. B. HUNT**
**Inspector**
License & Theft Bureau
NC Division of Motor Vehicles

2314 S Main Street
Lexington NC 27292

Office: (336) 249-4530
Fax: (336) 238-3164
Office Hours 8:00 a.m.-10:00 a.m.

cell
704-962-4826

804-1742

**Palmiter, Brian K.**

**From:** John V. Flanagan [jflanagan@accident-research.com]
**Sent:** Tuesday, May 25, 2010 4:38 PM
**To:** Palmiter, Brian K.
**Subject:** RE: Location of Vehicles

Thanks, Brian.

John Flanagan, PE, CFEI
**Accident Research Specialists, PLLC**
1631 NW Maynard Road Suite 101
Cary, NC 27513

**Office:** (919) 467-8134
**Cell:** (919) 616-2895
**Fax:** (919) 678-1261
**Email:** jflanagan@accident-research.com
**Web:** www.accident-research.com

Accident Research Specialists, PLLC
FORENSIC ENGINEERS

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---

**From:** Palmiter, Brian K. [mailto:bkpalmiter@NCSHP.ORG]
**Sent:** Tuesday, May 25, 2010 4:35 PM
**To:** John V. Flanagan
**Subject:** Location of Vehicles

John,

The vehicles that were involved in the crash on US 29/River road are located at the Troop D garage, 2527 East Market Street, Greensboro. If you have any questions please call. My cell phone is (919) 842-6368.

Thanks,

**Trooper Brian K. Palmiter**
North Carolina State Highway Patrol
Collision Reconstruction Unit
226 South Liberty Street, Suite 200
Winston-Salem, NC 27101
(336) 761-2446 Office
(336) 761-2193 Fax

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(336) 761-2446 Office
(336) 761-2193 Fax

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## Davidson, Mark A.

**From:** Webb, Charles A.
**Sent:** Monday, May 24, 2010 5:26 PM
**To:** Davidson, Mark A.; Martin, Brian K.
**Subject:** Occupant Information From D-2 10-50Fx2

Below is a list of names and addresses for the children:

Taylor Strange's Parents:

Bryan and Michelle Casler
538 Oakdale Road
Jamestown, NC 27282
H-336-307-3331
C-336-314-7484

Elijah Allmond's Parents:

Gerald and Rose Allmond (Gerald is son of deceased driver)
3311 Dillon Road
Jamestown, NC 27282
336-688-4441 Father
336-688-7658 Mother

Steven Strange's Mother:

Rayne Strange
1007 Bales Chapel Road
Jamestown, NC 27282
336-465-0286

Taylor's DOB is 03-03-1999
Elijah Strange's DOB is 12-12-1998
Steven Strange's DOB is 06-26-2000

If you need further, let me know.

Sgt. C. Anthony Webb
North Carolina State Highway Patrol
Troop D District 2 (Greensboro, NC)
650 Francis Street
High Point, NC 27263
(336) 883-6155
cawebb@ncshp.org

**Email correspondence to and from this sender is subject to the N.C. Public Records Law and may be disclosed to third parties.**

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336-688-7658 Mother

Steven Strange's Mother:

Rayne Strange
1007 Bales Chapel Road
Jamestown, NC 27282
336-465-0286

Taylor's DOB is 03-03-1999
Elijah Strange's DOB is 12-12-1998
Steven Strange's DOB is 06-26-2000

**§ 20-155. Right-of-way.**

(a) When two vehicles approach or enter an intersection from different highways at approximately the same time, the driver of the vehicle on the left shall yield the right-of-way to the vehicle on the right.

(b) The driver of a vehicle intending to turn to the left within an intersection or into an alley, private road, or driveway shall yield the right-of-way to any vehicle approaching from the opposite direction which is within the intersection or so close as to constitute an immediate hazard.

(c) The driver of any vehicle upon a highway within a business or residence district shall yield the right-of-way to a pedestrian crossing such highway within any clearly marked crosswalk, or any regular pedestrian crossing included in the prolongation of the lateral boundary lines of the adjacent sidewalk at the end of a block, except at intersections where the movement of traffic is being regulated by traffic officers or traffic direction devices.

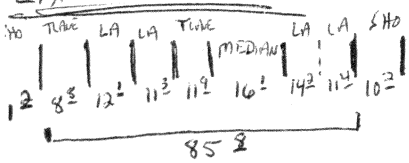
(d) The driver of any vehicle approaching but not having entered a traffic circle shall yield the right-of-way to a vehicle already within such traffic circle. (1937, c. 407, s. 117; 1949, c. 1016, s. 2; 1955, c. 913, ss. 6, 7; 1967, c. 1053; 1973, c. 1330, s. 20.)

**§ 20-145. When speed limit not applicable.**

The speed limitations set forth in this Article shall not apply to vehicles when operated with due regard for safety under the direction of the police in the chase or apprehension of violators of the law or of persons charged with or suspected of any such violation, nor to fire department or fire patrol vehicles when traveling in response to a fire alarm, nor to public or private ambulances and rescue squad emergency service vehicles when traveling in emergencies, nor to vehicles operated by county fire marshals and civil preparedness coordinators when traveling in the performances of their duties. This exemption shall not, however, protect the driver of any such vehicle from the consequence of a reckless disregard of the safety of others. (1937, c. 407, s. 107; 1947, c. 987; 1971, c. 5; 1977, c. 52, s. 3; 1985, c. 454, s. 5.)

Grade Pl. 304 to Pl. 180
100 / foot -2.2%

LANE WIDTHS




DISTANCES

VEH #1 BEF: 0°
AFT: 137 5/12

VEH #2 BEF: 87 9/12
AFT: 225 8/12

**Beverly Eaves Perdue**
Governor
**Reuben F. Young**
Secretary
**Wm. Randy Glover**
Colonel

North Carolina
Department of Crime Control and Public Safety
**State Highway Patrol**

**Location:**
512 N. Salisbury Street
Raleigh, NC 27604
(919) 733-7952

**Mailing Address:**
4702 Mail Service Center
Raleigh, NC 27699-4702

July 7, 2010

Mr. Douglas Abrams
Abrams & Abrams, PA
2021 Fairview Road
Raleigh, North Carolina 27608

Re: Estate of Sandra G. Allmond

Dear Mr. Abrams:

Your letter, in the above-referenced matter, has been referred to me for a response. In that letter, you advise the Highway Patrol that you represent the Estate of Sandra G. Allmond and Elijah Allmond in a claim arising out of a motor vehicle collision that occurred on May 23, 2010, and request that the Highway Patrol preserve certain physical evidence described therein. I have shared your request with Troop D Headquarters and with the Reconstruction Unit and they have advised me that they are preserving the evidence as described in your letter. With respect to your request to have your expert examine Trooper Goodnight's patrol vehicle, you should contact Lt. Douglas H. Monroe at 336-334-5621 and he will assist you in that regard.

I hope this provides a full and complete response to your inquiry.

Very Truly Yours,

Joseph P. Dugdale
General Counsel

JPD:clw

cc: Commander's Office
Captain B. T. Clayton
Lieutenant D. H. Monroe
Sergeant M. A. Davidson

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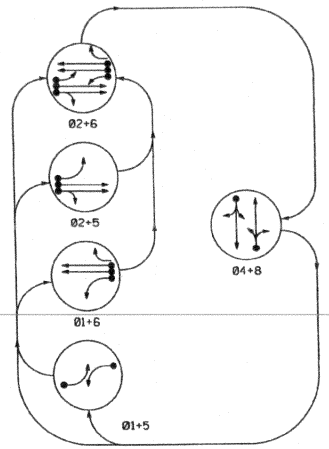
On my honor, I will never betray my badge, my integrity, my character, or the public trust. I will always have the courage to hold myself and others accountable for our actions. I will always uphold the constitution, my community, and the agency I serve.

| PROJECT REFERENCE NO. | SHEET NO. |
|---|---|
| N/A | Sig. |

## PHASING DIAGRAM

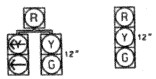



PHASING DIAGRAM DETECTION LEGEND

- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

## SIGNAL FACE I.D.

All Heads L.E.D.




## TABLE OF OPERATION

| SIGNAL FACE | PHASE Ø1+5 | Ø1+6 | Ø2+5 | Ø2+6 | Ø4+8 | FLASH |
|---|---|---|---|---|---|---|
| 21 | R | R | G | G | R | Y |
| 22, 23, 24 | R | R | G | G | R | Y |
| 41, 42, 43 | R | R | R | R | G | R |
| 61 | R | G | R | G | R | Y |
| 62, 63, 64 | R | G | R | G | R | Y |
| 81, 82 | R | R | R | R | G | R |

## SARASOTA LONG VEHICLE DETECTION SYSTEM

### LOOP & DETECTION INSTALLATION CHART

| INDUCTIVE LOOPS | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LOOP NO. | SIZE | TURNS | DIST. FROM STOPBAR | NEW | EXISTING | MDT-170-01 MODULE No. | LANE No. | DETECTOR No. | CHANNEL | NEMA PHASE | PRESENCE | PULSE | TIMING FEATURE | TIMING TIME | PLACE CALL DURING PHASE | INHIBIT DELAY DURING GREEN? |
| L1A | 6'X6' | 4 | 1015' | - | X | 1 | 1 | 1 | 1 | 2 * | X | | NONE | - SEC. | 2 | NO |
| L1B | 6'X6' | 4 | 987' | - | X | | 1 | 2 | | | X | | NONE | - SEC. | 2 | NO |
| L2A | 6'X6' | 4 | 1015' | - | X | 2 | 2 | 1 | 2 | 2 * | X | | NONE | - SEC. | 2 | NO |
| L2B | 6'X6' | 4 | 987' | - | X | | 2 | 2 | | | X | | NONE | - SEC. | 2 | NO |
| L1A | 6'X6' | 4 | 1015' | - | X | 1 | 1 | 1 | 1 | 6 * | X | | NONE | - SEC. | 6 | NO |
| L1B | 6'X6' | 4 | 987' | - | X | | 1 | 2 | | | X | | NONE | - SEC. | 6 | NO |
| L2A | 6'X6' | 4 | 1015' | - | X | 2 | 2 | 1 | 2 | 6 * | X | | NONE | - SEC. | 6 | NO |
| L2B | 6'X6' | 4 | 987' | - | X | | 2 | 2 | | | X | | NONE | - SEC. | 6 | NO |

* PHASE HOLD OUTPUT TO CONTROLLER

## 5 Phase Fully Actuated w/ Long Vehicle Detection (Isolated)

### NOTES

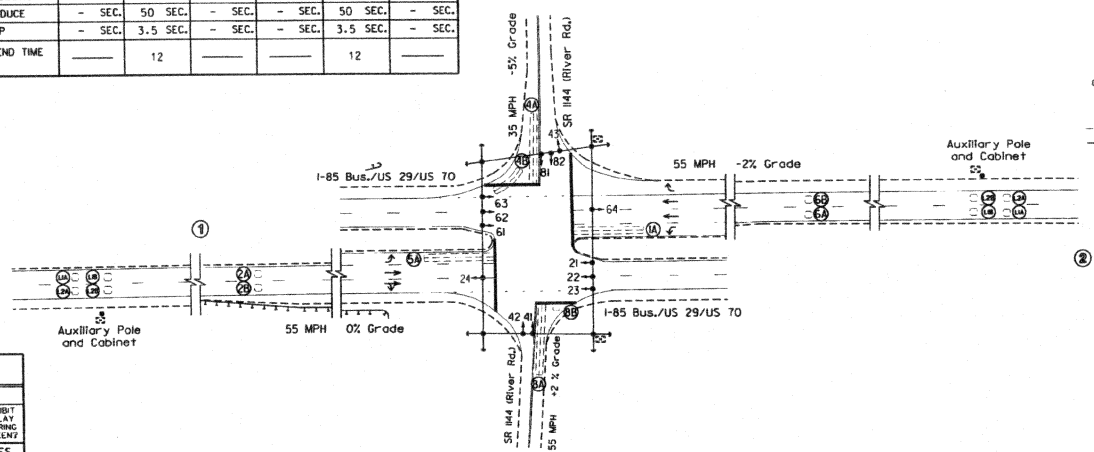
1. Refer to "Roadway Standard Drawings NCDOT" dated July 2006 and "Standard Specifications for Roads and Structures" dated July 2006.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Omit phase 1 during phase 2 on.
4. Omit phase 5 during phase 6 on.
5. Wire cabinet to allow the controller to clear from phase 2+6 to phase 1 and/or 5 by progressing through phase 4+8 (see Electrical Details for wiring).
6. Program phase 4 and phase 8 for dual entry.
7. Set all detector units to presence mode.
8. Pavement markings are existing.
9. Heads 21, 22, 23, 61, 62, and 63 have backplates.

### TIMING CHART

| PHASE | Ø1 | Ø2 | Ø4 | Ø5 | Ø6 | Ø8 |
|---|---|---|---|---|---|---|
| MINIMUM GREEN | 7 SEC. | 20 SEC. | 7 SEC. | 7 SEC. | 20 SEC. | 7 SEC. |
| PASSAGE/GAP | 2.0 SEC. | 6.0 SEC. | 2.0 SEC. | 2.0 SEC. | 6.0 SEC. | 2.0 SEC. |
| YELLOW CHANGE INT. | 5.0 SEC. | 5.0 SEC. | 5.5 SEC. | 5.0 SEC. | 5.0 SEC. | 5.5 SEC. |
| RED CLEARANCE | 1.0 SEC. | 1.5 SEC. | 2.0 SEC. | 1.0 SEC. | 1.5 SEC. | 2.0 SEC. |
| MAX. 1 | 25 SEC. | 120 SEC. | 35 SEC. | 25 SEC. | 120 SEC. | 35 SEC. |
| RECALL POSITION | NONE | MIN. RECALL | NONE | NONE | MIN. RECALL | NONE |
| VEH. CALL MEMORY | NONLOCK | LOCK | NONLOCK | NONLOCK | LOCK | NONLOCK |
| VOLUME DENSITY | OFF | ON | OFF | OFF | ON | OFF |
| ACTUATION B4 ADD | - VEH. | 0 VEH. | - VEH. | - VEH. | 0 VEH. | - VEH. |
| SEC. PER ACTUATION | - SEC. | 1.5 SEC. | - SEC. | - SEC. | 1.5 SEC. | - SEC. |
| MAX. INITIAL | - SEC. | 46 SEC. | - SEC. | - SEC. | 46 SEC. | - SEC. |
| TIME B4 REDUCTION | - SEC. | 20 SEC. | - SEC. | - SEC. | 20 SEC. | - SEC. |
| TIME TO REDUCE | - SEC. | 50 SEC. | - SEC. | - SEC. | 50 SEC. | - SEC. |
| MINIMUM GAP | - SEC. | 3.5 SEC. | - SEC. | - SEC. | 3.5 SEC. | - SEC. |
| LVDS EXTEND TIME (SECONDS) | ——— | 12 | ——— | ——— | 12 | ——— |

### LEGEND

| PROPOSED | | EXISTING |
|---|---|---|
| ○→ | Traffic Signal Head | ●→ |
| ⊣ | Sign | ⊣ |
| ⊡ | Pedestrian Signal Head With Push Button & Sign | ■ |
| ○ | Signal Pole with Guy | ● |
| ○ | Signal Pole with Sidewalk Guy | ● |
| ▭ | Inductive Loop Detector | ▭ |
| ⊠ | Controller & Cabinet | ■ |
| □ | Pull Box | ■ |
| ----- | 2-in Underground Conduit | ----- |
| ——— | Right of Way with Marker | ——— |
| → | Directional Arrow | → |




### LOOP & DETECTOR UNIT INSTALLATION CHART

TS-1 CONTROLLER

| INDUCTIVE LOOPS | | | | | | DETECTOR UNITS | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LOOP NO. | SIZE | TURNS | DIST. FROM STOPBAR | NEW | EXISTING | UNIT NO. | NEW | EXISTING | CHANNEL | NEMA PHASE | TIMING FEATURE | TIMING TIME | PLACE CALL DURING PHASE | INHIBIT DELAY DURING GREEN? |
| 1A | 6' X60' | 2-4-2 | 0 | - | X | 1 | - | X | 1 | 1 | DELAY | 15 SEC. | ALL | YES |
| | | | | | | | | | 2 | 6 | DELAY | 3 SEC. | 6 | NO |
| 2A, 2B | 6' X6' | 5 | 420' | - | X | 2 | - | X | 1 | 2 | NONE | - SEC. | ALL | NO |
| 6A, 6B | 6' X6' | 5 | 420' | - | X | | | | 2 | 6 | NONE | - SEC. | ALL | NO |
| 4A | 6' X60' | 2-4-2 | 0 | - | X | 3 | - | X | 1 | 4 | DELAY | 10 SEC. | ALL | YES |
| 4B | 6' X30' | 2-4-2 | +5' | - | X | | | | 2 | 4 | DELAY | 15 SEC. | ALL | YES |
| 5A | 6' X60' | 2-4-2 | 0 | - | X | 4 | - | X | 1 | 5 | DELAY | 15 SEC. | ALL | YES |
| | | | | | | | | | 2 | 2 | DELAY | 3 SEC. | 2 | NO |
| 8A | 6' X60' | 2-4-2 | 0 | - | X | 5 | - | X | 1 | 8 | DELAY | 10 SEC. | ALL | YES |
| 8B | 6' X6' | 4 | 0 | - | X | | | | 2 | 8 | DELAY | 15 SEC. | ALL | YES |

### Plan of Record

| | | | |
|---|---|---|---|
| PREPARED BY: | Johnson/Hough | DATE: | June 2010 |
| REVIEWED BY: | B. Wadu | DATE: | June 2010 |
| SIGNATURE: | Bonphee Wadu | DATE: | 6/30/10 |

COMMENTS

Added heads 23, 24, 43, & 64. Moved cabinet to Northwest quadrant. Backplates added to heads 21, 22, 23, 61, 62, and 63.

This plan of record reflects existing field conditions as submitted by field personnel. This sign may have been modified from its original state.

Plan of Record

Prepared in the Offices of:

750 N. Greenfield Pkwy. Garner, NC 27529

SCALE 0 50 1"=50'

I-85 Bus./US 29/US 70 at SR 1144 (River Road)

Division 07 Guilford County Jamestown

| PLAN DATE: | December 1998 | REVIEWED BY: | W. Wahbeeba |
|---|---|---|---|
| PREPARED BY: | S.T. Franklin | REVIEWED BY: | D. Harris |

| REVISIONS | INIT. | DATE |
|---|---|---|
| | | |

Not a certified document. This document originally issued and sealed by Kenneth E. Milam, PE #5007 on December 23, 1998. This document shall not be considered a certified document.

SIG. INVENTORY NO. 07-1191

412

**Myers, Stephen W.**

**From:** Davidson, Mark A.
**Sent:** Thursday, July 01, 2010 11:02 AM
**To:** Palmiter, Brian K.; Martin, Brian K.; Myers, Stephen W.
**Subject:** FW: 07-1191 Plan of Record Transmittal
**Attachments:** 071191-20100630g-por.tif

Hi Guys,

Steve,

If we have put the first copy of the signal plan in the appendices, we probably need to replace it with this updated copy....or I guess it would be best to keep both in there for discovery purposes. The updated copy is attached.

Mark

Sergeant Mark A. Davidson
North Carolina State Highway Patrol
Collision Reconstruction Unit
226 South Liberty Street
Suite 200
Winston-Salem, NC 27101
Office 336.761-2446 / 2447

**Email correspondence to and from this sender is subject to the N.C. Public Records Law and may be disclosed to third parties.**

---

**From:** Murr, Buddy [mailto:gmurr@ncdot.gov]
**Sent:** Thursday, July 01, 2010 10:37 AM
**To:** Davidson, Mark A.
**Subject:** FW: 07-1191 Plan of Record Transmittal

Mark,
FYI. I really appreciate you making me aware of the posted speed limit on River Road. Although it had no affect on the operation of the traffic signal, it's important for the plan to accurately reflect everything as it exists on the street.

Have a safe and happy 4th,
BUDDY

G. G. Murr, Jr., PE
NCDOT - State Signals Engineer
office: 919-661-5953
main: 919-773-2899
fax: 919-771-2745
http://www.ncdot.org/doh/preconstruct/traffic/ITSS/

---

**From:** Gunnoe, Rebecca L
**Sent:** Wednesday, June 30, 2010 4:50 PM

**To:** Bordeaux, Daniel L; Embry, Vickie L; Jordan, Kelvin L; Maduabuchukwu, Boniface A; Mcpherson, Dawn M; Mills, James M; Murr, Buddy; TMSSU; Wagi, Gilbert G; Wilson, Patrick D; Ziemba, Robert J
**Cc:** Hough, Ryan W
**Subject:** 07-1191 Plan of Record Transmittal

**Division:** **07**

| *County* | *City* | *Sig. Inv. No.* | *Description* |
|---|---|---|---|
| Guilford | Jamestown | 07-1191 | I-85 Bus. / US 29 / US 70 at SR 1144 (River Road) |

**Signal Plan Only. Electrical Detail to be sent later when completed.**

Signal plans for the subject location have been prepared for your office and are attached to this email. If you have any questions or concerns regarding the plan, please contact **Boniface Maduabuchukwu** or **Ryan Hough** at **(919) 773-2800**. If you have any questions opening and printing the files, please contact your Division Computer Consultant.

*Rebecca "Becky" Gunnoe*
*Office Assistant III*
*NCDOT - Transportation Mobility & Safety Division*
*1561 Mail Service Center*
*Raleigh, NC 27699-1561*
*(919) 662-4384*

*http://ncdot.gov/doh/preconstruct/traffic/*

*rlgunnoe@ncdot.gov*

*Physical Location:*

*750 N. Greenfield Parkway*
*Garner, NC 27529*

*"We can't all be heroes because someone has to sit on the curb and clap as they go by."*
*--Will Rogers*

Email correspondence to and from this sender is subject to the N.C. Public Records Law and may be disclosed to third parties.

**Myers, Stephen W.**

**From:** Davidson, Mark A.
**Sent:** Thursday, July 01, 2010 11:00 AM
**To:** Palmiter, Brian K.; Martin, Brian K.; Myers, Stephen W.
**Subject:** FW: 07-1191 Plan of Record Transmittal (I-85 Business at River Road)

Sergeant Mark A. Davidson
North Carolina State Highway Patrol
Collision Reconstruction Unit
226 South Liberty Street
Suite 200
Winston-Salem, NC 27101
Office 336.761-2446 / 2447

**Email correspondence to and from this sender is subject to the N.C. Public Records Law and may be disclosed to third parties.**

---

**From:** Murr, Buddy [mailto:gmurr@ncdot.gov]
**Sent:** Tuesday, June 29, 2010 12:41 PM
**To:** Davidson, Mark A.
**Subject:** RE: 07-1191 Plan of Record Transmittal (I-85 Business at River Road)

Mark,
Thanks for this information. Since the eastbound and westbound approaches run concurrently, having a lower speed limit on the westbound approach to this intersection has no affect on the overall signal operation. At the time this original plan was designed, the side street approach with the higher speed limit typically governed the timing parameters that were used.

BUDDY
G. G. Murr, Jr., PE
NCDOT - State Signals Engineer
office: 919-661-5953
main: 919-773-2899
fax: 919-771-2745
http://www.ncdot.org/doh/preconstruct/traffic/ITSS/

---

**From:** Davidson, Mark A. [mailto:mark.davidson@ncshp.org]
**Sent:** Tuesday, June 29, 2010 11:27 AM
**To:** Murr, Buddy
**Subject:** RE: 07-1191 Plan of Record Transmittal (I-85 Business at River Road)

Hi Buddy,

Hope you are doing well,

I don't know if this matters or not, but I was doing some writing on my reconstruction report and referring to the signal plan and I noticed that on the diagram it lists the speed limit for RP-1144 on the west side of the intersection going into Jamestown as 55 mph. There is a 35 mph speed limit sign governing westbound traffic just as you travel onto RP-1144 from the intersection. As I said, it may not matter, but I just thought I'd make you aware of it.

Again, thanks for all your help.

Mark

Sergeant Mark A. Davidson
North Carolina State Highway Patrol
Collision Reconstruction Unit
226 South Liberty Street
Suite 200
Winston-Salem, NC 27101
Office 336.761-2446 / 2447

**Email correspondence to and from this sender is subject to the N.C. Public Records Law and may be disclosed to third parties.**

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**From:** Murr, Buddy [mailto:gmurr@ncdot.gov]
**Sent:** Tuesday, June 15, 2010 2:26 PM
**To:** Davidson, Mark A.
**Subject:** FW: 07-1191 Plan of Record Transmittal (I-85 Business at River Road)

Mark,
FYI. Here is the official Plan of Record (POR) that provides you with a computer-generated version of the marked up plan I provided to you after our meeting. It appears that everything I noted on the plan in your possession is reflected in this POR.

In addition, this is the copy that will be sent to Mr. Flannagan.

Regards,
BUDDY

G. G. Murr, Jr., PE
NCDOT - State Signals Engineer
office: 919-661-5953
main: 919-773-2899
fax: 919-771-2745
http://www.ncdot.org/doh/preconstruct/traffic/ITSS/

---

**From:** Gunnoe, Rebecca L
**Sent:** Tuesday, June 15, 2010 2:18 PM
**To:** Bordeaux, Daniel L; Embry, Vickie L; Jordan, Kelvin L; Maduabuchukwu, Boniface A; Mcpherson, Dawn M; Mills, James M; Murr, Buddy; TMSSU; Wagi, Gilbert G; Wilson, Patrick D; Ziemba, Robert J
**Cc:** Hough, Ryan W
**Subject:** 07-1191 Plan of Record Transmittal

**Division: 07**

| County | City | Sig. Inv. No. | Description |
|---|---|---|---|
| Guilford | Jamestown | 07-1191 | I-85 Bus. / US 29 / US 70 at SR 1144 (River Road) |

Signal plans for the subject location have been prepared for your office and are attached to this email. If you have any questions or concerns regarding the plan, please contact **Boniface Maduabuchukwu** or **Ryan Hough** at **(919) 773-2800**. If you have any questions opening and printing the files, please contact your Division Computer Consultant.

*Rebecca "Becky" Gunnoe*
*Office Assistant III*
*NCDOT - Transportation Mobility & Safety Division*
*1561 Mail Service Center*
*Raleigh, NC 27699-1561*
*(919) 662-4384*

*http://ncdot.gov/doh/preconstruct/traffic/*

*rlgunnoe@ncdot.gov*

*Physical Location:*

*750 N. Greenfield Parkway*
*Garner, NC 27529*

*"We can't all be heroes because someone has to sit on the curb and clap as they go by."*
*--Will Rogers*

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# VEHICLE SPECIFICATIONS REPORT

* Data obtained from Canadian Vehicle Specs database *

Model Year: **2009**

Make: **DODGE CARS**

Model: **CHARGER 4DR SEDAN RWD R/T**

English Measurements (weights in pounds and distances in inches):

| | | | |
|---|---|---|---|
| Curb Weight: | **4101.3** | A1: | **52.0** |
| Wheelbase: | **120.1** | B1: | **26.0** |
| Track Width (Front): | **62.6** | C1: | **13.0** |
| Track Width (Rear): | **63.0** | D1: | **33.9** |
| Overall Length: | **200.0** | E1: | **44.9** |
| Overall Width: | **74.4** | F1: | **36.2** |
| Overall Height: | **58.3** | G1: | **44.1** |

Metric Measurements (weights in kilograms and distances in centimeters):

| | | | |
|---|---|---|---|
| Curb Weight: | **1860** | A1: | **132** |
| Wheelbase: | **305** | B1: | **66** |
| Track Width (Front): | **159** | C1: | **33** |
| Track Width (Rear): | **160** | D1: | **86** |
| Overall Length: | **508** | E1: | **114** |
| Overall Width: | **189** | F1: | **92** |
| Overall Height: | **148** | G1: | **112** |

Legend:

A1: Longitudinal distance between the center of the front bumper and center of the base of the windshield.

B1: Passenger Car:
Longitudinal distance between the center of the rear bumper and center of the base of the backlight.
Station Wagons and Vans:
Longitudinal distance between the backlight top moulding and the front door latch pillar.
Pick-ups:
Longitudinal distance between the rearmost projection and the front door latch pillar.

C1: The maximum vertical height of the side glass.

D1: The vertical distance between the base of the side glass and the lower edge of the rocker panel.

E1: The distance between the side rails OR maximum width of top.

F1: The front overhang.

G1: The rear overhang.

# VEHICLE SPECIFICATIONS REPORT

* Data obtained from Canadian Vehicle Specs database *

Model Year: **1995**

Make: **HONDA**

Model: **ACCORD 2DR COUPE LX**

English Measurements (weights in pounds and distances in inches):

| | | | |
|---|---|---|---|
| Curb Weight: | **2789.3** | A1: | **48.0** |
| Wheelbase: | **107.1** | B1: | **19.3** |
| Track Width (Front): | **59.8** | C1: | **15.0** |
| Track Width (Rear): | **59.1** | D1: | **28.3** |
| Overall Length: | **184.3** | E1: | **44.9** |
| Overall Width: | **70.1** | F1: | **37.0** |
| Overall Height: | **55.1** | G1: | **40.2** |

Metric Measurements (weights in kilograms and distances in centimeters):

| | | | |
|---|---|---|---|
| Curb Weight: | **1265** | A1: | **122** |
| Wheelbase: | **272** | B1: | **49** |
| Track Width (Front): | **152** | C1: | **38** |
| Track Width (Rear): | **150** | D1: | **72** |
| Overall Length: | **468** | E1: | **114** |
| Overall Width: | **178** | F1: | **94** |
| Overall Height: | **140** | G1: | **102** |

Legend:

A1: Longitudinal distance between the center of the front bumper and center of the base of the windshield.

B1: Passenger Car:
Longitudinal distance between the center of the rear bumper and center of the base of the backlight.
Station Wagons and Vans:
Longitudinal distance between the backlight top moulding and the front door latch pillar.
Pick-ups:
Longitudinal distance between the rearmost projection and the front door latch pillar.

C1: The maximum vertical height of the side glass.

D1: The vertical distance between the base of the side glass and the lower edge of the rocker panel.

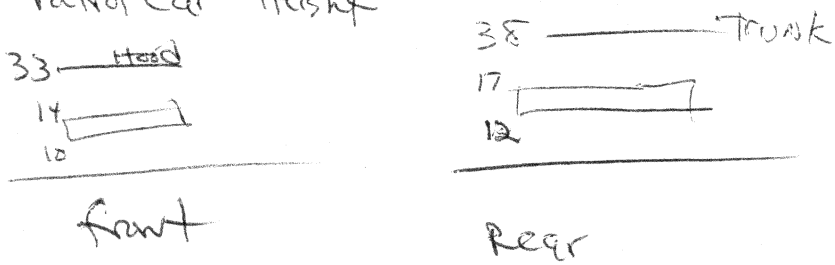
E1: The distance between the side rails OR maximum width of top.

F1: The front overhang.

G1: The rear overhang.

15 July 2010, TRP Bk Palmiter, 0800 hrs.

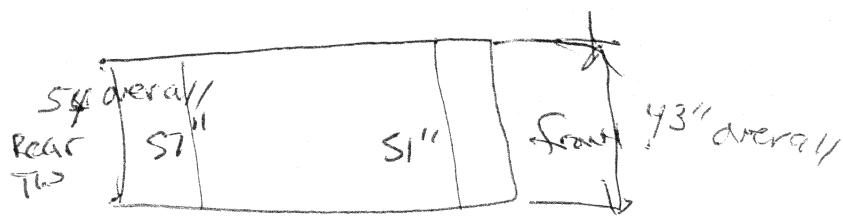
Patrol Car Height

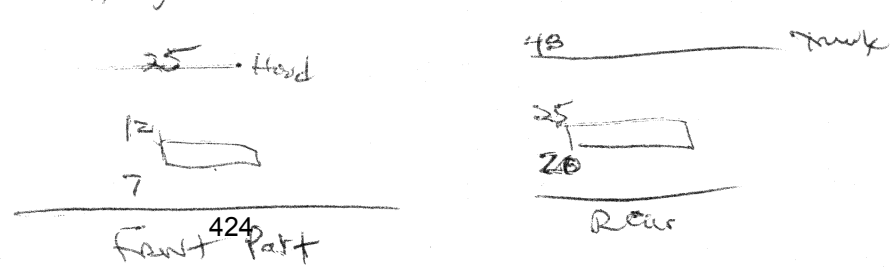



overall height - 55"

---

Honda.




overall Height - 52" front 48" Rear Height