

PE00-046

<u>DATE</u>	<u>SUBJECT</u>	<u>PAGE NUMBERS</u>
11-21-00	OPENING RESUME (Prompted by IE00-085)	(2)
	ATTACHMENT VOQS	(3) (4-11)
12-01-00	Letter to Goodyear Tire from ODI. Request for information concerning alleged failures of load range "E" light truck tires manufactured by Goodyear, Kelly Springfield, or any other Goodyear affiliates.	(12-18)
01-24-01	Letter to Ford from ODI. Request for information	(19-23)
01-24-01	Letter to ODI from Goodyear. Response to ODI 12/01/00 letter	(24-29)
02-07-01	Letter to Chrysler from ODI. Request for information	(30-34)
02-07-01	Letter to General Motors from ODI. Request for information	(35-39)
03-02-01	Letter to ODI from Don Fountain of Lytal, Relter, Clark, Fountain and Williams	(40-41)
	ATTACHMENT	(42-149)
03-27-01	Letter to ODI from Christine Spagnoli of Greene, Broillet, Taylor, Wheeler & Parish LLP	(150-163)
03-28-01	Letter to ODI from B. R. Kaster from Green, Kaster & Falvey, P.A	(164-172)
02-21-01	Letter to ODI from Ford. Partial response to ODI 1/24/01 letter	(173-178)

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03-15-01	Letter to ODI from Ford. Partial response to ODI 1/24/01 letter	(179-270)
03-21-01	Letter to ODI from Chrysler. Response to ODI 2/07/01 letter ATTACHMENT	(271-277) (278-430)
04-04-01	Letter to Ford from ODI. ATTACHMENT COPY OF ODI 3/19/00 LETTER TO FORD	(431-433)
04-06-01	Letter to ODI from Ford. Partial response to ODI 1/24/01 letter	(434-439)
03-21-01	Letter to ODI from GM. Response to ODI 2/8/01 ATTACHMENT A, AND B C D E, F, AND G H, AND I	(440-446) (447-478) (479-723) (724-906) (907-988) (989-1077)
03-05-01	Letter to ODI from Don Fountain.	(1078-1079)
04-11-01	Letter to ODI from Don Fountain. ATTACHMENT	(1080) (1081-1093)
04-18-01	Letter to ODI from Ford.	(1094-1095)
04-20-01	Letter to ODI from Ford.	(1096-1109)
05-11-01	Letter to Donald Fountain from ODI.	(1110)

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04-05-01	Letter to ODI from GM. Response to ODI 2/8/01 letter ATTACHMENT J AND K SEE MEMO DATED 9/24/01	
04-05-01	Letter to ODI from Ford. Partial response to ODI 1/24/01 letter ATTACHMENT 3 BOOKS SEE MEMO DATED 9/24/01	
05-21-01	Letter to ODI from Ford. Final response to ODI 1/24/01 letter. ATTACHMENT 3 BOOKS SEE MEMO DATED 9/24/01	
09-24-01	MEMO to Technical Information Service CD TO GWU LETTER AND ATTACHMENT TO GM 4/5/01, FORD 4/5/01 & FORD 5/21/01 LETTER INDEX INCLUDED	(1111-1113)
08-02-01	Letter to Goodyear from ODI. Request for information.	(1114-1117)
07-05-01	Letter to ODI from Goodyear. Response to ODI 6/20/01 letter ATTACHMENT AVAILABLE UPON REQUEST	(1118-1119)
08-16-01	Letter to ODI from Goodyear. Response to ODI 8/2/01 ATTACHMENT AVAILABLE UPON REQUEST	(1120-1122)
09-05-01	Letter to ODI from Goodyear. Response to ODI 8/2/01 letter ATTACHMENT AVAILABLE UPON REQUEST	(1123-1125)
12-19-01	Letter to Goodyear from NHTSA, OCC. CONFIDENTIALITY DETERMINATION	(1126-1128)
01-08-02	Letter to ODI from Greene, Broillet, Taylor, Wheeler & Panish LLP Christine Spagnoli CA HIGHWAY PATROL REPORT ATTACH	(1129-1130) (1131-1251)
11-02-01	Letter to ODI from Goodyear.	(1252-1253)

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10-16-01	Letter to Goodyear from NHTSA Office of Chief Counsel CONFIDENTIALITY DETERMINATION	(1254-1255)
10-23-01	Letter to Goodyear from NHTSA Office of Chief Counsel CONFIDENTIALITY DETERMINATION	(1256-1257)
10-25-01	Letter to Goodyear from NHTSA Office of Chief Counsel CONFIDENTIALITY DETERMINATION	(1258-1259)
11-07-00	Letter to ODI from Goodyear.	(1260-1262)
11-14-00	Letter to OCC from Goodyear	(1263-1265)
01-23-01	Letter to OCC from Goodyear	(1266-1268)
02-08-01	Letter to OCC from Goodyear	(1269-1271)
02-16-01	Letter to ODI from Ford. Request for EXTENSION ODI 1/24/01 letter	(1272-1273)
03-08-01	Letter to Goodyear from OCC. Goodyear 1/23/01 letter	(1274-1276)
03-08-01	Letter to Goodyear from OCC. Goodyear 2/8/02 letter	(1277-1278)
03-21-01	Letter to OCC from Goodyear.	(1279-1281)
04-04-01	Letter to Goodyear from OCC. Goodyear 11/14/00 letter	(1282-1283)
05-02-01	Letter to ODI from Goodyear	(1284-1285)
05-07-01	Letter to ODI from Lytal, Reuther, Clark, Fountain & Williams	(1286-1287)

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05-17-01	Letter to OCC from Goodyear	(1288-1289)
05-17-01	Letter to ODI from Goodyear.	(1290)
05-22-01	Letter to ODI from Goodyear. Update 5/17/01 letter	(1291)
05-22-01	Letter to ODI from Don Fountain	(1292-1293)
05-30-01	Letter to OCC from Goodyear	(1294-1295)
05-31-01	Letter to Goodyear from OCC	(1296)
06-20-01	Letter to Goodyear from ODI	(1297-1300)
07-11-01	Letter to ODI from Don Fountain	(1301-1302)
07-18-01	Letter to Goodyear from OCC	(1303)
09-10-01	Letter to ODI from Goodyear.	(1304)
09-11-01	Letter to OCC from Goodyear	(1305)
09-11-01	Letter to OCC from Goodyear	(1306)
10-05-01	Letter to ODI from Dev Sethi of Kinerk, Beal, Schmidt & Dyer, P.C.	(1307)
10-18-01	Letter to ODI from Goodyear	(1308-1309)
	ATTACHMENT	(1310-1341)

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10-19-01	Letter to ODI from Goodyear. Response to ODI 12/1/00	(1342)
11-05-01	Letter to ODI from Goodyear	(1343)
11-13-01	Letter to ODI from Don Fountain	(1344)
01-28-02	Letter to Safety Assurance from Goodyear.	(1345-1347)
02-19-02	Letter to Goodyear from OCC. Goodyear 3/21/01 letter ATTACHMENT Goodyear 3/21/01 letter	(1348-1351) (1352-1356)
02-21-02	Letter to ODI from Don Fountain	(1357-1361)
02-26-02	MEMO to the file from OCC	(1362)
03-01-02	CLOSING RESUME SAFETY IMPROVEMENT CAMPAIGN NUMBER 02X-001 (SEE PAGES 1345-1347)	(1363-1365)
03-01-02	Letter to Goodyear from NHTSA Office of Chief Counsel CONFIDENTIALITY DETERMINATION ATTACHED GOODYEAR 5/17/01 LETTER	(1366-1367) (1368-1369)
05-29-02	MEMO to Technical Information Service (TIS) CD TO GWU ONE CD RESPONSE TO ODI LETTER 12/1/00 ATTACHMENT 2A AND B	(1370-1371)

ODI Action Number: **PE00-046**

Date: **11-21-2000**

Subject: **GOODYEAR TIRE & RUBBER COMPANY
1991 - 1999 LOAD RANGE "E" LIGHT TRUCK TIRES**

ALLEGED TIRE FAILURE

This file contains consumer letters received by the National Highway Traffic Safety Administration which complain of the alleged defect that is the subject of this Preliminary Evaluation. It also contains correspondence between this agency and the manufacturer on the subject. Portions of that correspondence may be withheld where the manufacturer has claimed that they are confidential pursuant to the Freedom of Information Act, 5 U.S.C. § 552(b)(4), which exempts from disclosure confidential commercial and financial information. Additional documents relating to this Preliminary Evaluation may exist, but have not been included in this public file.

If you have any information or concerns you would like to discuss with NHTSA staff, please call the

toll free AUTO SAFETY HOTLINE

800-424-9393

(in the Washington, DC metropolitan area, please call 202-366-0123)

Also, if you wish to discuss the investigation with NHTSA staff, the HOTLINE contact representative will have a technical staff member return your telephone call.



U.S. Department
of Transportation
National Highway
Traffic Safety
Administration

ODI RESUME

INVESTIGATION: PE00-046
SUBJECT: Alleged Tire Failure
PROMPTED BY: IE00-085 (P. Ong)
PRINCIPAL INVESTIGATOR: John Abbott

DATE OPENED: 21-NOV-00

MANUFACTURER: The Goodyear Tire & Rubber Company
MODELS: Load Range "E" Light Truck Tires
MODEL YEARS: 1991 through 1999
POPULATION: Approximately 21,000,000

PROBLEM DESCRIPTION: Sudden and catastrophic tire failure while driving.

FAILURE REPORT SUMMARY

	ODI	MANUFACTURER	TOTAL
COMPLAINTS:	7	30	37
CRASHES:	1	30	31
INJURIES:	4	125	129*
# FATALITIES:	0	15	15*

* Includes 3 injuries and 3 fatalities which occurred in Saudi Arabia.

ACTION: A Preliminary Evaluation has been opened.

INVESTIGATOR: John Abbott

DIV. CHIEF: Thomas Ziegler

OFC DIR: Thomas Ziegler

11/21/00

11/21/00

11/21/00

DATE

DATE

DATE

SUMMARY: The Office of Defects Investigation has received information regarding 37 reports of alleged tread separation involving load range "E" tires manufactured by Goodyear and its affiliates. The tires in question are "light truck" tires. Light truck tires have a "load range" that reflects their weight-carrying capacity. Load Range "E" tires have the highest weight-carrying capacity of any light truck tires.

This investigation includes many different tire names and sizes. A complete list by tire names and sizes will be developed during the investigation.

This investigation has been opened to further study the issue.

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John Abbott
11/21/00



U.S. Department
of Transportation
National Highway
Traffic Safety
Administration

ODI SCREEN RESUME

IDENTIFICATION: IE00-085

DATE OPENED: 16-Nov-2000

SUBJECT: Alleged Tire Failure

PROMPTED BY: ODI Complaints and Manufacturer Reports

INVESTIGATORS: Peter C. Ong/Steve Beretsky/Jason Meyers

MANUFACTURER: The Goodyear Tire & Rubber Company

MODEL: Load Range E Rated Light Truck Tires Under Multiple Tire Lines

MODEL YEAR(S): 1991-99

TIRE POPULATION: 21,570,000 Tires

PROBLEM DESCRIPTION: Sudden catastrophic failure of the tire while driving can lead to loss of vehicle control causing crashes, injuries or fatalities.

FAILURE REPORT SUMMARY

	ODI*	MANUFACTURER**	TOTAL
COMPLAINTS:	7	30	37
# CRASHES:	1	30	31
# INJURIES:	4	125	129
# FATALITIES:	0	15	15
OTHERS:	32***	-	32

* ODI complaints include 1 litigation report provided by a law firm

** Manufacturer complaint and litigation reports on crashes involving injuries or fatalities.

*** Other ODI complaints listing similar model and size tires but the load range E rating have not been confirmed.

DESCRIPTION OF SYMPTOM (S): Tire blowout or tread separation failure while the vehicle is moving

ACTION: Recommending opening a safety defect investigation.

INVESTIGATOR: Peter C. Ong

DIVISION CHIEF: [Signature]

DATE: 11/16/2000

DATE: 11/16/00

SUMMARY: ODI has received 37 complaints from consumers, law firm and Goodyear concerning alleged tire failure on the load range E rated light truck tires sold under Goodyear and Kelly Springfield. The types of tire failures included tire blowout and tread separation failures. These types of failures can cause the loss of vehicle control leading to crashes, injuries or fatalities.

From: Terri Droneburg
To: Stephen Beretzky
Date: 10/26/00 11:08AM
Subject: Voice Mail


784981

I received the following call yesterday afternoon regarding Goodyear tires. I will let you respond to Mr. Fisher.

12:54 PM Oct 25 Mr. Fisher
Goodyear Wrangler Load Range E 16" tire. Tread separated. He saw on NBC that an identical tire has been reported as being defective and that for the last 5-6 years Goodyear has known about it. Is going to have to replace tires and pay for them and pay labor costs. These tires that failed were on an RV.

ADDRESS: /

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 <p>U.S. Department of Transportation National Highway Traffic Safety Administration</p>		<p>DOT Auto Safety Hotline</p> <h2>Vehicle Owner's Questionnaire (VOQ)</h2> <p>NATIONWIDE 1-888-DASH-2-DOT 1-888-327-4236 www.nhtsa.dot.gov/hotline</p>		<p>FOR AGENCY USE ONLY 258</p>		
<p>OWNER INFORMATION (Type or Print)</p> <p style="text-align: right;">629547</p>		<p>Date Received</p> <p style="text-align: center;">02-AUG-2000</p>		<p>Od. or R. dt od. rt up. lr</p> <p>Reference No. 726463</p>		
<p>Do you authorize NHTSA to provide a copy of report to the manufacturer of your vehicle? <input type="checkbox"/> YES <input type="checkbox"/> NO In the absence of an authorization, NHTSA WILL NOT provide your name and address to the vehicle manufacturer.</p> <p>Signature of Owner _____ Date ____/____/____</p>		<p>Work Num: _____</p> <p>Home Num: _____</p>				
VEHICLE INFORMATION						
<p>Vehicle Ident. No. (VIN.) (Locate at bottom of windshield or driver's side)</p> <p>3B7KF23D4VM521020</p>		<p>Vehicle Make</p> <p>DODGE TRUCK</p>	<p>Vehicle Model</p> <p>RAM</p>	<p>Vehicle Year</p> <p>1997</p>	<p>Current Odometer Reading</p>	
<p>Purchase Date</p> <p>01-JAN-1997</p> <p><input checked="" type="checkbox"/> New <input type="checkbox"/> Used</p>		<p>Dealer's Name _____</p> <p>City _____ State _____ Zip Code _____</p>		<p>Engine Size (CID/CCA) 5.9L</p> <p>No. Cylinders _____</p> <p><input type="checkbox"/> Turbo <input type="checkbox"/> Diesel <input type="checkbox"/> Gas <input checked="" type="checkbox"/> Fuel Injection</p>		
<p>Transmission Type</p> <p><input type="checkbox"/> Manual <input type="checkbox"/> Automatic</p>	<p>Antilock Brakes</p> <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p>Restraint System</p> <p><input checked="" type="checkbox"/> 3-Point Belt <input type="checkbox"/> Motorbell <input checked="" type="checkbox"/> Driverside Airbag <input type="checkbox"/> 2-Point Belt <input type="checkbox"/> Passengerside Airbag</p>		<p>Cruise Control</p> <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p>Drive Train</p> <p><input type="checkbox"/> Front <input type="checkbox"/> Rear <input checked="" type="checkbox"/> 4-Wheel</p>	
		<p>Vehicle Type</p> <p><input type="checkbox"/> Car <input type="checkbox"/> Sport Ut <input type="checkbox"/> Van <input type="checkbox"/> Truck <input type="checkbox"/> Minivan <input type="checkbox"/> Motorcycle <input type="checkbox"/> Other _____</p>		<p>Body Style</p> <p><input type="checkbox"/> 2-Door <input type="checkbox"/> 4-Door <input type="checkbox"/> Stationwagon <input checked="" type="checkbox"/> Pick Up Truck <input type="checkbox"/> Other _____</p>		
FAILED COMPONENT(S)/PART(S) INFORMATION						
<p>Component</p> <p>02740000</p>	<p>Part Name(s)</p> <p>TIRES:TREAD</p>		<p>Location</p> <p><input type="checkbox"/> Left <input type="checkbox"/> Right <input type="checkbox"/> Front <input type="checkbox"/> Rear</p>		<p>Failed Part(s)</p> <p><input type="checkbox"/> Original <input type="checkbox"/> Replacement</p>	
<p>No. of Failures</p> <p>1</p>	<p>Date(s) of Failure(s) 10-AUG-1998</p> <p>Mileage at Failure(s) 40000</p> <p>Vehicle Speed at Failure(s) 70</p>		<p>Failed Part(s) Available?</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>		<p>NHTSA Previously Contacted?</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>	
APPLICATION INCIDENT INFORMATION (Please describe in detail the incident(s), failure(s), crash(es), and injury(ies) on the back of this form.)						
<p>Crash</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p>Fire</p> <p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	<p>Number of Persons Injured</p> <p>0</p>	<p>Number of Fatalities</p> <p>0</p>	<p>Estimated Property Damage</p>	<p>Reported to Police</p> <p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	
NARRATIVE DESCRIPTION OF FAILURE(S), INCIDENT(S), INJURY(IES)						
<p>THE FIRST FAILURE WAS AN ORIGINAL EQUIPMENT GOODYEAR WRANGLER AT ON THE RIGHT REAR. THE TREAD SEPERATED AT HIGHWAY SPEED AND CAVED IN THE SIDE OF THE PICK UP BED BUT DID ONLY MINOR DAMAGE TO THE 5TH WHEEL TRAVEL TRAILER I WAS PULLING. THE SECOND FAILURE WAS A KELLY SAFARI AWR LT245X75/R18 ON THE RIGHT FRONT. THE TREAD SEPERATED AT HIGHWAY SPEED DENTING THE PASSENGER DOOR AND ROCKER PANEL AND BREAKING THE FENDER WELL AND SOME BUMPER COMPONENTS. THE VEHICLE WAS UNLOADED AT THE TIME. IN BOTH CASES, THE AMBIENT TEMPERATURE WAS ABOVE 90 DEGREES F. IN THE FIRST CASE, GOOD YEAR DID NOT ACCEPT RESPONSIBILITY AT ALL. IN THE SECOND CASE, KELLEY PAID FOR THE LOSS COMPLETELY. BOTH TIRES WERE LOAD RANGE E WITH ABOUT 40,000 MILE OF USE. BOTH TIRI</p>						
<small>CONTINUE ON BACK IF NEEDED</small>						
<p>The Privacy Act of 1974-Public Law 93-579 This information is requested pursuant to authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond to this questionnaire. Your response may be used to assist the NHTSA in determining whether a manufacturer should take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, or a statistical summary thereof, may be used in support of the agency's action.</p>						



U.S. Department of Transportation
National Highway Traffic Safety Administration

DOT Auto Safety Hotline
Vehicle Owner's Questionnaire (VOQ)

NATIONWIDE 1-888-DASH-2-DOT
1-888-327-4236
www.nhtsa.dot.gov/hotline

FOR AGENCY USE ONLY 258

Date Received: 27-OCT-2000

Od_or _____
rt_dt _____
pd_rt _____
up_ltr _____

Reference No.: 735238

Work Number _____
Home Number _____

OWNER INFORMATION (Type or Print)

HAROLD 651814

Do you authorize NHTSA to provide a copy of report to the manufacturer of your vehicle? YES NO
In the absence of an authorization, NHTSA WILL NOT provide your name and address to the vehicle manufacturer.

Signature of Owner _____ Date ____/____/____

VEHICLE INFORMATION

Vehicle Ident. No. (VIN) (Located at bottom of windshield on driver's side): 3B7KC23C9TM192702

Vehicle Make: GOODYEAR Vehicle Model: WRANGLER AT Vehicle Year: 1900 Current Odometer Reading: _____

Purchase Date: 01-JUL-1996 Dealer's Name: _____ City: _____ State: _____ Zip Code: _____

New Used Engine Size (CID/CC/L): 5.9L No Cylinders: _____

Turbo Diesel Gas Fuel Injection

Transmission Type: Manual Automatic

Antilock Brakes: Yes No

Restraint System: 3-Point Belt Motorbelt Driverside Airbag 2-Point Belt Passengerside Airbag

Cruise Control: Yes No

Drive Train: Front Rear 4-Wheel

Vehicle Type: Car Van Minivan Other

Sport Ut Truck Motorcycle

Body Style: 2-Door 4-Door Stationwagon Pick Up Truck Other _____

FAILED COMPONENT(S)/PART(S) INFORMATION

Component: 02740000 Part Name(s): TIRES:TREAD Location: Left Right Front Rear Failed Part(s): Original Replacement

No of Failures: _____ Date(s) of Failure(s): 21-JUL-2000 Mileage at Failure(s): 32000 Vehicle Speed at Failure(s): 60 Failed Part(s) Available?: Yes No NHTSA Previously Contacted?: Yes No

APPLICATION INCIDENT INFORMATION
(Please describe in detail the incident(s), Failure(s), Crash(es), and injury(ies) on the back of this form.)

Crash: Yes No Fire: Yes No Number of Persons Injured: 0 Number of Fatalities: 0 Estimated Property Damage: _____ Reported to Police: Yes No


NARRATIVE DESCRIPTION OF FAILURE(S), INCIDENT(S), INJURY(IES)

LT245/75R16 E, DOT MD11 BTOV 116 333L, TREAD SEPARATION, TIRE STAYED INFLATED TO 80LBS, TREAD FLEW OFF EXPOSING STEEL BELT, DAMAGING LEFT REAR FENDER WELL AND SIDE PANEL, HAD TO REPLACE PICKUP BOX SIDE PANEL. GOODYEAR DEALER FOUND 2ND TIRE WITH BUBBLE IN TREAD AREA. THEY REFUSED TO PRORATE BUT DID GIVE ME \$10.00 DISCOUNT ON EACH OF TWO REPLACEMENT TIRES. THEY TRIED TO KEEP DEFECTIVE TIRE BUT AFTER A BIG ARGUMENT LET ME KEEP TIRE SO MY INSURANCE ADJUSTER COULD TAKE PICTURES OF IT. I STILL HAVE TIRE. IF YOU HAVE ANY QUESTIONS CONTACT ME AT HANKS. *AK (DOT NUMBER: MD11 BTOV TIRE SIZE: T245/75R16)

CONTINUE ON BACK IF NEEDED

The Privacy Act of 1974-Public Law 93-579 This information is requested pursuant to authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond to this questionnaire. Your response may be used to assist the NHTSA in determining whether a manufacturer should take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, or a statistical summary thereof, may be used in support of the agency's action.

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 AUTO SAFETY HOTLINE VEHICLE OWNER'S QUESTIONNAIRE US Department of Transportation National Highway Traffic Safety Administration NATIONWIDE 1-800-424-9393 DC METRO AREA 202-368-0123		FOR AGENCY USE ONLY	
OWNER INFORMATION (TYPE OR PRINT)		DATE RECEIVED	RECEIVED
NAME AND ADDRESS		Copied	SEP 12 AM 11:35
		OFFICE	DEFECTS INVESTIGATION
			554540
		DAY TIME TELEPHONE	(YOUR CODE)
Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle? YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>			
In the absence of an authorization, NHTSA WILL NOT provide your name or address to the vehicle manufacturer.			
SIGNATURE OF OWNER		DATE 9/1/00	
VEHICLE INFORMATION			
VEHICLE IDENTIFICATION NO. 1FTNX21FXED54694		VEHICLE MAKE FORD	VEHICLE MODEL F250
*LOCATED AT BOTTOM OF WINDSHIELD ON DRIVER'S SIDE		MODEL YEAR 1999	
CURRENT ODOMETER READING 29745	DATE PURCHASED 3/23/99	DEALER'S NAME, CITY & STATE VALLEY SALES TOWNSHIP, MT. 59649	ENGINE SIZE (CID/CCL) 7.3L
<input checked="" type="checkbox"/> NEW <input type="checkbox"/> USED			<input checked="" type="checkbox"/> TURBO DIESEL <input type="checkbox"/> GAS FUEL INJECTOR
NO. CYLINDERS 8	TRANSMISSION TYPE <input checked="" type="checkbox"/> MANUAL <input type="checkbox"/> AUTOMATIC	ANTILOCK BRAKES <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	RESTRAINT SYSTEM <input checked="" type="checkbox"/> DRIVER SIDE AIRBAG <input type="checkbox"/> MOTORBELT <input checked="" type="checkbox"/> PASSENGER SIDE AIRBAG <input checked="" type="checkbox"/> 3-POINT BELT <input type="checkbox"/> 2-POINT BELT
		CRUISE CONTROL <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	DRIVETRAIN <input type="checkbox"/> FRONT <input type="checkbox"/> REAR <input checked="" type="checkbox"/> 4-WHEEL
			BODY STYLE STAWAG 4 DR <input checked="" type="checkbox"/> 2 DR <input type="checkbox"/>
			HATCH BK <input type="checkbox"/> VAN <input type="checkbox"/> PK UP TRK <input checked="" type="checkbox"/> OTHER <input type="checkbox"/>
FAILED COMPONENT(S)/PART(S) INFORMATION (REPORT TIRE INFORMATION ON BACK)			
COMPONENT TIRES	PART NAME(S) TWO TIRES Goodyear wrapper	LOCATION <input checked="" type="checkbox"/> LEFT FRONT <input checked="" type="checkbox"/> RIGHT REAR	FAILED PART(S) <input checked="" type="checkbox"/> ORIGINAL REPLACEMENT
NO. OF FAILURES 2	DATE(S) OF FAILURE(S) 6/27/2000 1st time 8/9/2000 2nd time failed	MANUFACTURER CONTACTED <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	NHTSA PREVIOUSLY CONTACTED <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
	MILEAGE AT FAILURE(S) 23,054 miles		
	VEHICLE SPEED AT FAILURE(S) 65 MPH		
APPLICABLE ACCIDENT INFORMATION			
ACCIDENT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	FIRE <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	NUMBER PERSONS INJURED 2	NUMBER OF FATALITIES 2
		PROPERTY DAMAGE ESTS \$500.00	POLICE REPORTED <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
NARRATIVE DESCRIPTION OF FAILURE(S), ACCIDENT(S), INJURY(IES) 2001.23			
ON 6/27/2000 we were driving approximately 65 MPH on a dry clear highway. we were noticing a vibration and were about to stop + check it out when all the tread peeled off the left front tire. IT DIDN'T GO FLAT BUT DID ABOUT \$2500-3000.00 damage to bumper, door + front fender. THE TRUCK PULLED INTO THE OTHER ONCOMING LANE OF TRAFFIC EVEN THO I HAD A HOLD UP STEERING WHEEL W/ BOTH HANDS. IF THERE WOULD HAVE BEEN A			
CONTINUE ON BACK IF NEEDED			
The Privacy Act of 1974 Public Law 93-579 This information is requested pursuant to authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond to this questionnaire. Your response may		be used to assist the NHTSA in determining whether a manufacturer should take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, or a statistical summary thereof, may be used in support of the agency's action.	

Fold to show Return Address (no stamp needed) Fasten with tape or staple and mail

INFORMATION ON TIRE FAILURE(S) (IF APPLICABLE)

TIRE IDENTIFICATION NO.*

D O T

MANUFACTURER/TIRE NAME

SIZE

GOODYEAR UNRANDED

LT 235/85R16

* The identification number consists of 7 to 10 letters and numerals following the letters DOT. It is usually located near the rim flange on the side opposite the whitewall or on either side of a blackwall tire.

NARRATIVE DESCRIPTION (CONTINUED)

VEHICLE COMING IN THAT LANE, WE WOULD HAVE HAD A HEAD ON COLLISION. WE HAD HIGHWAY PATROL OUT + WE TOOK PICTURES + MADE A REPORT. PUT SPARE ON + CONTACTED GOODYEAR. THEY SAID TO SEND TIRE IN WHICH WE DID + FINALLY GOT A CHECK FOR DAMAGE. JUST GOT PICKUP FIXED 2 WEEKS AGO. AS WE WERE GOING TO GET A NEW SET OF TIRES PUT ON THE SECOND GOODYEAR TIRE AND FRONT FAILED + WAS STARTING TO COME APART ALSO. NO DAMAGE THIS TIME. WE HAVE SINCE BOUGHT A NEW ~~TOYO~~ TOYO TIRES. DON'T TRUST GOODYEAR TIRES ANYMORE. THE GOODYEAR CLAIMS DEPT HAS THE SERIAL # OF TIRE. CLAIM #

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☆ U.S. G.P.O.: 1994 - 624 292

U.S. Department of Transportation
National Highway Traffic Safety Administration

400 Seventh St., S.W.
Washington, D.C. 20600

Official Business
Penalty for Private Use \$300




BUSINESS REPLY MAIL
FIRST CLASS PERMIT NO. 73173 WASHINGTON, D.C.

POSTAGE WILL BE PAID BY NATL HWY TRAFFIC SAFETY ADMIN.

U.S. Department of Transportation
National Highway Traffic Safety Administration
Auto Safety Hotline, NEF-11 HL
400 7th Street, SW
Washington, DC 20590



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 <p>DOT Auto Safety Hotline Vehicle Owner's Questionnaire (VOQ) NATIONWIDE 1-888-DASH-2-DOT 1-888-327-4236 www.nhtsa.dot.gov/hotline</p>	<p>FOR AGENCY USE ONLY 258</p> <p>Date Received: 26-OCT-2000</p> <p>Od_or: _____ rt_dt: _____ od_it: _____ up_lr: _____</p> <p>Reference No.: 735210</p> <p>Work Number: _____ Home Num: _____</p>
<p>OWNER INFORMATION (Type or Print)</p> <p style="text-align: right;">651802</p>	

Do you authorize NHTSA to provide a copy of report to the manufacturer of your vehicle? YES NO
 In the absence of an authorization, NHTSA WILL NOT provide your name and address to the vehicle manufacturer.
 Signature of Owner _____ Date ____/____/____

VEHICLE INFORMATION						
Vehicle Ident. No. (VIN) <small>(Located a label on the dashboard or driver's side)</small> 3B7KF23D0VG837044	Vehicle Make GOODYEAR	Vehicle Model WRANGLER AT	Vehicle Year 1900	Current Odometer Reading		
Purchase Date 01-DEC-1997	Dealer's Name _____		Engine Size (CID/CC/L) _____	<input type="checkbox"/> Turbo <input type="checkbox"/> Diesel <input type="checkbox"/> Gas <input type="checkbox"/> Fuel Injection		
<input checked="" type="checkbox"/> New <input type="checkbox"/> Used	City _____ State _____ Zip Code _____		No. Cylinders _____			
Transmission Type <input type="checkbox"/> Manual <input type="checkbox"/> Automatic	Antilock Brakes <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Restraint System <input type="checkbox"/> 3-Point Belt <input type="checkbox"/> Motorbelt <input checked="" type="checkbox"/> Driverside Airbag <input type="checkbox"/> 2-Point Belt <input type="checkbox"/> Passengerside Airbag	Cruise Control <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Drive Train <input type="checkbox"/> Front <input type="checkbox"/> Rear <input checked="" type="checkbox"/> 4-Wheel	Vehicle Type <input type="checkbox"/> Car <input type="checkbox"/> Sport Ut <input type="checkbox"/> Van <input type="checkbox"/> Truck <input type="checkbox"/> Minivan <input type="checkbox"/> Motorcycle <input type="checkbox"/> Other _____	Body Style <input type="checkbox"/> 2-Door <input type="checkbox"/> 4-Door <input type="checkbox"/> Stationwagon <input checked="" type="checkbox"/> Pick Up Truck <input type="checkbox"/> Other _____

FAILED COMPONENT(S)/PART(S) INFORMATION			
Component 0270000	Part Name(s) TIRES	Location <input type="checkbox"/> Left <input type="checkbox"/> Right <input type="checkbox"/> Front <input type="checkbox"/> Rear	Failed Part(s) <input type="checkbox"/> Original <input type="checkbox"/> Replacement
No of Failures 3	Date(s) of Failure(s) 22-OCT-2000	Mileage at Failure(s) 29235	Vehicle Speed at Failure(s) 55
Failed Part(s) Available?		NHTSA Previously Contacted?	
<input type="checkbox"/> Yes <input type="checkbox"/> No		<input type="checkbox"/> Yes <input type="checkbox"/> No	

APPLICATION INCIDENT INFORMATION					
<small>(Please describe in detail the incident(s), failure(s), crash(es), and injury(ies) on the back of this form)</small>					
Crash <input type="checkbox"/> Yes <input type="checkbox"/> No	Fire <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Number of Persons Injured 0	Number of Fatalities 0	Estimated Property Damage	Reported to Police <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

NARRATIVE DESCRIPTION OF FAILURE(S), INCIDENT(S), INJURY(IES)

ON MAY22 A TIRE SEPARATED. GOODYEAR WAS NOTIFIED, AN OTHER FAILED ON OCTOBER 3. TIRE WAS ADJUSTED AT GOODYEAR DEALER. OCTOBER 22, THE TIRE SEPARATED ON THE FREEWAY AT NIGHT. THE TRED SEPARATED AND FLEW INTO THE HIGHWAY. WE WERE TRAVELING WITH 2 SMALL CHILDREN, A YOUNG MOTHER, AND 2 SENIOR CITIZENS, PLUS A VERY VALUABLE JUNIOR RODEO HORSE. A FRIEND CAME BY AND HELPED US GET OFF THE HIGHWAY. GOODYEAR WAS NOTIFIED ON SEPTEMBER 7, 2000 THAT THESE TIRES WERE MALFUNCTIONING, AND DID NOT DISCLOSE TO US THAT THIS WAS A COMMON OCCURRENCE. THEY WERE TOLD THAT WE HAUL HORSES AND CHILDREN, AND CHOSE TO KEEP IT A SECRET. THESE CHILDREN HAVE SUFFERED A TERRIBLE TRAUMA BEING OUT ON THE FREEWAY WITH THIS TIRE FAILING AND CAUSING A TERRIBLE NOISE WHEN IT HIT THE FENDER,

CONTINUE ON BACK IF NEEDED

The Privacy Act of 1974—Public Law 93-579 This information is requested pursuant to authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond to this questionnaire. Your response may be used to assist the NHTSA in determining whether a manufacturer should take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, or a statistical summary thereof, may be used in support of the agency's action.



U.S. Department of Transportation

National Highway Traffic Safety Administration

DOT Auto Safety Hotline

Vehicle Owner's Questionnaire (VOQ)

NATIONWIDE 1-888-DASH-2-DOT
1-888-327-4236
www.nhtsa.dot.gov/hotline

FOR AGENCY USE ONLY 258

Date Received
14-AUG-2000

Od_or _____
R_or _____
Od_rt _____
Up_Hr _____

Reference No.
727913

Work Number _____
Home Number _____

OWNER INFORMATION (Type or Print)

KEN **639316**

TOP

A

Do you authorize NHTSA to provide a copy of report to the manufacturer of your vehicle? YES NO
In the absence of an authorization, NHTSA WILL NOT provide your name and address to the vehicle manufacturer.

Signature of Owner _____ Date ____/____/____

VEHICLE INFORMATION

Vehicle Ident. No. (VIN) <small>(Location at bottom of windshield or driver's side)</small> 1B7KF26C8TS668237	Vehicle Make DODGE TRUCK	Vehicle Model RAM 1500	Vehicle Year 1996	Current Odometer Reading
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Purchase Date 01-MAR-1996	Dealer's Name _____	Engine Size (CID/CCA) 5.9L	<input checked="" type="checkbox"/> Turbo <input type="checkbox"/> Diesel <input type="checkbox"/> Gas <input type="checkbox"/> Fuel Injection
<input checked="" type="checkbox"/> New <input type="checkbox"/> Used	City _____ State _____ Zip Code _____	No. Cylinders _____	

Transmission Type <input type="checkbox"/> Manual <input type="checkbox"/> Automatic	Antilock Brakes <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Restraint System <input checked="" type="checkbox"/> 3-Point Belt <input type="checkbox"/> Motorbelt <input checked="" type="checkbox"/> Driverside Airbag <input type="checkbox"/> 2-Point Belt <input type="checkbox"/> Passengerside Airbag	Cruise Control <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Drive Train <input type="checkbox"/> Front <input type="checkbox"/> Rear <input checked="" type="checkbox"/> 4-Wheel	Vehicle Type <input type="checkbox"/> Car <input type="checkbox"/> Van <input type="checkbox"/> Minivan <input type="checkbox"/> Other _____ <input type="checkbox"/> Sport UT Truck <input type="checkbox"/> Motorcycle	Body Style <input type="checkbox"/> 2-Door <input type="checkbox"/> 4-Door <input type="checkbox"/> Stationwagon <input checked="" type="checkbox"/> Pick Up Truck <input type="checkbox"/> Other _____
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FAILED COMPONENT(S)/PART(S) INFORMATION

Component 02740000	Part Name(s) TIRES:TREAD	Location <input type="checkbox"/> Left <input type="checkbox"/> Right <input type="checkbox"/> Front <input type="checkbox"/> Rear	Failed Part(s) <input type="checkbox"/> Original <input type="checkbox"/> Replacement
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No. of Failures	Date(s) of Failure(s) 02-JUL-1999	Failed Part(s) Available? <input type="checkbox"/> Yes <input type="checkbox"/> No	NHTSA Previously Contacted? <input type="checkbox"/> Yes <input type="checkbox"/> No
	Mileage at Failure(s) 80000		
	Vehicle Speed at Failure(s) 75		

APPLICATION INCIDENT INFORMATION

(Please describe in detail the incident(s), failure(s), crash(es), and injury(ies) on the back of this form)

Crash <input type="checkbox"/> Yes <input type="checkbox"/> No	Fire <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Number of Persons Injured	Number of Fatalities	Estimated Property Damage	Reported to Police <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
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NARRATIVE DESCRIPTION OF FAILURE(S), INCIDENT(S), INJURY(IES)

TREAD CAME OFF TIRE. TIRE RETAINED AIR. PREVIOUSLY, 3 OF SAME TYPE TIRES WERE REPLACED DUE TO SEPARATED BELTS.

CONTINUE ON BACK IF NEEDED

The Privacy Act of 1974—Public Law 93-579 This information is requested pursuant to authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond to this questionnaire. Your response may be used to assist the NHTSA in determining whether a manufacturer should take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, or a statistical summary thereof, may be used in support of the agency's action.

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Attorney Name	Plaintiff Name (Filed: Year & State)	Crash or Inc. Date	Veh. Make	Veh. Model	Veh. MY	Tire Model	Tire Size	Load Range	Notes
Ted Schmitt (520)790-5009	Year: 2000 State: NM (covered left arm)	9/26/00	Ford	Van (School Bus)	1997	Workhorse DOT # NPS11YZH Year (Gadsden 1997)	L116577R16	E	4 injuries
	Year: 2000 State: NM (injury to right arm)								
	Year: 2000 State: NM (injuries to arms & shoulders)								
	Year: 2000 State: NM (injuries to left arm) (Vehicle had 7 other occupants, 11 total, which included 8 school children & 3 adults)								

//

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

DEC 1 2000

Mr. Dennis O'Connor
Manager, Government and
Customer Relations
The Goodyear Tire and Rubber Company
144 East Market Street
Akron, Ohio 44313

NSA-12jfa
PE00-046

Dear Mr. O'Connor:

The National Highway Traffic Safety Administration's (NHTSA) Office of Defects Investigation (ODI) is conducting a Preliminary Evaluation of alleged failures of load range "E" light truck tires manufactured by Goodyear, Kelly Springfield, or any other Goodyear affiliates. In addition to the 30 accident claims provided by Goodyear in its letter of November 7, 2000, ODI is aware of one other crash and six incidents of alleged tread separation. Of these 37 reports, 31 resulted in crashes, causing 129 injuries and 15 fatalities. Copies of the seven ODI reports are enclosed for your information.

Unless otherwise stated in the text, the following definitions apply to this information request:

- **Subject tire(s):** all load range E tires produced by Goodyear, Kelly Springfield, or any other Goodyear affiliates for installation as original and/or replacement equipment, including all load range E tires produced by Goodyear, Kelly Springfield, or any other Goodyear affiliates and sold under other brand names.
- **Goodyear:** The Goodyear Tire and Rubber Company, all of its past and present officers and employees, whether assigned to its principal offices or to any of its field or other locations, including all of its divisions, subsidiaries (whether or not incorporated) and affiliated enterprises and all of their headquarters, regional, retail outlets, zone and other offices and their employees, and all agents, contractors, consultants, attorneys and law firms, and other persons engaged directly or indirectly (e.g., employee of a consultant) by

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or under the control of Goodyear (including all business units and persons previously referred to), who are or, in or after 1989, were involved in any way with any of the following related to the subject condition in the subject tires:

- (a) design, engineering, analysis, modification or production;
 - (b) testing, assessment or evaluation;
 - (c) consideration or recognition of potential or actual defects, reporting, record-keeping, (e.g., complaints, warranties, part sales), analysis, claims, or lawsuits; or
 - (d) communication to, from, or available to affiliated companies, vehicle manufacturers, zone representatives, fleets, distributors, dealers, stores, or other field locations.
- **Alleged defect:** all tire failures in any one or more of the following categories: (1) belt-to-belt separation; (2) belt edge separation; (3) tread separation, (4) allegations of tire failure where the specific type of separation is unknown; and (5) blowout.
 - **Document:** "Document(s)" is used in the broadest sense of the word and shall mean all original written, printed, typed, recorded, or graphic matter whatsoever, however produced or reproduced, of every kind, nature, and description, and all nonidentical copies of both sides thereof, including, but not limited to, papers, letters, memoranda, correspondence, communications, electronic mail (e-mail) messages (existing in hard copy and/or in electronic storage), faxes, mailgrams, telegrams, cables, telex messages, notes, annotations, working papers, drafts, minutes, records, audio and video recordings, data, databases, other information bases, summaries, charts, tables, graphics, other visual displays, photographs, statements, interviews, opinions, reports, newspaper articles, studies, analyses, evaluations, interpretations, contracts, agreements, jottings, agendas, bulletins, notices, announcements, instructions, blueprints, drawings, as-builts, changes, manuals, publications, work schedules, journals, statistical data, desk, portable and computer calendars, appointment books, diaries, travel reports, lists, tabulations, computer printouts, data processing program libraries, data processing inputs and outputs, microfilms, microfiches, statements for services, resolutions, financial statements, governmental records, business records, personnel records, work orders, pleadings, discovery in any form, affidavits, motions, responses to discovery, all transcripts, administrative filings and all mechanical, magnetic, photographic and electronic records or recordings of any kind, including any storage media associated with computers, including, but not limited to, information on hard drives, floppy disks, backup tapes, and zip drives, electronic communications, including but not limited to, the Internet and shall include any drafts or revisions pertaining to any of the foregoing, all other things similar to any of the foregoing, however denominated by Goodyear, any other data compilations from which information can be obtained, translated if necessary, into a usable form and any other

documents. For purposes of this request, any document which contains any note, comment, addition, deletion, insertion, annotation, or otherwise comprises a nonidentical copy of another document shall be treated as a separate document subject to production. In all cases where original and any non-identical copies are not available, "document(s)" also means any identical copies of the original and all non-identical copies thereof. Any document, record, graph, chart, film or photograph originally produced in color must be provided in color. Furnish all documents whether verified by Goodyear or not. If a document is not in the English language, provide both the original document and an English translation of the document.

In order for my staff to evaluate the alleged defect, certain information is required. Pursuant to 49 U.S.C. § 30166, please provide numbered responses to the following information requests. Please repeat the applicable request verbatim above each response. After Goodyear's response to each request, identify the source of the information and indicate the last date the information was gathered. When documents are produced, the documents shall be produced in an identified, organized manner that corresponds with the Information Request letter (including the subparts). When documents are produced and the documents would not, standing alone, be self-explanatory, the production of documents shall be supplemented and accompanied by explanation.

If Goodyear cannot respond to any specific request or subpart thereof, please state the reason why it is unable to do so. If Goodyear claims that any document or other information or material responsive to any of the following items need not be provided to NHTSA because it is privileged or the work product of an attorney, separately, by information request number, for each document or other information or material, state the nature of that information or material and identify any document in which it is found by date, subject or title, name and position of the person from, and the person to whom it was sent, and the name and position of any other recipient. Goodyear must also describe the basis for the claim, and explain why Goodyear believes it applies.

1. Provide a table, in both written and electronic format (using Microsoft Excel spreadsheet), showing the volumes of subject tires produced by Goodyear, Kelly Springfield, or any other Goodyear affiliates by manufacturer, tire line, tire size, identifying codes; tire manufacturing plant; OE tire or replacement tire; vehicle make and model (for OE tires), and production year.
2. State the number, produce copies, and provide an index of the following, and all documents relating thereto, from all sources, of which Goodyear is aware and which relate, or potentially relate, to the alleged defect in the subject tires:
 - a. owner/fleet complaints;
 - b. field reports.

- c. crash/incident reports;
- d. subrogation claims;
- e. property damage claims;
- f. personal injury claims; and
- g. lawsuits.

Provide the index in both hard copy and in electronic format (using Microsoft Excel spreadsheet). The electronic spreadsheet should include all of the following that are available to Goodyear: (a) consumer's name, address, telephone number, and e-mail address; (b) tire model, size, DOT number, position on the vehicle, and whether original equipment or replacement tire; (c) vehicle make, model, model year, and vehicle identification number (VIN); (d) incident date and location (by state); (e) mileage on tire at time of incident; (f) incident description (e.g., loss of control, crash, or rollover); (g) number of injuries and fatalities resulting from the incident; (h) tire failure mode; (i) a summary of all examinations or forensic analyses of the failed and non-failed incident vehicle tires that are known to Goodyear; (j) a summary of the consumer's allegations regarding the tire, and (k) a summary of Goodyear's opinion of the failure mode and contributing factors.

- 3. Provide a summary of all out-of-court settlements or offers of "goodwill" of any kind made by Goodyear, including those that have been placed under any restrictive order or agreement, which relate, or could relate to the alleged defect in the subject tires.
- 4. Provide the following information regarding warranty claims and adjustments:
 - a. Separately state, for each of the subject tires: (1) the total number of warranty claims, including extended warranty claims, and adjustments, including field or zone adjustments, that were honored by Goodyear from January 1, 1990 to date, and (2) the number of such claims and adjustments that relate to the alleged defect in the subject tires. Furnish this information by tire line, tire size, tire application (i.e., OE or replacement tire), problem code, and month/year of production.
 - b. Provide a summary of each claim adjustment in both hard copy and electronic format (using Microsoft Excel spreadsheet), including all of the information specified in Item 2.
- 5. Identify and provide copies of all documents relating to any evaluation, study, survey, investigation, test or other analyses conducted by Goodyear, its contractors, suppliers, or by any other entities, regarding the alleged defect in the subject tires to date. Identify, by name and address, the entity that conducted each such test or analysis. State when each

test or analysis was initiated and concluded, or whether it is still in progress. For those items identified as still in progress, provide a schedule and anticipated completion date for each. Produce copies of all related reports, notes, tables, graphs, or other documents, regardless of whether they are in interim, draft, or final form.

6. State whether Goodyear has had any written or oral communications with vehicle manufacturers concerning the alleged defect in the subject tires. If so, provide copies of all such communications that were in writing, identifying, where this information is not evident from the communication itself, the date of the communication, and the name, position title, and employing company and division or other entity of the person sending the communication and the person to whom the communication was sent. For any oral communication, state the date on which it was conducted, identify all participants by name, position title, and employing company and division or other entity, and state the substance of the communication in full. In responding to the latter request regarding oral communications, all pertinent documents (e.g., e-mail and notes) must be reviewed.
7. If Goodyear has issued any service or technical bulletins, advisories, or other communications to dealers, vehicle owners, fleet operators, zone offices, or any Goodyear field office or other location anywhere in the world, regardless of where located, pertaining to the alleged defect in the subject tires, provide a copy of each such document. If no such documents have been issued, so state.
8. In 1996 Goodyear implemented a design change in the subject tires to add a nylon overlay to make the tires more "robust." Provide a chronology of the addition of the overlay for each model subject tire. Your response must include starting and completion dates for each model.
9. Identify and describe all other modifications or changes made by or on behalf of Goodyear in the manufacture, design, construction, or material composition of all components in the subject tires that relate to the alleged defect. The following information must be included for each such modification or change:
 - a. the approximate date on which the modification or change was incorporated into production for each model;
 - b. a description of the modification or change; and
 - c. the reason for the modification or change.
10. Provide a table, in both written and electronic format (using Microsoft Excel spreadsheet) presenting the design details, intended application, recommended air pressure (Goodyear),

and recommended air pressure (OF vehicle manufacturer) for each of the subject tires by manufacturer, tire line, and tire size

11. With regard to the alleged defect, state what Goodyear believes to be
 - a. the factors which may cause or contribute to tire tread separation;
 - b. the factors which may cause or contribute to tire blowout;
 - c. the risk to motor vehicle safety resulting from tire tread separation; and
 - d. the risk to motor vehicle safety resulting from a tire blowout.

12. Identify the five largest fleet purchasers of subject tires produced between 1990 and 1999 that were sold for aftermarket installation. State the approximate number of tires sold to each fleet, the fleet name, fleet address, contact person, and phone number

This letter is being sent to Goodyear pursuant to 49 U.S.C. § 30166, which authorizes NHTSA to conduct any investigation that may be necessary to enforce Chapter 301 of Title 49. Goodyear's failure to respond promptly and fully to this letter could subject Goodyear to civil penalties pursuant to 49 U.S.C. § 30165 or lead to an action for injunctive relief pursuant to 49 U.S.C. § 30163. Other remedies and sanctions are available as well.

Goodyear's response to this letter, in duplicate, must be submitted to this office by January 24, 2001. Please include in Goodyear's response the identification codes referenced on page one of this letter. If Goodyear finds that it is unable to provide all of the information requested within the time allotted, Goodyear must request an extension from Mr. Thomas Z. Cooper at (202) 366-5218 not later than five business days before the response due date. If Goodyear is unable to provide all of the information requested by the original deadline, it must submit a partial response by the original deadline with whatever information Goodyear then has available, even if Goodyear has received an extension.

If Goodyear considers any portion of its response to be confidential information, 49 CFR Part 512, "Confidential Business Information," requires that Goodyear submit two copies of those document(s) containing allegedly confidential information (except only one copy of blueprints) and one copy of the documents from which information claimed to be confidential has been deleted, to the office of Chief Counsel, National Highway Traffic Safety Administration, Room 5219 (NCC-30), 400 Seventh Street, SW, Washington, DC 20590. In addition, Goodyear must provide supporting information for the request of confidential treatment in accordance with part 512.4(b) and (e) and include the name, address, and telephone number of a representative to receive a response from the Chief Counsel.

If you have any technical questions concerning this matter, please contact Mr. John Abbott of my staff at (202) 366-5221.

Sincerely,

Thomas Z. Cooper, Chief
Vehicle Integrity Division
Office of Defects Investigation
Safety Assurance

Enclosures: 784981, 726453, 735238, 554540, 735210, 727913, and 557539.

#

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JAN 24 2000

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

James P. Vondale, Director
Automotive Safety Office
Environmental & Safety Engineering
Ford Motor Company
330 Town Center Drive
Dearborn, MI 48126

NSA-12jfa
PE00-046

Dear Mr. Vondale:

The National Highway Traffic Safety Administration's (NHTSA) Office of Defects Investigation (ODI) is conducting a Preliminary Evaluation of alleged failures of load range "E" light truck tires manufactured by Goodyear and Kelly Springfield. ODI has received information regarding 37 reports of alleged tread separation on these tires, resulting in 31 vehicle crashes, 129 injuries and 15 fatalities. Sixteen of the vehicles involved in these crashes were Ford vehicles.

To help us in this investigation, ODI is requesting the following information from certain vehicle manufacturers. ODI is not investigating Ford.

Unless otherwise stated in the text, the following definitions apply to this information request:

- **Subject tire(s)**: all load range E tires installed as original equipment on any Ford vehicles from January 1, 1990 to date.
- **Ford**: the Ford Motor Company, all of its past and present officers and employees, whether assigned to its principal offices or to any of its field or other locations, including all of its divisions, subsidiaries (whether or not incorporated) and affiliated enterprises and all of their headquarters, regional, retail outlets, zone and other offices and their employees, and all agents, contractors, consultants, attorneys and law firms, and other persons engaged directly or indirectly (e.g., employee of a consultant) by or under the control of Ford (including all business units and persons previously referred to), who are or, in or after 1989, were involved in any way with any of the following related to the subject condition in the subject tires:
 - a. design, engineering, analysis, modification or production;
 - b. testing, assessment or evaluation;

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- c. consideration or recognition of potential or actual defects, reporting, record-keeping, (e.g., complaints, warranties, part sales), analysis, claims, or lawsuits; or
 - d. communication to, from, or available to affiliated companies, vehicle manufacturers, zone representatives, fleets, distributors, dealers, stores, or other field locations.
- **Alleged defect:** all tire failures in any one or more of the following categories: (1) belt-to-belt separation; (2) belt edge separation; (3) tread separation; (4) allegations of tire failure where the specific type of separation is unknown; and (5) blowout.
 - **Document:** "Document(s)" is used in the broadest sense of the word and shall mean all original written, printed, typed, recorded, or graphic matter whatsoever, however produced or reproduced, of every kind, nature, and description, and all nonidentical copies of both sides thereof, including, but not limited to, papers, letters, memoranda, correspondence, communications, electronic mail (e-mail) messages (existing in hard copy and/or in electronic storage), faxes, mailgrams, telegrams, cables, telex messages, notes, annotations, working papers, drafts, minutes, records, audio and video recordings, data, databases, other information bases, summaries, charts, tables, graphics, other visual displays, photographs, statements, interviews, opinions, reports, newspaper articles, studies, analyses, evaluations, interpretations, contracts, agreements, jottings, agendas, bulletins, notices, announcements, instructions, blueprints, drawings, as-builts, changes, manuals, publications, work schedules, journals, statistical data, desk, portable and computer calendars, appointment books, diaries, travel reports, lists, tabulations, computer printouts, data processing program libraries, data processing inputs and outputs, microfilms, microfiches, statements for services, resolutions, financial statements, governmental records, business records, personnel records, work orders, pleadings, discovery in any form, affidavits, motions, responses to discovery, all transcripts, administrative filings and all mechanical, magnetic, photographic and electronic records or recordings of any kind, including any storage media associated with computers, including, but not limited to, information on hard drives, floppy disks, backup tapes, and zip drives, electronic communications, including but not limited to, the Internet and shall include any drafts or revisions pertaining to any of the foregoing, all other things similar to any of the foregoing, however denominated by Ford, any other data compilations from which information can be obtained, translated if necessary, into a usable form and any other documents. For purposes of this request, any document which contains any note, comment, addition, deletion, insertion, annotation, or otherwise comprises a nonidentical copy of another document shall be treated as a separate document subject to production. In all cases where original and any non-identical copies are not available, "document(s)" also means any identical copies of the original and all non-identical copies thereof. Any document, record, graph, chart, film or photograph originally produced in color must be provided in color. Furnish all documents whether verified by Goodyear or not. If a document is not in the English language, provide both the original document and an English translation of the document.

In order for my staff to evaluate the alleged defect, certain information is required. Pursuant to 49 U.S.C. § 30166, please provide numbered responses to the following information requests. Please repeat the applicable request verbatim above each response. After Ford's response to each request, identify the source of the information and indicate the last date the information was gathered. When documents are produced, the documents shall be produced in an identified, organized manner that corresponds with the Information Request letter (including the subparts). When documents are produced and the documents would not, standing alone, be self-explanatory, the production of documents shall be supplemented and accompanied by explanation.

If Ford cannot respond to any specific request or subpart thereof, please state the reason why it is unable to do so. If Ford claims that any document or other information or material responsive to any of the following items need not be provided to NHTSA because it is privileged or the work product of an attorney, separately, by information request number, for each document or other information or material, state the nature of that information or material and identify any document in which it is found by date, subject or title, name and position of the person from, and the person to whom it was sent, and the name and position of any other recipient. Ford must also describe the basis for the claim, and explain why Ford believes it applies.

1. Provide a table that lists the populations of all Ford vehicles produced that were equipped with the subject tires. List your response by tire make, tire model, tire size, and vehicle model and model year to which they were fitted. Provide your response separately for each tire make.
2. State the number, produce copies, and provide an index of the following, and all documents relating thereto, from all sources, of which Ford is aware and which relate, or potentially relate, to the alleged defect in the subject tires:
 - a. owner/fleet complaints;
 - b. field reports;
 - c. crash/incident reports;
 - d. subrogation claims;
 - e. property damage claims;
 - f. personal injury claims; and
 - g. lawsuits.

Provide the index in both hard copy and in electronic format (using Microsoft Excel spreadsheet). The electronic spreadsheet should include all of the following that are available to Ford: (a) consumer's name, address, telephone number, and e-mail address; (b) tire make, model, size, DOT number, position on the vehicle, and whether original equipment or replacement tire; (c) vehicle model, model year, and vehicle identification number (VIN); (d) incident date and location (by state); (e) mileage on tire at time of incident; (f) incident description (e.g., loss of control, crash, or rollover); (g) number of injuries and fatalities resulting from the incident; (h) tire failure mode; (i) a summary of

all examinations or forensic analyses of the failed and non-failed incident vehicle tires that are known to Ford; (j) a summary of the consumer's allegations regarding the tire; and (k) a summary of Ford's opinion of the failure mode and contributing factors.

3. Provide the following information regarding claims and adjustments:
 - a. Separately state, for each of the subject tires: (1) the total number of claims of any type, including, warranty claims, extended warranty claims, and field or zone adjustments, that were honored by Ford from January 1, 1990 to date; and (2) the number of such claims and adjustments that relate to the alleged defect in the subject tires. Furnish this information by tire make, model, size, failure mode, DOT number, position on the vehicle, and month/year of vehicle production.
 - b. Provide a summary of each claim adjustment in both hard copy and electronic format (using Microsoft Excel spreadsheet), including all of the information specified in Item 1.
4. State whether Ford has had any written or oral communications with any tire manufacturers concerning the alleged defect in the subject tires. If so, provide copies of all such documents that were in writing, identifying, where this information is not evident from the communication itself, the date of the communication, and the name, position title, and employing company and division or other entity of the person sending the communication and the person to whom the communication was sent. For any oral communication, state the date on which it was conducted, identify all participants by name, position title, and employing company and division or other entity, and state the substance of the communication in full. In responding to the latter request regarding oral communications, all pertinent documents (e.g., e-mail and notes) must be reviewed.
5. If Ford has issued any service or technical bulletins, advisories, or other communications to dealers, vehicle owners, fleet operators, zone offices, or any field office or other location anywhere in the world, regardless of where located, pertaining to the alleged defect in the subject tires, provide a copy of each such document. If no such documents have been issued, so state.
6. Identify and provide copies of all documents relating to any evaluation, study, survey, investigation, test or other analyses conducted by Ford, its contractors, suppliers, or by any other entities, regarding the alleged defect in the subject tires, or each subset (e.g. Goodyear, Michelin, Firestone, etc.) of the subject tires, to date. Identify, by name and address, the entity that conducted each such test or analysis. State when each test or analysis was initiated and concluded, or whether it is still in progress. For those items identified as still in progress, provide a schedule and anticipated completion date for each. Produce copies of all related reports, notes, tables, graphs, or other documents, regardless of whether they are in interim, draft, or final form.

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7. Provide a table, in both written and electronic format (using Microsoft Excel spreadsheet) presenting the design details, intended application, recommended air pressure (tire manufacturer), and Ford recommended air pressure for each of the subject tires by make, model, and tire size.

This letter is being sent to Ford pursuant to 49 U.S.C. § 30166, which authorizes NHTSA to conduct any investigation that may be necessary to enforce Chapter 301 of Title 49. Ford's failure to respond promptly and fully to this letter could subject Ford to civil penalties pursuant to 49 U.S.C. § 30165 or lead to an action for injunctive relief pursuant to 49 U.S.C. § 30163. Other remedies and sanctions are available as well.

Ford's response to this letter, in duplicate, must be submitted to this office by February 23, 2001. Please include in Ford's response the identification codes referenced on page one of this letter. If Ford finds that it is unable to provide all of the information requested within the time allotted, Ford must request an extension from Mr. Thomas Z. Cooper at (202) 366-5218 not later than five business days before the response due date. If Ford is unable to provide all of the information requested by the original deadline, it must submit a partial response by the original deadline with whatever information Ford then has available, even if Ford has received an extension.

If Ford considers any portion of its response to be confidential information, 49 CFR Part 512, "Confidential Business Information," requires that Ford submit two copies of those document(s) containing allegedly confidential information (except only one copy of blueprints) and one copy of the documents from which information claimed to be confidential has been deleted, to the office of Chief Counsel, National Highway Traffic Safety Administration, Room 5219 (NCC-30), 400 Seventh Street, SW, Washington, DC 20590. In addition, Ford must provide supporting information for the request of confidential treatment in accordance with part 512.4(b) and (c) and include the name, address, and telephone number of a representative to receive a response from the Chief Counsel.

If you have any technical questions concerning this matter, please contact Mr. John Abbott of my staff at (202) 366-5221.

Sincerely,

Thomas Z. Cooper, Chief
Vehicle Integrity Division
Office of Defects Investigation

The Goodyear Tire & Rubber Company

Akron, Ohio 44316-0001

January 24, 2001

Thomas Z. Cooper, Chief
Vehicle Integrity Division
Office of Defects Investigation
Safety Assurance

Re: NSA-12jfa
PE00-046

Dear Mr. Cooper:

The Goodyear Tire & Rubber Company is pleased to provide NHTSA with responses to the information requests contained in your letter of December 1, 2000 relating to load range E light truck tires. Pursuant to your agreement with Dennis O'Conner, Goodyear is at this time specifically providing responses to requests 1, 2 (a), (b), 3, 4 and 6-12. The responses to requests 2 c-g and 5 will be provided on or about February 7, 2001.

Again Goodyear has attempted to respond to each request as completely as possible and in the format requested. Where we have deviated from the requested format, we have explained the reason for the deviation. We have also attempted to briefly summarize the data being provided in response to each request. In view of the proprietary and confidential nature of some of the data being provided, we are requesting confidentiality for the data being submitted in response to requests 1, 2, 3, 4, 6, 8, 9, 10 and 12 pursuant to 49 CFR Part 12. Goodyear will also be requesting confidentiality for the responses to requests 2 and 5 when provided to NHTSA.

Although we have mentioned it before, Goodyear wants to again stress that each company has different approaches to how they handle product adjustments and customer satisfaction issues. Written policies are quite different. Willingness to go beyond written policies for customer satisfaction objectives and the basic way in which data is captured, stored and analyzed make it misleading to compare data from one company directly with that of another company. Therefore, in reviewing the Goodyear adjustment data being provided in response to Request 4, it must be emphasized that adjustments are not evidence of defects nor are adjustment statistics evidence of defect rates. Adjustment programs as found in the tire industry are directed at consumer satisfaction and repurchase intent and not defects. The adjustment decision is ordinarily made by a tire dealers sales or service employees and not engineers trained in tire failure analysis and to keep customers satisfied, adjustment programs are liberally administered. For example, a tire can sustain a tread separation or fail from a variety of service related conditions such as underinflation, overloading, high speed, punctures, or impact damage.

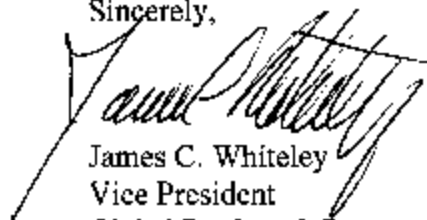
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DIVISION

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Therefore neither the existence of a tread separation in a tire nor the fact that a tire was adjusted for a tread separation establishes a defect in that tire. That determination usually requires an expert examination. Therefore, adjustment data can and has been subjected to erroneous interpretation.

Goodyear has attempted to respond as quickly as possible to this information request. This response contains a significant amount of technical data which may require further clarification as your review and analysis progresses. Please feel free to contact me directly for any assistance required in interpreting any of the Goodyear data being submitted.

Sincerely,



James C. Whiteley
Vice President
Global Product & Process Quality

jcw/csh

REQUEST NUMBER 5

5. Identify and provide copies of all documents relating to any evaluation, study, survey, investigation, test or other analyses conducted by Goodyear, its contractors, suppliers, or by any other entities, regarding the alleged defect in the subject tires to date. Identify, by name and address, the entity that conducted each such test or analysis. State when each test or analysis was initiated and concluded, or whether it is still in progress. For those items identified as still in progress, provide a schedule and anticipated completion date for each. Produce copies of all related reports, notes, tables, graphs, or other documents, regardless of whether they are in interim, draft, or final form.

Per agreement, information requested will be provided on or before February 7, 2001.

Source of information: Goodyear

Last date information was gathered: Continuing

REQUEST NUMBER 7

7. If Goodyear has issued any service or technical bulletins, advisories, or other communications to dealers, vehicle owners, fleet operators, zone offices, or any Goodyear field office or other location anywhere in the world, regardless of where located, pertaining to the alleged defect in the subject tires, provide a copy of each such document. If no such documents have been issued, so state.

No such documents have been issued pertaining to the alleged defects in the subject tires.

Source of information: Goodyear

Last date information was gathered: 1/10/01

REQUEST NUMBER 11

11. With regard to the alleged defect, state what Goodyear believes to be:
- the factors which may cause or contribute to tire tread separation;
 - the factors which may cause or contribute to tire blowout;
 - the risk to motor vehicle safety resulting from tire tread separation; and
 - the risk to motor vehicle safety resulting from a tire blowout.

Factors

There are numerous factors that may cause or contribute to tread separations and/or tire blowouts. In many cases the factors are the same, and a tread separation occurs before the tire suffers a blowout. Most of these factors can be grouped into one of two categories or mechanisms that can lead to tire failure.

A. Excessive Heat Generation

All tires generate heat during operation. An equilibrium temperature is reached when the amount of heat being generated by the tire is equal to the amount of heat being dissipated into the atmosphere. If the equilibrium temperature is too high, degradation in the components of the tire and/or degradation of the adhesion between components can occur. Unchecked, this degradation will ultimately lead to tire failure.

Tires are designed to operate at equilibrium temperatures considerably below the temperature at which such degradation will occur. However, when combined with other factors that may also raise the equilibrium temperature, the possibility of tire failure is increased.

The major contributors to excessive heat generation are under inflation and overloading. They cause the tire to over-deflect every revolution of the tire during operation. Not only does the excessive flexing raise the tire temperature, it excessively stresses the interface between tire carcass and its rubber covering.

Another cause of excessive heat generation is misalignment of the tire/wheel assemblies on the vehicle. Instead of merely rolling over the road, misaligned tires skid over the road. Even when the vehicle is driving straight ahead, the tire is being forced to behave as if it is constantly cornering, or is being subjected to other forces that abnormally scrub the rubber off of the tread.

Other contributors to heat generation are excessive speed and high ambient temperature (which also means excessively hot roadways). These two contributors would not, of themselves, cause a tire to reach the point of degradation. However, they will aggravate the effect of under inflation and overloading. Whatever resistance to the effects of under inflation and overloading that a tire has will be lessened when coupled with excessive speed and/or high ambient temperature.

B. Mechanical Damage

If a tire is damaged in any one or combination of ways and left unrepaired or is repaired improperly, the result may be a tread separation and/or blowout. The basic mechanism is exposure of the carcass (the reinforcing structure of the tire) to moisture or high-pressure air for a long enough time to destroy the internal integrity of the tire. For example:

- 1) **Tire punctures.** Generations ago, this was the major cause of tire blowouts. With today's tubeless tires, most common punctures can be quickly and permanently repaired at a nominal cost and the tire will continue to operate normally over its intended life. If neglected or improperly repaired, moisture or other foreign material can enter the site of the puncture and reach the carcass material. The steel belt will start to corrode at the point of exposure and lose adhesion to its rubber covering. This becomes the start of a possible tread separation. Punctured tires that are neglected or improperly repaired are also susceptible to being under inflated.

- 2) **Other external hazards.** Similar to tire punctures, tread separation and/or blowouts can be initiated by cuts, stone-drilling or glass drilling, curb damage or other hazards that damage the outside rubber covering of the tire allowing the carcass to be exposed. If the exposed carcass is in the tread area, the normal progression will be tread separation and then, possibly, a blowout. If the exposed carcass is in the sidewall area, the moisture or other foreign material may weaken the carcass enough to eventually lead to a blowout. If the damage is severe enough, for example, from impact damage, enough of the cords in the carcass may be damaged to the point that the tire immediately blows out.
- 3) **Liner damage.** The innerliner of a tubeless tire holds the pressurized air in the tire cavity. If the liner is damaged so that the pressurized air is able to reach the carcass, the pressurized air will enter the exposed cords, migrate through the carcass, and lead to the start of belt edge separation. If undetected, the belt edge separation could then progress to tread separation and blowout. Usual sources of damage to the liner are impact damage during vehicle operation or damage to the liner in the bead area when the tire is mounted on the rim.

Risks

A tread separation presents little or no immediate risk to motor vehicle safety. The usual result of a tread separation is a vibration during vehicle operation. Loss of vehicle control is not generally an issue because the tire still maintains adequate traction and stability. It still retains its inflation pressure, and although separated, the tread remains intact. However, if left unattended a tread separation may lead to a tire blowout.

The risk to motor vehicle safety occurs when a tire blows out. After a blowout, the tire can no longer provide the level of traction and stability needed for normal vehicle operation. The vehicle becomes very sensitive to sudden changes in steering and/or braking, particularly if the blowout occurs on the rear of the vehicle. Loss of vehicle control is possible. However, that possibility can be minimized if the following actions are taken in the event of a tire blowout:

Hold the steering wheel firmly and steer in a straight line. Do not brake or swerve. Slowly remove pressure on the gas pedal and allow the vehicle to slow down. Once the vehicle has slowed and is fully under control, apply the brakes gently. Gradually pull over to the shoulder and come to a stop.

Source of information: Goodyear

Last date information was gathered: 1/9/01

FEB 7 2001

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Matthew Reynolds, Director
Vehicle Compliance and Safety Affairs
DaimlerChrysler Corporation - CIMS 482-00-91
800 Chrysler Drive
Auburn Hills, MI 48326-2757

NSA-12jfa
PE00-046

Dear Mr. Reynolds:

The National Highway Traffic Safety Administration's (NHTSA) Office of Defects Investigation (ODI) is conducting a Preliminary Evaluation of alleged failures of load range "E" light truck tires manufactured by Goodyear and Kelly Springfield. ODI has received information regarding 37 reports of alleged tread separation on these tires, resulting in 31 vehicle crashes, 129 injuries and 15 fatalities. Seven of the vehicles involved in these crashes were Chrysler vehicles.

To help us in this investigation, ODI is requesting the following information from certain vehicle manufacturers. ODI is not investigating the DaimlerChrysler Corporation.

Unless otherwise stated in the text, the following definitions apply to this information request:

- **Subject tire(s)**: all load range E tires installed as original equipment on any Chrysler vehicles from January 1, 1990 to date.
- **DaimlerChrysler**: the DaimlerChrysler Corporation (including the entity heretofore known as "Chrysler Corporation"), all of its past and present officers and employees, whether assigned to its principal offices or to any of its field or other locations, including all of its divisions, subsidiaries (whether or not incorporated) and affiliated enterprises and all of their headquarters, regional, retail outlets, zone and other offices and their employees, and all agents, contractors, consultants, attorneys and law firms, and other persons engaged directly or indirectly (e.g., employee of a consultant) by or under the control of DaimlerChrysler (including all business units and persons previously referred to), who are or, in or after 1989, were involved in any way with any of the following related to the subject condition in the subject tires:
 - a. design, engineering, analysis, modification or production;
 - b. testing, assessment or evaluation;

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- c. consideration or recognition of potential or actual defects, reporting, record-keeping, (e.g., complaints, warranties, part sales), analysis, claims, or lawsuits; or
 - d. communication to, from, or available to affiliated companies, vehicle manufacturers, zone representatives, fleets, distributors, dealers, stores, or other field locations.
- **Alleged defect:** all tire failures in any one or more of the following categories: (1) belt-to-belt separation; (2) belt edge separation; (3) tread separation; (4) allegations of tire failure where the specific type of separation is unknown; and (5) blowout.
 - **Document:** "Document(s)" is used in the broadest sense of the word and shall mean all original written, printed, typed, recorded, or graphic matter whatsoever, however produced or reproduced, of every kind, nature, and description, and all nonidentical copies of both sides thereof, including, but not limited to, papers, letters, memoranda, correspondence; communications, electronic mail (e-mail) messages (existing in hard copy and/or in electronic storage), faxes, mailgrams, telegrams, cables, telex messages, notes, annotations, working papers, drafts, minutes, records, audio and video recordings, data, databases, other information bases, summaries, charts, tables, graphics, other visual displays, photographs, statements, interviews, opinions, reports, newspaper articles, studies, analyses, evaluations, interpretations, contracts, agreements, jottings, agendas, bulletins, notices, announcements, instructions, blueprints, drawings, as-builts, changes, manuals, publications, work schedules, journals, statistical data, desk, portable and computer calendars, appointment books, diaries, travel reports, lists, tabulations, computer printouts, data processing program libraries, data processing inputs and outputs, microfilms, microfiches, statements for services, resolutions, financial statements, governmental records, business records, personnel records, work orders, pleadings, discovery in any form, affidavits, motions, responses to discovery, all transcripts, administrative filings and all mechanical, magnetic, photographic and electronic records or recordings of any kind, including any storage media associated with computers, including, but not limited to, information on hard drives, floppy disks, backup tapes, and zip drives, electronic communications, including but not limited to, the Internet and shall include any drafts or revisions pertaining to any of the foregoing, all other things similar to any of the foregoing, however denominated by DaimlerChrysler, any other data compilations from which information can be obtained, translated if necessary, into a usable form and any other documents. For purposes of this request, any document which contains any note, comment, addition, deletion, insertion, annotation, or otherwise comprises a nonidentical copy of another document shall be treated as a separate document subject to production. In all cases where original and any non-identical copies are not available, "document(s)" also means any identical copies of the original and all non-identical copies thereof. Any document, record, graph, chart, film or photograph originally produced in color must be provided in color. Furnish all documents whether verified by Goodyear or not. If a document is not in the English language, provide both the original document and an English translation of the document.

In order for my staff to evaluate the alleged defect, certain information is required. Pursuant to 49 U.S.C. § 30166, please provide numbered responses to the following information requests. Please repeat the applicable request verbatim above each response. After DaimlerChrysler's response to each request, identify the source of the information and indicate the last date the information was gathered. When documents are produced, the documents shall be produced in an identified, organized manner that corresponds with the Information Request letter (including the subparts). When documents are produced and the documents would not, standing alone, be self-explanatory, the production of documents shall be supplemented and accompanied by explanation.

If DaimlerChrysler cannot respond to any specific request or subpart thereof, please state the reason why it is unable to do so. If DaimlerChrysler claims that any document or other information or material responsive to any of the following items need not be provided to NHTSA because it is privileged or the work product of an attorney, separately, by information request number, for each document or other information or material, state the nature of that information or material and identify any document in which it is found by date, subject or title, name and position of the person from, and the person to whom it was sent, and the name and position of any other recipient. DaimlerChrysler must also describe the basis for the claim, and explain why DaimlerChrysler believes it applies.

1. Provide a table that lists the populations of all DaimlerChrysler vehicles produced that were equipped with the subject tires. List your response by tire make, tire model, tire size, and vehicle model and model year to which they were fitted. Provide your response separately for each tire make.
2. State the number, produce copies, and provide an index of the following, and all documents relating thereto, from all sources, of which DaimlerChrysler is aware and which relate, or potentially relate, to the alleged defect in the subject tires:
 - a. owner/fleet complaints;
 - b. field reports;
 - c. crash/incident reports;
 - d. subrogation claims;
 - e. property damage claims;
 - f. personal injury claims; and
 - g. lawsuits.

Provide the index in both hard copy and in electronic format (using Microsoft Excel spreadsheet). The electronic spreadsheet should include all of the following that are available to DaimlerChrysler: (a) consumer's name, address, telephone number, and e-mail address; (b) tire make, model, size, DOT number, position on the vehicle, and whether original equipment or replacement tire; (c) vehicle model, model year, and vehicle identification number (VIN); (d) incident date and location (by state); (e) mileage on tire at time of incident; (f) incident description (e.g., loss of control, crash, or rollover); (g) number

of injuries and fatalities resulting from the incident; (h) tire failure mode; (i) a summary of all examinations or forensic analyses of the failed and non-failed incident vehicle tires that are known to DaimlerChrysler; (j) a summary of the consumer's allegations regarding the tire; and (k) a summary of DaimlerChrysler's opinion of the failure mode and contributing factors.

3. Provide the following information regarding claims and adjustments:
 - a. Separately state, for each of the subject tires: (1) the total number of claims of any type, including, warranty claims, extended warranty claims, and field or zone adjustments, that were honored by DaimlerChrysler from January 1, 1990 to date; and (2) the number of such claims and adjustments that relate to the alleged defect in the subject tires. Furnish this information by tire make, model, size, failure mode, DOT number, position on the vehicle, and month/year of vehicle production.
 - b. Provide a summary of each claim adjustment in both hard copy and electronic format (using Microsoft Excel spreadsheet), including all of the information specified in Item 1.
4. State whether DaimlerChrysler has had any written or oral communications with any tire manufacturers concerning the alleged defect in the subject tires. If so, provide copies of all such documents that were in writing, identifying, where this information is not evident from the communication itself, the date of the communication, and the name, position title, and employing company and division or other entity of the person sending the communication and the person to whom the communication was sent. For any oral communication, state the date on which it was conducted, identify all participants by name, position title, and employing company and division or other entity, and state the substance of the communication in full. In responding to the latter request regarding oral communications, all pertinent documents (e.g., e-mail and notes) must be reviewed.
5. If DaimlerChrysler has issued any service or technical bulletins, advisories, or other communications to dealers, vehicle owners, fleet operators, zone offices, or any field office or other location anywhere in the world, regardless of where located, pertaining to the alleged defect in the subject tires, provide a copy of each such document. If no such documents have been issued, so state.
6. Identify and provide copies of all documents relating to any evaluation, study, survey, investigation, test or other analyses conducted by DaimlerChrysler, its contractors, suppliers, or by any other entities, regarding the alleged defect in the subject tires, or each subset (e.g. Goodyear, Michelin, Firestone, etc.) of the subject tires, to date. Identify, by name and address, the entity that conducted each such test or analysis. State when each test or analysis was initiated and concluded, or whether it is still in progress. For those items identified as still in progress, provide a schedule and anticipated completion date for each. Produce copies of all related reports, notes, tables, graphs, or other documents, regardless of whether they are in interim, draft, or final form.

7. Provide a table, in both written and electronic format (using Microsoft Excel spreadsheet) presenting the design details, intended application, recommended air pressure (tire manufacturer), and DaimlerChrysler recommended air pressure for each of the subject tires by make, model, and tire size.


This letter is being sent to DaimlerChrysler pursuant to 49 U.S.C. § 30166, which authorizes NHTSA to conduct any investigation that may be necessary to enforce Chapter 301 of Title 49. DaimlerChrysler's failure to respond promptly and fully to this letter could subject DaimlerChrysler to civil penalties pursuant to 49 U.S.C. § 30165 or lead to an action for injunctive relief pursuant to 49 U.S.C. § 30163. Other remedies and sanctions are available as well.

DaimlerChrysler's response to this letter, in duplicate, must be submitted to this office by March 21, 2001. Please include in DaimlerChrysler's response the identification codes referenced on page one of this letter. If DaimlerChrysler finds that it is unable to provide all of the information requested within the time allotted, DaimlerChrysler must request an extension from Mr. Thomas Z. Cooper at (202) 366-5218 not later than five business days before the response due date. If DaimlerChrysler is unable to provide all of the information requested by the original deadline, it must submit a partial response by the original deadline with whatever information DaimlerChrysler then has available, even if DaimlerChrysler has received an extension.

If DaimlerChrysler considers any portion of its response to be confidential information, 49 CFR Part 512, "Confidential Business Information," requires that DaimlerChrysler submit two copies of those document(s) containing allegedly confidential information (except only one copy of blueprints) and one copy of the documents from which information claimed to be confidential has been deleted, to the office of Chief Counsel, National Highway Traffic Safety Administration, Room 5219 (NCC-30), 400 Seventh Street, SW, Washington, DC 20590. In addition, DaimlerChrysler must provide supporting information for the request of confidential treatment in accordance with part 512.4(b) and (e) and include the name, address, and telephone number of a representative to receive a response from the Chief Counsel.

If you have any technical questions concerning this matter, please contact Mr. John Abbott of my staff at (202) 366-5221.

Sincerely,


Thomas Z. Cooper, Chief
Vehicle Integrity Division
Office of Defects Investigation

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FEB 7 2001

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Frank C. Sonye Jr., Director
Product Investigations
Mail Code: 480-106-304
General Motors Corporation
30500 Mound Road
Warren, MI 48090-9055

NSA-12jfa
PE00-046

Dear Mr. Sonye:

The National Highway Traffic Safety Administration's (NHTSA) Office of Defects Investigation (ODI) is conducting a Preliminary Evaluation of alleged failures of load range "E" light truck tires manufactured by Goodyear and Kelly Springfield. ODI has received information regarding 37 reports of alleged tread separation on these tires, resulting in 31 vehicle crashes, 129 injuries and 15 fatalities. Twelve of the vehicles involved in these crashes were General Motors vehicles.

To help us in this investigation, ODI is requesting the following information from certain vehicle manufacturers. ODI is not investigating General Motors Corporation.

Unless otherwise stated in the text, the following definitions apply to this information request:

- **Subject tire(s)**: all load range E tires installed as original equipment on any GM vehicles from January 1, 1990 to date.

- **GM**: the General Motors Corporation, all of its past and present officers and employees, whether assigned to its principal offices or to any of its field or other locations, including all of its divisions, subsidiaries (whether or not incorporated) and affiliated enterprises and all of their headquarters, regional, retail outlets, zone and other offices and their employees, and all agents, contractors, consultants, attorneys and law firms, and other persons engaged directly or indirectly (e.g., employee of a consultant) by or under the control of GM (including all business units and persons previously referred to), who are or, in or after 1989, were involved in any way with any of the following related to the subject condition in the subject tires:
 - a. design, engineering, analysis, modification or production;

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- b. testing, assessment or evaluation;
 - c. consideration or recognition of potential or actual defects, reporting, record-keeping, (e.g., complaints, warranties, part sales), analysis, claims, or lawsuits; or
 - d. communication to, from, or available to affiliated companies, vehicle manufacturers, zone representatives, fleets, distributors, dealers, stores, or other field locations.
- **Alleged defect:** all tire failures in any one or more of the following categories: (1) belt-to-belt separation; (2) belt edge separation; (3) tread separation; (4) allegations of tire failure where the specific type of separation is unknown; and (5) blowout.
 - **Document:** "Document(s)" is used in the broadest sense of the word and shall mean all original written, printed, typed, recorded, or graphic matter whatsoever, however produced or reproduced, of every kind, nature, and description, and all nonidentical copies of both sides thereof, including, but not limited to, papers, letters, memoranda, correspondence, communications, electronic mail (e-mail) messages (existing in hard copy and/or in electronic storage), faxes, mailgrams, telegrams, cables, telex messages, notes, annotations, working papers, drafts, minutes, records, audio and video recordings, data, databases, other information bases, summaries, charts, tables, graphics, other visual displays, photographs, statements, interviews, opinions, reports, newspaper articles, studies, analyses, evaluations, interpretations, contracts, agreements, jottings, agendas, bulletins, notices, announcements, instructions, blueprints, drawings, as-builts, changes, manuals, publications, work schedules, journals, statistical data, desk, portable and computer calendars, appointment books, diaries, travel reports, lists, tabulations, computer printouts, data processing program libraries, data processing inputs and outputs, microfilms, microfiches, statements for services, resolutions, financial statements, governmental records, business records, personnel records, work orders, pleadings, discovery in any form, affidavits, motions, responses to discovery, all transcripts, administrative filings and all mechanical, magnetic, photographic and electronic records or recordings of any kind, including any storage media associated with computers, including, but not limited to, information on hard drives, floppy disks, backup tapes, and zip drives, electronic communications, including but not limited to, the Internet and shall include any drafts or revisions pertaining to any of the foregoing, all other things similar to any of the foregoing, however denominated by GM, any other data compilations from which information can be obtained, translated if necessary, into a usable form and any other documents. For purposes of this request, any document which contains any note, comment, addition, deletion, insertion, annotation, or otherwise comprises a nonidentical copy of another document shall be treated as a separate document subject to production. In all cases where original and any non-identical copies are not available, "document(s)" also means any identical copies of the original and all non-identical copies thereof. Any document, record, graph, chart, film or photograph originally produced in color must be provided in color. Furnish all documents whether verified by Goodyear or not. If a document is not in the English language, provide both the original document and an English translation of the document.

In order for my staff to evaluate the alleged defect, certain information is required. Pursuant to 49 U.S.C. § 30166, please provide numbered responses to the following information requests. Please repeat the applicable request verbatim above each response. After GM's response to each request, identify the source of the information and indicate the last date the information was gathered. When documents are produced, the documents shall be produced in an identified, organized manner that corresponds with the Information Request letter (including the subparts). When documents are produced and the documents would not, standing alone, be self-explanatory, the production of documents shall be supplemented and accompanied by explanation.

If GM cannot respond to any specific request or subpart thereof, please state the reason why it is unable to do so. If GM claims that any document or other information or material responsive to any of the following items need not be provided to NHTSA because it is privileged or the work product of an attorney, separately, by information request number, for each document or other information or material, state the nature of that information or material and identify any document in which it is found by date, subject or title, name and position of the person from, and the person to whom it was sent, and the name and position of any other recipient. GM must also describe the basis for the claim, and explain why GM believes it applies.

1. Provide a table that lists the populations of all GM vehicles produced that were equipped with the subject tires. List your response by tire make, tire model, tire size, and vehicle model and model year to which they were fitted. Provide your response separately for each tire make.
2. State the number, produce copies, and provide an index of the following, and all documents relating thereto, from all sources, of which GM is aware and which relate, or potentially relate, to the alleged defect in the subject tires:
 - a. owner/fleet complaints;
 - b. field reports;
 - c. crash/incident reports;
 - d. subrogation claims;
 - e. property damage claims;
 - f. personal injury claims; and
 - g. lawsuits.

Provide the index in both hard copy and in electronic format (using Microsoft Excel spreadsheet). The electronic spreadsheet should include all of the following that are available to GM: (a) consumer's name, address, telephone number, and e-mail address; (b) tire make, model, size, DOT number, position on the vehicle, and whether original equipment or replacement tire; (c) vehicle model, model year, and vehicle identification number (VIN); (d) incident date and location (by state); (e) mileage on tire at time of incident; (f) incident description (e.g., loss of control, crash, or rollover); (g) number of injuries and fatalities resulting from the incident; (h) tire failure mode; (i) a summary of

all examinations or forensic analyses of the failed and non-failed incident vehicle tires that are known to GM; (j) a summary of the consumer's allegations regarding the tire; and (k) a summary of GM's opinion of the failure mode and contributing factors.

3. Provide the following information regarding claims and adjustments:
 - a. Separately state, for each of the subject tires: (1) the total number of claims of any type, including, warranty claims, extended warranty claims, and field or zone adjustments, that were honored by GM from January 1, 1990 to date; and (2) the number of such claims and adjustments that relate to the alleged defect in the subject tires. Furnish this information by tire make, model, size, failure mode, DOT number, position on the vehicle, and month/year of vehicle production.
 - b. Provide a summary of each claim adjustment in both hard copy and electronic format (using Microsoft Excel spreadsheet), including all of the information specified in Item 1.
4. State whether GM has had any written or oral communications with any tire manufacturers concerning the alleged defect in the subject tires. If so, provide copies of all such documents that were in writing, identifying, where this information is not evident from the communication itself, the date of the communication, and the name, position title, and employing company and division or other entity of the person sending the communication and the person to whom the communication was sent. For any oral communication, state the date on which it was conducted, identify all participants by name, position title, and employing company and division or other entity, and state the substance of the communication in full. In responding to the latter request regarding oral communications, all pertinent documents (e.g., e-mail and notes) must be reviewed.
5. If GM has issued any service or technical bulletins, advisories, or other communications to dealers, vehicle owners, fleet operators, zone offices, or any field office or other location anywhere in the world, regardless of where located, pertaining to the alleged defect in the subject tires, provide a copy of each such document. If no such documents have been issued, so state.
6. Identify and provide copies of all documents relating to any evaluation, study, survey, investigation, test or other analyses conducted by GM, its contractors, suppliers, or by any other entities, regarding the alleged defect in the subject tires, or each subset (e.g. Goodyear, Michelin, Firestone, etc.) of the subject tires, to date. Identify, by name and address, the entity that conducted each such test or analysis. State when each test or analysis was initiated and concluded, or whether it is still in progress. For those items identified as still in progress, provide a schedule and anticipated completion date for each. Produce copies of all related reports, notes, tables, graphs, or other documents, regardless of whether they are in interim, draft, or final form.

7. Provide a table, in both written and electronic format (using Microsoft Excel spreadsheet) presenting the design details, intended application, recommended air pressure (tire manufacturer), and GM recommended air pressure for each of the subject tires by make, model, and tire size.

This letter is being sent to GM pursuant to 49 U.S.C. § 30166, which authorizes NHTSA to conduct any investigation that may be necessary to enforce Chapter 301 of Title 49. GM's failure to respond promptly and fully to this letter could subject GM to civil penalties pursuant to 49 U.S.C. § 30165 or lead to an action for injunctive relief pursuant to 49 U.S.C. § 30163. Other remedies and sanctions are available as well.

GM's response to this letter, in duplicate, must be submitted to this office by March 21, 2001. Please include in GM's response the identification codes referenced on page one of this letter. If GM finds that it is unable to provide all of the information requested within the time allotted, GM must request an extension from Mr. Thomas Z. Cooper at (202) 366-5218 not later than five business days before the response due date. If GM is unable to provide all of the information requested by the original deadline, it must submit a partial response by the original deadline with whatever information GM then has available, even if GM has received an extension.

If GM considers any portion of its response to be confidential information, 49 CFR Part 512, "Confidential Business Information," requires that GM submit two copies of those document(s) containing allegedly confidential information (except only one copy of blueprints) and one copy of the documents from which information claimed to be confidential has been deleted, to the office of Chief Counsel, National Highway Traffic Safety Administration, Room 5219 (NCC-30), 400 Seventh Street, SW, Washington, DC 20590. In addition, GM must provide supporting information for the request of confidential treatment in accordance with part 512.4(b) and (c) and include the name, address, and telephone number of a representative to receive a response from the Chief Counsel.

If you have any technical questions concerning this matter, please contact Mr. John Abbott of my staff at (202) 366-5221.

Sincerely,

(2)

Thomas Z. Cooper, Chief
Vehicle Integrity Division
Office of Defects Investigation



MARK W. CLARK, P.A.
 DONALD R. FOUNTAIN, P.A.
 MARCO PUENTES BALI
 DAVID M. GASZARI
 W. HAMPTON KEFF
 NANCY LA VISTA
 JULIE H. LITVYK-RUBIN
 LAKE LYTAL, JR., P.A.
 LAKE H. LYTAL, III
 MICHAEL OVERBECK
 DAVID C. PRATHER
 JOSEPH J. REITER, P.A.
 KEVIN C. SMITH
 SCOTT B. SMITH
 WILLIAM S. WILLIAMS, P.A.

PARALEGAL STAFF:
 JAMES E. COOR
 LAWRENCE GORDON
 BARBARA L. HOKTER
 W. JAMES KEFFLEY
 JAMES E. WILLIAMS

CHIEF INVESTIGATOR:
 MARY KERNER

CONSULTING PHYSICIAN:
 CATHY B. THOMPSON, M.D.

NURSING CONSULTANTS:
 REGAN HILLINGSLEY, R.N.
 PAUL STARTIE, R.N.

Direct Line: 820-2240

March 2, 2001

Mr. John Abbott
 U.S. Department of Transportation
 National Highway Traffic Safety Administration
 Office of Defects Investigation
 NSA-10.01
 400 7th Street, S. W.
 Washington, DC 20590

Re: Goodyear/Kelly-Springfield P.E.
 Our client:
 Our File No.: 00/0288

PECO-046

Dear Mr. Abbott:

I understand that you are in charge of the investigation into Goodyear and Kelly Springfield load range E tires. I currently represent Jorge [redacted] who was severely brain injured as a result of an accident caused by the failure of a Kelly Springfield *Power King Radial Highway LT/RV Tubeless, Load Range E, LT 235/85 R16, 2 Polyester Ply and 2 Steel Ply tire*, made in the U.S.A. The DOT number is PJOR APLV224 (Fayetteville plant).

At the time of the accident Mr. [redacted] was 22 years of age and the trauma of the accident placed him in a coma. Three and one-half years after the accident he remains in a coma and will remain in a coma for the remainder of his life. He will remain hospitalized at Shands hospital in Gainesville, Florida indefinitely.

I have enclosed a copy of the Florida Traffic Accident Report, Homicide Report and 58 photographs taken by the FHP.

The [redacted] case is currently in litigation: Middle District of Florida, Tampa Division, *Norma [redacted], as Guardian of Jorge [redacted], an incompetent person vs. Kelly-Springfield Tire Company and Goodyear Tire & Rubber Co.*, Case No.: 08-99CV1611-T-17B. The plaintiff has just disclosed its expert witnesses with regard to the tire failure; Rex Grogan, Dennis Carlson, Max Nonnamaker, and Alan [redacted]

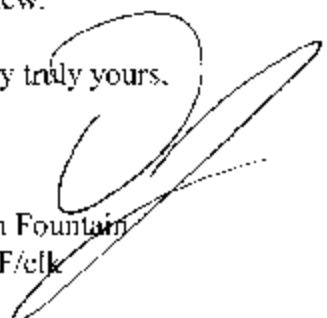
40

March 2, 2001

Page 2

Milner. As soon as our experts have finalized their reports we will provide copies to you for your review.

Very truly yours,



Don Fountain
DRF/elk

Enclosures

cc: Michael Meksraitis, Esq. (w/o attachments)
Christine Spagnoli, Esq. (w/o attachments)
Tom Dasse, Esq. (w/o attachments)
Allan Kam (w/o attachments)

18

FLORIDA TRAFFIC CRASH REPORT

LONG FORM SHORT FORM

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

DO NOT WRITE IN THIS SPACE

DATE OF CRASH 07 24 97	TIME OF CRASH 7:20 AM	TIME OFFICER NOTIFIED 7:29 AM	TIME OFFICER ARRIVED 7:46 AM	INVEST. AGENCY REPORT NUMBER 97-27-03620-14	HSV CRASH REPORT NUMBER 52282045
COUNTY / CITY CODE 14/00	FEET OR MILES 10	CITY OR TOWN Ocala		COUNTY Marion	
STREET, ROAD OR HIGHWAY Interstate 75 (SR 93)		OF INTERSECTION OF CR 484			

PLATE NO. 3 00	YEAR 90	MAKE Ford	TYPE / USE 02 01	VEH. LICENSE NUMBER FL 1FDJ234HILHB17745	VEHICLE IDENTIFICATION NUMBER	POINT OF IMPACT CIRCLE AREA OF DAMAGE 19
INSURANCE COMPANY (LIABILITY OR PIP) unknown		POLICY NUMBER unknown		VEHICLE REMOVED BY Clifford's 66		1 Tow Reason List 3 Driver 2 Tow Owner's Request 4 Other

DRIVER'S FULL NAME (Check if Driver) <input type="checkbox"/> Abraham		CURRENT ADDRESS (Number and Street)		CITY AND STATE		ZIP CODE
OWNER'S FULL NAME (Trailer or Towed Vehicle)		CURRENT ADDRESS (Number and Street)		CITY AND STATE		ZIP CODE

DRIVER (Exactly as on Driver License) / Pedestrian Taurino		CURRENT ADDRESS (Number and Street)		CITY & STATE / ZIP CODE		DATE OF BIRTH 08-11-66
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DRIVER LICENSE NUMBER	STATE FL	DL TYPE 5	REQ. END. 3	BAC TEST 1 Blood 2 Breath	3 Urine 4 Refused 5 None	RESULTS 1 pending	ALCOHOL / DRUG 6	PHYS. DEF. 1	RES. 2	RACE 3	SEX 1	HT. 5	S. EQUIP. 1	EJECT. 2
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HAZARDOUS MATERIALS BEING TRANSPORTED <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	PLACARDED <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	RECOMMEND RE-EXAM <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	DRIVER'S PHONE NO.
--	--	--	--------------------

PASSENGER'S NAME (Additional on Continuation Page) Jorge	CURRENT ADDRESS ve	CITY & STATE / ZIP	AGE 22	LOC. 3	HT. 4	S. EQUIP. 1	EJECT. 1
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VEHICLE TRAVELING <input checked="" type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W	ON	AI	EST. MPH 70	POSTED SPEED	EST. VEHICLE DAMAGE 1 Grazing 2 Functional 3 No Damage	EST. TRAILER DAMAGE \$
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INSURANCE COMPANY (LIABILITY OR PIP)		POLICY NUMBER		VEHICLE REMOVED BY:		1 Tow Reason List 3 Driver 2 Tow Owner's Request 4 Other
OWNER'S FULL NAME (Check if Driver)		CURRENT ADDRESS (Number and Street)		CITY AND STATE		ZIP CODE
OWNER'S FULL NAME (Trailer or Towed Vehicle)		CURRENT ADDRESS (Number and Street)		CITY AND STATE		ZIP CODE

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

DRIVER LICENSE NUMBER	STATE	DL TYPE	REQ. END.	BAC TEST	3 Urine 4 Refused 5 None	RESULTS	ALCOHOL / DRUG	PHYS. DEF.	RES.	RACE	SEX	HT.	S. EQUIP.	EJECT.
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HAZARDOUS MATERIALS BEING TRANSPORTED <input type="checkbox"/> Yes <input type="checkbox"/> No	PLACARDED <input type="checkbox"/> Yes <input type="checkbox"/> No	RECOMMEND RE-EXAM <input type="checkbox"/> Yes <input type="checkbox"/> No	DRIVER'S PHONE NO.
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PASSENGER'S NAME (Additional on Continuation Page)	CURRENT ADDRESS	CITY & STATE / ZIP	AGE	LOC.	HT.	S. EQUIP.	EJECT.
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VEHICLE TYPE	VEHICLE USE	TRAILER TYPE	RESIDENCE (Driver Only)	PHYSICAL DEFECTS	ALCOHOL / DRUG USE	LOCATION (in Vehicle)
Automobile	01 Private Transportation	01 Single Semi Trailer	1 Country of Origin	1 No Defects Known	1 Not Drinking or Using Drugs	1 Front Left
Commercial Van	02 Commercial Passengers	02 Tandem Semi Trailer	2 Elsewhere in State	2 Eyesight Defect	2 Alcohol - Under Influence	2 Front Center
Light Truck	03 Commercial Cargo	03 Tank Trailer	3 Non-Resident of State	3 Faulty Axle/ep	3 Drugs - Under Influence	3 Front Right
Truck (4 non-trail)	04 Public Transportation	04 Semi Trailer	4 Foreign	4 Steering Defect	4 Alcohol & Drugs - Under Influence	4 Rear Left
Truck (non-trail)	05 Public School Bus	05 Saddle Mount Flatbed	5 Unknown	5 Wheels	5 Had Been Drugged	5 Rear Center
Truck (non-trail)	06 Private School Bus	06 Box Trailer	OL TYPE	6 Seizure, Epilepsy, Blackout	6 Pending BAC Test Result	6 Rear Right
Truck (non-trail)	07 Ambulance	07 Utility Trailer	1 A 2 B 1 C	7 Other Physical Defect		7 in Body of Truck
Truck (non-trail)	08 Law Enforcement	08 House Trailer	4 0 1 Chauffeur			8 Bus Passengers
Truck (non-trail)	09 Fire/Rescue	09 Pole Trailer	5 0 1 Operator			9 EJECTED
Truck (non-trail)	10 Military	10 Towed Vehicle	6 0 1 Operator			1 No
Truck (non-trail)	11 Other Government	11 Other	7 None			2 Yes
Truck (non-trail)	12 Other		8 None			3 Partial

DRIVER ACTION 1 Phantom 2 Hit & Run 3 N/A		YEAR	MAKE	USE	VEH. LICENSE NUMBER	STATE	VEHICLE IDENTIFICATION	POINT OF IMPACT CIRCLE AREA OF DAMAGE						
TRAILER OR TOWED VEHICLE INFORMATION		TRAILER TYPE		EST. MPH		Posted Speed	EST. VEHICLE DAMAGE	EST. TRAILER DAMAGE						
VEHICLE TRAVELING		ON	AT	EST. MPH	Posted Speed	EST. VEHICLE DAMAGE	EST. TRAILER DAMAGE		1 Ectching 2 Functional 3 No Damage					
INSURANCE COMPANY (LIABILITY OR PIP)		POLICY NUMBER		VEHICLE REMOVED BY:		1 Tow Station List 2 Tow Owner's Request 3 Driver 4 Other								
DRIVER'S FULL NAME (Check if Driver)		CURRENT ADDRESS (Number and Street)		CITY AND STATE		ZIP CODE								
OWNER'S FULL NAME (Trailer or Towed Vehicle)		CURRENT ADDRESS (Number and Street)		CITY AND STATE		ZIP CODE								
DRIVER'S (Family or an Other License) / Profession		CURRENT ADDRESS (Number and Street)		CITY & STATE		ZIP CODE		DATE OF BIRTH						
DRIVER LICENSE NUMBER		STATE	DL TYPE	REC. DATE	DOT TEST	3 Vision 4 Restored 5 None	RESULTS	ALCOHOL / PHYS DEF	PSE	RACE	SEX	HT.	GL. EGGN.	HAIR
HAZARDOUS MATERIALS BEING TRANSPORTED		1 Yes 2 No	RECADED	1 Yes 2 No	RECOMMEND RELIEXAM	Yes 2 No	1 YES, Explain in Narrative	DRIVER'S PHONE NO.						
PASSENGER'S NAME (Notified on Continuation Page)		CURRENT ADDRESS		CITY & STATE / ZIP		AGE	LOC.	IND.	S. EQUIP.	E. SECT.				
PROPERTY DAMAGED - OTHER THAN VEHICLES		EST. AMOUNT	OWNER'S NAME		ADDRESS		CITY	STATE	ZIP					
PROPERTY DAMAGED - OTHER THAN VEHICLES		EST. AMOUNT	OWNER'S NAME		ADDRESS		CITY	STATE	ZIP					
CONTRIBUTING CAUSES - DRIVER/PIPED			VEHICLE DEFECT			VEHICLE MOVEMENT			VEHICLE SPECIAL FUNCTIONS					
01 No Inproper Driving / Action 02 Careless Driving 03 Failed to Yield Right-of-Way 04 Inproper Backing 05 Inproper Lane Change 06 Inproper Turn 07 Abn-on-Under Influence 08 Drugs-Under Influence 09 Abn-on & Drugs-Under Influence 10 Followed Too Closely 11 Disregarded Traffic Signal 12 Exceeded Safe Speed Limit 13 Disregarded Stop Sign 14 Failed to Maintain Equip./Vehicle 15 Inproper Passing 16 Onvnt Left of Center 17 Exceeded Stated Speed Limit 18 Obstructing Traffic 19 Inproper Load 20 Disregarded Other Traffic Control 21 Driving Wrong Side / Way 22 Fleeting Police 23 Vehicle Modified 77 All Other (Explain)			01 No Defects 02 Def. Brakes 03 Worn / Smooth Tires 04 Defective / Inproper Lights 05 Puncture / Blowout 06 Steering Mech. 07 Windshield Wipers 08 Equipment / Vehicle Defect 77 All Other (Explain in Narrative)			01 Straight Ahead 02 Slowing / Stopped / Stalled 03 Making Left Turn 04 Backing 05 Making Right Turn 06 Changing Lanes 07 Entering / Leaving Parking Space 08 Property Parked 09 Inproperly Parked 10 Making U-Turn			1 None 2 Farm 3 Police Pursuit 4 Recreational 5 Emergency Operation 6 Construction / Maintenance					
LOCATION ON ROADWAY			PEDESTRIAN ACTION			LOCATION TYPE								
1 On Road 2 Met On Road 3 Shoulder 4 Median 5 Turn Lane / Safety Zone			01 Crossing Not at Intersection 02 Crossing at Unmarked Crosswalk 03 Crossing at Intersection 04 Walking Along Road With Traffic 05 Walking Along Road Against Traffic 06 Working on Vehicle in Road			07 Other Working in Road 08 Standing / Playing in Road 09 Standing in Pedestrian Island 77 All Other (Explain) 88 Unknown			1 Primarily Business 2 Primarily Residential 3 Open Country					
FIRST / SUBSEQUENT HARMFUL EVENT						ROAD SYSTEM IDENTIFIER			LIGHTING CONDITION					
01 Collision With MV in Transport (Rear-end) 02 Collision With MV in Transport (Head-on) 03 Collision With MV in Transport (Angle) 04 Collision With MV in Transport (Left Turn) 05 Collision With MV in Transport (Right Turn) 06 Collision With MV in Transport (Sideswipe) 07 Collision With MV in Transport (Backed Into) 08 Collision With Parked Car 09 Collision With MV on Other Roadway 10 Collision With Pedestrian 11 Collision With Bicycle 12 Collision With Bicycle (Bike Lane) 13 Collision With Moped 14 Collision With Train 15 Collision With Animal 16 MV Hit Sign/Sign Post 17 MV Hit Utility Pole/Light Pole 18 MV Hit Guardrail 19 MV Hit Fence 20 MV Hit Concrete Barrier Wall 21 MV Hit Bridge/Pier/Abutment/Pile 22 MV Hit Tree/Structure 23 Collision With Construction Barricade/Sign 24 Collision With Traffic Gate 25 Collision With Crash Attenuator 26 Collision With Fixed Object Above Road 27 MV Hit Other Fixed Object 28 Collision With Movable Object On Road						01 Interstate 02 U.S. 03 State 04 County 05 Local 06 Turnpike/Toll 67 Forest Road 77 All Other			01 Daylight 02 Dusk 03 Dawn 04 Dark (Street Light) 05 Dark (No Street Light) 88 Unknown					
ROAD SURFACE / CONDITION						WEATHER			ROAD SURFACE TYPE					
01 Dry 02 Wet 03 Slippery 04 Icy 77 All Other (Explain)						01 Clear 02 Cloudy 03 Rain 04 Fog 77 All Other (Explain)			01 Slag / Gravel / Stone 02 Blacktop 03 Brick / Block 04 Concrete 05 Dirt 77 All Other (Explain)					
CONTRIBUTING CAUSES - ROAD		CONTRIBUTING CAUSES - ENVIRONMENT		TRAFFIC CONTROL		SITE LOCATION		TRAFFICWAY CHARACTER						
01 No Defects 02 Obstruction With / Without Warning 03 Road Under Repair / Construction 04 Loose Surface Materials 05 Shoulders - Soft / Low / High 06 Holes / Ruts / Unsealed Pavement Edge 07 Standing Water 08 Worn / Potholed Road Surface 77 All Other (Explain)		01 Vision Not Obscured 02 Inclement Weather 03 Parked / Stopped Vehicle 04 Trees / Crops / Buses 05 Load on Vehicle 06 Debris / Fixed Object 07 Signs / Billboards 08 Fog 09 Smoke 10 Glare 77 All Other (Explain)		01 No Control 02 School Zone 03 Traffic Signal 04 Stop Sign 05 Yield Sign 06 Flashing Light 07 Railroad Signal 08 Officer / Guard / Flagman 09 Posted No U-Turn 10 Special Speed Zone 11 No Passing Zone 77 All Other (Explain)		01 Not At Intersection / RR Xing / Bridge 02 At Intersection 03 Influenced By Intersection 04 Driveway Access 05 Railroad Crossing 06 Bridge 07 Entrance Ramp 08 Exit Ramp 09 Parking Lot - Public 10 Parking Lot - Private 11 Private Property 77 All Other (Explain)		1 Straight-Level 2 Straight-Upgrade / Downgrade 3 Curve-Left 4 Curve-Upgrade / Downgrade TYPE SHOULDER 1 Paved 2 Unpaved 3 Curb						
VIOLATOR	FL STATUTE NUMBER	NAME	CHARGE	CITATION #										

FLORIDA TRAFFIC CRASH REPORT

UPDATE CONTINUATION

DO NOT WRITE IN THIS SPACE

MAIL TO: DEPT. OF HIGHWAY SAFETY & MC TRAFFIC CRASH RECORDS
TALLAHASSEE, FLORIDA 32399-0600

COUNTY/CITY CODE 14/00	DATE OF CRASH 07-14-97	INVEST. AGENCY REPORT NUMBER 97-27-03620-14	HSR# CRASH REPORT NUMBER 52282045
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DRIVER ACTION 1 Position 2 Hi & Run 3 N/A	YEAR	MAKE	TYPE	USE	VEH. LICENSE NUMBER	STATE	VEHICLE IDENTIFICATION NUMBER	POINT OF IMPACT CIRCLE AREA OF DAMAGE							
TRAILER OR TOWED VEHICLE INFORMATION		TRAILER TYPE													
VEHICLE TRAVELING N S E W		ON	AI	Est. MPH	Posted Speed	EST. VEHICLE DAMAGE	1 Destructive 2 Functional 3 No Damage	EST. TRAILER DAMAGE	18 Undercarriage 19 Overturn 20 Windshield 21 Fire 22 Trailer						
INSURANCE COMPANY (LIABILITY OR PIP)				POLICY NUMBER		VEHICLE REMOVED BY:		1 Tow Station on List 2 Tow Owner's Request 3 Driver 4 Other							
OWNER'S FULL NAME (Check if Driver)				CURRENT ADDRESS (Number and Street)		CITY AND STATE		ZIP CODE							
OWNER'S FULL NAME (Trailer or Towed Vehicle)				CURRENT ADDRESS (Number and Street)		CITY AND STATE		ZIP CODE							
DRIVER (Exactly as on Driver License) / Pedestrian				CURRENT ADDRESS (Number and Street)		CITY & STATE / ZIP CODE		DATE OF BIRTH							
DRIVER LICENSE NUMBER		STATE	DR. TYPE	REG. END.	BAC TEST	3 Urine 1 Blood 2 Breath 4 Refused 5 None	RESULTS	AL/DRUG	PHYS. DEF.	RES	RACE	SEX	HAJ.	S. EQUIP.	EJECT
HAZARDOUS MATERIALS BEING TRANSPORTED		PLACARDED		RECOMMEND RE-EXAM		1 Yes 2 No		4 YES, Explain in Narrative		DRIVER'S PHONE NO.					
PASSENGER'S NAME (Additional on Continuation Page)				CURRENT ADDRESS		CITY & STATE / ZIP		AGE		LOC.	INJ.	S. EQUIP.	EJECT		

INVESTIGATOR - RANK AND SIGNATURE Trooper J.A. Hilliard <i>J.A. Hilliard</i>	ID/BADGE NUMBER 1409/472	DEPARTMENT Florida Highway Patrol	FHP <input checked="" type="checkbox"/>	SO <input type="checkbox"/>	CPD <input type="checkbox"/>	OTHER <input type="checkbox"/>
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1 PROPERTY DAMAGED - OTHER THAN VEHICLES	EST. AMOUNT \$	OWNER'S NAME	ADDRESS	CITY	STATE	ZIP
2 PROPERTY DAMAGED - OTHER THAN VEHICLES	EST. AMOUNT \$	OWNER'S NAME	ADDRESS	CITY	STATE	ZIP
3 PROPERTY DAMAGED - OTHER THAN VEHICLES	EST. AMOUNT \$	OWNER'S NAME	ADDRESS	CITY	STATE	ZIP
PROPERTY DAMAGED - OTHER THAN VEHICLES	EST. AMOUNT \$	OWNER'S NAME	ADDRESS	CITY	STATE	ZIP

CONTINUING CAUSES - DRIVER/PEP.		VEHICLE DEFECT		VEHICLE MOVEMENT		VEHICLE SPECIAL FUNCTIONS	
01 No Improper Driving / Action	<input type="checkbox"/>	01 No Defects	<input type="checkbox"/>	01 Straight Ahead	<input type="checkbox"/>	1 None	<input type="checkbox"/>
02 Careless Driving	<input type="checkbox"/>	02 Def. Brakes	<input type="checkbox"/>	02 Slowing / Stopped / Stalled	<input type="checkbox"/>	2 Police	<input type="checkbox"/>
03 Failed to Yield Right-of-Way	<input type="checkbox"/>	03 Worn / Smooth Tires	<input type="checkbox"/>	03 Making Left Turn	<input type="checkbox"/>	3 Police Present	<input type="checkbox"/>
04 Improper Backing	<input type="checkbox"/>	04 Defective / Improper Lights	<input type="checkbox"/>	04 Backing	<input type="checkbox"/>	4 Recreational	<input type="checkbox"/>
05 Improper Lane Change	<input type="checkbox"/>	05 Functional Blowout	<input type="checkbox"/>	05 Making Right Turn	<input type="checkbox"/>	5 Emergency Operation	<input type="checkbox"/>
06 Improper Turn	<input type="checkbox"/>	06 Steering Mech.	<input type="checkbox"/>	06 Changing Lanes	<input type="checkbox"/>	6 Construction / Maintenance	<input type="checkbox"/>
07 Alcohol/Under Influence	<input type="checkbox"/>	07 Windshield Wipers	<input type="checkbox"/>	07 Entering/Leaving Parking Space	<input type="checkbox"/>		
08 Drugs/Under Influence	<input type="checkbox"/>	08 Equipment/Vehicle Defect	<input type="checkbox"/>	08 Properly Parked	<input type="checkbox"/>		
09 Alcohol & Drugs/Under Influence	<input type="checkbox"/>	18 Accident Load	<input type="checkbox"/>	09 Improperly Parked	<input type="checkbox"/>		
10 Followed Too Closely	<input type="checkbox"/>	20 Deregistered Color Traffic Control	<input type="checkbox"/>	10 Making U-Turn	<input type="checkbox"/>		
11 Overpassed Traffic Signal	<input type="checkbox"/>	21 Driving Wrong Side / Way	<input type="checkbox"/>				
12 Exceeded Stat. Speed Limit	<input type="checkbox"/>	22 Fleeing Follower	<input type="checkbox"/>				
13 Unjustified Stop Sign	<input type="checkbox"/>	23 Vehicle Modified	<input type="checkbox"/>				
14 Failed to Maintain Equiv. Vehicle	<input type="checkbox"/>	27 All Other (Explain)	<input type="checkbox"/>				
15 Improper Passing	<input type="checkbox"/>						
16 Drive Left of Center	<input type="checkbox"/>						
17 Exceeded Stated Speed Limit	<input type="checkbox"/>						
18 Obstructing Traffic	<input type="checkbox"/>						

SEC.	PASS	Additional Passengers / Narrative									
		PASSENGER NAME	ADDRESS	CITY & STATE	ZIP	Age	Loc.	Inj.	Safety Equip.	Eject	
		Taurino	JOB 08-11-66 expired at the scene on 07-14-97 at 7:34 am and was pronounced by M. Murphy, Paramedic Rescue 24.								
		Juan	DOB 08-29-68 expired at Munroe Regional Medical Center on 07-14-97 at 8:48 am. Death pronounced by Dr J. Brooks, M.D..								

WITNESS - NAME	ADDRESS	CITY & STATE	ZIP
James			

WAS INVESTIGATION MADE AT SCENE?	1 Yes <input type="checkbox"/> 2 No - Where? <input type="checkbox"/>	IS INVESTIGATION COMPLETE?	1 Yes <input type="checkbox"/> 2 No - Why? <input type="checkbox"/>	DATE OF REPORT	PHOTOS TAKEN?	1 - Yes <input type="checkbox"/> 2 - No <input type="checkbox"/>	3 - Investigating Agency <input type="checkbox"/>	4 - Other <input type="checkbox"/>
ISOLATOR	FL STATUTE NUMBER	NAME	CHARGE	CITATION #				

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FLORIDA TRAFFIC CRASH REPORT

NARRATIVE / DIAGRAM

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

DO NOT WRITE IN THIS SPACE

EMS INFO FATALS ONLY	TIME EMS NOTIFIED 7:24	AM <input checked="" type="checkbox"/> PM <input type="checkbox"/>	TIME EMS ARRIVED 7:32	AM <input checked="" type="checkbox"/> PM <input type="checkbox"/>	COUNTY / CITY CODE 14/00	DATE OF CRASH 07-14-97	INVEST. AGENCY REPORT NUMBER 97-27-03620-14	HS&M CRASH REPORT NUMBER 522B2045
----------------------------	---------------------------	--	--------------------------	--	-----------------------------	---------------------------	--	--------------------------------------

NARRATIVE / ADDITIONAL PASSENGERS

Vehicle 2 was northbound on I-75 in the center lane of travel. As Driver 1 attempted to move to the inside lane, Vehicle 1's right rear tire lost it's tread. Driver 1 applied his brakes losing control of the vehicle. Vehicle 1 rotated counter-clockwise onto the grass median overturning and ejecting Driver 1. Vehicle 1 came to final rest within the median on it's left side facing southwest.

Vehicle Defect Code 77 - vehicle tire lost tread.

Photographs taken by Cpl G. Kline ID 557

Traffic Homicide Investigator Cpl W. Jackson ID 1215

Traffic Homicide Case Number FHP797-14-31

SEC.	PASS.	PASSENGER NAME	ADDRESS	CITY & STATE	ZIP	Age	Loc.	Ht	Salary Equip.	Eject
1	2	Franklin				20	9	4	1	1
1	3	Cipriano				24	9	4	1	1
1	4	Jose				29	9	4	1	1
1	5	Juan				29	9	5	1	1

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

WITNESS - NAME	ADDRESS	CITY & STATE	ZIP
1 Al			
WITNESS - NAME	ADDRESS	CITY & STATE	ZIP
2 Steve			

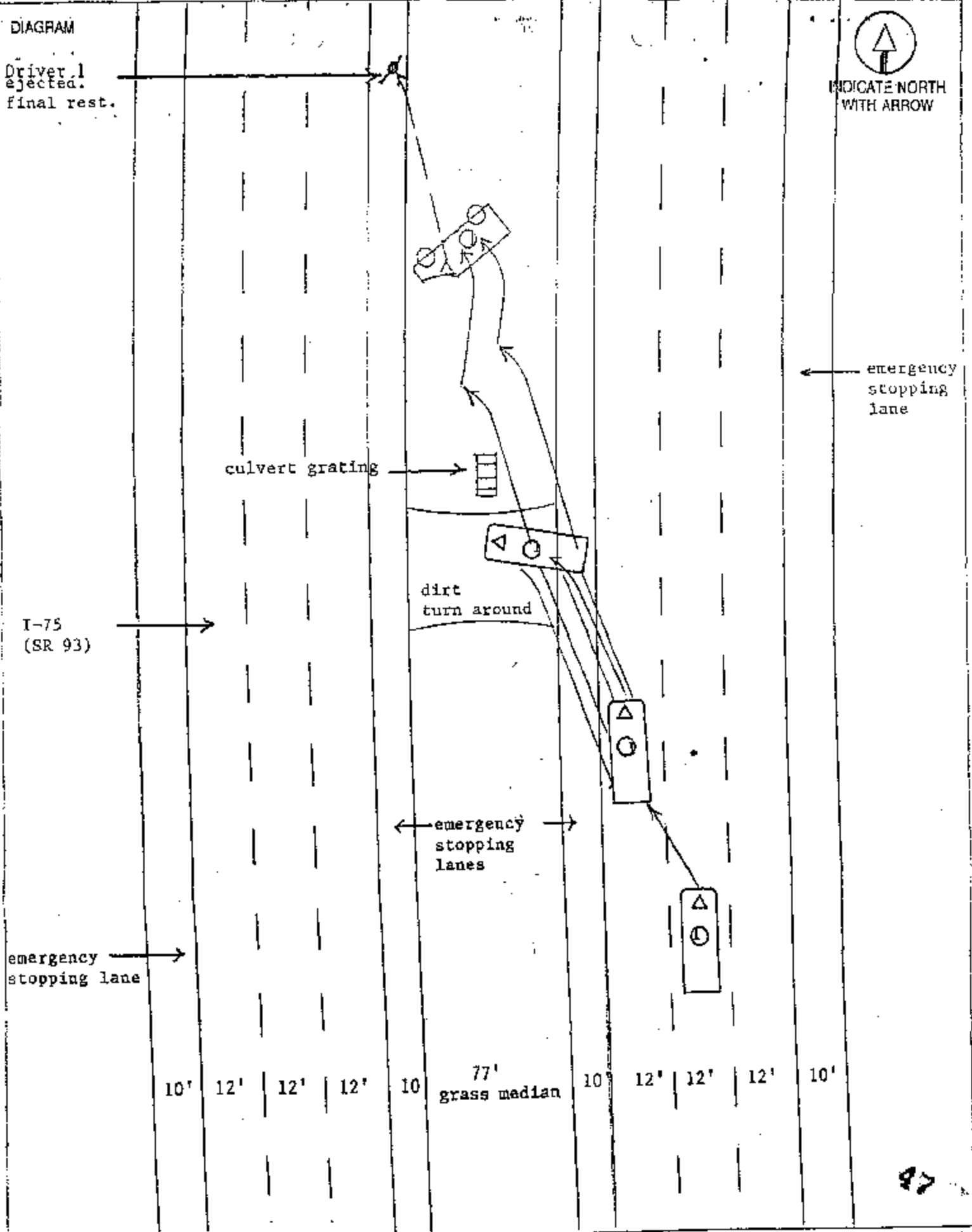
FIRST AID GIVEN BY - NAME MRMC EMS	1 Physician or Nurse 2 Paramedic or EMT 3 Police Officer	4 Certified 1st Aider 5 Other	INJURED TAKEN TO: Munroe Reg/Shand's	BY - NAME: ambulance/helicopter
WAS INVESTIGATION MADE AT SCENE? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	WHERE?	IS INVESTIGATION COMPLETE? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	WHY? <input checked="" type="checkbox"/> pend BAC	DATE OF REPORT 07/14/97
INVESTIGATOR - RANK & SIGNATURE Tpr. J.A. Hilliard <i>J.A. Hilliard</i>		ID / BADGE NUMBER 1409/472	DEPARTMENT Florida Highway Patrol	PHOTOS TAKEN? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
				\$ INVEST. AGENCY <input checked="" type="checkbox"/> OTHER <input type="checkbox"/>
				FPP <input checked="" type="checkbox"/> SO <input type="checkbox"/> CPD <input type="checkbox"/> OTHER <input type="checkbox"/>

DIAGRAM

Driver 1
ejected.
final rest.



INDICATE NORTH
WITH ARROW



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FLORIDA HIGHWAY PATROL

SUBJECT: TRAFFIC HOMICIDE INVESTIGATION RELEASE
CASE NO.: FHP 797-14-31
INVESTIGATOR: CORPORAL R.W. Jackson
Florida Highway Patrol

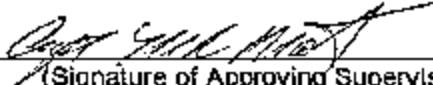
This is to certify that the above captioned case was reviewed by the Florida Highway Patrol and was determined to be a Class 2 Investigation. This investigation does not meet the Florida Highway Patrol's requirements for State Attorney review or release.

The Florida Highway Patrol will release the above captioned case as a public record in accordance with Florida Statutes.


(Signature of Reviewing Supervisor)

Lt. G.S. Vincent
(Reviewing Supervisor's Name - Typed/Printed)

08-05-97
(Date)


(Signature of Approving Supervisor)

Capt. M.R. Matz
(Approving Supervisor's Name - Typed/Printed)

8-7-97
(Date)

Case Number FHP 797-14-31

FLORIDA HIGHWAY PATROL



TRAFFIC HOMICIDE INVESTIGATION

PREPARED BY: Cpl. R.W. Jackson
Law Enforcement Investigator I

CASE NO. FHP 797-14-31

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	* _____	

Classification 2

Investigation Reviewed by: Lt. G.S. Vincent
Supervisor

G.S. Vincent
Date 8-5-97

Case Number FHP797-14-31

Page 3 50

INVESTIGATIVE REPORT

IDENTIFICATION

The crash occurred on Monday, July 14, 1997 at approximately 7:20 A.M.. The crash occurred on I-75 (SR-93), 1.5 miles south of the intersection of CR-484, 10 miles south of Ocala, Marion County, Florida. The crash involved one motor vehicle in an overturned type of collision. The crash resulted in two fatalities and four injuries.

VEHICLE: V-1

V-1 is a white 1990 Ford Econoline van. The vehicle displayed a current Florida tag of _____ and a vehicle identification number of 1FTJE34HILH817745. The registered owner is Abraham _____

Occupant: V-1: Driver: Taurino _____, _____, a 30 year old Hispanic male. Mr. _____ has a valid Florida class "E" Driver's License with the number of _____. The driver was familiar with the vehicle, route and the area. The occupant restraint device was not in use at the time of the crash.

Injury: Fatal. Mr. _____ was pronounced expired on 07-14-97 at 7:34 A.M. by Paramedic Mike Murphy. Mr. _____ was transported to the Medical Examiner's Office, 402 E. Dixie Avenue, Leesburg, Florida 34748.

Occupant: V-1: right front: Jorge _____, _____, a 22 year old Hispanic male. The occupant restraint device was not in use at the time of the crash.

Injury: Incapacitating. Mr. _____ was transported to Shands Medical Center, Williston Road, Gainesville, Florida 32608, by Shands Care helicopter.

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INVESTIGATIVE REPORT

Occupant: V-1: Rear: Franklin

, a 20 year old Hispanic male. There are no occupant restraint devices in the rear of V-1.

Injury: Incapacitating. Mr. was transported to Munroe Regional Medical Center, 131 S.E. 15th Street, Ocala, Florida 34470, by M.R.M.C. ambulance.

Occupant: V-1: Rear: Cipriano

, a 24 year old Hispanic male. There are no occupant restraint devices in the rear of V-1.

Injury: Incapacitating. Mr. a was transported to Munroe Regional Medical Center, 131 S.E. 15th Street, Ocala, Florida 34470, by M.R.M.C. ambulance.

Occupant: V-1: Rear: Jose

a 29 year old Hispanic male. There are no occupant restraint devices in the rear of V-1.

Injury: Incapacitating. Mr. was transported to Munroe Regional Medical Center, 131 S.E. 15th Street, Ocala, Florida 34470, by M.R.M.C. ambulance.

Occupant: V-1: Rear: Juan

a 29 year old Hispanic male. There are no occupant restraint devices in the rear of V-1.

Injury: Fatal. Mr. was transported to Munroe Regional Medical Center, 131 S.E. 15th Street, Ocala, Florida 34470, by M.R.M.C. ambulance.

Mr. was pronounced expired on 07-14-97 at 8:48 A.M. by Doctor Joël Brooks. Mr. was transported to the Medical Examiner's Office, 402 E. Dixie Avenue, Leesburg, Florida 34748.

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INVESTIGATIVE REPORT

NARRATIVE

D-1's trip started from . . . D-1 picked up his work crew in the Tampa area and was enroute to a job site in Gainesville, Florida.

I-75 (SR-93) is a 6 lane divided highway that transverses Marion County in a north/south direction. The north and southbound travel lanes are 12 feet wide. There are 10 feet wide inside and outside paved emergency lanes for north and southbound traffic. There is a grass crossover in the area of the crash. The grass median is 77 feet wide in the area of the crash. In the area of the crash, the roadway is curved with a 0% grade for north and southbound traffic. There is a 2% superelevation. The radius of the curve is 5000.125 feet. There are broken white center lines with reflectors separating the north and southbound lanes. There are solid yellow lines separating the north and southbound travel lanes from the inside paved emergency lanes. There are solid white lines separating the north and southbound travel lanes from the outside paved emergency lanes. There are rumble strips on the emergency shoulders for north and southbound traffic. The posted speed limit is 70 miles per hour. The crash occurred during the daytime hours. There were no environmental factors that contributed to the crash. There were no roadway defects or visual obstructions present at the crash site. V-1 was traveling north on I-75 (SR-93) in the center lane. V-1's right rear tire cap peeled off. D-1 swerved to the inside lane and applied brakes. The weight shift caused V-1's right rear tire to leave a yaw mark on the inside lane. V-1 continued to travel in a northwesterly direction. V-1's left front tire left a skid mark on the inside paved shoulder. V-1 rotated in a counter clockwise direction and continued to travel across the paved shoulder.

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INVESTIGATIVE REPORT

V-1 slid sideways on the grass crossover. V-1's right side tires dug into the grass crossover. V-1 overturned and landed on its roof. V-1 continued to overturn coming to final rest facing in a south westerly direction on its left side. D-1 was ejected from V-1. D-1 came to final rest on the southbound inside emergency shoulder.

D-1, Taurino [redacted], received fatal head and neck injuries. V-1's right front passenger, Jorge L. [redacted], received head injuries. V-1's rear passenger, Franklin [redacted], received multiple injuries. V-1's rear passenger, Cipriano [redacted], received multiple internal injuries. V-1's rear passenger, Jose [redacted], received multiple injuries. V-1's rear passenger, Juan [redacted], received fatal internal injuries.

Law Enforcement and medical personnel were summoned to the crash scene. Munroe Regional Medical Center Medic Unit was notified at 7:24 A.M. and arrived at 7:39 A.M.. Marion County Fire Department Station #24 was notified at 7:24 A.M. and arrived at 7:32 A.M.. Trooper J. Hilliard was notified at 7:29 A.M. and arrived at 7:46 A.M.. Corporal G.M. Kline was notified at 7:34 A.M. and arrived at 7:47 A.M.. I was notified of a traffic fatality at 7:34 A.M. and arrived at 7:52 A.M.. Upon my arrival, I photographed, measured and recorded all available physical evidence.

I established a zero point on the inside edge of I-75 (SR-93) northbound and the east lateral intersecting lines of a concrete culvert. The west northbound edge line was used as a reference line. All measurements were taken at 90 degree angles. The impact occurred on the grass median located 24 feet 6 inches north and 39 feet west of the zero point. V-1's right rear yaw mark started 204 feet south and 18 feet east of the zero point. V-1's left front skid mark started 150 feet south and 6 feet 6 inches east of the zero point.

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INVESTIGATIVE REPORT

V-1's left rear yaw mark started 116 feet south and 9 feet east of the zero point. V-1's right front yaw mark started 150 feet south and 12 feet east of the zero point. V-1 rotated in a counter clock wise direction. V-1's left front tire exited onto the grass crossover 102 feet south of the zero point on the reference line. V-1's right front tire and left rear tire exited onto the grass crossover 78 feet south of the zero point on the reference line. V-1's right rear tire exited onto the grass crossover 58 feet south of the zero point on the reference line. V-1 continued to slide sideways in a northwesterly direction on the grass crossover. V-1's right rear tire dug into the grass crossover 11 feet south and 19 feet west of the zero point. V-1's right front tire dug into the grass crossover 11 feet south and 28 feet west of the zero point. V-1 overturned 1/2 a turn and landed on its roof. V-1's roof struck the grass median 24 feet 6 inches north and 39 feet west of the zero point. V-1 continued to overturn. V-1 struck the grass median 58 feet north and 45 feet west of the zero point. V-1 continued to overturn. V-1 struck the grass median 70 feet north and 47 feet west of the zero point. V-1 and V-1's left front tire at final rest were 85 feet 7 inches north and 65 feet west of the zero point. V-1 and V-1's left rear tire at final rest were 91 feet 6 inches north and 56 feet west of the zero point. D-1 was ejected from V-1. P-1 came to final rest on his back facing east toward the grass median. D-1 at final rest was located 142 feet north and 81 feet west of the zero point.

I inspected V-1 on 07-14-97 at the crash site. The right front fender was pushed inward. The right side roof was pushed inward. The right rear tire was deflated from sliding on the grass crossover. The left front fender was pushed inward. The left side roof was pushed inward. The hood was pushed downward on both sides. The grill was broken. The dash was broken.

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INVESTIGATIVE REPORT

The left, right and rear doors were opened at impact with the grass median. The windshield was broken out. The side and rear glass were broken out. There were no mechanical defects found on V-1.

V-1 was removed from the scene by Cliffords 66 Towing, 5749 S.E. Abshier Blvd., Belleview, Florida 34420.

D-1, Taurino Mr. was pronounced expired on 07-14-97 at 7:34 A.M. by Paramedic Mike Murphy. Mr. was transported to the Medical Examiner's Office, 402 E. Dixie Avenue, Leesburg, Florida 34748.

V-1's right front passenger, Jorge

Mr. was not interviewed due to his injuries.

V-1's rear passenger, Franklin

was interviewed on 07-15-97. Mr. can testify to the events prior, during and after the crash.

V-1's rear passenger, Cipriano

Mr. was not interviewed due to his injuries.

V-1's rear passenger, Jose

was interviewed on 07-15-97. Mr. can testify to the events prior, during and after the crash.

There were several independent witnesses at the time of the crash. Witness Steve was interviewed on 07-14-97. Mr. can testify to the events prior, during and after the crash.

Witness, Albert

was interviewed on 07-14-97. Mr. can testify to the events prior, during and after the crash.

INVESTIGATIVE REPORT

Witness, Mike _____ was interviewed on 07-14-97. Mr. _____ can testify to the events during and after the crash.

Witness, James _____, was interviewed by mail. Mr. _____ can testify to the events prior, during and after the crash.

The autopsy performed on Taurino _____ by Dr. Laura S. Hair showed that Mr. _____ died of multiple head and neck injuries. Mr. _____'s blood alcohol and drug screen were negative.

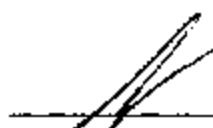
The autopsy performed on Juan _____ by Dr. Laura S. Hair showed that Mr. _____ died of blunt impact to the torso with a laceration to the liver. Mr. _____'s blood alcohol and drug screen were negative.

The cause analysis of the crash can be stated as follows: V-1 was traveling north on I-75 (SR-93) in the center lane. V-1's right rear tire cap peeled off. D-1 swerved to the inside lane and applied brakes. The weight shift caused V-1's right rear tire to leave a yaw mark on the inside lane. V-1 continued to travel in a northwesterly direction. V-1's left front tire left a skid mark on the inside paved shoulder. V-1 rotated in a counter clockwise direction and continued to travel across the paved shoulder. V-1 slid sideways on the grass crossover. V-1's right side tires dug into the grass crossover. V-1 overturned and landed on its roof. V-1 continued to overturn coming to final rest facing in a south westerly direction on its left side. D-1 was ejected from V-1. D-1 came to final rest on the southbound inside emergency shoulder.

The actions taken by D-1, Taurino _____, after the tire cap peeled off place him in violation of Florida State Statute 316.1925, careless driving

INVESTIGATIVE REPORT

and Florida State Statute 316.614, safety belt violation. V-1's right rear tire peeling and Mr. [redacted]'s careless driving led directly to the crash that caused his death, the death of Juan [redacted] and the injuries to Jorge [redacted], Franklin [redacted], Cipriano [redacted] and Jose [redacted].



Cpl. R.W. Jackson

Law Enforcement Investigator I

08-04-97

RECONSTRUCTION DIAGRAM

Drawn by: Cpl. R.W. Jackson

Measured by: Cpl. R.W. Jackson / Cpl. G.M. Kline

Date: 07-14-97 Time: 8:30 A.M.

Location: I-75 (SR-93), 10 miles south of Ocala in Marion County
Florida.

Grade: 0% Superlevation: 2%

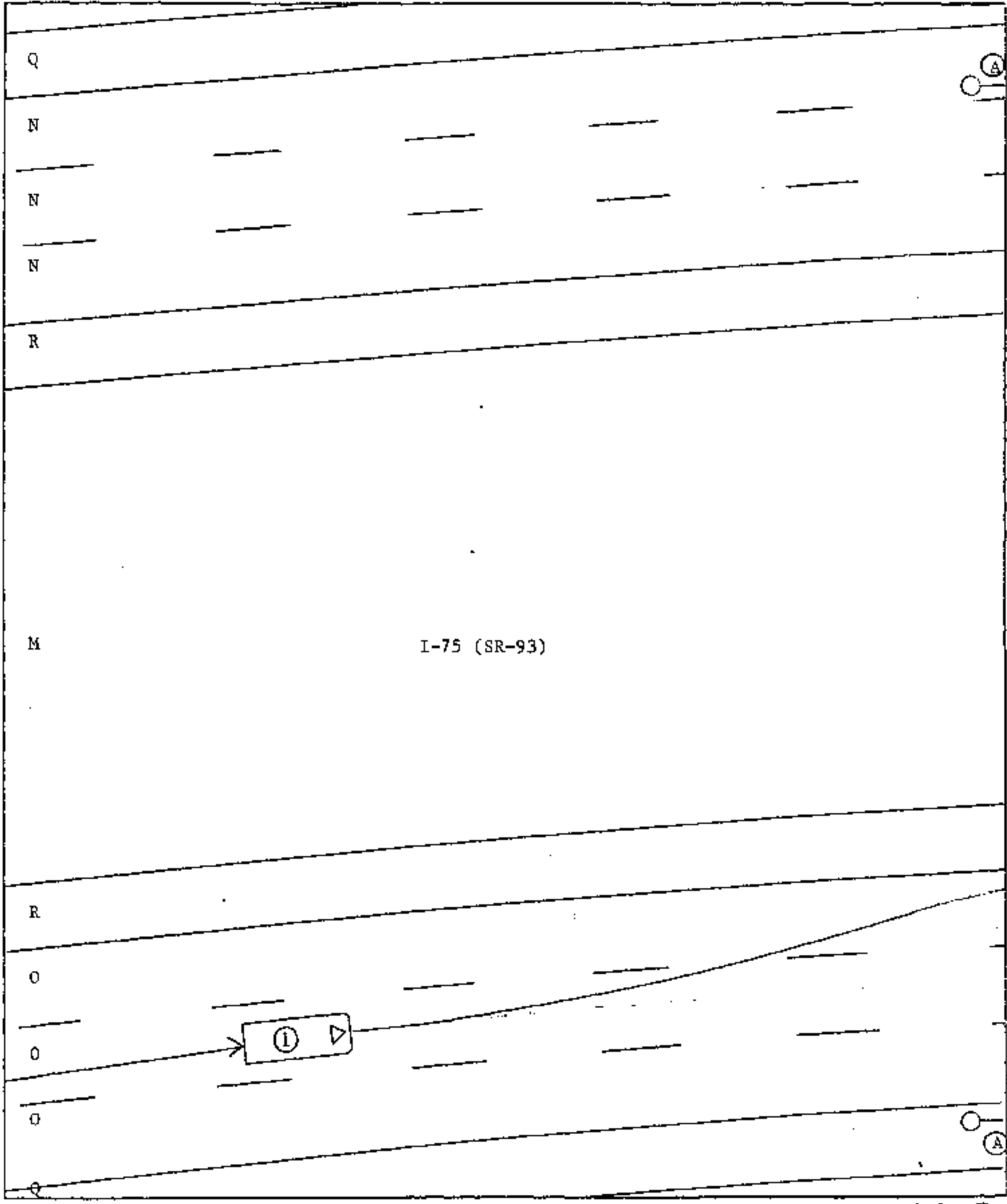
Diagram not to scale.

To complete diagram match lines A to match lines B, match lines C
to match lines D, match line E to match line F.

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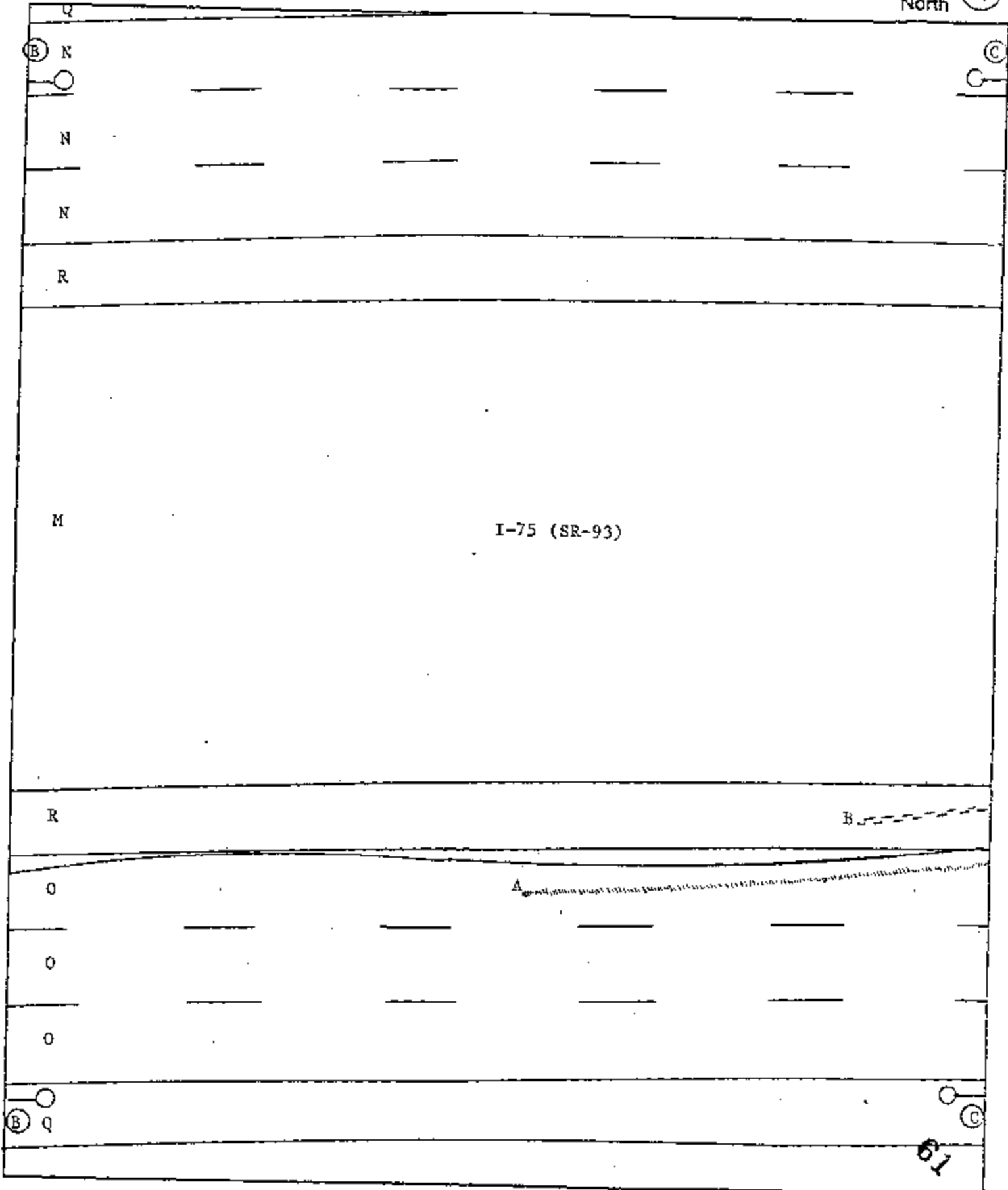
RECONSTRUCTION DIAGRA

North 



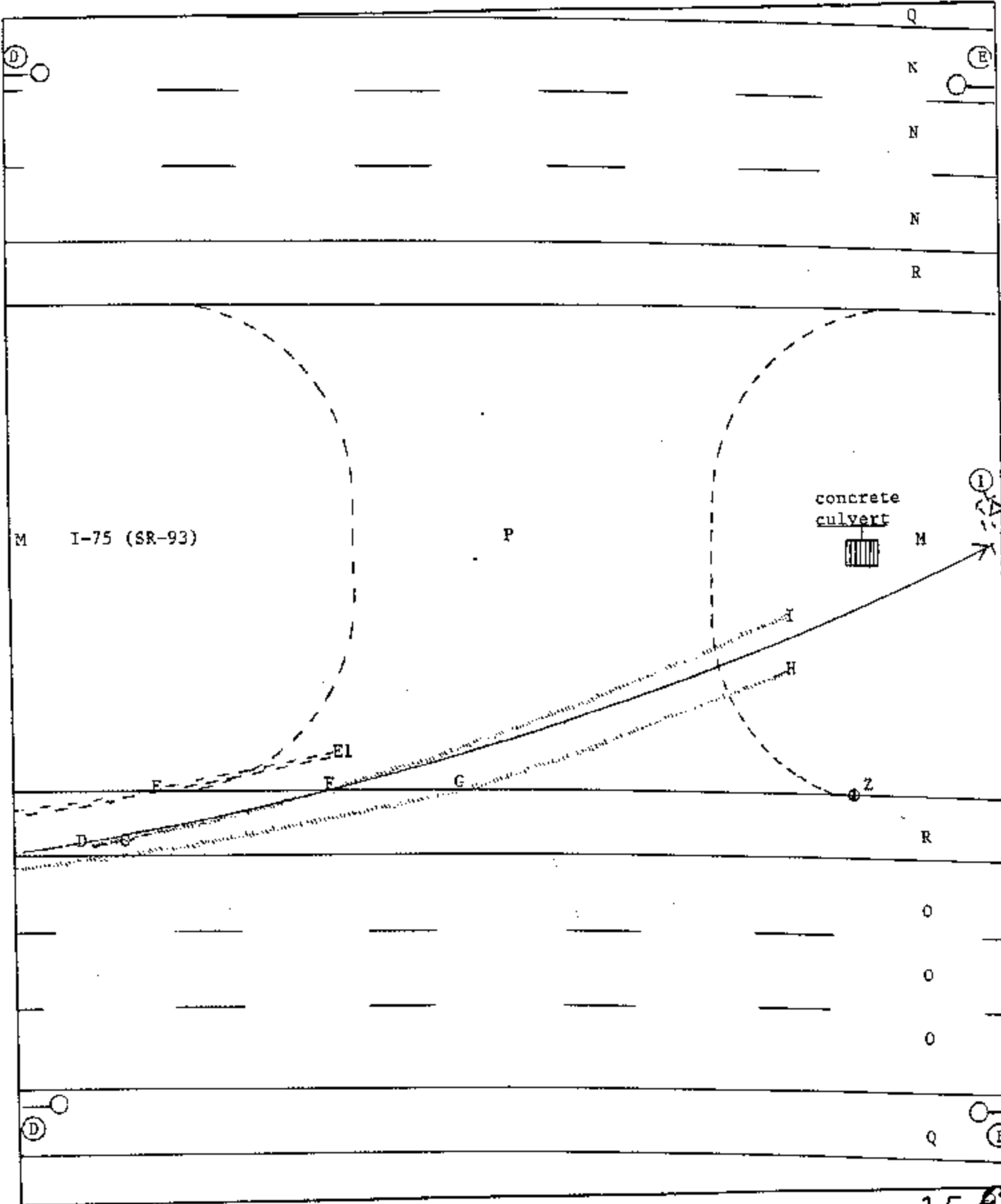
RECONSTRUCTION DIAGRAM

North



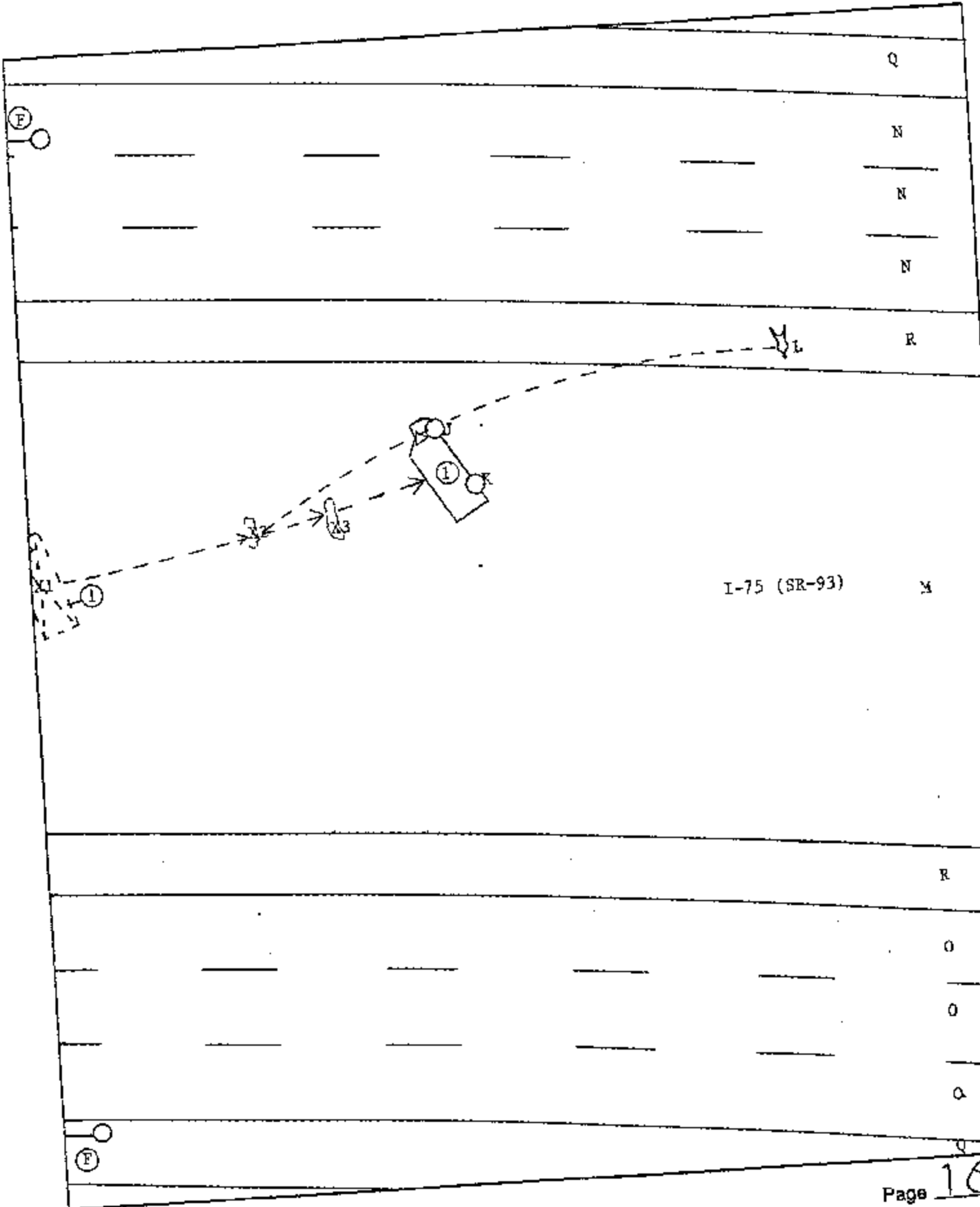
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RECONSTRUCTION DIAGRAM



HSMV 62703 (Rev. 1/89)

RECONSTRUCTION DIAGRAM



RECONSTRUCTION DIAGRAM

"LEGEND"

Zero Point is located on the northbound west edge line of I-75 (SR-93) at the east lateral intersecting line of a concrete culvert, 1.5 miles south of CR-484 and 10 miles south of Ocala in Marion County, Florida. The west northbound edge line is used as a reference line. All measurements are taken at 90 degree angles.

- Z to A - V-1's right rear yaw mark started 204 feet south and 18 feet east of the zero point.
- Z to B - V-1's left front skid mark started 150 feet south and 6 feet 6 inches east of the zero point.
- Z to C - V-1's left rear yaw mark started 116 feet south and 9 feet east of the zero point.
- Z to D - V-1's right front yaw mark started 155 feet south and 12 feet east of the zero point.
- Z to E - V-1's left front tire exited onto the grass crossover 102 south on the reference line.
- Z to E1- V-1's left front tire mark stopped 79 feet south and 6 feet west of the zero point.
- Z to F - V-1's right front and left rear tires exited onto the grass crossover 78 feet south on the reference line.
- Z to G - V-1's right rear tire exited onto the grass crossover 58 feet south on the reference line.

RECONSTRUCTION DIAGRAM

"LEGEND"

Continued

- Z to H - V-1's right rear tire dug into the grass crossover
11 feet south and 19 feet west of the zero point.
- Z to I - V-1's right front tire dug into the grass crossover
11 feet south and 28 feet west of the zero point.
- Z to X1- V-1's roof struck the grass median 24 feet 6 inches
north and 39 feet west of the zero point.
- Z to X2- V-1 struck the grass median 58 feet north and 45 feet
west of the zero point.
- Z to X3- V-1 struck the grass median 70 feet north and 47 feet
west of the zero point.
- Z to J - V-1 and V-1's left front tire at final rest were
located 85 feet 7 inches north and 65 feet west of the
zero point.
- Z to K - V-1 and V-1's left tire at final rest were located 91
feet 6 inches north and 56 feet west of the zero point.
- Z to L - D-1 at final rest was located 142 feet north and 81
feet west of the zero point.
- M - I-75 (SR-93) median strip 77 feet wide.
- O - I-75 (SR-93) northbound lanes 12 feet wide.
- N - I-75 (SR-93) southbound lanes 12 feet wide.
- P - I-75 (SR-93) grass crossover.
- Q - I-75 (SR-93) outside paved shoulder 10 feet wide.
- R - I-75 (SR-93) inside paved shoulder 10 feet wide.

RECONSTRUCTION DIAGRAM

"LEGEND"

Continued

S - I-75 (SR-93) west grass shoulder.

T - I-75 (SR-93) east grass shoulder.

Z - Zero Point

WITNESS LIST

Name CPL. R. W. Jackson Statement Yes No
Address 2528 N.E. Silver Springs Blvd., Ocala, Florida, 34440 Taped NO
Place of Employment Corporal
Florida Highway Patrol Troop G, Ocala, Florida, 34470
Phone Number: Home(352) 732-1260 Work (352) 732-1260
Can Testify To: Traffic Homicide Investigator

Name Tpr. J.A. Hilliard Statement Yes No
Address 2528 N.E. Silver Springs Blvd., Ocala, Florida, 34470 Taped NO
Place of Employment Trooper
Florida Highway Patrol Troop G, Ocala, Florida, 34470.
Phone Number: Home(352) 732-1260 Work (352) 732-1260
Can Testify To: Traffic Crash Investigator.

Name Lt. G.S. Vincent Statement Yes No
Address 2528 N.E. Silver Springs Blvd., Ocala, Florida 34470 Taped No
Place of Employment Lieutenant
Florida Highway Patrol Troop G, Ocala, Florida 34470
Phone Number: Home(352) 732-1260 Work (352) 732-1260
Can Testify To: Supervisor, reviewed investigation report.

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WITNESS LIST

Name Ray Staal Investigator Statement Yes No
Address 402 East Dixie Ave. Leesburg, Fl. 34748
Medical Examiner's Office
Place of Employment 402 East Dixie Ave. Leesburg, Fl. 34748
Phone Number: Home() N/A Work (352) 326-5961
Can Testify To: Medical Examiner's Investigator findings.

Name Dr. Laura S. Hair Statement Yes No
Address 402 East Dixie Ave. Leesburg, Fl. 34748
Medical Examiner's Office
Place of Employment 402 East Dixie Ave. Leesburg, Fl. 34748
Phone Number: Home() N/A Work (352) 326-5961
Can Testify To: Autopsy findings.

Name Dr. Michael I. Schaffer Statement Yes No
Address 801 East Dixie Ave. Leesburg, Fl. 34749
Smithkline Beecham Clinical Laboratories
Place of Employment 801 East Dixie Ave. Leesburg, Fl. 34749
Phone Number: Home() N/A Work (352) 787-9006
Can Testify To: Toxicology findings.

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WITNESS LIST

Name Steve (_____ Statement Yes No
Address _____ Taped Yes _____
Place of Employment _____
Phone Number: Home (_____ Work (_____
Can Testify To: Events prior, during and after the crash.

Name Albert (_____ Statement Yes No
Address _____ Taped Yes _____
Place of Employment _____
Phone Number: Home (_____ Work (_____
Can Testify To: Events prior, during and after the crash.

Name Mike (_____ Statement Yes No
Address _____ Taped Yes _____
Place of Employment _____
Phone Number: Home (_____ Work (_____
Can Testify To: During and after the crash.

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WITNESS LIST

Name Chris ' , John ' _____ Statement Yes No

Address _____

Place of Employment M.R.M.C. Ambulance Service
505 S.E. 1st Street, Ocala, Florida 34470

Phone Number: Home(352) 351-0641 Work (352) 351-0641

Can Testify To: Paramedic / EMT at the crash site.

Name Nancy Crews, V. Booth _____ Statement Yes No

Address 505 S.E. 1ST Street, Ocala, Florida 34470 Paramedic/EMT

Place of Employment M.R.M.C. Ambulance Service
505 S.E. 1st Street, Ocala, Florida 34470

Phone Number: Home(352) 351-0641 Work (352) 351-0641

Can Testify To: Paramedic / EMT at the crash site.

Name Cpl. G.M. Kline _____ Statement Yes No

Address 2528 N.E. Silver Springs Blvd., Ocala, Florida 34470 Taped No

Place of Employment Florida Highway Patrol
2528 N.E. Silver Springs Blvd., Ocala, Florida 34470

Phone Number: Home() _____ Work (352) 732-1260

Can Testify To: Assisted traffic homicide investigation.

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WITNESS LIST

Name Paramedic Mike Murphy Statement Yes No
Address 3230 S.E. Maricamp Road, Ocala Florida 34471 (Taped) No
Marion County Fire Department
Place of Employment 3230 S.E. Maricamp Road, Ocala, Florida 34471
Phone Number: Home(352) 694-6667 Work (352) 694-6667
Can Testify To: Paramedic at crash scene. Pronounced Taurino Vargas expired
on 07-14-97 at 7:34 A.M.

Name Dr. Joel Brooks Statement Yes No
Address 131 S.W. 15th Street, Ocala, Florida 34478 (Taped) No
Munroe Regional Medical Center
Place of Employment 131 S.W. 15th Street, Ocala, Florida 34478
Phone Number: Home(351) 351-7200 Work (352) 351-7200
Can Testify To: Pronounced Juan Francisco Rivas Pineda expired on 07-14-97
at 8:48 A.M.

Name Franklin Statement Yes No
Address _____ (Taped) No
Place of Employment _____
Phone Number: Home _____ Work _____
Can Testify To: Events prior during and after the crash. V-1's rear passenger,

WITNESS LIST

Name Cipriano Statement Yes No
Address _____ (Taped) No
Place of Employment _____
Phone Number: Home(_____ Work (_____
Can Testify To: The events prior, during and after crash. V-1's rear passenger.

Name Jose Statement Yes No
Address _____ (Taped) No
Place of Employment _____
Phone Number: Home(None Work (_____
Can Testify To: Events prior during and after crash. V-1's rear passenger.

Name Jorge Statement Yes No
Address _____ (Taped) No
Place of Employment _____
Phone Number: Home(_____ Work (_____
Can Testify To: Events prior, during and after crash. V-1's rear passenger.

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FLORIDA HIGHWAY PATROL

SWORN WITNESS INTERVIEW

I am Corporal R.W. Jackson of the Florida Highway Patrol conducting a criminal investigation.

This interview is being conducted at the crash site.

Today's date is 07-14-97. The time is 8:00 A.M. or P.M.

Persons present at this interview is _____
(if applicable).

The name of the person being interviewed is Steve.

This sworn interview is being taken in relation to FHP797-14-31.

At this time I will administer the oath.

OATH

This is a sworn, tape recorded interview taken by a law enforcement officer pursuant to section 117.10, F.S. Please raise your right hand. Do you swear or affirm that the statement you are about to give will be the truth, the whole truth, and nothing but the truth?

Yes, I so swear or affirm _____

(Signature of witness)

Please state your full name.

Please state your current address.

Please state your home phone number.

Please state your work phone number.

Please state your current occupation.

INTERVIEW

Time interview concluded 8:05 A.M. or P.M.

CERTIFICATION

The undersigned trooper acknowledges taking and being present during the foregoing interview. The interview was recorded on side A of tape 1 and marked by the name of witness, the T.H.I. case number FHP797-14-31. Date of interview 07-14-97. Initials of trooper taking statement. /s/R.W.J.

/s/ Corporal R.W. Jackson
(Signature of witness)

FHP797-14-31
(THI Case #)

HSMV 62751 (3/96)S

FHP797-14-31

FLORIDA HIGHWAY PATROL

SWORN WITNESS INTERVIEW

I am Corporal R.W. Jackson of the Florida Highway Patrol conducting a criminal investigation.

This interview is being conducted at the crash site.

Today's date is 07-14-97. The time is 8:08 (A.M.) or P.M.

Persons present at this interview is _____
(if applicable).

The name of the person being interviewed is Albert.

This sworn interview is being taken in relation to FHP797-14-31.

At this time I will administer the oath.

OATH

This is a sworn, tape recorded interview taken by a law enforcement officer pursuant to section 117.10, F.S. Please raise your right hand. Do you swear or affirm that the statement you are about to give will be the truth, the whole truth, and nothing but the truth?

Yes, I so swear or affirm _____
(Signature of witness)

- Please state your full name.
- Please state your current address.
- Please state your home phone number.
- Please state your work phone number.
- Please state your current occupation.

INTERVIEW

Time interview concluded 8:13 (A.M.) or P.M.

CERTIFICATION

The undersigned trooper acknowledges taking and being present during the foregoing interview. The interview was recorded on side A of tape 1 and marked by the name of witness, the T.H.I. case number FHP797-14-31. Date of interview 07-14-97. Initials of trooper taking statement. /s/R.W.J.

/s/ Corporal R.W. Jackson
(Signature of witness)

FHP797-14-31
(THI Case #)

HSMV 62751 (3/96)S

FHP797-14-31

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FLORIDA HIGHWAY PATROL

SWORN WITNESS INTERVIEW

I am Corporal R.W. Jackson of the Florida Highway Patrol conducting a criminal investigation.

This interview is being conducted at the crash site.

Today's date is 07-14-97. The time is 8:18 (A.M.) or P.M.

Persons present at this interview is _____
(if applicable).

The name of the person being interviewed is Mike

This sworn interview is being taken in relation to FHP797-14-31

At this time I will administer the oath.

OATH

This is a sworn, tape recorded interview taken by a law enforcement officer pursuant to section 117.10, F.S. Please raise your right hand. Do you swear or affirm that the statement you are about to give will be the truth, the whole truth, and nothing but the truth?

Yes, I so swear or affirm _____

(Signature of witness)

Please state your full name.

Please state your current address.

Please state your home phone number.

Please state your work phone number.

Please state your current occupation.

INTERVIEW

Time interview concluded 8:21 (A.M.) or P.M.

CERTIFICATION

The undersigned trooper acknowledges taking and being present during the foregoing interview. The interview was recorded on side A of tape 1 and marked by the name of witness, the T.H.I. case number FHP797-14-31. Date of interview 07-14-97. Initials of trooper taking statement./s/R.W.J.

/s/ Corporal R.W. Jackson
(Signature of witness)

FHP797-14-31
(THI Case #)

HSMV 62751 (3/96)S

FHP797-14-31

WITNESS INTERVIEW

Name	<u>James</u>	Date/Time	<u>07-14-96, 8:00 A.M.</u>
Address	<u></u>		
Place of Employment	<u>Retired</u>		
Phone Number(s): Home	<u>()</u>	Work	<u>() N/A</u>
Interview Conducted By:	<u>Mail</u>		

At approximately 8:00 AM, Monday, July 14, 1997, I was travelling north Interstate 75 about 10 miles south of Ocala. I passed three or four vehicles that were in the center lane by going over to the left lane. After I was about 100'-150' ahead of the lead vehicle I looked in the rear view mirror to verify(sic) it was clear to return to the center lane. At that time I observed a white van (I think it was a Ford Econoline 1980's ?) that I had just passed, swerve and lose control as it looked like it was pulling out from the center lane to pass also. The front end violently swerved toward the median, The van proceeded to roll over and then flip end over end stopping in the median center. I had been driving with the van for 1/2 hr and observing no erratic driving by the van during that period. Approxmates(sic) speed was that of the traffic flow-70-75 MPH.

Signature of Witness: _____

Witnessed By: _____

State of North Carolina
County of Brunswick

I, Josann A. Campanello, Notary Public for said County and State do hereby acknowledge that James L. Mercer, personally appeared before me this date and signed the attached witness report.

(SEAL)

This the 16th day of July, 1997

Josann A. Campanello
Notary Public

My commission expires 12.8.2001

CHEMICAL TEST INFORMATION

Name: Taurino V Alive Deceased

Test Offered: Breath Blood Urine Other N/A

Was Test Refused: Yes No

BREATH TEST INFORMATION

Test Requested By N/A

Test Given By: _____ Date _____ Time _____ a.m. p.m.

Location _____

Instrument _____

Results of Test _____

BLOOD TEST INFORMATION

Test Requested By Dr. Laura S. Hair

Blood Drawn By Dr. Laura S. Hair Title Medical Examiner

Date 07-14-97 Time 2:00 a.m. p.m. Location Medical

Analyzed by SmithKline Beecham Clinical Laboratories Leesburg, Florida
Examiners Office

Results of Test .00% - Blood Ethanol. Drug Screen-None detected.

CHAIN OF POSSESSION

Received From Possession retained by Medical Examiners Office.

By _____ Date _____ Time _____ a.m. p.m.

Received From _____

By _____ Date _____ Time _____ a.m. p.m.

Received From _____

By _____ Date _____ Time _____ a.m. p.m.

Received From _____

By _____ Date _____ Time _____ a.m. p.m.

ADDITIONAL COMMENTS

CHEMICAL TEST INFORMATION

Name: Juan F Alive Deceased

Test Offered: Breath Blood Urine Other N/A

Was Test Refused: Yes No

BREATH TEST INFORMATION

Test Requested By N/A

Test Given By: _____ Date _____ Time _____ a.m. p.m.

Location _____

Instrument _____

Results of Test _____

BLOOD TEST INFORMATION

Test Requested By Dr. Laura S. Hair

Blood Drawn By Dr. Laura S. Hair Title Medical Examiner

Date 07-15-97 Time 9:00 a.m. p.m. Location Medical

Examiners Office

Analyzed by SmithKline Beecham Clinical Laboratories Leesburg, Florida

Results of Test .00% - Blood Ethanol. Drug Screen-None detected.

CHAIN OF POSSESSION

Received From Possession retained by Medical Examiners Office.

By _____ Date _____ Time _____ a.m. p.m.

Received From _____

By _____ Date _____ Time _____ a.m. p.m.

Received From _____

By _____ Date _____ Time _____ a.m. p.m.

Received From _____

By _____ Date _____ Time _____ a.m. p.m.

ADDITIONAL COMMENTS

F. PROPERTY TAKEN INTO CUSTODY (PERSC)

Name Taurino

Date and Time Removed 07-14-97 8:20 XA.M. | |P.M. Where crash site

Removed By Investigator Ray Staal

Total Amount of Money \$1.41

Jewelry (Describe) 1-gold colored bracelet, 1-gold colored bracelet with red stone, 1-gold colored necklace, 1-gold colored ring, 1-gold colored ring with black/clear stones.

Purse (Describe) None

Wallet (Describe) 1-brown single fold wallet.

Other Valuables (Describe) 1 key ring with 11 keys, 1-key ring with 1 key, 1-Amoco credit card, 1-temporary resident card, 1-social security card, assorted papers and cards.

Custody By /s/ Cpl. G.M. Kline Witnessed Inventory /s/ Cpl. R.W. Jackson
(Signature) (Signature)

Property Released To /s/ Telephone No. _____
(Signature)

Address _____

Date Released 07-17-97 Time 1:50 | a.m. | X p.m.

PROPERTY TAKEN INTO CUSTODY (PERSONAL)

Name Jorge

Date and Time Removed 07-14-97 8:00 A.M. P.M. Where Crash Scene

Removed By Tpr. J.A. Hilliard

Total Amount of Money \$145.00

Jewelry (Describe) None

Purse (Describe) _____

Wallet (Describe) Black leather

Other Valuables (Describe) Miscellaneous papers, 1-1st National Bank card.

Custody By /s/ Cpl. R.W. Jackson Witnessed Inventory /s/ Cpl. G.M. Kline
(Signature) (Signature)

Property Released To /s/ Irene Telephone No. _____
(Signature)

Address _____

Date Released 07-20-97 Time 10:00 a.m. p.m.

PROPERTY TAKEN INTO CUSTODY (PERSONAL)

Name Franklin

Date and Time Removed 07-14-97 UK A.M. P.M. Where Munroe Regional Medical Center Ocala, Florida

Removed By M.R.M.C. Emergency Room
131 S.W. 15 St., Ocala, Fl. 34470

Total Amount of Money N/A

Jewelry (Describe) N/A

Purse (Describe) N/A

Wallet (Describe) N/A

Other Valuables (Describe) N/A

Custody By _____ Witnessed Inventory _____
(Signature) (Signature)

Property Released To _____ Telephone No. () _____
(Signature)

Address _____

Date Released _____ Time _____ | a.m. | p.m.

PROPERTY TAKEN INTO CUSTODY (PERSONAL)

Name Cipriano /

Date and Time Removed 07-14-97 UK A.M. P.M. Where Munroe Regional
Medical Center Ocala, Florida

Removed By M.R.M.C. Emergency Room
131 S.W. 15 St.. Ocala, Fl. 34470

Total Amount of Money N/A

Jewelry (Describe) N/A

Purse (Describe) N/A

Wallet (Describe) N/A

Other Valuables (Describe) N/A

Custody By _____ Witnessed Inventory _____
(Signature) (Signature)

Property Released To _____ Telephone No. () _____
(Signature)

Address _____

Date Released _____ Time _____ | a.m. p.m.

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PROPERTY TAKEN INTO CUSTODY (PERSONAL)

Name Jose

Date and Time Removed 07-14-97 UK | | A.M. | | P.M. Where Munroe Regional Medical Center Ocala, Florida

Removed By M.R.M.C. Emergency Room

131 S.W. 15 St.. Ocala, Fl. 34470

Total Amount of Money N/A

Jewelry (Describe) N/A

Purse (Describe) N/A

Wallet (Describe) N/A

Other Valuables (Describe) N/A

Custody By _____ Witnessed Inventory _____
(Signature) (Signature)

Property Released To _____ Telephone No.() _____
(Signature)

Address _____

Date Released _____ Time _____ | | a.m. | | p.m.

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PROPERTY TAKEN INTO CUSTODY (PERSONAL)

Name Juan F

Date and Time Removed 07-14-97 UK A.M. P.M. Where Munroe Regional
Medical Center Ocala, Florida

Removed By M.R.M.C. Emergency Room
131 S.W. 15 St.. Ocala, Fl. 34470

Total Amount of Money N/A

Jewelry (Describe) N/A

Purse (Describe) N/A

Wallet (Describe) N/A

Other Valuables (Describe) N/A

Custody By _____ Witnessed Inventory _____
(Signature) (Signature)

Property Released To _____ Telephone No. () _____
(Signature)

Address _____

Date Released _____ Time _____ | a.m. | p.m.

(VEHICLE)

Year and Make _____ Model _____ Type _____

Color(s) _____ Tag No. _____ State _____

Accessories:	_____ No. of Tires	_____ Seat Belts
	_____ No. of Hubcaps	_____ Tools
	_____ Radio	_____ Clock
	_____ Rearview Mirror	_____ Trailer Hitch
	_____ Side View Mirror	_____ Heater
	_____ Horn(s)	_____ Air Conditioner
	_____ Spotlight	_____ Fog Lights
	_____ CB Radio	_____ Other Lights
	_____ Tape Player	_____ Tools (jack, etc.)

Other Property (Describe) _____

"VEHICLE NOT TAKEN INTO CUSTODY"

Vehicle processed at Scene and released to

Cliffords 66 Towing, 5749 S.E. Abshier Blvd.,

Belleview, Florida 34420

We certify that the above vehicle/property inventory is correct to the best of our knowledge.

Trooper _____ Wrecker Driver _____

Date/Time Inventoried _____ Location _____

Vehicle Towed To _____
(Name) (Address)

Hold On Vehicle: Yes No If yes, why? _____

Released By _____ Date/Time _____

Released To _____ Date/Time _____

Case Number FHP797-14-31

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STATE OF FLORIDA
 DEPARTMENT OF HIGHWAY SAFETY AND MOTOR VEHICLES
 DIVISION OF DRIVER LICENSES - TRANSCRIPT OF DRIVER RECORD

PIN#1: 01-11-93 NIBL OR NACTN: JGT SEX: M SUPP: M SSN: 305 11 07 SOCIAL SECURITY NUMBER: 305 11 07
 ADDRESS: 2611 22nd St NW DATE OF BIRTH: 08-11-1972 DRIVER EDUCATION: DRIVER LICENSE NUMBER: 01-22-1600
 CLASS: DRUG USE ON EXPIRATION RESTRICTIONS: EXP. DATE: 01-22-93 PIN#1 STATE AND DRIVER LICENSE NUMBER: 01-22-1600
 YEARS: 1 MONTH: 1 DAYS: 1 SPECIAL PERMITS: DATE OF ISSUE: 01-15-93 PIN#1 STATE AND DRIVER LICENSE NUMBER: 01-22-1600
 CURRENT BATCH:

BIRTH DATE: 08-11-1972 SEX: M SOCIAL SECURITY NUMBER: 305 11 07
 DRIVER EDUCATION: DRIVER LICENSE NUMBER: 01-22-1600
 DATE OF ISSUE: 01-15-93

OFFENSE EFFECTIVE DATE	COMPLETION DATE	REMOVAL SUBJECT ORN	DEPARTMENT FROM COUNTY/STATE	CITY	COUNTY	CHARGE	DESCRIPTION	DOCKET OR TICKET NUMBER	DEPT USE ONLY BATCH
05-04-90	08-21-90		HILLSBORGH FL	INHPA		DRUG USE WHILE DRIVING	DRUG USE WHILE DRIVING	011703120	01221600
05-15-93	08-02-93		HILLSBORGH FL			DRIVING UNDER THE INFLUENCE OF AN ALCOHOLIC BEVERAGE	DRIVING UNDER THE INFLUENCE OF AN ALCOHOLIC BEVERAGE	011703120	01221600
05-15-93	08-02-93		HILLSBORGH FL			DRIVING UNDER THE INFLUENCE OF AN ALCOHOLIC BEVERAGE	DRIVING UNDER THE INFLUENCE OF AN ALCOHOLIC BEVERAGE	011703120	01221600
05-15-93	08-02-93		HILLSBORGH FL			DRIVING UNDER THE INFLUENCE OF AN ALCOHOLIC BEVERAGE	DRIVING UNDER THE INFLUENCE OF AN ALCOHOLIC BEVERAGE	011703120	01221600
05-15-93	08-02-93		HILLSBORGH FL			DRIVING UNDER THE INFLUENCE OF AN ALCOHOLIC BEVERAGE	DRIVING UNDER THE INFLUENCE OF AN ALCOHOLIC BEVERAGE	011703120	01221600
05-15-93	08-02-93		HILLSBORGH FL			DRIVING UNDER THE INFLUENCE OF AN ALCOHOLIC BEVERAGE	DRIVING UNDER THE INFLUENCE OF AN ALCOHOLIC BEVERAGE	011703120	01221600
05-15-93	08-02-93		HILLSBORGH FL			DRIVING UNDER THE INFLUENCE OF AN ALCOHOLIC BEVERAGE	DRIVING UNDER THE INFLUENCE OF AN ALCOHOLIC BEVERAGE	011703120	01221600
05-15-93	08-02-93		HILLSBORGH FL			DRIVING UNDER THE INFLUENCE OF AN ALCOHOLIC BEVERAGE	DRIVING UNDER THE INFLUENCE OF AN ALCOHOLIC BEVERAGE	011703120	01221600

I hereby certify that the information furnished above is true and correct.
 Director

NOTE: SOME LICENSES ISSUED BY THE STATE OF FLORIDA ARE VALID IN FLORIDA ONLY.
 THIS RESULTS FROM APPLICANT RETAINING A VALID LICENSE FROM ANOTHER JURISDICTION.
 THIS VIOLATION CANNOT BE USED TO SUBSTANTIATE AN OUT-OF-STATE VIOLATION.

**CERTIFICATE OF DEATH
FLORIDA**

FE OR
ST IN
WARRANT
OR INK

LOCAL FILE NO. 1480

DECEDENT	1 DECEDENT'S NAME FIRST: <u>Taurino</u> MIDDLE: _____ LAST: <u>Vargas</u>				2 SEX <u>Male</u>	
	3 DATE OF DEATH (Month, Day, Year) <u>July 14, 1997</u>		4 SOCIAL SECURITY NUMBER		5a AGE Last Birthday (Years) <u>30</u>	
	6 DATE OF BIRTH (Month, Day, Year) <u>August 11, 1966</u>		7 BIRTHPLACE (City and State or Foreign Country) <u>Mexico</u>		5b UNDER: YEAR MONTHS _____ DAYS _____	
	8 WAS DECEDENT EVER IN U.S. ARMED FORCES? (Yes or No) <u>No</u>		5c UNDER: DAY _____ HOURS _____ MINUTES _____		9a INSIDE CITY LIMITS? (Yes or No) <u>No</u>	
PARENTS	9a PLACE OF DEATH (Check only one - see instructions on other side) HOSPITAL: _____ Incident _____ ER/Outpatient _____ DOA _____ OTHER: _____ Nursing Home _____ Residence <u>XX</u> _____ (Specify) <u>Road</u>					
	9b FACILITY NAME (If not institution, give street and number) <u>I-75, Approx. 12 miles South of SR 200</u>			9c CITY, TOWN, OR LOCATION OF DEATH <u>Ocala</u>		9d COUNTY OF DEATH <u>Marion</u>
	10a DECEDENT'S USUAL OCCUPATION <u>Carpenter</u>		10b KIND OF BUSINESS/INDUSTRY <u>Construction</u>		11 MARITAL STATUS - Married, Never Married, Widowed, Divorced (Specify): <u>Married</u>	
	12 SURVIVING SPOUSE (If wife, give maiden name) <u>Norma E. Oolivera</u>					
DISPOSITION	13a RESIDENCE - STATE <u>Florida</u>		13b COUNTY <u>Hillsborough</u>		13c CITY, TOWN, OR LOCATION <u>Tampa</u>	
	13d STREET AND NUMBER					
	14a INSIDE CITY LIMITS? (Yes or No) <u>No</u>	14b ZIP CODE <u>33634</u>	14 WAS DECEDENT OF HISPANIC OR HAITIAN ORIGIN? (Specify No or Yes - If yes, specify Mexican, Cuban, Mexican, Puerto Rican, etc.): <u>Mexican</u>		15 RACE - American Indian, Black, White, etc. Specify: <u>White</u>	
	16 DECEDENT'S EDUCATION (Specify only highest grade completed): Elementary/Secondary: <u>6</u> College: _____					
CERTIFIER	17 FATHER'S NAME (First, Middle, Last) _____			18 MOTHER'S NAME (First, Middle, Maiden Surname) _____		
	19a INFORMANT'S NAME (Type or Print) _____			19b MAILING ADDRESS (Street and Number or Rural Route Number, City or Town, State, Zip Code) _____		
	20a METHOD OF DISPOSITION <input checked="" type="checkbox"/> Burial <input type="checkbox"/> Cremation <input type="checkbox"/> Removal from State <input type="checkbox"/> Donation <input type="checkbox"/> Other (Specify): _____		20b PLACE OF DISPOSITION (Name of cemetery, crematory, or other place) <u>Sunset Memory Gardens</u>		20c LOCATION - City or Town, State <u>Thonotosassa, Florida</u>	
	21a SIGNATURE OF FUNERAL SERVICE LICENSEE OR PERSON ACTING AS SUCH <i>[Signature]</i>		21b LICENSE NUMBER (If license) <u>FE#27555</u>		21c NAME AND ADDRESS OF FACILITY <u>Gonzalez Funeral Home 7209 N. Dale Mabry Hwy., Tampa, FL 33614</u>	
CAUSE OF DEATH BY CERTIFIER	22a To the best of my knowledge, on the date and place and due to the cause(s) as stated: (Signature and Title) <i>[Signature]</i>		22b DATE SIGNED (Mo., Day, Yr.) _____		22c HOUR OF DEATH <u>Approx. 7:34 A.M.</u>	
	22d NAME OF ATTENDING PHYSICIAN IF OTHER THAN CERTIFIER (Type or Print) _____		23a On the basis of examination and/or investigation, in my opinion death occurred at the time, date and place and due to the cause(s) and manner as stated: (Signature and Title) <i>[Signature]</i>			
	23b DATE SIGNED (Mo., Day, Yr.) <u>July 14, 1997</u>		23c HOUR OF DEATH <u>Approx. 7:34 A.M.</u>		23d MEDICAL EXAMINER'S CASE # <u>97-05-00978</u>	
	24 NAME AND ADDRESS OF CERTIFIER (PHYSICIAN, MEDICAL EXAMINER) (Type or Print) <u>Laura S. Hair, M.D. 402A E. Dixie Avenue Leesburg, FL 34748</u>					
25a SUBREGISTRAR - SIGNATURE AND DATE <i>[Signature]</i> <u>7-18-97</u>			25b LOCAL REGISTRAR - SIGNATURE <i>[Signature]</i>		25c DATE REGISTERED <u>JUL 23 1997</u>	
26 PART I: Enter the disease, injuries, or complications that caused the death. Do not enter the mode of dying, such as cardiac or respiratory arrest, shock, or heart failure. List only one cause on each line. IMMEDIATE CAUSE (Final disease or condition resulting in death) → <u>Blunt impact to head and neck with craniocervical dislocation</u> Sequentially list conditions, if any, leading to immediate cause. Enter UNDERLYING CAUSE (Disease or injury that initiated events resulting in death) LAST. _____ _____ _____ _____ PART II: Other significant conditions contributing to death but not resulting in the underlying cause given in Part I. _____ _____ _____						
27a WAS AN AUTOPSY PERFORMED? (Yes or No) <u>-Yes</u>		27b WERE ALTOPSY FINDINGS USED TO COMPLETE CAUSE OF DEATH? (Yes or No) <u>Yes</u>		28 CASE REFERRED TO MEDICAL EXAMINER? (Yes or No) <u>Yes</u>		
29 ♀ FEMALE: WAS THERE A PREGNANCY IN THE PAST 3 MONTHS? - YES - NO		30a IF SURGERY IS MENTIONED IN PART I OR II ENTER CONDITION FOR WHICH IT WAS PERFORMED		30b DATE OF SURGERY (Mo., Day, Yr.)		
31 PROBABLE MANNER OF DEATH (Specify): Natural, accident, suicide, homicide or undetermined. <u>Accident</u>		32a DATE OF INJURY (Month, Day, Year) <u>July 14, 1997</u>	32b TIME OF INJURY (Approx.) <u>7:25 A.M.</u>	32c INJURY AT WORK? (Yes or No) <u>No</u>	32d DESCRIBE HOW INJURY OCCURRED <u>Motor Vehicle Accident - Driver</u>	
32e PLACE OF INJURY - At home, farm, street, factory, etc. (Specify) <u>Road</u>		32f LOCATION (Street and Number or Rural Route Number, City or Town, State) <u>I-75, approx. 12 miles South of SR 200, Ocala, FL</u>				

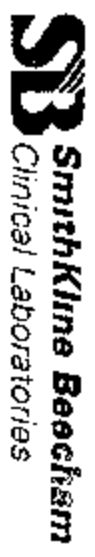
Form 512
3 (Previous
4 Obsolete)

CERTIFICATE OF DEATH
FLORIDA

LOCAL FILE NO. 1450

1. DECEDENT'S NAME	FIRST Juan		MIDDLE Francisco		LAST Rivas Pineda		2. SEX Male	
3. DATE OF DEATH (Month, Day, Year) July 14, 1997			4. SOCIAL SECURITY NUMBER None		5a. AGE, ^{app} Birthdays (years) 28		5b. UNDER 1 YEAR Months Days	
6. DATE OF BIRTH (Month, Day, Year) August 29, 1968			7. BIRTH-PLACE (City and State or Foreign Country) El Salvador			8. WAS DECEDENT EVER IN U.S. ARMED FORCES? (Yes or No) No		
9a. PLACE OF DEATH (Check only one - see instructions on other side) HOSPITAL: <input type="checkbox"/> Inpatient <input checked="" type="checkbox"/> ER/Outpatient <input type="checkbox"/> DDA <input type="checkbox"/> OTHER <input type="checkbox"/> Nursing Home <input type="checkbox"/> Residence <input type="checkbox"/> Other (Specify)							9b. INSIDE CITY LIMITS? (Yes or No) Yes	
9c. FACILITY NAME (If not institution, give street and number) Munroe Regional Medical Center				9d. CITY, TOWN, OR LOCATION OF DEATH Ocala		9e. COUNTY OF DEATH Marion		
10a. DECEDENT'S USUAL OCCUPATION Laborer		10c. KIND OF BUSINESS/INDUSTRY Construction		11. MARITAL STATUS - Married, Never Married, Widowed, Divorced (Specify) Never Married		12. SURVIVING SPOUSE (If wife, give maiden name)		
13a. RESIDENCE - STATE Florida		13b. COUNTY Hillsborough		13c. CITY, TOWN, OR LOCATION Tampa		13d. STREET AND NUMBER		
13a. INSIDE CITY (CENSUS)? (Yes or No) No		13i. ZIP CODE 33615		14. WAS DECEDENT OF HISPANIC OR HAITIAN ORIGIN? (Specify No or Yes - If yes, specify Haitian, Cuban, Mexican, Puerto Rican, etc.) - No <input checked="" type="checkbox"/> Yes Specify: Salvadorean		15. RACE - American Indian, Black, White, etc. Specify. White		16. DECEDENT'S EDUCATION (Specify only highest grade completed) Elementary/Secondary 9 College 11-12 -
17. FATHER'S NAME (First, Middle, Last) vas				18. MOTHER'S NAME (First, Middle, Maiden Surname)				
19a. INFORMANT'S NAME (Type/Print)				19b. MAILING ADDRESS (Street and Number or Rural Route Number; City or Town, State, Zip Code)				
20a. METHOD OF DISPOSITION <input type="checkbox"/> Burial <input type="checkbox"/> Cremation <input checked="" type="checkbox"/> Removal from State <input type="checkbox"/> Donation <input type="checkbox"/> Other (Specify)			20b. PLACE OF DISPOSITION (Name of cemetery, crematory, or other place) El Cementerio Viejo			20c. LOCATION - City or Town, State Via Victoria, EL Salvador		
21a. SIGNATURE OF FUNERAL SERVICE LICENSEE OR PERSON ACTING AS SUCH <i>Jules Gonzalez, R.P.</i>			21b. LICENSE NUMBER (of Licensee) FE#2755		21c. NAME AND ADDRESS OF FACILITY Gonzalez Funeral Home 7209 N. Dale Mabry Hwy., Tampa, FL 33614			
22a. To the best of my knowledge, death occurred at the time, date and place and due to the cause(s) as stated (Signature and Title) <i>Laura S. Hair, M.D.</i>			22b. DATE SIGNED (Mo., Day, Yr.)		22c. HOUR OF DEATH M		23a. On the basis of examination and/or investigation, in my opinion, death occurred at the time, date and place and due to the causes, and meaning as stated (Signature and Title) <i>Laura S. Hair</i>	
22b. DATE SIGNED (Mo., Day, Yr.)			22c. HOUR OF DEATH M		23b. DATE SIGNED (Mo., Day, Yr.) July 15, 1997		23c. HOUR OF DEATH 8:48 A.M.	
22d. NAME OF ATTENDING PHYSICIAN IF OTHER THAN CERTIFIER (Type or Print)			23d. MEDICAL EXAMINER'S CASE # - 9-7-05-00981					
24. NAME AND ADDRESS OF CERTIFIER (PHYSICIAN, MEDICAL EXAMINER) (Type or Print) Laura S. Hair, M.D. 402A E. Dixie Avenue Leesburg, FL 34748								
25a. SUBREGISTRAR - SIGNATURE AND DATE <i>Aracelis L. Lellu 7-16-97</i>				25b. LOCAL REGISTRAR - SIGNATURE <i>Judy Davis</i>				25c. DATE REGISTERED JUL 18 1997
26. PART I. Enter the diseases, injuries, or complications that caused the death. Do not enter the mode of dying, such as cardiac or respiratory arrest, shock, or near issue. List only one cause on each line								Approximate interval between Onset and Death
IMMEDIATE CAUSE (First disease or condition resulting in death) → Blunt impact to torso with laceration of liver with hemoperitoneum								
DUE TO (OR AS A CONSEQUENCE OF)								
Sequently list conditions, if any, leading to immediate cause. Enter UNDERLYING CAUSE (Disease or injury that initiated events resulting in death) LAST								
DUE TO (OR AS A CONSEQUENCE OF)								
DUE TO (OR AS A CONSEQUENCE OF)								
PART II. Other significant conditions contributing to death but not resulting in the underlying cause given in Part I				27a. WAS AN AUTOPSY PERFORMED? (Yes or No) Yes		27b. WERE AUTOPSY FINDINGS USED TO COMPLETE CAUSE OF DEATH? (Yes or No) Yes		28. CASE REPORTED TO MEDICAL EXAMINER? (Yes or No) Yes
29. IF FEMALE, WAS THERE A PREGNANCY IN THE PAST 3 MONTHS? - YES - NO		30a. IF SURGERY IS MENTIONED IN PART I OR II ENTER CONDITION FOR WHICH IT WAS PERFORMED			30c. DATE OF SURGERY (Mo., Day, Year)			
31. PROBABLE MANNER OF DEATH (Specify) Nausea, bloodlet, suicide, homicide, or undetermined		32a. DATE OF INJURY (Month, Day, Year) July 14, 1997	32b. TIME OF INJURY Approx. 7:25 A.M.	32c. INJURY AT WORK? (Yes or No) No		32d. DESCRIBE HOW INJURY OCCURRED Motor Vehicle Accident - Passenger		
33a. PLACE OF INJURY - At home, farm, street, factory, etc (Specify) Accident Road				32i. LOCATION (Street and Number or Rural Route Number, City or Town, State) I-75, Approx. 12 miles South of SR 200, Ocala, FL				

44000645 AREA/ROUTE/S.OP: 31LE999
MARION CO-5TH DIST ME OFFICE
402-A EAST DIXIE AVENUE
LEESBURG, FL 34748



MICROFILM# 07169711002

REGISTRATION NO. 3826871	APPROBATION NO. TP339539D	PATIENT ID MR-400-97	ROOM NO.	AGE 30	SEX M	HEIGHT HRIR	WEIGHT HRIR	LOG-IN DATE 07/14/97	REPORT DATE 07/16/97	COLLECTION DATE & TIME 07/14/97 200	TIME 4:37PM
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PORT STATUS	TEST	RESULT	UNITS	REFERENCE RANGE	SITE CODE
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LEESBURG COMPREHENSIVE TOX STUDIES

SCREENING PERFORMED ON POSTMORTEM BLOOD AND URINE

An extensive toxicological study was performed by multiple methods on multiple samples with results as listed.

AMPHETAMINES NONE DETECTED
 BARBITURATES NONE DETECTED
 BENZODIAZEPINES NONE DETECTED
 COCAINE (BENZYLECGONINE) NONE DETECTED
 THC (CANNABINOIDS) NONE DETECTED
 METHADONE NONE DETECTED
 METHAQUALONE NONE DETECTED
 OPIATES NONE DETECTED
 PHENCYCLIDINE NONE DETECTED
 PROPOXYPHENE NONE DETECTED

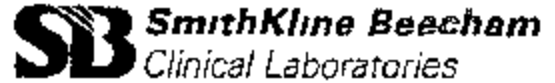
ANTIARRHYTHMICS NONE DETECTED
 ANTICONVULSANTS NONE DETECTED
 ANTIDEPRESSANTS NONE DETECTED
 ANTIHISTAMINE NONE DETECTED
 STRYCHNINE NONE DETECTED
 SYNTHETIC NARCOTICS NONE DETECTED
 PHENOTHIAZINES NONE DETECTED

VOLATILES, ME POSTMORTEM BLOOD
 SPECIMEN NONE DETECTED
 ACETONE NONE DETECTED
 METHANOL NONE DETECTED
 ETHANOL NONE DETECTED
 ISOPROPANOL NONE DETECTED

[Signature]
 Michael I. Schaeffer, Ph.D.

>> END OF REPORT <<

44000645 AREA/ROUTE/STOP: 31LE999
 MARION CO-5TH DIST ME OFFICE
 402-A EAST DIXIE AVENUE
 LEESBURG, FL 34748



MICROFILM# 07169723471

TEST NAME	PATIENT ID MA-402-97	ROOM NO.	AGE NB	SEX M	PHYSICIAN WHEELER	
1	APPOINTMENT NO. 3826873	ACQUISITION NO. TP5722350	LAB REF #	COLLECTION DATE & TIME 07/15/97 900	LOG-IN DATE 07/15/97	REPORT DATE & TIME 07/20/97 6:58AM

REMARKS
1254-97

REPORT STATUS	FINAL	TEST	RESULT		UNITS	REFERENCE RANGE	SITE CODE
			IN RANGE	OUT OF RANGE			

LEESBURG COMPREHENSIVE TOX STUDIES

SCREENING PERFORMED ON POSTMORTEM BLOOD AND URINE
 An extensive toxicological study was performed by multiple methods on multiple samples with results as listed.

AMPHETAMINES	NONE DETECTED
BARBITURATES	NONE DETECTED
BENZODIAZEPINES	NONE DETECTED
COCAINE (BENZOYLECGBONINE)	NONE DETECTED
THC (CANNABINOIDS)	NONE DETECTED
METHADONE	NONE DETECTED
METHAQUALONE	NONE DETECTED
OPIATES	NONE DETECTED
PHENCYCLIDINE	NONE DETECTED
PROPXYPHENE	NONE DETECTED
ANTIARRHYTHMICS	NONE DETECTED
ANTI CONVULSANTS	NONE DETECTED
ANTI DEPRESSANTS	NONE DETECTED
ANTI HISTAMINE	NONE DETECTED
STRYCHNINE	NONE DETECTED
SYNTHETIC NARCOTICS	NONE DETECTED
PHENOTHIAZINES	NONE DETECTED
VOLATILES, ME SPECIMEN	POSTMORTEM BLOOD
ACETONE	NONE DETECTED
METHANOL	NONE DETECTED
ETHANOL	NONE DETECTED
ISOPROPANOL	NONE DETECTED

[Signature]
 Michael I. Schaffer, PH.D

** IF AGE AND/OR SEX ARE NOT GIVEN, REFERENCE INTERVALS SHOWN ARE THE NARROWEST APPLICABLE ADULT MALE AND/OR FEMALE RANGES **

>> END OF REPORT <<

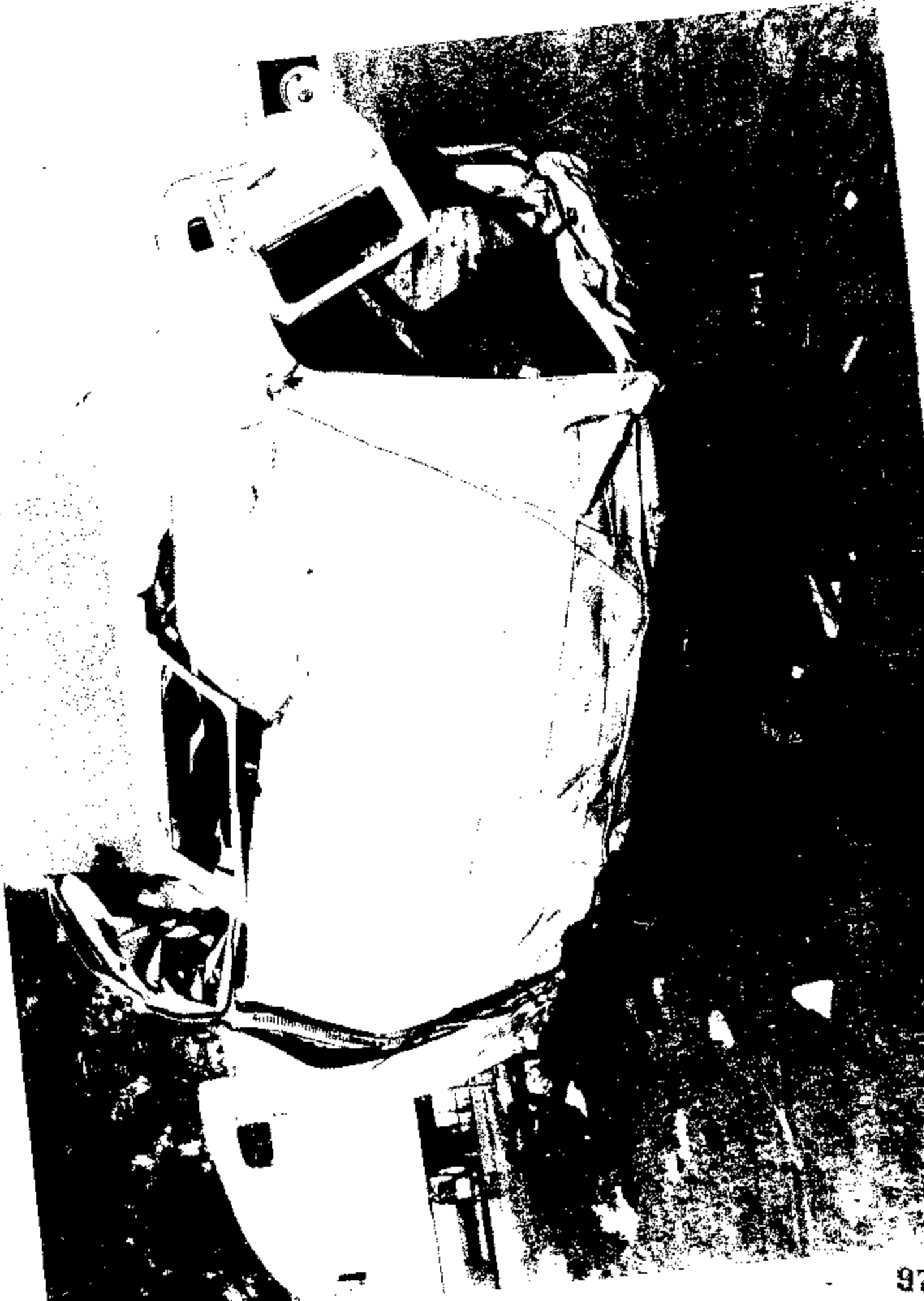


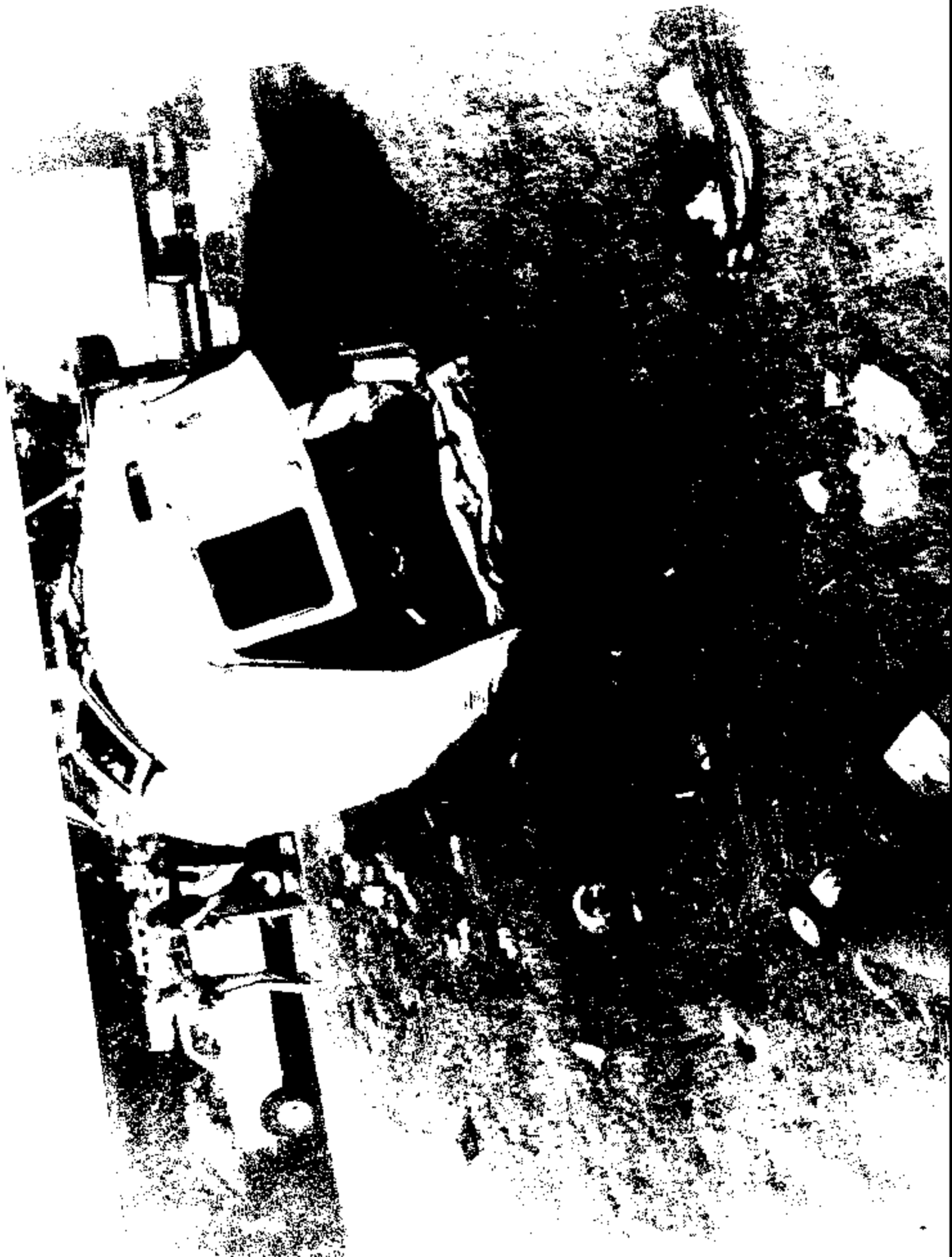




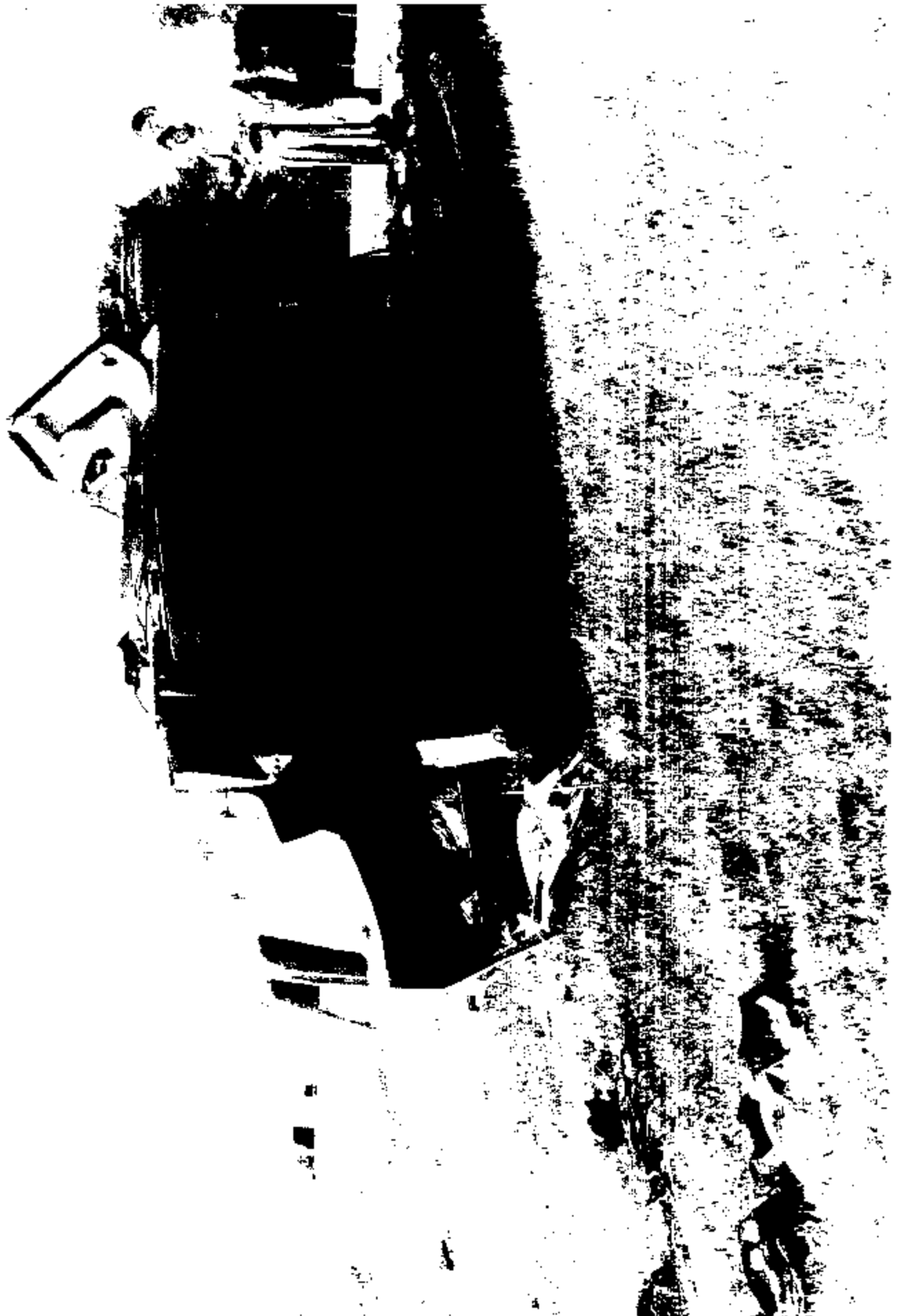




















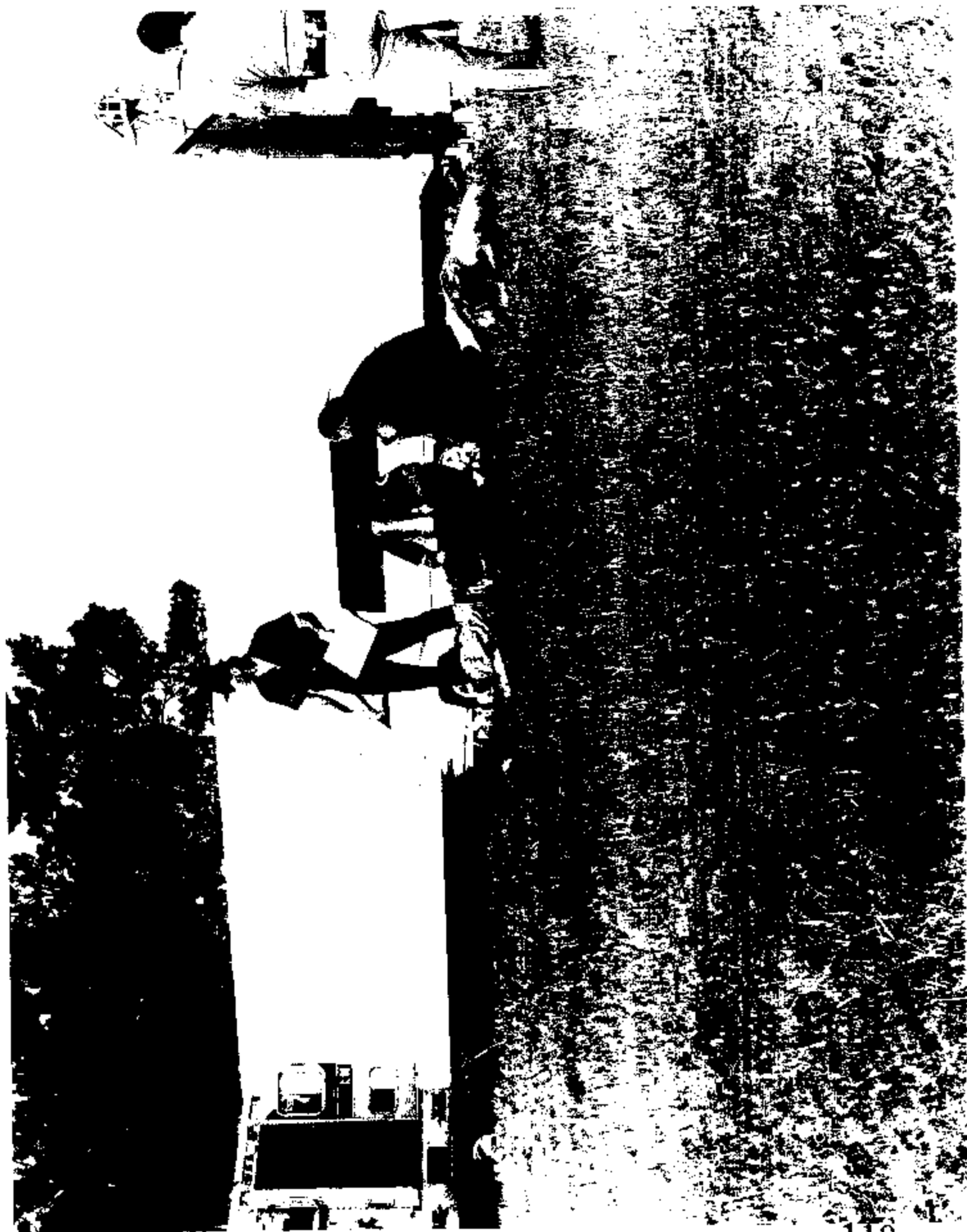








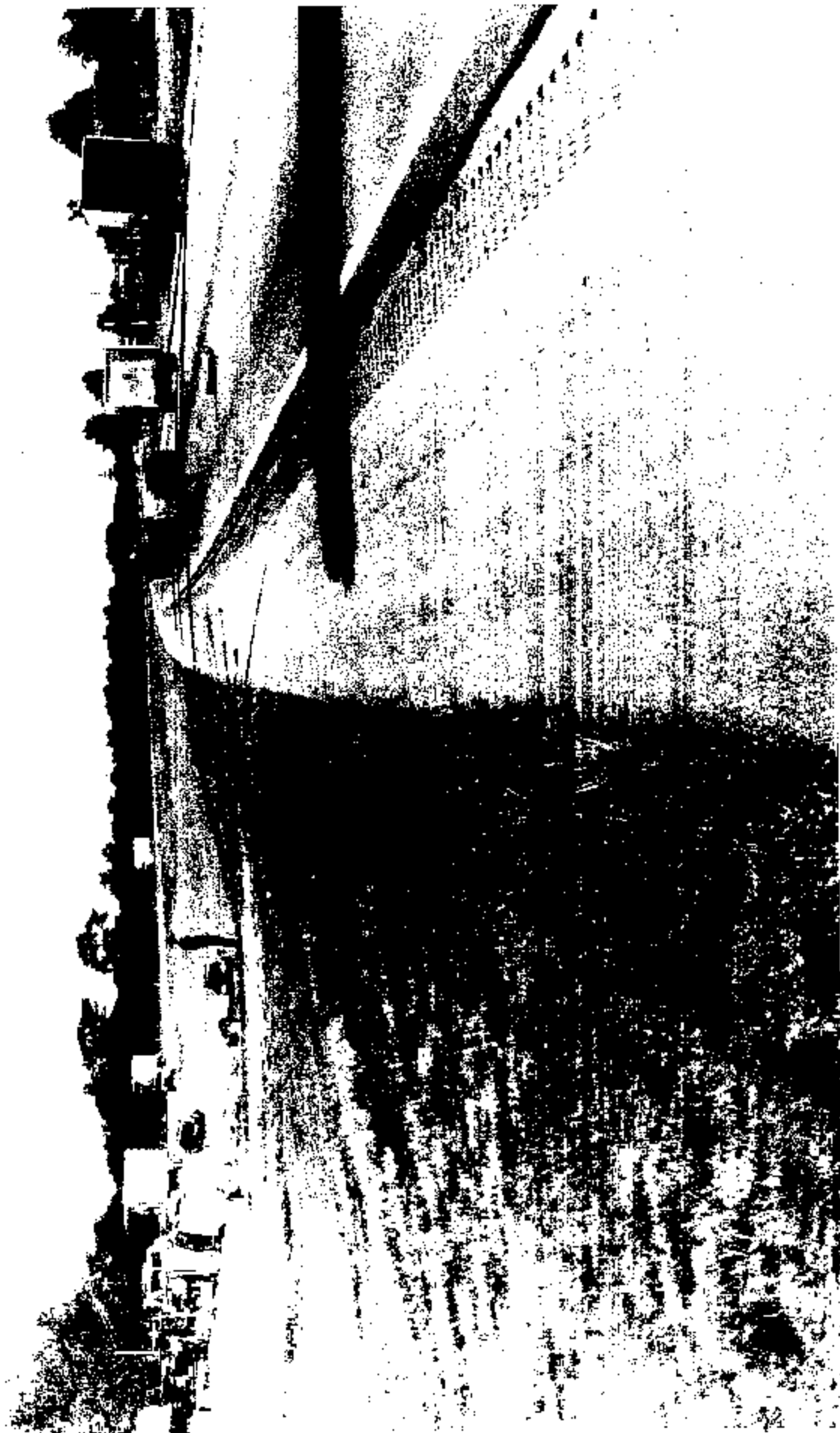




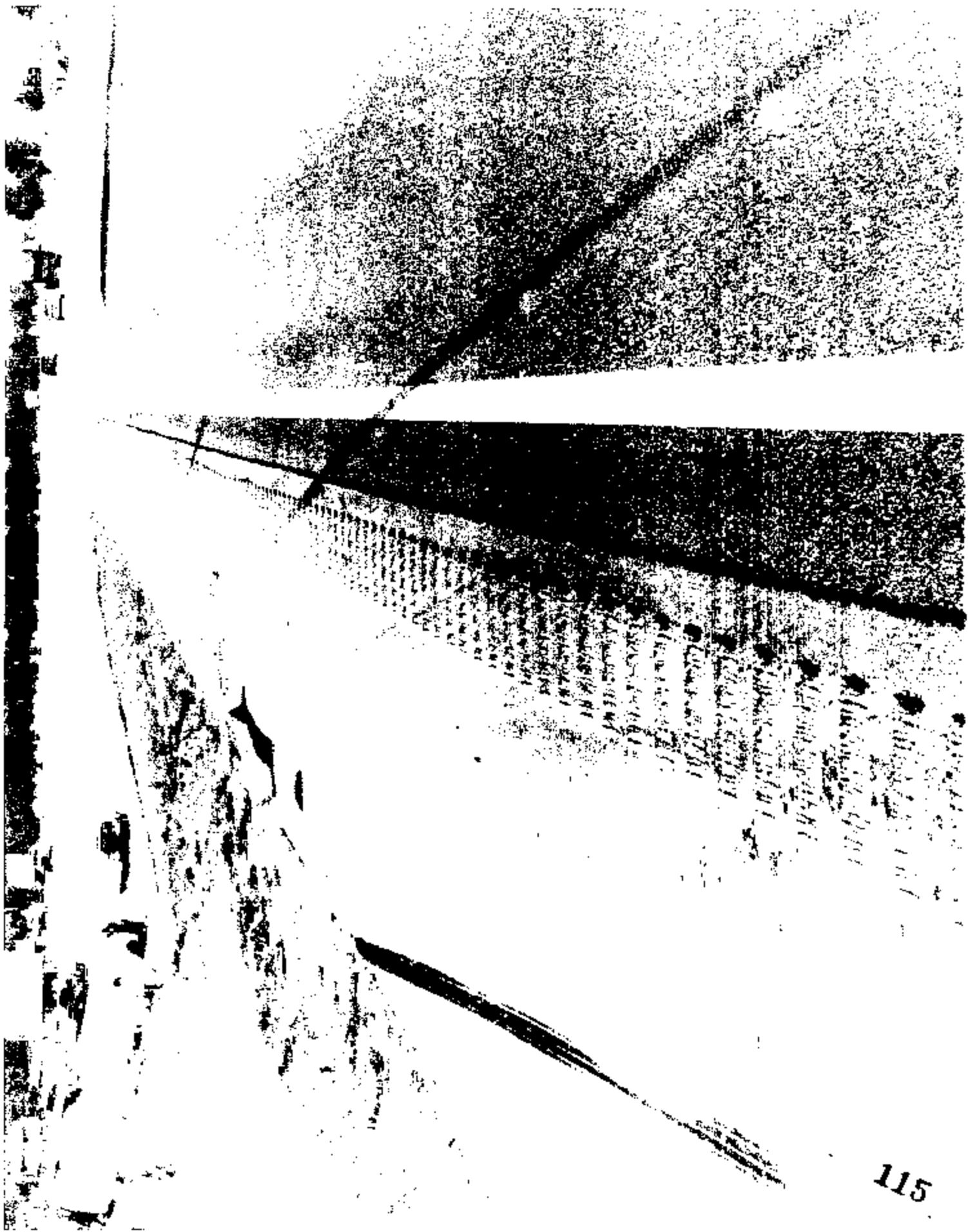


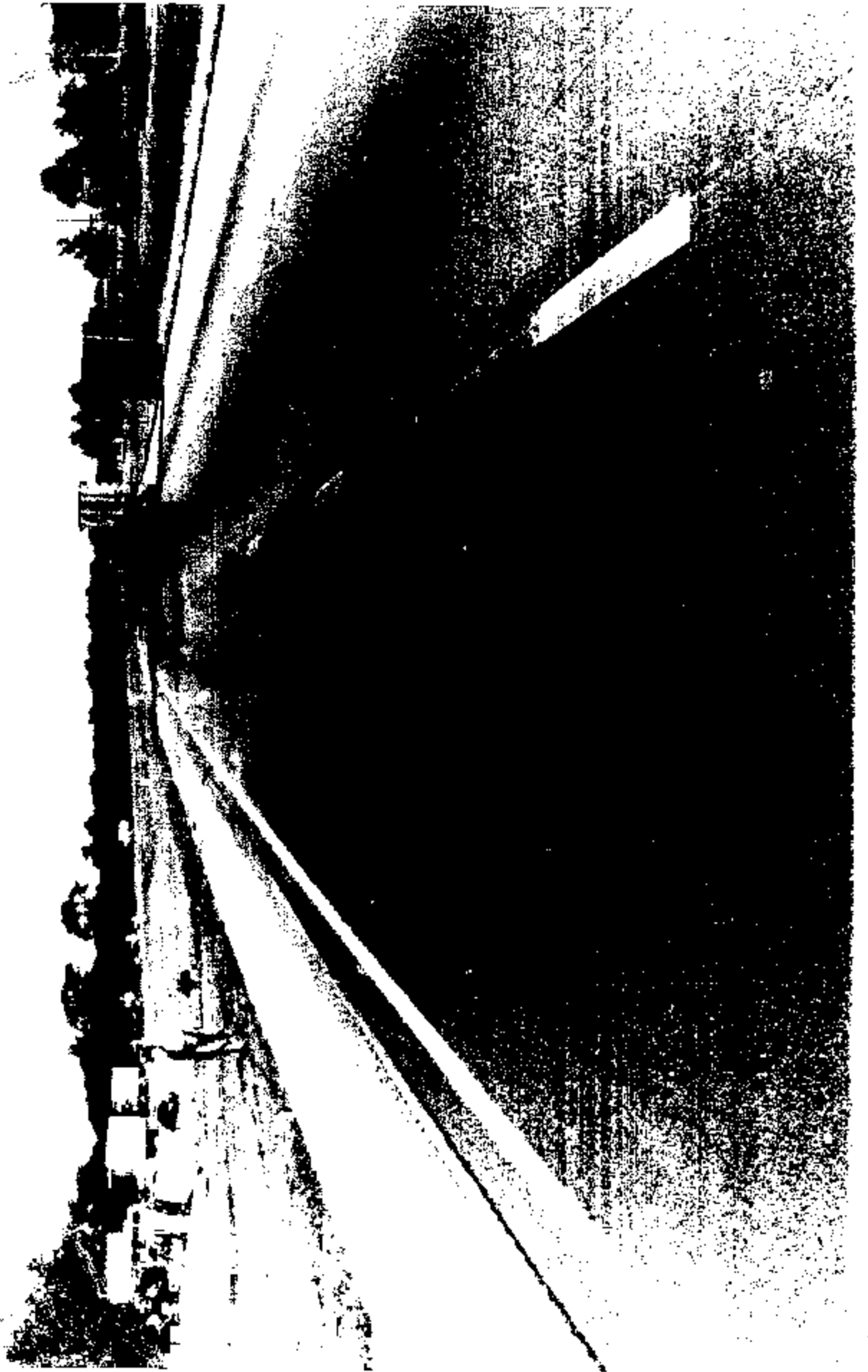
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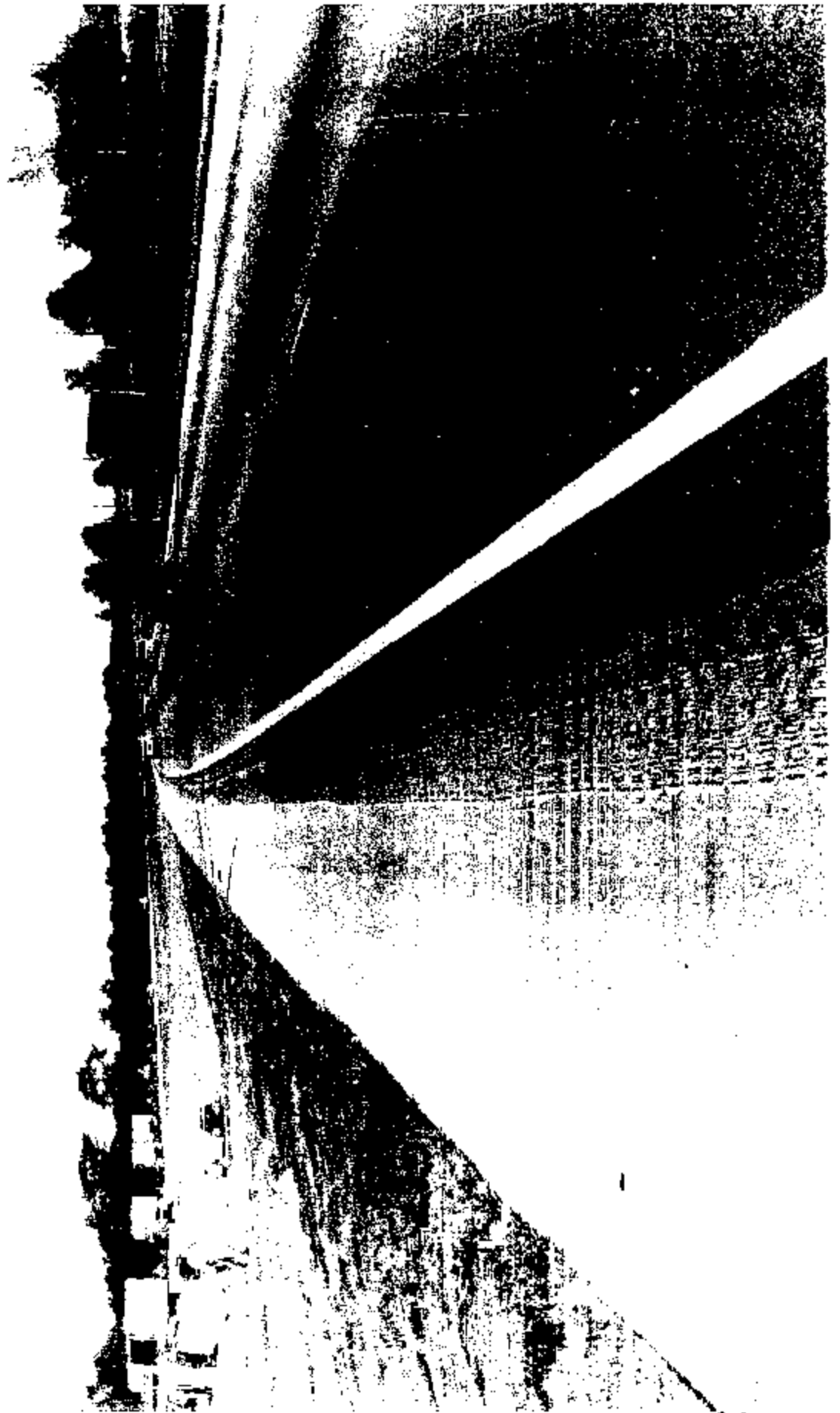














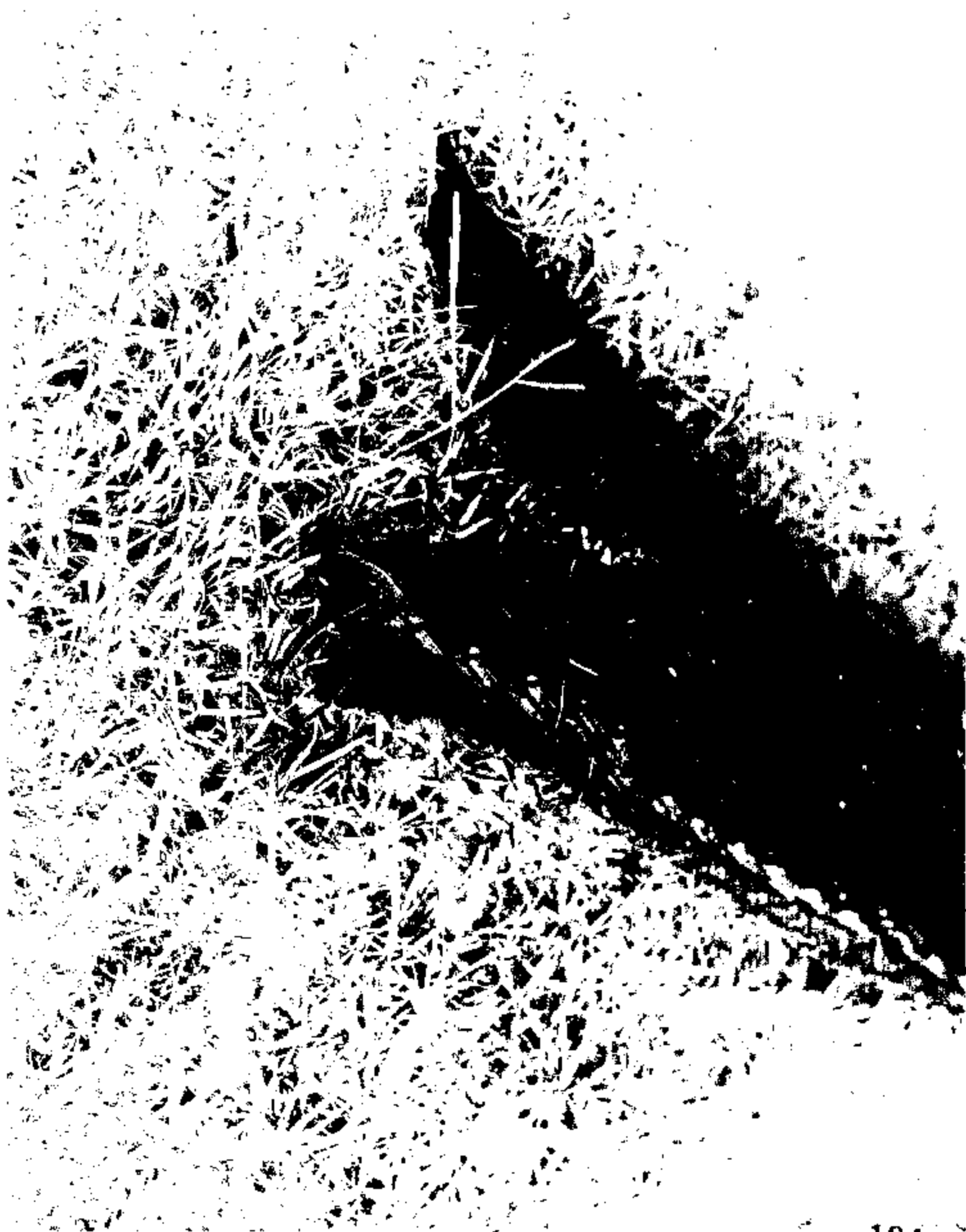


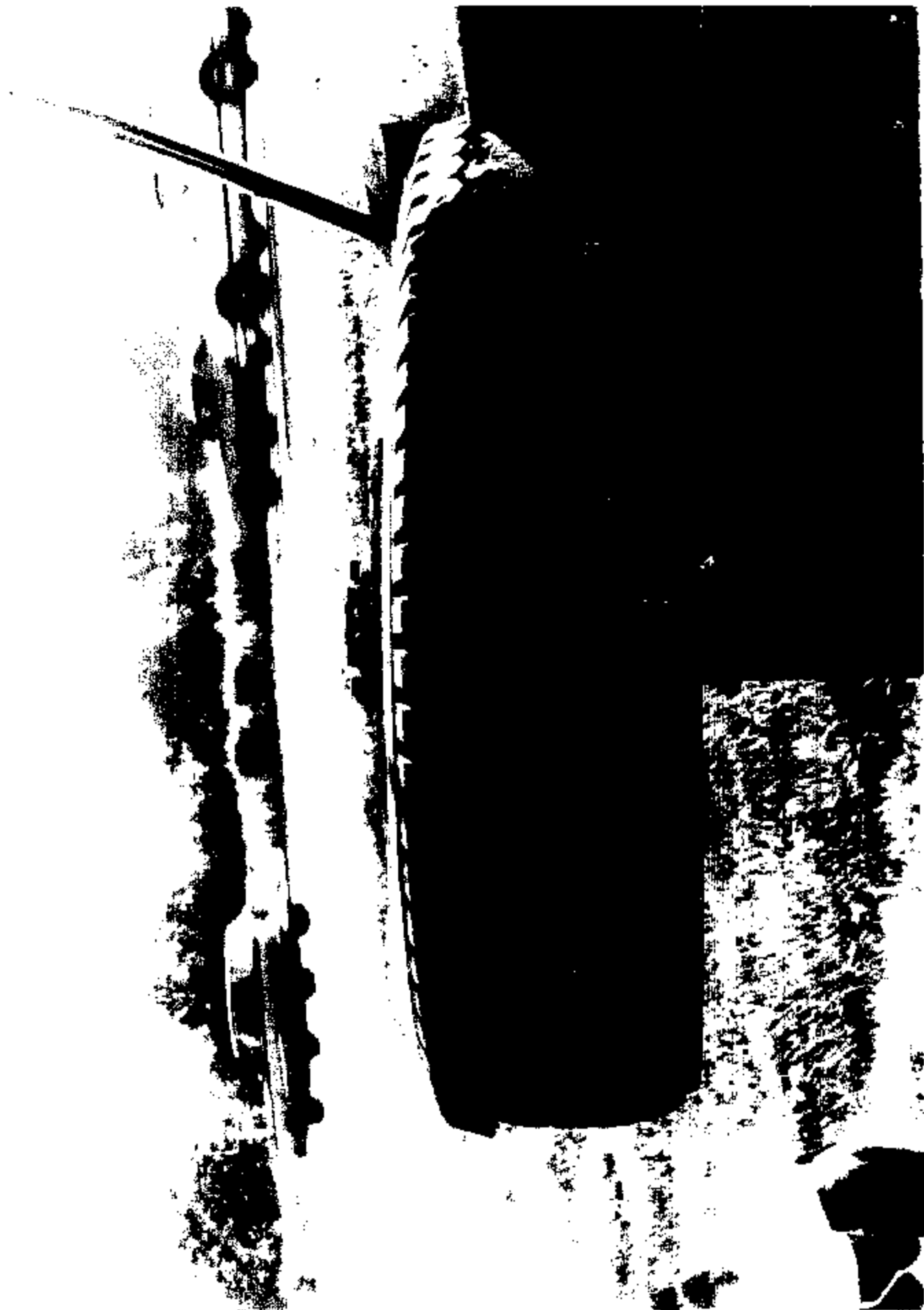








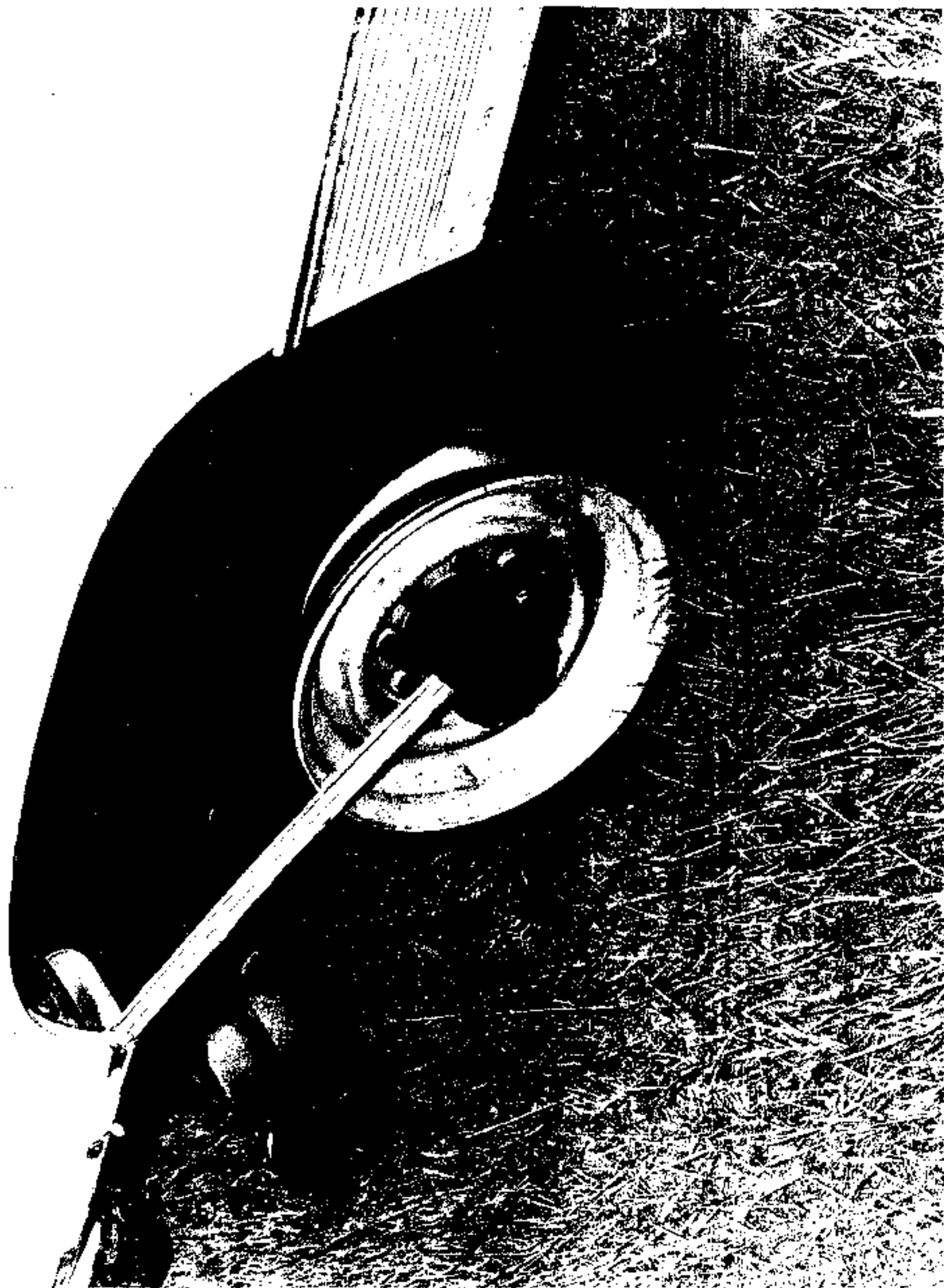




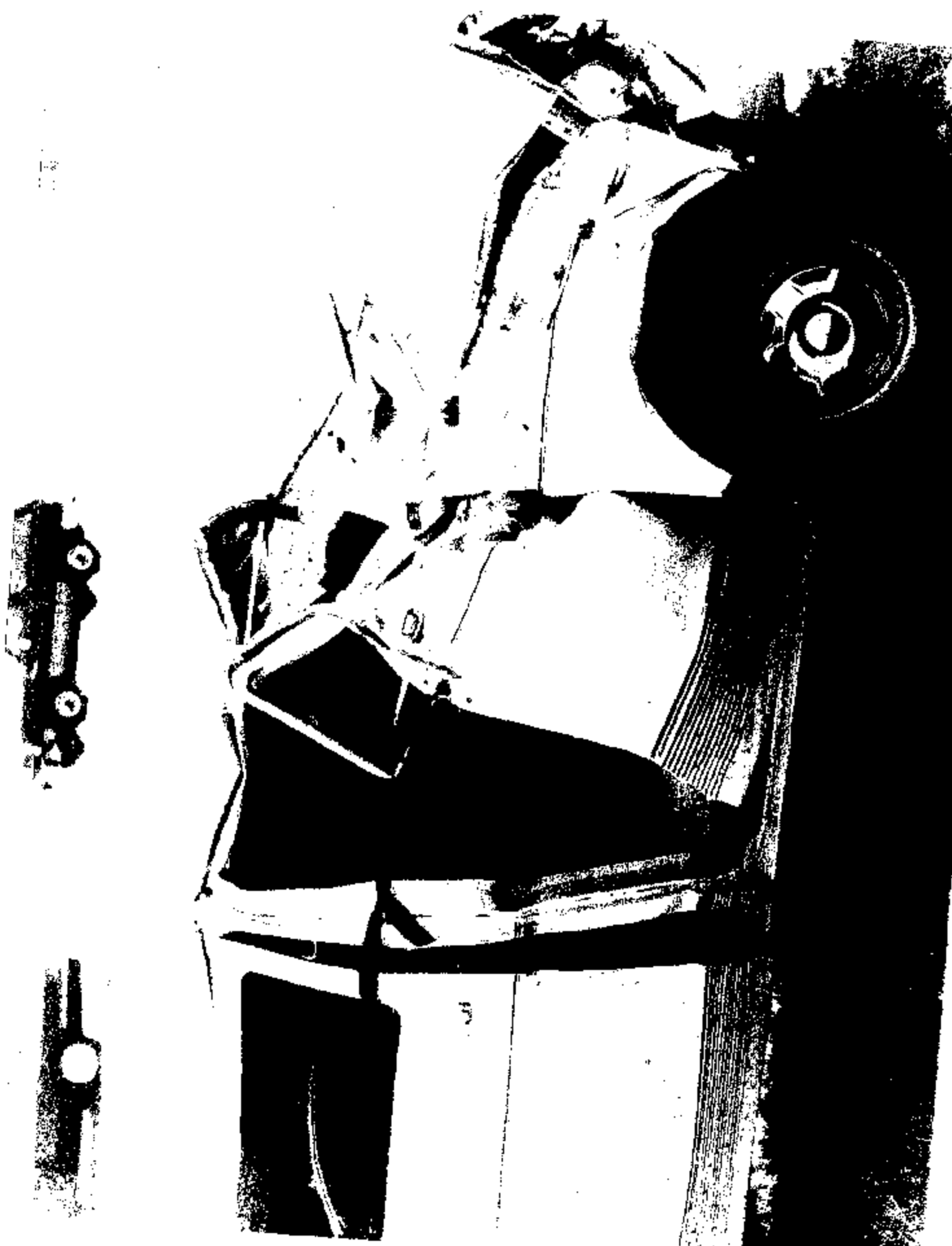








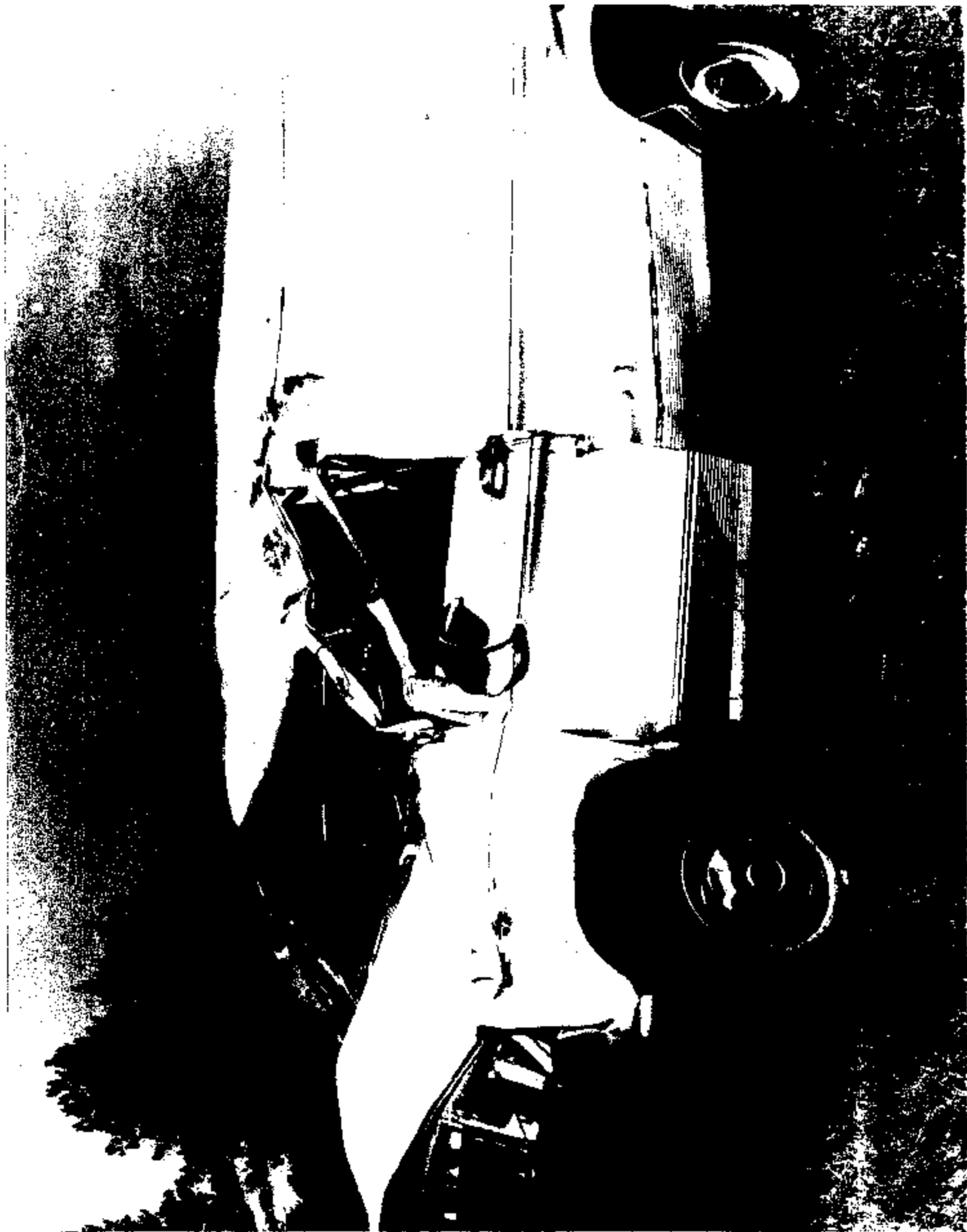




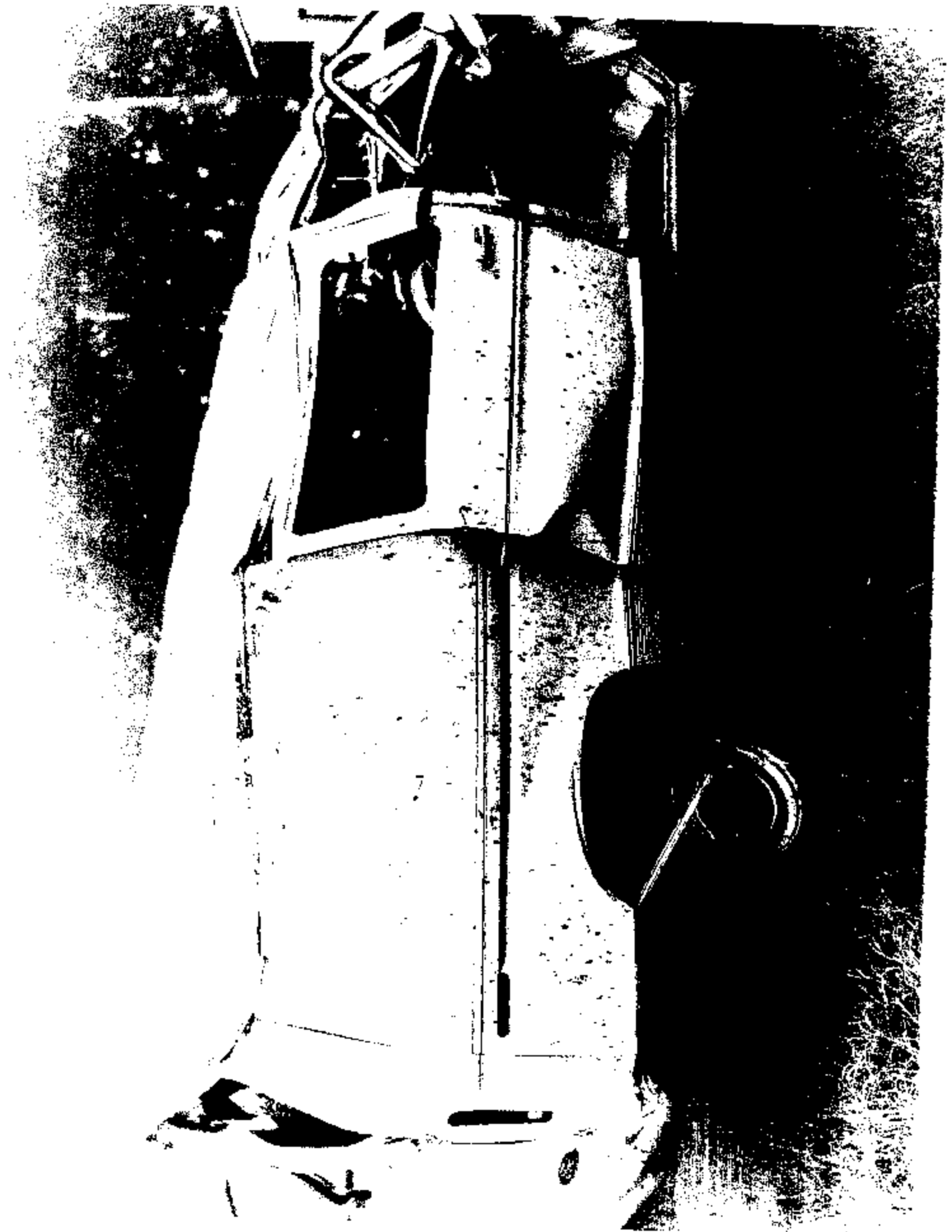


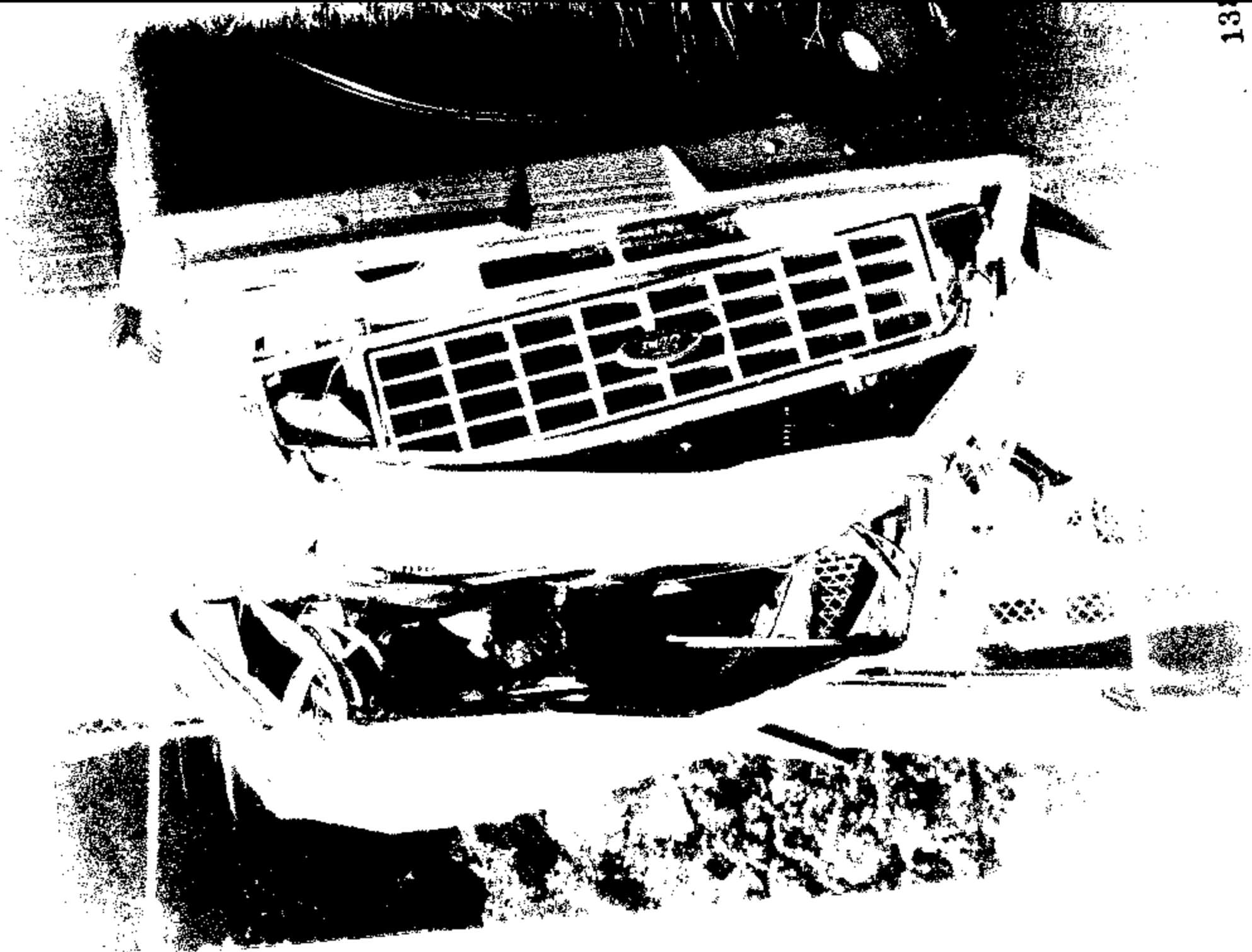
















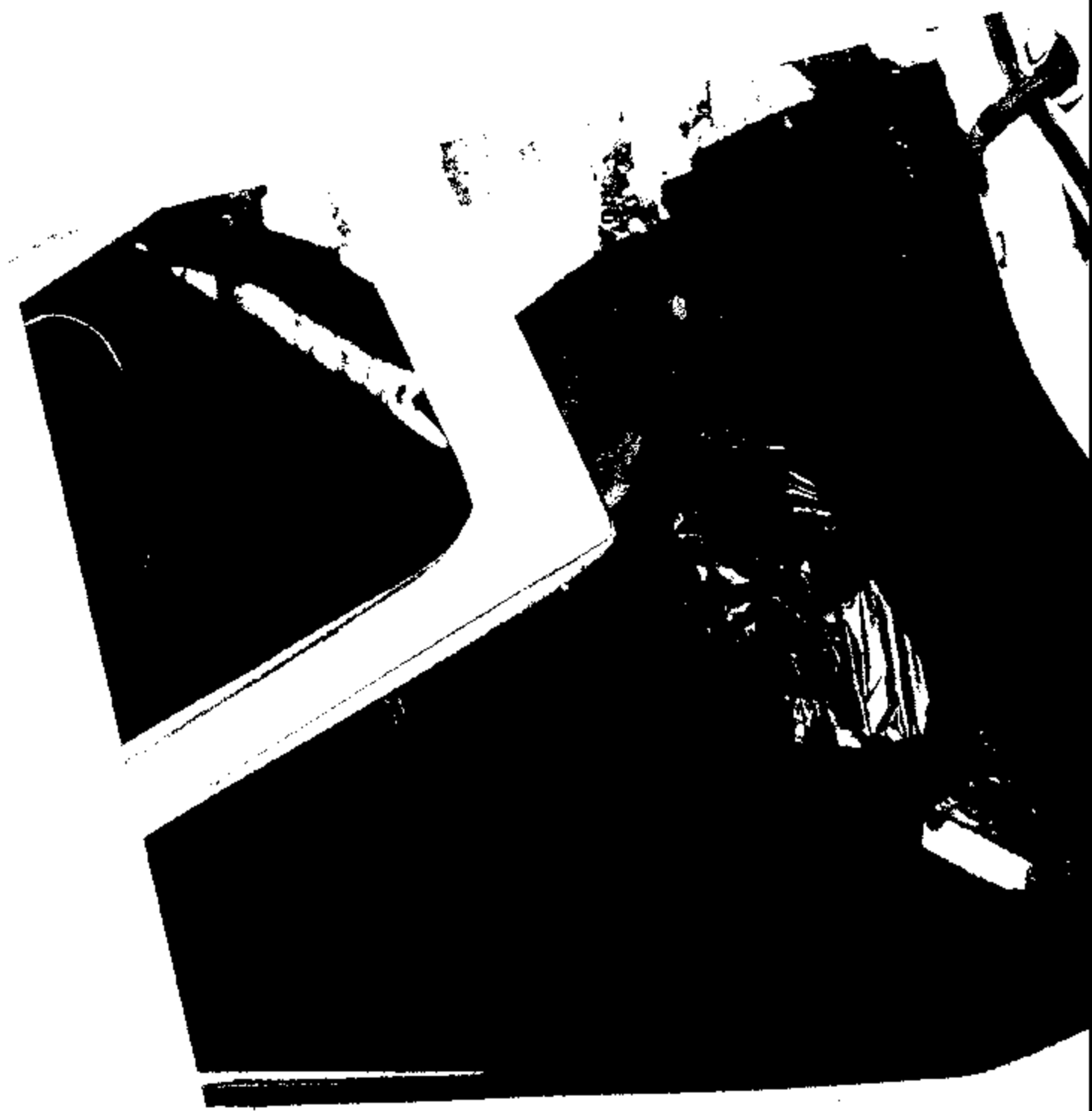


















Page 1 of 1

GREENE, BROILLET, TAYLOR, WHEELER & PANISH LLP

BRUCE A. BROILLET
BROWNE GREENE
BRIAN J. PANISH
MARK T. QUIGLEY
CHRISTINE F. SPAGNOLO
JOHN C. TAYLOR
TIMOTHY J. WHEELER

LAWYERS
100 WILSHIRE BOULEVARD
TWENTY-FIRST FLOOR
POST OFFICE BOX 2131
SANTA MONICA, CALIFORNIA 90407-2131

PHONE 310-578-1200
FAX 310-578-1220

SCOTT H. CARR
FRANK J. O'NEAL, JR.
ADAM K. SHEA
STEPHANIE M. SMITH
GEOFFREY S. WELLS

March 27, 2001

John Abbott, Investigator,
Office of Defects Investigations
National Highway Traffic Safety Administration
Room 5326K
400 7th Street S.W.
Washington, D.C. 20590

Re: Goodyear Light Truck Load Range E Tread Separations
Investigation PE00-046

Dear Mr. Abbott:

As you may be aware, I have been actively involved in prosecuting a civil lawsuit against Goodyear, _____ v. Goodyear, for an accident involving the deaths of three Air Force officers in Saudi Arabia, following a tread separation of a Goodyear Load Range E Light Truck tire. In that case, I have obtained confidential documents from Goodyear concerning the tread separation problem that Goodyear first discovered with these tires in 1995.

I have previously provided NHTSA with documents related to the accidents which I have uncovered in this case, as well as the deposition testimony of a Goodyear employee, Beale¹, which I took in August, 2000.

I have recently obtained information about two additional accidents involving Goodyear light truck load range E tires, and the police reports concerning those incidents.

One of these accidents occurred on April 23, 2000. In that case a Kelly Springfield Load Range E LT 235 85 R 16 tire, manufactured in Feb. 1998, which was on a 1999 Chevrolet 2500 pick up truck experienced a tread/belt separation causing a loss of control. The Chevrolet truck, driven by Quinton _____, lost control and hit a second vehicle, killing the driver, Roque _____ A passenger in the _____ vehicle, Ray _____

John Abbott
March 27, 2001
Page 2

, suffered catastrophic injuries. A copy of the police report and report of an inspection of the tire by an expert for State Farm is enclosed.

The second incident I have recently become aware of involves a tread separation of a Kelly Springfield LT 235 85 R16 tire (LR E), DOT #PJORBPKP193, which was on a Ford Econoline van. The accident occurred on July 13, 1998. A lawsuit has been filed entitled I _____ Field. One of the attorneys representing the injured parties in that case is Bruce _____ I have asked Mr. _____ to forward the factual information about that accident to you as soon as possible.

Please let me know if there is anything more I can do to assist you in this investigation.

Very truly yours,

GREENE, BROILLET, TAYLOR,
WHEELER & PANISH LLP


Christine Spagnoli

g:\frankl
lrnhtsa4
Enclosures

FIELD COPY

NOT FROM ORIGINAL FILE

PAGE 1 OF 2

STATE POLICE OFFICER'S ACCIDENT REPORT TEXAS DEPARTMENT OF PUBLIC SAFETY PD 802 (REV. AUGUST 12, 1999)

PLAQUE WHERE ACCIDENT OCCURRED: REFUGIO

COUNTY: REFUGIO CITY OR TOWN: LIVOLI

IF ACCIDENT WAS OUTSIDE CITY LIMITS INDICATE DISTANCE FROM NEAREST TOWN: 4.4 MILES NORTH E W OF

ROAD ON WHICH ACCIDENT OCCURRED: TK-35

INTERSECTING STREET OR HIGHWAY NUMBER: 1.6

TYPE OF INTERSECTION: T

DATE OF ACCIDENT: APRIL 23 2000 DAY OF WEEK: SUNDAY HOUR: 6:49

VEH NO 1 - MOTOR VEHICLE: 1GCGZ4R00R707974

YEAR: 1999 COLOR: WHI/MARK: CHEVROLET

MODEL: 2500 BODY STYLE: PICKUP

DRIVER'S LICENSE: TEXAS C

DRIVER'S NAME: [REDACTED] BIRTH: 10-31-73

OCCUPATION: IRRIGATION FOREMAN

SPECIMEN TAKEN (ALCOHOL/DRUG ANALYSIS): 2-ALCOHOL ANALYSIS RESULT: PENDING

PEACE OFFICER, EMS DRIVER, FIRE FIGHTER ON EMERGENCY? YES

LIABILITY OF INSURANCE: FARMERS INSURANCE

VEHICLE DAMAGE RATING: 1-RFD-7

VEH NO 2 - MOTOR VEHICLE: MCTGALV0001931589

YEAR: 1993 COLOR: SIL/MARK: CLAIR

MODEL: TRAILER

DRIVER'S LICENSE: SAME AS DRIVER-1

DRIVER'S NAME: [REDACTED] BIRTH: [REDACTED]

OCCUPATION: [REDACTED]

SPECIMEN TAKEN (ALCOHOL/DRUG ANALYSIS): 4-ALCOHOL ANALYSIS RESULT: [REDACTED]

PEACE OFFICER, EMS DRIVER, FIRE FIGHTER ON EMERGENCY? YES

LIABILITY OF INSURANCE: SAME AS DRIVER-1

VEHICLE DAMAGE RATING: 9-IR-1

DAMAGE TO PROPERTY OTHER THAN VEHICLES: NONE

WEATHER: 1 - CLEAR/CLDY	2 - RAINING	3 - SNOWING	4 - FOG	5 - BLOWING DUST	6 - SMOKE	7 - STEERING	8 - GUSTY WINDS	9 - OTHER
SURFACE CONDITION: 1 - DRY	2 - WET	3 - OILY	4 - SLIPPERY	5 - OTHER	6 - CONCRETE	7 - BRICK	8 - DIRT	9 - OTHER

IN YOUR OPINION, DID THIS ACCIDENT RESULT IN AT LEAST \$500.00 DAMAGE TO ANY ONE PERSON'S PROPERTY? YES NO

PHOTOS FILED: PENDING

NAME: DIANA RAMON CHARGE: REFUGIO S.O.

TIME NOTIFIED OF ACCIDENT: 04-23-00 6:49P

TIME ARRIVED AT SCENE OF ACCIDENT: 04-23-00 6:54P

ISSUED OR PRINTED NAME OF INVESTIGATOR: DIANA RAMON

DATE REPORT MADE: 04-23-00 IS REPORT COMPLETE? YES

SIGNATURE OF INVESTIGATOR: [Signature] NO. 6056 DEPARTMENT: DPS/TIP DISTRICT: 385

NOT FROM CUSTODIAL FILE

VEHICLE	DOCK FOR TYPE OF INCIDENT USED	ARRIVAL CODE	VEHICLE USE	CLASS FOR	PLACEMENT/TRAFFIC ANALYSIS
1. PASSENGER 2. TAXI 3. TRUCK 4. BUS	A. PASSENGER & TRUCK/VEHICLE B. PASSENGER & TRUCK/VEHICLE C. TRUCK/VEHICLE D. TRUCK/VEHICLE	1. PASSENGER 2. TAXI 3. TRUCK 4. BUS	1. PASSENGER 2. TAXI 3. TRUCK 4. BUS	1. PASSENGER 2. TAXI 3. TRUCK 4. BUS	1. PASSENGER 2. TAXI 3. TRUCK 4. BUS

UNIT NO. 1
 DAMAGE NUMBER 1-RPQ-7
 COMPLETE ALL DATA ON ALL OCCUPANTS NAME, POSITION, RESTRAINTS USED ETC. HOWEVER, IT IS NOT NECESSARY TO SHOW ADDRESS UNLESS BILLED OR INJURED.

DRIVER	1ST FRONT	2ND FRONT	3RD FRONT	4TH FRONT	5TH FRONT	6TH FRONT	7TH FRONT	8TH FRONT	9TH FRONT	10TH FRONT
RF										

VEHICLE NUMBER IS MILTON'S BODY & TRIM WRECKER YARD, REFUGIO, TEXAS
 BY MILTON'S BODY & TRIM WRECKER SERVICE, REFUGIO, TEXAS

DRIVER	1ST FRONT	2ND FRONT	3RD FRONT	4TH FRONT	5TH FRONT	6TH FRONT	7TH FRONT	8TH FRONT	9TH FRONT	10TH FRONT

COMPLETE IF CASUALTY ARE IN MOTOR VEHICLE

IDENTIFICATION	CASUALTY NAME (LAST NAME FIRST)	CEDULAS NUMBER (STANDARD, FET, STATE, ETC)	AGE	SEX	INJURY CODE

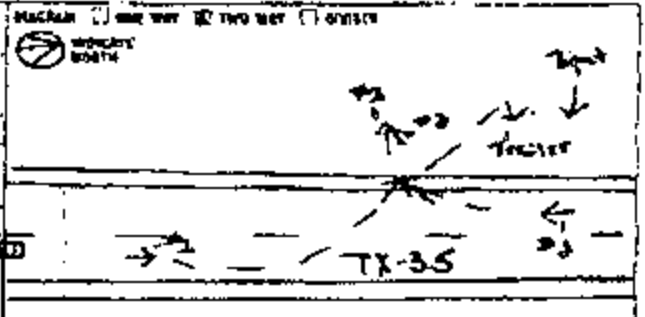
ITEM NUMBER	DATE OF DEATH	TIME OF DEATH	ITEM NUMBER	DATE OF DEATH	TIME OF DEATH
1					
2					

COMPLETE THIS SECTION IF PERSON KILLED

ITEM NUMBER	DATE OF DEATH	TIME OF DEATH	ITEM NUMBER	DATE OF DEATH	TIME OF DEATH

INVESTIGATOR'S NARRATIVE SECTION OF WHAT HAPPENS (GIVE ADDITIONAL EVENTS IF NECESSARY)

UNIT#1 WAS TRAVELING NORTH ON TX-35. UNIT#2 WAS TRAVELING SOUTH ON TX-35. THE TREAD (RIGHT REAR TIRE) ON UNIT#1 CAME OFF CAUSING DRIVER-1 TO LOSE CONTROL OF UNIT#1. UNIT#1 SWERVED TO THE RIGHT, OVER-CORRECTED AND DROVE ONTO THE SOUTHBOUND LANE. UNIT#2 STRUCK UNIT#1 ON THE RIGHT FRONT QUARTER WITH UNIT#2'S FRONT. BOTH UNIT'S CAME TO REST ON THE WEST SIDE BAR DITCH. TRAILER ON UNIT#1 UNLATCHED AND THE BOAT FELL OFF.



FACTORS AND CONDITIONS LISTED ARE THE INVESTIGATOR'S OPINION

FACTORS/CONDITIONS CONTRIBUTING	OTHER FACTORS/CONDITIONS NOT ON THIS LIST WERE CONTRIBUTED
1. 42	1. 45

THE CONTROLLER'S RESPONSIBILITY

- 1. DRIVER OR PASSENGER
- 2. DRIVER OR PASSENGER
- 3. DRIVER OR PASSENGER
- 4. DRIVER OR PASSENGER
- 5. DRIVER OR PASSENGER
- 6. DRIVER OR PASSENGER
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- 48. DRIVER OR PASSENGER
- 49. DRIVER OR PASSENGER
- 50. DRIVER OR PASSENGER

NOT FROM CUSTODIAL FILE

TEXAS POLICE OFFICER'S ACCIDENT REPORT ST-3 (REV. 12/1/98) MAIL TO: ACCIDENT RECORDS, TEXAS DEPARTMENT OF PUBLIC SAFETY, P.O. BOX 4887, AUSTIN, TX 78768-0487

PLACE WHERE ACCIDENT OCCURRED
 COUNTY **KEFUGIO** CITY OR TOWN _____
 IF ACCIDENT WAS OUTSIDE CITY LIMITS INDICATE DISTANCE FROM NEAREST TOWN **4.4** MILE NORTH SOUTH EAST WEST OF **TYOJA**

ROAD ON WHICH ACCIDENT OCCURRED **TX-35** CONSTR. YES NO SPEED ZONE **65**
 INTERSECTING STREET OR RAIL CROSSING NUMBER _____ CONSTR. YES NO SPEED ZONE _____
 NOT AT INTERSECTION **1-6** R L C W **ZARSKY RD.** #638

DATE OF ACCIDENT **APRIL 23 2000** DAY OF WEEK **SUNDAY** HOUR **6:49** A.M. P.M.

DATE MOTOR VEHICLE YEAR **1995** COLOR & MAKE **RED/FORD** MODEL **F-150** BODY STYLE **PICKUP**
 DRIVER'S NAME _____ OCCUPATION **WELDER**
 LICENSE **TEXAS** DOB **06-15-77** RACE **B** SEX **M**

SPECIMEN TAKEN (ALCOHOL/DRUG ANALYSIS) BREATH BLOOD OTHER NONE REFUSED ALCOHOL/DRUG ANALYSIS RESULT **PENDING**
 PEACE OFFICER, EMS DRIVER, FIRE FIGHTER OR EMERGENCY? YES NO
 LIABILITY YES NO VEHICLE DAMAGE RATING **12-PC-7**

YEAR MODEL COLOR & MAKE _____ MODEL _____ BODY STYLE _____
 DRIVER'S NAME _____ OCCUPATION _____
 LICENSE _____ DOB _____ RACE _____ SEX _____

SPECIMEN TAKEN (ALCOHOL/DRUG ANALYSIS) BREATH BLOOD OTHER NONE REFUSED ALCOHOL/DRUG ANALYSIS RESULT _____
 PEACE OFFICER, EMS DRIVER, FIRE FIGHTER OR EMERGENCY? YES NO
 LIABILITY YES NO VEHICLE DAMAGE RATING _____

DAMAGE TO PROPERTY OTHER THAN VEHICLES **NONE**

LIGHT CONDITION 1 1-DAYLIGHT 2-DARK 3-DARK-NOT LIGHTED 4-DARK-LIGHTED 5-DUZE	WEATHER 1 1-CLEAR/CLDY 2-RAINING 3-SNOWING 4-FOG 5-DRIZZLE 6-DRY 7-ELECTRIC 8-HIGH WINDS 9-OTHER	SURFACE CONDITION 1 1-DRY 2-WET 3-ICY 4-SNOWY/ICY 5-OTHER	TYPE PAVEMENT SURFACE 1 1-LACQUER 2-CONCRETE 3-BRAND 4-SHELL 5-DMT 6-OTHER	DESCRIBE ROAD CONDITIONS INVESTIGATOR'S OPINION
--	--	---	---	---

IN YOUR OPINION, DID THIS ACCIDENT RESULT IN AT LEAST \$500.00 DAMAGE TO ANY ONE PERSON'S PROPERTY? YES NO

CHARGES FILED **PENDING** CHARGE _____ CITATION NUMBER _____
 NAME _____ CHARGE _____ CITATION NUMBER _____
 TIME NOTIFIED OF ACCIDENT **04-23-00 6:49P** LOCATION **KEFUGIO S.O.** TIME ARRIVED AT SCENE OF ACCIDENT **04-23-00 6:54P**
 TYPE OF PRINTED NAME OF INVESTIGATOR **DIANA RAMON** DATE REPORT MADE **04-23-00** IS REPORT COMPLETE YES NO
 SIGNATURE OF INVESTIGATOR *Diana Ramon* ID NO **6056** DEPARTMENT **1115-TSP** DIST./AREA **3A5**

NOT FROM CUSTODIAL FILE

COLLECTOR (301) REPORTS PERSONS BEING TO BE CONTACTED FOR ASSISTANCE IN INVESTIGATION OF THIS CASE OR FOR OTHER PURPOSES. THIS REPORT IS NOT TO BE USED FOR ANY OTHER PURPOSES. THIS REPORT IS NOT TO BE USED FOR ANY OTHER PURPOSES. THIS REPORT IS NOT TO BE USED FOR ANY OTHER PURPOSES.	REPORT 1. NAME 2. ADDRESS 3. PHONE 4. OCCASION 5. DATE	REPORTING OFFICER 1. NAME 2. ADDRESS 3. PHONE 4. OCCASION 5. DATE	REPORTING OFFICER 1. NAME 2. ADDRESS 3. PHONE 4. OCCASION 5. DATE	REPORTING OFFICER 1. NAME 2. ADDRESS 3. PHONE 4. OCCASION 5. DATE	REPORTING OFFICER 1. NAME 2. ADDRESS 3. PHONE 4. OCCASION 5. DATE
--	--	---	---	---	---

VEHICLE INVOLVED IN: **MILTON'S BODY & TRIM WRECKER YARD, REFUGIO, TEXAS**
 BY: **MILTON'S BODY & TRIM WRECKER SERVICE, REFUGIO, TEXAS**

COMPLETE ALL DATA ON ALL OCCUPANTS. IF NO NECESSARY TO SHOW ADDRESS, NAME (LAST NAME FIRST), ADDRESS (CITY, STATE, ZIP)

DRIVER	POSITION	AGE	SEX	RACE	HAIR	EYES	WEIGHT	HEIGHT
BOB FROST		4	M	W	B	B	220	5'10"

COMPLETE ALL DATA ON ALL OCCUPANTS. IF NO NECESSARY TO SHOW ADDRESS, NAME (LAST NAME FIRST), ADDRESS (CITY, STATE, ZIP)

DRIVER	POSITION	AGE	SEX	RACE	HAIR	EYES	WEIGHT	HEIGHT
BOB FROST		4	M	W	B	B	220	5'10"

COMPLETE ALL DATA ON ALL OCCUPANTS. IF NO NECESSARY TO SHOW ADDRESS, NAME (LAST NAME FIRST), ADDRESS (CITY, STATE, ZIP)

DRIVER	POSITION	AGE	SEX	RACE	HAIR	EYES	WEIGHT	HEIGHT
BOB FROST		4	M	W	B	B	220	5'10"

DISTRIBUTION OF BILLED AND UNBILLED

ITEM NUMBER	TAKEN TO	BY	TIME BILLED	TIME UNBILLED	NO. ATTENDANTS
1	SPOHN MEMORIAL MORGUE CORPUS	MOORE'S FUNERAL HOME	6:59P	8:00P	2

COMPLETE THIS SECTION IN PERSON FILES

ITEM NUMBER	DATE OF BIRTH	TIME OF BIRTH	ITEM NUMBER	DATE OF BIRTH	TIME OF BIRTH
1	04-23-00	8:16P			

INVESTIGATOR'S NARRATIVE SUMMARY OF WHAT HAPPENED (IF NECESSARY)

WITNESS:

SEARCHED INDEXED SERIALIZED FILED

FACTORS AND CONCLUSIONS (STATE ARE THE INVESTIGATOR'S OPINIONS)

FACTORS/CONCLUSIONS 1. ... 2. ... 3. ... 4. ... 5. ... 6. ... 7. ... 8. ... 9. ... 10. ... 11. ... 12. ... 13. ... 14. ... 15. ... 16. ... 17. ... 18. ... 19. ... 20. ...	OTHER FACTORS/CONCLUSIONS 21. ... 22. ... 23. ... 24. ... 25. ... 26. ... 27. ... 28. ... 29. ... 30. ...	TRAFFIC CONTROL 31. ... 32. ... 33. ... 34. ... 35. ... 36. ... 37. ... 38. ... 39. ... 40. ... 41. ... 42. ... 43. ... 44. ... 45. ... 46. ... 47. ... 48. ... 49. ... 50. ...
---	--	--

FIELD OFFICE
NOT FROM CUSTODIAL FILE

DEPARTMENT OF PUBLIC SAFETY
State of Texas

Voluntary Statement

THE STATE OF TEXAS

COUNTY OF Reynolds

Before me, the undersigned authority in and for said County and State, on this the 8 day of April, 2000 A.D. to _____, personally appeared _____

who, after being by me duly sworn, deposes and says: I WAS TRAVELING NORTH ON Hwy 35 ABOUT 5 MILES SOUTH OF TINDLI FOLLOWING A WHITE CHEVROLET TRUCK PULLING A 19' ~~ROWER~~ BOAT WE WERE TRAVELING ABOUT 65 MPH. THE WHITE TRUCK HAD A BLOWOUT ON THE RIGHT REAR OF ~~THE~~ HIS TRUCK CAUSING THE BOAT TO START FISH TAILING. I APPLIED MY BRAKES & HIT THE DITCH. ON THE 2ND "FISH TAIL" ~~AT~~ THE RIGHT IT SHOWED THE WHITE TRUCK SIDEWAYS ~~TO~~ THE LEFT & INTO THE SOUTH BOUND LANE. A MARCOON FORD TRUCK TRAVE SOUTH STRUCK THE WHITE TRUCK ~~AT~~ THE PASSENGERS DOOR. THE MARCOON TRUCKS POINT OF IMPACT WAS ALMOST FULL FRONTAL WITH THE LEFT FRONT TAKING A LITTLE MORE OF THE IMPACT. I STOPPED & CALLED 911.

[Handwritten signature]

Subscribed and sworn to before me, the undersigned authority, on this the _____ day of _____ A.D. 19 _____



Rinkus Consulting Group, Inc.
Eight Greenway Plaza, Suite 500
Houston, Texas 77046
(713) 621-3550 Telephone
(713) 623-4357 Facsimile

Report of Findings

TIRE FAILURE

Claim No: 89-147501

RCG File No: 18610

Prepared For:

FARMERS INSURANCE GROUP
P.O. BOX 47525
SAN ANTONIO, TEXAS 78265

Attention:

MR. JOE NELSON

SAN ANTONIO, TX

JUL 25 2000

FARMERS INSURANCE

Paul M. Earl, P.E.
Senior Consultant



Dirk E. Smith, Ph.D., P.E.
ACTAR #985
Division Manager



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Section I INTRODUCTION

A multiple vehicle accident reportedly occurred on Texas Highway 35, south of Tivoli, Texas, on April 23, 2000. A 1999 Chevrolet 2500 pickup, Texas license _____, driven by Mr. Quinton _____, reportedly lost control and was struck by an oncoming 1995 Ford F-150 pickup truck, Texas license number _____, driven by Mr. Roque _____. The Chevrolet was pulling a boat trailer and a witness reported seeing debris flying from the right rear-tire on the Chevrolet shortly before it lost control.

Rimkus Consulting Group, Inc. was retained on May 4, 2000, to examine the right-rear tire and determine if a defect in the tire could have caused or contributed to the loss of control.

Our report is based on the information available to us at this time, as described in **Section IV, BASIS OF REPORT**. Should additional information become available, we reserve the right to determine the impact, if any, of the new information on our opinions and conclusions, and to revise our opinions and conclusions if necessary and warranted by the discovery of additional information. This report was prepared for the exclusive use of our client and is not intended to be used for any other purpose.

Section II

CONCLUSIONS

1. The tread on the tire was defective and separated from the carcass of the tire.
2. The loss of tread caused the tire to deflate after being punctured by road debris.
3. The deflated tire could have caused the Chevrolet to lose control.
4. The tread separation was caused by a defect in the materials or manufacturing of the tire.

5. The tire was manufactured in February 1998 by:

The Kelly-Springfield Tire Company

P.O. Box 1907

Fayetteville, North Carolina 28302

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Section III DISCUSSION

[REDACTED]

Marking on the sidewall of the tire identified it as a "RADIAL BELTED" LT235/85R M+S. The United States Department of Transportation (DOT) code numbers further identified the tire as made by Kelly Springfield in February 1998. The tire was of a size, type, and tread pattern commonly used on the Ford F250 pickup truck.

Approximately one-half the tread was detached from the carcass of the tire. A search of the accident site reportedly revealed only a small piece of the fugitive tread. Another large section of tread was found that did not match the tread remaining on the tire.

During manufacture, the steel bias ply belts are applied to the previously installed radial belts using adhesives and rubber compounds. After the final application of the tread rubber, the assembled tire is placed in a mold and heat is applied to initiate the vulcanizing process. If the adhesive is defective, the vulcanizing process is not begun promptly, or if the heat is not properly controlled, the steel belt does not achieve a proper bond with the rubber in the tire. The defect may not show for an extended length of time until the tread or a portion of the tread separates from the tire.

The tread separated between the two bias ply layers of steel belts. Steel cords on the inner layer were also pulled loose in several places showing the fabric radial cords. The exposed surface of the inner layer of steel belts was consistent with inadequate bonding of the two bias ply layers of steel belts.

The tire was punctured by road debris after the tread separated. This caused the tire to suddenly deflate. We found no evidence of a blowout or rupture from the inside. However, there was a patch for a previous puncture that was applied to the inside of the tire. We found no relationship between the patch and the incident in question.


Examination of the outside and the inside of the tire revealed no evidence that the tire had been run with low air pressure.

It is our opinion that the reported loss of control was caused by the separation of a portion of the tread which destabilized the truck and that the loss of tread was caused by a defect in the materials or method of manufacture of the tire.



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Section IV
BASIS OF REPORT

- 
1. The truck was examined and photographed by Mr. Frank Lawler of Rimkus Consulting Group on May 17, 2000.
 2. The right-rear tire was removed and shipped to Rimkus Consulting Group in Houston on May 17, 2000 by Mr. Lawler.
 3. We examined and photographed the tire on May 22, 2000.
 4. We dismounted the tire, and examined and photographed the wheel and the inside of the tire on May 23, 2000.

PE 164

GREEN, KASTER & FALVEY, P.A.

ATTORNEYS AT LAW
126 N. E. FIRST AVENUE
OCALA, FLORIDA 34470
(352) 732-9262

JOHN M. GREEN, JR.*
BRUCE R. KASTER
CAROL A. FALVEY

JOHN MARSHALL GREEN
OF COUNSEL

*BOARD CERTIFIED IN CIVIL TRIAL LAW

MAILING ADDRESS:
POST OFFICE BOX 2720
OCALA, FLORIDA 34478-2720

TELECOPIER NUMBER:
(352) 732-7818

March 28, 2001

Mr John Abbott
National Highway Traffic
Safety Administration
Washington, DC 20590

Re: PE00-046

Dear Mr. Abbott:

It is our understanding that the above investigation is presently ongoing in reference to Goodyear tires. We are enclosing a copy of an accident report and laser pictures of the subject tire for your information. If you need further information, please do not hesitate to contact us.

Very truly yours,

B. R. Kaster
B. R. Kaster

Signed in
absence to
avoid delay

BRK/nj

Enclosure

cc: Mr. Toby Brown

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AST-27 REV. 1/91

1117 21 1998

ALABAMA UNIFORM TRAFFIC ACCIDENT REPORT

08068759

Sheet 1 of 2 Sheets

Section No.

Local Case No.

LOCATION AND TIME: Date 07/13/1998, Time 6:30 PM, Location AIRPORT, Driver ELIZA TORRAN JOHNSON, License 08464, Vehicle 1991 Ford F150.

DRIVER: Driver Full Name GARLAND, License No. 07101978, Sex M, Race B, MAJ, Height 5'10", Weight 170, Eyes BRN, Hair BRN.

VEHICLE: Vehicle Type 4 Van, Make FORD, Model F150, Year 1991, License Tag Number 1 AU978.

VEHICLE DAMAGE: Contributing Defect 37 Brake, 9 Windows/W. Shield, 10 Rearview Sys, 11 Wheels, 12 Truck Coupling, 13 Cargo, 14 Fuel System, 89 Other.

DRIVER: Driver/Passenger Full Name GARLAND, License No. 07101978, Sex M, Race B, MAJ, Height 5'10", Weight 170, Eyes BRN, Hair BRN.

VEHICLE: Vehicle Type 4 Van, Make FORD, Model F150, Year 1991, License Tag Number 1 AU978.

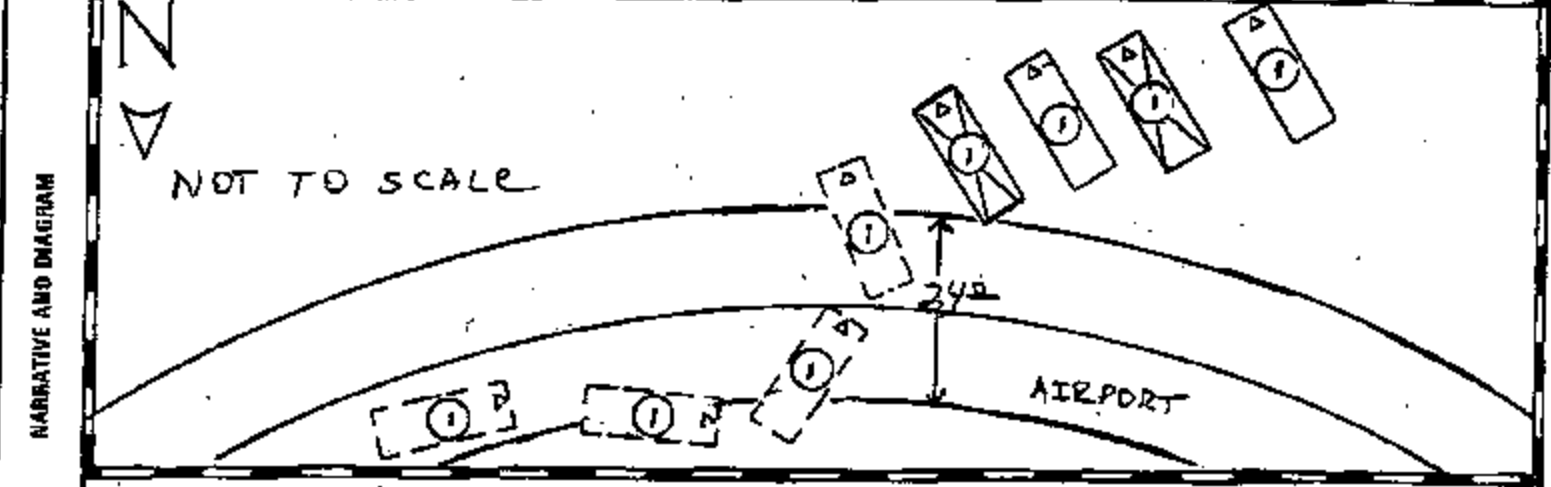
VEHICLE DAMAGE: Contributing Defect 37 Brake, 9 Windows/W. Shield, 10 Rearview Sys, 11 Wheels, 12 Truck Coupling, 13 Cargo, 14 Fuel System, 89 Other.

VEHICLE DAMAGE: Contributing Defect 37 Brake, 9 Windows/W. Shield, 10 Rearview Sys, 11 Wheels, 12 Truck Coupling, 13 Cargo, 14 Fuel System, 89 Other.

SEATING	When Involved Unit (Circle One) 12 - Pedestrian 13 - Rider of Domestic Animal 14 - Occ. of Non-Motorized Vehicle 15 - Victim of Other Circumstances/ Codes Not Applicable Other Involved Safety Equipment: _____	Other Involved Unit (Circle One) 12 - Pedestrian 13 - Rider of Domestic Animal 14 - Occ. of Non-Motorized Vehicle 15 - Victim of Other Circumstances/ Codes Not Applicable Other Involved Safety Equipment: _____	CODES SAFETY EQUIPMENT 01 - Air Bag 02 - Seat Belt 03 - Lateral Air Bag 04 - Roll Over Protection 05 - Head Curtain 06 - Side Curtain 07 - Side Curtain 08 - Side Curtain 09 - Side Curtain 10 - Side Curtain 11 - Side Curtain 12 - Side Curtain 13 - Side Curtain 14 - Side Curtain 15 - Side Curtain 16 - Side Curtain 17 - Side Curtain 18 - Side Curtain 19 - Side Curtain 20 - Side Curtain 21 - Side Curtain 22 - Side Curtain 23 - Side Curtain 24 - Side Curtain 25 - Side Curtain 26 - Side Curtain 27 - Side Curtain 28 - Side Curtain 29 - Side Curtain 30 - Side Curtain 31 - Side Curtain 32 - Side Curtain 33 - Side Curtain 34 - Side Curtain 35 - Side Curtain 36 - Side Curtain 37 - Side Curtain 38 - Side Curtain 39 - Side Curtain 40 - Side Curtain 41 - Side Curtain 42 - Side Curtain 43 - Side Curtain 44 - Side Curtain 45 - Side Curtain 46 - Side Curtain 47 - Side Curtain 48 - Side Curtain 49 - Side Curtain 50 - Side Curtain 51 - Side Curtain 52 - Side Curtain 53 - Side Curtain 54 - Side Curtain 55 - Side Curtain 56 - Side Curtain 57 - Side Curtain 58 - Side Curtain 59 - Side Curtain 60 - Side Curtain 61 - Side Curtain 62 - Side Curtain 63 - Side Curtain 64 - Side Curtain 65 - Side Curtain 66 - Side Curtain 67 - Side Curtain 68 - Side Curtain 69 - Side Curtain 70 - Side Curtain 71 - Side Curtain 72 - Side Curtain 73 - Side Curtain 74 - Side Curtain 75 - Side Curtain 76 - Side Curtain 77 - Side Curtain 78 - Side Curtain 79 - Side Curtain 80 - Side Curtain 81 - Side Curtain 82 - Side Curtain 83 - Side Curtain 84 - Side Curtain 85 - Side Curtain 86 - Side Curtain 87 - Side Curtain 88 - Side Curtain 89 - Side Curtain 90 - Side Curtain 91 - Side Curtain 92 - Side Curtain 93 - Side Curtain 94 - Side Curtain 95 - Side Curtain 96 - Side Curtain 97 - Side Curtain 98 - Side Curtain 99 - Side Curtain 100 - Side Curtain
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VICTIMS	Name: GARLANK Address: _____ Taken To: U.S.A. Taken By: LIFE FLIGHT	Birth Mo: 11 Year: 11 Age: 11 Sex: M Eye: B Hair: B Taken By: LIFE FLIGHT
	Name: COLBY Address: PROVIDENCE HOSP. Taken By: F.M.S. # 20	Birth Mo: 11 Year: 11 Age: 11 Sex: M Eye: B Hair: B Taken By: F.M.S. # 20

Injury Type A - Visible or Cycled from Scene B - Not Visible - Has Pain/Fatigue C - Not Visible - No Pain/Fatigue	Cause 1 - Motor Vehicle 2 - Pedestrian 3 - Other	First Aid By M - Paramedic O - Other	Police 1 - Police 2 - Fire 3 - Ambulance
--	---	--	---



Officer's Opinion of What Happened: **VEH. 1 WAS TRAVELING WEST ON AIRPORT WHEN IT PULLED OFF THE RIGHT SIDE OF THE ROAD. VEH. 1 DRIVER THEN LOST CONTROL AND VEH. 1 CROSSED THE ROADWAY TO THE LEFT SIDE WHERE IT OVERTURNED SEVERAL TIMES IN A COTTON FIELD.**

Roadway Environment 1 - <input type="checkbox"/> N/A 2 - <input checked="" type="checkbox"/> X	For Each Roadway Environment Field, Circle One Entry for Each Involved Unit: 1 - <input type="checkbox"/> 2 - <input type="checkbox"/> 3 - <input type="checkbox"/> 4 - <input type="checkbox"/> 5 - <input type="checkbox"/> 6 - <input type="checkbox"/> 7 - <input type="checkbox"/> 8 - <input type="checkbox"/> 9 - <input type="checkbox"/> 10 - <input type="checkbox"/> 11 - <input type="checkbox"/> 12 - <input type="checkbox"/> 13 - <input type="checkbox"/> 14 - <input type="checkbox"/> 15 - <input type="checkbox"/> 16 - <input type="checkbox"/> 17 - <input type="checkbox"/> 18 - <input type="checkbox"/> 19 - <input type="checkbox"/> 20 - <input type="checkbox"/> 21 - <input type="checkbox"/> 22 - <input type="checkbox"/> 23 - <input type="checkbox"/> 24 - <input type="checkbox"/> 25 - <input type="checkbox"/> 26 - <input type="checkbox"/> 27 - <input type="checkbox"/> 28 - <input type="checkbox"/> 29 - <input type="checkbox"/> 30 - <input type="checkbox"/> 31 - <input type="checkbox"/> 32 - <input type="checkbox"/> 33 - <input type="checkbox"/> 34 - <input type="checkbox"/> 35 - <input type="checkbox"/> 36 - <input type="checkbox"/> 37 - <input type="checkbox"/> 38 - <input type="checkbox"/> 39 - <input type="checkbox"/> 40 - <input type="checkbox"/> 41 - <input type="checkbox"/> 42 - <input type="checkbox"/> 43 - <input type="checkbox"/> 44 - <input type="checkbox"/> 45 - <input type="checkbox"/> 46 - <input type="checkbox"/> 47 - <input type="checkbox"/> 48 - <input type="checkbox"/> 49 - <input type="checkbox"/> 50 - <input type="checkbox"/> 51 - <input type="checkbox"/> 52 - <input type="checkbox"/> 53 - <input type="checkbox"/> 54 - <input type="checkbox"/> 55 - <input type="checkbox"/> 56 - <input type="checkbox"/> 57 - <input type="checkbox"/> 58 - <input type="checkbox"/> 59 - <input type="checkbox"/> 60 - <input type="checkbox"/> 61 - <input type="checkbox"/> 62 - <input type="checkbox"/> 63 - <input type="checkbox"/> 64 - <input type="checkbox"/> 65 - <input type="checkbox"/> 66 - <input type="checkbox"/> 67 - <input type="checkbox"/> 68 - <input type="checkbox"/> 69 - <input type="checkbox"/> 70 - <input type="checkbox"/> 71 - <input type="checkbox"/> 72 - <input type="checkbox"/> 73 - <input type="checkbox"/> 74 - <input type="checkbox"/> 75 - <input type="checkbox"/> 76 - <input type="checkbox"/> 77 - <input type="checkbox"/> 78 - <input type="checkbox"/> 79 - <input type="checkbox"/> 80 - <input type="checkbox"/> 81 - <input type="checkbox"/> 82 - <input type="checkbox"/> 83 - <input type="checkbox"/> 84 - <input type="checkbox"/> 85 - <input type="checkbox"/> 86 - <input type="checkbox"/> 87 - <input type="checkbox"/> 88 - <input type="checkbox"/> 89 - <input type="checkbox"/> 90 - <input type="checkbox"/> 91 - <input type="checkbox"/> 92 - <input type="checkbox"/> 93 - <input type="checkbox"/> 94 - <input type="checkbox"/> 95 - <input type="checkbox"/> 96 - <input type="checkbox"/> 97 - <input type="checkbox"/> 98 - <input type="checkbox"/> 99 - <input type="checkbox"/> 100 - <input type="checkbox"/>	Vision Observed By: 01 - Not Observed 02 - Buildings 03 - Structures 04 - Trees, Grass, Bushes 05 - Mowed Snow/Sand 06 - Mire/mud 07 - Curve in Road 08 - Fog 09 - Paved Vehicle 10 - Moving Vehicle(s)	Traffic Control: 01 - Police Officer 02 - R.R. Crossing Gates 03 - R.R. Flashing Lights 04 - R.R. Cross Gates/Flwy. Mark 05 - Pedestrian Control 06 - Traffic Signal 07 - Flashing Beacon 08 - Stop Sign 09 - Yield Sign 10 - Lane Control Device	Material Source: 01 - Not Applicable 02 - Natural Environment 03 - Draped from Vehicle 04 - already in Road, but not from Vehicle 05 - Other 06 - unknown	Character: 01 - Straight-Level 02 - Straight-Curve Grade 03 - Straight-Up Grade 04 - Straight-Hillside 05 - Curve-Level 06 - Curve-Down Grade 07 - Curve-Up Grade 08 - Curve-Hillside
--	---	---	---	---	---

Light: 1 - Daylight 2 - Dawn 3 - Dusk 4 - Darkness - Road Not Lit 5 - Darkness - Road Lit	Weather: 01 - Clear 02 - Cloudy 03 - Rain 04 - Snow 05 - Mist/Fog 06 - Overcast 07 - Fog 08 - Snow 09 - Other	Loads: 01 - Street Country 02 - Residential 03 - Shop's or Business 04 - Mfg. or Industrial 05 - School 06 - Playground 07 - Other	Road-Vehicular Property Damage: 1 - None Visible 2 - Light 3 - Moderate 4 - Severe	Primary Cause Description: _____ Cause: _____
Time Police Arrived: 6:30 Witness Full Name: DAVID Witness Full Name: EDWARD Name of Investigating Officer: R. HENDERSON	Time Police Arrived: 7:05 Time Crash Arrived: 6:45 Name of Photographer: R. HENDERSON	Address: _____ City: _____ State: _____ Zip: _____	Officer ID: 640 Agency OR: ALAST 0100 Agency OR: _____	Signature Required: _____ _____



PHOTOGRAPH MM
TYPICAL CARCASS CONDITION



PHOTOGRAPH NN
TYPICAL CARCASS CONDITION



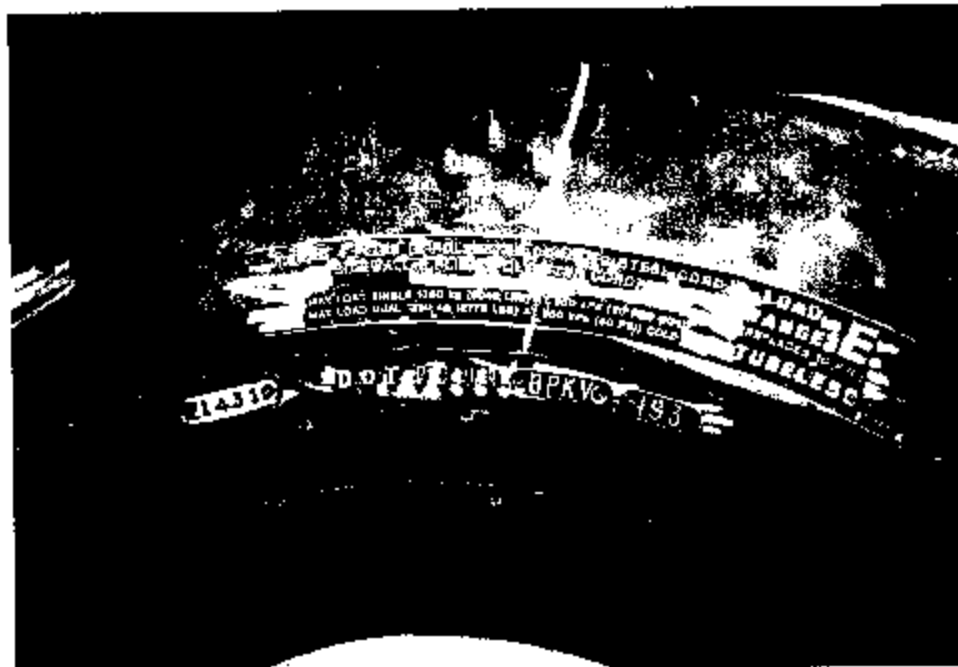
PHOTOGRAPH II
NONSERIAL SIDEWALL CRACKING



PHOTOGRAPH JJ
SERIAL SIDEWALL CRACKING



PHOTOGRAPH GG
SIZE



PHOTOGRAPH HH
CONSTRUCTION FEATURES AND SERIAL NUMBER



PHOTOGRAPH C
LEFT SIDE



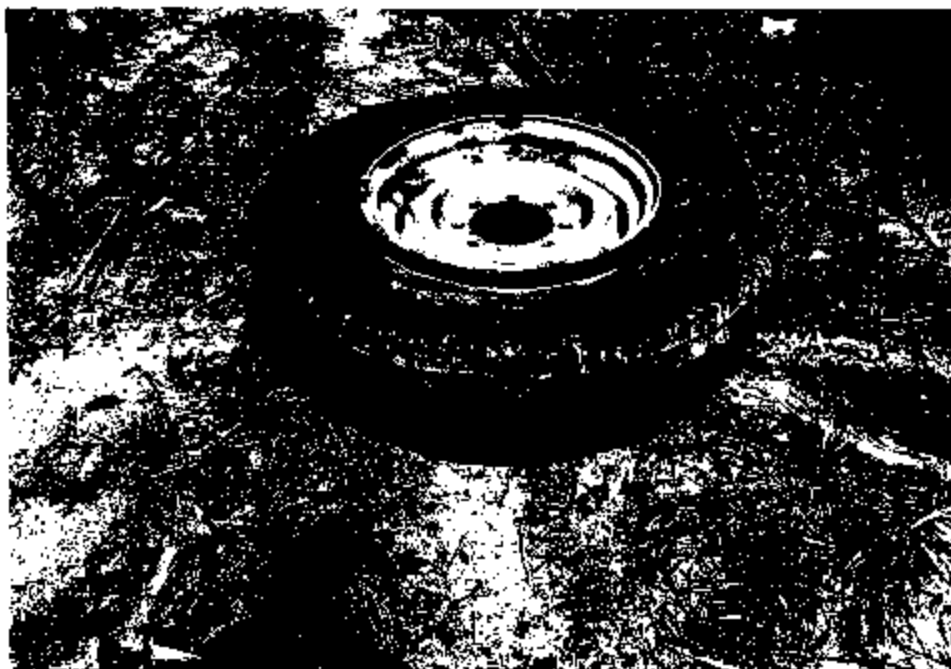
PHOTOGRAPH D
LEFT REAR



PHOTOGRAPH E
REAR OF RIGHT SIDE



PHOTOGRAPH F
FRONT OF RIGHT SIDE



PHOTOGRAPH I
TIRE AND RIM



PHOTOGRAPH J
VALVE STEM AS FOUND

PE00-046

February 21, 2001

NSA-12jfa

1990-2001

All Ford Vehicles Built

With

E Load Range Tires

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Book 1 of 1

NHTSA Copy #1

Ford Motor Company

OFFICE
OF DEFECTS INVESTIGATION

James P. Vondale, Director
Automotive Safety Office
Environmental & Safety Engineering

February 23, 2001

Ms. Kathleen C. DeMeter, Director
Office of Defects Investigation,
Safety Assurance
National Highway Traffic Safety
Administration
400 Seventh Street, S. W.
Washington, DC 20590

Dear Ms. DeMeter:

Subject: PE00-046:NSA-12jfa

Enclosed is Ford's partial response to your letter, dated January 24, 2001, requesting certain information relating to the performance of all "E" load rated tires installed as original equipment on vehicles manufactured by Ford from January 1, 1990 through the date of your letter. In a letter dated February 16, 2001, Ford requested an extension of time to answer Request Numbers 2 through 7. A complete answer to Request Number 1 is attached. Ford will provide answers to Request Numbers 2 through 7 on or before the dates listed in our February 16, 2001 letter.

If you have any further questions, please contact me.

Sincerely,



J.P. James P. Vondale

PE00-046
scb

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FORD'S RESPONSE TO REQUEST NUMBER 1
RELATING TO PE00-046

Ford's response to this Preliminary Evaluation was prepared pursuant to a diligent and good faith search for the information requested. While we have employed our best good faith efforts to provide responsive information, the breadth of the Agency's request and the requirement that information be provided on an expedited basis makes this a difficult task. We nevertheless have made every effort to provide thorough and accurate information and would be pleased to meet with Agency personnel to discuss any aspect of this inquiry.

The scope of Ford's investigation conducted to locate responsive information focused on Ford employees most likely to be knowledgeable about the subject matter of this inquiry, and reviewing Ford files in which responsive information ordinarily would be expected to be found and to which Ford would ordinarily refer, as more fully described in this response. Ford notes that although electronic information was included within the scope of its search, Ford has not attempted to retrieve from computer storage media electronic files that were overwritten or deleted. As the Agency is aware, such files generally are unavailable to the computer user even if they still exist and are retrievable through expert means. To the extent that the Agency's definition of Ford includes suppliers, contractors and affiliated enterprises over which Ford does not exercise day-to-day operational control, we note that information belonging to such entities ordinarily is not in Ford's possession, custody or control. Ford has construed this request as pertaining to vehicles manufactured for sale in the United States.

On February 16, 2001, a request was made in writing to Mr. Thomas Z. Cooper of the Agency for various extensions of time in which to file our responses to your inquiry. The extensions requested were:

<u>Submission Date</u>	<u>Requests Numbers</u>
February 23, 2001	1
March 15, 2001	7
April 6, 2001	2, 3 and Partial 5 (US only)
April 20, 2001	4, Complete 5 (worldwide) and 6

On April 20, 2001, Ford will make available electronic copies on Ford's Virtual Reading Room (VRR) of all documents that have been located which are responsive to Requests Numbers 4 and 6. Ford anticipates that additional documents may be located after that date. In that event, electronic copies of any such documents will also be made available on the website.

Accordingly, we are setting forth below our response to your specific Request Number 1 only. As requested, after the numeric designation, Ford has set forth verbatim the request for information, followed by our response. Unless otherwise stated, Ford has undertaken to provide responsive data and/or documents dated up to and including January 24, 2001, the date of your inquiry. Ford has searched the Truck Vehicle Center and Marketing Operations for documents responsive to Request Number 1.

Request No. 1

Provide a table that lists the populations of all Ford vehicles produced that were equipped with the subject tires. List your response by tire make, tire model, tire size, and vehicle model and model year to which they were fitted. Provided your response separately for each tire make.

Answer

In a January 25, 2001 phone conversation between Mr. Thomas Z. Cooper of the Agency and a member of my staff the Agency clarified that the subject tires included all "E" load range tires supplied to Ford by all manufactures and not just those tires manufactured by Goodyear and Kelly-Springfield. Please note that Kelly-Springfield was not a supplier to Ford for tires installed as original equipment on any vehicles produced during the time period covered by your inquiry (January 1, 1990 through January 24, 2001).

Ford is providing in Attachment I a table listing the requested vehicle model, model year, tire size and approved manufacturers for all E load range tires installed as original equipment (standard and optional) on Ford vehicles from January 1, 1990 through January 24, 2001. The supplier data provided in Appendix I is derived from information regarding suppliers authorized by engineering to provide tires to be used on specific vehicles for a given model year. In the cases where tires were sourced to more than one supplier, it is possible that only one, or multiple approved suppliers, may have provided these tires over the particular model year.

Our experience is that the information contained in Ford's records as to the specific tire model installed on individual vehicles is not reliable. This situation was explained during a telephone conversation on Wednesday, February 21, 2001 with Mr. John F. Abbott of the Agency and a member of my staff and it was agreed that Ford would not provide any existing tire model information at this time. If the Agency later decides that it wishes to review the available tire model data, we will provide it.

* * *

ATTACHMENT 1

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E Load Rated Tire Usage

Vehicle Line and Tire Size	1990 CY	1991 CY	1992 CY	1993 CY	1994 CY	1995 CY	1996 CY	1997 CY	1998 CY	1999 CY	2000 CY	2001 CY
E250 and Variations												
LT215/85R16E	X	(4)	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered
LT225/75R16E	Not Offered	Not Offered	(4)	(1)(4)	(1)(4)	(1)(4)	(1)(4)(5)	(1)(4)(5)	(1)(4)(5)	(1)(4)(5)	(5)	(5)
LT245/75R16E	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered	(1)(4)	(1)(4)	(1)(4)	(1)	(1)
E350 and Variations												
LT215/85R16E	X	(4)	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered
LT225/75R16E	Not Offered	Not Offered	(4)	(1)(4)	(1)(4)	(1)(4)	(1)(4)(5)	(1)(4)(5)	(1)(4)(5)	(1)(4)(5)	(5)	(5)
LT235/85R16E	X	(1)(3)(4)	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered
LT245/75R16E	Not Offered	Not Offered	(4)	(1)(4)	(1)(4)	(1)(4)	(1)(4)	(1)(4)	(1)(4)	(1)(4)	(1)	(1)
E450 and Variations												
LT225/75R16E											(5)	(5)
E Super Duty												
LT225/75R16E							(1)(4)(5)					
F250 and Variations												
LT235/85R16E	(1)(3)(4)(5)	(1)(3)(4)(5)	(1)(3)(4)(5)	(1)(3)(4)(5)	(1)(3)(4)(5)	(1)(3)(4)(5)	Not Offered	(1)(3)(4)(5)		(1)(3)	(1)(3)	(1)(3)
LT265/75R16E	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered		(5)	(5)	(5)
F350 and Variations												
LT215/85R16E	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered		(5)	(5)	(5)
LT235/85R16E	(1)(3)(4)(5)	(1)(3)(4)(5)	(1)(3)(4)(5)	(1)(3)(4)(5)	(1)(3)(4)(5)	(1)(3)(4)(5)	(1)(3)(4)(5)	(1)(3)(4)(5)	(1)(3)(4)(5)	(1)(3)	(1)(3)	(1)(3)
LT265/75R16E	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered		(5)	(5)	(5)
F Super Duty												
LT235/85R16E	(1)(3)(4)(5)	(1)(3)(4)(5)	(1)(3)(4)(5)	(1)(3)(4)(5)	(1)(3)(4)(5)	(1)(3)(4)(5)	(1)(3)(4)(5)	(1)(3)(4)(5)	(1)(3)(4)(5)			
Motor Home (stripped chassis)												
LT215/85R16E	Not Offered	unknown (a)	X	X	X	X	X	X		Not Offered	Not Offered	Not Offered
LT235/85R16E	X	X (a)	X	X	X	X	X	X		Not Offered	Not Offered	Not Offered

Approved Manufacturers: (1) Goodyear, (2) Uniroyal, (3) General, (4) Michelin, (5) Firestone, X = Unknown

(a) 1991 Motor Home (stripped chassis) tire chart not available. LT235 tire believed to have been released.

■ = Per tire chart, model not available.

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PE00-046

March 15, 2001

NSA-12jfa

1990-2001

All Ford Vehicles Built

With

E Load Range Tires

Book 1 of 1

NHTSA Copy #2

Ford Motor Company

REC'D
MARCH 19 11 03
FORD MOTOR COMPANY

James P. Vondra, Director
Automotive Safety Office
Environmental & Safety Engineering

March 15, 2001

Ms. Kathleen C. DeMeter, Director
Office of Defects Investigation, Safety Assurance
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

Dear Ms. DeMeter:

Subject: PE00-046:NSA-12jfa

Enclosed is Ford's partial response to your letter, dated January 24, 2001, requesting certain information relating to the performance of all "E" load rated tires installed as original equipment on vehicles manufactured by Ford from January 1, 1990 through the date of your letter. In a February 16, 2001 letter Ford requested an extension of time to March 15, 2001 to answer Request 7. Accordingly, our response to that request is attached. Ford also is amending its response to Request Number 1 to include certain vehicles sold by Ford's Dealer Special Order (DSO) activity that were built with Goodyear "E" load rated tires. This DSO information had not been identified at the time of our February 23, 2001 response. Ford will provide complete answers to Requests 2 through 6 on or before the dates listed in our February 16, 2001 letter.

If you have any further questions, please contact me at (313) 845-4320.

Sincerely,



Attachment
scb



**FORD'S AMMENDED RESPONSE TO REQUEST NUMBER 1
AND IT'S RESPONSE TO REQUEST NUMBER 7 RELATING TO PE00-046**

Ford's response to this Preliminary Evaluation information request was prepared pursuant to a diligent and good faith search for the information requested. While we have employed our best good faith efforts to provide responsive information, the breadth of the Agency's request and the requirement that information be provided on an expedited basis makes this a difficult task. We nevertheless have made every effort to provide thorough and accurate information and would be pleased to meet with Agency personnel to discuss any aspect of this response.

The scope of Ford's investigation conducted to locate responsive information focused on Ford employees most likely to be knowledgeable about the subject matter of this inquiry, and review of Ford files in which responsive information ordinarily would be expected to be found and to which Ford would ordinarily refer, as more fully described in this response. Ford notes that although electronic information was included within the scope of its search, Ford has not attempted to retrieve from computer storage media electronic files that were overwritten or deleted. As the Agency is aware, such files generally are unavailable to the computer user even if they still exist and are retrievable through expert means. To the extent that the Agency's definition of Ford includes suppliers, contractors and affiliated enterprises over which Ford does not exercise day-to-day operational control, we note that information belonging to such entities ordinarily is not in Ford's possession, custody or control. Ford has construed this request as pertaining to vehicles manufactured for sale in the United States.

On February 16, 2001, a request was made in writing to Mr. Thomas Z. Cooper of the Agency for various extensions of time in which to file our responses to your inquiry. The extensions requested were:

<u>Submission Date</u>	<u>Request Numbers</u>
February 23, 2001	1
March 15, 2001	7
April 6, 2001	2, 3 and Partial 5 (US only)
April 20, 2001	4, Complete 5 (worldwide) and 6

On April 20, 2001, Ford will make available electronic copies on Ford's Virtual Reading Room (VRR) of all documents that have been located which are responsive to Requests 4 and 6. Ford anticipates that additional documents may be located after that date. In that event, electronic copies of any such documents will also be made available on the website.

Accordingly, we are setting forth below our amended response to Request Number 1 and our response to Request Number 7. As requested, after the numeric designation, Ford has set forth verbatim the request for information, followed by our response. Unless otherwise stated, Ford has undertaken to provide responsive data and/or documents dated up to and including January 24, 2001, the date of your inquiry. Ford has searched the Truck Vehicle Center and Marketing Operations for documents responsive to Request Numbers 1 and 7.

Request No. 1

Provide a table that lists the populations of all Ford vehicles produced that were equipped with the subject tires. List your response by tire make, tire model, tire size, and vehicle model and model year to which they were fitted. Provided your response separately for each tire make.

Answer

In a January 25, 2001 phone conversation between Mr. Thomas Z. Cooper of the Agency and a member of my staff the Agency clarified that the subject tires included all "E" load range tires supplied to Ford by all manufactures and not just those tires manufactured by Goodyear and Kelly-Springfield. Please note that Kelly-Springfield was not a supplier to Ford for tires installed as original equipment on any vehicles produced during the time period covered by your inquiry (January 1, 1990 through January 24, 2001).

Ford is providing in Attachment I-A a revised table listing the requested vehicle model, model year, tire size and approved manufacturers for all "E" load range tires installed as original equipment (standard and optional) on Ford vehicles from January 1, 1990 through January 24, 2001. Ford has amended this table to include certain vehicles sold by the Dealer Special Options (DSO) activity. The records maintained by the DSO marketing group provided the specific tire size and approved supplier (Goodyear) for the "E" load rated tires used on the vehicles sold by that activity from 1997 through 2001 model years. The DSO marketing records had not been identified at the time of our previous response, dated February 23, 2001. Marketing records for vehicles configured by DSO for the 1990 through 1996 model years no longer exist. Ford also is adding LT235/85R16E tire usage for F250 vehicles sold in 1996. The page listing this tire information was inadvertently missed when compiling the data for our February 23, 2001 response.

As stated in our February 23, 2001 response, in the cases where tires were sourced to more than one supplier, it is possible that only one, or multiple approved suppliers, may have provided these tires over the particular model year.

Request No. 7

Provide a table, in both written and electronic format (using Microsoft Excel spreadsheet) presenting the design details, intended application, recommended air pressure (tire manufacturer), and Ford recommended air pressure for each of the subject tires by make, model, and tire size.

Answer

Ford is providing in Appendix II a table containing the requested information that is available within our records. As noted in our previous responses to other Agency inquiries involving certain Firestone and Continental-General tires, Ford does not specify design details for the tires used on its vehicles and cannot provide that information.

The development process between Ford and the tire manufacturer(s) in approving a specific tire for a specific application results in an agreed tire pressure that satisfies all of the performance characteristics that are required of the tire—which include,

but are not limited to, ride and handling, NVH, and structural integrity of the tire. This agreed upon air pressure is listed in Ford's tire and wheel (413) chart for that specific application. As a result, Ford as the manufacturer of the vehicle makes the recommendation for the specific tire pressure. The approved tire manufacturer(s) will have agreed to supply tires for that specific application at the tire pressure listed on the 413 chart, but do not make the actual recommendation. Therefore, the table in Attachment II does not contain a tire manufacturer recommended tire pressure.

Ford is providing with each copy of this response a diskette labeled "PE00-046 No. 1." Each diskette has a Microsoft Excel file named "Request No 7.xls" which contains the electronic copy of the table in Attachment II.

#

E Load Rated Tire Usage

Vehicle Line and Tire Size	1990 CY	1991 CY	1992 CY	1993 CY	1994 CY	1995 CY	1996 CY	1997 CY	1998 CY	1999 CY	2000 CY	2001 CY
E250 and Variations												
LT215/85R16E	X	(4)	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered
LT225/75R16E	Not Offered	Not Offered	(4)	(1)(4)	(1)(4)	(1)(4)	(1)(4)(5)	(1)(4)(5)	(1)(4)(5)	(1)(4)(5)	(5)	(5)
LT245/75R16E	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered	(1)(4)	(1)(4)	(1)(4)	(1)	(1)
E350 and Variations												
LT215/85R16E	X	(4)	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered
LT225/75R16E	Not Offered	Not Offered	(4)	(1)(4)	(1)(4)	(1)(4)	(1)(4)(5)	(1)(4)(5)	(1)(4)(5)	(1)(4)(5)	(1)a(5)	(5)
LT235/85R16E	X	(1)(3)(4)	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered
LT245/75R16E	Not Offered	Not Offered	(4)	(1)(4)	(1)(4)	(1)(4)	(1)(4)	(1)(4)	(1)(4)	(1)(4)	(1)	(1)
E450 and Variations												
LT225/75R16E									(1)a		(5)	(5)
LT225/75R16E							(1)(4)(5)					
E550 and Variations												
LT235/85R16E	(1)(3)(4)(5)	(1)(3)(4)(5)	(1)(3)(4)(5)	(1)(3)(4)(5)	(1)(3)(4)(5)	(1)(3)(4)(5)	(1)(3)(4)(5)	(1)(3)(4)(5)	(1)(3)(4)(5)	(1)(3)	(1)(3)	(1)(3)
LT265/75R16E	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered	(5)	(5)	(5)
E650 and Variations												
LT215/85R16E	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered	(1)a (5)	(5)	(5)
LT235/85R16E	(1)(3)(4)(5)	(1)(3)(4)(5)	(1)(3)(4)(5)	(1)(3)(4)(5)	(1)(3)(4)(5)	(1)(3)(4)(5)	(1)(3)(4)(5)	(1)(3)(4)(5)	(1)(3)(4)(5)	(1)(3)	(1)(3)	(1)(3)
LT265/75R16E	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered	Not Offered	(5)	(5)	(5)
E750 and Variations												
LT235/85R16E	(1)(3)(4)(5)	(1)(3)(4)(5)	(1)(3)(4)(5)	(1)(3)(4)(5)	(1)(3)(4)(5)	(1)(3)(4)(5)	(1)(3)(4)(5)	(1)(3)(4)(5)	(1)(3)(4)(5)			
Other Heavy Duty												
LT215/85R16E	Not Offered	unknown (a)	X	X	X	X	X	X		Not Offered	Not Offered	Not Offered
LT235/85R16E	X	X (a)	X	X	X	X	X	X		Not Offered	Not Offered	Not Offered

Approved Manufacturers: (1) Goodyear, (2) Uniroyal, (3) General, (4) Michelin, (5) Firestone, X = Unknown [a] = DSO marketing
 (a) 1991 Motor Home (stripped chassis) tire chart not available. LT235 tire believed to have been released. [] = Per tire chart, model not available.

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ATTACHMENT II

ECONOLINE

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MY	Intended Application			Tire Size	Design Details	Ford Recommended Air Pressure (psi)	
	Vehicle	Wheel Base (in.)	GVW (lbs.)			Front	Rear
91	E250 CARGO VAN	138.0	7200	LT215/85R16E	N/A	51	58
			7900	LT215/85R16E	N/A	51	73
			8550	LT215/85R16E	N/A	51	80
91	E250 SUPER VAN	138.0	8100	LT215/85R16E	N/A	51	80
91	E250 CLUB WAGON 8/12 PASS	138.0	8550	LT215/85R16E	N/A	58	80
91	E350 CARGO VAN	138.0	9400	LT235/85R16E	N/A	51	80
			9500	LT235/85R16E	N/A	51	80
91	E350 SUPER VAN	138.0	9000	LT235/85R16E	N/A	51	80
91	E350 SUPER WAGON 12/15 PASS	138.0	9100	LT235/85R16E	N/A	58	80
91	E350 COMM S/C SRW	138.0	9400	LT235/85R16E	N/A	44	80
		158.0	9400	LT235/85R16E	N/A	44	80
91	E350 RV C/A DRW	138.0	10500	LT215/85R16E	N/A	58	58
		158.0	11000	LT215/85R16E	N/A	58	58
		176.0	11001	LT215/85R16E	N/A	58	58
91	E350 COMM C/A DRW	138.0	10000	LT215/85R16E	N/A	51	58
			10300	LT215/85R16E	N/A	51	58
		158.0	10700	LT215/85R16E	N/A	58	58
91	E350 COMM S/C DRW	158.0	10000	LT215/85R16E	N/A	51	58

S/C = Stripped Chassis

C/A = Cut-away

SRW = Single Rear Wheel

DRW = Dual Rear Wheel

RV = Recreational Vehicle

GAWR = Gross Axle Weight Rating

MY	Intended Application			Tire Size	Design Details	Ford Recommended Air Pressure (psi)	
	Vehicle	Wheel Base (in.)	GVW (lbs.)			Front	Rear
92	E250 CARGO VAN	138.0	7200	LT225/75R16E	N/A	50	58
			8450	LT225/75R16E	N/A	55	75
			8550	LT225/75R16E	N/A	55	75
92	E250 SUPER VAN	138.0	7300	LT225/75R16E	N/A	50	80
			8450	LT225/75R16E	N/A	50	80
			8550	LT225/75R16E	N/A	50	80
92	E350 CARGO VAN	138.0	9400	LT245/75R16E	N/A	55	80
			9500	LT245/75R16E	N/A	55	80
92	E350 SUPER VAN	138.0	9400	LT245/75R16E	N/A	55	80
92	E350 CLUB WAGON 12 PASS	138.0	8700	LT225/75R16E	N/A	55	80
				LT245/75R16E	N/A	55	75
92	E350 SUPER WAGON	138.0	9300	LT245/75R16E	N/A	55	80
92	E350 COMM S/C DRW	138.0	9400	LT245/75R16E	N/A	55	80
		158.0	9400	LT245/75R16E	N/A	55	80
92	E350 C/A RV or COMM DRW	138.0	9600	LT245/75R16E	N/A	55	80
			10500	LT225/75R16E	N/A	65	55
		158.0	11500	LT225/75R16E	N/A	65	60
		176.0	11500	LT225/75R16E	N/A	65	60
92	E350 COMM C/A DRW	138.0	10000	LT225/75R16E	N/A	65	55
			10300	LT225/75R16E	N/A	65	60
		158.0	10700	LT225/75R16E	N/A	65	60

S/C = Stripped Chassis

C/A = Cut-away

SRW = Single Rear Wheel

DRW = Dual Rear Wheel

RV = Recreational Vehicle

GAWR = Gross Axle Weight Rating

MY	Intended Application			Tire Size	Design Details	Ford Recommended Air Pressure (psi)	
	Vehicle	Wheel Base (in.)	GVW (lbs.)			Front	Rear
92	E350 S/C COMM DRW	138.0	10000	LT225/75R16E	N/A	65	60
		158.0	10000	LT225/75R16E	N/A	65	60
		176.0	10000	LT225/75R16E	N/A	65	60

S/C = Stripped Chassis

C/A = Cut-away

SRW = Single Rear Wheel

DRW = Dual Rear Wheel

RV = Recreational Vehicle

GAWR = Gross Axle Weight Rating

MY	Intended Application			Tire Size	Design Details	Ford Recommended Air Pressure (psi)	
	Vehicle	Wheel Base (in.)	GVW (lbs.)			Front	Rear
93	E250 CARGO VAN	Tire information missing from tire and wheel chart for this application					
93	E250 SUPER VAN	Tire information missing from tire and wheel chart for this application					
93	E350 CARGO VAN	138.0	9400	LT245/75R16E	N/A	55	80
			9500	LT245/75R16E	N/A	55	80
93	E350 SUPER VAN	138.0	9300	LT245/75R16E	N/A	55	80
			9400	LT245/75R16E	N/A	55	80
93	E350 CLUB WAGON 12 PASS	138.0	8700	LT225/75R16E	N/A	55	80
				LT245/75R16E	N/A	55	70
93	E350 SUPER WAGON	138.0	8800	LT245/75R16E	N/A	55	80
			9100	LT245/75R16E	N/A	55	80
			9300	LT245/75R16E	N/A	55	80
93	E350 COMM S/C SRW	138.0	9400	LT245/75R16E	N/A	55	80
		158.0	9400	LT245/75R16E	N/A	55	80
93	E350 C/A RV or COMM SRW	138.0	9600	LT245/75R16E	N/A	55	80
93	E350 RV C/C DRW	138.0	10500	LT225/75R16E	N/A	65	65
		158.0	11500	LT225/75R16E	N/A	65	60
		176.0	11500	LT225/75R16E	N/A	65	60
93	E350 COMM C/A DRW	138.0	10000	LT225/75R16E	N/A	65	55
			10300	LT225/75R16E	N/A	65	60
		158.0	10700	LT225/75R16E	N/A	65	60
93	E350 S/C COMM DRW	138.0	10000	LT225/75R16E	N/A	65	60

S/C = Stripped Chassis

C/A = Cut-away

SRW = Single Rear Wheel

DRW = Dual Rear Wheel

RV = Recreational Vehicle

GAWR = Gross Axle Weight Rating

MY	Intended Application			Tire Size	Design Details	Ford Recommended Air Pressure (psi)	
	Vehicle	Wheel	GVW			Front	Rear
		Base (in.)	(lbs.)				
		158.0	10000	LT225/75R16E	N/A	65	60
		176.0	10000	LT225/75R16E	N/A	65	60

S/C = Stripped Chassis

C/A = Cut-away

SRW = Single Rear Wheel

DRW = Dual Rear Wheel

RV = Recreational Vehicle

GAWR = Gross Axle Weight Rating

MY	Intended Application			Tire Size	Design Details	Ford Recommended Air Pressure (psi)	
	Vehicle	Wheel Base (in.)	GVW (lbs.)			Front	Rear
94	E250 CARGO VAN	138	7200	LT225/75R16E	N/A	50	55
94	W/ HEAVY DUTY Rr GAWR	138	7200	LT225/75R16E	N/A	50	80
94	E250 CARGO VAN		8450	LT225/75R16E	N/A	55	75
			8550	LT225/75R16E	N/A	55	75
94	E250 RV CONV VAN	138	7500	LT225/75R16E	N/A	50	60
94	E250 SUPER VAN	138	7300	LT225/75R16E	N/A	50	60
			8450	LT225/75R16E	N/A	50	80
			8550	LT225/75R16E	N/A	50	80
94	E250 SUPER RV CONV VAN	138	7500	LT225/75R16E	N/A	50	60
94	E350 CARGO VAN	138	9400	LT245/75R16E	N/A	55	80
			9500	LT245/75R16E	N/A	55	80
94	E350 SUPER VAN	138	9300	LT245/75R16E	N/A	55	80
			9400	LT245/75R16E	N/A	55	80
94	E350 CLUB WAGON 12 PASS	138	8700	LT225/75R16E	N/A	60	80
				LT245/75R16E	N/A	55	70
94	E350 SUPER WAGON 12-15 PASS	138	8800	LT245/75R16E	N/A	55	80
			9100	LT245/75R16E	N/A	55	80
			9300	LT245/75R16E	N/A	55	80
94	E350 COMM S/C SRW	138	9400	LT245/75R16E	N/A	55	80
		158	9400	LT245/75R16E	N/A	55	80
94	E350 COMM C/A or RV	138	9600	LT245/75R16E	N/A	55	80

S/C = Stripped Chassis

C/A = Cut-away

SRW = Single Rear Wheel

DRW = Dual Rear Wheel

RV = Recreational Vehicle

GAWR = Gross Axle Weight Rating

MY	Intended Application			Tire Size	Design Details	Ford Recommended Air Pressure (psi)	
	Vehicle	Wheel Base (in.)	GVW (lbs.)			Front	Rear
94	E350 RV C/A DRW	138	10500	LT225/75R16E	N/A	65	55
		158	11500	LT225/75R16E	N/A	65	60
		176	11500	LT225/75R16E	N/A	65	60
94	E350 COMM C/A DRW	138	10000	LT225/75R16E	N/A	65	55
			10300	LT225/75R16E	N/A	65	60
		158	10700	LT225/75R16E	N/A	65	60
94	E350 S/C COMM DRW	138	10000	LT225/75R16E	N/A	65	60
		158	10001	LT225/75R16E	N/A	65	60
		176	10002	LT225/75R16E	N/A	65	60

S/C = Stripped Chassis

C/A = Cut-away

SRW = Single Rear Wheel

DRW = Dual Rear Wheel

RV = Recreational Vehicle

GAWR = Gross Axle Weight Rating

MY	Intended Application			Tire Size	Design Details	Ford Recommended Air Pressure (psi)	
	Vehicle	Wheel Base (in.)	GVW (lbs.)			Front	Rear
95	E250 CARGO VAN	138	7200	LT225/75R16E	N/A	50	55
95	W/ HEAVY DUTY Rr GAWR		7200	LT225/75R16E	N/A	50	80
			8550	LT225/75R16E	N/A	55	75
95	E250 RV CONV VAN	138	7500	LT225/75R16E	N/A	50	60
95	E250 SUPER VAN	138	7300	LT225/75R16E	N/A	50	60
			8550	LT225/75R16E	N/A	50	80
95	E250 SUPER RV CONV VAN	138	7500	LT225/75R16E	N/A	50	60
95	E350 CARGO VAN	138	9400	LT245/75R16E	N/A	55	80
			9500	LT245/75R16E	N/A	55	80
95	E350 SUPER VAN	138	9300	LT245/75R16E	N/A	55	80
			9400	LT245/75R16E	N/A	55	80
95	E350 CLUB WAGON 7-12 PASS	138	8700	LT225/75R16E	N/A	60	80
				LT245/75R16E	N/A	55	70
95	E350 SUPER WAGON 12-15 PASS	138	8800	LT245/75R16E	N/A	55	80
			9100	LT245/75R16E	N/A	55	80
			9300	LT245/75R16E	N/A	55	80
95	E350 COMM S/C SRW	138	9400	LT245/75R16E	N/A	55	80
		158	9400	LT245/75R16E	N/A	55	80
95	E350 COMM C/A or RV	138	9600	LT245/75R16E	N/A	55	80
95	E350 COMMUTER VAN	138	9300	LT245/75R16E	N/A	55	80
95	E350 RV C/A DRW	138	10500	LT225/75R16E	N/A	65	55

S/C = Stripped Chassis

C/A = Cut-away

SRW = Single Rear Wheel

DRW = Dual Rear Wheel

RV = Recreational Vehicle

GAWR = Gross Axle Weight Rating

MY	Intended Application			Tire Size	Design Details	Ford Recommended Air Pressure (psi)	
	Vehicle	Wheel Base (in.)	GVW (lbs.)			Front	Rear
		158	11500	LT225/75R16E	N/A	65	60
		176	11500	LT225/75R16E	N/A	65	60
95	E350 COMM C/A DRW	138	10000	LT225/75R16E	N/A	65	55
			10300	LT225/75R16E	N/A	65	60
		158	10700	LT225/75R16E	N/A	65	60
95	E350 COMM S/C DRW	138	10000	LT225/75R16E	N/A	65	60
		158	10000	LT225/75R16E	N/A	65	60
		176	10000	LT225/75R16E	N/A	65	60

S/C = Stripped Chassis
 C/A = Cut-away
 SRW = Single Rear Wheel
 DRW = Dual Rear Wheel
 RV = Recreational Vehicle
 GAWR = Gross Axle Weight Rating

MY	Intended Application			Tire Size	Design Details	Ford Recommended Air Pressure (psi)	
	Vehicle	Wheel Base (in.)	GVW (lbs.)			Front	Rear
96	E250 CARGO VAN	138	7200	LT225/75R16E	N/A	50	55
96	W/ HEAVY DUTY Rr GAWR		7200	LT225/75R16E	N/A	50	80
			8550	LT225/75R16E	N/A	55	75
96	E250 RV CONV VAN	138	7500	LT225/75R16E	N/A	50	60
96	E250 COMM S/C	124	8550	LT225/75R16E	N/A	45	80
96	E250 SUPER VAN	138	7300	LT225/75R16E	N/A	50	60
			8550	LT225/75R16E	N/A	50	80
96	E250 SUPER RV CONV VAN	138	7500	LT225/75R16E	N/A	50	60
96	E350 RV C/A DRW	138	10500	LT225/75R16E	N/A	65	55
		158	11500	LT225/75R16E	N/A	65	60
		176	11500	LT225/75R16E	N/A	65	60
96	E350 COMM C/A DRW	138	10000	LT225/75R16E	N/A	65	55
			10300	LT225/75R16E	N/A	65	60
		158	10700	LT225/75R16E	N/A	65	60
96	E350 COMM S/C DRW	138	10000	LT225/75R16E	N/A	65	60
		158	10000	LT225/75R16E	N/A	65	60
		176	10000	LT225/75R16E	N/A	65	60
96	E350 CARGO VAN	138	9500	LT245/75R16E	N/A	55	80
96	E350 SUPER VAN	138	9300	LT245/75R16E	N/A	55	80
			9400	LT245/75R16E	N/A	55	80
96	E350 CLUB WAGON 7-12 PASS	138	8700	LT225/75R16E	N/A	60	80

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RV = Recreational Vehicle

GAWR = Gross Axle Weight Rating

MY	Intended Application			Tire Size	Design Details	Ford Recommended Air Pressure (psi)	
	Vehicle	Wheel Base (in.)	GVW (lbs.)			Front	Rear
				LT245/75R16E	N/A	55	70
96	E350 SUPER WAGON 12-15 PASS	138	9100	LT245/75R16E	N/A	55	80
			9300	LT245/75R16E	N/A	55	80
96	E350 COMM S/C SRW	138	9400	LT245/75R16E	N/A	55	80
		158	9400	LT245/75R16E	N/A	55	80
96	E350 COMM or RV C/A	138	9600	LT245/75R16E	N/A	55	80
96	E350 COMMUTER VAN	138	9300	LT245/75R16E	N/A	55	80
96	E-SUPER DUTY RV C/A DRW	158	14050	LT225/75R16E	N/A	65	80
		176	14050	LT225/75R16E	N/A	65	80
96	E-SUPER DUTY COMM C/A DRW	158	14050	LT225/75R16E	N/A	65	80
		176	14050	LT225/75R16E	N/A	65	80

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MY	Intended Application			Tire Size	Design Details	Ford Recommended Air Pressure (psi)	
	Vehicle	Wheel Base (in.)	GVW (lbs.)			Front	Rear
97	E250 CARGO VAN	138	7200	LT225/75R16E	N/A	50	55
97	W/ HEAVY DUTY Rr GAWR		7200	LT225/75R16E	N/A	50	80
			8450	LT225/75R16E	N/A	55	75
			8550	LT225/75R16E	N/A	55	75
			8550	LT245/75R16E	N/A	55	75
97	E250 RV CONV VAN	138	7500	LT225/75R16E	N/A	50	55
97	E250 COMM S/C	124	8550	LT225/75R16E	N/A	45	80
97	E250 SUPER VAN	138	7300	LT225/75R16E	N/A	50	60
			8450	LT225/75R16E	N/A	50	80
			8550	LT225/75R16E	N/A	50	80
97	E250 SUPER RV CONV	138	7500	LT225/75R16E	N/A	50	60
97	E350 CARGO VAN	138	9500	LT245/75R16E	N/A	55	80
97	E350 SUPER VAN	138	9400	LT245/75R16E	N/A	55	80
97	E350 CLUB WAGON 7-12 PASS	138	8700	LT225/75R16E	N/A	60	60
				LT245/75R16E	N/A	55	70
97	E350 SUPER WAGON 12 PASS	138	9300	LT245/75R16E	N/A	55	80
97	E350 SUPER WAGON 15 PASS	138	9100	LT245/75R16E	N/A	55	80
			9300	LT245/75R16E	N/A	55	80
97	E350 COMM S/C SRW	138	9400	LT245/75R16E	N/A	55	80
		158	9400	LT245/75R16E	N/A	55	80
97	E350 COMM C/A	138	9600	LT245/75R16E	N/A	55	80

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MY	Intended Application			Tire Size	Design Details	Ford Recommended Air Pressure (psi)	
	Vehicle	Wheel Base (in.)	GVW (lbs.)			Front	Rear
97	E350 RV C/A	138	9600	LT245/75R16E	N/A	55	80
97	E350 RV C/A DRW	138	10500	LT225/75R16E	N/A	65	55
		158	11500	LT225/75R16E	N/A	65	60
		176	11500	LT225/75R16E	N/A	65	60
		158	14050	LT225/75R16E	N/A	65	80
		176	14051	LT225/75R16E	N/A	65	80
97	E350 COMM C/A DRW	138	10000	LT225/75R16E	N/A	85	55
			10300	LT225/75R16E	N/A	65	60
		158	10700	LT225/75R16E	N/A	65	60
		158	14050	LT225/75R16E	N/A	65	80 (a)
97	E350 COMM S/C DRW	138	10000	LT225/75R16E	N/A	65	60
		158	10000	LT225/75R16E	N/A	65	60
		176	10000	LT225/75R16E	N/A	65	60

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 RV = Recreational Vehicle
 GAWR = Gross Axle Weight Rating

MY	Intended Application			Tire Size	Design Details	Ford Recommended Air Pressure (psi)	
	Vehicle	Wheel Base (in.)	GVW (lbs.)			Front	Rear
98	E250 CARGO VAN	138	7200	LT225/75R16E	N/A	50	55
			8450	LT225/75R16E	N/A	50	75
			8600	LT225/75R16E	N/A	55	75
				LT245/75R16E	N/A	50	80
98	E250 RV CONV VAN	138	7900	LT225/75R16E	N/A	55	60
98	E250 COMM S/C	124	8600	LT225/75R16E	N/A	45	80
98	E250 SUPER VAN	138	7300	LT225/75R16E	N/A	50	60
			8450	LT225/75R16E	N/A	50	80
			8600	LT225/75R16E	N/A	50	80
98	E250 SUPER RV CONV	138	7500	LT225/75R16E	N/A	50	60
98	E350 CARGO VAN	138	9500	LT245/75R16E	N/A	55	80
98	E350 SUPER VAN	138	9400	LT245/75R16E	N/A	55	80
98	E350 CLUB WAGON 7-12 PASS	138	8700	LT225/75R16E	N/A	60	80
98	E350 SUPER WAGON 12 PASS	138	9300	LT245/75R16E	N/A	55	80
98	E350 SUPER WAGON 15 PASS	138	9100	LT245/75R16E	N/A	55	80
			9300	LT245/75R16E	N/A	55	80
98	E350 COMM S/C SRW	138	9600	LT245/75R16E	N/A	55	80
		158	9600	LT245/75R16E	N/A	55	80
98	E350 COMM C/A SRW	138	9600	LT245/75R16E	N/A	55	80
98	E350 RV C/A SRW	138	9600	LT245/75R16E	N/A	55	80
98	E350 RV C/A DRW	138	10500	LT225/75R16E	N/A	65	55

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MY	Intended Application			Tire Size	Design Details	Ford Recommended Air Pressure (psi)	
	Vehicle	Wheel Base (in.)	GVW (lbs.)			Front	Rear
		158	11500	LT225/75R16E	N/A	65	60
		176	11500	LT225/75R16E	N/A	65	60
		158	14050	LT225/75R16E	N/A	65	80
		176	14050	LT225/75R16E	N/A	65	80
98	E350 COMM C/A DRW	138	10000	LT225/75R16E	N/A	65	55
			10700	LT225/75R16E	N/A	65	60
		158	11500	LT225/75R16E	N/A	65	60
			14050	LT225/75R16E	N/A	65	80
		176	14050	LT225/75R16E	N/A	65	80
98	E350 COMM S/C DRW	138	10000	LT225/75R16E	N/A	65	60
		158	10000	LT225/75R16E	N/A	65	60
		176	10000	LT225/75R16E	N/A	65	60

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MY	Intended Application			Tire Size	Design Details	Ford Recommended Air Pressure (psi)	
	Vehicle	Wheel Base (in.)	GVW (lbs.)			Front	Rear
99	E250 CARGO VAN	138	7200	LT225/75R16E	N/A	50	55
			8450	LT225/75R16E	N/A	50	75
			8600	LT225/75R16E	N/A	55	75
				LT245/75R16E	N/A	50	80
99	E250 RV CONV VAN	138	7900	LT225/75R16E	N/A	55	60
99	E250 COMM S/C	124	8600	LT225/75R16E	N/A	45	80
99	E250 SUPER VAN	138	7300	LT225/75R16E	N/A	50	60
			8450	LT225/75R16E	N/A	50	80
			8540	LT225/75R16E	N/A	50	80
			8600	LT225/75R16E	N/A	50	80
99	E250 SUPER RV CONV	138	7500	LT225/75R16E	N/A	50	60
99	E350 CARGO VAN	138	9500	LT245/75R16E	N/A	55	80
99	E350 SUPER VAN	138	9400	LT245/75R16E	N/A	55	80
99	E350 CLUB WAGON 7-12 PASS	138	8700	LT225/75R16E	N/A	60	80
				LT245/75R16E	N/A	55	70
99	E350 SUPER WAGON 12 PASS	138	9300	LT245/75R16E	N/A	55	80
99	E350 SUPER WAGON 15 PASS	138	9100	LT245/75R16E	N/A	55	80
			9300	LT245/75R16E	N/A	55	80
99	E350 COMM S/C SRW	138	9600	LT245/75R16E	N/A	55	80
		158	9600	LT245/75R16E	N/A	55	80
99	E350 COMM C/A SRW	138	9600	LT245/75R16E	N/A	55	80

S/C = Stripped Chassis

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MY	Intended Application			Tire Size	Design Details	Ford Recommended Air Pressure (psi)	
	Vehicle	Wheel Base (in.)	GVW (lbs.)			Front	Rear
99	E350 RV C/A SRW	138	9600	LT245/75R16E	N/A	55	80
99	E350 RV C/A DRW	138	10500	LT225/75R16E	N/A	65	55
		158	11500	LT225/75R16E	N/A	65	60
		176	11500	LT225/75R16E	N/A	65	60
		158	14050	LT225/75R16E	N/A	65	80
		176	14050	LT225/75R16E	N/A	65	80
99	E350 COMM C/A DRW	138	10000	LT225/75R16E	N/A	65	55
			10700	LT225/75R16E	N/A	65	60
		158	11500	LT225/75R16E	N/A	65	60
			14050	LT225/75R16E	N/A	65	80
		176	14050	LT225/75R16E	N/A	65	80
99	E350 COMM S/C DRW	138	10000	LT225/75R16E	N/A	65	60
		158	10000	LT225/75R16E	N/A	65	60
		176	10000	LT225/75R16E	N/A	65	60

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MY	Intended Application			Tire Size	Design Details	Ford Recommended Air Pressure (psi)	
	Vehicle	Wheel Base (in.)	GVW (lbs.)			Front	Rear
00	E250 CARGO VAN	138	7300	LT225/75R16E	N/A	50	55
			8450	LT225/75R16E	N/A	50	75
			8600	LT225/75R16E	N/A	55	75
				LT245/75R16E	N/A	50	80
00	E250 RV CONV VAN	138	7900	LT225/75R16E	N/A	55	60
00	E250 COMM S/C	124	8600	LT225/75R16E	N/A	45	80
00	E250 SUPER VAN	138	7300	LT225/75R16E	N/A	50	60
			8450	LT225/75R16E	N/A	50	80
			8540	LT225/75R16E	N/A	50	80
			8600	LT225/75R16E	N/A	50	80
00	E250 SUPER RV CONV	138	7500	LT225/75R16E	N/A	50	60
00	E350 CARGO VAN	138	9500	LT245/75R16E	N/A	55	80
00	E350 SUPER VAN	138	9200	LT245/75R16E	N/A	55	80
			9400	LT245/75R16E	N/A	55	80
00	E350 CLUB WAGON 7-12 PASS	138	8700	LT225/75R16E	N/A	60	80
				LT245/75R16E	N/A	55	70
00	E350 SUPER WAGON 12 PASS	138	9300	LT245/75R16E	N/A	55	80
00	E350 SUPER WAGON 15 PASS	138	9100	LT245/75R16E	N/A	55	80
			9300	LT245/75R16E	N/A	55	80
00	E350 COMM S/C SRW	138	9600	LT245/75R16E	N/A	55	80
		158	9600	LT245/75R16E	N/A	55	80

S/C = Stripped Chassis

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MY	Intended Application			Tire Size	Design Details	Ford Recommended Air Pressure (psi)	
	Vehicle	Wheel Base (in.)	GVW (lbs.)			Front	Rear
00	E350 [COMM] C/A SRW	138	9600	LT245/75R16E	N/A	55	80
00	E350 [COMM] C/A DRW	138	10000	LT225/75R16E	N/A	65	55
			10700	LT225/75R16E	N/A	65	60
		158	11500	LT225/75R16E	N/A	65	60
00	E350 COMM S/C DRW	138	10000	LT225/75R16E	N/A	65	60
		158	10000	LT225/75R16E	N/A	65	60
		176	10000	LT225/75R16E	N/A	65	60
00	E450 [COMM] C/A DRW	158	14050	LT225/75R16E	N/A	65	80
		176	14050	LT225/75R16E	N/A	65	80
00	E450 [COMM] S/C DRW	158	14050	LT225/75R16E	N/A	65	80
		176	14050	LT225/75R16E	N/A	65	80

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SRW = Single Rear Wheel

DRW = Dual Rear Wheel

RV = Recreational Vehicle

GAWR = Gross Axle Weight Rating

MY	Intended Application			Tire Size	Design Details	Ford Recommended Air Pressure (psi)	
	Vehicle	Wheel Base (in.)	GVW (lbs.)			Front	Rear
01	E250 CARGO VAN	138	7300	LT225/75R16E	N/A	50	55
			8450	LT225/75R16E	N/A	55	75
			8600	LT225/75R16E	N/A	55	75
				LT245/75R16E	N/A	50	80
01	E250 RV CONV VAN	138	7900	LT225/75R16E	N/A	55	60
01	E250 COMM S/C	124	8600	LT225/75R16E	N/A	45	80
01	E250 SUPER VAN	138	7300	LT225/75R16E	N/A	50	60
			8450	LT225/75R16E	N/A	50	80
			8540	LT225/75R16E	N/A	50	80
			8600	LT225/75R16E	N/A	50	80
				LT245/75R16E	N/A	50	80
01	E250 SUPER RV CONV	138	7500	LT225/75R16E	N/A	50	60
01	E350 CARGO VAN	138	9500	LT245/75R16E	N/A	55	80
01	E350 SUPER VAN	138	9250	LT245/75R16E	N/A	55	80
			9400	LT245/75R16E	N/A	55	80
01	E350 CLUB WAGON 7-12 PASS	138	8700	LT245/75R16E	N/A	55	70
01	E350 SUPER WAGON 12 PASS	138	9300	LT245/75R16E	N/A	55	80
01	E350 SUPER WAGON 15 PASS	138	9100	LT245/75R16E	N/A	55	80
			9300	LT245/75R16E	N/A	55	80
01	E350 COMM S/C SRW	138	9600	LT245/75R16E	N/A	55	80
		158	9600	LT245/75R16E	N/A	55	80

S/C = Stripped Chassis

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SRW = Single Rear Wheel

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MY	Intended Application			Tire Size	Design Details	Ford Recommended Air Pressure (psi)	
	Vehicle	Wheel Base (in.)	GVW (lbs.)			Front	Rear
01	E350 [COMM] C/A SRW	138	9600	LT245/75R16E	N/A	55	80
01	E350 [COMM] C/A DRW	138	10000	LT225/75R16E	N/A	65	55
			10700	LT225/75R16E	N/A	65	60
		158	11500	LT225/75R16E	N/A	65	60
01	E350 COMM S/C DRW	138	10000	LT225/75R16E	N/A	65	60
		158	10000	LT225/75R16E	N/A	65	60
		176	10000	LT225/75R16E	N/A	65	60
01	E450 [COMM] C/A DRW	158	14050	LT225/75R16E	N/A	65	80
		176	14050	LT225/75R16E	N/A	65	80
01	E450 [COMM] S/C DRW	158	14050	LT225/75R16E	N/A	65	80
		176	14050	LT225/75R16E	N/A	65	80

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GAWR = Gross Axle Weight Rating

F-SERIES

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MY	Intended Application			Tire Size	Design Details	Ford Recommended Air Pressure (psi)	
	Vehicle	Wheel Base (in.)	GVW (lbs.)			Front	Rear
90	F250 4X2 RC	133.0	6600	LT235/85R16E	N/A	44	51
90	F250 4X2 RC	133.1	7700	LT235/85R16E	N/A	44	65
90	F250 4X2 RC	133.2	8600	LT235/85R16E	N/A	51	80
90	F250 4x2 SC	155.0	8600	LT235/85R16E	N/A	51	80
90	F250 4X4 RC	133.0	6800	LT235/85R16E	N/A	44	51
90	F250 4X4 RC	133.0	6800	LT235/85R16E	N/A	58	58
90	F250 4X4 RC	133.0	8600	LT235/85R16E	N/A	44	80
90	F250 4X4 SC	133.0	8600	LT235/85R16E	N/A	58	80
90	F250 4X4 SC	155.0	8800	LT235/85R16E	N/A	51	80
90	F350 4X2 SRW CHC	133.0	8800	LT235/85R16E	N/A	51	80
90	F350 4X2 SRW CREW CAB	168.0	9200	LT235/85R16E	N/A	51	80
90	F350 4X4 RC	133.0	9000	LT235/85R16E	N/A	51	80
90	F350 4X4 RC	133.0	9000	LT235/85R16E	N/A	65	80
90	F350 4X4 CHC	133.0	8800	LT235/85R16E	N/A	51	80
90	F350 4X4 CHC	133.0	8800	LT235/85R16E	N/A	65	80
90	F350 4X4 CREW CAB	168.0	9200	LT235/85R16E	N/A	58	80
90	F350 DRW 4X4 CHC	137.0	11000	LT235/85R16E	N/A	65	65
90	F350 DRW 4X4 CHC	137.0	11000	LT235/85R16E	N/A	65	65
90	F350 DRW 4X4 CHC	161.0	11000	LT235/85R16E	N/A	65	65

RC = Regular Cab
 SC = Super Cab
 CHC = Chassis Cab
 SRW = Single Rear Wheel
 DRW = Dual Rear Wheel

210

MY	Intended Application			Tire Size	Design Details	Ford Recommended	
	Vehicle	Wheel Base (in.)	GVW (lbs.)			Air Pressure (psi)	
						Front	Rear
90	F350 DRW 4X4 CHC	161.0	11000	LT235/85R16E	N/A	65	65
90	F-SUPER DUTY DRW 4X2 CHC	137.0	14500	LT235/85R16E	N/A	65	80
90	F-SUPER DUTY DRW 4X2 CHC	161.0	14500	LT235/85R16E	N/A	65	80

RC = Regular Cab
 SC = Super Cab
 CHC = Chassis Cab
 SRW = Single Rear Wheel
 DRW = Dual Rear Wheel

211

MY	Intended Application			Tire Size	Design Details	Ford Recommended	
	Vehicle	Wheel Base (in.)	GVW (lbs.)			Air Pressure (psi)	
						Front	Rear
91	F250 4X2 RC	133.0	6600	LT235/85R16E	N/A	44	51
91	F250 4X2 RC	133.0	8600	LT235/85R16E	N/A	51	80
91	F250 4X2 SC	155.0	8800	LT235/85R16E	N/A	51	80
91	F250 4X4 RC	133.0	6800	LT235/85R16E	N/A	44	51
91	F250 4X4 RC	133.0	6800	LT235/85R16E	N/A	58	58
91	F250 4X4 RC	133.0	8600	LT235/85R16E	N/A	44	80
91	F250 4X4 RC	133.0	8600	LT235/85R16E	N/A	58	80
91	F250 4X4 SC	155.0	8800	LT235/85R16E	N/A	51	80
91	F350 4X2 S/R CHC	133.0	8800	LT235/85R16E	N/A	51	80
91	F350 4X2 S/R CREW CAB	168.0	9200	LT235/85R16E	N/A	51	80
91	F350 4X4 RC	133.0	9000	LT235/85R16E	N/A	51	80
91	F350 4X4 RC	133.0	9000	LT235/85R16E	N/A	65	80
91	F350 4X4 CHC	133.0	8800	LT235/85R16E	N/A	51	80
91	F350 4X4 CHC	133.0	8800	LT235/85R16E	N/A	65	80
91	F350 4X4 CREW CAB	168.0	9200	LT235/85R16E	N/A	58	80
91	F350 DRW 4X4 CHC	137.0	11000	LT235/85R16E	N/A	65	65
91	F350 DRW 4X4 CHC	137.0	11000	LT235/85R16E	N/A	65	65
91	F350 DRW 4X4 CHC	161.0	11000	LT235/85R16E	N/A	65	65
91	F350 DRW 4X4 CHC	161.0	11000	LT235/85R16E	N/A	65	65

RC = Regular Cab
 SC = Super Cab
 CHC = Chassis Cab
 SRW = Single Rear Wheel
 DRW = Dual Rear Wheel

MY	Intended Application			Tire Size	Design Details	Ford Recommended	
	Vehicle	Wheel Base (in.)	GVW (lbs.)			Air Pressure (psi)	
						Front	Rear
91	F-SUPER DUTY DRW 4X2 CHC	137.0	14500	LT235/85R16E	N/A	65	80
91	F-SUPER DUTY DRW 4X2 CHC	161.0	14500	LT235/85R16E	N/A	65	80

RC = Regular Cab
 SC = Super Cab
 CHC = Chassis Cab
 SRW = Single Rear Wheel
 DRW = Dual Rear Wheel

MY	Intended Application			Tire Size	Design Details	Ford Recommended	
	Vehicle	Wheel Base (in.)	GVW (lbs.)			Air Pressure (psi)	
						Front	Rear
92	F250 4X2 RC	133.0	6600	LT235/85R16E	N/A	44	51
92	F250 4X2 RC	133.0	8600	LT235/85R16E	N/A	51	80
92	F250 4X2 SC	155.0	8800	LT235/85R16E	N/A	51	80
92	F250 4X4 RC	133.0	8600	LT235/85R16E	N/A	44	80
92	F250 4X4 RC	133.0	8600/ HDFS	LT235/85R16E	N/A	58	80
92	F250 4X4 SC	155.0	8800	LT235/85R16E	N/A	51	80
92	F350 4X2 SRW CHC	133.0	8800	LT235/85R16E	N/A	51	80
92	F350 4X2 SRW CREW CAB	168.0	9200	LT235/85R16E	N/A	51	80
92	F350 4X4 RC	133.0	9000	LT235/85R16E	N/A	51	80
92	F350 4X4 RC	133.0	9000/ HDFS	LT235/85R16E	N/A	65	80
92	F350 4X4 CHC	133.0	8800	LT235/85R16E	N/A	51	80
92	F350 4X4 CHC	133.0	8800/ HDFS	LT235/85R16E	N/A	65	80
92	F350 4X4 CREW CAB	168.0	9200	LT235/85R16E	N/A	58	80
92	F350 DRW 4X4 CHC	137.0	11000	LT235/85R16E	N/A	65	65
92	F350 DRW 4X4 CHC	137.0	11000/ HDFS	LT235/85R16E	N/A	65	65
92	F350 DRW 4X4 CHC	161.0	11000	LT235/85R16E	N/A	65	65
92	F350 DRW 4X4 CHC	161.0	11000/ HDFS	LT235/85R16E	N/A	65	65
92	F-SUPER DUTY DRW 4X2 CHC	137.0	14500	LT235/85R16E	N/A	65	80
92	F-SUPER DUTY DRW 4X2 CHC	161.0	14500	LT235/85R16E	N/A	65	80

RC = Regular Cab
 SC = Super Cab
 CHC = Chassis Cab
 SRW = Single Rear Wheel
 DRW = Dual Rear Wheel

MY	Intended Application			Tire Size	Design Details	Ford Recommended	
	Vehicle	Wheel Base (In.)	GVW (lbs.)			Air Pressure (psi)	
						Front	Rear
92	F-SUPER DUTY DRW 4X2 CHC	185.0	15000	LT235/85R16E	N/A	65	80

RC = Regular Cab
 SC = Super Cab
 CHC = Chassis Cab
 SRW = Single Rear Wheel
 DRW = Dual Rear Wheel

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MY	Intended Application			Tire Size	Design Details	Ford Recommended	
	Vehicle	Wheel Base (in.)	GVW (lbs.)			Air Pressure (psi)	
						Front	Rear
93	F250 4X2 RC	133.0	6600	LT235/85R16E	N/A	44	51
93	F250 4X2 RC	133.0	8600	LT235/85R16E	N/A	51	80
93	F2504X2 SC	155.0	8800	LT235/85R16E	N/A	51	80
93	F250 4X4 RC	133.0	8600	LT235/85R16E	N/A	51	80
93	F250 4X4 RC	133.0	8600/ HDFS	LT235/85R16E	N/A	58	80
93	F250 4X4 SC	155.0	8800	LT235/85R16E	N/A	51	80
93	F350 4X2 SRW CHC	133.0	8600	LT235/85R16E	N/A	51	80
93	F350 4X2 SRW CREW CAB	168.0	9200	LT235/85R16E	N/A	51	80
93	F350 4X4 RC	133.0	9000	LT235/85R16E	N/A	51	80
93	F350 4X4 RC	133.0	9000/ HDFS	LT235/85R16E	N/A	65	80
93	F350 4X4 CHC	133.0	8800	LT235/85R16E	N/A	51	80
93	F350 4X4 CHC	133.0	8800/ HDFS	LT235/85R16E	N/A	65	80
93	F350 4X4 CREW CAB	168.0	9200	LT235/85R16E	N/A	58	80
93	F350 D/R 4X4 CHC	137.0	11000	LT235/85R16E	N/A	65	65
93	F350 D/R 4X4 CHC	137.0	11000/ HDFS	LT235/85R16E	N/A	65	65
93	F350 D/R 4X4 CHC	161.0	11000	LT235/85R16E	N/A	65	65
93	F350 D/R 4X4 CHC	161.0	11000/ HDFS	LT235/85R16E	N/A	65	65
93	F-SUPER DUTY DRW 4X2 CHC	137.0	15000	LT235/85R16E	N/A	65	80
93	F-SUPER DUTY DRW 4X2 CHC	161.0	15000	LT235/85R16E	N/A	65	80

RC = Regular Cab
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 DRW = Dual Rear Wheel

MY	Intended Application			Tire Size	Design Details	Ford Recommended	
	Vehicle	Wheel Base (in.)	GVW (lbs.)			Air Pressure (psi)	
						Front	Rear
93	F-SUPER DUTY DRW 4X2 CHC	185.0	15000	LT235/85R16E	N/A	65	80

RC = Regular Cab
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 SRW = Single Rear Wheel
 DRW = Dual Rear Wheel

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MY	Intended Application			Tire Size	Design Details	Ford Recommended	
	Vehicle	Wheel Base (in.)	GVW (lbs.)			Air Pressure (psi)	
						Front	Rear
94	F250 4X2 RC	133.0	6600	LT235/85R16E	N/A	45	50
94	F250 4X2 RC	133.0	8600	LT235/85R16E	N/A	60	80
94	F250 4X2 SC	155.0	8800	LT235/85R16E	N/A	60	80
94	F250 4X4 RC	133.0	8600	LT235/85R16E	N/A	55	80
94	F250 4X4 RC	133.0	8600/ HDFS	LT235/85R16E	N/A	55	80
94	F250 4X4 SC	155.0	8600	LT235/85R16E	N/A	55	80
94	F350 4X2 SRW CHC	133.0	8800	LT235/85R16E	N/A	50	80
94	F350 4X2 SRW CREW CAB	168.0	9200	LT235/85R16E	N/A	50	80
94	F350 4X4 RC	133.0	9000	LT235/85R16E	N/A	55	80
94	F350 4X4 RC	133.0	9000/ HDFS	LT235/85R16E	N/A	65	80
94	F350 4X4 CHC	133.0	8800	LT235/85R16E	N/A	55	80
94	F350 4X4 CHC	133.0	8800/ HDFS	LT235/85R16E	N/A	65	80
94	F350 4X4 CREW CAB	166.0	9200	LT235/85R16E	N/A	60	80
94	F350 DRW 4X4 CHC	137.0	11000	LT235/85R16E	N/A	65	65
94	F350 DRW 4X4 CHC	137.0	11000/ HDFS	LT235/85R16E	N/A	65	65
94	F350 DRW 4X4 CHC	161.0	11000	LT235/85R16E	N/A	65	65
94	F350 DRW 4X4 CHC	161.0	11000/ HDFS	LT235/85R16E	N/A	65	65
94	F-SUPER DUTY DRW 4X2 CHC	137.0	15000	LT235/85R16E	N/A	65	80
94	F-SUPER DUTY DRW 4X2 CHC	161.0	15000	LT235/85R16E	N/A	65	80

RC = Regular Cab
 SC = Super Cab
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 SRW = Single Rear Wheel
 DRW = Dual Rear Wheel

MY	Intended Application			Tire Size	Design Details	Ford Recommended	
	Vehicle	Wheel Base (in.)	GVW (lbs.)			Air Pressure (psi)	
						Front	Rear
94	F-SUPER DUTY DRW 4X2 CHC	185.0	15000	LT235/85R16E	N/A	65	80

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 SRW = Single Rear Wheel
 DRW = Dual Rear Wheel

MY	Intended Application			Tire Size	Design Details	Ford Recommended Air Pressure (psi)	
	Vehicle	Wheel Base (in.)	GVW (lbs.)			Front	Rear
95	F250 4X2 RC	133.0	6600	LT235/85R16E	N/A	45	50
95	F250 4X2 RC	133.0	8600	LT235/85R16E	N/A	50	80
95	F250 4X2 RC	133.0	8600	LT235/85R16E	N/A	50	80
95	F250 4X2 SC	155.0	8800	LT235/85R16E	N/A	50	80
95	F250 4X2 SC	155.0	8800	LT235/85R16E	N/A	50	80
95	F250 4X4 RC	133.0	8600	LT235/85R16E	N/A	55	80
95	F250 4X4 RC	133.0	8600	LT235/85R16E	N/A	55	80
95	F250 4X4 RC	133.0	8600/ HDFS	LT235/85R16E	N/A	55	80
95	F250 4X4 RC	133.0	8600/ HDFS	LT235/85R16E	N/A	55	80
95	F250 4X4 SC	155.0	8800	LT235/85R16E	N/A	55	80
95	F250 4X4 SC	155.0	8800	LT235/85R16E	N/A	55	80
95	F250 4X2 CREW CAB	152.0	8600	LT235/85R16E	N/A	55	80
95	F250 4X4 CREW CAB	152.0	8800	LT235/85R16E	N/A	55	80
95	F350 4X2 SRW CHC	133.0	8800	LT235/85R16E	N/A	50	80
95	F350 4X2 SRW CHC	133.0	8800	LT235/85R16E	N/A	50	80
95	F350 4X2 SRW CREW CAB	168.0	9200	LT235/85R16E	N/A	50	80
95	F350 4X2 SRW CREW CAB	168.0	9200	LT235/85R16E	N/A	50	80
95	F350 RC 4X4	133.0	9000	LT235/85R16E	N/A	55	80
95	F350 RC 4X4	133.0	9000	LT235/85R16E	N/A	55	80

MY	Intended Application			Tire Size	Design Details	Ford Recommended	
	Vehicle	Wheel Base (in.)	GVW (lbs.)			Air Pressure (psi)	
						Front	Rear
95	F350 RC 4X4	133.0	9000/ HDFS	LT235/85R16E	N/A	65	80
95	F350 RC 4X4	133.0	9000/ HDFS	LT235/85R16E	N/A	65	80
95	F350 CHC 4X4	133.0	8800	LT235/85R16E	N/A	55	80
95	F350 CHC 4X4	133.0	8800	LT235/85R16E	N/A	55	80
95	F350 CHC 4X4	133.0	8800/ HDFS	LT235/85R16E	N/A	65	80
95	F350 CHC 4X4	133.0	8800/ HDFS	LT235/85R16E	N/A	65	80
95	F350 4X4 CREW CAB	168.0	9200	LT235/85R16E	N/A	60	80
95	F350 4X4 CREW CAB	168.0	9200	LT235/85R16E	N/A	60	80
95	F350 DRW 4X4 CHC	137.0	11000	LT235/85R16E	N/A	65	65
95	F350 DRW 4X4 CHC	137.0	11000/ HDFS	LT235/85R16E	N/A	65	65
95	F350 DRW 4X4 CHC	161.0	11000	LT235/85R16E	N/A	65	65
95	F350 DRW 4X4 CHC	161.0	11000/ HDFS	LT235/85R16E	N/A	65	65
95	F-SUPER DUTY DRW 4X2 CHC	137.0	15000	LT235/85R16E	N/A	65	80
95	F-SUPER DUTY DRW 4X2 CHC	161.0	15000	LT235/85R16E	N/A	65	80
95	F-SUPER DUTY DRW 4X2 CHC	185.0	15000	LT235/85R16E	N/A	65	80

MY	Intended Application			Tire Size	Design Details	Ford Recommended	
	Vehicle	Wheel Base (in.)	GVW (lbs.)			Air Pressure (psi)	
						Front	Rear
96	F250 4x2 SRW RC	133.0	6600	LT235/85R16E	N/A	45	50
96	F250 4x2 SRW RC	133.0	8600	LT235/85R16E	N/A	50	80
96	F250 4x2 SRW SC	139.0	8800	LT235/85R16E	N/A	50	80
96	F250 4x2 SRW SC	155.0	8800	LT235/85R16E	N/A	50	80
96	F250 4x4 SRW RC	133.0	8600	LT235/85R16E	N/A	55	80
96	F250 4x4 SRW RC	133.0	8600 HDFS	LT235/85R16E	N/A	55	80
96	F250 4x4 SRW SC	139.0	8800	LT235/85R16E	N/A	55	80
96	F250 4x4 SRW SC	155.0	8800	LT235/85R16E	N/A	55	80
96	F350 4x2 SRW CHC	133.0	8800	LT235/85R16E	N/A	50	80
96	F350 4x2 SRW CREW CAB	168.0	9200	LT235/85R16E	N/A	50	80
96	F350 4x4 DRW CHC	137.0	11000	LT235/85R16E	N/A	65	65
96	F350 4x4 DRW CHC	137.0	11000 HDFS	LT235/85R16E	N/A	65	65
96	F350 4x4 DRW CHC	161.0	11000	LT235/85R16E	N/A	65	65
96	F350 4x4 DRW CHC	161.0	11000 HDFS	LT235/85R16E	N/A	65	65
96	F350 4x4 SRW CHC	133.0	8800	LT235/85R16E	N/A	55	80
96	F350 4x4 SRW CHC	133.0	8800 HDFS	LT235/85R16E	N/A	65	80
96	F350 4x4 SRW CREW CAB	166.0	9200	LT235/85R16E	N/A	60	80
96	F350 4x4 SRW RC	133.0	9000	LT235/85R16E	N/A	55	80
96	F350 4x4 SRW RC	133.0	9000 HDFS	LT235/85R16E	N/A	65	80

RC = Regular Cab
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 SRW = Single Rear Wheel
 DRW = Dual Rear Wheel

MY	Intended Application			Tire Size	Design Details	Ford Recommended	
	Vehicle	Wheel Base (in.)	GVW (lbs.)			Air Pressure (psi)	
						Front	Rear
96	F-SD 4x2 DRW CHC	137.0	15000	LT235/85R16E	N/A	65	80
96	F-SD 4x2 DRW CHC	161.0	15000	LT235/85R16E	N/A	65	80
96	F-SD 4x2 DRW CHC	185.0	15000	LT235/85R16E	N/A	65	80

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 DRW = Dual Rear Wheel

MY	Intended Application			Tire Size	Design Details	Ford Recommended	
	Vehicle	Wheel Base (in.)	GVW (lbs.)			Air Pressure (psi)	
						Front	Rear
97	F250 4x2 SRW RC	133.0	8600	LT235/85R16E	N/A	50	80
97	F250 4x2 SRW SC	139.0	8800	LT235/85R16E	N/A	50	80
97	F250 4x2 SRW SC	155.0	8800	LT235/85R16E	N/A	50	80
97	F250 4x4 SRW RC	133.0	8600	LT235/85R16E	N/A	55	80
97	F250 4x4 SRW RC	133.0	8600 HDFS	LT235/85R16E	N/A	55	80
97	F250 4x4 SRW SC	139.0	8800	LT235/85R16E	N/A	55	80
97	F250 4x4 SRW SC	155.0	8800	LT235/85R16E	N/A	55	80
97	F250 4x2 SRW CREW CAB	152.0	8800	LT235/85R16E	N/A	50	80
97	F250 4x4 SRW CREW CAB	152.0	8800	LT235/85R16E	N/A	50	80
97	F350 4x2 SRW RC	133.0	8800	LT235/85R16E	N/A	50	80
97	F350 4x2 SRW CREW CAB	168.0	9200	LT235/85R16E	N/A	50	80
97	F350 4x4 SRW RC	133.0	9000	LT235/85R16E	N/A	55	80
97	F350 4x4 SRW RC	133.0	9000 HDFS	LT235/85R16E	N/A	65	80
97	F350 4x4 SRW CREW CAB	168.0	9200	LT235/85R16E	N/A	60	80
97	F350 4x4 DRW CHCB	137.0	11000	LT235/85R16E	N/A	65	65
97	F350 4x4 DRW CHCB	137.0	11000 HDFS	LT235/85R16E	N/A	65	65
97	F350 4x4 DRW CHCB	161.0	11000	LT235/85R16E	N/A	65	65
97	F350 4x4 DRW CHCB	161.0	11000 HDFS	LT235/85R16E	N/A	65	65
97	F-SD 4x2 DRW CHCB	137.0	15000	LT235/85R16E	N/A	65	80

RC = Regular Cab

SC = Super Cab

CHC = Chassis Cab

SRW = Single Rear Wheel

DRW = Dual Rear Wheel

MY	Intended Application			Tire Size	Design Details	Ford Recommended	
	Vehicle	Wheel Base (in.)	GVW (lbs.)			Air Pressure (psi)	
						Front	Rear
97	F-SD 4x2 DRW CHCB	161.0	15000	LT235/85R16E	N/A	65	80
97	F-SD 4x2 DRW CHCB	185.0	15000	LT235/85R16E	N/A	65	80

RC = Regular Cab
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ABBREVIATIONS		
SUPPLIER/MPG	TIRE TREAD TYPE	VEHICLE
FS: FIRESTONE	M/S: MULLINSURFACE	DHW: DUAL REAR WHEEL
GM: GENERAL TIRE	HWY: HIGHWAY	SRW: SINGLE REAR WHEEL
GV: GOODYEAR TIRE	M/S: MUD & SNOW	
ACC: ACCURIDE	A/S: ALL SEASON	
PP: PLASTIC PLATE IND.	AT: ALL TERRAIN	
MC: MCKECHIE		
ED: EIZKAD		
	SIDE WALL TYPE	OTHER
	BSW: BLACK SIDE WALL	BAL: BALANCE
	OWL: RAISED (OUTLINED)	B.C.: BROADCAST CODE
	WHL: WHITE LETTER	CONST: CONSTRUCTION
		PIA: PARTS IN ASSEMBLY
		PRESS: PRESSURE
		WHL: WHEEL
		WGT: WEIGHT
TIRE - GENERAL		
CLR: DYNAMIC LOAD RADIUS		
SLR: STATIC LOAD RADIUS		

TIRE DESCRIPTION: FOR INFORMATION ONLY

LT OR P-METRIC TYPE	NUMERIC TYPE
EX: LT 215HR16 D	EX: 7.5R16D
LT: LIGHT TRUCK TIRE	T.S. TIRE SIZE
215: NOMINAL SECTION WIDTH (MM)	R: RADIAL
80: ASPECT RATIO	W/R R: RADIAL BELTED
RE: RADIAL CONSTRUCTION	18: NOMINAL RIM DIAMETER (in.)
(B: BIAS BELTED)	(X: 8 PLY RATING)
(X: DIAGONAL)	(E: 10 PLY RATING)
(M: NOMINAL RIM DIAMETER)	
(L: LOAD RANGE)	

NOTES

DATE	REV.	RELEASE NUMBER
980223	0	Rd: NL00E10483741-003
970327	1	Rd: NL00E10712060-001
870623	2	Rd: NL00E0939912-149
871003	3	Rd: NL00E10782072-000
880610	4	Rd: NL00E0093912-481

DRAWN BY: G GREEN

REVISED: 11/23/98 APPROVED: *[Signature]*



FORD MOTOR COMPANY


CHART: TIRE & WHEEL SYSTEM

CH-F81A-413-AA

ORIGINAL

222

ORIGINAL

 FORD MOTOR COMPANY		CHART - TIRE & WHEEL LETTER CH-F81A-413-A
DRAWN BY: D. QUEEN		REVISION: 11/20/98 APPROVED: <i>[Signature]</i>
DATE: 08/22/98 REV: 0 RELEASE NUMBER: N100E10463741-029 REF: N100E00693612-148	DATE: 08/22/98 REV: 1	NOTES:
<p> CONTROL ITEM - AFFECTS GOVERNMENT REGULATION COMPLIANCE OR CRITICAL VEHICLE FUNCTION AND MUST COMPLY WITH APPLICABLE REQUIREMENTS OF FORD Q-101 OR MANUFACTURING PRACTICE (E.G. ANY CHANGE IN DESIGN, COMPONENT OR PROCESSING FROM THE PART PREVIOUSLY APPROVED FOR PRODUCTION, REQUIRES PRIOR PRODUCT ENGINEERING APPROVAL. </p>		
<p> THE FOLLOWING ENGINEERING SPECIFICATION: * TIRE(S), WHEEL(S), WHEEL ORNAMENT(S), AND ATTACHMENT(S) MUST CONFORM TO ALL TIRE(S) MUST MEET ALL REQUIREMENTS AS SPECIFIED BY AVT * ALL TIRE(S) MUST MEET ALL REQUIREMENTS OF THE TIRE CONTRACT * ALL WHEEL ORNAMENTATION MUST MEET THE REQUIREMENTS OF FMVSS 211. * ALL TIRE(S), WHEEL(S) MUST MEET REQUIREMENTS OF FMVSS 109, 119, 120. ASSOCIATION YEARBOOK. TIRE(S), WHEEL(S) AND TIREWHEEL USAGE MUST CONFORM TO THE LATEST ISSUE OF THE TIRE & RIM SPECIFICATIONS/REQUIREMENTS </p>		
<p> PRODUCT DIRECTION LETTER (PDL) </p> <ul style="list-style-type: none"> • 1987-102-R1 PHN131 S1MPPED CHASSIS • 1989 MY PHN131 LIGHT TRUCK "PC" ASSUMPTION - US CANADA • 1990 MY PHN131 (US & Canada) F350 DRW "Super Crew" Crew Cab • 1999 G0C, PHN131 N.A. Export Program Assumption & Feature Letter • 1999 MY F131 Light Truck "PC" Assumption - US/Canada 		

TIRE SIZE	TREAD & SIDEWALL MFG.	TIRE DOT PLY TYPE CODE	DOT PLY TYPE NUMBER	TIRE PART NO. (1998)	MAX. LOAD (LBS.)		AVE. WT (LBS.)	RIM WIDTH (IN.)	GAR (IN.)	O.D. (IN.)	REV. PER MILE	TREAD WIDTH (IN.)	TREAD DEPTH (CTR. IN.)
					SINGLE	DUAL							
LT225/60R16 AS-BSW	FS	DAP BF	W11974	F81A-0A	2800	2470	30.0	6.0	14.2	14.2	560	7.38	0.410
LT225/60R16 AS-BSW	GY	500948	VALD	F81A-0A	3042	2778	44.9	7.0	14.81	14.81	650	7.15	0.410
LT225/60R16 AS-BSW	GM	280000A	AD119	F81A-0A	3040	2776	43.3	7.0	14.78	14.78	647	7.84	0.440
LT225/60R16 AS-0ML	GM	280000A	AD119	F81A-0A	3042	2778	43.3	7.0	14.80	14.80	648	7.07	0.500
LT225/60R16 AT-BSW	GY	500078A	RTD	F81A-0A	3042	2778	48.0	7.0	14.73	14.80	650	7.15	0.518
LT225/60R16 AT-BSW	GM	280000A	AD119	F81A-0A	3042	2776	44.6	7.0	14.80	14.88	654	7.07	0.540
LT225/60R16 AT-0ML	GM	280000A	AD119	F81A-0A	3042	2778	44.8	7.0	14.80	14.80	654	7.07	0.540
LT225/60R16 AS-BSW	FS	D86479	VU104	F81A-0A	3416	3080	42.0	7.0	14.80	14.80	658	7.00	0.490
LT225/60R16 AS-0ML	FS	D86479	VU104	F81A-0A	3415	3085	42.0	7.0	14.80	14.80	658	7.09	0.460
LT225/60R16 AT-BSW	FS	D42179	VU104	F81A-0A	3415	3085	46.7	7.0	14.80	14.80	645	6.28	0.500
LT225/60R16 AT-0ML	FS	D42179	VU104	F81A-0A	3413	3085	46.7	7.0	14.80	14.80	649	6.28	0.500
225/70R15.5F AS-BSW	GM	282005	A3103	F81A-0A	3840	3415	50.0	6.0	14.88	14.84	683	6.45	0.525
225/70R15.5F AT-BSW	GM	282007	A3103	F81A-0A	3840	3410	50.0	6.0	14.95	15.20	654	6.05	0.228

NOTES: **REVISIONS**

DATE	REV	RELEASE NUMBER
9/20/22	0	RIM N.L.O.C.E.1048237-41-023
9/7/03	1	RIM N.L.O.C.E.1048237-41-001
9/7/03	2	RIM N.L.O.C.E.10712898-001
9/7/03	3	RIM N.L.O.C.E.1048237-41-148
9/7/03	4	RIM N.L.O.C.E.1048237-41-000
9/8/03	5	RIM N.L.O.C.E.1048237-41-000

CONSTRUCTION INFORMATION:

Tire Size	Mfg.	Eng. Bld. Pt.	Two Post (DOT)
LT225/60R16 AS	FS	13.3mm	27.7mm
LT225/60R16 AS	GY	13.3mm	27.7mm
LT225/60R16 AS	GM	13.3mm	27.7mm
LT225/60R16 AT	GY	15.1mm	29.7mm
LT225/60R16 AT	GM	13.3mm	27.7mm
225/70R15.5 AS	GM	15.9mm	18.9mm

APPROVED: *Dale Akers*

REVISION: 11/20/98

CHART - TIRE & WHEEL SYSTEM

FORD MOTOR COMPANY

CH-FB1A-413-AA

ORIGINAL

WHEEL DESCRIPTION	VEH. OPT.	WHEEL-PART NUMBER	WHEEL MFG.	LOAD CAPACITY (LBS.)	VEHICLE - GENERAL REQUIREMENTS				TIRE VALVE STEM		TIRE BAL. WT. TYPE
					LOAD CAPACITY (LBS.)	AXLE CAPACITY (LBS.)	DESIGN WEIGHT (LBS.)	OFFSET (IN.)	VALVE HOLE DIA. (IN.)	VALVE WEIGHT (LBS.)	
16x7 DR (SRW) (Steel Base)		F81A-1015-PA	ADC	2415	8 on 170	126.1	0.25	36.0	0.463	0.2	FATA-BA "T"
16x7 DR (SRW) (Opt. X, 4.4x7) (Forged - Alum.)		F8-A-1017-1B	ALCOA	2415	8 on 170	126.1	0.25	17.0	0.453	0.2	FATA-BA "WC"
16x7 DR (SRW) (SED Lumber Bldg) (Forged - Alum.)		F8A-1017-MA	ALCOA	3410	8 on 170	126.1	0.25	17.0	0.453	0.2	FATA-BA "WC"
16 x 6 DR (SRW) (Steel Base)		D22AF (B)	ADC	2800	8 on 170	126.1	0.35	37.0	0.453	0.2	FATA-DA "T"
16x6 DR (SRW) (Front Alum. wh.) (Rear Alum. wh.) (Forged - Alum.)		D22ER F81A-1017-GB F81A-1017-1B (B)	ALCOA	2800	8 on 170	126.1	0.35	18.1	0.453	0.2	FATA-DA "WC"
16x6 DR (SRW) (Superduty - Steel)		D22AC	ADC	3750	8 on 170	126.1	0.35	32.0	0.453	0.2	FATA-DA "T"
8.5x6.0 (SRW) (Front Alum. wh.) (Rear Alum. wh.) (Steel - Steel Lumber)		D22AD D22AD D22AD (B)	ALCOA	2800	8 on 170	126.1	0.35	26.7	0.453	0.2	FATA-DA "TAL"
8.5x6.0 (SRW) (Medium - Steel) (1-piece ready)		D22EE	ADC	2800	8 on 170	126.1	0.35	40.0	0.453	0.2	DSTA-BA "WC"

REV.	DATE	RELEASE NUMBER
0	9/20/23	RK: NL00E10483741-073
1	970508	RK: NL00E10639890-001
2	970526	RK: NL00E10677373-001
3	970527	RK: NL00E10712889-001
4	970623	RK: NL00E00893012-148
5	970701	RK: NL00E10748913-000
6	971003	RK: NL00E10782072-000
7	980727	RK: NL00E10835876-002
8	980713	RK: NL00E10834463-001
9	980713	RK: NL00E10859071-000
10	981030	RK: NL00E10849867-
11	981030	RK: NL00E10810097- 000

APPROVED: *[Signature]*
 CH-F81A-413-AA



FORD MOTOR COMPANY

ORIGINAL

VEHICLE OPTION	WHEEL ORNAMENTATION TRIM DESCRIPTION	ORNAMENT KIT CONTENTS	MFG. CODE	WHEEL USAGE	WHEEL NUT	OPTION NOTES
073AH	4x2 SRV: STEEL WHEEL ORN. KIT Wheel Ornamentation (Front/Rear) Black Wheel Ornament (Front/Rear)	F81A-1A09-CA P/A: F81A-1A09-FA	PPI 3.8 lbs. (total) 0.69 lbs. (ea.)	F81A-1015-AA 16x7 JK - BRW (Steel)	NB11899-5A38 32 QTY	Std. Bore Std. XL Std. XLT
073AH	4x4 SRV: STEEL WHEEL ORN. KIT Wheel Ornamentation Contents: Black Wheel Ornament (4x4 Front) Black Wheel Ornament (Rear)	F81A-1A10-CA P/A: F81A-1A09-FA F81A-1A09-FA	PPI 3.7 lbs. (total) 0.60 lbs. (ea.) 0.49 lbs. (ea.)	F81A-1015-AA 16x7 JK - BRW (Steel)	NB11899-5A38 32 QTY	Std. Bore Std. XL Std. XLT
073E3	4x2 SRV: ALUMINUM WHEEL ORN. KIT Wheel Ornamentation Contents: Chrome Wheel Ornament (Front/Rear)	F81A-1A10-AA P/A: F81A-1A09-CA	PPI 3.6 lbs. (total) 0.88 lbs. (ea.)	F81A-1017-LB 16x7 JK - BRW (Forged Alum.)	NB11899-5A38 32 QTY	Opt. ZL Opt. XLT
073E3	4x4 SRV: ALUMINUM WHEEL ORN. KIT Wheel Ornamentation Contents: Chrome Wheel Ornament (4x4 Front) Chrome Wheel Ornament (Rear)	F81A-1A10-AA P/A: F81A-1A09-CA F81A-1A09-CA	PPI 3.42 lbs. (total) 0.88 lbs. (ea.) 0.73 lbs. (ea.)	F81A-1017-LB 16x7 JK - BRW (Forged Alum.)	NB11899-5A38 32 QTY	Opt. XL Opt. XLT
073E5	4x2 SRV: ALUMINUM WHEEL ORN. KIT Wheel Ornamentation Contents: Chrome Wheel Ornament (Front/Rear)	F81A-1A10-AA P/A: F81A-1A09-CA	PPI 3.52 lbs. (total) 0.88 lbs. (ea.)	F81A-1017-AA 16x7 JK - BRW (Forged Alum.)	NB11899-5A38 32 QTY	Std. Latch
073E5	4x4 SRV: ALUMINUM WHEEL ORN. KIT Wheel Ornamentation Contents: Chrome Wheel Ornament (4x4 Front) Chrome Wheel Ornament (Rear)	F81A-1A10-AA P/A: F81A-1A09-CA F81A-1A09-CA	PPI 3.42 lbs. (total) 0.88 lbs. (ea.) 0.83 lbs. (ea.)	F81A-1017-AA 16x7 JK - BRW (Forged Alum.)	NB11899-5A38 32 QTY	Std. Latch
073AB	4x2 SRV: 16" FULL WHEELCOVER KIT Wheel Ornamentation (Front/Rear) - vehicle 16" Full Wheelcover (Front - vehicle) 16" Full Wheelcover (Rear - vehicle)	F81A-1A11-5AA P/A: F81A-1A11-5AA	MOCK 7.7 lbs. (total) 1.92 lbs. (ea.)	F81A-1015-AA 16x7 JK - BRW (Steel)	NB11899-5A38 32 QTY	Decor. Req (3099)
073AB	4x4 SRV: 16" FULL WHEELCOVER KIT Wheel Ornamentation (Front/Rear) - vehicle 16" Full Wheelcover (Front - vehicle) 16" Full Wheelcover (Rear - vehicle)	F81A-1A11-5AA P/A: F81A-1A11-5AA	MOCK 7.7 lbs. (total) 1.92 lbs. (ea.)	F81A-1015-AA 16x7 JK - BRW (Steel)	NB11899-5A38 32 QTY	Decor. Req (3099)
073ER	4x2 DRV: ALUMINUM WHEEL ORN. KIT Wheel Ornamentation (Front/Rear) - vehicle Chrome Wheel Ornament (Front) Chrome Wheel Ornament (Rear)	F81A-1A09-CA P/A: F81A-1A09-FA	PPI 4.18 lbs. (total) 0.77 lbs. (ea.) 1.32 lbs. (ea.)	F81A-1017-GB 16x7 JK - BRW (Forged Alum.)	NB11899-5A38 32 QTY	Opt. XLT Std. S. Cwr (Latched)
073ER	4x4 DRV: ALUMINUM WHEEL ORN. KIT Wheel Ornamentation (Front/Rear) - vehicle Chrome Wheel Ornament (Front) Chrome Wheel Ornament (Rear)	F81A-1A09-CA P/A: F81A-1A09-FA	PPI 4.18 lbs. (total) 0.82 lbs. (ea.) 1.32 lbs. (ea.)	F81A-1017-GB 16x7 JK - BRW (Forged Alum.)	NB11899-5A38 32 QTY	Opt. XLT Std. S. Cwr (Latched)

NOTE:
DRV wheel wheel Production wheel identification not available.

DATE: 06/23/03

REV: 0
970514
970523
970701
980723
980717
980727
981020

REL. DATE NUMBER:
REL. NLD01E10405741-023
REL. NLD01E10028113-001
REL. NLD01E10028212-148
REL. NLD01E10146113-006
REL. NLD01E10999071-000
REL. NLD01E1034453-001
REL. NLD01E10952675-002
REL. NLD01E10846867

APPROVED: [Signature]

REVERSED: 11/25/98

CHART-TIME & WHEEL SYSTEM

FORD MOTOR COMPANY

CH-F81A-413-AA

ORIGINAL

APPROVED WHEEL BALANCE WEIGHTS						
"T" STYLE		"MC" STYLE		"7" STYLE		
PART NUMBER	WT (oz.)	PART NUMBER	WT (oz.)	PART NUMBER	WT (oz.)	
F4TA-1040-BA0050	0.50	F0TA-1040-AA0050	0.50	XCSA-1040-AA0150	1.50	
F4TA-1040-BA0075	0.75	F0TA-1040-AA0075	0.75	XCSA-1040-AA0200	2.00	
F4TA-1040-BA0100	1.00	F0TA-1040-AA0100	1.00	XCSA-1040-AA0250	2.50	
F4TA-1040-BA0125	1.25	F0TA-1040-AA0125	1.25	XCSA-1040-AA0300	3.00	
F4TA-1040-BA0150	1.50	F0TA-1040-AA0150	1.50	"TAL" STYLE		
F4TA-1040-BA0175	1.75	F0TA-1040-AA0175	1.75		XCSA-1040-BA0200	2.00
F4TA-1040-BA0200	2.00	F0TA-1040-AA0200	2.00		F4HT-1040-BA	3.00
F4TA-1040-BA0225	2.25	F0TA-1040-AA0225	2.25		F4HT-1040-BA	4.00
F4TA-1040-BA0250	2.50	F0TA-1040-AA0250	2.50	F4HT-1040-CA	5.00	
F4TA-1040-BA0300	3.00	F0TA-1040-AA0300	3.00	F4HT-1040-DA	6.00	
F4TA-1040-BA0350	3.50	F0TA-1040-AA0350	3.50			
F4TA-1040-BA0400	4.00	F0TA-1040-AA0400	4.00			

APPROVED WHEELNUTS: NUT & WASHER ASSEMBLY				
WHEEL DESCRIPTION	WHEEL PART NUMBER	APPROVED WHEELNUT	STATIC TORQUE (Nm)	DYNAMIC TORQUE (Nm)
16x7.0K (SRW-Steel)	FB1A-1015-AA	NB11000-0430	200 +/- 30 Nm	TBD
16x7.0K (SRW-Alum)	FB1A-1007-AA	NB11000-0430	200 +/- 30 Nm	TBD
16x7.0K (SRW-Alum)	FB1A-1007-LD	NB11500-0430	200 +/- 30 Nm	TBD
16x8.0K (DRYW-Steel)	FB1A-1015-CA	NB11000-0430	200 +/- 30 Nm	TBD
16x8.0K (DRYW-Steel)	FB1A-1007-GB	NB11500-0430	200 +/- 30 Nm	TBD
16x8.0K (DRYW-Alum)	FB1A-1007-HB	NB11500-0430	200 +/- 30 Nm	TBD
17x8.0K (Medco)	FB1A-1015-LA	NB11000-0430	200 +/- 30 Nm	TBD
19.5x8.0 (DRYW-Steel)	FB1A-1015-FA	NB11000-0430	200 +/- 30 Nm	TBD
19.5x8.0 (DRYW-Alum)	FB1A-1007-JB	NB11000-0430	200 +/- 30 Nm	TBD
19.5x8.0 (DRYW-Alum)	FB1A-1007-KB	NB11000-0430	200 +/- 30 Nm	TBD
16.5x8.0 (Superdry)	FB1A-1015-DA	NB11000-0430	200 +/- 30 Nm	TBD

NOTE:

- 1) Wheelnut is an inverted Delta Item. Wheelnut torque must be controlled to prevent wheel damage. Nuts must be assembled without lubrication.
- 2) Hand torque all wheelnuts not tightened with the multi-spline nut runner to assure proper torque. Applies for Service and/or Repair.

NOTE:	DATE:	REV:	RELEASE NUMBER:
	060223	0	Rel: NL00E10483741-020
	070827	1	Rel: NL00E10877373-001
	070823	2	Rel: NL00E00693612-148
	071003	3	Rel: NL00E10782072-000
	080723	4	Rel: NL00E10868071-000
	090717	5	Rel: NL00E10834453-001
	090727	6	Rel: NL00E10835876-002
	10/02/00	7	Rel: NL00E10872326-000
		8	Rel: NL00E10848667-
	091110	9	Rel: NL00E10801548-000
	081120	10	Rel: NL00E10810307-000
DRAWN BY: D. GREEN	REVISED: 11/20/99	APPROVED: D. Green	
			CH-FB1A-413-AA

ORIGINAL

231

CHASSIS COVER	DRIVE	BTWR	FXDIA	SALES	WHEEL SIZE	WHEEL TYPE	TIRE SIZE STANDARD	TIRE SIZE OPTIONAL
F340 HD (DRW)	4x2	8800	4400	0004	18x7.0K	STEEL ALUM.	L72560R18E - AS	L72560R18E - AT L726670R18E - AS L726670R18E - AT
	4x4	8900	4700	0004	18x7.0K	STEEL ALUM.	L726668R18E - AS	L726668R18E - AT L728578R18E - AS L728578R18E - AT
F340 (DRW)	4x2	8800	4700	8000	18x7.0K	STEEL ALUM.	L726670R18E - AS	L726670R18E - AT
	4x4	8800	4700	8000	18x7.0K	STEEL ALUM.	L726670R18E - AS	L726670R18E - AT
F340 (DRW)	4x2	11200	4700	8000	18x7.0K	STEEL ALUM.	L726670R18E - AS	L726670R18E - AT
	4x4	11200	4700	8000	18x7.0K	STEEL ALUM.	L726670R18E - AS	L726670R18E - AT
F340 CRX (DRW)	4x2	12800	4700	8700	18x7.0K	STEEL ALUM.	L726670R18E - AS	L726670R18E - AT
	4x4	12800	4700	8700	18x7.0K	STEEL ALUM.	L726670R18E - AS	L726670R18E - AT
F340 Superduty (DRW)	4x2	11200	4700	8000	18x7.0K	STEEL ALUM.	L726670R18E - AS	L726670R18E - AT
	4x4	11200	4700	8000	18x7.0K	STEEL ALUM.	L726670R18E - AS	L726670R18E - AT
F440 (DRW) Superduty	4x2	16000	5400	11000	18.5x8.0K	STEEL	L726670R18E - AS	L726670R18E - AT
	4x4	16000	5400	11000	18.5x8.0K	STEEL	L726670R18E - AS	L726670R18E - AT
F440+ (DRW) Superduty	4x2	17500	5400	13000	19.5x8.0K	STEEL	L726670R18E - AS	L726670R18E - AT
	4x4	17500	5400	13000	19.5x8.0K	STEEL	L726670R18E - AS	L726670R18E - AT

85000 - 750 DRW	11000	4700	8700	170x8.0K	STEEL	L726670R17
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NOTES: *Rel. Discontinuation Information Only. Original Tire Data. Checked by Marketing.*

DATE: 09/22/03
REV: 1
381027

RELEASE NUMBER:
RMI NUMBER: 048374-1-023
RMI NUMBER: 048374-1-023
RMI NUMBER: 048374-1-023

APPROVED: *Dale*

CHASSIS COVER & WHEEL SYSTEM: CH-FB1A-413-AA

DRAWN BY: D. GREEN

FORD MOTOR COMPANY

ORIGINAL

1999 F-SERIES O/8500: TIRE PRESS. SETTINGS

Veh. No.	Vehicle Description	Wt. (n.)	GVWR (lbs.)	Standard Tire Capacity (lbs.)		Tire Size (Standard - A/B) (Optional - A/T)	Tire Pres. Set (psi)		Card No.	Tire Size (Optional Size (A/B or A/T))	Tire Pres. (psi)		Card No.
				Frt.	Rr.		Frt.	Rr.			Frt.	Rr.	
F250HP - Single Rear Wheel (Pickup)													
1p	F250 4x2 Reg. Cab Pickup	137	8800	4410	8084	LT235/85R16E	50	80	2308E	LT265/75R16E	45	70	34570
1d	F250 4x2 Reg. Cab Pickup	137	8800	4410	8084	LT235/85R16E	50	80	2508C	LT265/75R16E	45	70	34570
4g	F250 4x4 Reg. Cab Pickup	137	8800	4410	8084	LT235/85R16E	50	80	2508C	LT265/75R16E	45	70	34570
4d	F250 4x4 Reg. Cab Pickup	137	8800	4270	8084	LT235/85R16E	60	80	2508C	LT265/75R16E	55	70	34570
7g	F250 4x2 Super Cab Pickup	142	8800	4490	8084	LT235/85R16E	50	80	2508C	LT265/75R16E	45	70	34570
7d	F250 4x2 Super Cab Pickup	142	8800	4490	8084	LT235/85R16E	50	80	2508C	LT265/75R16E	45	70	34570
8g	F250 4x2 Super Cab Pickup	168	8800	4870	8084	LT235/85R16E	50	80	2508C	LT265/75R16E	50	70	35070
8d	F250 4x2 Super Cab Pickup	158	8800	4870	8084	LT235/85R16E	55	80	2508C	LT265/75R16E	50	70	35070
11g	F250 4x4 Super Cab Pickup	142	8800	4410	8084	LT235/85R16E	50	80	2508C	LT265/75R16E	45	70	34570
11d	F250 4x4 Super Cab Pickup	142	8800	4870	8084	LT235/85R16E	60	80	2508C	LT265/75R16E	55	70	35570
12g	F250 4x4 Super Cab Pickup	168	8800	4970	8084	LT235/85R16E	50	80	2608D	LT265/75R16E	55	70	35570
12d	F250 4x4 Super Cab Pickup	158	8800	5248	8084	LT235/85R16E	65	80	2608D	LT265/75R16E	60	70	36070
15g	F250 4x2 Crew Cab Pickup	168	8800	4670	8084	LT235/85R16E	55	80	2658D	LT265/75R16E	50	70	35070
15d	F250 4x2 Crew Cab Pickup	156	8800	4870	8084	LT235/85R16E	55	80	2658D	LT265/75R16E	60	70	35570
16g	F250 4x2 Crew Cab Pickup	172	8800	4670	8084	LT235/85R16E	60	80	2758H	LT265/75R16E	50	70	35070
16d	F250 4x2 Crew Cab Pickup	172	8800	4970	8084	LT235/85R16E	60	80	2808D	LT265/75R16E	65	70	35570
18g	F250 4x4 Crew Cab Pickup	158	8800	4970	8084	LT235/85R16E	60	80	2808D	LT265/75R16E	55	70	35070
18d	F250 4x4 Crew Cab Pickup	158	8800	5248	8084	LT235/85R16E	65	80	2858D	LT265/75R16E	60	70	36070
19g	F250 4x4 Crew Cab Pickup	172	8800	4870	8084	LT235/85R16E	80	80	2808D	LT265/75R16E	55	70	35570
19d	F250 4x4 Crew Cab Pickup	172	8800	5248	8084	LT235/85R16E	85	80	2858D	LT265/75R16E	65	70	36570
F350 - Single Rear Wheel (Pickup)													
21g	F350 4x2 Reg. Cab Pickup	137	9900	4940	8830	LT285/75R16E	50	80	3508D	LT265/75R16E	50	80	3508D
21d	F350 4x2 Reg. Cab Pickup	137	9900	4940	8830	LT285/75R16E	50	80	3508D	LT265/75R16E	50	80	3508D
24g	F350 4x4 Reg. Cab Pickup	137	9900	4940	8830	LT285/75R16E	50	80	3508D	LT265/75R16E	50	80	3508D
24d	F350 4x4 Reg. Cab Pickup	137	9900	6280	8830	LT285/75R16E	55	80	3558D	LT265/75R16E	55	80	3558D
27g	F350 4x2 Super Cab Pickup	142	9900	4940	8830	LT285/75R16E	50	80	3508D	LT265/75R16E	50	80	3508D
27d	F350 4x2 Super Cab Pickup	142	9900	4940	8830	LT285/75R16E	50	80	3508D	LT265/75R16E	50	80	3508D
28g	F350 4x2 Super Cab Pickup	158	9900	4940	8830	LT285/75R16E	50	80	3508D	LT265/75R16E	50	80	3508D
28d	F350 4x2 Super Cab Pickup	168	9900	5250	8830	LT285/75R16E	55	80	3558D	LT265/75R16E	55	80	3558D
31g	F350 4x4 Super Cab Pickup	142	9900	4940	8830	LT285/75R16E	50	80	3508D	LT265/75R16E	50	80	3508D
31d	F350 4x4 Super Cab Pickup	142	9900	4940	8830	LT285/75R16E	50	80	3508D	LT265/75R16E	50	80	3508D
32g	F350 4x4 Super Cab Pickup	158	9900	4940	8830	LT285/75R16E	50	80	3508D	LT265/75R16E	50	80	3508D
32d	F350 4x4 Super Cab Pickup	158	9900	5250	8830	LT285/75R16E	55	80	3558D	LT265/75R16E	55	80	3558D
35g	F350 4x2 Crew Cab Pickup	158	9900	4940	8830	LT285/75R16E	50	80	3508D	LT265/75R16E	50	80	3508D
35d	F350 4x2 Crew Cab Pickup	156	9900	5280	8830	LT285/75R16E	55	80	3558D	LT265/75R16E	55	80	3558D
38g	F350 4x2 Crew Cab Pickup	172	9900	4940	8830	LT285/75R16E	50	80	3508D	LT265/75R16E	50	80	3508D
38d	F350 4x2 Crew Cab Pickup	172	9900	4940	8830	LT285/75R16E	50	80	3508D	LT265/75R16E	50	80	3508D
39g	F350 4x4 Crew Cab Pickup	158	9900	4940	8830	LT285/75R16E	50	80	3508D	LT265/75R16E	50	80	3508D
39d	F350 4x4 Crew Cab Pickup	156	9900	4940	8830	LT285/75R16E	50	80	3508D	LT265/75R16E	50	80	3508D
40g	F350 4x4 Crew Cab Pickup	172	9900	5580	8830	LT285/75R16E	50	80	3608D	LT265/75R16E	50	80	3608D
40d	F350 4x4 Crew Cab Pickup	172	9900	5250	8830	LT285/75R16E	55	80	3658D	LT265/75R16E	55	80	3658D
F350 - Single Rear Wheel (Chassis Cab)													
23g	F350 4x2 Reg. Chassis Cab	141	9900	3889	8616	LT285/75R16E	55	80	3558D	LT265/75R16E	55	80	3558D
23d	F350 4x2 Reg. Chassis Cab	141	9900	4319	8665	LT285/75R16E	55	80	3658D	LT265/75R16E	55	80	3658D
29g	F350 4x4 Reg. Chassis Cab	141	9900	4214	8770	LT285/75R16E	55	80	3558D	LT265/75R16E	55	80	3558D
29d	F350 4x4 Reg. Chassis Cab	141	9900	4518	8715	LT285/75R16E	55	80	3658D	LT265/75R16E	55	80	3658D
30g	F350 4x2 Super Chassis Cab	162	9900	4229	8504	LT285/75R16E	55	80	3558D	LT265/75R16E	55	80	3558D
30d	F350 4x2 Super Chassis Cab	162	9900	4854	8958	LT285/75R16E	55	80	3658D	LT265/75R16E	55	80	3658D
34g	F350 4x4 Super Chassis Cab	182	9900	4548	8678	LT285/75R16E	55	80	3658D	LT265/75R16E	55	80	3658D
34d	F350 4x4 Super Chassis Cab	182	9900	4867	8510	LT285/75R16E	55	80	3658D	LT265/75R16E	55	80	3658D
36g	F350 4x2 Crew Chassis Cab	178	9900	4493	8083	LT285/75R16E	55	80	3658D	LT265/75R16E	55	80	3658D
36d	F350 4x2 Crew Chassis Cab	178	9900	4852	8518	LT285/75R16E	55	80	3758D	LT265/75R16E	55	80	3758D
42g	F350 4x4 Crew Chassis Cab	178	9900	4788	8095	LT285/75R16E	55	80	3658D	LT265/75R16E	55	80	3658D
42d	F350 4x4 Crew Chassis Cab	178	9900	5201	8183	LT285/75R16E	55	80	3758D	LT265/75R16E	55	80	3758D

* HWY DUTY FRK SUSPENSION

DATE:		REV:		RELEASE NUMBER	
REVISED:		APPROVED:		CH-F81A-413-AA	

1) California Emission vehicles. Use vehicle descriptions above for tire pressure.

* Optional tire pressure re-adjustment. Optional tire load carrying capacity will be greater than standard tire.


DATE: 5/19/99
REV: 3
APPROVED: *[Signature]*

CH-F81A-413-AA

FORD MOTOR COMPANY

CHART - TIRE & WHEEL SYSTEM

ORIGINAL

Veh. No.	Vehicle Description	WB (In.)	GVWR (Lbs.)	Standard Tire Capacity (Lbs.)		Tire Size (Standard - A/S) (Optional - A/T)	Tire Pres. Set (psi)		Card No.	Tire Size (Optional size) (A/S or A/T)		Tire Pres. Set (psi)	Card No.																								
				Ft.	Rr.		Ft.	Rr.		Ft.	Rr.																										
F350 - Dual Rear Wheel (Pickup)																																					
43g	F350 4x2 Reg. Cab Pickup	137	11200	3800	8600	LT215/85R18E	50	85	16066	LT235/85R18E	55	90	86690																								
43o	F350 4x2 Reg. Cab Pickup	137	11200	4360	8800	LT215/85R18E	60	85	16066	LT235/85R18E	50	90	86690																								
48g	F350 4x4 Reg. Cab Pickup	137	11200	4410	8900	LT235/85R18E	60	85	86055	LT235/85R18E	50	90	86055																								
48d	F350 4x4 Reg. Cab Pickup	137	11200	4870	8500	LT235/85R18E	60	85	86055	LT235/85R18E	60	85	86055																								
45g	F350 4x2 Sup. Cab Pickup	158	11200	4380	8600	LT215/85R18E	60	85	16066	LT235/85R18E	55	90	86690																								
45d	F350 4x2 Sup. Cab Pickup	158	11200	4890	8600	LT215/85R18E	70	85	17066	LT235/85R18E	60	90	88060																								
51g	F350 4x4 Sup. Cab Pickup	158	11200	4970	8500	LT235/85R18E	60	85	86055	LT235/85R18E	60	85	86055																								
51d	F350 4x4 Sup. Cab Pickup	158	11200	5248	8500	LT235/85R18E	65	85	86555	LT235/85R18E	65	85	86555																								
90g	F350 4x2 Csw. Cab Pickup	168	11200	4360	8600	LT215/85R18E	60	85	16066	LT235/85R18E	55	90	85660																								
90d	F350 4x2 Csw. Cab Pickup	168	11200	4670	8600	LT215/85R18E	65	85	16566	LT235/85R18E	55	90	85660																								
47g	F350 4x2 Csw. Cab Pickup	172	11200	4870	8600	LT215/85R18E	65	85	16566	LT235/85R18E	55	90	85660																								
47d	F350 4x2 Csw. Cab Pickup	172	11200	4880	8600	LT215/85R18E	70	85	17066	LT235/85R18E	60	90	88060																								
61g	F350 4x4 Csw. Cab Pickup	158	11200	4670	8500	LT235/85R18E	55	85	86555	LT235/85R18E	55	85	86555																								
91d	F350 4x4 Csw. Cab Pickup	168	11200	4970	8500	LT235/85R18E	60	85	86055	LT235/85R18E	60	85	86055																								
53g	F350 4x4 Csw. Cab Pickup	172	11200	4970	8500	LT235/85R18E	60	85	86055	LT235/85R18E	60	85	86055																								
53d	F350 4x4 Csw. Cab Pickup	172	11200	5248	8500	LT235/85R18E	65	85	86555	LT235/85R18E	65	85	86555																								
F350 - Dual Rear Wheel (Chassis Cab)																																					
55g	F350 4x2 Reg. Chas. Cab	141	11200	4860	9050	LT215/85R18E	70	80	17060	LT235/85R18E	60	70	86070																								
56d	F350 4x2 Reg. Chas. Cab	141	12500	4890	9050	LT215/85R18E	70	80	17060	LT235/85R18E	60	70	86070																								
g	F350 4x2 Reg. Ch.Cab. (Max.)	141	12500			LT235/85R17D	60	60	78060	LT235/85R17D	60	60	78060																								
56g	F350 4x2 Reg. Chas. Cab	165	11200	4880	9050	LT215/85R18E	70	80	17060	LT235/85R18E	60	70	86070																								
56d	F350 4x2 Reg. Chas. Cab	185	12500	4860	9050	LT215/85R18E	70	80	17060	LT235/85R18E	60	70	86070																								
56g	F350 4x4 Reg. Chas. Cab	141	11200	5246	10060	LT235/85R18E	65	70	86570	LT235/85R18E	65	70	86570																								
56d	F350 4x4 Reg. Chas. Cab	141	12500	5246	10060	LT235/85R18E	68	70	86670	LT235/85R18E	63	70	86670																								
80g	F350 4x4 Reg. Chas. Cab	168	11200	5246	10060	LT235/85R18E	65	70	86570	LT235/85R18E	65	70	86570																								
80d	F350 4x4 Reg. Chas. Cab	185	12500	5246	10060	LT235/85R18E	65	70	86570	LT235/85R18E	65	70	86570																								
87g	F350 4x2 Sup. Chas. Cab	182	11200	4860	9050	LT215/85R18E	70	80	17060	LT235/85R18E	60	70	86070																								
87d	F350 4x2 Sup. Chas. Cab	182	12500	4860	9050	LT215/85R18E	70	80	17060	LT235/85R18E	60	70	86070																								
61g	F350 4x4 Sup. Chas. Cab	182	11200	5246	10060	LT235/85R18E	65	70	86570	LT235/85R18E	65	70	86570																								
61d	F350 4x4 Sup. Chas. Cab	182	12500	5246	10060	LT235/85R18E	65	70	86570	LT235/85R18E	65	70	86570																								
58g	F350 4x2 Csw. Chas. Cab	178	11200	4880	9050	LT215/85R18E	70	80	17060	LT235/85R18E	60	70	86070																								
58d	F350 4x2 Csw. Chas. Cab	178	12500	4880	9050	LT215/85R18E	70	80	17060	LT235/85R18E	60	70	86070																								
42g	F350 4x4 Csw. Chas. Cab	178	11200	5246	10060	LT235/85R18E	65	70	86570	LT235/85R18E	65	70	86570																								
62d	F350 4x4 Csw. Chas. Cab	178	12500	5246	10060	LT235/85R18E	65	70	86570	LT235/85R18E	65	70	86570																								
F450 - Dual Rear Wheel (Chassis Cab)																																					
63g	F450 4x2 Reg. Chas. Cab	141	15000	4497	10932	225/70R19.5F	70	75	47075	225/70R19.5F	70	75	47075																								
63d	F450 4x2 Reg. Chas. Cab	141	15000	4925	10495	225/70R19.5F	75	75	47575	225/70R19.5F	75	75	47575																								
64g	F450 4x2 Reg. Chas. Cab	166	15000	5133	10275	225/70R19.5F	70	75	47075	225/70R19.5F	70	75	47075																								
64d	F450 4x2 Reg. Chas. Cab	105	15000	5533	9829	225/70R19.5F	75	75	47575	225/70R19.5F	75	75	47575																								
65g	F450 4x2 Reg. Chas. Cab	201	15000	6906	9450	225/70R19.5F	70	75	47075	225/70R19.5F	70	75	47075																								
65d	F450 4x2 Reg. Chas. Cab	201	15000	6269	9110	225/70R19.5F	75	75	47575	225/70R19.5F	75	75	47575																								
67g	F450 4x4 Reg. Chas. Cab	141	15000	4789	10824	225/70R19.5F	70	75	47075	225/70R19.5F	70	75	47075																								
67d	F450 4x4 Reg. Chas. Cab	141	15000	5212	10193	225/70R19.5F	75	75	47575	225/70R19.5F	75	75	47575																								
68g	F450 4x4 Reg. Chas. Cab	185	15000	6411	9981	225/70R19.5F	75	75	47575	225/70R19.5F	75	75	47575																								
68d	F450 4x4 Reg. Chas. Cab	185	15000	5807	9560	225/70R19.5F	70	75	47075	225/70R19.5F	70	75	47075																								
69g	F450 4x4 Reg. Chas. Cab	201	15000	8189	9019	225/70R19.5F	75	75	47575	225/70R19.5F	75	75	47575																								
69d	F450 4x4 Reg. Chas. Cab	201	15000	6521	8641	225/70R19.5F	75	75	47575	225/70R19.5F	75	75	47575																								
66g	F450 4x2 Csw. Chas. Cab	178	15000	5089	10369	225/70R19.5F	70	75	47075	225/70R19.5F	70	75	47075																								
66d	F450 4x2 Csw. Chas. Cab	178	15000	5506	9815	225/70R19.5F	75	75	47575	225/70R19.5F	75	75	47575																								
70g	F450 4x4 Csw. Chas. Cab	178	15000	5373	10937	225/70R19.5F	70	75	47075	225/70R19.5F	70	75	47075																								
70d	F450 4x4 Csw. Chas. Cab	178	15000	5906	9696	225/70R19.5F	75	75	47575	225/70R19.5F	75	75	47575																								
<table border="0"> <tr> <td>NOTES:</td> <td>DATE:</td> <td>REV.</td> <td>RELEASE NUMBER:</td> </tr> <tr> <td>1) California emission vehicles. Use vehicle description above for the pressure.</td> <td>060223</td> <td>0</td> <td>Rel. NLD0E10483741-023</td> </tr> <tr> <td>* Optional tire pressures re-adjusted. Optional tire load carrying capacity will be greater than standard tire.</td> <td>070523</td> <td>1</td> <td>Rel. NLD0E0093612-146</td> </tr> <tr> <td>** Added F350-Lariat LE package.</td> <td>071003</td> <td>2</td> <td>Rel. NLD0E10782072-000</td> </tr> <tr> <td></td> <td>080519</td> <td>3</td> <td>Rel. NLD0E10930199-000</td> </tr> <tr> <td></td> <td>080524</td> <td>4</td> <td>Rel. NLD0E0093612-100</td> </tr> </table>														NOTES:	DATE:	REV.	RELEASE NUMBER:	1) California emission vehicles. Use vehicle description above for the pressure.	060223	0	Rel. NLD0E10483741-023	* Optional tire pressures re-adjusted. Optional tire load carrying capacity will be greater than standard tire.	070523	1	Rel. NLD0E0093612-146	** Added F350-Lariat LE package.	071003	2	Rel. NLD0E10782072-000		080519	3	Rel. NLD0E10930199-000		080524	4	Rel. NLD0E0093612-100
NOTES:	DATE:	REV.	RELEASE NUMBER:																																		
1) California emission vehicles. Use vehicle description above for the pressure.	060223	0	Rel. NLD0E10483741-023																																		
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	080519	3	Rel. NLD0E10930199-000																																		
	080524	4	Rel. NLD0E0093612-100																																		
DRAWN BY: D GREEN		REVISED: 5/19/99		APPROVED: Dale R. Green																																	
FORD MOTOR COMPANY 						CHART - TIRE & WHEEL SYSTEM				CH-FB1A-413-AA																											

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ORIGINAL

Veh. No.	Vehicle Description	W/S (in.)	GVWR (lbs.)	Max. Ground Proportion		Tire Size (Standard - AG) (Optional - AT)	Tire Pres. (Psi)		Card No.	Note
				F	R		F	R		
F550	Dual Rear Wheel (Chassis Cab)									
719	F550 4x2 Reg. Chas. Cab	143	17500	4603	12381	225/70R13.5F	70	95	47065	
714	F550 4x2 Reg. Chas. Cab	141	17500	4231	12089	225/70R13.5F	75	95	47065	
720	F550 4x2 Reg. Chas. Cab	180	17500	5403	12480	225/70R13.5F	70	95	47065	
723	F550 4x2 Reg. Chas. Cab	180	17500	5603	12100	225/70R13.5F	75	95	47065	
734	F550 4x2 Reg. Chas. Cab	201	17500	6348	11604	225/70R13.5F	70	95	47065	
734	F550 4x2 Reg. Chas. Cab	201	17500	6710	11186	225/70R13.5F	75	95	47065	
769	F550 4x4 Reg. Chas. Cab	141	17600	4803	12371	225/70R13.5F	75	95	47065	
769	F550 4x4 Reg. Chas. Cab	141	17600	5327	12570	225/70R13.5F	75	95	47065	
769	F550 4x4 Reg. Chas. Cab	180	17600	6604	12164	225/70R13.5F	75	95	47065	
769	F550 4x4 Reg. Chas. Cab	180	17600	6246	11902	225/70R13.5F	75	95	47065	
774	F550 4x4 Reg. Chas. Cab	201	17600	6010	11822	225/70R13.5F	75	95	47065	
774	F550 4x4 Reg. Chas. Cab	201	17600	6693	12622	225/70R13.5F	75	95	47065	
784	F550 4x2 Chw. Chas. Cab	178	17500	5186	12695	225/70R13.5F	70	95	47065	
784	F550 4x2 Chw. Chas. Cab	178	17500	5622	12796	225/70R13.5F	75	95	47065	
784	F550 4x2 Chw. Chas. Cab	178	17500	6466	12273	225/70R13.5F	75	95	47065	
784	F550 4x4 Chw. Chas. Cab	178	17500	6778	11875	225/70R13.5F	75	95	47065	
809	F550 4x2 Reg. Chas. Cab	207	18000	6432	12100	225/70R13.5F	50	95	48065	
854	F550 4x2 Reg. Chas. Cab	207	18000	7024	12384	225/70R13.5F	55	95	48065	

NOTES:
 1) California emission vehicles: Use vehicle description above for tire pressure.

* Job #1, GVW analysis changed. Increase tire pressure conversion to match GVW change.

DATE: 06/03/93
 REV: 1

RELEASE NUMBER:
 RM: NL00510483741-023
 RM: NL00510782072-000

APPROVED: *Pat Adams*

REVIEWED: 1/12/98

CHART - TIRE & WHEEL SYSTEM

FORD MOTOR COMPANY

CH-F81A-413-AA

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ORIGINAL


Veh. No.	Vehicle Description	WB (lbs.)	GVWR (lbs.)	Max GAWR		Tire Size (Standard - A/S) (Optional - AT)		Tire Press (Sat. Std.) (Std. / Opt.)	Card No.	Tire Pos. (Front / Rear)	Card No.	
				FR	RR	(Std. / Opt.)	(Std. / Opt.)					
F350 - 4x4 Single Rear Wheel (Pickup)												
40' hp	F350 4x4 Reg. Cab Pickup	137	8600	5200	5200	L1255/75R16E	65	80	263A3	65	71	35570
44' hp	F350 4x4 Reg. Cab Pickup	137	8600	5200	5200	L1255/75R16E	65	80	263A3	65	71	35570
110' hp	F350 4x4 Super Cab Pickup	142	8600	5200	5200	L1255/75R16E	65	80	263A3	65	71	35570
128' hp	F350 4x4 Super Cab Pickup	150	8600	5200	5200	L1255/75R16E	65	80	263A3	65	71	35570
150' hp	F350 4x4 Crew Cab Pickup	156	8600	5200	5200	L1255/75R16E	65	80	263A3	65	71	35570
180' hp	F350 4x4 Crew Cab Pickup	172	8600	5200	5200	L1255/75R16E	65	80	263A3	65	71	35570
F350 - 4x4 Single Rear Wheel (Pickup)												
240' hp	F350 4x4 Reg. Cab Pickup	137	8600	5200	5200	L1255/75R16E	65	80	263A3	65	71	35570
240' hp	F350 4x4 Reg. Cab Pickup	137	8600	5200	5200	L1255/75R16E	65	80	263A3	65	71	35570
310' hp	F350 4x4 Super Cab Pickup	142	8600	5200	5200	L1255/75R16E	65	80	263A3	65	71	35570
327' hp	F350 4x4 Super Cab Pickup	150	8600	5200	5200	L1255/75R16E	65	80	263A3	65	71	35570
380' hp	F350 4x4 Crew Cab Pickup	156	8600	5200	5200	L1255/75R16E	65	80	263A3	65	71	35570
404' hp	F350 4x4 Crew Cab Pickup	172	8600	5200	5200	L1255/75R16E	65	80	263A3	65	71	35570
F350 - 4x4 Single Rear Wheel (Chassis Cab)												
260' hp	F350 4x4 Reg. Chassis Cab	141	8600	8200	8200	L1255/75R16E	65	80	306A0	65	80	36580
260' hp	F350 4x4 Reg. Chassis Cab	141	8600	8200	8200	L1255/75R16E	65	80	306A0	65	80	36580
340' hp	F350 4x4 Super Chassis Cab	162	8600	8200	8200	L1255/75R16E	65	80	306A0	65	80	36580
420' hp	F350 4x4 Crew Chassis Cab	178	8600	8200	8200	L1255/75R16E	65	80	306A0	65	80	36580
F350 - 4x4 Dual Rear Wheel (Pickup)												
495' hp	F350 4x4 Reg. Cab Pickup	137	11200	8200	8200	L1255/75R16E	65	80	306A0	65	80	36580
495' hp	F350 4x4 Reg. Cab Pickup	137	11200	8200	8200	L1255/75R16E	65	80	306A0	65	80	36580
510' hp	F350 4x4 Super Cab Pickup	166	11200	8200	8200	L1255/75R16E	65	80	306A0	65	80	36580
510' hp	F350 4x4 Super Cab Pickup	166	11200	8200	8200	L1255/75R16E	65	80	306A0	65	80	36580
530' hp	F350 4x4 Crew Cab Pickup	172	11200	8200	8200	L1255/75R16E	65	80	306A0	65	80	36580
F350 - 4x4 Dual Rear Wheel (Chassis Cab)												
557' hp	F350 4x4 Reg. Chassis Cab	141	11200	8200	8200	L1255/75R16E	65	80	306A0	65	80	36580
557' hp	F350 4x4 Reg. Chassis Cab	141	11200	8200	8200	L1255/75R16E	65	80	306A0	65	80	36580
800' hp	F350 4x4 Reg. Chassis Cab	165	11200	8200	8200	L1255/75R16E	65	80	306A0	65	80	36580
800' hp	F350 4x4 Reg. Chassis Cab	165	11200	8200	8200	L1255/75R16E	65	80	306A0	65	80	36580
850' hp	F350 4x4 Crew Chassis Cab	178	11200	8200	8200	L1255/75R16E	65	80	306A0	65	80	36580
F350 - 4x4 Dual Rear Wheel (Chassis Cab)												
670' hp	F350 4x4 Reg. Chassis Cab	141	15000	8000	8000	L1255/75R16E	65	70	47570	65	70	47570
670' hp	F350 4x4 Reg. Chassis Cab	141	15000	8000	8000	L1255/75R16E	65	70	47570	65	70	47570
690' hp	F350 4x4 Reg. Chassis Cab	165	15000	8000	8000	L1255/75R16E	65	70	47570	65	70	47570
690' hp	F350 4x4 Reg. Chassis Cab	165	15000	8000	8000	L1255/75R16E	65	70	47570	65	70	47570
880' hp	F350 4x4 Reg. Chassis Cab	201	15000	8000	8000	L1255/75R16E	65	70	47570	65	70	47570
880' hp	F350 4x4 Reg. Chassis Cab	201	15000	8000	8000	L1255/75R16E	65	70	47570	65	70	47570
100' hp	F350 4x4 Crew Chassis Cab	178	15000	8000	8000	L1255/75R16E	65	70	47570	65	70	47570
104' hp	F350 4x4 Crew Chassis Cab	178	15000	8000	8000	L1255/75R16E	65	70	47570	65	70	47570
F350 - 4x4 Dual Rear Wheel (Chassis Cab)												
150' hp	F350 4x4 Reg. Chassis Cab	141	17500	8000	8000	L1255/75R16E	65	70	47570	65	70	47570
150' hp	F350 4x4 Reg. Chassis Cab	141	17500	8000	8000	L1255/75R16E	65	70	47570	65	70	47570
170' hp	F350 4x4 Reg. Chassis Cab	165	17500	8000	8000	L1255/75R16E	65	70	47570	65	70	47570
170' hp	F350 4x4 Reg. Chassis Cab	165	17500	8000	8000	L1255/75R16E	65	70	47570	65	70	47570
170' hp	F350 4x4 Reg. Chassis Cab	201	17500	8000	8000	L1255/75R16E	65	70	47570	65	70	47570
170' hp	F350 4x4 Reg. Chassis Cab	201	17500	8000	8000	L1255/75R16E	65	70	47570	65	70	47570
180' hp	F350 4x4 Crew Chassis Cab	178	17500	8000	8000	L1255/75R16E	65	70	47570	65	70	47570
180' hp	F350 4x4 Crew Chassis Cab	178	17500	8000	8000	L1255/75R16E	65	70	47570	65	70	47570

NOTE: 1) California Estimate vehicle Use vehicle configurations shown for this equipment.
 2) Added F350 LHM LE package.
 3) Optional tire pressure is 40-42 psi. Optimal tire load capacity will be greater than indicated tire capacity.

DATE: 5/19/99 REV: 0 RELEASE NUMBER: FMI N10000000012-000

APPROVED: *Del R. Green*

CHART - TIRE & WHEEL SYSTEM: V CH-F81A-413-AA

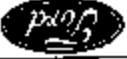

FORD MOTOR COMPANY 

ORIGINAL

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ORIGINAL

 FORD MOTOR COMPANY		CHAMPT - TRAIL & WHEEL SYSTEM  CH-F81A-413-AA
DRAWN BY: D. GREEN		APPROVED: <i>Chad R. King</i> DATE: 5/19/79
RAI. NO. 0E10450741-023 RAI. NO. 0E089012-149 RAI. NO. 0E10780872-000 RAI. NO. 0E089012-001V	0 1 2 3	08223 87003 89003
DATE REV RELEASE NUMBER	DATE REV RELEASE NUMBER	DATE REV RELEASE NUMBER
<p>THE WHEEL MOUNTING</p> <ul style="list-style-type: none"> DO NOT MIX THE BRANDS ON ANY VEHICLE THE BEAD BEAT: REMOVE ALL FOREIGN MATERIAL, WHEEL HUBS, TIRE BEAD, WAX, ETC. ALL SPARE WHEELS ARE TO BE MATH-MOUNTED BY UNING UP THE HIGH POINT (YELLOW STIPK) WITH THE WHEEL LOW POINT (YELLOW STIPK). STICKER ALIGNMENT MUST BE WITHIN 4-1/8 IN. ALUMINUM WHEELS: ALL TIRES ARE RANDOM MOUNTED. APPLY TIRE BEAD LUBRICANT TO BOTH SIDES OF THE BEAD TO THE BEAD MOUNTING SURFACE ON BOTH SIDES OF THE TIRE. LUBRICANT MUST EXTEND FROM THE BEAD TOE TO THE RIM WITH LUBRICANT PLANNED IN ON A LEAST 1/4 IN. ABOVE THE BEAD TOE THE BEAD TOE MUST BE AT LEAST 1/4 IN. (GENERAL SLOPE) AND FROM THE BEAD TOE TO AT LEAST 1/4 IN. APPLY TIRE BEAD LUBRICANT TO BOTH SIDES OF THE BEAD TOE TO AT LEAST 1/4 IN. (GENERAL SLOPE) AND FROM THE BEAD TOE TO AT LEAST 1/4 IN. LUBRICANT COVERAGE MUST EXTEND FROM A POINT HALFWAY BETWEEN THE CULLE TO A POINT ON THE EDGE OF THE DROPPLETT. ASSEMBLY PLANT TIRE COUNT MOUNTING PRESSION PRESSURE FOR WHEEL ASSEMBLY IS 35 PSI (2.4 BAR) FOR ALL TIRES. NOTE: FINAL TIRE INFLATION PRESSURE SET COMPLETELY AT PRE-DEPARTURE TO THE VEHICLE CERTIFICATION ON PLACARD. DAMAGE TO ANY TIRE OR WHEEL CONSTITUTES A MOUNTING DEFECT. DAMAGE TO ANY TIRE OR WHEEL CONSTITUTES A MOUNTING DEFECT. DAMAGE TO ANY TIRE OR WHEEL CONSTITUTES A MOUNTING DEFECT. DAMAGE TO ANY TIRE OR WHEEL CONSTITUTES A MOUNTING DEFECT. PRODUCTION MOUNTING DAMAGE (TIRE) MUST BE DISCARDED. ALL TIRE WHEEL ASSEMBLIES, EXCEPT NO TEMPORARY MOUNTING, MUST PROCEED THROUGH A LOAD SIMULATOR PRIOR TO BALANCING. LOAD TO BE APPLIED AT 90 DEGREES PART ON THE TIRE TREAD. PRIOR TO INSTALLING WHEEL BALANCE WEIGHTS. BLACK SPOKE WHEEL TIRES SHOULD BE MOUNTED SO THAT THE DEPRESSIVE BOLTS ARE MOUNTED ON ONE SIDE OF THE TIRE IS TO BE OUTSIDE WHEN THE WHEEL & TIRE ASSEMBLY IS MOUNTED ON THE VEHICLE. <p>PRIMARY BALANCER: STATIC BALANCE THREE-WHEEL ASSEMBLY</p> <ul style="list-style-type: none"> STATIC BALANCE ALL THREE-WHEEL ASSEMBLIES TO WITHIN 0.25 OUNCES. IF ALL BALANCE WEIGHTS ON BOTH SIDES OF THE WHEELS WITH TOTAL WEIGHT EQUAL OR EXCEEDS 1.0 OUNCES. IF A TIRE WHEEL COMBINATION EXCEEDS THE MAXIMUM LIMIT THAT ASSEMBLY MUST BE REJECTED. IF THE WHEEL ASSEMBLY APPROXIMATE STATIC BALANCE. IF TIRE WHEEL ASSEMBLIES: <ul style="list-style-type: none"> 1.0 OUNCE (100M AUDIT) 1.0 OUNCE (100M AUDIT) 1.0 OUNCE (100M AUDIT) IF TIRE WHEEL ASSEMBLIES: <ul style="list-style-type: none"> 1.0 OUNCE (100M AUDIT) 1.0 OUNCE (100M AUDIT) 1.0 OUNCE (100M AUDIT) WHEEL BALANCE WEIGHT SELECTION <ul style="list-style-type: none"> 1.7" STYLE BALANCE WEIGHTS USE ON ALL 19" STEEL WHEELS. 1.9" STYLE BALANCE WEIGHTS USE ON ALL 17" STEEL WHEELS. 1.7" STYLE BALANCE WEIGHTS USE ON ALL 17" & 17" STEEL WHEELS. 1.9" STYLE BALANCE WEIGHTS USE ON ALL 17" ALUMINUM WHEELS. ASSEMBLIES REJECTED AT THE POINT ON THE OFF-LINE BALANCER MUST BE CLODED, RE-BALANCED AND RE-TESTED WITH THE SPECIFICATION. ANY THREE-WHEEL ASSEMBLY REJECTED FOR THE 1ST TIME AT THE PRIMARY BALANCER MUST BE REMOVED, MARKED REJECTED, BROKEN DOWN, REJECTED FOR FOREIGN OBJECTS, AND RE-PROCESSED WITH A DIFFERENT BALANCING PART. ALL THREE-WHEEL ASSEMBLIES REJECTED TWICE AT THE PRIMARY BALANCER, MUST BE REMOVED, MARKED REJECTED AND SHIPPED TO THE TIRE AND/OR WHEEL MANUFACTURER FOR ROOT CAUSE ANALYSIS. ALL FULL-SIZE THREE-WHEEL ASSEMBLIES MUST BE BALANCED. ALL WHEEL BALANCE WEIGHTS ARE TO BE INSTALLED WITH A TYPICAL CRACKER-TIRED NUMBER. 19" STANLEY MODEL 87-994, HICKOLSON MODEL 25-410, HUPLEX WHEEL MODEL 13-104. 		

SHT. CONTENTS

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ABBREVIATIONS

SUPPLIER/MFG.	TIRE TREAD TYPE	VEHICLE
FS: FIRESTONE	M-S: MULTI-SURFACE	DRW: DUAL REAR WHEEL
GN: GENERAL TIRE	HWY: HIGHWAY	SRW: SINGLE REAR WHEEL
GY: GOODYEAR TIRE	M&S: MUD & SNOW	
ACC: ACCURIDE	A/S: ALL SEASON	
PPI: PLASTIC PLATE IND.	A/T: ALL TERRAIN	
MCK: McKECHNE		OTHER
EUZ: EUZKADI		BAL: BALANCE
	SIDE WALL TYPE	B.C.: BROADCAST CODE
	BSW: BLACK SIDE WALL	CONST: CONSTRUCTION
TIRE - GENERAL	OWL: RAISED (OUTLINED)	PIA: PARTS IN ASSEMBLY
DLR: DYNAMIC LOAD RADIUS	WHITE LETTER	PRESS: PRESSURE
SLR: STATIC LOAD RADIUS	RWL: RAISED (SOLID)	WHL: WHEEL
	WHITE LETTER	WT: WEIGHT

TIRE DESCRIPTION: FOR INFORMATION ONLY.

LT OR P-METRIC TYPE	NUMERIC TYPE
EX: LT 215/85R16 D	EX: 7.5R16D
LT: LIGHT TRUCK TIRE	7.5: TIRE SIZE
215: NOMINAL SECTION WIDTH (MM)	R: RADIAL
85: ASPECT RATIO	W/O R: BIAS/BIAS BELTED
R: RADIAL CONSTRUCTION	16: NOMINAL RIM DIAMETER (in.)
(B: BIAS BELTED)	D: 8 PLY RATING
(D: DIAGONAL)	(E: 10 PLY RATING)
(16: NOMINAL RIM DIAMETER)	
D: LOAD RANGE	

NOTES:	DATE:	REV.:	RELEASE NUMBER:
	990223	0	Rel: NL00E10944266-000

DRAWN BY: D. GREEN	REVISED:	APPROVED:
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FORD MOTOR COMPANY



CHART-TIRE & WHEEL SYSTEM



CH-YC35-413-BA

BBAG 1825

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PRODUCT DIRECTION LETTER (PDL)

- * T98F7-102-R1 PHN131 STRIPPED CHASSIS
- * PHN131 SOUTH AMERICA PROGRAM
- * TF7 - 0032 1999 MY PHN131 LIGHT TRUCK *PC* ASSUMPTION - US CANADA
- * TF7 - 0026 1999 MY PHN131 (US & Canada) F350 DRW "Super Crew" Crew Cab
- * TF7 - 0040 1999 GCC, PN131 N.A. Export Program Assumption & Feature Letter
- * TF7 - 0040 1999 MY P131 Light Truck <PC> Assumptions - US/Canada
- * TF7 - 0182 2000 MY Super Duty - New Aluminum Wheels Option

SPECIFICATIONS/REQUIREMENTS



- * TIRE(S), WHEEL(S) AND TIRE/WHEEL USAGE MUST CONFORM TO THE LATEST ISSUE OF THE TIRE & RIM ASSOCIATION YEARBOOK.
- * ALL TIRE(S), WHEEL(S) MUST MEET REQUIREMENTS OF FMVSS 109, 119, 120.
- * ALL WHEEL ORNAMENTATION MUST MEET THE REQUIREMENTS OF FMVSS 211.
- * ALL TIRE(S) MUST MEET ALL REQUIREMENTS OF THE TIRE CONTRACT
- * ALL TIRE(S) MUST MEET BIC TIRE UNIFORMITY REQUIREMENTS AS SPECIFIED BY AVT
- * TIRE(S), WHEEL(S), WHEEL ORNAMENT(S), AND ATTACHMENT(S) MUST CONFORM TO THE FOLLOWING ENGINEERING SPECIFICATION:

ES-XUSA-1508-AA	TIRE - CASING SPECIFICATION
ES-E8TA-1015-CA	WHEEL - WELDING SPECIFICATION, DISC & RIM ASY.
ES-D8TA-1015-CA	WHEEL - STANDARD
ES-D5TA-1015-AA	WHEEL - DISC AND RIM ASSEMBLY
ES-E2TA-1015-AA	WHEEL - ENGINEERING SPEC., DISC & RIM ASY.
ES-E99A-1007-AA	WHEEL - ENGINEERING SPECIFICATION
ES-E7DC-1130-AA	WHEEL ORNAMENTATION
ES-F2UA-1700-AA	VALVE - HIGH PRESSURE TIRE
ES-D5AA-1705-AA	VALVE EXTENSION - TIRE
ES-E8DC-1012-AA	WHEEL - WHEELNUT
ES-F09A-1040-AA	WHEEL - BALANCE WEIGHTS
E99A-1532-AA/BA	DECAL - TIRE INSTRUCTIONS
EDAC-1A479-AA/BA	DECAL - WARNING SPARE TIRE (ENGLISH/FRENCH)
ESA-M2P109-A2	WHEEL - CLEARCOAT
ESL-M2P122-A6	PAINT



CONTROL ITEM - AFFECTS GOVERNMENT REGULATION COMPLIANCE OR CRITICAL VEHICLE FUNCTION AND MUST COMPLY WITH APPLICABLE REQUIREMENTS OF FORD Q-101 OR MANUFACTURING PRACTICE 102. ANY CHANGE IN DESIGN, COMPOSITION OR PROCESSING FROM THE PART PREVIOUSLY APPROVED FOR PRODUCTION, REQUIRES PRIOR PRODUCT ENGINEERING APPROVAL.

NOTES:	DATE:	REV.	RELEASE NUMBER:
	990223	0	Rel: NL00E10944200-000
	990825	1	Rel: NL00E10988617-000

DRAWN BY: D. GREEN	REVISED:	APPROVED:
FORD MOTOR COMPANY		 CH-YC35-413-BA 240
CHART - TIRE & WHEEL SYSTEM		

2000 MY F-Superduty: TIRE INFORMATION

TIRE SIZE	TREAD & SIDEWALL	TIRE MFG.	CONST. NUMBER	DOT PL. TYPE CODE	TIRE PART NO. (1508)	MAX. LOAD (LBS.)		MAX. PRESS. (PSI)	AVE WT. (LBS)	RIM WIDTH (in.)	SLR (in.)	DLR (in.)	REV. PER MILE	TREAD WIDTH (in.)	TREAD DEPTH CTR. (in.)	
						SINGLE	DUAL									
US & Canada																
LT215/85R16E	A/S - BSW	FS	DA215P	W11XN	F81A-AA	2680	2470	80	28.6	6.0	14.2	14.2	682	7.38	0.410	
LT235/85R18E	A/S - BSW	GY	5D0084B	VLO	F81A-CA	3042	2778	80	44.9	7.0	14.81	14.81	555	7.13	0.470	
LT235/85R18E	A/S - BSW	GN	2830402A	AD11H9	F81A-CA	3042	2778	80	43.3	7.0	14.78	14.78	687	7.94	0.440	
LT235/85R18E	A/S - OWL	GN	2830402A	AD11H9	F81A-RA	3042	2778	80	43.3	7.0	14.78	14.78	657	7.94	0.440	
LT235/85R18E	A/T - BSW	GY	5D0075A	RTO	F81A-DA	3042	2778	80	46.0	7.0	14.73	14.98	663	7.13	0.518	
LT235/85R18E	A/T - BSW	GN	2830503A	AD11HA	F81A-DA	3042	2778	80	44.8	7.0	14.88	14.88	654	7.07	0.540	
LT235/85R18E	A/T - OWL	GN	2830503A	AD11HA	F81A-SA	3042	2778	80	44.8	7.0	14.88	14.88	654	7.07	0.540	
LT266/75R16E	A/S - BSW	FS	DB647P	VN1XM	F81A-EA	3415	3085	80	42.0	7.0	14.60	14.80	665	7.99	0.450	
LT266/75R16E	A/S - OWL	FS	DB647P	VN1XN	F81A-TA	3415	3085	80	42.0	7.0	14.60	14.80	665	7.99	0.450	
LT266/75R16E	A/T - BSW	FS	DA217P	VN1XL	F81A-FA	3415	3085	80	45.7	7.0	14.80	14.80	649	8.28	0.580	
LT266/75R16E	A/T - OWL	FS	DA217P	VN1XL	F81A-UA	3415	3085	80	45.7	7.0	14.80	14.80	649	8.28	0.580	
225/70R19.5F	A/S - BSW	GN	282684B	A3/HB1	F81A-GA	3640	3415	95	57.0	6.0	14.83	14.94	653	6.45	0.525	*
225/70R19.5F	A/T - BSW	GN	282684S	A3/HB2	F81A-HA	3640	3415	95	59.0	6.0	14.96	15.20	654	8.05	0.678	*
Mexico - F350 DRW (only)																
LT225/95D17	Hwy - BSW	EUZ	TBD	TBD	F81A-VA	2800	2650	75	41.5	6.0	16.00	TBD	605	9.54	0.410	
LT225/95D17	Hwy - BSW	FS	N/A	V51XU	F81A-VA	2800	2650	75	40.8	6.0	15.12	TBD	605	9.80	0.440	
LT225/95D17	Hwy - BSW	GY	7D0914A	TBD	F81A-VA	2800	2650	75	39.9	6.0	15.67	TBD	620	8.67	0.436	

NOTES: DATE: REV. RELEASE NUMBER:

Coastdown Reference Information				990223	0	Rel: NL00E10944286-000
Tire Size	Mfg.	Eng. Soft Pt.	Twin Roll (Soft)	990519	1	Rel: NL00E10868220-000
LT215/85R16 A/S	FS	12.3 lbs	29.7 lbs.			
LT266/75R16 A/S	FS	11.8 lbs	27.0 lbs.			
LT266/75R16 A/T	FS	13.2 lbs	29.7 lbs.			
LT235/85R18 A/S	GY	13.5 lbs	27.3 lbs.			
LT235/85R18 A/B	GN	12.1 lbs	TBD			
LT235/85R18 A/T	GY	13.7 lbs	28.7 lbs.			
LT235/85R18 A/T	GN	13.8 lbs	TBD			
225/70R19.5 A/S	GN	15.9 lbs	TBD			
225/70R19.5 A/T	GN	16.9 lbs	TBD			

Rev 1 225/70R19.5F Tread The Bars Added, Tire construction number changed. (A/S: was 282680S, A/T was 282680T)



DRAWN BY: D. GREEN REVISED: APPROVED:

FORD MOTOR COMPANY  CHART - TIRE & WHEEL SYSTEM  CH-YC35-413-BA

2000 MY F-Superduty: WHEEL INFORMATION

WHEEL DESCRIPTION	VEH. OPT	WHEEL-PART NUMBER	WHEEL MFG.	WHEEL - GENERAL REQUIREMENTS					TIRE VALVE STEM			WHL. BAL. WT. TYPE	
				LOAD CAPACITY (lbs.)	BOLT CIRCLE (mm.)	CENTER BORE (mm.)	OFFSET (in.)	DESIGN WEIGHT (lbs.)	VALVE HOLE DIA. (in.)	VALVE WEIGHT (lbs.)	PART NUMBER (7CO)		
		▽		E					E				
16x7.0K (SRW) (Steel Base)	D2XAH	F81A-1015-AA	ACC.	3415	8 on 170	125.1	0.25	35.0	0.453	0.2	F4TA-EA	"T"	
16x7.0K (SRW) (Opt. XL & XLT) (Forged - Alum.)	D2XE2	F81A-1007-LB	ALCOA	3415	8 on 170	125.1	0.25	17.0	0.453	0.2	F4TA-EA	"MC"	
16x7.0K (SRW) (STD. Larlat pkg) (Forged - Alum.)	D2XSS	F81A-1007-MA	ALCOA	3415	8 on 170	125.1	0.25	17.5	0.453	0.2	F4TA-EA	"MC"	
16 x 6.0K (DRW) (Steel Base)	D2XAF (B)	F81A-1015-CA	ACC.	2600	8 on 170	125.1	5.35	37.0	0.453	0.2	F4TA-DA	"T"	
16x6.0K (DRW) (Front: Alum. whl.) (Rear: Alum. whl.) (Forged - Alum.)	D2XER D2XER (B)	F81A-1007-GB F81A-1007-IB	ALCOA ALCOA	2600 2600	8 on 170 8 on 170	125.1 125.1	5.35 5.35	19.1 19.1	0.453 0.453	0.2 0.2	F4TA-DA F4TA-DA	"MC" "MC"	
19.5x6.0 (DRW) (Superduty - Steel)	D2ZAC	F81A-1015-DA	ACC.	3750	8 on 225	170.1	5.35	52.0	0.453	0.2	F4TA-DA	"T"	
19.5x6.0 (DRW) (Front: Alum. whl.) (Rear: Alum. whl.) (Forged - Alum.)	D2ZAD D2ZAD (B)	YC35-1007-SA YC35-1007-RA	ALCOA ALCOA	3750 3750	8 on 225 8 on 225	170.15 170.15	5.35 5.35	33.6 33.6	0.382 0.382	PIA PIA (C)	PIA PIA (C)	"TAL" "TAL"	
17x6.0K (DRW) (Mexico - Steel) (1-Piece design)	D2YE2	F81A-1015-LB	ACC.	2600	8 on 170	125.1	5.15	45.0	0.453	0.2	F4TA-DA	"MC"	

NOTES: (B) F350 DRW VEHICLES WITH ALUMINUM WHEELS GET: 1) Front - Aluminum wheel (2 qty.) 2) Rear - Aluminum wheel (Outside position - 2 qty.) 3) Rear - Steel wheel (Inside position - 2 qty.) (C) Tire Valve Stem, released "PIA" to the wheel.	DATE:	REV.	RELEASE NUMBER:
	990223	0	Re: NL00E10944286-000
	990921	1	Re: NL00E10949230-000
	990521	2	Re: NL00E10848667-000
	990825	3	Re: NL00E10988817-000

DRAWN BY: D. GREEN	REVISED:	APPROVED:
FORD MOTOR COMPANY		
CHART - TIRE & WHEEL SYSTEM		CH-YC35-413-BA



BBAG 1828

2000 MY F-Superduty: WHEEL ORNAMENTS

VEHICLE OPTION	WHEEL ORNAMENTATION: TRIM DESCRIPTION	ORNAMENT KIT		WHEELCOVER / ORNAMENTS			WHEEL USAGE	WHEEL NUT	OPTION NOTES
		CONTENTS	PIA QTY	ORNAMENT (WEIGHT - lbs.)	MFG.	B.C. CODE			
D2XAH	4x2 SRW: STEEL WHEEL ORN. KIT <u>Wheel Ornamentation Contents:</u> Black Wheel Ornament (Front/Rear)	F81A-1A108-CA PIA F81A-1A096-FA	1 4	3.8 lbs. (total) 0.95 lbs. (ea.)	PPI	2	F81A-1015-AA 16x7.0K - SRW (Steel)	N811599-S438 32 QTY	Std: Base Std: XL Std: XLT
D2XAH	4x4 SRW: STEEL WHEEL ORN. KIT <u>Wheel Ornamentation Contents:</u> Black Wheel Ornament (4x4 Front) Black Wheel Ornament (Rear)	F81A-1A108-DA PIA: F81A-1A096-EA F81A-1A096-FA	1 2 2	3.7 lbs. (total) 0.90 lbs. (ea.) 0.95 lbs. (ea.)	PPI	4	F81A-1015-AA 16x7.0K - SRW (Steel)	N811599-S436 32 QTY	Std: Base Std: XL Std: XLT
D2XE2	4x2 SRW: ALUMINUM WHEEL ORN. KIT <u>Wheel Ornamentation Contents:</u> Chrome Wheel Ornament (Front/Rear)	F81A-1A108-AA PIA: F81A-1A096-CA	1 4	3.5 lbs. (total) 0.88 lbs. (ea.)	PPI	T	F81A-1007-LA 16x7.0K - SRW (Forged Alum.)	N811599-S436 32 QTY	Opt: XL Opt: XLT
D2XE2	4x4 SRW: ALUMINUM WHEEL ORN. KIT <u>Wheel Ornamentation Contents:</u> Chrome Wheel Ornament (4x4 Front) Chrome Wheel Ornament (Rear)	F81A-1A108-BB PIA: F81A-1A096-BB F81A-1A096-CA	1 2 2	3.42 lbs. (total) 0.88 lbs. (ea.) 0.83 lbs. (ea.)	PPI	F	F81A-1007-LA 16x7.0K - SRW (Forged Alum.)	N811599-S436 32 QTY	Opt: XL Opt: XLT
D2XSS	4x2 SRW: ALUMINUM WHEEL ORN. KIT <u>Wheel Ornamentation Contents:</u> Chrome Wheel Ornament (Front/Rear)	F81A-1A108-AA PIA: F81A-1A096-CA	1 4	3.52 lbs. (total) 0.88 lbs. (ea.)	PPI	T	F81A-1007-MA 16x7.0K - SRW (Forged Alum.)	N811599-S436 32 QTY	Std: Lariat
D2XSS	4x4 SRW: ALUMINUM WHEEL ORN. KIT <u>Wheel Ornamentation Contents:</u> Chrome Wheel Ornament (4x4 Front) Chrome Wheel Ornament (Rear)	F81A-1A108-BB PIA: F81A-1A096-BB F81A-1A096-CA	1 2 2	3.42 lbs. (total) 0.88 lbs. (ea.) 0.83 lbs. (ea.)	PPI	F	F81A-1007-MA 16x7.0K - SRW (Forged Alum.)	N811599-S438 32 QTY	Std: Lariat
D5AAB	4X2 SRW: 16" FULL WHEELCOVER KIT <u>Wheel Ornamentation Contents:</u> 16" Full Wheelcover (Frt/RR - w/hole)	F81A-1A115-AA PIA: F81A-1130-AA	1 4	7.7 lbs. (total) 1.92 lbs. (ea.)	MCK	A	F81A-1015-AA 16x7.0K - SRW (Steel)	N811599-S436 32 QTY	Decor Pkg (SRW)
D5AAB	4X4 SRW: 16" FULL WHEELCOVER KIT <u>Wheel Ornamentation Contents:</u> 16" Full Wheelcover (Front - w/hole) 16" Full Wheelcover (Rear - w/hole)	F81A-1A115-BA PIA: F81A-1130-BA F81A-1130-AA	1 2 2	7.64 lbs. (total) 1.90 lbs. (ea.) 1.92 lbs. (ea.)	MCK	B	F81A-1015-AA 16x7.0K - SRW (Steel)	N811599-S436 32 QTY	Decor Pkg (SRW)
D2XER	4x2 DRW: ALUMINUM WHEEL ORN. KIT <u>Wheel Ornamentation Contents:</u> Chrome Wheel Ornament (Front) Chrome Wheel Ornament (Rear)	F81A-1A108-GD PIA: F81A-1A096-KC F81A-1A096-JC	1 2 2	4.18 lbs. (total) 0.77 lbs. (ea.) 1.32 lbs. (ea.)	PPI	3	F81A-1007-GB F81A-1007-HB 16x6.0K - DRW (Forged Alum.)	N811599-S436 32 QTY	Opt: XLT Std: S. Crw. (Lariat LE)
D2XER	4x4 DRW: ALUMINUM WHEEL ORN. KIT <u>Wheel Ornamentation Contents:</u> Chrome Wheel Ornament (Front) Chrome Wheel Ornament (Rear)	F81A-1A108-FD PIA: F81A-1A096-HB F81A-1A096-JC	1 2 2	3.88 lbs. (total) 0.82 lbs. (ea.) 1.32 lbs. (ea.)	PPI	X	F81A-1007-GB F81A-1007-HB 16x6.0K - DRW (Forged Alum.)	N811599-S436 32 QTY	Opt: XLT Std: S. Crw. (Lariat LE)
D2ZAC	4x2 DRW: 19.5" ALUM. WHEEL ORN. KIT <u>Wheel Ornamentation Contents:</u> Chrome Wheel Ornament (Front) Chrome Wheel Ornament (Rear)	YC35-1A108-AA PIA: YC35-1A096-AA YC35-1A096-CA	1 2 2	4.0 lbs. (total) 0.8 lbs. (ea.) 1.2 lbs. (ea.)	PPI	H	YC35-1007-3A YC35-1007-RA 19.5x6.0 - DRW (Forged Alum.)	N811599-S436 32 QTY	Opt:
D2ZAC	4x4 DRW: 19.5" ALUM. WHEEL ORN. KIT <u>Wheel Ornamentation Contents:</u> Chrome Wheel Ornament (Front) Chrome Wheel Ornament (Rear)	YC35-1A108-BA PIA: YC35-1A096-BA YC35-1A096-CA	1 2 2	3.8 lbs. (total) 0.75 lbs. (ea.) 1.2 lbs. (ea.)	PPI	5	YC35-1007-3A YC35-1007-RA 19.5x6.0 - DRW (Forged Alum.)	N811599-S436 32 QTY	Opt:

NOTES:	DATE:	REV.	RELEASE NUMBER
DRW w/steel wheels: Production wheel ornamentation not available.	990223	0	Rel: NL00E10944266-000
	990825	1	Rel: NL00E10988617-000

DRAWN BY: D. GREEN	REVISED:	APPROVED:
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FORD MOTOR COMPANY		CHART - TIRE & WHEEL SYSTEM		CH-YC35-413-BA 243
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APPROVED WHEEL BALANCE WEIGHTS					
"T" STYLE		"MC" STYLE		"I7" STYLE	
PART NUMBER	WT (oz.)	PART NUMBER	WT (oz.)	PART NUMBER	WT (oz.)
F4TA-1040-BA0050	0.50	F0TA-1040-AA0050	0.50	XC3A-1040-AA0150	1.5
F4TA-1040-BA0075	0.75	F0TA-1040-AA0075	0.75	XC3A-1040-AA0200	2.0
F4TA-1040-BA0100	1.00	F0TA-1040-AA0100	1.00	XC3A-1040-AA0250	2.5
F4TA-1040-BA0125	1.25	F0TA-1040-AA0125	1.25	XC3A-1040-AA0300	3.0
F4TA-1040-BA0150	1.50	F0TA-1040-AA0150	1.50	1C3A-1040-AA0350	3.5
F4TA-1040-BA0175	1.75	F0TA-1040-AA0175	1.75	D7HT-1040-SA	4.0
F4TA-1040-BA0200	2.00	F0TA-1040-AA0200	2.00	"TAL" STYLE	
F4TA-1040-BA0225	2.25	F0TA-1040-AA0225	2.25		
F4TA-1040-BA0250	2.50	F0TA-1040-AA0250	2.50	XC3A-1040-BA0200	2.0
F4TA-1040-BA0300	3.00	F0TA-1040-AA0300	3.00	F4HT-1040-AA	3.0
F4TA-1040-BA0350	3.50	F0TA-1040-AA0350	3.50	F4HT-1040-BA	4.0
F4TA-1040-BA0400	4.00	F0TA-1040-AA0400	4.00	F4HT-1040-CA	6.0
				F4HT-1040-DA	8.0



APPROVED WHEELNUTS: NUT & WASHER ASSEMBLY				
WHEEL DESCRIPTION	WHEEL PART NUMBER	APPROVED WHEELNUT	STATIC TORQUE (Nm)	DYNAMIC TORQUE (Nm)
16x7.DK (SRW-Steel)	F81A-1015-AA	N811599-S436	200 +/- 30 NM	TBD
16x7.DK (SRW-Alum.)	F81A-1007-MA	N811599-S436	200 +/- 30 NM	TBD
16x7.0K (SRW-Alum.)	F81A-1007-LB	N811599-S436	200 +/- 30 NM	TBD
16x6.0K (DRW-Steel)	F81A-1015-CA	N811599-S436	200 +/- 30 NM	TBD
16x6.0K (DRW-Steel)	F81A-1007-GB	N811599-S436	200 +/- 30 NM	TBD
16x6.0K (DRW-Alum.)	F81A-1007-HB	N811599-S436	200 +/- 30 NM	TBD
17x6.0K (Mexico)	F81A-1015-LA	N811599-S436	200 +/- 30 NM	TBD
19.5x6.0 (Superduty)	F81A-1015-DA	N811599-S436	200 +/- 30 NM	TBD
19.5x6.0 (Superduty)	YC35-1007-SA	N811599-S436	200 +/- 30 NM	TBD
19.5x6.0 (Superduty)	YC35-1007-RA	N811599-S436	200 +/- 30 NM	TBD

NOTE:

- 1) Wheelnut is an Inverted Delta Item. Wheelnut torque must be controlled to prevent wheel damage. Nuts must be assembled without lubrication.
- 2) Hand torque all wheelnuts not tightened with the multi-spindle nut runner to assure proper torque. Applies for Service and/or Repair.

NOTES:	DATE:	REV.	RELEASE NUMBER:
	990223	0	Rel: NL00E10944268-000
	990825	1	Rel: NL00E10988617-000
	991101	2	Rel: NL00E11006713-000
		3	Rel: NL00E11026506-000

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DRAWN BY: D. GREEN	REVISED:	APPROVED:
FORD MOTOR COMPANY 	CHART- TIRE & WHEEL SYSTEM	 CH-YC35-413-BA

2000 MY F-Superduty: TIRE PRESSURE SETTINGS

Veh. No.	Vehicle Description	WB (in.)	GVWR (lbs.)	Standard Tire Capacity (lbs.)		Tire Size (Standard - A/S)		Tire Pres. Set (psi)		Card No.	Tire Size (Optional size) (A/S or A/T)		Tire Pres. Set (psi)		Card No.
				Fr.	Rr.	Fr.	Rr.	Fr.	Rr.		Fr.	Rr.			

F250HD - Single Rear Wheel (Pickup)

1g	F250 4x2 Reg. Cab Pickup	137	8800	4410	6084	LT235/85R16E	50	80	25080		LT265/75R16E	45	70	34570
1d	F250 4x2 Reg. Cab Pickup	137	8800	4410	6084	LT235/85R16E	50	80	25080		LT265/75R16E	45	70	34570
4g	F250 4x4 Reg. Cab Pickup	137	8800	4410	6084	LT235/85R16E	50	80	26080		LT265/75R16E	46	70	34570
4d	F250 4x4 Reg. Cab Pickup	137	8800	4970	6084	LT235/85R16E	60	80	26080		LT265/75R16E	55	70	35570
7g	F250 4x2 Super Cab Pickup	142	8800	4410	6084	LT235/85R16E	50	80	25080		LT265/75R16E	46	70	34570
7d	F250 4x2 Super Cab Pickup	142	8800	4410	6084	LT235/85R16E	50	80	25080		LT265/75R16E	46	70	34570
8g	F250 4x2 Super Cab Pickup	158	8800	4670	6084	LT235/85R16E	55	80	25580		LT265/75R16E	50	70	35070
8d	F250 4x2 Super Cab Pickup	158	8800	4670	6084	LT235/85R16E	55	80	25580		LT265/75R16E	50	70	35070
11g	F250 4x4 Super Cab Pickup	142	8800	4410	6084	LT235/85R16E	50	80	25080		LT265/75R16E	45	70	34570
11d	F250 4x4 Super Cab Pickup	142	8800	4970	6084	LT235/85R16E	60	80	26080		LT265/75R16E	55	70	35570
12g	F250 4x4 Super Cab Pickup	158	8800	4970	6084	LT235/85R16E	60	80	26080		LT265/75R16E	55	70	35570
12d	F250 4x4 Super Cab Pickup	158	8800	5246	6084	LT235/85R16E	65	80	26580		LT265/75R16E	60	70	36070
15g	F250 4x2 Crew Cab Pickup	158	8800	4670	6084	LT235/85R16E	55	80	25580		LT265/75R16E	50	70	35070
15d	F250 4x2 Crew Cab Pickup	158	8800	4670	6084	LT235/85R16E	55	80	25580		LT265/75R16E	50	70	35070
16g	F250 4x2 Crew Cab Pickup	172	8900	4670	6084	LT235/85R16E	55	80	25580		LT265/75R16E	50	70	35070
16d	F250 4x2 Crew Cab Pickup	172	8900	4970	6084	LT235/85R16E	60	80	26080		LT265/75R16E	55	70	35570
18g	F250 4x4 Crew Cab Pickup	156	8900	4970	6084	LT235/85R16E	60	80	26080		LT265/75R16E	55	70	35570
18d	F250 4x4 Crew Cab Pickup	156	8900	5246	6084	LT235/85R16E	65	80	26580		LT265/75R16E	60	70	36070
19g	F250 4x4 Crew Cab Pickup	172	8800	4970	6084	LT235/85R16E	60	80	26080		LT265/75R16E	55	70	35570
19d	F250 4x4 Crew Cab Pickup	172	8800	5246	6084	LT235/85R16E	65	80	26580		LT265/75R16E	55	70	35570

F350 - Single Rear Wheel (Pickup)

21g	F350 4x2 Reg. Cab Pickup	137	9900	4940	6830	LT265/75R16E	50	80	35080		LT265/75R16E	50	80	35080
21d	F350 4x2 Reg. Cab Pickup	137	9900	4940	6830	LT265/75R16E	50	80	35080		LT265/75R16E	50	80	35080
24g	F350 4x4 Reg. Cab Pickup	137	9900	4940	6830	LT265/75R16E	60	80	35080		LT265/75R16E	50	80	35080
24d	F350 4x4 Reg. Cab Pickup	137	9900	5250	6830	LT265/75R16E	55	80	35580		LT265/75R16E	55	80	35580
27g	F350 4x2 Super Cab Pickup	142	9900	4940	6830	LT265/75R16E	50	80	35080		LT265/75R16E	50	80	35080
27d	F350 4x2 Super Cab Pickup	142	9900	4940	6830	LT265/75R16E	50	80	35080		LT265/75R16E	50	80	35080
28g	F350 4x2 Super Cab Pickup	158	9900	4940	6830	LT265/75R16E	50	80	35080		LT265/75R16E	50	80	35080
28d	F350 4x2 Super Cab Pickup	158	9900	5250	6830	LT265/75R16E	55	80	35580		LT265/75R16E	55	80	35580
31g	F350 4x4 Super Cab Pickup	142	9900	4940	6830	LT265/75R16E	50	80	35080		LT265/75R16E	50	80	35080
31d	F350 4x4 Super Cab Pickup	142	9900	4940	6830	LT265/75R16E	50	80	35080		LT265/75R16E	50	80	35080
32g	F350 4x4 Super Cab Pickup	158	9900	4940	6830	LT265/75R16E	50	80	35080		LT265/75R16E	50	80	35080
32d	F350 4x4 Super Cab Pickup	158	9900	5250	6830	LT265/75R16E	55	80	35580		LT265/75R16E	55	80	35580
35g	F350 4x2 Crew Cab Pickup	158	9900	4940	6830	LT265/75R16E	50	80	35080		LT265/75R16E	50	80	35080
35d	F350 4x2 Crew Cab Pickup	158	9900	5250	6830	LT265/75R16E	55	80	35580		LT265/75R16E	55	80	35580
36g	F350 4x2 Crew Cab Pickup	172	9900	4940	6830	LT265/75R16E	50	80	35080		LT265/75R16E	50	80	35080
36d	F350 4x2 Crew Cab Pickup	172	9900	4940	6830	LT265/75R16E	50	80	35080		LT265/75R16E	50	80	35080
39g	F350 4x4 Crew Cab Pickup	156	9900	4940	6830	LT265/75R16E	50	80	35080		LT265/75R16E	50	80	35080
39d	F350 4x4 Crew Cab Pickup	156	9900	4940	6830	LT265/75R16E	50	80	35080		LT265/75R16E	50	80	35080
40g	F350 4x4 Crew Cab Pickup	172	9900	5580	6830	LT265/75R16E	60	80	36080		LT265/75R16E	60	80	36080
40d	F350 4x4 Crew Cab Pickup	172	9900	5250	6830	LT265/75R16E	55	80	35580		LT265/75R16E	55	80	35580

F350 - Single Rear Wheel (Chassis Cab)

23g	F350 4x2 Reg. Chassis Cab	141	9900	5250	6830	LT265/75R16E	55	80	35580		LT265/75R16E	55	80	35580
23d	F350 4x2 Reg. Chassis Cab	141	9900	5250	6830	LT265/75R16E	55	80	35580		LT265/75R16E	55	80	35580
26g	F350 4x4 Reg. Chassis Cab	141	9900	5250	6830	LT265/75R16E	55	80	35580		LT265/75R16E	55	80	35580
26d	F350 4x4 Reg. Chassis Cab	141	9900	5250	6830	LT265/75R16E	55	80	35580		LT265/75R16E	55	80	35580
30g	F350 4x2 Sup. Chassis Cab	182	9900	5250	6830	LT265/75R16E	55	80	35580		LT265/75R16E	55	80	35580
30d	F350 4x2 Sup. Chassis Cab	182	9900	5250	6830	LT265/75R16E	55	80	35580		LT265/75R16E	55	80	35580
34g	F350 4x4 Sup. Chassis Cab	162	9900	5250	6830	LT265/75R16E	55	80	35580		LT265/75R16E	55	80	35580
34d	F350 4x4 Sup. Chassis Cab	162	9900	5250	6830	LT265/75R16E	55	80	35580		LT265/75R16E	55	80	35580
38g	F350 4x2 Crw. Chassis Cab	176	9900	5250	6830	LT265/75R16E	55	80	35580		LT265/75R16E	55	80	35580
38d	F350 4x2 Crw. Chassis Cab	176	9900	5250	6830	LT265/75R16E	55	80	35580		LT265/75R16E	55	80	35580
42g	F350 4x4 Crw. Chassis Cab	176	9900	5250	6830	LT265/75R16E	55	80	35580		LT265/75R16E	55	80	35580
42d	F350 4x4 Crw. Chassis Cab	176	9900	5250	6830	LT265/75R16E	55	80	35580		LT265/75R16E	55	80	35580

NOTES: DATE: 990223 REV: 0 RELEASE NUMBER: Ref: NL00E10944266-000

1) California Emission vehicles: Use vehicle descriptions above for tire pressures.

Optional tire pressure re-adjusted. Optional tire load carrying capacity will be greater than standard tire.

DRAWN BY: D. GREEN

REVISED:

APPROVED:

FORD MOTOR COMPANY



CHART - TIRE & WHEEL SYSTEM

CH-YC35-413-BA

BAG 1832

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2000 MY F-Superduty: TIRE PRESSURE SETTINGS

F350 - Dual Rear Wheel (Pickup) table with columns: Ven. Nu., Vehicle Description, WB (in.), GVWR (lbs.), Standard Tire Capacity (lbs.) Frt., Rr., Tire Size (Standard - A/S), Tire Pres. Set (psi) Frt., Rr., Card No., Tire Size (Optional size) (A/S or A/T), Tire Pres. Set (psi) Frt., Rr., Card No.

F350 - Dual Rear Wheel (Chassis Cab) table with columns: Ven. Nu., Vehicle Description, WB (in.), GVWR (lbs.), Standard Tire Capacity (lbs.) Frt., Rr., Tire Size (Standard - A/S), Tire Pres. Set (psi) Frt., Rr., Card No., Tire Size (Optional size) (A/S or A/T), Tire Pres. Set (psi) Frt., Rr., Card No.

F450 - Dual Rear Wheel (Chassis Cab) table with columns: Ven. Nu., Vehicle Description, WB (in.), GVWR (lbs.), Standard Tire Capacity (lbs.) Frt., Rr., Tire Size (Standard - A/S), Tire Pres. Set (psi) Frt., Rr., Card No., Tire Size (Optional size) (A/S or A/T), Tire Pres. Set (psi) Frt., Rr., Card No.

NOTES: 1) California emission vehicles: Use vehicle descriptions above for tire pressures. DATE: 990223 REV: 0 RELEASE NUMBER: Rel: NL00E10944268-000

** Added F350 Lariat LE package. DRAWN BY: D. GREEN REVISED: APPROVED: [Signature]

FORD MOTOR COMPANY logo, CHART - TIRE & WHEEL SYSTEM, CH-YC35-413-BA logo

2000 MY F-Superduty: TIRE PRESSURE SETTINGS

Veh. Nu.	Vehicle Description	WB (in.)	GVWR (lbs.)	Standard Tire Capacity (lbs.)		Tire Size (Standard - A/S) (Optional - A/T)	Tire Pres. Set (psi)		Card No.	Note
				Fr.	Rr.		Fr.	Rr.		

F550 - Dual Rear Wheel (Chassis Cab)

71g	F550 4x2 Reg. Chas. Cab	141	17500	5790	13880	225/70R19.5F	70	95	47095	
71d	F550 4x2 Reg. Chas. Cab	141	17500	6080	13860	225/70R19.5F	75	95	47595	
72g	F550 4x2 Reg. Chas. Cab	165	17500	5790	13880	225/70R19.5F	70	95	47095	
72d	F550 4x2 Reg. Chas. Cab	165	17500	6080	13860	225/70R19.5F	75	95	47595	
73g	F550 4x2 Reg. Chas. Cab	201	17500	5790	13880	225/70R19.5F	70	95	47095	
73d	F550 4x2 Reg. Chas. Cab	201	17500	6080	13860	225/70R19.5F	75	95	47595	
75g	F550 4x4 Reg. Chas. Cab	141	17500	6080	13660	225/70R19.5F	75	95	47595	
75d	F550 4x4 Reg. Chas. Cab	141	17500	6080	13660	225/70R19.5F	75	95	47595	
76g	F550 4x4 Reg. Chas. Cab	165	17500	6080	13660	225/70R19.5F	75	95	47595	
76d	F550 4x4 Reg. Chas. Cab	165	17500	6080	13660	225/70R19.5F	75	95	47595	
77g	F550 4x4 Reg. Chas. Cab	201	17500	6080	13660	225/70R19.5F	75	95	47595	
77d	F550 4x4 Reg. Chas. Cab	201	17500	6080	13660	225/70R19.5F	75	95	47595	
74g	F550 4x2 Crw. Chas. Cab	178	17500	5790	13860	225/70R19.5F	70	95	47095	
74d	F550 4x2 Crw. Chas. Cab	178	17500	6080	13860	225/70R19.5F	75	95	47595	
78g	F550 4x4 Crw. Chas. Cab	178	17500	6080	13660	225/70R19.5F	75	95	47595	
78d	F550 4x4 Crw. Chas. Cab	178	17500	6080	13660	225/70R19.5F	75	95	47595	
84g	F550 4x2 Reg. Chas. Cab	165	19000	6080	13860	225/70R19.5F	75	95	47595	
84d	F550 4x2 Reg. Chas. Cab	165	19000	6080	13860	225/70R19.5F	75	95	47595	
83g	F550 4x2 Reg. Chas. Cab	201	19000	6900	13660	225/70R19.5F	90	95	49095	
83d	F550 4x2 Reg. Chas. Cab	201	19000	7280	13660	225/70R19.5F	95	95	49595	

645						225/70R19.5F				
646						225/70R19.5F				
685						225/70R19.5F				
686						225/70R19.5F				
665						225/70R19.5F				
666						225/70R19.5F				
705						225/70R19.5F				
706						225/70R19.5F				

NOTES:	DATE:	REV.	RELEASE NUMBER:
1) California emission vehicles: Use vehicle descriptions above for tire pressures.	990223	0	Rel: NL00E10944286-000

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DRAWN BY: D. GREEN	REVISED:	APPROVED:
FORD MOTOR COMPANY 	CHART - TIRE & WHEEL SYSTEM	 CH-YC35-413-BA

2000 MY F-Superduty: 4X4 MAX. GAWR & SNOWPLOW

Veh. Nu.	Vehicle Description	WB (In.)	GVWR (lbs.)	Standard Tire Capacity (lbs.)		Tire Size (Standard - A/S) (Optional - A/T)	Tire Pres. Set (psi)		Card Nu.	Tire Size (Optional size) (A/S or A/T)		Tire Pres. Set (psi)		Card Nu.
				Frt.	Rr.		Frt.	Rr.		Frt.	Rr.			

F250HD - 4x4 Single Rear Wheel (Pickup)

4g*sp	F250 4x4 Reg. Cab Pickup	137	8800	5246	6084	LT235/85R16E	65	80	26580		LT265/75R16E	55	70	35570
4d*sp	F250 4x4 Reg. Cab Pickup	137	8800	5246	6084	LT235/85R16E	65	80	26580		LT265/75R16E	55	70	35570
11g*sp	F250 4x4 Super Cab Pickup	142	8800	5246	6084	LT235/85R16E	65	80	26580		LT265/75R16E	55	70	35570
12g*sp	F250 4x4 Super Cab Pickup	158	8800	5246	6084	LT235/85R16E	65	80	26580		LT265/75R16E	55	70	35570
18g*sp	F250 4x4 Crew Cab Pickup	156	8800	5246	6084	LT235/85R16E	65	80	26580		LT265/75R16E	55	70	35570
19g*sp	F250 4x4 Crew Cab Pickup	172	8800	5246	6084	LT235/85R16E	65	80	26580		LT265/75R16E	55	70	35570

F350 - 4x4 Single Rear Wheel (Pickup)

24g*sp	F350 4x4 Reg. Cab Pickup	137	9900	5250	6830	LT265/75R16E	55	80	35580		LT265/75R16E	55	80	35580
24d*sp	F350 4x4 Reg. Cab Pickup	137	9900	5250	6830	LT265/75R16E	55	80	35580		LT265/75R16E	55	80	35580
31g*sp	F350 4x4 Super Cab Pickup	142	9900	5250	6830	LT265/75R16E	55	80	35580		LT265/75R16E	55	80	35580
32g*sp	F350 4x4 Super Cab Pickup	158	9900	5250	6830	LT265/75R16E	55	80	35580		LT265/75R16E	55	80	35580
39g*sp	F350 4x4 Crew Cab Pickup	156	9900	5250	6830	LT265/75R16E	55	80	35580		LT265/75R16E	55	80	35580
40g*sp	F350 4x4 Crew Cab Pickup	172	9900	5250	6830	LT265/75R16E	55	80	35580		LT265/75R16E	55	80	35580

F350 - 4x4 Single Rear Wheel (Chas. Cab)

26g*sp	F350 4x4 Reg. Chassis Cab	141	9900	5250	6830	LT265/75R16E	55	80	35580		LT265/75R16E	55	80	35580
26d*sp	F350 4x4 Reg. Chassis Cab	141	9900	5250	6830	LT265/75R16E	55	80	35580		LT265/75R16E	55	80	35580
34g*sp	F350 4x4 Sup. Chassis Cab	162	9900	5250	6830	LT265/75R16E	55	80	35580		LT265/75R16E	55	80	35580
42g*sp	F350 4x4 Crw. Chassis Cab	176	9900	5250	6830	LT265/75R16E	55	80	35580		LT265/75R16E	55	80	35580

F350 - 4x4 Dual Rear Wheel (Pickup)

49g*sp	F350 4x4 Reg. Cab Pickup	137	12000	5246	8500	LT235/85R16E	65	55	66555		LT235/85R16E	65	55	66555
49d*sp	F350 4x4 Reg. Cab Pickup	137	12000	5246	8500	LT235/85R16E	65	55	66555		LT235/85R16E	65	55	66555
51g*sp	F350 4x4 Sup. Cab Pickup	158	12000	5246	8500	LT235/85R16E	65	55	66555		LT235/85R16E	65	55	66555
91g*sp	F350 4x4 Crw. Cab PU	156	12000	5246	8500	LT235/85R16E	65	55	66555		LT235/85R16E	65	55	66555
53g*sp	F350 4x4 Crw. Cab Pickup	172	12000	5246	8500	LT235/85R16E	65	55	66555		LT235/85R16E	65	55	66555

F350 - 4x4 Dual Rear Wheel (Chas. Cab)

59g*sp	F350 4x4 Reg. Chas. Cab	141	12000	5246	8500	LT235/85R16E	65	55	66555		LT235/85R16E	65	55	66555
59d*sp	F350 4x4 Reg. Chas. Cab	141	12000	5246	8500	LT235/85R16E	65	55	66555		LT235/85R16E	65	55	66555
60g*sp	F350 4x4 Reg. Chas. Cab	165	12000	5246	8500	LT235/85R16E	65	55	66555		LT235/85R16E	65	55	66555
61g*sp	F350 4x4 Sup. Chas. Cab	162	12000	5246	8500	LT235/85R16E	65	55	66555		LT235/85R16E	65	55	66555
62g*sp	F350 4x4 Crw. Chas. Cab	176	12000	5246	8500	LT235/85R16E	65	55	66555		LT235/85R16E	65	55	66555

F450 - 4x4 Dual Rear Wheel (Chas. Cab)

67g*sp	F450 4x4 Reg. Chas. Cab	141	15000	6080	10880	225/70R19.5F	75	70	47570		225/70R19.5F	75	70	47570
67d*sp	F450 4x4 Reg. Chas. Cab	141	15000	6080	10880	225/70R19.5F	75	70	47570		225/70R19.5F	75	70	47570
68g*sp	F450 4x4 Reg. Chas. Cab	165	15000	6080	10880	225/70R19.5F	75	70	47570		225/70R19.5F	75	70	47570
68d*sp	F450 4x4 Reg. Chas. Cab	165	15000	6080	10880	225/70R19.5F	75	70	47570		225/70R19.5F	75	70	47570
69g*sp	F450 4x4 Reg. Chas. Cab	201	15000	6390	10880	225/70R19.5F	80	70	48070		225/70R19.5F	80	70	48070
69d*sp	F450 4x4 Reg. Chas. Cab	201	15000	6390	10880	225/70R19.5F	80	70	48070		225/70R19.5F	80	70	48070
70g*sp	F450 4x4 Crw. Chas. Cab	176	15000	6080	10880	225/70R19.5F	75	70	47570		225/70R19.5F	75	70	47570
70d*sp	F450 4x4 Crw. Chas. Cab	178	15000	6080	10880	225/70R19.5F	75	70	47570		225/70R19.5F	75	70	47570

F550 - 4x4 Dual Rear Wheel (Chas. Cab)

75g*sp	F550 4x4 Reg. Chas. Cab	141	17500	6080	13660	225/70R19.5F	75	95	47595				
75d*sp	F550 4x4 Reg. Chas. Cab	141	17500	6080	12980	225/70R19.5F	75	90	47590				
76g*sp	F550 4x4 Reg. Chas. Cab	165	17500	6080	12460	225/70R19.5F	75	85	47585				
76d*sp	F550 4x4 Reg. Chas. Cab	165	17500	6390	12000	225/70R19.5F	80	80	48080				
77g*sp	F550 4x4 Reg. Chas. Cab	201	17500	6900	12000	225/70R19.5F	90	80	49080				
77d*sp	F550 4x4 Reg. Chas. Cab	201	17500	7280	11000	225/70R19.5F	95	80	49580				
78g*sp	F550 4x4 Crw. Chas. Cab	176	17500	6080	12980	225/70R19.5F	75	90	47590				
78d*sp	F550 4x4 Crw. Chas. Cab	176	17500	6080	12480	225/70R19.5F	75	85	47585				

NOTES:

1) California Emission vehicles: Use vehicle descriptions above for tire pressures.

DATE:

990223

REV.

0

RELEASE NUMBER:

Rel: NL00E10944268-000

248

DRAWN BY: D. GREEN

REVISED:

APPROVED:

FORD MOTOR COMPANY



CHART - TIRE & WHEEL SYSTEM



CH-YC35-413-BA

CHASSIS (TYPE)	DRIVE	GVWR	WHEEL		TIRE SIZE	TIRE SIZE
			SIZE	TYPE	STANDARD	OPTIONAL
F250 HD (SRW)	4x2	8800	16x7.0K 16x7.0K	STEEL ALUM.	LT235/85R16E - A/S*	LT235/85R16E - A/T LT285/75R16E - A/S* LT285/75R16E - A/T
	4x4	8800	16x7.0K 16x7.0K	STEEL ALUM.	LT235/85R16E - A/S	LT235/85R16E - A/T LT285/75R16E - A/S LT285/75R16E - A/T*
F350 (SRW)	4x2	9900	16x7.0K 16x7.0K	STEEL ALUM.	LT265/75R16E - A/S*	LT265/75R16E - A/T
	4x4	9900	16x7.0K 16x7.0K	STEEL ALUM.	LT265/75R16E - A/S	LT265/75R16E - A/T*
F350 (DRW)	4x2	11200	16x6.0K 16x6.0K	STEEL ALUM.	LT235/85R16E - A/S*	LT235/85R16E - A/S LT235/85R16E - A/T
	4x4	11200	16x6.0K 16x6.0K	STEEL ALUM.	LT235/85R16E - A/S	LT235/85R16E - A/T*
F350 ChCb (DRW)	4x2	12500	16x6.0K 16x6.0K	STEEL ALUM.	LT215/85R16E - A/S	LT235/85R16E - A/S LT235/85R16E - A/T
	4x4	12500	16x6.0K 16x6.0K	STEEL ALUM.	LT235/85R16E - A/S	LT235/85R16E - A/T
F450 (DRW) Superduty	4x2	15000	19.5x8.0RW	STEEL ALUM.	225/70R19.5F - A/S	225/70R19.5F - A/T
	4x4	15000	19.5x8.0RW	STEEL ALUM.	225/70R19.5F - A/S	225/70R19.5F - A/T
F450+ (DRW) Superduty	4x2	17500	19.5x8.0RW	STEEL ALUM.	225/70R19.5F - A/S	225/70R19.5F - A/T
	4x4	17500	19.5x8.0RW	STEEL ALUM.	225/70R19.6F - A/S	225/70R19.5F - A/T
F850 (DRW) Superduty	4x2	19000	19.5x8.0RW	STEEL ALUM.	225/70R19.5F - A/S	225/70R19.5F - A/T
	4x4	19000	19.5x8.0RW	STEEL ALUM.	225/70R19.5F - A/S	225/70R19.5F - A/T

MEXICO - F350 DRW					
F350 ChCb (DRW)	4x2	11200	17x8.0K	STEEL	LT225/95D17

NOTES: DATE: REV. RELEASE NUMBER:

* Ref. Cooldown Information Only. *Highest Tire Take Rate*. (Supplied by Marketing). 990223 0 Re: NL00E10944288-000
990825 1 Re: NL00E10988617-

250

DRAWN BY: D. GREEN REVISED: APPROVED:

FORD MOTOR COMPANY



CHART - TIRE & WHEEL SYSTEM



CH-YC35-413-BA



TIRE/WHEEL MOUNTING.

- * DO NOT MIX TIRE BRANDS ON ANY VEHICLE.
- * TIRE BEAD SEAT: REMOVE ALL FOREIGN MATERIAL (WHEEL TAGS, TIRE TAPE, WATER, ETC.)
- * ALL STEEL WHEELS ARE TO BE MATCH-MOUNTED BY LINING-UP THE HIGH POINT (YELLOW STICKER) WITH THE WHEEL LOW POINT (YELLOW STICKER). STICKER ALIGNMENT MUST BE WITHIN +/- 1.5 IN.
- * ALUMINUM WHEELS: ALL TIRES ARE RANDOM MOUNTED.
- * APPLY TIRE BEAD LUBRICANT WSS-M99B188-A CIRCUMFERENTIALLY (360 DEGREES) TO THE TIRE BEAD MOUNTING SURFACE ON BOTH SIDES OF THE TIRE. LUBRICANT COVERAGE MUST EXTEND FROM THE BEAD TOE TO THE RIM CENTERING FLANGE (RIB) OR AT LEAST 1.0" +/- 1/8". ABOVE THE HEEL OF THE BEAD ON THE BLACK SIDEWALL (SERIAL SIDE) AND FROM THE BEAD TOE TO AT LEAST 1/2" +/- 1/8".
- * APPLY TIRE BEAD LUBRICANT WSS-M99B188-A CIRCUMFERENTIALLY (360 DEGREES) TO THE WHEEL BEAD SEAT AREA ON BOTH SIDES OF THE WHEEL. LUBRICANT COVERAGE MUST EXTEND FROM A POINT HALFWAY BETWEEN THE CURL TO A POINT ON THE EDGE OF THE DROPWELL.
- * ASSEMBLY PLANT TIRE EQUIPMENT MOUNTING (PRE-SET) INFLATION PRESSURE FOR TIRE & WHEEL ASSEMBLY: 16" & 17" @ 55 +/- 5 psi., 19.5 @ 65 +/- 5 psi. NOTE: FINAL TIRE INFLATION PRESSURE SET COMPLETED AT PRE-DELIVERY TO THE VEHICLE CERTIFICATION PLACARD.
- * DAMAGE TO ANY TIRE OR WHEEL CONSTITUTES A MOUNTER/INFLATOR MALFUNCTION WHICH MUST BE CORRECTED PRIOR TO RESUMPTION OF PRODUCTION MOUNTING. DAMAGED TIRES MUST BE DISCARDED.
- * ALL TIRE/WHEEL ASSEMBLIES, EXCLUDING TEMPORARY MINI-SPARES, MUST PROCEED THROUGH A LOAD SIMULATOR PRIOR TO BALANCING. LOAD TO BE APPLIED AT (4) POINTS THAT ARE 90 DEGREES APART ON THE TIRE TREAD. PRIOR TO INSTALLING WHEEL BALANCE WEIGHTS.
- * BLACK SIDEWALL TIRES SHOULD BE MOUNTED SO THAT THE "DECORATIVE SCUFF RIB" MOLDED ON ONE SIDE OF THE TIRE IS TO BE OUTSIDE WHEN THE WHEEL & TIRE ASSEMBLY IS MOUNTED ON THE VEHICLE.

PRIMARY BALANCER: STATIC BALANCE TIRE/WHEEL ASSEMBLY.

- * STATIC BALANCE ALL TIRE/WHEEL ASSEMBLIES TO WITHIN 0.5 OUNCES.
- * INSTALL BALANCE WEIGHTS ON BOTH SIDES OF THE 16" & 17" WHEELS WHEN TOTAL WEIGHT EQUALS OR EXCEEDS 1.0 OUNCES.
- * INSTALL BALANCE WEIGHTS ON ONE-SIDE OR BOTH SIDES FOR 19.5" WHEELS WHEN TOTAL WEIGHT EQUAL OR EXCEEDS 1.5 OUNCES.
- * INSTALL BALANCE WEIGHTS ON ONE-SIDE FOR 19.5" ALUMINUM WHEELS (Only) WHEN TOTAL WEIGHT EQUAL OR EXCEEDS 1.5 OUNCES.
- * IF A TIRE/WHEEL COMBINATION EXCEEDS THE MAXIMUM LIMIT, THAT ASSEMBLY MUST BE REJECTED.
- * TIRE/WHEEL ASSEMBLY MAXIMUM ALLOWABLE STATIC IMBALANCE:
 - * 16" TIRE/WHEEL ASSEMBLIES 0.5 ounces (100% AUDITED)
 - * 17" TIRE/WHEEL ASSEMBLIES 1.0 ounces (100% AUDITED)
 - * 19.5" TIRE/WHEEL ASSEMBLIES 1.0 ounces (100% AUDITED)
- * WHEEL BALANCE WEIGHT SELECTION:
 - * "T" STYLE BALANCE WEIGHTS: USE ON ALL 16" & 17" STEEL WHEELS.
 - * "MC" STYLE BALANCE WEIGHTS: USE ON ALL 16" ALUMINUM WHEELS.
 - * "17" STYLE BALANCE WEIGHTS: USE ON ALL 19.5" STEEL WHEELS.
 - * "TAL" STYLE BALANCE WEIGHTS: USE ON ALL 19.5" ALUMINUM WHEELS.
- * ASSEMBLIES REJECTED AT THE AUDIT OR THE OFF-LINE BALANCER MUST BE CHECKED, RE-BALANCED AND RE-AUDITED PER THE SPECIFICATION.
- * ANY TIRE/WHEEL ASSEMBLY REJECTED FOR THE 1ST TIME AT THE PRIMARY BALANCER, MUST BE REMOVED, MARKED REJECTED, BROKEN DOWN, INSPECTED FOR FOREIGN OBJECTS, AND RE-PROCESSED WITH A DIFFERENT MATING PART.
- * ALL TIRE AND/OR WHEEL ASSEMBLIES REJECTED TWICE AT THE PRIMARY BALANCER, MUST BE REMOVED, MARKED REJECTED AND SHIPPED TO THE TIRE AND/OR WHEEL MANUFACTURER(S) FOR ROOT CAUSE ANALYSIS.
- * ALL FULL-SIZE TIRE/WHEEL ASSEMBLIES MUST BE BALANCED.
- * ALL WHEEL BALANCE WEIGHTS ARE TO BE INSTALLED WITH A NYLON OR RUBBER-TIPPED HAMMER.
 - (i.e. STANLEY MODEL 57-594, RICHOLSON MODEL 85-403, NUPLAFEX "IMPAX" MODEL 03-106)

NOTES:	DATE:	REV.	RELEASE NUMBER:
1) Noted above, revised tire inflation pressure at assembly plant.	990223	0	Ref: NL00E10944286-000
	990519	1	Ref: NL00E10888220-000
	990825	2	Ref: NL00E10988617-000
	990617	3	Ref: NL00E11003942-000

DRAWN BY: D. GREEN		REVISED:	APPROVED:
		CHART - TIRE & WHEEL SYSTEM	 CH-YC35-413-BA

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- 12 TIRE PRESSURE SETTING(S): CAMPER PACKAGE
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ABBREVIATIONS		
SUPPLIER/MPG.	TIRE TREAD TYPE	VEHICLE
F9: FIRESTONE	M-S: MULTI-SURFACE	DRW: DUAL REAR WHEEL
GN: GENERAL TIRE	HWY: HIGHWAY	SRW: SINGLE REAR WHEEL
GY: GOODYEAR TIRE	M&S: MUD & SNOW	
ACC: ACCURIDE	AS: ALL SEASON	OTHER
PP: PLASTIC PLATE IND.	AT: ALL TERRAIN	BAL: BALANCE
HL: HAYES-LEMMERZ		B.C.: BROADCAST CODE
MCK: McKECHINE	SIDE WALL TYPE	CONST: CONSTRUCTION
EUZ: EUZKADI	BSW: BLACK SIDE WALL	PIA: PARTS IN ASSEMBLY
TIRE - GENERAL	OWL: RAISED (OUTLINED)	PRESS: PRESSURE
DLR: DYNAMIC LOAD RADIUS	WHITE LETTER	WHL: WHEEL
SLR: STATIC LOAD RADIUS	RWL: RAISED (SOLID)	WT: WEIGHT
	WHITE LETTER	

TIRE DESCRIPTION: FOR INFORMATION ONLY.	
LT OR P-METRIC TYPE	NUMERIC TYPE
EX: LT 215/85R16 D	EX: 7.5R16D
LT: LIGHT TRUCK TIRE	7.5: TIRE SIZE
215: NOMINAL SECTION WIDTH (MM)	R: RADIAL
85: ASPECT RATIO	W/R R: BIAS/BIAS BELTED
R: RADIAL CONSTRUCTION	16: NOMINAL RIM DIAMETER (in.)
(B: BIAS BELTED)	D: 8 PLY RATING
(D: DIAGONAL)	(E: 10 PLY RATING)
(*6: NOMINAL RIM DIAMETER)	
D: LOAD RANGE	

NOTES:	DATE:	REV.	RELEASE NUMBER:
	891104	0	Rev NL00E11022206-000
DRAWN BY: D GREEN	REVISED: 2/9/2001	APPROVED: Peter Huang	

FORD MOTOR COMPANY



CHART-TIRE & WHEEL SYSTEM



CH-1C34-413-AA

252

PRODUCT DIRECTION LETTER (PDL)

- TF7-0157 2000 MY Super Duty - Revised Chassis Cab Wheelbase Option
- TF7-0202 2001 MY F-250/350 Single Rear Wheel addition of 16x7.0 Chrome Clad Road Wheels.
- TF7-0290 2001 MY F-Series Super Duty Features & Option Summary
- TF7 0306 2001 MY F-Super Duty offer LT265/75R18E A/T Goodyear Wrangler RT/S tire for GCC

SPECIFICATIONS/REQUIREMENTS

- * TIRE(S), WHEEL(S) AND TIRE/WHEEL USAGE MUST CONFORM TO THE LATEST ISSUE OF THE TIRE & RIM ASSOCIATION YEARBOOK.
- * ALL TIRE(S), WHEEL(S) MUST MEET REQUIREMENTS OF FMVSS 109, 119, 120.
- * ALL WHEEL ORNAMENTATION MUST MEET THE REQUIREMENTS OF FMVSS 211.
- * ALL TIRE(S) MUST MEET ALL REQUIREMENTS OF THE TIRE CONTRACT
- * ALL TIRE(S) MUST MEET BIC TIRE UNIFORMITY REQUIREMENTS AS SPECIFIED BY AVT
- * ALL TIRE(S) MUST HAVE TIRE DOT CODE HAND STAMP ON SIDE WALL
- * TIRE(S), WHEEL(S), WHEEL ORNAMENT(S), AND ATTACHMENT(S) MUST CONFORM TO THE FOLLOWING ENGINEERING SPECIFICATION:



ES-XU5A-1508-AA	TIRE - CASING SPECIFICATION
ES-E8TA-1015-CA	WHEEL - WELDING SPECIFICATION, DISC & R/M ASY.
ES-D8TA-1015-CA	WHEEL - STANDARD
ES-D5TA-1015-AA	WHEEL - DISC AND RIM ASSEMBLY
ES-E2TA-1015-AA	WHEEL - ENGINEERING SPEC., DISC & RIM ASY.
ES-E99A-1007-AA	WHEEL - ENGINEERING SPECIFICATION
ES-E7DC-1130-AA	WHEEL ORNAMENTATION
ES-F2UA-1700-AA	VALVE - HIGH PRESSURE TIRE
ES-D5AA-1705-AA	VALVE EXTENSION - TIRE
ES-E8DC-1012-AA	WHEEL - WHEELNUT
ES-F09A-1040-AA	WHEEL - BALANCE WEIGHTS
E99A-1532-AA/BA	DECAL - TIRE INSTRUCTIONS
E0AC-1A479-AA/BA	DECAL - WARNING SPARE TIRE (ENGLISH/FRENCH)
ESA-M2P109-A2	WHEEL - CLEARCOAT
ESL-M2P122-A6	PAINT





CONTROL ITEM - AFFECTS GOVERNMENT REGULATION COMPLIANCE OR CRITICAL VEHICLE FUNCTION AND MUST COMPLY WITH APPLICABLE REQUIREMENTS OF FORD Q-101 OR MANUFACTURING PRACTICE 102. ANY CHANGE IN DESIGN, COMPOSITION OR PROCESSING FROM THE PART PREVIOUSLY APPROVED FOR PRODUCTION, REQUIRES PRIOR PRODUCT ENGINEERING APPROVAL.

NOTES	DATE:	REV.	RELEASE NUMBER:
	09/104	0	Rel: NL00E11022208-000
		1	Rel: NL00E11148387-000
	2/7/01	2	Rel: NL00E11191357-000

DRAWN BY: O. GREEN REVISED: 2/9/2001 APPROVED: Peter Huang

<p>FORD MOTOR COMPANY</p> 	<p>CHART - TIRE & WHEEL SYSTEM</p>	 <p>CH-1C34-413-AA</p>
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2001 MY F-Superduty: TIRE INFORMATION



TIRE SIZE	TREAD & SIDEWALL	TIRE MFG.	CONST NUMBER	DOT FILE TYPE CODE	TIRE PART NO. (1508)	MAX. LOAD (LBS.)		MAX. PRESS (PSI)	AVE. WT. (LBS)	RIM WIDTH (in.)	SLR (in.)	CLR (in.)	REV. PER MILE	TREAD WIDTH (in.)	TREAD DEPTH CTR. (in.)																																																						
						SINGLE	DUAL																																																														
<div style="display: flex; justify-content: space-between;"> ▽ ▽ ▽ </div>																																																																					
US & Canada																																																																					
LT235/85R16E	A/S - BSW	FS	DA215P	W1110X	F81A-AA	2680	2470	80	36.6	8.0	14.2	14.2	682	7.39	0.410																																																						
LT235/85R16E	A/S - BSW	GY	500054B	VLO	F81A-CA	3042	2778	80	44.9	7.0	14.61	14.81	656	7.13	0.470																																																						
LT235/85R16E	A/S - BSW	GN	2830402A	ADM1H9	F81A-CA	3042	2778	80	43.3	7.0	14.78	14.78	657	7.94	0.440																																																						
LT235/85R16E	A/S - OWL	GN	2830402A	ADM1H9	F81A-RA	3042	2778	80	43.3	7.0	14.78	14.78	657	7.94	0.440																																																						
LT235/85R16E	A/T - BSW	GY	5D0078A	RTD	F81A-DA	3042	2778	80	48.0	7.0	14.73	14.98	653	7.13	0.518																																																						
LT235/85R16E	A/T - BSW	GN	2830503A	ADM1HA	F81A-DA	3042	2778	80	44.5	7.0	14.88	14.88	654	7.07	0.540																																																						
LT235/85R16E	A/T - OWL	GN	2830503A	ADM1HA	F81A-SA	3042	2778	80	44.6	7.0	14.88	14.88	654	7.07	0.540																																																						
LT265/75R16E	A/S - BSW	FS	DB647P	VN11XW	F81A-EA	3415	3085	80	42.0	7.0	14.80	14.80	655	7.99	0.480																																																						
LT265/75R16E	A/S - OWL	FS	DB647P	VN11XN	F81A-YA	3415	3085	80	42.0	7.0	14.80	14.80	655	7.99	0.450																																																						
LT265/75R16E	A/T - BSW	FS	DA217P	VN11XL	F81A-FA	3415	3085	80	45.7	7.0	14.80	14.80	649	8.29	0.560																																																						
LT265/75R16E	A/T - OWL	FS	DA217P	VN11XL	F81A-UA	3415	3085	80	45.7	7.0	14.80	14.80	649	8.29	0.560																																																						
Z2570R18.5F	A/S - BSW	GN	282684B	A3HB1	F81A-GA	3640	3415	95	57.0	8.0	14.83	14.94	653	8.45	0.525																																																						
Z2570R18.5F	A/T - BSW	GN	282684B	A3HB2	F81A-HA	3640	3415	95	58.0	8.0	14.85	16.20	654	8.05	0.579																																																						
Mexico - F350 DRW (only)																																																																					
LT225/95D17	Hwy - BSW	ELI2	TBD	TBD	F81A-VA	2800	2680	75	41.5	6.0	18.00	TBD	605	9.54	0.410																																																						
LT225/95D17	Hwy - BSW	FS	WA	V5110U	F81A-VA	2800	2650	75	40.8	6.0	15.12	TBD	606	9.86	0.440																																																						
LT225/95D17	Hwy - BSW	GY	7D0914A	TBD	F81A-VA	2800	2650	75	39.9	6.0	15.67	TBD	620	8.87	0.436																																																						
Gulf Coast Countries - GCC																																																																					
LT265/75R16E	A/T - BSW	GY	7D0450B	Y112LY	KC35-PA	3415	3085	80	52.7	7.0	14.50	14.80	656	10.70	0.935	GCC																																																					
<p>* NOT PROVIDED - OUTSIDE USA</p>																																																																					
NOTES:						DATE:		REV.		RELEASE NUMBER:																																																											
<p>Continental Reference Information</p> <table border="1"> <thead> <tr> <th>Tire Size</th> <th>Mfg.</th> <th>Eng. Sph. Pl.</th> <th>Tran. Roll (Soft)</th> </tr> </thead> <tbody> <tr> <td>LT215/85R16 A/S</td> <td>FS</td> <td>5</td> <td>12.3 lbs</td> <td>25.7 lbs</td> </tr> <tr> <td>LT265/75R16 A/S</td> <td>FS</td> <td>5</td> <td>17.8 lbs</td> <td>27.3 lbs</td> </tr> <tr> <td>LT265/75R16 A/T</td> <td>FS</td> <td>5</td> <td>13.2 lbs</td> <td>28.7 lbs</td> </tr> <tr> <td>LT265/75R16 A/T</td> <td>GY</td> <td>1</td> <td>15.1 lbs</td> <td>TBD</td> </tr> <tr> <td>LT235/85R16 A/S</td> <td>GY</td> <td>3</td> <td>13.5 lbs</td> <td>27.3 lbs</td> </tr> <tr> <td>LT235/85R16 A/S</td> <td>GN</td> <td>3</td> <td>12.1 lbs</td> <td>TBD</td> </tr> <tr> <td>LT235/85R16 A/T</td> <td>GY</td> <td>1</td> <td>13.7 lbs</td> <td>28.7 lbs</td> </tr> <tr> <td>LT235/85R16 A/T</td> <td>GN</td> <td>1</td> <td>13.8 lbs</td> <td>TBD</td> </tr> <tr> <td>Z2570R18.5 A/S</td> <td>GN</td> <td>1</td> <td>15.9 lbs</td> <td>TBD</td> </tr> <tr> <td>Z2570R18.5 A/T</td> <td>GN</td> <td>1</td> <td>16.9 lbs</td> <td>TBD</td> </tr> </tbody> </table>						Tire Size	Mfg.	Eng. Sph. Pl.	Tran. Roll (Soft)	LT215/85R16 A/S	FS	5	12.3 lbs	25.7 lbs	LT265/75R16 A/S	FS	5	17.8 lbs	27.3 lbs	LT265/75R16 A/T	FS	5	13.2 lbs	28.7 lbs	LT265/75R16 A/T	GY	1	15.1 lbs	TBD	LT235/85R16 A/S	GY	3	13.5 lbs	27.3 lbs	LT235/85R16 A/S	GN	3	12.1 lbs	TBD	LT235/85R16 A/T	GY	1	13.7 lbs	28.7 lbs	LT235/85R16 A/T	GN	1	13.8 lbs	TBD	Z2570R18.5 A/S	GN	1	15.9 lbs	TBD	Z2570R18.5 A/T	GN	1	16.9 lbs	TBD	991104		0		Ref: NL00E11022208-000 Ref: NL00E11148367-000					
Tire Size	Mfg.	Eng. Sph. Pl.	Tran. Roll (Soft)																																																																		
LT215/85R16 A/S	FS	5	12.3 lbs	25.7 lbs																																																																	
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DRAWN BY: D. GREEN						REVISED: 2/9/2001		APPROVED: Peter Huang																																																													
FORD MOTOR COMPANY								CHART - TIRE & WHEEL SYSTEM		 CH-1C34-413-AA																																																											

2001 MY F-Superduty: WHEEL INFORMATION

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WHEEL DESCRIPTION	VEH. OPT.	WHEEL-PART NUMBER	WHEEL MFG.	WHEEL - GENERAL REQUIREMENTS					TIRE VALVE STEM			WHL. BAL. WT. TYPE
				LOAD CAPACITY (Lbs.)	BOLT CIRCLE (mm.)	CENTER BORE (mm.)	OFFSET (in.)	DESIGN WEIGHT (lbs.)	VALVE HOLE DIA. (in.)	VALVE WEIGHT (lbs.)	PART NUMBER (1703)	
16x7.0K (SRW) (Steel Base)	D2XAH	F81A-1016-AA	ACC.	3415	8 on 170	125.1	0.25	35.0	0.453	0.032	F4TA-EA	T
16x7.0K (SRW) (Oct. XL & XL ^T) (Steel-Chr. Clad)	D2XTS	1C34-1015-8D	HL	3415	8 on 170	125.1	0.25	38.0	0.453	0.032	F4TA-EA	T
16x7.0K (SRW) (Oct. XL & XL ^T) (Forged - Alum.)	D2XE2	1C34-1007-AA	ALCOA	3415	8 on 170	125.1	0.25	17.0	0.453	0.032	F4TA-EA	MC
16x7.0K (SRW) (STD. Anat pkg) (Forged - Alum.)	D2XSS	F81A-1007-MA	ALCOA	3415	8 on 170	125.1	0.25	17.5	0.453	0.032	F4TA-EA	MC
16 x 8.0K (DRW) (Steel Base)	D2XAF (B)	1C34-1015-CA	ACC.	2800	8 on 170	125.1	5.35	37.0	0.453	0.2	PIA (C)	T
16x8.0K (DRW) (Front Alum. whl.)	D2XER	1C34-1007-BA	ALCOA	2800	8 on 170	125.1	5.35	19.1	0.453	0.2	PIA	MC
(Rear Alum. whl.)	D2XER	1C34-1007-CA	ALCOA	2800	8 on 170	125.1	5.35	19.1	0.453	0.2	PIA (C)	MC
(Forged - Alum.)	(B)											
19.5x8.0 (DRW) (Superduty - Steel)	D2ZAC	1C34-1015-DA	ACC.	3750	8 on 225	170.1	5.35	52.0	0.453	0.2	PIA (C)	T
19.5x8.0 (DRW) (Front Alum. whl.)	D2ZAD	YC35-1007-SA	ALCOA	3750	8 on 225	170.15	5.35	33.6	0.382	PIA	PIA	TAL
(Rear Alum. whl.)	D2ZAD	YC35-1007-RA	ALCOA	3750	8 on 225	170.15	5.35	33.6	0.382	PIA (C)	PIA (C)	TAL
(Forged - Alum.)	(B)											
17x6.0K (DRW) (Mexico - Steel) (1-Piece design)	D2YE2	F81A-1015-LB	ACC.	2600	8 on 170	125.1	5.15	45.0	0.453	0.2	PIA (C)	MC

NOTES:	DATE:	REV.	RELEASE NUMBER:
(B) F350 DRW VEHICLES WITH ALUMINUM WHEELS GET:	991104	0	Rel: NL00E11022208-000
1) Front - Aluminum wheel (2 qty.)	000203	1	Rel: NL00E11058879-000
2) Rear - Aluminum wheel (Outside position - 2 qty.)	001012	2	Rel: NL00E11154363-000
3) Rear - Steel wheel (Inside position - 2 qty.)	000809	3	Rel: NL00E11131385-000
	2/7/01	4	Rel: NL00E11157522-000
(C) Tire Valve Stem, released "PIA" to the wheel			

DRAWN BY: D. GREEN	REVISED: 2/9/2001	APPROVED: Peter Huang
FORD MOTOR COMPANY 	CHART - TIRE & WHEEL SYSTEM	 CH-1C34-413-AA



2001 MY F-Superduty: WHEEL ORNAMENTS

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VEHICLE OPTION	WHEEL ORNAMENTATION TRIM DESCRIPTION	ORNAMENT KIT		WHEEL COVER / ORNAMENTS			WHEEL USAGE	WHEEL NUT	OPTION NOTES
		CONTENTS	PIA QTY	ORNAMENT (WEIGHT - lbs.)	MFG.	B.C. CODE			
D2XAH	4x2 SRW: STEEL WHEEL ORN. KIT Wheel Ornamentation Contents: Black Wheel Ornament (Front/Rear)	YC35-1A108-EA PIA: YC35-1A096-FA	1 4	3.8 lbs. (total) 0.95 lbs. (ea.)	PPI	2	F81A-1015-AA 16x7.0K - SRW (Steel)	N811599-S436 32 QTY	Std: Base Std: XL Std: XLT
D2XAH	4x4 SRW: STEEL WHEEL ORN. KIT Wheel Ornamentation Contents: Black Wheel Ornament (4x4 Front) Black Wheel Ornament (Rear)	1C34-1A108-FA PIA: YC35-1A096-EA YC35-1A096-FA	1 2 2	3.7 lbs. (total) 0.90 lbs. (ea.) 0.95 lbs. (ea.)	PPI	4	F81A-1015-AA 16x7.0K - SRW (Steel)	N811599-S436 32 QTY	Std: Base Std: XL Std: XLT
D2XE2 D2XS5 D2XT6	4x2 SRW: CHROME WHEEL ORN. KIT Wheel Ornamentation Contents: Chrome Wheel Ornament (Front/Rear)	1C34-1A108-6C PIA: 1C34-1A096-BB	1 4	3.5 lbs. (total) 0.88 lbs. (ea.)	PPI	7	Forged Alum. 1C34-1007-AA F81A-1007-MA Chrome Steel 1C34-1015-BD	N811599-S436 32 QTY	Opt: XL Opt: XLT
D2XE2 D2XS5 D2XTS	4x4 SRW: CHROME WHEEL ORN. KIT Wheel Ornamentation Contents: Chrome Wheel Ornament (4x4 Front) Chrome Wheel Ornament (Rear)	1C34-1A108-AC PIA: 1C34-1A096-AB 1C34-1A096-BB	1 2 2	3.42 lbs. (total) 0.88 lbs. (ea.) 0.83 lbs. (ea.)	PPI	7	Forged Alum. 1C34-1007-AA F81A-1007-MA Chrome Steel 1C34-1015-BD	N811599-S436 32 QTY	Opt: XL Opt: XLT
D5AAB	4x2 SRW: 16" FULL WHEELCOVER KIT Wheel Ornamentation Contents: 16" Full Wheelcover (Front - w/hole)	1C34-1A115-AA PIA: F81A-1130-AA	1 4	7.7 lbs. (total) 1.92 lbs. (ea.)	MCK	A	F81A-1015-AA 16x7.0K - SRW (Steel)	N811599-S436 32 QTY	Decor Pkg (SRW)
D5AAB	4x4 SRW: 16" FULL WHEELCOVER KIT Wheel Ornamentation Contents: 16" Full Wheelcover (Front - w/hole) 16" Full Wheelcover (Rear - w/hole)	1C34-1A115-BA PIA: F81A-1130-BA F81A-1130-AA	1 2 2	7.64 lbs. (total) 1.90 lbs. (ea.) 1.92 lbs. (ea.)	MCK	B	F81A-1015-AA 16x7.0K - SRW (Steel)	N811599-S436 32 QTY	Decor Pkg (SRW)
D2XER	4x2 DRW: ALUMINUM WHEEL ORN. KIT Wheel Ornamentation Contents: Chrome Wheel Ornament (Front) Chrome Wheel Ornament (Rear)	1C34-1A108-GA PIA: F81A-1A096-KC F81A-1A096-JC	1 2 2	4.18 lbs. (total) 0.77 lbs. (ea.) 1.32 lbs. (ea.)	PPI	3	1C34-1007-BA 1C34-1007-CA 16x6.0K - DRW (Forged Alum.)	N811599-S438 32 QTY	Opt: XLT Std: S. Crw. (Lariat LE)
D2XER	4x4 DRW: ALUMINUM WHEEL ORN. KIT Wheel Ornamentation Contents: Chrome Wheel Ornament (Front) Chrome Wheel Ornament (Rear)	1C34-1A108-HA PIA: F81A-1A096-HB F81A-1A096-JC	1 2 2	3.88 lbs. (total) 0.82 lbs. (ea.) 1.32 lbs. (ea.)	PPI	X	1C34-1007-BA 1C34-1007-CA 16x6.0K - DRW (Forged Alum.)	N811599-S438 32 QTY	Opt: XLT Std: S. Crw. (Lariat LE)
D2ZAC	4x2 DRW: 19.5" ALUM. WHEEL ORN. KIT Wheel Ornamentation Contents: Chrome Wheel Ornament (Front) Chrome Wheel Ornament (Rear)	1C34-1A108-JA PIA: YC35-1A096-AA YC35-1A096-CA	1 2 2	4.0 lbs. (total) 0.8 lbs. (ea.) 1.2 lbs. (ea.)	PPI	M	YC35-1007-SA YC35-1007-RA 19.5x6.0 - DRW (Forged Alum.)	N811599-S438 32 QTY	Opt
D2ZAC	4x4 DRW: 19.5" ALUM. WHEEL ORN. KIT Wheel Ornamentation Contents: Chrome Wheel Ornament (Front) Chrome Wheel Ornament (Rear)	1C34-1A108-KA PIA: YC35-1A096-BA YC35-1A096-CA	1 2 2	3.9 lbs. (total) 0.75 lbs. (ea.) 1.2 lbs. (ea.)	PPI	S	YC35-1007-SA YC35-1007-RA 19.5x6.0 - DRW (Forged Alum.)	N811599-S438 32 QTY	Opt

NOTES:	DATE:	REV.	RELEASE NUMBER
DRW w/steel wheels: Production wheel ornamentation not available.	991104	0	Rel: NL00E11022208-000
	991207	1	Rel: NL00E11022208-001
	000203	2	Rel: NL00E11056879-000
	001012	3	Rel: NL00E11154363-000
	000809	4	Rel: NL00E11131385-000
	000708	5	Rel: NL00E11092266-000
	2/7/01	6	Rel: NL00E11144493-000

DRAWN BY: D. GREEN REVISED: 2/19/01 APPROVED: Peter Huang

FORD MOTOR COMPANY		CHART - TIRE & WHEEL SYSTEM	 CH-1C34-413-AA
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APPROVED WHEEL BALANCE WEIGHTS

"T" STYLE		"MC" STYLE		"17" STYLE		
PART NUMBER	WT (oz.)	PART NUMBER	WT (oz.)	PART NUMBER	WT (oz.)	
F4TA-1040-BA0050	0.50	F0TA-1040-AA0050	0.50	XC3A-1040-AA0100	1.0	
F4TA-1040-BA0075	0.75	F0TA-1040-AA0075	0.75	XC3A-1040-AA0200	2.0	
F4TA-1040-BA0100	1.00	F0TA-1040-AA0100	1.00	XC3A-1040-AA0300	3.0	
F4TA-1040-BA0125	1.25	F0TA-1040-AA0125	1.25	D7HT-1040-SA	4.0	
F4TA-1040-BA0150	1.50	F0TA-1040-AA0150	1.50	1C3A-1040-AA0500	5.0	
F4TA-1040-BA0175	1.75	F0TA-1040-AA0175	1.75	"TAL" STYLE		
F4TA-1040-BA0200	2.00	F0TA-1040-AA0200	2.00			
F4TA-1040-BA0225	2.25	F0TA-1040-AA0225	2.25			
F4TA-1040-BA0250	2.50	F0TA-1040-AA0250	2.50		XC3A-1040-BA0200	2.0
F4TA-1040-BA0275	2.75	F0TA-1040-AA0275	2.75		F4HT-1040-AA	3.0
F4TA-1040-BA0300	3.00	F0TA-1040-AA0300	3.00		F4HT-1040-BA	4.0
YL3A-1040-BA0325	3.25	F0TA-1040-AA0325	3.25		1C3A-1040-BA0500	5.0
F4TA-1040-BA0350	3.50	F0TA-1040-AA0350	3.50			
YL3A-1040-BA0375	3.75	F0TA-1040-AA0375	3.75			
F4TA-1040-BA0400	4.00	F0TA-1040-AA0400	4.00			
YL3A-1040-BA0425	4.25	F0TA-1040-AA0425	4.25			
YL3A-1040-BA0450	4.50	F0TA-1040-AA0450	4.50			
YL3A-1040-BA0475	4.75	F0TA-1040-AA0475	4.75			
YL3A-1040-BA0500	5.00	F0TA-1040-AA-500	5.00			

APPROVED WHEELNUTS: NUT & WASHER ASSEMBLY

WHEEL DESCRIPTION	WHEEL PART NUMBER	APPROVED WHEELNUT	STATIC TORQUE (Nm)	DYNAMIC TORQUE (Nm)
16x7.0K (SRW-Steel)	F81A-1015-AA	N811599-S436	200 +/- 30 NM	TBD
16x7.0K (SRW-Ch.Sst)	1C34-1015-BB	N811599-S436	200 +/- 30 NM	TBD
16x7.0K (SRW-Alum.)	F81A-1007-MA	N811599-S436	200 +/- 30 NM	TBD
16x7.0K (SRW-Alum.)	1C34-1007-AA	N811599-S436	200 +/- 30 NM	TBD
16x8.0K (DRW-Steel)	1C34-1015-CA	N811599-S436	200 +/- 30 NM	TBD
16x8.0K (DRW-Alum.)	1C34-1007-BA	N811599-S436	200 +/- 30 NM	TBD
16x8.0K (DRW-Alum.)	1C34-1007-CA	N811599-S436	200 +/- 30 NM	TBD
17x8.0K (Mexico)	F81A-1015-LA	N811599-S436	200 +/- 30 NM	TBD
19.5x6.0 (Superduty)	1C34-1015-DA	N811599-S436	200 +/- 30 NM	TBD
19.5x6.0 (Superduty)	YC35-1007-SA	N811599-S436	200 +/- 30 NM	TBD
19.5x6.0 (Superduty)	YC35-1007-RA	N811599-S436	200 +/- 30 NM	TBD

NOTE:

- 1) Wheelnut is an inverted Delta item. Wheelnut torque must be controlled to prevent wheel damage. Nuts must be assembled without lubrication.
- 2) Hand torque all wheelnuts not tightened with the multi-spindle nut runner to assure proper torque. Applies for Service and/or Repair.

NOTES:	DATE:	REV.	RELEASE NUMBER:
	Refer to CHYC35-413-BA for change before 1/1/2000		
	000203	3	Rel: NL00E11056879-000
	000609	4	Rel: NL00E00893812-730
	000802	5	Rel: NL00E11123448-000
	000809	6	Rel: NL00E11131385-000
	001020	7	Rel: NL00E11154363-000
	2/9/2001	8	Rel: NL00E11191357-000

DRAWN BY: D. GREEN

FORD MOTOR COMPANY



REVISED: 2/9/2001

CHART- TIRE & WHEEL SYSTEM

APPROVED:

Peter Huang
CH-1C34-413-AA

CHASSIS (TYPE)	DRIVE	GVWR	WHEEL		TIRE SIZE	
			SIZE	TYPE	STANDARD	OPTIONAL
F250 HD (DRW)	4x2	8000	16x7.0K 16x7.0K	STEEL ALUM.	LT235/85R16E - A/S*	LT235/85R16E - A/T LT265/75R16E - A/S* LT265/75R16E - A/T
	4x4	8000	16x7.0K 16x7.0K	STEEL ALUM.	LT235/85R16E - A/S	LT235/85R16E - A/T LT265/75R16E - A/S LT265/75R16E - A/T*
F350 (SRW)	4x2	9000	16x7.0K 16x7.0K	STEEL ALUM.	LT265/75R16E - A/S*	LT265/75R16E - A/T
	4x4	9000	16x7.0K 16x7.0K	STEEL ALUM.	LT265/75R16E - A/S	LT265/75R16E - A/T*
F350 (DRW)	4x2	11200	18x8.0K 16x6.0K	STEEL ALUM.	LT215/85R16E - A/S*	LT235/85R16E - A/S LT235/85R16E - A/T
	4x4	11200	18x8.0K 18x6.0K	STEEL ALUM.	LT235/85R16E - A/S	LT235/85R16E - A/T*
F350 ChCb (DRW)	4x2	12500	18x8.0K 18x8.0K	STEEL ALUM.	LT215/85R16E - A/S	LT235/85R16E - A/S LT235/85R16E - A/T
	4x4	12500	18x8.0K 18x8.0K	STEEL ALUM.	LT235/85R16E - A/S	LT235/85R16E - A/T
F430 (DRW) Superduty	4x2	15000	19.5x8.0RW	STEEL ALUM.	225/70R19.5F - A/S	225/70R19.5F - A/T
	4x4	15000	19.5x8.0RW	STEEL ALUM.	225/70R19.5F - A/S	225/70R19.5F - A/T
F460+ (DRW) Superduty	4x2	17500	19.5x8.0RW	STEEL ALUM.	225/70R19.5F - A/S	225/70R19.5F - A/T
	4x4	17500	19.5x8.0RW	STEEL ALUM.	225/70R19.5F - A/S	225/70R19.5F - A/T
F550 (DRW) Superduty	4x2	19000	19.5x8.0RW	STEEL ALUM.	225/70R19.5F - A/S	225/70R19.5F - A/T
	4x4	19000	19.5x8.0RW	STEEL ALUM.	225/70R19.5F - A/S	225/70R19.5F - A/T

MEXICO - F350 DRW					
F350 ChCb (DRW)	4x2	12200	17x6.0K	STEEL	LT225/85D17

NOTES:	DATE:	REV:	RELEASE NUMBER:
* Ref.: Coastdown Information Only "Highest Tire Take Rate". (Supplied by Marketing).	991104	0	Ref: N.00E1102208-000

DRAWN BY: D. GREEN REVISED: 2/9/2001 APPROVED: Peter Huang

FORD MOTOR COMPANY



CHART - TIRE & WHEEL SYSTEM



CH-1C34-413-AA

2001 MY F-Superduty: TIRE PRESSURE SETTINGS

Veh. No.	Vehicle Description	WB (In.)	GVWR (lbs.)	Standard Tire Capacity (lbs.)		Tire Size (Standard - A/S) (Optional - A/T)		Tire Pres. Set (psi)	Card No.	Tire Size (Optional size) (A/S or A/T)		Tire Pres. Set (psi)	Card No.
				Frt.	Rr.	Frt.	Rr.			Frt.	Rr.		
F250HD - Single Rear Wheel (Pickup)													
1g	F250 4x2 Reg. Cab Pickup	137	8800	4410	6084	LT235/B5R16E		50 80	25080		LT285/75R16E	45 70	34570
1d	F250 4x2 Reg. Cab Pickup	137	8800	4410	6084	LT235/B5R16E		50 80	25080		LT285/75R16E	45 70	34570
4g	F250 4x4 Reg. Cab Pickup	137	8900	4410	6084	LT235/B5R16E		50 80	25080		LT285/75R16E	45 70	34570
4d	F250 4x4 Reg. Cab Pickup	137	8800	4870	6084	LT235/B5R16E		50 80	26080		LT285/75R16E	55 70	35570
7g	F250 4x2 Super Cab Pickup	142	8800	4410	6084	LT235/B5R16E		50 80	25080		LT285/75R16E	45 70	34570
7d	F250 4x2 Super Cab Pickup	142	8800	4410	6084	LT235/B5R16E		50 80	25080		LT285/75R16E	45 70	34570
8g	F250 4x2 Super Cab Pickup	158	8800	4870	6084	LT235/B5R16E		55 80	25580		LT285/75R16E	50 70	35070
8d	F250 4x2 Super Cab Pickup	158	8800	4870	6084	LT235/B5R16E		55 80	25580		LT285/75R16E	50 70	35070
11g	F250 4x4 Super Cab Pickup	142	8800	4410	6084	LT235/B5R16E		50 80	25080		LT285/75R16E	45 70	34570
11d	F250 4x4 Super Cab Pickup	142	8800	4970	6084	LT235/B5R16E		80 80	26080		LT285/75R16E	55 70	35570
12g	F250 4x4 Super Cab Pickup	158	8800	4970	6084	LT235/B5R16E		80 80	26080		LT285/75R16E	55 70	35570
12d	F250 4x4 Super Cab Pickup	158	8800	5246	6084	LT235/B5R16E		55 80	26580		LT285/75R16E	60 70	36070
15g	F250 4x2 Crew Cab Pickup	158	8800	4870	6084	LT235/B5R16E		55 80	25580		LT285/75R16E	50 70	35070
15d	F250 4x2 Crew Cab Pickup	158	8800	4870	6084	LT235/B5R16E		55 80	25580		LT285/75R16E	55 70	35570
16g	F250 4x2 Crew Cab Pickup	172	8800	4870	6084	LT235/B5R16E		55 80	25580		LT285/75R16E	50 70	35070
16d	F250 4x2 Crew Cab Pickup	172	8800	4970	6084	LT235/B5R16E		60 80	26080		LT285/75R16E	55 70	35570
18g	F250 4x4 Crew Cab Pickup	158	8800	4970	6084	LT235/B5R16E		60 80	26080		LT285/75R16E	55 70	35570
18d	F250 4x4 Crew Cab Pickup	156	8800	5246	6084	LT235/B5R16E		65 80	26580		LT285/75R16E	60 70	36070
19g	F250 4x4 Crew Cab Pickup	172	8800	4970	6084	LT235/B5R16E		60 80	26080		LT285/75R16E	55 70	35570
19d	F250 4x4 Crew Cab Pickup	172	8800	5246	6084	LT235/B5R16E		65 80	26580		LT285/75R16E	60 70	36070

F350 - Single Rear Wheel (Pickup)													
21g	F350 4x2 Reg. Cab Pickup	137	9900	4940	6830	LT265/75R16E		50 80	35080		LT265/75R16E	50 80	35080
21d	F350 4x2 Reg. Cab Pickup	137	9900	4940	6830	LT265/75R16E		50 80	35080		LT265/75R16E	50 80	35080
24g	F350 4x4 Reg. Cab Pickup	137	9900	4940	6830	LT265/75R16E		50 80	35080		LT265/75R16E	50 80	35080
24d	F350 4x4 Reg. Cab Pickup	137	8900	5250	6830	LT265/75R16E		55 80	35580		LT265/75R16E	55 80	35580
27g	F350 4x2 Super Cab Pickup	142	9900	4940	6830	LT265/75R16E		50 80	35080		LT265/75R16E	50 80	35080
27d	F350 4x2 Super Cab Pickup	142	9900	4940	6830	LT265/75R16E		50 80	35080		LT265/75R16E	50 80	35080
28g	F350 4x2 Super Cab Pickup	158	9900	4940	6830	LT265/75R16E		50 80	35080		LT265/75R16E	50 80	35080
28d	F350 4x2 Super Cab Pickup	158	8900	5250	6830	LT265/75R16E		55 80	35580		LT265/75R16E	55 80	35580
31g	F350 4x4 Super Cab Pickup	142	9900	4940	6830	LT265/75R16E		50 80	35080		LT265/75R16E	50 80	35080
31d	F350 4x4 Super Cab Pickup	142	9900	4940	6830	LT265/75R16E		50 80	35080		LT265/75R16E	50 80	35080
32g	F350 4x4 Super Cab Pickup	158	9900	4940	6830	LT265/75R16E		50 80	35080		LT265/75R16E	50 80	35080
32d	F350 4x4 Super Cab Pickup	158	8900	5250	6830	LT265/75R16E		55 80	35580		LT265/75R16E	55 80	35580
35g	F350 4x2 Crew Cab Pickup	158	8800	4940	6830	LT265/75R16E		50 80	35080		LT265/75R16E	50 80	35080
35d	F350 4x2 Crew Cab Pickup	158	8900	5250	6830	LT265/75R16E		55 80	35580		LT265/75R16E	55 80	35580
36g	F350 4x2 Crew Cab Pickup	172	9900	4940	6830	LT265/75R16E		50 80	35080		LT265/75R16E	50 80	35080
36d	F350 4x2 Crew Cab Pickup	172	8900	4940	6830	LT265/75R16E		50 80	35080		LT265/75R16E	50 80	35080
38g	F350 4x4 Crew Cab Pickup	158	9900	4940	6830	LT265/75R16E		50 80	35080		LT265/75R16E	50 80	35080
38d	F350 4x4 Crew Cab Pickup	158	9900	4940	6830	LT265/75R16E		50 80	35080		LT265/75R16E	50 80	35080
40g	F350 4x4 Crew Cab Pickup	172	9900	5580	6830	LT265/75R16E		60 80	36080		LT265/75R16E	60 80	36080
40d	F350 4x4 Crew Cab Pickup	172	8900	5250	6830	LT265/75R16E		55 80	35580		LT265/75R16E	55 80	35580

F350 - Single Rear Wheel (Chassis Cab)													
23g	F350 4x2 Reg. Chassis Cab	141	9900	5250	6830	LT265/75R16E		55 80	35580		LT265/75R16E	55 80	35580
23d	F350 4x2 Reg. Chassis Cab	141	9900	5250	6830	LT265/75R16E		55 80	35580		LT265/75R16E	55 80	35580
26g	F350 4x4 Reg. Chassis Cab	141	9900	5250	6830	LT265/75R16E		55 80	35580		LT265/75R16E	55 80	35580
26d	F350 4x4 Reg. Chassis Cab	141	8900	5250	6830	LT265/75R16E		55 80	35580		LT265/75R16E	55 80	35580
30g	F350 4x2 Sup. Chassis Cab	182	9900	5250	6830	LT265/75R16E		55 80	35580		LT265/75R16E	55 80	35580
30d	F350 4x2 Sup. Chassis Cab	182	9900	5250	6830	LT265/75R16E		55 80	35580		LT265/75R16E	55 80	35580
34g	F350 4x4 Sup. Chassis Cab	182	9900	5250	6830	LT265/75R16E		55 80	35580		LT265/75R16E	55 80	35580
34d	F350 4x4 Sup. Chassis Cab	182	8900	5250	6830	LT265/75R16E		55 80	35580		LT265/75R16E	55 80	35580
38g	F350 4x2 Crw. Chassis Cab	176	9900	5250	6830	LT265/75R16E		55 80	35580		LT265/75R16E	55 80	35580
38d	F350 4x2 Crw. Chassis Cab	178	9900	5250	6830	LT265/75R16E		55 80	35580		LT265/75R16E	55 80	35580
42g	F350 4x4 Crw. Chassis Cab	178	9900	5250	6830	LT265/75R16E		55 80	35580		LT265/75R16E	55 80	35580
42d	F350 4x4 Crw. Chassis Cab	178	8900	5250	6830	LT265/75R16E		55 80	35580		LT265/75R16E	55 80	35580

NOTES:
 *Optional tire pressure re-adjusted. Optional tire load carrying capacity will be greater than standard tire.
 *Optional tire pressure re-adjusted. Optional tire load carrying capacity will be greater than standard tire.

DATE: 8/9/04 REV: 0 RELEASE NUMBER: Ref: NLDC1102208-000

DRAWN BY: D. GREEN REVISED: 2/9/2001 APPROVED: PETER HUANG

FORD MOTOR COMPANY CHART - TIRE & WHEEL SYSTEM CH-1C34-413-AA

2001 MY F-Superduty: TIRE PRESSURE SETTINGS

Veh. Nu.	Vehicle Description	WB (in.)	GVWR (lbs.)	Standard Tire Capacity (lbs.)		Tire Size (Standard - A/S) (Optional - A/T)	Tire Pres. Set (psi)		Card Nu.	Tire Size (Optional size) (A/S or A/T)	Tire Pres. Set (psi)		Card Nu.
				Frt.	Rr.		Frt.	Rr.			Frt.	Rr.	
F350 - Dual Rear Wheel (Pickup)													
43g	F350 4x2 Reg. Cab Pickup	137	11200	3880	8600	LT215/85R16E	50	65	15065	LT235/85R16E	55	60	65560
43d	F350 4x2 Reg. Cab Pickup	137	11200	4360	8600	LT215/85R16E	80	65	16065	LT235/85R16E	50	80	65060
49g	F350 4x4 Reg. Cab Pickup	137	11200	4410	8500	LT235/85R16E	50	55	65055	LT235/85R16E	50	55	65055
49d	F350 4x4 Reg. Cab Pickup	137	11200	4970	8500	LT235/85R16E	80	55	66055	LT235/85R16E	60	55	66055
45g	F350 4x2 Sup. Cab Pickup	158	11200	4360	8800	LT215/85R16E	50	65	16065	LT235/85R16E	55	60	65560
45d	F350 4x2 Sup. Cab Pickup	158	11200	4860	8800	LT215/85R16E	70	65	17065	LT235/85R16E	60	60	66060
51g	F350 4x4 Sup. Cab Pickup	158	11200	4970	8500	LT235/85R16E	60	55	65555	LT235/85R16E	60	55	66055
51d	F350 4x4 Sup. Cab Pickup	158	11200	5246	8500	LT235/85R16E	65	55	66555	LT235/85R16E	65	55	66555
90g	F350 4x2 Cw. Cab Pickup	156	11200	4360	8800	LT215/85R16E	80	65	16665	LT235/85R16E	55	80	65560
90d	F350 4x2 Cw. Cab Pickup	156	11200	4670	8600	LT215/85R16E	55	65	15665	LT235/85R16E	55	60	65560
47g	F350 4x2 Cw. Cab Pickup	172	11200	4670	8600	LT215/85R16E	55	65	16565	LT235/85R16E	55	80	65560
47d	F350 4x2 Cw. Cab Pickup	172	11200	4880	8600	LT215/85R16E	70	65	17065	LT235/85R16E	60	60	66060
91g	F350 4x4 Cw. Cab Pickup	156	11200	4670	8600	LT235/85R16E	55	55	65555	LT235/85R16E	55	55	65555
91d	F350 4x4 Cw. Cab Pickup	156	11200	4970	8500	LT235/85R16E	60	55	66055	LT235/85R16E	60	55	66055
53g	F350 4x4 Cw. Cab Pickup	172	11200	4970	8500	LT235/85R16E	60	55	66055	LT235/85R16E	60	55	66055
53d	F350 4x4 Cw. Cab Pickup	172	11200	5246	8500	LT235/85R16E	65	55	66555	LT235/85R16E	65	55	66555

F350 - Dual Rear Wheel (Chassis Cab)													
55g	F350 4x2 Reg. Chas. Cab	141	11200	4880	9880	LT215/85R16E	70	80	17080	LT235/85R16E	60	70	66070
55d	F350 4x2 Reg. Chas. Cab	141	12500	4880	9880	LT215/85R16E	70	80	17080	LT235/85R16E	60	70	66070
g	F350 4x2 Reg. ChCb. (Max.)	141	12500			LT225/95D17"D	60	60	76060	LT225/95D17"D	60	60	76060
56g	F350 4x2 Reg. Chas. Cab	165	11200	4860	9880	LT215/85R16E	70	80	17080	LT235/85R16E	60	70	66070
56d	F350 4x2 Reg. Chas. Cab	165	12500	4860	9880	LT215/85R16E	70	80	17080	LT235/85R16E	60	70	66070
59g	F350 4x4 Reg. Chas. Cab	141	11200	5246	10060	LT235/85R16E	65	70	66570	LT235/85R16E	65	70	66570
59d	F350 4x4 Reg. Chas. Cab	141	12500	5246	10060	LT235/85R16E	65	70	66570	LT235/85R16E	65	70	66570
60g	F350 4x4 Reg. Chas. Cab	165	11200	5246	10060	LT235/85R16E	65	70	66570	LT235/85R16E	65	70	66570
60d	F350 4x4 Reg. Chas. Cab	165	12500	5246	10060	LT235/85R16E	65	70	66570	LT235/85R16E	65	70	66570
57g	F350 4x2 Sup. Chas. Cab	162	11200	4860	9880	LT215/85R16E	70	80	17080	LT235/85R16E	60	70	66070
57d	F350 4x2 Sup. Chas. Cab	162	12500	4860	9880	LT215/85R16E	70	80	17080	LT235/85R16E	60	70	66070
61g	F350 4x4 Sup. Chas. Cab	162	11200	5246	10060	LT235/85R16E	65	70	66570	LT235/85R16E	65	70	66570
61d	F350 4x4 Sup. Chas. Cab	162	12500	5246	10060	LT235/85R16E	65	70	66570	LT235/85R16E	65	70	66570
58g	F350 4x2 Cw. Chas. Cab	176	11200	4860	9880	LT215/85R16E	70	80	17080	LT235/85R16E	60	70	66070
58d	F350 4x2 Cw. Chas. Cab	176	12500	4860	9880	LT215/85R16E	70	80	17080	LT235/85R16E	60	70	66070
62g	F350 4x4 Cw. Chas. Cab	176	11200	5246	10060	LT235/85R16E	65	70	66570	LT235/85R16E	65	70	66570
62d	F350 4x4 Cw. Chas. Cab	176	12500	5246	10060	LT235/85R16E	65	70	66570	LT235/85R16E	65	70	66570

F450 - Dual Rear Wheel (Chassis Cab)													
83g	F450 4x2 Reg. Chas. Cab	141	15000	5790	11440	225/70R19.5F	70	75	47075	225/70R19.5F	70	75	47075
83d	F450 4x2 Reg. Chas. Cab	141	15000	6080	11440	225/70R19.5F	75	75	47575	225/70R19.5F	75	75	47575
84g	F450 4x2 Reg. Chas. Cab	165	15000	5790	11440	225/70R19.5F	70	75	47075	225/70R19.5F	70	75	47075
84d	F450 4x2 Reg. Chas. Cab	165	15000	6080	11440	225/70R19.5F	75	75	47575	225/70R19.5F	75	75	47575
85g	F450 4x2 Reg. Chas. Cab	201	15000	5790	11440	225/70R19.5F	70	75	47075	225/70R19.5F	70	75	47075
85d	F450 4x2 Reg. Chas. Cab	201	15000	6080	11440	225/70R19.5F	75	75	47575	225/70R19.5F	75	75	47575
87g	F450 4x4 Reg. Chas. Cab	141	15000	5790	11440	225/70R19.5F	70	75	47075	225/70R19.5F	70	75	47075
87d	F450 4x4 Reg. Chas. Cab	141	15000	6080	11440	225/70R19.5F	75	75	47575	225/70R19.5F	75	75	47575
88g	F450 4x4 Reg. Chas. Cab	165	15000	6080	11440	225/70R19.5F	75	75	47575	225/70R19.5F	75	75	47575
88d	F450 4x4 Reg. Chas. Cab	165	15000	6080	11440	225/70R19.5F	75	75	47575	225/70R19.5F	75	75	47575
89g	F450 4x4 Reg. Chas. Cab	201	15000	6080	11440	225/70R19.5F	75	75	47575	225/70R19.5F	75	75	47575
89d	F450 4x4 Reg. Chas. Cab	201	15000	6080	11440	225/70R19.5F	75	75	47575	225/70R19.5F	75	75	47575
66g	F450 4x2 Cw. Chas. Cab	176	15000	5790	11440	225/70R19.5F	70	75	47075	225/70R19.5F	70	75	47075
66d	F450 4x2 Cw. Chas. Cab	176	15000	6080	11440	225/70R19.5F	75	75	47575	225/70R19.5F	75	75	47575
70g	F450 4x4 Cw. Chas. Cab	176	15000	5790	11440	225/70R19.5F	70	75	47075	225/70R19.5F	70	75	47075
70d	F450 4x4 Cw. Chas. Cab	176	15000	6080	11440	225/70R19.5F	75	75	47575	225/70R19.5F	75	75	47575

NOTES: 1) California emission vehicles. Use vehicle descriptions above for the pressures.
 * Optional tire pressure re-adjusted. Optional tire load carrying capacity will be greater than standard tire.
 DATE: 991104 REV: 0 RELEASE NUMBER: Ref: NL00E11022208-000

*** Added F350 Lariat LE package.
 DRAWN BY: D. GREEN REVISED: 2/9/2001 APPROVED: Peter Huang

FORD MOTOR COMPANY  CHART - TIRE & WHEEL SYSTEM  CH-1C34-413-AA

2001 MY F-Superduty: TIRE PRESSURE SETTINGS

Veh. No.	Vehicle Description	WB (In.)	GVWR (lbs.)	Standard Tire Capacity (lbs.)		Tire Size (Standard - A/S) (Optional - A/T)	Tire Pres. Set (psi)		Card No.	Note
				Frt.	Rr.		Frt.	Rr.		

F550 - Dual Rear Wheel (Chassis Cab)

71g	F550 4x2 Reg. Chas. Cab	141	17500	5790	13660	225/70R19.5F	70	95	47055	
71d	F550 4x2 Reg. Chas. Cab	141	17500	6080	13660	225/70R19.5F	75	95	47565	
73g	F550 4x2 Reg. Chas. Cab	185	17500	5790	13660	225/70R19.5F	70	95	47095	
73d	F550 4x2 Reg. Chas. Cab	185	17500	6080	13660	225/70R19.5F	75	95	47595	
73g	F550 4x2 Reg. Chas. Cab	201	17500	5790	13660	225/70R19.5F	70	95	47065	
73d	F550 4x2 Reg. Chas. Cab	201	17500	6080	13660	225/70R19.5F	75	95	47565	
75g	F550 4x4 Reg. Chas. Cab	141	17500	6080	13660	225/70R19.5F	75	95	47565	
75d	F550 4x4 Reg. Chas. Cab	141	17500	6080	13660	225/70R19.5F	75	95	47595	
76g	F550 4x4 Reg. Chas. Cab	185	17500	6080	13660	225/70R19.5F	75	95	47585	
76d	F550 4x4 Reg. Chas. Cab	185	17500	6080	13660	225/70R19.5F	75	95	47595	
77g	F550 4x4 Reg. Chas. Cab	201	17500	6080	13660	225/70R19.5F	75	95	47565	
77d	F550 4x4 Reg. Chas. Cab	201	17500	6080	13660	225/70R19.5F	75	95	47565	
74g	F550 4x2 Crw. Chas. Cab	176	17500	5790	13660	225/70R19.5F	70	95	47095	
74d	F550 4x2 Crw. Chas. Cab	176	17500	6080	13660	225/70R19.5F	75	95	47595	
78g	F550 4x4 Crw. Chas. Cab	176	17500	6080	13660	225/70R19.5F	75	95	47595	
78d	F550 4x4 Crw. Chas. Cab	176	17500	6080	13660	225/70R19.5F	75	95	47595	
84g	F550 4x2 Reg. Chas. Cab	165	19000	6080	13660	225/70R19.5F	75	95	47595	
84d	F550 4x2 Reg. Chas. Cab	165	19000	6080	13660	225/70R19.5F	75	95	47595	
83g	F550 4x2 Reg. Chas. Cab	201	19000	6080	13660	225/70R19.5F	90	95	49095	
83d	F550 4x2 Reg. Chas. Cab	201	19000	7280	13660	225/70R19.5F	95	95	49595	

New F450 Wheelbases - January 2000

645	F450 4x2 Reg. Chas. Cab	189	15000	5790	11440	225/70R19.5F	70	75	47075	
645	F450 4x2 Reg. Chas. Cab	189	15000	6080	11440	225/70R19.5F	75	75	47575	
685	F450 4x4 Reg. Chas. Cab	189	15000	6080	11440	225/70R19.5F	75	75	47575	
685	F450 4x4 Reg. Chas. Cab	189	15000	6080	11440	225/70R19.5F	75	75	47575	
665	F450 4x2 Crw. Chas. Cab	200	15000	5790	11440	225/70R19.5F	70	75	47075	
665	F450 4x2 Crw. Chas. Cab	200	15000	6080	11440	225/70R19.5F	75	75	47575	
705	F450 4x4 Crw. Chas. Cab	200	15000	5790	11440	225/70R19.5F	70	75	47075	
705	F450 4x4 Crw. Chas. Cab	200	15000	6080	11440	225/70R19.5F	75	75	47575	

New F550 Wheelbases - January 2000

725	F550 4x2 Reg. Chas. Cab	189	17500	5790	13660	225/70R19.5F	70	95	47095	
725	F550 4x2 Reg. Chas. Cab	189	17500	6080	13660	225/70R19.5F	75	95	47595	
765	F550 4x4 Reg. Chas. Cab	189	17500	6080	13660	225/70R19.5F	75	95	47595	
745	F550 4x2 Crw. Chas. Cab	200	17500	5790	13660	225/70R19.5F	70	95	47095	
745	F550 4x2 Crw. Chas. Cab	200	17500	6080	13660	225/70R19.5F	75	95	47595	
785	F550 4x4 Crw. Chas. Cab	200	17500	6080	13660	225/70R19.5F	75	95	47595	
785	F550 4x4 Crw. Chas. Cab	200	17500	6080	13660	225/70R19.5F	75	95	47595	

NOTES:

1) California emission vehicles: Use vehicle descriptions above for tire pressures.

DATE:

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000609

REV:

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RELEASE NUMBER:

Rel: NL00E11022208-000
Rel: NL00E00893812-730

DRAWN BY: D. GREEN

REVISED: 2/9/2001

APPROVED: Peter Huang

FORD MOTOR COMPANY



CHART - TIRE & WHEEL SYSTEM



CH-1C34-413-AA

2001 MY F-Superduty: 4X4 MAX. GAWR & SNOWPLOW

Veh. Nu.	Vehicle Description	WB (in.)	GVWR (lbs.)	Standard Tire Capacity (lbs.)		Tire Size (Standard - AVS) (Optional - AVT)	Tire Pres. Set (psi)		Card Nu.	Tire Size (Optional size) (A/S or A/T)		Tire Pres. Set (psi)		Card Nu.
				Frt.	Rr.		Frt.	Rr.						
F250HD - 4x4 Single Rear Wheel (Pickup)														
4g*sp	F250 4x4 Reg. Cab Pickup	137	8600	5246	6084	LT235/85R16E	65	80	26580		LT265/75R16E	55	70	35570
4d*sp	F250 4x4 Reg. Cab Pickup	137	8600	5246	6084	LT235/85R16E	65	80	26580		LT265/75R16E	55	70	35570
17g*sp	F250 4x4 Super Cab Pickup	142	8800	5246	6084	LT235/85R16E	65	80	26580		LT265/75R16E	55	70	35570
12g*sp	F250 4x4 Super Cab Pickup	158	8600	5246	6084	LT235/85R16E	65	80	26580		LT265/75R16E	55	70	35570
18g*sp	F250 4x4 Crew Cab Pickup	158	8800	5246	6084	LT235/85R16E	65	80	26580		LT265/75R16E	55	70	35570
19g*sp	F250 4x4 Crew Cab Pickup	172	8600	5246	6084	LT235/85R16E	65	80	26580		LT265/75R16E	55	70	35570

F350 - 4x4 Single Rear Wheel (Pickup)														
24g*sp	F350 4x4 Reg. Cab Pickup	137	9900	5250	6830	LT265/75R16E	55	80	35580		LT265/75R16E	55	80	35580
24d*sp	F350 4x4 Reg. Cab Pickup	137	9900	5250	6830	LT265/75R16E	55	80	35580		LT265/75R16E	55	80	35580
31g*sp	F350 4x4 Super Cab Pickup	142	9900	5250	6830	LT265/75R16E	55	80	35580		LT265/75R16E	55	80	35580
32g*sp	F350 4x4 Super Cab Pickup	158	9900	5250	6830	LT265/75R16E	55	80	35580		LT265/75R16E	55	80	35580
39g*sp	F350 4x4 Crew Cab Pickup	158	9900	5250	6830	LT265/75R16E	55	80	35580		LT265/75R16E	55	80	35580
40g*sp	F350 4x4 Crew Cab Pickup	172	9900	5250	6830	LT265/75R16E	55	80	35580		LT265/75R16E	55	80	35580

F350 - 4x4 Single Rear Wheel (Chas. Cab)														
26g*sp	F350 4x4 Reg. Chassis Cab	141	9900	5250	6830	LT265/75R16E	55	80	35580		LT265/75R16E	55	80	35580
26d*sp	F350 4x4 Reg. Chassis Cab	141	9900	5250	6830	LT265/75R16E	55	80	35580		LT265/75R16E	55	80	35580
34g*sp	F350 4x4 Sup. Chassis Cab	182	9900	5250	6830	LT265/75R16E	55	80	35580		LT265/75R16E	55	80	35580
42g*sp	F350 4x4 Crew Chassis Cab	178	9900	5250	6830	LT265/75R16E	55	80	35580		LT265/75R16E	55	80	35580

F350 - 4x4 Dual Rear Wheel (Pickup)														
49g*sp	F350 4x4 Reg. Cab Pickup	137	11200	5246	8500	LT235/85R16E	65	55	66555		LT235/85R16E	65	55	66555
49d*sp	F350 4x4 Reg. Cab Pickup	137	11200	5246	8500	LT235/85R16E	65	55	66555		LT235/85R16E	65	55	66555
51g*sp	F350 4x4 Super Cab Pickup	158	11200	5246	8500	LT235/85R16E	65	55	66555		LT235/85R16E	65	55	66555
51g*sp	F350 4x4 Crew Cab Pickup	158	11200	5246	8500	LT235/85R16E	65	55	66555		LT235/85R16E	65	55	66555
53g*sp	F350 4x4 Crew Cab Pickup	172	11200	5246	8500	LT235/85R16E	65	55	66555		LT235/85R16E	65	55	66555

F350 - 4x4 Dual Rear Wheel (Chas. Cab)														
59g*sp	F350 4x4 Reg. Chas. Cab	141	11200	5246	8500	LT235/85R16E	65	55	66555		LT235/85R16E	65	55	66555
59d*sp	F350 4x4 Reg. Chas. Cab	141	12500	5246	8500	LT235/85R16E	65	55	66555		LT235/85R16E	65	55	66555
60g*sp	F350 4x4 Reg. Chas. Cab	166	11200	5246	8500	LT235/85R16E	65	55	66555		LT235/85R16E	65	55	66555
61g*sp	F350 4x4 Super Chas. Cab	182	11200	5246	8500	LT235/85R16E	65	55	66555		LT235/85R16E	65	55	66555
62g*sp	F350 4x4 Crew Chas. Cab	178	11200	5246	8500	LT235/85R16E	65	55	66555		LT235/85R16E	65	55	66555

F450 - 4x4 Dual Rear Wheel (Chas. Cab)														
67g*sp	F450 4x4 Reg. Chas. Cab	141	15000	6080	10880	225/70R19.5F	75	70	47570		225/70R19.5F	75	70	47570
67d*sp	F450 4x4 Reg. Chas. Cab	141	15000	6080	10880	225/70R19.5F	75	70	47570		225/70R19.5F	75	70	47570
68g*sp	F450 4x4 Reg. Chas. Cab	185	15000	6080	10880	225/70R19.5F	75	70	47570		225/70R19.5F	75	70	47570
68d*sp	F450 4x4 Reg. Chas. Cab	165	15000	6080	10880	225/70R19.5F	75	70	47570		225/70R19.5F	75	70	47570
69g*sp	F450 4x4 Reg. Chas. Cab	201	15000	6390	10880	225/70R19.5F	80	70	48070		225/70R19.5F	80	70	48070
69d*sp	F450 4x4 Reg. Chas. Cab	201	15000	6630	10880	225/70R19.5F	85	70	48570		225/70R19.5F	85	70	48570
70g*sp	F450 4x4 Crew Chas. Cab	178	15000	6080	10880	225/70R19.5F	75	70	47570		225/70R19.5F	75	70	47570
70d*sp	F450 4x4 Crew Chas. Cab	178	15000	6080	10880	225/70R19.5F	75	70	47570		225/70R19.5F	75	70	47570

F550 - 4x4 Dual Rear Wheel (Chas. Cab)														
75g*sp	F550 4x4 Reg. Chas. Cab	141	17500	6080	130800	225/70R19.5F	75	95	47595					
75d*sp	F550 4x4 Reg. Chas. Cab	141	17500	6080	12980	225/70R19.5F	75	90	47590					
76g*sp	F550 4x4 Reg. Chas. Cab	186	17500	6080	12480	225/70R19.5F	75	85	47585					
76d*sp	F550 4x4 Reg. Chas. Cab	185	17500	6390	12000	225/70R19.5F	80	80	48080					
77g*sp	F550 4x4 Reg. Chas. Cab	201	17500	6900	12000	225/70R19.5F	90	80	49080					
77d*sp	F550 4x4 Reg. Chas. Cab	201	17500	7280	11000	225/70R19.5F	95	80	49580					
78g*sp	F550 4x4 Crew Chas. Cab	178	17500	6080	12980	225/70R19.5F	75	90	47590					
78d*sp	F550 4x4 Crew Chas. Cab	178	17500	6080	12480	225/70R19.5F	75	85	47585					

NOTES: DATE: REV: RELEASE NUMBER:
 *) California Emission vehicles: Use vehicle descriptions above for tire pressures. 991104 0 Ref: NLOOE11022208-000

DRAWN BY: D. GREEN REVISED: 2/19/2001 APPROVED: Peter Huang

FORD MOTOR COMPANY  CHART - TIRE & WHEEL SYSTEM  CH-1C34-413-AA



TIRE/WHEEL MOUNTING

- * DO NOT MIX TIRE BRANDS ON ANY VEHICLE
- * TIRE BEAD SEAT: REMOVE ALL FOREIGN MATERIAL (WHEEL TAGS, TIRE TAPE, WATER, ETC.)
- * ALL STEEL WHEELS ARE TO BE MATCH-MOUNTED BY LINING UP THE HIGH POINT (PAINT DOT) WITH THE WHEEL LOW POINT (PAINT DOT). STICKER ALIGNMENT MUST BE WITHIN +/- 1.5 IN.
- * ALUMINUM WHEELS: ALL TIRES ARE RANDOM MOUNTED.
- * APPLY TIRE BEAD LUBRICANT WSS-M99B166-A CIRCUMFERENTIALLY (360 DEGREES) TO THE TIRE BEAD MOUNTING SURFACE ON BOTH SIDES OF THE TIRE. LUBRICANT COVERAGE MUST EXTEND FROM THE BEAD TOE TO THE RIM CENTERING FLANGE (RIB) OR AT LEAST 1.0" +/- 1/8", ABOVE THE HEEL OF THE BEAD ON THE BLACK SIDEWALL (SERIAL SIDE) AND FROM THE BEAD TOE TO AT LEAST 1/2" +/- 1/8".
- * APPLY TIRE BEAD LUBRICANT WSS-M99B166-A CIRCUMFERENTIALLY (360 DEGREES) TO THE WHEEL BEAD SEAT AREA ON BOTH SIDES OF THE WHEEL. LUBRICANT COVERAGE MUST EXTEND FROM A POINT HALFWAY BETWEEN THE CURL TO A POINT ON THE EDGE OF THE DROPPWELL.
- * ALL TIRE & WHEEL COMBINATIONS MUST BE SOAPED (LUBRICATED) DURING ASSEMBLY BY AUTOMATIC METHODS OR MANUALLY.
- * ASSEMBLY PLANT TIRE EQUIPMENT MOUNTING (PRE-SET) INFLATION PRESSURE FOR TIRE & WHEEL ASSEMBLY:
 - 1) Without Smart Inflation System: Set all 16" / 17" tire-wheel assemblies @ 30 +/- 5 psi, 18.5" tire-wheel assemblies @ 30 +/- 5 psi
 - 2) With Smart Inflation System: Set all 16" / 17" tire-wheel assemblies: Front @ 30 psi & Rear @ 30 psi, and 18.5" tire-wheel assemblies: Front @ 30 psi & Rear @ 30 psi
 - 3) Or set tire-wheel assemblies to the vehicle Certification Placard.
- NOTE: FINAL TIRE INFLATION PRESSURE SET COMPLETED AT PRE DELIVERY TO THE VEHICLE CERTIFICATION PLACARD.
- * DAMAGE TO ANY TIRE OR WHEEL CONSTITUTES A MOUNTING/INFLATOR MALFUNCTION WHICH MUST BE CORRECTED PRIOR TO RESUMPTION OF PRODUCTION MOUNTING. DAMAGED TIRES MUST BE DISCARDED.
- * ALL TIRE/WHEEL ASSEMBLIES, EXCLUDING TEMPORARY MINE-SPARES, MUST PROCEED THROUGH A LOAD SIMULATOR PRIOR TO BALANCING. LOAD TO BE APPLIED AT (4) POINTS THAT ARE 90 DEGREES APART ON THE TIRE TREAD, PRIOR TO INSTALLING WHEEL BALANCE WEIGHTS.
- * BLACK SIDEWALL TIRES SHOULD BE MOUNTED SO THAT THE "DECORATIVE SOUFFLE" MOLDED ON ONE SIDE OF THE TIRE IS TO BE OUTSIDE WHEN THE WHEEL & TIRE ASSEMBLY IS MOUNTED ON THE VEHICLE.
- * TIRE CONICITY MATCH: FRONT TIRE(S) SHALL HAVE THE SAME CONICITY MARKINGS, AND THE REAR SHALL HAVE THE SAME CONICITY MARKINGS.
- * TIRE VALVE STEM INSTALLATION: SEE RELEASED FORD DRAWING FOR INSTALLATION REQUIREMENTS

PRIMARY BALANCER: STATIC BALANCE TIRE/WHEEL ASSEMBLY

- * STATIC BALANCE ALL 16" TIRE/WHEEL ASSEMBLIES TO WITHIN 0.5 OUNCE.
- * INSTALL BALANCE WEIGHTS ON BOTH SIDES OF THE 16" & 17" WHEELS WHEN THE TOTAL WEIGHT EQUALS OR EXCEEDS 1.0 OUNCES.
- * INSTALL BALANCE WEIGHTS ON BOTH SIDES FOR 18.5" STEEL WHEELS WHEN THE TOTAL WEIGHT EQUAL OR EXCEEDS 2.0 OUNCES.
- * INSTALL BALANCE WEIGHTS ON ONE-SIDE/BOTH-SIDES FOR 18.5" ALUMINUM WHEELS WHEN THE TOTAL WEIGHT EQUAL OR EXCEEDS 4.0 OUNCES.
- * IF A TIRE/WHEEL COMBINATION EXCEEDS THE MAXIMUM LIMIT, THAT ASSEMBLY MUST BE REJECTED.
- * TIRE/WHEEL ASSEMBLY MAXIMUM ALLOWABLE STATIC IMBALANCE:
 - * 16" TIRE/WHEEL ASSEMBLIES 0.5 ounce (100% AUDITED)
 - * 17" TIRE/WHEEL ASSEMBLIES 1.0 ounce (100% AUDITED)
 - * 18.5" STEEL TIRE/WHEEL ASSEMBLIES 1.0 ounce (100% AUDITED)
 - * 18.5" ALUMINUM TIRE/WHEEL ASSEMBLIES 2.0 ounce (100% AUDITED)
- * OPTIONAL: MAXIMUM ALLOWABLE DYNAMIC WHEEL BALANCE IMBALANCE SPECIFICATION:
 - * 16" TIRE/WHEEL ASSEMBLIES Static (0.5 ounce) & Dynamic Couple (0.75 ounce) (100% AUDITED)
 - * 17" & 18.5" TIRE/WHEEL ASSEMBLIES Not required, no specification has been determined.
- * WHEEL BALANCE WEIGHT SELECTION:
 - * "T" STYLE BALANCE WEIGHTS: USE ON ALL 16" & 17" STEEL WHEELS
 - * "MC" STYLE BALANCE WEIGHTS: USE ON ALL 16" ALUMINUM WHEELS.
 - * "17" STYLE BALANCE WEIGHTS: USE ON ALL 18.5" STEEL WHEELS.
 - * "TAL" STYLE BALANCE WEIGHTS: USE ON ALL 18.5" ALUMINUM WHEELS.
- * ASSEMBLIES REJECTED AT THE AUDIT OR THE OFF-LINE BALANCER MUST BE CHECKED, RE-BALANCED AND RE-AUDITED PER THE SPECIFICATION.
- * ANY TIRE/WHEEL ASSEMBLY REJECTED FOR THE 1ST TIME AT THE PRIMARY BALANCER, MUST BE REMOVED, MARKED REJECTED, BROKEN DOWN, INSPECTED FOR FOREIGN OBJECTS AND RE-PROCESSED WITH A DIFFERENT MATING PART.
- * ALL TIRE AND/OR WHEEL ASSEMBLIES REJECTED TWICE AT THE PRIMARY BALANCER, MUST BE REMOVED, MARKED REJECTED AND SHIPPED TO THE TIRE AND/OR WHEEL MANUFACTURER(S) FOR ROOT CAUSE ANALYSIS.
- * ALL FULL-SIZE TIRE/WHEEL ASSEMBLIES MUST BE BALANCED.
- * ALL WHEEL BALANCE WEIGHTS ARE TO BE INSTALLED WITH A NYLON OR RUBBER-TIPPED HAMMER.
 - (i.e. STANLEY MODEL 57-594, NICHOLSON MODEL #5-493, NUPLAPEX "IMPACT" MODEL 29-108)

NOTES	DATE:	REV.	RELEASE NUMBER
1) Noted above, revised tire inflation pressure at assembly plant.	991104	0	Ret: NL00E11022208-000
		1	Ret: NL00E00883812-
	000609	2	Ret: NL00E00883812-730
		3	Ret: NL00E11148367-000

DRAWN BY: D. GREEN	REVISED: 2/9/2001	APPROVED: Peter Huang
FORD MOTOR COMPANY		CHART - TIRE & WHEEL SYSTEM  CH-1C34-413-AA

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MOTORHOME CHASSIS

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MY	Intended Application			Tire Size	Design Details	Ford Recommended	
	Vehicle	Wheel Base (in.)	GVW (lbs.)			Air Pressure (psi)	
						Front	Rear
90	F53/59 DRW 4X2	158.0	16000	LT235/85R16E	N/A	80	80
90	F53/59 DRW 4X2 STRP CHASSIS	178.0	16000	LT235/85R16E	N/A	80	80
90	F53/59 DRW 4X2 STRP CHASSIS	208.0	16000	LT235/85R16E	N/A	80	80

MY	Intended Application			Tire Size	Design Details	Ford Recommended	
	Vehicle	Wheel Base (in.)	GVW (lbs.)			Air Pressure (psi)	
						Front	Rear
92	F53/59 DRW 4X2	158.0	16000	LT235/85R16E	N/A	80	80
92	F53/59 DRW 4X2 STRP CHASSIS	178.0	16000(F59) 17000(F53)	LT235/85R16E	N/A	80	80
92	F53/59 DRW 4X2 STRP CHASSIS	208.0	17000	LT235/85R16E	N/A	80	80
92	F53/59 DRW 4X2 STRP CHASSIS	228.0	17000	LT235/85R16E	N/A	80	80
92	F53/59 DRW 4X2 STRP CHASSIS	178.0	15200	LT215/85R16E	N/A	80	80

DRW = Dual Rear Wheel
STRP CHASSIS = Stripped Chassis

MY	Intended Application			Tire Size	Design Details	Ford Recommended	
	Vehicle	Wheel Base (in.)	GVW (lbs.)			Air Pressure (psi)	
						Front	Rear
93	F53/59 DRW 4X2	158.0	16000	LT235/85R16E	N/A	80	80
93	F53/59 DRW 4X2 STRP CHASSIS	178.0	16000(F59) 17000(F53)	LT235/85R16E	N/A	80	80
93	F53/59 DRW 4X2 STRP CHASSIS	208.0	17000	LT235/85R16E	N/A	80	80
93	F53/59 DRW 4X2 STRP CHASSIS	228.0	17000	LT235/85R16E	N/A	80	80
93	F53/59 DRW 4X2 STRP CHASSIS	178.0	15200	LT215/85R16E	N/A	80	80

MY	Intended Application			Tire Size	Design Details	Ford Recommended	
	Vehicle	Wheel Base (in.)	GVW (lbs.)			Air Pressure (psi)	
						Front	Rear
96	F53/59 DRW 4X2	158.0	16000	LT235/85R16E	N/A	80	80
96	F53/59 DRW 4X2 STRP CHASSIS	178.0	16000(F59) 17000(F53)	LT235/85R16E	N/A	80	80
96	F53/59 DRW 4X2 STRP CHASSIS	208.0	17000	LT235/85R16E	N/A	80	80
96	F53/59 DRW 4X2 STRP CHASSIS	228.0	17000	LT235/85R16E	N/A	80	80
96	F53/59 DRW 4X2 STRP CHASSIS	178.0	15200	LT215/85R16E	N/A	80	80

DRW = Dual Rear Wheel
STRP CHASSIS = Stripped Chassis

MY	Intended Application			Tire Size	Design Details	Ford Recommended	
	Vehicle	Wheel Base (in.)	GVW (lbs.)			Air Pressure (psi)	
						Front	Rear
97	F53/59 DRW 4X2	158.0	16000	LT235/85R16E	N/A	80	80
97	F53/59 DRW 4X2 STRP CHASSIS	178.0	16000(F59) 17000(F53)	LT235/85R16E	N/A	80	80
97	F53/59 DRW 4X2 STRP CHASSIS	208.0	17000	LT235/85R16E	N/A	80	80
97	F53/59 DRW 4X2 STRP CHASSIS	228.0	17000	LT235/85R16E	N/A	80	80
97	F53/59 DRW 4X2 STRP CHASSIS	178.0	15200	LT215/85R16E	N/A	80	80

DRW = Dual Rear Wheel
 STRP CHASSIS = Stripped Chassis

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DAIMLERCHRYSLER

PE00-046

LOAD RANGE 'E' TIRES

MARCH 21, 2001

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DAIMLERCHRYSLER

DaimlerChrysler Corporation
Matthew C. Reynolds
Director
Vehicle Compliance & Safety Affairs

March 21, 2001

Mr. Thomas Z. Cooper
Office of Defects Investigation, Vehicle Integrity Division
U.S. Department of Transportation
400 Seventh Street, S.W.
Washington, D.C. 20590

RECEIVED
MARCH 22 2001
U.S. DEPARTMENT OF TRANSPORTATION
OFFICE OF DEFECTS INVESTIGATION
VEHICLE COMPLIANCE & SAFETY AFFAIRS

Dear Mr. Cooper:

Reference: NSA-12jfa; PE00-046

This document responds to the referenced inquiry, dated February 7, 2001 regarding load range 'E' tires installed as original equipment on DaimlerChrysler vehicles since January 1, 1990. The information you requested is contained in the provided attachment and enclosures.

Sincerely,

Matthew C. Reynolds
Attachments and Enclosures (a/s)

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- Q1. Provide a table that lists the populations of all DaimlerChrysler vehicles produced that were equipped with the subject tires. List your response by tire make, tire model, tire size, and vehicle model and model year to which they were fitted. Provide your response separately for each tire make.**
- A1. Since January 1, 1990, DaimlerChrysler has produced vehicles with load range 'E' tires manufactured by both the Goodyear Tire Company and Michelin Tire Company. Separate charts indicating vehicle volumes for vehicles built for sale in the United States equipped with load range 'E' tires by tire manufacturer are provided in the requested format in Enclosure 1 located on the CD-ROM labeled 'DaimlerChrysler PE00-046'.
- Q2. State the number, produce copies, and provide an index of the following, and all documents relating thereto, from all sources, of which DaimlerChrysler is aware and which relate, or potentially relate, to the alleged defect in the subject tires:**
- a. owner/fleet complaints;
 - b. field reports;
 - c. crash/incident reports;
 - d. subrogation claims;
 - e. property damage claims;
 - f. personal injury claims; and
 - g. lawsuits.

Provide the index in both hard copy and in electronic format (using Microsoft Excel spreadsheet). The electronic spreadsheet should include all of the following that are available to DaimlerChrysler: (a) consumer's name, address, telephone number, and e-mail address; (b) tire make, model, size, DOT number, position on the vehicle, and whether original equipment or replacement tire; (c) vehicle model, model year, and vehicle identification number (VIN); (d) incident date and location (by state); (e) mileage on tire at time of incident; (f) incident description (e.g., loss of control, crash, or rollover); (g) number of injuries and fatalities resulting from the incident; (h) tire failure mode; (i) a summary of all examinations or forensic analyses of the failed and non-failed incident vehicle tires that are known to DaimlerChrysler; (j) a summary of the consumer's allegations regarding the tire; and (k) a summary of DaimlerChrysler's opinion of the failure mode and contributing factors.

- A2a. To obtain all customer complaints related to tires, the customer complaint database was searched using the appropriate code for tire issues along with the make and model year of vehicles built with load range 'E' tires as the search parameters.

To further reduce these complaints to those associated with tread separation and tire blowouts, a word search was conducted on the tire related customer complaints. The following words or partial words were used in the key word search: "blow"; "blew"; "separat"; "seperat"; "apart"; "undone"; "peel"; "split"; "coming off"; "came off"; "lost"; "injur"; "accident"; "crash"; "hurt"; "died"; "death"; "fatal".

Finally, this population of complaints was filtered by the appropriate tire codes used for original equipment load range 'E' tires for each complaint vehicles VIN and then all were reviewed for relevancy to this issue. The net result is a total of 63 complaints of tire separation and/or blowouts on DaimlerChrysler vehicles equipped with load range 'E' tires.

Copies of 45 customer complaints alleging tire separation and/or blowouts on Goodyear load range E tires are provided in Enclosure 2 located on the CD-ROM labeled 'DaimlerChrysler PE00-046'.

Copies of 18 customer complaints alleging tire separation and/or blowouts on Michelin load range E tires are provided in Enclosure 3 located on the CD-ROM labeled 'DaimlerChrysler PE00-046'.

Tables summarizing the complaint information in the requested format for both Goodyear and Michelin load range 'E' tires are provided in Enclosure 4 located on the CD-ROM labeled 'DaimlerChrysler PE00-046'. All available information and analysis is included in the complaints.

No information was found for four of the NHTSA VOQ's (VOQ 726453 – VIN VM521020, VOQ 735238-VIN TM192702, VOQ 735210 – VIN VG837044, VOQ 727913 – VIN TS668237).

- A2b. A search of DaimlerChrysler records identified no field reports relating to tread separation or blowouts on DaimlerChrysler vehicles equipped with load range 'E' tires.

Mr. Thomas Z. Cooper
Reference: NSA-12jfa; PE00-046
March 21, 2001
Page 3 of 5

ATTACHMENT 1

- A2c. Crash/incident information related to tread separation or blowouts on DaimlerChrysler vehicles equipped with load range 'E' tires is provided in DaimlerChrysler's response to Question 2g of this inquiry .
- A2d. A search of DaimlerChrysler records identified no subrogation claims relating to tread separation or blowouts on DaimlerChrysler vehicles equipped with load range 'E' tires.
- A2e. A search of DaimlerChrysler records identified no property damage claims relating to tread separation or blowouts on DaimlerChrysler vehicles equipped with load range 'E' tires other than those provided in response to Question 2a of this inquiry.
- A2f. Personal injury claims related to tread separation or blowouts on DaimlerChrysler vehicles equipped with load range 'E' tires are provided in DaimlerChrysler's response to Question 2g of this inquiry .
- A2g. Information concerning four lawsuits alleging tire belt separation or blowouts on DaimlerChrysler vehicles equipped with load range 'E' tires is provided in Enclosure 5.

Two of the lawsuits involve aftermarket replacement tires installed on DaimlerChrysler vehicles. One lawsuit was indeterminate as to whether the tires on the vehicle were original equipment or replacement tires and one lawsuit involves a tire installed as original equipment by DaimlerChrysler.

- Q3. Provide the following information regarding claims and adjustments:**
 - a. Separately state, for each of the subject tires: (1) the total number of claims of any type, including, warranty claims, extended warranty claims, and field or zone adjustments, that were honored by DaimlerChrysler from January 1, 1990 to date; and (2) the number of such claims and adjustments that relate to the alleged defect in the subject tires. Furnish this information by tire make, model, size, failure mode, DOT number, position on the vehicle, and month/year of vehicle production.**
 - b. Provide a summary of each claim adjustment in both hard copy and electronic format (using Microsoft Excel spreadsheet), including all of the information specified in Item 1.**

- A3. DaimlerChrysler only warrants and tracks tire warranty for tire damage that occurs during transport of the vehicle between the assembly plant and selling dealerships. All other warranty coverage on tires provided as original equipment on DaimlerChrysler vehicles is provided and tracked by the tire manufacturer. This would include any warranty claims for issues that may be related to tread separation or blowouts.

Per discussion between members of our respective staffs, it was decided that tire warranty information related to transport damage is not relevant to this inquiry and accordingly is not being submitted by DaimlerChrysler.

- Q4. State whether DaimlerChrysler has had any written or oral communications with any tire manufacturers concerning the alleged defect in the subject tires. If so, provide copies of all such documents that were in writing, identifying, where this information is not evident from the communication itself, the date of the communication, and the name, position title, and employing company and division or other entity of the person sending the communication and the person to whom the communication was sent. For any oral communication, state the date on which it was conducted, identify all participants by name, position title, and employing company and division or other entity, and state the substance of the communication in full. In responding to the latter request regarding oral communications, all pertinent documents (e.g., e-mail and notes) must be reviewed.**

- A4. A search of DaimlerChrysler records indicates no written or oral communications with any tire manufacturers concerning tire belt separation or blowouts on DaimlerChrysler vehicles equipped with load range 'E' tires.

- Q5. If DaimlerChrysler has issued any service or technical bulletins, advisories, or other communications to dealers, vehicle owners, fleet operators, zone offices, or any field office or other location anywhere in the world, regardless of where located, pertaining to the alleged defect in the subject tires, provide a copy of each such document. If no such documents have been issued, so state.**

- A5. A search of DaimlerChrysler records indicates no technical bulletins, advisories, or other communications to dealers, vehicle owners, fleet operators, zone offices, or any field office or other location anywhere in the world were issued relating to tire belt separation or blowouts on DaimlerChrysler vehicles equipped with load range 'E' tires.

- Q6. Identify and provide copies of all documents relating to any evaluation,**

study, survey, investigation, test or other analyses conducted by DaimlerChrysler, its contractors, suppliers, or by any other entities, regarding the alleged defect in the subject tires, or each subset (e.g. Goodyear, Michelin, Firestone, etc.) of the subject tires, to date. Identify, by name and address, the entity that conducted each such test or analysis. State when each test or analysis was initiated and concluded, or whether it is still in progress. For those items identified as still in progress, provide a schedule and anticipated completion date for each. Produce copies of all related reports, notes, tables, graphs, or other documents, regardless of whether they are in interim, draft, or final form.

- A6. A search of DaimlerChrysler records indicates no documents relating to any evaluation, study, survey, investigation, test or other analyses conducted by DaimlerChrysler, its contractors, suppliers, or by any other entities, relating to tire belt separation or blowouts on DaimlerChrysler vehicles equipped with load range 'E' tires.
- Q7. **Provide a table, in both written and electronic format (using Microsoft Excel spreadsheet) presenting the design details, intended application, recommended air pressure (tire manufacturer), and DaimlerChrysler recommended air pressure for each of the subject tires by make, model, and tire size.**
- A7. Separate tables for Goodyear and Michelin Load Range 'E' tires presenting the tire design detail, application, and tire pressure for every applicable tire by make, model, and tire size area provided in Enclosure 6 located on the CD-ROM labeled 'DaimlerChrysler PE00-046'.

To specify a particular tire for an intended vehicle application DaimlerChrysler uses the Tire Rim Association Yearbook as a guide. Charts contained in the Yearbook associate the rim size and the design load carrying capacity of the vehicle and maximum GAWR (Gross Axle Weight Rating) with a particular tire.

To specify the recommended tire pressure, the Tire Rim Association Yearbook is also used. Charts in the guidebook are referenced that specify inflation pressures that will support the GAWR for a vehicles load carrying capacity. It is very likely that the exact same tire used on two different vehicle configurations may specify different recommended tire inflation pressures.

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FILE TYPE: Lawsuit / Claim

FILE NAME: Whitney (Morgan M.), et al. v. Michelin Tire Corporation,
Chrysler Corporation. et al.

Stlaughter (Ladonna A.)

DATE OF INCIDENT: April 17, 1992

LOCATION OF INCIDENT: Detroit, Michigan

MODEL/MODEL YEAR: 1990 Dodge Ram 350 Maxiwagon

VIN: 2B5WB35Z8LK714077

VEHICLE MILEAGE: Unknown

TIRE DESCRIPTION: Unknown (see Analysis)

ALLEGED TIRE DFFECT: Left rear tire lost its tread

DESCRIPTION: Steven King was driving a 1990 Dodge Ram Maxiwagon when the left rear tire allegedly lost its tread, causing him to lose control of the vehicle and overturn.

INJURIES: Injuries: unknown
Fatalities: 1

ANALYSIS: The subject vehicle was originally equipped with Michelin "LT225/75R16F BSW All Season" tires. DaimlerChrysler Corporation cannot determine, from the information available, the identification of the alleged defective tire.

INPUT

FILE TYPE: Lawstat

TITLE NAME: Morris (Frankie Nichols), et al. v. Michelin North America, Inc., DaimlerChrysler Corporation, et al.
Ware (Quitman), et al. v. Michelin North America, Inc., DaimlerChrysler Corporation, et al.
Kennebrew (Johnny L.) v. Michelin North America, Inc., DaimlerChrysler Corporation, et al.

DATE OF INCIDENT: May 22, 1996

LOCATION OF INCIDENT: Pike County, Mississippi

MODEL/MODEL YEAR: 1990 Dodge Ram 350 Maxiwagon

VIN: 2B5WB335Z5LK718507

VEHICLE MILEAGE: Mic-30,000

TIRE DESCRIPTION: Michelin LT225/75R16E BSW All Season
Left rear tire - OEM

ALLEGED TIRE DEFECT: Defective and unreasonably dangerous tire; tire failure resulted from a tread and outer belt peel

DESCRIPTION: Johnny L. Kennebrew was driving a 1990 Dodge Ram 350 Maxiwagon south on I-55 when the left rear tire allegedly blew out causing the vehicle to swerve across the center lane, back across the left hand lane and off the east side of the roadway. The vehicle then rolled over several times, colliding with a guardrail on the right side and coming to rest on the east side of the roadway, upside down, facing a westerly direction.

INJURIES: Injuries: 5
Fatalities: 3

ANALYSIS: Michelin North America, Inc. was a named defendant in this litigation, and conducted their own examination and analysis of the allegedly defective tire.

MISSISSIPPI UNIFORM ACCIDENT REPORT

ACCIDENT TYPE Run off Road 1 Right 2 Left 3 Swerve Non-Coll. in Road 4 Obstruction 5 Hit from vehicle 6 Other in Road		Coll. of MV in road with: 7 Pedestrian 8 Tractor vehicle 9 Train 10 Bicycle 11 Animal 12 Fixed object 13 Other object		Coll. with DMV in Road 14 Race and slow motion 15 Race and turn 16 Left turn same roadway 17 Left turn across traffic 18 Right turn across traffic 19 Head-on 20 Rear-end 21 Angle 22 Other		VISION REQUIREMENT 1 Full vision, lot of windshield 2 Windshield obscured - other 3 Vision obscured by loan on vehicle 4 Vision obscured by trees, bushes 5 Vision obscured by loading 6 Vision obscured by attachment 7 Vision blocked by shoulders 8 Vision blocked by material 9 Vision blocked by parked vehicle 10 Vision blocked by moving vehicle 11 Driver blinded by headlights 12 Vision not obscured	
INITIAL OBJECT STRUCK 1 Utility Pole 2 Trees 3 Center barrier median edge 4 Utility poles power cables 5 Railroad 6 Sign/post 7 Sign/structure 8 Alignment or structure sign 9 Building/structure/curb 10 Pedestrian 11 Picked up vehicle 12 Train		ROAD SYSTEM 1 Interstate 2 State Highway 3 US Highway 4 County Road 5 City Street 6 State Street 7 Other 8 On Roadway 9 Parking Lot/Drive Property		TRAFFIC CONTROL 1 Stop sign 2 Side and/or signal 3 Yield sign 4 Flashing signal 5 Manual traffic 6 Traffic sign and marker 7 No passing zone 8 Channelization - cones 9 Channelization - drums 10 Officer 11 No control present 12 Other			
PHYSICAL CONDITION OF DRIVER OR PEDESTRIAN 1 Obviously intoxicated 2 Had alcohol in system - visibly impaired 3 Severe fatigue not measured 4 Sleepy/fatigued 5 Drowsiness/lethargy 6 Drowsiness/lethargy 7 Fatigue by alcohol/drugs 8 Fatigue by lack of sleep 9 Some other non-injury 10 No effects observed 11 Unknown 12 Insufficient 13 Fatigue due to injury 14 Other		TRAFFIC CONTROL FUNCTIONING 1 Functioning properly 2 Not functioning 3 Not known		LIGHT CONDITION 1 Daylight 2 Dawn or dusk 3 Darkness, no street lights 4 Darkness, street lights			
DRIVERS LICENSE RESTRICTIONS 1 Correct license 2 No license 3 Expired license 4 Foreign/other country 5 Out of state 6 License expired 7 Other		ROAD CONDITION 1 Dry 2 Wet 3 Slushy/icy 4 Snow 5 Ice 6 Other 7 Loose surface material 8 Dust/dirt on road surface 9 Road under construction 10 Road closed		ROAD CHARACTER (LANE) 1 One way 2 Two way 3 Four lane, no median 4 Four lane divided 5 Two lane 6 Four lane with median 7 Four lane with median and turn lane 8 Parking lot			
TYPE OF MOTOR VEHICLE 1 Regular passenger car 2 Limited passenger car 3 Pickup 4 Station Wagon Van 5 Passenger Van and Truck 6 Truck or truck tractor 7 Tractor and/or semi-trailer 8 Other truck combination 9 Farm tractor or farm equipment 10 Tractor 11 Motorcycle 12 All-terrain vehicle 13 Recreational vehicle 14 School Bus 15 Bus 16 Other		ROAD CHARACTER (DESIGN) 1 Grade or unimproved 2 Straight and level 3 Straight and grade 4 Straight and hilly 5 Curve and level 6 Curve and grade 7 Curve and hilly 8 Intersection of two roadways 9 Non-intersection median driveway 10 Non-intersection private drive 11 End or beginning of divided highway 12 Other		ROAD SURFACE CONDITION 1 Dry 2 Wet 3 Slushy/icy 4 Other 5 Unknown			
VEHICLE CONDITION 1 Defective brakes 2 No trailer brakes 3 General steering 4 Defective headlights 5 Defective taillights 6 Defective turn signal 7 Defective horn 8 Defective windshield wipers 9 Defective mirrors 10 Defective door latch 11 Defective door lock 12 Defective door hinge 13 Defective door handle 14 Defective door latch 15 Defective door lock 16 Defective door hinge 17 Defective door handle		DIRECTION OF TRAVEL 1 North 2 South 3 East 4 West 5 Northeast 6 Southwest 7 Northwest 8 Southeast		ROAD SURFACE TYPE 1 Concrete 2 Asphalt 3 Gravel 4 Dirt 5 Other			
DIRECTION OF TRAVEL TWO OR MORE VEHICLES Both Vehicles Entered Intersection 1 At angle 2 From same direction 3 From opposite direction Non-Intersection, Both Vehicles Going: 4 In opposite directions 5 In same direction 6 At angle		CONTRIBUTING CIRCUMSTANCES 1 No proper driving 2 Exceeded speed limit 3 Sped for fun or conditions 4 Failed to yield right of way 5 Improper passing/overlapping 6 Drove on wrong side of road 7 Passed stop sign 8 Following too closely 9 Other 10 Made improper turn 11 Facility equipment 12 Installation 13 Driving under influence 14 Pedestrian actions 15 Animal on highway 16 Other		TYPE EMERGENCY MEDICAL SERVICE 1 None 2 Ambulance or private unit 3 Hospital based unit 4 State or federal unit 5 County unit 6 Twp or more types 7 Other 8 Unknown			
VEHICLE ACTION 1 Going straight ahead 2 Making right turn 3 Making left turn 4 Making U turn 5 Making stoppage in traffic 6 Entering parking area 7 Parked 8 Leaving parking position 9 Backing 10 Obstructed parking 11 Moving vehicle, object, pedestrian 12 In tow 13 Stripped in line by traffic 14 Unknown		PEDESTRIAN ACTION 1 Crossing road at intersection 2 Crossing road - non-intersection 3 Walking in road with traffic 4 Walking in road against traffic 5 Standing in road 6 Cutting on or off vehicle 7 Working on or working vehicle 8 Working on or in road 9 Playing in road 10 In road - other reason 11 Not in road 12 High-riding		EXTINCTION 1 Yes 2 No			
PEDESTRIAN CLOTHING 1 Light 2 Dark		RE EXEMPT DRIVER 1 Yes 2 Ven 1 3 Ven 2 4 No		POLICE ENFORCEMENT ACTION 1 DUI arrest 2 Cited for accident cause 3 Cited under statute 4 Arrested - other 5 No enforcement action			
WHICH VEHICLE OCCURRED 1 Ven. 1 2 Ven. 2 3 Pedestrian 4 Other		POSITION IN ON VEHICLE 1 Driver 2 1st Passenger 3 Riding Hanging On Outside		SAFETY EQUIPMENT USED 1 No restraint used 2 Lap Belt 3 Child Restraint 4 Lap Belt & Harness 5 Child Restraint 6 Helmet 7 Air Bag 8 Auto/Seat Restraint 9 Other			
EJECTION FROM VEHICLE 1 Not Ejected 2 Ejected 3 Ejected		VICTIM'S PHYSICAL CONDITION 1 None 2 Minor 3 Moderate Injury 4 Severe Injury 5 Fatal 6 Unknown 7 Other		INITIAL IMPACT 1 UNDER CAR 2 UNFURNISHED 3 TOTTLED 4 NONE OR UNKNOWN 5 OTHER			

MISSISSIPPI UNIFORM ACCIDENT REPORT

012 96-0005628 MHP 9057 02 Trood M E Morrison M-34
 DATE OF OCCURRENCE: 05/22/96 TIME OF OCCURRENCE: 1628 LOCATION: 01/03/05 Pike N/A
 ROAD NO: I-55

05 VEH #1: KENNEDREW, JOHNNY L. 902 DeFours Mill Cir NW Atlanta GA 30318-2356
 01 VEH #2: (crossed out)
 99 043393167 GA 121448 B M
 01 EMPLOYER: Employers Mutual Casualty
 99 PLACE OF EMPLOYMENT: Paulding School District
 10 CYNTHIA CHURCH OF CHRIST HOLINESS Rt. 2 Box 369 AD Jackson MS Blue
 04 DODGE 90 C132437 MS 916
 99 LEWIS WRECKER
 07 SOUTH WEST REGIONAL

99 VEH #1 TRAVELING S/B ON I-55 IN LEFT HAND LANE
 02 REFUSED BREATH TEST
 99 VEH #1 LEFT REAR TIRE BLEW-OUT

99 VEH #1 SWERVED ACROSS THE CENTER LINE THEN BACK ACROSS LEFT HAND LANE AND THEN OFF THE EAST SIDE OF I-55 S/B, VEH #1 THEN ROLLED SEVERAL TIMES, COLLIDING WITH GUARDRAIL ON RIGHT SIDE OF VEHICLE VEH CAME TO REST ON EAST SIDE OF I-55 UPSIDE DOWN, FACING IN A WESTWARD DIRECTION

See attached diagram

127 WITNESSES: Charles P. Jones 4119 Parker Staw Ohio 2668-8135 58 M B
 Tommiesene Veal 220 Lemley Jackson MS 355-3232 48 F B
 128 INVESTIGATED AT SCENE: YES PHOTOS TAKEN: YES BY WHOM: E. Morrison M-34, B. Blackwell M-40

131 OFFICER'S SIGNATURE: Ellis J. Morrison
 132 BADGE NUMBER: M-34
 133 REVIEWED BY: [Signature] BADGE NUMBER: M-23 STATUS: p

1 - ORIG. - AGENT

21	22	23	24	25	26	27	28	29	30
01	01	04	01	48	M	B	C	SWRM	Driver
01	03	04	01	58	M	B	A	SWRM	Quitman Ware P.O. Bx Jackson MS.
01	04	04	01	70	F	B	A	SWRM	Mary Kennebrew P.O. Bx Jackson MS
01	06	04	01	68	F	B	A	SWRM	Ethel Ware P.O. Bx Jackson MS
01	07	01	03	15	M	B	A	SWRM	John Kennebrew P.O. Bx Atlanta GA
01	08	01	03	70	F	B	K	SWRM	Lula Nichols P.O. Bx Jackson MS
01	09	04	01	47	F	B	K	SWRM	Mary Sanders P.O. Bx Jackson MS
01	10	01	03	83	F	B	K	SWRM	Lucille Lindsey P.O. Bx Jackson MS



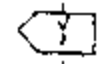
I-55



Furrows



gouge marks



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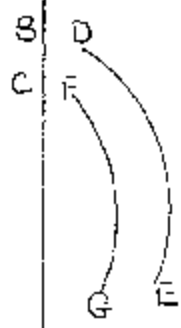
enclosure

On - Scene Measurements

Reconstructionist: Trooper E.L. Morrison^{M-34} Badge Number: M-34
 Date of Accident: 5-22-96 Location: 2 miles N of Z3mm S,
 Date of Measurements: 5-23-96
 Reference Point: North-end of bridge on East-side of I-55 S/13
Ref. Line East edge of I-55 S/13

POINT	DESCRIBE POINT MEASURED	N-S	E-W
A	Approx area of blow-out	N 829 ^z	W 3 ^s
B	L.F tire left roadway	N 353 ¹⁰	Ø
C	R.F tire left roadway	N 343 ²	Ø
D	Beginning of furrow L. tire	N 350 ^e	E 3 ^z
E	End of furrow L. tire	N 252 ¹⁰	E 16 ^z
F	Beginning of furrow R. tire	N 340 ³	E 3 ⁰
G	End of furrow R. tire	N 243 ¹⁰	E 6 ¹⁰
H	Gauges when Veh rolled	N 205 ^z	E 8 ¹⁰
I	Point of impact w/guard rail	N 173 ⁰	E 10 ^z
J	Body #1	N 160 ⁴	E 23 ^z
K	Rear-end roof final rest	N 92 ^z	E 30 ⁴
L	Front-end roof final rest	N 95 ^a	E 11 ^a
M	Body #2	N 45 ^s	E 46 ^s
N	Ejected injury final rest	S 1 ^s	E 27 ^z

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□ H

H

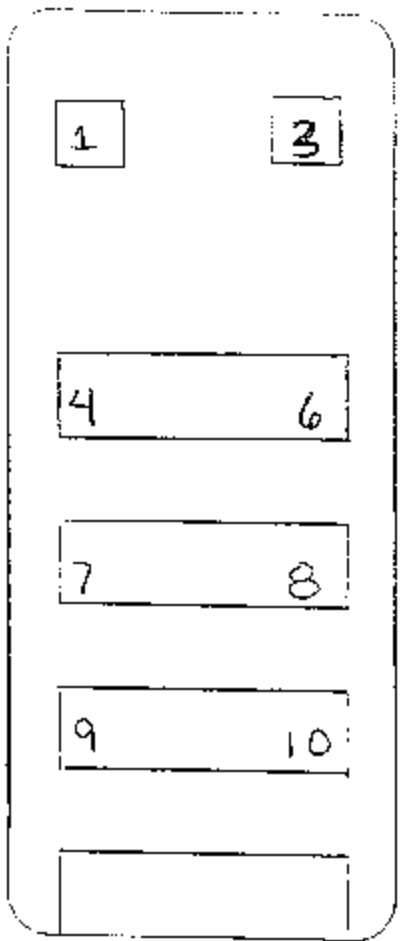


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N

- 1. Johnny L. Kennebrew
- 3. Quitman Ware
- 4. Mary Kennebrew
- 6. Ethel Ware
- 7. John Kennebrew
- 8. Lula Nichols
- 9. Mary Sanders
- 10. Lucille Lindsey

Veh #1 seating diagram



Myself and M-27 (Ron Kelley) arrived on the scene at approx. 1632, upon arrival I observed one vehicle on its roof, three bodies on the ground, that were ejected from the vehicle. Myself and M-27 checked the victims that were ejected. Two were deceased, one was pinned under a cyclone fence, another was pinned inside the vehicle. I assisted the person inside the vehicle, while M-27 called for ambulance, jaws-of-life and coroner. M-27 then assisted person pinned under cyclone fence.

At approx 16:40 medical units arrived along with Fire and Rescue units, at which time extrication began for victim pinned in vehicle. Medical units transported six victims to South West Regional Medical Center.

Next MHP officer was B. Blackwell M-46, who began photographing the scene and marking the scene. The Coroner arrived on the scene and pronounced Lula Nichols and Lucille Lindse dead on the scene. Lewis wrecker Service arrived on the scene and removed the vehicle.

After vehicle was removed M-27 and myself traveled to SWMR, to talk to driver of vehicle Mr. Johnny L. Kennebrew, upon arrival we²⁸⁸ were advised by nurses, Mary Sander had died in route to Hospital. No passengers were interviewed.

After all information was attained and blood test given to Mr. J. L. Kennebrew, myself and M-27 were back on patrol in route to Broohaven.

Based on my investigation this accident occurred when left rear tire on vehicle blew out and then lost control running off the roadway, and rolling several times, colliding with the guardrail, and coming to rest upside down on the east side of I-55 S/B

Upon receipt of the BAC results this case will be concluded.

Ms. Tommisene, Veal of 220 Lemley Ave. Jackson, Miss. phone # (601) 355-3232 on 5-22-96 (Wed) at approx 1632 hrs, made statement that herself and Mr. Charles P. Jones were traveling S/B on I-55, At approx closely behind Cynthia Church of Christ Holiness (Church Van), a blue 90 model Dodge van At location of approx .2 miles N of 23 mm, Ms. Veal stated that she witnessed pieces of rubber flying off the left rear tire of the Dodge Church Van, the van was in the left hand lane, Ms. Veal stated after traveling a short distance the left rear tire blew out the van then swerved a couple times before leaving the roadway, on the east side of I-55 south bound Ms. Veal stated after the van left the roadway a tremendous dust cloud engulfed the van and accident scene. She then witnessed the van at its final rest location.

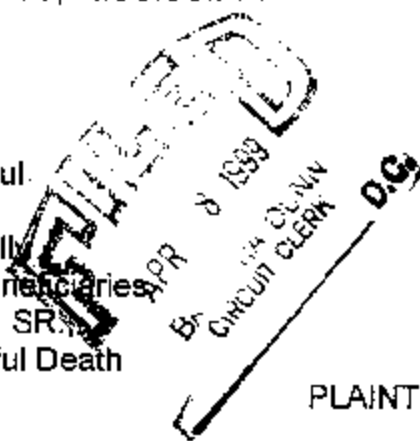
Trooper E.L. Morrison M-34
Troop M, Brookhaven
Ellis J. Morrison

Mr. Charles P. Jones of 4119 Parake St
Stow, Ohio, phone # (216) 688-8135 on
5-22-96 (Wed) at approx 1632hrs, made
statement that himself and MS. Tommisene
Veal, were traveling S/B on I-55, at approx
70 mph, closely behind Cynthia Church of
Christ Holiness (Church Van) a blue 90
model Dodge Van at location of approx 2 miles
N of 23mm, Mr. Jones stated that he
witnessed pieces of rubber flying off the
left rear tire of the Dodge Church Van, the van
was in the left hand lane, Mr Jones stated
after traveling a short distance the left rear
tire blew out, the van then swerved a couple
times before leaving the roadway, on the
east side of I-55 S/B Mr. Jones stated
after the van left the roadway, a tremendous
dust cloud engulfed the van and accident scene
he then witnessed the van at its final
rest.

Trooper E.L. Morrison M-34
Troop M. Brookhaven
Ellis Johnson

IN THE CIRCUIT COURT OF THE FIRST JUDICIAL DISTRICT
OF HINDS COUNTY, MISSISSIPPI

FRANKIE NICHOLS MORRIS,
Individually and on behalf of the Wrongful
Death Beneficiaries of Lula Nichols;
MAVIS SANDERS REDDICK, Individually
and on behalf of the Wrongful Death Beneficiaries
of Mary Sanders; and AMOS LINDSEY, SR.,
Individually and on behalf of the Wrongful Death
Beneficiaries of Lucille Lindsey



PLAINTIFFS

VS.

CIVIL ACTION NO. 251-98-1192 CIV

MICHELIN NORTH AMERICA, INC.,
DAIMLERCHRYSLER CORPORATION,
WILSON DODGE, INC.,
AND JOHN DOES #1-10

DEFENDANTS

SECOND AMENDED COMPLAINT
(PLAINTIFFS DEMAND TRIAL BY JURY)

Plaintiffs Frankie Nichols Morris, Mavis Reddick, Amos Lindsey, Sr., on behalf of the wrongful death beneficiaries of Lula Nichols, Mary Sanders, and Lucille Lindsey, respectively, file their second amended complaint for relief against Michelin North America, Inc., DaimlerChrysler Corporation, Wilson Dodge, Inc., and John Does #1-10. Plaintiffs state as follows:

Parties

1. The Plaintiff, Frankie Nichols Morris (herein "Frankie"), is an adult resident of Lee County, Mississippi who resides at 2504 Stonewall Circle,

Tupelo, Mississippi 38801. The Plaintiff Frankie is the daughter of the deceased Lula Nichols.

2. The Plaintiff, Mavis Sanders Reddick (herein "Mavis"), is an adult resident of Hinds County, Mississippi who resides at 3427 Shady Oak Street, Jackson, Mississippi, 39213. The Plaintiff Mavis is the daughter of the deceased Mary Sanders.

3. The Plaintiff, Amos Lindsey, Sr. (herein "Amos"), is an adult resident of Hinds County, Mississippi who resides at 3427 Shady Oak Street, Jackson, Mississippi, 39213. The Plaintiff Amos is the husband of the deceased Lucille Lindsey and grandfather of Mavis Sanders Reddick.

4. The defendant, Michelin North America, Inc. (herein "Michelin"), is a New York corporation with its principal place of business in Greenville, South Carolina, whose address is 1 Parkway Street, Greenville, South Carolina 39615. Michelin's registered agent for service of process is CT Corporation System, 631 Lakeland East Drive, Flowood, Mississippi 39208.

5. The defendant, DaimlerChrysler Corporation, is a Delaware corporation qualified to do business in the State of Mississippi. DaimlerChrysler's registered agent for service of process is CT Corporation System, 631 Lakeland East Drive, Flowood, MS 39208.

6. The Defendant, Wilson Dodge, Inc. (herein "Wilson"), is a Mississippi corporation with its principal place of business in Jackson, Mississippi, whose address is 2131 Hwy 80 West, Jackson, Mississippi 39204. Wilson's registered agent for service of process is Charles Douglas Wilson, 2131

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Highway 80 West, Jackson, Mississippi 39204, and thus is subject to the personal jurisdiction of this court.

7. The Defendants, John Does #1-10, are unknown and unidentifiable culpable persons and/or entities, individual or corporate, who were designers, testers, manufacturers, and distributors, sellers, and/or warrantors, repaired, provided maintenance for, advertised, marketed, prepared, inspected, placed its name on, and/or sold the tire and/or who were negligent in any manner whatsoever.

Jurisdiction and Venue

8. Subject matter jurisdiction is proper in this Court. This Court has personal jurisdiction over the Defendants. The cause of action for which the Plaintiffs seek relief occurred or accrued in Hinds County, Mississippi in that the defective product was sold by defendant Wilson in Hinds County, Mississippi. Specifically, the subject vehicle was sold by defendant Wilson from its principal place of business while located on Hwy. 80 in Hinds County, Mississippi. At the time of this sale the subject vehicle suffered from manufacturing and/or design defects within the meaning of Miss. Code Ann. § 11-1-63 (Supp. 1998). These defects existed at the time that the vehicle was sold and existed at the time of the accident. These defects significantly contributed to or proximately caused the accident and the resulting deaths and injuries. Venue is proper in Hinds County, Mississippi pursuant to Miss. Code Ann. § 11-11-3 (Supp. 1998).

9. On information and belief, the subject vehicle on more than one occasion was returned to defendant Wilson at its Hwy. 80, Hinds County location.

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Defendant Wilson owed a duty to inspect and replace the defective tire and the defective occupant protection system subject to this litigation. Defendant Wilson negligently breached this duty and such breach proximately contributed to the resulting deaths and injuries. Defendant Wilson's negligent conduct, therefore, occurred or accrued in whole or in part in Hinds County, Mississippi. Venue is proper in Hinds County, Mississippi pursuant to Miss. Code Ann. § 11-11-3 (Supp. 1998).

10. All actions and/or inactions of defendant Wilson, from the sale of the subject vehicle and defective tire in 1990 until the death of the identified deceased in 1996, and all actions and/or inactions of defendant Wilson as alleged in this complaint, were committed / omitted by defendant Wilson while located at its principal offices on Hwy. 80 in Hinds County, Mississippi. Venue is proper in Hinds County, Mississippi pursuant to Miss. Code Ann. § 11-11-3 (Supp. 1998).

Facts

11. The decedents, Lula Nichols, Mary Sanders, and Lucille Lindsey, and five (5) other passengers, on May 22, 1996 were traveling in a blue 1990 Dodge van (VIN# 2B5WB35Z5LK718507), on I-55 South in Pike County, Mississippi. The van was sold by Wilson in Hinds County, Mississippi. As the vehicle was being operated in a foreseeable and intended manner, the left rear tire blew-out, causing the vehicle to swerve across the center lane, back across the left hand lane, and then off the east side of I-55 Southbound. Subsequently, the Dodge van rolled over several times, colliding with a guardrail on the right

side of the vehicle. The Van came to rest on the east side of I-55, upside down, facing a westerly direction.

12. Prior to the Dodge van coming to rest the latches on the side doors of the van failed and the doors flew open. Lula Nichols and Lucille Lindsey were ejected from the vehicle and killed. Mary Sanders, who communicated with her daughters following the accident, died in route to South West Regional Medical Center.

Claims for Relief

13. Wilson titled, distributed, warranted, repaired, provided maintenance for, advertised, marketed, prepared, inspected, test drove, received technical data and information concerning, placed its name on, and/or sold the Dodge van with the defective tire and defective occupant protection system. Wilson received and/or was positioned to receive specific vehicle information from Michelin and DaimlerChrysler and was responsible for passing along all vehicle information to buyers of the vehicle. Wilson was not a mere sales conduit. At the time of sale of the Dodge van, Wilson expressly and/or impliedly warranted and represented, within the meaning of Miss. Code Ann. § 75-2-313, § 75-2-314, and § 75-2-315, that the subject van and tires were safe for foreseeable use and operation and that they were fit for their intended purposes.

14. At all pertinent times, Wilson was the agent and/or servant of Michelin and DaimlerChrysler and acted within the line and scope of said agency and/or service.

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15. The tire failure resulted from a tread and outer belt peel, causing Plaintiffs to suffer death due to the defective design condition, Defendants' negligence, representations in fact, conduct, and breaches of warranty(ies).

16. Michelin is the designer, tester, manufacturer and distributor of the tire, type XCH4 M/S; size LT225/75R16, placed on the subject 1990 Dodge van. DaimlerChrysler is a distributor and seller of the tire. At the time the tire left the manufacturer and at the time the tire was sold or placed on the market it was in a defective condition, unreasonably dangerous to the user, and specifically to Plaintiffs within the meaning of Miss. Code Ann. § 11-1-63 (Supp. 1998).

17. DaimlerChrysler is the designer, tester, manufacturer and distributor of the latches, doors, and occupant protection system in the subject 1990 Dodge van. At the time the van left the manufacturer and at the time the van was sold or placed on the market it was in a defective condition, unreasonably dangerous to the user, and specifically to Plaintiffs within the meaning of Miss. Code Ann. § 11-1-63 (Supp. 1998).

18. At all pertinent times, Defendants owed a duty to Plaintiffs to properly design, test, manufacture, inspect and market the tire, latches, doors, and occupant protection system of the subject van in a safe condition for foreseeable use and to make post-sale warnings or modifications.

19. At all pertinent times, Defendants in the exercise of reasonable care knew or should have known that the tire, latches, doors, and occupant protection system were not safe and were negligently designed, tested,

manufactured, inspected and marketed in an unsafe condition that could cause serious injury and/or death to its user(s).

20. As a proximate result of the Defendants' improper design, testing, manufacture, inadequate inspection, deceptive marketing, and failure to warn of the dangerous product (i.e., the tire, latches, doors, and occupant protection system), the vehicle was defective and unreasonably dangerous. There existed feasible design alternatives that would have prevented the decedents' deaths, but for the negligence, breaches of warranties, misrepresentations, failure to warn, conduct alleged herein, and/or the unreasonably dangerous condition of the vehicle.

21. Defendants failed to take reasonable measures to warn users, including the deceased, of the risks and hazards associated with operation and occupancy of the subject vehicle.

22. Defendants warranted that the vehicle was safe and defect-free and was in a reasonably safe condition yet, in fact, it was not; the defective and unreasonably dangerous condition of the tire, latches, doors, and occupant protection system was inconsistent with said warranties. Defendants therefore independently and jointly breached applicable warranties.

23. Defendants negligently and/or intentionally represented to the public that the vehicle was safe for its intended purposes. Defendants failed to disclose material facts concerning the vehicle's defects and unsafe condition.

24. The acts and omissions of Defendants and the resulting inadequacies, defects and failures relative to the subject vehicle as described

herein were proximate contributing causes of decedents' deaths and the injuries to the other occupants.

25. As a result of Defendants' negligence, breaches of warranties, misrepresentations, failure to warn, conduct alleged herein, and/or the unreasonably dangerous and defective condition of the vehicle, decedents' suffered wrongful death and the other occupants suffered injuries.

26. As a result of the Defendants' negligence, breaches of warranties, representations, failure to warn, conduct alleged herein, and/or the unreasonably dangerous and defective condition of the subject vehicle, Plaintiffs and/or the decedents suffered and/or will continue to suffer mental and emotional pain and suffering, medical expenses, funeral expenses, loss of future earnings, loss of enjoyment of life, loss of love, society, companionship, support, and relationship. Plaintiffs are entitled to monetary compensation for the foregoing damages and all damages allowed under Mississippi law.

27. Plaintiffs are entitled to any and all compensatory damages that are recoverable for their claims and for wrongful death including, but not limited to, all damages allowed under Miss. Code Ann. § 11-7-13 (Supp. 1998).

28. Defendants' omissions, conduct, breaches, failures, and negligence constituted gross negligence and/or were in conscious, willful, wanton and reckless disregard of the safety of consumers and/or passengers, including Plaintiffs and decedents, justifying an award of punitive damages against Michelin, Wilson, and John Does as allowed under the common law of the State of Mississippi and as allowed under Miss. Code Ann. § 11-1-65 (Supp. 1998).

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For these reasons, Plaintiffs request a trial by jury and judgment against all Defendants, individually, jointly and/or severally, in the sum of Fifteen Million Dollars (\$15,000,000.00) in compensatory damages and all costs and expenses, and punitive damages against all Defendants in the sum of Thirty Million Dollars (\$30,000,000.00) or in an amount sufficient to punish and deter them and others from similar type behavior, including attorney's fees, pre-judgment interest calculated from the date of this demand until paid, and all costs of bringing this proceeding. Plaintiffs further request all other relief to which they may be entitled. As additional evidence is discovered, Plaintiffs reserve the right throughout these proceedings and at trial to increase their damage demand to conform to the evidence.

Dated: April 8, 1999

Respectfully submitted,

LANGSTON FRAZER SWEET & FREESE, P.A.



Shane F. Langston
Attorneys for Plaintiff

300

Of Counsel:

Shane F. Langston, MSB #1061
Crystal Wise Martin MSB #10860
LANGSTON FRAZER SWEET & FREESE, P.A.
201 North President Street
Jackson, Mississippi 39201
(601) 969-1356

Gail Lowery, MSB # 1460
LOWERY & CASTILLA
1350 Livingston Lane
Jackson, MS 39213
(601) 366-4849

William S. Guy, MSB # 5083
LAW OFFICES OF WILLIAM S. GUY
909 Delaware Avenue
P.O. Box 509
McComb, Mississippi 39649-0509
(601) 684-2793

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Certificate of Service

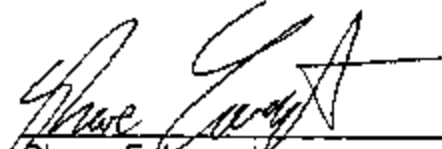
I, Shane Langston, hereby certify that on this date I have caused the
above pleading to be mailed to the following:

Michael Ulmer, Esq.
David L. Ayers, Esq.
Watkins & Eager, PLLC
P. O. Box 650
Jackson, MS 39205-0650

Robert Biggs Iii, Esq.
EDMONSON, BIGGS & MOZINGO, PA
P. O. Box 865
Jackson, MS 39205-0865

Robert L. Johnson Iii, Esq.
P. O. Box 1678
Natchez, MS 39201-1678

Dated: April 8, 1999.


Shane F. Langston

302

IN THE CIRCUIT COURT OF THE FIRST JUDICIAL DISTRICT
OF HINDS COUNTY, MISSISSIPPI

QUITMAN WARE, ETHEL WARE,
JOHN S. KENNEBREW and
VERNON KENNEBREW, Individually
And on behalf of the Wrongful Death
Beneficiaries of Mary Kennebrew

VS.

MICHELIN NORTH AMERICA, INC.,
DAIMLERCHRYSLER CORPORATION,
WILSON DODGE, INC.,
AND JOHN DOES #1-10

DEFENDANTS

FILED
MAY 21 1994
BARBARA DUNN
CIRCUIT CLERK
D.C.

CIVIL ACTION NO. 25199475C16

COMPLAINT
(PLAINTIFFS DEMAND TRIAL BY JURY)

Plaintiffs Quitman Ware, Ethel Ware, John S. Kennebrew and Vernon Kennebrew, individually and on behalf of the wrongful death beneficiaries of Mary Kennebrew, respectively, file their complaint for relief against Michelin North America, Inc., DaimlerChrysler Corporation, Wilson Dodge, Inc., and John Does #1-10. Plaintiffs state as follows:

Parties

1. The Plaintiff, Quitman Ware (herein "Quitman"), is an adult resident of Hinds County, Mississippi.
2. The Plaintiff, Ethel Ware (herein "Ethel"), is an adult resident of Hinds County, Mississippi.

3. The Plaintiff, John S. Kennebrew (herein "John"), is an adult resident of Hinds County, Mississippi.

4. The Plaintiff, Vernon Kennebrew (herein "Vernon"), is an adult resident of Little Rock, Arkansas. The Plaintiff Vernon is the son of the deceased Mary Kennebrew.

5. The defendant, Michelin North America, Inc. (herein "Michelin"), is a New York corporation with its principal place of business in Greenville, South Carolina, whose address is 1 Parkway Street, Greenville, South Carolina 39615. Michelin's registered agent for service of process is CT Corporation System, 631 Lakeland East Drive, Flowood, Mississippi 39208.

6. The defendant, DaimlerChrysler Corporation, is a Delaware corporation qualified to do business in the State of Mississippi. DaimlerChrysler's registered agent for service of process is CT Corporation System, 631 Lakeland East Drive, Flowood, MS 39208.

7. The Defendant, Wilson Dodge, Inc. (herein "Wilson"), is a Mississippi corporation with its principal place of business in Jackson, Mississippi, whose address is 2131 Hwy 80 West, Jackson, Mississippi 39204. Wilson's registered agent for service of process is Charles Douglas Wilson, 2131 Highway 80 West, Jackson, Mississippi 39204, and thus is subject to the personal jurisdiction of this court.

8. The Defendants, John Does #1-10, are unknown and unidentifiable culpable persons and/or entities, individual or corporate, who were designers,

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testers, manufacturers, and distributors, sellers, and/or warrantors, repaired, provided maintenance for, advertised, marketed, prepared, inspected, placed its name on, and/or sold the tire and/or who were negligent in any manner whatsoever.

Jurisdiction and Venue

9. Subject matter jurisdiction is proper in this Court. This Court has personal jurisdiction over the Defendants. The cause of action for which the Plaintiffs seek relief occurred or accrued in Hinds County, Mississippi in that the defective product was sold by defendant Wilson in Hinds County, Mississippi. Specifically, the subject vehicle was sold by defendant Wilson from its principal place of business while located on Hwy. 80 in Hinds County, Mississippi. At the time of this sale the subject vehicle suffered from manufacturing and/or design defects within the meaning of Miss. Code Ann. § 11-1-63 (Supp. 1998). These defects existed at the time that the vehicle was sold and existed at the time of the accident. These defects significantly contributed to or proximately caused the accident and the resulting deaths and injuries. Venue is proper in Hinds County, Mississippi pursuant to Miss. Code Ann. § 11-11-3 (Supp. 1998).

10. On information and belief, the subject vehicle on more than one occasion was returned to defendant Wilson at its Hwy. 80, Hinds County location. Defendant Wilson owed a duty to inspect and replace the defective tire and the defective occupant protection system subject to this litigation. Defendant Wilson negligently breached this duty and such breach proximately contributed to the resulting deaths and injuries. Defendant Wilson's negligent conduct, therefore,

occurred or accrued in whole or in part in Hinds County, Mississippi. Venue is proper in Hinds County, Mississippi pursuant to Miss. Code Ann. § 11-11-3 (Supp. 1998).

11. All actions and/or inactions of defendant Wilson, from the sale of the subject vehicle and defective tire in 1990 until the Plaintiffs' injuries in 1996, and all actions and/or inactions of defendant Wilson as alleged in this complaint, were committed / omitted by defendant Wilson while located at its principal offices on Hwy. 80 in Hinds County, Mississippi. Venue is proper in Hinds County, Mississippi pursuant to Miss. Code Ann. § 11-11-3 (Supp. 1998).

Facts

12. The Plaintiffs, Quitman Ware, Ethel Ware, John S. Kennebrew and decedent, Mary Kennebrew, along with three (3) other passengers, on May 22, 1996 were traveling in a blue 1990 Dodge van (VIN# 2B5WB35Z5LK718507), on I-55 South in Pike County, Mississippi. The van was sold by Wilson in Hinds County, Mississippi. As the vehicle was being operated in a foreseeable and intended manner, the left rear tire blew-out, causing the vehicle to swerve across the center lane, back across the left hand lane, and then off the east side of I-55 Southbound. Subsequently, the Dodge van rolled over several times, colliding with a guardrail on the right side of the vehicle. The van came to rest on the east side of I-55, upside down, facing a westerly direction.

13. As a result of the accident, Quitman Ware, Ethel Ware and Mary Kennebrew were severely injured and required immediate medical attention.

14. Prior to the Dodge van coming to rest the latches on the side doors of the van failed and the doors flew open. John S. Kennebrew was ejected from the vehicle and suffered severe injuries.

Claims for Relief

15. Wilson titled, distributed, warranted, repaired, provided maintenance for, advertised, marketed, prepared, inspected, test drove, received technical data and information concerning, placed its name on, and/or sold the Dodge van with the defective tire and defective occupant protection system. Wilson received and/or was positioned to receive specific vehicle information from Michelin and DaimlerChrysler and was responsible for passing along all vehicle information to buyers of the vehicle. Wilson was not a mere sales conduit. At the time of sale of the Dodge van, Wilson expressly and/or impliedly warranted and represented, within the meaning of Miss. Code Ann. § 75-2-313, § 75-2-314, and § 75-2-315, that the subject van and tires were safe for foreseeable use and operation and that they were fit for their intended purposes.

16. At all pertinent times, Wilson was the agent and/or servant of Michelin and DaimlerChrysler and acted within the line and scope of said agency and/or service.

17. The tire failure resulted from a tread and outer belt peel, causing Plaintiffs to suffer death due to the defective design condition, Defendants' negligence, representations in fact, conduct, and breaches of warranty(ies).

18. Michelin is the designer, tester, manufacturer and distributor of the tire, type XCH4 M/S; size LT225/75R16, placed on the subject 1990 Dodge van.

DaimlerChrysler is a distributor and seller of the tire. At the time the tire left the manufacturer and at the time the tire was sold or placed on the market it was in a defective condition, unreasonably dangerous to the user, and specifically to Plaintiffs within the meaning of Miss. Code Ann. § 11-1-63 (Supp. 1998).

19. DaimlerChrysler is the designer, tester, manufacturer and distributor of the latches, doors, and occupant protection system in the subject 1990 Dodge van. At the time the van left the manufacturer and at the time the van was sold or placed on the market it was in a defective condition, unreasonably dangerous to the user, and specifically to Plaintiffs within the meaning of Miss. Code Ann. § 11-1-63 (Supp. 1998).

20. At all pertinent times, Defendants owed a duty to Plaintiffs to properly design, test, manufacture, inspect and market the tire, latches, doors, and occupant protection system of the subject van in a safe condition for foreseeable use and to make post-sale warnings or modifications.

21. At all pertinent times, Defendants in the exercise of reasonable care knew or should have known that the tire, latches, doors, and occupant protection system were not safe and were negligently designed, tested, manufactured, inspected and marketed in an unsafe condition that could cause serious injury and/or death to its user(s).

22. As a proximate result of the Defendants' improper design, testing, manufacture, inadequate inspection, deceptive marketing, and failure to warn of the dangerous product (i.e., the tire, latches, doors, and occupant protection system), the vehicle was defective and unreasonably dangerous. There existed

feasible design alternatives that would have prevented the decedents' deaths, but for the negligence, breaches of warranties, misrepresentations, failure to warn, conduct alleged herein, and/or the unreasonably dangerous condition of the vehicle.

23. Defendants failed to take reasonable measures to warn users, including the Plaintiffs, of the risks and hazards associated with operation and occupancy of the subject vehicle.

24. Defendants warranted that the vehicle was safe and defect-free and was in a reasonably safe condition yet, in fact, it was not; the defective and unreasonably dangerous condition of the tire, latches, doors, and occupant protection system was inconsistent with said warranties. Defendants therefore independently and jointly breached applicable warranties.

25. Defendants negligently and/or intentionally represented to the public that the vehicle was safe for its intended purposes. Defendants failed to disclose material facts concerning the vehicle's defects and unsafe condition.

26. The acts and omissions of Defendants and the resulting inadequacies, defects and failures relative to the subject vehicle as described herein were proximate contributing causes of Plaintiffs' and decedent's severe injuries and the injuries and wrongful death suffered by the other occupants.

27. As a result of Defendants' negligence, breaches of warranties, misrepresentations, failure to warn, conduct alleged herein, and/or the unreasonably dangerous and defective condition of the vehicle, Plaintiffs and

decedent suffered severe injuries and the other occupants suffered injuries and wrongful death.

28. As a result of the Defendants' negligence, breaches of warranties, representations, failure to warn, conduct alleged herein, and/or the unreasonably dangerous and defective condition of the subject vehicle, Plaintiffs and/or the decedent suffered and/or will continue to suffer mental and emotional pain and suffering, medical expenses and loss of earnings. Plaintiffs are entitled to monetary compensation for the foregoing damages and all damages allowed under Mississippi law.

29. Plaintiffs are entitled to any and all compensatory damages that are recoverable for their claims including, but not limited to, all damages allowed under Miss. Code Ann. § 11-7-13 (Supp. 1998).

30. Defendants' omissions, conduct, breaches, failures, and negligence constituted gross negligence and/or were in conscious, willful, wanton and reckless disregard of the safety of consumers and/or passengers, including Plaintiffs and decedent, justifying an award of punitive damages against Michelin, Wilson, DaimlerChrysler and John Does as allowed under the common law of the State of Mississippi and as allowed under Miss. Code Ann. § 11-1-65 (Supp. 1998).

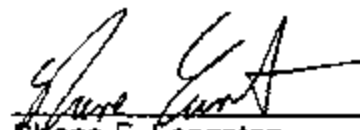
For these reasons, Plaintiffs request a trial by jury and judgment against all Defendants, individually, jointly and/or severally, in the sum of Ten Million Dollars (\$10,000,000.00) in compensatory damages and all costs and expenses, and punitive damages against all Defendants in the sum of Thirty Million Dollars

(\$30,000,000.00) or in an amount sufficient to punish and deter them and others from similar type behavior, including attorney's fees, pre-judgment interest calculated from the date of this demand until paid, and all costs of bringing this proceeding. Plaintiffs further request all other relief to which they may be entitled. As additional evidence is discovered, Plaintiffs reserve the right throughout these proceedings and at trial to increase their damage demand to conform to the evidence.

Dated: May 21, 1999

Respectfully submitted,

LANGSTON FRAZER SWEET & FREESE, P.A.



Shane F. Langston
Attorneys for Plaintiff

Of Counsel:

Shane F. Langston, MSB #1061
Crystal Wise Martin MSB #10860
LANGSTON FRAZER SWEET & FREESE, P.A.
201 North President Street
Jackson, Mississippi 39201
(601) 969-1356

Carmen Castilla, MSB # 5925
1350 Livingston Lane
Jackson, MS 39213
(601) 366-4849

IN THE CIRCUIT COURT OF THE FIRST JUDICIAL DISTRICT
OF HINDS COUNTY, MISSISSIPPI

JOHNNY L. KENNEBREW,

PLAINTIFF

VS.

CIVIL ACTION NO.

25-99-474C16

MICHELIN NORTH AMERICA, INC.,
DAIMLERCHRYSLER CORPORATION,
WILSON DODGE, INC.,
AND JOHN DOES #1-10

DEFENDANTS

COMPLAINT
(PLAINTIFF DEMANDS TRIAL BY JURY)

Plaintiff, Johnny L. Kennebrew, files this his complaint for relief against Michelin North America, Inc., DaimlerChrysler Corporation, Wilson Dodge, Inc., and John Does #1-10. Plaintiff states as follows:

Parties

1. The Plaintiff, Johnny L. Kennebrew (herein "Kennebrew"), is an adult resident of Atlanta, Georgia.

2. The defendant, Michelin North America, Inc. (herein "Michelin"), is a New York corporation with its principal place of business in Greenville, South Carolina, whose address is 1 Parkway Street, Greenville, South Carolina 39615. Michelin's registered agent for service of process is CT Corporation System, 631 Lakeland East Drive, Flowood, Mississippi 39208.

3. The defendant, DaimlerChrysler Corporation, is a Delaware corporation qualified to do business in the State of Mississippi. DaimlerChrysler's

registered agent for service of process is CT Corporation System, 631 Lakeland East Drive, Flowood, MS 39208.

4. The Defendant, Wilson Dodge, Inc. (herein "Wilson"), is a Mississippi corporation with its principal place of business in Jackson, Mississippi, whose address is 2131 Hwy 80 West, Jackson, Mississippi 39204. Wilson's registered agent for service of process is Charles Douglas Wilson, 2131 Highway 80 West, Jackson, Mississippi 39204, and thus is subject to the personal jurisdiction of this court.

5. The Defendants, John Does #1-10, are unknown and unidentifiable culpable persons and/or entities, individual or corporate, who were designers, testers, manufacturers, and distributors, sellers, and/or warrantors, repaired, provided maintenance for, advertised, marketed, prepared, inspected, placed its name on, and/or sold the tire and/or who were negligent in any manner whatsoever.

Jurisdiction and Venue

6. Subject matter jurisdiction is proper in this Court. This Court has personal jurisdiction over the Defendants. The cause of action for which the Plaintiffs seek relief occurred or accrued in Hinds County, Mississippi in that the defective product was sold by defendant Wilson in Hinds County, Mississippi. Specifically, the subject vehicle was sold by defendant Wilson from its principal place of business while located on Hwy. 80 in Hinds County, Mississippi. At the time of this sale the subject vehicle suffered from manufacturing and/or design defects within the meaning of Miss. Code Ann. § 11-1-63 (Supp. 1998). These

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defects existed at the time that the vehicle was sold and existed at the time of the accident. These defects significantly contributed to or proximately caused the accident and the resulting deaths and injuries. Venue is proper in Hinds County, Mississippi pursuant to Miss. Code Ann. § 11-11-3 (Supp. 1998).

7. On information and belief, the subject vehicle on more than one occasion was returned to defendant Wilson at its Hwy. 80, Hinds County location. Defendant Wilson owed a duty to inspect and replace the defective tire subject to this litigation. Defendant Wilson negligently breached this duty and such breach proximately contributed to the resulting deaths and injuries. Defendant Wilson's negligent conduct, therefore, occurred or accrued in whole or in part in Hinds County, Mississippi. Venue is proper in Hinds County, Mississippi pursuant to Miss. Code Ann. § 11-11-3 (Supp. 1998).

8. All actions and/or inactions of defendant Wilson, from the sale of the subject vehicle and defective tire in 1990 until the Plaintiff's in 1996, and all actions and/or inactions of defendant Wilson as alleged in this complaint, were committed / omitted by defendant Wilson while located at its principal offices on Hwy. 80 in Hinds County, Mississippi. Venue is proper in Hinds County, Mississippi pursuant to Miss. Code Ann. § 11-11-3 (Supp. 1998).

Facts

9. On May 22, 1996, the Plaintiff, Johnny L. Kennebrew, was driving a blue 1990 Dodge van (VIN# 2B5WB35Z5LK718507), on I-55 South in Pike County, Mississippi. The van was sold by Wilson in Hinds County, Mississippi. As the vehicle was being operated in a foreseeable and intended manner, the left

rear tire blew-out, causing the vehicle to swerve across the center lane, back across the left hand lane, and then off the east side of I-55 Southbound. Subsequently, the Dodge van rolled over several times, colliding with a guardrail on the right side of the vehicle. The van came to rest on the east side of I-55, upside down, facing a westerly direction.

10. As a result of the accident, Johnny L. Kennebrew was injured.

Claims for Relief

11. Wilson titled, distributed, warranted, repaired, provided maintenance for, advertised, marketed, prepared, inspected, test drove, received technical data and information concerning, placed its name on, and/or sold the Dodge van with the defective tire. Wilson received and/or was positioned to receive specific vehicle information from Michelin and DaimlerChrysler and was responsible for passing along all vehicle information to buyers of the vehicle. Wilson was not a mere sales conduit. At the time of sale of the Dodge van, Wilson expressly and/or impliedly warranted and represented, within the meaning of Miss. Code Ann. § 75-2-313, § 75-2-314, and § 75-2-315, that the subject tires were safe for foreseeable use and operation and that they were fit for their intended purposes.

12. At all pertinent times, Wilson was the agent and/or servant of Michelin and DaimlerChrysler and acted within the line and scope of said agency and/or service.

13. The tire failure resulted from a tread and outer belt peel, causing Plaintiff to suffer injuries due to the defective design condition, Defendants' negligence, representations in fact, conduct, and breaches of warranty(ies).

14. Michelin is the designer, tester, manufacturer and distributor of the tire, type XCH4 M/S; size LT225/75R16, placed on the subject 1990 Dodge van. DaimlerChrysler is a distributor and seller of the tire. At the time the tire left the manufacturer and at the time the tire was sold or placed on the market it was in a defective condition, unreasonably dangerous to the user, and specifically to Plaintiff within the meaning of Miss. Code Ann. § 11-1-63 (Supp. 1998).

15. DaimlerChrysler is the designer, tester, manufacturer and distributor of the subject 1990 Dodge van. At the time the van left the manufacturer and at the time the van was sold or placed on the market, the tire was in a defective condition, unreasonably dangerous to the user, and specifically to Plaintiffs within the meaning of Miss. Code Ann. § 11-1-63 (Supp. 1998).

16. At all pertinent times, Defendants owed a duty to Plaintiffs to properly design, test, manufacture, inspect and market the tire of the subject van in a safe condition for foreseeable use and to make post-sale warnings or modifications.

17. At all pertinent times, Defendants in the exercise of reasonable care knew or should have known that the tire was not safe and was negligently designed, tested, manufactured, inspected and marketed in an unsafe condition that could cause serious injury and/or death to its user(s).

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18. As a proximate result of the Defendants' improper design, testing, manufacture, inadequate inspection, deceptive marketing, and failure to warn of the dangerous product (i.e., the tire), the vehicle was defective and unreasonably dangerous. There existed feasible design alternatives that would have prevented the Plaintiff's injuries, but for the negligence, breaches of warranties, misrepresentations, failure to warn, conduct alleged herein, and/or the unreasonably dangerous condition of the vehicle's tire.

19. Defendants failed to take reasonable measures to warn users, including the Plaintiff, of the risks and hazards associated with operation and occupancy of the subject vehicle's tire.

20. Defendants warranted that the vehicle's tire was safe and defect-free and was in a reasonably safe condition yet, in fact, it was not; the defective and unreasonably dangerous condition of the tire was inconsistent with said warranties. Defendants therefore independently and jointly breached applicable warranties.

21. Defendants negligently and/or intentionally represented to the public that the vehicle's tire was safe for its intended purposes. Defendants failed to disclose material facts concerning the defects and unsafe condition of the vehicle's tire.

22. The acts and omissions of Defendants and the resulting inadequacies, defects and failures relative to the subject vehicle's tire as described herein were proximate contributing causes of Plaintiff's injuries and the injuries and wrongful death suffered by the other occupants.

23. As a result of Defendants' negligence, breaches of warranties, misrepresentations, failure to warn, conduct alleged herein, and/or the unreasonably dangerous and defective condition of the vehicle's tire, Plaintiff suffered injuries and the other occupants suffered injuries and wrongful death.

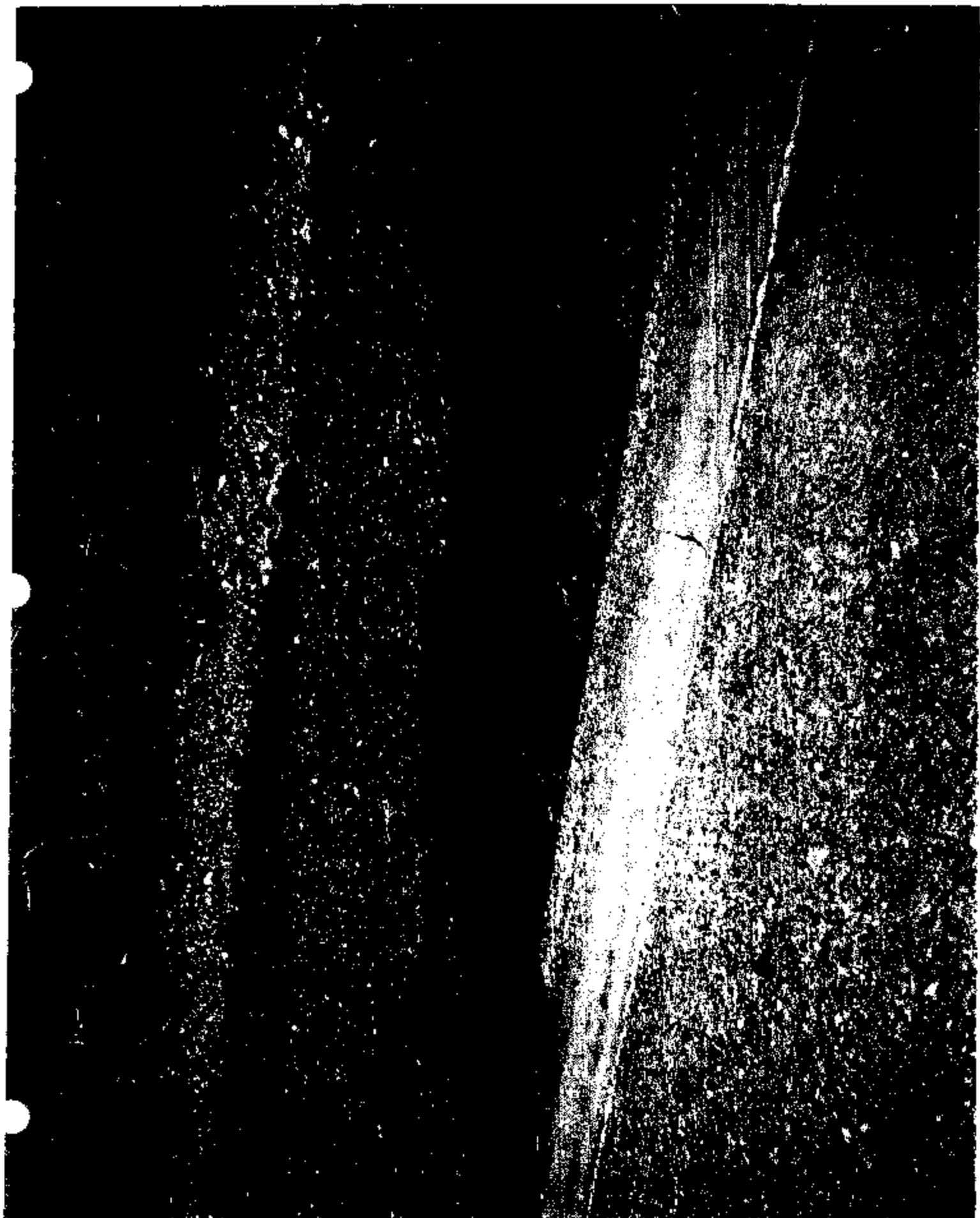
24. As a result of the Defendants' negligence, breaches of warranties, representations, failure to warn, conduct alleged herein, and/or the unreasonably dangerous and defective condition of the subject vehicle's tire, Plaintiff suffered and/or will continue to suffer mental and emotional pain and suffering, medical expenses, and loss of earnings. Plaintiff is entitled to monetary compensation for the foregoing damages and all damages allowed under Mississippi law.

25. Plaintiff is entitled to any and all compensatory damages that are recoverable for his claims including, but not limited to, all damages allowed under Miss. Code Ann. § 11-7-13 (Supp. 1998).

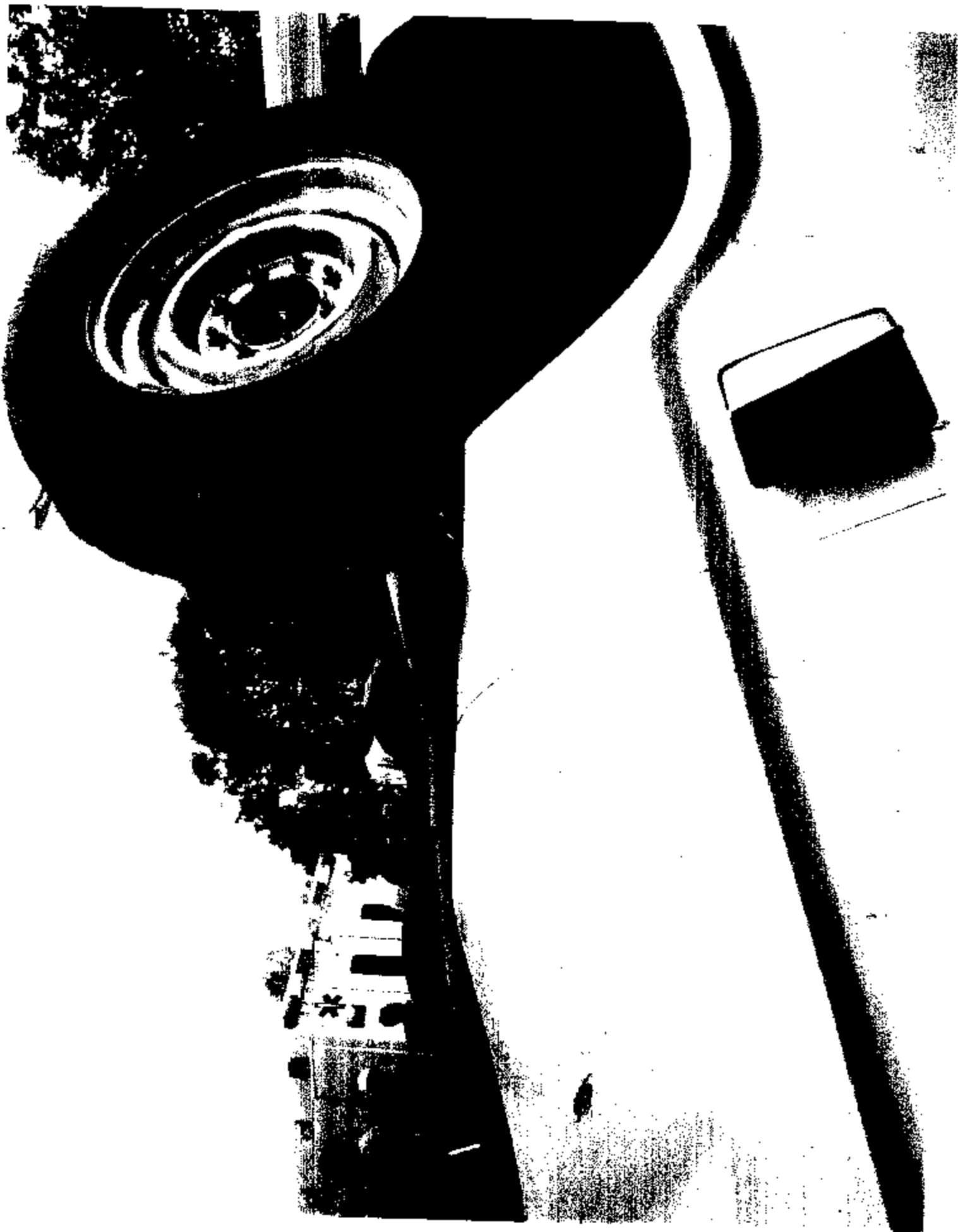
26. Defendants' omissions, conduct, breaches, failures, and negligence constituted gross negligence and/or were in conscious, willful, wanton and reckless disregard of the safety of consumers and/or passengers, including Plaintiff, justifying an award of punitive damages against Michelin, Wilson, and John Does as allowed under the common law of the State of Mississippi and as allowed under Miss. Code Ann. § 11-1-65 (Supp. 1998).

For these reasons, Plaintiff requests a trial by jury and judgment against all Defendants, individually, jointly and/or severally, in the sum of One Million Dollars (\$1,000,000.00) in compensatory damages and all costs and expenses, and punitive damages against all Defendants in the sum of Ten Million Dollars



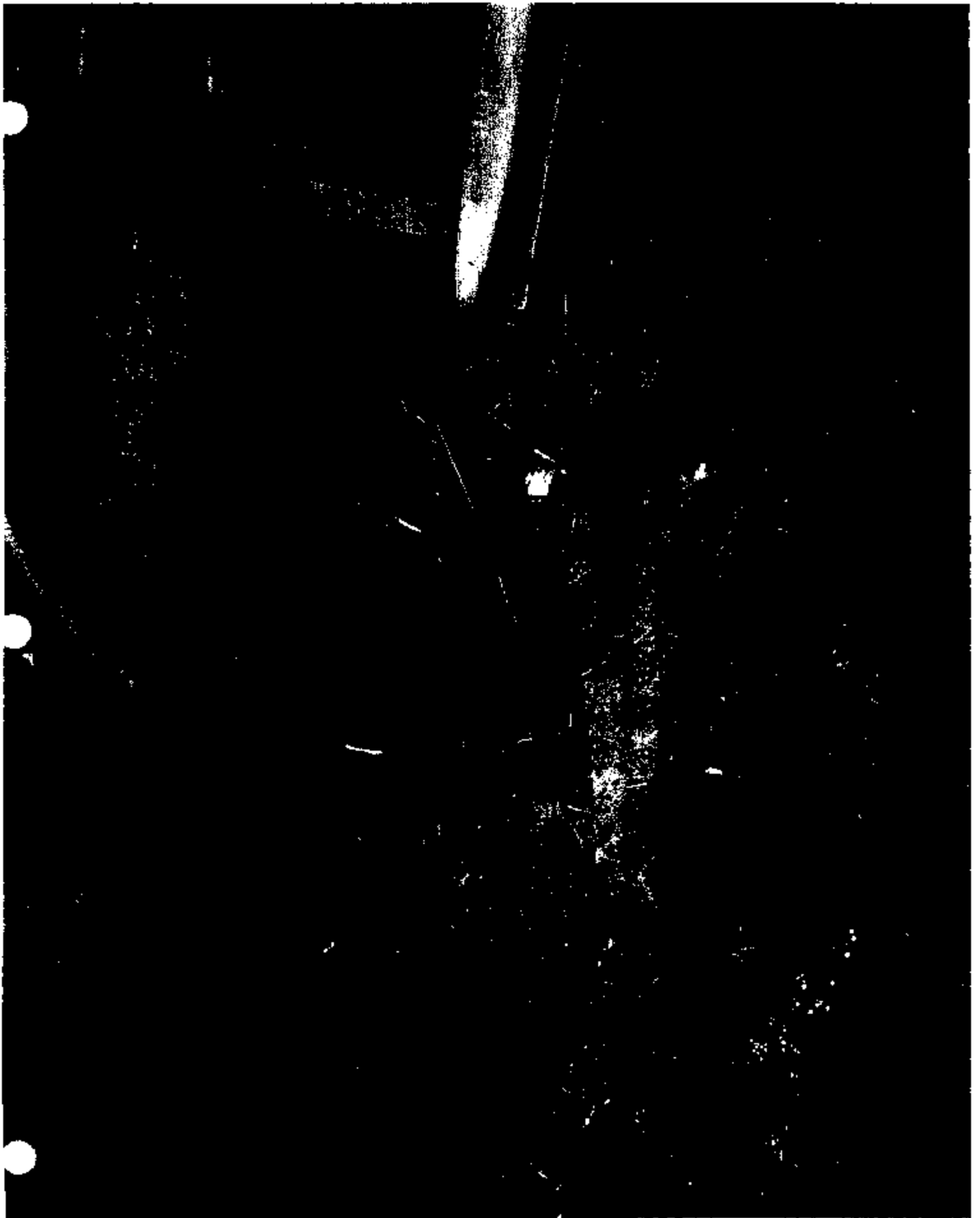


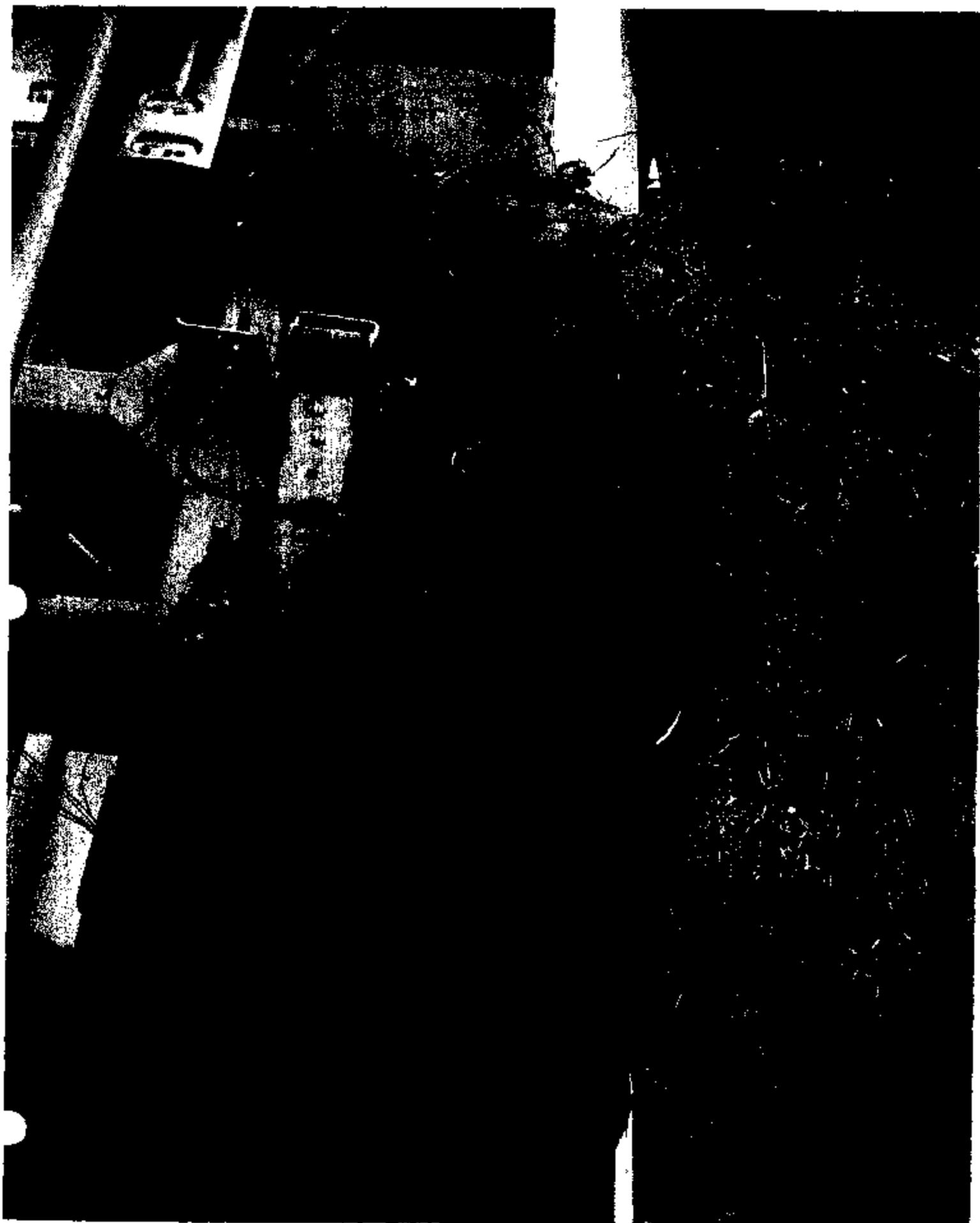




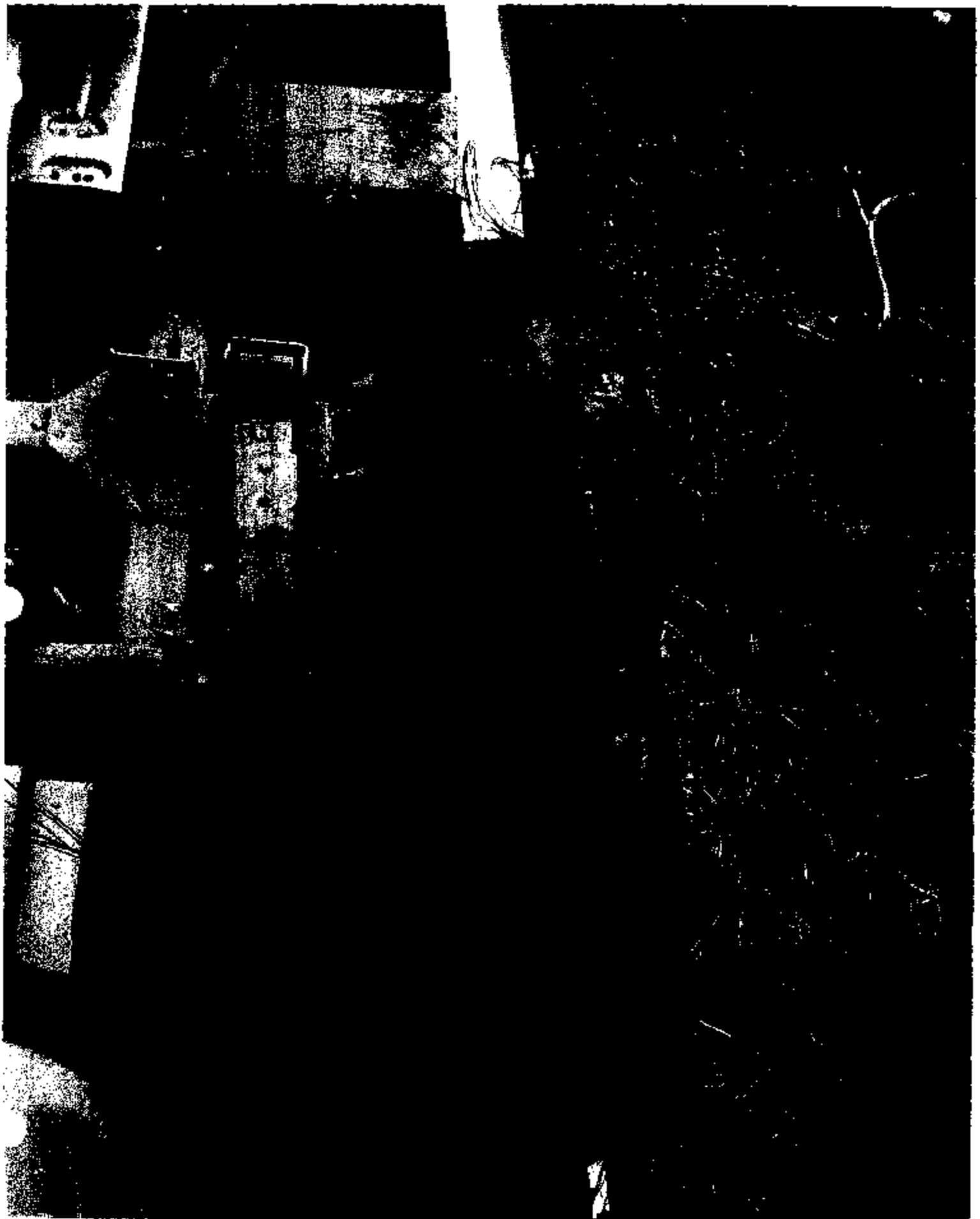
















INPUT

FILE TYPE: Lawsuit

FILE NAME: Choi (Kwang) v. Goodyear Tire & Rubber Company,
Chrysler Corporation, et al.

Han (Richard S.), et al. v. Goodyear Tire & Rubber
Company, Chrysler Corporation, et al.

DATE OF INCIDENT: August 11, 1997

LOCATION OF INCIDENT: San Bernardino, California

MODEL/MODEL YEAR: 1992 Dodge Ram 350 Maxivan

VIN: 2B7KB31Z0NK114135

VEHICLE MILEAGE: Unknown

TIRE DESCRIPTION: Goodyear Wrangler Tire
Left rear tire - replacement tire

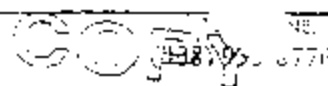
ALLEGED TIRE DEFECT: Tires were excessively worn

DESCRIPTION: Ji Hyun Park was driving a 1992 Dodge Ram
conversion van on southbound Interstate 15 when the
tire tread allegedly separated from the left rear tire.
Mr. Park then applied the brakes and lost control of the
van. The van left the roadway, rolled over, and struck
a barbed wire fence.

INJURIES: Injuries: 7
Fatalities: 1

ANALYSIS: The tire at issue was not sold by DaimlerChrysler
Corporation as original equipment with the subject
vehicle. Goodyear Tire & Rubber Company was a
named defendant in this litigation, and conducted their
own examination and analysis of the allegedly
defective tire.

ATTORNEY OR PARTY WITHOUT ATTORNEY AND ADDRESS: James N. Ong, Bar # 0325067, 175 Nortech Parkway, Suite 200, San Jose, California 95134



FILED-Central District SUPERIOR/MUNICIPAL COURT SAN BERNARDINO COUNTY

AUG 07 1998

By Julia Martinez Det.

ATTORNEY FOR (NAME): Kwang Choi, Plaintiff. Insert name of court, judicial district or branch court, county and post office and street address. Superior Court of California, County of San Bernardino, 351 North Arrowhead Avenue, San Bernardino, CA 92415-0245

PLAINTIFF: KWANG CHOI

FILED BY FAX FAX & FILE CRC 2005

DEFENDANT ALLSTATE AUTO RENTALS, GOODYEAR TIRE & RUBBER COMPANY; UTAH ORIENTAL MISSION CHURCH; CHRYSLER CORPORATION; DODGE CORPORATION; CCI OF MICHIGAN; VPSI, INC.; YEON CHUL KANG; JI MYUN PARK; YOUNG SUN P. DOES 1 TO 100

COMPLAINT - Personal Injury, Property Damage, Wrongful Death. MOTOR VEHICLE, OTHER (specify): Products Liability, Property Damage, Wrongful Death, Personal Injury, Other Damages (specify): SCV 50305

1. This pleading, including attachments and exhibits, consists of the following number of pages: 7

2. a. Each plaintiff named above is a competent adult. Except plaintiff (name): a corporation qualified to do business in California, an unincorporated entity (describe), a public entity (describe), a minor, an adult, for whom a guardian or conservator of the estate or a guardian ad litem has been appointed, other (specify), other (specify).

Case Management Conference set for MAR 05 1999 in Dept. 11 at 8:30 A.M. Attendance is Mandatory. Case assigned to Judge Vista. OSC RE SERVICE COMPLETION is set for OCT 09 1998 at 8:30 A.M. in Dept. 11.

Except plaintiff (name): a corporation qualified to do business in California, an unincorporated entity (describe), a public entity (describe), a minor, an adult, for whom a guardian or conservator of the estate or a guardian ad litem has been appointed, other (specify), other (specify).

b. Plaintiff (name): is doing business under the fictitious name of (specify)

and has complied with the fictitious business name laws.

c. Information about additional plaintiffs who are not competent adults is shown in Complaint Attachment 2c. (Continued)

Filed By Fax & File

Form Approved by the Judicial Council of California effective January 1, 1992 Paid \$22.10/yr. SC Form for RetDoc

COMPLAINT - Personal Injury, Property Damage, Wrongful Death

334

SHORT TITLE

CASE NUMBER

CHC vs. ALLSTATE AUTO RENTALS, et al.

COMPLAINT—Personal Injury, Property Damage, Wrongful Death

Page

3. a. Each defendant named above is a natural person

Except defendant (name): Allstate Auto Rentals

- a business organization, form unknown
- a corporation
- an unincorporated entity (describe):
- a public entity (describe):
- other (specify):

Except defendant (name): Goodyear Tire & Rubber Company

- a business organization, form unknown
- a corporation
- an unincorporated entity (describe):
- a public entity (describe):
- other (specify):

Except defendant (name): Utan Oriental Mission Church

- a business organization, form unknown
- a corporation
- an unincorporated entity (describe):
- a public entity (describe):
- other (specify):

Except defendant (name): Chrysler Corporation

- a business organization, form unknown
- a corporation
- an unincorporated entity (describe):
- a public entity (describe):
- other (specify):

b. The true names and capacities of defendants sued as Does are unknown to plaintiff.

c. Information about additional defendants who are not natural persons is contained in Complaint— Attachment 3c.

d. Defendants who are joined pursuant to Code of Civil Procedure section 382 are (names):

4. Plaintiff is required to comply with a claims statute, and
a. plaintiff has complied with applicable claims statutes, or
b. plaintiff is excused from complying because (specify)

5. This court is the proper court because
 at least one defendant now resides in its jurisdictional area.
 the principal place of business of a corporation or unincorporated association is in its jurisdictional area.
 injury to person or damage to personal property occurred in its jurisdictional area.
 other (specify):

6. The following paragraphs of this complaint are alleged on information and belief (specify paragraph numbers):

CHOI vs. ALLSTATE AUTO RENTALS, et al.

COMPLAINT—Personal Injury, Property Damage, Wrongful Death (Continued)

Page 3

7. The damages claimed for wrongful death and the relationships of plaintiff to the deceased are
 listed in Complaint—Attachment 7 as follows:

8. Plaintiff has suffered

- | | |
|---|--|
| <input checked="" type="checkbox"/> wage loss | <input checked="" type="checkbox"/> loss of use of property |
| <input checked="" type="checkbox"/> hospital and medical expenses | <input checked="" type="checkbox"/> general damage |
| <input checked="" type="checkbox"/> property damage | <input checked="" type="checkbox"/> loss of earning capacity |
| <input type="checkbox"/> other damage (specify): | |

9. Relief sought in this complaint is within the jurisdiction of this court

10. PLAINTIFF PRAYS

For judgment for costs of suit; for such relief as is fair, just, and equitable; and for

- compensatory damages
 (Superior Court) according to proof.
 (Municipal and Justice Court) in the amount of \$ _____
 other (specify):
 Pre-judgment interest as allowed by California Law.

11. The following causes of action are attached and the statements above apply to each: (Each complaint must have one or more causes of action attached.)

- Motor Vehicle
 General Negligence
 Intentional Tort
 Products Liability
 Premises Liability
 Other (specify):

James N. Oro
 (type or print name)

(Signature of plaintiff or attorney)

336

SHORT TITLE:

CASE NUMBER

CHOI vs. ALLSTATE AUTO RENTALS, et al.

FIRST
number

CAUSE OF ACTION—Motor Vehicle

Page 4

ATTACHMENT TO Complaint Cross-Complaint

(Use a separate cause of action form for each cause of action.)

Plaintiff (name): KWANG CHOI

MV-1 Plaintiff alleges the acts of defendants were negligent; the acts were the legal (proximate) cause of injuries and damages to plaintiff; the acts occurred on (date): August 11, 1997 at (place): Interstate Highway 15, south-bound, in the County of San Bernardino, State of California.

MV-2. DEFENDANTS

a. The defendants who operated a motor vehicle are (names):

JI HYUN PARK; and

Does 1 to 10

b. The defendants who employed the persons who operated a motor vehicle in the course of their employment are (names):

Does 11 to 20

c. The defendants who owned the motor vehicle which was operated with their permission are (names):

ALLSTATE AUTO RENTALS; and

Does 11 to 20

d. The defendants who entrusted the motor vehicle are (names): UTAH ORIENTAL MISSION CHURCH; YEON CHUL KANG; YOUNG SUN PARK; and

Does 11 to 20

e. The defendants who were the agents and employees of the other defendants and acted within the scope of the agency were (names): YEON CHUL KANG; JI HYUN PARK; and

Does 11 to 20

f. The defendants who are liable to plaintiffs for other reasons and the reasons for the liability are listed in Attachment MV-2f as follows:

Does _____ to _____

SHORT TITLE

CASE NUMBER

CHOI vs. ALLSTATE AUTO RENTALS, et al.

SECOND
(number)

CAUSE OF ACTION—General Negligence

Page 5

ATTACHMENT TO Complaint Cross-Complaint

(Use a separate cause of action form for each cause of action.)

GM-1. Plaintiff (name): KWANG CHOI

alleges that defendant (name): ALLSTATE AUTO RENTALS; and

Does 1 to 20

was the legal (proximate) cause of damages to plaintiff. By the following acts or omissions to act, defendant negligently caused the damage to plaintiff

on (date): August 11, 1997

at (place): Interstate Highway 15, south-bound, in the County of San Bernardino, State of California.

(description of reasons for liability):

The defendant, ALLSTATE AUTO RENTALS, and DOES 11 to 20, inclusive, and each of them negligently inspected, maintained and serviced the 1992 Dodge Ram van involved in the incident which is the subject matter of this litigation.

The defendant, ALLSTATE AUTO RENTALS, and DOES 11 to 20, inclusive, and each of them negligently rented the 1992 Dodge Ram van to the plaintiff, KWANG CHOI. At the time of the rent the van was in a dangerous and defective condition because: 1) seat belts were not functioning and were were not mounted to the floor board of the van; and 2) the tires were excessively worn.

338

SHORT TITLE:

CASE NUMBER:

CHOI vs. ALLSTATE AUTO RENTALS, et al.

THIRD

CAUSE OF ACTION—Products Liability

Page 6

(number)

ATTACHMENT TO Complaint Cross-Complaint

(Use a separate cause of action form for each cause of action.)

Plaintiff (name): KWANG CHOI

Prod.L-1. On or about (date) August 11, 1997 plaintiff was injured by the following product: 1992 Dodge Ram van and its component parts (seats, seat belts, doors, door latches), and a Goodyear Wrangler tire.

Prod.L-2. Each of the defendants knew the product would be purchased and used without inspection for defects. The product was defective when it left the control of each defendant. The product at the time of injury was being

- used in the manner intended by the defendants.
 used in a manner that was reasonably foreseeable by defendants as involving a substantial danger not readily apparent. Adequate warnings of the danger were not given.

Prod.L-3. Plaintiff was a
 purchaser of the product.
 user of the product.
 bystander to the use of the product.
 other (specify):

PLAINTIFF'S INJURY WAS THE LEGAL (PROXIMATE) RESULT OF THE FOLLOWING:

Prod.L-4. Count One—Strict liability of the following defendants who
a. manufactured or assembled the product (names): Goodyear Tire & Rubber Company; Chrysler Corporation; Dodge Corporation; CCI of Michigan; VPSI, Inc., and
 Does 21 to 50
b. designed and manufactured component parts supplied to the manufacturer (names):
 Does 21 to 50
c. sold the product to the public (names):

Prod.L-5. Count Two—Negligence of the following defendants who owed a duty to plaintiff (names): Goodyear Tire & Rubber Company; Chrysler Corporation; Dodge Corporation; CCI of Michigan; VPSI, Inc., and

Prod.L-6. Count Three—Breach of warranty by the following defendants (names): Goodyear Tire & Rubber Company; Chrysler Corporation; Dodge Corporation; CCI of Michigan; VPSI, Inc., and

- who breached an implied warranty
 who breached an express warranty which was
 written oral

Prod.L-7 The defendants who are liable to plaintiffs for other reasons and the reasons for the liability are
 listed in Attachment—Prod.L-7 as follows:

333

ATTACHMENT 3c (Continued)

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3.c. Each defendant named above is a natural person except defendant DODGE CORPORATION, a business organization, form unknown.

Each defendant named above is a natural person except defendant CCI OF MICHIGAN, a business organization, form unknown.

Each defendant named above is a natural person except defendant VPSI, INC., a business organization, form unknown.

(Required for verified pleading) The items on this page stated on information and belief are (specify item numbers, not line numbers):

This page may be used with any Judicial Council form or any other paper filed with the court.

ATTORNEY OF PARTY WITHOUT ATTORNEY: NO ADDRESS
Vicente, S. Nishiyama, Esq. (408) 241-1777
THE NIS LAW FIRM
175 Montech Parkway, Suite 200
San Jose, CA 95134

FOR COURT USE ONLY
COPY

ATTORNEY FOR (NAME): Plaintiffs
Insert name of court, judicial district or branch court, if any, and post office and street address:
SUPERIOR COURT OF CALIFORNIA
COUNTY OF SAN BERNARDINO
351 Arrowhead Avenue
San Bernardino, CA 92415-0249

FILED-Central District
SUPERIOR/MUNICIPAL COURT
SAN BERNARDINO COUNTY

AUG 07 1998

By *Julia Martinez*
Deputy

PLAINTIFF:
RICHARD S. HAN, CHUN HEE HAN, PAUL CHOI, et al.
(additional plaintiffs are identified in Attachment 1)

DEFENDANT: ALI STATE AUTO RENTALS; GOODYEAR TIRE & RUBBER COMPANY; UTAH ORIENT
MISSION CHURCH; CHRYSLER CORPORATION; DODGE CORPORATION; CCI OF MICHIGAN;
VPSI, INC.; KWANG CHOI; YEON CHUL KANG; JI HYUN PARK; YOUNG SUN PARK; and
* DOES 1 TO 100

FILED BY FAX
FAX & FILE

CASE NUMBER **CRC 2005**

COMPLAINT— Personal Injury, Property Damage, Wrongful Death
 MOTOR VEHICLE
 OTHER (specify): Products Liability
 Property Damage
 Wrongful Death
 Personal Injury
 Other Damages (specify):

SCV 50301

1. This pleading, including attachments and exhibits, consists of the following number of pages: 9
2. a. Each plaintiff named above is a competent adult
 - Except plaintiff (name): Stacey Kim
 - a corporation qualified to do business in California
 - an unincorporated entity (describe):
 - a public entity (describe):
 - a minor an adult:
 - for whom a guardian or conservator of the estate or a guardian ad litem has been appointed
 - other (specify):
 - other (specify):
 - Except plaintiff (name): Jeff Kim
 - a corporation qualified to do business in California
 - an unincorporated entity (describe):
 - a public entity (describe):
 - a minor an adult
 - for whom a guardian or conservator of the estate or a guardian ad litem has been appointed
 - other (specify):
 - other (specify):
- b. Plaintiff (name):
is doing business under the fictitious name of (specify):

and has complied with the fictitious business name laws
- c. information about additional plaintiffs who are not competent adults is shown in Complaint—
Attachment 2 (Continued)

Case Management Conference set for
MAR 05 1998 in Dept. 11
at 8:30 A.M. Attendance is Mandatory.
Case assigned to Judge Victor
OSC RE SERVICE COMPLETION is
set for OCT 09 1998 at 8.30 A.M.
in Dept. 11

341

Filed By
Fax & File

SHORT TITLE

HAN, et al. vs. ALLSTATE AUTO RENTALS, et al.

CASE NUMBER

COMPLAINT—Personal Injury, Property Damage, Wrongful Death

Page

3. a. Each defendant named above is a natural person

Except defendant (name):

Allstate Auto Rentals

a business organization, form unknown

a corporation

an unincorporated entity (describe):

a public entity (describe):

other (specify):

Except defendant (name):

Goodyear Tire & Rubber Company

a business organization, form unknown

a corporation

an unincorporated entity (describe):

a public entity (describe):

other (specify):

Except defendant (name):

Utah Oriental Mission Church

a business organization, form unknown

a corporation

an unincorporated entity (describe):

a public entity (describe):

other (specify):

Except defendant (name):

Chrysler Corporation

a business organization, form unknown

a corporation

an unincorporated entity (describe):

a public entity (describe):

other (specify):

b. The true names and capacities of defendants sued as Does are unknown to plaintiff.

c. Information about additional defendants who are not natural persons is contained in Complaint—Attachment 3c.

d. Defendants who are joined pursuant to Code of Civil Procedure section 382 are (names):

4. Plaintiff is required to comply with a claims statute, and

a. plaintiff has complied with applicable claims statutes, or

b. plaintiff is excused from complying because (specify):

5. This court is the proper court because

at least one defendant now resides in its jurisdictional area.

the principal place of business of a corporation or unincorporated association is in its jurisdictional area.

injury to person or damage to personal property occurred in its jurisdictional area.

other (specify):

6. The following paragraphs of this complaint are alleged on information and belief (specify paragraph numbers):

HAN vs. ALLSTATE AUTO RENTALS, et al.

COMPLAINT—Personal Injury, Property Damage, Wrongful Death (Continued)

Page three

7. The damages claimed for wrongful death and the relationships of plaintiff to the deceased are
 listed in Complaint—Attachment 7 as follows:

The plaintiffs, RICHARD S. HAN and CHUN HEE HAN, are the surviving parents of the decedent, JANICE HAN. Mr. & Mrs. HAN seek reasonable compensation for the loss of love, companionship, comfort, affection, society, solace and moral support caused by the death of their daughter.

8. Plaintiff has suffered

- | | |
|---|--|
| <input checked="" type="checkbox"/> wage loss | <input checked="" type="checkbox"/> loss of use of property |
| <input checked="" type="checkbox"/> hospital and medical expenses | <input checked="" type="checkbox"/> general damage |
| <input checked="" type="checkbox"/> property damage | <input checked="" type="checkbox"/> loss of earning capacity |
| <input checked="" type="checkbox"/> other damage (specify):
Funeral and Burial Expenses -- | |

9. Relief sought in this complaint is within the jurisdiction of this court.

10. PLAINTIFF PRAYS

For judgment for costs of suit; for such relief as is fair, just, and equitable; and for

- compensatory damages
 (Superior Court) according to proof.
 (Municipal and Justice Court) in the amount of \$ _____
 other (specify):
Pre-judgment interest as allowed by California law.

11. The following causes of action are attached and the statements above apply to each. (Each complaint must have one or more causes of action attached.)

- Motor Vehicle
 General Negligence
 Intentional Tort
 Products Liability
 Premises Liability
 Other (specify):

MICHAEL B. NISHIYAMA

(Type or print name)

(Signature of plaintiff or attorney)

343

SHORT TITLE:

CASE NUMBER

HAN, et al. vs. ALLSTATE AUTO RENTALS, et al.

FIRST

CAUSE OF ACTION—Motor Vehicle

Page 1

(number)

ATTACHMENT TO Complaint Cross-Complaint

(Use a separate cause of action form for each cause of action.)

Plaintiff (name): RICHARD S. HAN, CHUN HEE HAN, PAUL CHOI, et al.

MV-1 Plaintiff alleges the acts of defendants were negligent; the acts were the legal (proximate) cause of injuries and damages to plaintiff; the acts occurred

on (date): August 11, 1997

at (place): Interstate Highway 15, south-bound, in the County of San Berna State of California.

MV-2. DEFENDANTS

a. The defendants who operated a motor vehicle are (names):

JI HYUN PARK; and

Does 1 to 10

b. The defendants who employed the persons who operated a motor vehicle in the course of their employment are (names):

Does 11 to 20

c. The defendants who owned the motor vehicle which was operated with their permission are (names): ALLSTATE AUTO RENTALS; and

Does 11 to 20

d. The defendants who entrusted the motor vehicle are (names): UTAH ORIENTAL MISSION CHURCH; KWANG CHOI; YEON CHUL KANG; YOUNG SUN PARK; and

Does 11 to 20

e. The defendants who were the agents and employees of the other defendants and acted within the scope of the agency were (name): KWANG CHOI; YEON CHUL KANG; JI HYUN PARK; and

Does 11 to 20

f. The defendants who are liable to plaintiffs for other reasons and the reasons for the liability are listed in Attachment M-2f as follows

Does _____ to _____

344

HAN, et al. vs. ALLSTATE AUTO RENTALS, et al.

SECOND

(number)

CAUSE OF ACTION—General Negligence

Page 5

ATTACHMENT TO Complaint Cross-Complaint*(Use a separate cause of action form for each cause of action.)*

GN-1. Plaintiff (name): RICHARD S. HAN, CHUN HEE HAN, PAUL CHOI, et al.

alleges that defendant (name): ALLSTATE AUTO RENTALS; and

 Does 1 to 20

was the legal (proximate) cause of damages to plaintiff. By the following acts or omissions to act, defendant negligently caused the damage to plaintiff.

on (date): August 11, 1997

at (place): Interstate Highway 15, south-bound, in the County of San Bernardino, State of California.

(description of reasons for liability):

The defendant, ALLSTATE AUTO RENTALS, and DOES 11 to 20, inclusive, and each of them negligently inspected, maintained and serviced the 1992 Dodge Ram van involved in the incident which is the subject matter of this litigation.

The defendant, ALLSTATE AUTO RENTALS, and DOES 11 to 20, inclusive, and each of them negligently rented the 1992 Dodge Ram van to Kwang Choi. At the time of the rental, the van was dangerous and defective condition because: 1) seat belts were not functioning and were not mounted the floor board of the van; and 2) the tires were excessively worn.

HAN, et al. vs. ALLSTATE AUTO RENTALS, et al.

THIRD

(number)

CAUSE OF ACTION—Products Liability

Page 6

ATTACHMENT TO Complaint Cross-Complaint

(Use a separate cause of action form for each cause of action.)

Plaintiff (name): RICHARD HAN, CHUR HEE HAN, PAUL CHOI, et al.

Prod.L-1. On or about (date): August 11, 1997 plaintiff was injured by the following product:

1992 Dodge Ram Van and its component parts (seats, seat belts, door door latches), and a Goodyear Wrangler tire.

Prod.L-2. Each of the defendants knew the product would be purchased and used without inspection for defects. The product was defective when it left the control of each defendant. The product at the time of injury was being

- used in the manner intended by the defendants.
 used in a manner that was reasonably foreseeable by defendants as involving a substantial danger not readily apparent. Adequate warnings of the danger were not given.

Prod.L-3. Plaintiff was a

- purchaser of the product.
 user of the product.
 bystander to the use of the product.
 other (specify):

PLAINTIFF'S INJURY WAS THE LEGAL (PROXIMATE) RESULT OF THE FOLLOWING:

Prod.L-4. Count One—Strict liability of the following defendants who
a manufactured or assembled the product (names): Goodyear Tire & Rubber Company; Chrysler Corporation; Dodge Corporation; CCI of Michigan; WPSI, Inc., and

Does 21 to 50

b. designed and manufactured component parts supplied to the manufacturer (names):

Does 21 to 50

c. sold the product to the public (names):

Does 21 to 50

Prod.L-5. Count Two—Negligence of the following defendants who owed a duty to plaintiff (names): Goodyear Tire & Rubber Company; Chrysler Corporation; Dodge Corporation; CCI of Michigan; WPSI, Inc., and

Does 21 to 50

Prod.L-6. Count Three—Breach of warranty by the following defendants (names): Goodyear Tire & Rubber Company; Chrysler Corporation; Dodge Corporation; CCI of Michigan; WPSI, Inc., and

Does 21 to 50

- a who breached an implied warranty
b. who breached an express warranty which was
 written oral

Prod.L-7. The defendants who are liable to plaintiffs for other reasons and the reasons for the liability are

- listed in Attachment—Prod L-7 as follows

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HAN, et al. vs. ALLSTATE AUTO RENTALS, et al.

INSTRUCTIONS FOR USE

- ▶ This form may be used as an attachment to any summons if space does not permit the listing of all parties on the summons.
- ▶ If this attachment is used, insert the following statement in the plaintiff or defendant box on the summons: "Additional Parties Attachment form is attached."

List additional parties (Check only one box. Use a separate page for each type of party.)

Plaintiff Defendant Cross-Complainant Cross-Defendant

ATTACHMENT J

Plaintiff STEACEY KIM, a minor, by and through her guardian ad litem, MAL YEO KIM.

Plaintiff JEFF KIM, a minor, by and through his ad litem, MAL YEO KIM.

Plaintiff MICHAEL RHEE, a minor, by and through his guardian ad litem, JULIE CHUL JA RHEE.

Plaintiff SUSAN KANG, a minor, by and through her guardian ad litem, SUN WHA KANG.

Plaintiff JULIE KANG, a minor, by and through her guardian ad litem, SUN WHA KANG.

Plaintiff SAM CHOI, a minor, by and through his guardian ad litem, YOUNG AE CHOI.

Plaintiff GENE W. KIM, a minor, by and through her guardian ad litem, JONG IM KIM.

Plaintiff KI HOON KANG, a minor, by and through his guardian ad litem, JONG HEE KANG.

ATTACHMENT 2c (Continued)

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2.c. Each plaintiff named above is a competent adult except plaintiff MICHAEL RHEE, a minor, for whom a guardian or conservator of the estate or a guardian ad litem has been appointed.

Each plaintiff named above is a competent adult except plaintiff SUSAN KANG, a minor, for whom a guardian or conservator of the estate or a guardian ad litem has been appointed.

Each plaintiff named above is a competent adult except plaintiff JULIE KANG, a minor, for whom a guardian or conservator of the estate or a guardian ad litem has been appointed.

Each plaintiff named above is a competent adult except plaintiff SAM CHOI, a minor, for whom a guardian or conservator of the estate or a guardian ad litem has been appointed.

Each plaintiff named above is a competent adult except plaintiff GENE W. KIM, a minor, for whom a guardian or conservator of the estate or a guardian ad litem has been appointed.

Each plaintiff named above is a competent adult except plaintiff KI HOON KANG, a minor, for whom a guardian or conservator of the estate or a guardian ad litem has been appointed.

(Required for verified pleading) The items on this page stated or information and belief are (specify item numbers, not line numbers):

This page may be used with any Judicial Council form or any other paper filed with the court.

ATTACHMENT 3c (Continued)

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3.c. Each defendant named above is a natural person except defendant DODGE CORPORATION, a business organization, form unknown.

Each defendant named above is a natural person except defendant CCI OF MICHIGAN, a business organization, form unknown.

Each defendant named above is a natural person except defendant VPSI, INC., a business organization, form unknown.

(Required for verified pleading) The items on this page stated on information and belief are (specify item numbers, not line numbers):

This page may be used with any Judicial Council form or any other paper filed with the court.

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INPUT

FILE TYPE: Lawsuit

FILE NAME: Small (Marietta), et al. v. Michelin Corporation, DaimlerChrysler Corporation, et al.

DATE OF INCIDENT: January 26, 1998

LOCATION OF INCIDENT: Nassau County, New York

MODEL/MODEL YEAR: 1990 Dodge Ram 350 Maxiwagon

VIN: 2B5WB35Z4L K746556

VEHICLE MILEAGE: Approximately 140,000

TIRE DESCRIPTION: Michelin XPS Traction Radial, Size L f 215/85 R16
Left rear tire - Replacement tire

ALLEGED TIRE DEFECT: Defective, dangerous, hazardous and unsafe condition of tire

DESCRIPTION: Dalicre Mathurin was driving a 1990 Dodge Ram Maxiwagon on the Southern State Parkway when the rear driver side tire allegedly failed. The van traveled to the right across the highway, and upon hitting the curb, overturned onto the grassy shoulder and came to rest on its roof.

INJURIES: Injuries: 13
Fatalities: 1

ANALYSIS: The tire at issue was not sold by DaimlerChrysler Corporation as original equipment with the subject vehicle. Michelin Corporation is a named defendant in this litigation, and is conducting their own investigation of the allegedly defective tire.

SUPREME COURT OF THE STATE OF NEW YORK
COUNTY OF KINGS

-----X
MARIETTA SMALL, Public Administrator
At Kings County, As Administratrix of
the ESTATE OF ESTINOBLE DELOUIS,

VERIFIED COMPLAINT

Index No.:

Plaintiff(s),

-against-

CHRYSLER CORPORATION, DAIMLERCHRYSLER
CORPORATION, MICHELIN CORPORATION,
MICHELIN NORTH AMERICA, INC., f/k/a
MICHELIN TIRE CORP., MICHELIN AMERICAS
RESEARCH & DEVELOPMENT CORP., LA
MANUFACTURE FRANCAISE des
PNEUMATIQUES MICHELIN, COMPAGNIE
GENERALE des ETABLISSEMENTS MICHELIN,
JOSEPH P. LEMORIN and DALIERE MATHURIN,

Defendant(s),
-----X

Plaintiff, MARIETTA SMALL, Public Administrator at Kings County,
Administratrix of the ESTATE OF ESTINOBLE DELOUIS, by her attorneys, READY
PONTISAKOS, L.L.P., complaining of the defendants, CHRYSLER CORPORATION,
DAIMLERCHRYSLER CORPORATION, MICHELIN CORPORATION, MICHELIN NORTH
AMERICA, INC., f/k/a MICHELIN TIRE CORP., MICHELIN AMERICAS RESEARCH
DEVELOPMENT CORP., LA MANUFACTURE FRANCAISE des PNEUMATIQUES
MICHELIN, COMPAGNIE GENERALE des ETABLISSEMENTS MICHELIN, JOSEPH
LEMORIN and DALIERE MATHURIN, sets forth and alleges as follows:

1. Plaintiff, MARIETTA SMALL, is a Public Administrator for the State of New
York, County of Kings.

BEST
AVAILABLE
COPY

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COPY

2. At all times hereinafter mentioned, plaintiff, MARIETTA SMALL, F
Administrator at Kings County, maintained an office in the State of New York, County of K

3. On or about October 14, 1999, plaintiff, MARIETTA SMALL, F
Administrator at Kings County, was appointed as Administratrix of the ESTATE
ESTINOBLE DELOUIS.

4. At all times hereinafter mentioned, decedent, ESTINOBLE DELOUIS
a resident of the State of New York, County of Kings.

5. At all times hereinafter mentioned, defendant, CHRY
CORPORATION, was a foreign corporation, transacting and/or soliciting and/or cond
and/or doing business within the State of New York.

6. At all times hereinafter mentioned, defendant, DAIMLERCHRY
CORPORATION, was a foreign corporation, transacting and/or soliciting and/or cond
and/or doing business within the State of New York.

7. At all times hereinafter mentioned, defendant, DAIMLERCHRY
CORPORATION, was and still is the successor in interest to the defendant, CHRY
CORPORATION, assuming ownership, control, management and complete responsibility
operations of defendant, CHRYSLER CORPORATION.

8. At all times hereinafter mentioned, defendant, MICY
CORPORATION, was a domestic corporation duly organized and existing under the laws
State of New York.

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9. At all times hereinafter mentioned, defendant, MICHELIN CORPORATION, was a business enterprise transacting and/or soliciting and/or conducting and/or doing business within the State of New York.

10. At all times hereinafter mentioned, defendant, MICHELIN NORTH AMERICA, INC., f/k/a MICHELIN TIRE CORP., was a domestic corporation duly organized and existing under the laws of the State of New York.

11. At all times hereinafter mentioned, defendant, MICHELIN NORTH AMERICA, INC., f/k/a MICHELIN TIRE CORP., was a business enterprise transacting and/or soliciting and/or conducting and/or doing business within the State of New York.

12. At all times hereinafter mentioned, defendant, MICHELIN AMERICA RESEARCH & DEVELOPMENT CORP., was a foreign corporation, transacting and/or soliciting and/or conducting and/or doing business within the State of New York.

13. At all times hereinafter mentioned, defendant, MICHELIN AMERICA RESEARCH & DEVELOPMENT CORP., was a business enterprise transacting and/or soliciting and/or conducting and/or doing business within the State of New York.

14. At all times hereinafter mentioned, defendant, La MANUFACTURE FRANCAISE des PNEUMATIQUES MICHELIN, was a French Corporation.

15. At all times hereinafter mentioned, defendant, COMPAGNIE GENERALE des ETABLISSEMENTS MICHELIN, was a French corporation.

16. At all times hereinafter mentioned, defendant, JOSEPH P. LEMORIN, a resident of the State of New York, County of Kings.

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17. At all times hereinafter mentioned, defendant, DALIERE MATHURIN a resident of the State of New York, County of Kings.

18. Defendants are not entitled to invoke the limited liability provision CPLR Article 16, as this lawsuit falls within one or more of the exceptions set forth in statute.

19. At all times hereinafter mentioned, defendant, JOSEPH P. LEMO owned a 1990 Dodge Ram Van bearing New York State plate number A389BK.

20. At all times hereinafter mentioned, defendant, JOSEPH P. LEMORIN the lessee of a 1990 Dodge Ram Van bearing New York State plate number A389BK.

21. At all times hereinafter mentioned, defendant, JOSEPH P. LEMORIN agents, servants and/or employees maintained said 1990 Dodge Ram Van bearing New York plate number A389BK.

22. At all times hereinafter mentioned, defendant, DALIERE MATHURIN agents, servants and/or employees maintained said 1990 Dodge Ram Van bearing New York plate number A389BK.

23. At all times hereinafter mentioned, said 1990 Dodge Ram Van Michelin XPS Traction Radial - LT 215/85 R 16 tires.

24. At all times hereinafter mentioned, defendant, JOSEPH P. LEMORIN agents, servants and/or employees maintained the tires used on said 1990 Dodge Ram bearing New York State plate number A389BK.

25. At all times hereinafter mentioned, defendant, DALIERE MATHURIN, agents, servants and/or employees maintained the tires used on said 1990 Dodge Ram Van bearing New York State plate number A389BK.

26. At all times hereinafter mentioned, Southern Parkway near Fletcher Avenue was a public thoroughfare within the State of New York, County of Nassau.

27. On or about January 26, 1998, defendant, DALIERE MATHURIN operated, managed and controlled said 1990 Dodge Ram Van bearing New York State plate number A389BK at or near Southern State Parkway near Fletcher Avenue in the State of New York, County of Nassau.

28. On or about January 26, 1998, defendant, DALIERE MATHURIN, operated, managed, and controlled said 1990 Dodge Ram Van, with the knowledge, permission and consent of defendant, JOSEPH P. LEMORIN.

29. On or about January 26, 1998, decedent, ESTINOBLE DELOUIS, properly was a passenger in said 1990 Dodge Ram Van bearing New York State plate number A389BK.

30. On or about January 26, 1998 while defendant, DALIERE MATHURIN was operating the aforesaid motor vehicle, its tire failed.

31. On or about January 26, 1998, while defendant, DALIERE MATHURIN was operating the aforesaid motor vehicle the tire failed at or near Southern State Parkway near Fletcher Avenue, State of New York, County of Nassau.

32. On or about January 26, 1998 while defendant, DALIERE MATHURIN was operating the aforesaid motor vehicle it overturned.

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33. On or about January 26, 1998, while defendant, DALIERE MATHU was operating the aforesaid motor vehicle it overturned at or near Southern State Parkway Fletcher Avenue, State of New York, County of Nassau.

34. On or about January 26, 1998, while decedent, ESTINOBLE DELOU was a passenger in the aforesaid motor vehicle, he was caused to sustain serious bodily injury defined by the New York State Insurance Law.

35. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS sust economic loss greater than basic economic loss as defined by the New York State Insurance

AS AND FOR A FIRST CAUSE OF ACTION

36. On or about January 26, 1998, the decedent, ESTINOBLE DELOUIS involved in an incident with said 1990 Dodge Ram Van bearing New York State plate nu A389BK.

37. Said incident was caused solely due to the negligence, reckless carelessness and culpability of defendants, JOSEPH P. LEMORIN and DALIERE MATHU

38. By reason of the foregoing, decedent, ESTINOBLE DELOUIS, sus serious bodily injury with conscious pain and suffering at the time and place described a

39. By reason of the foregoing, decedent, ESTINOBLE DELOUIS, sus serious bodily injury with conscious pain and suffering due to the negligence, reckless carelessness and culpability of defendants, JOSEPH P. LEMORIN and DALIERE MATHU

40. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS ha damaged in an amount exceeding the sum of THIRTY MILLION (30,000,000.00) DOLL

AS AND FOR A SECOND CAUSE OF ACTION

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41. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County Administratrix of the Estate of ESTINOBLE DELOUIS, repeats, reiterates and realleges each every allegation contained in preceding paragraphs as though fully set forth below.

42. As a result of the negligence, carelessness and recklessness of defendant JOSEPH P. LEMORIN and DALIERE MATHURIN, as described above, decedent ESTINOBLE DELOUIS, was caused to sustain severe bodily injury, which injury resulted in his wrongful death.

43. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

AS AND FOR A THIRD CAUSE OF ACTION

44. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County Administratrix of the Estate of ESTINOBLE DELOUIS, repeats, reiterates and realleges each every allegation contained in preceding paragraphs as though fully set forth below.

45. At all times hereinafter mentioned, the defendant, JOSEPH P. LEMORIN, through his agents, servants and/or employees negligently, recklessly and carelessly maintained said 1990 Dodge Ram Van bearing New York State plate number A389BK.

46. At all times hereinafter mentioned the defendant, JOSEPH P. LEMORIN, through his agents, servants and/or employees negligently, recklessly and carelessly maintained the said 1990 Dodge Ram Van bearing New York State plate number A389BK.

47. At all times hereinafter mentioned the defendant, DALIERE MATHURIN, through his agents, servants and/or employees negligently, recklessly and carelessly maintained said 1990 Dodge Ram Van bearing New York State plate number A389BK.

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48. At all times hereinafter mentioned the defendant, DALIERE MATHURIN, his agents, servants and/or employees negligently, recklessly and carelessly maintained the truck used on said 1990 Dodge Ram Van bearing New York State plate number A389BK.

49. By reason of the foregoing, decedent, ESTINOBLE DELOUIS, sustained serious bodily injury with conscious pain and suffering at the time and place described above.

50. By reason of the foregoing, decedent, ESTINOBLE DELOUIS, sustained serious bodily injury with conscious pain and suffering due to the negligence, recklessness and culpability of defendants, JOSEPH P. LEMORIN and DALIERE MATHURIN.

51. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

AS AND FOR A FOURTH CAUSE OF ACTION

52. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County Administratrix of the Estate of ESTINOBLE DELOUIS, repeats, reiterates and realleges every allegation contained in preceding paragraphs as though fully set forth below.

53. As a result of the negligence, carelessness and recklessness of defendants JOSEPH P. LEMORIN and DALIERE MATHURIN, as described above, decedent, ESTINOBLE DELOUIS, was caused to sustain severe bodily injury, which injury resulted in wrongful death.

54. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

AS AND FOR A FIFTH CAUSE OF ACTION

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55. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County Administratrix of the Estate of ESTINOBLE DELOUIS, repeats, reiterates and realleges each and every allegation contained in preceding paragraphs as though fully set forth below.

56. Said incident was caused solely due to the negligence, recklessness, carelessness and culpability of the defendant CHRYSLER CORPORATION.

57. By reason of the foregoing, decedent, ESTINOBLE DELOUIS, sustain serious bodily injury with conscious pain and suffering at the time and place described above.

58. By reason of the foregoing, decedent, ESTINOBLE DELOUIS, sustain serious bodily injury with conscious pain and suffering due to the negligence, recklessness, carelessness and culpability of defendant, CHRYSLER CORPORATION.

59. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

AS AND FOR A SIXTH CAUSE OF ACTION

60. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County Administratrix of the Estate of ESTINOBLE DELOUIS, repeats, reiterates and realleges each and every allegation contained in preceding paragraphs as though fully set forth below.

61. As a result of the negligence, carelessness and recklessness of defendant CHRYSLER CORPORATION, as described above, decedent, ESTINOBLE DELOUIS, was caused to sustain severe bodily injury, which injury resulted in his wrongful death.

62. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

AS AND FOR A SEVENTH CAUSE OF ACTION

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63. Plaintiff, MARIETTA SMALL, Public Administrator at Kings Court Administratrix of the Estate of ESTINOBLE DELOUIS, repeats, reiterates and realleges each and every allegation contained in preceding paragraphs as though fully set forth below.

64. On or before January 26, 1998, defendant, CHRYSLER CORPORATION manufactured, distributed, marketed, tested and sold said 1990 Dodge Ram Van.

65. At all times hereinafter mentioned, defendant, CHRYSLER CORPORATION, its agents, servants, representatives or employees negligently, recklessly and carelessly, manufactured, distributed, marketed, tested and sold said 1990 Dodge Ram Van.

66. At all times hereinafter mentioned, said 1990 Dodge Ram Van was manufactured, distributed, marketed, tested and sold by defendant, CHRYSLER CORPORATION in a defective, dangerous and hazardous condition.

67. At all times hereinafter mentioned, said 1990 Dodge Ram Van was in a defective, dangerous and hazardous condition due to the negligence, carelessness and culpability of defendant, CHRYSLER CORPORATION.

68. On or about January 26, 1998, decedent, ESTINOBLE DELOUIS was caused to sustain serious bodily injury with conscious pain and suffering and suffering as a result of the negligence, carelessness and culpability of defendant, CHRYSLER CORPORATION in its manufacture, distribution, marketing and testing of said 1990 Dodge Ram Van.

69. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

AS AND FOR AN EIGHTH CAUSE OF ACTION

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70. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County, Administratrix of the Estate of ESTINOBLE DELOUIS, repeats, reiterates and realleges each and every allegation contained in preceding paragraphs as though fully set forth below.

71. As a result of the negligent, reckless and careless manufacture, distribution, marketing, testing and sale of said 1990 Dodge Ram Van by defendant, CHRYSLER CORPORATION, as described above, decedent, ESTINOBLE DELOUIS, was caused to suffer a severe bodily injury, which injury resulted in his wrongful death.

72. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

AS AND FOR A NINTH CAUSE OF ACTION

73. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County, Administratrix of the Estate of ESTINOBLE DELOUIS, repeats, reiterates and realleges each and every allegation contained in preceding paragraphs as though fully set forth below.

74. On or before January 26, 1998, defendant, CHRYSLER CORPORATION, conceived, planned and designed said 1990 Dodge Ram Van.

75. At all times hereinafter mentioned, defendant, CHRYSLER CORPORATION, negligently, carelessly and recklessly conceived, planned and designed said 1990 Dodge Ram Van.

76. At all times hereinafter mentioned said 1990 Dodge Ram Van was in a defective, dangerous and hazardous condition due to its negligent, careless and reckless conception, planning and design by defendant, CHRYSLER CORPORATION.

ESTINOBLE DELOUIS
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77. On or about January 26, 1998, as a result of the negligent, careless and reckless conception, planning and design of said 1990 Dodge Ram Van by defendant, CHRYSLER CORPORATION, decedent, ESTINOBLE DELOUIS, was caused to sustain serious personal injury with conscious pain and suffering.

78. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLAR

AS AND FOR A TENTH CAUSE OF ACTION

79. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County, Administratrix of the Estate of ESTINOBLE DELOUIS, repeats, reiterates and realleges each and every allegation contained in preceding paragraphs as though fully set forth below.

80. As a result of the negligent, careless and reckless conception, planning and design of said 1990 Dodge Ram Van by defendant, CHRYSLER CORPORATION, decedent, ESTINOBLE DELOUIS, was caused to sustain severe bodily injury, which injury resulted in wrongful death.

81. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLAR

AS AND FOR AN ELEVENTH CAUSE OF ACTION

82. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County, Administratrix of the Estate of ESTINOBLE DELOUIS, repeats, reiterates and realleges each and every allegation contained in preceding paragraphs as though fully set forth below.

83. At all times hereinafter mentioned, said 1990 Dodge Ram Van was defective, dangerous and hazardous.

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84. At all times hereinafter mentioned, said 1990 Dodge Ram Van is defective, dangerous and hazardous due to the negligence, carelessness and recklessness of defendant, CHRYSLER CORPORATION.

85. At all times hereinafter mentioned, said defects were not readily apparent to or discoverable by decedent, ESTINOBLE DELOUIS.

86. At all times hereinafter mentioned, defendant, CHRYSLER CORPORATION, assumed a strict liability to decedent, ESTINOBLE DELOUIS, as a user of said 1990 Dodge Ram Van.

87. On or about January 26, 1998, due to the defective, dangerous, hazardous and unsafe condition of said 1990 Dodge Ram Van, decedent, ESTINOBLE DELOUIS, was caused to sustain serious bodily injury with conscious pain and suffering.

88. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

AS AND FOR A TWELFTH CAUSE OF ACTION

89. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County, Administratrix of the Estate of ESTINOBLE DELOUIS, repeats, reiterates and realleges each and every allegation contained in preceding paragraphs as though fully set forth below.

90. As a result of the defective, dangerous, hazardous and unsafe condition of said 1990 Dodge Ram Van and defendant's, CHRYSLER CORPORATION'S, culpable conduct under strict liability, decedent, ESTINOBLE DELOUIS, was caused to sustain severe bodily injury which resulted in his wrongful death.

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91. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

AS AND FOR A THIRTEENTH CAUSE OF ACTION

92. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County, as Administratrix of the Estate of ESTINOBLE DELOUIS, repeats, reiterates and realleges each and every allegation contained in preceding paragraphs as though fully set forth below.

93. At all times hereinafter mentioned, defendant, CHRYSLER CORPORATION, placed into the stream of commerce, and offered for sale to the public, a 1990 Dodge Ram Van.

94. At all times hereinafter mentioned, defendant, CHRYSLER CORPORATION, represented and warranted that said 1990 Dodge Ram Van was of merchantable quality and fit for its intended use.

95. At all times hereinafter mentioned, said 1990 Dodge Ram Van was of merchantable quality and not fit for its intended use.

96. At all times hereinafter mentioned, said 1990 Dodge Ram Van was in a defective, dangerous, and hazardous condition and was not of merchantable quality nor fit for its intended use due to the negligence, carelessness and culpability of defendant, CHRYSLER CORPORATION.

97. On or about January 26, 1998, decedent, ESTINOBLE DELOUIS, was caused to sustain serious bodily injury with conscious pain and suffering due to the unmerchantability of said 1990 Dodge Ram Van.

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98. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

AS AND FOR A FOURTEENTH CAUSE OF ACTION

99. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County, Administratrix of the Estate of ESTINOBLE DELOUIS, repeats, reiterates and realleges each and every allegation contained in preceding paragraphs as though fully set forth below.

100. As a result of the lack of merchantability of said 1990 Dodge Ram Van decedent, ESTINOBLE DELOUIS, was caused to sustain serious bodily injury, which ultimately resulted in his wrongful death.

101. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

AS AND FOR A FIFTEENTH CAUSE OF ACTION

102. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County, Administratrix of the Estate of ESTINOBLE DELOUIS, repeats, reiterates and realleges each and every allegation contained in preceding paragraphs as though fully set forth below.

103. On or before January 26, 1998, defendant, CHRYSLER CORPORATION, represented and warranted that said 1990 Dodge Ram Van was fit for the purpose for which it was manufactured.

104. At all times hereinafter mentioned, said 1990 Dodge Ram Van was not fit for the purpose for which it was manufactured.

105. At all times hereinafter mentioned, said 1990 Dodge Ram Van was in a defective, dangerous and hazardous condition and was not fit for the purpose for which it was manufactured.

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been manufactured due to the negligence, carelessness and culpability of the defendant
CHRYSLER CORPORATION.

106. On or about January 26, 1998, decedent, ESTINOBLE DELOUIS, was
caused to sustain serious bodily injury with conscious pain and suffering due to the failure of
1990 Dodge Ram Van to be fit for the purpose for which it had been manufactured.

107. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has
damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

AS AND FOR A SIXTEENTH CAUSE OF ACTION

108. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County, as
Administratrix of the Estate of ESTINOBLE DELOUIS, repeats, reiterates and realleges each
every allegation contained in preceding paragraphs as though fully set forth below.

109. As a result of the failure of said 1990 Dodge Ram Van to be fit for the
purpose for which it was manufactured, decedent, ESTINOBLE DELOUIS, was caused to sustain
severe bodily injury, which injury resulted in his wrongful death.

110. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has
damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

AS AND FOR A SEVENTEENTH CAUSE OF ACTION

111. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County, as
Administratrix of the Estate of ESTINOBLE DELOUIS, repeats, reiterates and realleges each
every allegation contained in preceding paragraphs as though fully set forth below.

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112. At all times hereinafter mentioned, defendant, CHRYSLER CORPORATION, owed a duty of care to all users of the said 1990 Dodge Ram Van including decedent, ESTINOBLE DELOUIS, to warn of the possible dangers of using said product.

113. At all times hereinafter mentioned, CHRYSLER CORPORATION, breached its duty to the decedent, ESTINOBLE DELOUIS, by failing to warn any and all users of the 1990 Dodge Ram Van, of the danger of using said product.

114. At all times hereinafter mentioned, decedent, ESTINOBLE DELOUIS, could not, with the exercise of reasonable care, have perceived the danger of using the 1990 Dodge Ram Van.

115. On or about January 26, 1998, decedent, ESTINOBLE DELOUIS, was caused to sustain serious bodily injury with conscious pain and suffering due to defendant, CHRYSLER CORPORATION'S, failure to warn of the danger of said 1990 Dodge Ram Van.

116. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (30,000,000.00) DOLLARS.

AS AND FOR AND EIGHTEENTH CAUSE OF ACTION

117. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County, Administratrix of the Estate of ESTINOBLE DELOUIS, repeats, reiterates and realleges each and every allegation contained in preceding paragraphs as though fully set forth below.

118. As a result of the failure to warn of the dangers of said 1990 Dodge Ram Van, decedent, ESTINOBLE DELOUIS, was caused to sustain serious bodily injury, which ultimately resulted in his wrongful death.

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119. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has be
damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLAR

AS AND FOR A NINETEENTH CAUSE OF ACTION

120. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County
Administratrix of the Estate of ESTINOBLE DELOUIS, repeats, reiterates and realleges each
every allegation contained in preceding paragraphs as though fully set forth below.

121. Said incident was caused solely due to the negligence, recklessness
carelessness and culpability of the defendant DAIMLERCHRYSLER CORPORATION.

122. By reason of the foregoing, decedent, ESTINOBLE DELOUIS, sustain
serious bodily injury with conscious pain and suffering at the time and place described above.

123. By reason of the foregoing, decedent, ESTINOBLE DELOUIS, sustain
serious bodily injury with conscious pain and suffering due to the negligence, recklessness
carelessness and culpability of defendant, DAIMLERCHRYSLER CORPORATION.

124. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS has be
damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLAR

AS AND FOR AN TWENTIETH CAUSE OF ACTION

125. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County
Administratrix of the Estate of ESTINOBLE DELOUIS, repeats, reiterates and realleges each
every allegation contained in preceding paragraphs as though fully set forth below.

126. As a result of the negligence, carelessness and recklessness of defendant
DAIMLERCHRYSLER CORPORATION, as described above, decedent, ESTINOB

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DELOUIS, was caused to sustain severe bodily injury, which injury resulted in his wrong death.

127. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

AS AND FOR A TWENTY-FIRST CAUSE OF ACTION

128. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County, Administratrix of the Estate of ESTINOBLE DELOUIS, repeats, reiterates and realleges each and every allegation contained in preceding paragraphs as though fully set forth below.

129. On or before January 26, 1998, defendant, DAIMLERCHRYSLER CORPORATION, manufactured, distributed, marketed, tested and sold said 1990 Dodge Ram Van.

130. At all times hereinafter mentioned, defendant, DAIMLERCHRYSLER CORPORATION, its agents, servants, representatives or employees negligently, recklessly and carelessly, manufactured, distributed, marketed, tested and sold said 1990 Dodge Ram Van.

131. At all times hereinafter mentioned, said 1990 Dodge Ram Van was manufactured, distributed, marketed, tested and sold by defendant, DAIMLERCHRYSLER CORPORATION, was in a defective, dangerous and hazardous condition.

132. At all times hereinafter mentioned, said 1990 Dodge Ram Van was in a defective, dangerous and hazardous condition due to the negligence, carelessness and culpable negligence of defendant, DAIMLERCHRYSLER CORPORATION.

133. On or about January 26, 1998, decedent, ESTINOBLE DELOUIS was caused to sustain serious bodily injury with conscious pain and suffering as a result of

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negligence, carelessness and culpability of defendant, DAIMLERCHRYSLER CORPORATION, in its manufacture, distribution, marketing and testing of said 1990 Dodge Ram Van.

134. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

AS AND FOR TWENTY-SECOND CAUSE OF ACTION

135. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County, as Administratrix of the Estate of ESTINOBLE DELOUIS, repeats, reiterates and realleges each and every allegation contained in preceding paragraphs as though fully set forth below.

136. As a result of the negligent, reckless and careless manufacture, distribution, marketing, testing and sale of said 1990 Dodge Ram Van by defendant, DAIMLERCHRYSLER CORPORATION, as described above, decedent, ESTINOBLE DELOUIS, was caused to sustain severe bodily injury, which injury resulted in his wrongful death.

137. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

AS AND FOR A TWENTY-THIRD CAUSE OF ACTION

138. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County, as Administratrix of the Estate of ESTINOBLE DELOUIS, repeats, reiterates and realleges each and every allegation contained in preceding paragraphs as though fully set forth below.

139. On or before January 26, 1998, defendant, DAIMLERCHRYSLER CORPORATION, conceived, planned and designed said 1990 Dodge Ram Van.

AS AND FOR A TWENTY-FIFTH CAUSE OF ACTION

147. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County Administratrix of the Estate of ESTINOBLE DELOUIS, repeats, reiterates and realleges each every allegation contained in preceding paragraphs as though fully set forth below.

148. At all times hereinafter mentioned, said 1990 Dodge Ram Van defective, dangerous and hazardous.

149. At all times hereinafter mentioned, said 1990 Dodge Ram Van defective, dangerous and hazardous due to the negligence, carelessness and recklessness defendant, DAIMLERCHRYSLER CORPORATION

150. At all times hereinafter mentioned, said defects were not readily apparent to or discoverable by decedent, ESTINOBLE DELOUIS.

151. At all times hereinafter mentioned, defendant, DAIMLERCHRYSLER CORPORATION, assumed a strict liability to decedent, ESTINOBLE DELOUIS, as a user of said 1990 Dodge Ram Van.

152. On or about January 26, 1998, due to the defective, dangerous, hazardous and unsafe condition of said 1990 Dodge Ram Van, decedent, ESTINOBLE DELOUIS, caused to sustain serious bodily injury with conscious pain and suffering.

153. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

AS AND FOR A TWENTY-SIXTH CAUSE OF ACTION

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154. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County, Administratrix of the Estate of ESTINOBLE DELOUIS, repeats, reiterates and realleges each and every allegation contained in preceding paragraphs as though fully set forth below.

155. As a result of the defective, dangerous, hazardous and unsafe condition of said 1990 Dodge Ram Van and defendant's, DAIMLERCHRYSLER CORPORATION culpable conduct under strict liability, decedent, ESTINOBLE DELOUIS, was caused to sustain a severe bodily injury which resulted in his wrongful death.

156. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

AS AND FOR A TWENTY-SEVENTH CAUSE OF ACTION

157. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County, Administratrix of the Estate of ESTINOBLE DELOUIS, repeats, reiterates and realleges each and every allegation contained in preceding paragraphs as though fully set forth below.

158. At all times hereinafter mentioned, defendant, DAIMLERCHRYSLER CORPORATION, placed into the stream of commerce, and offered for sale to the public, said 1990 Dodge Ram Van.

159. At all times hereinafter mentioned, defendant, DAIMLERCHRYSLER CORPORATION, represented and warranted that said 1990 Dodge Ram Van was of merchantable quality and fit for its intended use.

160. At all times hereinafter mentioned, said 1990 Dodge Ram Van was not of merchantable quality and not fit for its intended use.

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161. At all times hereinafter mentioned, said 1990 Dodge Ram Van was defective, dangerous, and hazardous condition and was not of merchantable quality nor fit for intended use due to the negligence, carelessness and culpability of defendant DAIMLERCHRYSLER CORPORATION.

162. On or about January 26, 1998, decedent, ESTINOBLE DELOUIS, caused to sustain serious bodily injury with conscious pain and suffering due to the lack of merchantability of said 1990 Dodge Ram Van.

163. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

AS AND FOR A TWENTY-EIGHTH CAUSE OF ACTION

164. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County, Administratrix of the Estate of ESTINOBLE DELOUIS, repeats, reiterates and realleges each and every allegation contained in preceding paragraphs as though fully set forth below.

165. As a result of the lack of merchantability of said 1990 Dodge Ram Van, decedent, ESTINOBLE DELOUIS, was caused to sustain serious bodily injury, which ultimately resulted in his wrongful death.

166. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

AS AND FOR A TWENTY-NINTH CAUSE OF ACTION

167. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County, Administratrix of the Estate of ESTINOBLE DELOUIS, repeats, reiterates and realleges each and every allegation contained in preceding paragraphs as though fully set forth below.

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168. On or before January 26, 1998, defendant, DAIMLERCHRYSLER CORPORATION, represented and warranted that said 1990 Dodge Ram Van was fit for the purpose for which it was manufactured.

169. At all times hereinafter mentioned, said 1990 Dodge Ram Van was fit for the purpose for which it was manufactured.

170. At all times hereinafter mentioned, said 1990 Dodge Ram Van was in a defective, dangerous and hazardous condition and was not fit for the purpose for which it had been manufactured due to the negligence, carelessness and culpability of the defendant, DAIMLERCHRYSLER CORPORATION.

171. On or about January 26, 1998, decedent, ESTINOBLE DELOUIS, was caused to sustain serious bodily injury with conscious pain and suffering due to the failure of said 1990 Dodge Ram Van to be fit for the purpose for which it had been manufactured.

172. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, is damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

AS AND FOR A THIRTIETH CAUSE OF ACTION

173. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County, as Administratrix of the Estate of ESTINOBLE DELOUIS, repeats, reiterates and realleges every allegation contained in preceding paragraphs as though fully set forth below.

174. As a result of the failure of said 1990 Dodge Ram Van to be fit for the purpose for which it was manufactured, decedent, ESTINOBLE DELOUIS, was caused to sustain a severe bodily injury, which bodily injury resulted in his wrongful death.

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175. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

AS AND FOR A THIRTY-FIRST CAUSE OF ACTION

176. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County Administratrix of the Estate of ESTINOBLE DELOUIS, repeats, reiterates and realleges each and every allegation contained in preceding paragraphs as though fully set forth below.

177. At all times hereinafter mentioned, defendant, DAIMLERCHRYSLER CORPORATION, owed a duty of care to all users of the said 1990 Dodge Ram Van including decedent, ESTINOBLE DELOUIS, to warn of the possible dangers of using said product.

178. At all times hereinafter mentioned, DAIMLERCHRYSLER CORPORATION, breached its duty to the decedent, ESTINOBLE DELOUIS, by failing to warn any and all users of said 1990 Dodge Ram Van, of the danger of using said product.

179. At all times hereinafter mentioned, decedent, ESTINOBLE DELOUIS, could not, with the exercise of reasonable care, have perceived the danger of using the said 1990 Dodge Ram Van.

180. On or about January 26, 1998, decedent, ESTINOBLE DELOUIS, was caused to sustain serious bodily injury with conscious pain and suffering due to defendant, DAIMLERCHRYSLER CORPORATION'S, failure to warn of the danger of said 1990 Dodge Ram Van.

181. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (30,000,000.00) DOLLARS.

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AS AND FOR A THIRTY-SECOND CAUSE OF ACTION

182. Plaintiff, MARIETTA SMALL, Public Administrator at Kings Court, Administratrix of the Estate of ESTINOBLE DELOUIS, repeats, reiterates and realleges each and every allegation contained in preceding paragraphs as though fully set forth below.

183. As a result of the failure to warn of the dangers of said 1990 Dodge Van, decedent, ESTINOBLE DELOUIS, was caused to sustain serious bodily injury, which resulted in his wrongful death.

184. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (30,000,000.00) DOLLARS.

AS AND FOR A THIRTY-THIRD CAUSE OF ACTION

185. Plaintiff, MARIETTA SMALL, Public Administrator at Kings Court, Administratrix of the Estate of ESTINOBLE DELOUIS, repeats, reiterates and realleges each and every allegation contained in preceding paragraphs as though fully set forth below.

186. Said incident was caused solely due to negligence, recklessness, carelessness and culpability of the defendant, MICHELIN CORPORATION.

187. By reason of the foregoing, decedent, ESTINOBLE DELOUIS, sustained serious bodily injury with conscious pain and suffering at the time and place described.

188. By reason of the foregoing, decedent, ESTINOBLE DELOUIS, sustained serious bodily injury with conscious pain and suffering due to the negligence, recklessness and carelessness and culpability of defendant, MICHELIN CORPORATION.

189. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

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AS AND FOR A THIRTY-FOURTH CAUSE OF ACTION

190. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County Administratrix of the Estate of ESTINOBLE DELOUIS, repeats, reiterates and realleges each and every allegation contained in preceding paragraphs as though fully set forth below.

191. As a result of the negligence, carelessness and recklessness of defendant MICHELIN CORPORATION, as described above, decedent, ESTINOBLE DELOUIS, caused to sustain severe bodily injury, which injury resulted in his wrongful death.

192. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

AS AND FOR A THIRTY-FIVE CAUSE OF ACTION

193. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County Administratrix of the Estate of ESTINOBLE DELOUIS, repeats, reiterates and realleges each and every allegation contained in preceding paragraphs as though fully set forth below.

194. On or before January 26, 1998, defendant, MICHELIN CORPORATION manufactured, distributed, marketed, tested and sold Michelin XPS Traction Radial LT 215/85 R 16 tires.

195. At all times hereinafter mentioned, defendant, MICHELIN CORPORATION, its agents servants, representatives or employees negligently, recklessly and carelessly manufactured, distributed, marketed, tested and sold said tires.

196. At all times hereinafter mentioned, a certain Michelin XPS Traction Radial LT 215/85 R 16 tire, manufactured, distributed, marketed, tested and sold by defendant MICHELIN CORPORATION, was in a defective, dangerous and hazardous condition.

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197. At all times hereinafter mentioned, said tire was in a defective, dangerous and hazardous condition due to the negligence, carelessness and culpability of defendant, MICHELIN CORPORATION.

198. On or about January 26, 1998, decedent, ESTINOBLE DELOUIS, was caused to sustain serious bodily injury with conscious pain and suffering as a result of the negligence, carelessness and culpability of defendant, MICHELIN CORPORATION, in the manufacture, distribution, marketing and testing of said tire.

199. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

AS AND FOR A THIRTY-SIXTH CAUSE OF ACTION

200. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County, as Administratrix of the Estate of ESTINOBLE DELOUIS, repeats, reiterates and realleges each and every allegation contained in preceding paragraphs as though fully set forth below.

201. As a result of the negligent, reckless and careless manufacture, distribution, marketing, testing and sale of said tire by defendant, MICHELIN CORPORATION, as described above, decedent, ESTINOBLE DELOUIS, was caused to sustain severe bodily injury, which injury resulted in his wrongful death.

202. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

AS AND FOR A THIRTY-SEVENTH CAUSE OF ACTION

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203. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County Administratrix of the Estate of ESTINOBLE DELOUIS, repeats, reiterates and realleges each every allegation contained in preceding paragraphs as though fully set forth below.

204. On or before January 26, 1998, defendant, MICHELIN CORPORATION conceived, planned, and designed said Michelin XPS Traction Radial LT 215/85 R 16 tire.

205. At all times hereinafter mentioned, defendant, MICHELIN CORPORATION, negligently, carelessly and recklessly conceived, planned and designed said

206. At all times hereinafter mentioned, said tire was in a defective, dangerous and hazardous condition due to its negligent, careless and reckless conception, planning and design by defendant, MICHELIN CORPORATION.

207. On or about January 26, 1998, as a result of the negligent, careless and reckless conception, planning and design of said tire by defendant, MICHELIN CORPORATION, decedent, ESTINOBLE DELOUIS, was caused to sustain serious personal injury with consequent pain and suffering.

208. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

AS AND FOR A THIRTY-EIGHTH CAUSE OF ACTION

209. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County Administratrix of the Estate of ESTINOBLE DELOUIS, repeats, reiterates and realleges each every allegation contained in preceding paragraphs as though fully set forth below.

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210. As a result of the negligent, careless and reckless conception, planning a design of said tire by defendant, MICHELIN CORPORATION, decedent ESTINOBLE DELOUIS, was caused to sustain severe bodily injury, which injury resulted in his wrongful death.

211. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

AS AND FOR A THIRTY-NINTH CAUSE OF ACTION

212. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County Administratrix of the Estate of ESTINOBLE DELOUIS, repeats, reiterates and realleges each and every allegation contained in preceding paragraphs as though fully set forth below.

213. At all times hereinafter mentioned, said Michelin XPS Traction Radial 215/85 R 16 tire was defective, dangerous and hazardous.

214. At all times hereinafter mentioned, said tire was defective, dangerous and hazardous, due to the negligence, carelessness and recklessness of defendant, MICHELIN CORPORATION.

215. At all times hereinafter mentioned, said defects were not readily apparent to or discoverable by decedent, ESTINOBLE DELOUIS.

216. At all times hereinafter mentioned, defendant, MICHELIN CORPORATION, assumed a strict liability to decedent, ESTINOBLE DELOUIS, as a user of said tire.

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217. On or about January 26, 1998, due to the defective, dangerous, hazard and unsafe condition of said tire, decedent, ESTINOBLE DELOUIS, was caused to sustain serious bodily injury with conscious pain and suffering.

218. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

AS AND FOR A FORTIETH CAUSE OF ACTION

219. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County Administratrix of the Estate of ESTINOBLE DELOUIS, repeats, reiterates and realleges each and every allegation contained in preceding paragraphs as though fully set forth below.

220. As a result of the defective, dangerous, hazardous and unsafe condition of said tire and defendant's, MICHELIN CORPORATION'S, culpable conduct under strict liability, decedent, ESTINOBLE DELOUIS, was caused to sustain severe bodily injury, which ultimately resulted in his wrongful death.

221. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

AS AND FOR A FORTY-FIRST CAUSE OF ACTION

222. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County Administratrix of the Estate of ESTINOBLE DELOUIS, repeats, reiterates and realleges each and every allegation contained in preceding paragraphs as though fully set forth below.

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223. At all times hereinafter mentioned, defendant, MICHELIN CORPORATION, placed into the stream of commerce, and offered for sale to the public, Michelin XPS Traction Radial LT 215/85 R 16 tire.

224. At all times hereinafter mentioned, defendant, MICHELIN CORPORATION, represented and warranted that said tire was of merchantable quality and fit for its intended use.

225. At all times hereinafter mentioned said tire was not of merchantable quality and not fit for its intended use.

226. At all times hereinafter mentioned, said tire was in a defective, dangerous and hazardous condition and was not of merchantable quality nor fit for its intended use due to the negligence, carelessness and culpability of defendant, MICHELIN CORPORATION.

227. On or about January 26, 1998, decedent, ESTINOBLE DELOUIS, caused to sustain serious bodily injury with conscious pain and suffering due to the lack of merchantability of said tires.

228. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

AS AND FOR A FORTY-SECOND CAUSE OF ACTION

229. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County, as Administratrix of the Estate of ESTINOBLE DELOUIS, repeats, reiterates and realleges each and every allegation contained in preceding paragraphs as though fully set forth below.

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230. As a result of the lack of merchantability of said tire, decedent ESTINOBLE DELOUIS, was caused to sustain serious bodily injury, which injury resulted in wrongful death.

231. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

AS AND FOR A FORTY-THIRD CAUSE OF ACTION

232. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County Administratrix of the Estate of ESTINOBLE DELOUIS, repeats, reiterates and realleges each and every allegation contained in preceding paragraphs as though fully set forth below.

233. On or before January 26, 1998, defendant, MICHELIN CORPORATION represented and warranted that said Michelin XPS Traction Radial LT 215/85 R 16 tire was fit for the purpose for which it was manufactured.

234. At all times hereinafter mentioned, said tire was not fit for the purpose for which it was manufactured.

235. At all times hereinafter mentioned, said tire was in a defective, dangerous and hazardous condition and was not fit for the purpose for which it had been manufactured due to the negligence, carelessness and culpability of the defendant, MICHELIN CORPORATION.

236. On or about January 26, 1998, decedent, ESTINOBLE DELOUIS, was caused to sustain serious bodily injury with conscious pain and suffering due to the failure of said tire to be fit for the purpose for which it had been manufactured.

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237. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLAR

AS AND FOR A FORTY-FOURTH CAUSE OF ACTION

238. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County Administratrix of the Estate of ESTINOBLE DELOUIS, repeats, reiterates and realleges each and every allegation contained in preceding paragraphs as though fully set forth below.

239. As a result of the failure of said tire to be fit for the purpose for which it was manufactured, decedent, ESTINOBLE DELOUIS, was caused to sustain severe bodily injury which injury resulted in his wrongful death.

240. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLAR

AS AND FOR A FORTY-FIFTH CAUSE OF ACTION

241. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County Administratrix of the Estate of ESTINOBLE DELOUIS, repeats, reiterates and realleges each and every allegation contained in preceding paragraphs as though fully set forth below.

242. At all times hereinafter mentioned, defendant, MICHELIN CORPORATION, owed a duty of care to all users of said Michelin XPS Traction Radial 215/85 R 16 tire, including decedent, ESTINOBLE DELOUIS, to warn of the possible danger of using said product.

243. At all times hereinafter mentioned, defendant, MICHELIN CORPORATION, breached its duty to the decedent, ESTINOBLE DELOUIS, by failing to

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any and all users of said Michelin XPS Traction Radial LT 215/85 R 16 tire, of the danger using said product.

244. At all times hereinafter mentioned, decedent, ESTINOBLE DELOUIS could not, with the exercise of reasonable care, have perceived the danger of using said tire.

245. On or about January 26, 1998, decedent, ESTINOBLE DELOUIS, caused to sustain serious bodily injury with conscious pain and suffering due to defendant MICHELIN CORPORATION'S, failure to warn of the dangers of said tire.

246. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS

AS AND FOR A FORTY-SIXTH CAUSE OF ACTION

247. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County, Administratrix of the Estate of ESTINOBLE DELOUIS, repeats, reiterates and realleges each and every allegation contained in preceding paragraphs as though fully set forth below.

248. As a result of the failure to warn of the dangers of said Michelin XPS Traction Radial LT 215/85 R 16 tire, decedent, ESTINOBLE DELOUIS, was caused to sustain serious bodily injury, which injury resulted in his wrongful death.

249. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS

AS AND FOR A FORTY-SEVEN CAUSE OF ACTION

250. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County, Administratrix of the Estate of ESTINOBLE DELOUIS, repeats, reiterates and realleges each and every allegation contained in preceding paragraphs as though fully set forth below.

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251. Said incident was caused solely due to negligence, recklessness, carelessness and culpability of the defendant, MICHELIN NORTH AMERICA, INC., f/k/a MICHELIN TIRE CORP.

252. By reason of the foregoing, decedent, ESTINOBLE DELOUIS, sustain serious bodily injury with conscious pain and suffering at the time and place described above.

253. By reason of the foregoing, decedent, ESTINOBLE DELOUIS, sustain serious bodily injury with conscious pain and suffering due to the negligence, recklessness, carelessness and culpability of defendant, MICHELIN NORTH AMERICA, INC. F/k/a MICHELIN TIRE CORP.

254. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS

AS AND FOR A FORTY-EIGHTH CAUSE OF ACTION

255. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County, Administratrix of the Estate of ESTINOBLE DELOUIS, repeats, reiterates and realleges each and every allegation contained in preceding paragraphs as though fully set forth below.

256. As a result of the negligence, carelessness and recklessness of defendant MICHELIN NORTH AMERICA, INC., f/k/a MICHELIN TIRE CORP, as described above, decedent, ESTINOBLE DELOUIS, was caused to sustain severe bodily injury, which injury resulted in his wrongful death.

257. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS

AS AND FOR A FORTY-NINTH CAUSE OF ACTION

258. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County Administratrix of the Estate of ESTINOBLE DELOUIS, repeats, reiterates and realleges each and every allegation contained in preceding paragraphs as though fully set forth below.

259. On or before January 26, 1998, defendant, MICHELIN NORTH AMERICA, INC., f/k/a MICHELIN TIRE CORP., manufactured, distributed, marketed, tested and sold Michelin XPS Traction Radial LT 215/85 R 16 tires.

260. At all times hereinafter mentioned, defendant, MICHELIN NORTH AMERICA, INC., f/k/a MICHELIN TIRE CORP., its agents servants, representatives and employees negligently, recklessly and carelessly manufactured, distributed, marketed, tested and sold said tires.

261. At all times hereinafter mentioned, a certain Michelin XPS Traction Radial LT 215/85 R 16 tire manufactured, distributed, marketed, tested and sold by defendant MICHELIN NORTH AMERICA, INC., f/k/a MICHELIN TIRE CORP., was in a defective, dangerous and hazardous condition.

262. At all times hereinafter mentioned, said tire was in a defective, dangerous and hazardous condition due to the negligence, carelessness and culpability of defendant MICHELIN NORTH AMERICA, f/k/a MICHELIN TIRE CORP.

263. On or about January 26, 1998, decedent, ESTINOBLE DELOUIS, caused to sustain serious bodily injury with conscious pain and suffering as a result of the negligence, carelessness and culpability of defendant, MICHELIN CORPORATION, in the manufacture, distribution, marketing and testing of said tire.

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264. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has be
damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLAR

AS AND FOR A FIFTIETH CAUSE OF ACTION

265. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County
Administratrix of the Estate of ESTINOBLE DELOUIS repeats, reiterates and realleges each
every allegation contained in preceding paragraphs as though fully set forth below.

266. As a result of the negligent, reckless and careless manufacture, distribution
marketing, testing and sale of said tire by defendant, MICHELIN NORTH AMERICA, INC.,
f/k/a MICHELIN TIRE CORP., as described above, decedent, ESTINOBLE DELOUIS, was
caused to sustain severe bodily injury, which injury resulted in his wrongful death.

267. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has be
damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLAR

AS AND FOR A FIFTY-FIRST CAUSE OF ACTION

268. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County
Administratrix of the Estate of ESTINOBLE DELOUIS repeats, reiterates and realleges each
every allegation contained in preceding paragraphs as though fully set forth below.

269. On or before January 26, 1998, defendant, MICHELIN NOR
AMERICA, INC., f/k/a MICHELIN TIRE CORP., conceived, planned, and designed s
Michelin XPS Traction Radial LT 215/85 R 16 tire.

270. At all times hereinafter mentioned, defendant, MICHELIN NOR
AMERICA, INC., f/k/a MICHELIN TIRE CORP., negligently, carelessly and reckle
conceived, planned and designed said tire.

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271. At all times hereinafter mentioned, said tire was in a defective, dangerous and hazardous condition due to its negligent, careless and reckless conception, planning and design by defendant, MICHELIN NORTH AMERICA, INC., f/k/a MICHELIN TIRE CORPORATION.

272. On or about January 26, 1998, as a result of the negligent, careless and reckless conception, planning and design of said tire by defendant, MICHELIN NORTH AMERICA, INC., f/k/a MICHELIN TIRE CORPORATION, decedent, ESTINOBLE DELOUIS, was caused to sustain serious personal injury with conscious pain and suffering.

273. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

AS AND FOR A FIFTY-SECOND CAUSE OF ACTION

274. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County, Administratrix of the Estate of ESTINOBLE DELOUIS repeats, reiterates and realleges each and every allegation contained in preceding paragraphs as though fully set forth below.

275. As a result of the negligent, careless and reckless conception, planning and design of said tire by defendant, MICHELIN NORTH AMERICA, INC., f/k/a MICHELIN TIRE CORPORATION, decedent ESTINOBLE DELOUIS, was caused to sustain severe bodily injury, which injury resulted in his wrongful death.

276. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

AS AND FOR A FIFTY-THIRD CAUSE OF ACTION

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277. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County Administratrix of the Estate of ESTINOBLE DELOUIS repeats, reiterates and realleges each every allegation contained in preceding paragraphs as though fully set forth below.

278. At all times hereinafter mentioned, said Michelin XPS Traction Radial 215/85 R 16 tire was defective, dangerous and hazardous.

279. At all times hereinafter mentioned, said tire was defective, dangerous and hazardous, due to the negligence, carelessness and recklessness of defendant, MICHELIN NORTH AMERICA, INC., f/k/a MICHELIN TIRE CORP.

280. At all times hereinafter mentioned, said defects were not readily apparent to or discoverable by decedent, ESTINOBLE DELOUIS.

281. At all times hereinafter mentioned, defendant, MICHELIN NORTH AMERICA, INC., f/k/a MICHELIN TIRE CORP., assumed a strict liability to decedent, ESTINOBLE DELOUIS, as a user of said tire.

282. On or about January 26, 1998, due to the defective, dangerous, hazardous and unsafe condition of said tire, decedent, ESTINOBLE DELOUIS, was caused to sustain serious bodily injury with conscious pain and suffering.

283. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

AS AND FOR A FIFTY-FOURTH CAUSE OF ACTION

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284. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County, Administratrix of the Estate of ESTINOBLE DELOUIS repeats, reiterates and realleges each and every allegation contained in preceding paragraphs as though fully set forth below.

285. As a result of the defective, dangerous, hazardous and unsafe condition of said tire and defendant's, MICHELIN NORTH AMERICA, INC., f/k/a MICHELIN TIRE CORP.'S, culpable conduct under strict liability, decedent, ESTINOBLE DELOUIS, was caused to sustain severe bodily injury, which injury resulted in his wrongful death.

286. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS

AS AND FOR A FIFTY-FIFTH CAUSE OF ACTION

287. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County, Administratrix of the Estate of ESTINOBLE DELOUIS repeats, reiterates and realleges each and every allegation contained in preceding paragraphs as though fully set forth below.

288. At all times hereinafter mentioned, defendant, MICHELIN NORTH AMERICA, INC., f/k/a MICHELIN TIRE CORP., placed into the stream of commerce, offered for sale to the public said Michelin XPS Traction Radial LT 215/85 R 16 tire.

289. At all times hereinafter mentioned, defendant, MICHELIN NORTH AMERICA, INC., f/k/a MICHELIN TIRE CORP., represented and warranted that said tire was of merchantable quality and fit for its intended use.

290. At all times hereinafter mentioned said tire was not of merchantable quality and not fit for its intended use.

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291. At all times hereinafter mentioned, said tire was in a defective, dangerous and hazardous condition and was not of merchantable quality nor fit for its intended use due to the negligence, carelessness and culpability of defendant, MICHELIN NORTH AMERICA, INC. f/k/a MICHELIN TIRE CORP.

292. On or about January 26, 1998, decedent, ESTINOBLE DELOUIS, was caused to sustain serious bodily injury with conscious pain and suffering due to the lack of merchantability of said tire.

293. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

AS AND FOR A FIFTY-SIXTH CAUSE OF ACTION

294. Plaintiff MARIETTA SMALL, Public Administrator at Kings County, New York, Administratrix of the Estate of ESTINOBLE DELOUIS, repeats, reiterates and realleges each and every allegation contained in preceding paragraphs as though fully set forth below.

295. As a result of the lack of merchantability of said tire, decedent, ESTINOBLE DELOUIS, was caused to sustain serious bodily injury, which injury resulted in the wrongful death of decedent.

296. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

AS AND FOR A FIFTY-SEVENTH CAUSE OF ACTION

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297. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County Administratrix of the Estate of ESTINOBLE DELOUIS repeats, reiterates and realleges each every allegation contained in preceding paragraphs as though fully set forth below.

298. On or before January 26, 1998, defendant, MICHELIN NORTH AMERICA, INC., f/k/a MICHELIN TIRE CORP., represented and warranted that said Michelin XPS Traction Radial LT 215/85 R 16 tire was fit for the purpose for which it was manufactured.

299. At all times hereinafter mentioned, said tire was not fit for the purpose for which it was manufactured.

300. At all times hereinafter mentioned, said tire was in a defective, dangerous and hazardous condition and was not fit for the purpose for which it had been manufactured to the negligence, carelessness and culpability of the defendant, MICHELIN NORTH AMERICA, INC., f/k/a MICHELIN TIRE CORP.

301. On or about January 26, 1998, decedent, ESTINOBLE DELOUIS, caused to sustain serious bodily injury with conscious pain and suffering due to the failure of said tire to be fit for the purpose for which it had been manufactured.

302. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

AS AND FOR A FIFTY-EIGHTH CAUSE OF ACTION

303. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County Administratrix of the Estate of ESTINOBLE DELOUIS repeats, reiterates and realleges each every allegation contained in preceding paragraphs as though fully set forth below.

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304. As a result of the failure of said tire to be fit for the purpose for which it was manufactured, decedent, ESTINOBLE DELOUIS, was caused to sustain severe bodily injury which injury resulted in his wrongful death.

305. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

AS AND FOR A FIFTY-NINTH CAUSE OF ACTION

306. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County Administratrix of the Estate of ESTINOBLE DELOUIS, repeats, reiterates and realleges each and every allegation contained in preceding paragraphs as though fully set forth below.

307. At all times hereinafter mentioned, defendant, MICHELIN NORTH AMERICA, INC., f/k/a MICHELIN TIRE CORP., owed a duty of care to all users of said Michelin XPS Trac tion Radial LT 215/85 R 16 tire, including decedent, ESTINOBLE DELOUIS, to warn of the possible dangers of using said product.

308. At all times hereinafter mentioned, defendant, MICHELIN NORTH AMERICA, INC., f/k/a MICHELIN TIRE CORP., breached its duty to the decedent, ESTINOBLE DELOUIS, by failing to warn any and all users of said Michelin XPS Trac tion Radial LT 215/85 R 16 tire, of the danger of using said product.

309. At all times hereinafter mentioned, decedent, ESTINOBLE DELOUIS, could not, with the exercise of reasonable care, have perceived the danger of using said tire.

310. On or about January 26, 1998, decedent, ESTINOBLE DELOUIS, was caused to sustain serious bodily injury with conscious pain and suffering due to defendant's negligence.

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MICHELIN NORTH AMERICA, INC., f/k/a MICHELIN TIRE CORP.'S failure to warn of dangers of said tire.

311. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has b damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLA

AS AND FOR A SIXTIETH CAUSE OF ACTION

312. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County Administratrix of the Estate of ESTINOBLE DELOUIS, repeats, reiterates and realleges each every allegation contained in preceding paragraphs as though fully set forth below.

313. As a result of the failure to warn of the dangers of said Michelin Traction Radial LT 215/85 R 16 tire, decedent, ESTINOBLE DELOUIS, was caused to sus serious bodily injury, which injury resulted in his wrongful death.

314. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has b damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLA

AS AND FOR A SIXTY-FIRST CAUSE OF ACTION

315. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County Administratrix of the Estate of ESTINOBLE DELOUIS repeats, reiterates and realleges each every allegation contained in preceding paragraphs as though fully set forth below.

316. Said incident was caused solely due to negligence, recklessness, carelessness and culpability of the defendant, MICHELIN AMERICAS RESEARCH & DEVELOPMENT CORP.

317. By reason of the foregoing, decedent, ESTINOBLE DELOUIS, susta serious bodily injury with conscious pain and suffering at the time and place described abo

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318. By reason of the foregoing, decedent, ESTINOBLE DELOUIS, sustain serious bodily injury with conscious pain and suffering due to the negligence, recklessness, carelessness and culpability of defendant, MICHELIN AMERICAS RESEARCH DEVELOPMENT CORP.

319. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS

AS AND FOR A SIXTY-SECOND CAUSE OF ACTION

320. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County, Administratrix of the Estate of ESTINOBLE DELOUIS repeats, reiterates and realleges each and every allegation contained in preceding paragraphs as though fully set forth below.

321. As a result of the negligence, carelessness and recklessness of defendant MICHELIN AMERICAS RESEARCH & DEVELOPMENT CORP, as described above, decedent, ESTINOBLE DELOUIS, was caused to sustain severe bodily injury, which injury resulted in his wrongful death.

322. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000) DOLLARS.

AS AND FOR A SIXTY-THIRD CAUSE OF ACTION

323. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County, Administratrix of the Estate of ESTINOBLE DELOUIS repeats, reiterates and realleges each and every allegation contained in preceding paragraphs as though fully set forth below.

BEST
AVAILABLE
COPY

324. On or before January 26, 1998, defendant, MICHELIN AMERICAS RESEARCH & DEVELOPMENT CORP., manufactured, distributed, marketed, tested and sold Michelin XPS Traction Radial LT 215/85 R 16 tires.

325. At all times hereinafter mentioned, defendant, MICHELIN AMERICAS RESEARCH & DEVELOPMENT CORP., its agents, servants, representatives or employees negligently, recklessly and carelessly manufactured, distributed, marketed, tested and sold said tires.

326. At all times hereinafter mentioned, a certain Michelin XPS Traction Radial LT 215/85 R 16 tire manufactured, distributed, marketed, tested and sold by defendant MICHELIN AMERICAS RESEARCH & DEVELOPMENT CORP., was in a defective, dangerous and hazardous condition.

327. At all times hereinafter mentioned, said tire was in a defective, dangerous and hazardous condition due to the negligence, carelessness and culpability of defendant MICHELIN NORTH AMERICAS RESEARCH & DEVELOPMENT CORP.

328. On or about January 26, 1998, decedent, ESTINOBLE DELOUIS, was caused to sustain serious bodily injury with conscious pain and suffering as a result of the negligence, carelessness and culpability of defendant, MICHELIN AMERICAS RESEARCH & DEVELOPMENT CORP., in its manufacture, distribution, marketing and testing of said tire.

329. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

AS AND FOR A SIXTY-FOURTH CAUSE OF ACTION

BEST
AVAILABLE
COPY

330. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County Administratrix of the Estate of ESTINOBLE DELOUIS repeats, reiterates and realleges each every allegation contained in preceding paragraphs as though fully set forth below.

331. As a result of the negligent, reckless and careless manufacture, distribution, marketing, testing and sale of said tire by defendant, MICHELIN AMERICAS RESEARCH & DEVELOPMENT CORP., as described above, decedent, ESTINOBLE DELOUIS, was caused to sustain severe bodily injury, which injury resulted in his wrongful death.

332. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000) DOLLARS.

AS AND FOR A SIXTY-FIFTH CAUSE OF ACTION

333. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County Administratrix of the Estate of ESTINOBLE DELOUIS repeats, reiterates and realleges each every allegation contained in preceding paragraphs as though fully set forth below.

334. On or before January 26, 1998, defendant, MICHELIN AMERICAS RESEARCH & DEVELOPMENT CORP. conceived, planned, and designed said Michelin Traction Radial LT 215/85 R 16 tire.

335. At all times hereinafter mentioned, defendant, MICHELIN AMERICAS RESEARCH & DEVELOPMENT CORP., negligently, carelessly and recklessly conceived, planned and designed said tire.

BEST
AVAILABLE
COPY

399

336. At all times hereinafter mentioned, said tire was in a defective, danger and hazardous condition due to its negligent, careless and reckless conception, planning and design by defendant, MICHELIN AMERICAS RESEARCH & DEVELOPMENT CORP.

337. On or about January 26, 1998, as a result of the negligent, careless reckless conception, planning and design of said tire by defendant, MICHELIN AMERICAS RESEARCH & DEVELOPMENT CORP., decedent, ESTINOBLE DELOUIS, was caused to sustain serious personal injury with conscious pain and suffering.

338. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

AS AND FOR A SIXTY-SIXTH CAUSE OF ACTION

339. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County Administratrix of the Estate of ESTINOBLE DELOUIS repeats, reiterates and realleges each and every allegation contained in preceding paragraphs as though fully set forth below.

340. As a result of the negligent, careless and reckless conception, planning and design of said tire by defendant, MICHELIN AMERICAS RESEARCH & DEVELOPMENT CORP., decedent ESTINOBLE DELOUIS, was caused to sustain severe bodily injury, which injury resulted in his wrongful death.

341. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

AS AND FOR A SIXTY-SEVENTH CAUSE OF ACTION

ESTINOBLE DELOUIS
AVAILABLE COPY

342. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County Administratrix of the Estate of ESTINOBLE DELOUIS repeats, reiterates and realleges each every allegation contained in preceding paragraphs as though fully set forth below.

343. At all times hereinafter mentioned, said Michelin XPS Traction Radial 215/85 R 16 tire was defective, dangerous and hazardous.

344. At all times hereinafter mentioned, said tire was defective, dangerous and hazardous, due to the negligence, carelessness and recklessness of defendant, MICHELIN AMERICAS RESEARCH & DEVELOPMENT CORP.

345. At all times hereinafter mentioned, said defects were not readily apparent to or discoverable by decedent, ESTINOBLE DELOUIS.

346. At all times hereinafter mentioned, defendant, MICHELIN AMERICAS RESEARCH & DEVELOPMENT CORP., assumed a strict liability to decedent, ESTINOBLE DELOUIS, as a user of said tire.

347. On or about January 26, 1998, due to the defective, dangerous, hazardous and unsafe condition of said tire, decedent, ESTINOBLE DELOUIS, was caused to sustain serious bodily injury with conscious pain and suffering.

348. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS

AS AND FOR A SIXTY-EIGHTH CAUSE OF ACTION

BEST
AVAILABLE
COPY

349. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County Administratrix of the Estate of ESTINOBLE DELOUIS repeats, reiterates and realleges each every allegation contained in preceding paragraphs as though fully set forth below.

350. As a result of the defective, dangerous, hazardous and unsafe condition of said tire and defendant's, MICHELIN AMERICAS RESEARCH & DEVELOPMENT CORP.'s culpable conduct under strict liability, decedent, ESTINOBLE DELOUIS, was caused to sustain a severe bodily injury, which resulted in his wrongful death.

351. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

AS AND FOR A SIXTY-NINTH CAUSE OF ACTION

352. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County Administratrix of the Estate of ESTINOBLE DELOUIS repeats, reiterates and realleges each every allegation contained in preceding paragraphs as though fully set forth below.

353. At all times hereinafter mentioned, defendant, MICHELIN AMERICAS RESEARCH & DEVELOPMENT CORP., placed into the stream of commerce, and offered for sale to the public said Michelin XPS Traction Radial LT 215/85 R 16 tire.

354. At all times hereinafter mentioned, defendant, MICHELIN AMERICAS RESEARCH & DEVELOPMENT CORP., represented and warranted that said tire was of merchantable quality and fit for its intended use.

355. At all times hereinafter mentioned said tire was not of merchantable quality and not fit for its intended use.

BEST
AVAILABLE
COPY

356. At all times hereinafter mentioned, said tire was in a defective, danger and hazardous condition and was not of merchantable quality nor fit for its intended use due to the negligence, carelessness and culpability of defendant, MICHELIN AMERICAS RESEARCH & DEVELOPMENT CORP.

357. On or about January 26, 1998, decedent, ESTINOBLE DELOUIS, caused to sustain serious bodily injury with conscious pain and suffering due to the lack of merchantability of said tires.

358. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

AS AND FOR A SEVENTIETH CAUSE OF ACTION

359. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County, as Administratrix of the Estate of ESTINOBLE DELOUIS repeats, reiterates and realleges each and every allegation contained in preceding paragraphs as though fully set forth below.

360. As a result of the lack of merchantability of said tire, decedent, ESTINOBLE DELOUIS, was caused to sustain serious bodily injury, which injury resulted in the wrongful death of said decedent.

361. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

AS AND FOR A SEVENTY-FIRST CAUSE OF ACTION

BEST
AVAILABLE
COPY

362. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County Administratrix of the Estate of ESTINOBLE DELOUIS repeats, reiterates and realleges each and every allegation contained in preceding paragraphs as though fully set forth below.

363. On or before January 26, 1998, defendant, MICHELIN AMERIC RESEARCH & DEVELOPMENT CORP., represented and warranted that said Michelin X Traction Radial LT 215/85 R 16 tire was fit for the purpose for which it was manufactured

364. At all times hereinafter mentioned, said tire was not fit for the purpose which it was manufactured.

365. At all times hereinafter mentioned, said tire was in a defective, dangerous and hazardous condition and was not fit for the purpose for which it had been manufactured to the negligence, carelessness and culpability of the defendant, MICHELIN AMERIC RESEARCH & DEVELOPMENT CORP.

366. On or about January 26, 1998, decedent, ESTINOBLE DELOUIS, caused to sustain serious bodily injury with conscious pain and suffering due to the failure of said tire to be fit for the purpose for which it had been manufactured.

367. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

AS AND FOR A SEVENTY-SECOND CAUSE OF ACTION

368. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County Administratrix of the Estate of ESTINOBLE DELOUIS repeats, reiterates and realleges each and every allegation contained in preceding paragraphs as though fully set forth below.

BEST
AVAILABLE
COPY

369. As a result of the failure of said tire to be fit for the purpose for which it was manufactured, decedent, ESTINOBLE DELOUIS, was caused to sustain severe bodily injury which injury resulted in his wrongful death.

370. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

AS AND FOR A SEVENTY-THIRD CAUSE OF ACTION

371. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County Administratrix of the Estate of ESTINOBLE DELOUIS, repeats, reiterates and realleges each and every allegation contained in preceding paragraphs as though fully set forth below.

372. At all times hereinafter mentioned, defendant, MICHELIN AMERIC RESEARCH & DEVELOPMENT CORP., owed a duty of care to all users of said Michelin XPS Traction Radial LT 215/85 R 16 tire, including decedent, ESTINOBLE DELOUIS, to warn of the possible dangers of using said product.

373. At all times hereinafter mentioned, defendant, MICHELIN AMERIC RESEARCH & DEVELOPMENT CORP., breached its duty to the decedent, ESTINOBLE DELOUIS, by failing to warn any and all users of said Michelin XPS Traction Radial LT 215 R 16 tire, of the danger of using said product.

374. At all times hereinafter mentioned, decedent, ESTINOBLE DELOUIS could not, with the exercise of reasonable care, have perceived the danger of using said tire.

375. On or about January 26, 1998, decedent, ESTINOBLE DELOUIS, was caused to sustain serious bodily injury with conscious pain and suffering due to defendant.

BEST
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MICHELIN AMERICAS RESEARCH & DEVELOPMENT CORP.'S, failure to warn of dangers of said tire.

376. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLAR

AS AND FOR A SEVENTY-FOURTH CAUSE OF ACTION

377. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County, Administratrix of the Estate of ESTINOBLE DELOUIS, repeats, reiterates and realleges each and every allegation contained in preceding paragraphs as though fully set forth below.

378. As a result of this failure to warn of the dangers of said Michelin X Traction Radial LT 215/85 R 16 tire, decedent, ESTINOBLE DELOUIS, was caused to sustain a serious bodily injury, which injury resulted in his wrongful death.

379. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLAR

AS AND FOR A SEVENTY-FIFTH CAUSE OF ACTION

380. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County

BEST
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COPY

Administratrix of the Estate of ESTINOBLE DELOUIS repeats, reiterates and realleges each and every allegation contained in preceding paragraphs as though fully set forth below.

381. Said incident was caused solely due to negligence, recklessness, carelessness and culpability of the defendant, LA MANUFACTURE FRANCAISE des PNEUMATIQUES MICHELIN.

382. By reason of the foregoing, decedent, ESTINOBLE DELOUIS, sustained a serious bodily injury with conscious pain and suffering at the time and place described above.

383. By reason of the foregoing, decedent, ESTINOBLE DELOUIS, sustained serious bodily injury with conscious pain and suffering due to the negligence, recklessness, carelessness and culpability of defendant, LA MANUFACTURE FRANCAISE PNEUMATIQUES MICHELIN.

384. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS

AS AND FOR A SEVENTY-SIX CAUSE OF ACTION

385. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County Administratrix of the Estate of ESTINOBLE DELOUIS repeats, reiterates and realleges each and every allegation contained in preceding paragraphs as though fully set forth below.

386. As a result of the negligence, carelessness and recklessness of defendant, LA MANUFACTURE FRANCAISE des PNEUMATIQUES MICHELIN, as described above, decedent, ESTINOBLE DELOUIS, was caused to sustain severe bodily injury, which ultimately resulted in his wrongful death.

387. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS

AS AND FOR A SEVENTY-SEVENTH CAUSE OF ACTION

388. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County Administratrix of the Estate of ESTINOBLE DELOUIS repeats, reiterates and realleges each and every allegation contained in preceding paragraphs as though fully set forth below.

DEEDS
AVAILABLE
COPY

389. On or before January 26, 1998, defendant, LA MANUFACTURE FRANCAISE des PNEUMATIQUES MICHELIN, manufactured, distributed, marketed, tested and sold Michelin XPS Traction Radial LT 215/85 R 16 tires.

390. At all times hereinafter mentioned, defendant, LA MANUFACTURE FRANCAISE des PNEUMATIQUES MICHELIN, its agents servants, representatives employees negligently, recklessly and carelessly manufactured, distributed, marketed, tested and sold said tires.

391. At all times hereinafter mentioned, a certain Michelin XPS Traction Radial LT 215/85 R 16 tire manufactured, distributed, marketed, tested and sold by defendant, LA MANUFACTURE FRANCAISE des PNEUMATIQUES MICHELIN, was in a defective, dangerous and hazardous condition.

392. At all times hereinafter mentioned, said tire was in a defective, dangerous and hazardous condition due to the negligence, carelessness and culpability of defendant, LA MANUFACTURE FRANCAISE des PNEUMATIQUES MICHELIN.

393. On or about January 26, 1998, decedent, ESTINOBLE DELOUIS, caused to sustain serious bodily injury with conscious pain and suffering as a result of negligence, carelessness and culpability of defendant, LA MANUFACTURE FRANCAISE des PNEUMATIQUES MICHELIN, in its manufacture, distribution, marketing and testing of said tire.

394. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

BEST
AVAILABLE
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AS AND FOR A SEVENTY-EIGHTH CAUSE OF ACTION

395. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County, Administratrix of the Estate of ESTINOBLE DELOUIS repeats, reiterates and realleges each and every allegation contained in preceding paragraphs as though fully set forth below.

396. As a result of the negligent, reckless and careless manufacture, distribution, marketing, testing and sale of said tire by defendant, LA MANUFACTURE FRANCAISE des PNEUMATIQUES MICHELIN, as described above, decedent, ESTINOBLE DELOUIS, was caused to sustain severe bodily injury, which injury resulted in his wrongful death.

397. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

AS AND FOR A SEVENTY-NINTH CAUSE OF ACTION

398. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County, Administratrix of the Estate of ESTINOBLE DELOUIS repeats, reiterates and realleges each and every allegation contained in preceding paragraphs as though fully set forth below.

399. On or before January 26, 1998, defendant, LA MANUFACTURE FRANCAISE des PNEUMATIQUES MICHELIN, conceived, planned, and designed the Michelin XPS Traction Radial LT 215/85 R 16 tire.

400. At all times hereinafter mentioned, defendant, LA MANUFACTURE FRANCAISE des PNEUMATIQUES MICHELIN negligently, carelessly and recklessly conceived, planned and designed said tire.

BEST
AVAILABLE
COPY

401. At all times hereinafter mentioned, said tire was in a defective, dangerous and hazardous condition due to its negligent, careless and reckless conception, planning and design by defendant, LA MANUFACTURE FRANCAISE des PNEUMATIQUES MICHELIN.

402. On or about January 26, 1998, as a result of the negligent, careless and reckless conception, planning and design of said tire by defendant, LA MANUFACTURE FRANCAISE des PNEUMATIQUES MICHELIN, decedent, ESTINOBLE DELOUIS, was caused to sustain serious personal injury with conscious pain and suffering.

403. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

AS AND FOR A EIGHTIETH CAUSE OF ACTION

404. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County Administratrix of the Estate of ESTINOBLE DELOUIS repeats, reiterates and realleges each and every allegation contained in preceding paragraphs as though fully set forth below.

405. As a result of the negligent, careless and reckless conception, planning and design of said tire by defendant, LA MANUFACTURE FRANCAISE des PNEUMATIQUES MICHELIN, decedent ESTINOBLE DELOUIS, was caused to sustain severe bodily injury, which injury resulted in his wrongful death.

406. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

AS AND FOR A EIGHTY-FIRST CAUSE OF ACTION

BEST
AVAILABLE
COPY

407. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County Administratrix of the Estate of ESTINOBLE DELOUIS repeats, reiterates and realleges each and every allegation contained in preceding paragraphs as though fully set forth below.

408. At all times hereinafter mentioned, said Michelin XPS Traction Radial 215/85 R 16 tire was defective, dangerous and hazardous.

409. At all times hereinafter mentioned, said tire was defective, dangerous and hazardous, due to the negligence, carelessness and recklessness of defendant, MANUFACTURE FRANCAISE des PNEUMATIQUES MICHELIN.

410. At all times hereinafter mentioned, said defects were not readily apparent to or discoverable by decedent, ESTINOBLE DELOUIS.

411. At all times hereinafter mentioned, defendant, LA MANUFACTURE FRANCAISE des PNEUMATIQUES MICHELIN, assumed a strict liability to decedent, ESTINOBLE DELOUIS, as a user of said tire.

412. On or about January 26, 1998, due to the defective, dangerous, hazardous and unsafe condition of said tire, decedent, ESTINOBLE DELOUIS, was caused to sustain a serious bodily injury with conscious pain and suffering.

413. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000) DOLLARS.

AS AND FOR A EIGHTY-SECOND CAUSE OF ACTION

BEST
AVAILABLE
COPY

414. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County Administratrix of the Estate of ESTINOBLE DELOUIS repeats, reiterates and realleges each every allegation contained in preceding paragraphs as though fully set forth below.

415. As a result of the defective, dangerous, hazardous and unsafe condition said tire and defendant's, LA MANUFACTURE FRANCAISE des PNEUMATIQUES MICHELIN'S, culpable conduct under strict liability, decedent, ESTINOBLE DELOUIS, caused to sustain severe bodily injury, which resulted in his wrongful death.

416. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

AS AND FOR A EIGHTY-THIRD CAUSE OF ACTION

417. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County Administratrix of the Estate of ESTINOBLE DELOUIS repeats, reiterates and realleges each every allegation contained in preceding paragraphs as though fully set forth below.

418. At all times hereinafter mentioned, defendant, LA MANUFACTURE FRANCAISE des PNEUMATIQUES MICHELIN, placed into the stream of commerce, offered for sale to the public said Michelin XPS Traction Radial LT 215/85 R 16 tire.

419. At all times hereinafter mentioned, defendant, LA MANUFACTURE FRANCAISE des PNEUMATIQUES MICHELIN, represented and warranted that said tire was of merchantable quality and fit for its intended use.

420. At all times hereinafter mentioned said tire was not of merchantable quality and not fit for its intended use.

BEST AVAILABLE COPY

421. At all times hereinafter mentioned, said tire was in a defective, dangerous and hazardous condition and was not of merchantable quality nor fit for its intended use due to the negligence, carelessness and culpability of defendant, LA MANUFACTURE FRANCAISE des PNEUMATIQUES MICHELIN.

422. On or about January 26, 1998, decedent, ESTINOBLE DELOUIS, was caused to sustain serious bodily injury with conscious pain and suffering due to the lack of merchantability of said tire.

423. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

AS AND FOR A EIGHTY-FORTH CAUSE OF ACTION

424. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County, as Administratrix of the Estate of ESTINOBLE DELOUIS repeats, reiterates and realleges and every allegation contained in preceding paragraphs as though fully set forth below.

425. As a result of the lack of merchantability of said tire, decedent, ESTINOBLE DELOUIS, was caused to sustain serious bodily injury, which injury resulted in a wrongful death.

426. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

AS AND FOR AN EIGHTY-FIFTH CAUSE OF ACTION

BEST
AVAILABLE
COPY

427. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County Administratrix of the Estate of ESTINOBLE DELOUIS repeats, reiterates and realleges each every allegation contained in preceding paragraphs as though fully set forth below.

428. On or before January 26, 1998, defendant, LA MANUFACTURE FRANCAISE des PNEUMATIQUES MICHELIN, represented and warranted that said Michelin XPS Traction Radial LT 215/85 R 16 tire was fit for the purpose for which it was manufactured.

429. At all times hereinafter mentioned, said tire was not fit for the purpose for which it was manufactured.

430. At all times hereinafter mentioned, said tire was in a defective, dangerous and hazardous condition and was not fit for the purpose for which it had been manufactured to the negligence, carelessness and culpability of the defendant, LA MANUFACTURE FRANCAISE des PNEUMATIQUES MICHELIN.

431. On or about January 26, 1998, decedent, ESTINOBLE DELOUIS, caused to sustain serious bodily injury with conscious pain and suffering due to the failure of said tire to be fit for the purpose for which it had been manufactured.

432. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000) DOLLARS.

AS AND FOR AN EIGHTY-SIXTH CAUSE OF ACTION

433. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County Administratrix of the Estate of ESTINOBLE DELOUIS repeats, reiterates and realleges each every allegation contained in preceding paragraphs as though fully set forth below.

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434. As a result of the failure of said tire to be fit for the purpose for which it was manufactured, decedent, ESTINOBLE DELOUIS, was caused to sustain severe bodily injury which injury resulted in his wrongful death.

435. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

AS AND FOR AN EIGHTY-SEVENTH CAUSE OF ACTION

436. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County, Administratrix of the Estate of ESTINOBLE DELOUIS, repeats, reiterates and realleges each and every allegation contained in preceding paragraphs as though fully set forth below.

437. At all times hereinafter mentioned, defendant, LA MANUFACTURE FRANCAISE des PNEUMATIQUES MICHELIN, owed a duty of care to all users of Michelin XPS Traction Radial LT 215/85 R 16 tire, including decedent, ESTINOBLE DELOUIS, to warn of the possible dangers of using said product.

438. At all times hereinafter mentioned, defendant, LA MANUFACTURE FRANCAISE des PNEUMATIQUES MICHELIN, breached its duty to the decedent, ESTINOBLE DELOUIS, by failing to warn any and all users of said Michelin XPS Traction Radial LT 215/85 R 16 tire, of the danger of using said product.

439. At all times hereinafter mentioned, decedent, ESTINOBLE DELOUIS, could not, with the exercise of reasonable care, have perceived the danger of using said tire.

440. On or about January 26, 1998, decedent, ESTINOBLE DELOUIS, was caused to sustain serious bodily injury with conscious pain and suffering due to defendant's

BEST
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COPY

MANUFACTURE FRANCAISE des PNEUMATIQUES MICHELIN'S. failure to warn of dangers of said tire.

441. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLL

AS AND FOR AN EIGHTY-EIGHTH CAUSE OF ACTION

442. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County Administratrix of the Estate of ESTINOBLE DELOUIS, repeats, reiterates and realleges each every allegation contained in preceding paragraphs as though fully set forth below.

443. As a result of the failure to warn of the dangers of said Michelin Traction Radial LT 215/85 R 16 tire, decedent, ESTINOBLE DELOUIS, was caused to sustain serious bodily injury, which injury resulted in his wrongful death.

444. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLL

AS AND FOR AN EIGHTY-NINTH CAUSE OF ACTION

445. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County Administratrix of the Estate of ESTINOBLE DELOUIS repeats, reiterates and realleges each every allegation contained in preceding paragraphs as though fully set forth below.

446. Said incident was caused solely due to negligence, recklessness, carelessness and culpability of the defendant, COMPAGNIE GENERALE des ETABLISSEMENTS MICHELIN.

447. By reason of the foregoing, decedent, ESTINOBLE DELOUIS, sustained serious bodily injury with conscious pain and suffering at the time and place described at

BEST
AVAILABLE
COPY

448. By reason of the foregoing, decedent, ESTINOBLE DELOUIS, sustain serious bodily injury with conscious pain and suffering due to the negligence, recklessness, carelessness and culpability of defendant, COMPAGNIE GENERALE des ETABLISSEMENTS MICHELIN.

449. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS

AS AND FOR A NINETIETH CAUSE OF ACTION

450. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County Administratrix of the Estate of ESTINOBLE DELOUIS repeats, reiterates and realleges each every allegation contained in preceding paragraphs as though fully set forth below.

451. As a result of the negligence, carelessness and recklessness of defendant, COMPAGNIE GENERALE des ETABLISSEMENTS MICHELIN., as described above, decedent, ESTINOBLE DELOUIS, was caused to sustain severe bodily injury, which injury resulted in his wrongful death.

452. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS

AS AND FOR A NINETY-FIRST CAUSE OF ACTION

453. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County Administratrix of the Estate of ESTINOBLE DELOUIS repeats, reiterates and realleges each every allegation contained in preceding paragraphs as though fully set forth below.

BEST
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454. On or before January 26, 1998, defendant, COMPAGNIE GENERALE ETABLISSEMENTS MICHELIN, manufactured, distributed, marketed, tested and sold Michelin XPS Traction Radial LT 215/85 R 16 tires.

455. At all times hereinafter mentioned, defendant, COMPAGNIE GENERALE des ETABLISSEMENTS MICHELIN., its agents servants, representatives or employees negligently, recklessly and carelessly manufactured, distributed, marketed, tested and sold tires.

456. At all times hereinafter mentioned, a certain Michelin XPS Traction Radial LT 215/85 R 16 tire manufactured, distributed, marketed, tested and sold by defendant, COMPAGNIE GENERALE des ETABLISSEMENTS MICHELIN, was in a defective, dangerous and hazardous condition.

457. At all times hereinafter mentioned, said tire was in a defective, dangerous and hazardous condition due to the negligence, carelessness and culpability of defendant, COMPAGNIE GENERALE des ETABLISSEMENTS MICHELIN.

458. On or about January 26, 1998, decedent, ESTINOBLE DELOUIS, caused to sustain serious bodily injury with conscious pain and suffering as a result of the negligence, carelessness and culpability of defendant, COMPAGNIE GENERALE des ETABLISSEMENTS MICHELIN, in its manufacture, distribution, marketing and testing of said tire.

459. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

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AS AND FOR A NINETY-SECOND CAUSE OF ACTION

460. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County Administratrix of the Estate of ESTINOBLE DELOUIS repeats, reiterates and realleges each every allegation contained in preceding paragraphs as though fully set forth below.

461. As a result of the negligent, reckless and careless manufacture, distribution, marketing, testing and sale of said tire by defendant, COMPAGNIE GENERALE ETABLISSEMENTS MICHELIN, as described above, decedent, ESTINOBLE DELOUIS, caused to sustain severe bodily injury, which injury resulted in his wrongful death.

462. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

AS AND FOR A NINETY-THIRD CAUSE OF ACTION

463. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County Administratrix of the Estate of ESTINOBLE DELOUIS repeats, reiterates and realleges each every allegation contained in preceding paragraphs as though fully set forth below.

464. On or before January 26, 1998, defendant, COMPAGNIE GENERALE ETABLISSEMENTS MICHELIN, conceived, planned, and designed said Michelin XPS Trac Radial LT 215/85 R 16 tire.

465. At all times hereinafter mentioned, defendant, COMPAGNIE GENERALE des ETABLISSEMENTS MICHELIN, negligently, carelessly and recklessly conceived, planned and designed said tire.

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466. At all times hereinafter mentioned, said tire was in a defective, dangerous and hazardous condition due to its negligent, careless and reckless conception, planning and design by defendant, COMPAGNIE GENERALE des ETABLISSEMENTS MICHELIN.

467. On or about January 26, 1998, as a result of the negligent, careless and reckless conception, planning and design of said tire by defendant, COMPAGNIE GENERALE des ETABLISSEMENTS MICHELIN, decedent, ESTINOBLE DELOUIS, was caused to sustain serious personal injury with conscious pain and suffering.

468. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

AS AND FOR A NINETY-FOURTH CAUSE OF ACTION

469. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County Administratrix of the Estate of ESTINOBLE DELOUIS repeats, reiterates and realleges each and every allegation contained in preceding paragraphs as though fully set forth below.

470. As a result of the negligent, careless and reckless conception, planning and design of said tire by defendant, COMPAGNIE GENERALE des ETABLISSEMENTS MICHELIN, decedent ESTINOBLE DELOUIS, was caused to sustain severe bodily injury, with injury resulted in his wrongful death.

471. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

AS AND FOR A NINETY-FIFTH CAUSE OF ACTION

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472. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County Administratrix of the Estate of ESTINOBLE DELOUIS repeats, reiterates and realleges each every allegation contained in preceding paragraphs as though fully set forth below.

473. At all times hereinafter mentioned, said Michelin XPS Traction Radial 215/85 R 16 tire was defective, dangerous and hazardous.

474. At all times hereinafter mentioned, said tire was defective, dangerous hazardous, due to the negligence, carelessness and recklessness of defendant, COMPAGNE GENERALE des ETABLISSEMENTS MICHELIN.

475. At all times hereinafter mentioned, said defects were not readily apparent to or discoverable by decedent, ESTINOBLE DELOUIS.

476. At all times hereinafter mentioned, defendant, COMPAGNE GENERALE des ETABLISSEMENTS MICHELIN, assumed a strict liability to decedent, ESTINOBLE DELOUIS, as a user of said tire.

477. On or about January 26, 1998, due to the defective, dangerous, hazardous and unsafe condition of said tire, decedent, ESTINOBLE DELOUIS, was caused to sustain serious bodily injury with conscious pain and suffering.

478. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

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AS AND FOR A NINETY-SIXTH CAUSE OF ACTION

421

479. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County Administratrix of the Estate of ESTINOBLE DELOUIS repeats, reiterates and realleges each every allegation contained in preceding paragraphs as though fully set forth below.

480. As a result of the defective, dangerous, hazardous and unsafe condition said tire and defendant's, COMPAGNIE GENERALE des ETABLISSEMENTS MICHELIN culpable conduct under strict liability, decedent, ESTINOBLE DELOUIS, was caused to sustain severe bodily injury, which injury resulted in his wrongful death.

481. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

AS AND FOR A NINETY-SEVENTH CAUSE OF ACTION

482. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County Administratrix of the Estate of ESTINOBLE DELOUIS repeats, reiterates and realleges each every allegation contained in preceding paragraphs as though fully set forth below.

483. At all times hereinafter mentioned, defendant, COMPAGNIE GENERALE des ETABLISSEMENTS MICHELIN, placed into the stream of commerce, and offered for sale to the public said Michelin XPS Traction Radial LT 215/85 R 16 tire.

484. At all times hereinafter mentioned, defendant, COMPAGNIE GENERALE des ETABLISSEMENTS MICHELIN, represented and warranted that said tire was of merchantable quality and fit for its intended use.

485. At all times hereinafter mentioned said tire was not of merchantable quality and not fit for its intended use.

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486. At all times hereinafter mentioned, said tire was in a defective, dangerous and hazardous condition and was not of merchantable quality nor fit for its intended use due to the negligence, carelessness and culpability of defendant, COMPAGNIE GENERALE ETABLISSEMENTS MICHELIN.

487. On or about January 26, 1998, decedent, ESTINOBLE DELOUIS, caused to sustain serious bodily injury with conscious pain and suffering due to the lack of merchantability of said tires.

488. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

AS AND FOR A NINETY-EIGHTH CAUSE OF ACTION

489. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County, as Administratrix of the Estate of ESTINOBLE DELOUIS repeats, reiterates and realleges each and every allegation contained in preceding paragraphs as though fully set forth below.

490. As a result of the lack of merchantability of said tire, decedent, ESTINOBLE DELOUIS, was caused to sustain serious bodily injury, which injury resulted in the wrongful death of decedent.

491. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

AS AND FOR A NINETY-NINTH CAUSE OF ACTION

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423

492. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County Administratrix of the Estate of ESTINOBLE DELOUIS repeats, reiterates and realleges each every allegation contained in preceding paragraphs as though fully set forth below.

493. On or before January 26, 1998, defendant, COMPAGNIE GENERALE ETABLISSEMENTS MICHELIN, represented and warranted that said Michelin XPS Trac Radial LT 215/85 R 16 tire was fit for the purpose for which it was manufactured.

494. At all times hereinafter mentioned, said tire was not fit for the purpose which it was manufactured.

495. At all times hereinafter mentioned, said tire was in a defective, dangerous and hazardous condition and was not fit for the purpose for which it had been manufactured to the negligence, carelessness and culpability of the defendant, COMPAGNIE GENERALE ETABLISSEMENTS MICHELIN.

496. On or about January 26, 1998, decedent, ESTINOBLE DELOUIS, caused to sustain serious bodily injury with conscious pain and suffering due to the failure of tire to be fit for the purpose for which it had been manufactured.

497. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS

AS AND FOR A ONE HUNDREDTH CAUSE OF ACTION

498. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County Administratrix of the Estate of ESTINOBLE DELOUIS repeats, reiterates and realleges each every allegation contained in preceding paragraphs as though fully set forth below.

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499. As a result of the failure of said tire to be fit for the purpose for which it was manufactured, decedent, ESTINOBLE DELOUIS, was caused to sustain severe bodily injury which injury resulted in his wrongful death.

500. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS

AS AND FOR A ONE HUNDRED FIRST CAUSE OF ACTION

501. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County, Administratrix of the Estate of ESTINOBLE DELOUIS, repeats, reiterates and realleges each and every allegation contained in preceding paragraphs as though fully set forth below.

502. At all times hereinafter mentioned, defendant, COMPAGNIE GENERALE des ETABLISSEMENTS MICHELIN, owed a duty of care to all users of said Michelin XPS Traction Radial LT 215/85 R 16 tire, including decedent, ESTINOBLE DELOUIS, to warn of the possible dangers of using said product.

503. At all times hereinafter mentioned, defendant, COMPAGNIE GENERALE des ETABLISSEMENTS MICHELIN, breached its duty to the decedent, ESTINOBLE DELOUIS, by failing to warn any and all users of said Michelin XPS Traction Radial LT 215 R 16 tire, of the danger of using said product.

504. At all times hereinafter mentioned, decedent, ESTINOBLE DELOUIS, could not, with the exercise of reasonable care, have perceived the danger of using said tire.

505. On or about January 26, 1998, decedent, ESTINOBLE DELOUIS, was caused to sustain serious bodily injury with conscious pain and suffering due to defendant's negligence.

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COMPAGNIE GENERALE des ETABLISSEMENTS MICHELIN'S, failure to warn of dangers of said tire.

506. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

AS AND FOR A ONE HUNDRED SECOND CAUSE OF ACTION

507. Plaintiff, MARIETTA SMALL, Public Administrator at Kings County, as Administratrix of the Estate of ESTINOBLE DELOUIS, repeats, reiterates and realleges each and every allegation contained in preceding paragraphs as though fully set forth below.

508. As a result of this failure to warn of the dangers of said Michelin Traction Radial LT 215/85 R 16 tire, decedent, ESTINOBLE DELOUIS, was caused to suffer a serious bodily injury, which injury resulted in his wrongful death.

509. By reason of the foregoing, the Estate of ESTINOBLE DELOUIS, has been damaged in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS.

WHEREFORE, plaintiffs, MARIETTA SMALL, Public Administrator at Kings County, as Administratrix of the Estate of ESTINOBLE DELOUIS demands judgment against the defendants, CHRYSLER CORPORATION, DAIMLERCHRYSLER CORPORATION, MICHELIN CORPORATION, MICHELIN NORTH AMERICA, INC., f/k/a MICHELIN CORPORATION, MICHELIN AMERICAS RESEARCH & DEVELOPMENT CORPORATION, MANUFACTURE FRANCAISE des PNEUMATIQUES MICHELIN, COMPAGNIE GENERALE des ETABLISSEMENTS MICHELIN, JOSEPH P. LEMORIN and DAVID MATHURIN, as follows: in the First Cause of Action through and including the One Hundred

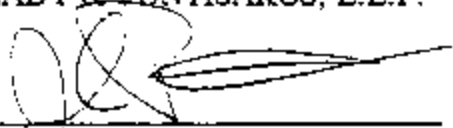
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Second Cause of Action, in an amount exceeding the sum of THIRTY MILLION (\$30,000,000.00) DOLLARS for each and every Cause of Action and punitive damages in an amount exceeding the sum of ONE HUNDRED MILLION (100,000,000.00) DOLLARS, together with interest, costs and disbursements of this action.

Dated: Mineola, New York
January 18, 2000

Yours, etc.

READY & PONTISAKOS, L.L.P.



By, John D. Pontisakos
Attorneys for Plaintiffs
80 East Old Country Road
Mineola, NY 11501
(516) 741-1070

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ATTORNEY'S VERIFICATION

JOHN D. PONTISAKOS, an attorney duly admitted to practice before the Courts of State of New York, affirms the following to be true under the penalties of perjury:

I am an attorney at **READY & PONTISAKOS, L.L.P.**, attorneys of record for Plaintiff **MARIETTA SMALL**, Public Administrator at Kings County, as Administratrix of the **ESTA OF ESTINOBLE DELOUIS**. I have read the annexed

COMPLAINT

and know the contents thereof, and the same are true to my knowledge, except those matters therein which are stated to be alleged upon information and belief, and as to those matters I believe them to be true. My belief, as to those matters therein not stated upon knowledge based upon facts, records, and other pertinent information contained in my files.

The reason I make the foregoing affirmation instead of the Plaintiff(s) is because Plaintiff(s) is/are not presently in the county wherein the attorneys for the Plaintiff(s) maintain their offices.

Dated: Mineola, New York
January 18, 2000



JOHN D. PONTISAKOS

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Local Codes
SP VALLEY STREAM
 CC#88L1221 959532

POLICE ACCIDENT REPORT
 MV-104A (4/84)

ONLY
 USE

OPW MATHURIN, DALIERE

Accident Date: **01/26/98** Day of Week: **MO** Time: **14:00P** No. of Vehicles: **1** No. Injured: **13** No. Killed: **1** Non-Highway: Not Investigated at Scene: Let. Spouse/Parent/Photo:

1 Drivers Name - exactly as printed on license: _____ **DRIV USE** Name - exactly as printed on license: _____ **DRIV USE**

2 Address (Include Number & Street): _____ Apt. No. _____ Address (Include Number & Street): _____ Apt. No. _____

City: _____ State: _____ Zip Code: _____ City: _____ State: _____ Zip Code: _____

3 Date of Birth: _____ Sex: _____ Unlicensed: No. of Occs.: _____ supra Primary Damage: _____ State of Lic.: _____ Date of Birth: _____ Sex: _____ Unlicensed: No. of Occs.: _____ supra Primary Damage: _____ State of Lic.: _____

4 Name - exactly as printed on Registration: _____ Last of Birth: _____ Name - exactly as printed on Registration: _____ Date of Birth: _____

Number & Street: _____ Apt. No. _____ City or Town: _____ State: _____ Zip: _____

1 Make number: _____ State of Reg: _____ Yr & Vehicle Make: _____ Vehicle Type: _____ Year Code: _____ Plate number: _____ State of Reg: _____ Yr & Vehicle Make: _____ Vehicle Type: _____ Ins. _____

4 Sketch of Involved Vehicle: is a commercial motor vehicle; is more than 28 inches wide; is more than 34 feet long; was operated with an overweight permit; was operated with an overdimension permit.

VEHICLE 1 DAMAGE

VEHICLE 2 DAMAGE

VEHICLE 3 DAMAGE

Diagram showing vehicle orientations and damage locations with arrows and numbers 1-4.

Vehicle 1: No Damage Undercarriage

Vehicle 2: No Damage Undercarriage

Vehicle 3: No Damage Undercarriage

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Reference Marker: **9 0 8 M** **DRIV USE ONLY** County: **NASS** City Village: **HEMPSTEAD**

1 0 1 4 Route No. and Street Name: **SOUTHERN STATE PKWY W/E 210**

VEHICLE ARREST: Or 1 Or 2 IT car/Arrest

Pedestrian Cyclist Other

Accident Description/Other & Notes: _____

	9	9	10	11	12	13	14	15	16	17 BY	TO 18	Name - If Connected, Give Date of Death
A	1	7			46	F	1	12	8	8997	2910	RENARD, MARIE N.
B	1	7			39	M	1	4	6	8997	2910	RENARD, JOSEPH F.
C												
D												
E												
F												
G												

1 SIGN HERE: Officer's Rank and Name: **TPR, MICHAEL J. SPANGLER** Badge No: **927** Department: **12905** Station: **17** Date/Time Reported: **2/20/98 1:5**

March 4 2001

Phyllis Morey, Esquire
Office of General Counsel
Ford Motor Company
330 Town Center Drive,
Dearborn, MI 48126-2738

Dear Ms. Morey:

This letter concerns documents to be submitted in response to the Office of Defects Investigation's January 24, 2001 information request letter to PE00-046, an investigation into Goodyear load range "E" tires. The letter requests that Ford provide certain information on Ford vehicles produced with all makes of load range "E" tires.

In a telephone conversation of April 3, 2001 between Mr. Scott Bauer of Ford and John Abbott of my staff, Mr. Bauer raised the question of supplying medical records in Ford's response to a request for claims and lawsuits. As stated in my March 19, 2001 letter concerning EA00-023 (copy enclosed), documents of this sort, i.e., medical, or other personal records are not relevant or helpful in the process of identifying possible defects in the subject tires. However, documents such as depositions of tire "experts" for plaintiffs and/or defendants, in addition to any reports prepared by tire "experts" pertaining to the subject tires, would be helpful. Please use these guidelines in responding to our request for information under PE00-046.

If there are any questions concerning this matter, please feel free to contact me.

Sincerely,

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Kathleen C. DeMeter, Director
Office of Defects Investigation
Safety Assurance

Enclosure

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MAR 19 2001

Ms. Phyllis Morey, Esquire
Office of General Counsel
Ford Motor Company
330 Town Center Drive,
Dearborn, MI 48126-2738

Dear Ms. Morey:

The Office of Defects Investigation (ODI) has reviewed the documents submitted in response to our May 10, 2000 and August 29, 2000 information request letters to Ford sent as part of the Firestone ATX and Wilderness tire investigation, PE00-020 (since upgraded to EA00-023). The letters requested information concerning alleged OEM tire failures on certain 1991 through 2000 model year Ford vehicles - Firestone ATX and Wilderness tire models in the first instance and all other brands in the second. Both letters requested that Ford provide all claims and lawsuit discovery-related documents associated with the alleged failure of the relevant tires.

Since August 11, 2000, Ford has forwarded claims and lawsuit information in response to the agency's requests. After reviewing these materials, we believe that documents of this sort are of little relevance to our pending investigation. Moreover, the documents contain personal information, including medical records, income and employment histories, credit card information, and educational transcripts, the release of which could constitute a clearly unwarranted invasion of personal privacy should they be accessed through our public file.

ODI believes that the risk of an unwarranted invasion of personal privacy and the potential for identify theft through the inadvertent release of personal identifiers outweighs any potential benefit that could be derived from the public release of this information. Therefore, ODI will return the material identified in the attached list. Furthermore, we withdraw our original request for Firestone tire-related claims and lawsuit documents, with the following exception. ODI requests that Ford provide any and all depositions of tire "experts" for plaintiffs and/or defendants, in addition to any reports prepared by tire "experts" pertaining to the tires currently under investigation in EA00-023.

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If there are any questions concerning this matter, please feel free to contact me.

Sincerely,



Kathleen C. DeMeter, Director
Office of Defects Investigation
Safety Assurance

NHTSA:NSA:ODI
NSA-10KIDeMeter:vrj:3/19/01
cc:
NSA-01 Chron
NSA-13 Johnson Chron
Document:1\121\Return:tr2.wpd

433

PE00-046
NSA-12jfa

April 6, 2001

1990-2001
All Ford Vehicles Built
With
E Load Range Tires

434

Book 1 of 1

NHTSA Copy #1

Ford Motor Company

DEFECT INVESTIGATION
REPORT

James P. Vondale, Director
Automotive Safety Office
Environmental & Safety Engineering

April 6, 2001

Ms. Kathleen C. DeMeter, Director
Office of Defects Investigation,
Safety Assurance
National Highway Traffic Safety
Administration
400 Seventh Street, S. W.
Washington, DC 20590

Dear Ms. DeMeter:

Subject: PE00-046:NSA-12jfa

Enclosed is Ford's partial response to Request 5 (US information only) of your January 24, 2001 letter requesting certain information relating to the performance of all "E" load range tires installed as original equipment on vehicles manufactured by Ford from January 1, 1990 through the date of your letter.

In our February 16, 2001 letter Ford requested an extension of time in answering Requests 2 through 7. Ford provided answers to Request 2 a. and b. in our response dated April 5, 2001. Due to the number of lawsuits and claims that are ambiguous as to the brand of tire(s) on the vehicle at the time of the incident, we anticipate that we can provide our response to Request 2 c. through g. on or before May 18, 2001. As stated in our April 5, 2001 letter, Ford is experiencing technical problems relating to the Oracle software with which we access information in our warranty database. As a result, our response to Request 3 has been delayed. Ford will provide the agreed upon claim data on or before April 20, 2001.

If you have any further questions, please contact me.

Sincerely,

cc James P. Vondale

Attachment
scb

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FORD'S RESPONSE TO REQUEST NUMBER 5
RELATING TO PE00-046

Ford's response to this Preliminary Evaluation information request was prepared pursuant to a diligent and good faith search for the information requested. While we have employed our best good faith efforts to provide responsive information, the breadth of the Agency's request and the requirement that information be provided on an expedited basis makes this a difficult task. We nevertheless have made every effort to provide thorough and accurate information and would be pleased to meet with Agency personnel to discuss any aspect of this response.

The scope of Ford's investigation conducted to locate responsive information focused on Ford employees most likely to be knowledgeable about the subject matter of this inquiry, and review of Ford files in which responsive information ordinarily would be expected to be found and to which Ford would ordinarily refer, as more fully described in this response. Ford notes that although electronic information was included within the scope of its search, Ford has not attempted to retrieve from computer storage media electronic files that were overwritten or deleted. As the Agency is aware, such files generally are unavailable to the computer user even if they still exist and are retrievable through expert means. To the extent that the Agency's definition of Ford includes suppliers, contractors and affiliated enterprises over which Ford does not exercise day-to-day operational control, we note that information belonging to such entities ordinarily is not in Ford's possession, custody or control. Ford has construed this request as pertaining to vehicles manufactured for sale in the United States.

On February 16, 2001, a formal request was made to Mr. Thomas Z. Cooper of the Agency for various extensions of time in which to file our responses to your inquiry. The extensions requested were:

<u>Submission Date</u>	<u>Request Numbers</u>
February 23, 2001 (original due date)	1
March 15, 2001	7
April 6, 2001	2, 3 and Partial 5 (US only)
April 20, 2001	4, Complete 5 (worldwide) and 6

On April 20, 2001, Ford will make available electronic copies on Ford's Virtual Reading Room (VRR) of all documents that have been located which are responsive to Requests 4 and 6. Ford anticipates that additional documents may be located after that date. In that event, electronic copies of any such documents will also be made available on the website.

As requested, after the numeric designation, Ford has set forth verbatim the request for information, followed by our response. Unless otherwise stated, Ford has undertaken to provide responsive data and/or documents dated up to and including January 24, 2001, the date of your inquiry.

Request No. 5

If Ford has issued any service or technical bulletins, advisories, or other communications to dealers, vehicle owners, fleet operators, zone offices, or any field office or other location anywhere in the world, regardless of where located, pertaining to the alleged defect in the subject tires, provide a copy of such document. If no such documents have been issued, so state.

Answer

Ford is providing a partial response to Request 5 concerning the U.S. only. As stated above, we expect to respond to this request for the remainder of the world on April 20, 2001.

OASIS Messages. Ford's Customer Service Division (FCSD) Current and Past Model Support staff is responsible for communicating a variety of vehicle and service information, such as warranty claim information for up to the past 360 days, Extended Service Plan part coverage information, and technical repair information, to North American Ford and Lincoln Mercury dealers. This information is communicated primarily through OASIS, which serves as an electronic link between Ford Motor Company and the dealers. OASIS covers all North American Ford and Lincoln Mercury cars and light trucks, and medium and heavy-duty Ford trucks, for the 10 most current model years. Technical diagnostic and repair information on OASIS is contained in Special Service Messages (SSMs) and Technical Service Bulletin (TSBs) titles (the text of the TSB is not available on-line through OASIS). SSMs and TSB titles are coded in OASIS according to specific vehicle attributes (model year, vehicle type, engine code, vehicle identification number, or VIN) and an OASIS Service Code. The dealers with access to OASIS usually search for information on the database by entering a VIN and the applicable Service Codes. SSMs and TSB titles that become inactive or superseded continue to be accessible by Ford employees, but no longer are accessible by the dealers. Dealers also are able to determine the recalls applicable to a particular vehicle by searching a particular VIN in OASIS. Recall information available on OASIS cannot be searched by Service Codes.

In 1998, the OASIS system was upgraded from the "OASIS 2" system to the new "Global OASIS." At that time, OASIS 2 was removed from service and is no longer used to communicate with dealers. During the upgrade, inactive information (such as inactive SSMs or superseded TSB titles) was not transferred to Global OASIS. In responding to this information request, Ford searched Global OASIS and OASIS 2 for active, inactive, and superseded TSB titles and SSMs applicable to the tires on model year 1990 through 2001 F250 (over 8500 GVW) and F350, model year 1990 through 1997 F-Series Super Duty, model year 1990 through 2001 E250 and E350, model year 1996 Econoline Super Duty, 1998 and 2000 through 2001 E450 vehicles, and model year 1990 through 1997 F53 and F59 (motor home chassis) manufactured by Ford with the Service Code 306000-Tires/Wheels. For 1998 and newer vehicles, OASIS 2 was not included in the search because it is not likely to contain information on 1998 and forward model year vehicles. OASIS 2 and Global OASIS are not capable of performing electronic word searches, so the search results were reviewed manually to determine their applicability to the alleged defect in the subject vehicles. Based on this search,

Ford has not identified any TSBs or SSMs that appear to relate to the alleged defect in the subject vehicles.

The OASIS database also contains Broadcast Messages. Typically, these messages are directed to all dealerships and either are notifications of new SSMs, or announcements with non-technical information (for example, "the Dealer Hotline will be closed today"). Broadcast Messages cannot be searched by OASIS service codes, and can be retrieved and searched only by their date. Ford has not undertaken to search for Broadcast Messages that may relate to the alleged defect in the subject vehicles because of the associated burden, and we expect that any responsive information obtained with such a search generally would be non-substantive in nature or duplicative of the information obtained with the TSB title and SSM search described above.

Internal Service Messages. FCSD, as part of its technical support activities, maintains fleet and technical telephone "hotlines." During the early stages of Ford's efforts to identify and resolve potential vehicle concerns, hotline personnel may draft Internal Service Messages (ISMs) on CQIS for their internal use. The ISMs are assigned a CQIS "symptom code" or category that generally reflects the nature of the concern. An ISM can form the basis for an oral response over the technical hotline to an inquiry from an individual dealer or fleet technician. The ISMs, however, are not made available electronically to fleets and dealers. Therefore, although ISMs are not "issued" to dealers like OASIS messages, Ford is construing this request broadly to include ISMs that may be related to the alleged defect in the subject vehicles.

In responding to this information request, Ford searched CQIS for ISMs dated through January 24, 2001, on model year 1990 through 2001 F250 (over 8500 GVW) and F350, model year 1990 through 1997 F-Series Super Duty, model year 1990 through 2001 E250 and E350, model year 1996 Econoline Super Duty, 1998 and 2000 through 2001 E450 vehicles, and model year 1990 through 1997 F53 and F59 manufactured by Ford that may be equipped with "Goodyear" "E" load range tires with the following symptom codes:

OASIS CODES USED IN OASIS SEARCH

Chassis

Steering/Handling	303000
Tires/Wheels	306000

Driveline

Transfer Case Concerns	508000
Driveline Noise Concerns	597997
Drive Shaft	511000
• U Joints Loose (Clunk)	511100
• Noise	511200
• Vibration	511300

Noise/Vibration

Other Noise Concerns	702000
• Front	702100
• Rear	702200

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- Passenger Compartment 702300
- Vibration Concerns 703000
- Idle/Neutral 703100
- Acceleration 703200
- Cruise 703300
- Deceleration 703400

The CQIS database in which the ISMs reside is not capable of performing word-searches, so the search results were reviewed manually to determine their applicability to the alleged defect in the subject vehicles. Based on this search, Ford has not identified any ISMs that appear to relate to the alleged defect in the subject vehicles.

Field Review Committee. Ford's Field Review Committee reviews all potential field service actions, including safety recalls and owner notification programs, and recommends appropriate actions to corporate management. A Vehicle Service & Programs representative serves as Secretary to the Field Review Committee. Following approval of a field service action, the Vehicle Service & Programs Office prepares and launches the action. A representative copy of the communication to Ford's dealers, fleets, zone offices, and field offices announcing the field service action is maintained in the Field Review Committee files. Based on a search by the Vehicle Service & Programs Office of the Field Review Committee files, Ford has not identified any field service action communications that appear to relate to the alleged defect in the subject vehicles.

###



[Handwritten signature]

PE00-046
March 21, 2001
Dear Mr. Cooper:

March 21, 2001

Thomas Z. Cooper, Chief
Vehicle Integrity Division
Office of Defects Investigation
NHTSA Safety Assurance
Room #5326
400 Seventh Street S.W.
Washington, D.C. 20590

GM-600

NSA-1jfa
PE00-046

Dear Mr. Cooper:

This letter is General Motors (GM) partial response to your information request (PE00-046), dated February 8, 2001, regarding a preliminary evaluation of alleged failures of load range "E" light truck tires manufactured by Goodyear and Kelly Springfield. The subject tires for which NHTSA is requesting information include all load range "E" tires installed as original equipment on GM vehicles. GM is providing the requested information for the subject tires on vehicles manufactured by GM for sale or lease in the US. Your requests and our corresponding replies are as follows:

1. **Provide a table that lists the populations of all GM vehicles produced that were equipped with the subject tires. List your response by tire make, tire model, tire size, and vehicle model and model year to which they were fitted. Provide your response separately for each tire make.**

Attachment A contains the requested information. Note: Tire usage is tracked by part number. For some of the part numbers there were more than one manufacturer of tires. In these cases, the count reflects the total of all manufacturers (i.e. including Michelin, Firestone etc.) and cannot be broken down by manufacturer for the given part number

2. **State the number, produce copies, and provide an index of the following, and all documents relating thereto, from all sources, of which GM is aware and which relate, or potentially relate, to the alleged defect in the subject tires:**
 - a. owner/fleet complaints;
 - b. field reports;
 - c. crash/incident reports;
 - d. subrogation claims;
 - e. property damage claims;
 - f. personal injury claims; and
 - g. lawsuits.

Provide the index in both hard copy and in electronic format (using Microsoft Excel spreadsheet). The electronic spreadsheet should include all of the following that are available to GM: (a) consumer's name, address, telephone number, and e-mail address; (b) tire make, model, size, DOT number, position on the vehicle, and whether original equipment or replacement tire; (c) vehicle model, model year, and vehicle identification number (VIN); (d) incident date and location (by state); (e) mileage on tire at time of incident; (f) incident description (e.g., loss of control, crash, or rollover); (g) number of injuries and fatalities resulting from the incident; (h) tire failure mode; (i) a summary of all examinations or forensic analyses of the failed and non-failed incident vehicle tires

Product Investigations

Main Code: 480-106-304 • 30500 Mound Road • Warren, MI 48090-9055

Phone: (810) 986-8029 • Fax: (810) 947-2318

GM510 Response Partial 1.doc



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that are known to GM; (j) a summary of the consumer's allegations regarding the tire; and (k) a summary of GM's opinion of the failure mode and contributing factors.

The following table summarizes the records GM has found regarding the alleged defect.

Type of Complaint	Number of Complaints	Location of Information
Owner/fleet complaints		
Field reports	0	
Technical Assistance System Reports	6	Attachment B
PAR reports (GM 1241 reports)	14	Attachment C
Accident Claim	3	Attachment D
Subrogation claims	0	
Lawsuits	2	Attachment E
Third-party arbitration proceedings	0	
Total	25	

GM encountered technical difficulties in producing the Owner/fleet complaints referenced in the preceding chart and was unable to provide them with this response. GM will provide these documents as soon as they are available.

GM requested information from Goodyear regarding the 12 GM vehicles that the first paragraph of the PE states were involved in crashes. The Tire and Wheel group of GM reviewed this information. Their review of the information concluded that none of the tires involved in the 12 incidents were original equipment on the GM vehicles listed.

The Owner/Fleet reports, Field reports and PAR reports were found by searching GM's various databases for any tire allegations that might be pertinent to the alleged defect on vehicles manufactured by GM that may have load range "E" tires as original equipment. The VINs from this search were cross-referenced for the Regular Production Option codes (RPOs) to identify vehicles that have the subject tires.

3. Provide the following information regarding claims and adjustments:

- a. Separately state, for each of the subject tires: (1) the total number of claims of any type, including, warranty claims, extended warranty claims, and field or zone adjustments, that were honored by GM from January 1, 1990 to date; and (2) the number of such claims and adjustments that relate to the alleged defect in the subject tires. Furnish this information by tire make, model, size, failure mode, DOT number, position on the vehicle, and month/year of vehicle production.
- b. Provide a summary of each claim adjustment in both hard copy and electronic format (using Microsoft Excel spreadsheet), including all of the information specified in Item 1.

GM does not have tire warranty claim information prior to 1995 /1996. Before the 1996 MY, the tire manufacturers were exclusively responsible for tire warranty issues related to the subject tires. Customers who brought their vehicles to a GM dealership for any tire warranty issue were referred to the appropriate tire manufacturer's warranty center.

GM began warranty coverage for tires in 1995 on Cadillac vehicles and in 1996 for other vehicles. Since 1996 owners of GM vehicles have had the option to go to their GM dealer or the tire manufacturer's warranty center to pursue warranty repairs on their OEM tires.

The warranty data provided by GM reflects the customer claims processed at dealerships. Any warranty claims processed through the tire manufacturers' centers are not reflected in our data.

GM warranty records identify the tire supplier and do not contain sufficient information to identify the specific tire models. For example, Goodyear can be identified from Firestone, but a Firestone Wilderness cannot be identified from a Firestone Steeltex.

a.(1) WARRANTY CLAIMS LOAD RANGE E TIRES
LABOR CODE DESCRIPTION: TIRE- REPLACE
MODEL YEARS 1996 - 2001 (February 26, 2001)
BY TIRE MANUFACTURER

LABOR OPERATION CODE	LABOR CODE DESCRIPTION	NUMBER OF CLAIMS
E0431	Tire, Goodyear replace	31,318
E0432	Tire, General-replace	22,071
E0433	Tire, Michelin-replace	4,259
E0434	Tire, Uniroyal-replace	9,006
E0435	Tire, BFGoodrich-replace	6,968
E0436	Tire, Bridgestone-replace	786
E0437	Tire, Firestone-replace	10,728
	TOTAL CLAIMS	85,136

Warranty numbers provided have limited analytical value in analyzing the field performance of a motor vehicle component because the records do not contain sufficient information to establish the condition of the part at the time of the warranty correction, and discrepancy trouble codes selected by service personnel for the same type of problem on different vehicles are not necessarily consistent. Warranty numbers represent claims by our dealers for reimbursement for parts and labor costs incurred in performing warranty service for our customers.

a.(2) Attachment F contains a spreadsheet which lists each claim that may relate to the alleged defect for the subject tires. The following information is provided for each claim: VIN, vehicle make, vehicle model description, build date, trouble code (failure mode: cut, punctured, ruptured, torn), labor code, labor description (tire manufacturer). Tire model, DOT number, and position on vehicle is not available

b) An electronic copy of Attachment F is being provided on diskette.

4. State whether GM has had any written or oral communications with any tire manufacturers concerning the alleged defect in the subject tires. If so, provide copies of

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all such documents that were in writing, identifying, where this information is not evident from the communication itself, the date of the communication, and the name, position title, and employing company and division or other entity of the person sending the communication and the person to whom the communication was sent. For any oral communication, state the date on which it was conducted, identify all participants by name, position title, and employing company and division or other entity, and state the substance of the communication in full. In responding to the latter request regarding oral communications, all pertinent documents (e.g., e-mail and notes) must be reviewed.

Tire claim adjustment information is discussed with tire manufacturers at bi-annual meetings with GM and in monthly reports. The information contains all tires used on GM products. In response to this PE, GM is providing the load range "E" tire data from the monthly reports available at GM. See Attachments G and H.

- 5. If GM has issued any service or technical bulletins, advisories, or other communications to dealers, vehicle owners, fleet operators, zone offices, or any field office or other location anywhere in the world, regardless of where located, pertaining to the alleged defect in the subject tires, provide a copy of each such document. If no such documents have been issued, so state.**

GM has not issued any service bulletins related to the alleged defect in the subject tires. However, GM has issued training manuals, training videos and supplemental service bulletins regarding tire warranty procedures in general on its vehicles. These materials were previously submitted to NHTSA in response to PE00-040 (GM 594 Attachment G).

- 6. Identify and provide copies of all documents relating to any evaluation, study, survey, investigation, test or other analyses conducted by GM, its contractors, suppliers, or by any other entities, regarding the alleged defect in the subject tires, or each subset (e.g. Goodyear, Michelin, Firestone, etc.) of the subject tires, to date. Identify, by name and address, the entity that conducted each such test or analysis. State when each test or analysis was initiated and concluded, or whether it is still in progress. For those items identified as still in progress, provide a schedule and anticipated completion date for each. Produce copies of all related reports, notes, tables, graphs, or other documents, regardless of whether they are in interim, draft, or final form.**

See Attachment H for test reports and investigations

There are two primary sources of tire endurance testing: 1) full vehicle durability tests run by GM and 2) Accelerated Tire Endurance (ATE) tests run by tire manufacturers. While testing is not run to failure, testing is continued beyond the specified performance requirements for the tires. Failures for vehicle components are reported. Before they are offered for sale, the production version of any tire must pass all specified performance requirements.

GM searched its records for test results that may relate to separations and/or blowouts for production version load range E tires. However, it should be emphasized that all of these tires passed the performance requirements. The failures reported occurred during testing that continued after the performance requirements were met.

GM is continuing its search for tire durability test results. GM will provide the responsive documents, if any are identified.

- 7. Provide a table, in both written and electronic format (using Microsoft Excel spreadsheet) presenting the design details, intended application, recommended air pressure (tire manufacturer), and GM recommended air pressure for each of the subject tires by make, model, and tire size.**

The GM recommended air pressure for the subject tires is the same as the tire manufacturers recommended air pressure. General Motors follows the inflation recommendations of the Tire & Rim Association. Inflation pressures are selected considering the maximum loading that will be applied to tires at vehicle rated conditions and specifies recommended inflation pressures at or above the pressure level required to carry that load.

See Attachment I for the table of intended applications and recommended air pressures.

General Motors requests that the documents included in Attachment H be afforded confidential treatment by the NHTSA. This information is not customarily made public by General Motors and contains trade secrets and commercial information which is privileged or confidential under 5 U.S.C. Section 552(b)(4), 49 CFR Part 512 and 49 U.S.C. Section 30167(a).

Attachment H contains documents that have tire specifications, tire validation test procedures and reports and other commercial information that is valuable and can only be obtained independently at considerable cost. This information can be used by competitors to identify important areas of tire performance and related vehicle performance, thereby enabling them to improve their own products, without the expenditures associated with the evaluation of products, all at the expense of General Motors. In addition knowledge of the test procedures used by and for GM would allow them competitors to avoid test equipment expenses, identify test capabilities of suppliers and would enable them to avoid testing costs. This information is also very useful benchmarking information for competitors. Attachment H contains commercial information the disclosure of which would likely result in substantial competitive harm.

General Motors treats this material as confidential proprietary information available only to authorized General Motors personnel and its suppliers and not otherwise available to the public. The documents are maintained under a record-keeping system which is intended to control dissemination of this material within General Motors, and to assure that it is not disseminated outside the Corporation, except as described in the attached certification made pursuant to 49 CFR Part 512.4(e).

To the best of our knowledge, no prior determinations of the confidentiality of these documents have been made by the NHTSA, other Federal Agencies, or the Federal Courts. Documents such as those contained in Attachment H, however, have, to the best of our knowledge, normally been granted confidential treatment by the NHTSA in the past.

The documents for which confidential treatment is being requested, with a copy of this letter, are being submitted to your Office of the Chief Counsel. It is requested that notice concerning the

Letter to Thomas Z. Cooper
PE00-046 / GM-600
March 21, 2001
Page 6

Agency's determination of confidentiality for this material and any questions relating to confidentiality be addressed to Stephen Selander, Attorney, GM Legal Staff, MC 480-103-304, 30500 Mound Rd., Warren, MI 48090; [(810) 986-8464]. Confidential treatment of this material is requested for an indefinite period.

The document subject to this request for confidentiality has been clearly stamped "GM CONFIDENTIAL". If a request for disclosure of any or all of this information is received by the NHTSA, General Motors requests notification of receipt of each such request and, if necessary, an opportunity to further explain the reasons why such material is trade secret and commercial information which should not be disclosed under the applicable statutes and regulations.

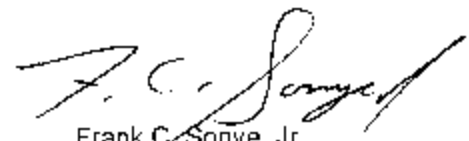
GM claims that certain information, in documents that are part of claims files maintained by the GM Legal Staff, is attorney work product and/or privileged. That information includes notes, memos, reports, photographs, and evaluations by attorneys (and by claims analysts, investigators, and engineers working at the request of attorneys). GM is producing responsive documents from claims files that are neither attorney work product nor privileged and withholding those that are attorney work product and/or privileged.

This response is based on searches of General Motors Corporation (GM) locations where documents determined to be responsive to your request would ordinarily be found. As a result, the scope of this search did not include, nor could it reasonably include, "all of its past and present officers and employees, whether assigned to its principal offices or to any of its field or other locations, including all of its divisions, subsidiaries (whether or not incorporated) and affiliated enterprises and all of their headquarters, regional, retail outlets, zone and other offices and their employees, and all agents, contractors, consultants, attorneys and law firms, and other persons engaged directly or indirectly (e.g., employee of a consultant) by or under the control of GM (including all business units and persons previously referred to), who are or, in or after 1989, were involved in any way with any of the following related to the subject condition in the subject tires: a. design, engineering, analysis, modification or production; b. testing, assessment or evaluation; c. consideration or recognition of potential or actual defects, reporting, record keeping, (e.g., complaints, warranties, part sales), analysis, claims, or lawsuits; or d. communication to, from, or available to affiliated companies, vehicle manufacturers, zone representatives, fleets, distributors, dealers, stores, or other field locations.

This response was compiled and prepared by this office upon review of the documents produced by various GM locations, and does not include documents generated or received at those GM locations subsequent to their searches.

Please contact me if you require further information about this response or the nature or scope of our searches.

Sincerely,



Frank C. Sonye, Jr.
Director
Product Investigations

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CERTIFICATE IN SUPPORT OF REQUEST FOR CONFIDENTIALITY

I, Frank C. Sonye, Jr., pursuant to the provisions of 49 CFR Part 512 state as follows:

- (1) I am Director of Product Investigations, and I am authorized by General Motors Corporation (GM) to execute documents on its behalf;
- (2) The information stamped "GM Confidential" contained in Attachment H to this document is confidential and proprietary data and is being submitted with the claim that it is entitled to confidential treatment of 5 USC §552(b)(4), 49 U.S.C. Section 30167(a) and implemented in 49 CFR Part 512;
- (3) I, or members of my staff, have personally inquired of the responsible GM personnel who have authority in the normal course of business to release the information for which a claim of confidentiality has been made to ascertain whether such information has ever been released outside GM;
- (4) Based upon such inquiries to the best of my knowledge, information and belief, the information for which GM has claimed confidential treatment has never been released or become available outside GM, except as hereinafter specified: None.
- (5) I make no representations beyond those contained in this certificate and in particular, I make no representations as to whether this information may become available outside GM because of unauthorized or inadvertent disclosure except as stated in Paragraph 4; and,
- (6) I certify under penalty of perjury that the foregoing is true and correct. Executed on this the 21st day of March 2001.


Frank C. Sonye, Jr.
Director
Product Investigations

ATTACHMENT "A"

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NHTSA PE00-046
GM-600

Attachment "A"

GM600 Att. A 1000

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**Cadillac Vehicles Produced
Load Range 'E' Tire**

Tire Part Number	Tire Make/Model & Years Available	Tire Size	Model Year	Vehicle Model	Total Number Vehicles manufactured for sale in U.S.
9593604	Goodyear Radial LS	LT235/60R17/E	2000	Cadillac Limo (Deville)	573
9593604	Goodyear Radial LS	LT235/60R17/E	2001	Cadillac Limo (Deville)	767
<p>Note: Specific tire manufacturer is not available in the system that generates vehicle counts.</p>					
				Total Cadillac	1,340

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GM600 Att. A 1001

**Chevrolet Vehicles Produced
Load Range 'E' Tire**

Tire Part Number	Tire Make/Model & Years Available	Tire Size	Model Year	Vehicle Model	Total Number Vehicles manufactured for sale in U.S.
9591207	General 550 AS ALS BW (1990-2000) Uniroyal Laredo ALS BW (1990-1997)	LT245/75R16/E	1990	Chevrolet C/K Pickup	33,292
9591207	General 550 AS ALS BW (1990-2000) Uniroyal Laredo ALS BW (1990-1997)	LT245/75R16/E	1991	Chevrolet C/K Pickup	27,568
9591207	General 550 AS ALS BW (1990-2000) Uniroyal Laredo ALS BW (1990-1997)	LT245/75R16/E	1992	Chevrolet C/K Pickup	29,937
9591207	General 550 AS ALS BW (1990-2000) Uniroyal Laredo ALS BW (1990-1997)	LT245/75R16/E	1993	Chevrolet C/K Pickup	34,554
9591207	Firestone Steeltex Radial R4S ALS BW (1994-2000) General 550 AS ALS BW (1990-2000) Uniroyal Laredo ALS BW (1990-1997)	LT245/75R16/E	1994	Chevrolet C/K Pickup	42,880
9591207	Firestone Steeltex Radial R4S ALS BW (1994-2000) General 550 AS ALS BW (1990-2000) Uniroyal Laredo ALS BW (1990-1997)	LT245/75R16/E	1995	Chevrolet C/K Pickup	53,022
9591207	Firestone Steeltex Radial R4S ALS BW (1994-2000) General 550 AS ALS BW (1990-2000) Uniroyal Laredo ALS BW (1990-1997)	LT245/75R16/E	1996	Chevrolet C/K Pickup	44,167
9591207	Firestone Steeltex Radial R4S ALS BW (1994-2000) General 550 AS ALS BW (1990-2000) Uniroyal Laredo ALS BW (1990-1997)	LT245/75R16/E	1997	Chevrolet C/K Pickup	52,925
9591207	Firestone Steeltex Radial R4S ALS BW (1994-2000) General 550 AS ALS BW (1990-2000)	LT245/75R16/E	1998	Chevrolet C/K Pickup	68,371
9591207	Firestone Steeltex Radial R4S ALS BW (1994-2000) General 550 AS ALS BW (1990-2000)	LT245/75R16/E	1999	Chevrolet C/K Pickup	36,898
9591207	Firestone Steeltex Radial R4S ALS BW (1994-2000) General 550 AS ALS BW (1990-2000)	LT245/75R16/E	2000	Chevrolet C/K Pickup	53,467

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GM688 Att. A 1002

**Chevrolet Vehicles Produced
Load Range 'E' Tire**

Tire Part Number	Tire Make/Model & Years Available	Tire Size	Model Year	Vehicle Model	Total Number Vehicles manufactured for sale in U.S.
9591207	General 550 AS ALS BW (1990-2000) Uniroyal Laredo ALS BW (1990-1997)	LT245/75R16/E	1992	Chevrolet Suburban	3,596
9591207	General 550 AS ALS BW (1990-2000) Uniroyal Laredo ALS BW (1990-1997)	LT245/75R16/E	1993	Chevrolet Suburban	6,771
9591207	Firestone Steeltex Radial R4S ALS BW (1994-2000) General 550 AS ALS BW (1990-2000) Uniroyal Laredo ALS BW (1990-1997)	LT245/75R16/E	1994	Chevrolet Suburban	7,327
9591207	Firestone Steeltex Radial R4S ALS BW (1994-2000) General 550 AS ALS BW (1990-2000) Uniroyal Laredo ALS BW (1990-1997)	LT245/75R16/E	1995	Chevrolet Suburban	7,754
9691207	Firestone Steeltex Radial R4S ALS BW (1994-2000) General 550 AS ALS BW (1990-2000) Uniroyal Laredo ALS BW (1990-1997)	LT245/75R16/E	1996	Chevrolet Suburban	5,762
9591207	Firestone Steeltex Radial R4S ALS BW (1994-2000) General 550 AS ALS BW (1990-2000) Uniroyal Laredo ALS BW (1990-1997)	LT245/75R16/E	1997	Chevrolet Suburban	6,062
9591207	Firestone Steeltex Radial R4S ALS BW (1994-2000) General 550 AS ALS BW (1990-2000)	LT245/75R16/E	1998	Chevrolet Suburban	1,893
9591207	Firestone Steeltex Radial R4S ALS BW (1994-2000) General 550 AS ALS BW (1990-2000)	LT245/75R16/E	1999	Chevrolet Suburban	10,595
9591207	Firestone Steeltex Radial R4S ALS BW (1994-2000) General 550 AS ALS BW (1990-2000) Uniroyal Laredo ALS BW (1990-1997)	LT245/75R16/E	1996	Chevrolet G-Van	1,544
9591207	Firestone Steeltex Radial R4S ALS BW (1994-2000) General 550 AS ALS BW (1990-2000) Uniroyal Laredo ALS BW (1990-1997)	LT245/75R16/E	1997	Chevrolet G-Van	13,669

GM608 Att. A 1003

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**Chevrolet Vehicles Produced
Load Range 'E' Tire**

Tire Part Number	Tire Maker/Model & Years Available	Tire Size	Model Year	Vehicle Model	Total Number Vehicles manufactured for sale in U.S.
9591207	Firestone Steeltex Radial R4S ALS BW (1994-2000) General 550 AS ALS BW (1990-2000)	LT245/75R16/E	1999	Chevrolet G-Van	19,135
9591207	Firestone Steeltex Radial R4S ALS BW (1994-2000) General 550 AS ALS BW (1990-2000)	LT245/75R16/E	1999	Chevrolet G-Van	32,339
9591207	Firestone Steeltex Radial R4S ALS BW (1994-2000) General 550 AS ALS BW (1990-2000)	LT245/75R16/E	2000	Chevrolet G-Van	38,815
9591207	Firestone Steeltex Radial R4S ALS BW (1994-2000) General 550 AS ALS BW (1990-2000)	LT245/75R16/E	2001	Chevrolet G-Van	25,461
9591207	Firestone Steeltex Radial R4S ALS BW (1994-2000) General 550 AS ALS BW (1990-2000)	LT245/75R16/E	1998	Chevrolet P-Model	74
9591207	Firestone Steeltex Radial R4S ALS BW (1994-2000) General 550 AS ALS BW (1990-2000)	LT245/75R16/E	1999	Chevrolet P-Model	169
9591214	General 550 TR OOR BW (1990-2000) Unroyal Laredo LTL OOR (1990-1997)	LT245/75R16/E	1990	Chevrolet C/K Pickup	22,440
9591214	General 550 TR OOR BW (1990-2000) Unroyal Laredo LTL OOR (1990-1997)	LT245/75R16/E	1991	Chevrolet C/K Pickup	16,147
9591214	General 550 TR OOR BW (1990-2000) Unroyal Laredo LTL OOR (1990-1997)	LT245/75R16/E	1992	Chevrolet C/K Pickup	18,653
9591214	General 550 TR OOR BW (1990-2000) Unroyal Laredo LTL OOR (1990-1997)	LT245/75R16/E	1993	Chevrolet C/K Pickup	23,003
9591214	Firestone Steeltex Radial AT OOR BW (1994-2000) General 550 TR OOR BW (1990-2000) Unroyal Laredo LTL OOR (1990-1997)	LT245/75R16/E	1994	Chevrolet C/K Pickup	28,143
9591214	Firestone Steeltex Radial AT OOR BW (1994-2000) General 550 TR OOR BW (1990-2000) Unroyal Laredo LTL OOR (1990-1997)	LT245/75R16/E	1995	Chevrolet C/K Pickup	34,657

GM688 Att. 2 1994

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**Chevrolet Vehicles Produced
Load Range 'E' Tire**

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Tire Part Number	Tire Make/Model & Years Available	Tire Size	Model Year	Vehicle Model	Total Number Vehicles manufactured for sale in U.S.
9591214	Firestone Steeltex Radial A/T OOR BW (1994-2000) General 550 TR OOR BW (1990-2000) Uniroyal Laredo LTL OOR (1990-1997)	LT245/75R16/E	1996	Chevrolet C/K Pickup	20,039
9591214	Firestone Steeltex Radial A/T OOR BW (1994-2000) General 550 TR OOR BW (1990-2000) Uniroyal Laredo LTL OOR (1990-1997)	LT245/75R16/E	1997	Chevrolet C/K Pickup	24,639
9591214	Firestone Steeltex Radial A/T OOR BW (1994-2000) General 550 TR OOR BW (1990-2000)	LT245/75R16/E	1998	Chevrolet C/K Pickup	41,171
9591214	Firestone Steeltex Radial A/T OOR BW (1994-2000) General 550 TR OOR BW (1990-2000)	LT245/75R16/E	1999	Chevrolet C/K Pickup	15,580
9591214	Firestone Steeltex Radial A/T OOR BW (1994-2000) General 550 TR OOR BW (1990-2000)	LT245/75R16/E	2000	Chevrolet C/K Pickup	27,097
9591214	Firestone Steeltex Radial A/T OOR BW (1994-2000) General 550 TR OOR BW (1990-2000)	LT245/75R16/E	1992	Chevrolet Suburban	1,695
9591214	Firestone Steeltex Radial A/T OOR BW (1994-2000) General 550 TR OOR BW (1990-2000)	LT245/75R16/E	1993	Chevrolet Suburban	6,081
9591214	Firestone Steeltex Radial A/T OOR BW (1994-2000) General 550 TR OOR BW (1990-2000) Uniroyal Laredo LTL OOR (1990-1997)	LT245/75R16/E	1994	Chevrolet Suburban	5,949
9591214	Firestone Steeltex Radial A/T OOR BW (1994-2000) General 550 TR OOR BW (1990-2000) Uniroyal Laredo LTL OOR (1990-1997)	LT245/75R16/E	1995	Chevrolet Suburban	5,770
9591214	Firestone Steeltex Radial A/T OOR BW (1994-2000) General 550 TR OOR BW (1990-2000) Uniroyal Laredo LTL OOR (1990-1997)	LT245/75R16/E	1996	Chevrolet Suburban	4,515

GM600 Att. # 1085

**Chevrolet Vehicles Produced
Load Range 'E' Tire**

Tire Part Number	Tire Make/Model & Years Available	Tire Size	Model Year	Vehicle Model	Total Number Vehicles Manufactured for sale in U.S.
9591214	Firestone Steelax Radial AT OOR BW (1994-2000) General 550 TR OOR BW (1990-2000) Unroyal Laredo LTL OOR (1990-1997)	LT245/75R16/E	1997	Chevrolet Suburban	4,294
9591214	Firestone Steelax Radial AT OOR BW (1994-2000) General 550 TR OOR BW (1990-2000)	LT245/75R16/E	1998	Chevrolet Suburban	3,645
9591214	Firestone Steelax Radial AT OOR BW (1994-2000) General 550 TR OOR BW (1990-2000)	LT245/75R16/E	1999	Chevrolet Suburban	10,320
9591204	Michelin XCH4 ALS BW (1991-1996)	LT225/75R16/E	1991	Chevrolet G-Van Classic	11,811
9591204	Michelin XCH4 ALS BW (1991-1996)	LT225/75R16/E	1992	Chevrolet G-Van Classic	11,202
9591204	Michelin XCH4 ALS BW (1991-1996)	LT225/75R16/E	1993	Chevrolet G-Van Classic	11,299
9591204	Michelin XCH4 ALS BW (1991-1996)	LT225/75R16/E	1994	Chevrolet G-Van Classic	11,304
9591204	Michelin XCH4 ALS BW (1991-1996)	LT225/75R16/E	1995	Chevrolet G-Van Classic	28,746
9591204	Michelin XCH4 ALS BW (1991-1996)	LT225/75R16/E	1998	Chevrolet G-Van Classic	13,854
9591204	Michelin XCH4 ALS BW (1991-1996)	LT225/75R16/E	1996	Chevrolet G-Van	2,191
9591204	Michelin XCH4 ALS BW (1991-1996)	LT225/75R16/E	1991	Chevrolet P-Model	100
9591204	Michelin XCH4 ALS BW (1991-1996)	LT225/75R16/E	1992	Chevrolet P-Model	319

GM600 Att. A 1086

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**Chevrolet Vehicles Produced
Load Range 'E' Tire**

Tire Part Number	Tire Make/Model & Years Available	Tire Size	Model Year	Vehicle Model	Total Number Vehicles manufactured for sale in U.S.
9591204	Michelin XCH4 ALS BW (1991-1996)	LT225//75R16/E	1993	Chevrolet P-Model	827
9591204	Michelin XCH4 ALS BW (1991-1996)	LT225//75R16/E	1994	Chevrolet P-Model	599
9591204	Michelin XCH4 ALS BW (1991-1996)	LT225//75R16/E	1995	Chevrolet P-Model	395
9591204	Michelin XCH4 ALS BW (1991-1996)	LT225//75R16/E	1996	Chevrolet P-Model	228
9593311	Michelin LTX A/S BW (1997-2001)	LT225//75R16/E	1997	Chevrolet G-Van	8,914
9593311	Michelin LTX A/S BW (1997-2001)	LT225//75R16/E	1998	Chevrolet G-Van	8,930
9593311	Michelin LTX A/S BW (1997-2001)	LT225//75R16/E	1999	Chevrolet G-Van	13,829
9593311	Michelin LTX A/S BW (1997-2001)	LT225//75R16/E	2000	Chevrolet G-Van	13,523
9593311	Michelin LTX A/S BW (1997-2001)	LT225//75R16/E	2001	Chevrolet G-Van	8,444
9593311	Michelin LTX A/S BW (1997-2001)	LT225//75R16/E	1997	Chevrolet P-Model	65
9593311	Michelin LTX A/S BW (1997-2001)	LT225//75R16/E	1998	Chevrolet P-Model	76
9593311	Michelin LTX A/S BW (1997-2001)	LT225//75R16/E	1999	Chevrolet P-Model	65

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**Chevrolet Vehicles Produced
Load Range 'E' Tire**

Tire Part Number	Tire Maker/Model & Years Available	Tire Size	Model Year	Vehicle Model	Total Number Vehicles Manufactured for sale in U.S.
9590803	General Ameristeel LT HWY BW (1990-1999) Uniroyal Laredo RIB HWY BW (1990-1997)	LT235/85R16/E	1990	Chevrolet RV/ Pickup	2,219
9590803	General Ameristeel LT HWY BW (1990-1999) Uniroyal Laredo RIB HWY BW (1990-1997)	LT235/85R16/E	1991	Chevrolet RV/ Pickup	3,515
9590803	General Ameristeel LT HWY BW (1990-1999) Uniroyal Laredo RIB HWY BW (1990-1997)	LT235/85R16/E	1990	Chevrolet RV/ Suburban	5,828
9590803	General Ameristeel LT HWY BW (1990-1999) Uniroyal Laredo RIB HWY BW (1990-1997)	LT235/85R16/E	1991	Chevrolet RV/ Suburban	8,137
9590803	General Ameristeel LT HWY BW (1990-1999) Uniroyal Laredo RIB HWY BW (1990-1997)	LT235/85R16/E	1990	Chevrolet P-Model	64
9590803	General Ameristeel LT HWY BW (1990-1999) Uniroyal Laredo RIB HWY BW (1990-1997)	LT235/85R16/E	1991	Chevrolet P-Model	209
9590803	General Ameristeel LT HWY BW (1990-1999) Uniroyal Laredo RIB HWY BW (1990-1997)	LT235/85R16/E	1992	Chevrolet P-Model	91
9590803	General Ameristeel LT HWY BW (1990-1999) Uniroyal Laredo RIB HWY BW (1990-1997)	LT235/85R16/E	1993	Chevrolet P-Model	346
9590803	General Ameristeel LT HWY BW (1990-1999) Uniroyal Laredo RIB HWY BW (1990-1997)	LT235/85R16/E	1994	Chevrolet P-Model	321
9590803	General Ameristeel LT HWY BW (1990-1999) Uniroyal Laredo RIB HWY BW (1990-1997)	LT235/85R16/E	1995	Chevrolet P-Model	411
9590803	General Ameristeel LT HWY BW (1990-1999) Uniroyal Laredo RIB HWY BW (1990-1997)	LT235/85R16/E	1996	Chevrolet P-Model	157
9590803	General Ameristeel LT HWY BW (1990-1999) Uniroyal Laredo RIB HWY BW (1990-1997)	LT235/85R16/E	1997	Chevrolet P-Model	248

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**Chevrolet Vehicles Produced
Load Range 'E' Tire**

Tire Part Number	Tire Make/Model & Years Available	Tire Size	Model Year	Vehicle Model	Total Number Vehicles manufactured for sale in U.S.
9590803	General Ameristeel LT HWY BW (1990-1999) Uniroyal Laredo R1B HWY BW (1990-1997)	LT235/85R16/E	1998	Chevrolet P-Model	228
9590801	Goodyear Wrangler AT OOR BW (1990-1991) Uniroyal Laredo LTL OOR BW (1990-1991) BF Goodrich Trail Edge OOR BW (1990-1991)	LT235/85R16/E	1990	Chevrolet RV/Pickup	538
9590801	Goodyear Wrangler AT OOR BW (1990-1991) Uniroyal Laredo LTL OOR BW (1990-1991) BF Goodrich Trail Edge OOR BW (1990-1991)	LT235/85R16/E	1991	Chevrolet RV/Pickup	1,213
9590801	Goodyear Wrangler AT OOR BW (1990-1991) Uniroyal Laredo LTL OOR BW (1990-1991) BF Goodrich Trail Edge OOR BW (1990-1991)	LT235/85R16/E	1990	Chevrolet RV/Suburban	3,804
9590801	Goodyear Wrangler AT OOR BW (1990-1991) Uniroyal Laredo LTL OOR BW (1990-1991) BF Goodrich Trail Edge OOR BW (1990-1991)	LT235/85R16/E	1991	Chevrolet RV/Suburban	3,820
9594206	Goodyear Wrangler AT/S OOR BW (2001)	LT215/85R16/E	2001	Chevrolet C/K Pickup	2,962
9594205	Goodyear Wrangler SR HWY BW (2001)	LT215/85R16/E	2001	Chevrolet C/K Pickup	2,645
9593709	Firestone Steeltex R4S ALS BE (1999-2001)	LT245/75R16/E	1999	Chevrolet C/K Pickup	18,475
9593709	Firestone Steeltex R4S ALS BE (1999-2001)	LT245/75R16/E	2000	Chevrolet C/K Pickup	34,858
9593709	Firestone Steeltex R4S ALS BE (1999-2001)	LT245/75R16/E	2001	Chevrolet C/K Pickup	40,562
9593709	Firestone Steeltex R4S ALS BE (1999-2001)	LT245/75R16/E	2000	Chevrolet Suburban	4,207

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**Chevrolet Vehicles Produced
Load Range 'E' Tire**

Tire Part Number	Tire Make/Model & Years Available	Tire Size	Model Year	Vehicle Model	Total Number Vehicles manufactured for sale in U.S.
9593709	Firestone Steeltex R4S ALS BE (1999-2001)	LT245/75R16/E	2001	Chevrolet Suburban	8,957
9593710	Firestone Steeltex AT OOR BE (1999-2001)	LT245/75R16/E	1999	Chevrolet C/K Pickup	17,992
9593710	Firestone Steeltex AT OOR BE (1999-2001)	LT245/75R16/E	2000	Chevrolet C/K Pickup	37,994
9593710	Firestone Steeltex AT OOR BE (1999-2001)	LT245/75R16/E	2001	Chevrolet C/K Pickup	39,189
9593710	Firestone Steeltex AT OOR BE (1999-2001)	LT245/75R16/E	2000	Chevrolet Suburban	3,711
9593710	Firestone Steeltex AT OOR BE (1999-2001)	LT245/75R16/E	2001	Chevrolet Suburban	4,084
15708575	Michelin HWY BW	LT215/85R16/E	1995 - 1999	Chevrolet P-Model	0
9591621	Uniroyal HWY BW/D	7.50-16LT/E	1992	Chevrolet P-Model	23
15640249	Uniroyal HWY BW/D	8.00-19.5/E	1992	Chevrolet P-Model	410
15640249	Uniroyal HWY BW/D	8.00-19.5/E	1993	Chevrolet P-Model	844
15640249	Uniroyal HWY BW/D	8.00-19.5/E	1994	Chevrolet P-Model	909
2097354	Goodyear Wrangler	8.00-19.5/E	1995	Chevrolet P-Model	2,905

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**Chevrolet Vehicles Produced
Load Range 'E' Tire**

Tire Part Number	Tire Make/Model & Years Available	Tire Size	Model Year	Vehicle Model	Total Number Vehicles manufactured for sale in U.S.
2097354	Goodyear Wrangler	8.00-19.5/E	1996	Chevrolet P-Model	1,206
2097354	Goodyear Wrangler	8.00-19.5/E	1997	Chevrolet P-Model	1,544
2097354	Goodyear Wrangler	8.00-19.5/E	1998	Chevrolet P-Model	1,483
2097354	Goodyear Wrangler	8.00-19.5/E	1999	Chevrolet P-Model	1,121
9590755	General Jetsteel HWY BW	8.75R16.5/E	1990	Chevrolet G-Van Classic	8,497
Note: Specific tire manufacturer is not available in the system that generates vehicle counts.					
				Total Chevrolet	1,383,335

**GMC Vehicles Produced
Load Range 'E' Tire**

Tire Part Number	Tire Make/Model & Years Available	Tire Size	Model Year	Vehicle Model	Total Number Vehicles manufactured for sale in U.S.
9591207	General 550 AS ALS BW (1990-2000) Uniroyal Laredo ALS BW (1990-1997)	LT245/75R16/E	1990	GMC Sierra Pickup	9,391
9591207	General 550 AS ALS BW (1990-2000) Uniroyal Laredo ALS BW (1990-1997)	LT245/75R16/E	1991	GMC Sierra Pickup	8,185
9591207	General 550 AS ALS BW (1990-2000) Uniroyal Laredo ALS BW (1990-1997)	LT245/75R16/E	1992	GMC Sierra Pickup	10,145
9591207	General 550 AS ALS BW (1990-2000) Uniroyal Laredo ALS BW (1990-1997)	LT245/75R16/E	1993	GMC Sierra Pickup	11,653
9591207	Firestone Steeltex Radial R4S ALS BW (1994-2000) General 550 AS ALS BW (1990-2000) Uniroyal Laredo ALS BW (1990-1997)	LT245/75R16/E	1994	GMC Sierra Pickup	11,341
9591207	Firestone Steeltex Radial R4S ALS BW (1994-2000) General 550 AS ALS BW (1990-2000) Uniroyal Laredo ALS BW (1990-1997)	LT245/75R16/E	1995	GMC Sierra Pickup	14,812
9591207	Firestone Steeltex Radial R4S ALS BW (1994-2000) General 550 AS ALS BW (1990-2000) Uniroyal Laredo ALS BW (1990-1997)	LT245/75R16/E	1998	GMC Sierra Pickup	11,459
9591207	Firestone Steeltex Radial R4S ALS BW (1994-2000) General 550 AS ALS BW (1990-2000) Uniroyal Laredo ALS BW (1990-1997)	LT245/75R16/E	1997	GMC Sierra Pickup	15,065
9591207	Firestone Steeltex Radial R4S ALS BW (1994-2000) General 550 AS ALS BW (1990-2000)	LT245/75R16/E	1998	GMC Sierra Pickup	19,133
9591207	Firestone Steeltex Radial R4S ALS BW (1994-2000) General 550 AS ALS BW (1990-2000)	LT245/75R16/E	1999	GMC Sierra Pickup	11,631
9591207	Firestone Steeltex Radial R4S ALS BW (1994-2000) General 550 AS ALS BW (1990-2000)	LT245/75R16/E	2000	GMC Sierra Pickup	14,769

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**GMC Vehicles Produced
Load Range 'E' Tire**

Tire Part Number	Tire Make/Model & Years Available	Tire Size	Moce Year	Vehicle Model	Total Number Vehicles manufactured for sale in U.S.
9591207	General 550 AS ALS BW (1990-2000) Uniroyal Laredo ALS BW (1990-1997)	LT245/75R16/E	1992	GMC Suburban	1,722
9591207	General 560 AS ALS BW (1990-2000) Uniroyal Laredo ALS BW (1990-1997)	LT245/75R16/E	1993	GMC Suburban	2,603
9591207	Firestone Steellex Radial R4S ALS BW (1994-2000) General 550 AS ALS BW (1990-2000) Uniroyal Laredo ALS BW (1990-1997)	LT245/75R16/E	1994	GMC Suburban	3,302
9591207	Firestone Steellex Radial R4S ALS BW (1994-2000) General 550 AS ALS BW (1990-2000) Uniroyal Laredo ALS BW (1990-1997)	LT245/75R16/E	1995	GMC Suburban	3,761
9591207	Firestone Steellex Radial R4S ALS BW (1994-2000) General 560 AS ALS BW (1990-2000) Uniroyal Laredo ALS BW (1990-1997)	LT245/75R16/E	1996	GMC Suburban	5,445
9591207	Firestone Steellex Radial R4S ALS BW (1994-2000) General 560 AS ALS BW (1990-2000) Uniroyal Laredo ALS BW (1990-1997)	LT245/75R16/E	1997	GMC Suburban	3,400
9591207	Firestone Steellex Radial R4S ALS BW (1994-2000) General 560 AS ALS BW (1990-2000)	LT245/75R16/E	1998	GMC Suburban	1,812
9591207	Firestone Steellex Radial R4S ALS BW (1994-2000) General 550 AS ALS BW (1990-2000)	LT245/75R16/E	1999	GMC Suburban	4,595
9591207	Firestone Steellex Radial R4S ALS BW (1994-2000) General 550 AS ALS BW (1990-2000) Uniroyal Laredo ALS BW (1990-1997)	LT245/75R16/E	1996	GMC C-Van	750
9591207	Firestone Steellex Radial R4S ALS BW (1994-2000) General 550 AS ALS BW (1990-2000) Uniroyal Laredo ALS BW (1990-1997)	LT245/75R16/E	1997	GMC G-Van	6,109

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**GMC Vehicles Produced
Load Range 'E' Tire**

Tire Part Number	Tire Make/Model & Years Available	Tire Size	Model Year	Vehicle Model	Total Number Vehicles manufactured for sale in U.S.
9591207	Firestone Steellex Radial R4S ALS BW (1994-2000) General 550 AS ALS BW (1990-2000)	LT245/75R16/E	1998	GMC G-Van	5,767
9591207	Firestone Steellex Radial R4S ALS BW (1994-2000) General 550 AS ALS BW (1990-2000)	LT245/75R16/E	1999	GMC G-Van	11,236
9591207	Firestone Steellex Radial R4S ALS BW (1994-2000) General 550 AS ALS BW (1990-2000)	LT245/75R16/E	2000	GMC G-Van	13,993
9591207	Firestone Steellex Radial R4S ALS BW (1994-2000) General 550 AS ALS BW (1990-2000)	LT245/75R16/E	2001	GMC G-Van	6,973
9591207	Firestone Steellex Radial R4S ALS BW (1994-2000) General 550 AS ALS BW (1990-2000)	LT245/75R16/E	1997	GMC P-Model	629
9591207	Firestone Steellex Radial R4S ALS BW (1994-2000) General 550 AS ALS BW (1990-2000)	LT245/75R16/E	1998	GMC P-Model	3
9591207	Firestone Steellex Radial R4S ALS BW (1994-2000) General 550 AS ALS BW (1990-2000)	LT245/75R16/E	1999	GMC P-Model	16
9591214	General 550 TR OOR BW (1990-2000) Uniroyal Laredo LTL OOR (1990-1997)	LT245/75R16/E	1990	GMC Sierra Pickup	7,488
9591214	General 550 TR OOR BW (1990-2000) Uniroyal Laredo LTL OOR (1990-1997)	LT245/75R16/E	1991	GMC Sierra Pickup	5,178
9591214	General 550 TR OOR BW (1990-2000) Uniroyal Laredo LTL OOR (1990-1997)	LT245/75R16/E	1992	GMC Sierra Pickup	8,208
9591214	General 550 TR OOR BW (1990-2000) Uniroyal Laredo LTL OOR (1990-1997)	LT245/75R16/E	1993	GMC Sierra Pickup	6,555
9591214	Firestone Steellex Radial AT OOR BW (1994-2000) General 550 TR OOR BW (1990-2000) Uniroyal Laredo LTL OOR (1990-1997)	LT245/75R16/E	1994	GMC Sierra Pickup	6,813

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**GMC Vehicles Produced
Load Range 'E' Tire**

Tire Part Number	Tire Make/Model & Years Available	Tire Size	Model Year	Vehicle Model	Total Number Vehicles manufactured for sale in U.S.
9591214	Firestone Steellex Radial A/T OOR BW (1994-2000) General 550 TR OOR BW (1990-2000) Uniroyal Laredo LTL OOR (1990-1997)	LT245/75R16/E	1995	GMC Sierra Pickup	8,172
9591214	Firestone Steellex Radial A/T OOR BW (1994-2000) General 550 TR OOR BW (1990-2000) Uniroyal Laredo LTL OOR (1990-1997)	LT245/75R16/E	1996	GMC Sierra Pickup	8,345
9591214	Firestone Steellex Radial A/T OOR BW (1994-2000) General 550 TR OOR BW (1990-2000) Uniroyal Laredo LTL OOR (1990-1997)	LT245/75R16/E	1997	GMC Sierra Pickup	9,744
9591214	Firestone Steellex Radial A/T OOR BW (1994-2000) General 550 TR OOR BW (1990-2000)	LT245/75R16/E	1998	GMC Sierra Pickup	13,790
9591214	Firestone Steellex Radial A/T OOR BW (1994-2000) General 550 TR OOR BW (1990-2000)	LT245/75R16/E	1999	GMC Sierra Pickup	6,142
95912-4	Firestone Steellex Radial A/T OOR BW (1994-2000) General 550 TR OOR BW (1990-2000)	LT245/75R16/E	2000	GMC Sierra Pickup	10,365
95912:4	Firestone Steellex Radial A/T OOR BW (1994-2000) General 550 TR OOR BW (1990-2000)	LT245/75R16/E	1992	GMC Suburban	624
9591214	Firestone Steellex Radial A/T OOR BW (1994-2000) General 550 TR OOR BW (1990-2000)	LT245/75R16/E	1993	GMC Suburban	1,604
9591214	Firestone Steellex Radial A/T OOR BW (1994-2000) General 550 TR OOR BW (1990-2000) Uniroyal Laredo LTL OOR (1990-1997)	LT245/75R16/E	1994	GMC Suburban	1,931
9591214	Firestone Steellex Radial A/T OOR BW (1994-2000) General 550 TR OOR BW (1990-2000) Uniroyal Laredo LTL OOR (1990-1997)	LT245/75R16/E	1995	GMC Suburban	2,558

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**GMC Vehicles Produced
Load Range 'E' Tire**

Tire Part Number	Tire Make/Model & Years Available	Tire Size	Model Year	Vehicle Model	Total Number Vehicles Manufactured for Sale in U.S.
9591214	Firestone Steellex Radial A/T OOR BW (1994-2000) General 550 TR OOR BW (1990-2000) Uniroyal Laredo LTL OOR (1990-1997)	LT245/75R16/E	1996	GMC Suburban	3,288
9591214	Firestone Steellex Radial A/T OOR BW (1994-2000) General 550 TR OOR BW (1990-2000) Uniroyal Laredo LTL OOR (1990-1997)	LT245/75R16/E	1997	GMC Suburban	1,854
9591214	Firestone Steellex Radial A/T OOR BW (1994-2000) General 550 TR OOR BW (1990-2000)	LT245/75R16/E	1998	GMC Suburban	1,100
9591214	Firestone Steellex Radial A/T OOR BW (1994-2000) General 550 TR OOR BW (1990-2000)	LT245/75R16/E	1999	GMC Suburban	3,653
9591204	Michelin XCH4 ALS BW (1991-1996)	LT225/75R16/E	1991	GMC G-Van Classic	5,652
9591204	Michelin XCH4 ALS BW (1991-1996)	LT225/75R16/E	1992	GMC G-Van Classic	7,469
9591204	Michelin XCH4 ALS BW (1991-1996)	LT225/75R16/E	1993	GMC G-Van Classic	4,835
9591204	Michelin XCH4 ALS BW (1991-1996)	LT225/75R16/E	1994	GMC G-Van Classic	4,136
9591204	Michelin XCH4 ALS BW (1991-1996)	LT225/75R16/E	1995	GMC G-Van Classic	9,535
9591204	Michelin XCH4 ALS BW (1991-1996)	LT225/75R16/E	1996	GMC G-Van Classic	3,953
9591204	Michelin XCH4 ALS BW (1991-1996)	LT225/75R16/E	1998	GMC G-Van	738
9591204	Michelin XCH4 ALS BW (1991-1996)	LT225/75R16/E	1992	GMC P-Model	27

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**GMC Vehicles Produced
Load Range 'E' Tire**

Tire Part Number	Tire Make/Model & Years Available	Tire Size	Model Year	Vehicle Model	Total Number Vehicles manufactured for sale in U.S.
9591204	Michelin XCH4 ALS BW (1991-1996)	LT225/75R16/E	1993	GMC P-Model	31
9591204	Michelin XCH4 ALS BW (1991-1996)	LT225/75R16/E	1994	GMC P-Model	59
9591204	Michelin XCH4 ALS BW (1991-1996)	LT225/75R16/E	1995	GMC P-Model	163
9591204	Michelin XCH4 ALS BW (1991-1996)	LT225/75R16/E	1996	GMC P-Model	33
9593311	Michelin LTX A/S BW (1997-2001)	LT225/75R16/E	1997	GMC G-Van	3,021
9593311	Michelin LTX A/S BW (1997-2001)	LT225/75R16/E	1998	GMC G-Van	3,415
9593311	Michelin LTX A/S BW (1997-2001)	LT225/75R16/E	1999	GMC G-Van	3,657
9593311	Michelin LTX A/S BW (1997-2001)	LT225/75R16/E	2000	GMC G-Van	4,893
9593311	Michelin LTX A/S BW (1997-2001)	LT225/75R16/E	2001	GMC G-Van	2,679
9593311	Michelin LTX A/S BW (1997-2001)	LT225/75R16/E	1997	GMC P-Model	18
9593311	Michelin LTX A/S BW (1997-2001)	LT225/75R16/E	1998	GMC P-Model	14
9593311	Michelin LTX A/S BW (1997-2001)	LT225/75R16/E	1999	GMC P-Model	25

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**GMC Vehicles Produced
Load Range 'E' Tire**

Tire Part Number	Tire Make/Model & Years Available	Tire Size	Model Year	Vehicle Model	Total Number Vehicles manufactured for sale in U.S.
9590803	General Ameristeel LT HWY BW (1990-1999) Uniroyal Laredo RIB HWY BW (1990-1997)	LT235/85R16/E	1990	GMC RV Pickup	683
9590803	General Ameristeel LT HWY BW (1990-1999) Uniroyal Laredo RIB HWY BW (1990-1997)	LT235/85R16/E	1991	GMC RV Pickup	819
9590803	General Ameristeel LT HWY BW (1990-1999) Uniroyal Laredo RIB HWY BW (1990-1997)	LT235/85R16/E	1990	GMC RV Suburban	2,975
9590803	General Ameristeel LT HWY BW (1990-1999) Uniroyal Laredo RIB HWY BW (1990-1997)	LT235/85R16/E	1991	GMC RV Suburban	1,661
9590803	General Ameristeel LT HWY BW (1990-1999) Uniroyal Laredo RIB HWY BW (1990-1997)	LT235/85R16/E	1990	GMC P-Model	53
9590803	General Ameristeel LT HWY BW (1990-1999) Uniroyal Laredo RIB HWY BW (1990-1997)	LT235/85R16/E	1991	GMC P-Model	63
9590803	General Ameristeel LT HWY BW (1990-1999) Uniroyal Laredo RIB HWY BW (1990-1997)	LT235/85R16/E	1992	GMC P-Model	19
9590803	General Ameristeel LT HWY BW (1990-1999) Uniroyal Laredo RIB HWY BW (1990-1997)	LT235/85R16/E	1993	GMC P-Model	9
9590803	General Ameristeel LT HWY BW (1990-1999) Uniroyal Laredo RIB HWY BW (1990-1997)	LT235/85R16/E	1994	GMC P-Model	60
9590803	General Ameristeel LT HWY BW (1990-1999) Uniroyal Laredo RIB HWY BW (1990-1997)	LT235/85R16/E	1995	GMC P-Model	87
9590803	General Ameristeel LT HWY BW (1990-1999) Uniroyal Laredo RIB HWY BW (1990-1997)	LT235/85R16/E	1996	GMC P-Model	42
9590803	General Ameristeel LT HWY BW (1990-1999) Uniroyal Laredo RIB HWY BW (1990-1997)	LT235/85R16/E	1997	GMC P-Model	68

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**GMC Vehicles Produced
Load Range 'E' Tire**

Tire Part Number	Tire Make/Model & Years Available	Tire Size	Model Year	Vehicle Model	Total Number Vehicles Manufactured for sale in U.S.
9590803	General Ameristeel LT HWY BW (1990-1999) Uniroyal Laredo R/B HWY BW (1990-1997)	LT235/85R16/E	1998	GMC P-Model	13
9590801	Goodyear Wrangler AT OOR BW (1990-1991) Uniroyal Laredo LTL OOR BW (1990-1991) BF Goodrich Trail Edge OOR BW (1990-1991)	LT235/85R16/E	1990	GMC RV Pickup	138
9590801	Goodyear Wrangler AT OOR BW (1990-1991) Uniroyal Laredo LTL OOR BW (1990-1991) BF Goodrich Trail Edge OOR BW (1990-1991)	LT235/85R16/E	1991	GMC RV Pickup	116
9590801	Goodyear Wrangler AT OOR BW (1990-1991) Uniroyal Laredo LTL OOR BW (1990-1991) BF Goodrich Trail Edge OOR BW (1990-1991)	LT235/85R16/E	1990	GMC RV Suburban	1,725
9590801	Goodyear Wrangler AT OOR BW (1990-1991) Uniroyal Laredo LTL OOR BW (1990-1991) BF Goodrich Trail Edge OOR BW (1990-1991)	LT235/85R16/E	1991	GMC RV Suburban	1,035
9594206	Goodyear Wrangler AT/S OOR BW (2001)	LT215/85R16/E	2001	GMC Sierra Pickup	663
9594205	Goodyear Wrangler SR HWY BW (2001)	LT215/85R16/E	2001	GMC Sierra Pickup	745
9593709	Firestone Steeltex R4S ALS BE (1999-2001)	LT245/75R16/E	1999	GMC Sierra Pickup	6,073
9593709	Firestone Steeltex R4S ALS BE (1999-2001)	LT245/75R16/E	2000	GMC Sierra Pickup	11,655
9593709	Firestone Steeltex R4S ALS BE (1999-2001)	LT245/75R16/E	2001	GMC Sierra Pickup	13,249
9593709	Firestone Steeltex R4S ALS BE (1999-2001)	LT245/75R16/E	2000	GMC Yukon XL	1,817

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**GMC Vehicles Produced
Load Range 'E' Tire**

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Tire Part Number	Tire Make/Model & Years Available	Tire Size	Model Year	Vehicle Model	Total Number Vehicles manufactured for sale in U.S.
9593709	Firestone Steeltex R4S ALS BE (1999-2001)	LT245/75R16/E	2001	GMC Yukon XL	3,215
9593710	Firestone Steeltex A/T OOR BE	LT245/75R16/E	1999	GMC Sierra Pickup	5,141
9593710	Firestone Steeltex A/T OOR BE (1999-2001)	LT245/75R16/E	2000	GMC Sierra Pickup	10,678
9593710	Firestone Steeltex A/T OOR BE (1999-2001)	LT245/75R16/E	2001	GMC Sierra Pickup	8,621
9593710	Firestone Steeltex A/T OOR BE (1999-2001)	LT245/75R16/E	2000	GMC Yukon XL	787
9593710	Firestone Steeltex A/T OOR BE (1999-2001)	LT245/75R16/E	2001	GMC Yukon XL	1,002
15708575	Michelin HWY BW	LT215/85R16/E	1995 - 1999	GMC P-Model	0
9591621	Uniroyal HWY BW/D	7.50-16LT/E	1992	GMC P-Model	0
15640249	Uniroyal HWY BW/D	8.00-19.5/E	1992	GMC P-Model	349
15640249	Uniroyal HWY BW/D	8.00-19.5/E	1993	GMC P-Model	526
15640249	Uniroyal HWY BW/D	8.00-19.5/E	1994	GMC P-Model	414
2097354	Goodyear Wrangler	8.00-19.5/E	1995	GMC P-Model	1,839

GM600 Att. A 1020

**GMC Vehicles Produced
Load Range 'E' Tire**

Tire Part Number	Tire Make/Model & Years Available	Tire Size	Model Year	Vehicle Model	Total Number Vehicles Manufactured for sale in U.S.
2097354	Goodyear Wrangler	8.00-19.5/E	1996	GMC P-Model	867
2097354	Goodyear Wrangler	8.00-19.5/E	1997	GMC P-Model	2,538
2097354	Goodyear Wrangler	8.00-19.5/E	1998	GMC P-Model	955
2097354	Goodyear Wrangler	8.00-19.5/E	1999	GMC P-Model	763
9590755	General Jettool HWY BW	8.75R16.5/E	1990	GMC G-Van Classic	3,957
Note: Specific tire manufacturer is not available in the system that generates vehicle counts.					Total GMC
					447,302

GM688 Att. A 1021

469

ATTACHMENT 999

470

NHTSA PE00-046
GM-600

Attachment "B"

GM600 Alt. H 2000

471

CASE NO: 3403036 VIN: 1GCEC19T7XZ146272
DATE OPENED: 08/18/1999 MODEL YR: 99
DATE CLOSED: / / SERIES: C1
SOURCE: MTRFACE: 014000
DEALER CODE: B24579 STATE: LA
ADDRESS: MOREIN MOTOR COMPANYVILLE PLATTE LACHEVRO
HOME PHONE: 337 3636627 BUS. PHONE: EXT:

SYMPTOM ABSTRACT---- TIRE CENTER TIRE WEAR

RESOLUTION ABSTRACT-

UCC CODE 1-----

UCC-1 DESCRIPTION--- SUSPENSION

UCC CODE 2-----

UCC-2 DESCRIPTION---

UCC CODE 3-----

UCC-3 DESCRIPTION---

08/18/1999 16:21:17 SBD TEMPLATE - SHEPHARD

STRATEGY BASED DIAGNOSTICS

1 NUMBER OF TIMES IN FOR THE SAME CONDITION

1 NUMBER OF DAYS VEHICLE IN DEALERSHIP FOR SAME CONDITION

N (Y/N) IS THE VEHICLE IN THE DEALERSHIP

N (Y/N) IS THE VEHICLE MODIFIED/NON-PRODUCTION ACCESSORIES (IF YES

LIST)

Y (Y/N) CAN COMPLAINT BE DUPLICATED (IF YES, FREQ., HOT, COLD, ETC.)

Y (Y/N) HAVE YOU COMPARED THIS WITH AN IDENTICAL VEHICLE

Y (Y/N) CAN YOU ISOLATE THE AREA OF THE CUSTOMERS COMPLAINT

Y (Y/N) S/M SEARCH COMPLETED (IF YES, LIST SECTION, PG.)

Y (Y/N) BULLETIN OR PI SEARCH PERFORMED:

Y (Y/N) IS THE CUSTOMER CONCERN THE SAME AS SYMPTOM DESCRIPTION (IF NO

LIST)

N (Y/N) CONDITION DETAILS (LIST DTC'S, ETC.)

N (Y/N) DIAGNOSIS (PARTS REPLACED, VEH. HISTORY, ETC.)

08/18/1999 16:21:17 HISTORY - SHEPHARD DLR STATES THE CENTER OF
THE REAR TIRES ARE WORN OUT IN THE CENTER AND THE RUBBER IS CHUNKING OFF.
DLR HAS HAD THE VEHICLE INSPECTED BY A GENERAL DLR. DLR CALLED FOR
GENERAL TIRES PHONE NUMBER.

TAC ADVISED DLR TO CONTACT GENERAL AT 1-800-847-3349.

GM600 Att. B 2001

472

CASE NO: 3418170 VIN: 2GCEK19T1X1225920
DATE OPENED: 08/26/1999 MODEL YR: 99
DATE CLOSED: / / SERIES: K1
SOURCE: MILEAGE: 007544
DEALER CODE: B14401 STATE: WV
ADDRESS: COUNTRY CHEVROLET SUPETERSBURG WVCHEVRO
HOME PHONE: 304 2571450 BUS. PHONE: EXT:
SYMPTOM ABSTRACT---- TIRE TREAD FEELING ON TIRES 99GMT800
RESOLUTION ABSTRACT-
UCC CODE 1-----
UCC-1 DESCRIPTION--- SUSPENSION
UCC CODE 2-----
UCC-2 DESCRIPTION---
UCC CODE 3-----
UCC-3 DESCRIPTION---

08/26/1999 11:26:35 SBD TEMPLATE - ST.DENIS

STRATEGY BASED DIAGNOSTICS

- _1_ NUMBER OF TIMES IN FOR THE SAME CONDITION
- _1_ NUMBER OF DAYS VEHICLE IN DEALERSHIP FOR SAME CONDITION
- _Y_ (Y/N) IS THE VEHICLE IN THE DEALERSHIP
- _N_ (Y/N) IS THE VEHICLE MODIFIED/NON PRODUCTION ACCESSORIES (IF YES LIST)
- _Y_ (Y/N) CAN COMPLAINT BE DUPLICATED (IF YES, FREQ., HOT, COLD, ETC.)
- _Y_ (Y/N) HAVE YOU COMPARED THIS WITH AN IDENTICAL VEHICLE
- _Y_ (Y/N) CAN YOU ISOLATE THE AREA OF THE CUSTOMERS COMPLAINT
- _Y_ (Y/N) S/M SEARCH COMPLETED (IF YES, LIST SECTION, PG.)
- _Y_ (Y/N) BULLETIN OR PI SEARCH PERFORMED:
- _Y_ (Y/N) IS THE CUSTOMER CONCERN THE SAME AS SYMPTOM DESCRIPTION (IF NO LIST)
- _N_ (Y/N) CONDITION DETAILS (LIST DTC'S, ETC.)
- _N_ (Y/N) DIAGNOSIS (PARTS REPLACED, VEH. HISTORY, ETC.)

08/26/1999 11:26:35 HISTORY - ST.DENIS

CONDITION:

DLR STATES ALL 4 TRUCK TIRES HAVE CENTER TREAD COMING OFF IN CHUNKS , DLR STATES THIS IS LIKE TIRES ARE DRY ROTTED .

CAUSE:

CORRECTION:

TAC SUGG CONTACT LOCAL FIRESTONE DEALER ON GETTING TIRES WARRANTIED .RD. DLR TO ADVISE .

473

CASE NO: 3900516 VIN: 2GTEC19T2Y1261887
DATE OPENED: 03/13/2000 MODEL YR: 00
DATE CLOSED: 04/04/2000 SERIES: CI
SOURCE: MILEAGE: 001147
DEALER CODE: P09189 STATE: AZ
ADDRESS: TEMPE PONTIAC - GMC TEMPE AZPONTIA
HOME PHONE: 480 9406000 BUS. PHONE: EXT:

SYMPTOM ABSTRACT---- PERFORMANCE TIRE TIRE LOOSING CHUNKS OF RUBBE
RESOLUTION ABSTRACT- TIRE, GENERAL-REPLACE

UCC CODE 1-----
UCC-1 DESCRIPTION--- SUSPENSION
UCC CODE 2-----
UCC-2 DESCRIPTION---
UCC CODE 3-----
UCC-3 DESCRIPTION---

03/13/2000 12:37:56 SBD TEMPLATE - SAFFORD

STRATEGY BASED DIAGNOSTICS

- 1 NUMBER OF TIMES IN FOR THE SAME CONDITION
- 1 NUMBER OF DAYS VEHICLE IN DEALERSHIP FOR SAME CONDITION
- Y (Y/N) IS THE VEHICLE IN THE DEALERSHIP
- N (Y/N) IS THE VEHICLE MODIFIED/NON-PRODUCTION ACCESSORIES (IF YES LIST)
- Y (Y/N) CAN COMPLAINT BE DUPLICATED (IF YES, FREQ., HOT, COLD, ETC.)
- Y (Y/N) HAVE YOU COMPARED THIS WITH AN IDENTICAL VEHICLE
- Y (Y/N) CAN YOU ISOLATE THE AREA OF THE CUSTOMERS COMPLAINT
- Y (Y/N) S/M SEARCH COMPLETED (IF YES, LIST SECTION, PG.)
- Y (Y/N) BULLETIN OR PI SEARCH PERFORMED:
- Y (Y/N) IS THE CUSTOMER CONCERN THE SAME AS SYMPTOM DESCRIPTION (IF NO LIST)
- N (Y/N) CONDITION DETAILS (LIST DTC'S, ETC.)
- N (Y/N) DIAGNOSIS (PARTS REPLACED, VEH. HISTORY, ETC.)

03/13/2000 12:37:56 HISTORY - SAFFORD

CUSTOMER ALLEGES THE TIRES ARE COMING APART IN THE CENTER.
TECH HAS VERIFIED AND STS DOES NOT NOTICE ANY SIGNS OF ABUSE , HOWEVER
THERE ARE CHUNKS OF TIRE MISSING FROM THE CENTER OF THE TREAD. GENERAL
AMERI * 660AS P255 / 70 / R16 . THE LEFT FRONT , RIGHT FRONT , AND RIGHT
REAR TIRES ALL HAVE THIS CONDITION . TECH CALLED LOOKING FOR ANY PJ
INFORMATION. TIRES HAVE NOT BEEN ROTATED SO FAR SINCE VEHICLE WAS NEW.
THIS IS A 2-WHEEL DRIVE , AND THE ABS IS WORKING TO DESIGN.
TAC WILL RESEARCH AND CALL TECH BACK.

03/13/2000 13:31:59 SAFFORD - TAC CALLED DLR BACK AND SPOKE
TO KELLY SHOP FORMAN AND SUGGEST TECH REPLACE ALL 4- TIRES PER ADVISEMENT
FROM ED HOWARD , AND TEAM LEADER ADRIAN MONTEMATYOR. DLR SHOULD ALSO
NOTIFY MASM . OR AVM . TECH TC CALL BACK WITH RESULTS.

474

CASE NO: 3854514 VIN: 1GCEC14W7YZ227193
DATE OPENED: 04/06/2000 MODEL YR: 00
DATE CLOSED: 04/06/2000 SERIES: C1
SOURCE: MILEAGE: 000973
DEALER CODE: B24281 STATE: LA
ADDRESS: HARRIS CHEVROLET INCBATON ROUGE LACHEVRO
HOME PHONE: 225 2726500 BUS. PHONE: EXT:
SYMPTOM ABSTRACT---- TIRE VIBRATION ALLEGED BELTS SEPERATED IN TIR
RESOLUTION ABSTRACT- SCREENED TIRES (H CAR) (SPECIAL OP FOR TAC-PI)
UCC CODE 1-----
UCC-1 DESCRIPTION--- SUSPENSION
UCC CODE 2-----
UCC-2 DESCRIPTION---
UCC CODE 3-----
UCC-3 DESCRIPTION---

04/06/2000 16:17:39 SBD TEMPLATE - JASKULA

STRATEGY BASED DIAGNOSTICS

- _I_ NUMBER OF TIMES IN FOR THE SAME CONDITION
- _I_ NUMBER OF DAYS VEHICLE IN DEALERSHIP FOR SAME CONDITION
- _Y_ (Y/N) IS THE VEHICLE IN THE DEALERSHIP
- _N_ (Y/N) IS THE VEHICLE MODIFIED/NON-PRODUCTION ACCESSORIES (IF YES LIST)
- _Y_ (Y/N) CAN COMPLAINT BE DUPLICATED (IF YES, FREQ., HOT, COLD, ETC.)
- _N_ (Y/N) HAVE YOU COMPARED THIS WITH AN IDENTICAL VEHICLE
- _Y_ (Y/N) CAN YOU ISOLATE THE AREA OF THE CUSTOMERS COMPLAINT
- _Y_ (Y/N) S/M SEARCH COMPLETED (IF YES, LIST SECTION, PG.)
- _Y_ (Y/N) BULLETIN OR PI SEARCH PERFORMED:
- _Y_ (Y/N) IS THE CUSTOMER CONCERN THE SAME AS SYMPTOM DESCRIPTION (IF NO LIST)
- _N_ (Y/N) CONDITION DETAILS (LIST DTC'S, ETC.)
- _N_ (Y/N) DIAGNOSIS (PARTS REPLACED, VEH. HISTORY, ETC.)

04/06/2000 16:17:39 HISTORY - JASKULA

DEALER STATES ALL 5 TIRES BELTS ARE SEPERATED.
DEALER CALLING TO INFORM TAC ABOUT CONCERN,
DEALER WILL BE EXCHANGING TIRES THROUGH GOODYEAR.

GM688 Att. B 2004

475

CASE NO: 4513689 VIN: 2GCEK19V1Y1404719
DATE OPENED: 02/05/2001 MODEL YR: 00
DATE CLOSED: / / SERIES: K1
SOURCE: MILEAGE: 000449
DEALER CODE: B06622 STATE: CA
ADDRESS: GREENWOOD CHEVROLET-HOLLISTER CACHEVRO
HOME PHONE: 831 6375328 BUS. PHONE: EXT:

SYMPTOM ABSTRACT---- TIRE TREAD CHUNKING

RESOLUTION ABSTRACT-

UCC CODE 1-----

UCC-1 DESCRIPTION--- SUSPENSION

UCC CODE 2-----

UCC-2 DESCRIPTION---

UCC CODE 3-----

UCC-3 DESCRIPTION---

02/05/2001 17:17:48 SBD TEMPLATE - SIMPSON

STRATEGY BASED DIAGNOSTICS

1 NUMBER OF TIMES IN FOR THE SAME CONDITION

1 NUMBER OF DAYS VEHICLE IN DEALERSHIP FOR SAME CONDITION

Y (Y/N) IS THE VEHICLE IN THE DEALERSHIP

N (Y/N) IS THE VEHICLE MODIFIED/NON-PRODUCTION ACCESSORIES (IF YES

LIST)

Y (Y/N) CAN COMPLAINT BE DUPLICATED (IF YES, FREQ., HOT, COLD, ETC.)

Y (Y/N) HAVE YOU COMPARED THIS WITH AN IDENTICAL VEHICLE

Y (Y/N) CAN YOU ISOLATE THE AREA OF THE CUSTOMERS COMPLAINT

N (Y/N) B/M SEARCH COMPLETED (IF YES, LIST SECTION, PG.)

N (Y/N) BULLETIN OR PI SEARCH PERFORMED:

Y (Y/N) IS THE CUSTOMER CONCERN THE SAME AS SYMPTOM DESCRIPTION (IF NO

LIST)

N (Y/N) CONDITION DETAILS (LIST DTC'S, ETC.)

N (Y/N) DIAGNOSIS (PARTS REPLACED, VEH. HISTORY, ETC.)

02/05/2001 17:17:48 HISTORY - SIMPSON

DLR STATES THAT THE 2 FRONT TIRES ARE CHUNKING PIECES OF TREAD OFF DLR

STATES THAT THE TIRE PRESSURE IS GOOD AND THERE ARE PLACES WHERE IT IS

DOWN TO THE CORDS

ADVISED DLR TO CONTACT THEIR AVM TO REPLACE THE 2 FRONT TIRES AND HAVE

THE AVM CONTACT THE C/K LIAISON ON THIS CONCERN

02/21/2001 09:55:40 RATHKA

- DEALER SURVEY WAS PERFORMED

GM600 Att. B 2005

476

CASE NO: 4524200 VIN: 1GBHG31R6W1039096
DATE OPENED: 02/09/2001 MODEL YR: 98
DATE CLOSED: 02/09/2001 SERIES: G3
SOURCE: MILEAGE: 012790
DEALER CODE: B17182 STATE: MO
ADDRESS: COAD CHEVROLET INC CAPE GIRARDEAU MOCHEVRO
HOME PHONE: 573 3355581 BUS. PHONE: EXT:
SYMPTOM ABSTRACT---- PERFORMANCE TIRE VME RSE TZ5BV5 ALLEGED TREAD
RESOLUTION ABSTRACT- NORMAL CONDITON
UCC CODE 1-----
UCC-1 DESCRIPTION -- SUSPENSION
UCC CODE 2-----
UCC-2 DESCRIPTION---
UCC CODE 3-----
UCC-3 DESCRIPTION---

02/09/2001 10:15:07 SBD TEMPLATE - DAVIS
FIELD PRODUCT REPORT

DATE: 02.09.01
FPR ORIGINATOR: STUART RAIKE, RSE TZ5BV5: 972075 8397
LOCATION: SC: ST. LOUIS, MO
ADDITIONAL CONTACT: WILLIAM KIRK, AVM VZJJ26: 972075 8226
WHO WAS CONTACTED: DIANA SANCYA: 810.575.0260
MATRIX GROUP: 1998 G VAN 3/4 TON MOTOR HOME CONVERSION VAN

STUART RAIKE:

ATTACHED IS A MESSAGE FROM ONE OF MY AVM'S, BILL KIRK, DESCRIBING AN ALLEGED TREAD SEPARATION ON SOME FIRESTONE TIRES ON A G VAN CHASSIS. ALL THE PARTICULARS ARE INCLUDED IN HIS MESSAGE, SO I WOULD APPRECIATE THE ENTRY OF A PRODUCT REPORT ON THIS. I HAVE ALSO COPIED DICK GRATS, AT THE MILFORD PROVING GROUNDS TIRE AND WHEEL SYSTEMS ON THIS MESSAGES IN THE EVENT HE WOULD LIKE THESE TIRES RETURNED TO HIMSELF.

BILL KIRK:

WANTED TO BOUNCE SOME INFORMATION TO YOU RELATIVE TO A TIRE ISSUE THAT I'M DEALING WITH COAD CHEVROLET. GOT A SCENARIO HERE INVOLVING COAD CHEVROLET, INVOLVING A 1998 CHEVROLET G-VAN. APPARENTLY IT'S A 3/4 TON G-VAN CONVERTED INTO A MOTOR HOME, IT'S GOT A MOTOR HOME CHASSIS ON IT. CUSTOMER'S NAME IS PHILIP MALEY, AND THEY'VE GOT A TIRE SITUATION INVOLVING THE TREAD SEPARATING ON THE FIRESTONE BRAND STEELTEX RADIAL R4S, TIRE SIZE LT24575R16 BLACK WALL TIRES. TPC CODE 3012MS. I'VE LOOKED AT THE TRUCK TODAY. BASICALLY, I'VE FOUND OUT THAT WE'VE GOT SOME DRY ROTTING OCCURRING ON ALL FOUR TIRES. THE LEFT REAR TIRE HAS BEGUN TO DISINTEGRATE. THE BELTS HAVE BROKEN AND THE TREAD IS SEPARATING. TYPICAL OF THE FIRESTONE AND THE FORD VEHICLES THAT WE HAVE SEEN IN THE PAST. I WENT AHEAD AND AUTHORIZED THE DEALER TO REPLACE ALL 4 TIRES. THE SPARE TIRE HAS BEEN CHECKED AND THE SPARE TIRE ACTUALLY CAME FROM A DIFFERENT BATCH. IT WAS INSPECTED AND APPEARS TO BE OKAY. NO DRY ROTTING DETECTED, BUT I DID NOTE THAT THE MANUFACTURE, OR JULIAN DATE CODE OF THE TIRE, IS NEWER THAN THE 4 THAT ARE ON THE VEHICLE.

02/09/2001 10:15:07 HISTORY - DAVIS CONT'D

477
GM600 Att. # 2006

THE CUSTOMER HAD INDICATED TO ME THAT WHEN THEY BOUGHT THE MOTOR HOME,
THE SPARE TIRE WAS EXTRA AND IT DID NOT HAVE IT TO BEGIN WITH SO THEY GOT
THEM ONE AT THEIR REQUEST. I DO HAVE INFORMATION RELATIVE TO TIRE
INFORMATION THAT YOU'D LIKE TO SEE. I CAN FAX IT TO YOU AS WELL AS A
COPY OF THE REPAIR ORDER, JUST LET ME KNOW, AND I'LL BE MORE THAN HAPPY
TO FAX THAT UP TO YOU.

GM600 Att. B 2007

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NHTSA PE00-046
GM-600

Attachment "C"

GM600 Att. C 3000

480

CR25A - GM1241
11/16/91
01:39

AUTOMOTIVE DIVISION COMPLETING REPORT
CHEVROLET MOTOR DIVISION

REPORT DATE: 11/15/91
PTP76- 484
DESIGNATION CODE

PI 34482
PAGE: 1

REPORT OF PRELIMINARY INVESTIGATION

SERIOUS INCIDENTS SHOULD BE IMMEDIATELY REPORTED BY TELEPHONE TO NEAREST
OFFICE OF ROYAL-GLOBE INSURANCE COMPANIES.

REF # - 910442237

DATE OF INCIDENT: 08/09/91 23:30

E40-082

***** I OWNER - CLAIMANT *****

9/C1

AGE: 26

PHONE NO

PHONE

NAME OF CLAIMANT: SAME
STREET:
CITY/STATE:

AGE: 0

PHONE NO:

IS CLAIMANT REPRESENTED BY AN ATTORNEY? YES X NO
IF YES, GIVE NAME AND ADDRESS:

***** II VEHICLE *****

MAKE: VIN: 1GCEC14K2M2109936 YEAR: 91 MODEL: C1
TRANS: THM700R4COD AXLE: 3.42 REAR ENGINE: 5.7 TBI MILEAGE: 5000

DATE OF DEL: 03/29/91 NEW, USED, OR DEMO: N LICENSE # STATE: OK
DEALER: ADDRESS:
INSP. STICKER NUM: INSP. STATION NO: EXP DATE: 06/06/00

PRINCIPLE USES OF VEHICLE: PERSONAL
SPECIAL VEHICLE FEATURES OR EQP: BEDRAILS

IF VEHICLE IS A TRUCK, STATE GROSS PAYLOAD AND LOCATION AND DESCRIPTION OF
LOAD AT TIME OF INCIDENT: EMPTY EMPTY EMPTY

NATURE AND EXTENT OF DAMAGES AND ESTIMATED COST OF REPAIRS: 1000
(ATTACH COPY OF ESTIMATE) RIGHT REAR TYRE DAMAGED, FRONT RIGHT TYRE BLOWN,
RIM IS DAMAGED, PASSENGER SIDE MIRROR AND WINDOW, FENDER MOULDINGS

PRODUCT CAMP : NONE CAMP PERFORMED: (Y/N)
IF "Y" DESC:

***** III PROPERTY DAMAGE *****

WAS ANOTHER VEHICLE INVOLVED? NO
MAKE/MODEL OF VEH.:
OTHER VEHICLE SPEED EST.: 0 MPH BY WHOM:

481

NAME OF OWNER:

GM608 Att. C 3001

ADDRESS OF OWNER:

NAME OF DRIVER:

ADDRESS OF DRIVER:

EXTENT OF DAMAGE:

WAS PROPERTY (OTHER THAN MOTOR VEHICLE) DAMAGED? (STATE KIND, NAME OF OWNER,
AND EXTENT OF DAMAGE):

GN688 Att. C 3882

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C925A - GM1241
11/16/91
01:39

AUTOMOTIVE DIVISION COMPLETING REPORT
CHEVROLET MOTOR DIVISION

PAGE: 2
REF # - 910442237

***** IV BODILY INJURY *****

INDICATE FOLLOWING INFORMATION ON INJURIES AND WHETHER THE INJURED PERSON(S)
WERE RIDING IN (A) OWNER'S VEHICLE, (B) OTHER VEHICLE, (C) PEDESTRIAN OR
(D) OTHER:

- (1) NAME: CODE: (A/B/C/D) AGE: 0
ADDRESS:
CITY/STATE:
SEATING POSITION:
INJURY DESC:
- (2) NAME: CODE: (A/B/C/D) AGE: 0
ADDRESS:
CITY/STATE:
SEATING POSITION:
INJURY DESC:
- (3) NAME: CODE: (A/B/C/D) AGE: 0
ADDRESS:
CITY/STATE:
SEATING POSITION:
INJURY DESC:

WHERE TREATED AND BY WHOM?

***** V INVESTIGATION *****

HOW, WHEN AND BY WHOM WAS THE ZONE NOTIFIED OF INCIDENT? PHONE CALL 08/12/91 O
WNER

LOCATION OF INCIDENT (DESIGNATE EXACT LOCATION): ON 71ST ST. OFF OF HIGHWAY 169
IN TULSA, OK

KIND OF ROAD	: X CONCRETE	GRAVEL	ASPHALT	CRUSHED ROCK	DIRT
CONDITION OF ROAD	: WET	X DRY	ICY	OTHER	
KIND OF SHOULDER	: CONCRETE	GRAVEL	X ASPHALT	CRUSHED ROCK	DIRT
CONDITION OF SHOULDER:	WET	X DRY	ICY	OTHER	

NATURE OF WEATHER: CLEAR

VISION OBSTRUCTIONS: NONE

NAME AND ADDRESS OF DEALER WHO TOWED (INCLUDE TOW DRIVER'S NAME), STORED, AND/OR
PROVIDED TEMPORARY SERVICE TO DAMAGED VEHICLE:

WHERE CAN VEHICLE BE SEEN? SWINSON CHEVROLET- TULSA, OK

DID VEHICLE TURN OVER? YES X NO VEHICLE SPEED ESTIMATE: 55 MPH
SOURCE OF SPEED EST.: DRIVER
TIRE SIZE/BRAND: N/A POSTED SPEED LIMIT: 55 MPH

CONDITION	R.F.	X GOOD	POOR	FLAT	R.R.	X GOOD	POOR	FLAT
OF TIRES:	L.F.	X GOOD	POOR	FLAT	L.R.	X GOOD	POOR	FLAT

OTHER (TRUCK OR SPARE):

DID YOUR SEARCH OF THE VEHICLE SERVICE HISTORY PRODUCE SERVICE
REPAIR ORDERS? X YES NO
IF 'YES', ATTACH COPIES OF ALL R.O.'S (INDICATE HOW MANY 04) IF 'NO', EXPLAIN

GM600 Att. C 3003

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POLICE REPORT ATTACHED? YES X NO IF 'NO', WHAT STATION OR OFFICER MADE
REPORT? : NO REPORT FILED

NAMES AND ADDRESSES OF WITNESSES:

NAMES AND ADDRESSES OF WITNESSES:

NAMES AND ADDRESSES OF WITNESSES:

WERE PHOTOS TAKEN? YES X NO IF 'YES', HOW MANY? C AND BY WHOM?

PHOTOGRAPHER NAME:

ADDRESS:

NOTE: FURNISH PHOTOS TO ROYAL-GLOBE INSURANCE COMPANIES LOCAL OFFICE WITH
FORM. FORWARD NEGATIVES TO CENTRAL (HOME) OFFICE.

NAME OF ROYAL REPRESENTATIVE, IF PRESENT, AT THE INVESTIGATION: NONE

GM600 Att. C 3084

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CR25A - GM1241
11/16/91
01:39

AUTOMOTIVE DIVISION COMPLETING REPORT
CHEVROLET MOTOR DIVISION

PAGE: 3
REF # - 910442237

***** VI DESCRIPTION OF CLAIM *****
DRIVER'S DESCRIPTION AS TO HOW INCIDENT HAPPENED AND DRIVER'S STATEMENT OF
THE INCIDENT'S CAUSE: I WAS TRAVELLING ON AN OFF RAMP FROM A
HIGHWAY WHEN THE RIGHT FRONT TIRE SUDDENLY EXPLODED...THE VEHICLE SWERVED TO
THE RIGHT AND OVER A CURB, DAMAGING THE FRONT WHEEL AND THE REAR TIRE...THE
VEHICLE CONTINUED PAST A SPEED SIGN, WHERE THE RIGHT SIDEVIEW MIRROR HIT THE S
IGN AND BROKE THE WINDOW...I WAS ABLE TO STOP THE VEHICLE...I CHANGED THE TIRE
AND DROVE TO THE D.K.I FEEL THAT EITHER THE TIRE OR PRODUCT/SERVICE CAUSED IT.

DID YOU PERSONALLY SPEAK WITH DRIVER? X YES NO IF 'NO', GIVE SOURCE OF
DRIVER'S DESCRIPTION:

WAS VEHICLE INSPECTED? YES X NO IF 'YES', IDENTIFY ALL
PARTIES:

WHAT COMPONENT(S) ARE ALLEGEDLY DEFECTIVE? TIRE/WHEEL

WHO MADE ALLEGATION OF DEFECT? OWNER
IF THE ALLEGED DEFECTIVE PART HAS BEEN REMOVED FROM THE VEHICLE, INCLUDING
EXACT PART(S), PRESENT LOCATION AND WHO IS CUSTODIAN: OWNER
WHEEL & TIRE OWNER'S RESIDENCE

INFORMATION FROM FIELD INVESTIGATION OF INCIDENT, INCLUDING EXAMINATION OF
VEHICLE AND SCENE OF INCIDENT:

HOW AND WHEN WAS MATTER LEFT WITH CLAIMANT? LETTER FROM BRANCH ADVISING CMD
IS ATTEMPTING TO REACH OWNER;PLEASE CALL THIS OFFICE.

DATE OF INVESTIGATION: 10/02/91 NAME:MOLEN W CHANDLER

***** XI COMMENTS *****

BRANCH HAS BEEN UNABLE TO CONTACT OWNER VIA PHONE. MAILED LETTER DATED 10/2/91
ADVISING O TO CONTACT K.BRYAN. NO RESPONSE FROM OWNER.

GM600 Att. C 3005

485

PI 36950

GM 1241A
REV. 1-5-64

GENERAL MOTORS CORPORATION

DIVISION GMC Truck
ZONE New York
DATE 8-27-51
DESIGNATION CODE PYP 78

National Insurance Companies (local office) address: RE: Client Richard
Date of incident 8/2/41

Gentlemen:

Form GM 1241 (Pages 1 & 2) is attached, reporting information on the above captioned incident. This report of your investigation is submitted to you for the reason(s) indicated below:

1. The attached report is for your information and record.
2. We believe this claim may deserve further investigation by you.
3. (Other) _____

We have checked the above items based upon the information we have at this time. If you do not agree, or if some other factor comes to your attention indicating the advisability of a different approach, we would appreciate being advised promptly.

Forward claim acknowledgements to: Further inquiries regarding this claim should be directed to:

(1) the undersigned (1) the undersigned

and/or or

(2) Legal Coordinator (2) _____
GMC Truck
31 Judson Street; Mail Code 1507-07
Pontiac, MI 48342-2230

In addition to the GM 1241 (1) and (2) report, the following enclosures are attached (if none, so indicate). (When attaching R.O.s or photographs, indicate how many.)

1. Send to Royal Local Office
2. Send to Division Control (Home) Office
3. Retain in Zone Office

1241A, 1241-1, 1241-2
Original
2nd Copy
J.J. Copy

Very truly yours,
 GENERAL MOTORS CORPORATION
 R. Becker
 GMC Truck
 ADDRESS 31 Judson St; Mail Code 1507-07
Pontiac, MI 48342-2230
 BY Zone Service Manager (this)
 Attachments Photographs
 Original Originals
 1 Copy Negatives
 1 Copy

488

GM688 Att. C 3086



REPORT OF PRELIMINARY INVESTIGATION

Designation Code

Some incidents should be immediately reported by telephone to nearest office of Royal Gypsum Company

Date of Incident 8-8-91 Hour 11:00 AM

I OWNER - CLAIMANT

Name of Owner, Address, Name of 1, Address, Name, Address, Phone #, Truck, PIA

Is claimant represented by an attorney? [] Yes [] No If 'Yes', give name and address

II VEHICLE

Make GMC, V.I.N. 1G0E625K8M7501024, Year 1991, Model YAKON, Trans. 4 spd auto, Axle 3:42, Engine 4.7 V-6 EFI, Mileage 0533, Date of Del. 4-19-91, Dealer Bright Bay GMC Truck, Inc., License No. 1208 Sunrise Hwy, Bay Shore, NY 11705, Inspection Station No. K7050881, Expiration Date

Principal uses of vehicle Pleasure, Special vehicle features or equipment Van conversion by Studebaker Coachworks, Inc.

If vehicle is a truck, state gross pay load and location and description of load at time of incident

Amount and extent of damage to vehicle and estimated cost of repairs. (Attach copy of estimate)

Is vehicle subject to any product campaign(s)? [] Yes [X] No If 'yes', identify campaign(s) Was campaign undamaged? [] Yes [] No

III PROPERTY DAMAGE

Was another vehicle involved? No, State make and model of vehicle, Other vehicle speed estimate MPH, By whom, Name and address of owner, Name and address of driver, Extent of damage, Was property (other than a motor vehicle) damaged? (State kind, name of owner and extent of damage)

IV BODILY INJURY

Indicate following information on injuries and illnesses (injured persons) were riding in (A) owner's vehicle, (B) other vehicle, (C) pedestrian or (D) other:

- (1) Name and address, Age, Code A, B, C or D, Seating position, Nature of injuries
(2) Name and address, Age, Code A, B, C or D, Seating position, Nature of injuries
(3) Name and address, Age, Code A, B, C or D, Seating position, Nature of injuries

Where were injured treated and by whom?

GMB88 Att. C 3087

V INVESTIGATION

Now, when, and by whom was zone notified of incident? Roger Sands, Serv. Mgr. Bright Bay GMC

Location of incident (Designate exact location)

Kind of road: concrete gravel asphalt crushed rock dirt
 Condition of road: wet dry icy sand
 Kind of shoulder: concrete gravel asphalt crushed rock dirt
 Condition of shoulder: wet dry icy other

Notes of weather: _____
 Name and address of dealer who towed (include tow driver's name), stored and provided temporary service to damaged vehicle:

Where can vehicle be seen? Bright Bay GMC
 Did vehicle turn over? Yes No Vehicle speed estimate: Not provided

Source of speed estimate: _____
 Brand and size tires: Uniroyal Super Ply P275/75B15 ALS A
 Condition of tires: R.F. Good Poor Flat L.R. Good Poor Flat
 L.F. Good Poor Flat R.R. Good Poor Flat
 Other (truck or special): _____

Did your search of the vehicle service history produce service repair orders? Yes No
 If "Yes", attach copies of all R.O.'s. (Indicate how many: 4) If "No", explain: _____

Police report attached? Yes No. If "No", what station or officer made report? No report filed.
 Customer will provide copy of police report or what station made report.

Names and addresses of witnesses: _____

Were photos taken? Yes No. If "Yes", how many: _____ By whom (name and address):
Paul Bary, SDM GMC Truck, photo's attached

Note: Furnish photos to Royal Insurance Companies Local Office with this form. Forward originals to Control (Home) Office.

Name of Royal Representative, if present, at the investigation: _____

VI DESCRIPTION OF CLAIM

Driver's description as to how incident happened and his statement of the cause:
While making left turn, both right front and right rear tires blew out.

Did you personally speak with driver? Yes No. If "No", give source of driver's description: _____

Was vehicle inspected? Yes No. If "Yes", identify all parties:
Paul S. Bary, GMC Truck; Roger Sands, Serv. Mgr., Bright Bay GMC

What vehicle components are allegedly defective? None
 Who made allegation of defect? _____

If the alleged defective part has been removed from the vehicle, indicate exact part(s), present location and who is custodian: _____

Information from further investigation of incident, including examination of vehicle and scene of incident:
Inspection of wheels and tires removed from right front and rear revealed that Rally wheels installed by GMC were removed by Studebaker Coachworks and custom wheels were installed instead.

How and when was matter left with claimant? Contact insurance co. Note: Allstate insurance issued customer check for settlement of damages to wheels, tires, and running board. Copies of check, letter and estimate attached.

DATE OF INVESTIGATION: 9-20-91 PRINTED NAME: Paul S. Bary
 DATE SIGNED: 9-20-91 SIGNED: _____

Note: Continue answers on another sheet if necessary.

Divisional Representative Completing Investigation
 General Motors Corporation

GM600 Att. C 300H

488

REPAIR ESTIMATE

#7-91 Inspected 8-14-91 Location Claim # 34112418

Claimant _____ Phone _____

Address 141174 Phone _____

Label

Notice to Construction: In some cases the repair shop may need special equipment to properly repair the car. You should

authorize the repair shop to complete the repairs if properly bonded.

Year	Make	Model	Body Style	Vin Number	Mileage	License	Color	Condition
90	Cadillac	Devil	Van	16D0925K0M 7501315	5815	44P567	Sea Green	Good
REPAIR	REPLACE	DESCRIPTION OF REPAIRS				PARTS	PAINT	LABOR
X		Running Board 2.0				450.00		2.0
Y		R. front wheel				162.50		
		R. rear wheel				162.50		
		R. front tire				69.55		
		R. rear tire				69.55		
		nuts/bolts				28.00		
		2.0 X 30					60.00	
		R. 2.0 X 9.00					18.00	

I, THE UNDERSIGNED, AGREE THAT THE UNDERSIGNED REPAIRER WILL COMPLETE AND GUARANTEE THE ABOVE REPAIRS AT A PRICE OF \$ <u>152,237.00</u> INCLUDING ALL CHARGES INCIDENTAL THEREIN. ANY FURTHER CHARGE MUST BE APPROVED BY IT. WILL NOT BE NEGOTIATED. REPAIR SHOP	BUDE BOOK <u>110405</u> RADIATOR SWAYERS L.R.O. PARTS TIRE <u>225-70R 15</u> OTHER	SUBTOTAL <u>142.10</u> LABOR HOURS <u>2.0 @ 30.00</u> PARTS \$ <u>947.00</u> DEDUCTIBLE <u>250.00</u> DEPRECIATION TOTAL	780.00 60.00 947.00 78.00 21.00 1161.00 250.00 NET TOTAL <u>911.00</u>	489 61600 net. 03809
---	---	---	---	-------------------------

VEHICLE INVOICE
1991 TC 21305 020

5A027042477

TRUCK AND BUS GROUP
GENERAL MOTORS CORPORATION
P.O. BOX 700
PONTIAC, MICHIGAN 49056

ORDER NO. 890413/TRY
VIN 1GD EG25 KB M7501315

STOCK NO.

MODEL & FACTORY OPTIONS	MSRP	INV AMT
021305 VANDURA	14164.00	12223.53
AJ1030 DEEP TINT GLASS	165.00	140.25
550010 CVM PAINTING-66004	N/C	N/C
R24010 SWING OUT 50 DRN	N/C	N/C
G06020 REAR AXLE 3.42	78.00	12.30
L05020 5.7L V8 EFI ENGI	820.00	657.00
MX0010 4-SPD AUTO TRANS	N/C	N/C
W67020 RADLY WHEELS	N/C	N/C
061010 RV CONV DISCOUNT	1500.00-	1275.00-
709010 AUXILIARY LIGHT	115.00	114.75
KE0010 P225/75R15 ALS S	N/C	N/C
YE0010 P225/75R15 ALS S	N/C	N/C
YF1030 RV UPRN PACKAGE	N/C	N/C
250010 P225/75R15 ALS S	N/C	N/C
2W2010 STANDARD BODY	N/C	N/C
2X6010 GLASS-ROOF RR DC	N/C	N/C
2Y2010 SOLID PAINT	N/C	N/C
15H040 VALUE PKG YF72	3027.00	2571.25
15Z005 VALUE PKG DISCNT	N/C	N/C
12V010 12 WHITE SOLID	N/C	N/C
13W010 XTT* GRAY CUS VIN	N/C	N/C

INVOICED 11/20/90
 SHIPPED 11/19/90
 EXP. DT. 11/23/90
 INT COMM 11/23/90
 PRICE EFF 09/06/90
 KEY NOS. 94J4 60MS
 SEQ-D, QIR, OPT-1
 ALLRED BUICK, PONTIAC & GM
 DEALER 42-330
 SHIP TO 56-844

GVW : 6800 SW : 4124
 DCW : 2564 SDCW: 2564
 NIB : 3/4 GROUP: X
 HOW SHIP:TRF 11:04

GM HAS DESIGNED, MANUFACTURED, SOLD AND
 CERTIFIED TO APPLICABLE FEDERAL MOTOR
 VEHICLE SAFETY STANDARDS THIS VEHICLE AS A
 BUS, MULTIPURPOSE PASSENGER VEHICLE
 OR TRUCK, BUT NOT AS A SCHOOL BUS.

ZN REQ:3HM7501315 ACCV*
 UC REP:11/030 09/06/90
 CDS: 13C 40MS: 0 BR: 079

V1038

15735
 82.95
 605
 24195

TOTAL MODEL AND OPTIONS	14199.00	14505.78	**ACCT	237	14560.31
DESTINATION CHARGE	500.00	560.00	**H/D	261	595.47
GM MARKETING ADJ	EB	168.49	**ADV	237	168.49

TOTAL 17409.00 15234.27 **PAY 310 15234.27

THIS INVOICE MAY NOT REFLECT THE DEALER'S ULTIMATE VEHICLE COST,
 IN VIEW OF FUTURE MANUFACTURER REBATES, ALLOWANCES, INCENTIVES, ETC.
 * INVOICE AMOUNT REFLECTS (168.49) IN GM REVENUE ELIGIBLE FOR GMC
 TRUCK ADVERTISING ASSOCIATION.
 THIS MOTOR VEHICLE IS SUBJECT TO A SECURITY INTEREST HELD BY GMAC.

ALLRED BUICK, PONTIAC & GMC, INC.
 18 N. MAIN

ATTENTION: 66126
 6668 Att. C 490
 PG 1-1
 000050



BAY



September 17, 1991

ADN SOLATRY

Pertaining to our telephone conversation of 9-9-91 concerning your vehicle.

We have completed our repairs on the vehicle that were covered under warranty. An insurance company claim was generated as a result of the two right side tires blowing out, which caused damage to the vehicles running board, which should be repaired. We did receive confirmation from Allstate Insurance, claim number 3911726148, that the amount of the loss had been \$116.11, and that you have received a payment less deductible, in the amount of \$911.11.

However, at this point and time, Wright Bay GMC Truck can and will not be responsible for any damage to the vehicle in our yard. For the time from 8-8-91 there could be a storage charge of \$15.00 per day added, for the days the vehicle is in our yard. We will impose this charge if the vehicle is not picked up and paid for within 10 days of receipt of this letter.

We would like you to make arrangements to expedite this situation and pick it up as soon as possible. We have taken wheels and tires from our stock room that are on this vehicle, pending replacement of original equipment.

Please contact me ASAP regarding this matter.

Yours truly,

WRIGHT BAY GMC TRUCK INC

FOGER SANDS
SERVICE MANAGER

RS:SR



LINCOLN MERCURY INC.
TELEPHONE: SALES (610) 669-8720
SALES (212) 838-1008
TELEFAX: (610) 669-8216

GMC TRUCK INC
TELEPHONE: SALES (710) 968-8100
SERVICE (810) 999-8211
PARTS (610) 668-8200

PI 36950



GM690 Att. C 3012

492

PI 36950



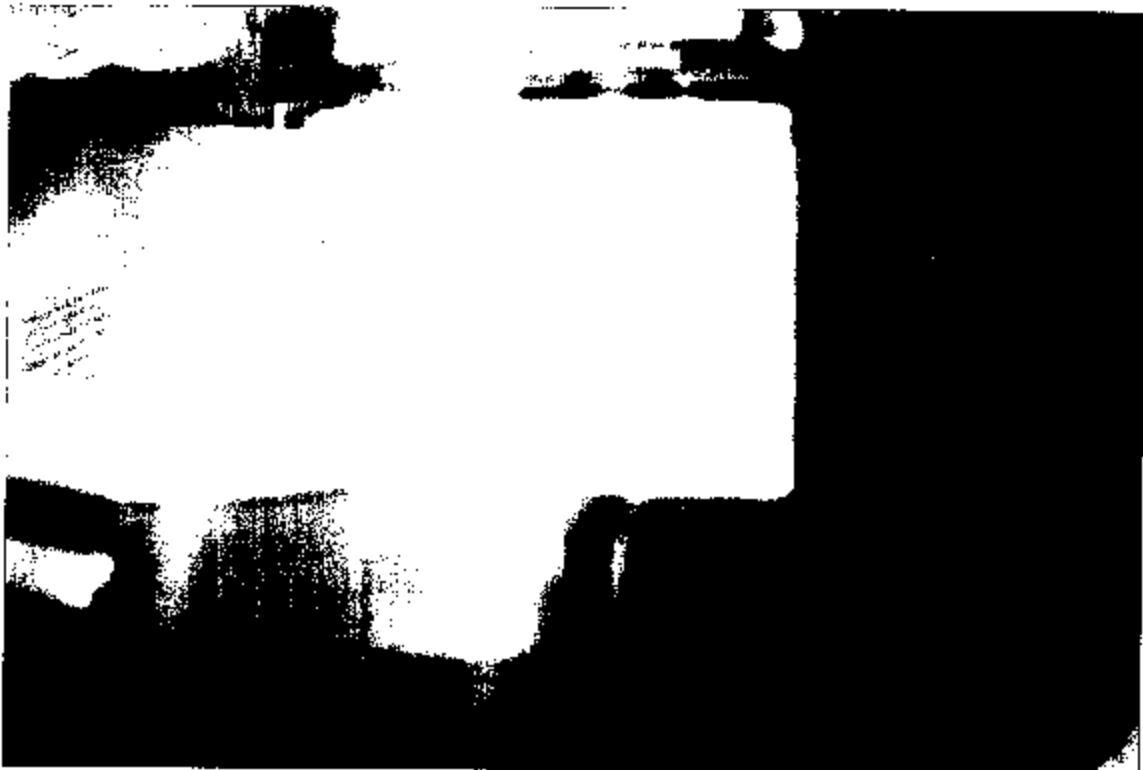
493

611608 Att. C 3013

PI 36950

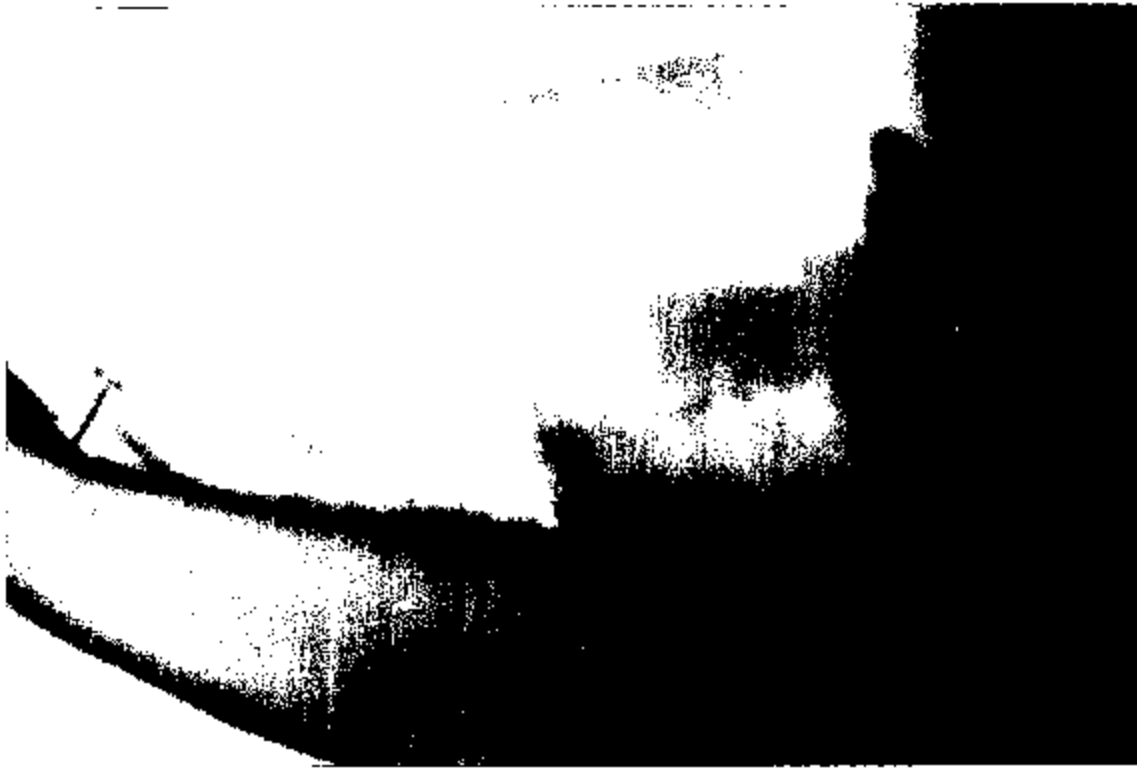


CM080 att. C 3014



494

PI 36950



GN610 Att. C 3015



495

PI 36950

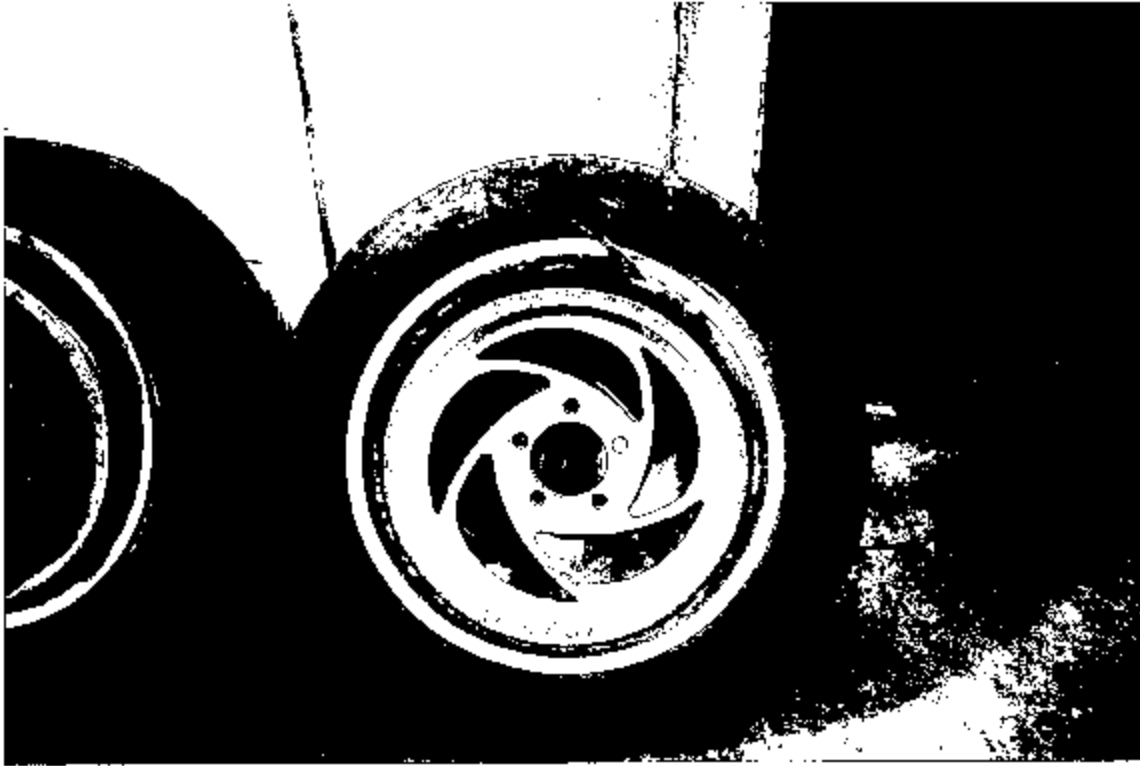


CM600 Att. C 3016



496

PI 36950

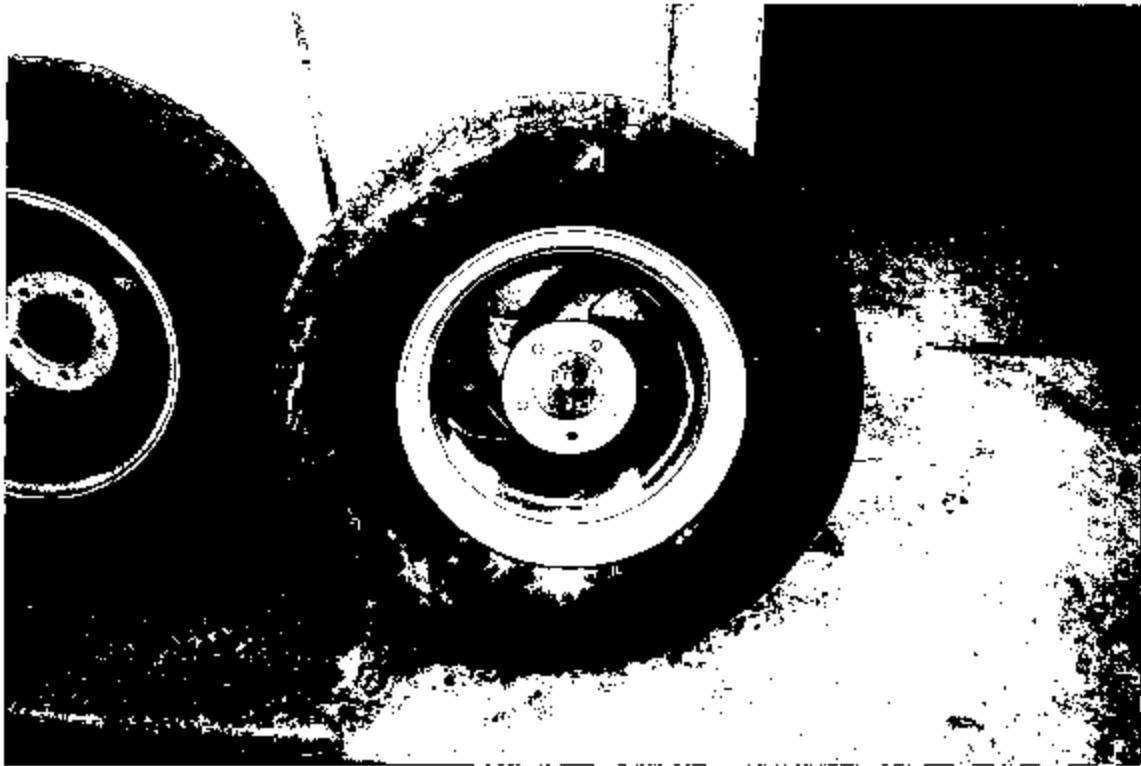


GR508 Att. C 3817

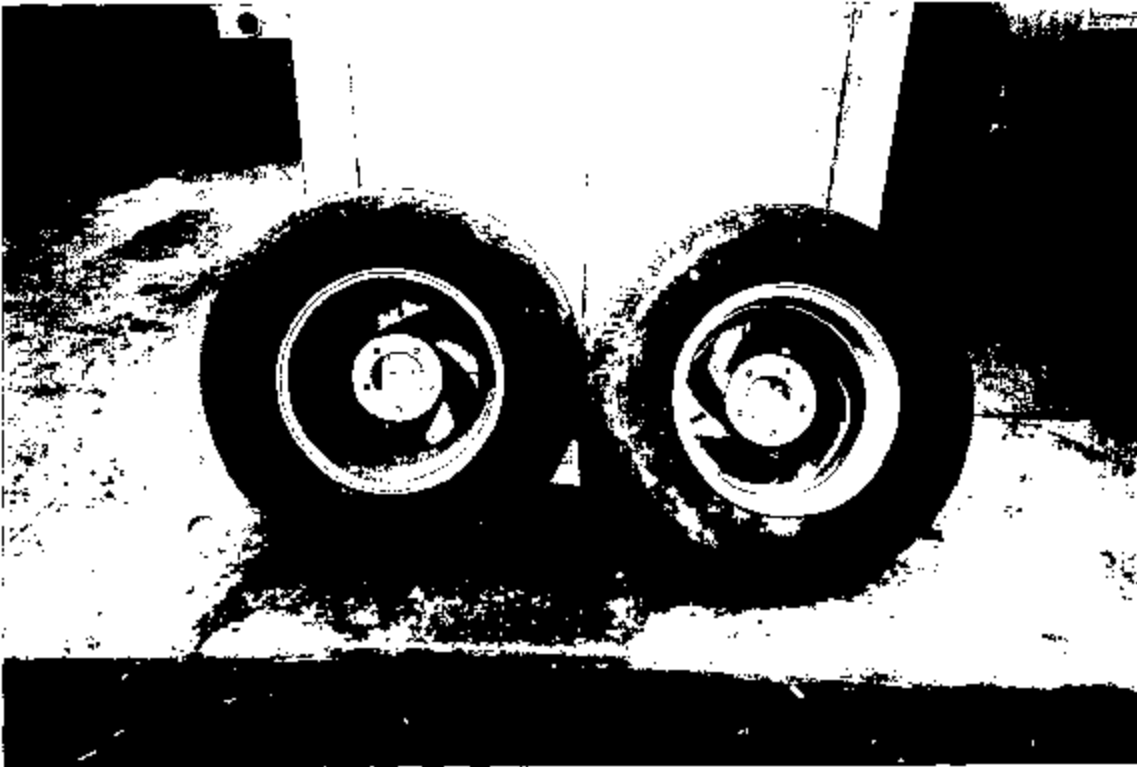


497

PI 36950



GM688 ALL. C 3818



498

499

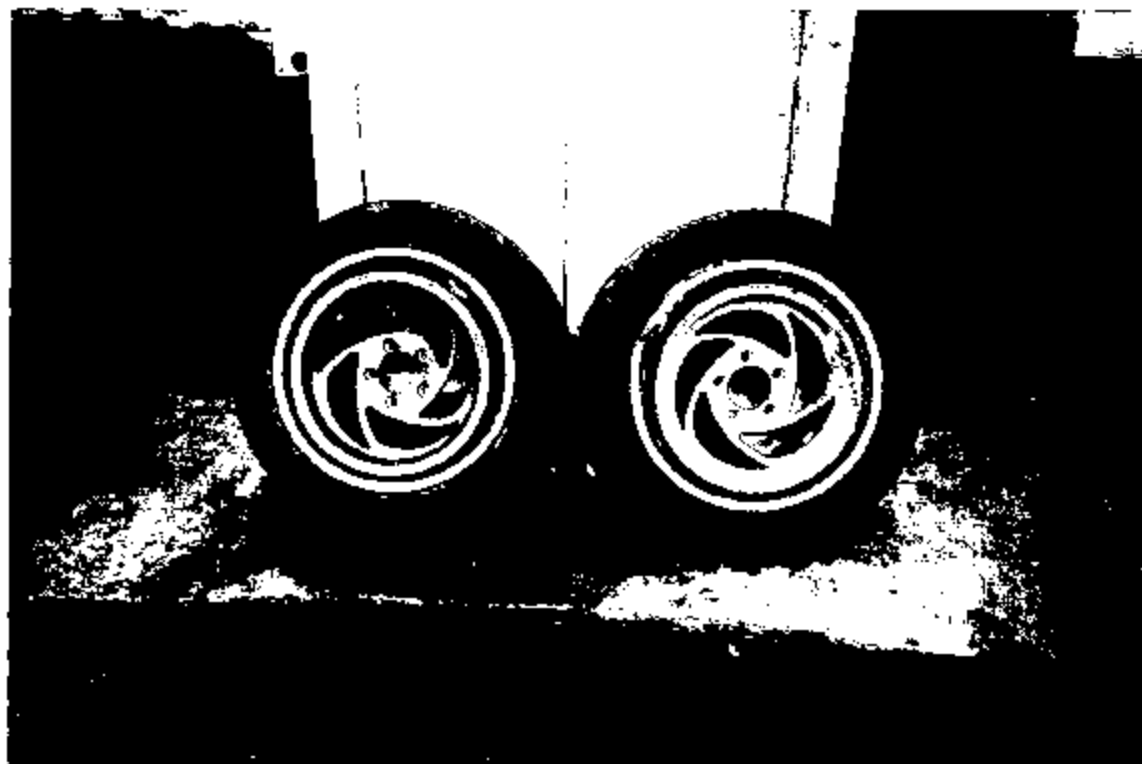


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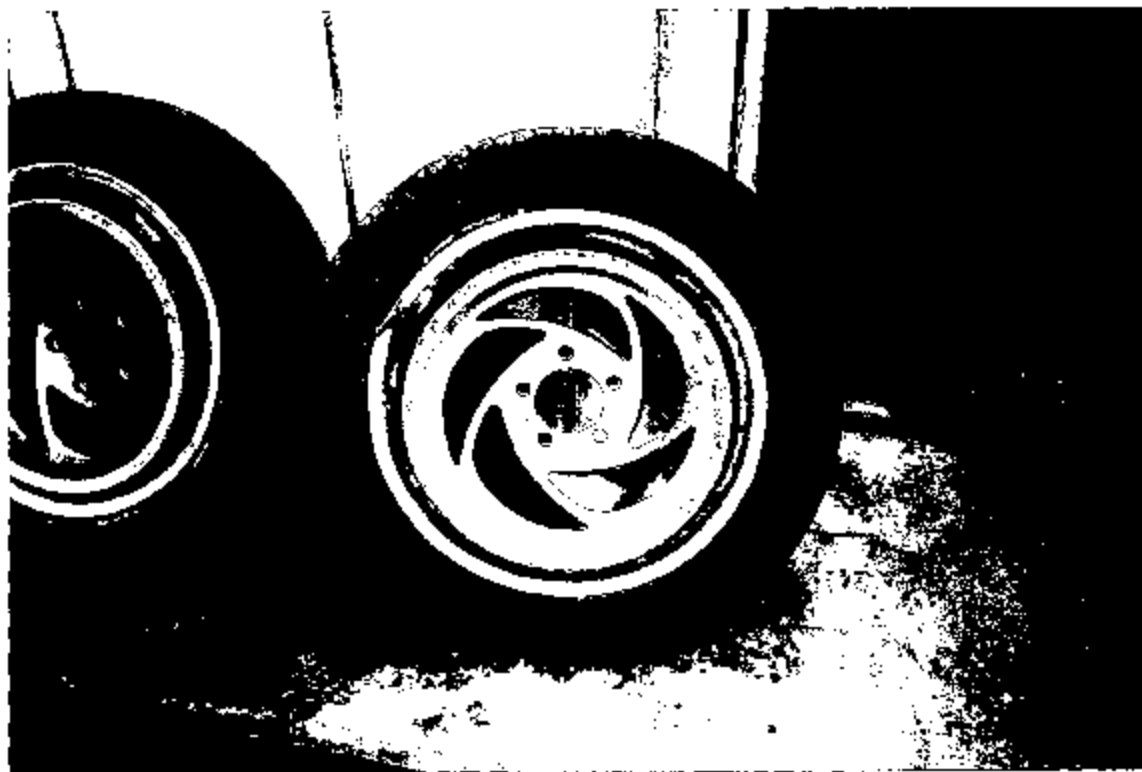


PI 36950

PI 36950



6H500 Att. C 3828

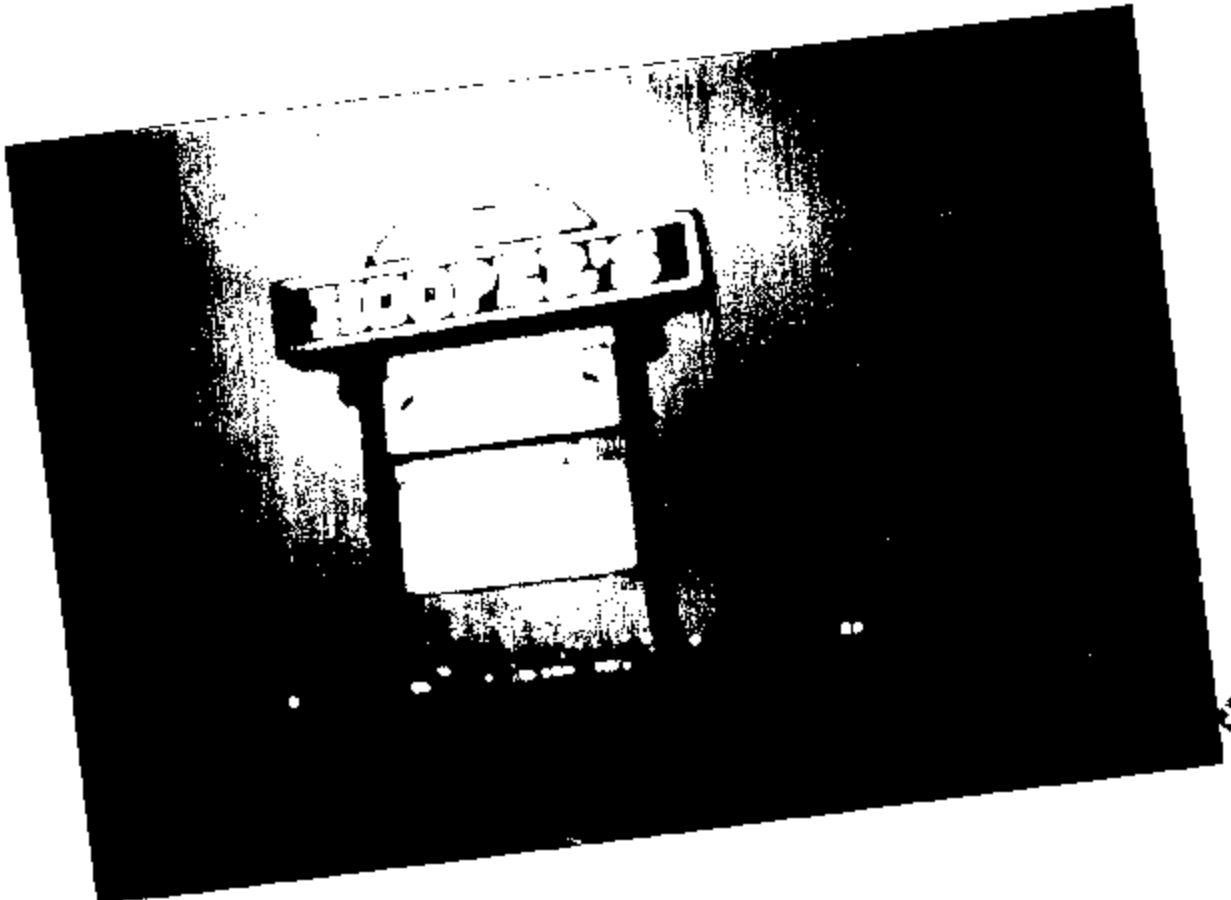


500

PI 36950

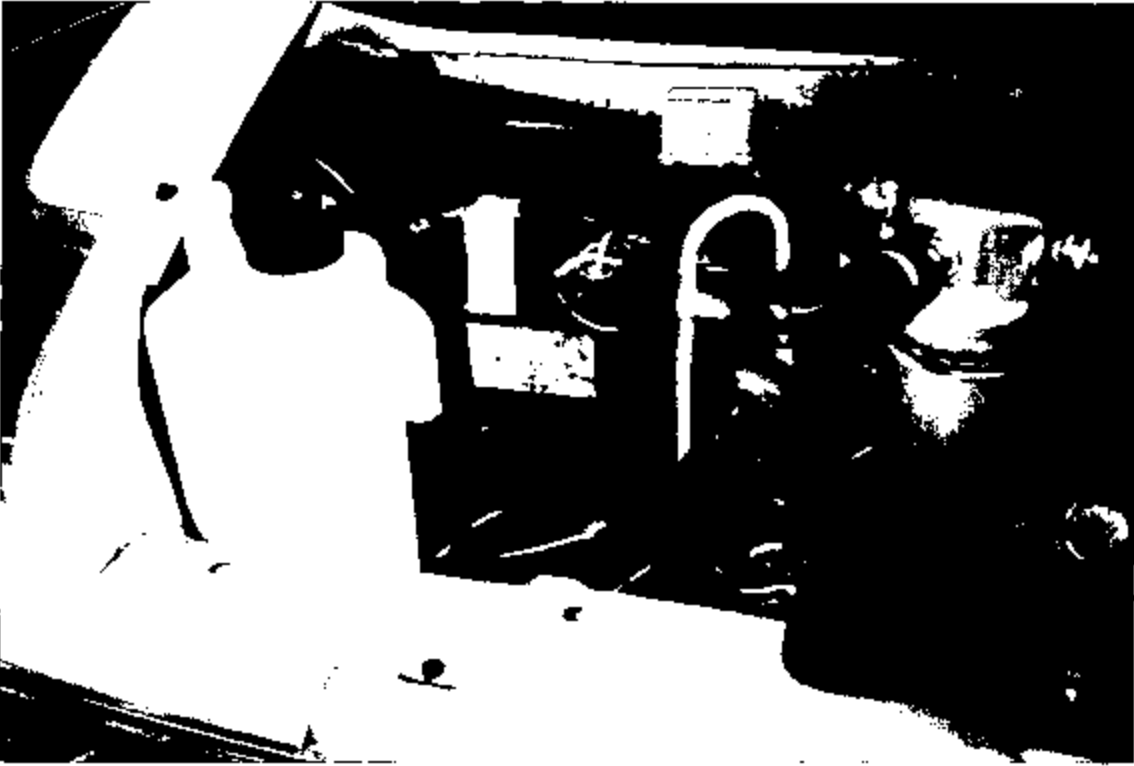


6M600 Att. C 3121

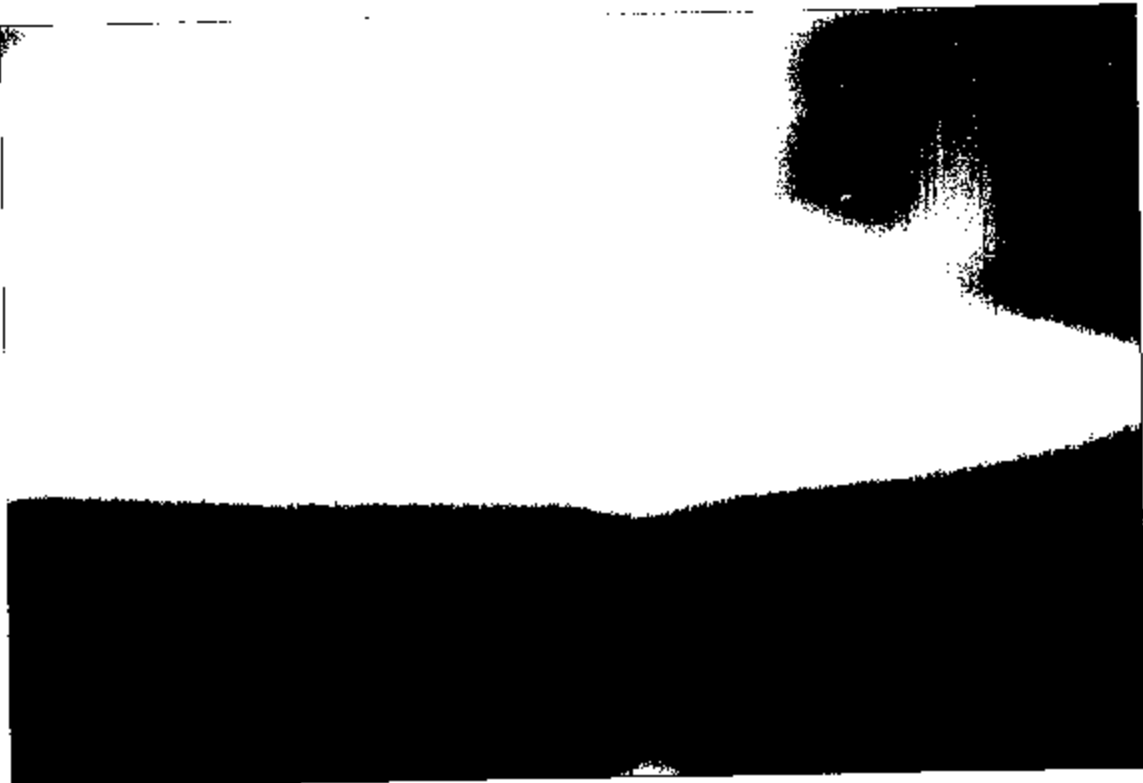


501

PI 36950



Q1688 Att. C 3022



502

PI 36950



6MG00 Att. C 3023

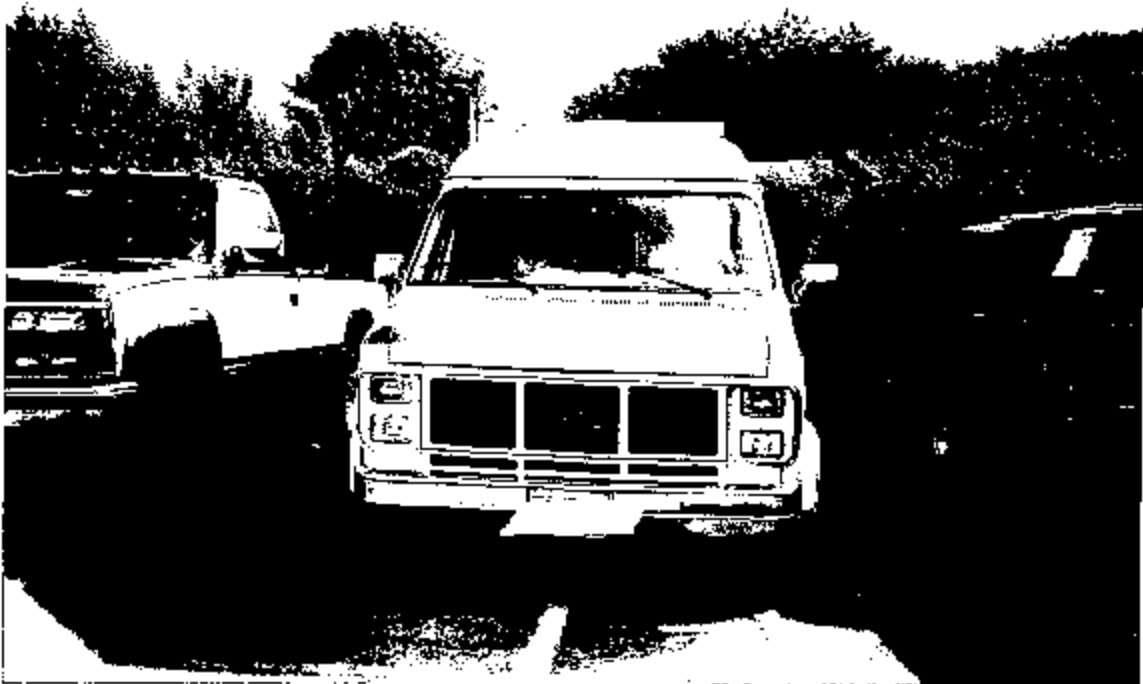


503

PI 36950

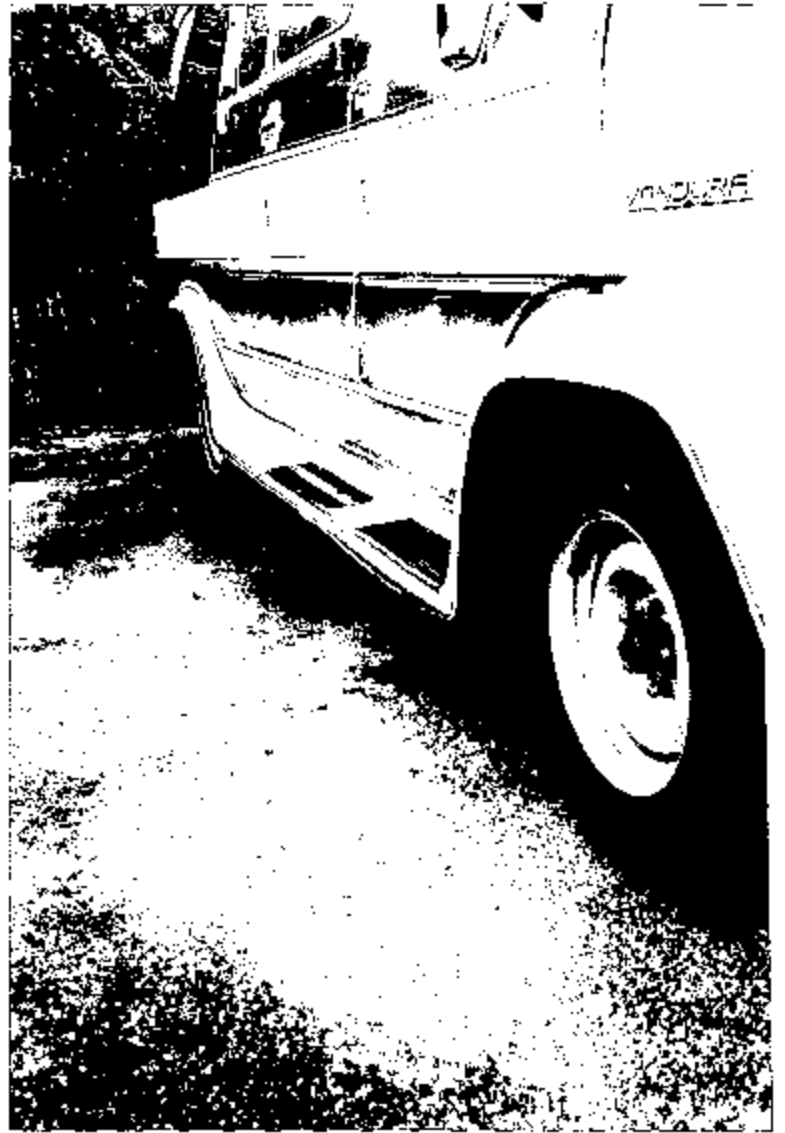


GM680 Alt. C 3020



504

PI 36950



31600 Att. C 3025

505

PI 36950



KG00 Att. C 3826

506

PI 36950



CHGWA Att. C 3827



507

PI 36950

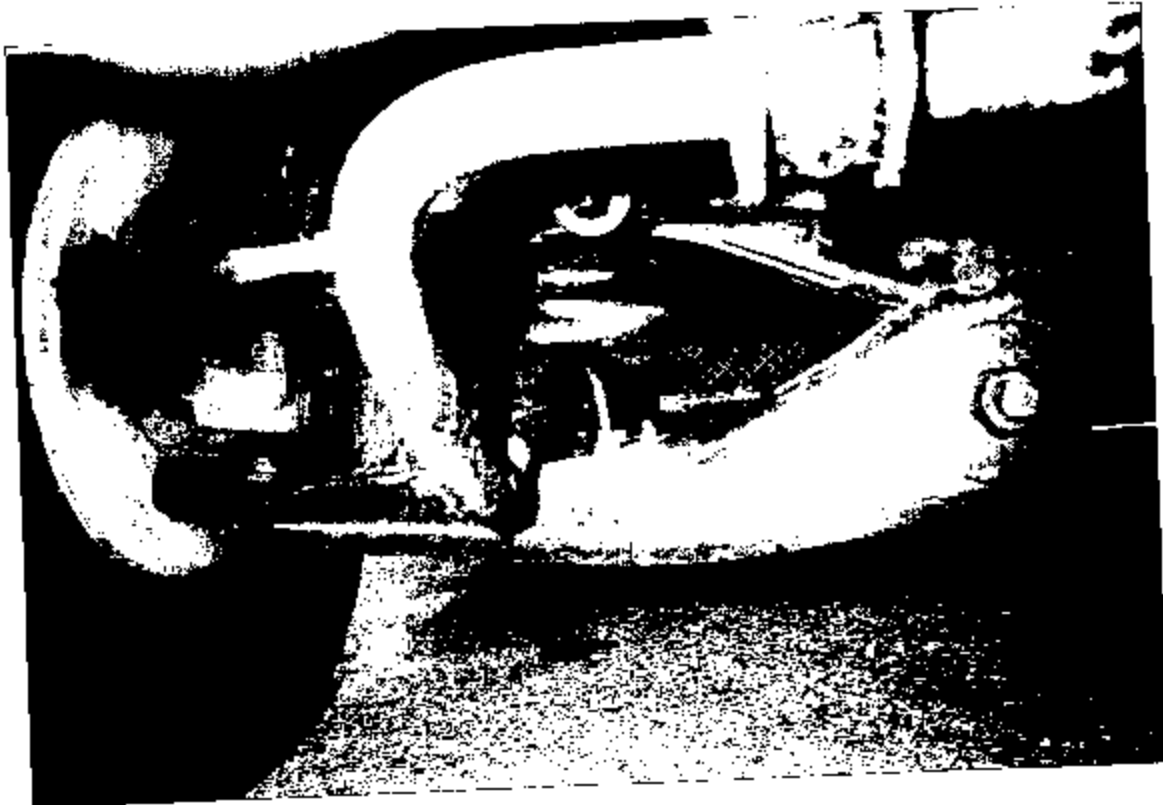
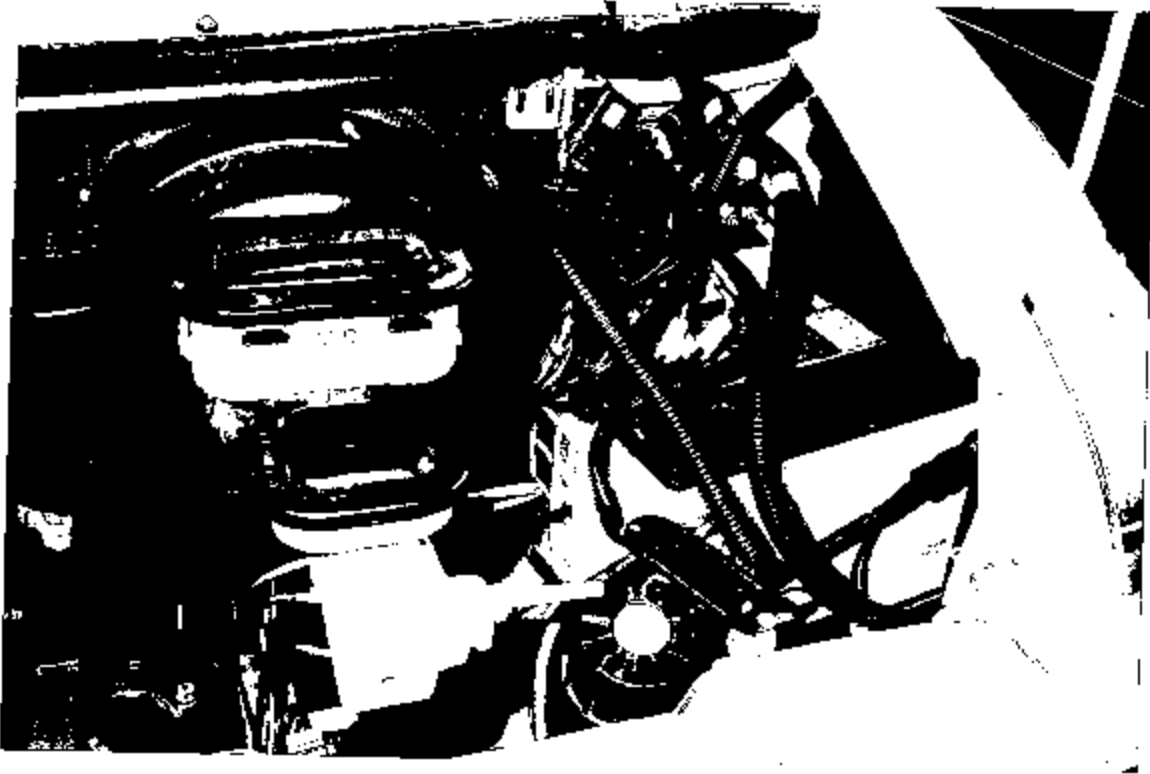


GM688 Att. C 3828



508

PI 36950



GM6MB Att. C 3029

509 H

PI 52495

CR25A - GM1241
09/11/93
01:30

AUTOMOTIVE DIVISION COMPLETING REPORT
CHEVROLET MOTOR DIVISION
REPORT OF PRELIMINARY INVESTIGATION

PAGE: 1

REPORT DATE: 09/10/93
PTP76- 001
DESIGNATION CODE

SERIOUS INCIDENTS SHOULD BE IMMEDIATELY REPORTED BY TELEPHONE TO NEAREST INSURANCE COMPANY OFFICE.

E40-116

REF # - 930415166

DATE OF INCIDENT: 03/12/93 10:00

93 C3

***** I OWNER - CLAIMANT *****

NAME OF / AGE: 47
STREET:
CITY/ST PHONE NO:

NAME AGE: 47
STRE
CITY/STAT PHONE NO:

NAME OF AGE: 43
STREET
CITY/ PHONE NO:

IS CLAIMANT REPRESENTED BY AN ATTORNEY? YES X NO
IF YES, GIVE NAME AND ADDRESS:

***** II VEHICLE *****

MAKE: VIN: 2GCHC39N7P1120158 YEAR: 93 MODEL: C1
TRANS: AUTO, TBM R4 AXLE: 4.10, RWD ENGINE: 7.4, TBI MILEAGE: 6000

DATE OF DEL: 09/23/92 NEW, USED, OR DEMO: N LICENSE #: STATE: LA
DEALER: ADDRESS:
INSP. STICKER NUM: INSP. STATION NO: EXP DATE: 00/00/00

PRINCIPLE USES OF VEHICLE: PERSONAL
SPECIAL VEHICLE FEATURES OR EQP: NONE

IF VEHICLE IS A TRUCK, STATE GROSS PAYLOAD AND LOCATION AND DESCRIPTION OF LOAD AT TIME OF INCIDENT: UNKNOWN NONE NONE

NATURE AND EXTENT OF DAMAGES AND ESTIMATED COST OF REPAIRS: 7000
(ATTACH COPY OF ESTIMATE) FRONT END DAMAGE

PRODUCT CAMP : NONE CAMP PERFORMED: N (Y/N)
IF "Y" DESC:

***** III PROPERTY DAMAGE *****

WAS ANOTHER VEHICLE INVOLVED? YES
MAKE/MODEL OF VEH.: 87 SUBURBAN
OTHER VEHICLE SPEED EST.: 0 MPH BY WHOM: OWNER

NAME OF OWNER: UNKNOWN HOSKINS

GM688 Act. C 3030

510

ADDRESS OF OWNER:

NAME OF DRIVER: UNKNOWN UNKNOWN

ADDRESS OF DRIVER: UNKNOWN

EXTENT OF DAMAGE: REAR END DAMAGE

WAS PROPERTY (OTHER THAN MOTOR VEHICLE) DAMAGED? (STATE KIND, NAME OF OWNER,
AND EXTENT OF DAMAGE):

GN600 Att. C 3031

511

CR25A - GM1241
09/11/93
01:30

AUTOMOTIVE DIVISION COMPLETING REPORT
CHEVROLET MOTOR DIVISION

PAGE: 2

REF # - 930415166

***** IV BODILY INJURY *****

INDICATE FOLLOWING INFORMATION ON INJURIES AND WHETHER THE INJURED PERSON(S)
WERE RIDING IN (A) OWNER'S VEHICLE, (B) OTHER VEHICLE, (C) PEDESTRIAN OR
(D) C

(1) CODE: A (A/B/C/D) AGE: 47

0000

INJURY DESC: CLOSED HEAD INJURY

(2) NAME: CODE: (A/B/C/D) AGE: 0

ADDRESS:
CITY/STATE:
SEATING POSITION:
INJURY DESC:

(3) NAME: CODE: (A/B/C/D) AGE: 0

ADDRESS:
CITY/STATE:
SEATING POSITION:
INJURY DESC:

WHERE TREATED AND BY WHOM? 1 MERCY HOSPITAL, JEFF DAVIS PARKWAY, NEW
ORLEANS, LA

***** V INVESTIGATION *****

HOW, WHEN AND BY WHOM WAS THE ZONE NOTIFIED OF INCIDENT? PHONE 07 29 93 CLAIMA
NT

LOCATION OF INCIDENT (DESIGNATE EXACT LOCATION): 110 AT THE ELYSIAN FIELD EXIT,
NEW ORLEANS, LA

KIND OF ROAD	:	CONCRETE	GRAVEL	X ASPHALT	CRUSHED ROCK	DIRT
CONDITION OF ROAD	:	WET	X DRY	ICY	OTHER	
KIND OF SHOULDER	:	CONCRETE	GRAVEL	X ASPHALT	CRUSHED ROCK	DIRT
CONDITION OF SHOULDER:		WET	X DRY	ICY	OTHER	

NATURE OF WEATHER: CLEAR
VISION OBSTRUCTIONS: NONE

NAME AND ADDRESS OF DEALER WHO TOWED (INCLUDE TOW DRIVER'S NAME), STORED, AND/OR
PROVIDED TEMPORARY SERVICE TO DAMAGED VEHICLE: ACCURATE TOWING NEW ORLEANS, LA
SAME

WHERE CAN VEHICLE BE SEEN? OWNER HAS VEH

DID VEHICLE TURN OVER? YES X NO VEHICLE SPEED ESTIMATE: 20 MPH

SOURCE OF SPEED EST.: BOGUS SPEED

TIRE SIZE/BRAND: UNKNOWN POSTED SPEED LIMIT: 35 MPH

CONDITION	R.F.	GOOD	POOR	FLAT	R.R.	GOOD	POOR	FLAT
OF TIRES:	L.F.	GOOD	POOR	FLAT	L.R.	GOOD	POOR	FLAT

OTHER (TRUCK OR SPARE):

DID YOUR SEARCH OF THE VEHICLE SERVICE HISTORY PRODUCE SERVICE
REPAIR ORDERS? X YES NO

IF 'YES', ATTACH COPIES OF ALL R.O.'S. INDICATE HOW MANY (05) IF 'NO', EXPLAIN

512

GM600 A1t. C 3037

POLICE REPORT ATTACHED? YES X NO IF 'NO', WHAT STATION OR OFFICER MADE
REPORT? : NEW ORLEANS POLICE DEPT.
, REPORT

NAMES AND ADDRESSES OF WITNESSES:

NAMES AND ADDRESSES OF WITNESSES:

NAMES AND ADDRESSES OF WITNESSES:

WERE PHOTOS TAKEN? YES X NO IF 'YES', HOW MANY? 0 AND BY WHOM?

PHOTOGRAPHER NAME:

ADDRESS:

NOTE: FURNISH PHOTOS TO LOCAL INSURANCE COMPANY OFFICE WITH
FORM. FORWARD NEGATIVES TO CENTRAL (HOME) OFFICE.

NAME OF INS. REPRESENTATIVE, IF PRESENT, AT THE INVESTIGATION:

513

WN600 Att. C 3034

CR25A - QM1241
09/11/93
01:30

AUTOMOTIVE DIVISION COMPLETING REPORT
CHEVROLET MOTOR DIVISION

PAGE: 3

REF # - 930415165

***** VI DESCRIPTION OF CLAIM *****

DRIVER'S DESCRIPTION AS TO HOW INCIDENT HAPPENED AND DRIVER'S STATEMENT OF THE INCIDENT'S CAUSE: I WAS DRIVING DOWN AN EXIT RAMP AND A SUBURBAN PULLED IN FRONT OF ME AND STOPPED...I BRAKED BUT COULD NOT STOP IN TIME AND RAN INTO THE BACK OF THE SUBURBAN...I FEEL IF MY TIRES WOULD HAVE BEEN THE CORRECT PLY I WOULD HAVE BEEN ABLE TO STOP...THE OWNER OF THE VEH I RAN IN TO IS NOW SUEING ME AND I FEEL THE ACCIDENT WAS NOT MY FAULT...

DID YOU PERSONALLY SPEAK WITH DRIVER? X YES NO IF 'NO', GIVE SOURCE OF DRIVER'S DESCRIPTION:

WAS VEHICLE INSPECTED? YES X NO IF 'YES', IDENTIFY ALL PARTIES:

WHAT COMPONENT(S) ARE ALLEGEDLY DEFECTIVE? TIRES

WHO MADE ALLEGATION OF DEFECT? OWNER
IF THE ALLEGED DEFECTIVE PART HAS BEEN REMOVED FROM THE VEHICLE, INCLUDING EXACT PART(S), PRESENT LOCATION AND WHO IS CUSTODIAN:

INFORMATION FROM FURTHER INVESTIGATION OF INCIDENT, INCLUDING EXAMINATION OF VEHICLE AND SCENE OF INCIDENT:

HOW AND WHEN WAS MATTER LEFT WITH CLAIMANT? CMD DECLINES RESPONSIBILITY. TO ROYAL FOR INFO ONLY.

DATE OF INVESTIGATION: 08/09/93 NAME:GERALD L CHALMERS

***** XI COMMENTS *****

FILE INVESTIGATED ON 8-9-93 BY G.L. CHALMERS OF MEMPHIS REGION. ATTEMPTED TO MAKE APPOINTMENT TO INSPECT VEHICLE MORNING OR AFTERNOON OF 8-9-93. G.L. CHALMERS, DIST SER MGR, WAS THERE IN THE MORNING AND RON MORREE, DIST SALES MGR, WAS THERE IN THE AFTERNOON. CUSTOMER DID NOT SHOW UP. SUBSEQUENT CALLS, LEFT MESSAGES ON RECORDER AND NO RESPONSE BACK FROM THE CUSTOMER. OWNER HAD ACKNOWLEDGED THAT UNIROYAL 7.70/16 LT TL BW TIRES WERE ON VEHICLE WHEN PURCHASED. FACTORY INVOICE SHOWS INVOICED WITH THIS SIZE TIRE. THESE TIRES MEET WEIGHT STANDARDS. ATTEMPTS WERE MADE TO OBTAIN A POLICE REPORT BASED ON INFORMATION SUPPLIED BY CUSTOMER BUT NO RECORD OF THIS INCIDENT COULD BE FOUND. CMD WILL NOT ASSUME RESPONSIBILITY FOR THIS ACCIDENT AND FILE TO BE SENT TO ROYAL FOR INFO ONLY.

GM688 Att. C 3834

514

GENERAL COMMENTS

USER: H85CL DATE: 7/26/93 TIME: 10:12

0001/ 1 07/26/93...O/C/ADV CO THAT HE BELIEVES WRONG PLY OF TIRE INSTALLED
 0001/ 2 ON VEH...O/ADV CO THAT 2 PLY TIRES ON VEH AND THEY WORE EXCESSIVELY...
 0001/ 3 O/ADV CO THAT VEH COULD NOT STOP WHEN BRAKES APPLIED B/C 4 TIRES WENT
 0001/ 4 FLAT...O/ADV CO THAT HE INJURED HIS CHEST...O/ADV CO THAT HE IS BEING
 0001/ 5 SUED B/C HE HAD WRONG SIZE TIRES ON VEH, WHICH LED TO ACCIDENT...O/ADV
 0001/ 6 CO THAT VEH HE HIT WAS STOLEN AND SWERVED IN FRONT OF HIM...O/ADV CO
 0001/ 7 THAT DLR DIRECTED O/TOWARD UNIROVAL DLR...O/ADV CO THAT TIRE DLR ADV
 0001/ 8 THAT TYPE OF TIRE NO LONGER PRODUCED AND DIRECTED BACK TO DLR...CO REV
 0001/ 9 W/S WENDEL...CO CONTACTED SPEC GROUP, WHO ADV CO THAT VEH PRODUCED W/
 0001/10 8 PLY 7.50 16 INCH TIRES...POSS WORKMANSHIP ISSUE W/DLR...CO LEFT MESS
 0001/11 AGE W/SPEC GROUP...C LINDQUIST

USER: H50JA DATE: 7/26/93 TIME: 11:45

0002/ 1 7-26-93***O/ CALLED BACK ABOUT LISTED CONCERN...O/ STS SHE NEEDS TO
 0002/ 2 KNOW SOME ANSWERS AND CAN'T AFFORD TO BE W/O A VEH...CO ADV O/ THAT
 0002/ 3 CASE HAS BEEN FORWARDED TO A SPECIALTY GROUP WHO SHOULD CONTACT O/
 0002/ 4 BACK BY THE END OF THE NEXT BUSINESS DAY...J. ANGELL

USER: H66J1 DATE: 7/27/93 TIME: 15:57

0003/ 1 ***07 27 93***CO/ATTEMPTED TO CONTACT O-NO ANSWER...NEXT SPEC/WHEN O C
 0003/ 2 ALLS BACK PLEASE TRANS TO J.KUGLER EXT 1595...THANKS...

USER: H30GD DATE: 7/28/93 TIME: 11:47

0004/ 1 *****7-28-93*****
 0004/ 2 O/ CALLED AND REQUESTED AN UPDATE ON FILE.....O/ REQUESTED PREV....
 0004/ 3 ...O/ ST HIS ANSWERING MACHINE PICKS UP AFTER 6 RINGS.....O/ ST IF HE
 0004/ 4 IS N/A FOR SPEC TO LEAVE MESS.....CO/ ADV O/ PREV N/A.....CO/ ADV O/
 0004/ 5 SPEC ATTEMPTED TO CALL O/ YESTERDAY AND O/ WAS N/A.....CO/ ADV O/ CO/
 0004/ 6 TO LEAVE MESS WITH PREV.....CO/ EFF: MESS WITH SPEC...THANKS G DAVIS

USER: H94CG DATE: 7/29/93 TIME: 11:20

0005/ 1 7-29-93...O/C/B/ AND REQ J.KUGLER, .CO TRANSFERRED CALL...CG

USER: H56J1 DATE: 7/29/93 TIME: 12:08

0006/ 1 ***07 29 93***CO/CONTACTED O BACK AND REVIEWED...O STATES HUSBAND WAS
 0006/ 2 DRIVING LISTED VEH AND WAS GOING DOWN AN EXIT RAMP...O STATES THE RAMP
 0006/ 3 WAS TWO LANES AND THEN TURNED TO ONE LANE...O STATES A SUBURBAN CAME
 0006/ 4 FROM BEHIND O AND PULLED IN FRONT OF HIM AND STOPPED...O STATES HE BRA
 0006/ 5 KED BUT THE TIRES SEEMED TO SKID MORE THAN THEY SHOULD HAVE AND O RAN
 0006/ 6 INTO THE BACK OF THE SUBURBAN...O STATES THE DRIVER OF THE SUBURBAN HA
 0006/ 7 D STOLEN IT AND GOT OUT AND LOOK OFF...O STATES THE OWNER OF THE SUBUR
 0006/ 8 BAN HAD REPORTED IT STOLEN ABOUT 3 MRS FARIER...O STATES THE OWNER OF
 0006/ 9 THE SUBURBAN IS NOW SUEING O AND O'S INS-CO DUE TO DAMAGE TO VEH...O
 0006/10 STATES THE FEEL THE VEH WAS SHIPPED WITH 8 PLY TIRES BUT VEH HAS ONLY
 0006/11 2 PLY TIRES ON IT NOW...CO/ADVISED O OF FILE AND ADVISED O OF 10-14 BU
 0006/12 S DAYS FOR REVIEW...JDK...

USER: H04DF DATE: 7/30/93 TIME: 10:35

0007/ 1 07/30/93...O/ SEEKING STATUS OF CASE...CO INFORMED O/ CASE IS

515

GENERAL Att. C 3835

GENERAL COMMENTS

0007/ 2 PENDING AND INVESTIGATION IS STILL UNDER WAY...CO APPOLOGIZED
0007/ 3 FOR SITUATION...CO THANKED O/ FOR HIS PATIENCE...CO AGAIN INFORMED
0007/ 4 O/ IT'S USUALLY 10-14 BUSINESS DAYS FOR INVESTIGATION....CO
0007/ 5 LEFT MESS WITH PREV...D.F.

USER: Z17EH DATE: 8/ 4/93 TIME: 12:03

0008/ 1 FILE SENT TO G.L. CHALMERS ON 8-4-93 FOR INVESTIGATION.

GMGMB Att. C 3036

516

1993 EXT CAB FLEETSIDE PICKUP
 38U TEAL GREEN METALLIC /V8G
 13D GRAY CUSTOM CLOTH TRIM
 ORDER NO. 7037JK/TRS STOCK NO.
 VIN 2G6 HC39 N7 P1120158

CHEVROLET MOTOR DIVISION
 GENERAL MOTORS CORPORATION
 30007 VAN DYKE
 WARREN MI 48090-9065
 VEHICLE INVOICE 1A001458784

*****S

MODEL & FACTORY OPTIONS	MSRP	INV AMT	RETAIL - STOCK
CC30953 EXT CAB FLEETSIDE PICKUP	17823.68	15592.50	INVOICE 09/10/92
AE7 SPLIT BENCH RECLINING FRT SEAT	N/C	N/C	SHIPPED 09/08/92
AJ1 DEEP TINTED GLASS	107.00	92.02	EXP 1/Y 09/23/92
- INCLUDES SWING OUT QUARTER WINDOWS			INT COM 09/24/92
			PRC EFF 09/08/92
C7A 10,000 LB GVW RATING	N/C	N/C	KEYS SECURED
G75 REAR AXLE - 4.10 RATIO	44.00	37.84	WFP-F QTR OPT-1
L19 7.4 LITER EFI V8 GAS ENGINE	470.00	404.20	
MX0 4-SPD. AUTO. TRANS. W/OVERDRIVE	890.00	765.40	BANK: GMAC -
R05 DUAL REAR WHEELS	955.00	821.30	CHG-TO 24-023
UF2 CARGO AREA LAMP	36.00	30.96	
U16 TACHOMETER	59.00	50.74	
V83 CHROMED REAR STEP BUMPER WITH RUB STRIP	229.00	196.94	
V27 FRONT BLACK BUMPER GUARDS	32.00	27.52	SHIP WT: 5712
XDE 7.50-16/LT-D TL BW FRT TIRES	146.88-	125.56-	HP: 0.0
YDE 7.50-16/LT-D TL BW REAR TIRES	274.08	235.64	GVW: 10000
ZDE 7.50-16/LT-D BW SPARE TIRE	261.48	224.46	GVWF: 3800
ZQ2 POWER DOOR LOCKS AND WINDOWS	367.00	315.62	GVWR: 7500
Z82 HEAVY DUTY TRAILERING EQUIPMENT	273.00	234.78	
1SC PREFERRED EQUIPMENT GROUP P3B3 CONSISTS OF SAVINGS W/ MINIMUM PURCHASE OF:	2322.00	1996.92	NTR: 1
* SILVERADO TRIM			
* AIR CONDITIONING			
* ELECTRONICALLY TUNED AM/FM STEREO RADIO W/SEEK-SCAN, STEREO CASSETTE TAPE AND DIGITAL CLOCK			
* CONVENIENCE GROUP - TILT STEERING AND SPEED CONTROL			MEMO 1149.65
* AUXILIARY LIGHTING			
* STAINLESS STEEL BELOW-EYE-LINE EXTERIOR MIRRORS			
1SZ PREFERRED EQUIPMENT SAVINGS	1000.00-	850.00-	
13D GRAY CUSTOM CLOTH TRIM	0.00	0.00	
38U TEAL GREEN METALLIC	0.00	0.00	

** CONTINUED ON PAGE 2 **

BANNER CHEVROLET, INC.
 P.O. BOX 7239
 NEW ORLEANS

LA 70186

GM688 Att. C 3037

517

BANK OF AMERICA

3005 ROYALTY + 27943

960 CHEF MENTURE HWY • 9601 265-1620 • NEW ORLEANS, LOUISIANA 70128
3005 ROYALTY + 27943
7500 S. JONES BLVD. SUITE 1100
HOUSTON, TEXAS 77058
A/C # 27901

ITEM NO.	DESCRIPTION	DATE
1296293	Sticker	130 00
1296294	Guard	14 75
1296295	Strip	37 05
1296296	RT	13 05
1296297	RT	12 00
1296298	RT	29 75
1296299	RT	36 00
1296300	RT	22 65
1296301	RT	205 00
1296302	RT	205 00
1296303	RT	41 00
1296304	RT	7 75
1296305	RT	7 75
1296306	RT	16 00
1296307	RT	175 00
1296308	RT	10 00
1296309	RT	8 25
1296310	RT	4 8
1296311	RT	4 8
1296312	RT	4 8
1296313	RT	4 8
1296314	RT	4 8
1296315	RT	4 8
1296316	RT	4 8
1296317	RT	4 8
1296318	RT	4 8
1296319	RT	4 8
1296320	RT	4 8
1296321	RT	4 8
1296322	RT	4 8
1296323	RT	4 8
1296324	RT	4 8
1296325	RT	4 8
1296326	RT	4 8
1296327	RT	4 8
1296328	RT	4 8
1296329	RT	4 8
1296330	RT	4 8
1296331	RT	4 8
1296332	RT	4 8
1296333	RT	4 8
1296334	RT	4 8
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1296340	RT	4 8
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1296380	RT	4 8
1296381	RT	4 8
1296382	RT	4 8
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1296388	RT	4 8
1296389	RT	4 8
1296390	RT	4 8
1296391	RT	4 8
1296392	RT	4 8
1296393	RT	4 8
1296394	RT	4 8
1296395	RT	4 8
1296396	RT	4 8
1296397	RT	4 8
1296398	RT	4 8
1296399	RT	4 8
1296400	RT	4 8

LABOR INSTRUCTIONS

OPERATION: *Customer Support*

DATE: *7-1-13*

TIME: *1:30*

LOCATION: *HOUSTON*

TELEPHONE: *281-281-1620*

WORK ORDER NO. *27901*

LABOR INSTRUCTIONS: *Repair carport roof*

ACR No. *26*

LABOR INSTRUCTIONS: WASH POLISH WAX CLEAN OIL TUNE ALIGN BRAKE SAFETY INSPECT FLAME PAINT REPAIR TEST OTHER

BODY SHOP

27901

CHECK CASH CREDIT CARD CHARGE

TOTAL GAS, OIL and GRIFF AVE

THANK YOU

ITEM NO.	DESCRIPTION	DATE
1296293	Sticker	130 00
1296294	Guard	14 75
1296295	Strip	37 05
1296296	RT	13 05
1296297	RT	12 00
1296298	RT	29 75
1296299	RT	36 00
1296300	RT	22 65
1296301	RT	205 00
1296302	RT	205 00
1296303	RT	41 00
1296304	RT	7 75
1296305	RT	7 75
1296306	RT	16 00
1296307	RT	175 00
1296308	RT	10 00
1296309	RT	8 25
1296310	RT	4 8
1296311	RT	4 8
1296312	RT	4 8
1296313	RT	4 8
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1296394	RT	4 8
1296395	RT	4 8
1296396	RT	4 8
1296397	RT	4 8
1296398	RT	4 8
1296399	RT	4 8
1296400	RT	4 8

Customer's name and address to be printed in the upper left corner of the invoice. If the customer's name and address are not printed in this space, the invoice will be considered void.

STREET, CITY, STATE, ZIP CODE

ITEM NO. OR DESCRIPTION SALE

5130942	Filter	13.50
51321896	Clutch	150.00
51521037	Pump	149.93
514103114	Pallet	20.48
514103116	Shock	25.25
51521894	Radiator	570.70
51521895	Headlight	178.00
51521896	Filler	18.75
51521897	BAE	168.00
51521898	Exhaust	1.45
51521899	M.O.M.	23.30
51521900	Screw	1.00
51521901	Nut	1.70

Customer Name: Steve Address: 234 W. 111

Phone: 913-884-1111

OPERATION: Parts

DATE: 27943

TIME: 9:19

AMOUNT: 919.86

SALE TAX: 108.54

TOTAL: 1028.40

PAID BY: CASH

RECEIVED BY: [Signature]

BODY SHOP

WE RECOMMEND THE FOLLOWING REPAIRS:

ACCESSORIES

SUBJECT REPAIRS

TOTAL SUBJECT REPAIRS

NO.	DESCRIPTION	QTY	UNIT PRICE	TOTAL PRICE	SALES TAX	TOTAL
1	Oil	1	9.99	9.99	1.19	11.18
2	Grease	1	4.75	4.75	0.57	5.32
3	Parts & Accessories	1	106.93	106.93	12.83	119.76
4	SALES TAX				108.54	108.54
5	TOTAL			1028.40	124.77	1153.17

THANK YOU

NOV 19 1978

106 93

124 77

520

PI 70695

CR25A - GM1241
03/25/95
00:48

AUTOMOTIVE DIVISION COMPLETING REPORT
CHEVROLET MOTOR DIVISION
REPORT OF PRELIMINARY INVESTIGATION

PAGE: 1
REPORT DATE: 03/24/95
PTP76- 001
DESIGNATION CODE

SERIOUS INCIDENTS SHOULD BE IMMEDIATELY REPORTED BY TELEPHONE TO NEAREST INSURANCE COMPANY OFFICE.

E40 082

REF # - 950033957

DATE OF INCIDENT: 11/02/94 10:00

NAME OF CLAIMANT *****
NAME OF CLAIMANT: AGE: 60
STREET:
CITY/STATE: PHONE NO:

NAME OF CLAIMANT: AGE: 0
STREET:
CITY/STATE: PHONE NO:

NAME OF CLAIMANT: SAME AGE: 0
STREET:
CITY/STATE: PHONE NO:

IS CLAIMANT REPRESENTED BY AN ATTORNEY? YES X NO
IF YES, GIVE NAME AND ADDRESS:

***** I1 VEHICLE *****
MAKE: VIN: 1GBJP37N9R3309565 YEAR: 94 MODEL: P4
TRANS: THM-R2, 4SPD AU AXLE: 4.1 REAR HD ENGINE: 7.4 TBI MILEAGE: 10443

DATE OF DEL: 04/27/94 NEW,USED,OR DEMO: N LICENSE #: UNKNOWN STATE: WI
DEALER: ADDRESS:
INSP. STICKER NUM: INSP. STATION NO: EXP DATE: 00/00/00

PRINCIPLE USES OF VEHICLE: LEISURE
SPECIAL VEHICLE FEATURES OR EQP: HYDRAULIC JACK

IF VEHICLE IS A TRUCK, STATE GROSS PAYLOAD AND LOCATION AND DESCRIPTION OF LOAD AT TIME OF INCIDENT: NONE NONE NONE

NATURE AND EXTENT OF DAMAGES AND ESTIMATED COST OF REPAIRS: 3500
(ATTACH COPY OF ESTIMATE) WINDSHIELD CRACKED, MIRROR WAS REPLACED,
TRIM STRIP PULLED OFF, BOTH FRONT TIRES, SPRINGS, AND AIRBAGS REPLACED

PRODUCT CAMP : 94C28 CAMP PERFORMED: N (Y/N)
IF "Y" DESC:

***** III PROPERTY DAMAGE *****
WAS ANOTHER VEHICLE INVOLVED? NO
MAKE/MODEL OF VEH.:
OTHER VEHICLE SPEED EST.: 0 MPH BY WHOM:

NAME OF OWNER:

522

GM688 Att. C 3842

ADDRESS OF OWNER:

NAME OF DRIVER:

ADDRESS OF DRIVER:

EXTENT OF DAMAGE:

WAS PROPERTY (OTHER THAN MOTOR VEHICLE) DAMAGED? (STATE KIND, NAME OF OWNER,
AND EXTENT OF DAMAGE):

GN600 Att. C 3043

523

CR25A - GM1241
03/25/95
00:48

AUTOMOTIVE DIVISION COMPLETING REPORT
CHEVROLET MOTOR DIVISION

PAGE: 2

REF # - 950033957

***** IV BODILY INJURY *****
INDICATE FOLLOWING INFORMATION ON INJURIES AND WHETHER THE INJURED PERSON(S)
WERE RIDING IN (A) OWNER'S VEHICLE, (B) OTHER VEHICLE, (C) PEDESTRIAN OR
(D) OTHER:

- (1) NAME: CODE: (A/B/C/D) AGE: 0
ADDRESS:
CITY/STATE:
SEATING POSITION:
INJURY DESC:
- (2) NAME: CODE: (A/B/C/D) AGE: 0
ADDRESS:
CITY/STATE:
SEATING POSITION:
INJURY DESC:
- (3) NAME: CODE: (A/B/C/D) AGE: 0
ADDRESS:
CITY/STATE:
SEATING POSITION:
INJURY DESC:

WHERE TREATED AND BY WHOM?

***** V INVESTIGATION *****
HOW, WHEN AND BY WHOM WAS THE ZONE NOTIFIED OF INCIDENT? PHONE 01/18/95 OWNER

LOCATION OF INCIDENT (DESIGNATE EXACT LOCATION): HIGHWAY 128, NORTHERN CALIFORNIA,
A, 2 MILES EAST OF BOONVILLE

KIND OF ROAD	:	CONCRETE	GRAVEL	X ASPHALT	CRUSHED ROCK	DIRT
CONDITION OF ROAD	:	WET	X DRY	ICY	OTHER	
KIND OF SHOULDER	:	CONCRETE	X GRAVEL	ASPHALT	CRUSHED ROCK	DIRT
CONDITION OF SHOULDER:		WET	X DRY	ICY	OTHER	

NATURE OF WEATHER: CLEAR

VISION OBSTRUCTIONS: CURVE

NAME AND ADDRESS OF DEALER WHO TOWED (INCLUDE TOW DRIVER'S NAME), STORED, AND/OR
PROVIDED TEMPORARY SERVICE TO DAMAGED VEHICLE:

WHERE CAN VEHICLE BE SEEN? OWNER POSSESSION

DID VEHICLE TURN OVER? YES X NO VEHICLE SPEED ESTIMATE: 35 MPH
SOURCE OF SPEED EST.: DRIVER/CLAIMANT/OWNER
TIRE SIZE/BRAND: UNKNOWN POSTED SPEED LIMIT: 55 MPH

CONDITION	R.F.	GOOD	X POOR	FLAT	R.R.	X GOOD	POOR	FLAT
OF TIRES:	L.F.	GOOD	X POOR	FLAT	L.R.	X GOOD	POOR	FLAT

OTHER (TRUCK OR SPARE): G

DID YOUR SEARCH OF THE VEHICLE SERVICE HISTORY PRODUCE SERVICE
REPAIR ORDERS? YES X NO

IF 'YES', ATTACH COPIES OF ALL R.O.'S (INDICATE HOW MANY DO) IF 'NO', EXPLAIN
NO REPAIR ORDERS IN WARRANTY HISTORY REGARDING ALLEGED DEFECT

GM688 att. C 3044

POLICE REPORT ATTACHED? YES X NO IF 'NO', WHAT STATION OR OFFICER MADE REPORT? : NO REPORT FILED

NAMES AND ADDRESSES OF WITNESSES:

NAMES AND ADDRESSES OF WITNESSES:

NAMES AND ADDRESSES OF WITNESSES:

WERE PHOTOS TAKEN? YES X NO IF 'YES', HOW MANY? 0 AND BY WHOM?

PHOTOGRAPHER NAME:

ADDRESS:

NOTE: FURNISH PHOTOS TO LOCAL INSURANCE COMPANY OFFICE WITH FORM. FORWARD NEGATIVES TO CENTRAL (HOME) OFFICE.

NAME OF INS. REPRESENTATIVE, IF PRESENT, AT THE INVESTIGATION:

GM688 Att. C 3095

525

CR25A - GM1241
03/25/95
00:48

AUTOMOTIVE DIVISION COMPLETING REPORT
CHEVROLET MOTOR DIVISION

PAGE: 3
REF # - 950033957

***** VI DESCRIPTION OF CLAIM *****
DRIVER'S DESCRIPTION AS TO HOW INCIDENT HAPPENED AND DRIVER'S STATEMENT OF
THE INCIDENT'S CAUSE: I WAS GOING AROUND A CURVE WHEN
MY LEFT FRONT TIRE BLEW OUT AND MY RIGHT FRONT TIRE WENT ONTO THE GRAVEL..
MY VEHICLE WENT OFF THE ROAD AND I COULD NOT STOP IT...A TREE STOPPED MY
VEHICLE....I BELIEVE MY ACCIDENT WAS DUE TO A CHEVROLET DEFECT...

DID YOU PERSONALLY SPEAK WITH DRIVER? X YES NO IF 'NO', GIVE SOURCE OF
DRIVER'S DESCRIPTION:

WAS VEHICLE INSPECTED? YES X NO IF 'YES', IDENTIFY ALL
PARTS:

WHAT COMPONENT(S) ARE ALLEGEDLY DEFECTIVE? OWNER CLAIMS TIRES WERE WORN OUT DUE
TO EXCESSIVE CAMBER CAUSED BY FLAT SPRINGS
WHO MADE ALLEGATION OF DEFECT? CLAIMANT
IF THE ALLEGED DEFECTIVE PART HAS BEEN REMOVED FROM THE VEHICLE, INCLUDING
EXACT PART(S), PRESENT LOCATION AND WHO IS CUSTODIAN: ROLAND POPKEN
SPRINGS OWNER RESIDENCE IN DELAVAN, WI

INFORMATION FROM FURTHER INVESTIGATION OF INCIDENT, INCLUDING EXAMINATION OF
VEHICLE AND SCENE OF INCIDENT: NO CHEVROLET RESPONSIBILITY COULD BE DETERMIN
ED, FILE TO CIGNA FOR INFO, LETTER TO THE OWNER

HOW AND WHEN WAS MATTER LEFT WITH CLAIMANT? NO CHEVROLET RESPONSIBILITY FOUND,
FILE TO CIGNA FOR INFO ONLY, LETTER TO THE OWNER 3-17-95.

DATE OF INVESTIGATION: 03/15/95 NAME:ERIC W PERATT

***** XI COMMENTS *****

01/18/95

OWNER STATES THAT AFTER THE ACCIDENT, HE CONTACTED ELK GARAGE TOWING
COMPANY IN ELK, CALIFORNIA, WHO CAME OUT AND REPLACED HIS FRONT TIRES..
OWNER THEN TOOK VEH TO CUMMING HENDERSON GARAGE, 2425 SCOTT BLVD., SANTA
CLARA, CALIFORNIA, WHO REPLACED THE SPRINGS, PIVOT SHAFT, AIR BAGS, AND
REALIGNED VEHICLE...OWNER STATES THAT HE WANTED TO HAVE REPAIRS MADE AT
A CHEVROLET DEALERSHIP, BUT NONE COULD SERVICE HIS VEHICLE...OWNER STATES
HE IS CURRENTLY SEEKING REIMBURSEMENT FOR THE SERVICE CALL MADE BY ELK
GARAGE TOWING (REPLACEMENT OF TIRES) AND FOR THE WORK DONE TO REPLACE
SPRINGS, ETCETERA...OWNER STATES IT IS MOST IMPORTANT TO HIM TO RECEIVE
REIMBURSEMENT FOR SERVICE WORK; INSURANCE COMPANY PAID FOR ACCIDENT REPAIR.
VALERIE PALMER, (810)696-4832
CHEVROLET 1241 GROUP

***** REGION CONTACTED THE OWNER FOR REVIEW.....THE OWNER STS THE VEHICLE
WAS NEVER INSPECTED BY A CHEVROLET DLR AFTER THE CLAIM...OWNER STS HE HAD AN
INDEPENDENT REPLACE THE FRONT SPRINGS AND AIR BAGS WITH HEAVY DUTY PARTS (NON
GM PARTS).....OWNER STS HIS INSURANCE COMPANY HAS PAID TO HAVE THE BODY DAMAG

AM600 Att. C 1046

E AND THE WINDOW REPAIRED.....OWNER STS HE HAS THE OLD SPRINGS FOR INSPECT
ION IF NEEDED.....SINCE THE VEHICLE SHOULD HAVE BEEN INSPECTED BY A CHEVROL
ET DLR, AND IT WOULD BE VERY DIFFICULT TO DETERMINE A FAILURE WITHOUT THE OLD
SPRINGS ON THE VEHICLE, CHEVROLET WILL DENY ASSISTANCE AND SEND THIS CLAIM TO
CIGNA FOR INFO ONLY.....

E. PERATT
GREAT LAKES REGION

GN600 att. C 3047

527

CASE REF. # 950033957

CUSTOMER INFORMATION

TITLE :
FIRST : MI: H LAST :
STREET :
CITY : ST ZIP :
H #HO B PHONE:
COMP

VEHICLE-DEALER INFORMATION

VIN : 1GBJP37N9R3309565 DEL DTE: 04 27 94
YR/MDL : 94 P4 STEP VAN/MOTOR HOME MILEAGE: 010443
DEALER : ZN/DLR : 47 000
CITY : STATE :

AFTER CALL INFORMATION
CUSTOMER REQUEST INFORMATION

REQUEST AREA : MISC REQUEST SOURCE : H T CAS
CONTACT TYPE : OWNER IN CORR SEQ # : N
WARRANTY : I (IN/OUT/UNK) THIRD PARTIES :
STOCKHOLDER : N (Y/N) GM EMPLOYEE : N (Y/N)
DLR SERVICE AREA: 00
PART DELAY START: PART DELAY END :
CASE OPEN DATE : 01 18 95 SCRAP DATE :
ROUTING CODE : ZON CAS LOC: 1241
CORRES TYPE : TRANSMIT DATE :
CORP CASE # :
FILE RETENTION : 00 CENTRAL FILE : Y (Y/N)
LAST ALTERED ID : Z11SB LAST ALTERED DATE : 03 17 95

CASE CLOSING INFORMATION

FILE RETENTION : 00 CENTRAL FILE : Y (Y/N)
DLR CONTACT DATE : 03 17 95 DLR CONCLUSION DATE: 03 17 95
CLOSING DATE : 03 17 95 RESPONSIBLE DLR :
CO REVIEW CLOSE : H52VP CO REVIEWED : (Y/N) DATE:
RGN REVIEW CLOSE : RGN REVIEWED : (Y/N) DATE:

CDE # DESC CDE COMMENTS
A01 0 OPEN CAMPAIGN 94C28
SEE 1241 CLOSING COMMENTS
F14 0 SPRINGS 0/ CLAIMS SPRINGS CAUSED TIRE WEAR, ACCIDENT
*
T09 0 POSS. GM 1241 0/ CLAIMS VEHICLE DAMAGE
*

CRIS CAMPAIGN DESCRIPTIONS

CDE
94C28 DESCRIPTION
EMIS: GENERAL MOTORS HAS DETERMINED THAT CERTAIN 1994
CHEVROLET C/K TRUCKS, P TRUCKS AND G-VANS WITH 7.4L
ENGINES WERE SHIPPED WITH AN INCORRECT EMISSION
VACUUM HOSE ROUTING SCHEMATIC ON THE EMISSION LABEL.

GM600 Att. C 3049

529

RECEIVED

FEB 6 1995

FEB 10 1995

RECEIVED

FEB 01 1995

CHEVROLET MOTOR DIV.
S.F. BRANCH

December 19, 1994

Chevrolet Motor Division
Chevrolet Customer Assistance Center
Box 7047
Troy, MI 48007-7047

Re: File 940715390

NEW FILE #
740765639

NEW FILE #
950-033-957

Dear Sirs:

We purchased a new 1994 Cobra Monterey motorhome, VIN 1GBJP37N9P3309565, on April 15, 1994 from American Camper, Santa Clara, CA. There were 2633 miles on the odometer at time of purchase (see Notice of Delayed Warranty Start). On November 2, 1994 while driving through northern California, we experienced a blowout of a front tire. This caused us to swerve off the road onto the shoulder where we hit a tree, damaging the front end of the motorhome. Total mileage at the time of the accident was 10,300. When the tow truck arrived, it was determined that the inner edge of the tire was completely worn through. On inspection of the other front tire, it was found that it too was worn through the steel belts on the inner edge. The mechanic noted that there had to be a serious alignment problem to cause both tires to exhibit that kind of wear pattern. Two new tires were purchased and installed so we could continue into a metropolitan area where we could get the necessary service. Cumming Henderson of Santa Clara found, on inspection of the front suspension, that the front coil springs had collapsed until there was no clearance between the front crossmember and the rubber stops on the lower A-frames. The air bags were still inflated to 50psi and the GVW of the coach, when weighed, was 12,300. This collapse of the front springs had caused an out of tolerance camber which in turn caused the front tires to wear on their inner edges.

3570114

I then contacted Cobra Industries and was told it was Chevrolet's problem. I contacted Courtesy Chevrolet of Santa Clara, who did not work on motorhomes, but did refer me to Raines Chevrolet of Sunnyvale. When I took the motorhome to Raines, the employee, who writes the work orders, told me that Raines did work on the P30 chassis but not the front end. He did not look at the front suspension but told me I would have to go to a Chevrolet dealer in Gilroy, California some forty miles away. I then contacted Ms. Wendy Francis at your Assistance Center on November 3, explaining what had occurred so far and that I did not want to continue driving with the bad suspension, the broken windshield and missing side mirror. I also told her that Cumming Henderson was capable of doing the suspension work if Chevrolet would okay it. After contacting Raines Chevrolet, Ms. Francis asked me to defer authorizing Cumming Henderson to start work until Mr John Cortez, service manager at Raines Chevrolet, had contacted Cumming Henderson. I notified Cumming Henderson, where the motorhome was parked, to expect a call from Mr. Cortez. By

GN600 Att. C 3050

530

3PM of the following day Mr. Cortez had not called. As I had definite commitments back home in Wisconsin, my time was running short and as Cumming Henderson promised completion of the work by Tuesday, I authorized them to do the necessary work. I left a voice mail message for Ms. Francis asking her to return my call so I could explain why I had Cumming Henderson do the work, but I did not hear from her.

I realize Chevrolet is not responsible for where I drive, but both my wife and I had some somber moments when we realized that if the blowout had occurred earlier on the morning of the 2nd, while we were driving along the cliffs overlooking the Pacific Ocean, it probably would have been fatal. I do feel, however, that Chevrolet Motor Company is responsible through it's warranty program for the expenses of \$2054.40 incurred due to the premature failure of the suspension. Enclosed are the following copies:

Title
Registration
Notice of Delayed Warranty Start
Invoice for roadside services - \$115
Invoice and credit card receipt for two tires - \$441.55
Invoice and credit card receipt for replacement of failed parts - \$1497.85

I also have the worn front springs and air bags available for inspection.

Respectfully,

GM600 Att. C 3MS1

531

IDAHO TRANSPORTATION DEPT
 MOTOR VEHICLE BUREAU
 P. O. BOX 7129
 BOISE, IDAHO 83707-1129
 TEL: 3618 1087

2321421



LICENSE EXPIRES 12/31/94	LICENSE NO	STICKER NO
VEHICLE IDENTIFICATION NUMBER 1GBJP37N9R3309565	VEHICLE TITLE NUMBER	2321421
VEHICLE DESCRIPTION		
YEAR MAKE 94 GMC	RV TYPE MOTORIZED HOME	MODEL VEH VALUE TK 45,897
LENGTH: 26	COLOR: GRM	DESC: COBRA
ISSUE DATE: 05/05/94		NE RV
CARRY IN VEHICLE AT ALL TIMES		
NAME AND ADDRESS		

Fees	REGISTRATION	176.00
29132	2476.85	176.00

Buy under penalty of law that this vehicle is and will be accurately measured as prescribed by law
 IF OF APPLICANT (See Reverse Side of Sticker) 49 USC 112

COUNTY ROADS	HWY DIST
--------------	----------


APPLICANT MUST SIGN TO BE VALID

532

133

GM688 Att. C 3053

JTECAPA0526950106*502-P170695

CHEVROLET  Chevrolet Motor Division
General Motors Corporation

Notice Of Delayed Warranty Start

Document Number	215273
Retail Delivery Date	
Vehicle Identification Number	
Mileage	
Type of Vehicle	
Original Delivery Date	

RETAIL PURCHASE INFORMATION

Selling Dealer: **CAMINO CARS INC. d/b/a AMERICAN CAMPER**
Address: **3035 EL CAMINO REAL**
City: **SANTA CLARA, CA 95051**
State: **CA** Zip Code: **95051**
Area Code & Telephone: _____

Person For Delayed Warranty Start: _____
 [Redacted Signature] *[Signature]*
 Date: **4/27/94**

Note: This Warranty not valid until approved by Chevrolet Motor Division

Chevrolet Copy to: Delayed Warranty Headquarters, P. O. Box 2029, Livonia, MI 48150

68054 Rev. 7/92 **Purchase Temporary Copy**

DOWNEY TIRE OF SANTA ROSA
P.O. BOX 879
SANTA ROSA CA 95402

INVOICE NO. 4289*00
DATE 11/02/94
CUSTOMER NO. 1000

SALESMAN

BRICKER

SHIPTO

BILL TO C.S.C.
CASH SALES CLEARING

SR, CA 95401

ORDER NO.	CUSTOMER PURCHASE ORDER NUMBER	TRUCK #	DATE SHIPPED	FOB TERMS				
QTY	ITEM NUMBER	DESCRIPTION	F.E.S.	DUPLICATE	UNIT PRICE	EXTENSION		
2	426633	8R-19.5 MICHELIN X/A LRF	2.33	2	200.29	400.58		
2	S2	SCRAP TIRE DISPOSAL-PASSENGER	0.00	2	3.00	6.00		
2	STATE	STATE DISPOSAL FEE	0.00	2	0.25	0.50		
Paid Cash								
PRODUCT TOTAL	536	DISCOUNT		FREIGHT	TAXABLE AMOUNT	TAX AMOUNT	F.E.T.	INVOICE TOTAL
					401.24	29.81	4.56	441.55

ACCOUNTS DUE THE 15th of the month following purchase date. PAST DUE AMOUNTS PENALTY 1.5% PER MONTH. 10% PER QUARTER. FINANCE CHARGE 2.0% (MIN. \$100) OF BALANCE. ADVANCE TO 30% OF TOTAL. ACCEPTED BY: [Signature]

11/02/94 11:00 AM

Cardmember Copy

5390795

DO NOT WRITE ABOVE THIS LINE

Expiration Date Checked

10/31/96

Cardmember **X**

Quantity/Class	Description	Live Cost	Department
1	FRIGES REPAIR	\$4	1497 85

The issuer of the Discover Card is authorized to pay the amount shown as Total upon proper presentation, I promise to pay each Total together with any other charges due on it subject to and in accordance with the Cardmember Agreement governing the use of the Discover Card. Cashback Bonus is paid annually by Discover Card, up to 1% based on annual level of purchases.

DISCOVER

CASHBACK BONUS

This Purchase Qualifies

1497 85

63600 Att. C 3057

537

Hamming Anderson

TIRE SERVICE CENTERS

REMIT TO: P.O. BOX 330 SANTA CLARA, CA 95052-0330

2425 Scott Boulevard
Santa Clara, CA 95052
(408) 727-4440
Bar No. AB 8657

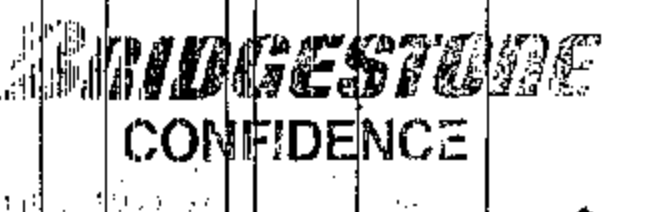
240 Hegenberger Rd.
Oakland, CA 94621
(510) 535-5759
Bar No. AD 171807

3601 Thomas Road
Santa Clara, CA 95054
Bandag Retread Plant

SERVING SANTA CLARA COUNTY SINCE 1951

X
Customer agrees to all terms and conditions contained on the REVERSE SIDE of this Document.

SOLD TO: _____ SHIP TO: _____ INVOICE

CUST. PO. #	MAKE-MODEL	TAG	MILEAGE	TELEPHONE	ROUTE	SLM	SHIP VIA	ORDER #	PAGE	REMARKS
	MOTOR HOME	20193H	10670	408-727-4440	0	9		220190	1	2nd Phone
INVOICE DATE		INVOICE NUMBER		PREVIOUS INVOICE NUMBER		TERMS				
11/15/81		178180				CASH SALE		CASH <input type="checkbox"/> VISA <input type="checkbox"/> MC <input type="checkbox"/> CHECK <input type="checkbox"/>		
STOCK NUMBER	SIZE	DESCRIPTION	QUANTITY	UNIT PRICE	TAX	F.E.T.	EXTENSION			
	LABOR	VEHICLE MAINTENANCE INSPECTION CHECK OUT FRONT END AND REPORT. VEHICLE WILL NEED FRONT COIL SPRINGS AND AIR BAGS...	1	.00		.00	.00			
	EQUIPMENT	CLASS A MOTOR HOME	1	82.95		.00	82.95			
	NEW	H B FRONT COIL SPRINGS	1	370.00	01	.00	370.00			
	NEW	FRONT AIR BAGS	2	127.56	01	.00	255.12			
	NEW	LEFT UPPER A FRAME SHAFIT KIT	1	57.56	01	.00	57.56			
	NEW	FRONT WHEEL GREASE SEALS	2	4.11	01	.00	8.22			
	LABOR	INSTALL SPRINGS AND AIR BAGS	1	495.00		.00	495.00			
	LABOR	INSTALL UPPER SHAFIT KIT	1	53.00		.00	53.00			
	LABOR	WHEEL SEALS	1	76.00		.00	76.00			
	LABOR	BEARINGS ARE VERY CR								
	1 MONTHS	TAX								
SUBTOTAL				1,497.55			1,497.55			
TAX							57.00			
TOTAL							1,554.55			
										
BRIDGESTONE CONFIDENCE										
538										
PARTS	LABOR	TAX %	TAXABLE AMOUNT	TAX	F.E.T.	DISC. AMOUNT	INVOICE TOTAL			
	749.95		690.90	57.00			1497.85			

A FINANCE CHARGE OF 1 1/2% PER MONTH (WHICH IS 18% ANNUALLY) WILL BE CHARGED ON ALL PAST DUE ACCOUNTS.

61600 ALL C 305H

PI 74253

CR25A - GML241
06/30/95
23:21

AUTOMOTIVE DIVISION COMPLETING REPORT
CHEVROLET MOTOR DIVISION
REPORT OF PRELIMINARY INVESTIGATION

PAGE: 1
REPORT DATE: 06/30/95
PTP76- 001
DESIGNATION CODE

SERIOUS INCIDENTS SHOULD BE IMMEDIATELY REPORTED BY TELEPHONE TO NEAREST INSURANCE COMPANY OFFICE.

E40 082 E02 124

REF # - 950393452

DATE OF INCIDENT: 06/13/95 12:30

CLAIMANT *****

NAME OF
STREET:
CITY/ST#

AGE: 31

PHONE NO: .

NAME OF
STREET:
CITY/STATE:

AGE: 0

PHONE NO:

NAME OF CLAIMANT: SAME
STREET:
CITY/STATE:

AGE: 0

PHONE NO:

IS CLAIMANT REPRESENTED BY AN ATTORNEY? YES X NO
IF YES, GIVE NAME AND ADDRESS:

***** I VEHICLE *****

MAKE: VIN: 1GCHV33N6LF302164 YEAR: 90 MODEL: V1
TRANS: 3SP AUTO THM400 AXLE: 3.73 REAR-HD ENGINE: 7.7L TBI MILEAGE: 31628

DATE OF DEL: 03/31/90 NEW,USED,OR DEMO: U LICENSE #: STATE: OR
DRALER: ADDRESS:
INSP. STICKER NUM: INSP. STATION NO: EXP DATE: 00/00/00

PRINCIPLE USES OF VEHICLE: CONSTRUCTION, PULLS/CARRIES EQUIPMENT.
SPECIAL VEHICLE FEATURES OR EQP: UTILITY BOXES FOR TOOLS & EQUIPMENT. HOUSES
AN AIR CO MPRESSOR, GENERATOR, & MISC. TOOLS.

IF VEHICLE IS A TRUCK, STATE GROSS PAYLOAD AND LOCATION AND DESCRIPTION OF
LOAD AT TIME OF INCIDENT: 1500 BED CONSTRUCTION TOOLS-HAND TOOLS, COMPRESSOR,
GENERATOR

NATURE AND EXTENT OF DAMAGES AND ESTIMATED COST OF REPAIRS: 1
(ATTACHE COPY OF ESTIMATE) LEFT FRONT FENDER, GRILL, HEADLIGHT SMASHED IN.
LEFT OF UTILITY BOXES IN BED SMASHED.
NO REPAIR ESTIMATE AT THIS TIME.

PRODUCT CAMP : NONE CAMP PERFORMED: (Y/N)
IF "Y" DESC:

***** III PROPERTY DAMAGE *****

WAS ANOTHER VEHICLE INVOLVED? NO
MAKE/MODEL OF VEIL.:
OTHER VEHICLE SPEED EST.: 0 MPH BY WHOM:

NAME OF OWNER:

G1688 Att. C 3859

539

ADDRESS OF OWNER:

NAME OF DRIVER:

ADDRESS OF DRIVER:

EXTENT OF DAMAGE:

WAS PROPERTY (OTHER THAN MOTOR VEHICLE) DAMAGED? (STATE KIND, NAME OF OWNER,
AND EXTENT OF DAMAGE): KEVIN '

ENTS TO UTILITY BOXES SCRATCHED, DENTED, DOORS BENT

GM600 Att. C 3060

540

CR25A - GM1241
06/30/95
23:21

AUTOMOTIVE DIVISION COMPLETING REPORT
CHEVROLET MOTOR DIVISION

PAGE: 2
REF # - 950393452

***** IV BODILY INJURY *****
INDICATE FOLLOWING INFORMATION ON INJURIES AND WHETHER THE INJURED PERSON(S)
WERE RIDING IN (A) OWNER'S VEHICLE, (B) OTHER VEHICLE, (C) PEDESTRIAN OR
(D) OTHER:

- (1) NAME: CODE: (A/B/C/D) AGE: 0
ADDRESS:
CITY/STATE:
SEATING POSITION:
INJURY DESC:
- (2) NAME: CODE: (A/B/C/D) AGE: 0
ADDRESS:
CITY/STATE:
SEATING POSITION:
INJURY DESC:
- (3) NAME: CODE: (A/B/C/D) AGE: 0
ADDRESS:
CITY/STATE:
SEATING POSITION:
INJURY DESC:

WHERE TREATED AND BY WHOM?

***** V INVESTIGATION *****
HOW, WHEN AND BY WHOM WAS THE ZONE NOTIFIED OF INCIDENT? BY PHONE 06/15/95 CLAIMANT

LOCATION OF INCIDENT (DESIGNATE EXACT LOCATION): TRAVELING EAST ON BELTLINE ROAD
CROSSING BRIDGE NEAR GOOD PASTURE ISLAND ROAD OR RIVER ROAD, EUGENE, OR.

KIND OF ROAD	:	CONCRETE	GRAVEL	X ASPHALT	CRUSHED ROCK	DIRT
CONDITION OF ROAD	:	X WET	DRY	ICY	OTHER	
KIND OF SHOULDER	:	CONCRETE	GRAVEL	ASPHALT	CRUSHED ROCK	DIRT
CONDITION OF SHOULDER:		X WET	DRY	ICY	OTHER	

NATURE OF WEATHER: RAIN

VISION OBSTRUCTIONS: NONE

NAME AND ADDRESS OF DEALER WHO TOWED (INCLUDE TOW DRIVER'S NAME), STORED, AND/OR PROVIDED TEMPORARY SERVICE TO DAMAGED VEHICLE: UNKNOWN UNKNOWN UNKNOWN

WHERE CAN VEHICLE BE SEEN? ROMANIA CHEVROLET, EUGENE, OR. (19 381)

DID VEHICLE TURN OVER? YES X NO VEHICLE SPEED ESTIMATE: 50 MPH

SOURCE OF SPEED EST.: CLAIMANT

TIRE SIZE/BRAND: UNKNOWN

POSTED SPEED LIMIT: 55 MPH

CONDITION R.F. GOOD X POOR FLAT R.R. GOOD X POOR FLAT

OF TIRES: L.F. GOOD X POOR FLAT L.R. GOOD X POOR FLAT

OTHER (TRUCK OR SPARE): TIRE INFO ROGUS

DID YOUR SEARCH OF THE VEHICLE SERVICE HISTORY PRODUCE SERVICE

REPAIR ORDERS? YES X NO

IF 'YES', ATTACH COPIES OF ALL R.O.'S (INDICATE HOW MANY OO) IF 'NO', EXPLAIN

NO REPAIR ORDERS FOUND IN WARRANTY HISTORY REGARDING ALLEGED DEFECT.

541

GM600 Att. C 1061

POLICE REPORT ATTACHED? YES X NO IF 'NO', WHAT STATION OR OFFICER MADE
REPORT? : EUGENE DEPT OF PUBLIC SA
FETY, REPORT # 9511126, OFFICER NAME UNKNOWN.
NAMES AND ADDRESSES OF WITNESSES:

NAMES AND ADDRESSES OF WITNESSES:

NAMES AND ADDRESSES OF WITNESSES:

WERE PHOTOS TAKEN? YES X NO IF 'YES', HOW MANY? 0 AND BY WHOM?
PHOTOGRAPHER NAME:
ADDRESS:

NOTE: FURNISH PHOTOS TO LOCAL INSURANCE COMPANY OFFICE WITH
FORM. FORWARD NEGATIVES TO CENTRAL (HOME) OFFICE.

NAME OF INS. REPRESENTATIVE, IF PRESENT, AT THE INVESTIGATION:

GM600 Att. C 3062

542

06/30/95

AUTOMOTIVE DIVISION COMPLETING REPORT

23:21

CHEVROLET MOTOR DIVISION

REF # - 950393452

***** VI DESCRIPTION OF CLAIM *****
DRIVER'S DESCRIPTION AS TO HOW INCIDENT HAPPENED AND DRIVER'S STATEMENT OF THE INCIDENT'S CAUSE: I WAS DRIVING ALONG WHEN THE TRUCK STARTED GOING SIDEWAYS. I THINK I WENT SIDEWAYS BECAUSE THE TIRE BLEW OUT. I ENDED UP CROSSING THE ONCOMING LANE & STRUCK THE CORNER OF THE BRIDGE THAT I WAS CROSSING. I FEEL A CMD DEFECT CAUSED THIS ACCIDENT TO OCCUR.

DID YOU PERSONALLY SPEAK WITH DRIVER? X YES NO IF 'NO', GIVE SOURCE OF DRIVER'S DESCRIPTION:

WAS VEHICLE INSPECTED? YES X NO IF 'YES', IDENTIFY ALL PARTIES:

WHAT COMPONENT(S) ARE ALLEGEDLY DEFECTIVE? FRAME OR TIRE

WHO MADE ALLEGATION OF DEFECT? CLAIMANT
IF THE ALLEGED DEFECTIVE PART HAS BEEN REMOVED FROM THE VEHICLE, INCLUDING EXACT PART(S), PRESENT LOCATION AND WHO IS CUSTODIAN:

INFORMATION FROM FURTHER INVESTIGATION OF INCIDENT, INCLUDING EXAMINATION OF VEHICLE AND SCENE OF INCIDENT:

HOW AND WHEN WAS MATTER LEFT WITH CLAIMANT? BY PHONE ON 06/16/95 ADV NO CMD LIABILITY DUE TO AGE OF TRUCK & NO RECALLS/POLICIES. TO ESIS FOR INFO ONLY.

DATE OF INVESTIGATION: 06/16/95 NAME:CHRIS ROCK

***** XI COMMENTS *****

*** 06/16/95 ***

OWNER ADVISED THAT HE JUST STARTED GOING SIDEWAYS WHEN DRIVING. OWNER ADVISED THAT HE IS NOT SURE WHY BUT THINKS THAT IT WAS BECAUSE TIRE BLEW. OWNER ADVISED DID NOT SEE ANYTHING ON ROAD THAT WOULD HAVE CAUSED BLOW-OUT BUT WAS NOT SURE IF SOMETHING ON TRUCK CAUSED THIS. OWNER ADVISED HAS NEVER HAD TO BRING TRUCK IN FOR ANY SERVICE & NORMAL MAINTENANCE DONE BY INDEPENDENTS. CO ADVISED NO RECALLS NOR ANY SPECIAL POLICIES FOR SUCH CONDITION. CO ADVISED NO RECALLS FOR ANYTHING AT THIS TIME. CO ADVISED THAT DUE TO AGE OF TRUCK & NO RECALLS NOR ANY SPECIAL POLICIES FOR SUCH CONDITION, CMD WILL NOT ASSUME ANY LIABILITY IN THIS MATTER.

CHRIS ROCK
1241 GROUP

GM600 Att. C 3063

543

GM1241 A

GENERAL MOTORS CORPORATION
DIVISION CHEVROLET
ZONE 19 PORTLAND
DATE 06/16/95
DESIGNATION CODE PTP 76 - 001

PE74253

9917

INSURANCE COMPANY OFFICE
STREET: P. O. BOX 02489
CITY : DETROIT

ADDRESS -
STATE: MI ZIP: 48202

RE: CLAIMANT KEVIN

DATE OF INCIDENT 06/13/95

GENTLEMEN:

FORM GM1241 (PAGES 1-3) ARE ATTACHED, REPORTING INFORMATION ON THE ABOVE CAPTIONED INCIDENT. THIS REPORT OF PRELIMINARY INVESTIGATION IS SUBMITTED TO YOU FOR THE REASON(S) INDICATED BELOW:

- 1. THE ATTACHED REPORT IS FOR YOUR INFORMATION AND RECORD.
- 2. WE BELIEVE THIS CLAIM MAY DESERVE FURTHER INVESTIGATION BY YOU.
- 3. OTHER

WE HAVE CHECKED THE ABOVE LISTED ITEMS BASED UPON THE INFORMATION WE HAVE AT THIS TIME. IF YOU DO NOT AGREE, OR IF SUBSEQUENT FACTS COME TO YOUR ATTENTION INDICATING THE ADVISABILITY OF A DIFFERENT APPROACH, WE WOULD APPRECIATE BEING ADVISED PROMPTLY.

FORWARD CLAIM
ACKNOWLEDGEMENTS TO:

FURTHER INQUIRIES REGARDING THIS CLAIM
SHOULD BE DIRECTED TO:

- 1. THE UNDERSIGNED
AND/OR
- 2.

- 1. THE UNDERSIGNED
AND/OR
- 2.

IN ADDITION TO THE GM1241 (1), (2) AND (3) REPORT, THE FOLLOWING ENCLOSURES ARE ATTACHED (IF NONE, SO INDICATE). (WHEN ATTACHING R.O.S OR PHOTOGRAPHS, INDICATE HOW MANY.)

CASEPRINT & WARRANTY HISTORY

VERY TRULY YOURS,

GENERAL MOTORS CORPORATION

STEPHANIE THORNE
 ADDRESS: P.O. BOX 23550
 CITY : OAKLAND STATE: CA ZIP: 94523 0000
 BY : ARSM (TITLE)

1241A, 1241-1, 1241-2, 1241-3	ATTACHMENTS	PHOTOGRAPHS
----------------------------------	-------------	-------------

- | | | | |
|-------------------------------------|----------|----------|-----------|
| 1. SEND TO INSURANCE OFFICE | ORIGINAL | ORIGINAL | ORIGINALS |
| 2. SEND TO DIV CENTRAL--HOME OFFICE | 2ND COPY | 1 COPY | NEGATIVES |
| 3. RETAIN IN REGIONAL OFFICE | 3RD COPY | 1 COPY | ----- |

544

GM688 Att. C 3864

CM 1241

CASE REF #
950393452

**AUTOMOTIVE DIVISION COMPLETING REPORT
CHEVROLET MOTOR DIVISION
REPORT OF PRELIMINARY INVESTIGATION**

DESIGNATION CODE

SERIOUS INCIDENTS SHOULD BE IMMEDIATELY REPORTED BY TELEPHONE TO THE NEAREST INSURANCE COMPANY OFFICE

DATE OF INCIDENT 06/13/95 HOUR 12:30

***** I OWNER - CLAIMANT *****

NAME OF
ADDRESS
CITY

NAME
ADDRESS
CITY STATE ZIP PHONE NO. - -

NAME OF CLAIMANT SAME AGE
ADDRESS
CITY STATE ZIP PHONE NO. - -

***** II VEHICLE *****

MAKE CHEVROLET VIN 1GCHV33N6LF302164 YEAR 90 MODEL 4X4 PICKUP
TRANS 3SP AUTO THM400 AXLE 3.73 REAR-HD ENGINE 7.7L TBI MILEAGE 031628
DATE OF DEL. 03/31/90 NEW,USED OR DEMO U LICENSE NO. STATE OR

DEALER
ADDRESS
CITY STATE ZIP 00000000
INSPECTION STICKER NO. INSPECTION STATION NBR.

EXPIRATION DATE / /

PRINCIPLE USES OF VEHICLE

CONSTRUCTION, PULLS/CARRIES EQUIPMENT.

SPECIAL VEHICLE FEATURES OR EQUIPMENT

UTILITY BOXES FOR TOOLS & EQUIPMENT. HOUSES AN AIR CO

MPRESSOR, GENERATOR, & MISC. TOOLS.

IF VEHICLE IS A TRUCK, STATE GROSS PAY LOAD AND LOCATION AND DESCRIPTION OF LOAD AT TIME OF INCIDENT.

1500

BED

CONSTRUCTION TOOLS-HAND TOOLS, COMPRESSOR, GENERATOR

NATURE AND EXTENT OF DAMAGES TO VEHICLE.

LEFT FRONT FENDER, GRILL, HEADLIGHT SMASHED IN.

LEFT OF UTILITY BOXES IN BED SMASHED.

NO REPAIR ESTIMATE AT THIS TIME.

ESTIMATE COST OF REPAIR (ATTACH COPY OF ESTIMATE)

PRODUCT CAMP :

1
CAMP PERFORMED: (Y/N)

IF "Y" DESC:

***** III PROPERTY DAMAGE *****

WAS ANOTHER VEHICLE INVOLVED? N

STATE MAKE AND MODEL OF VEHICLE

GM600 Att. C 3865

545

OTHER VEHICLE
NAME OF OWNER
OWNER ADDRESS
NAME OF DRIVER
DRIVER ADDRESS
WAS PROPERTY (OTHER THAN A MOTOR VEHICLE) DAMAGED - IF SO STATE:
KIND DENTS TO UTILITY BOXES
NAME OF OWNER TRYBER KEVIN
EXTENT OF DAMAGE SCRATCHED, DENTED, DOORS BENT

***** IV BODILY INJURY *****

NO BODILY INJURY INFORMATION ENTERED FOR THIS CASE

***** V INVESTIGATION *****

HOW, WHEN, AND BY WHOM WAS REGION NOTIFIED OF INCIDENT?

BY PHONE

06/15/95

CLAIMANT

LOCATION OF INCIDENT (DESIGNATE EXACT LOCATION)

TRAVELING EAST ON BELTLINE ROAD CROSSING BRIDGE NEAR GOO

D PASTURE ISLAND ROAD OR RIVER ROAD, EUGENE, OR.

KIND OF ROAD CONCRETE GRAVEL X ASPHALT CRUSHED ROCK DIRT

CONDITION OF ROAD X WET DRY ICY OTHER

KIND OF SHOULDER CONCRETE GRAVEL ASPHALT CRUSHED ROCK X DIRT

CONDITION OF SHOULDER X WET DRY ICY OTHER

NATURE OF WEATHER RAIN

VISION OBSTRUCTION (IF ANY DESCRIBE)

NONE

NAME AND ADDRESS OF DEALER WHO TOWED (INCLUDE TOW DRIVER'S NAME), STORED

AND/OR PROVIDED TEMPORARY SERVICE TO DAMAGED VEHICLE

UNKNOWN

UNKNOWN

UNKNOWN

WHERE CAN VEHICLE BE SEEN? ROMANIA CHEVROLET, EUGENE, OR. (19 381)

DID VEHICLE TURN OVER? YES X NO VEHICLE SPEED ESTIMATE 50 MPH

SOURCE OF SPEED ESTIMATE

CLAIMANT

POSTED SPEED LIMIT 55

BRAND AND SIZE TIRES UNKNOWN

CONDITION R.F. GOOD X POOR FLAT R.R. GOOD X POOR FLAT

OF TIRES: L.F. GOOD X POOR FLAT L.R. GOOD X POOR FLAT

OTHER (TRUCK OR SPARE).

TIRE INFO BOGUS

DID YOUR SEARCH OF THE VEHICLE SERVICE HISTORY PRODUCE SERVICE REPAIR ORDERS?

YES X NO

IF "YES", ATTACH COPIES OF ALL R.O.'S. (INDICATE HOW MANY)

IF "NO" EXPLAIN NO REPAIR ORDERS FOUND IN WARRANTY HISTORY REGARDING ALLEGE

D DEFECT.

POLICE REPORT ATTACHED? YES X NO IF "NO", WHAT STATION OR OFFICER MADE

REPORT EUGENE DEPT OF PUBLIC SA

FETY, REPORT # 9511126, OFFICER NAME UNKNOWN.

NAMES AND ADDRESSES OF WITNESSES

NO WITNESSES

WERE PHOTOS TAKEN? YES X NO IF "YES" HOW MANY BY WHOM-NAME AND ADDRESS

546

GM688 Att. C 3866

NOTE: FURNISH PHOTOS TO INSURANCE COMPANY OFFICE WITH THIS FORM.
FORWARD NEGATIVES TO CENTRAL (HOME) OFFICE.
NAME OF INS. REPRESENTATIVE, IF PRESENT, AT THE INVESTIGATION

***** VI DESCRIPTION OF CLAIM *****

DRIVER'S DESCRIPTION AS TO HOW INCIDENT HAPPENED AND HIS STATEMENT OF CAUSE.
I WAS DRIVING ALONG WHEN THE TRUCK STARTED GOING SIDWAYS. I THINK I WENT SIDWAYS BECAUSE THE TIRE BLEW OUT. I ENDED UP CROSSING THE ONCOMING LANE & STRUCK THE CORNER OF THE BRIDGE THAT I WAS CROSSING. I FEEL A CMD DEFECT CAUSED THIS ACCIDENT TO OCCUR.

DID YOU PERSONALLY SPEAK WITH DRIVER? X YES NO
IF "NO", GIVE SOURCE OF DRIVER'S DESCRIPTION.

WAS VEHICLE INSPECTED? YES X NO
IF "YES" IDENTIFY ALL PARTIES
WHAT VEHICLE COMPONENTS ARE ALLEGEDLY DEFECTIVE?
FRAME OR TIRE

WHO MADE ALLEGATION OF DEFECT? CLAIMANT
IF THE ALLEGED DEFECTIVE PART HAS BEEN REMOVED FROM THE VEHICLE, INDICATE EXACT PART(S), PRESENT LOCATION AND WHO IS CUSTODIAN.

INFORMATION FROM FURTHER INVESTIGATION OF INCIDENT, INCLUDING EXAMINATION OF VEHICLE AND SCENE OF INCIDENT.

GENERAL COMMENTS

*** 06/16/95 ***

OWNER ADVISED THAT HE JUST STARTED GOING SIDWAYS WHEN DRIVING. OWNER ADVISED THAT HE IS NOT SURE WHY BUT THINKS THAT IT WAS BECAUSE TIRE BLEW. OWNER ADVISED DID NOT SEE ANYTHING ON ROAD THAT WOULD HAVE CAUSE BLOW-OUT BUT WAS NOT SURE IF SOMETHING ON TRUCK CAUSED THIS. OWNER ADVISED HAS NEVER HAD TO BRING TRUCK IN FOR ANY SERVICE & NORMAL MAINTENANCE DONE BY INDEPENDANTS. CO ADVISED NO RECALLS NOR ANY SPECIAL POLICIES FOR SUCH CONDITION. CO ADVISED NO RECALLS FOR ANYTHING AT THIS TIME. CO ADVISED THAT DUE TO AGE OF TRUCK & NO RECALLS NOR ANY SPECIAL POLICIES FOR SUCH CONDITION, CMD WILL NOT ASSUME ANY LIABILITY IN THIS MATTER.

CHRIS ROCK

1241 GROUP

HOW AND WHEN WAS MATTER LEFT WITH CLAIMANT?

BY PHONE ON 06/16/95 ADV NO CMD LIAB

ILITY DUE TO AGE OF TRUCK & NO RECALLS/POLICIES. TO ESIS FOR INFO ONLY.

DATE OF INVESTIGATION 061695 PRINTED NAME CHRIS ROCK
DATE SIGNED _____ SIGNED _____

DIVISIONAL REPRESENTATIVE COMPLETING INVESTIGATION - GENERAL MOTORS CORPORATION

547

GM000 att. C 3867

CASE REF. # 950393452 CUSTOMER INFORMATION

TITLE
FIRST
STREET
CITY
H P
CO

VIN : 1GCHV33N6LF302164
YR/MDL : 90 V1 4X4 PICKUP
DEALER :
CITY :

DEL DTE: 03 31 90
MILEAGE: 031628
ZN/DLR : 19 000
STATE :

AFTER CALL INFORMATION
CUSTOMER REQUEST INFORMATION

REQUEST AREA : MISC REQUEST SOURCE : H T CAS
CONTACT TYPE : OWNER IN CORR SEQ # : N
WARRANTY : 0 (IN/OUT/UNK) THIRD PARTIES :
STOCKHOLDER : N (Y/N) GM EMPLOYEE : N (Y/N)
DLR SERVICE AREA: 00
PART DELAY START: PART DELAY END :
CASE OPEN DATE : 06 15 95 SCRAP DATE :
ROUTING CODE : ZON CAS LOC: 1241
CORRES TYPE : TRANSMIT DATE :
CORP CASE # :
FILE RETENTION : 00 CENTRAL FILE : Y (Y/N)
LAST ALTERED ID : Z09TG LAST ALTERED DATE : 06 20 95

CASE CLOSING INFORMATION

FILE RETENTION : 00 CENTRAL FILE : Y (Y/N)
DLR CONTACT DATE : 06 16 95 DLR CONCLUSION DATE: 06 16 95
CLOSING DATE : 06 20 95 RESPONSIBLE DLR :
CO REVIEW CLOSE : H87CR CO REVIEWED : (Y/N) DATE:
RGN REVIEW CLOSE : RGN REVIEWED : (Y/N) DATE:

CDE # DESC CDE COMMENTS
E02 0 FRAME/CRADLE O/CLAIMS BROKE & CAUSED ACCIDENT & DAMAGE
SEE 1241 SCREENS

T08 0 CAC-1241 FOR REGIONAL REVIEW & APPROVAL
SEE 1241 SCREENS

548

GN688 Att. C 3868

PI78999

CR25A - GM1241
11/25/95
00:42

AUTOMOTIVE DIVISION COMPLETING REPORT
CHEVROLET MOTOR DIVISION
REPORT OF PRELIMINARY INVESTIGATION

PAGE: 1
REPORT DATE: 11/24/95
PTP76- 001
DESIGNATION CODE

SERIOUS INCIDENTS SHOULD BE IMMEDIATELY REPORTED BY TELEPHONE TO NEAREST INSURANCE COMPANY OFFICE.

E40 105

REF # - 950734303

DATE OF INCIDENT: 11/10/95 12:00

***** CLAIMANT *****
NAME OF O AGE: 39
STREET: :
CITY/STA' PF

NAME OF AGE: 0
STREET:
CITY/STA' PHONE NO:

NAME O' AGE: 0
STREY
CIT' PHONE NO:

IS CLAIMANT REPRESENTED BY AN ATTORNEY? YES X NO
IF YES, GIVE NAME AND ADDRESS:

***** LI VEHICLE *****
MAKE: VIN: 2GCEC19Z5R1270606 YEAR: 94 MODEL: C1
TRANS: 4 SP A/T ELECTR AXLE: 3.42 RR-HD ENGINE: 4.3 TBI MILEAGE: 25000

DATE OF DEL: 06/30/94 NEW,USED,OR DEMO: N LICENSE #: UNKNOWN STATE: TX
DEALER: ADDRESS:
INSP. STICKER NUM: INSP. STATION NO: EXP DATE: 00/00/00

PRINCIPLE USES OF VEHICLE: PERSONAL
SPECIAL VEHICLE FEATURES OR EQP:

IF VEHICLE IS A TRUCK, STATE GROSS PAYLOAD AND LOCATION AND DESCRIPTION OF LOAD AT TIME OF INCIDENT: NONE NONE NONE

NATURE AND EXTENT OF DAMAGES AND ESTIMATED COST OF REPAIRS: 1
(ATTACH COPY OF ESTIMATE) SPARE TIRE AND FIBERGLASS RR END

NO ESTIMATE

PRODUCT CAMP : NONE CAMP PERFORMED: N (Y/N)
IF "Y" DESC:

***** III PROPERTY DAMAGE *****
WAS ANOTHER VEHICLE INVOLVED? NO
MAKE/MODEL OF VEH.:
OTHER VEHICLE SPEED EST.: 0 MPH BY WHOM:

NAME OF OWNER:

549

GM600 Att. C 3069

ADDRESS OF OWNER:

NAME OF DRIVER:

ADDRESS OF DRIVER:

EXTENT OF DAMAGE:

WAS PROPERTY (OTHER THAN MOTOR VEHICLE) DAMAGED? (STATE KIND, NAME OF OWNER,
AND EXTENT OF DAMAGE):

GN600 alt. C 3070

550

***** IV BODILY INJURY *****
INDICATE FOLLOWING INFORMATION ON INJURIES AND WHETHER THE INJURED PERSON(S)
WERE RIDING IN (A) OWNER'S VEHICLE, (B) OTHER VEHICLE, (C) PEDESTRIAN OR
(D) OTHER:

- (1) NAME: CODE: (A/B/C/D) AGE: 0
ADDRESS:
CITY/STATE:
SEATING POSITION:
INJURY DESC:
- (2) NAME: CODE: (A/E/C/D) AGE: 0
ADDRESS:
CITY/STATE:
SEATING POSITION:
INJURY DESC:
- (3) NAME: CODE: (A/B/C/D) AGE: 0
ADDRESS:
CITY/STATE:
SEATING POSITION:
INJURY DESC:

WHERE TREATED AND BY WHOM?

***** V INVESTIGATION *****
HOW, WHEN AND BY WHOM WAS THE ZONE NOTIFIED OF INCIDENT? BY PHONE 11-10-95 OWN
ER

LOCATION OF INCIDENT (DESIGNATE EXACT LOCATION): CTY RD 110 IN PEARLAND, TX

KIND OF ROAD	:	CONCRETE	GRAVEL	X ASPHALT	CRUSHED ROCK	DIRT
CONDITION OF ROAD	:	WET	X DRY	ICY	OTHER	
KIND OF SHOULDER	:	CONCRETE	GRAVEL	X ASPHALT	CRUSHED ROCK	DIRT
CONDITION OF SHOULDER:		WET	X DRY	ICY	OTHER	

NATURE OF WEATHER: UNKNOWN

VISION OBSTRUCTIONS: NONE

NAME AND ADDRESS OF DEALER WHO TOWED (INCLUDE TOW DRIVER'S NAME), STORED, AND/OR PROVIDED TEMPORARY SERVICE TO DAMAGED VEHICLE:

WHERE CAN VEHICLE BE SEEN? IN O/'S POSSESSION

DID VEHICLE TURN OVER? YES X NO VEHICLE SPEED ESTIMATE: 45 MPH

SOURCE OF SPEED EST.: OWNER

TIRE SIZE/BRAND: UNKNOWN

POSTED SPEED LIMIT: 1 MPH

CONDITION	R.F.	X GOOD	POOR	FLAT	R.R.	X GOOD	POOR	FLAT
-----------	------	--------	------	------	------	--------	------	------

OF TIRES:	L.F.	X GOOD	POOR	FLAT	L.R.	X GOOD	POOR	FLAT
-----------	------	--------	------	------	------	--------	------	------

OTHER (TRUCK OR SPARE): UNKNOWN

DID YOUR SEARCH OF THE VEHICLE SERVICE HISTORY PRODUCE SERVICE

REPAIR ORDERS? YES X NO

IF 'YES', ATTACH COPIES OF ALL R.O.'S (INDICATE HOW MANY OO) IF 'NO', EXPLAIN NO REPAIRS RELATED TO THE ALLEGED DEFECT ACCORDING TO WARRANTY HISTORY.

551

POLICE REPORT ATTACHED? YES X NO IF 'NO', WHAT STATION OR OFFICER MADE REPORT? : NO REPORT FILED

NAMES AND ADDRESSES OF WITNESSES:

NAMES AND ADDRESSES OF WITNESSES:

NAMES AND ADDRESSES OF WITNESSES:

WERE PHOTOS TAKEN? YES X NO IF 'YES', HOW MANY? 0 AND BY WHOM?

PHOTOGRAPHER NAME:

ADDRESS:

NOTE: FURNISH PHOTOS TO LOCAL INSURANCE COMPANY OFFICE WITH FORM. FORWARD NEGATIVES TO CENTRAL (HOME) OFFICE.

NAME OF INS. REPRESENTATIVE, IF PRESENT, AT THE INVESTIGATION:

01600 Att. C 3872

552

11/25/95

ANTOMOTIVE DIVISION COMPLETING REPORT

00:42

CHEVROLET MOTOR DIVISION

REF # - 950734303

***** VI DESCRIPTION OF CLAIM *****

DRIVER'S DESCRIPTION AS TO HOW INCIDENT HAPPENED AND DRIVER'S STATEMENT OF THE INCIDENT'S CAUSE: I WAS TRAVELING IN THE VEH AND ALL OF A SUDDEN THE SPARE TIRE FELL. B/4 I COULD STOP THE SPARE TIRE DRAGGED. THE TIRE THEN DAMAGED THE FIBERGLASS CONVERSION COMPONENTS IN THE BACK OF THE VEH. I FEEL THE SPARE TIRE CARRIER WAS THE CAUSE.

DID YOU PERSONALLY SPEAK WITH DRIVER? YES X NO IF 'NO', GIVE SOURCE OF DRIVER'S DESCRIPTION: OWNER

WAS VEHICLE INSPECTED? YES X NO IF 'YES', IDENTIFY ALL PARTIES:

WHAT COMPONENT(S) ARE ALLEGEDLY DEFECTIVE? SPARE TIRE CARRIER

WHO MADE ALLEGATION OF DEFECT? OWNER

IF THE ALLEGED DEFECTIVE PART HAS BEEN REMOVED FROM THE VEHICLE, INCLUDING EXACT PART(S), PRESENT LOCATION AND WHO IS CUSTODIAN:

INFORMATION FROM FURTHER INVESTIGATION OF INCIDENT, INCLUDING EXAMINATION OF VEHICLE AND SCENE OF INCIDENT: I ADV O/ BY PHONE ON 11-10-95 CMD WOULD NOT ASSUME RESPONSIBILITY. I ADV NO RECALLS OR KNOWN PROBS. I ADV FILE TO ESIS FOR INFO ONLY.

HOW AND WHEN WAS MATTER LEFT WITH CLAIMANT? I ADV CLAIMANT BY PHONE ON 11-10-95 THAT CMD WOULD NOT ASSUME RESPONSIBILITY. I ADV FILE TO ESIS FOR INFO ONLY.

***** DATE OF INVESTIGATION: 11/10/95 NAME:MICHAEL MOCERI *****

***** XI COMMENTS *****

11-10-95 I CONTACTED THE CLAIMANT (O/'S HUSBAND) TO DISCUSS THE CASE AND ADV CMD WOULD NOT ASSUME RESPONSIBILITY. I ADV A CHEV USM HAD INSPECTED THE VEH AND FOUND NO DEFECT WITH THE CMD SPARE TIRE CARRIER MECHANISMS. I WAS ADV BY JERRY, ASST SVC MGR AT BILL HEARD CHEV (30-636) THAT MANFORD PIAZZA HAD INSPECTED THE VEH PREV AND CHECKED THE SPARE TIRE CARRIER SYSTEM AND FOUND IT TO OPERATE PROPERLY. NO DEFECTS WERE PRESENT WHEN THE SYSTEM WAS CHECKED. I ADV O/ NO DEFECTS COULD BE FOUND. O/S/ HE NEVER HAD ANY PREV PROBS WITH THE UNIT NOR HAS HE EVER USED IT. I ADV THERE ARE NO RECALLS OR SP POLICIES. I ADV DUE TO THE ABOVE INFO CMD WOULD NOT ASSUME RESPONSIBILITY. I ADV FILE TO ESIS FOR INFO ONLY. MICHAEL MOCERI CHEVROLET 1241

CHUBB Att. C 3073

553

PI 78999

THIS: BASE ACTION: C KEY: 950734303 CAS 11/14/95 14:01 CABS020M
NEXT: BASE ACTION: KEY: 950734303 ID: Z07LW
01 TITLE : MC CUSTOMER INFORMATION TYPE: 11
02 FIRS
05 STF
06 CI
09 F
11 '

12 VIN : 2GCEC19Z5R1270606 ENG: 4.3L V6 TBI PLANT: OSHAWA TRUCK ON
13 YR/MDL : 94 C1 4X2 PICKUP 14 DEL DTE: 06 30 94 15 MILEAGE: 025000
16 DEALER : 17 ZN/DLR : 30 000
18 CITY : 19 STATE :
CDE # DESC : CDE COMMENTS
E01 0 CHASSIS GEN 20 O/ CLAIMS SPARE TIRE MOUNT FAILED
T08 0 CAC-1241 21 FOR REGIONAL REVIEW AND APPROVAL
22
23
24

====>
PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 CSESCN PF18 DLRLOC
PF19 CRIS PF20 TELLST PF21 LITLST PF22 LMENU PF23 CORRSEL PF24 CAL
10087 THIS IS A 1241 CASE - REFER TO 1241 PROCEDURE.

THIS: CMTS ACTION: I KEY: 950734303 CAS 11/14/95 14:02 CABS030M
NEXT: CMTS ACTION: I KEY: 950734303 ID: Z07LW
GENERAL COMMENTS TOTAL CMTS: 9 TYPE: 11
USER: H29JL DATE: 11/09/95 TIME: 13:08 COMMENT #: 1

OWNERSHIP FILE JEFFREY LESH
EXTENSION 9428
FOR DLR USE 1-800-CHEV-007

11-9-95...O/C/STS IS HAVING CONCERN W/ VEH AND DLR HAS ADV O/IS NOT GM
CONCERN...O/STS BOUGHT CONVERSION TRUCK FROM DLR AND HAS NO IDEA WHO
CONVERSION COMPANY IS...O/STS WIFE WAS DRIVING DOWN THE ROAD AND THE
SPARE TIRE FELL...O/STS DRUG SPARE TIRE AND IT FLIPPED UP AND CRACKED
THE FIBERGLASS ROLL PANEL...O/STS TOOK TO DLR AND GM REP HAS LOOKED AT
VEH AND THEY HAVE ADV O/IS NOT CMD CONCERN...O/STS JUST WANTS TO GET
VEH FIXED...CO DCC W/ MIKE HOELLER SMGR N/A, DCC W/ JERRY FRAZIER ASST
SMGR N/A...CO ADV O/ OF FILE # AND PURPOSE...CO ADV O/ OF DCC...CO ADV
O/CO NEEDS TO DISCUSS W/ DLR BEFORE CAN DETERMINE WHO'S RESPONSIBILITY
...CO ADV O/ WILL CONTINUE TO TRY TO CONTACT DLR AND ONCE DO <<CONT>>

MORE: Y
PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 CSESCN PF18 DLRLOC
PF19 CRIS PF20 TELLST PF21 LITLST PF22 LMENU PF23 CORRSEL PF24 CAL
*10004 TOP OF DATA DISPLAYED *

GMGRB Att. C 3074

554

THIS: CMTS ACTION: I KEY: 950734303 CAS 11/14/95 14:02 CABS030M
NEXT: CMTS ACTION: I KEY: 950734303 ID: Z07LW

GENERAL COMMENTS TOTAL CMTS: 9 TYPE: 11

USER: H29JL DATE: 11/09/95 TIME: 13:09 COMMENT #: 2

<<CONT>>GET NEEDED INFO CO WILL CONTACT O/ TO ADV OF THAT INFO...
O/STS UNDERSTANDS AND THANKED CO ASST...CO THANKED O/ FOR CALLING...
JEFFREY LESH.

USER: H29JL DATE: 11/09/95 TIME: 15:30 COMMENT #: 3

11-9-95...CO DCC W/ MIKE HOLLER SMGR WHO ADV CO NEED TO SPEAK
TO JERRY FRAZIER WHO IS FAMILIAR W/ CONCERN...CO WAS TRANS TO JERRY
VOICE MAIL...CO TO TRY JERRY AGAIN LATER...JEFFREY LESH.

USER: H29JL DATE: 11/09/95 TIME: 17:00 COMMENT #: 4

11-9-95...CO DCC W/ JERRY FRAZIER ASST SMGR WHO ADV CO THAT REG REP
HAD LOOKED AT VEH AND ALL CMD COMPONENTS ARE INTACT...JERRY STS IS NOT
THAT A CMD FAILURE OCCURED...JERRY STS DUE TO THAT FACT THERE IS
NO ASST THAT COULD BE PROVIDED...JERRY STS THERE IS NO CMD FAILURE
THAT LED TO THIS CONCERN...JERRY STS IS FACTORY TIRE THAT WAS IN
TIRE HOLDER...CO THANKED JERRY FOR INFO...CO REV W/ JULIE ROMAN...
MGR CONTACTED SPECIALTY GROUP WHO ADV MGR TO HAVE CO SET FILE UP
TO HAVE SPECIALTY GROUP LOOK INTO...CO THANKED MGR FOR ASST AND SET UP
FILE ACCORDINGLY...CO C/O/AT WORK # AND O/ HAD REQ...CO REC'D O/VOICE
MAIL...CO ADV O/ THAT HANDLING OF CASE WAS BEING FORWARDED TO A
SPECIALTY GROUP TO LOOK FURTHER INTO O/ CONCERN...CO ADV O/ WILL BE
CONTACTED BY SPECIALTY GROUP BY END OF BUSINESS TOMMOROW...JEFFREY
LESH.

O/HAS MADE CLAIM THAT CMD DEFECT MAY HAVE CAUSED DAMAGE TO VEH.

USER: H62MM DATE: 11/10/95 TIME: 11:28 COMMENT #: 5

11-10-95 I REC'D THE FILE AND CONTACTED JERRY, ASST SMGR TO OBTAIN
THE VIN. CO TO ATTEMPT TO REACH THE O/ TO DISCUSS THE CLAIMS.
MICHAEL MOCERI
CHEVROLET 1241

USER: H62MM DATE: 11/10/95 TIME: 15:58 COMMENT #: 6

11-10-95 I CONTACTED THE O/ AND DISCUSSED HIS CLAIM WITH HIM
I COMPLETED THE 1241 SCREENS AND ADV OF CMD POSITION. SEE
THE 1241 SCREENS FOR ADDTL INFO. O/ REQUESTED I CONTACT THE
SELL DLR TO DETERMINE WHO COMPLETED THE UPFITTING ON THE VEH.
CO REVIEWING WITH LANDMARK (30-402).
MICHAEL MOCERI
CHEVROLET 1241

MORE: Y

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 CSESCN PF18 DLRLOC
PF19 CRIS PF20 TELLST PF21 LITLST PF22 LMENU PF23 CORRSEL PF24 CAL

GM688 Alt. C 3075

555

THIS: CMTS ACTION: I KEY: 950734303 CAS 11/14/95 14:02 CABS030M
NEXT: CMTS ACTION: I KEY: 950734303 ID: Z07LW
GENERAL COMMENTS TOTAL CMTS: 9 TYPE: 11
USER: H62MM DATE: 11/13/95 TIME: 15:53 COMMENT #: 7
11-13-95 I AGAIN CONTACTED CARL REED, CONVERSION MGR AT LANDMARK
CHEV (30-402 HOUSTON, TX). CARL ADV HE REVD THEIR RECORDS AND
HAVE NOT LOCATED ANY INVOICE, CHECK, ETC. OR ANYTHING THAT INDICATES
THE VEH WAS SENT OUT FOR UPFITTING. CARL ADV PERHAPS THE VEH
DID HAVE RUNNING BOARDS AND A "ROLL PAN" (A FLAT RR-BUMPER TYPE PANEL)
ADDED TO THE VEH BUT COULD NOT LOCATE ANY RECORDS INDICATING THAT WAS
DONE WHILE THE VEH WAS BEING DRIVEN AS A DEMO BY THEIR DLR. I
LEFT A MESSAGE WITH THE O/ AT THE HOME # ADV OF THIS INFO.
MICHAEL MOCERI
CHEVROLET 1241

USER: H07CF DATE: 11/14/95 TIME: 12:21 COMMENT #: 8
GAVE TO GARY ZIMMERMAN TO SIGN AND CLOSE.

USER: Z07LW DATE: 11/14/95 TIME: 12:38 COMMENT #: 9
CASE IS CLOSED. NO PHOTOS TAKEN. COPY OF CASE FOWARDED TO CENTRAL
FILE AND CIGNA INS. CASE IN FILE.

MORE: N
PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 CSESCN PF18 DLRLOC
PF19 CRIS PF20 TELLST PF21 LITLST PF22 LMENU PF23 CORRSEL PF24 CAL
*0005 BOTTOM OF DATA DISPLAYED *

GM600 Att. C 3876

556

PI 88890 ~~9/21/96~~
C88890

CR26A 1241-X
10/05/96
02:28

GENERAL MOTORS CORPORATION
TO: DIVISIONAL GENERAL SERVICE MANAGER
DIVISION: CHEVROLET
ZONE: DALLAS

PAGE: 1
REPORT DATE: 10/04/96
E40-082

REP # - 960465202

DATE OF INCIDENT: 06/21/96 06:30

***** I OWNER - CLAIMANT *****

NAME OF ()
ADDRESS:
NAME OF ()
ADDRESS:
NAME OF ()
ADDRESS:

***** II VEHICLE *****

VIN: 1GCHC33J7TF004290 MILEAGE: 5000 DEL DATE:01/11/96 NEW/USED/DEMC:N
TRANS: 4L80 AXLE: 4.10
PNCP
USES:
PERSONAL
DLR #: 07000 DLR NAME: HUDSBURG CHEVROLET, INC.
CITY: NORTH RICHLAND HILLS STATE: TX
NATURE AND EXTENT OF DAMAGES:
RT REAR TIRE AND FENDER
ESTIMATED COST OF REPAIRS: \$450.00

***** III DESCRIPTION OF CLAIM *****

DRIVER'S DESCRIPTION AS TO HOW INCIDENT HAPPENED AND STATEMENT OF THE CAUSE:
I WAS DRIVING TO WORK WHEN THE PASSENGER SIDE OUTSIDE REAR TIRE BLEW, DAMAGING
THE FENDER...1 WEEK AFTER THE TIRE AND FENDER WERE REPAIRED, I RECEIVED
RECALL NOTICE FOR THE TIRE...I FEEL A DEFECTIVE TIRE CAUSED THIS INCIDENT
DID YOU PERSONALLY SPEAK WITH DRIVER: YES X NO IF 'NO', GIVE SOURCE OF DESC:
HUSBAND
DID YOU PERSONALLY INSPECT THE VEHICLE: YES X NO
WHAT COMPONENTS ARE ALLEGEDLY DEFECTIVE: RT OUTSIDE DUAL TIRE
WHO MADE ALLEGATION OF DEFECT: OWNER
INFO FROM FURTHER INVESTIGATION:

GM688 Att. C 3877

557

CR26A 1241-X
10/05/96
02:28

GENERAL MOTORS CORPORATION
TO: DIVISIONAL GENERAL SERVICE MANAGER
DIVISION: CHEVROLET
ZONE: DALLAS

PAGE: 2
REPORT DATE: 10/04/96

REF # - 960465202 - CONTINUED

DATE OF INCIDENT: 06/21/96 06:30

***** IV CLAIM HANDLING *****

TYPE OF LOSS: V (FIRE/VEHICLE/OTHER)

IF "OTHER", THEN DESCRIBE THE PROPERTY INCLUDING AGE AND CONDITION:

ORIG PURCH PRICE: \$29,199.00 AMT CLAIMED: \$449.37 AMT PAID: \$449.37

ARTICLES OBTAINED FROM OWNER: N (Y/N) IF "N", GIVE REASON: N/A

ARTICLES DISPOSITION:

PAYMENT/CREDIT AMT: \$449.37 TO BE MADE TO: 07-144

RELEASE FORM TO BE SIGNED BY CLAIMANT: Y (Y/N) IF "N", GIVE REASON:

CLAIM HANDLED TO CONCLUSION BY: MARCIA THOMPSON TITLE: CAM

ASM ASSIGNED: JMS ASSIGN DTE: 08/19/96 DUE DATE: 09/19/96 RCVD DTE: 09/19/96

INVESTIGATION DATE: 08/19/96 INVESTIGATOR: JAMES MIKE SHANNON

RGN APPROVED BY: L KITZEL DATE: 09/26/96

CO APPROVED BY: J.P. WALSH DATE: 09/26/96

GM600 Att. C 3878

558

THIS: BASE ACTION: C KEY: 960465202 CAS 10/02/96 14:07 CABS020M
 NEXT: BASE ACTION: I KEY: 960465202 ID: Z07NE
 01 TITLE : MRS. CUSTOMER INFORMATION TYPE: XI
 02 FIRST :
 05 STREET :
 06 CITY
 09 H PHON
 11 COMPAN

VEHICLE/DEALER INFORMATION

12 VIN : 1GCHC33J7TF004290 ENG: 7.4L V8 MFI PLANT: FLINT (T&B) MI
 13 YR/MDL : 96 C1 4X2 PICKUP 14 DEL DTE: 01 11 96 15 MILEAGE: 005000
 16 DEALER : HUDIBURG CHEVROLET, INC. 17 ZN/DLR : 07 335
 18 CITY : NORTH RICHLAND HILLS 19 STATE : TX

CDE #	DESC	CDE COMMENTS
A01	0 OPEN CAMPAIGN	20 96C35, 96C36
E30	0 WHEEL GEN	21 O/CLAIMS TIRE BLEW, DAMAGING FENDER
T09	0 POSS. GM 1241	22 O/CLAIMS VEH DAMAGE
		23
		24

==>

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 CSESCN PF18 DLRLOC
 PF19 CRIS PF20 TELLST PF21 LITLST PF22 OPENLST PF23 CORRSEL PF24 CAL
 *I0087 THIS IS A 1241 CASE - REFER TO 1241 PROCEDURE. *

THIS: CMTS ACTION: I KEY: 960465202 CAS 10/02/96 14:07 CABS030M
 NEXT: CMTS ACTION: I KEY: 960465202 ID: Z07NE
 GENERAL COMMENTS TOTAL CMTS: 10 TYPE: XI
 USER: H95JC DATE: 08/01/96 TIME: 13:24 COMMENT #: 1

 ORIGINAL O/STS LISTED CONCERN & SEEKS REIM...O/ STS CMD DLR HAS NOT
 INSPECTED VEH...O/ STS HUSBAND WAS DRIVING VEH TO WORK WHEN TIRE
 BLEW CAUSING DAMAGE TO TIRE & FENDER....O/ STS ENTIRE FENDER WAS
 RPL AT CADILLAC DLR WHERE HUSBAND WORKS...O/ STS NO INJURIES IN
 BLOWOUT...O/ STS RECALL WORK HAS YET TO BE PERFORMED...CO ACK &
 VERIFIED FILE ### & PHONE ###...CO ADV O/ THAT CMD WOULD REV FURTHER
 & C/B O/....CO THANKED O/ FOR C/....CO REV'D W/ 1241....JOE COOPER

USER: H65JW DATE: 08/01/96 TIME: 15:36 COMMENT #: 2
 8/1/96...CO C/O/, N/A, NO MACHINE...NEXT, IF O/C/B/, PLS CONFERENCE
 TO ME, X1595...IF I'M N/A, PLS TRY 1241 GATE FOR AN AVAIL 1241 SPEC
 ...THANKS!...

JOHN WALSH
 CHEVROLET 1241
 MORE: Y

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 CSESCN PF18 DLRLOC
 PF19 CRIS PF20 TELLST PF21 LITLST PF22 OPENLST PF23 CORRSEL PF24 CAL
 *I0004 TOP OF DATA DISPLAYED *

THIS: CMTS ACTION: I KEY: 960465202 CAS 10/02/96 14:07 CABS030M
NEXT: CMTS ACTION: I KEY: 960465202 ID: Z07NE

GENERAL COMMENTS TOTAL CMTS: 10 TYPE: XI

USER: H65JW DATE: 08/02/96 TIME: 11:57 COMMENT #: 3
8/2/96...CO SPOKE TO MRS. O/, COMPLETED 1241 SCREENS...ADV O/OF 10-14
WORKING DAY X FRAME FOR INVESTIGATION...CO ADV O/TO C/B/W/LOCATION OF
OLD TIRE AND FENDER, AND EXACT COST FOR RPR'S AT CADILLIAC DLR...NEXT,
IF O/C/B/, PLS OBTAIN THIS INFO, DOC IN CMTS, AND LEAVE MESSAGE...
THANKS!...NOTE: O/HAS BEEN ADV OF BOTH OPEN RECALLS...
JOHN WALSH
CHEVROLET 1241

USER: H31SH DATE: 08/02/96 TIME: 12:55 COMMENT #: 4
8/2/96 O/C/STS FILE #... CO REV CMTS, CO CONFERENCE C/, PREV NOT
AVAILABLE... O/STS THAT SHE HAD TALKED TO HUSBAND TO SEE IF TIRE OR
FENDER WERE AVAILABLE FOR INSPECTION... O/STS THAT SHE WAS ADV BY
HUSBAND THAT BOTH PARTS ARE NOT AVAILABLE... CO ADV O/ THAT MESSAGE
WAS LEFT W/PREV AND ADV WILL C/O/B... CO THANKED O/ FOR C/...
STEVEN A HAMMOND

MORE: Y

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 CSESCN PF18 DLRLOC
PF19 CRIS PF20 TELLST PF21 LITLST PF22 OPENLST PF23 CORRSRL PF24 CAL

THIS: CMTS ACTION: I KEY: 960465202 CAS 10/02/96 14:07 CABS030M
NEXT: CMTS ACTION: I KEY: 960465202 ID: Z07NE

GENERAL COMMENTS TOTAL CMTS: 10 TYPE: XI

USER: Z07JS DATE: 08/12/96 TIME: 20:57 COMMENT #: 5
ATTEMPTED TO REACH OWNER 08/09/96 - ADV O/ NOT AVIL MESSAGE TAKEN
ATTEMPTED AGAIN 08/09/96 PM - LEFT NUMBER ON ANS MACHINE
ATTEMPTED AGAIN 08/12/96 WAS ADV OWNERS ON VACATION EXPECTED TO RETURN
LATE 08/12/96. ADV O/ WOULD BE GIVEN MESSAGE.

USER: Z07JS DATE: 08/15/96 TIME: 07:24 COMMENT #: 6
ATTEMPTED TO CONTACT O/ 08/13/96 - NO ANSWER
ATTEMPTED TO CONTACT O/ 08/14/96 - NO ANSWER

USER: H90JL DATE: 08/16/96 TIME: 12:02 COMMENT #: 7
08/16/96
I REC C/ FROM MIKE SHANNON DSM SOUTHWEST REGION. MIKE REQ 1241 SCREEN
BE DELETED SO 1241X CAN BE SET UP. I ADV I WOULD SUBMIT FOR DELETION.
JEFF LINDQUIST CHEVROLET 1241

MORE: Y

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 CSESCN PF18 DLRLOC
PF19 CRIS PF20 TELLST PF21 LITLST PF22 OPENLST PF23 CORRSRL PF24 CAL

SH688 Att. C 3888

560

THIS: CMTS ACTION: I KEY: 960465202 CAS 10/02/96 14:07 CABS030M
NEXT: CMTS ACTION: I KEY: 960465202 ID: Z07NE

GENERAL COMMENTS TOTAL CMTS: 10 TYPE: XI
USER: Z07JS DATE: 08/19/96 TIME: 08:28 COMMENT #: 8
FINALLY CONTACT O/. AFTER REVIEW ADV THAT WOULD NEED ORIGINAL RECIEPTS
FOR REPAIRS ANP TIRE. O/ ADV WOULD PROVIDE. O/ HAS PERFORMED BODY
REPAIRS HIMSELF. ADV WOULD DEAL WITH 07/114 TROY AIKMAN CHEV FOR
CAMPAIGN COMPLETIONS AND RECIEPTS. O/ IS EMPLOYED BY MORITZ OLDS/CAD
ARL TX.

MORE: Y

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 CSESCN PF18 DLRLOC
PF19 CRIS PF20 TELLST PF21 LITLST PF22 OPENLST PF23 CORSEL PF24 CAL

THIS: CMTS ACTION: I KEY: 960465202 CAS 10/02/96 14:07 CABS030M
NEXT: CMTS ACTION: I KEY: 960465202 ID: Z07NE

GENERAL COMMENTS TOTAL CMTS: 10 TYPE: XI
USER: Z07MT DATE: 09/16/96 TIME: 18:17 COMMENT #: 9
MT/CAM HAS HAD SEVERAL PHONE CONVERSATIONS W/DSM MIKE SHANNON. AS OF
9/16/96 TROY AIKMAN CHEVROLET REPAIRED VEH UNDER WARRANTY...PERFORMED
THE 2 OPEN CAMPAIGNS & REPLACED CRACKED BRAKE DRUM..S/M JEFF ROBINSON
SAID THEIR WARRANTY CLERK CALLED DAC & HAD AUTHORIZATION FOR RO#12486.
MT/CAM ADVISED JEFF S/M THAT WAS FINE. HOWEVER, FOR THE TIRE & FENDER
PARTS REIMBURSEMENT 2/OWNER CMD NEEDED COPY OF RO & OWNER RECEIPTS; A
740 WOULD BE ISSUED FOR THE \$450.17 STATING CMD WOULD PAY DLR THE AMT
BY CREDIT WHEN ALL REQUIRED DOCUMENTATION WAS RECD IN ZONE OFFICE. MT
FAXED RELEASE TO JEFF FOR O/SIGNATURE. HE IS TO GET O/TO SIGN; HAVE
NOTARIZED & MAILED TO ZONE OFFICE. DLR WAS REIMBURSING OWNER TODAY &
WILL SUPPLY ZONE OFFICE COPY OF THEIR CHECK FOR OUR CREDIT TO THEM.

MORE: Y

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 CSESCN PF18 DLRLOC
PF19 CRIS PF20 TELLST PF21 LITLST PF22 OPENLST PF23 CORSEL PF24 CAL

01600 Att. C 3811

561

THIS: CMTS ACTION: I KEY: 960465202 CAS 10/02/96 14:07 CABS030M
NEXT: CMTS ACTION: I KEY: 960465202 ID: Z07NE
GENERAL COMMENTS TOTAL CMTS: 10 TYPE: XI
USER: Z07MT DATE: 09/20/96 TIME: 14:13 COMMENT #: 10
9/19/96 RECD SIGNED RELEASE & COPY OF CHECK TROY AIKMAN CHEVROLET GAVE
TO OWNER FOR \$449.37. CREDIT TO DLR FOR \$449.37 AND THEN CLOSE CASE.
COMPLETED CASE GIVEN TO LES MITZEL FOR ALL CLOSING PROCEDURES.

MORE: N

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 CSESCN PF18 DLRLOC
PF19 CRIS PF20 TELLST PF21 LITLST PF22 OPENLST PF23 CORRSEL PF24 CAL
*I0005 BOTTOM OF DATA DISPLAYED *

THIS: CMTS ACTION: A KEY: 960465202 CAS 10/02/96 14:07 CABS030M
NEXT: CMTS ACTION: I KEY: 960465202 ID: Z07NE
GENERAL COMMENTS TOTAL CMTS: 10 TYPE: XI
USER: DATE: TIME: COMMENT #:
1241X IS CLOSED.

FORWARDED 1241X TO CENTRAL FILE IN MICHIGAN.

CASE IS IN FILE.

MORE:

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 CSESCN PF18 DLRLOC
PF19 CRIS PF20 TELLST PF21 LITLST PF22 OPENLST PF23 CORRSEL PF24 CAL
*I0001 TYPE APPROPRIATE INFORMATION AND PRESS ENTER TO ADD *

GM600 Att. C 3082

562

THIS: PRE-APVL
NEXT: PHNELIST

SERVICE CONTACT
740 PRE-APPROVALS/DOCUMENTATION

ID: THOMPSON 09/16/96
18:23:46

DLR: 07 114 DLR CONT: JEFF ROBINSON - S/M

VIN: 1GCHC33J7TF004290 BLK VIN : N HIST DLR :
MILEAGE : 027633 CAS NO : 960465202 HIST CONT:
DEL DATE : 01 11 1996 TAN NO : HIST DATE: / /
CUST NAME: JIM OR LORI MARTIN

RO-NO : 012468 RO-DATE: 09 11 1996 LABOP : S
CLM TYPE: LHRS : OHRS :
NET-AMT : 00450.17 TOT-PTS: LN-TOT:

TYPE/STAT: CA U AUTH CODE: 3520 SEND: Y DCS: Y REV BY:

KEYWORD REASON/ADDITIONAL COMMENTS:

S SW REGION AUTHORIZES DLR REIMBURSING OWNER \$450.17 FOR NEW TIRE & PARTS
S TO REPAIR FENDER DAMAGE FROM TIRE BLOW OUT REGARDING 1241X INVESTIGATION
S BY DSM/MIKE SHANNON. CAMPAIGNS AND BRAKE DRUM REPAIR ARE 2/B SUBMITTED
S UNDER WARRANTY FOR PAYMENT. \$450.17 W/B CREDIT ON OPEN ACCOUNT.THKS/MT
PF: 13 REJLIST 14 PRE-APVL 15 SRMENU 16 CLMMENU 17 CLMINQ 19 REJSUM
20 CONTHIST 23 NEWDATA 24 NEWCOMMT

PRE-APPROVAL COMPLETE - PRESS ENTER TO PROCEED

THIS: PRE-APVL
NEXT: PHNELIST

SERVICE CONTACT
740 PRE-APPROVALS/DOCUMENTATION

ID: THOMPSON 09/16/96
18:23:56

DLR: 07 114 DLR CONT: JEFF ROBINSON - S/M

VIN: 1GCHC33J7TF004290 BLK VIN : N HIST DLR :
MILEAGE : 027633 CAS NO : 960465202 HIST CONT:
DEL DATE : 01 11 1996 TAN NO : HIST DATE: / /
CUST NAME: JIM OR LORI MARTIN

RO-NO : 012468 RO-DATE: 09 11 1996 LABOP :
CLM TYPE: LHRS : OHRS :
NET-AMT : TOT-PTS: LN-TOT:

TYPE/STAT: AUTH CODE: SEND: N DCS: Y REV BY:

KEYWORD REASON/ADDITIONAL COMMENTS:

S SW REGION AUTHORIZES DLR REIMBURSING OWNER \$450.17 FOR NEW TIRE & PARTS
S TO REPAIR FENDER DAMAGE FROM TIRE BLOW OUT REGARDING 1241X INVESTIGATION
S BY DSM/MIKE SHANNON. CAMPAIGNS AND BRAKE DRUM REPAIR ARE 2/B SUBMITTED
S UNDER WARRANTY FOR PAYMENT. \$450.17 W/B CREDIT ON OPEN ACCOUNT.THKS/MT
PF: 13 REJLIST 14 PRE-APVL 15 SRMENU 16 CLMMENU 17 CLMINQ 19 REJSUM
20 CONTHIST 23 NEWDATA 24 NEWCOMMT

PRE-APPROVAL ACCEPTED AND WILL BE SENT TO DEALER VIA DCS

GM688 ALT. C 3893

563

RCMPR029

FORMATTED INVOICE DATA INQUIRY

09/20/96

14:26:40

PROCESSING SOURCE: CHEVROLET

PAGE NO: 01

1996 CREW CAB-FLEETSIDE PICKUP

CHEVROLET MOTOR DIVISION

74U VICTORY RED

/V8G

GENERAL MOTORS CORPORATION

13D GRAY CUSTOM CLOTH TRIM

30007 VAN DYKE

ORDER NO. 688U9Y/TRS

STOCK NO.

WARREN

MI 48093-2350

VIN 1GC HC33 J7 TF004290

VEHICLE INVOICE 1AD60451605

*****S

MODEL & FACTORY OPTIONS	MSRP	INV AMT	RETAIL - STOCK
CC30943 CREW CAB-FLEETSIDE PICKUP	21220.60	18564.00	INVOICE 11/22/95
AG9 SIX-WAY POWER SEAT	240.00	206.40	SHIPPED 11/22/95
AJ1 DEEP TINTED GLASS	180.00	154.80	EXP I/T 12/05/95
AU0 REMOTE KEYLESS ENTRY	125.00	107.50	INT COM 12/05/95
A95 HIGH BACK RECLINING BUCKET SEATS WITH FLOOR AND OVERHEAD CONSOLE	380.00	326.80	PRC EFF 11/22/95 KEYS SECURED WFP-F QTR OPT-1
C7A 10,000 LB GVW RATING	N/C	N/C	BANK: GMAC - 005
EF1 DELETE REAR BUMPER	200.00-	172.00-	CHG-TO 07-335
FE9 FEDERAL/NEW YORK/MASSACHUSETTS EMISSIONS	N/C	N/C	SHIP WT: 6036
GT5 REAR AXLE - 4.10 RATIO	N/C	N/C	HP: 57.8
KNP HD AUXILIARY TRANSMISSION COOLING SYSTEM	N/C	N/C	GVW: 10000
L29 VORTEC 7400 V8 SFI ENGINE	600.00	516.00	GVWF: 4100
MT1 4-SPEED ELECTRONIC AUTOMATIC TRANSMISSION WITH OVERDRIVE	970.00	834.20	GVWR: 7500
R05 "BIG DOOLEY" - DUAL REAR WHEELS	857.00	737.02	NTR: 1
UL0 AM/FM STEREO CASSETTE RADIO	90.00	77.40	DAN: 29199
XHP LT225/75R 16D BW FRT TIRES	69.84-	58.48-	MEMO 1429.20
YHP LT225/75R 16D BW REAR TIRES	428.16	369.80	
ZHP LT225/75R 16D BW SPARE TIRE	34.92-	29.24-	
1SB PREFERRED EQUIPMENT GROUP 1SB	3798.00	3266.28	

CONSISTS OF:

- * SILVERADO DECOR INCLUDES:
- * AIR CONDITIONING
- * DUAL ELECTRIC MIRRORS
- * ELECTRONIC AM/FM STEREO RADIO W/SEEK-SCAN, STEREO CASSETTE AND DIGITAL CLOCK
- * CHROME REAR STEP BUMPER
- * COMFORTILT STEERING AND ELECTRONIC CRUISE CONTROL
- * POWER LOCKS AND WINDOWS
- * ELECTROCHROMIC ISRV MIRROR WITH 8 POINT COMPASS
- * LEATHER WRAPPED STEERING WHEEL
- * COLOR KEYED FLOOR MATS

13D GRAY CUSTOM CLOTH TRIM	0.00	0.00
74U VICTORY RED	0.00	0.00

** CONTINUED ON PAGE 2 **

GM688 Att. C 3884

564

HUDIBURG CHEVROLET, INC.
 7769 GRAPEVINE HWY
 NORTH RICHLAND HILLS TX 76180-7199
 1996 CREW CAB-FLEETSIDE PICKUP
 74U VICTORY RED /V8G
 13D GRAY CUSTOM CLOTH TRIM
 ORDER NO. 688J9Y/TRS STOCK NO.
 VIN 1GC HC33 J7 TF004290

CHEVROLET MOTOR DIVISION
 GENERAL MOTORS CORPORATION
 30007 VAN DYKE
 WARREN MI 48093-2350
 VEHICLE INVOICE 1AD60451605

MODEL & FACTORY OPTIONS	MSRP	INV AMT		
** CONTINUED FROM PAGE 1 **				
TOTAL MODEL & OPTIONS	28584.00	24900.48	ACT 237	24657.96
DESTINATION CHARGE	615.00	615.00	H/B 261	857.52
DEALER ADVERTISING		71.46	ADV 65A	71.46

TOTAL	29199.00	25586.94	PAY 310	25586.94

MEMO: TOTAL LESS HOLDBACK AND
 APPROX WHOLESALE FINANCE CREDIT 24411.18

THIS INVOICE MAY NOT REFLECT THE DEALER'S ULTIMATE VEHICLE COST IN VIEW
 OF MANUFACTURER REBATES, ALLOWANCES, INCENTIVES, HOLDBACK, WHOLESALE
 FINANCE CREDIT, ETC.
 THIS MOTOR VEHICLE IS SUBJECT TO A SECURITY INTEREST HELD BY GMAC.

HUDIBURG CHEVROLET, INC.
 7769 GRAPEVINE HWY
 NORTH RICHLAND HILLS TX 76180-7199

REMIT TO GMAC NO. 005
 VIN 1GCHC33J7TF004290
 \$ 25586.94 INV 1AD60451605
 DUE 12/05/95 DEALER 07-335

68688 Att. C 3085

565

RCMPR034

DELIVERY/SERVICE EVENT DETAIL INQUIRY
PROCESSING SOURCE: CHEVROLET

09/20/96
14:26:21

VIN: 1GCHC33J7 TF004290 OR
SELLING SOURCE: 13 MODEL YEAR: 96 ORDER NUMBER: 688U9Y

DELIVERY TYPE: 010 RETAIL
SERVICE TYPE:
DELIVERY SS/SITE CD: 13 07335 DELIVERY CANC DATE:
DELIVERY DATE: 01/11/96 DELIVERY CANC DOE:
DELIVERY DOE: 01/15/96 SERVICE DATE IN:
DELIVERY FAN: SERVICE DATE OUT:
SERVICE CANC DATE:
MILEAGE:

DELIVERY NAME: JC MARTIN
ADDRESS: 6295 PEDEN RD
CITY: FT WORTH
STATE/PROV: TX ZIP: 76179-0000

*** INQUIRY COMPLETE ***

COMMAND ==> _____
PF01=HELP 03=PRV SCRN
PF09=PREVDEL 10=NEXTDEL

P/W:

GM688 Att. C 3886

568

THIS: CRIS ACTION: I KEY: 960465202
NEXT: BASE ACTION: I KEY: 960465202
NAME:

CAS 09/10/96 17:44 CABS090M
ID: Z07MT
YR/MDL: 96 C1 TYPE: XC

CAMPAIGN DESCRIPTIONS

CODE DESCRIPTION
96039 PROD: GENERAL MOTORS HAS DECIDED THAT A DEFECT WHICH RELATES TO MOTOR VEHICLE SAFETY EXISTS IN CERTAIN 1995-1996 G VANS 30 SERIES AND C/K CREW CAB TRUCKS EQUIPPED WITH GENERAL AMERI+.550 AS LT225/75R16D TIRES. SOME OF THESE VEHICLES HAVE BEAD DAMAGE TO THE TIRES WHICH OCCURRED DURING TIRE MOUNTING. THIS DAMAGE TO THE TIRE REINFORCING STRUCTURE IN THE BEAD "TOE" AREA WOULD LIKELY MANIFEST ITSELF AS A BULGE IN THE SIDEWALL AFTER THE TIRE IS INFLATED. THE BULGE MAY BE NOTICEABLE WHEN THE TIRE IS USED IN A SINGLE WHEEL POSITION. BUT, IF IT IS USED IN A DUAL REAR WHEEL INSTALLATION, THE BULGES ON THE TIRES WOULD FACE EACH OTHER AND WOULD NOT BE NOTICEABLE. TYPICALLY, THIS CONDITION WOULD RESULT IN SLOW AIR LOSS CAUSING THE TIRE TO GO FLAT. HOWEVER, IT IS POSSIBLE FOR THE DAMAGE TO RESULT IN A RAPID AIR LOSS, WHICH COULD CAUSE INJURIES TO ANYONE IF THEY WERE HANDLING THE TIRE WHEN THIS OCCURRED.

TO CORRECT THIS CONDITION, A CHEVROLET DEALER WILL DEMOUNT EACH GENERAL TIRE AND INSPECT IT FOR BEAD DAMAGE. IF BEAD DAMAGE IS PRESENT, THE TIRE WILL BE REPLACED. THIS SERVICE WILL BE DONE AT NO CHARGE.

MORE: Y

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 CSESCN PF18 DLRLOC
PF19 CRIS PF20 TELLST PF21 LITLST PF22 OPENLST PF23 CORSEL PF24 CAL

GM600 Att. C 3887

567

THIS: CRIS ACTION: I KEY: 960465202
NEXT: BASE ACTION: I KEY: 960465202
NAME:

CAS 09/10/96 17:44 CABS090M
ID: Z07MT
YR/MDL: 96 C1 TYPE: XO

CAMPAIGN DESCRIPTIONS

CODE DESCRIPTION
96047 PROD: GENERAL MOTORS HAS DECIDED THAT CERTAIN 1996 CHEVROLET
C/K AND P TRUCKS EQUIPPED WITH 7.4L ENGINES MAY HAVE
A CONDITION WHERE THE UPPER INTAKE MANIFOLD GASKET DOES
NOT PROPERLY SEAL BETWEEN THE UPPER AND LOWER INTAKE
MANIFOLDS. WHEN THIS CONDITION OCCURS, THERE MAY BE
UNMETERED AIR PULLED INTO THE UPPER INTAKE MANIFOLD
THAT COULD CAUSE ROUGH ENGINE IDLE, HESITATION, HISSING
NOISE, ENGINE STALLING AND/OR THE ILLUMINATION OF THE
MALFUNCTION INDICATOR LAMP.

TO PREVENT THIS CONDITION FROM OCCURRING, A CHEVROLET
DEALER WILL REPLACE THE UPPER MANIFOLD GASKETS. THIS
SERVICE WILL BE PERFORMED AT NO CHARGE.

MORE: N

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 CSESCN PF18 DLRLOC
PF19 CRIS PF20 TELLST PF21 LITLST PF22 OPENLST PF23 CORRSEL PF24 CAL
*I0005 BOTTOM OF DATA DISPLAYED *

G1608 Att. C 3888

568

RELEASE OF CLAIM

I (We) JIM residing at in consideration of \$450.17 (FOR TIRE AND FENDER PARTS) paid by General Motors Corporation, Chevrolet Motor Division, a Delaware corporation, hereby release and discharge General Motors Corporation, its authorized independent dealers, designers and suppliers of vehicles, parts and components that are distributed by General Motors Corporation, and their respective agents and employes from any and all claims and causes of action for any injuries, losses and damages to my (our) person(s) and/or property which may have been caused by, or may at any time arise out of, or in connection with the passenger rear tire blow-out causing fender damage.

The mileage was 5,000 on 06/21/96 the date of the incident.

Vehicle Identification #: 1CCNC33J7TF004290

The undersigned has carefully read and understands this release and signs it to resolve the claim described above.

Date signed: 9-16-96

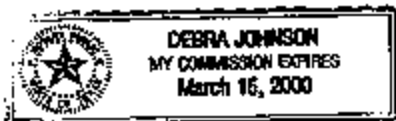
WITNESSES

Claimant

Address

In the STATE OF TEXAS, COUNTY OF TARRANT ss. On this day appeared JIM MARTIN to me known to be the person(s) described in and who executed the foregoing instrument and acknowledged that he (she) (they) executed the same as his (her) (their) free act and deed.

[Signature]
Notary Public
TEXAS County TARRANT
My Commission Expires: 3/15/2000



589

MORITZ



2001 N. COLLINS • P.O. BOX 490 • ARLINGTON, TEXAS 76004-0490 • METRO 817-461-2



7000 HWY 8 & Cadillac Parts, Accessories & Sportswear Source
 N O P I L E
 Making time to Serve YOUR Parts Needs Monday thru Friday
 7:30 am to 6:00 pm



WHOLESALE DEPT.
 817-461-1804
 817-461-3737
WATS LINE
 1-800-346-1910
FAX
 817-261-9043

DISCLAIMER OF WARRANTIES As is - The only warranties applying to this part are those which may be offered by the manufacturer. The selling dealer hereby expressly disclaims all warranties, either express or implied, including any implied warranty of merchantability or fitness for a particular purpose, and neither assumes nor authorizes any other person to assume for it any liability in connection with the sale of this part(s) and/or service. Buyer shall not be entitled to recover from the selling dealer any consequential damages, damages to property, damages for loss of use, loss of time, loss of profit, or income, or any other incidental damages.

ORDER NO.	DATE ORDER PLACED	QUANTITY	UNIT PRICE	TAX	AMOUNT	DATE RECEIVED	REMARKS
-----------	-------------------	----------	------------	-----	--------	---------------	---------

1452 CHARGE SECUR. MILEGA 06/24/96 182905

S H I P T O

QTY	PART NUMBER	DESCRIPTION	DPI	LIST	NET	AMOUNT
-----	-------------	-------------	-----	------	-----	--------

1	45224	FENDER	8.203	SP-DRD	277.79	277.79
---	-------	--------	-------	--------	--------	--------

450.12
BEST AVAILABLE COPY

NOTICE: All claims and returned goods must be accompanied by this invoice. Ten percent (10%) restocking charge on all returned parts. No refunds on special order and electrical parts. No refunds after 30 days. **TERMS:** Net - No discounts - all accounts due 10th following in Arlington, Texas.

ALL EXCHANGED CORES RETURNED FOR CREDIT MUST BE ACCOMPANIED BY THE CORE TAG AND IN ORIGINAL CONTAINER TO BE ELIGIBLE FOR REFUND.

RECEIVED BY X _____

SUB-TOTAL	277.79
TAX	21.53
EXCISE	0.00
PAY THIS AMOUNT	299.32

67688 Att. C 3898

570

ANY WARRANTIES ON THE PRODUCT SOLD HEREBY ARE THOSE MADE BY THE MANUFACTURER. THE SELLER HEREBY EXPRESSLY DISCLAIMS ALL WARRANTIES, EITHER EXPRESS OR IMPLIED, INCLUDING ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE, AND THE SELLER NEITHER ASSURES NOR AUTHORIZES ANY OTHER PERSON TO ASUME FOR IT ANY LIABILITY IN CONNECTION WITH THE SALE OF SAID PRODUCTS.

ANYONE ATTEMPTING TO OPERATE THIS VEHICLE WITHOUT THE NECESSARY PARTS AND MATERIALS, I HEREBY GRANT YOU AND/OR YOUR EMPLOYER PERMISSION TO OPERATE THE VEHICLE UNDER THE LIMITED WARRANTY CONDITIONS BY STREET, HIGHWAY OR ELSEWHERE FOR THE PURPOSE OF TESTING AND INSPECTION. I HEREBY TRUST I HAVE MADE YOU UNDERSTAND THE "CONDITIONS OF AGREEMENT" FOR THE PURPOSE OF TESTING AND INSPECTION AND AGREE TO ALL OF THE CONDITIONS AS SO STATED. I ACKNOWLEDGE RECEIPT OF COPY HEREOF. NOT RESPONSIBLE FOR LOSS OR DAMAGE TO CAR OR ARTICLES LEFT IN CARE IN CASE OF FIRE, THEFT OR ANY OTHER CAUSE BEYOND MY CONTROL. CLIENT'S OR DRIVER'S SIGNATURE.

INVOICE NO	08171442
INVOICE DATE	08/29/96
STOCK NO.	
COLOR	
DELIVERY DATE	
DELIVERY MILES	
CALLING DEALER NO.	
PRODUCTION DATE	
REG. NO.	
REG. DATE	08/29/96

LABOR & PARTS	1 TIME	VEHICLE TIME DEPT	HOURS	TECHNICIAN	1237
NO. 1 2402Z	COMPLETE				
CHARGE #	105	UNIT INVO	105	DATE	08/29/96
JOB #	1	TOTAL LABOR & PARTS			0.00

DESCRIPTION	AMOUNT	TOTAL	SUBJECT	AMOUNT
CUSTOMER SERVICE APPROX. DOES REFLECTING ORIGINAL EQUIPMENT	140.00	140.00		
TOTAL LABOR	0.00			
TOTAL PARTS	0.00			
TOTAL SUBJECT	140.00			
TOTAL G.O.G.	0.00			
TOTAL MISC.	0.00			
TOTAL TAX	15.85			
TOTAL INVOICE	155.85			

BEST AVAILABLE COPY

150.85

450.17

PLEASE SIGNATURE IN THE FOLLOWING CUSTOMER

CUSTOMER SIGNATURE

GM600 Att. C 3891

1ECHC331 11001910 SJ1033

CHARGE

571

YEAR/MAKE/MODEL 96/CHEVROLET TRUCK/SILVERADO	STOCK NO.	LICENSE NO.	AG. NO. 12486
102300			DATE/TYPE FACILITATED 09/11/96
PROPERTY 06:00pm	DATE/TYPE FACILITATED 09/11/96	PROPERTY 06:00pm	DATE/TYPE FACILITATED 09/11/96
YES	NO	YES	NO

LABOR INSTRUCTIONS

STEER/SUSPEN
REIMBURSEMENT FOR DAMAGES DUE TO DEFECTIVE TIRE
SEE ATTACHED RECEIPTS

18589499
7591798
1994/1.4
1995 2.0

96 C-35
Intake Gasket
688 Replace upper intake gasket
96 C-36
Tire Recall
check 5 tires for inside cut

410 Broken Pulbate and Sprockal
Front Pads Cracked & Rotors Splayed and Pulbatum
Rear Drum Cracked. Replace front Tole
Turn 2 Rotors Park Brg replace seals
Rv R rear Drums replace Cracked Drum
With new unit. Have 1 Drum Turned
replace rear seals

OW 27772
27772
200
H0042 2.4
H0207 AM Ax2
1.9

TROY ARKMAN AUTO HALL
8101 SPUR 600 WEST
FORT WORTH, TEXAS 76116
(817) 600-0500

TROY AIKMAN

CHEVROLET/Geo

P.O. Box 121819 • Fort Worth, Texas 76121-1819
 9101 Spur 590 West @ Loop 820
 (817) 569-5500 • 21643

0021548

FIFTY SEVEN HUNDRED FORTY EIGHT DOLLARS AND 57/100¢

DATE
07/10/96

AMOUNT
5748.57

TO THE
ORDER
OF
JIM

TROY AIKMAN CHEVROLET/Geo

AUTHORIZED SIGNATURE
NON-NEGOTIABLE

Bank One Texas, N.A.

⑆021548⑆ ⑆113101401⑆ ⑆9320006357⑆

NAME JIM HARTER

NUMBER

DATE 07/10/96

ACCT#	AMOUNT	CTRL#	DESC
263	12481		CUSTOMER REIMBURSEMENT

BEST AVAILABLE COPY

REMITTANCE ADVICE
DETACH AND RETAIN

TROY AIKMAN CHEVROLET/Geo
P.O. BOX 121819 • FORT WORTH, TX 76121-1819

CHECK NO. 0021548	NET AMOUNT 5748.57
----------------------	-----------------------

50¢ diff?

GM688 Att. C 3893

573

THIS: CREDIT ACTION: C KEY: 6016125,603EFD
NEXT: CREDIT ACTION: KEY: 6016125

CAS 09/20/96 14:23 CARB020M
ID: Z07MT
STATUS: APPROVAL

CREDIT REQUEST

REQUEST DATE	: 09 20 96	ZONE/DLR OR	
REQUESTED BY	: M THOMPSON	FLEET NUMBER	: 07114
FAILURE CODE	:	LABOR OP	:
AUTHORIZATION CODE	: 3400 M	CYCLE NUMBER	:
CREDIT AMOUNT	: \$ 449.37	APPROVAL DATE	:
APPROVAL	:	LAST ALTERED ID	: Z07MT
SENT TO WINS	:	REJECTED BY WINS	:
RETRANSMIT TO WINS	: N (Y/N)	RELATED CASE #	: 960465202
VOID CREDIT	: N (Y/N)	DEBIT CODE	:
WINS REJECT REASON:		PURGE DATE	: 09 20 97

COMMENTS: CREDIT 07-114 \$449.37 FOR REIMBURSING OWNER FOR TIRE REPLACEMENT AND FENDER REPAIRS REGARDING 1241X CASE 960465202. GOODWILL ADJUSTMENT FOR CUSTOMER SATISFACTION. RECALL PERFORMED UNDER WARRANTY. DLR CK# 0021538

MORE: N

PF13 BASE PF14 VEHINF PF15 FLTCSE PF16 CREDIT PF17 FLTACCT PF18 CHKPR
PF19 CORSEL PF20 MEDARB PF21 REPURCH PF22 CHECK PF23 APPLST PF24 APPROVE

THIS: VEHINF ACTION: C KEY: 6016125,603EFD
NEXT: VEHINF ACTION: KEY: 6016125

CAS 09/20/96 14:23 CARB030M
ID: Z07MT

REIMBURSED VEHICLE INFORMATION STATUS: APPROVAL

REQUESTED BY	: M THOMPSON	REQUESTED DATE	: 09 20 96
INVOICE NUMBER	: 12468	REPAIR DATE	: 09 11 96
VIN	: 1GCHC33J7TF004290	MILEAGE	: 27633
FAILURE CODE	: 13 1241X	LABOR OP	: 77090
APPROVAL	:	MODEL YEAR	: 96
APPROVAL DATE	:	AUTHORIZATION CODE	: 3400 M

LABOR AMOUNT:	0.00	PARTS AMOUNT:	0.00	NET AMOUNT:	449.37
LABOR PAY :	0.00	PARTS PAY :	0.00	NET PAY :	449.37
TOTAL PAY AMOUNT:	449.37				

COMMENTS: CREDIT DLR FOR O/REIMBURSEMENT (DLR CK #0021548 9/12/96)
PRIOR REIMBURSEMENT OVERRIDE : N (Y/N) LAST ALTERED ID : Z07MT
DEALER OR FLEET OR CASE NUMBER: 07114 SENT TO WINS :
CYCLE NUMBER : REJECTED BY WINS :
WINS REJECT REASON: RETRANSMIT TO WINS: N (Y/N)

MORE: N

PF13 BASE PF14 VEHINF PF15 FLTCSE PF16 CREDIT PF17 FLTACCT PF18 CHKPR
PF19 CORSEL PF20 MEDARB PF21 REPURCH PF22 CHECK PF23 APPLST PF24 APPROVE

CH600 att. C 3094

574

THIS: VINSCHN ACTION: I KEY: 1GCHC33J7TF004290 CAS 09/20/96 14:23 CARB120M
 NEXT: VINSCHN ACTION: KEY: 1GCHC33J7TF004290 ID: Z07MT
 REIMBURSED VEHICLE LIST

SEL	CASE NUMBER	SEQUENCE NUMBER	NAME	CREDIT/CHECK/STATUS	CREDIT MEMO #
	960465202	6016125	M	CR	
	000000000				
	000000000				
	000000000				
	000000000				
	000000000				
	000000000				
	000000000				
	000000000				
	000000000				
	000000000				
	000000000				
	000000000				
	000000000				

MORE: N
 PF13 BASE PF14 VEHINF PF15 FLTCSE PF16 CREDIT PF17 FLTACCT PF18 CHKPR
 PF19 CORRSEL PF20 MEDARB PF21 REPURCH PF22 CHECK PF23 APPLST PF24
 *I0005 BOTTOM OF DATA DISPLAYED *

Approve Credit *Sun 9/24/96*

sign off 1241X *Sun 9/26/96*

Close Case *Sun 9/26/96*

ENG88 Att. C 3895

575

CHEVROLET MOTOR DIVISION
*** GM RESTRICTED ***

PI94032 PAGE #: 1
E40-08Z

CASE NO: 970092641 VIN: 1GCGK29N8RE227313
DATE OPENED: 02/28/1997 MODEL YR:
DATE CLOSED: / / SERIES:
SOURCE: MILEAGE: 019050
CUSTOMER:
ADDRESS:
HOME PHONE: EXT:

GM600 Att. C 3096

576

CR26A 1241-X
02/28/97
23:15

GENERAL MOTORS CORPORATION
TO: DIVISIONAL GENERAL SERVICE MANAGER
DIVISION: CHEVROLET
ZONE: SALT LAKE CITY

PI94032 PAGE: 13
REPORT DATE: 02/28/97

REF # - 970092641

DATE OF INCIDENT: 07/04/96 13:99

***** I OWNER - CLAIMANT *****

NAME OF OWN
ADDRESS: 1
NAME OF DR
ADDRESS: 1
NAME OF CL
ADDRESS: 1

***** II VEHICLE *****

VIN: 1GCGK29NXRE227313 MILEAGE: 19050 DEL DATE: 05/20/94 NEW/USED/DEMO: N
TRANS: AUTO AXLE: 4.10 H.D.

PNCPL
USES:

PLEASURE

DLR #: 36276 DLR NAME: HANSEN MOTOR COMPANY

CITY: BRIGHAM CITY STATE: UT

NATURE AND EXTENT OF DAMAGES:

WHEN THE TIRE SEPARATED THE ROTATIONAL FORCE DAMAGED THE INSIDE OF THE WHEEL WELL, FENDER, AND BEDSIDE. NO INDICATION THE TIRE WAS DAMAGED BY A SHARP OBJECT.

ESTIMATED COST OF REPAIRS: \$1,075.82

***** III DESCRIPTION OF CLAIM *****

DRIVER'S DESCRIPTION AS TO HOW INCIDENT HAPPENED AND STATEMENT OF THE CAUSE:
DRIVER STATES HE WAS CLIMBING A HIL AT APPROX. 55 MPH WHEN THE TREAD SEPARATED AND THE TIRE BLEW OUT CAUSING THE VEHICLE TO VEER TO THE SIDE OF THE ROAD.

DID YOU PERSONALLY SPEAK WITH DRIVER: X YES NO IF 'NO', GIVE SOURCE OF DESC:

DID YOU PERSONALLY INSPECT THE VEHICLE: X YES NO

WHAT COMPONENTS ARE ALLEGEDLY DEFECTIVE: TIRE - UNIROAL LAREDO LT 245/75R15 E

WHO MADE ALLEGATION OF DEFECT: OWNER

INFO FROM FURTHER INVESTIGATION: THE TIRE TREAD SEPARATED - BEAT THE INSIDE OF THE WHEEL WELL, BRACES AND ALSO BENT THE BEDSIDE. NO SHARP OBJECT WAS FOUND TO HAVE CAUSED THE TIRE FAILURE.

GM600 Att. C 3897

577

CR26A 1241-X
02/28/97
23:15

GENERAL MOTORS CORPORATION
TO: DIVISIONAL GENERAL SERVICE MANAGER
DIVISION: CHEVROLET
ZONE: SALT LAKE CITY

PI9403Z PAGE: 14
REPORT DATE: 02/28/97

REF # - 970092641 - CONTINUED DATE OF INCIDENT: 07/04/96 13:99

***** IV CLAIM HANDLING *****

TYPE OF LOSS: V (FIRE/VEHICLE/OTHER)

IF "OTHER", THEN DESCRIBE THE PROPERTY INCLUDING AGE AND CONDITION:

ORIG PURCH PRICE: \$20,000.00 AMT CLAIMED: \$1,035.44 AMT PAID: \$1,035.44
ARTICLES OBTAINED FROM OWNER: N (Y/N) IF "N", GIVE REASON: TIRE WAS INSPE
CTED AND TRASHED.

ARTICLES DISPOSITION: INSPECTED AND TRASHED

PAYMENT/CREDIT AMT: \$1,035.44 TO BE MADE TO: DEALER 36-276

RELEASE FORM TO BE SIGNED BY CLAIMANT: Y (Y/N) IF "N", GIVE REASON:

CLAIM HANDLED TO CONCLUSION BY: R. F. GERRARD

TITLE: CA MGR.

ASM ASSIGNED: RFG ASSIGN DTE: 07/17/96 DUE DATE: 09/17/96 RCVD DTE: 12/06/96

INVESTIGATION DATE: 07/17/96 INVESTIGATOR: JERRY BROWN

RGN APPROVED BY: J.D. NEWTON

DATE: 02/20/97

CO APPROVED BY: MARLA DARGIN

DATE: 02/21/97

GM688 Att. C 3098

578

94032

Rocky Mountain Region
Chevrolet Motor Division
General Motors Corporation
8480 South Quebec Street, Suite 530
Englewood, Colorado 80111



Reference #970092641

RELEASE OF CLAIM

I, Robert In consideration of \$1,035.44 paid by General Motors Corporation, Chevrolet Motor Division, a Delaware corporation, hereby release and discharge General Motors, its authorized independent dealers, designers and suppliers of vehicles, parts and components that are distributed by General Motors Corporation, and their respective agents and employees from any and all claims and causes of action for any injuries, losses and damages to my (our) person(s) and/or property which may have been caused by, or which may at any time arise out of, or in connection with the body or glass damage to my Chevrolet.

The mileage was 19,050 on July 4, 1996, the date of the incident.

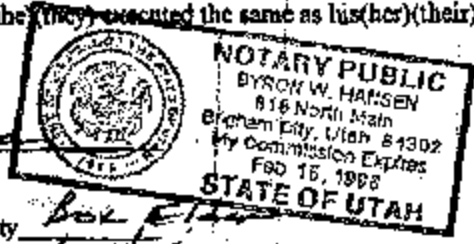
Vehicle Identification Number: 1GCGK29NXRE227313.

DATE SIGNED: 2/13/97

WT

In the STATE OF Utah, COUNTY OF Box Elder SS.
On this 13 day of Feb, 1997, before me personally appeared Robert Simcox to me known to be the person(s) described in and who executed the foregoing instrument and acknowledged that he/she/they executed the same as his/(her)/(their) free act and deed.

[Signature]
Notary Public
Brigham City, UT County Box Elder
My Commission Expires: 2/13/97



GM608 Att: C 3099

579

Rocky Mountain Region
Chevrolet Motor Division
General Motors Corporation
6460 South D. J. Way Blvd, Suite 980
Englewood, Colorado 80111



Reference #970092647

RELEASE OF CLAIM

I, Robert _____, in consideration of \$1,035.44 paid by General Motors Corporation, Chevrolet Motor Division, a Delaware corporation, hereby release and discharge General Motors, its authorized independent dealers, designers and suppliers of vehicles, parts and components that are distributed by General Motors Corporation, and their respective agents and employees from any and all claims and causes of action for any injuries, losses and damages to my (our) person(s) and/or property which may have been caused by, or which may at any time arise out of, or in connection with the body or glass damage to my Chevrolet.

The mileage was 19,050 on July 4, 1996, the date of the incident.

Vehicle Identification Number: 1GCGK29NXRE227313.

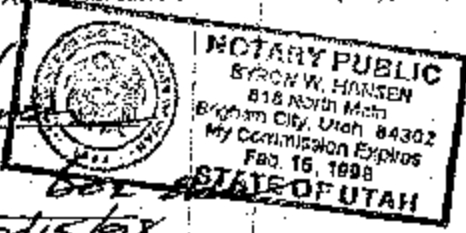
DATE SIGNED: 2/13/97

W

CLAIMANT

In the STATE OF Utah, COUNTY OF Box Elder ss.
On this 13 day of Feb, 1997, before me personally appeared Robert Simon to me known to be the person(s) described in and who executed the foregoing instrument and acknowledged that he/she/they executed the same as his/(her)/(their) free act and deed.

[Signature]
Notary Public
Highland City, Utah County Box Elder
My Commission Expires: 2/15/98



1000 att. C 3180

580

Rocky Mountain Region
Chevrolet Motor Division
General Motors Corporation
5460 South Quebec Street, Suite 380
Englewood, Colorado 80111



Reference #970092641

RELEASE OF CLAIM

I, Robert L. [redacted] ah. In consideration of \$1,035.44 paid by General Motors Corporation, Chevrolet Motor Division, a Delaware corporation, hereby release and discharge General Motors, its authorized independent dealers, designers and suppliers of vehicles, parts and components that are distributed by General Motors Corporation, and their respective agents and employes from any and all claims and causes of action for any injuries, losses and damages to my (our) person(s) and/or property which may have been caused by, or which may at any time arise out of, or in connection with the body or glass damage to my Chevrolet.

The mileage was 19,050 on July 4, 1996, the date of the incident.

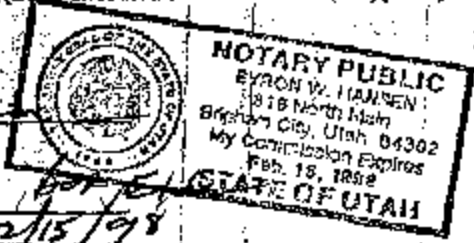
Vehicle Identification Number: 1GCGK29NXRE227313.

DATE SIGNED, 2/13/97

W [Signature]
Claimant

In the STATE OF Utah COUNTY OF Boone ss.
On this 13 day of Feb, 19 97, before me personally appeared Robert Simcox to me known to be the person(s) described in and who executed the foregoing instrument and acknowledged that he(abc)(they) executed the same as his(her)(their) free act and deed.

[Signature]
Notary Public
Boone County, Utah
My Commission Expires: 2/15/98



688 Att. C 3101

581

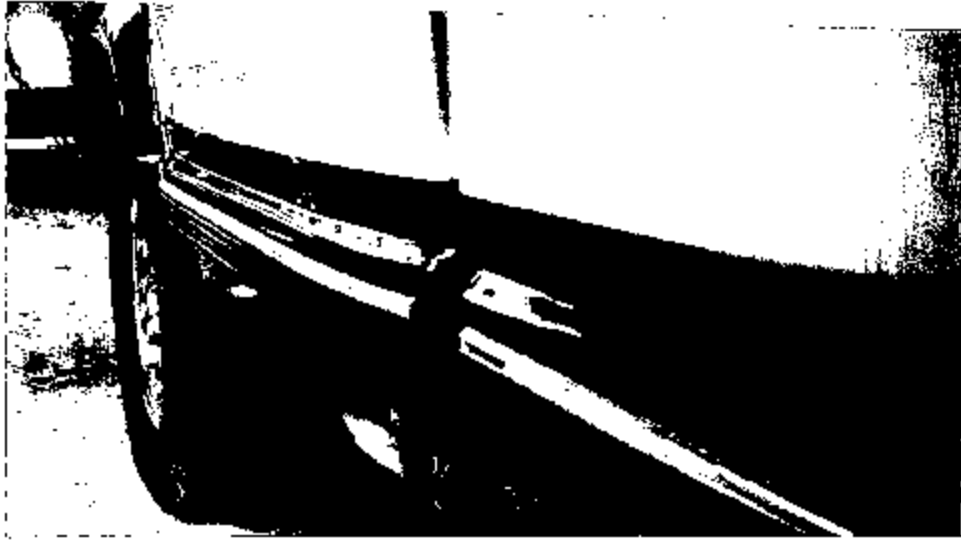
PI 94032



GM600 Att. C 3122

582

PI 94032



GM688 Att. C 3103

583

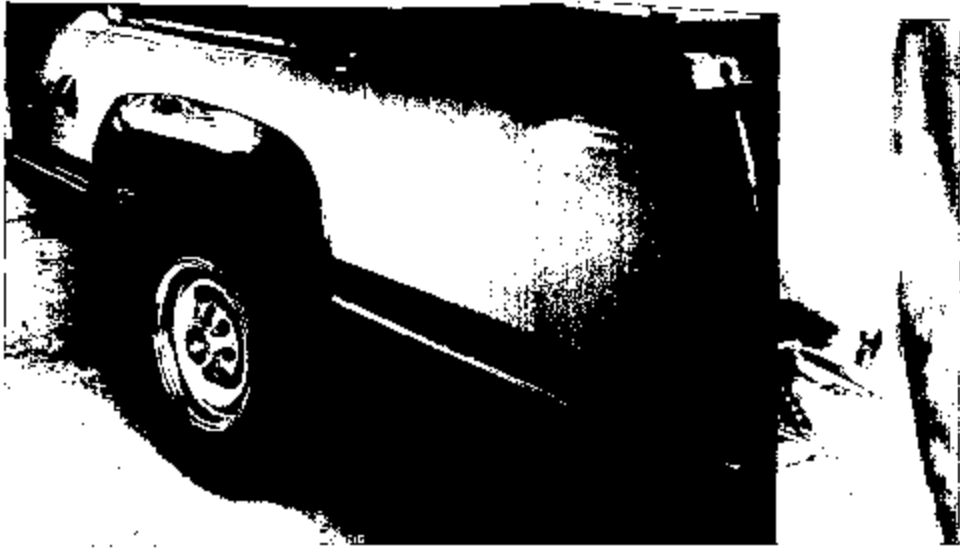
PI 94032



G1598 Att. C 3184

584

PI 94032



GM600 Att. C 3105

585

PI 94032



PI 94032



60600 ALT. © 3107

587

CASE NO: 970466856 VIN: 1GCEC14W1VZ149120
DATE OPENED: 08/29/1997 MODEL YR:
DATE CLOSED: / / SERIES:
SOURCE: MILEAGE: 008700
CUSTOMER: M STATE: OK
ADDRESS: ***** II VEHICLE *****
HOME PHONE: *** ***** BUS. PHONE: EXT:

GM600 att. C 3188

588

CR26A 1241-X
08/29/97
23:08

GENERAL MOTORS CORPORATION
TO: DIVISIONAL GENERAL SERVICE MANAGER
DIVISION: CHEVROLET
ZONE: KANSAS CITY

PAGE: 5
REPORT DATE: 08/29/97

REF # - 970466856

DATE OF INCIDENT: 05/27/97 15:30

***** I OWNER - CLAIMANT *****

NAME OF OWNER: JANICE	AGE: 0
ADDRESS:	PHONE NO:
NAME OF DRIVER:	AGE: 0
ADDRESS:	PHONE NO: - -
NAME OF CLAIMANT: MIKE	AGE: 0
ADDRESS:	PHONE NO: - -

***** II VEHICLE *****

VIN: 1GCEC14W1VZ149120 MILEAGE: 8700 DEL DATE: 04/26/97 NEW/USED/DEMO: N
TRANS: 5SPEED MAN AXLE: 3.42
PNCPL
USES:
WORKTRUCK
DLR #: 05013 DLR NAME: CHARLES BOYD CHEVROLET
CITY: YUKON STATE: OK
NATURE AND EXTENT OF DAMAGES:
TIRE BLOWN OUT, WHEEL DENTED, FENDER DAMAGED

ESTIMATED COST OF REPAIRS: \$410.24

***** III DESCRIPTION OF CLAIM *****

DRIVER'S DESCRIPTION AS TO HOW INCIDENT HAPPENED AND STATEMENT OF THE CAUSE:
I WAS DRIVING DOWN THE ROAD WHEN THE TIRE SUDDENLY BLEW OUT. I WAS ABLE TO
PULL TO THE SIDE WITHOUT FURTHER INCIDENT. I FEEL A DEFECT CAUSED THIS TO
OCCUR

DID YOU PERSONALLY SPEAK WITH DRIVER: YES X NO IF 'NO', GIVE SOURCE OF DESC:
DLR SERV MGR
DID YOU PERSONALLY INSPECT THE VEHICLE: YES X NO
WHAT COMPONENTS ARE ALLEGEDLY DEFECTIVE: TIRE
WHO MADE ALLEGATION OF DEFECT: OWNER
INFO FROM FURTHER INVESTIGATION: NO SIGNS OF TIRE BEING RUN LOW CAUSING
BLOWOUT, SIDE WALL FAILED

GM688 Att. C 3189

589

CR26A 1241-X

PAGE: 6

08/29/97

GENERAL MOTORS CORPORATION

REPORT DATE: 08/29/97

23:08

TO: DIVISIONAL GENERAL SERVICE MANAGER

DIVISION: CHEVROLET

ZONE: KANSAS CITY

REF # - 970466856 - CONTINUED

DATE OF INCIDENT: 05/27/97 15:30

***** IV CLAIM HANDLING *****

TYPE OF LOSS: V (FIRE/VEHICLE/OTHER)

IF "OTHER", THEN DESCRIBE THE PROPERTY INCLUDING AGE AND CONDITION:

ORIG PURCH PRICE: \$15,692.00 AMT CLAIMED: \$410.24 AMT PAID: \$410.24

ARTICLES OBTAINED FROM OWNER: Y (Y/N) IF "N", GIVE REASON:

ARTICLES DISPOSITION: TIRE, FENDER

PAYMENT/CREDIT AMT: \$410.24 TO BE MADE TO: QUALITY CHEVROLET

RELEASE FORM TO BE SIGNED BY CLAIMANT: Y (Y/N) IF "N", GIVE REASON:

CLAIM HANDLED TO CONCLUSION BY: STEPHEN MARLIN

TITLE: C.A.MGR

ASM ASSIGNED: SFM ASSIGN DTE: 07/31/97 DUE DATE: 08/11/97 RCVD DTE: 08/11/97

INVESTIGATION DATE: 07/31/97 INVESTIGATOR: MIKE TOWNSLEY

RGN APPROVED BY: J. M. DAY

DATE: 08/15/97

CO APPROVED BY: D.P. MUNN

DATE: 08/22/97

GM688 Att. C 3110

590

CASE REF # 970466856

CUSTOMER INFORMATION

TITLE
FIRST
STREET
CITY
H PHONE
COMPAN

VIN : 1GCEC14W1VZ149120
YR/MDL : 97 C1 4X2 PICKUP
DEALER : CHARLES BOYD CHEVROLET
CITY : YUKON

DEL DTE: 04 26 97
MILEAGE: 008700
ZN/DLR : 05 013
STATE : OK

AFTER CALL INFORMATION
CUSTOMER REQUEST INFORMATION

REQUEST AREA : SERV
CONTACT TYPE : OWNER
WARRANTY : I (IN/OUT/UNK)
STOCKHOLDER : N (Y/N)
DLR SERVICE AREA: 98
PART DELAY START:
CASE OPEN DATE : 07 25 97
ROUTING CODE : ZON CAS LOC: 1241
CORRES TYPE :
FILE RETENTION : 00
LAST ALTERED ID : Z05JM

REQUEST SOURCE : H T CAS
IN CORR SEQ # : N
THIRD PARTIES : 001
GM EMPLOYEE : N (Y/N)
PART DELAY END :
SCRAP DATE :
TRANSMIT DATE :
CORP CASE # :
CENTRAL FILE : N (Y/N)
LAST ALTERED DATE : 08 20 97

CASE CLOSING INFORMATION

FILE RETENTION : 00
DLR CONTACT DATE : 07 31 97
CLOSING DATE : 08 20 97
CO REVIEW CLOSE :
RCN REVIEW CLOSE :

CENTRAL FILE : N (Y/N)
DLR CONCLUSION DATE: 08 19 97
RESPONSIBLE DLR : 05 013
CO REVIEWED : (Y/N) DATE:
RCN REVIEWED : (Y/N) DATE:

CDE # DESC
E40 0 TIRES

CDE COMMENTS
TIRE BLEW OUT CAUSING DAMAGE
08/19/97 CR7013433 TO DLR F/RPRS \$410.24.

T09 0 POSS. GM 1241 O/CLAIMS DEFECT CAUSED DAMAGE

..

GM608 Att. C 3111

591

GENERAL COMMENTS

USER: Z05SM DATE: 7/25/97 TIME: 15:24
0001/ 1 7/25/97...MIKE ASST SERV MGR FROM LISTED DLR C/ADV O/HAD BROUGHT
0001/ 2 VEH IN FOR LISTED...DLR ADV O/STS HAPPENED SOME TIME AGO...DLR ADV
0001/ 3 O/STS FIRST TIME SHE WAS ABLE TO MAKE TRUCK AVAIL...REG ADV WILL
0001/ 4 SET UP FILE...REG REQ DLR ASST IN INVESTIGATION...REG TO C/ROADSIDE
0001/ 5 FOR SPECIFICS ON TIME OF INCIDENT...
0001/ 6 STEPHEN MARLIN
0001/ 7 MIDWEST REGION

GM688 Att. C 3112

592

THIS: CREDIT ACTION: C KEY: 7013433,703479
NEXT: CREDIT ACTION: KEY: 7013433

CAS 08/11/97 10:26 CARB020M
ID: Z05SM
STATUS: APPROVAL

CREDIT REQUEST

REQUEST DATE : 08 11 97
REQUESTED BY : S MARLIN
FAILURE CODE : 13 1241X
AUTHORIZATION CODE: 3400 M
CREDIT AMOUNT : \$ 410.24
APPROVAL :
SENT TO WINS :
RETRANSMIT TO WINS: N (Y/N)
VOID CREDIT : N (Y/N)
WINS REJECT REASON:

ZONE/DLR OR
FLEET NUMBER : 05C13
LABOR OP : 27090
CYCLE NUMBER :
APPROVAL DATE :
LAST ALTERED ID : Z05SM
REJECTED BY WINS:
RELATED CASE # : 970466856
DEBIT CODE :
PURGE DATE : 08 11 98

08/18/97
[Handwritten signature]

COMMENTS: CREDIT TO DLR FOR ASST IN RBR OF 1241X CASE.

MORE: N

PF13 BASE PF14 VEHINF PF15 FLTCSE PF16 CREDIT PF17 FLTACCT PF18 CHKPRF
PF19 CORRSEL PF20 MEDARB PF21 REPURCH PF22 CHECK PF23 APPLST PF24 APPROVE

THIS: VEHINF ACTION: C KEY: 7013433,703479 CAS 08/11/97 10:28 CARB030M
NEXT: VEHINF ACTION: KEY: 7013433 ID: Z05SM

REIMBURSED VEHICLE INFORMATION STATUS: APPROVAL

REQUESTED BY : S MARLIN REQUESTED DATE : 08 11 97
INVOICE NUMBER : 50218 REPAIR DATE : 07 31 97
VIN : 1GCEC14WLVZ149120 MILEAGE : 8780
FAILURE CODE : 13 1241X LABOR OP : 27090
APPROVAL : MODEL YEAR : 97
APPROVAL DATE : AUTHORIZATION CODE: 3400 M

LABOR AMOUNT: 0.00 PARTS AMOUNT: 0.00 NET AMOUNT: 410.24
LABOR PAY : 0.00 PARTS PAY : 0.00 NET PAY : 410.24
TOTAL PAY AMOUNT: 410.24

COMMENTS: CREDIT TO DLR FOR ASST IN 1241X CASE

PRIOR REIMBURSEMENT OVERRIDE : N (Y/N) LAST ALTERED ID : Z05SM
DEALER OR FLEET OR CASE NUMBER: 05013 SENT TO WINS :
CYCLE NUMBER : REJECTED BY WINS :
WINS REJECT REASON: RETRANSMIT TO WINS: N (Y/N)

MORE: N

PF13 BASE PF14 VEHINF PF15 FLTCSE PF16 CREDIT PF17 FLTACCT PF18 CHKPRF
PF19 CORRSEL PF20 MEDARB PF21 REPURCH PF22 CHECK PF23 APPLST PF24 APPROVE

THIS: VINSCN ACTION: I KEY: 1GCEC14W1VZ149120 CAS 08/11/97 10:28 CARB120M
 NEXT: VINSCN ACTION: KEY: 1GCEC14W1VZ149120 ID: Z05SM
 REIMBURSED VEHICLE LIST

CASE	SEQUENCE		CREDIT/	
SEL NUMBER	NUMBER	NAME	CHECK/	CREDIT
			STATUS	MEMO #
970466856	7013433		CR	
000000000				
000000000				
000000000				
000000000				
000000000				
000000000				
000000000				
000000000				
000000000				
000000000				

MORE: N
 PF13 BASE PF14 VEHINF PF15 FLTCSE PF16 CREDIT PF17 FLTACCT PF18 CHKPR
 PF19 CORRSEL PF20 MEDARB PF21 REPURCH PF22 CHECK PF23 APPLST PF24
 *I6005 BOTTOM OF DATA DISPLAYED *

594

449120

50218

QUALITY CHEVROLET-GEO, INC.
1000 S. Garth Brooks Blvd.
P.O. Box 850190
Yukon, Oklahoma 73065
(405) 354-2565

WARRANTY

PAGE 3

SERVICE ADVISOR: 35 MARK SANDERSON

COLOR	YEAR	MAKE/MODEL	VIN	LICENSE	MILEAGE IN/OUT	TAG	
LT AUTUMN	97	CHEVROLET 1/2 TON PI	1GCEC14W1VZ149120		8780/8780	T4807	
DEL DATE	PROD. DATE	WARR. EXP.	PROMISED	PO NO.	RATE	PAYMENT	INV. DATE
26APR97		26APR98	14:00 23JUL97			CASH	31JUL97
P.O. OPENED		READY		OPTIONS: STK:149120 DLR:05013 BNG:4.3 Liter CPI			
15:48 22JUL97		09:59 31JUL97		90 Deg. WRN TRN:MG5			
LINE	OPCODE	TECH	TYPE	HOURS	LIST	NET	TOTAL

THANK YOU

H SHUTTLE CUSTOMER TO HOME

CAUSE: SHUTTLE

Z7903 RENTAL 3 DAYS FOR 94 MODELS

84 W94 0.00

FC: 98 PART#: COUNT:

CLAIM TYPE:

AUTH CODES:

MJ

Why to pay 3 days

0 0 PARTS
0 0 LABOR

SUBL ADDITIONAL ENTERPRISE INV#632287 PO#118422
W94

90.00 90.00

**THANK YOU FOR CHOOSING QUALITY CHEVROLET **
WE ARE VERY INTERESTED IN YOUR OPINION . YOU
MAY SOON BE RECEIVING A SURVEY FROM CHEVROLET
IF YOU CAN NOT ANSWER " COMPLETELY SATISFIED"
TO ALL QUESTIONS, "PLEASE CALL ME PERSONALLY"
SINCERELY, GREG TOMPKINS SERVICE MANAGER

COST, SALE, & COMP TOTALS 41381 63706 0

SERVICE DEPARTMENT

OPEN MONDAY - FRIDAY
FROM 7:00 AM UNTIL 6:00 PM

STATEMENT OF DISCLAIMER
The factory warranty constitutes all of the warranties with respect to the sale of this item. The Seller hereby expressly disclaims all warranties, either express or implied, including any implied warranty of merchantability or fitness for a particular purpose. Seller neither warrants nor authorizes any other person to assume for it any liability in connection with the sale of the item(s).

CUSTOMER SIGNATURE

DESCRIPTION	TOTALS
LABOR AMOUNT	197.50
PARTS AMOUNT	272.48
GAS, OIL, LUBE	0.00
SUBLET AMOUNT	150.00
MISC. CHARGES	17.08
TOTAL CHARGES	637.06
LESS INSURANCE	0.00
SALES TAX	0.00
PLEASE PAY THIS AMOUNT	637.06

WARRANTY

410²⁴
595

50218

QUALITY CHEVROLET-GEO, INC.
1000 S. Garth Brooks Blvd.
P.O. Box 850130
Yukon, Oklahoma 73085
(405) 354-2565

WARRANTY

PAGE 2

10

SERVICE ADVISOR: 35 MARK SANDERSON

COLOR	YEAR	MAKE/MODEL	VIN	LICENSE	MI/AGE IN/OUT	TAG	
LT AUTUMN	97	CHEVROLET 1/2 TON PI	1GCEC14W1VZ149120		8780/8780	T4807	
DEL DATE	PROD. DATE	WARR. EXP.	PROMISED	PO NO.	RATE	PAYMENT	INV. DATE
26APR97		26APR98	14:00 23JUL97			CASH	31JUL97
R.O. OPENED	READY	OPTIONS: STK:149120 DLR:05013 ENG:4.3 Liter CPI					
15:48 22JUL97	09:59 31JUL97	90 Deg. WRN TRN:MG5					
LINE	OPCODE	TECH	TYPE	HOURS	LIST	NET	TOTAL

MISC PAINT MATERIAL
WB94 17.08 17.08

8780 TECH 479 - FENDER DAMAGED, NECESSARY TO METAL FINISH LEFT LOWER FENDER STRAIGHT TIME 0.5 TECH 481 - METAL WORK, NECESSARY TO REFINISH LOWER PART OF FENDER & REPLACE PROTECTOR E OR/CONCERN OF SLIGHT PULSATION IN BRAKES.
CAUSE: F

H0120 ROTOR ASSEMBLY - R&R OR REPLACE FRONT RIGHT

41 W94 1.60
FC: 3M PART#: COUNT:
CLAIM TYPE:
AUTH CODE:
OR

To file through normal wty channels

87.78 87.78

0 0 TPARTS
2240 8778 TLABOR

8780 RIGHT SIDE ROTOR THICKNESS VARIATION TECH 41 REMOVED AND TURNED RIGHT SIDE BRAKE ROTOR TO CORRECT THICKNESS VARIATION. REMOVED & TURNED LEFT SIDE ROTOR TO MATCH FINISH WITH RIGHT SIDE ROAD TESTED THANK YOU TECH 41

G VN/CONCERN OF WASHER FLUID LEAK.

CAUSE: PUMP LEAKING

N3860 PUMP ASSEMBLY, WASHER - R&R OR REPLACE

WINDSHIELD
41 W94 0.30
2 1051515 OPTIKLEEN
1 22127653 PUMP.WSW
1 22039457 CRONMET-W
FC: 2K PART#: COUNT:
CLAIM TYPE:
AUTH CODE:
VN

To file through wty

16.46 16.46

3.10 3.08 6.16

29.70 25.87 25.87

0.64 0.55 0.55

2327 3258 TPARTS
420 1646 TLABOR

8780 WASHER PUMP LEAKING FLUID TECH 41 REMOVED AND REPLACED WASHER PUMP

SERVICE DEPARTMENT

OPEN MONDAY - FRIDAY
FROM 7:00 AM UNTIL 6:00 PM

STATEMENT OF DISCLAIMER
The factory warranty constitutes all of the warranties with respect to the sale of the (vehicle). The Seller hereby expressly disclaims all warranties, either express or implied, including any implied warranty of merchantability or fitness for a particular purpose. Seller neither assumes nor authorizes any other person to assume for it any liability in connection with the sale of the (vehicle).

CUSTOMER SIGNATURE

DESCRIPTION	TOTALS
LABOR AMOUNT	
PARTS AMOUNT	
GAS, OIL, LUBE	
SUBLET AMOUNT	
MISC. CHARGES	
TOTAL CHARGES	
LESS INSURANCE	
SALES TAX	
PLEASE PAY THIS AMOUNT	

WARRANTY

590

149120

50218

QUALITY CHEVROLET-GEO, INC.
1000 S. Garth Brooks Blvd.
P.O. Box 850180
Yukon, Oklahoma 73085
(405) 354-2565

WARRANTY

PAGE 1

3-324-3600

SERVICE ADVISOR: 35 MARK SANDERSON

COLOR	YEAR	MAKE	DEL	VIN	LICENSE	MILEAGE IN/OUT	TAG
LT AUTUMN	97	CHEVROLET	1/2 TON PI	1GCEC14W1VZ149120		8780/8780	T4807
DEL DATE	PROD. DATE	WARR. EXP.	PROMISED	PO NO.	RATE	PAYMENT	INV. DATE
26APR97		26APR98	14:00	23JUL97		CASH	31JUL97
R.O. OPENED	READY	OPTIONS: STK:149120 DLR:05013 ENG:4.3 Liter CPI 90 Deg. WRN TRN:MG5					
15:48	22JUL97	09:59	31JUL97				

LINE	OPCODE	TECH	TYPE	HOURS	LIST	NET	TOTAL
------	--------	------	------	-------	------	-----	-------

B CONCERN OF RIM DAMAGE WHEN TIRE BLEW OUT

CAUSE: TIRE BLEW OUT

B0431 TIRE - REPLACE R&R WHEEL/TIRE ASSEMBLY FROM VEHICLE - ONE GOODYEAR

41	W94	0.70				38.40	38.40
1	15693529 RING ASM-				29.50	33.18	33.18
1	9593287 WHL-15X7				122.00	102.48	102.48
1	<u>P235/75R15 TIRE</u>				98.00	98.00	98.00
1	274288 STEM				2.70	1.46	1.46

FC: PART#: COUNT:
CLAIM TYPE:
AUTH CODE:

16798 23512 TPARTS
980 3840 TLABOR

SUBJ: ENTERPRISE INV#632287 PO#118422
W94

60.00 60.00

8780 TIRE DEFECT TECH41 ORDERED NEW WHEEL AND TIRE. MOUNTED AND BALANCED NEW WHEEL AND TIRE. INSTALLED NEW TRIM RING IN WHEEL. THANK YOU ORDERED NEW WHEEL, TIRE AND TRIM RING THANK YOU

C CONCERN OF DAMAGE TO LEFT FRONT FENDER AREA WHEN BLOWOUT OCCURED

CAUSE: DAMG

A0631 FENDER, FRONT (BELOW LOWER MOLDING, REAR OF WHEEL OPENING) REFINISH/CLEAR COAT LEFT

481	WB94	0.50				27.43	27.43
1	15962533 PROTECTOR				5.90	4.78	4.78

FC: 1M PART#: COUNT:
CLAIM TYPE:
AUTH CODE:
VC

1100 METAL WORK TO REPAIR HENT
479 WB94 0.50

409 478 TPARTS
1500 5486 TLABOR

27.43 27.43

SERVICE DEPARTMENT

OPEN MONDAY - FRIDAY
FROM 7:00 AM UNTIL 6:00 PM

STATEMENT OF DISCLAIMER

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CUSTOMER SIGNATURE

DESCRIPTION

LABOR AMOUNT
PARTS AMOUNT
GAS, OIL, LUBE
SUBLET AMOUNT
MISC. CHARGES
TOTAL CHARGES
LESS INSURANCE
SALES TAX

TOTALS

PLEASE PAY THIS AMOUNT

WARRANTY

ENTERPRISE LEASING COMPANY - SOUTHWEST
7015 SE 15TH
MIDWEST CITY OK 73110-0830 405-732-6606

MO 7:30A- 6:00P TU 7:30A- 6:00P
WE 7:30A- 6:00P TH 7:30A- 6:00P
FR 7:30A- 6:00P SA 8:30A-12:30P

RENTAL TYPE 5 RENTAL NO. D

YEAR 1997
7/24/97

COLOR
LICENSE NO.

MODEL
MILEAGE IN
MILEAGE OUT

DRIVER
CONDITION AGREED TO

OPTIONAL EQUIPMENT

PERMISSION GRANTED FOR VEHICLE TO LEAVE THE STATE

NO GASOLINE REQUIRED - 1 DAY TO RETURN - ENTERPRISE SUPPLIES F.O.I. INSURANCE

DATE/TIME
EXT. TO
EXT. TO

DATE/TIME
EXT. TO
EXT. TO

DATE/TIME
EXT. TO
EXT. TO

DATE/TIME
EXT. TO
EXT. TO

DATE/TIME
EXT. TO
EXT. TO

DATE/TIME
EXT. TO
EXT. TO

DATE/TIME
EXT. TO
EXT. TO

DATE/TIME
EXT. TO
EXT. TO

RENTAL NO. D

150-MI FREE P/DAY

5X HOURS 26.43
DAYS 26.43

30 MAX

ON FILE BILL TO COMPANY YEROX

QUALITY CHEVROLET**

1000 SOUTH BROOKS BLVD
TULSA OK 74009

RENTER REQUESTS FULL DAMAGE (OPTIONAL) AT DAILY RATE SHOWN IN ADJACENT COLUMN. SEE REVERSE. THIS IS NOT INSURANCE.

RENTER REQUESTS PERSONAL ACCIDENT (OPTIONAL) AT DAILY RATE SHOWN IN ADJACENT COLUMN AND HAS READ THE FOLLOWING CERTIFICATE.

RENTER REQUESTS OPTIONAL SUPPLEMENTAL LIABILITY PROTECTION (SLIP) AT DAILY RATE SHOWN IN ADJACENT COLUMN. SEE REVERSE.

ADDITIONAL DRIVER - NONE PERMITTED WITHOUT ENTERPRISE'S APPROVAL. NO OTHER DRIVER PERMITTED.

PERMISSION GRANTED FOR VEHICLE TO LEAVE THE STATE.

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150-MI FREE P/DAY

5X HOURS 26.43
DAYS 26.43

30 MAX

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AMOUNT DUE

PAID BY

PLEASE USE SEAT BELTS

VIN# 1FTDX1763VKC82578E

QUALITY CHEVROLET

97 PICK UP TRUCK

CUSTOMER COPY - ADDITIONAL STIPULATIONS ON REVERSE SIDE

RES # 922557



July 25, 1997
File No. 97 046 6856

RELEASE OF CLAIM

I, Janice _____ in consideration of \$410.24 paid by General Motors Corporation, Chevrolet Motor Division, a Delaware corporation, hereby release and discharge General Motors Corporation, its authorized independent dealers, designers and suppliers of vehicles, parts and components that are distributed by General Motors Corporation, and their respective agents and employees from any and all claims and causes of action for any injuries, losses and damages to my/our person(s) and/or property which may have been caused by, or which may at any time arise out of, or in connection with the damage caused when the tire blew out on my 1997 Chevrolet Pickup.

The mileage was approximately 8,000 on May 27, 1997, the date of the incident.

Vehicle Identification Number 1GCEC14W1VZ149120.

The undersigned has carefully read and understands this release and signs it to resolve the claim described above.

DATE SIGNED: 8-5-97

WITNESS: _____ CLAIMANT

ADDRESS

CLAIMANT
ADDRESS

CK

In the STATE OF Oklahoma COUNTY OF Canadian, On this day appeared to me known to be the person(s) described in and who executed the foregoing instrument and acknowledged that he/she/they executed the same as his/her/their free act and deed.

NOTARY PUBLIC

Connie R. Leuchter

Canadian

COUNTY

My Commission Expires: 5/22/99

GM600 Att. C 3119

599

LR CODE: 05 013
HARLES BOYD CHEVROLET

DATE: 07/25/1997

TO: SERVICE MANAGER

BRING OUR CONTACT WITH MIKE TOMKSLEY OF YOUR DEALERSHIP
THE FOLLOWING REQUEST FOR CHEVROLET AUTHORIZATION
'S UNDER REVIEW.

JUST NAME: JANICE
TEL-DATE : 04/26/1997
VIN : 1GDEE14W1VZ149120
MILES : 008700
ABOR-OP : B
PERS CODE: 3597

PLANT CODE:

COMMENTS :

AUTHORIZATION TO REPAIR VEH IN COMPLIANCE WITH A 1241X. MAXIMUM REPAIR
AUTHORITY IS \$410.24. IF ADD'L \$'S ARE REQUIRED, REGION MUST BE
RECONTACTED. THIS AUTHOR. MUST BE ATTACHED TO THE COMPLETED R.O. AND
RETURNED TO THE REGION FOR FURTHER PROCESSING. S.F. MARLIN

THANK YOU FOR ALLOWING US TO BE OF SERVICE.

SINCERELY,

STEVE MARLIN
SERVICE MANAGER

GM698 Att. C 3128

600

THIS: PRE-APVL
NEXT: PHNBLIST

SERVICE CONTACT
740 PRE-APPROVALS/DOCUMENTATION

ID: MARLIN 07/25/97
17:12:04

DLR: 05 013 DLR CONT: MIKE TOWNSLEY

VIN: 1GCEC14W1VZ149120 BLK VIN : N HIST DLR : _____
MILEAGE : 8700 CAS NO : 970466856 HIST CONT: _____
DEL DATE : 04 26 1997 TAN NO : _____ HIST DATE: / / _____
CUST NAME. JANICE

RO-NO : _____ RO-DATE: _____ LABOP : _____
CLM TYPE: _____ LHRS : _____ OHRS : _____
NET-AMT : _____ TOT-PTS: _____ LN-TOT: _____

TYPE/STAT: _____ AUTH CODE: _____ SEND: N DCS: Y REV BY: _____

KEYWORD REASON/ADDITIONAL COMMENTS:

S AUTHORIZATION TO REPAIR VEH IN COMPLIANCE WITH A 1241X. MAXIMUM REPAIR
S AUTHORITY IS \$410.24. IF ADD'L \$'S ARE REQUIRED, REGION MUST BE
S RECONTACTED. THIS AUTHOR. MUST BE ATTACHED TO THE COMPLETED R.O. AND
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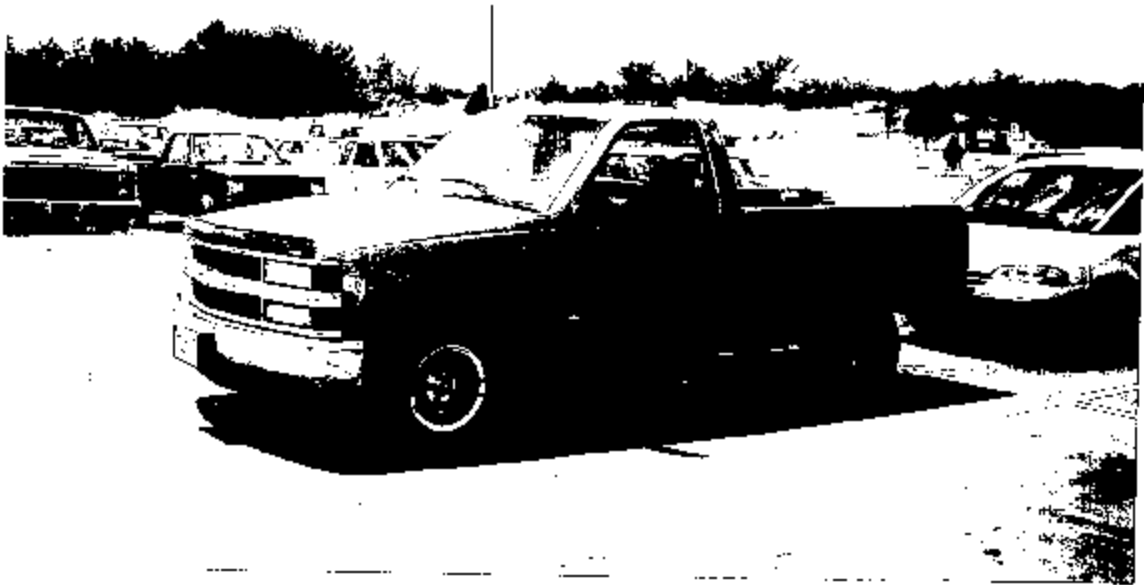
PF: 13 REJLIST 14 PRE-APVL 16 CLMMENU 17 CLMINQ 19 REJSUM
20 CONTHIST 23 NEWDATA 24 NEWCOMMT

PRE-APPROVAL ACCEPTED AND WILL BE SENT TO DEALER VIA DCS

GMGM8 Att. C 3121

601

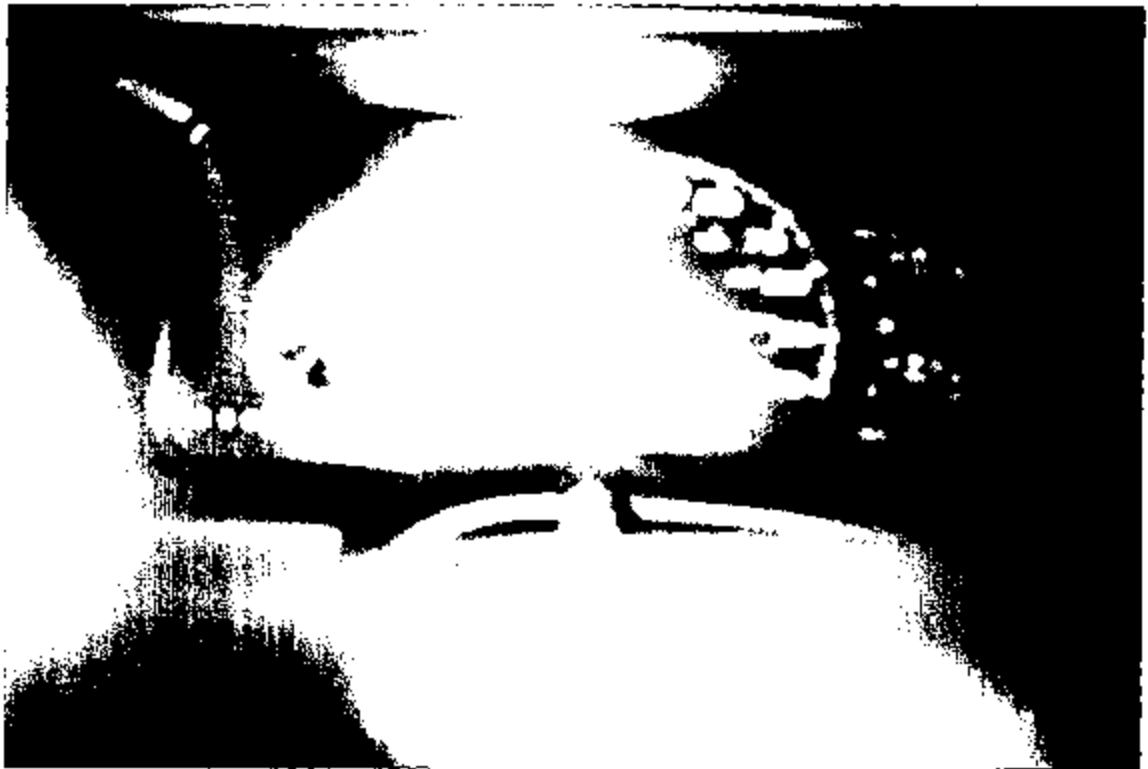
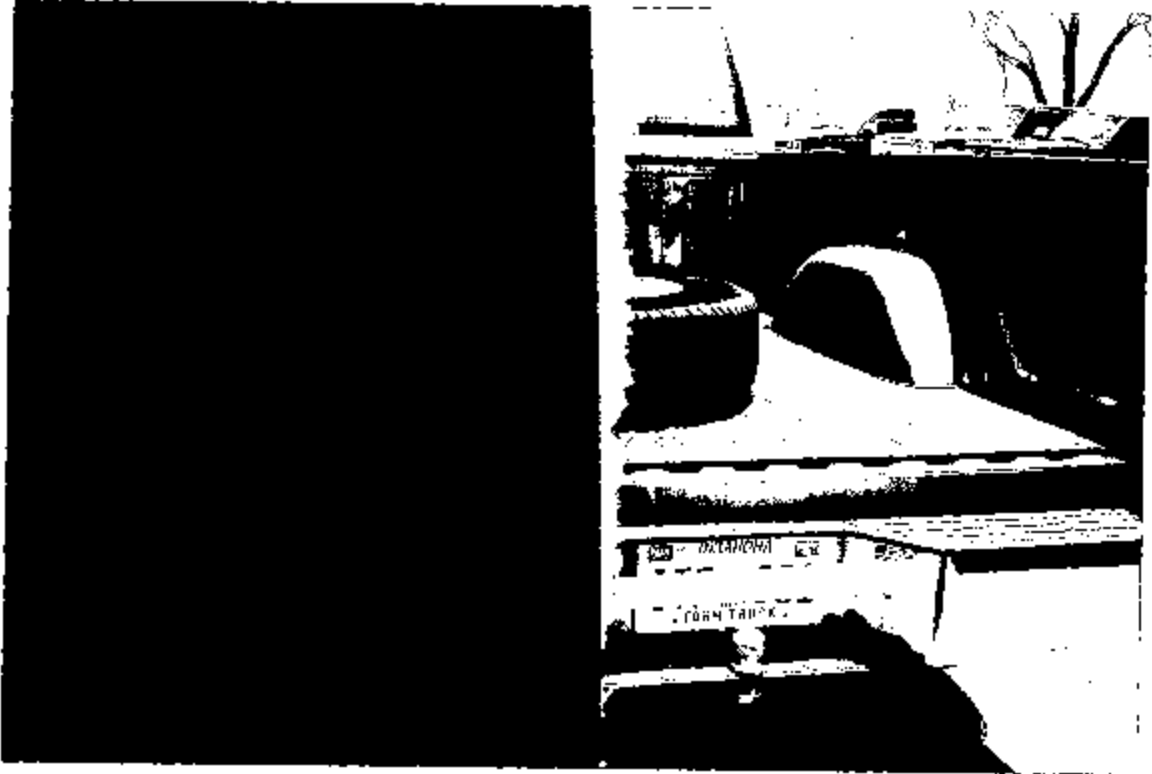
PR 000 39



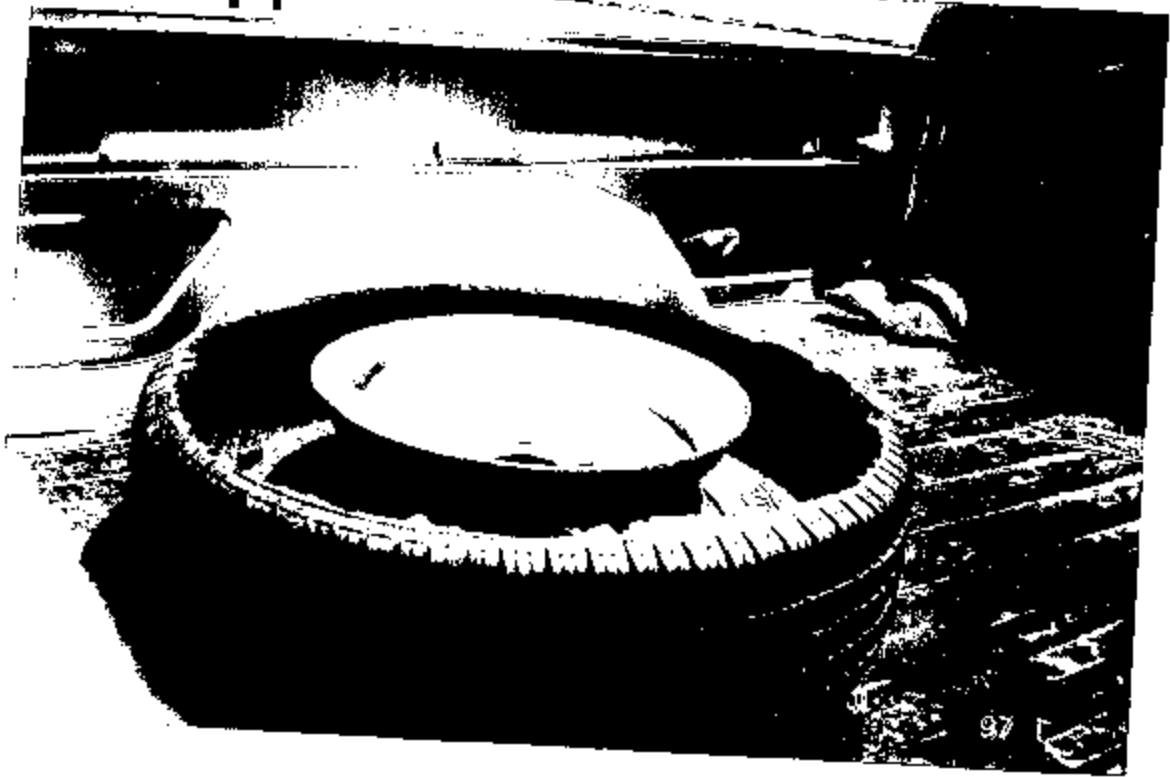
68600 Alt. C 3122

802

PR 000 39



PR 000 39



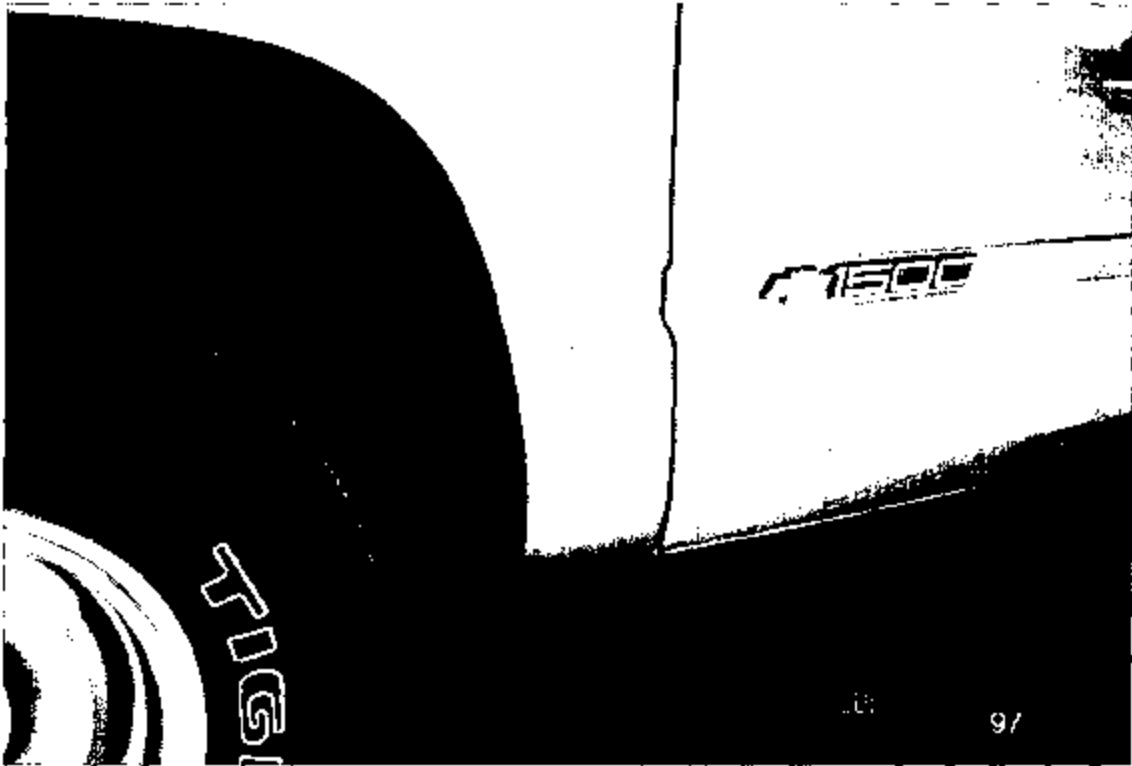
PR 000 39



GM600 Att. C 3125

605

PR 000 39



606

CHEVROLET MOTOR DIVISION
* * * G M R E S T R I C T E D * * *

PR04758 PAGE #: 1
E40-082

CASE NO: 980223074
DATE OPENED: 05/01/1998
DATE CLOSED: / /
SOURCE:
CUSTOMER:
ADDRESS:
HOME PHONE:

VIN: 1GBEC19RXVE189520
MODEL YR: 97
SERIES: C1
MILEAGE: 010000
STATE: TX
P
BUS. PHONE: EXT:

GM688 Att. C 3127

GM688 Att.

607

CR25A - GM1241
05/02/98
01:00

PAGE: 1

AUTOMOTIVE DIVISION COMPLETING REPORT
CHEVROLET MOTOR DIVISION

REPORT DATE: 05/01/98
PTP76- 001
DESIGNATION CODE

REPORT OF PRELIMINARY INVESTIGATION

SERIOUS INCIDENTS SHOULD BE IMMEDIATELY REPORTED BY TELEPHONE TO NEAREST
INSURANCE COMPANY OFFICE.

REF # - 980223074

DATE OF INCIDENT: 03/15/98 01:00

***** I OWNER - CLAIMANT *****

NAME OF AGE: 42
STREET:
CITY/ST PHONE NO:

NAME OF AGE: 37
STREET:
CITY/ST PHONE NO:

NAME OF AGE: 42
STREET:
CITY/S PHONE NO:

IS CLAIMANT REPRESENTED BY AN ATTORNEY? YES NO
IF YES, GIVE NAME AND ADDRESS:

***** II VEHICLE *****

MAKE: VIN: 1GBEC19RXVE189520 YEAR: 97 MODEL: C1
TRANS: 5.7 LITRE AXLE: 3.42 ENGINE: 5.7 LITRE MILEAGE: 10000

DATE OF DEL: 11/25/97 NEW,USED,OR DEMO: N LICENSE #: STATE: TX
DEALER: CLASSIC CHEVROLET INC ADDRESS: GRAPEVINE TX
INSP. STICKER NUM: INSP. STATION NO: EXP DATE: 00/00/00

PRINCIPLE USES OF VEHICLE: PERSONAL
SPECIAL VEHICLE FEATURES OR EQP: NONE

IF VEHICLE IS A TRUCK, STATE GROSS PAYLOAD AND LOCATION AND DESCRIPTION OF
LOAD AT TIME OF INCIDENT: UNKNOWN UNKNOWN UNKNOWN

NATURE AND EXTENT OF DAMAGES AND ESTIMATED COST OF REPAIRS: 1
(ATTACH COPY OF ESTIMATE) TIRE, FRONT END, ENGINE, FRAME

TOTALED

PRODUCT CAMP : NONE CAMP PERFORMED: (Y/N)
IF "Y" DESC:

***** III PROPERTY DAMAGE *****

WAS ANOTHER VEHICLE INVOLVED? NO
MAKE/MODEL OF VEH.:
OTHER VEHICLE SPEED EST.: 0 MPH BY WHOM:

NAME OF OWNER:

608
GM600 Att. C 3128

ADDRESS OF OWNER:

NAME OF DRIVER:

ADDRESS OF DRIVER:

EXTENT OF DAMAGE:

WAS PROPERTY (OTHER THAN MOTOR VEHICLE) DAMAGED? (STATE KIND, NAME OF OWNER,
AND EXTENT OF DAMAGE):

GREEN Att. C 3129

609

***** IV BODILY INJURY *****

INDICATE FOLLOWING INFORMATION ON INJURIES AND WHETHER THE INJURED PERSON(S) WERE RIDING IN (A) PASSENGER VEHICLE, (B) OTHER VEHICLE, (C) PEDESTRIAN OR (D) OTHER

- (1) NAME: JLE CODE: A (A/B/C/D) AGE: 36
ADDRESS: JLE
CITY: 76051 0000
SEATING POSITION: DRIVER
INJURY DESC: ARM, BACK, NECK
(2) NAME: UNK UNK CODE: A (A/B/C/D) AGE: 0
ADDRESS: UNK
CITY/STATE: UNK TX 13111 0000
SEATING POSITION: PASSENGER
INJURY DESC: LEG
(3) NAME: CODE: (A/B/C/D) AGE: 0
ADDRESS:
CITY/STATE:
SEATING POSITION:
INJURY DESC:

WHERE TREATED AND BY WHOM? 1 UNK
2 UNK

***** V INVESTIGATION *****

HOW, WHEN AND BY WHOM WAS THE ZONE NOTIFIED OF INCIDENT? PHONE 041798 CLAIMANT

LOCATION OF INCIDENT (DESIGNATE EXACT LOCATION): I 30 WEST IN DALLAS TX

Table with 6 columns: ROAD TYPE, CONDITION, SHOULDER TYPE, SHOULDER CONDITION, ASPHALT, CRUSHED ROCK, DIRT. Includes rows for ROAD and SHOULDER with X marks indicating conditions.

NATURE OF WEATHER: RAINING

VISION OBSTRUCTIONS: NONE

NAME AND ADDRESS OF DEALER WHO TOWED (INCLUDE TOW DRIVER'S NAME), STORED, AND/OR PROVIDED TEMPORARY SERVICE TO DAMAGED VEHICLE: UNKNOWN UNKNOWN UNKNOWN

WHERE CAN VEHICLE BE SEEN? UNKNOWN

DID VEHICLE TURN OVER? YES X NO
SOURCE OF SPEED EST.: CLAIMANT
TIRE SIZE/BRAND: UNK POSTED SPEED LIMIT: 65 MPH
CONDITION R.F. X GOOD POOR FLAT K.R. X GOOD POOR FLAT
OF TIRES: L.F. X GOOD POOR FLAT L.R. X GOOD POOR FLAT
OTHER (TRUCK OR SPARE): UNK

DID YOUR SEARCH OF THE VEHICLE SERVICE HISTORY PRODUCE SERVICE REPAIR ORDERS? X YES NO
IF 'YES', ATTACH COPIES OF ALL R.O.'S (INDICATE HOW MANY (2) IF 'NO', EXPLAIN

610

POLICE REPORT ATTACHED? YES X NO IF 'NO', WHAT STATION OR OFFICER MADE REPORT? :

DALLAS POLICE OFFICER N/A

NAMES AND ADDRESSES OF WITNESSES:

NAMES AND ADDRESSES OF WITNESSES:

NAMES AND ADDRESSES OF WITNESSES:

WERE PHOTOS TAKEN? YES X NO IF 'YES', HOW MANY? 0 AND BY WHOM?

PHOTOGRAPHER NAME:

ADDRESS:

NOTE: FURNISH PHOTOS TO LOCAL INSURANCE COMPANY OFFICE WITH FORM. FORWARD NEGATIVES TO CENTRAL (HOME) OFFICE.

NAME OF INS. REPRESENTATIVE, IF PRESENT, AT THE INVESTIGATION:

611

05/02/98

AUTOMOTIVE DIVISION COMPLETING REPORT

01:00

CHEVROLET MOTOR DIVISION

REF # - 980223074

***** VI DESCRIPTION OF CLAIM *****
DRIVER'S DESCRIPTION AS TO HOW INCIDENT HAPPENED AND DRIVER'S STATEMENT OF THE INCIDENT'S CAUSE: I WAS ABOUT 45 MPH WHEN THE DRIVER FRONT TIRE BLEW..I DID NOT HAVE ANY IDEA THIS WOULD OCCJR..I DID NOT HIT ANYTHING OR RUN OVER ANYTHING..I BELIEVE A DEFECT CAUSED THIS ACCIDENT

DID YOU PERSONALLY SPEAK WITH DRIVER? YES X NO IF 'NO', GIVE SOURCE OF DRIVER'S DESCRIPTION: CLAIMANT

WAS VEHICLE INSPECTED? YES X NO IF 'YES', IDENTIFY ALL PARTIES:

WHAT COMPONENT(S) ARE ALLEGEDLY DEFECTIVE? TIRE BLEW

WHO MADE ALLEGATION OF DEFECT? CLAIMANT
IF THE ALLEGED DEFECTIVE PART HAS BEEN REMOVED FROM THE VEHICLE, INCLUDING EXACT PART(S), PRESENT LOCATION AND WHO IS CUSTODIAN:

INFORMATION FROM FURTHER INVESTIGATION OF INCIBENT, INCLUDING EXAMINATION OF VEHICLE AND SCENE OF INCIDENT: FORWARD TO ESIS FOR INFO ONLY

HOW AND WHEN WAS MATTER LEFT WITH CLAIMANT? 4-20-98 BY PHONE I ADV O/FILE REFERRED TO ESIS FOR INFO...O/STS HAS SETTLED W/INS-CO...NPR.

DATE OF INVESTIGATION: 04/20/98 NAME:SHERRY M SZCZEPANSKI

***** XI COMMENTS *****

4/17/98

I REC'D CALL FROM PAR GATE..I APOLOGIZED FOR CONCERN..O/ STS HUSBAND WAS DRIVING AT TIME OF ACCIDENT..O/ STS JUST RELIAZED NUMBER WAS AVAILABLE..O/ STS A TIRE HAS POPPED ABOUT EVERY 2-3 WEEKS SINCE O/ HAS HAD VEH..O/ STS LAST TIME WAS 2-3 WEEKS AGO AT NTB..O/ STS THE TIRE WAS THE ORIGINAL TIRE..O/ STS NO AFTERMARKET RIMS OR WEEELS..O/ STS INSURANCE IS GOING TO TOTAL THE VEH..O/ STS NOT SURE WHERE VEH IS AT..I ACK..I ADV WILL NEED TO REV FURTHER..I ADV TO HAVE DRIVER C/E W/ INFO ABOUT ACCIDENT AND CURRENT LOCATON OF VEH..O/ ACK AND ADV WILL HAVE DRIVER C/B..I THANKED O/ MARK MURPHY PAR TEAM

4-20-98 **** I RECC CONF C/W/T/(FIANCE)....MR. WILLIAMS ADV OF INCIDENT & TIRES....T/ADV RI RR TIRE BLEW FIRST & WAS REPL BY GOODYEAR W/SAME TYPE OF TIRE AFTER O/WENT TO DLR FOR INSPECT....T/STS RT FT TIRE BLEW NEXT & DLR AGAIN ADV DUE TO TIRE BEING SHREDDED, NO DETERMINATION CAN BE MADE....T/ STS AGAIN WENT TO GOODYEAR FOR SAME TIRE.....I ADV AFTERMARKET TIRES WILL HAVE DOC ON SIDEWALL TO STATE IF NON-OEM....T/STS TIRES WERE THEN ROTATED

612

& THE NEXT TO BLOW WAS LT RR WHICH WAS REPL AT NTB....T/STS THE TIRES MAY
HAVE BEEN ROTATED AGAIN AT NTB & ANOTHER SIMILAR TIRE WAS REPL.....T/CLAIMS
THE LT FT TIRE WENT ON A CURVE FROM WEST I-30 CHANGING INTO I-35....T/STS
WAS ALONE IN VEH & INJURED IN ARMS, LEGS, & HAS BACK PAIN....T/CLAIMS
NONDEPLOYMENT AFTER VEH LOST LT FT TIRE, STRUCK LT EMBANKMENT SEVERAL X, &
THEN CAME TO REST W/FT END TO EMBANKMENT....I ACK & APOL FOR SIT...I EXPLAINED
SIRS INTENT & OPERATION...O/COULD NOT UNDERSTAND

.....I ADV O/DUE TO HE IS AT DLR NOW LOOKING FOR REPL VEH W/INS
CHECK IN HAND, INS-CO OWNS VEH NOW, & TIRES ARE THE DAMAGED/ALLEDGED
COMPONENTS THAT CMD CANNOT ASST W/INCIDENT FURTHER & WILL REFER FILE TO
ESIS FOR INFO.....T/CLAIMS WHEELS/RIMS OR SOMETHING W/VEH CAUSED TIRES TO
FAIL OR BE DAMAGED....I ?? PRIOR CONCERNS...T/STS NO VIBRATIONS, PULLING OR
VISIBLE CONCERN W/RIMS.....(VEH IS CONVERSION VAN & T/CLAIMS ORIGINAL RIMS)...
....T/STS MAY HAVE ATCY, T/WAS NOT CLEAR ON THAT POINT.....I ADV T/CF FILE
CLOSURE & SENT TO ESIS...I ADV OF PO BOX & REQ IF ANY FURTHER CLAIM IS
MADE, TO SEND IN WRITING TO ESIS....T/ACK & THANKED.....
MIKE ROCHELEAU, P.A.R. TEAM

T/DRIVER & FIANCE STS HAS BEEN OFF WORK FOR A MONTH, BUT IS CURRENTLY AT DLR
SHOPPING FOR A NEW VEH.

CALLER INFORMATION

NAME: [REDACTED] PHONE: [REDACTED] ADDRESS: [REDACTED]
 CITY: [REDACTED] STATE: [REDACTED] ZIP: [REDACTED]
 TITLE: [REDACTED] COMPANY: [REDACTED] FAX: [REDACTED]
 HOME PHONE: [REDACTED] BUSINESS PHONE: [REDACTED]

RECIPIENT INFORMATION

NAME: [REDACTED] REL. SITE: [REDACTED]
 TITLE: [REDACTED] TELEPHONE: [REDACTED]
 FAX: [REDACTED] ZIP/BLR: [REDACTED]
 STATE: [REDACTED]

AFTER CALL INFORMATION
CUSTOMER REQUEST INFORMATION

REQUEST AREA:	MISC	REQUEST SOURCE:	HIT CASE
URGENT CASE:	OWNER	IN CORR SEQ #:	N
WORKFLOW:	1 (Y/N) (Y/N)	THIRD PARTIES:	005
CALLER ID:	0 (Y/N)	GM EMPLOYEE:	0 (Y/N)
DLR SERVICE AREA:	02	CALL DELAY (Y/N):	
CALL DATE:	04 17 98	SCRAP DATE:	
CALL TIME:	04 15 00 (Y/N)	TRANSMIT DATE:	
FILE ACTION:	00	CORR CASE #:	
FILE ACTION 2:	0000	CENTRAL FILE:	Y (Y/N)
		CASE CLOSED DATE:	4 23 98

CASE CLOSING INFORMATION

FILE RETENTION:	00	CENTRAL FILE:	Y (Y/N)
DLR CONTACT DATE:	04 23 98	DLR CONCLUSION DATE:	04 23 98
CLOSING DATE:	04 23 98	RESPONSIBLE DLR:	
CO REVIEW CLOSE:	HR100	CO REVIEWED:	Y (Y/N) DATE: 04 23 98
SRV REVIEW CLOSE:		RGM REVIEWED:	(Y/N) DATE:

CDE # 0050 CDE COMMENTS:
 [REDACTED] [REDACTED]

[REDACTED] [REDACTED] FORWARD TO [REDACTED]
 [REDACTED] [REDACTED]

USER: H5265 DATE: 4/17/98 TIME: 19:59
 0003/ 1 ALL INFORMATION CONCERNING THIS ADDRESS... CO PROVIDED ADDRESS & OFFERED TO
 0003/ 2 ASSIST... VEH WAS IN ACCIDENT... OF ITS TIRE BLEW & VEH
 0003/ 3 CRASHED... WITH EMBARKMENT ON EXPRESSWAY... ITS WAS RAINING
 0003/ 4 AT TIME OF ACCIDENT... TO STATE VEH WAS PURCHASED... CONCERN
 0003/ 5 THE... WAS HURLED... ALL... ITS INDEP
 0003/ 6 THE... FEELS THERE IS SOMETHING ELSE WRONG...
 0003/ 7... TO... VEH WAS INVOLVED...
 0003/ 8... INSURANCE...
 0003/ 9... THERE IS A POLICE REPORT... ITS WAS
 0003/ 10 TRAVELING... AIR BAG DID NOT DEPLOY... ITS HUSBAND
 0003/ 11 & 2 PASSENGER WERE INJURED & TAKEN TO HOSPITAL BY AMBULANCE... ITS
 0003/ 12 PASSENGER... UNSURE OF... ITS HUSBAND WAS
 0003/ 13 TREATED FOR BACK NECK & ARM INJURY... ITS HUSBAND REC MEDICATION &
 0003/ 14 HAS BEEN GOING TO DOCTOR SINCE ACCIDENT... ITS HUSBAND HAS BEEN >>>

USER: H5265 DATE: 4/17/98 TIME: 19:00
 0003/ 1...
 0003/ 2... ACCIDENT... ITS PEOPLE IN VEH WERE WEARING
 0003/ 3 SEAT BELTS... DRIVER SIDE FRONT TIRE IS THE ONE THAT BLEW THIS
 0003/ 4... STACEY SHEPHERD

USER: H5998 DATE: 4/17/98 TIME: 19:54
 0003/ 1...
 0003/ 2 I NEED CALL... COMPLETED... ADV WILL
 0003/ 3 REVIEW SITUATION FURTHER... PLS CONTACT ME AT EXT 4832...
 0003/ 4 I AM NOT AVAILABLE PLS CONTACT THE PAR GATE
 0003/ 5 MARK MURPHY PAR TEAM

USER: H5998 DATE: 4/17/98 TIME: 14:52
 0004/ 1 4/17/98*****
 0004/ 2 MR. OZCIB W/FILE# 700... PAR GATE... ADV
 0004/ 3 MR. OZCIB UNAVAIL... ITS WOULD LIKE OZCIB AT 972-839-5942... ADV OZ
 0004/ 4 WILL LEAVE MSG...
 0004/ 5 PAMELA LINDMAN

USER: H8155 DATE: 4/20/98 TIME: 14:12
 0005/ 1 04/20/98... I WAS ASSIGNED FILE BY RTH/PAR... OZ BY MR. OZ AT PHONE &
 0005/ 2 PROVIDED IN CNT. & AND REC'D VOICEMAIL... I LEFT MSG W/ 800#. FILE #.
 0005/ 3 P.L.R. HOURS. REQ. OZ...
 0005/ 4
 0005/ 5 NEXT SPECIALIST: PLS ATTEMPT TO CONF. OZ TO ME AT X.1596... IF I AM NOT
 0005/ 6 AVAIL. PLS OZ THE P.L.R. GATE FOR ASSISTANCE... THANKS...
 0005/ 7
 0005/ 8 SHERRY SZCZEPANSKI P.L.R. TEAM

USER: H7548 DATE: 4/20/98 TIME: 14:15
 0005/ 1 4-20-98*****
 0005/ 2 FRIP WILLIAMS OZ... TRANS F/ TO 1241 GATE TO MIKE.....

615

GENERAL COMMENTS

1. THE ABOVE SUBJECT IS A MEMBER OF THE STAFF OF THE
2. OF THE FEDERAL BUREAU OF INVESTIGATION (FBI) IN THE
3. OFFICE OF THE ASST. DIR. FOR IDENTIFICATION, WASHINGTON, D.C.

BEST
AVAILABLE
COPY

616

GM668 Att. C 2136

CASE NO: 98-0223074 VIN: 1GBEC19RXVE189520
DATE OPENED: 04/17/1998 MODEL YR: 97
DATE CLOSED: 05/01/1998 SERIES: C1 4X2 PICKUP
SOURCE: SOURCE MT PAGE: 010000
CUSTOMER:
ADDRESS:
HOME PHONE: XT:

***** GENERAL COMMENTS *****

4/17/98 ** O/C/ REQ CMD ADDRESS...CO PROVIDED ADDRESS & OFFERED TO ASST...O/ STS VEH WAS IN ACCIDENT 3/15/98....O/ STS TIRE BLEW & VEH CRASHED INTO A CONCRETE EMBANKMENT ON EXPRESSWAY...O/ STS WAS RAINING AT TIME OF ACCIDENT...O/ STS SINCE VEH WAS PURCHASED HAS HAD CONCERN W/ TIRES BLOWING....O/ STS HAS ALREADY REPT. ALL TIRES...O/ STS INDEP TIRE COMPNY THAT REPL TIRES FEELS THERE IS SOMETHING ELSE WRONG...O/ STS BROUGHT TO DLR & DLR ADV IT WAS THE WAY THAT O/ WAS DRIVING VEH... O/ STS HUSBAND WAS DRIVING VEH & HAD 2 PASSENGERS...O/ STS VEH WAS TOTALED & INSURANCE COMPANY HAD VEH TOWED TO JUNK YARD....O/ STS NO OTHER VEH INVOLVED...O/ STS THERE IS A POLICE REPORT...O/ STS WAS TRAVELING APPROX 45-50 MPH & AIR BAGS DID NOT DEPLOY...O/ STS HUSBAND & 1 PASSENGER WERE INJURED & TAKEN TO HOSPITAL BY AMBULANCE...O/ STS PASSENGER HURT HER LEG & UNSURE OF INJURY....O/ STS HUSBAND WAS TREATED FOR BACK NECK & ARM INJURY...O/ STS HUSBAND REC MEDICATION & HAS BEEN GOING TO DOCTOR SINCE ACCIDENT...O/ STS HUSBAND HAS BEEN

CONTINUED 4/17/98

UNABLE TO WORK SINCE ACCIDENT...O/ STS PEOPLE IN VEH WERE WEARING SEAT BELTS...C/ STS DRIVER SIDE FRONT TIRE IS THE ONE THAT BLEW THIS TIME...CO ACK & CONFERENCE C/ TO PAR.....STACEY SHEPHERD

4/17/98

I REC'D CALL FROM PAR GATE...I COMPLETED 1241 SCREENS AND ADV WILL REVIEW SITUATION FURTHER..IF O/C/B/ PLS CONTACT ME AT EXT 4832..IF I AM NOT AVAILABLE PLS CONTACT THE PAR GATE
MARK MURPHY PAR TEAM

4/17/98*****

MR.O/C/B/W/FILE# REQ MARK...CO CONFERENCES MARK & PAR GATE...CO ADV MR. O/MARK UNAVAIL...O/STS WOULD LIKE C/B AT 972-839-5942...CO ADV O/ WILL LEAVE MESS THAT MR. O/REQ C/B...CO L/M/W/PAR..
PAMELA LINDBAN

617

GM60N Alt. C 3137

04/20/98...I WAS ASSIGNED FILE BY MTN/PAR...I C/B/ MR. O/ AT PHONE #
PROVIDED IN CMT. 4 AND REC'D VOICEMAIL...I LEFT MSG W/ 800#, FTR #,
P.A.R. HOURS, REQ. C/B...

NEXT SPECIALIST: PLS ATTEMPT TO CONF. O/ TO ME AT X,1596...IF I AM NOT
AVAIL, PLS C/ THE P.A.R. GATE FOR ASSISTANCE...THANKS...

SHERRY SZCZEPANSKI P.A.R. TEAM

4-20-98*****

T/ MR.WILLIAMS C/B/.....CO TRANS T/ TO 1241 GATE TO MIKE.....

MARNEY BAKER

618

GN688 Att. C 3138

4-20-98 *** I REC CONF & ADV T/OF CMD POSITION.....SEE 1241 FOR INFO.
...MIKE ROCHELEAU, P.A.R. TEAM

05/13/98** CO REC'D CORR DATED 4/14/98 ADDRESSED TO BBB IN FORT
WORTH TX W/CC TO CMD, R.STEMPEL, GOODYEAR...O/STS ALL INFO IN ABOVE
CMTS REGARDING THE ACCIDENT..O/STS DRIVER IS STILL OUT OF WORK AS
OF THIS DATE...O/STS CONTACTED CLASSIC CHEV & THEY ADV IT WAS THE
DRIVING THAT CAUSED THIS & NOTHING THEY COULD DO..O/STS NOT A WARR
RPR..O/STS AIR BAGS DID NOT DEPLOY EITHER...O/STS WANTS REFUND ON
PURCHASE PRICE OR REPL. VEH W/ONE OF THEIR CHOSE...O/ENCLOSED...

** CC OF CREDIT CARD STATEMENT FOR VARIOUS CHARGES
** CC OF ENTERPRISE RENTAL INVOICE
** CC OF RO HISTORY FOR TIRE RPR'S

CO ATTACHED IMAGE & SENT TO PAR FOR HANDLING...TOM HILL

05/14/98.....I REC'D DUPL. CORR. AS INDICATED IN CMT. 8...I FORWARD
CORR. TO ESIS DUE TO PREV. HANDLING...S.SZCZEPANSKI P.A.R. TEAM

05/20/98*** CO REC'D DUPLICATE CORR DATED 4/14/98...CO NOTES CORR
ALREADY DOCUMENTED IN CMT 8 & ALREADY SENT TO PAR...PAR HAS HANDLED &
NO FURTHER F/UP NECESSARY...CO ATTACHED & ARCHIVED CORR..TOM HILL.

***** REQUEST CODE AND COMMENTS *****

CDE #	DESC	CDE COMMENTS
E40	4 TIRES	O/CLAIMS TIRE BLEW SEE CMTS
T08	O CAC-1241	P.A.R. FILE: FORWARD TO ESIS SEE CMTS

GM608 Att. C 3139

619



TO: Employees Eligible for Medical and Dental Care Insurance
FROM: Avanthi Gopallawa, Director of Human Resources
SJ: **Medical/Dental Open Enrollment and Change in Medical Insurance Carrier**
DATE: April 25, 2001

SIGNAL's medical and dental insurance policy year runs from June 1 to May 31. Each year, premiums for medical and dental coverage are reviewed by the respective insurance carriers. Unfortunately, health insurance costs are again rising sharply; medical inflation has currently been noted as high as 17.6%. Moreover, SIGNAL's recent claims experience has not been favorable. Following a thorough assessment of provider options, and protracted negotiations with the incumbent, our medical insurance with Aetna will terminate effective May 31, 2001. The new medical insurance carrier effective June 1, 2001 will be CIGNA Healthcare. Dental care coverage will be retained with the current provider, MetLife. Medical insurance premiums will increase by 23.6%, and dental premiums will increase by 8%. SIGNAL will continue to pay the same percentage of employee and dependent premiums, based upon benefit status classification, as per present cost sharing arrangements.

Open Enrollment Opportunity

All eligible employees who have previously declined individual and/or dependent coverage are eligible to enroll in the medical and/or dental plans during this open enrollment. In addition, if you would like to drop coverage for yourself and/or your dependents, this change can also be made during this open enrollment. If you choose not to enroll at this time, you can only make these changes at the next open enrollment window (June 1st, 2002), unless you have a qualified change in status (i.e. marriage, divorce, loss of coverage by spouse, etc.) during the plan year.

Forms Required

- All employees are required to complete, sign, and return the enclosed **Section 125 Election Form** indicating your election to enroll for or decline coverage.
- All employees are required to complete, sign and return the enclosed **CIGNA Enrollment Form** for Medical Insurance to continue beyond May 31, 2001.
- If you are newly electing to enroll in the dental plan or add dependents to the plan, you must also complete the enclosed **Dental Enrollment Form**.
- All Forms must be returned to Chris Pomager in Human Resources by **Thursday, May 10, 2001**. Fax to (703) 560-0463 and follow with hard copy.

If you have any questions, please contact any of the individuals listed below:

Avanthi Gopallawa	avanthi_gopallawa@signalcorp.com	(703) 205-0549
Dan Liercke	dan_liercke@signalcorp.com	(703) 205-0500, x2567
Chris Pomager	christopher_pomager@signalcorp.com	(703) 205-0500, x2682

CHEVROLET MOTOR DIVISION
GM RESTRICTED

PAGE: 1

292309

CASE NUMBER: 990587331 VIN: 1GCGK24K0RE226555
DATE OPENED: 12/17/99 MODEL YEAR: 94
DATE CLOSED: SERIES: K1
SOURCE: 3542
CUSTOMER:
ADDRESS:
HOME PHONE:
BUS. PHONE:

NATURE AND EXTENT OF DAMAGES AND ESTIMATED COST OF REPAIRS: 1

(ATTACH COPY OF ESTIMATE) N/A
WAS ANOTHER VEHICLE INVOLVED? NO
MAKE/MODEL OF VEH.:

OTHER VEHICLE SPEED EST.: MPH BY WHOM:

NAME OF OWNER:
ADDRESS OF OWNER:
NAME OF DRIVER:
ADDRESS OF DRIVER:
EXTENT OF DAMAGE:

WAS PROPERTY (OTHER THAN MOTOR VEHICLE) DAMAGED? (STATE KIND, NAME OF OWNER,
AND EXTENT OF DAMAGE):

***** TV FRONTAL INJURY *****

- (1) NAME: MICHAEL : CODE: A (A/B/C/D) AGE: 0
ADDRESS:
CITY/STATE:
SEATING POSITION: A
INJURY DESC: FATALITY
- (2) NAME: CODE: (A/B/C/D) AGE: 0
ADDRESS:
CITY/STATE:
SEATING POSITION:
INJURY DESC:
- (3) NAME: CODE: (A/B/C/D) AGE: 0
ADDRESS:
CITY/STATE:
SEATING POSITION:
INJURY DESC:

LOCATION OF INCIDENT (DESIGNATE EXACT LOCATION): ROUTE 2 NEAR FRAZIER, MONTANA

NAME AND ADDRESS OF DEALER WHO TOWED (INCLUDE TOW DRIVER'S NAME), STORED, AND/OR
PROVIDED TEMPORARY SERVICE TO DAMAGED VEHICLE:

***** VI DESCRIPTION OF CLAIM *****

DRIVER'S DESCRIPTION AS TO HOW INCIDENT HAPPENED AND DRIVER'S STATEMENT OF
THE INCIDENT'S CAUSE: TIRE EXPLODED AND VEHICLE
TURNED OVER.

620

CHEVROLET MOTOR DIVISION
GM RESTRICTED

PAGE: 2

292309

DID YOU PERSONALLY SPEAK WITH DRIVER? X YES NO IF 'NO', GIVE SOURCE OF
DRIVER'S DESCRIPTION.

WAS VEHICLE INSPECTED? YES X NO IF 'YES', IDENTIFY ALL
PARTIES:

WHAT COMPONENT(S) ARE ALLEGEDLY DEFECTIVE? TIRE

WHO MADE ALLEGATION OF DEFECT? WILLIAM ANDRLY
IF THE ALLEGED DEFECTIVE PART HAS BEEN REMOVED FROM THE VEHICLE, INCLUDING
EXACT PART(S), PRESENT LOCATION AND WHO IS CUSTODIAN:

VEHICLE AND SCENR OF INCIDENT:

HOW AND WHEN WAS MATTER LEFT WITH CLAIMANT? CLOSED

DATE OF INVESTIGATION: 12/03/99 NAME: N/A N/A
***** XI COMMENTS *****

MR. WILLIAM ANDRLY CALLED IN CLAIM.
MR. ANDRLY STATES THE TIRE ON THE VEHICLE EXPLODED CAUSING THE VEHICLE
TO ROLL OVER. DRIVER MICHAEL JOHNSON WAS EJECTED AND SUFFERED FATAL
INJURIES.
MR. ANDRLY IS AN INVESTIGATOR FOR U.S. GEOLOGICAL STUDIES AND ONLY SEEKS
INFORMATION OF VEHICLE TIRE SIZE.
GIOVANNI DEPALMA/TAMPA PAR

621

GM688 Att. C 3141

DTV: CHEVROLET CASE 990587331 TYPE: 1-1241
NAME:
YR/MDL: 1994/4X4 TRK

Base Case Information

OWNER: MR.
ADDRESS:

CITY: DENVER STATE:
VIN: 1GCGK24K0RE226555 DELIVERY DATE: 05/28/1994
RESP DEALER: 00000
MILEAGE: 53542 CORPORATE CASE #:
YEAR/MODEL: 1994/4X4 TRK

CASE TYPE : 1-GM 1241 STATUS: C
OPEN DATE : 11/30/1999 ORIG OPEN DATE: 11/30/1999
REOPENED: N
LAST ACTIVITY DATE: 12/17/1999 BY: GIOVANNI DEPALMA
CLOSE DATE: 12/17/1999 SCRAP DATE: 12/31/9999
LITIGATION/RETENTION REQUIREMENT HOLDS:
LETTER 99-01, HANDLING/STABILITY/ROOF PRRP.
LETTER 93-01, C/K PICKUP TRUCK

CONTACT TYPE: OWNER
CONTACT METHOD: T-TELEPHONE
ORIGIN CODE:
TARGET AREA: SERV-SERVICE
SOURCE CODE:

LOCATION: 1241 OWNER DEMAND AMT: \$0.00
WARRANTY: 0 (IN/OUT)
REPAIR ORDER: RO DATE:
SAFETY CASE: Y CUSTOMER SATISFACTION: D
LEGAL FILE: (Y/N) ARBITRATION LETTER : (Y/N)
REIMBURSED OWNER: ARBITRATION OFFERED: TRADEOUT;
WARRANTY CODE: 0 VEHICLE BUYBACK:

DEALER CONTACTED: N DEALER NUMBER:
CONTACTED DATE: 12/03/1999 NAME:
DEALER CLOSED : 12/03/1999 CITY: ST:

REQUEST CODES AND COMMENTS

CDE	#	CLOS	DESC
E40	0		TIRE FAILURE, FATALITY INVOLVED
T01	0		TIRE FAILURE HAPPENED AND CUSTOMER DIED

622

Certificates

No Certificates Data available for this case.

General Comments

COMMENT TYPE: G-GENERAL ENTERED DATE/TIME: 11/30/1999 12:41:58
WILLIAM INVESTIGATOR WITH U.S. GEOLOGICAL SURVEY IS THE
INDIVIDUAL THAT IS CALLING IN. THE CUSTOMER LISTED ON THIS FILE
IS DECEASED. CUSTOMER WAS DRIVING VEHICLE WHEN HE HAD TIRE
FAILURE AND LOST CONTROL OF THE VEHICLE. VEHICLE ROLLED AND THE
DRIVER WAS THROWN OUT OF THE VEHICLE ONTO A BARBED WIRE FENCE.
THERE WAS A PASSENGER IN THE VEHICLE AND HE WAS NOT INJURED.
THE CUSTOMER LIVED FOR 17 HOURS. MR. ANDERLE IS INVESTIGATING TO
SEE EXACTLY WHAT OCCURED. IT IS BELIEVED BY BOTH MR. ANDERLE AND
THE STATE TROOPER THAT THE CUSTOMER WAS NOT WEARING A SEAT BELT.

DATE OF INCIDENT: 11 16 99
1:00 PM

LOCATION: ROUTE 2
NEAR FRAZIER, MONTANA
PRESENT LOCATION: NASHAWA, MONTANA
AFTERMARKET PRODUCTS: YES, A CAMPER ON THE BACK
REPAIRS OUTSIDE OF WARRANTY: NO
WHO WAS DRIVING: MICHAEL R. JOHNSON
05/02/58

DISABILITIES: NONE
ROAD CONDITION: DRY
NUMBER OF PEOPLE IN VEHICLE: TWO
BODILY INJURIES: MICHAEL R. JOHNSON
05/02/58

SEATBELT USE: NO
ADDRESS: ON BASE SCREEN
TYPE OF INJURY: MASSIVE HEAD AND INTERNAL INJURIES
HOSPITAL STAY : YES, INDIVIDUAL LIVED FOR 17 HOURS
HOSPITAL: BILLINGS MONTANA HOSPITAL
OTHER INJURED: NONE
OTHER VEHICLES INVOLVED: NONE
PROPERTY DAMAGE: NONE
COMPONENTS ALLEGED DEFECTIVE: TIRES
POLICE REPORT: YES
INSURANCE COMPANY: SELF INSURED

THE PERSON TO CONTACT ABOUT THIS FILE IS MR. BILL ANDERLE
PHONE NUMBER IS 303-236-5900 EXT.413

ADVISED HIM THAT SOMEONE WOULD BE GETTING IN CONTACT WITH HIM WITHIN
THE NEXT 48 HOURS.
VALERIE WATTS/AUSTIN, TEXAS

COMMENT TYPE: G-GENERAL ENTERED DATE/TIME: 12/01/1999 09:18:46
FORWARDING FILE TO TAMPA PAR CRM, GIOVANNI DE PALMA EXT. 58312, FOR

623

REVIEW AND FOLLOWUP. ANGELA KERSEY/TAMPA PAR.

COMMENT TYPE: G-GENERAL ENTERED DATE/TIME: 12/02/1999 10:31:40
CRM CALLED BILL ANDRLY AND LEFT MESSAGE TO CALL PAR.
GIOVANNI DEPALMA/TAMPA PAR
WILLIAM ANDRLY CALLED PAR.
MR. ANDRLY STATES HE WANTS INFORMATION ON THE ORIGINAL EQUIPMENT
TIRE FROM THE FACTORY.
MR. ANDRLY SEEKS INFORMATION ONLY.
CRM ADVISED INFORMATION WILL BE RESEARCHED AND MR. ANDRLY WILL RECEIVE
A CALL FROM PAR. CRM ADVISED FILE WILL BE FORWADED TO ESIS.
GIOVANNI DEPALMA/TAMPA PAR
CRM CALLED MR. ANDRLY AND LEFT MESSAGE.
TIRE BRAND FOR 1994 C/K 2500 PICK-UP WAS DETERMINED TO BE FIRESTONE
OR GENERAL/SIZE: 225-75-15D/50 PSI EACH TIRE/LOAD: 7,200 LBS FOR ALL
FOUR TIRES.
GIOVANNI DEPALMA/TAMPA PAR

COMMENT TYPE: G-GENERAL ENTERED DATE/TIME: 12/03/1999 11:40:18
CRM RECEIVED AND REVIEWED PAR FILE.
CRM CONTACTED DEALER AND AVM AND REVIEWED FILE.
CRM CONTACTED CUSTOMER AND REVIEWED FILE.
INSPECTION NOT REQUIRED.
CRM CONTACTED CUSTOMER AND ADVISED FILE WILL BE FORWARDED TO ESIS.
CRM FORWARDING FILE TO ESIS, GM/SAFETY AND CLOSING FILE.
CRM SENT CORRESPONDENCE.
GIOVANNI DEPALMA/TAMPA PAR
UPDATE: MICHAEL JOHNSON WAS THE DRIVER OF THE VEHICLE. MR. BECAME
DECEASED RESULTING FROM INJURIES SUFFERED FROM THE ACCIDENT.
GIOVANNI DEPALMA/TAMPA PAR

COMMENT TYPE: C-CLOSE ENTERED DATE/TIME: 12/17/1999 00:00:01
FILE FORWARDED TO ESIS
CRM CLOSED FILE

COMMENT TYPE: G-GENERAL ENTERED DATE/TIME: 12/22/1999 10:48:52
LINKED TO DOCUMENT #993569086
GIOVANNI DEPALMA/TAMPA

GN600 Att. C 3144

624

GM 1241

ALLEGATION DEFECT LOCATION:
ALLEGATION DEFECT PART:
ALLEGATION MADE BY: WILLIAM ANDRLY
OPEN DATE: 12/03/1999
SENT TO DEALER: 12/03/1999
RECEIVED DATE:
WHOM NOTIFIED: OWNER
WHEN NOTIFIED: 113099
CLAIMANT SAME AS OWNER: N
DRIVER SAME AS OWNER: N
DRIVER DESCRIPTION:
LICENSE NUMBER:
DRIVER INC: TIRE EXPLODED AND VEHICLE
TURNED OWNER.
ASSIGNMENT DATE:
DUE DATE:
CLAIMANT ATTORNEY: N
LICENSE STATE:

HOW AND WHEN: CLOSED

NOTIFICATION BY: CAC
INCIDENT DATE: 11/16/1999
INCIDENT LOCATION: ROUTE 2 NEAR FRAZIER, MONTANA
INCIDENT TIME: 00:00:01

VEHICLE CAN BE SEEN AT: N/A

INVESTIGATION DATE: 12/03/1999
INVESTIGATOR NAME: N/A
FURTHER INVESTIGATION: N/A

INJURY INDICATOR: Y
ROAD TYPE: A-ASPHALT
SHOULDER TYPE: A-ASPHALT
NATURE OF WEATHER:
VISION OBSTRUCTION: N/A
DRIVER SPOKEN TO: Y
POLICE REPORT MADE: Y
WITNESS: N
OTHER VEHICLE INVOLVED: N
NUMBER OF VEHICLES INVOLVED: 00
PHOTOS TAKEN: N Quantity: 0
PRINCIPLE VEHICLE USE: BUSINESS
TIRE IND:
VEHICLE TOWED: N
TOWING DRIVER:
TOWING COMPANY:
ADDRESS:
TIRE CONDITION: LEFT FRONT:
RIGHT FRONT:
TIRE SIZE AND BRAND: UNK
REPAIR ORDER INDICATOR: N
REPAIR COST: 1
VEH INSPECTED BY:
ROAD CONDITION: D-DRY
SHOULDER CONDITION: D DRY
ESTIMATED VEHICLE SPEED: 60
POSTED SPEED LIMIT: 00
NUMBER OF WITNESSES: 000
NUMBER OF PEOPLE INVOLVED: 001
BY:
GENERAL COMMENTS ONLY:
LEFT REAR:
RIGHT REAR:
RO OCCURANCES: 0

625

GM688 Att. C 3145

ESTIMATED SOURCE: MPH
DAMAGRS:

N/A

REPAIR DESCRIPTION: VEHICLE TOTALED

SPECIAL EQUIPMENT: N/A

ROYAL OFFICE PREFIX/STATE: INSM1 ROYAL OFFICE CODE: 001
REPRESENTATIVE NAME:
REPORT ATTACHED: N
STATION OFFICE COMMENT: N/A

VEHICLE INSPECTED: N VEHICLE TURNED OVER: Y
VEHICLE TYPE: N NEW AXLE TYPE:
ENGINE TYPE: TRANSMISSION TYPE: N/A
TRUCK: N PRODUCTION DATE:
CAMPAIGN PERFORMED:
CAMPAIGN CODE: N
DESCRIPTION:

PART STATUS: PARTS REMOVED: N
PARTS CUSTOMER NAME:
DEFECTIVE COMPONENTS:
TIRE
ZONE ASSIGNED:

GM 1241 A

CONTACT: CRM GIOVANNI DEPALMA
ADDRESS: 5701 HILLSBOROUGH AVENUE
 TAMPA FL 33610-0000
COVER LETTER DATE: 12/03/1999 SUBMIT REPORT REASON: 1

INQUIRY TO: X ACKNOWLEDGEMENT TO: X
ACKNOWLEDGE:

LETTER ENCLOSURES:

OTHER REASONS:

GM600 Alt. C 3147

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GM 1241 D

No GM 1241D Data available for this case.
GM 1241 X

No GM 1241X Data available for this case.
Reimbursements

No Reimbursement Data available for this case.
Arbitration / Mediation

No Arbitration / Mediation Data available for this case.

GM688 Att. C 3148

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Product Liability / Breach

No Product Liability / Breach Data available for this case.
Related Documents

No Related Documents Data available for this case.

Parties Involved

TYPE: OWN;
NAME: MR.
COMPANY:
ADDRESS:

CITY: STATE: ---
AGE: 000 HOME PHONE: () -
BUSINESS PHONE: EXTENTION: X413
INDEMNIFICATION DECISION: DATE:
INDEMNIFICATION REQUEST: 0 DATE:

TYPE:
NAME:
COMPAN'
ADDRE

CITY: DENVER STATE: ---
AGE: 000 HOME PHONE: (000) 000-
BUSINESS PHONE: (000) 000 EXTENTION:
INDEMNIFICATION DECISION: DATE:
INDEMNIFICATION REQUEST: 0 DATE:

TYPE: DF
NAME: M
COMPAN'
ADDRE'

CI'
AGE: HOME PHONE: () -
BUSINESS PHONE: () EXTENTION:
INDEMNIFICATION DECISION: DATE:
INDEMNIFICATION REQUEST: 0 DATE:

TYPE: CLAIMANT
NAME:
COMPAN'
ADDRF

CITY STATE
AGE HOME PHONE: () -
BUSINESS PHONE: () EXTENTION:
INDEMNIFICATION DECISION: DATE:
INDEMNIFICATION REQUEST: 0 DATE:

629

Injured Parties

TYPE: INJ PART

DRIVER NAME:

LOCATION: A-LEFT FRONT SEATING POSITION: A

COMMENTS: FATALITY

N/A

GM600 Att. C 3150

630

Repurchase

No Repurchase Data available for this case.

DMAC Correspondence

No DMAC Correspondence Data available for this case.

CASE NUMBER: 00-0003736 VTN: GN C13 X
 DATE OPENED: 01/10/00 MODEL YEAR: 99
 DATE CLOSED: 01/14/00 SERIES: C2 4X2 TAHOE
 SOURCE: TONY RUMLER VEHICLE: 4000
 CUSTOMER:
 ADDRESS:
 HOME PHONE:
 BUS. PHONE:

***** GENERAL COMMENTS *****

CUSTOMER CALLED, STATES HE HAD A BLOW OUT ON THE HIGHWAY, STATE THE TIRE ON THE REAR LEFT SIDE BLEW OUT, STATE HE HIT THE CENTER WALL ON THE HIGHWAY, STATES HE HAS NO IDEA HOW MUCH DAMAGE IS DONE TO THE VEHICLE, CUSTOMER STATES HE CALLED THE DEALERSHIP AND WAS TOLD THE TIRE MANUFACTURER WOULD TAKE CARE OF IT, CUSTOMER STATES THE DEALER IS GIVING HIM THE RUN AROUND, CUSTOMER SEEK TO HAVE THE VEHICLE FIXED.

CRM ADVISED CUSTOMER I WAS SORRY ABOUT THE BLOW OUT, ADVISED I WAS HAPPY TO HEAR HE WAS NOT HURT, ADVISED CUSTOMER HIS FILE NUMBER AND THE PURPOSE, ADVISED I WOULD NEED THE VIN NUMBER FOR THE FILE, ADVISED UNIROYAL CUSTOMER RELATIONS NUMBER 800-5219796. ADVISED HE CALL THERE AND SEE WHAT COULD BE DONE, ADVISED CUSTOMER IF THINGS DID NOT WORK OUT HE COULD CALL CAC BACK FOR FURTHER ASSISTANCE, ADVISED CUSTOMER HE WOULD NEED TO HAVE THE VEHICLE EXAMINED BY THE DEALERSHIP TO DETERMINE WHAT WENT WRONG. CUSTOMER WILL CALL BACK WITH MORE >>>>>

INFORMATION, NEXT AGENT PLEASE GET ALL INFORMATION AND DOCUMENT THIS FILE, ASSIST CUSTOMER IF NECESSARY.
 TONY RUMLER AUSTIN TEXAS.

CALLED CUSTOMER BACK TO UPDATE THIS FILE BUT WAS UNABLE TO REACH, CUSTOMER WAS ADVISED TO CALL BACK BEFORE. I HAD EXTRA TIME AND TRIED TO CONTACT CUSTOMER, I WILL NEED TO WAIT FOR HIM TO CALL BACK, AND OR TRY TO CONTACT HIM AGAIN. TONY RUMLER AUSTIN TEXAS.

CUSTOMER STATES THAT HE HAD A BLOW-OUT ON THE HIWAY...THE CUSTOMER FEE LS THAT THIS IS WHY HE HAD THE THE ACCIDENT. CRM WILL BE SENDING FILE TO PAR

- | | | |
|----------------------------------|--------------------------|--------------|
| 1.DEXTER TAYLOR | 13.NONE | 25. NO |
| 2.1999 TAHOE | 14.DEXTER TAYLOR 2/24/73 | 26. NONE |
| 3.IGNEC13R9XJ4649977 | 15.HWY CONDITIONS | 27.YES EST. |
| 4.6400 | 16. DRY | 28.TIRES |
| 5.TERRY COLLEN CHEV | 17.DEXTER TAYLOR | 29.NONE |
| 6.DEXTER TAYLOR | 18.DEXTER TAYLOR | 30.NEXT PAGE |
| 7.404-799-9429 WORK 404-358-5317 | 19.2/24/73 | |
| 8.10/18/99 | 20.YES | |
| 9.7:00 AM | 21. SAME | |
| 10.HWY 285 | 22. BRUISE/ SCRENESS | |
| 11.3954 PLAINSFIELD CIRCLE | 23. DR. WM RENDER | |
| 12.NONE | 24. NONE | |

632

GLOBAL Att. C 3152

302187

DESCRIPTION : TIRES BLEW ON CUSTOMER AND THE TRUCK FISHTAILED
HIT THE WALL ON THE HWY...CAUSING 4747.33 TO THE VEH. THE CUSTOMER FEELS
THAT THIS COULD HAVE COST MORE DAMAGE OR POSSIBLE DEATH TO HIMSELF
AND OTHERS
NO INFO GIVEN
JNAET NICHOLAS/TJER2/AUSTIN

TO PREVIOUS CRM, PAR HAS REVIEWED THIS FILE AND IT DOES NOT QUALIFY
AS A PAR FILE.

TO QUALIFY, THE CUST MUST ALLEGE THAT A COMPONENT OF THE VEHICLE WAS
NOT OPERATING AS DESIGNED AND IT CAUSED A COLLISION, PROPERTY DAMAGE,
BODILY INJURY, THERMAL EVENT, OR FATALITY.

IT IS NOT UNNORMAL FOR A TIRE TO BLOW OUT.

ANGELA KERSEY/TAMPA PAR.

IF THE CUST IS STATING THAT THE TIRE HAD A DEFECT IN IT, THEN IT
MAY BE A PAR, BUT JUST BECAUSE THE TIRE BLEW POSSIBLY BECAUSE THE
TIRE WAS PUNCTURED OR HIT SOMETHING DOES NOT QUALIFY IT AS A PAR
FILE.

IF THE NOTES ARE JUST MISLEADING AND THE CUST IS SAYING THAT THE TIRE
WAS DEFECTIVE THAN PLEASE CLARIFY NOTES AND SEND FILE BACK TO PAR BY
PUTTING THE 1241 BACK INTO THE AFTERCALL SCREEN.

THANKS. ANGELA KERSEY/TAMPA PAR.

CUST CALLED WANTING INFORMATION ABOUT HIS FILE. CRM READ COMMENTS, BUT
DID NOT KNOW WHAT PREVIOUS CRM WAS DOING ABOUT CUST FILE PAR OR NOT.
CUST WOULD LIKE FOR PREVIOUS CRM TO CALL HIM AND GIVE HIM SOME INFO
ON HIS CASE CUST WILL BE START WORKING ON 1/24/00 FROM 8:00 TO 1:00,
PLEASE CALL BUSINESS PHONE.

FLOYD CHAMBERS/AUSTIN

***** REQUEST CODE AND COMMENTS *****

CDE #	DESC	CDE COMMENTS
A03	0	DAMAGE TO DRIVERS SIDE OF THE VEHICLE. CASE CLOSED BY SYSTEM
A07	0	DEALER MUST SEE TIRE, VEHICLE, DAMAGE. CASE CLOSED BY SYSTEM
E43	0	REAR, LEFT TIRE BLEW OUT. CASE CLOSED BY SYSTEM

633

GN600 Att. C 3153

302187

GENERAL MOTORS CORPORATION

DIVISION: Chevrolet
ZONE: _____
DATE: 03/10/00

ESIS/GM Central Claims
300 Renaissance Center
Mail Code 482 C20 D71
Detroit, MI 48265-3000

RE: Claimant: Dexte
Date of Incident: 10/18/99
CAC File No.: 000003736

Gentlemen:

Attached is a PAR report with information on the above captioned incident. This Report of Preliminary Investigation is submitted to you for the reason(s) indicated below:

- 1. (x) The attached report is for your information and record.
- 2. () We believe this claim may deserve further investigation by you.
- 3. () Other:

We have checked the above items based upon the information we have at this time. If you do not agree, or if subsequent facts come to your attention indicating the advisability of a different approach, we would appreciate being advised promptly.

Forward claim acknowledgments to:

Product Investigation Coordinator
General Motors Corporation
5701 E. Hillsborough Avenue
Suite 2300
Tampa, FL 33610

Further inquiries regarding this claim should be directed to the undersigned.

Very truly yours,
Deanna Holden
Deanna Holden
General Motors Corporation
Customer Relationship Manager
Product Allegation Resolution Team

Enclosures:

- CAC Case Comments
- EAA Reps Notes
- Pictures
- Estimates
- Police Report
- RO's
- Derm Tape
- Other:

GM600 Att. C 3154

634



GMC

GENERAL MOTORS BUSINESS RESOURCE CENTER

March 10, 2000

RE: File No.: 000003736

Dear Mr.

Thank you for allowing us the opportunity to review the product allegation involving your 1999 Chevrolet Tahoe.

Our review of your file revealed no evidence to support your product allegation. Therefore, General Motors is unable to assume responsibility for damages and we suggest that you resolve this matter through your insurance carrier.

If you have any questions or concerns, you may contact ESIS at the address listed below.

ESIS Unit
Renaissance Center
Mail Code 432 C20 D71
P.O. Box 300
Detroit, MI 48265-30

Respectfully,

Deanna Holden
Customer Relationship Manager
Product Allegation Resolution Team
Chevrolet Division
General Motors Corporation

635

GM600 Att. C 3155

THIS: BASE ACTION: C KEY: 000003736

CAS 03/14/2000 16:04 CABS02DM

NEXT: BASE ACTION: KEY: 000003736

ID: T2610

01 TITLE

02 FIRM

05 STF

06 C

09

11 COMPANY:

VEHICLE/DEALER INFORMATION

12 VIN : 1GNEC13R9XJ464977 ENG: 5.7L V8 MFI PLANT: JANESVILLE WI

13 YR/MDL : 1999 C2 4X2 TAHOE 14 DEL : 04 30 99 15 MILEAGE: 006000

16 DEALER : NALLEY CHEVROLET 17 ZN/DLR : 08 475

18 CITY : ATLANTA 19 STATE : GA

CDE # DESC

CDE COMMENTS

A03 0 PRODUCT ALLEGAT 20 DAMAGE TO DRIVERS SIDE OF THE VEHICLE.

A07 0 REFERRED TO DEA 21 DEALER MUST SEE TIRE, VEHICLE, DAMAGE.

E43 0 TIRES, UNIROYAL 22 REAR, LEFT TIRE BLEW OUT.

T01 0 PRODUCT ALLEGAT 23 PRODUCT ALLEGATION

24

==>

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 CSESCN PF18 DLRLOC

PF19 CRIS PF20 TELLST PF21 LITLST PF22 OPENLST PF23 CORRSEL PF24 CAL

*I0087 THIS IS A 1241 CASE - REFER TO 1241 PROCEDURE. *

GM688 Att. C 3156

636

THIS: CMTS ACTION: I KEY: 000003736 CAS 02/15/2000 13:58 CABS030M
NEXT: CMTS ACTION: I KEY: 000003736 ID: T2610

GENERAL COMMENTS TOTAL CMTS: 14 TYPE: GO

USER: A7841 DATE: 01/03/00 TIME: 17:20 COMMENT #: 1

CUSTOMER CALLED, STATES HE HAD A BLOW OUT ON THE HIGHWAY, STATE THE
TIRE ON THE REAR LEFT SIDE BLEW OUT, STATE HE HIT THE CENTER WALL ON
THE HIGHWAY, STATES HE HAS NO IDEA HOW MUCH DAMAGE IS DONE TO THE
VEHICLE, CUSTOMER STATES HE CALLED THE DEALERSHIP AND WAS TOLD THE
TIRE MANUFACTURER WOULD TAKE CARE OF IT, CUSTOMER STATES THE DEALER
IS GIVING HIM THE RUN AROUND,
CUSTOMER SEEK TO HAVE THE VEHICLE FIXED,
CRM ADVISED CUSTOMER I WAS SORRY ABOUT THE BLOW OUT, ADVISED I WAS
HAPPY TO HEAR HE WAS NOT HURT, ADVISED CUSTOMER HIS FILE NUMBER AND
THE PURPOSE, ADVISED I WOULD NEED THE VIN NUMBER FOR THE FILE, ADVISED
UNIROYAL CUSTOMER RELATIONS NUMBER 800-5219796. ADVISED HE CALL THERE
AND SEE WHAT COULD BE DONE, ADVISED CUSTOMER IF THINGS DID NOT WORK
OUT HE COULD CALL CAC BACK FOR FURTHER ASSISTANCE, ADVISED CUSTOMER
HE WOULD NEED TO HAVE THE VEHICLE EXAMINED BY THE DEALERSHIP TO
DETERMINE WHAT WENT WRONG. CUSTOMER WILL CALL BACK WITH MORE >>>>>>

MORE: Y

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 CSESCN PF18 DLRLOC
PF19 CRIS PF20 TELLST PF21 LITLST PF22 OPENLST PF23 CORRSEL PF24 CAL

*I0004 TOP OF DATA DISPLAYED *

637

THIS: CMTS. ACTION: I KEY: 000003736 CAS 02/15/2000 13:58 CABS030M
NEXT: CMTS ACTION: J KEY: 000003736 ID: T2610

GENERAL COMMENTS TOTAL CMTS: 14 TYPE: CO

USER: A7841 DATE: 01/03/00 TIME: 17:21 COMMENT #: 2
INFORMATION, NEXT AGENT PLEASE GET ALL INFORMATION AND DOCUMENT
THIS FILE, ASSIST CUSTOMER IF NECESSARY.
TONY

USER: A7841 DATE: 01/04/00 TIME: 15:27 COMMENT #: 3
CALLED CUSTOMER BACK TO UPDATE THIS FILE BUT WAS UNABLE TO REACH,
CUSTOMER WAS ADVISED TO CALL BACK BEFORE. I HAD EXTRA TIME AND TRIED
TO CONTACT CUSTOMER, I WILL NEED TO WAIT FOR HIM TO CALL BACK, AND
OR TRY TO CONTACT HIM AGAIN. TONY

MORE: Y

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 CSESCN PF18 DLRLOC
PF19 CRIS PF20 TELLST PF21 LITLST PF22 OPENLST PF23 CORRSEL PF24 CAL

THIS: CMTS. ACTION: I KEY: 000003736
NEXT: CMTS ACTION: I KEY: 000003736

CAS 02/15/2000 13:58 CARS030M
ID: T2610

GENERAL COMMENTS TOTAL CMTS: 14 TYPE: GO

USER: A4674 DATE: 01/10/00 TIME: 12:16 COMMENT #: 4
CUSTOMER STATES THAT HE HAD A BLOW-OUT ON THE HIWAY...THE CUSTOMER FEE
IS THAT THIS IS WHY HE HAD THE THE ACCIDENT. CRM WILL BE SENDING FILE
TO PAR

1.DEXTER	13.NONE	25. NO
2.1999 TAHOE	14.DEXTER TAYLOR 2/24/73	26. NONE
3.1GNEC13R9XJ4649977	15.HWY CONDITIONS	27.YES EST.
4.6400	16. DRY	28.TIRES
5.FERRY CULLEN CHEV	17.DEXTER	29.NONE
6.DEXTER	18.DEXTER	30.NEXT PAGE
7.	19.2/24/73	
8.10/18/99	20.YES	
9.7:00 AM	21. SAME	
10.HWY 285	22. BRUISE/ SORENESS	
11.3954 PLAINSFIELD CIRCLE	23. DR. WM RENDER	
12.NONE	24. NONE	

MORE: Y

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 CSESCN PF18 DLRLOC
PF19 CRIS PF20 TELLST PF21 LITLST PF22 OPENLST PF23 CORRSEL PF24 CAL

THIS: CMTS. ACTION: I KEY: 000003736 CAS 02/15/2000 13:58 CABS030M
NEXT: CMTS ACTION: I KEY: 000003736 ID: T2610
GENERAL COMMENTS TOTAL CMTS: 14 TYPE: GO
USER: A4674 DATE: 01/10/00 TIME: 12:19 COMMENT #: 5
DESCRIPTION : TIRES BLEW ON CUSTOMER AND THE TRUCK FISHTAILED
HIT THE WALL ON THE HWY...CAUSING 4747.33 TO THE VEH. THE CUSTOMER FEE

THIS: CMTS. ACTION: I KEY: 000003736 CAS 02/15/2000 13:58 CABS030M
NEXT: CMTS ACTION: I KEY: 000003736 ID: T2610

GENERAL COMMENTS TOTAL CMTS: 14 TYPE: GO
USER: T6780 DATE: 01/11/00 TIME: 12:31 COMMENT #: 6
TO PREVIOUS CRM, PAR HAS REVIEWED THIS FILE AND IT DOES NOT QUALIFY
AS A PAR FILE.

TO QUALIFY, THE CUST MUST ALLEGE THAT A COMPONENT OF THE VEHICLE WAS
NOT OPERATING AS DESIGNED AND IT CAUSED A COLLISION, PROPERTY DAMAGE,
BODILY INJURY, THERMAL EVENT, OR FATALITY.

IT IS NOT UNNORMAL FOR A TIRE TO BLOW OUT.

ANGELA KERSEY/TAMPA PAR.

MORE: Y

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 CSESCN PF18 DLRLOC
PF19 CRIS PF20 TELLST PF21 LITLST PF22 OPENLST PF23 CORSEL PF24 CAL

CM688 att. C 3161

641

THIS: CMTS ACTION: I KEY: 000003736 CAS 02/15/2000 13:58 CABS030M
NEXT: CMTS ACTION: I KEY: 000003736 ID: T2610

GENERAL COMMENTS

TOTAL CMTS: 14 TYPE: GO

USER: A4674 DATE: 01/10/00 TIME: 12:19 COMMENT #: 5

DESCRIPTION : TIRES BLEW ON CUSTOMER AND THE TRUCK FISHTAILED
HIT THE WALL ON THE HWY...CAUSING 4747.33 TO THE VEH. THE CUSTOMER FEE
IS THAT THIS COULD HAVE COST MORE DAMAGE OR POSSIBLE DEATH TO HIMSELF
AND OTHERS

NO INFO GIVEN

JNAET NICHOLAS/TIER2/AUSTIN

MORE: Y

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 CSESCN PF18 DLRLOC
PF19 CRIS PF20 TELLST PF21 LITLST PF22 OPENLST PF23 CORREL PF24 CAL

THIS: CMTS. ACTION: I KEY: 000003736 CAS 02/15/2000 13:58 CABS03DM
NEXT: CMTS ACTION: I KEY: 000003736 ID: T2610

GENERAL COMMENTS TOTAL CMTS: 14 TYPE: GO
USER: T6780 DATE: 01/11/00 TIME: 12:31 COMMENT #: 6
TO PREVIOUS CRM, PAR HAS REVIEWED THIS FILE AND IT DOES NOT QUALIFY
AS A PAR FILE.

TO QUALIFY, THE CUST MUST ALLEGE THAT A COMPONENT OF THE VEHICLE WAS
NOT OPERATING AS DESIGNED AND IT CAUSED A COLLISION, PROPERTY DAMAGE,
BODILY INJURY, THERMAL EVENT, OR FATALITY.

IT IS NOT UNNORMAL FOR A TIRE TO BLOW OUT.

ANGELA KERSEY/TAMPA PAR.

MORE: Y

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 CSESCN PF18 DLRLOC
PF19 CRIS PF20 TELLST PF21 LITLST PF22 OPENLST PF23 CORRSEL PF24 CAL

01600 att. c 3161

641

THIS: CMTS ACTION: I KEY: 000003736 CAS 02/15/2000 13:58 CASS030M
NEXT: CMTS ACTION: I KEY: 000003736 ID: T2610

GENERAL COMMENTS TOTAL CMTS: 14 TYPE: GO
USER: T6780 DATE: 01/11/00 TIME: 12:34 COMMENT #: 7

IF THE CUST IS STATING THAT THE TIRE HAD A DEFECT IN IT, THEN IT
MAY BE A PAR, BUT JUST BECAUSE THE TIRE BLEW POSSIBLY BECAUSE THE
TIRE WAS PUNCTURED OR HIT SOMETHING DOES NOT QUALIFY IT AS A PAR
FILE.

IF THE NOTES ARE JUST MISLEADING AND THE CUST IS SAYING THAT THE TIRE
WAS DEFECTIVE THAN PLEASE CLARIFY NOTES AND SEND FILE BACK TO PAR BY
PUTTING THE 1241 BACK INTO THE AFTERCALL SCREEN.

THANKS. ANGELA KERSEY/TAMPA PAR.

MORE: Y

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 CSESCN PF18 DLRLOC
PF19 CRIS PF20 TELLST PF21 LITLST PF22 OPENLST PF23 CORSEL PF24 CAL

SM610 Att. C 3162

642

THIS: CMTS ACTION: I KEY: 000003736
NEXT: CMTS ACTION: I KEY: 000003736

CAS 02/15/2000 13:58 CABS030M

ID: T2610

GENERAL COMMENTS

TOTAL CMTS: 14 TYPE: GO

USER: AU346 DATE: 01/21/00 TIME: 11:25

COMMENT #: 8

CUST CALLED WANTING INFORMATION ABOUT HIS FILE. CRM READ COMMENTS, BUT DID NOT KNOW WHAT PREVIOUS CRM WAS DOING ABOUT CUST FILE PAR OR NOT. CUST WOULD LIKE FOR PREVIOUS CRM TO CALL HIM AND GIVE HIM SOME INFO ON HIS CASE. CUST WILL BE START WORKING ON 1/24/00 FROM 8:00 TO 1:00, PLEASE CALL BUSINESS PHONE.

FLOYD CHAMBERS/AUSTIN

MORE: Y

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 CSESCN PF18 DLRLOC
PF19 CRIS PF20 TELLST PF21 LITLST PF22 OPENLST PF23 CORSEY PF24 CAL

CH680 Att. C 3163

643

THIS: CMTS ACTION: I KEY: 000003736
NEXT: CMTS ACTION: I KEY: 000003736

CAS 02/15/2000 13:58 CABS030M
ID: T2610

GENERAL COMMENTS

TOTAL CMTS: 14 TYPE: GO

USER: A4578 DATE: 02/02/00 TIME: 10:46 COMMENT #: 9
THIS FILE WAS STARTED 1/03/00 AND THE CUST STATES THAT THERE HAS BEEN
NO FOLLOWUP WITH HIM TO LET HIM KNOW WHAT IS GOING ON. CRM IS NOT SURE
WHAT CRM JANET IS DOING ON THIS FILE SO CRM MEMOPADDED HER AND ALSO SE
NT HER A CRM MESSAGE. CUST STATED THAT HE SPOKE WITH CRM FLOYD WHO STA
TED THE HE WOUL HAVE PREV CRM TO CALL HIM BUT HE NEVER RECEIVED ANY CA
LLS. CUST WANTS CRM TO CALL HIM BACK.

CRYSTAL HARRIS/AUSTIN

MORE: Y

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOS# PF17 CSESCN PF18 DLRLCC
PF19 CRIS PF20 TELLST PF21 LIETST PF22 OPENLST PF23 CORRSEL PF24 CAL

GM600 Att. C 3164

644

THIS: CMTS ACTION: I KEY: 000003736 CAS 03/21/2000 10:35 CABS030M
NEXT: CMTS ACTION: I KEY: 000003736 ID: T2610

GENERAL COMMENTS TOTAL CMTS: 16 TYPE: 1C
USER: A4578 DATE: 02/02/00 TIME: 10:55 COMMENT #: 10

CUST ALSO STATED THAT HE WENT BACK TO THE DLR TWICE ABOUT THIS TIRE AND THEY TOLD THE CUST THAT THEY COULD NOT REPLACE THE TIRE, BUT WHAT THEY COULD DO WAS TRY TO FIX AND SEE WHAT WAS CAUSING THE TIRE TO GO FLAT. CUST STATES THAT HE WAS GOING TO GO BACK TO THE DLR BEFORE THE ACCIDENT. CST STATES THAT HE DOES HAVE A CELL PHONE AND WANTS TO BE CONTACTED BY CELL PHONE.

CRYSTAL HARRIS/AUSTIN

MORE: Y

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 CSESCN PF18 DLRLOC
PF19 CRIS PF20 TELIST PF21 LITLST PF22 OPENLST PF23 CORRSEL PF24 CAL

THIS: CMTS ACTION: I KEY: 000003736
NEXT: CMTS ACTION: I KEY: 000003736

CAS 02/15/2000 13:59 CABS030M

ID: T2610

GENERAL COMMENTS

TOTAL CMTS: 14 TYPE: GO

USER: A9421 DATE: 02/07/00 TIME: 11:58 COMMENT #: 11
CUST CALLED BACK IN, CRM READ FILE COMPLETELY. CRM ASKED FOR MORE DETAILS ON TIRE...HE TIRE IN 5/25/99 - CUST HAD PROBLEMS W/ GOING FLAT EVERY TWO DAYS, THEY SAID ALL FOUR TIRES WERE OUT OF BALANCE, AND THIS ONE TIRE IN PARTICULAR HAS A CONSTANT PROBLEM WITH IT. TOOK VEH TO DEALERSHIP THEY SENT HIM TO UNIROYAL THEY PATCHED TIRE. CUST STATES THIS IS NOT NORMAL WEAR/TEAR ON VEH. UNIROYAL JUST ADDED AIR, REMOUNTED TIRE, THEY DID NOT FIX TIRE AT ALL. THEY JUST CHARGED HIM 10.00 FOR NOTHING. THEY ROTATED TIRE AND PUT IT ON REAR. THEY CAN NOT FIND A LEAK ANYWHERE, DEALERSHIP INSPECTED, THEY COULD NOT FIND ANY LEAK EITHER. CUST STATES THIS IS A DEFECTIVE TIRE, AND IT CAUSED AN ACCIDENT, AND THIS DOES NOT HAVE ANYTHING TO DO WITH HIS INSURANCE, IT WAS A DEFECTIVE TIRE THAT HE HAD TAKEN IN SEVERAL TIMES TO HAVE REMEDIED, AND IT NEVER WAS, AND IT CAUSED THE ACCIDENT, WHICH COULD HAVE TAKEN HIS LIFE. THESE ARE CUSTOMERS WORDS. CRM IS SENDING BACK TO PAR, PLEASE RE-REVIEW THIS FILE. ANGELICA CALLAWAY, AUSTIN, TX

MORE: Y

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 CSESCN PF18 DLRLOC
PF19 CRIS PF20 TELLST PF21 LITLST PF22 OPENLST PF23 CORRSEL PF24 CAL

646
GM600 Att. C 3166

THIS: CMTS ACTION: I KEY: 000003736 CAS 02/15/2000 13:59 CABS030M
NEXT: CMTS ACTION: I KEY: 000003736 ID: T2610
GENERAL COMMENTS TOTAL CMTS: 14 TYPE: GO
USER: T6780 DATE: 02/08/00 TIME: 13:14 COMMENT #: 12
FILE ASSIGNED TO TAMPA PAR CRM, DEANNA HOLDEN FOR REVIEW AND FOLLOWUP.
ANGELA KERSEY/TAMPA PAR.

USER: T2610 DATE: 02/08/00 TIME: 16:25 COMMENT #: 13
CRM ATTEMPTED TO CONTACT CUST, LEFT MESSAGE AT BOTH NUMBERS FOR CUST
TO RETURN CALL. DEANNA HOLDEN/TAMPA/PAR/58335

USER: T2610 DATE: 02/11/00 TIME: 08:37 COMMENT #: 14
CRM SPOKE WITH CUST, CUST STATES THAT HE HAS HAD CONTINUOUS PROBLEMS
WITH THIS TIRE, CUST STATES THAT HE TOOK TIRE TO UNIROYAL AND THE TIRE
WAS PATCHED, CRM ADVISED CUST OF INSPECTION PROCESS, CUST APPROVED,
CRM LEFT MESSAGE FOR SERVICE MANAGER JEFF TO CALL BACK, DEANNA
HOLDEN/TAMPA/PAR

MORE: N

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 CSESCN PF18 DLRLOC
PF19 CRIS PF20 TELLST PF21 LITLST PF22 OPENLST PF23 CORRSEL PF24 CAL
*10005 BOTTOM OF DATA DISPLAYED *

GN600 Att. C 3167

647

THIS: CMTS ACTION: I KEY: 000003736 CAS 03/21/2000 10:36 CABS030M
NEXT: CMTS ACTION: I KEY: 000003736 ID: T2610
GENERAL COMMENTS TOTAL CMTS: 16 TYPE: 10
USER: T2610 DATE: 03/10/00 TIME: 08:28 COMMENT #: 15
CRM SPOKE WITH JEFF AT NALLEY CHEVROLET, JEFF STATES THAT THE CUST
WAS ALREADY WORKING WITH UNIROYAL AND THE TIRE IS BEING SHIPPED TO
THEM, CRM CONTACTED CUST TO STATE THAT GM WOULD NOT ASSUME
RESPONSIBILITY. PAR CLOSING FILE. DEANNA HOLDEN/TAMPA/PAR/58335

MORE: Y

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 CSESCN PF18 DERLOC
PF19 CRIS PF20 TELLST PF21 LITLST PF22 OPENJST PF23 CORRSEL PF24 CAL

GM600 Att. C 3168

648

THIS: CMTS ACTION: I KEY: 000003736 CAS 03/10/2000 09:24 CABS030M
NEXT: CMTS ACTION: I KEY: 000003736 ID: T2610
GENERAL COMMENTS TOTAL CMTS: 16 TYPE: 10
USER: T2610 DATE: 03/10/00 TIME: 08:35 COMMENT #: 16

.....CASE SUMMARY.....

1. 1999 CHEVROLET TAHOE
 2. 6000 MILES
 3. VIN 1GNEC13R9XJ464977
 4. PRODUCT ALLEGATION - TIRE BLEW
 5. FINAL RESOLUTION - GM NOT ASSUMING RESPONSIBILITY
 6. FORWARDING FILE TO ESIS
 7. SENDING LETTER TO CUSTOMER
 8. CLOSING FILE
- DEANNA HOLDEN/TAMPA/PAR/58335

MORE: N

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 CSESCN PF18 DLRLOC
PF19 CRIS PF20 TELLS' PF21 LITLST PF22 OPENLST PF23 CORRSEL PF24 CAL
*10005 BOTTOM OF DATA DISPLAYED *

649

THIS: AFTRCL ACTION: C KEY: 000003736
NEXT: AFTRCL ACTION: KEY: 000003736
NAME: DEXTER

CAS 03/16/2000 08:26 CAB8200M
ID: T2610
YR/MDL: 1999 C2 TYPE: 10

AFTER CALL INFORMATION
CUSTOMER REQUEST INFORMATION

REQUEST TYPE	: (CASE/INQ)	PRODUCT CAMPAIGN	:		
REQUEST AREA	: SERV	REQUEST SOURCE	: H T CAS		
CONTACT TYPE	: OWNER	IN CORR SEQ #	: N		
WARRANTY	: I (IN/OUT/UNK)	THIRD PARTIES	: 001		
STOCKHOLDER	: N (Y/N)	GM EMPLOYEE	: N (Y/N)		
DEALER AREA	: 02				
PART DELAY START:		PART DELAY END	:		
TRANSFER TO ID	:	ASM ASSIGNED	: DH		
CASE OPEN DATE	: 02 07 00	SCRAP DATE	:		
ROUTING CODE	: CAC CAS LOC: 1241	TRANSMIT	: N (Y/N)		
CORRES TYPE	:	TRANSMIT DATE	: 00		
FOLLOW UP DATE	:	CORP CASE #	:		
FILE RETENTION	: 00	POSSIBLE SAFETY	: Y (Y/N)		
LAST ALTERED ID	: T2610	LAST ALTERED DATE	: 03 14 00		
REJECT CLOSE	: N (Y/N)	REOPEN CASE	: N (Y/N)		
PF13 BASE	PF14 CMTS	PF15 AFTRCL	PF16 CLOSE	PF17 CSBSCN	PF18 DLRLOC
PF19 CRIS	PF20 TELLST	PF21 UTILST	PF22 OPENLIST	PF23 CORRSEL	PF24 CAT.

61600 Att. C 3170

650

THIS: CLOSE ACTION: C KEY: 000003736
NEXT: CLOSE ACTION: KEY: 000003736
NAME: DEXTER

CAS 03/16/2000 08:28 CABSJ40M
ID: T2610
YR/MDL: 1999 C2 TYPE: 10

CASE CLOSING INFORMATION

FILE RETENTION : 00 POSSIBLE SAFETY : Y (Y/N)
DLR CONTACT DATE : 01 03 00 DLR CONCLUSION DATE: 03 16 00
CLOSING DATE : RESPONSIBLE DEALER :
CUST SATISFIED : Y (Y/N) CLOSE CASE : (Y/N)
CO REVIEW CLOSE : CO REVIEWED : (Y/N) DATE:
RGN REVIEW CLOSE : RGN REVIEWED : (Y/N) DATE:

CDE # DESC CDE COMMENTS

A03 0 PRODUCT ALLEGAT DAMAGE TO DRIVERS SIDE OF THE VEHILCE.
PAR CLOSING FILE

A07 0 REFERRED TO DEA DEALER MUST SEE TIRE, VEHICLE, DAMAGE.
PAR CLOSING FILE

E43 0 TIRES, UNIROYAL. REAR, LEFT TIRE BLEW OUT.
PAR CLOSING FILE

MORE: Y

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 CSESCN PF18 DLRLOC
PF19 CRIS PF20 TELLST PF21 LITLST PF22 OPENLST PF23 CORRSEL PF24 CAL

*E1555 CASE NEEDS 1241 SIGNED OFF *E0437 CASE IS OPEN - MORE INFORMATION REQUIR
ED TO CONTINUE THE CLOSE PROCESS *

GM600 Att. C 3171

651

THIS: 12411 ACTION: C KEY: 000003736
NEXT: 12412 ACTION: I KEY: 000003736

CAS 03/10/2000 09:25 CALG110M
ID: T2610

GM1241 PAGE 1

INCIDENT DATE: 10 / 18 / 99 TIME: 07 : 00 (24 HR CLOCK)

OWNER TITLE :
FIRST : LAST
STREET :
CITY : ST :
H PHONE : AGE: B PHONE: .
COMPANY:

DRIVER TITLE : SAME
FIRST : MI : LAST:
STREET :
CITY : ST: ZIP :
H PHONE : AGE: B PHONE:

CLAIMANT TITLE: SAME
FIRST : MI : LAST:
STREET :
CITY : ST: ZIP :
H PHONE : AGE: B PHONE:

PF13 BASE PF14 CMTS PF15 ATTRCL PF16 CLOSE PF17 THIRD PF18 BREACH
PF19 CONTROL PF20 MEDARB PF21 12411 PF22 1241X1 PF23 CORRSEL PF24 CAL

GM688 Att. C 3172

652

THIS: 12412 ACTION: C KEY: 000003736
NEXT: 12413 ACTION: I KEY: 000003736
NAME: DEXTER

CAS 03/10/2000 09:25 CALGL20M
ID: T2610
YR/MDL: 1999 C2 TYPE: 10

GMI241 PAGE 2

BODILY INJURIES : Y (Y/N) NUMBER OF PEOPLE : 1
WAS ANOTHER VEH INVOLVED : N (Y/N) NUMBER OF VEHICLES :
DID VEHICLE TURN OVER : N (Y/N) CLAIMANT REP BY ATTN: N (Y/N)
WHERE CAN VEHICLE BE SEEN: 206 C HARRELL PLACE

VIN : 1GNEC13R9XJ464977 DEL DTE: 043099
YR/MDL: 1999 C2 MILEAGE: 6000

PRINCIPLE USE OF VEHICLE : PERSONAL

DRIVER DESCRIPTION OF INCIDENT & CAUSE: TIRES BLEW ON VEHICLE CAUSING
TRUCK TO FISHTAIL AND HIT THE WALL ON THE HWY

NATURE OF WEATHER: CLEAR

PF13 BASE PF14 CMTS PF15 ATTRCL PF16 CLOSE PF17 THIRD PF18 BREACH
PF19 CONTROL PF20 MEDARB PF21 12411 PF22 1241X1 PF23 CORRSEL PF24 CAL

GMI000 att. C 3173

653

THIS: 12413 ACTION: C KEY: 000003736
NEXT: 12414 ACTION: I KEY: 000003736
NAME: DEXTER

CAS 03/10/2000 09:25 CALG130M
ID: T2610
YR/MDL: 1999 C2 TYPE: 10

GM1241 PAGE 3

WHAT COMPONENT(S) ARE ALLEGEDLY DEFECTIVE: TIRES

WHO MADE ALLEGATION OF DEFECT: OWNER

WAS VEHICLE TOWED : N (Y/N)

TOWING CO NAME :

TOWING CO ADDRESS:

TOW DRIVER NAME :

WAS VEHICLE A TRUCK: Y (Y/N)

GROSS PAY LOAD : UNK

LOCATION OF LOAD : UNK

DESC OF LOAD : UNK

DID YOU SPEAK TO DRIVER: Y (Y/N)

IF "N" GIVE SOURCE OF DRIVER DESC:

VEHICLE SPEED EST : 60

SOURCE OF EST : DRIVER

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 THIRD PF18 BREACH
PF19 CONTROL PF20 MEDARB PF21 12411 PF22 1241X1 PF23 CORRSEL PF24 CAL

GM60M Att. C 3174

65A

THIS: 12414 ACTION: C KEY: 000003736
NEXT: 12415 ACTION: I KEY: 000003736
NAME: DEXTER

CAS 03/10/2000 09:25 CALG140M
ID: T2610
YR/MDL: 1999 C2 TYPE: 10

GM1241 PAGE 4

POLICE REPORT MADE: N (Y/N) REPORT ATTACHED: (Y/N)
IF NOT ATTACHED, GIVE STATION/OFFICER MAKING REPORT:

ANY WITNESSES : N (Y/N) NUMBER:

INCIDENT LOCATION

LOCATION OF INCIDENT: HWY 285

KIND OF ROAD: A KIND OF SHOULDER: A (CONCRETE/GRAVEL/DIRT/ROCK-CRUSH/ASPHALT)

ROAD CONDITION: D SHOULDER CONDITION: D (WET/DRY/ICY/OTHER)

VISION OBSTRUCTIONS : NONE

POSTED SPEED : 65 (MPH)

PF13 BASE PF14 CMTS PF15 AFTTRCL PF16 CLOSE PF17 THIRD PF18 BREACH
PF19 CONTROL PF20 MEDARB PF21 12411 PF22 1241X1 PF23 CORRSEL PF24 CAL

GM1600 Att. C 3175

655

THIS: 12415 ACTION: C KEY: 000003736

CAS 03/10/2000 09:25 CALG150M

NEXT: 12416 ACTION: I KEY: 000003736

ID: T2610

NAME: DEXTER

YR/MDL: 1999 C2 TYPE: 10

GM1241 PAGE 5 (VEHICLE)

VIN : 1GNFC13R9XJ464977

DEL DATE: 04 30 99

YR/MDL: 1999 C2

NEW/USED/DEMO: N

MILEAGE : 6000

TRANS :

AXLE:

ENGINE :

LICENSE # :

STATE:

INSPEC STICK #:

STATION # :

EXP DATE:

SPECIAL EQUIP/FEATURES:

NATURE AND EXTENT OF DAMAGES: FRONT LEFT DRIVERS SIDE

EST COST OF REPAIR: 4747

PRODUCT CAMP : NONE

CAMP PERFORMED: (Y/N)

IF "Y" DESC:

TIRE SIZE AND BRAND: UNIROYAL SIZE UNKNOWWN

CONDITION OF TIRE: LF: RF: RR: LR: (GOOD/POOR/FLAT)

TRUCK/SPARE:

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 THIRD PF18 BREACH
PF19 CONTROL PF20 MEDARB PF21 12411 PF22 1241X1 PF23 CORRSEL PF24 CAL

THIS: 12416 ACTION: C KEY: 000003736
NEXT: 12417 ACTION: I KEY: 000003736
NAME: DEXTER

CAS 03/10/2000 09:25 CALG160M
ID: T2610
YR/MDL: 1999 C2 TYPE: 10

GM1241 PAGE 6 (PHOTOS/DLR/PARTS)

WERE PHOTOS TAKEN: N (Y/N) NUMBER: BY WHOM:

ADDRESS :

VEHICLE INSPECTED: N (Y/N) NAME :

NAME OF INS. REP AT INVESTIGATION:

SELLING DEALER :

ADDRESS :

SERVICING DEALER :

ADDRESS :

REPAIR ORDER FOUND IN VEHICLE HISTORY: Y (Y/N) HOW MANY : 2

IF "N" EXPLAIN :

ALLEGED DEFECTIVE PART(S) REMOVED : Y (Y/N)

PARTS NAME : TIRE

CUSTODIAN: CUSTOMER

LOCATION : UNIROYAL

HOW & WHEN WAS MATTER LEFT WITH CLAIMANT: ON 2/12/00 CRM ADVISED CUST
THAT GM NOT ASSUMING RESPONSIBILITY

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 THIRD PF18 BREACH
PF19 CONTROL PF20 MEDARB PF21 12411 PF22 1241X1 PF23 CORSEL PF24 CAL

GM600 att. C 3177

657

THIS: 12417 ACTION: A KEY: 000003736
NEXT: 12418 ACTION: KEY: 000003736
NAME: DEXTER

CAS 03/10/2000 09:25 CALG170M
ID: T2610
YR/MDL: 1999 C2 TYPE: 10

GM1241 PAGE 7 (PROPERTY DAMAGE)

TYPE OF DAMAGE: (VEHICLE/PROPERTY OTHER THAN VEHICLE)

OWNER NAME FIRST : MI: LAST:

ADDRESS :

DRIVER NAME FIRST: MI: LAST:

ADDRESS :

VEHICLE

MAKE,MODEL & YEAR:

ESTIMATE OF SPEED: (MPH) BY WHOM:

EXTENT OF DAMAGE :

PROPERTY

KIND :

EXTENT OF DAMAGE :

ADDITIONAL COMMENTS:

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 THIRD PF18 BREACH
PF19 CONTROL PF20 MEDARS PF21 12411 PF22 1241X1 PF23 CORRSEL PF24 CAL
*IC001 TYPE APPROPRIATE INFORMATION AND PRESS ENTER TO ADD *

GM600 Att. C 317H

658

THIS: 12418 ACTION: C KEY: 000003736
NEXT: 12419 ACTION: KEY: 000003736
NAME: DEXTER

CAS 03/10/2000 09:25 CALG18CM
ID: T2610
YR/MDL: 1999 C2 TYPE: IO

GM1241 PAGE 2 (BODILY INJURIES)

TITLE
FIRST
STREE
CITY
HOM

AGE:

LOCATION CODE: A (A=OWNER'S VEH/B=OTHER VEH/C=PEDESTRIAN/D=OTHER)

IF "B", GIVE DRIVER NAME:

NATURE OF INJURIES : BRUISING AND SORENESS

WHERE WERE INJURIES TREATED & BY WHOM: NO

SEATING POSITION: DRIVER

ADDITIONAL COMMENTS:

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 THIRD PF18 BREACH
PF19 CONTROL PF20 MEDARB PF21 12411 PF22 1241X1 PF23 CORRSEL PF24 CAL

GM600 Att. C 3179

659

THIS: 12419 ACTION: C KEY: 000003736
NEXT: 124110 ACTION: KEY: 000003736
NAME: DEXTER

CAS 03/10/2000 09:25 CALG250M
ID: T2610
YR/MDL: 1999 C2 TYPE: 10

GM1241 PAGE 9

GENERAL COMMENTS:

TOTAL CMTS: 1

USER: T2610 DATE: 03/10/00 TIME: 09:02

COMMENT #: 1

CUST STATES THAT TIRE BLEW CAUSING VEHICLE TO FISHTAIL AND HIT MEDIUM WALL, CUST STATES THAT HE HAS HAD THIS TIRE PATCHED PREVIOUSLY, CUST STATES THAT HE FEELS THAT HE GOT A BAD TIRE, CRM ADVISED CUST THAT GM NOT ASSUMING RESPONSIBILITY, DEANNA HOLDEN/TAMPA/PAR/58335

MORE: N

PF13 BASE PF14 CM'S PF15 AFTRCL PF16 CLOSE PF17 THIRD PF18 BREACH
PF19 CONTROL PF20 MEDARB PF21 12411 PF22 1241X1 PF23 CORRSEL PF24 CAL
*I0004 TOP OF DATA DISPLAYED *I0005 BOTTOM OF DATA DISPLAYED *

GM600 Att. C 3180

660

THIS: 124110 ACTION: C KEY: 000003736
NEXT: 1241A ACTION: KEY: 000003736
NAME: DEXTER

CAS 03/10/2000 09:25 CALG190M
ID: 12610
YR/MDL: 1999 C2 TYPE: 10

GM1241 PAGE 10 (RECAP)

DIVISION NOTIFIED OF INCIDENT

HOW: PHONE

WHEN : 1/3/00

BY WHOM: CUSTOMER

ZN ASSIGNED : 00

ASSIGNMENT

INVESTIGATOR FIRST NAME: NA

MI: LAST NAME: NA

ASSIGNMENT DATE :

DUE DATE :

INVESTIGATION DATE :

RECEIVED DATE :

INFO FROM FURTHER INVESTIGATION: ON 2/12/00 CRM ADVISED CUST BY PHONE GM
WOULD NOT ASSUME RESPONSIBILITY

INSURANCE CO CODE: INSMI001

DATE SENT: 031000

RGN APPROVED BY :

DATE:

CO APPROVED BY :

DATE:

PF13 BASE PF14 CMTS PF15 ATRCL PF16 CLOSE PF17 THIRD PF18 BREACH
PF19 CONTROL PF20 MEDARB PF21 12411 PF22 1241X1 PF23 CORSEL PF24 CAL

GM1600 ntl. C 3181

1991

THIS: 1241A ACTION: C KEY: 000003736

CAS 03/10/2000 09:25 CALG240M

NEXT: 1241A ACTION: KEY: 000003736

ID: T2610

GM1241-A

DIVISION: CHEVROLET

ZONE: 17

DATE: 03 10 00

INSURANCE COMPANY'S (LOCAL OFFICE)

DESIGNATION CODE PTP 76- INSMI001

ADDRESS: P. O. BOX 02489

CITY: DETROIT

ST: MI ZIP: 48202

RE: CLAIMANT (FIRST): DEXTER

MI: LAST: TAYLOR

DATE OF INCIDENT : 10 18 99

REASON FOR SUBMISSION OF PRIMARY REPORT: 1 (1/2/3)

1. THE ATTACHED REPORT IS FOR YOUR INFORMATION AND RECORD.
2. WE BELIEVE THIS CLAIM MAY DESERVE FURTHER INVESTIGATION BY YOU.
3. OTHER:

FORWARD ACKN TO: 1. X UNDERSIGNED
AND/OR 2.

FOR INQUIRIES TO: 1. X UNDERSIGNED
AND/OR 2.

ENCLOSURES :

CONTACT NAME FIRST: DEANNA

LAST: HOLDEN

MI:

CONTACT ADDRESS: 5701 E HILLSBOROUGH AVENUE

CITY: TAMPA

ST: FL ZIP: 33610

CONTACT TITLE: CRM

PF13 BASE PF14 CMTS PF15 ATTRCL PF16 CLOSE PF17 THIRD PF18 BREACH

PF19 CONTROL PF20 MEDARB PF21 12411 PF22 1241X1 PF23 CORRSEL PF24 CAL

662
GN688 Att. C 31R2

306014

CASE NUMBER: 00-C003736 VIN: 1GNEL13R9XJ464977
DATE OPENED: 02/27/00 MODEL YEAR: 99
DATE CLOSED: SERIES: C2 4X2 TAHOE
SOURCE: PHONR MILEAGE: 6000
CUSTOMER:
ADDRESS:
HOME PHONE: 3A
BUS. PHONE:

***** GENERAL COMMENTS *****

CUSTOMER CALLED, STATES HE HAD A BLOW OUT ON THE HIGHWAY, STATES THE TIRE ON THE REAR LEFT SIDE BLEW OUT, STATE HE HIT THE CENTER WALL ON THE HIGHWAY, STATES HE HAS NO IDEA HOW MUCH DAMAGE IS DONE TO THE VEHICLE, CUSTOMER STATES HE CALLED THE DEALERSHIP AND WAS TOLD THE TIRE MANUFACTURER WOULD TAKE CARE OF IT, CUSTOMER STATES THE DEALER IS GIVING HIM THE RUN AROUND, CUSTOMER SEEK TO HAVE THE VEHICLE FIXED, CRM ADVISED CUSTOMER I WAS SORRY ABOUT THE BLOW OUT, ADVISED I WAS HAPPY TO HEAR HE WAS NOT HURT, ADVISED CUSTOMER HIS FILE NUMBER AND THE PURPOSE, ADVISED I WOULD NEED THE VIN NUMBER FOR THE FILE, ADVISED UNIROYAL CUSTOMER RELATIONS NUMBER 800-5219796. ADVISED HE CALL THERE AND SEE WHAT COULD BE DONE, ADVISED CUSTOMER IF THINGS DID NOT WORK OUT HE COULD CALL CAC BACK FOR FURTHER ASSISTANCE, ADVISED CUSTOMER HE WOULD NEED TO HAVE THE VEHICLE EXAMINED BY THE DEALERSHIP TO DETERMINE WHAT WENT WRONG. CUSTOMER WILL CALL BACK WITH MORE >>>>>>

INFORMATION, NEXT AGENT PLEASE GET ALL INFORMATION AND DOCUMENT THIS FILE, ASSIST CUSTOMER IF NECESSARY.
TONY RUMLER AUSTIN TEXAS.

CALLED CUSTOMER BACK TO UPDATE THIS FILE BUT WAS UNABLE TO REACH. CUSTOMER WAS ADVISED TO CALL BACK BEFORE. I HAD EXTRA TIME AND TRIED TO CONTACT CUSTOMER, I WILL NEED TO WAIT FOR HIM TO CALL BACK, AND OR TRY TO CONTACT HIM AGAIN. TONY RUMLER AUSTIN TEXAS.

CUSTOMER STATES THAT HE HAD A BLOW-OUT ON THE HIWAY...THE CUSTOMER FEELS THAT THIS IS WHY HE HAD THE THE ACCIDENT?. CRM WILL BE SENDING FILE TO PAR

1.DEXTER	13.NONE	25. NO
2.1999 TAHOE	14.DEXTER 2/24/73	26. NONE
3.1GNEL13R9XJ464977	15.HWY CONDITIONS	27.YES EST.
4.6400	16. DRY	28.TIRES
5.TERRY CULLEN CHEV	17.DEXTER TAYLOR	29.NONE
6.DEXTER	18.DEXTER '	30.NEXT PAGE
7./	19.2/24/73	
8.10/18/99	20.YES	
9.7:00 AM	21. SAME	
10	22. BRUISE/ SORENESS	
11.-	23. DR. WM RENDER	
12.NONE	24. NONE	

663

306014

DESCRIPTION : TIRES BLEW ON CUSTOMER AND THE TRUCK FISHTAILED
HIT THE WALL ON THE HWY...CAUSING 4747.33 TO THE VEH. THE CUSTOMER FEELS
THAT THIS COULD HAVE COST MORE DAMAGE OR POSSIBLE DEATH TO HIMSELF
AND OTHERS

NO INFO GIVEN

JANET NICHOLAS/TIER2/AUSTIN

TO PREVIOUS CRM, PAR HAS REVIEWED THIS FILE AND IT DOES NOT QUALIFY
AS A PAR FILE.

TO QUALIFY, THE CUST MUST ALLEGE THAT A COMPONENT OF THE VEHICLE WAS
NOT OPERATING AS DESIGNED AND IT CAUSED A COLLISION, PROPERTY DAMAGE,
BODILY INJURY, THERMAL EVENT, OR FATALITY.

IT IS NOT UNNORMAL FOR A TIRE TO BLOW OUT.

ANGELA KERSEY/TAMPA PAR.

IF THE CUST IS STATING THAT THE TIRE HAD A DEFECT IN IT, THEN IT
MAY BE A PAR, BUT JUST BECAUSE THE TIRE BLEW POSSIBLY BECAUSE THE
TIRE WAS PUNCTURED OR HIT SOMETHING DOES NOT QUALIFY IT AS A PAR
FILE.

IF THE NOTES ARE JUST MISLEADING AND THE CUST IS SAYING THAT THE TIRE
WAS DEFECTIVE THAN PLEASE CLARIFY NOTES AND SEND FILE BACK TO PAR BY
PUTTING THE 1241 BACK INTO THE AFTERCALL SCREEN.

THANKS. ANGELA KERSEY/TAMPA PAR.

CUST CALLED WANTING INFORMATION ABOUT HIS FILE. CRM READ COMMENTS, BUT
DID NOT KNOW WHAT PREVIOUS CRM WAS DOING ABOUT CUST FILE PAR OR NOT.
CUST WOULD LIKE FOR PREVIOUS CRM TO CALL HIM AND GIVE HIM SOME INFO
ON HIS CASE. CUST WILL BE START WORKING ON 1/24/00 FROM 8:00 TO 1:00.
PLEASE CALL BUSINESS PHONE.

FLOYD CHAMBERS/AUSTIN

THIS FILE WAS STARTED 1/03/00 AND THE CUST STATES THAT THERE HAS BEEN
NO FOLLOWUP WITH HIM TO LET HIM KNOW WHAT IS GOING ON. CRM IS NOT SURE
WHAT CRM JANET IS DOING ON THIS FILE SO CRM MEMOPADDED HER AND ALSO SE
NT HER A CRM MESSAGE. CUST STATED THAT HE SPOKE WITH CRM FLOYD WHO STA
TED THE HE WOULD HAVE PREV CRM TO CALL HIM BUT HE NEVER RECEIVED ANY CA
LLS. CUST WANTS CRM TO CALL HIM BACK.

CRYSTAL HARRIS/AUSTIN

CUST ALSO STATED THAT HE WENT BACK TO THE DLR TWICE ABOUT THIS TIRE AN
D THEY TOLD THE CUST THAT THEY COULD NOT REPLACE THE TIRE, BUT WHAT TH
EY COULD DO WAS TRY TO FIX AND SEE WHAT WAS CAUSING THE TIRE TO GO FLA
T. CUST STATES THAT HE WAS GOING TO GO BACK TO THE DLR BEFORE THE ACCT
DENT. CST STATES THAT HE DOES HAVE A CELL PHONE AND WANTS TO CONTACTED
BY CELL PHONE.

CRYSTAL HARRIS/AUSTIN

CUST CALLED BACK IN, CRM READ FILE COMPLETELY. CRM ASKED FOR MORE DETA
ILS ON TIRE...HE TIRE IN 5/25/99 - CUST HAD PROBLEMS W/ GOING FLAT EVE

306014

RY TWO DAYS, THEY SAID ALL FOUR TIRES WERE OUT OF BALANCE, AND THIS ONE TIRE IN PARTICULAR HAS A CONSTANT PROBLEM WITH IT. TOOK VEH TO DEALERSHIP THEY SENT HIM TO UNIROYAL THEY PATCHED TIRE. CUST STATES THIS IS NOT NORMAL WEAR/TEAR ON VEH. UNIROYAL JUST ADDED AIR, REMOUNTED TIRE, THEY DID NOT FIX TIRE AT ALL. THEY JUST CHARGED HIM 10.00 FOR NOTHING. THEY ROTATED TIRE AND PUT IT ON REAR. THEY CAN NOT FIND A LEAK ANYWHERE, DEALERSHIP INSPECTED, THEY COULD NOT FIND ANY LEAK EITHER. CUST STATES THIS IS A DEFECTIVE TIRE, AND IT CAUSED AN ACCIDENT, AND THIS DOES NOT HAVE ANYTHING TO DO WITH HIS INSURANCE, IT WAS A DEFECTIVE TIRE THAT HE HAD TAKEN IN SEVERAL TIMES TO HAVE REMEDIED, AND IT NEVER WAS, AND IT CAUSED THE ACCIDENT, WHICH COULD HAVE TAKEN HIS LIFE. THESE ARE CUSTOMERS WORDS. CRM IS SENDING BACK TO PAR, PLEASE RE-REVIEW THIS FILE. ANGELICA CALLAWAY, AUSTIN, TX

FILE ASSIGNED TO TAMPA PAR CRM, DEANNA HOLDEN FOR REVIEW AND FOLLOWUP. ANGELA KERSEY/TAMPA PAR.

CRM ATTEMPTED TO CONTACT CUST, LEFT MESSAGE AT BOTH NUMBERS FOR CUST TO RETURN CALL. DEANNA HOLDEN/TAMPA/PAR/58335

CRM SPOKE WITH CUST, CUST STATES THAT HE HAS HAD CONTINUOUS PROBLEMS WITH THIS TIRE, CUST STATES THAT HE TOOK TIRE TO UNIROYAL AND THE TIRE WAS PATCHED, CRM ADVISED CUST OF INSPECTION PROCESS, CUST APPROVED, CRM LEFT MESSAGE FOR SERVICE MANAGER JEFF TO CALL BACK, DEANNA HOLDEN/TAMPA/PAR

***** REQUEST CODE AND COMMENTS *****

CDE #	EFSC	CDE COMMENTS
A03	0	DAMAGE TO DRIVERS SIDE OF THE VEHICLE. CASE CLOSED BY SYSTEM
A07	0	DEALER MUST SEE TIRE, VEHICLE, DAMAGE. CASE CLOSED BY SYSTEM
B43	0	REAR, LEFT TIRE BLEW OUT. CASE CLOSED BY SYSTEM

665

GENERAL MOTORS CORPORATION

300-807

DIVISION: Chevrolet

ZONE: _____

DATE: 3/30/00

FSIS/GM Central Claims
300 Renaissance Center
Mail Code 482 C20 D71
Detroit, MI 48265-3000

RE: Claimant: Larry

Date of Incident: 3/13/00

CAC File No.: 000121293

Gentlemen:

Attached is a PAR report with information on the above captioned incident. This Report of Preliminary Investigation is submitted to you for the reason(s) indicated below:

- 1. The attached report is for your information and record.
- 2. We believe this claim may deserve further investigation by you.
- 3. Other:

We have checked the above items based upon the information we have at this time. If you do not agree, or if subsequent facts come to your attention indicating the advisability of a different approach, we would appreciate being advised promptly.

Forward claim acknowledgments to:

Product Investigation Coordinator
General Motors Corporation
5701 E. Hillshorough Avenue
Suite 2300
Tampa, FL 33610

Further inquiries regarding this claim should be directed to the undersigned.

Sincerely,

Michelle Smith

Michelle Smith
General Motors Corporation
Customer Relationship Manager
Product Allegation Resolution Team

Enclosures:

- CAC Case Comments
- EAA Notes
- Pictures
- Estimates
- Police Report
- RO's
- Derm Tape
- Other: Warranty History, Letter

688

GN000 Att. C 3186



GMC

GENERAL MOTORS BUSINESS RESOURCE CENTER

March 30, 2000

Vehicle Identification Number: 2GCEC19K4S1284862

Dear Mr. _____:

Thank you for allowing us the opportunity to review the incident with your 1995 Chevrolet Pickup. You have expressed your concern, being involved in a collision, in which your airbags did not deploy.

Airbags are designed to deploy in severe frontal or near frontal collisions involving life-threatening events. Airbags, in combination with properly worn safety belts, are highly effective lifesaving devices in the types of crashes in which they are designed to deploy.

We offer this information for you to gain a better understanding on the concept of the airbag system, and the conditions surrounding deployment.

After completing our investigation, General Motors is unable to assume responsibility for damages and we suggest that you resolve this matter through your insurance carrier.

Respectfully,

Michelle Smith
Michelle Smith
Customer Relationship Manager
Product Allegation Resolution
General Motors Corporation

667
GM600 Att. C 3187

THIS: BASE ACTION: C KEY: 000121293 CAS 03/30/2000 11:28 CABS020M
NEXT: BASE ACTION: KEY: 000121293 ID: T4987
01 TITLE : MR CUSTOMER INFORMATION TYPE: 10
02 FIRST : 1 ST
05 STREET :
06 CITY : ? :
09 H PHONE: PHONE:
11 COMPANY

VEHICLE/DEALER INFORMATION

12 VIN : 2GCEC19K4S1284862 ENG: 5.7L V8 TBI PLANT: OSHAWA TRUCK ON
13 YR/MDL : 1995 C1 4X2 PICKUP 14 DEL : 09 22 95 15 MILEAGE: 100000
16 DEALER : ARANSAS AUTOPLEX INC. 17 ZN/DLR : 30 032
18 CITY : ARANSAS PASS 19 STATE : TX

CDE #	DESC	CDE	COMMENTS
C31	0 SIR/AIRBAG	20	SRS/AIRBAG DID NOT DEPLOY.
T01	0 PRODUCT ALLEGAT	21	PAR FILE
		22	
		23	
		24	

PF13

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 CSESCN PF18 DLRLOC
PF19 CRIS PF20 TELLST PF21 LITLST PF22 OPENLST PF23 CORSEL PF24 CAL
*10087 THIS IS A 1241 CASE - REFER TO 1241 PROCEDURE. *

GM600 Att. C 3188

668

THIS: AFTRCL ACTION: C KEY: 000121293
NEXT: AFTRCL ACTION: I KEY: 000121293
NAME: LARRY

CAS 03/17/2000 10:28 CABS200M
ID: T4987
YR/MDL: 1995 C1 TYPE: GO

AFTER CALL INFORMATION
CUSTOMER REQUEST INFORMATION

REQUEST TYPE	: (CASE/INQ)	PRODUCT CAMPAIGN	:		
REQUEST AREA	: SERV	REQUEST SOURCE	: H T CAS		
CONTACT TYPE	: OWNER	IN CORR SEQ #	: N		
WARRANTY	: O (IN/OUT/UNK)	THIRD PARTIES	:		
STOCKHOLDER	: N (Y/N)	GM EMPLOYEE	: N (Y/N)		
DEALER AREA	:				
PART DELAY START:		PART DELAY END	:		
TRANSFER TO ID	:	ASM ASSIGNED	: MS		
CASE OPEN DATE	: 03 14 00	SCRAP DATE	:		
ROUTING CODE	: CAC CAS LOC: 1241	TRANSMIT	: N (Y/N)		
CORRES TYPE	:	TRANSMIT DATE	: 00		
FOLLOW UP DATE	:	CORP CASE #	:		
FILE RETENTION	: 00	POSSIBLE SAFETY	: Y (Y/N)		
LAST ALTERED ID	: T4987	LAST ALTERED DATE	: 03 16 00		
REJECT CLOSE	: N (Y/N)	REOPEN CASE	: N (Y/N)		
PF13 BASE	PF14 CMTS	PF15 AFTRCL	PF16 CLOSE	PF17 CSESCN	PF18 DLRLOC
PF19 CRIS	PF20 TELLST	PF21 LITLST	PF22 OPENLST	PF23 CORRSEL	PF24 CAL

THIS: CMTS ACTION: I KEY: 000121293
NEXT: CMTS ACTION: I KEY: 000121293
GENERAL COMMENTS
USER: A0438 DATE: 03/14/00 TIME: 11:21

CAS 03/17/2000 10:28 CABS030M
ID: 74987
TOTAL CMTS: 10 TYPE: GO
COMMENT #: 1

MORE: Y

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 CSESCN PF18 DLRLC
PF19 CRIS PF20 TELLST PF21 LITLST PF22 OPENLST PF23 CORRSEL PF24 CAL
*I0004 TOP OF DATA DISPLAYED *

670

THIS: CMTS ACTION: I KEY: 000121293
NEXT: CMTS ACTION: I KEY: 000121293

CAS 03/17/2000 10:28 CABS030M
ID: T4987

GENERAL COMMENTS

TOTAL CMTS: 10 TYPE: GO
COMMENT #: 2

USER: A0438 DATE: 03/14/00 TIME: 11:33

PAR INFORMATION:

OWNER NAME --CAROLINE

VEH YEAR AND MODEL--1995 CHEV SILVERADO

VIN#

CURRENT MILEAGE--100000

SVC DLR

CLAIMANT NAME--CAROLINE

ADDRESS

HOME PH#

WORK PH#

DATE OF INCIDENT--3-13-00

TIME OF INCIDENT--9:30PM CDT

LOCATION OF ACC---PORTLAND TX, ENTERING CITY LIMITS, SB HWY 35

PRESENT LOCATION OF VEH--

AFTER MARKET ITEMS--NONE

REPAIRS OUTSIDE OF WARRANTY--NONE

GREG BELL/AUSTIN

MORE: Y

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 CSESCN PF18 DLRLOC
PF19 CRIS PF20 TELLST PF21 LITLST PF22 OPENLST PF23 CORRSEL PF24 CAL

THIS: CMTS ACTION: I KEY: 000121293 CAS 03/17/2000 10:28 CABS030M
NEXT: CMTS ACTION: I KEY: 000121293 ID: T4987
GENERAL COMMENTS TOTAL CMTS: 13 TYPE: GO
USER: A0438 DATE: 03/14/00 TIME: 11:42 COMMENT #: 3
WHO WAS DRIVING AT THE TIME: NAME --- TITUS CLIFTON
DATE OF BIRTH---
DISABILITIES----

ROAD SURFACE HARDTOP/PAVEMENT

ROAD CONDITIONS (WET, DRY, ICY, ETC.)---DRY

NUMBER OF PEOPLE IN VEH---2

BODILY INJURIES (YES OR NO)---YES BOTH PARTIES

INJURED NAME--TITUS CLIFTON

DATE OF BIRTH--

SEAT BELT USE (YES OR NO)-- YES

ADDRESS--

TYPE OF INJURIES--BRUISED CHEST, LUMP ON HEAD
CUTS AND ABRASIONS, INTERNAL
BRUISING.

WHERE TREATED--MEMORIAL HOSPITAL, CORPUS CHRISTI, TX

MORE: Y

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 CSESCN PF18 DIRLOC
PF19 CRIS PF20 TELLST PF21 LITLST PF22 OPENLST PF23 CORRSEL PF24 CAL

GM600 Att. C 3192

672

THIS: CMTS ACTION: I KEY: 000121293 CAS 03/17/2000 10:26 CABS030M
NEXT: CMTS ACTION: J KEY: 000121293 ID: T4987
GENERAL COMMENTS TOTAL CMTS: 10 TYPE: GO
USER: A0438 DATE: 03/14/00 TIME: 11:59 COMMENT #: 4
HOSPITAL STAY--NO, LONG ENOUGH FOR
EMERGENCY TREATMENT. CHECKED SELF OUT
OF HOSPITAL.
GREG BELL/AUSTIN

MORE: Y

PF13 BASE PF14 CMTS PF15 A:TRCL PF16 CLOSE PF17 CSESCN PF18 DLRLOC
PF19 CRIS PF20 TELLST PF21 LITLST PF22 OPENLST PF23 CORRSEL PF24 CAL

THIS: CMTS ACTION: I KEY: 000121293 CAS 03/17/2000 10:28 CAES030M
NEXT: CMTS ACTION: J KEY: 000121293 ID: T4987

USER: A0438 DATE: 03/14/00 TIME: 12:12 GENERAL COMMENTS TOTAL CMTS: 10 TYPE: GO
CUST STATES... WIFE IS OWNER OF THIS VEH, VEH WAS PURCHASED USED COMMENT #: 5

WITH APPROXIMATELY 85000 MILES. VEH WAS PURCHASED APPROXIMATELY
AUGUST 1999. VEH WAS INVOLVED IN ACC WHERE; ITS BELIEVED ACCORDING
TO POLICE AND EMS, VEH BLEW A REAR TIRE, HIT A MEDIAN RETAINING WALL
JUMP WALL THEN FLIPPED AND ROLLED CAME TO REST IN OPPOSITE LANES.
DRIVER, AND CUST BROTHER WERE THE OCCUPANTS OF VEH. BOTH OCCUPANTS
WERE APPARENTLY WEARING SEAT BELTS. AIRBAGS DID NOT DEPLOY.

CUST SEEKS...CUST WANTS TO KNOW WHY AIRBAG DIDN'T GO OFF.
GREG BELL/AUSTIN

USER: A0438 DATE: 03/14/00 TIME: 12:12 COMMENT #: 6

MORE: Y

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 CSESCN PF18 DIRLOC
PF19 CRIS PF20 TELLST PF21 LITLST PF22 OPENLST PF23 CORRSEL PF24 CAL

THIS: CMTS ACTION: I KEY: 000121293
NEXT: CMTS ACTION: I KEY: 000121293

CAS 03/17/2000 10:28 CABS030M

ID: T4987

GENERAL COMMENTS

TOTAL CMTS: 10 TYPE: GO

USER: A0438 DATE: 03/14/00 TIME: 12:28

COMMENT #: 7

2ND OCCUPANT OF VEH:

INJURED NAME--CHRISTOPHER

DATE OF BIRTH--

SEAT BELT USE (YES OR NO)--YES

ADDRESS--

TYPE OF INJURY--37 STITCHES IN ARM, CUT RIGHT HAND, BUMPS AND
BRUISES.

TREATED WHERE-- MEMORIAL HOSPITAL, CORPUS CHRISTI, TX

HOSPITAL STAY (YES OR NO, HOW LONG)-- YES, REMAINS IN HOSPITAL.

OTHER VEHICLES INVOLVED(YES OR NO, HOW MANY)-- NO

PROPERTY DAMAGE-- NO

COMPONENT(S)-ALLEGED DEFECT -- AIR BAG

POLICE REPORT MADE (YES OR NO) -- YES

GREG BELL/AUSTIN

MORE: Y

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 CSESCN PF18 DERLOC
PF19 CRIS PF20 TELLST PF21 LETLST PF22 OPENLST PF23 CORRSEL PF24 CAL

THIS: CMTS ACTION: I KEY: 000121293 CAS 03/17/2000 10:28 CABS030M
NEXT: CMTS ACTION: I KEY: 000121293 ID: T4987
GENERAL COMMENTS TOTAL CMTS: 10 TYPE: GO
USER: A0438 DATE: 03/14/00 TIME: 12:34 COMMENT #: 8
INSURANCE COMPANY NAME: TEXAS GENERAL AGENCY- SOUTHERN COUNTY MUTUAL
ADDRESS:
CLAIM# N3393 PHONE# 1-800-677-5170
AGENT: STEVE MORALES

CLAIMANTS DESCRIPTION OF WHAT HAPPENED: ON WAY BACK FROM CORPUS, HEARD
A POP, VEH HIT WALL, OCCUPANTS WOKE UP WHEN EMS WAS USING JAWS OF
LIFE.

ANY OTHER INFORMATION: NONE AVAILABLE AT THIS TIME. CUST WANTS SOME-
ONE TO LOOK AT VEH RIGHT AWAY.

GREG BELL/AUSTIN

MORE: Y

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 CSESCN PF18 DLKLOC
PF19 CRIS PF20 TELLST PF21 LITLST PF22 OPENLST PF23 CORRSEL PF24 CAL

THIS: CMTS ACTION: I KEY: 000121293 CAS 03/30/2000 10:34 CABS030M
NEXT: CMTS ACTION: I KEY: 000121293 ID: T4987

GENERAL COMMENTS TOTAL CMTS: 13 TYPE: GO
USER: T6780 DATE: 03/15/00 TIME: 14:49 COMMENT #: 9
FILE ASSIGNED TO TAMPA PAR CRM, MICHELLE SMITH FOR REVIEW AND
FOLLOWUP. ANGELA KERSEY/TAMPA PAR.

USER: T4987 DATE: 03/16/00 TIME: 16:28 COMMENT #: 10
PAR CRM CONTACTED CUSTOMER BUT RECEIVED NO ANSWER, WILL TRY CUST
AGAIN TO DISCUSS CASE FILE.
MICHELLE SMITH/PAR/TAMPA

USER: T4987 DATE: 03/23/00 TIME: 12:23 COMMENT #: 11
PAR CRM CONTACTED CUSTOMER AND RECEIVED A BUSY SIGNAL. WILL TRY
CUSTOMER AGAIN.
MICHELLE SMITH/PAR/TAMPA

MORE: Y

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 CSESCN PF18 CLRLOC
PF19 CRIS PF20 TELLST PF21 LITLST PF22 OPENLST PF23 CORRSEL PF24 CAL

677
GN688 Att. C 3197

THIS: CMTS ACTION: I KEY: 000121293 CAS 03/30/2000 10:34 CABS030M
NEXT: CMTS ACTION: I KEY: 000121293 ID: T4987

GENERAL COMMENTS TOTAL CMTS: 13 TYPE: GO
USER: T4987 DATE: 03/29/00 TIME: 11:55 COMMENT #: 12

PAR CRM CONTACTED CUSTOMER BUT HE WAS NOT AVAILABLE BUT THE PERSON WHO ANSWERED INFORMED CRM HE WAS CUSTOMERS' SON AND THAT HE WAS IN THE VEHICLE THE DAY OF THE INCIDENT. HE STATED THAT HE AND A LONG TIME FRIEND TO THE FAMILY, DRIVER, MR _____, WERE THE ONES IN THE VEHICLE. HE ADVISED CRM THAT HE AND DRIVER WERE INVOLVED IN A COLLISION THAT HAS BEEN SETTLED WITH INSURANCE CARRIER, BUT THAT THE AIR BAGS SHOULD HAVE DEPLOYED BECAUSE THE BACK END OF VEHICLE HIT THE CONCRETE MEDIAN WALL AND THEN JUMPED THE MEDIAN AND FLIPPED SEVERAL TIMES. PAR CRM ADVISED CUST WITH SOLACE FOR INCIDENT BUT THAT THE AIR BAGS ARE NOT DESIGNED TO DEPLOY IN REAR END INCIDENTS BUT IN NEAR FATAL FRONTAL COLLISIONS AND ALSO EVEN IN FRONT END COLLISIONS THERE ARE FACTORS THAT HAVE TO BE WEIGHED IN ORDER FOR THE AIR BAGS TO DEPLOY. PAR CRM ADVISED WILL SEND LETTER VIA MAIL WITH GM POSITION AND ALSO AN AIR BAG BROCHURE ON HOW AIR BAGS ARE DESIGNED TO DEPLOY. PAR CRM CLOSING CASE FILE. MICHELLE SMITH/PAR/TAMPA

MORE: Y

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 CSESCN PF18 DLRLOC
PF19 CRIS PF20 TELLST PF21 LITLST PF22 OPENLST PF23 CORSEL PF24 CAL

678

THIS: CMTS ACTION: I KEY: 000121293 CAS 03/30/2000 10:34 CABS030M
NEXT: CMTS ACTION: I KEY: 000121293 ID: T4987

GENERAL COMMENTS TOTAL CMTS: 13 TYPE: GO
USER: T4987 DATE: 03/30/00 TIME: 09:47 COMMENT #: 13

*****BUSINESS SUMMARY*****

1. PAR CRM REVIEWED CASE FILE AND CONTACTED CUSTOMER BUT CUSTOMER WAS UNAVAILABLE SO THE PERSON WHO ANSWERED WAS THE PASSENGER IN VEHICLE AT THE TIME OF THE INCIDENT. HE STATES THIS MATTER HAS BEEN SETTLED WITH INSURANCE CO BUT WANTED TO KNOW AND HE KNOWS THE CUSTOMER WANTS TO KNOW WHY THE AIR BAGS DID NOT DEPLOY AND THAT THE COLLISION OCCURRED FROM THE REAR AND IS SURE THE AIR BAGS SHOULD HAVE DEPLOYED . PAR CRM ADVISED HIM THAT AIR BAGS ARE NOT DESIGNED TO DEPLOY IN REAR END COLLISIONS BUT IN NEAR FATAL FRONTAL COLLISION. PAR CRM ADVISED HIM GM UNABLE TO ASSUME RESPONSIBILITY FOR DAMAGES AND WILL SEND CUSTOMER LETTER WITH THIS POSITION VIA MAIL AND ALSO A BROCHURE ON AIR BAGS AND HOW THEY ARE DESIGNED TO WORK. PAR CRM CLOSING CASE FILE AND WILL PROCEED TO FILL IN 1241 SCREENS AND FORWARD TO ESIS, CENTRAL AND MSX. MICHELLE SMITH/PAR/TAMPA

MORE: N

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 CSESCN PF18 DLRLOC
PF19 CRIS PF20 TELLST PF21 LITLST PF22 OPENLST PF23 CORREL PF24 CAL

*10005 BOTTOM OF DATA DISPLAYED *

873

THIS: CLOSE ACTION: I KEY: 000121293
NEXT: CLOSE ACTION: KEY: 000121293
NAME: LARRY

CAS 04/12/2000 09:19 CABS040M
ID: T4987
YR/MDL: 1995 C1 TYPE: 11

CASE CLOSING INFORMATION

FILE RETENTION	: 00	POSSIBLE SAFETY	: Y (Y/N)
DLR CONTACT DATE	: 03 30 00	DLR CONCLUSION DATE	: 03 30 00
CLOSING DATE	:	RESPONSIBLE DEALER	:
CUST SATISFIED	: Y (Y/N)	CLOSE CASE	: (Y/N)
CO REVIEW CLOSE	:	CO REVIEWED	: (Y/N) DATE:
RGN REVIEW CLOSE	:	RGN REVIEWED	: (Y/N) DATE:

CDE #	DESC	CDE COMMENTS
C31	0 SIR/AIRBAG	SRS/AIRBAG DID NOT DEPLOY. GM UNABLE TO ASSUME RESPONSIBILITY FOR DAMAGES.CASE FILE FORWARDED TO ESIS.
T01	0 PRODUCT ALLEGAT	PAR FILE GM UNABLE TO ASSUME RESPONSIBILITY FOR DAMAGES.CASE FILE FORWARDED TO ESIS.

MORE: N

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 CSESCN PF18 DLRLOC
PF19 CRIS PF20 TELLST PF21 LITLST PF22 OPENLST PF23 CORSEL PF24 CAL
*E0448 CASE IN PROCESS, USER NOT ASSIGNED TO REVIEW *

GNLBB Att. C 3200

680

THIS: 12411 ACTION: C KEY: 000121293
NEXT: 12412 ACTION: KEY: 000121293

CAS 03/30/2000 11:12 CALG110M
ID: T4967

GM1241 PAGE 1

INCIDENT DATE: 03 / 13 / 00 TIME: 09 : 30 (24 HR CLOCK)

OWNER TITLE : MR
FIRST : LARRY MI : LAST:
STREET :
CITY : ST: TX ZIP :
H PHONE : AGE: 26 B PHONE:
COMPANY:

DRIVER TITLE : MR
FIRST : LAST:
STREET :
CITY : ST: TX ZIP :
H PHONE : B PHONE:

CLAIMANT TITLE:
FIRST : LAST:
STREET :
CITY TX ZIP :
H PHONE B PHONE:

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 THIRD PF18 BREACH
PF19 CONTROL PF20 MEDARB PF21 12411 PF22 1241X1 PF23 CORRSEL PF24 CAL

GN698 Att. C 3201

681

THIS: 12412 ACTION: C KEY: 000121293
NEXT: 12413 ACTION: KEY: 000121293
NAME: LARRY

CAS 03/30/2000 11:12 CALG120M
ID: T4987
YR/MDL: 1995 C1 TYPE: 10

GM1241 PAGE 2

BODILY INJURIES : Y (Y/N) NUMBER OF PEOPLE : 2
WAS ANOTHER VEH INVOLVED : N (Y/N) NUMBER OF VEHICLES :
DID VEHICLE TURN OVER : Y (Y/N) CLAIMANT REP BY ATTY: N (Y/N)
WHERE CAN VEHICLE BE SEEN: UNKNOWN

VIN : 2GCEC19K4S1284862 DEL DTE: 092295
YR/MDL: 1995 C1 MILEAGE: 100000

PRINCIPLE USE OF VEHICLE : PERSONAL

DRIVER DESCRIPTION OF INCIDENT & CAUSE: VEHICLE BLEW A REAR TIRE, HIT A
MEDIAN FROM THE REAR THEN HIT THE CONCRETE IN THE MIDDLE OF HIGHWAY, JUMPED
A WALL AND THEN FLIPPED AND ROLLED AND CAME TO REST IN THE OPPOSITE LANE.

NATURE OF WEATHER: NORMAL/DRY

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 THIRD PF18 BREACH
PF19 CONTROL PF20 MEDARB PF21 12411 PF22 1241X1 PF23 CORRSEL PF24 CAL

682
G11688 Att. C 3282

THIS: 12413 ACTION: C KEY: 000121293
NEXT: 12414 ACTION: KEY: 000121293
NAME: LARRY

CAS 03/30/2000 11:12 CALG130M
ID: T4987
YR/MDL: 1995 C1 TYPE: 10

GM1241 PAGE 3

WHAT COMPONENT(S) ARE ALLEGEDLY DEFECTIVE: AIR BAGS DID NOT DEPLOY

WHO MADE ALLEGATION OF DEFECT: CUSTOMER

WAS VEHICLE TOWED : Y (Y/N)

TOWING CO NAME : UNKNOWN

TOWING CO ADDRESS: UNKNOWN

TOW DRIVER NAME : UNKNOWN

WAS VEHICLE A TRUCK: Y (Y/N)

GROSS PAY LOAD : UNKNOWN

LOCATION OF LOAD : UNKNOWN

DESC OF LOAD : UNKNOWN

DID YOU SPEAK TO DRIVER: Y (Y/N)

IF "N" GIVE SOURCE OF DRIVER DESC:

VEHICLE SPEED EST : 55

SOURCE OF EST : DRIVER

PF13 BASE PF14 CMTS PF15 APPROV. PF16 CLOSE PF17 THIRD PF18 BREACH
PF19 CONTROL PF20 MEDARB PF21 12411 PF22 1241X1 PF23 CORSEL PF24 CAL

GM1600 Att. C 3283

683

THIS: 12414 ACTION: C KEY: 000121293
NEXT: 12415 ACTION: KEY: 000121293
NAME: LARRY

CAS 03/30/2000 11:12 CALG140M
ID: T4987
YR/MDL: 1995 C1 TYPE: 10

GMI241 PAGE 4

POLICE REPORT MADE: Y (Y/N) REPORT ATTACHED: N (Y/N)
IF NOT ATTACHED, GIVE STATION/OFFICER MAKING REPORT: UNKNOWN

ANY WITNESSES : N (Y/N) NUMBER:

INCIDENT LOCATION

LOCATION OF INCIDENT: PORTLAND, TX SOUTHEOUND HIGHWAY 35

KIND OF ROAD: C KIND OF SHOULDER: C (CONCRETE/GRAVEL/DIRT/ROCK-CRUSH/ASPHALT)

ROAD CONDITION: D SHOULDER CONDITION: D (WET/DRY/ICY/OTHER)

VISION OBSTRUCTIONS : NONE

POSTED SPEED : 55 (MPH)

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 THIRD PF18 BREACH
PF19 CONTROL PF20 MEDARB PF21 12411 PF22 1241X1 PF23 CORRSEL PF24 CAL

GM600 Att - C 31204

684

THIS: 12415 ACTION: C KEY: 000121293
NEXT: 12416 ACTION: KEY: 000121293
NAME: LARRY

CAS 03/30/2000 11:12 CALG150M
ID: T4987
YR/MDL: 1995 C1 TYPE: 10

GM1241 PAGE 5 (VEHICLE)

VIN : 2GCEC19K4S1284862

DEL DATE: 09 22 95

YR/MDL: 1995 C1

NEW/USED/DEMO: U

MILEAGE : 100000

TRANS :

AXLE:

ENGINE :

LICENSE # :

STATE:

INSPEC STICK #:

STATION # :

EXP DATE:

SPECIAL EQUIP/FEATURES: NONE

NATURE AND EXTENT OF DAMAGES: UNKNOWN

EST COST OF REPAIR: 1

PRODUCT CAMP : NONE

CAMP PERFORMED: N (Y/N)

IF "Y" DESC:

TIRE SIZE AND BRAND: UNKNOWN

CONDITION OF TIRE: LF: RF: RR: LR: (GOOD/POOR/FLAT)

TRUCK/SPARE:

PF13 BASE PF14 CMTS PF15 AETRCL PF16 CLOSE PF17 THIRD PF18 BREACH
PF19 CONTROL PF20 MEDARB PF21 12411 PF22 1241X1 PF23 CORSEL PF24 CAL

ENCLOSURE ATT. C 1285

685

THIS: 12416 ACTION: C KEY: 000121293
NEXT: 12417 ACTION: KEY: 000121293
NAME: LARRY

CAS 03/30/2000 11:12 CALG160M
ID: T4987
YR/MDL: 1995 C1 TYPE: 10

GM1241 PAGE 6 (PHOTOS/DLR/FARTS)

WERE PHOTOS TAKEN: N (Y/N) NUMBER: BY WHOM:
ADDRESS :

VEHICLE INSPECTED: N (Y/N) NAME :
NAME OF INS. REP AT INVESTIGATION:

SELLING DEALER : UNKNOWN
ADDRESS : UNKNOWN

SERVICING DEALER : UNKNOWN
ADDRESS : UNKNOWN

REPAIR ORDER FOUND IN VEHICLE HISTORY: N (Y/N) HOW MANY :
IF "N" EXPLAIN : NONE RELATED TO ALLEGATION

ALLEGED DEFECTIVE PART(S) REMOVED : N (Y/N)

PARTS NAME : CUSTODIAN:
LOCATION :

HOW & WHEN WAS MATTER LEFT WITH CLAIMANT: CRM ADVISED CUST 3/29@3PM, GM UNABLE
TO ASSUME RESPONSIBILITY FOR DAMAGES. SENT LETTER 3/30

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLCSE PF17 THIRD PF18 BREACH
PF19 CONTROL PF20 MEDARB PF21 12411 PF22 1241X1 PF23 CORSEL PF24 CAL

THIS: 12417 ACTION: A KEY: 000121293
NEXT: 12418 ACTION: KEY: 000121293
NAME: LARRY

CAS 03/30/2000 11:12 CALG170M
ID: T4987
YR/MDL: 1995 C1 TYPE: 10

GM1241 PAGE 7 (PROPERTY DAMAGE)

TYPE OF DAMAGE: (VEHICLE/PROPERTY OTHER THAN VEHICLE)
OWNER NAME FIRST : MI: LAST:
ADDRESS :
DRIVER NAME FIRST: MI: LAST:
ADDRESS :

VEHICLE

MAKE, MODEL & YEAR:
ESTIMATE OF SPEED: (MPH) BY WHOM:
EXTENT OF DAMAGE :

PROPERTY

KIND :
EXTENT OF DAMAGE :
ADDITIONAL COMMENTS:

PF13 BASE PF14 CMTS PF15 ATTRCL PF16 CLOSE PF17 THIRD PF18 BREACH
PF19 CONTROL PF20 MEDARB PF21 12411 PF22 1241X1 PF23 CORRSEL PF24 CAL
*100CL TYPE APPROPRIATE INFORMATION AND PRESS ENTER TO ADD *

THIS: 12418 ACTION: C KEY: 000121293

CAS 03/30/2000 11:12 CALG18DM

NEXT: 12419 ACTION: KEY: 000121293

ID: T4987

NAME: LARRY DOWNUM INGLESIDE, TX

YR/MDL: 1995 C1 TYPE: 10

GM1241 PAGE 8 (BODILY INJURIES)

TITLE :

FIRST :

STREET

CITY

HOME I

AGE: 26

LOCATION CODE: B (A=OWNER'S VEH/B=OTHER VEH/C=PEDESTRIAN/D=OTHER)

IF "B", GIVE DRIVER NAME: TITUS CLIFTON

NATURE OF INJURIES : BRUISES, LUMP IN HEAD, CUTS AND ABRASIONS.

WHERE WERE INJURIES TREATED & BY WHOM: MEMORIAL HOSPITAL; UNKNOWN

SEATING POSITION: DRIVER

ADDITIONAL COMMENTS: CHRIS DOWNUM WAS THE PASSENGER IN THIS VEHICLE AND SUSTAINED INJURIES SUCH LACERATIONS, 38 STITCHES TO RIGHT ARM.

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 THIRD PF18 BREACH
PF19 CONTROL PF20 MEDARB PF21 12411 PF22 1241X1 PF23 CORSEL PF24 CAL

GM688 Att. C 3288

688

THIS: 12419 ACTION: C KEY: 000121293
NEXT: 124110 ACTION: KEY: 000121293
NAME: LARRY

CAS 03/30/2000 11:12 CALG250M
ID: T4987
YR/MDL: 1995 CI TYPE: 10

GM1241 PAGE 9

GENERAL COMMENTS:

TOTAL CMTS: 1

USER: T4987 DATE: 03/30/00 TIME: 11:09

COMMENT #: 1

PAR CRM REVIEWED CASE FILE AND CONTACTED CUSTOMER FOR ADDITIONAL INFORMATION AND TO INSPECT VEHICLE. PAR CRM UPON COMPLETION OF THIS INITIAL CONTACT CAME TO CONCLUSION THAT THIS VEHICLE WAS NOT A FRONTAL COLLISION BUT A REAREND COLLISION. PAR CRM ADVISED CUSTOMER AIR BAGS ARE DESIGNED TO DEPLOY IN NEAR FATAL FRONTAL COLLISIONS AND ARE NOT DESIGNED TO DEPLOY IN REAREND COLLISIONS. PAR CRM ADVISED CUSTOMER GM UNABLE TO ASSUME RESPONSIBILITY FOR DAMAGES AND SUGGEST TAKE MATTERS UP WITH INSURANCE CARRIER. PAR CRM WILL SEND CORRESPONDENCE VIA MAIL WITH GM POSITION AND ALSO AN AIR BAG BROCHURE FOR CUSTOMER EDUCATION ON AIR BAG OPERATION. PAR CRM WILL FORWARD CASE FILE TO ESIS, CENTRAL AND MSX.

MICHELLE SMITH/PAR/TAMPA

MORE: N

PF13 BASE PF14 CMTS PF15 AETRCL PF16 CLOSE PF17 THIRD PF18 BREACH
PF19 CONTROL PF20 MEDARB PF21 12411 PF22 1241X1 PF23 CORRSEL PF24 CAL
*10004 TOP OF DATA DISPLAYED *10005 BOTTOM OF DATA DISPLAYED *

GM688 011. C 3289

689

THIS: 124110 ACTION: C KEY: 000121293
NEXT: 1241A ACTION: KEY: 000121293
NAME: LARRY

CAS 04/12/2000 09:19 CALG190M
ID: T4967
YR/MDL: 1995 C1 TYPE: 11

GMI241 PAGE 10 (RECAP)

DIVISION NOTIFIED OF INCIDENT

HOW: TELEPHONE
WHEN : 031500
BY WHOM: CUSTOMER
ZN ASSIGNED : 00
ASSIGNMENT

INVESTIGATOR FIRST NAME: N/A MI: LAST NAME: N/A
ASSIGNMENT DATE : 031500 DUE DATE :
INVESTIGATION DATE : 032900 RECEIVED DATE :

INFO FROM FURTHER INVESTIGATION: UPON COMPLETION OF FURTHER REVIEW, CUSTOMER
WAS INVOLVED IN A REAR END COLLISION AND THEREFORE, AIR BAGS DO NOT DEPLOY
IN REAR END COLLISIONS. GM UNABLE TO ASSUME RESPONSIBILITY FOR DAMAGES.

INSURANCE CO CODE: INSMI001 DATE SENT: 041000
RGN APPROVED BY : E.D. THOMPSON DATE: 041000
CO APPROVED BY : MICHELLE SMITH DATE: 041200

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 THIRD PF18 BREACH
PF19 CONTROL PF20 MEDARB PF21 12411 PF22 1241X2 PF23 CORRSEL PF24 CAL

*I0024 MAY SIGN OFF OR ERASE RGN APPROVED NAME TO PERMIT MODIFICATION OF THIS 12
41 *

68688 Att. C 3210

690

THIS: 1241A ACTION: C KEY: 000121293
NEXT: 1241A ACTION: KEY: 000121293

CAS 03/30/2000 11:12 CALG24CM
ID: T4987

GM1241-A

DIVISION: CHEVROLET ZONE: 01 DATE: 03 30 00
INSURANCE COMPANY'S (LOCAL OFFICE) DESIGNATION CODE PTP 76- INSMI001
ADDRESS: P. O. BOX 02439 CITY: DETROIT ST: MI ZIP: 48202
RE: CLAIMANT (FIRST): LARRY MI: LAST:
DATE OF INCIDENT : 03 13 00

REASON FOR SUBMISSION OF PRIMARY REPORT: 1 (1/2/3)

1. THE ATTACHED REPORT IS FOR YOUR INFORMATION AND RECORD.
2. WE BELIEVE THIS CLAIM MAY DESERVE FURTHER INVESTIGATION BY YOU.
3. OTHER:

FORWARD ACKN TO: 1. X UNDERSIGNED
AND/OR 2.

FOR INQUIRIES TO: 1. X UNDERSIGNED
AND/OR 2.

ENCLOSURES : CASE FILE W/CMTS, LETTER

CONTACT NAME FIRST: MICHELLE LAST: SMITH MI:

CONTACT ADDRESS: 5701 E HILLSBOROUGH AVENUE SUITE 2300

CITY: TAMPA ST: FL ZIP: 33610 CONTACT TITLE: CRM

PF13 BASE PF14 CMTS PF15 ATRCL PF16 CLOSE PF17 THIRD PF18 BREACH
PF19 CONTROL PF20 MEDARB PF21 12411 PF22 1241X1 PF23 CORSEL PF24 CAL

GM600 Att. C 3211

691

NEXT:

GM WARRANTY HISTORY INQUIRY
(UPDATED THRU 20000314)

PAGE 01 OF 03
DIV: CHEVROLET

VEHICLE-ID-NUMBER DESCRIPTION ODM DEL-DLR DEL-DATE DEL-ODOM PDI-ELIG CLM
2GCEC19K4S1284862 CK P/U EXT 4X2 M 1330406 19950922 326 PAID 8

PROD-DTE: 19950831 DELWAR-DATE: WARBLK-DTE:
INV-DTE : 19950831 DELWAR-ODOM: WARBLK-TYP:
INV-DLR : 1330072 SHIP-TO-DLR: 1330072

C	CYCLE								AUTH	AUTH	
T	RODLR	NO.	RODATE	RO-NO.	DOC-NO	LN	LBROP	LN-TOTAL	ODOMETER	ID	CODE
001	1330018	819	19980105	C57055	009036	01	V0013	21.23	64779		
				SEAT RECLINE PROTECTOR COVER 97008A FAIL-PART:88880005 PROTECTOR							
002	1330406	617	19960420	301259	114389	03	J3500	41.03	17429		
				THERMOSTAT, CUTLET & GASKET-REPLACE FAIL-PART:10190925 THERMOSTA							
003	1330406	617	19960420	301259	114390	02	J4540	14.89	17429		
				TIMING, -ADJUST							

----- CONTINUED -----

PF1:HELP PF2:OPT PF3:CHG-DIV PF4:MAIN MENU PF5:DESC PF6:PRINT
PF7:BACK PF8:FWRD PF9:GOTO PF10:LOGOFF
RECORD FOUND

GM688 Att. C 3212

692

CHEVROLET MOTOR DIVISION
GM RESTRICTED

PAGE: 1

306307

CASE NUMBER: 000121293 VTN: 2GCEFC19K4S1284862
DATE OPENED: 04/21/00 MODEL YEAR: 95
DATE CLOSED: SERIES: C1
SOURCE: J000
CUSTOMER:
ADDRESS:
HOME PHONE: TX
BUS. PHONE:

NATURE AND EXTENT OF DAMAGES AND ESTIMATED COST OF REPAIRS: 1
(ATTACH COPY OF ESTIMATE) UNKNOWN
WAS ANOTHER VEHICLE INVOLVED? NO
MAKE/MODEL OF VEH.:
OTHER VEHICLE SPEED EST.: 0 MPH BY WHOM:
NAME OF OWNER:
ADDRESS OF OWNER:
NAME OF DRIVER:
ADDRESS OF DRIVER:
EXTENT OF DAMAGE:
WAS PROPERTY (OTHER THAN MOTOR VEHICLE) DAMAGED? (STATE KIND, NAME OF OWNER,
AND EXTENT OF DAMAGE):

- *****
- (1) NAME: AGE: 26
ADDR:
CITY:
SE:
IN:
 - (2) N CODE: (A/B/C/D) AGE: 0
ADDRESS:
CITY/STATE:
SEATING POSITION:
INJURY DESC:
 - (3) NAME: CODE: (A/B/C/D) AGE: 0
ADDRESS:
CITY/STATE:
SEATING POSITION:
INJURY DESC:

LOCATION OF INCIDENT (DESIGNATE EXACT LOCATION): PORTLAND, TX SOUTHBOUND HIGHWAY
35

NAME AND ADDRESS OF DEALER WHO TOWED (INCLUDE TOW DRIVER'S NAME), STORED, AND/OR
PROVIDED TEMPORARY SERVICE TO DAMAGED VEHICLE: UNKNOWN UNKNOWN UNKNOWN

***** VI DESCRIPTION OF CLAIM *****
DRIVER'S DESCRIPTION AS TO HOW INCIDENT HAPPENED AND DRIVER'S STATEMENT OF
THE INCIDENT'S CAUSE: VEHICLE BLEW A REAR TIRE, HIT A
MEDIAN FROM THE REAR THEN HIT THE CONCRETE IN THE MIDDLE OF HIGHWAY, JUMPED
A WALL AND THEN FLIPPED AND ROLLED AND CAME TO REST IN THE OPPOSITE LANE.

693
68688 Att. C 3213

306307

DID YOU PERSONALLY SPEAK WITH DRIVER? X YES NO IF 'NO', GIVE SOURCE OF DRIVER'S DESCRIPTION:

WAS VEHICLE INSPECTED? YES X NO IF 'YES', IDENTIFY ALL PARTIES:

WHAT COMPONENT(S) ARE ALLEGEDLY DEFECTIVE? AIR BAGS DID NOT DEPLOY

WHO MADE ALLEGATION OF DEFECT? CUSTOMER

IF THE ALLEGED DEFECTIVE PART HAS BEEN REMOVED FROM THE VEHICLE, INCLUDING EXACT PART(S), PRESENT LOCATION AND WHO IS CUSTODIAN:

VEHICLE AND SCENE OF INCIDENT: UPON COMPLETION OF FURTHER REVIEW, CUSTOMER WAS INVOLVED IN A REAR END COLLISION AND THEREFORE, AIR BAGS DO NOT DEPLOY IN REAR END COLLISIONS. GM UNABLE TO ASSUME RESPONSIBILITY FOR DAMAGES.

HOW AND WHEN WAS MATTER LEFT WITH CLAIMANT? CRM ADVISED CUST 3/29@3PM, GM UNABLE TO ASSUME RESPONSIBILITY FOR DAMAGES. SENT LETTER 3/30

DATE OF INVESTIGATION: 03/29/00 NAME: N/A N/A
***** XI COMMENTS *****

PAR CRM REVIEWED CASE FILE AND CONTACTED CUSTOMER FOR ADDITIONAL INFORMATION AND TO INSPECT VEHICLE. PAR CRM UPON COMPLETION OF THIS INITIAL CONTACT CAME TO CONCLUSION THAT THIS VEHICLE WAS NOT A FRONTAL COLLISION BUT A REAR END COLLISION. PAR CRM ADVISED CUSTOMER AIR BAGS ARE DESIGNED TO DEPLOY IN NEAR FATAL FRONTAL COLLISIONS AND ARE NOT DESIGNED TO DEPLOY IN REAR END COLLISIONS. PAR CRM ADVISED CUSTOMER GM UNABLE TO ASSUME RESPONSIBILITY FOR DAMAGES AND SUGGEST TAKE MATTERS UP WITH INSURANCE CARRIER. PAR CRM WILL SEND CORRESPONDENCE VIA MAIL WITH GM POSITION AND ALSO AN AIR BAG BROCHURE FOR CUSTOMER EDUCATION ON AIR BAG OPERATION. PAR CRM WILL FORWARD CASE FILE TO BSIS, CENTRAL AND MS&L.
MICHELLE SMITH/ PAR/ TAMPA

GM600 Alt. C 3214

694

CHEVROLET MOTOR DIVISION
GM RESTRICTED

307137

CASE NUMBER: 000136855 VIN: 2GCEC19V8Y1202702
DATE OPENED: 05/12/00 MODEL YEAR: 00
DATE CLOSED: SERIES: C1
SOURCE: 100
CUSTOMER:
ADDRESS:
HOME PHONE:
BUS. PHONE:

NATURE AND EXTENT OF DAMAGES AND ESTIMATED COST OF REPAIRS: 1

(ATTACH COPY OF ESTIMATE) UNKNOWN

WAS ANOTHER VEHICLE INVOLVED? NO

MAKE/MODEL OF VEH.:

OTHER VEHICLE SPEED EST.: 0 MPH BY WCOM:

NAME OF OWNER:

ADDRESS OF OWNER:

NAME OF DRIVER:

ADDRESS OF DRIVER:

EXTENT OF DAMAGE:

WAS PROPERTY (OTHER THAN MOTOR VEHICLE) DAMAGED? (STATE KIND, NAME OF OWNER,
AND EXTENT OF DAMAGE):

- *****
- (1) NAME: CODE: A (A/B/C/D) AGE: 36
 ADDR
 CITY,
 SEAT
 INJ 1, BACK, BREAST, COLLAR BONE ETC.
- (2) NAM CODE: (A/B/C/D) AGE: 0
 ADDRESS:
 CITY/STATE:
 SEATING POSITION:
 INJURY DESC:
- (3) NAME: CODE: (A/B/C/D) AGE: 0
 ADDRESS:
 CITY/STATE:
 SEATING POSITION:
 INJURY DESC:

LOCATION OF INCIDENT (DESIGNATE EXACT LOCATION): FEATHER RIVER CANYON ON HWY 70/
JARBO GAP

NAME AND ADDRESS OF DEALER WHO TOWED (INCLUDE TOW DRIVER'S NAME), STORED, AND/OR
PROVIDED TEMPORARY SERVICE TO DAMAGED VEHICLE: UNKNOWN UNKNOWN UNKNOWN

***** VI DESCRIPTION OF CLAIM *****

DRIVER'S DESCRIPTION AS TO HOW INCIDENT HAPPENED AND DRIVER'S STATEMENT OF
THE INCIDENT'S CAUSE: MY RIGHT FRONT TIRE BLEW OUT AND I
HIT A GRANITE WALL ON THE RIGHT SIDE AND LOST CONTROL OF VEHICLE WHEN THE
FLUID IN THE VEH CAME OUT FROM THE UNDERCARRIAGE OF VEH. I HAD NO STEERING OR
BRAKES. A SEMI DRIVE SAW THE WHOLE INCIDENT. I BOUNCED AROUND INTO OTHER LANE
AND BACK UNTIL I HIT AN EMBANKMENT.

GM688 Att. C 3215

695

CHEVROLET MOTOR DIVISION
GM RESTRICTED

PAGE: 2

307137

DID YOU PERSONALLY SPEAK WITH DRIVER? X YES NO IF 'NO', GIVE SOURCE OF
DRIVER'S DESCRIPTION:
WAS VEHICLE INSPECTED? YES X NO IF 'YES', IDENTIFY ALL
PARTIES:
WHAT COMPONENT(S) ARE ALLEGEDLY DEFECTIVE? SEAT BELTS, AIR BAGS DIDNT DEPLOY, TI
RES, FLUID LEAKAGE, ETC.
WHO MADE ALLEGATION OF DEFECT? CUSTOMER
IF THE ALLEGED DEFECTIVE PART HAS BEEN REMOVED FROM THE VEHICLE, INCLUDING
EXACT PART(S), PRESENT LOCATION AND WHO IS CUSTODIAN:

VEHICLE AND SCENE OF INCIDENT: UPON FURTHER REVIEW, THIS CASE FILE FORWARDED
TO ESIS FOR HANDLING DUE TO NATURE OF INJURIES AND POSSIBLE SUBROGATION BY
INSURANCE CARRIER.

HOW AND WHEN WAS MATTER LEFT WITH CLAIMANT? CRM ADVISED CUST 4/17/02:30PM. CASE
FILE WILL BE FORWARDED TO ESIS. CRM FAXED TO ESIS. 4/17/00

DATE OF INVESTIGATION: 04/17/00 NAME: N/A N/A
***** XT COMMENTS *****

PAR CRM REVIEWED CASE FILE AND CONTACTED CUSTOMER AND FROM THIS INITIAL
CONTACT PAR CRM DETERMINED THIS CASE FILE SHOULD BE FORWARDED TO ESIS FOR
HANDLING DUE TO NATURE OF INJURIES AND POSSIBLE SUBROGATION BY INSURANCE
CARRIER. CUSTOMER HAS GOTTEN ANOTHER VEHICLE ABOUT A WEEK AGO. PAR CRM WILL
BE FORWARDED TO ESIS VIA FAX AND HARDCOPY AS WELL AS TO CENTRAL AND MSX.
PAR CRM CLOSED CASE FILE .
MICHELLE SMITH/PAR/TAMPA

GM640 att. C 3216

656

GENERAL MOTORS CORPORATION

307137

DIVISION: Chevrolet

ZONE: _____

DATE: 4/18/00

ESIS/GM Central Claims
300 Renaissance Center
Mail Code 482 C20 D71
Detroit, MI 48265-3000

RE: Claimant: Wendy

Date of Incident: 3/22/00

CAC File No.: 000136895

Gentlemen:

Attached is a PAR report with information on the above captioned incident. This Report of Preliminary Investigation is submitted to you for the reason(s) indicated below:

1. () The attached report is for your information and record.
2. () We believe this claim may deserve further investigation by you.
3. () Other:

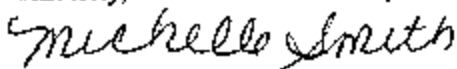
We have checked the above items based upon the information we have at this time. If you do not agree, or if subsequent facts come to your attention indicating the advisability of a different approach, we would appreciate being advised promptly.

Forward claim acknowledgments to:

Product Investigation Coordinator
General Motors Corporation
5701 E. Hillsborough Avenue
Suite 2300
Tampa, FL 33610

Further inquiries regarding this claim should be directed to the undersigned.

Sincerely,



Michelle Smith
Michelle Smith
General Motors Corporation
Customer Relationship Manager
Product Allegation Resolution Team

Enclosures:

- CAC Case Comments
- EAA Notes
- Pictures
- Estimates
- Police Report
- RO's
- Dera Tape
- Other: Warranty History, Letter

GM688 Att. C 3217

697

THIS: BASE ACTION: C KEY: 000136895 CAS 03/29/2000 12:09 CABS020M
NEXT: BASE ACTION: I KEY: 000136895 ID: T4987
01 TITLE : TYPE: GO
02 FIRST :
05 STREET :
06 CITY :
09 H PHONE :
11 COMPANY:

VEHICLE/DEALER INFORMATION

12 VIN : 2CCEC19V8Y1202702 ENG: 4.8L V8 MFI PLANT: OSHAWA TRUCK ON
13 YR/MDL : 2000 C1 4X2 SILVERADO P/U 14 DEL : 15 MILEAGE: 006000
16 DEALER : WITTMER CHEVROLET/GEO 17 ZN/DLR : 06 362
18 CITY : CHICO 19 STATE : CA

CDE #	DESC	CDE	COMMENTS
C28	0 SEAT BELT SYSTE	20	ALLEGATING SEATBELTS MALFUNCTIONED
C31	0 SIR/AIRBAG	21	AIRBAG DID NOT INFLATE/POPPED OUT AFTERWARDS
E40	0 TIRES/GENERAL	22	BLOW OUT CAUSED ACCIDENT
H44	0 FLUID LEAK	23	ALL FLUIDS RELEASED FROM UNDERCARRIAGE
T01	0 PRODUCT ALLEGAT	24	PRODUCT ALLEGATION FILE

PF13 EASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 CSESCN PF18 DIRLOC
PF19 CRIS PF20 TELLST PF21 LITLST PF22 OPENLST PF23 CORSEL PF24 CAL

GM600 Att. C 1218

692

THIS: AFTRCL ACTION: C KEY: 000136895
NEXT: AFTRCL ACTION: I KEY: 000136895
NAME: WENDY POHMAJEVICH MAGALIA,CA

CAS 03/29/2000 12:10 CABS200M
ID: T4987
YR/MDL: 2000 C1 TYPE: GO

AFTER CALL INFORMATION
CUSTOMER REQUEST INFORMATION

REQUEST TYPE	: (CASE/INQ)	PRODUCT CAMPAIGN	:		
REQUEST AREA	: SERV	REQUEST SOURCE	: H T CAS		
CONTACT TYPE	: OWNER	IN CORR SEQ #	: N		
WARRANTY	: I (IN/OUT/UNK)	THIRD PARTIES	:		
STOCKHOLDER	: N (Y/N)	GM EMPLOYEE	: N (Y/N)		
DEALER AREA	: 01				
PART DELAY START:		PART DELAY END	:		
TRANSFER TO ID	:	ASM ASSIGNED	: MS		
CASE OPEN DATE	: 03 23 00	SCRAP DATE	:		
ROUTING CODE	: CAC CAS LOC: 1241	TRANSMIT	: N (Y/N)		
CORRES TYPE	:	TRANSMIT DATE	: 00		
FOLLOW UP DATE	:	CORP CASE #	:		
FILE RETENTION	: 00	POSSIBLE SAFETY	: Y (Y/N)		
LAST ALTERED ID	: T4987	LAST ALTERED DATE	: 03 28 00		
REJECT CLOSE	: N (Y/N)	REOPEN CASE	: N (Y/N)		
PF13 BASE	PF14 CMTS	PF15 AFTRCL	PF16 CLOSE	PF17 CSESCN	PF18 DLRLOC
PF19 CRIS	PF20 TELLST	PF21 LITLST	PF22 OPENLST	PF23 CORRSEL	PF24 CAL
*10102 REVIEW FILE RETENTION-POSSIBLE SEAT BELT/SIR SYSTEM *					

68600 Att. C 3219

689

THIS: CMTS ACTION: I KEY: 000136895 CAS 03/29/2000 12:10 CABS030M
NEXT: CMTS ACTION: I KEY: 000136895 ID: T4987

GENERAL COMMENTS TOTAL CMTS: 11 TYPE: GO
USER: A7008 DATE: 03/23/00 TIME: 15:22 COMMENT #: 1

CUST STATES SHE WAS IN A VEHICLE ACCIDENT AND IS ALLEGATING THE FOLLOWING SYSTEMS MALFUNCTIONED DURING THE INCIDENT:

- NONE OF THE THREE SEATBELTS RESTRAINED HER OR HER TWO CHILDREN.
- FRONT RIGHT TIRE BLEW OUT AND THERE IS A HUGE HOLE IN IT NOW.
- NEITHER OF THE FRONT AIRBAGS DEPLOYED IN THE COLISSION. CUST STATES THAT HER AIRBAG POPPED OUT AFTER SHE WAS ALREADY OUT OF THE VEHICLE AND JUST HUNG THERE. CUST STATES THAT THE AIRBAG DID NOT INFLATE EVEN AFTER IT DID COME OUT. CUST STATES THAT THE HIGHWAY PATROL WERE ALREADY THERE WHEN THIS HAPPENED AND WITNESSED IT.

- CUST STATES THAT DURING THE INCIDENT, THE UNDERCARRIAGE LET GO OF ALL THE FLUIDS IN THE VEHICLE INCLUDING THE BRAKE FLUID AND STEERING FLUID. CUST STATES SHE HAD NO BRAKES AND NO STEERING DURING THE INCIDENT.

CUST STATES THAT SHE AND HER TWO CHILDREN WERE INJURED AND
.....CNTD.....

MORE: Y

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 CSESCN PF18 DLRLOC
PF19 CRIS PF20 TELLST PF21 LITLST PF22 OPENLST PF23 CORRSEL PF24 CAL
*10004 TOP OF DATA DISPLAYED *

THIS: CMTS ACTION: I KEY: 000136895 CAS 03/29/2000 12:10 CABS03CM
NEXT: CMTS ACTION: I KEY: 000136895 ID: T4987
GENERAL COMMENTS TOTAL CMTS: 11 TYPE: GO
COMMENT #: 2

USER: A7008 DATE: 03/23/00 TIME: 15:26

CUST GAVE THE FOLLOWING INFORMATION:

- INCIDENT DATE: 03/22/00
 - INCIDENT TIME: APPROX NOON OR 1:00 PM
 - LOCATION OF INCIDENT: IN FEATHER RIVER CANYON ON HIGHWAY 70
- CUST STATES THE NEAREST TOWN OR AREA WAS PROBABLY JARBO GAP. CUST STATES IT IS A TWO LANE HIGHWAY IN THE CANYON THAT IS NEAR THE RIVER. CUST STATES THIS HIGHWAY IS COMPLETELY SURROUNDED BY CANYON WALLS AS YOU'RE DRIVING THROUGH.
- PRESENT LOCATION OF VEHICLE: SKYWAY TOW ON SKYWAY IN PARADISE, CA
 - AFTER MARKET ITEMS: NONE
 - OUT OF WARRANTY REPAIRS: NONE (VEHICLE IN WARRANTY)
 - CUST ON BASE SCREEN WAS DRIVING
 - ROAD SURFACE: DRY (CUST STATES THAT IT WAS A CLEAR, BEAUTIFUL DAY)

SURFACE OF ROAD WAS PAVEMENT

.....CNTD.....

MORE: Y

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 CSESCN PF18 DLRLOC
PF19 CRIS PF20 TEULST PF21 LITLST PF22 OPENLST PF23 CORRSEL PF24 CAL

GN600 Att. C 3721

701

THIS: CMTS ACTION: I KEY: 000136895 CAS 03/29/2000 12:10 CABS030M
NEXT: CMTS ACTION: I KEY: 000136895 ID: T4987

GENERAL COMMENTS TOTAL CMTS: 11 TYPE: GO

USER: A7008 DATE: 03/23/00 TIME: 15:53 COMMENT #: 3

- NUMBER OF PEOPLE IN THE VEHICLE: 3 PEOPLE ALL IN FRONT SEAT
 - BODILY INJURIES TO CUST ON BASE SCREEN:
 - ** OPEN CUT ON STOMACH
 - ** CAN'T SWALLOW. (CUST STATES WHEN SHE TRIES TO SWALLOW IT JUST COMES OUT HER NOSE OR DOWN THE WRONG WAY.)
 - ** BACK PAIN
 - ** 8" AREA OF LEFT BREAST IS PURPLE FROM BRUISING
 - ** STERNUM IS BRUISED
 - ** CHEST PAIN AND NECK PAIN (CUST STATES SHE CAN'T BEND HER NECK.)
 - ** COLLAR BONE BRUISING (CUST STATES IT IS POSSIBLE IT IS BROKEN.)
 - ** HAS A DEVICE (GREENFIELD OR SCMETHING) IN HER SUPERIOR VENACAVA TO KEEP OUT BLOOD CLOTS (CUST STATES SHE HAD PROBLEMS WITH BLOOD CLOTS IN HER LEGS 2 YEARS AGO THAT WENT UP INTO HER LUNGS. CUST HAS BEEN ON THE MEDICATION COMENDIN, WHICH IS A BLOOD THINNER, FOR OVER A YEAR.
-CNTD.....

MORE: Y

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 CSESCN PF18 DIRLCC
PF19 CRIS PF20 TELLST PF21 LITLST PF22 OPENLST PF23 CORRSEL PF24 CAL

THIS: CMTS ACTION: I KEY: 000136895 . CAS 03/29/2000 12:10 CABS030M
NEXT: CMTS ACTION: I KEY: 000136895 ID: T4987
GENERAL COMMENTS TOTAL CMTS: 11 TYPE: GO
COMMENT #: 4

USER: A7008 DATE: 03/23/00 TIME: 15:56

** LEFT LEG BRUISED (KNEE AND THIGH)
** RIGHT HAND BRUISED
** RIGHT ARM BRUISED FROM WRIST TO ELBOW
** RIGHT EYE BLURRY (CUST STATES SHE IS LOSING VISION IN THAT EYE.)
** CONCUSSION (CUST STATES THIS WAS DIAGNOSED AT THE HOSPITAL.)
** CUST STATES THEY ARE CONCERNED ABOUT INTERNAL BLEEDING
- INJURIES TO CUSTOMER'S DAUGHTER/HEATHER BOYETT/15 YEARS OLD
** HIT WINDSHIELD (NOT CLEAR ON ANY HEAD INJURIES.)
** SHOULDERS BRUISED AND SORE (CUST STATES HER DAUGHTER CANNOT LIFT
ARMS ABOVE HER NECK.)
** KNEES BRUISED
- INJURIES TO CUSTOMER'S SON/CODY MALONEY/5 YEARS OLD
** HIT CONSOLE (NOT CLEAR ON ANY HEAD INJURIES.)
** LOOSENED A COUPLE TEETH
** BRUISING ON BOTH SIDES OF BUTTOCKS CHEEKSCNTD.....

MORE: Y

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 CSESCN PF18 DLRLC
PF19 CRIS PF20 TELLST PF21 LITLST PF22 OPENLST PF23 CORRSEL PF24 CAL

GM608 Att. C 3223

703

THIS: CMTS ACTION: I KEY: 000136895 CAS 03/29/2000 12:10 CADS030M
NEXT: CMTS ACTION: I KEY: 000136895 ID: T4987

GENERAL COMMENTS TOTAL CMTS: 11 TYPE: GO
USER: A7008 DATE: 03/23/00 TIME: 15:57 COMMENT #: 5

- CUST STATES THAT ALL THREE PASSENGERS WERE WEARING THEIR SEATBELTS. THE 5 YEAR OLD SON WAS RIDING IN THE FRONT IN THE MIDDLE PULL DOWN PART THAT BECOMES THE THIRD SEAT.

- CUST STATES THAT THEY WERE ALL THREE TRANSPORTED BY AMBULANCE TO ENLOE HOSPITAL IN CHICO, CALIFORNIA BY DR. MARYMAN WHO IS NOT HER REGULAR DOCTOR. CUST STATES THEY WANTED TO LIFELINE HER BY HELICOPTER BUT SHE WANTED TO STAY WITH HER CHILDREN. CUST STATES SHE WAS DISCHARGED FROM THE HOSPITAL LATE LAST NIGHT (03-22-00) AT ABOUT MIDNIGHT.

- NO OTHER VEHICLES INVOLVED

- POLICE REPORT MADE BY THE CALIFORNIA HIGHWAY PATROL

- INSURANCE COMPANY IS TRIPLE-A (800-922-8228) CUST WENT IN TO INSURANCE OFFICE AND WAS ADVISED THAT SHE NEEDED TO JUST CALL IN THE CLAIM SO THERE IS NO CLAIM NUMBER. CUST STATES SHE HAS NOT BEEN
....CNTD....

MORE: Y

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 CSESON PF18 DLRLOC
PF19 CRIS PF20 TELLST PF21 LITLST PF22 OPENLST PF23 CORRSEL PF24 CAL

THIS: CMTS ACTION: I KEY: 000136895 . CAS 03/29/2000 12:10 CABS030M
NEXT: CMTS ACTION: I KEY: 000136895 ID: T4987
GENERAL COMMENTS TOTAL CMTS: 11 TYPE: GO
USER: A7008 DATE: 03/23/00 TIME: 16:05 COMMENT #: 6
...CNTD....

ABLE TO FIND HER POLICY NUMBER YET. CUST STATES THE INSURANCE
POLICY IS UNDER HER DAD'S NAME/JOHN CUST STATES THAT
THE VEHICLE IS LEASED UNDER HER DAD'S NAME, TOO, BUT SHE IS ON THE
INSURANCE AND IS CO-SIGNER ON THE LEASE.

-CUST STATES THAT THE INCIDENT OCCURRED WHEN SHE HAD A BLOW OUT
IN THE RIGHT FRONT TIRE. CUST STATES THAT SHE HIT A GRANITE WALL
ON THE RIGHT PASSENGER SIDE AND LOST CONTROL OF VEHICLE WHEN THE
FLUID IN THE VEHICLE CAME OUT FROM THE UNDERCARRIAGE OF VEHICLE
BECAUSE SHE THEN HAD NOT STEERING OR BRAKES. CUST STATES THAT A
SEMI DRIVER SAW THE WHOLE INCIDENT. CUST STATES SHE BOUNCED AROUND
INTO OTHER LANE AND BACK UNTIL SHE HIT AN EMBANKMENT WHICH PROTECTS
VEHICLES FROM DROPPING OF THE FOURTY FOOT DROP INTO THE RIVER RAVINE
BELOW. CUST STATES THAT HER DAUGHTER WAS ON THE PASSENGER SIDE AND
HIT THE WINDSHIELD, HER SON WAS IN THE MIDDLE AND HE POPPED OUT OF
MORE: Y

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 CSESCN PF18 DELLOC
PF19 CRIS PF20 CELLST PF21 LITLST PF22 OPENLST PF23 CORRSEL PF24 CAL

THIS: CMTS ACTION: I KEY: 000136895 .
NEXT: CMTS ACTION: I KEY: 000136895

CAS 03/29/2000 12:10 CABSO30M
ID: T4987

GENERAL COMMENTS TOTAL CMTS: 11 TYPE: GO

USER: A7003 DATE: 03/23/00 TIME: 16:09 COMMENT #: 7

OUT OF HIS SEAT AND HIT HIS FACE ON THE CONSOLE. CUST STATES THAT SHE ALSO FLEW FORWARD AND HIT THE WINDSHIELD. HER DAUGHTER'S HEAD CRACKED PASSENGER SIDE OF THE WINDSHIELD. CUST STATES THAT SHE CAN'T REMEMBER A LOT OF IT BUT THE DRIVER OF THE SEMI SAW THE INCIDENT. CUST STATES THAT THE AMBULANCE TOOK THEM ALL TO HOSPITAL.

- CUST STATES THAT SHE RECEIVED A CALL FROM THE DEALERSHIP WHO HAD RECEIVED A CALL FROM THE CALIFORNIA HIGHWAY PATROL INSTRUCTING THEM TO INVESTIGATE THE VEHICLE. DEALERSHIP INSTRUCTED CUST TO CONTACT CAC TO START A FILE. THE SVC MGR/BILL HERNER WAS THE PERSON WHO CONTACTED CUST.

- CUST STATES SHE IS GOING TO HER REGULAR DOCTORS TODAY IF POSSIBLE

** DR. JOHN HOWARD/HEMATOLOGIST

** DR. JAMES NAGEL/INTERNIST

CUST IS ALSO GOING TO A VISION SPECIALIST FOR HER EYE CONCERNS

....CNTD....

MORE: Y

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 CSESCN PF18 DLRI.OC
PF19 CRIS PF20 TELLST PF21 LITLST PF22 OPENLST PF23 CORRSEL PF24 CAL

THIS: CMTS ACTION: I KEY: 000136895 CAS 03/29/2000 12:10 CABS030M
NEXT: CMTS ACTION: I KEY: 000136895 ID: T4987

GENERAL COMMENTS TOTAL CMTS: 11 TYPE: GO
USER: A7008 DATE: 03/23/00 TIME: 16:15 COMMENT #: 8

CUST IS ALSO GETTING SOME MORE X-RAYS FOR HER INTERNAL BLEEDING CONCERNS AND WILL RECEIVE TREATMENT PER THE E.R. DOCTOR FOR HER OPEN CUT ON HER STOMACH. CUST STATES THE HOSPITAL DID NOT TREAT THIS OPEN WOUND NOR DID THEY DO ANY X-RAYS ON HER CHEST OR BREAST. CUST STATES SHE IS VERY CONCERNED SINCE SHE IS ON THE BLOOD THINNING MEDICINE AND WILL SEEK THE ADVICE OF HER REGULAR DOCTORS.

- CRM ADVISED OF FILE NUMBER AND REPEATED MOST OF THE INFORMATION BACK FOR CONFIRMATION. CUST WAS UNABLE TO GIVE A THOROUGH ACCOUNT OF THE INCIDENT IN ORDER OF WHAT OCCURRED SINCE SHE WAS HAVING SOME HEAD INJURY CONCERNS AS WELL AS MEDICATION. CUST STATES IT HAPPENED SO FAST.

- CRM ADVISED WOULD COMPLETE FILE AND REFER TO P.A.R. FOR FOLLOW UP. CRM ADVISED THAT THE P.A.R. GROUP WOULD CONTACT HER IN 24-48 HOURS TO LET HER KNOW THEY HAVE RECEIVED HER FILE.

....CNTD....

MORE: Y

PF13 BASE PF14 CMTS PF15 ATTRCL PF16 CLOSE PF17 CSESCN PF18 DLRILOC
PF19 CRIS PF20 TELLST PF21 LITLST PF22 OPENLST PF23 CORSEL PF24 CAL

THIS: CMTS ACTION: I KEY: 000136895 CAS 03/29/2000 12:11 CABS030M
NEXT: CMTS ACTION: I KEY: 000136895 ID: T4987
GENERAL COMMENTS TOTAL CMTS: 11 TYPE: GO
USER: A7008 DATE: 03/23/00 TIME: 16:23 COMMENT #: 9
- CUST NAME IS PRONOUNCED:
- CRM WILL FORWARD FILE TO P.A.R.
MICHELLE FITZGERALD/AUSTIN

USER: T6780 DATE: 03/24/00 TIME: 09:52 COMMENT #: 10
FILE ASSIGNED TO TAMPA PAR CRM, MICHELLE SMITH FOR REVIEW AND
FOLLOWUP.

USER: T4987 DATE: 03/28/00 TIME: 16:41 COMMENT #: 11
PAR CRM CONTACTED CUSTOMER AND RECEIVED VM SO LEFT MESSAGE FOR
CUSTOMER TO CONTACT CRM TO DISCUSS CASE FILE.
MICHELLE SMITH/PAR/TAMPA

MORE: N

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 CSESCN PF18 DIRLOC
PF19 CRIS PF20 TELLST PF21 LITLST PF22 OPENLST PF23 CORRSEL PF24 CAL
*10005 BOTTOM OF DATA DISPLAYED *

GN600 Att. C 3228

708

THIS: CMTS ACTION: I KEY: 000136895 CAS 04/18/2000 08:56 CAR5030M
NEXT: CMTS ACTION: I KEY: 000136895 ID: T4987
GENERAL COMMENTS TOTAL CMTS: 13 TYPE: 10
USER: T4987 DATE: 04/17/00 TIME: 16:31 COMMENT #: 12

PAR CRM ON VACATION MARCH 31- APRIL 10, 2000.

PAR CRM CONTACTED CUSTOMER AND SHE WAS IN BAD SHAPE. CUSTOMER WAS SLURRING AND DID STATE THAT THE VEHICLE IS BEING SHIPPED BACK TO THE DLRSHP AND THAT HER INSURANCE CARRIER HAS TOTALLED IT OUT AND THAT SHE HAS RECEIVED ANOTHER VEHICLE. CUSTOMER STATES SHE IS IN REALLY BAD SHAPE AND IS TRYING TO SLEEP. PAR CRM THANKED CUSTOMER FOR THE TIME SHE HAS SPENT SPEAKING WITH PAR CRM AND THE CALL WAS TERMINATED. PAR CRM FEELS THIS IS A FILE THAT SHOULD BE FORWARDED TO ESIS, DUE TO THE EXTENSIVE INJURIES AND POSSIBLE INSURANCE SUBROGATION. PAR CRM WILL FAX THIS CASE FILE TO ESIS FOR HANDLING.
PAR CRM CLOSING CASE FILE.
MICHELLE SMITH/PAR/TAMPA

MORE: Y
PF13 BASE PF14 CMTS PF15 AFTCL PF16 CLOSE PF17 CSESCN PF18 DLRLQC
PF19 CRIS PF20 TELST PF21 LITLST PF22 OPENLST PF23 CORRSEL PF24 CAL

THIS: CMTS ACTION: I KEY: 000136895 CAS 04/18/2000 08:56 CABS030M
NEXT: CMTS ACTION: I KEY: 000136895 ID: T4987

GENERAL COMMENTS TOTAL CMTS: 13 TYPE: 10
USER: T4987 DATE: 04/17/00 TIME: 16:35 COMMENT #: 13

*****BUSINESS SUMMARY*****

1. PAR CRM REVIEWED CASE FILE AND CONTACTED CUSTOMER AND FROM THIS INITIAL CONTACT TO CUSTOMER, CUSTOMER STATES SHE IS IN REALLY BAD CONDITION AND THE INSURANCE CARRIER HAS REPLACED THE VEHICLE. CUSTOMER STATES THE VEHICLE IS SOMEWHERE IN LIMBO BEING TRANSFERRED TO GM BY THE INSURANCE CARRIER FOR SUBROGATION PURPOSES. CUSTOMER WAS SLURRING FROM POSSIBLE MEDICATION SUBSCRIBED AND WAS UNABLE TO SPEAK LONGEVITY. PAR CRM FEELS THIS CASE FILE SHOULD BE FORWARDED RIGHT AWAY BY FAX TO ESIS FOR THEIR HANDLING DUE TO SEVERAL FACTORS; A POSSIBLE SUBROGATION BY INSURANCE CARRIER, AND THE CUSTOMER HAS RECEIVED INSURANCE SETTLEMENT AND OBTAINED ANOTHER VEHICLE.
 2. PAR CRM WILL FAX THIS CASE TO ESIS AND ALSO DO 12411 SCREENS.
 3. PAR CRM FORWARDING TO ESIS, CENTRAL AND MSX.
- CLOSED. MICHELLE SMITH/PAR/TAMPA

MORE: N

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 CSESCN PF18 DLRLOC
PF19 CRIS PF20 TELLST PF21 LITLST PF22 OPENLST PF23 CORRSEL PF24 CAL
*10005 BOTTOM OF DATA DISPLAYED *

GNB88 Att. C 3238

710

THIS: CLOSE ACTION: I KEY: 000136895 CAS 05/05/2000 14:59 CABS040M
NEXT: CLOSE ACTION: I KEY: 000136895 ID: T4987
NAME: WENDY YR/MDL: 2000 C1 TYPE: 11

CASE CLOSING INFORMATION

FILE RETENTION : 00 POSSIBLE SAFETY : Y (Y/N)
DLR CONTACT DATE : 04 17 00 DLR CONCLUSION DATE: 04 17 00
CLOSING DATE : RESPONSIBLE DEALER :
CUST SATISFIED : Y (Y/N) CLOSE CASE : (Y/N)
CO REVIEW CLOSE : CO REVIEWED : (Y/N) DATE:
RGN REVIEW CLOSE : RGN REVIEWED : (Y/N) DATE:

CDE # DESC CDE COMMENTS
C28 0 SEAT BELT SYSTE ALLEGATING SEATBELTS MALFUNCTIONED
CRM FORWARDED CASE FILE TO ESIS FOR THEIR HANDLING.

C31 0 SIR/AIRBAG AIRBAG DID NOT INFLATE/POPPED OUT AFTERWARDS
CRM FORWARDED CASE FILE TO ESIS FOR THEIR HANDLING.

E40 0 TIRES/GENERAL BLOW OUT CAUSED ACCIDENT
CRM FORWARDED CASE FILE TO ESIS FOR THEIR HANDLING.

MORE: Y

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 CSECK PF18 DLRLOC
PF19 CRIS PF20 TELLST PF21 LITLST PF22 OPENLST PF23 CORRSEL PF24 CAL
*E0448 CASE IN PROCESS, USER NOT ASSIGNED TO REVIEW *I0004 TOP OF DATA DISPLAYE

D *

GM688 Att. C 3231

1711

THIS: CLOSE ACTION: I KEY: C00136895 CAS 05/05/2000 14:59 CABS040X
NEXT: CLOSE ACTION: I KEY: 000136895 ID: T4987
NAME: WENDY YR/MDL: 2000 C1 TYPE: LI

CASE CLOSING INFORMATION

FILE RETENTION : 00 POSSIBLE SAFETY : Y (Y/N)
DLR CONTACT DATE : 04 17 00 DLR CONCLUSION DATE: 04 17 00
CLOSING DATE : RESPONSIBLE DEALER :
CUST SATISFIED : Y (Y/N) CLOSE CASE : (Y/N)
CO REVIEW CLOSE : CO REVIEWED : (Y/N) DATE:
RGN REVIEW CLOSE : RGN REVIEWED : (Y/N) DATE:
CDE # DESC CDE COMMENTS
H44 0 FLUID LEAK ALL FLOIDS RELEASED FROM UNDERCARRIAGE
CRM FORWARDED CASE FILE TO ESIS FOR THEIR HANDLING.

T01 0 PRODUCT ALLEGAT PRODUCT ALLEGATION FILE
CRM FORWARDED CASE FILE TO ESIS FOR THEIR HANDLING.

MORE: N

PF13 BASE PF14 CMTS PF15 ASTRCL PF16 CLOSE PF17 CSESCN PF18 DURLOC
PF19 CRIS PF20 TELIST PF21 LITLST PF22 OPENLST PF23 CORRSEL PF24 CAL
*E0648 CASE IN PROCESS, USER NOT ASSIGNED TO REVIEW *

THIS: 12411 ACTION: C KEY: 000136895
NEXT: 12412 ACTION: I KEY: 000136895

CAS 04/18/2000 08:56 CALG110M
ID: T4967

GM1241 PAGE 1

INCIDENT DATE: 03 / 22 / 00 TIME: 01 : 00 (24 HR CLOCK)

OWNER TITLE : ME
FIRST : *
STREET :
CITY :
H PHON :
COMPAN :

LAST:

ZIP :

B PHONE:

DRIVER TITLE

FIRST
STREET
CITY
H PHON

LAST:

ST: CA ZIP: - - - - -

36 B PHONE:

CLAIMANT TITLE:

FIRST :
STREET :
CITY :
H PHONE :

LAST:

ST: CA ZIP :

36 B PHONE:

PF13 BASE PF14 CMPS PF15 AFTRCL PF16 CLOSE PF17 THIRD PF18 BREACH
PF19 CONTROL PF20 MEDARB PF21 12411 PF22 1241X1 PF23 CORRSEL PF24 CAL

GM688 Att. C 3233

713

THIS: 12412 ACTION: C KEY: 000136895
NEXT: 12413 ACTION: I KEY: 000136895
NAME: WENDY

CAS 04/18/2000 08:56 CALG12DM
ID: T4987
YR/MDL: 2000 C1 TYPE: 10

GM1241 PAGE 2

BODILY INJURIES : Y (Y/N) NUMBER OF PEOPLE : 3
WAS ANOTHER VEH INVOLVED : N (Y/N) NUMBER OF VEHICLES :
JID VEHICLE TURN OVER : Y (Y/N) CLAIMANT REP BY ATTN: N (Y/N)
WHERE CAN VEHICLE BE SEEN: SKYWAY TOW

VIN : 2GCEC19V8Y1202702
YR/MDL: 2000 C1

DEL DTE:
MILEAGE: 6000

PRINCIPLE USE OF VEHICLE : PERSONAL

DRIVER DESCRIPTION OF INCIDENT & CAUSE: MY RIGHT FRONT TIRE BLEW OUT AND I
HIT A GRANITE WALL ON THE RIGHT SIDE AND LOST CONTROL OF VEHICLE WHEN THE
FLUID IN THE VEH CAME OUT FROM THE UNDERCARRIAGE OF VEH.I HAD NO STEERING OR
BRAKES.A SEMI DRIVE SAW THE WHOLE INCIDENT.I BOUNCED AROUND INTO OTHER LANE
AND BACK UNTIL I HIT AN EMBANKMENT.

NATURE OF WEATHER: NORMAL/DRY

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLCSE PF17 THIRD PF18 BREACH
PF19 CONTROL PF20 MEDARB PF21 12411 PF22 1241X1 PF23 CORRSEL PF24 CAL

GM686 Att. C 3234

THIS: 12413 ACTION: C KEY: 000136895
NEXT: 12414 ACTION: I KEY: 000136895
NAME: WENDY

CAS 04/18/2000 08:56 CALG130M
ID: T4987
YR/MDL: 2000 C1 TYPE: 10

GM1241 PAGE 3

WHAT COMPONENT(S) ARE ALLEGEDLY DEFECTIVE: SEAT BELTS, AIR BAGS DIDNT DEPLOY,
TIRES, FLUID LEAKAGE, ETC.

WHO MADE ALLEGATION OF DEFECT: CUSTOMER

WAS VEHICLE TOWED : Y (Y/N)

TOWING CO NAME : UNKNOWN

TOWING CO ADDRESS: UNKNOWN

TOW DRIVER NAME : UNKNOWN

WAS VEHICLE A TRUCK: Y (Y/N)

GROSS PAY LOAD : UNKNOWN

LOCATION OF LOAD : UNKNOWN

DESC OF LOAD : UNKNOWN

DID YOU SPEAK TO DRIVER: Y (Y/N)

IF "N" GIVE SOURCE OF DRIVER DESC:

VEHICLE SPEED EST : 1

SOURCE OF EST : DRIVER

PF13 BASE PF14 CMTS PF15 ATTRC PF16 CLOSE PF17 THIRD PF18 BREACH
PF19 CONTROL PF20 MEDARS PF21 12411 PF22 1241X1 PF23 CORRSEL PF24 CAL

GM688 Att. C 3235

715

THIS: 12414 ACTION: C KEY: 000136895
NEXT: 12415 ACTION: I KEY: 000136895
NAME: WENDY

CAS 04/18/2000 08:56 CALG140M
ID: T4987
YR/MDL: 2000 C1 TYPE: 10

GM1241 PAGE 4

POLICE REPORT MADE: Y (Y/N) REPORT ATTACHED: N (Y/N)
IF NOT ATTACHED, GIVE STATION/OFFICER MAKING REPORT: UNKNOWN

ANY WITNESSES : Y (Y/N) NUMBER: 1

INCIDENT LOCATION

LOCATION OF INCIDENT: FEATHER RIVER CANYON ON HWY 70/JARBO GAP

KIND OF ROAD: C KIND OF SHOULDER: C (CONCRETE/GRAVEL/DIRT/ROCK-CRUSH/ASPHALT)

ROAD CONDITION: D SHOULDER CONDITION: D (WET/DRY/ICY/OTHER)

VISION OBSTRUCTIONS : NONE

POSTED SPEED : 1 (MPH)

PF13 BASE PF14 CMTS PF15 ATTRCL PF16 CLOSE PF17 THIRD PF18 BREACH
PF19 CONTROL PF20 MEDARB PF21 12411 PF22 1241X1 PF23 CORRSEL PF24 CAL

GM688 Att. C 3236

710

THIS: 12415 ACTION: C KEY: 000136895 CAS 04/18/2000 08:56 CALG150M
NEXT: 12416 ACTION: I KEY: 000136895 ID: T4987
NAME: WENDY YR/MDL: 2000 C1 TYPE: 10

GM1241 PAGE 5 (VEHICLE)

VIN : 2GCEC19V8Y1202702 DEL DATE:
YR/MDL: 2000 C1 NEW/USED/DEMO: N MILEAGE : 6000
TRANS : AXLE: ENGINE :
LICENSE # : STATE:
INSPEC STICK #: STATION # : EXP DATE:
SPECIAL EQUIP/FEATURES: NONE

NATURE AND EXTENT OF DAMAGES: UNKNOWN

EST COST OF REPAIR: 1
CAMP PERFORMED: N (Y/N)

PRODUCT CAMP : NONE
IF "Y" DESC:

TIRE SIZE AND BRAND: UNKNOWN

CONDITION OF TIRE: LF: RF: RR: LR: (GOOD/POOR/FLAT)
TRUCK/SPARE:

PF13 BASE PF14 CMTS PF15 ATTRCL PF16 CLOSE PF17 WHERD PF18 BREACH
PF19 CONTROL PF20 MEDARS PF21 12411 PF22 1241X1 PF23 CORRSEL PF24 CAL

GM688 att. C 3237

717

THIS: 12416 ACTION: C KEY: 000136895
NEXT: 12417 ACTION: I KEY: 000136895
NAME: WENDY

CAS 04/18/2000 08:56 CALG160M

ID: T4987

YR/MDL: 2000 C1 TYPE: 10

GM1241 PAGE 6 (PHOTOS/DLR/PARTS)

WERE PHOTOS TAKEN: N (Y/N) NUMBER: BY WHOM:

ADDRESS :

VEHICLE INSPECTED: N (Y/N) NAME :

NAME OF INS. REP AT INVESTIGATION:

SELLING DEALER : WITMEIER CHEVROLET

ADDRESS : CHICO, CA

SERVICING DEALER : NONE

ADDRESS :

REPAIR ORDER FOUND IN VEHICLE HISTORY: N (Y/N)

HOW MANY :

IF "N" EXPLAIN : NONE RELATED TO ALLEGATION

ALLEGED DEFECTIVE PART(S) REMOVED : N (Y/N)

PARTS NAME :

CUSTODIAN:

LOCATION :

HOW & WHEN WAS MATTER LEFT WITH CLAIMANT: CRM ADVISED COST 4/17@2:30PM, CASE
FILE WILL BE FORWARDED TO ESIS. CRM FAXED TO ESIS. 4/17/00

PF13 BASE PF14 CMTS PF15 AFTRCH PF16 CLOSE PF17 THIRD PF18 BREACH
PF19 CONTROL PF20 MEDARE PF21 12411 PF22 1241X1 PF23 CORRSEL PF24 CAL

GN688 AEL. C 3238

718

THIS: 12417 ACTION: A KEY: 000136895 CAS 04/18/2000 08:56 CALG17CM
NEXT: 12418 ACTION: KEY: 000136895 ID: T4987
NAME: WENDY YR/MDL: 2000 C1 TYPE: 10

GM1241 PAGE 7 (PROPERTY DAMAGE)

TYPE OF DAMAGE: (VEHICLE/PROPERTY OTHER THAN VEHICLE)

OWNER NAME FIRST : MI: LAST:

ADDRESS :

DRIVER NAME FIRST: MI: LAST:

ADDRESS :

VEHICLE

MAKE, MODEL & YEAR:

ESTIMATE OF SPEED: (MPH) BY WHOM:

EXTENT OF DAMAGE :

PROPERTY

KIND :

EXTENT OF DAMAGE :

ADDITIONAL COMMENTS:

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 THIRD PF18 BREACH

PF19 CCNTROL PF20 MEDARE PF21 12411 PF22 1241X1 PF23 CORRSEL PF24 CAL

*10001 TYPE APPROPRIATE INFORMATION AND PRESS ENTER TO ADD *

GM600 Att. C 3239

713

THIS: 12418 ACTION: C KEY: 000136895 CAS 04/18/2000 08:57 CALG180M
NEXT: 12419 ACTION: KEY: 000136895 ID: T4987
NAME: WENDY YR/MDL: 2000 C1 TYPE: 10

GM1241 PAGE 8 (BODILY INJURIES)

TITLE
FIRST
STREF
CITY
HC

AGE: 36

LOCATION CODE: A (A=OWNER'S VEH/B=OTHER VEH/C=PEDESTRIAN/D=OTHER)

IF "B", GIVE DRIVER NAME:

NATURE OF INJURIES : CUT TO STOMACH, CANT SWALLOW, BACK, BREAST, COLLAR BONE ETC.
WHERE WERE INJURIES TREATED & BY WHOM: UNKNOWN BUT TAKEN TO A HOSPITAL

SEATING POSITION: DRIVER

ADDITIONAL COMMENTS: TWO CHILDREN WERE INJURED; HEATHER BOYETT (15) AND CODY MALONEY (5); DAUGHTER SUSTAINED INTERNAL BLEEDING, HEAD, SHOULDERS SORE AND SON SUSTAINED HEAD INJURIES, LOOSENED TEETH, BRUISED BOTH BUTTOCKS.

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 THIRD PF18 BREACH
PF19 CONTROL PF20 MEDARB PF21 12411 PF22 1241X1 PF23 CORSELS PF24 CAL

GM688 Att. C 3248

720

THIS: 12419 ACTION: C KEY: 000136895 CAS 04/18/2000 08:57 CALG250M
NEXT: 124110 ACTION: KEY: 000136895 ID: T4987
NAME: WENDY YR/MCL: 2000 C1 TYPE: 10

GM1241 PAGE 9

GENERAL COMMENTS: TOTAL CMTS: 1
USER: T4987 DATE: 04/17/00 TIME: 16:53 COMMENT #: 1
PAR CRM REVIEWED CASE FILE AND CONTACTED CUSTOMER AND FROM THIS INITIAL
CONTACT PAR CRM DETERMINED THIS CASE FILE SHOULD BE FORWARDED TO ESIS FOR
HANDLING DUE TO NATURE OF INJURIES AND POSSIBLE SUBROGATION BY INSURANCE
CARRIER. CUSTOMER HAS GOTTEN ANOTHER VEHICLE ABOUT A WEEK AGO. PAR CRM WILL
BE FORWARDED TO ESIS VIA FAX AND HARDCOPY AS WELL AS TO CENTRAL AND MSX.
PAR CRM CLOSED CASE FILE .
MICHELLE SMITH/PAR/TAMPA

MORE: N

PF13 BASE PF14 CMTS PF15 ATTRCL PF16 CLOSE PF17 THIRD PF18 BREACH
PF19 CONTROL PF20 MEDARB PF21 12411 PF22 1241X1 PF23 CORRSEL PF24 CAL
*I0004 TOP OF DATA DISPLAYED *I0005 BOTTOM OF DATA DISPLAYED *

GM688 Att. C 3743

1241

THIS: 124110 ACTION: C KEY: 000136895
NEXT: 1241A ACTION: I KEY: 000136895
NAME: WENDY

CAS 05/05/2000 14:59 CALG190M

ID: T4987

YR/MDL: 2000 C1 TYPE: 1I

GM1241 PAGE 10 (RECAP)

DIVISION NOTIFIED OF INCIDENT

HOW: TELEPHONE

WHEN : 032400

BY WHOM: CUSTOMER

ZN ASSIGNED : 00

ASSIGNMENT

INVESTIGATOR FIRST NAME: N/A

MI: LAST NAME: N/A

ASSIGNMENT DATE : 032400

DUE DATE :

INVESTIGATION DATE : 041700

RECEIVED DATE :

INFO FROM FURTHER INVESTIGATION: UPON FURTHER REVIEW, THIS CASE FILE FORWARDED TO ESIS FOR HANDLING DUE TO NATURE OF INJURIES AND POSSIBLE SUBROGATION BY INSURANCE CARRIER.

INSURANCE CO CODE: INSMI001

DATE SENT: 042700

RGN APPROVED BY : E.D. THOMPSON

DATE: 042700

CO APPROVED BY : MICHELLE SMITH

DATE: 050500

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 THIRD PF18 BREACH

PF19 CONTROL PF20 MEDARB PF21 12411 PF22 1241X1 PF23 CORRSEL PF24 CAL

*10024 MAY SIGN OFF OR ERASE RGN APPROVED NAME TO PERMIT MODIFICATION OF THIS 17
41 *

GN688 Att. C 3242

1023

THIS: 1241A ACTION: C KEY: 000136895 CAS 04/18/2000 08:57 CALG240M
NEXT: 1241A ACTION: KEY: 000136895 ID: T4987

GM1241-A

DIVISION: CHEVROLET ZONE: 06 DATE: 04 17 00
INSURANCE COMPANY'S (LOCAL OFFICE) DESIGNATION CODE PTP 76- INSMI001
ADDRESS: P. O. BOX 02489 CITY: DETROIT ST: MI ZIP: 48202
RE:CLAIMANT (FIRST): WENDY MI: LAST: POHMAJEVICH
DATE OF INCIDENT : 03 22 00

REASON FOR SUBMISSION OF PRIMARY REPORT: 2 (1/2/3)

1. THE ATTACHED REPORT IS FOR YOUR INFORMATION AND RECORD.
2. WE BELIEVE THIS CLAIM MAY DESERVE FURTHER INVESTIGATION BY YOU.
3. OTHER:

FORWARD ACKN TO: 1. X UNDERSIGNED FOR INQUIRIES TO: 1. X UNDERSIGNED
AND/OR 2. AND/OR 2.

ENCLOSURES : CASE FILE W/CMTS, WARRANTY HISTORY

CONTACT NAME FIRST: MICHELLE LAST: SMITH MI:

CONTACT ADDRESS: 5701 E HILLSBOROUGH AVENUE SUITE 2300

CITY: TAMPA ST: FL ZIP: 33610 CONTACT TITLE: CRM

PF13 BASE PF14 CMTS PF15 AFTRCL PF16 CLOSE PF17 THIRD PF18 BREACH
PF19 CONTROL PF20 MEDARB PF21 12411 PF22 1241X1 PF23 CORSEL PF24 CAL

CHG00 Att. C 03243

723

ATTACHMENT (D)

724

**NHTSA PE00-046
GM-600**

Attachment "D"

GM600 Att. D 4000

725

STATE OF CALIFORNIA
TRAFFIC COLLISION REPORT
 CHP 555 Page 1 (Rev. 8-97) OPI 042

346820 Page 1 of 1

SPECIAL CONDITIONS FATAL		NUMBER INJURED 5	MT & WPN FELLOW <input type="checkbox"/>	CITY UNINCORP	JUDICIAL DISTRICT SHAFTER	LOCAL REPORT NUMBER 98080031	
NUMBER KILLED 2		MT'S WPN INCORPORATED <input type="checkbox"/>	COUNTY KEERN	REPORTING DISTRICT 500	BEAT 500		
LOCATION	COLLISION OCCURRED ON I-5 S/B			MO DAY YEAR 08 13 98	TIME (24HR) 0955	NO. P 9426	OFFICER I.D. 14970
	MILEPOST INFORMATION .9 MILEMARKS N OF 5 IEC 77.04			DAY OF WEEK S M T W T F S	TOW AWAY <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	PHOTOGRAPHS BY: <input type="checkbox"/> NONE # I/O	
	AT INTERSECTION WITH OR: .9 MILEMARKS N OF LOST HILLS RD			STATE HWY REL. <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		# 14970	
PARTY 1	DRIVER'S LICENSE NUMBER ^	STATE CA	CLASS C	SAFETY EQUIP. B	VEH YEAR 96	MAKE/MODEL/COLOR BMW/SUBURBAN/BLK	LICENSE NUMBER ---
OWNER'S NAME <input checked="" type="checkbox"/> SAME AS DRIVER		OWNER'S ADDRESS <input checked="" type="checkbox"/> SAME AS DRIVER					
DISPOSITION OF VEHICLE ON ORDERS OF: <input checked="" type="checkbox"/> OFFICER <input type="checkbox"/> DRIVER <input type="checkbox"/> OTHER		PRIOR MECHANICAL DEFECTS <input checked="" type="checkbox"/> NONE APPARENT <input type="checkbox"/> REFER TO NARRATIVE					
SEX <input type="checkbox"/> M <input type="checkbox"/> F	HAIR BRN	EYES BRN	HEIGHT 5-01	WEIGHT 135	BIRTHDATE Mo Day Year 08 08 51	RACE S	
HOME PHONE ---	BUSINESS PHONE NONE			VEHICLE IDENTIFICATION NUMBER: 011			
INSURANCE CARRIER UNKNOWN		POLICY NUMBER ---					
DIR. OF TRAVEL ON STREET OR HIGHWAY S I-5		SPEED LIMIT 70		CA _____ DOT _____ CAL/T _____ TOP/PC _____ M/CAD _____			
PARTY 2	DRIVER'S LICENSE NUMBER	STATE	CLASS	SAFETY EQUIP.	VEH YEAR	MAKE/MODEL/COLOR	LICENSE NUMBER
NAME (FIRST, MIDDLE, LAST)	OWNER'S NAME <input type="checkbox"/> SAME AS DRIVER						
STREET ADDRESS	OWNER'S ADDRESS <input type="checkbox"/> SAME AS DRIVER						
CITY/STATE/ZIP	DISPOSITION OF VEHICLE ON ORDERS OF: <input type="checkbox"/> OFFICER <input type="checkbox"/> DRIVER <input type="checkbox"/> OTHER						
SEX	HAIR	EYES	HEIGHT	WEIGHT	BIRTHDATE	RACE	
HOME PHONE	BUSINESS PHONE			VEHICLE IDENTIFICATION NUMBER: ---			
INSURANCE CARRIER		POLICY NUMBER					
DIR. OF TRAVEL ON STREET OR HIGHWAY		SPEED LIMIT		CA _____ DOT _____ CAL/T _____ TOP/PC _____ M/CAD _____			
PARTY 3	DRIVER'S LICENSE NUMBER	STATE	CLASS	SAFETY EQUIP.	VEH YEAR	MAKE/MODEL/COLOR	LICENSE NUMBER
NAME (FIRST, MIDDLE, LAST)	OWNER'S NAME <input type="checkbox"/> SAME AS DRIVER						
STREET ADDRESS	OWNER'S ADDRESS <input type="checkbox"/> SAME AS DRIVER						
CITY/STATE/ZIP	DISPOSITION OF VEHICLE ON ORDERS OF: <input type="checkbox"/> OFFICER <input type="checkbox"/> DRIVER <input type="checkbox"/> OTHER						
SEX	HAIR	EYES	HEIGHT	WEIGHT	BIRTHDATE	RACE	
HOME PHONE	BUSINESS PHONE			VEHICLE IDENTIFICATION NUMBER: ---			
INSURANCE CARRIER		POLICY NUMBER					
DIR. OF TRAVEL ON STREET OR HIGHWAY		SPEED LIMIT		CA _____ DOT _____ CAL/T _____ TOP/PC _____ M/CAD _____			
PREPARED BY NAME D.S. OPHEIM #14970		DISPATCH NOTIFIED <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A		REVIEWER'S NAME L. LORAN #12952		DATE REVIEWED 8-26-98	

STATE OF CALIFORNIA
INJURED / WITNESSES / PASSENGERS

DATE OF COLLISION 08-13-98		TIME ONSET 0155	DOC NUMBER 9426	OFFICER I.D. 14870	NUMBER 98080031											
WITNESS ONLY	PASSENGER ONLY	AGE	SEX	EXTENT OF INJURY ("X" ONE)				INJURED WAS ("X" ONE)					PARTY NUMBER	SEAT POS.	SAFETY EQUIP.	LECTED
<input type="checkbox"/>	<input type="checkbox"/>	14	M	FATAL INJURY	SEVERE INJURY	OTHER VISIBLE INJURY	COMPLAINT OF PAIN	DRIVER	PASS.	PEDESTRIAN	BICYCLIST	OTHER	1	6	B	2

NAME (D.O.B.) / ADDRESS _____ TELEPHONE _____

(INJURED ONLY) TRANSPORTED BY: KERN TAKEN TO: CORNER'S OFFICE

DESCRIBE INJURIES
FACILE SUSTAINED UNCL. FATAL INTERNAL INJURY. FERRANTE DIED WHILE BEING

ATTENDED TO BY KCFD AT THE SCENE. FERRANTE WAS TRANSPORTED BY KCSO

CORNER OFC JAMES T HOLT, CORNER # 121499 VICTIM OF VIOLENT CRIME NOTIFIED

<input type="checkbox"/>	<input type="checkbox"/>	14	M	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	5	E	0
--------------------------	--------------------------	----	---	--------------------------	--------------------------	-------------------------------------	--------------------------	--------------------------	-------------------------------------	--------------------------	--------------------------	--------------------------	---	---	---	---

NAME (D.O.B.) / ADDRESS
MATTHEW

(INJURED ONLY) TRANSPORTED BY: HALL AMBULANCE TAKEN TO: SAN JOAQUIN HOSPITAL

DESCRIBE INJURIES
BROKEN R/FWIBER, BRUISING IN ABDOMINAL AREA

_____ VICTIM OF VIOLENT CRIME NOTIFIED

<input type="checkbox"/>	<input type="checkbox"/>	77	F	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	4	6	0
--------------------------	--------------------------	----	---	--------------------------	--------------------------	-------------------------------------	--------------------------	--------------------------	-------------------------------------	--------------------------	--------------------------	--------------------------	---	---	---	---

NAME (D.O.B.) / ADDRESS
TAKIE TELEPHONE _____

(INJURED ONLY) TRANSPORTED BY: HALL AMBULANCE TAKEN TO: SAN JOAQUIN HOSPITAL

DESCRIBE INJURIES
SMALL ABRASIONS ON LEFT HAND

_____ VICTIM OF VIOLENT CRIME NOTIFIED

<input type="checkbox"/>	<input type="checkbox"/>	45	M	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	3	6	0
--------------------------	--------------------------	----	---	--------------------------	-------------------------------------	--------------------------	--------------------------	--------------------------	-------------------------------------	--------------------------	--------------------------	--------------------------	---	---	---	---

NAME (D.O.B.) / ADDRESS
CHARLES TELEPHONE _____

(INJURED ONLY) TRANSPORTED BY: HALL AMBULANCE TAKEN TO: SAN JOAQUIN HOSPITAL

DESCRIBE INJURIES
BROKEN RIBS, BRUISES & ABRASIONS ON TORSO

_____ VICTIM OF VIOLENT CRIME NOTIFIED

<input type="checkbox"/>	<input type="checkbox"/>	46	F	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	1	6	0
--------------------------	--------------------------	----	---	--------------------------	--------------------------	-------------------------------------	--------------------------	--------------------------	-------------------------------------	--------------------------	--------------------------	--------------------------	---	---	---	---

NAME (D.O.B.) / ADDRESS
KAREN TELEPHONE _____

(INJURED ONLY) TRANSPORTED BY: HALL AMBULANCE TAKEN TO: SAN JOAQUIN HOSPITAL

DESCRIBE INJURIES
BRUISES ON UPPER CHEST, COMPLAINT OF PAIN IN NECK & BACK

_____ VICTIM OF VIOLENT CRIME NOTIFIED

<input type="checkbox"/>	<input type="checkbox"/>	17	F	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	7	H	1
--------------------------	--------------------------	----	---	--------------------------	-------------------------------------	--------------------------	--------------------------	--------------------------	-------------------------------------	--------------------------	--------------------------	--------------------------	---	---	---	---

NAME (D.O.B.) / ADDRESS
FELIX / 8-17-91 / UNCL. TELEPHONE H) UNCL

(INJURED ONLY) TRANSPORTED BY: WASCO AMBULANCE TAKEN TO: MERCY HOSPITAL

DESCRIBE INJURIES
FRACTURES TO NECK, ANKLE, FIBS, TIBIUM, & PELVIS

_____ VICTIM OF VIOLENT CRIME NOTIFIED

PREPARED BY NAME <u>D S OPHIM</u>	IC NUMBER <u>14870</u>	NO. <u>08</u>	DAY <u>14</u>	YEAR <u>98</u>	REVIEWER'S NAME	NO.	DAY
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CHP 555-Page 3 (Rev. 7-87) OPI 042

GM688 Att. D 4882 727

STATE OF CALIFORNIA
INJURED / WITNESSES / PASSENGERS

DATE OF COLLISION 08-13-98		TIME 07:25		VIC NUMBER 9126		OFFICER LG 11870		NUMBER 98080031								
WITNESS ONLY	PASSENGER ONLY	AGE	SEX	EXTENT OF INJURY ("X" ONE)				INJURED WAS ("X" ONE)				PARTY NUMBER	SEAT POS.	SAFETY EQUIP.	LIC.	
				FATAL INJURY	SEVERE INJURY	OTHER VISIBLE INJURY	COMPLAINT OF PAIN	DRIVER	PASS.	PEDESTRIAN	BIKES					OTHER
<input type="checkbox"/>	<input type="checkbox"/>	17	F	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	7	A	
NAME / D.O.B. / ADDRESS LOUISE / 01-2-8 / SAME AS P. 1										TELEPHONE						
INJURED ONLY TRANSPORTED BY: GOLDEN EMPIRE AIR AMBULANCE										TAKEN TO: MEMORIAL						
DESCRIBE INJURES G. SUFFERED FATAL UNK INTERNAL INJURIES. MCGLOH WAS PRONOUNCED DEAD ON 08-13-98 AT 1154 HOURS BY DR ALMELOV OF MEMORIAL HOSP. CORNER # 1215-98																
<input type="checkbox"/> VICTIM OF VIOLENT CRIME NOTIFIED																
<input checked="" type="checkbox"/>	<input type="checkbox"/>	42	M	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
NAME / D.O.B. / ADDRESS JIM										TELEPHONE						
INJURED ONLY TRANSPORTED BY:										TAKEN TO:						
DESCRIBE INJURES																
<input type="checkbox"/> VICTIM OF VIOLENT CRIME NOTIFIED																
<input checked="" type="checkbox"/>	<input type="checkbox"/>	21	M	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
NAME / D.O.B. / ADDRESS MARK										TELEPHONE						
INJURED ONLY TRANSPORTED BY:										TAKEN TO:						
DESCRIBE INJURES																
<input type="checkbox"/> VICTIM OF VIOLENT CRIME NOTIFIED																
<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
NAME / D.O.B. / ADDRESS										TELEPHONE						
INJURED ONLY TRANSPORTED BY:										TAKEN TO:						
DESCRIBE INJURES																
<input type="checkbox"/> VICTIM OF VIOLENT CRIME NOTIFIED																
<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
NAME / D.O.B. / ADDRESS										TELEPHONE						
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DESCRIBE INJURES																
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NAME / D.O.B. / ADDRESS										TELEPHONE						
INJURED ONLY TRANSPORTED BY:										TAKEN TO:						
DESCRIBE INJURES																
<input type="checkbox"/> VICTIM OF VIOLENT CRIME NOTIFIED																
PREPARED BY NAME D.J. O'HELAN		D. NUMBER 14776		MO. 06	DAY 14	YEAR 98	REVIEWER'S NAME				MO.	DAY				

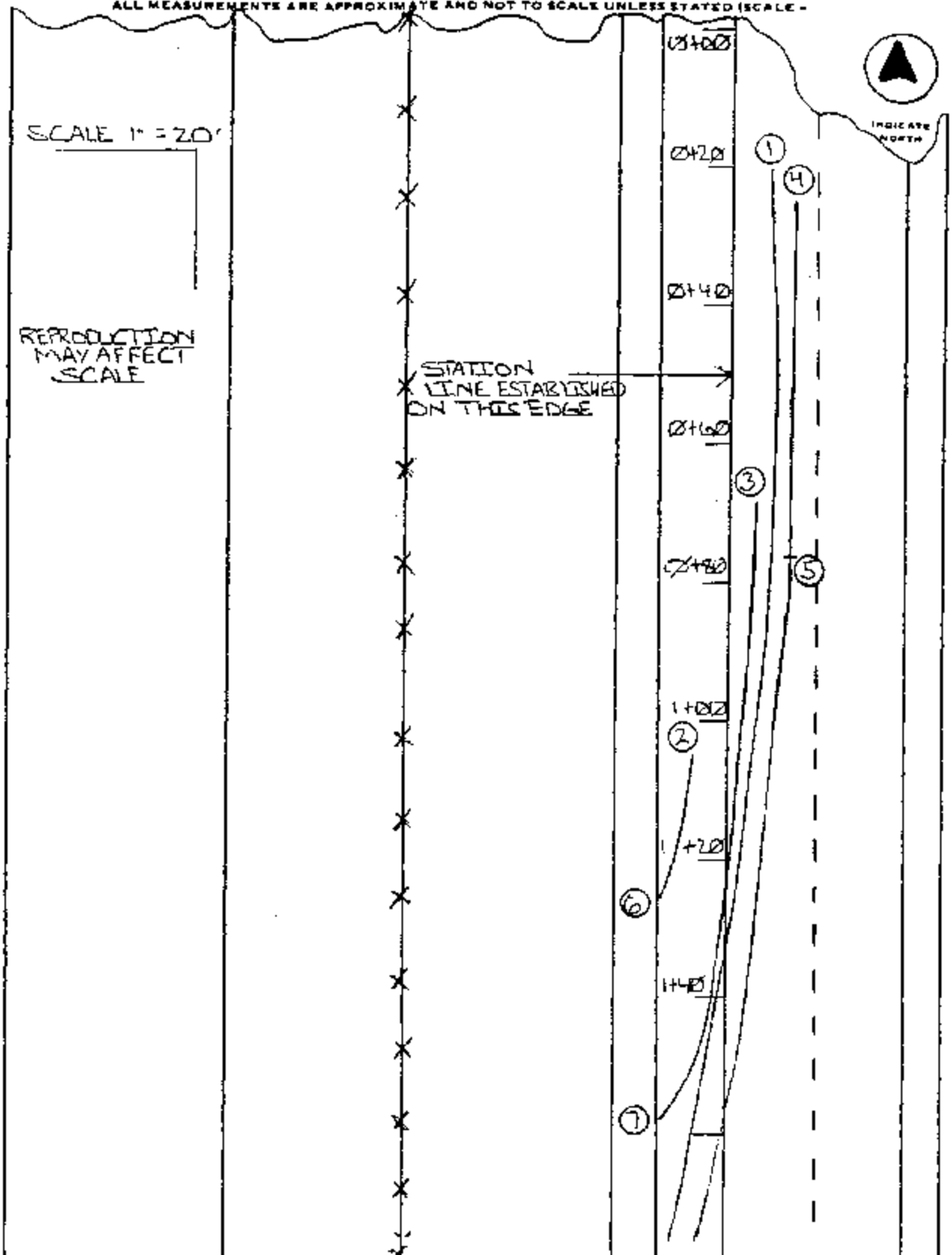
728

STATE OF CALIFORNIA
FACTUAL DIAGRAM

PAGE 5

DATE OF COLLISION MO. 08 DAY 13 YR. 98	TIME (LOCAL) 0955	REC NUMBER 9426	OFFICE - I.D. 14870	NUMBER 98080031
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ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE -



SCALE 1" = 20'

REPRODUCTION
MAY AFFECT
SCALE

STATION
LINE ESTABLISHED
ON THIS EDGE



DRAWN BY J.T. CAMPBELL	I.D. NUMBER 14716	MO. DAY YR. 08-14-98	REVIEWER'S NAME	NO. DAY YR.
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CHP 555-Page 4 (Rev 11-85) OP1 042

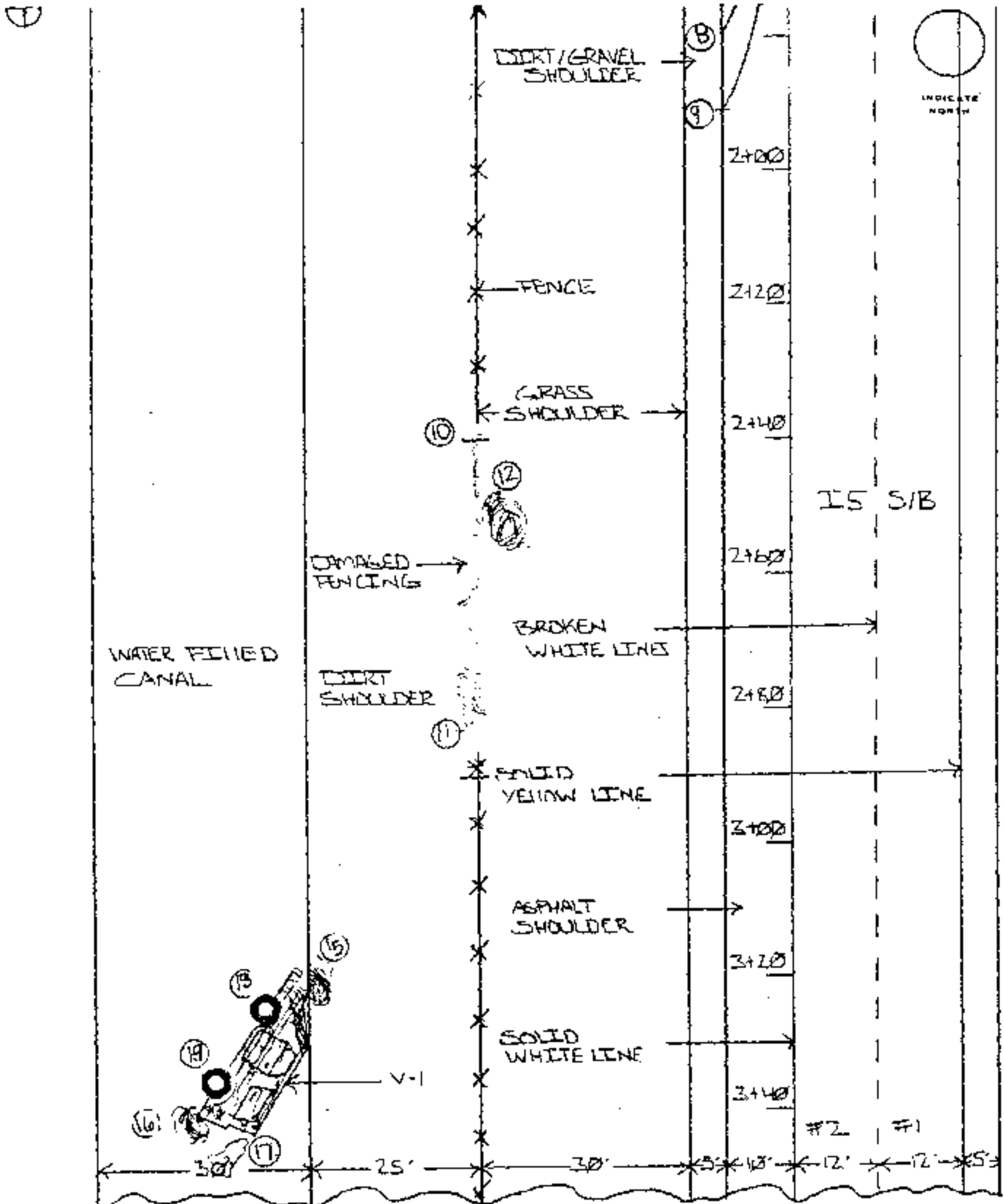
CHP 555 Att. 9 2004 729

STATE OF CALIFORNIA
FACTUAL DIAGRAM

PAGE 6

DATE OF COLLISION NO. 08 DAY 13 YR. 98	TIME (L:MM) 09:55	MC# NUMBER 9426	OFFICER I.D. NUMBER 14870	NUMBER 98080031
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ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE -



DRAWN BY JT CAMPBELL	I.D. NUMBER 14716	NO. DAY YR. 08-14-98	REVIEWER'S NAME	NO. DAY YR.
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NARRATIVE/SUPPLEMENTAL

DATE OF ORIGINAL INCIDENT	TIME	NCIC #:	OFF. ID #:	CITATION #:
08-13-98	0955	- 9426	14870	

1 PHYSICAL EVIDENCE LEGEND:**2 STATION LINE:**

3 A STATION LINE WAS ESTABLISHED ALONG THE WEST ROADWAY EDGE OF THE
4 I-5 S/B FREEWAY. STATION 0 + 00 WAS ESTABLISHED .9 MILES NORTH OF THE
5 NORTH ROADWAY EDGE OF THE LOST HILLS RD. OVERCROSSING. THE STATION
6 LINE INCREASES AS YOU PROCEED SOUTH ON THE I-5 S/B FREEWAY. ALL
7 MEASUREMENTS WERE TAKEN AT RIGHT ANGLES TO THE STATION LINE.

9 PHYSICAL EVIDENCE DESCRIPTION AND LOCATION:

10	01.)	BEGIN CENTRIFUGAL SKID	0 + 20	06 FEET EAST
11	02.)	BEGIN CENTRIFUGAL SKID	1 + 05	05 FEET WEST
12	03.)	BEGIN CENTRIFUGAL SKID	0 + 68	04 FEET EAST
13	04.)	BEGIN CENTRIFUGAL SKID	0 + 25	11 FEET EAST
14	05.)	BEGIN SCRAPE IN ASPHALT	0 + 76	09 FEET EAST
15	06.)	END CENTRIFUGAL SKID	1 + 25	10 FEET WEST
16	07.)	END CENTRIFUGAL SKID	1 + 56	10 FEET WEST
17	08.)	END CENTRIFUGAL SKID	1 + 86	10 FEET WEST
18	09.)	END CENTRIFUGAL SKID/ASPHALT SCRAPE	1 + 93	10 FEET WEST
19	10.)	BEGIN FENCE DAMAGE	2 + 40	40 FEET WEST
20	11.)	END FENCE DAMAGE	2 + 90	40 FEET WEST
21	12.)	GOUGES IN DIRT	2 + 50	43 FEET WEST
22	13.)	RIGHT FRONT TIRE V-1	3 + 24	75 FEET WEST
23	14.)	RIGHT REAR TIRE V-1	3 + 30	85 FEET WEST
24	15.)	DIRT SCRAPES	3 + 23	68 FEET WEST
25	16.)	REAR BUMPER V-1	3 + 45	88 FEET WEST
26	17.)	PASSENGER #6 (REFER TO PG. 3)	4 + 47	84 FEET WEST

PREPARERS NAME	ID #:	DATE	REVIEWERS NAME
J.T. CAMPBELL	14716	8/15/98	

GM688 Att. D 4886

731

NARRATIVE/SUPPLEMENTAL

DATE OF ORIGINAL INCIDENT	TIME	NCIC #	OFF. ID #	CITATION #
08/13/98	0955	9426	14870	

FACTS:**NOTIFICATION:**

I RECEIVED A CALL FROM CHP DISPATCH OF AN INJURY COLLISION WITH AMBULANCE RESPONDING AT 1000 HOURS. I RESPONDED FROM THE I-5 S/B S/OF WEISER RD AND ARRIVED ON SCENE AT 1001 HOURS.

ALL TIMES, SPEEDS, AND MEASUREMENTS ARE APPROXIMATE. ALL MEASUREMENTS WERE OBTAINED BY ROLLMETER AND VEHICLE ODOMETER.

SCENE:

THE I-5, SOUTHBOUND IS A FLAT, LEVEL ROADWAY. THERE ARE 2 TRAFFIC LANES IN EACH DIRECTION, CONSTRUCTED OF GROOVED CONCRETE. THE SOUTHBOUND LANES ARE SEPARATED FROM THE NORTHBOUND LANES BY A DIRT CENTER DIVIDER. THERE IS A WATER CANAL THAT BORDERS THE FREEWAY ON THE WEST SIDE AS SHOWN ON DIAGRAM. FOR FURTHER DETAILS REFER TO THE FACTUAL DIAGRAM.

PARTIES:**PARTY #1**

V-1 WAS FOUND ON ITS RIGHT SIDE. SEE DIAGRAM. V-1 SUSTAINED TOTAL ROLLOVER DAMAGE. NO PRIOR DAMAGE WAS NOTED OR OBSERVED.

P-1) WAS CONTACTED STANDING NEXT TO V-1. P-1 VERBALLY IDENTIFIED HERSELF, AND WAS ESTABLISHED AS THE DRIVER OF V-1 BY HER OWN ADMISSION AND WITNESS STATEMENTS.

PHYSICAL EVIDENCE:

(REFER TO FACTUAL DIAGRAM)

STATEMENTS:

PARTY #1 () STATED SHE WAS TRAVELING S/B ON THE I-5 N/OFF LOST HILLS RD IN THE #2 LANE AT AN UNKNOWN SPEED. P-1 STATED THAT "SOMETHING DID NOT FEEL RIGHT WITH THE VEHICLE" P-1 FELT AS IF THERE WERE A PROBLEM COMING FROM THE REAR OF V-1. AS P-1 WAS ABOUT TO PULL OFF THE ROADWAY, V-1'S LEFT REAR TIRE BLEW OUT AND P-1 LOST CONTROL. V-1 TRAVELED ONTO THE DIRT SHOULDER AND OVERTURNED.

WITNESS #1 () STATED THAT HE WAS TRAVELING S/B ON THE I-5 N/OFF LOST HILLS RD IN THE #2 LANE AT 70 MPH. WIT-1 SAW V-1 PASS HIM IN THE #1

PREPARERS NAME	ID #	DATE	REVIEWERS NAME
D.J. OPHEIM	14870	8/14/98	

NARRATIVE/SUPPLEMENTAL

DATE OF ORIGINAL INCIDENT	TIME	NCIC #	OFF. ID #	CITATION #
08/13/98	0955	9426	14870	

1 LANE AT APPROXIMATELY 80 MPH. V-1 CHANGED INTO THE #2 LANE AFTER
2 PASSING WIT-1'S VEHICLE. V-1'S LEFT REAR TIRE BLEW OUT AND V-1 STARTED
3 TO FISH TAIL. V-1 TRAVELED ONTO THE DIRT SHOULDER AND OVER TURNED. V-1
4 LANDED ON ITS SIDE IN THE CANAL.

5
6 WITNESS #2) STATED HE WAS TRAVELING BEHIND WIT#1 AND
7 WITNESSED THE SAME AS WIT-1.

OPINIONS AND CONCLUSIONS:**SUMMARY:**

8
9
10 V-1 WAS TRAVELING S/B ON THE I-5 N/OF LOST HILLS RD IN THE #2 LANE AT 80
11 MPH. V-1'S LEFT REAR TIRE BLEW OUT. P-1 TURNED V-1 ABRUPTLY TO THE
12 RIGHT IN REACTION TO THE BLOWN TIRE. V-1 BEGAN TO FISHTAIL, AND P-1 LOST
13 CONTROL. V-1 TRAVELED IN A SOUTHWESTERLY DIRECTION AND ONTO THE
14 WEST DIRT SHOULDER OF THE I-5. V-1 TRAVELED THROUGH THE DIRT
15 SHOULDER, AND COLLIDED WITH A FENCE BORDERING THE FREEWAY. V-1 THEN
16 OVERTURNED AND CAME TO REST ON ITS RIGHT SIDE IN A CANAL. WHEN V-1
17 OVERTURNED, TWO OF THE PASSENGERS WERE EJECTED, AND LANDED IN THE
18 CANAL.
19

AREA OF IMPACT (AOI):

20
21
22 AOI # 1 (V-1 vs FENCE) WAS DETERMINED BY PHYSICAL EVIDENCE, AND FOUND
23 TO BE 45' W/OF STATION 2+40.

24 AOI#2 (THE FRONT OF V-1 vs DIRT CANAL EDGE) WAS DETERMINED BY PHYSICAL
25 EVIDENCE, AND FOUND TO BE 68' W/OF STATION 3+23.

26 AOI#3 (REAR OF V-1 vs DIRT & WATER CANAL BOTTOM) WAS DETERMINED BY
27 PHYSICAL EVIDENCE, AND FOUND TO BE 88' W/OF STATION 3+45.

28 AOI#4 (PASSENGER #6 vs DIRT & WATER CANAL BOTTOM) WAS DETERMINED BY
29 PHYSICAL EVIDENCE, AND FOUND TO BE 84' W/OF STATION 4+47.

30 AOI#5 (PASSENGER #7 vs DIRT & WATER CANAL BOTTOM) WAS DETERMINED BY
31 WITNESS STATEMENTS, AND FOUND TO BE 76' W/OF STATION 4+47.
32

CAUSE:

33
34 PARTY # 1.) IS AT FAULT IN THIS COLLISION BY MAKING AN UNSAFE
35 TURNING MOVEMENT, A VIOLATION OF 22107 VC. V-1'S LEFT REAR TIRE
36 (BLOWING OUT) WAS AN ASSOCIATED FACTOR. CAUSE ESTABLISHED BY
37 STATEMENTS AND PHYSICAL EVIDENCE.
38
39
40

PREPARERS NAME	ID #	DATE	REVIEWERS NAME
D.J. OPHEIM	14870	8/14/98	

NARRATIVE/SUPPLEMENTAL

DATE OF ORIGINAL INCIDENT	TIME	NCIC #:	OFF. ID #:	CITATION #:
08/13/98	0955	9426	14870	

1 **RECOMMENDATIONS:**

- 2 I RECOMMEND A COPY OF THIS REPORT BE SENT TO THE DISTRICT ATTORNEYS
3 OFFICE FOR THE PROSECUTION OF McCOY FOR THE FOLLOWING CHARGE:
4 1. 192(C)(2) PC VEHICULAR MANSLAUGHTER W/OUT GROSS NEGLIGENCE.

PREPARERS NAME	ID #:	DATE	REVIEWERS NAME
D.J. OPHEIM	14870	8/14/98	

01600 att. D 0800

1334

v. General Motors

346820

GM608 Att. D 4018

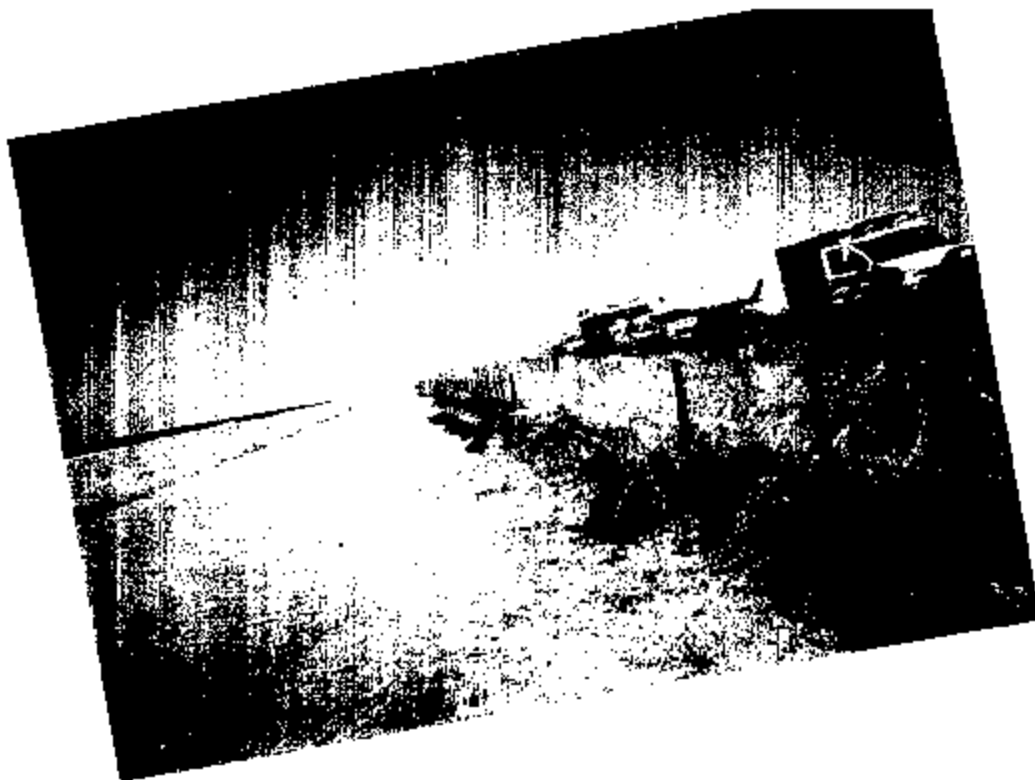
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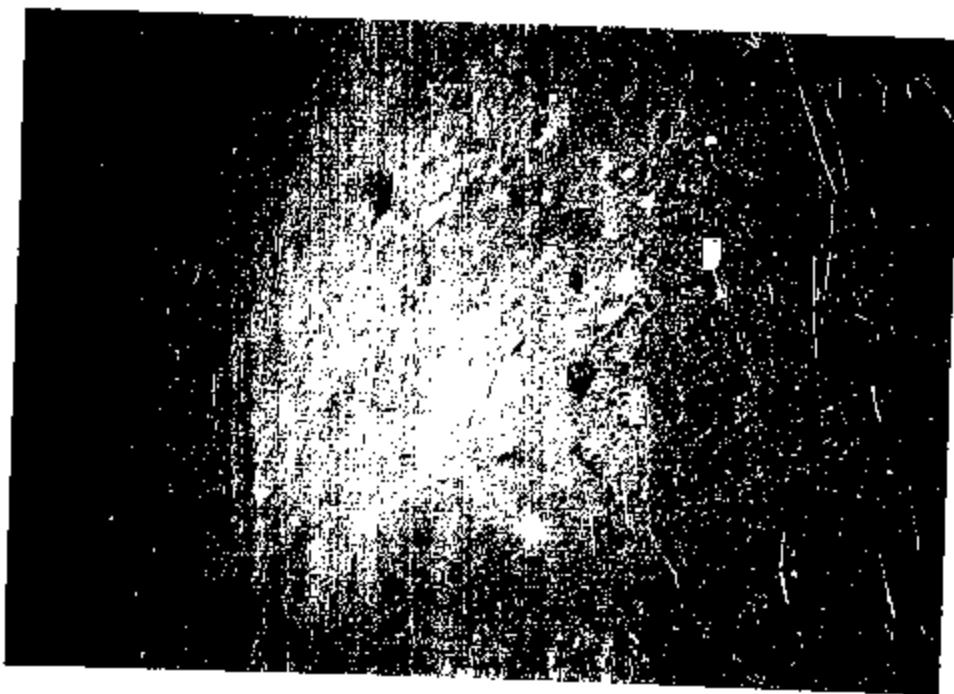


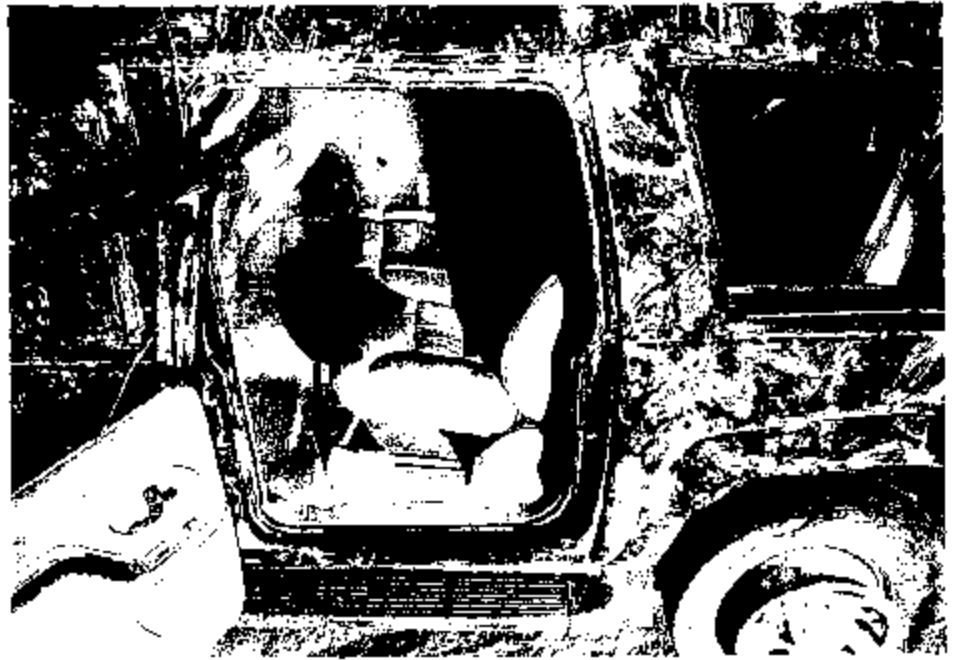
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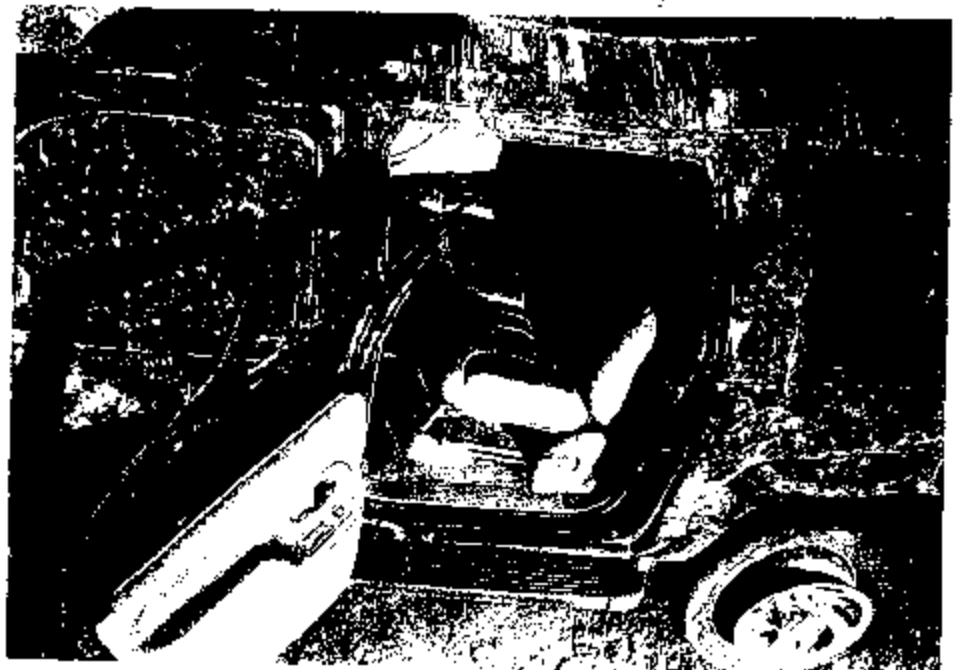


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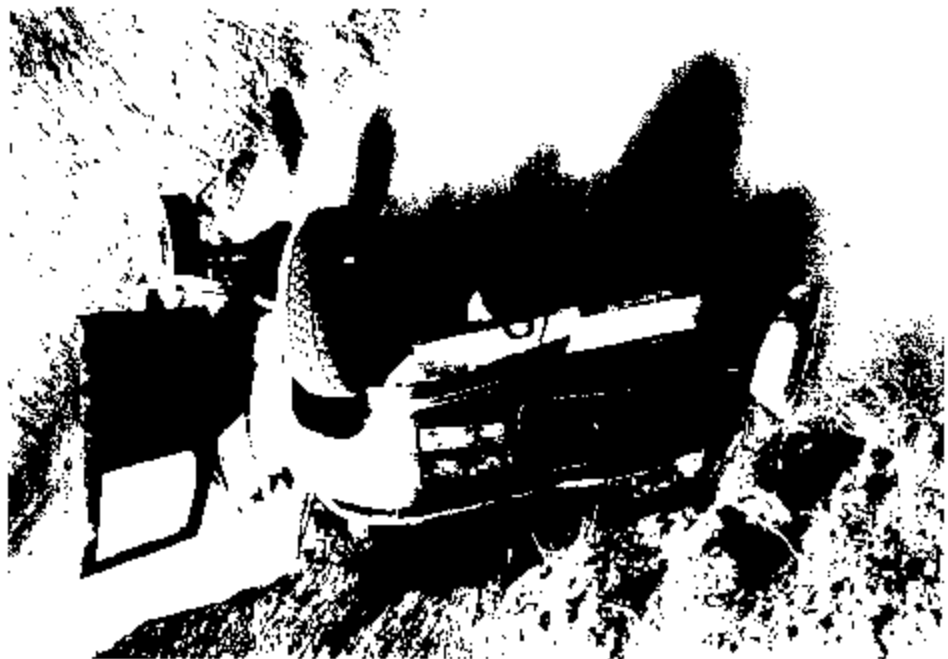




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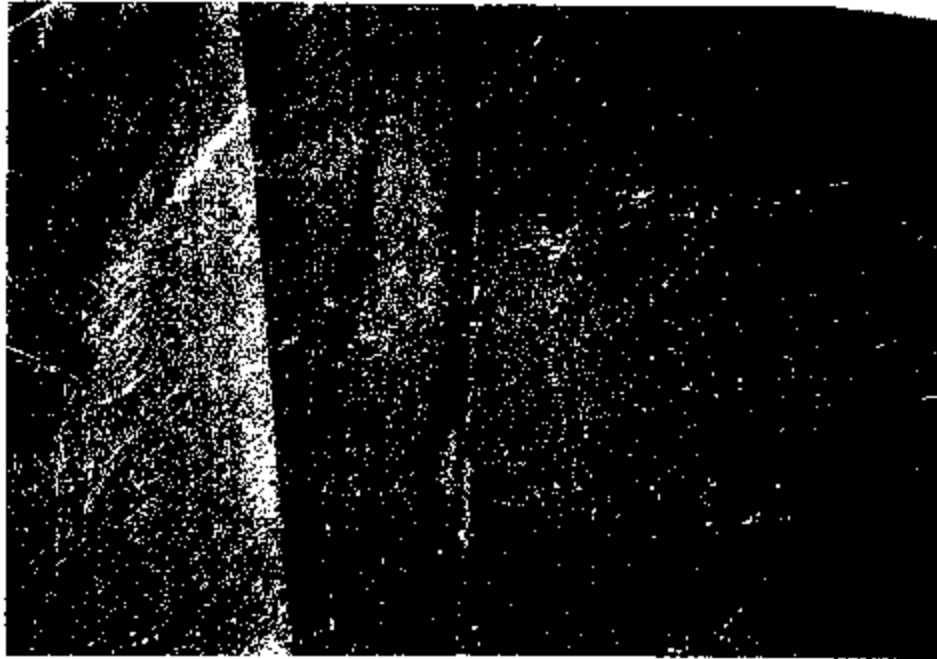
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СПБББ Атт. Д 4814



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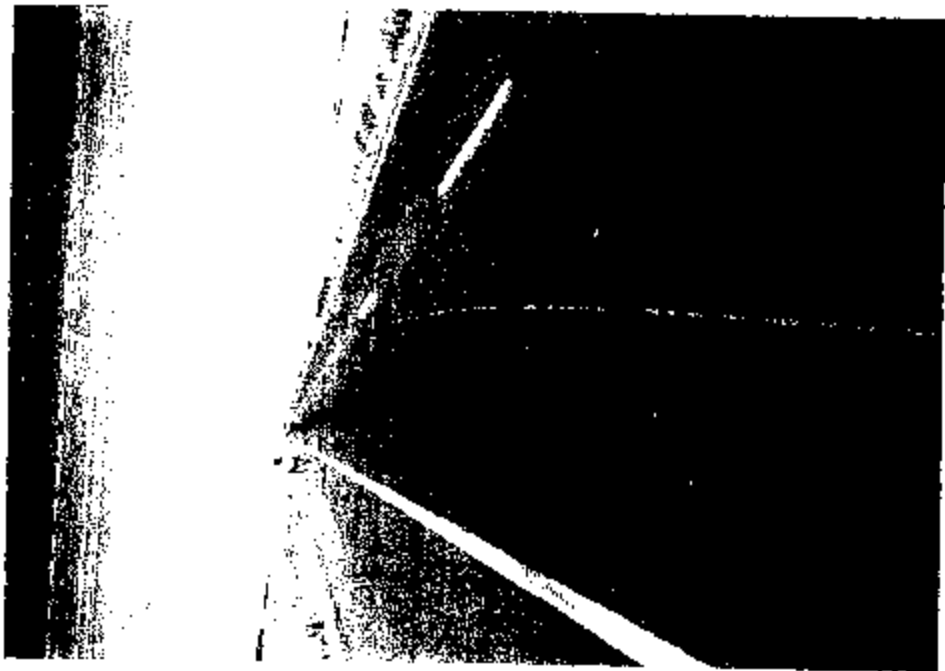


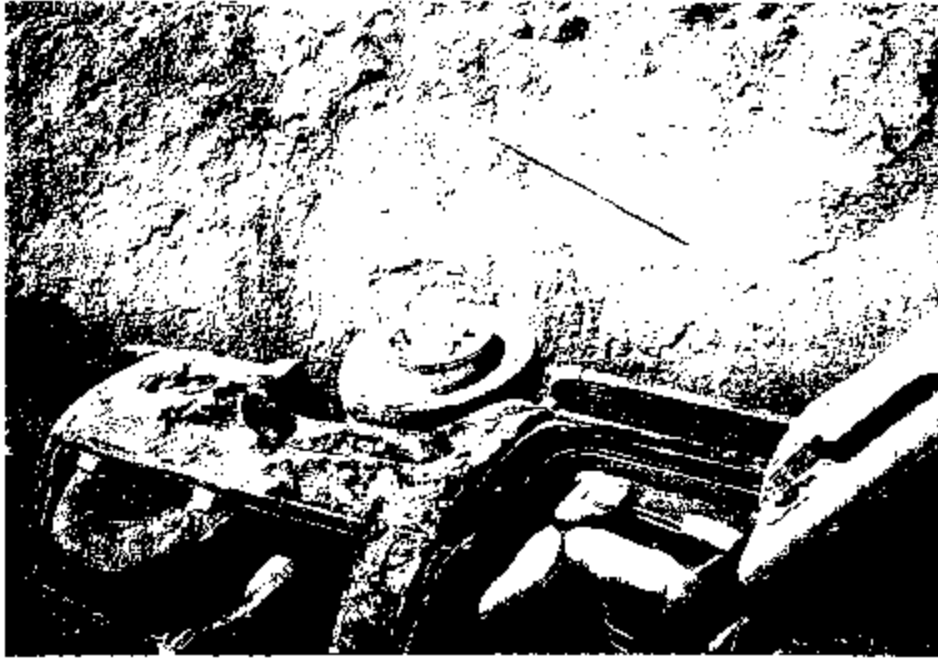
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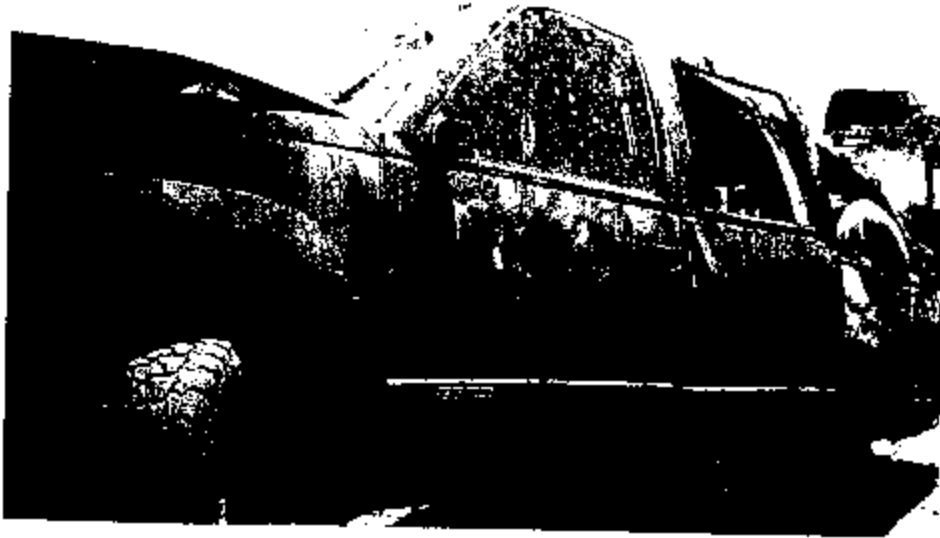
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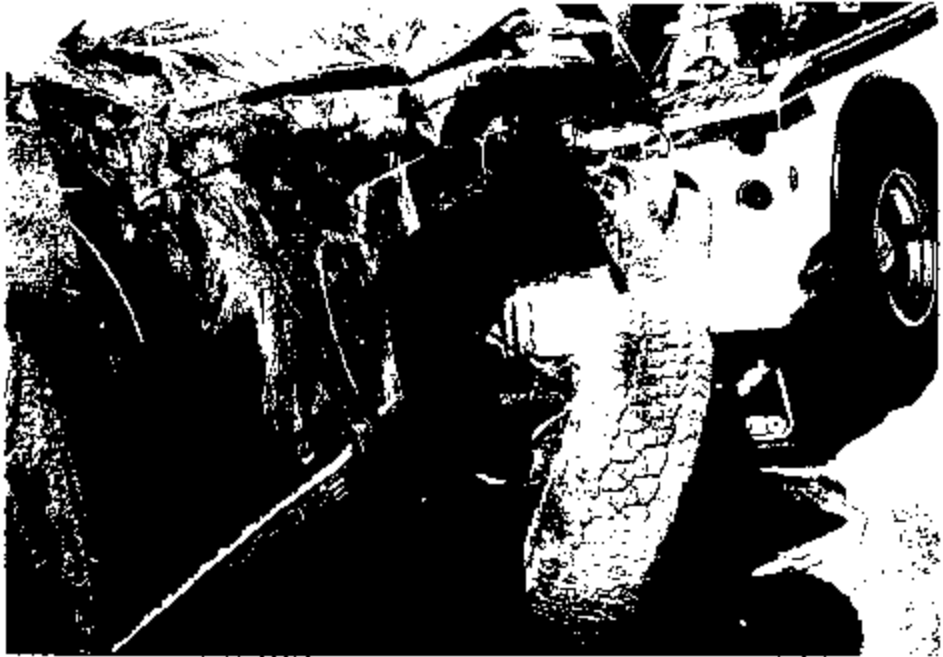




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74A



GNB88 Att. B 4828



Carl Sparks
Sheriff-Coroner
Kern County Coroner Facility
1832 Flower Street
Bakersfield, California 93305

ORIGINAL
COPY

Coroner's Report

Case No: C-1215-98

In the matter of the death of: **COURTNEY**
Aliases: N/A

Date of Death: August 13, 1998 Date Reported: August 13, 1998
Time of Death: 1154 hours Time Reported: 1315 hours

DECEDENT IDENTIFYING DATA

Height:	64 inches	Marital Status:	Never Married
Weight:	183 pounds	Social Security No.	
Hair Color:	Brown/Blonde	Residence	
Eye Color:	Brown	Street Address:	
Race:	Caucasian/Japanese	City, State, Zip	
Sex:	Female	County:	
Age:	17 years	Occupation:	Student
Birth Date:	April 4, 1981	Employer:	None
Birth State:	CA		

Place of Death

Reported By: Bakersfield Memorial Hospital - Frances K... R.N.
Type Of Premises: Hospital
Street Address: 420 34th Street
City, State, Zip: Bakersfield, CA
In City Limits: Yes

NEXT OF KIN

Name-Relationship: Karen & Charles Parents
Street Address:
City, State, Zip:
Notified: Yes

DISPOSITION OF REMAINS

Funeral Director: Roller & Haggood & Tinney Funeral Directors
Release Ordered By: Karen J... Mother
Disposition: Burial
Location: Alta Mesa Cemetery
Palo Alto, CA 94306

INJURY DATA

Date: August 13, 1998
Time: 0955 hours
At Work: No
Type of Injury: Unrestrained Ejected Passenger in a Sport Utility Vehicle that Overturned
Type of Premises: Interstate Highway
Place: Interstate 5, .4 of a mile South of Lost Hills Road
Lost Hills, CA 93249

CAUSE OF DEATH

Primary: Craniocerebral and Chest Trauma
Due to: Blunt Impact Trauma
Due to: None
Due to: None
Other Significant Conditions: None

Autopsy/Attendance Certificate: External Examination
Date Performed/Signed: August 13, 1998
Surgeon/Attending Physician: Donna L. Brown, M.D.

OTHER EXAMINATIONS

Toxicology: Yes See Toxicology Report
Dental Exam: No
X-Rays: No
Finger Prints: Yes

WITNESSES

1. N/A
2. N/A
3. N/A

Investigating Agency: California Highway Patrol
Investigating Officer: Officer David Opheim, ID# 14870

PROPERTY

Items Taken: Multiple Metal Hoop Bracelets on both Wrists.
Seized By: These bracelets could not be removed without destroying them. Requested by mother to be left on the body
Released to: Roller & Hapgood & Tinney Funeral Directors with the body.
Date Released: August 19, 1998

60600 Att. 5 4023

748

INVESTIGATION SUMMARY

At 1315 hours on August 13, 1998, Bakersfield Memorial Hospital Emergency Room Nurse Frances King R.N., contacted this investigator to report the death of this decedent, who was a victim in a traffic accident.

Ms. King advised that the decedent was transported to their facility by helicopter and arrived at 1108 hours on August 13, 1998. The decedent was in full cardiopulmonary arrest and undergoing advanced resuscitative efforts upon arrival. All attempts to revive her failed and Dr. Roger Amklov pronounced death at 1154 hours on August 13, 1998.

I responded to the hospital and arrived at 1330 hours on August 13, 1998, where I viewed the body of an Oriental teenaged female lying face up on a hospital stretcher. No signs of life were noted. The body displayed multiple traumatic injuries throughout with a small amount of blood draining from the right ear.

According to California Highway Patrol Officer David Opheim, ID# 14870, the decedent was an unrestrained rear seat passenger in a 1996 GMC 2500 "Carry-All" type vehicle that was traveling Southbound on Interstate 5 on the morning of August 13, 1998. At approximately 0955 hours on that date, the vehicle's left rear tire blew out and caused the operator to lose control. The vehicle left the roadway and overturned several times, coming to rest in an irrigation canal to the West of the roadway on Interstate 5, 4/10 of a mile South of Lost Hills Road. The decedent was thought to have been ejected.

The aforementioned GMC vehicle, CA LIC# 3TKC167, was operated by Karen [redacted] DA Mrs. [redacted] the decedent's mother. She was transported to San Joaquin Hospital where she was treated for minor injuries and released.

Matthew [redacted], the decedent's brother, was also a rear seat passenger in the decedent's vehicle. He was also transported to San Joaquin Hospital, where he was treated for minor injuries and released.

Charles [redacted] the decedent's father, was a right front seat passenger in the decedent's vehicle. He was transported to San Joaquin Hospital where he was admitted with serious injuries.

Matthew [redacted] was also a rear seat passenger in the decedent's vehicle. He was also transported to San Joaquin Hospital, where he was treated for minor injuries and released.

SEARCHED ALL INDEXED

749

INVESTIGATION SUMMARY CONTINUED

Jeffrey was also an unrestrained and ejected rear seat passenger in the decedent's vehicle. He was pronounced dead at the accident scene. (See companion coroner case number C-1214-98)

Erin, a friend of the decedent, was also a rear seat passenger in the decedent's vehicle. She was transported to Mercy Hospital, where she was treated for serious injuries.

After completing an investigation, in conjunction with the California Highway Patrol, it was determined that the death of Courtney was the result of an accident.

TYPE OF DEATH: ACCIDENT / EJECTED UNRESTRAINED REAR SEAT PASSENGER IN A SPORT UTILITY VEHICLE THAT OVERTURNED

Date: 09-09-1998

By: *James T. Holt*
JAMES T. HOLT, DEPUTY CORONER

September 9, 1998
jth

Date: September 9, 1998

By: *James A. Malouf*
CARL SPARKS, SHERIFF-CORONER
By: James A. Malouf, Chief Coroner Investigator

67600 REC - D 4825

750

ORIGINAL

COPY

CARL SPARKS
SHERIFF-CORONER-PUBLIC ADMINISTRATOR

CORONER DIVISION
1832 Flower Street
Bakersfield, CA 93305
Telephone: (805) 861-2606

REPORT OF EXTERNAL EXAMINATION

C-1215-98

DECEDENT: COURTNEY

DATE OF BIRTH: APRIL 7, 1981
DATE/TIME OF DEATH: AUGUST 13, 1998, 1154 HOURS
PLACE OF DEATH: MEMORIAL HOSPITAL-ER/OP
DATE/TIME OF EXAMINATION: AUGUST 13, 1998, 1450 HOURS
ASSISTING: REGINA WOOD, AUTOPSY ASSISTANT
FORENSIC PATHOLOGIST: DONNA LEE BROWN, M. D.

CAUSE OF DEATH: A. CRANIOCEREBRAL AND CHEST TRAUMA (HOURS)
DUE TO
B. BLUNT IMPACT (HOURS)

MANNER: ACCIDENT



DONNA L. BROWN, M. D.
FORENSIC PATHOLOGIST

CH688 8-13-98 10 4825

751

REPORTED DEATH CIRCUMSTANCES

The decedent was an occupant of a vehicle that left the road. Please see companion case "C-1214-98."

EXTERNAL EXAMINATION

The unembalmed body is that of a 183 pound 64 inch (5 foot 4 inch), 17 year old Caucasian female.

1. Head hair is long brown and partly bleached blonde. Eyes likewise are brown.
2. Upper and lower jaws have natural teeth in good condition.
3. She is brought nude swathed in a hospital sheet. Accompanying her are items of clothing. Additionally, both wrists have each more than 5 grey, metal bracelets taped upon them. Fingernails show bright iridescent green coloration with red dots on the surfaces. Toenails display sparkling nail polish.
4. Marks, scars and tattoos are as follows:
 - a. There are no external tattoos.
 - b. Scars are not noted and there are no apparent surgical scars.
 - c. Both ear lobes show pierce marks.
5. Evidence medical intervention:
 - a. Needle puncture marks are present in the front bends of the elbow. On the top of the right hand is an intravenous catheter taped to the skin. The right upper front of the chest shows a Swan-Ganz catheter likewise sutured.
 - b. Extending from the center of the mouth is an oral endotracheal tube at the 25 cm mark. Slightly to the left of this is a Levin tube with gastric contents.
 - c. On the top of the right foot is an intravascular catheter taped to the top of the foot.
6. Injuries and external abnormalities:
 - a. The body is warm to touch. There is neither rigor in the larger or smaller joints and lividity is not discernible posteriorly.
 - b. On the head are multiple contused abrasions and lacerations consistent with broken glass and dicing marks. These are present on the forehead, tip of the nose and chin area. Along the right side of the neck, angulating downward across the chest and to include the left upper chest area as well as center portion of the sternum are multiple abrasions and abraded lacerations. These have the imprint mark of a fabric. Along the right side of the

neck at the angle with the shoulder is an almost rounded laceration. This is deep and show underlying fatty tissues, skeletal muscles and superficial large vessels. In the center of the chest are desiccated abrasions. Similar ones are observed over the center portion of the abdomen on the right side as well as along the right lateral hip area.

c. Outer portions of both arms reveal multiple scratches and abrasions with ingrained soil. Additionally, there are fractures of the right hand and multiple bruises on the top of the left hand.

d. Across the back above the buttock areas bilaterally is an aggregate of almost parallel, angulated, linear abraded lacerations. These are multi directional.

e. The abdomen is partly distended. Generalized pallor is externally apparent over the torso.

f. There are multiple fractures to the right hand and as well as contusions and abrasions.

7. Identification devices:

a. About the left wrist is a hospital tag with the number "8857658." This tag is yellow. Additionally a red tag about the left wrist shows the number "79746."

b. About the left great toe is a Kern County Mortuary tag with the name "Cortney" number "

c. About the right great toe is a Kern County Investigator tag stating the name "

INTERNAL EXAMINATION

Autopsy in this is limited to external examination of the decedent.

MICROSCOPIC EXAMINATION

No tissues are obtained.

TOXICOLOGY SPECIMENS

Blood (2), vitreous (1) are obtained.

Toxicology samples are retained for a period of one (1) year from the date of autopsy.

X-RAYS

No radiographs are obtained.

SIGNIFICANT NEGATIVE FINDINGS

SEARCHED INDEXED SERIALIZED FILED

753

Directors
Leonard Miller, M.D.
Gary Walter, M.D.
Debra Hanks, M.D.
Roger Peterson, M.T.

T D H
MINERAL KING LABORATORY
869 CHERRY AVE
TULARE, CA 93274
TOXICOLOGY REPORT

MKL# 8229-019051

COPY

Name: COURTNEY
CORONERS 2 BOTTLES BLOOD

Submitting Agency: KERN COUNTY CORONER

Date Collected: 8/13/98
Time Collected: 15:00
Case Number: C-1215-98

Date Received: 8/17/98
Time Received: 10:30
Collected By: WOOD

	RESULTS	INTERPRETATION
DRUG SCREEN		
BLOOD		
OPIATES	Negative	> 75 ng/ml
BENZODIAZEPINES	Negative	> 25 ng/ml
COCAINE (METABOLITE)	Negative	> 75 ng/ml
PHENCYCLIDINE	Negative	> 6.25 ng/ml
AMPHETAMINES	Negative	> 250 ng/ml
BARBITURATES	Negative	> 50 ng/ml
CANNABINOIDS	Negative	> 25 ng/ml

CONFIRMATION

BLOOD ALCOHOL = 0.00 % > 0.08% BY GC

PROCEDURE COMMENTS

BLOOD ALCOHOL ALCOHOL PRESENT AT GREATER THAN 0.02%
LEGAL LIMIT 0.08% FOR MOTOR VEHICLE OPERATION

I CERTIFY, UNDER PENALTY OF PERJURY, UNDER THE LAWS OF THE STATE OF CALIFORNIA, THAT THE ATTACHED BLOOD/URINE ANALYSIS WAS PERFORMED DURING THE REGULAR COURSE OF MY DUTIES, AND IS A TRUE AND CORRECT COPY THEREOF. I FURTHER CERTIFY THAT I AM QUALIFIED TO PERFORM THESE ANALYSIS PURSUANT TO TITLE 17 OF THE CALIFORNIA CODE OF REGULATION, AND THAT THE EQUIPMENT USED IN ARRIVING AT THE RESULTS WAS IN PROPER WORKING ORDER AT THE TIME I PERFORMED THIS ANALYSIS.

CH688 REC. D 4836

755

Certifying Scientist: ROGER PETERSON, M.T.

Report Date: 08/21/98

R. Peterson 08/26/98

7500



INVESTIGATION OF VITAL RECORDS

DATE OF CALIFORNIA DEATH RECORD: JAN 2 1998

DATE ISSUED: JAN 2 1998

STATE OF CALIFORNIA DEPARTMENT OF HEALTH SERVICES

THIS IS A TRUE AND CORRECT COPY OF THE DEATH RECORD AS IT APPEARS IN THE COUNTY RECORDS.

THE STATE OF CALIFORNIA DEPARTMENT OF HEALTH SERVICES HAS THE HONOR OF RECEIVING YOUR ORDER FOR THIS COPY OF THE DEATH RECORD.

YOUR ORDER WILL BE FULFILLED BY THE COUNTY RECORDS OFFICE.

YOUR ORDER WILL BE FULFILLED BY THE COUNTY RECORDS OFFICE.

YOUR ORDER WILL BE FULFILLED BY THE COUNTY RECORDS OFFICE.

CERTIFIED COPY OF VITAL RECORDS

STATE REGISTRATION		1-1. NAME OF DECEASED: 1-1. NAME OF DECEASED: RUIJEN HANPOOD THIRAY	
1-2. DATE OF DEATH: 09/04/1998		1-3. DATE OF BIRTH: ED 132	
1-4. SEX: M		1-5. RACE: Other	
1-6. MARITAL STATUS: W		1-7. SOCIAL SECURITY NO: 7984	
1-8. MARRIAGE DATE: 09/03/1998		1-9. MARRIAGE PLACE: CA	
1-10. MARRIAGE TYPE: Legal		1-11. MARRIAGE LICENSE NO: 11	
1-12. MARRIAGE LICENSE DATE: 08/13/1998		1-13. MARRIAGE LICENSE PLACE: CA	
1-14. MARRIAGE LICENSE TYPE: Legal		1-15. MARRIAGE LICENSE NO: 11	
1-16. MARRIAGE LICENSE DATE: 09/03/1998		1-17. MARRIAGE LICENSE PLACE: CA	
1-18. MARRIAGE LICENSE TYPE: Legal		1-19. MARRIAGE LICENSE NO: 11	
1-20. MARRIAGE LICENSE DATE: 09/03/1998		1-21. MARRIAGE LICENSE PLACE: CA	
1-22. MARRIAGE LICENSE TYPE: Legal		1-23. MARRIAGE LICENSE NO: 11	
1-24. MARRIAGE LICENSE DATE: 09/03/1998		1-25. MARRIAGE LICENSE PLACE: CA	
1-26. MARRIAGE LICENSE TYPE: Legal		1-27. MARRIAGE LICENSE NO: 11	
1-28. MARRIAGE LICENSE DATE: 09/03/1998		1-29. MARRIAGE LICENSE PLACE: CA	
1-30. MARRIAGE LICENSE TYPE: Legal		1-31. MARRIAGE LICENSE NO: 11	
1-32. MARRIAGE LICENSE DATE: 09/03/1998		1-33. MARRIAGE LICENSE PLACE: CA	
1-34. MARRIAGE LICENSE TYPE: Legal		1-35. MARRIAGE LICENSE NO: 11	
1-36. MARRIAGE LICENSE DATE: 09/03/1998		1-37. MARRIAGE LICENSE PLACE: CA	
1-38. MARRIAGE LICENSE TYPE: Legal		1-39. MARRIAGE LICENSE NO: 11	
1-40. MARRIAGE LICENSE DATE: 09/03/1998		1-41. MARRIAGE LICENSE PLACE: CA	
1-42. MARRIAGE LICENSE TYPE: Legal		1-43. MARRIAGE LICENSE NO: 11	
1-44. MARRIAGE LICENSE DATE: 09/03/1998		1-45. MARRIAGE LICENSE PLACE: CA	
1-46. MARRIAGE LICENSE TYPE: Legal		1-47. MARRIAGE LICENSE NO: 11	
1-48. MARRIAGE LICENSE DATE: 09/03/1998		1-49. MARRIAGE LICENSE PLACE: CA	
1-50. MARRIAGE LICENSE TYPE: Legal		1-51. MARRIAGE LICENSE NO: 11	
1-52. MARRIAGE LICENSE DATE: 09/03/1998		1-53. MARRIAGE LICENSE PLACE: CA	
1-54. MARRIAGE LICENSE TYPE: Legal		1-55. MARRIAGE LICENSE NO: 11	
1-56. MARRIAGE LICENSE DATE: 09/03/1998		1-57. MARRIAGE LICENSE PLACE: CA	
1-58. MARRIAGE LICENSE TYPE: Legal		1-59. MARRIAGE LICENSE NO: 11	
1-60. MARRIAGE LICENSE DATE: 09/03/1998		1-61. MARRIAGE LICENSE PLACE: CA	
1-62. MARRIAGE LICENSE TYPE: Legal		1-63. MARRIAGE LICENSE NO: 11	
1-64. MARRIAGE LICENSE DATE: 09/03/1998		1-65. MARRIAGE LICENSE PLACE: CA	
1-66. MARRIAGE LICENSE TYPE: Legal		1-67. MARRIAGE LICENSE NO: 11	
1-68. MARRIAGE LICENSE DATE: 09/03/1998		1-69. MARRIAGE LICENSE PLACE: CA	
1-70. MARRIAGE LICENSE TYPE: Legal		1-71. MARRIAGE LICENSE NO: 11	
1-72. MARRIAGE LICENSE DATE: 09/03/1998		1-73. MARRIAGE LICENSE PLACE: CA	
1-74. MARRIAGE LICENSE TYPE: Legal		1-75. MARRIAGE LICENSE NO: 11	
1-76. MARRIAGE LICENSE DATE: 09/03/1998		1-77. MARRIAGE LICENSE PLACE: CA	
1-78. MARRIAGE LICENSE TYPE: Legal		1-79. MARRIAGE LICENSE NO: 11	
1-80. MARRIAGE LICENSE DATE: 09/03/1998		1-81. MARRIAGE LICENSE PLACE: CA	
1-82. MARRIAGE LICENSE TYPE: Legal		1-83. MARRIAGE LICENSE NO: 11	
1-84. MARRIAGE LICENSE DATE: 09/03/1998		1-85. MARRIAGE LICENSE PLACE: CA	
1-86. MARRIAGE LICENSE TYPE: Legal		1-87. MARRIAGE LICENSE NO: 11	
1-88. MARRIAGE LICENSE DATE: 09/03/1998		1-89. MARRIAGE LICENSE PLACE: CA	
1-90. MARRIAGE LICENSE TYPE: Legal		1-91. MARRIAGE LICENSE NO: 11	
1-92. MARRIAGE LICENSE DATE: 09/03/1998		1-93. MARRIAGE LICENSE PLACE: CA	
1-94. MARRIAGE LICENSE TYPE: Legal		1-95. MARRIAGE LICENSE NO: 11	
1-96. MARRIAGE LICENSE DATE: 09/03/1998		1-97. MARRIAGE LICENSE PLACE: CA	
1-98. MARRIAGE LICENSE TYPE: Legal		1-99. MARRIAGE LICENSE NO: 11	
1-100. MARRIAGE LICENSE DATE: 09/03/1998		1-101. MARRIAGE LICENSE PLACE: CA	

107266

CMDBD ALC D 4901

CERTIFICATE OF DEATH

STATE FILE NUMBER: 3 1598 | 5002968

INVESTIGATION OF VITAL RECORDS

Carl Sparks
Sheriff-Coroner
Kern County Coroner Facility
1832 Flower Street
Bakersfield, California 93305

ORIGINAL
COPY

Coroner's Report

Case No: C-1214-98

In the matter of the death of : **JEFFERY**
Aliases: N/A

Date of Death: August 13, 1998 Date Reported: August 13, 1998
Time of Death: 0955 hours Time Reported: 1035 hours

DECEDENT IDENTIFYING DATA

Height:	69 inches	Marital Status:	Never Married
Weight:	126 pounds	Social Security No.	
Hair Color:	Black	Residence	
Eye Color:	Brown	Street Address:	
Race:	Caucasian/White	City, State, Zip	
Sex:	Male	County:	
Age:	14 years	Occupation:	Student
Birth Date:	February 8, 1984	Employer	None
Birth State:	CA		

Place of Death

Reported By: California Highway Patrol - Dispatcher Marilyn McNamara
Type Of Premises: Interstate Highway
Street Address: Southbound I-5, 4/10 of a mile South of Lost Hills Road
City, State, Zip: Lost Hills, CA 93249
In City Limits: no

NEXT OF KIN

Name-Relationship: Laura Mother
Street Address:
City, State, Zip:
Notified: Yes

DISPOSITION OF REMAINS

Funeral Director: Roller Haggood Tinney
Release Ordered By: Laura Mother
Disposition: Burial
Location: Holy Cross Cemetery
Menlo Park, CA 94025

011624 064 - 13 0932

757

INJURY DATA

Date: August 13, 1998
Time: 0955 hours
At Work: No
Type of Injury: Unrestrained Ejected Rear Seat Passenger in a Vehicle that Overturned
Type of Premises: Interstate Highway
Place: Southbound I-5, 4/10 of a mile South of Lost Hills Road
Lost Hills, CA 93249

CAUSE OF DEATH

Primary: Cervical Neck Fracture
Due to: Blunt Impact Trauma
Due to: None
Due to: None
Other Significant Conditions: None

Autopsy/Attendance Certificate: External Examination
Date Performed/Signed: August 13, 1998
Surgeon/Attending Physician: Donna L. Brown, M.D.

OTHER EXAMINATIONS

Toxicology: Yes See Toxicology Report
Dental Exam: No
X-Rays: No
Finger Prints: Yes

WITNESSES

1. N/A
2. N/A
3. N/A

Investigating Agency: California Highway Patrol
Investigating Officer: Officer David Opheim, ID# 14870

PROPERTY

Items Taken: \$80.00, 1 W/M Pocket-knife, 1 Black Wallet with Miscellaneous Papers, 1 Rope Bracelet.
Seized By: J. Holt & J. Van Rensselaer - R# 3530 & 2529
Released to: Roy S. Ono - Agent of Roller-Hapgood-Timney Mortuary
Date Released: August 14, 1998

61688 Act - 11 8 8 3 3

758

INVESTIGATION SUMMARY

At 1035 hours on August 13, 1998, California Highway Patrol Dispatcher Marilyn McNamara contacted this office to report a fatal single vehicle traffic accident with at least one fatality at the scene on Interstate 5, 4/10 of a mile South of Lost Hills Road.

I responded to the scene and arrived at 1135 hours on August 13, 1998, where I viewed the body of a White teenaged male lying face up on the ground. No signs of life were noted. The body displayed multiple traumatic injuries throughout with blood draining from the left ear.

California Highway Patrol Officer David Opheim, ID# 14870, was at the scene and related the following information. The decedent was an unrestrained rear seat passenger in a 1996 GMC 2500 "Carry-All" type vehicle that was traveling Southbound on Interstate 5 on the morning of August 13, 1998. At approximately 0955 hours on that date, the vehicle's left rear tire blew out and caused the operator to lose control. The vehicle left the roadway and overturned several times, coming to rest in an irrigation canal to the West of the roadway. The decedent was partially ejected. Emergency medical personnel responded to the scene, but no attempts to revive the decedent were made as death was obvious.

The decedent was identified by a ' ' picture identification card that was found in his wallet by this investigator. The identification was confirmed by Karen ' , who stated that the decedent was a friend of her son, Matthew

The aforementioned GMC vehicle, CA LIC# ' was operated by Karen ' Mrs. ' was transported to San Joaquin Hospital where she was treated for minor injuries and released.

Matthew ' was also a rear seat passenger in the decedent's vehicle. He was also transported to San Joaquin Hospital, where he was treated for minor injuries and released.

SEARCHED INDEXED
SERIALIZED FILED
AUG 14 1998
FBI - SAC, SAC, SAC, SAC

759

INVESTIGATION SUMMARY CONTINUED

Charles F. [redacted], Karen [redacted]'s husband, was a right front seat passenger in the decedent's vehicle. He was transported to San Joaquin Hospital where he was admitted with serious injuries.

Courtney [redacted] Karen [redacted]'s daughter, was also an unrestrained and ejected rear seat passenger in the decedent's vehicle. She was transported to Memorial Hospital, where she expired from her injuries and pronounced dead at 1154 hours on August 13, 1998. (See companion coroner case number C-1215-98).

Erin [redacted], a friend of Courtney [redacted], was also a rear seat passenger in the decedent's vehicle. She was transported to Mercy Hospital, where she was treated for Major injuries.

After completing an investigation, in conjunction with the California Highway Patrol, it was determined that the death of Jeffery [redacted] was the result of an accident.

TYPE OF DEATH: ACCIDENT / UNRESTRAINED EJECTED PASSENGER IN A VEHICLE THAT OVERTURNED

Date: 08-31-1998
By: [Signature]
JAMES T. HOLT, DEPUTY CORONER

Date: September 1, 1998
By: [Signature]
CARL SPARKS, SHERIFF-CORONER
By: James A. Malouf, Chief Coroner Investigator

August 31, 1998
jth

68600 Att - B 4835

760

Directors
Leonard Miller, M.D.
Gary Waite, M.D.
Daniel Brubake, M.D.
Roger Peterson, M.T.

T D H
MINERAL KING LABORATORY
869 CHERRY AVE
TULARE, CA 93274

MKL# 6226-018969

COPY

TOXICOLOGY REPORT

Name: ~~DOE, JOHN~~ *Jauer*
CORONERS BOTTLE (2)

Submitting Agency: KERN COUNTY CORONER

Date Collected: 8/13/98
Time Collected: 13:30
Case Number: C-1214-98

Date Received: 8/14/98
Time Received: 10:30
Collected By: WOOD

	RESULTS	INTERPRETATION
DRUG SCREEN		
BLOOD		
OPiates	Negative	> 75 ng/ml
BENZODIAZEPINES	Negative	> 25 ng/ml
COCAINE (METABOLITE)	Negative	> 75 ng/ml
PHENCYCLIDINE	Negative	> 6.25 ng/ml
AMPHETAMINES	Negative	> 250 ng/ml
BARBITURATES	Negative	> 50 ng/ml
CANNABINOIDS	Negative	> 25 ng/ml

CONFIRMATION

BLOOD ALCOHOL = 0.01 % 10.00% BY GC

PROCEDURE	COMMENTS
BLOOD ALCOHOL	ALCOHOL PRESENT AT GREATER THAN 0.02% LEGAL LIMIT 0.08% FOR MOTOR VEHICLE OPERATION

I CERTIFY, UNDER PENALTY OF PERJURY, UNDER THE LAWS OF THE STATE OF CALIFORNIA, THAT THE ATTACHED BLOOD/URINE ANALYSIS WAS PERFORMED DURING THE REGULAR COURSE OF MY DUTIES, AND IS A TRUE AND CORRECT COPY THEREOF. I FURTHER CERTIFY THAT I AM QUALIFIED TO PERFORM THESE ANALYSIS PURSUANT TO TITLE 17 OF THE CALIFORNIA CODE OF REGULATION, AND THAT THE EQUIPMENT USED IN ARRIVING AT THE RESULTS WAS IN PROPER WORKING ORDER AT THE TIME I PERFORMED THIS ANALYSIS.

68688 Act. 7 1235

761

Certifying Scientist: ROGER PETERSON, M.T. *RP*

Report Date: 09/28/98

Brown M.D. 10/06/98

ORIGINAL
COPY

CARL SPARKS
SHERIFF-CORONER-PUBLIC ADMINISTRATOR

CORONER DIVISION
1832 Flower Street
Bakersfield, CA 93305
Telephone: (805) 861-2606

REPORT OF EXTERNAL EXAMINATION

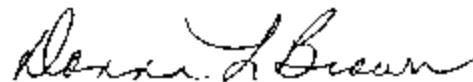
C-1214-98

DECEDENT: JEFFREY

DATE OF BIRTH: FEBRUARY 8, 1984
DATE/TIME OF DEATH: AUGUST 13, 1998, 0955
PLACE OF DEATH: STATE HIGHWAY, LOST HILLS
DATE/TIME OF EXAMINATION: AUGUST 13, 1998, 1335 HOURS
ASSISTING: REGINA WOOD, AUTOPSY ASSISTANT
FORENSIC PATHOLOGIST: DONNA LEE BROWN, M. D.

CAUSE OF DEATH: A. CERVICAL NECK FRACTURE (INSTANTANEOUS) DUE
TO
B. BLUNT IMPACT TRAUMA (INSTANTANEOUS)

MANNER: ACCIDENT



DONNA L. BROWN, M. D.
FORENSIC PATHOLOGIST

61688 att. D 9837

762

REPORTED DEATH CIRCUMSTANCES

The decedent was involved in a motor vehicle fatality.

EXTERNAL EXAMINATION

The unembalmed body is that of a slender, well developed, well nourished appearing, young Caucasian appearing male. He has a measure height of 5 feet 9 inches and a scaled weight of 126 pounds.

1. Head hair is well groomed, black. Eyes are brown and there is neither a beard nor moustache.
2. Upper and lower jaws have natural teeth in good condition.
3. He is brought clad in a pair of black shoes, white socks, blue pants, black belt, blue-green boxer shorts, yellow shirt and white tank top. He is covered with soil and in some areas, the clothing is moist.
4. Marks, scars and tattoos are as follows:
 - a. There are no discernible tattoos.
 - b. Scars are sprinkled on the anterior shins. Surgical scars are nowhere evident. Across the right upper medial back area, above the buttock in the lumbar area is an oval, quarter-sized scar.
5. Evidence of recent medical interventions shows 3 soft electrocardiographic recording devices on the anterior torso.
6. Injuries and external abnormalities:
 - a. The body is warm to touch. Lividity is minimal and posterior. It blanches upon manual pressure. There is no rigor in the larger or smaller joints.
 - b. On the left upper shoulder area is a dislocation of the left clavicle and shoulder. Faint discreet punctate bruises, almost wedge-shaped in dimension are on the left anterior shoulder area. Additionally, along the right side of the neck is an elongate, partially imprint, 7 inch by up to 3 inch wide imprint. Subjacent to this imprint is fracture of the mandible. Blood copiously drains from the right external nares. The left eye has profound periorbital swelling. There is sclerotic hemorrhage of the entire left eye. Across the face, especially on the left side, are multiple, discreet, purple punctate areas. There is some swelling to the left cheek bone area. Additionally, a fracture of the right lateral clavicle is present. Manipulation of the neck displays crepitation to manual palpation over the area of the cervical vertebrae at the level of the lower cervical vertebra region.

There are fractures of the left lower anterior rib cage. Asymmetry of the chest is apparent, with bulging of the left lower side of the chest. The right wrist is fractured and obviously dislocated. The skin, however, is intact.

7. Identification devices:

- a. A Coroner's Identification tag by Investigator Holt is attached to the left great toe.

INTERNAL EXAMINATION

Autopsy in this case is confined to external examination of the decedent.

MICROSCOPIC EXAMINATION

No tissues are obtained.

TOXICOLOGY SPECIMENS

Blood (2), from the neck and chest regions are obtained and submitted. Additionally, vitreous fluid is retained.

Toxicology samples are retained for a period of one (1) year from the date of autopsy.

X-RAYS

No radiographs are obtained.

SIGNIFICANT NEGATIVE FINDINGS

The significant negative findings disclose:

- a. No evident deformities or debilitating disease would account for or contribute to death.
- b. No evidence of trauma convincingly applied aside from the motor vehicle incident. Septic changes are not disclosed that would warrant reporting to the Health Department.

ANATOMICAL DIAGNOSES

- 1. Blunt impact trauma with:
 - A. Lower cervical neck fracture.
 - B. Dislocations fracture of the right and left clavicles, right wrist.
 - C. Contusions, left shoulder, right side of neck and left eye.

61162B net. 0 4039

764

D. Periorbital contusion of the left with scleral hemorrhage.

DLB:pt
August 13, 1998

GM600 REC. 2 98-10

765

CERTIFICATE OF VITAL RECORD

CERTIFICATE OF DEATH

STATE OF CALIFORNIA

YOU MUST FILL IN ALL OF THESE SPACES, WHETHER OR NOT A PARTICULAR UNIT APPLIES TO YOU

31998 15002685
LOCAL REGISTRATION NUMBER

1. NAME OF DECEASED (LAST, FIRST, MIDDLE) Jeffery		2. SEX M		3. RACE White	
4. DATE OF BIRTH (MONTH, DAY, YEAR) 02/08/1984		5. AGE (YEARS) 14		6. SEX M	
7. DATE OF DEATH (MONTH, DAY, YEAR) & HOUR 08/13/1998 0955		8. STATE OF BIRTH CA		9. SOCIAL SECURITY NO.	
10. MARRIAGE STATUS Never Mar		11. EDUCATION—YEARS COMPLETED 9		12. USUAL EMPLOYER None	
13. OCCUPATION Student		14. KIND OF BUSINESS Middle School		15. GRADE IN OCCUPATION B	
16. USUAL RESIDENCE (CITY, COUNTY, ZIP CODE, STATE OR FOREIGN COUNTRY) 13 CA					
17. NAME OF RELATIONSHIP Mother			18. MARING ADDRESS (APARTMENT OR BOX NO., ROUTE NUMBER, CITY OR TOWN, STATE, ZIP)		
19. NAME OF SURVIVING SPOUSE—FIRST Bergio		20. MIDDLE Xavier		21. LAST (MAIDEN NAME) CA	
22. NAME OF FATHER—FIRST Louisa		23. MIDDLE Anna		24. LAST (MAIDEN NAME) CA	
25. DATE OF BIRTH (MONTH, DAY, YEAR) & PLACE OF BIRTH (CITY, STATE) 03/18/1998 Holy Cross Cemetery, Manila Park, Ca. 94025					
26. TYPE OF JURISDICTION EC		27. SIGNATURE OF REGISTRAR <i>[Signature]</i>		28. LICENSE NO. 7981	
29. NAME OF FUNERAL DIRECTOR Holler Haggood Times		30. ADDRESS 20132 B. J. Brady, M.D., O.D.		31. DATE WHEN DECEASED 08/17/1998	
32. PLACE OF DEATH Interstate Highway					
33. STREET NUMBER, STREET AND NUMBER OF LOT, BLOCK, TRACT, SUBDIVISION, COUNTY, CITY OR TOWN, STATE, ZIP CODE SR 1-5, 104 HI 5/0 Lost Hills Road, Lost Hills, CA 95220					
34. IMMEDIATE CAUSE (a) Cervical neck fracture					
35. DUE TO (b) Blunt impact trauma					
36. OLD TO (c) None					
37. NEW TO (d) None					
38. OTHER SIGNIFICANT CONTRIBUTING CAUSES (LIST IF ANY, BUT NOT RELATED TO CAUSE OF DEATH) None					
39. WAS OPERATION PERFORMED FOR ANY CONDITION IN ITEM 38? (YES, LIST TYPE OF OPERATION AND DATE) No					
40. I CERTIFY THAT TO THE BEST OF MY KNOWLEDGE, THE DEATH OCCURRED AT THE HOUR, DATE AND PLACE STATED (FROM THE CAUSE STATED, RECEIVED AFTER BIRTH) (SIGNATURE AND TITLE OF REGISTRAR) <i>[Signature]</i>		41. SIGNATURE AND TITLE OF REGISTRAR <i>[Signature]</i>		42. LICENSE NO. 0955	
43. I CERTIFY THAT IN MY OPINION DEATH OCCURRED AT THE HOUR, DATE AND PLACE STATED FROM THE CAUSE STATED. NATURAL <input type="checkbox"/> ACCIDENT <input checked="" type="checkbox"/> SUICIDE <input type="checkbox"/> PELVIC <input type="checkbox"/> INVESTIGATION <input type="checkbox"/> SHOULD BE ATTEMPTED <input type="checkbox"/>		44. DATE OF DEATH 08/13/1998		45. PLACE OF DEATH Interstate Highway	
46. ADDRESS OF DECEASED (CITY, COUNTY, ZIP CODE) SR 1-5, 104 HI 5/0 Lost Hills Road, Lost Hills, Ca. 95220					
47. SIGNATURE OF CORONER OR DEPUTY CORONER <i>[Signature]</i>		48. DATE WHEN DECEASED 08/13/1998		49. NAME AND TITLE OF CORONER OR DEPUTY CORONER Kerran M. Hylton, Deputy Coroner	
STATE REGISTRATION		CENSUS TRACT			

107267

CERTIFIED COPY OF VITAL RECORDS

STATE OF CALIFORNIA
COUNTY OF KERN

DATE ISSUED
JAN 26 1998

This is a true and correct reproduction of the document officially registered and placed on file with the KERN COUNTY RECORDER.

James W. Hylton
James W. Hylton
ASSASSOR RECORDER

This certificate is not valid unless prepared in duplicate, 1 border displaying seal and signature of County Recorder.

ANY ALTERATION OR ERASURE VOIDS THIS CERTIFICATE



KAREN KANUZAMA

Lic FMLE 5/01 Rec date
Class C OPER (NON COMM) 150 Lbs. 11-30-98
8/17/98 Corrective lenses req. BROWN Eyes 8th Date
Iss 11-03-97 Exp 00/02 BROWN Hair 11-08-51

Driving Record Information as reported by the State of California

Item Date Convictn Description Point Docket Location/Rpt No. Veh.Lic

ACC B-13-98 KERN

DMU Comments:

This license first issued between 5/23/68 and 9/24/69

106-6498/90-CA C & S Report Service - San Diego Seq 4

SEARCHED . 13 4 13 48 12

703

VEHICLE REGISTRATION RECORD

As of 2-25-99

Lic #
VIN # 3 GK26J2TG519897

Lic Type: 11 Body Type: S
VLF Class: KS Registration Expires

** REGISTRATION PENDING **

Registered Date Issued 7/16/98 Legal Owner Issued

CO	MARLES N/	GMAC
YO: BY KAREN M DBA ESCUISITE		PO BX 2897
CO: GMAC		SAN RAMON, CA 94583
201: MIDDLEFIELD RD		
CO: 94503, CA		

DMV Comments
7/16/98 Reg Owner name/address to long

106-6498. 12-UP L & S Report Service - San Diego

Seq 26

CR688 ALL. S 3333

408

VEHICLE REGISTRATION RECORD

As of 11-30-96

Lic # 1Z7 96 GMC LL
VIN # 3GN6K26J2TG519897

Lic Type: 11 Body Type: S
VLF Class: KS Registration Expires

++ REGISTRATION PENDING ++

Registered Owner Issued 7/16/98

Legal Owner Issued

VAULT LSA CHARLES N/
KAREN K DBA ESQUISITE
L/O GMAC
2502 MIDDLEFIELD RD
PALO ALTO, CA

GMAC
PO Bx 5097
SAN RAMON, CA 94583

DMV Comments

7/16/98 Reg Owner name/address to long

CHARR Att. D 48-14

769

1:45:49 PM

12-01-1998

VINassist(R) Version 1.16

(c) by NICB 1991

Insurance Company Edition

VIN:3GK GK26J2TG519897

DIGIT	DESCRIPTION	MEANING
3	Country of Origin	MEXICO
G	Manufacturer	GMC GENERAL MOTORS
K	Vehicle Type	GMC MPV
G	Gross Vehicle Weight	8001-9000 GVWR / HYD BRAKES
K	Line	CONVENTIONAL CAB 4X4
2	Series	3/4 TON
6	Body Style	ALL PURPOSE VEHICLE/SUBURBAN
J	Engine	7.4L V8 MFI HO
2	Check Digit	CHECK DIGIT VALID
T	Year	1996
G	Assembly Plant	SILAO, MEXICO
519897	Sequence Number	IN RANGE

***** VIN Passed Test *****

VIN indicates a 1996 GENERAL MOTORS CONVENTIONAL CAB 4X4

(c) by NICB, 1991

19689 Att. 8 4045

770

VINCAMPI

DJSPY VIN\RELATED CAMPAIGNS

KIPSA061

01/25/1999 13:59

VIN: 3GKGK26J2TG519897

OPEN\CLOSED STATUS:

SEL	CAMPAIGN STATUS	REPAIR	REPAIR PREV.	CAMPAIGN
CODE	NUMBER	DATE	DEALER NUMBER	TYPE

NO CAMPAIGNS CURRENTLY AFFECTING THIS VEHICLE

PW:

PF 10	MANT	11	VHCP	12	DLRA	13	AUDT	14	XREF	15	DESC	16	ADST	17	NADR	18	DELT
19	PERF	20		21		22		23		24		PF SELECT:		GOTO:			

GMG08 Att. E 4846

771

GM WARRANTY HISTORY INQUIRY
 (UPDATED THRU 19960171)
 VEHICLE ID-NUMBER DESCRIP-TION ODM DEL-DLR DEL DATE DEL-ODGM PDI-ELIG CDM
 3GK626J21C519897 SUBURBAN 4X4 3/4 M 4840116 19960917 23 PAID 1

PROB-DTE: 19960731 DEL-WAR-DATE: WARBLK-DTE: AUTH AUTH
 INV-DTE : 19960801 DEL-WAR-ODGM: WAR3LK-TYP: 10 CODE
 INV-D-R : 4840116 SHIP-TO-DLR: 4840116 PASSENGER CAR AND TRUCK NVT

001 1 4840116 635 19960820 224846 235043 01 27000 199.65 6
 NO MORE CLAIMS FOR THIS VIN
 ORD-TYPE: 070 DEL-TYPE: 010
 RFD DESCRIPTION SERV-TYPE: 000

K BODY	4 DOOR
SUBURBAN/TROOPER	SERIES 2 - 3/4 TON
GMC TRUCK LIGHT DUTY	V8 ENGINE
7.4 LITRE V8	CALIFORNIA EMISSIONS
AUTO TRANS	MT1 TKZ-4 AUTO TRANS
STANDARD INST CLUSTER	BVE RUNNING BOARDS
POSITRAC/TRACTION CNTR.	GT5 4.10 REAR AXLE RATIO
INFLATABLE RESTRAINT	NP1 T/CASE ELECT SHFT
NY1 FUEL TANK SHIELD	HYDRO BOOST BRAKES
BASE CAB/CHASSIS	GM CERTIFIED USED CAR
WHEEL TRIM DISC	STYLID WHFLS
RO4 SINGLE REAR WHEELS	C69 A/R CONDITIONING
BUCKET SEATS	T-LT STEERING COLUMN
D48 REMOTE CONT ELEC	U73 F/CKED ANTENNA
UP0 AM/FM STER S&S CASS CD	LUGGAGE CARRIER
TRAILERING PACKAGE	FLOOR CONSOLE
POWER WINDOW	ELECTRIC DOOR LOCKS
KEYLESS ENTRY SYSTEM	CRUISE CONTROL
C49 ELECTRIC DEFROSTER R/W	C36 AUXILIARY HEATER
W3 LICENSE PLATE BRKT	

END OF OPTIONS

31098 Att. B 4847

772

1996 SUBURBAN 4WD
 41U 41 ONYX BLACK SOLID /V8G
 132 GRAY ULTRASOFT LEATHER
 ORDER NO. X81311/TNS STOCK NO.
 VIN 3GK GK26 J2 TG519897

GMC TRUCK DIVISION
 GENERAL MOTORS CORPORATION
 31 JUDSON
 PONTIAC MI 48342
 VEHICLE INVOICE 50D40632342

MODEL & FACTORY OPTIONS	MSRP	INV AMT	RETAIL - STOCK
TK20906 SUBURBAN 4WD	27548.60	24101.00	INVOICE 08/01/96
AS3 FOLDING CENTER & REAR SEAT	N/C	N/C	SHIPPED 08/01/96
BVE SIDE RUNNING BOARDS	225.00	193.50	EXP I/T 08/16/96
C36 REAR HEATER	205.00	176.30	INT COM 08/16/96
C6P HEAVY DUTY CHASSIS EQUIPMENT	N/C	N/C	PRC EFF 07/31/96
GVW RATING - 8,600 LBS			
D48 DUAL ELECT REMOTE CONT MIRRORS	N/C	N/C	KEYS SECURED
GT5 REAR AXLE - 4.10 RATIO	N/C	N/C	WFP-S QTR CPT-1
J80 LOCKING REAR DIFFERENTIAL	252.00	216.72	BANK: BANK OF AME
KNP H.D. TRANSMISSION OIL COOLER	N/C	N/C	CHG-TO 40-116
K47 HIGH CAPACITY AIR CLEANER	25.00	21.50	SHIP WT: 6424
L29 VORTEC 7400 V8 SFI GAS ENGINE	600.00	516.00	HP: 57.8
MT1 4 SPEED AUTO TRANS W/OVERDRIVE	N/C	N/C	GVW: 8600
AND ELECTRONIC CONTROL			
NP1 ELECTRONIC SHIFT TRANSFER CASE	150.00	129.00	GVWF: 4250
NZ2 OFF ROAD - SKID PLATE	225.00	193.50	GVWR: 6000
P06 BRIGHT METAL WHEEL TRIM RINGS	N/C	N/C	OPT 1: 32178.26
Q1W 1/245/75R16 BL ST TL OOR	58.40	47.30	NTR: 3/4
JQ3 ENHANCED PERFORMANCE SPEAKERS	N/C	N/C	MEMO 1922.15
VK3 FRONT LICENSE PLATE MOUNT	N/C	N/C	
YF5 CA EMISSIONS (EXCL. FED, NY/MA)	100.00	86.00	
ZY1 SOLID COLOR	N/C	N/C	
Z82 HEAVY DUTY TRAILERING EQUIPMENT	164.00	141.04	
1SC MARKETING OPTION PACKAGE - 1SC	8898.00	7652.36	
REQUIRES A MINIMUM PURCHASE OF:			
* SLT DECOR			
INCLUDES THE FOLLOWING:			
- DELUXE EXT APPEARANCE PKG.			
- DREP TINTED WINDOWS			
- ELECTRIC RR WINDOW DEFOGG			
- BLACK ROOF LUGGAGE CARRIER			
- POWER DOOR LOCKS & WINDOWS			
- TILT WHEEL & SPEED CONTROL			
- LEATHER WRFC STEERING WHL			
* REAR PANEL DOORS			
* AIR CONDITIONING-FRONT & REAR			
* ETR AM/FM STER, CD & CASSETTE			
WITH THEFT LOCK, AUTO TONE			
CONTROL, SK/SC, AND CLOCK			
* 6 WAY POWER SEAT ADJUSTER			
* HI-BACK RECLINING BUCKET SEAT			
* REMOTE KEYLESS ENTRY SYSTEM			
1S2 MKTG OPTION PKG DISCOUNT	0.00	0.00	
132 GRAY ULTRASOFT LEATHER	N/C	N/C	
41U 41 ONYX BLACK SOLID	N/C	N/C	

** CONTINUED ON PAGE 2 **

SMYTHE BUICK, PONTIAC, GMC TRUCK

G11688 A11. D 4898

773

L S Report Service, Inc.
P.O. Box 9674
Phoenix, AZ 85068-9874
(602) 943 - 7474

INVOICE
03/16/99

CIGNA - LA CRESCENTA
3700 A FOOTHILL BLVD., STE 116
LA CRESCENTA, CA 91214
Attention: CRAIG KEENAN

D.O.L	REQUEST#	CLAIM#	POLICE DEPT.	INSURED	Page	1	AMOUNT
01/13/97	238214	348876	CALIFORNIA MVR	TODD			xx 24.00
01/14/98	244169	351148	CALIFORNIA MVR	VIN 1GBZF12B4SZ137398			yx 12.00
08/13/98	242313	346820	CALIFORNIA MVR	3TKC167 (CA)			yx 12.00
12/23/99	245884	351519	CALIFORNIA MVR	DENNIS			yx 24.00
				TOTAL DUE			72.00

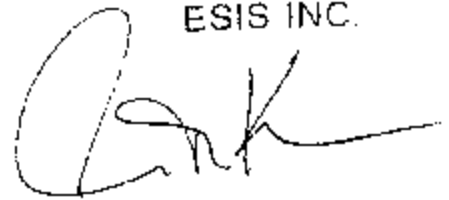
Requests may not be processed for accounts 30 days past due. TAX ID # 86-0523460

PAID

CRAIG KEENAN

MAY 03 1999

ESIS INC.



RECEIVED

MAY 06 1999

ESIS-GM CLAIMS DIV.

GM580 031. D 4845

77A

BAKERSFIELD CALIFORNIAN

BAKERSFIELD, CA
FRIDAY 72,500
AUG 14 1998

10000 2000 3000 4000 5000 6000 7000 8000 9000 10000 11000 12000 13000 14000 15000

BURRELLE'S

31

... 1111

60

11... 11

2 teens die as vehicle rolls on I-5

► Group from Palo Alto was on way to Disneyland when blowout sent vehicle off road.

By STEVE E. SWENSON
California staff writer
e-mail: swenson@bakersfield.com

Two Palo Alto teen-agers died and five other people were injured Thursday morning when a trip to Disneyland turned tragic on Interstate 5 north of Lost Hills Road, California Highway Patrol officers reported.

The left rear wheel of a 1996 Suburban blew out at 9:55 a.m. as the vehicle was in the slow lane of southbound traffic, Officer Dave Ophelm said at the scene, about one mile north of Lost Hills Road.

The driver, Karen McCoy, 47, lost control as the vehicle plowed through a barbed wire fence, rolled over three times down an embankment and landed on its left side at the bottom of an irrigation canal, facing north, Ophelm said.

The vehicle was occupied by four members of the McCoy family, the driver's mother, and two teen-age friends of the family — all of Palo Alto, officers reported.

Ophelm said one of the young female victims, who was thrown into the canal, said the group was going to Disneyland.

Three passengers in the Suburban were ejected during the rollover,



HENRY A. BARRIOS/THE CALIFORNIAN

Kern County coroner's investigator Jim Holt arrives at the scene of a rollover accident in which two people were killed. According to the California Highway Patrol, a blown tire caused the vehicle to become uncontrollable and roll into a ditch near the highway.

including a 14-year-old friend of the McCoy family who ended up underneath the vehicle but with his head and shoulders above the foot-deep water inside the van, Ophelm said.

The youth died shortly after emergency teams arrived, Ophelm said. His name was not released pending notification of relatives.

Courtney McCoy, 17, suffered major injuries and died later at Memorial Hospital, officers reported.

Erin Tracy, 16, also was critically injured and she remained in guarded condition Thursday night at Mercy Hospital, nurses said.

Karen McCoy was in good condition at San Joaquin Hospital, and her husband, Charles, 46, was in fair condition at the same hospital, nurses said.

Mrs. McCoy's mother, Tokie Kanazawa, 77, and Matthew McCoy, 14, were treated and released from San Joaquin Hospital, nurses said.

Several of the occupants in the vehicle were not wearing seat belts, but it was not clear who, besides Mrs. McCoy, was wearing a seat belt, Ophelm said.

Two of the occupants were taken to the hospital by the Medivac helicopter, and southbound traffic was stopped for a short time to allow the helicopter to land, the officer said.

The accident was the second within a month in which people were killed after a tire blew out on Kern County highways.

Four farm workers were killed July 8 on Highway 99 near Herring Road after a rear tire of a van blew out.

355384

MONTH DAY YEAR
05-08-99

DAY OF WEEK
M T W T F S S

1 2 3 4 5 6 7
M T W T F S S

MILITARY TIME
11.15

CASE NUMBER
0699-2247

PLACE WHERE ACCIDENT OCCURRED: COUNTY Utah CITY OR TOWN Lehi

Accident was on or near city limits. Indicate distance from city limits or nearest town. NORTH S L W CITY OR TOWN

ROAD ON WHICH ACCIDENT OCCURRED: I-15 HAMP NO

2 IF NOT AT INTERSECTION: NORTH S E W FEET OF 1200 West NEAREST INTERSECTION STREET, HOUSE NO LANDMARK BE SURE TO COMPLETE IF ROAD HAS MILE POST

TERMS OF A MILE NORTH S E W FEET OF 1200 West NEAREST INTERSECTION STREET, HOUSE NO LANDMARK BE SURE TO COMPLETE IF ROAD HAS MILE POST

FOR AGENCY USE
S.D. USE ONLY
STATE/LOCAL

VEHICLE YEAR MAKE MODEL BODY STYLE/TYPER CODE VEHICLE COLOR G.V.W.R. DESC. OF CARGO CODE COMMERCIAL VEHICLE (Reg 12,000 lbs. or more) INTERSTATE INTRASTATE

VEHICLE IDENTIFICATION NUMBER DISPOSITION OF VEHICLE NO. OF AXLES DIR OF TRAVEL

US DOT LICENSE PLATE INFO YEAR MONTH STATE NUMBER PARTS DAMAGED COST OF REPAIR

OWNER FIRST INITIAL LAST STREET, CITY, STATE, ZIP, PHONE NO PHONE

OPERATOR CARRIER Chris

DRIVER Shera

DRIVERS LICENSE STATE NUMBER DATE OF BIRTH MONTH DAY YEAR AGE SEX SAFE FOUT INJURY TYPE

DRIVERS ENGAGEMENT PUBLIC 2 COM. 3 NONE 4 UNKN YEARS DRIVE EXP LICENSE CLASS ENFORCEMENT RESTRICTIONS

INSURANCE COMPANY EFFECTIVE DATE EXPIRATION DATE POLICY NUMBER

INSURANCE APPEARS VALID AGENCY THAT SOLD POLICY ADDRESS PHONE

VEHICLE YEAR MAKE MODEL BODY STYLE/TYPER CODE VEHICLE COLOR G.V.W.R. DESC. OF CARGO CODE COMMERCIAL VEHICLE (Reg 12,000 lbs. or more) INTERSTATE INTRASTATE

VEHICLE IDENTIFICATION NUMBER DISPOSITION OF VEHICLE NO. OF AXLES DIR OF TRAVEL

US DOT LICENSE PLATE INFO YEAR MONTH STATE NUMBER PARTS DAMAGED COST OF REPAIR

OWNER FIRST INITIAL LAST STREET, CITY, STATE, ZIP, PHONE NO PHONE

OPERATOR CARRIER

DRIVER

DRIVERS LICENSE STATE NUMBER DATE OF BIRTH MONTH DAY YEAR AGE SEX SAFE FOUT INJURY TYPE

DRIVERS ENGAGEMENT PUBLIC 2 COM. 3 NONE 4 UNKN YEARS DRIVE EXP LICENSE CLASS ENFORCEMENT RESTRICTIONS

INSURANCE COMPANY EFFECTIVE DATE EXPIRATION DATE POLICY NUMBER

INSURANCE APPEARS VALID AGENCY THAT SOLD POLICY ADDRESS PHONE

NAME ADDRESS

Table with columns for Name, Address, Date of Birth, Age, Sex, Injury Type, Cause, Area.

MONTH DAY YEAR: 05-08-99
 DAY OF WEEK: M T W T F S S
 MILITARY TIME: 1115
 CASE NUMBER: 0699-2247

PLACE WHERE ACCIDENT OCCURRED: COUNTY Utah 49 CITY OR TOWN Lehi
 Accident was outside city limits
 Indicate distance from city limits or nearest town: NORTH S E W
 MILES of CITY OR TOWN

ROAD ON WHICH ACCIDENT OCCURRED: I-15 RAMP NO. 2
 GIVE NAME OF STREET OR HIGHWAY NUMBER INTERSECTION TYPE
 1. AT ITS INTERSECTION WITH
 2. IF NOT AT INTERSECTION: NORTH S E W FEET of 1200 W
 NEAREST INTERSECTION, STREET, HOUSE NO. LANDMARK
 TENTH OF A MILE OF MILE POST 285 BE SURE TO COMPLETE IF ROAD HAS MILE POST

STATE/LOCAL
 COMMERCIAL VEHICLE (Reg. 10,000 lb. or more)
 INTERSTATE INTRASTATE
 NO. OF AXLES (INCLUDING ALL TRAILERS) DIR. OF TRAVEL

VEHICLE YEAR MAKE MODEL BODY STYLE/TYPE CODE VEHICLE COLOR G.V.W.R. DESC. OF CARGO CODE
 VEHICLE IDENTIFICATION NUMBER DISPOSITION OF VEHICLE CODE NO. OF AXLES (INCLUDING ALL TRAILERS) DIR. OF TRAVEL

US DOT LICENSE YEAR MONTH STATE NUMBER PARTS DAMAGED COST OF REPAIR
 OWNER FIRST INITIAL LAST STREET, CITY, STATE, ZIP, PHONE NO. PHONE ()

OPERATOR DRIVER FIRST INITIAL LAST STREET, CITY, STATE, ZIP, PHONE NO. PHONE ()

DRIVER'S LICENSE STATE NUMBER DATE OF BIRTH MONTH DAY YEAR AGE SEX SAFE TYPE INJURY THROUGH WHAT AREA EJECTED?

INSURANCE EDUCATION: 1 PUBLIC 2 COML 3 NONE 4 UNKN YEARS DRIVE EXP LICENSE CLASS ENDORSEMENT RESTRICTIONS POLICY NUMBER

INSURANCE COMPANY EFFECTIVE DATE EXPIRATION DATE ADDRESS PHONE ()

VEHICLE YEAR MAKE MODEL BODY STYLE/TYPE CODE VEHICLE COLOR G.V.W.R. DESC. OF CARGO CODE
 VEHICLE IDENTIFICATION NUMBER DISPOSITION OF VEHICLE CODE NO. OF AXLES (INCLUDING ALL TRAILERS) DIR. OF TRAVEL

US DOT LICENSE YEAR MONTH STATE NUMBER PARTS DAMAGED COST OF REPAIR

OWNER FIRST INITIAL LAST STREET, CITY, STATE, ZIP, PHONE NO. PHONE ()

OPERATOR DRIVER FIRST INITIAL LAST STREET, CITY, STATE, ZIP, PHONE NO. PHONE ()

DRIVER'S LICENSE STATE NUMBER DATE OF BIRTH MONTH DAY YEAR AGE SEX SAFE TYPE INJURY THROUGH WHAT AREA EJECTED?

INSURANCE EDUCATION: 1 PUBLIC 2 COML 3 NONE 4 UNKN YEARS DRIVE EXP LICENSE CLASS ENDORSEMENT RESTRICTIONS POLICY NUMBER

INSURANCE COMPANY EFFECTIVE DATE EXPIRATION DATE ADDRESS PHONE ()

NAME ADDRESS AGE SEX INJURY TYPE CAUSE AREA

1	23	Jordan	16	M	3	4	7	2/80	3
1	31	Nicole	16	F					
1	33	David	16	M	3				3

ORIGINAL

IF A QUESTION DOES NOT APPLY, ENTER "A". IF NUMBER IS UNKNOWN, ENTER "U". OTHER EXPLAIN IN DESCRIPTION.

TRAFFIC CONTROL 1. Officer or Watchman 2. Flagman 3. Traffic Signal 4. Traffic Signal (Flashing) 5. Stop Sign 6. Yield Sign 7. Advanced Stop or Signal 8. Other (Specify) 9. None of Above 10. None of Above 11. None of Above 12. None of Above 13. None of Above 14. None of Above		Accident Severity 1. No Injury 2. Possible Injury 3. Broken Bones or Bleeding Wounds 4. Broken Bones or Bleeding Wounds 5. Fatal		Type of Collision SEE LIST ABOVE ON BACK OF FRONT COVER		TYPE OF ACCIDENT 1. MV - Rear End 2. MV - MV 3. MV - Train 4. MV - Bicycle 5. MV - Animal (Wild) 6. MV - Fixed Object 7. MV - Other Object 8. Overturned 9. Run Off Roadway - Into Median 10. Run Off Road - Right 11. Run Off Road - Left 12. Other Non-Collision 13. MV Annual (Domestic)		1st Event 2nd Event 3rd Event	
ROADWAY CHARACTERISTICS 1. Single Lane 2. Two Lane 3. Four Lane 4. Other (Specify)		CONTRIBUTING CIRCUMSTANCES 01. Did Not Contribute 02. Speed Too Fast 03. Failed To Yield Right of Way 04. Drove Left of Center 05. Improper Overtaking 06. Excessive Speed 07. Poor Road Condition 08. Following Too Closely 09. Unsafe Lane Change 10. Hard Braking 11. Under The Influence (Alcohol/Drugs) 12. Asleep 13. Fatigued 14. Ill 15. Improper Parking 16. Improper Loading 17. Failed To Signal 18. Other Improper Driving 19. Brakes Defective 20. Roadway Involvement or Other		PRIME CONTRIBUTOR 01. Driver 02. Vehicle 03. Roadway 04. Other		SECONDARY CONTRIBUTOR 01. Driver 02. Vehicle 03. Roadway 04. Other		ALTERED VEHICLE 1. Suspension 2. Rody 3. Tinted Windows 4. Other 5. None	
WEATHER 1. Clear 2. Partly Cloudy 3. Cloudy 4. Fog 5. Dust 6. Mist 7. Snowing 8. Hail 9. Other (Specify)		SPACE CONDITIONS 1. Dry 2. Wet 3. Ice 4. Snowy 5. Ice 6. Other		VEHICLE MANEUVER 01. Go Straight Ahead 02. Overlap Crossing 03. Head Right Turn 04. Make Left Turn 05. Back 06. Vehicle Stopped in Traffic Lane 07. Stop at Red Light 08. Stopping Lane 09. Merge into Traffic Lane		COLLISION WITH OBJECT OBJECT STRUCK A. Building B. Guardrail C. Utility Pole D. Sign Post E. Tree F. Bridge Support or Other Highway Structure G. Other H. None of Above I. Fence J. Post (Sign, Light, etc.) K. Other Structure L. Other Structure (Horse Track) M. Other N. None of Above		DRIVER VISION OBSCURED 1. Not Obscured 2. Rain, Snow, Etc. on Windshield 3. Windshield Obscured by Vehicle 4. Vision Obscured by Vehicle Load 5. Trees, Crops, Etc. 6. Building 7. Enhancement 8. Signboard 9. Billboard 10. Parked Vehicles 11. Moving Vehicle 12. Sign or Highway Curve 13. Other	
ROADWAY CONDITIONS 1. None of Above 2. Potholes, Ruts, Bumps in Roadway 3. Loose Material 4. Obstruction Not Lighted (Darkness) 5. Obstruction Not Lighted (Daylight) 6. Road Under Construction 7. Roadway Repairs 8. Obstruction - Previous Accident 9. Other - Specify in Remarks		PAVEMENT SURFACE TYPE 1. Concrete 2. Bitulap (Bituminous) 3. Brick or Stone 4. Gravel, Stone 5. Dirt 6. Other		Pedestrian/Bicyclist Action 01. Crossing At Intersection - With Signal 02. Crossing At Intersection - Against Signal 03. Crossing At Intersection - No Signal 04. Crossing At Intersection - Obstructed 05. Crossing Not At Intersection 06. Walking in Roadway - With Traffic 07. Walking in Roadway - Against Traffic 08. Standing on Median Island in Crosswalk 09. Other Standing in Footway 10. Getting On or Off Bus 11. Getting On or Off Other Vehicle 12. Pushed or Working on Vehicle in Roadway 13. Other Working in Roadway 14. Playing in Roadway 15. Driving Too Fast Behind Partner 16. Hitching on Vehicle 17. Lying in Roadway 18. Vandalism in Roadway 19. Other in Roadway 20. No. in Roadway		Alcohol/Drug Test 1. No Test 2. Blood 3. Breath 4. Other 5. Unknown 6. Refused 7. Post Mortem 8. Drug Scan		Alcohol/Drug Test Results Alcohol B.A.C. Drug Test 1. No Test 2. Test Positive 3. Test Negative 4. Test Negative 5. Test Negative 6. Test Negative 7. Test Negative 8. Test Negative 9. Test Negative 10. Test Negative 11. Test Negative 12. Test Negative 13. Test Negative 14. Test Negative 15. Test Negative 16. Test Negative 17. Test Negative 18. Test Negative 19. Test Negative 20. Test Negative 21. Test Negative 22. Test Negative 23. Test Negative 24. Test Negative 25. Test Negative 26. Test Negative	
ROADWAY FLOW 1. Divided Highway (Median Strip) 2. Divided Highway (Grass) or 3. Divided Highway (Other Barrier, or Barrier Type Unknown) 4. Not Divided 5. One Way Traffic 6. Other		NUMBER OF LANES ON ROADWAY 1. Two 2. Three 3. Four 4. Five 5. Six 6. Seven 7. Eight 8. Nine 9. Ten 10. Other		NUMBER OF VEHICLES INVOLVED 1. One 2. Two 3. Three 4. Four 5. Five 6. Six 7. Seven 8. Eight 9. Nine 10. Ten 11. Other		WEATHER VEHICLE OCCUPIED 1. None of Above 2. None of Above 3. None of Above 4. None of Above 5. None of Above 6. None of Above 7. None of Above 8. None of Above 9. None of Above 10. None of Above 11. None of Above 12. None of Above 13. None of Above 14. None of Above 15. None of Above 16. None of Above 17. None of Above 18. None of Above 19. None of Above 20. None of Above 21. None of Above 22. None of Above 23. None of Above 24. None of Above 25. None of Above 26. None of Above		POSITION VEHICLE OCCUPIED 1. Driver 2. Passenger 3. Other (Specify) 4. Other (Specify) 5. Other (Specify) 6. Other (Specify) 7. Other (Specify) 8. Other (Specify) 9. Other (Specify) 10. Other (Specify) 11. Other (Specify) 12. Other (Specify) 13. Other (Specify) 14. Other (Specify) 15. Other (Specify) 16. Other (Specify) 17. Other (Specify) 18. Other (Specify) 19. Other (Specify) 20. Other (Specify) 21. Other (Specify) 22. Other (Specify) 23. Other (Specify) 24. Other (Specify) 25. Other (Specify) 26. Other (Specify)	

12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
FRAME	ADDRESS	AGE	SEX	HAIR	EYES	INJURY	CAUSE	AREA	EXTINCTION	EJECTION	THROUGH WHAT AREA EJECTED?			

778

779

Injury Type-Cause Area

Indicate the type of injury sustained by the victim using these codes

Type

1. Head
2. Face
3. Neck
4. Chest
5. Back
6. Limbs
7. Arms
8. Legs
9. Lacerations

Indicate the cause of injury using these codes

Cause

1. Struck by falling object
2. Struck by moving object
3. Struck by stationary object
4. Caught in or between objects
5. Fall
6. Transportation
7. Fire
8. Burns
9. Other

Indicate the location of injury on the body using these codes

Area

1. Head
2. Face
3. Neck
4. Chest
5. Back
6. Limbs
7. Arms
8. Legs
9. Lacerations

Disposition Of Vehicle Code

Indicate the disposition of the vehicle using these codes

1. Total
2. Partially damaged
3. Slightly damaged
4. Not damaged

Disposition Of Driver Status

Indicate the status of the driver using these codes

1. Total
2. Partially damaged
3. Slightly damaged
4. Not damaged

Body Style/Type Code

Indicate the body style of the vehicle using these codes

01. Sedan
02. Coupe
03. Hatchback
04. Station Wagon
05. Truck
06. Van
07. SUV
08. Motorcycle
09. Other

Body Style/Type Code

Indicate the body style of the vehicle using these codes

01. Sedan
02. Coupe
03. Hatchback
04. Station Wagon
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07. SUV
08. Motorcycle
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01. Sedan
02. Coupe
03. Hatchback
04. Station Wagon
05. Truck
06. Van
07. SUV
08. Motorcycle
09. Other

087

182

STATE OF UTAH INVESTIGATING OFFICER'S REPORT OF TRAFFIC ACCIDENT

4	TIME	MONTH DAY YEAR 05-08-99	DAY OF WEEK M T W T F S S M T W T F S S	MILITARY TIME 1115	CASE NUMBER 0699-2247	15 17		
2	PLACE WHERE ACCIDENT OCCURRED: COUNTY	Utah	49	CITY OR TOWN	Lehi	16 A		
B	ROAD ON WHICH ACCIDENT OCCURRED:	I-15	2	INTERSECTION TYPE		17 R		
1	1. AT ITS INTERSECTION WITH					18 B		
3	2. IF NOT AT INTERSECTION	NORTH S E W FEET 1200 West		NEAREST INTERSECTION STREET, HOUSE NO. LANDMARK		19 01		
8	VEHICLE #1	YEAR 97	MAKE Chev	MODEL K25	BODY STYLE/TYPE CODE UT 107	VEHICLE COLOR Blue	20 X	
	VEHICLE IDENTIFICATION NUMBER	1GNGK26J5UJ320377			DISPOSITION OF VEHICLE CODE	1-Vern's	21 24	
	US DOT	LICENSE PLATE INFO	YEAR 99	MONTH 12	STATE UT	NUMBER	22 X	
5	OWNER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.		23 01	
	OWNER	Chris						26 X
6	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.		27 X	
	DRIVER	Shera						28 X
	DRIVERS LICENSE	STATE UT	NUMBER	DATE OF BIRTH	MONTH DAY YEAR	AGE SEX	29 1	
7	DRIVERS EDUCATION	1. PUBLIC 2. COMFL 3. NONE 4. UNKN	YEARS DRIVE EXP.	LICENSE CLASS	ENDORSEMENT	RESTRICTIONS	30 X	
	INSURANCE COMPANY	Farm Bureau		EFFECTIVE DATE	11-30-98	EXPIRATION DATE	31 2	
6	INSURANCE APPEARS VALID	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	AGENCY THAT SOLD POLICY	John P Liason		ADDRESS	32 2	
	VEHICLE #2	YEAR	MAKE	MODEL	BODY STYLE/TYPE CODE	VEHICLE COLOR	33 X	
	VEHICLE IDENTIFICATION NUMBER				DISPOSITION OF VEHICLE CODE		34 X	
1	US DOT	LICENSE PLATE INFO	YEAR	MONTH	STATE	NUMBER	35 X	
3	OWNER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.		36 X	
1	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.		37 X	
	DRIVERS LICENSE	STATE	NUMBER	DATE OF BIRTH	MONTH DAY YEAR	AGE SEX	38 X	
	DRIVERS EDUCATION	1. PUBLIC 2. COMFL 3. NONE 4. UNKN	YEARS DRIVE EXP.	LICENSE CLASS	ENDORSEMENT	RESTRICTIONS	39 X	
	INSURANCE COMPANY			EFFECTIVE DATE	EXPIRATION DATE	POLICY NUMBER	40 X	
	INSURANCE APPEARS VALID	YES <input type="checkbox"/> NO <input type="checkbox"/>	AGENCY THAT SOLD POLICY			ADDRESS	41 X	
	NAME	1. PEDESTRIAN 2. BICYCLIST	DATE OF BIRTH	AGE	SEX	INJURY	42 X	
0	WITNESSES	1. 13 Eric	10: M				43 X	
		1. 21 Molley	15: F	3	4	4	44 X	
		1. 22 Tyson	3: M	3	3	4	45 X	
		1. 22 Ashley	15: F				46 X	

ORIGINAL

ORIGINAL REPORT SUPPLEMENTAL REPORT AMENDED REPORT

GM688 Vlt. D 4856

State Law requires that report be forwarded to Dept. of Public Safety within 10 days following completion of the investigation. Mail ORIGINAL OF REPORT TO: Driver License Division Financial Responsibility Section 4501 South 2700 West • P.O. Box 30550 • Salt Lake City, Utah 84130-0550

OFFICER'S PLANK AND NAME Lt. Mitchell
ID. NO. 336
PATROL DIVISION 6B
DEPARTMENT UHP
SUPERVISORS APPROVAL
DATE OF REPORT 05-08-99

Other action taken
 CVSA Inspection Yes No If Yes, Report Number _____
 Name Change: _____
 Other Change: _____

POUNCE ACTIVITY
 Only listed at accident: 05-08-99
 This method of accident: 1117
 Arrived at scene: 1127
 Investigation of accident (Completed at _____ at _____ on _____ at _____)
 Source of information: Officer at scene _____
 Driver No. _____
 Other: _____
 PHOTOS TAKEN YES NO
 VIDEO TAKEN YES NO
 FIELD DIAGRAM YES NO

REPORT AND ADMINISTERED BY 379746
 1. Arrested, Pleared
 2. Arrested, Pleared
 3. Pleared
 4. Pleared
 5. Other

MARKED TAKEN BY 1
 1. Arrested, Pleared
 2. Arrested, Pleared
 3. Pleared
 4. Pleared
 5. Other

NAME AND ADDRESS OF _____
NAME AND ADDRESS OF _____
WITNESSES _____
NAME AND ADDRESS OF _____
NAME AND ADDRESS OF _____


DAMAGE TO PROPERTY OTHER THAN VEHICLES None
Name, object and BSR nature and amount of damage _____
ESTIMATE _____

REASON FOR THE DIAGRAM
 1. Other not at scene
 2. Vehicle moved
 3. Other

DIAGRAM WHAT HAPPENED BELOW
 I-15 N.B.W.
 m.p. 285

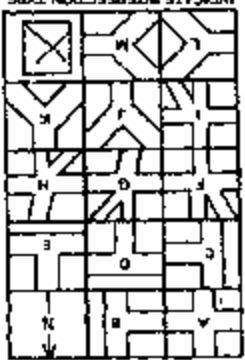
DESCRIBE WHAT HAPPENED
 (Refer to Vehicle by Number)
 Vehicle #1 was northbound on I-15 in lane #1 of 3 lanes, at a high speed when the vehicle's right car tire blew out. Vehicle #1 lost control, rolling to the right, across North bound lanes to the emergency lane sideways. Rollover four times going into the road area. 5 passengers are ejected. Vehicle comes to a stop. Its tires facing west bound at mile post 285.

Hazardous materials were involved _____
 If the placard number from off the commercial vehicle: _____

INDICATE DIRECTION OF NORTH 

VEHICLE NO. _____

ESTIMATED TRAVEL SPEED	90
ESTIMATED IMPACT SPEED	80
POSTED SPEED	65
ADVISORY SPEED	

INDICATE INTERSECTION TYPE


282

14	DATE	MONTH	DAY	YEAR	05-08-99	DAY OF WEEK	M T W T F S S	MILITARY TIME	1115	CASE NUMBER	0699-2247	
15	PLACE WHERE ACCIDENT OCCURRED: COUNTY	Utah	CITY OR TOWN	Lehi	FOR AGENCY USE							
16	INDICATE DISTANCE FROM CITY LIMITS OR NEAREST TOWN LIMITS	NORTH	S	E	W							
17	ROAD ON WHICH ACCIDENT OCCURRED: I-15	RAMP NO.										
18	1. AT ITS INTERSECTION WITH	INTERSECTION TYPE										
19	2. IF NOT AT INTERSECTION	FEET	MONTH	DAY	YEAR	BE SURE TO COMPLETE IF ROAD HAS MILE POST						
20	TRAFFIC SIGNAL											
21	VEHICLE IDENTIFICATION NUMBER	DISPOSITION OF VEHICLE	NO. OF AXLES	DRM OR TRAVEL								
22	VEHICLE YEAR	NAME	MODEL	BODY STYLE/TYPE CODE	VEHICLE COLOR	B/W/R	DESC. OF DAMAGE	INTERSTATE	INTRASTATE			
23	US DOT	LICENSE YEAR	MONTH	YEAR	STATE	NUMBER	PARTS DAMAGED	COST OF REPAIR				
24	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
25	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
26	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
27	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
28	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
29	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
30	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
31	INSURANCE COMPANY	EFFECTIVE DATE	EXPIRATION DATE	ADDRESS								
32	INSURANCE APPEARS VALID	YES	NO	AGENCY THAT SOLD POLICY								
33	DRIVERS LICENSE	STATE NUMBER	DATE OF BIRTH	AGE	SEX	HAIR	EYES	THROUGH WHAT AREA EJECTED				
34	US DOT	LICENSE YEAR	MONTH	YEAR	STATE	NUMBER	PARTS DAMAGED	COST OF REPAIR				
35	VEHICLE IDENTIFICATION NUMBER	DISPOSITION OF VEHICLE	NO. OF AXLES	DRM OR TRAVEL								
36	VEHICLE YEAR	NAME	MODEL	BODY STYLE/TYPE CODE	VEHICLE COLOR	B/W/R	DESC. OF DAMAGE	INTERSTATE	INTRASTATE			
37	US DOT	LICENSE YEAR	MONTH	YEAR	STATE	NUMBER	PARTS DAMAGED	COST OF REPAIR				
38	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
39	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
40	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
41	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
42	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
43	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
44	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
45	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
46	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
47	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
48	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
49	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
50	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
51	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
52	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
53	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
54	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
55	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
56	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
57	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
58	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
59	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
60	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
61	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
62	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
63	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
64	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
65	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
66	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
67	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
68	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
69	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
70	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
71	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
72	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
73	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
74	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
75	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
76	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
77	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
78	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
79	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
80	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
81	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
82	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
83	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
84	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
85	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
86	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
87	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
88	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
89	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
90	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
91	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
92	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
93	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
94	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
95	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
96	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
97	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
98	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
99	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							
100	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP, PHONE NO.							

ORIGINAL

ORIGINAL REPORT SUPPLEMENTAL REPORT AMENDED REPORT

Utah 49

STANDARD

1	23	Jordan	16 M	3/4	7/2/80	3
2	31	Nicola	16 F			
3	33	David	16 M	3		0 3

DIAGRAM WHAT HAPPENED BELOW

Reason For No Diagram

1 Check no if none

2 Vehicle moved

3 Other

CASE NUMBER

VEHICLE NO. _____ NO. _____

INDICATE DIRECTION OF FLOW

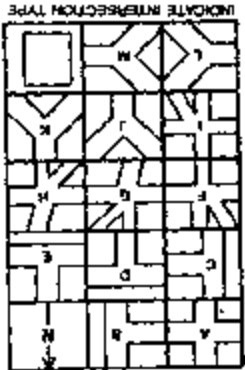


ESTIMATED TRAVEL SPEED

ESTIMATED IMPACT SPEED

POSTED SPEED

ADVISORY SPEED



DESCRIBE WHAT HAPPENED (Refer to Vehicle by Number)

DAMAGE TO PROPERTY OTHER THAN VEHICLES

Name, object and size, nature and amount of damage

ESTIMATE

WITNESSES

Name

Address

Phone

Name

Address

Phone

FIRST ADJUSTED BY

SAVED TAKEN BY

- 1 - Ambulance, Fire
- 2 - Ambulance, Fire
- 3 - Patrolman
- 4 - Patrol Vehicle
- 5 - Inspector
- 6 - Other

TIME AND DATE

Address

- 1 - Program
- 2 - Program
- 3 - Program
- 4 - Program
- 5 - Program
- 6 - Program
- 7 - Program
- 8 - Program
- 9 - Program
- 10 - Program

POLE ACTIVITY

Date, Month, Day, Year

Time, Month, Day, Year

Source of Information

PHOTOS TAKEN

OFFICER AT SCENE

Contacted station

VIDEO TAKEN

FIELD DIAGRAM

YES NO

YES NO

YES NO

YES NO

YES NO

YES NO

YES NO

YES NO

YES NO

YES NO

YES NO

YES NO

YES NO

YES NO

YES NO

YES NO

YES NO

YES NO

YES NO

YES NO

YES NO

State Law requires that report be forwarded to Dept. of Public Safety within 10 days following completion of the investigation. MAIL ORIGINAL OF REPORT TO: Driver License Division, Financial Responsibility Section, 4501 South 2700 West • P.O. Box 30590 • Salt Lake City, Utah 84130-0590

CM680 Att. # 4858

584

STATE OF UTAH
DEPARTMENT OF PUBLIC SAFETY

STATEMENT OF FACTS

Statement Given By:

Name Jim Age 58 Phone _____

Address _____

Driver	()	Travel Speed	Time of accident	Date of accident
Passenger	()			
Witness	(<input checked="" type="checkbox"/>)	<u>65</u> MPH	<u>11:50</u> pm	<u>5/8/99</u>

Direction of Travel

North () East ()
 South () West ()

Lane of Travel

Left Lane ()
 Center Lane ()
 Right Lane ()

Driver's Information

Date of Birth ___/___/___

Driver License? _____

D/L State? _____ Years Driving _____

Drivers Ed? Yes () No ()

Seat belts used Yes () No ()

Injury? Yes () No ()

Owner of veh.? Yes () No ()

If no, who is? Name _____

Address _____ City _____ State _____

Vehicle Information

Year .. _____

Make _____

Model _____

Color _____

Lic. plate # _____

Date Expire ___/___/___

State Registered _____

Passengers

List Names, Address, & Age

Name _____

Name _____

Insurance Information

Name of Insurance _____

Policy number _____

Date _____ Date _____

Effective ___/___/___ Expires ___/___/___

Insurance Agent _____

Agent's Address _____

Phone Number () _____

COMPLETE INFORMATION ON REVERSE SIDE

HPP-5 (P105)

GM688 Alt. D 4859

Signature

Date

5-8-98

The above statement and diagram is true and correct to the best of my knowledge.



Indicate direction of North

DIAGRAM

Handwritten diagram area with multiple horizontal lines.

Van Past us AT High Speed look like
Blow Right Rear come To Right Rolling 3rd times.
Pipe coming out.

STATEMENT

STATE OF UTAH
DEPARTMENT OF PUBLIC SAFETY

STATEMENT OF FACTS

Statement Given By:

Name

Daniel

Age

27

Phone

Address

Driver

()

Passenger

()

Witness

()

Travel Speed

65 MPH

Time of accident

11:15 am

Date of accident

5/8/88

Direction of Travel

North ()

East ()

South ()

West ()

Lane of Travel

Left Lane ()

Center Lane ()

Right Lane ()

Driver's Information

Date of Birth

Driver License?

D/L State? Years Driving

Drivers Ed? Yes () No ()

Seat belts used? Yes () No ()

Injury? Yes () No ()

Owner of veh? Yes () No ()

If not, who is? Name

Address

City

State

Passengers

List Names, Address, & Age

Name

Policy number

Date

Effective

Expires

Insurance Agent

Agent's Address

Phone Number ()

COMPLETE INFORMATION ON REVERSE SIDE

HPF-5 (P105)

CH600 044 D 9881

787

Signature

Date

The above statement and diagram is true and correct to the best of my knowledge.

789



Indicate direction of North

DIAGRAM

5/8/98

Referenced person and appeared to
Blower King's Room for vehicle lift control
some evidence and called King on floor
King's people were thrown from floor

STATEMENT

887

Case # 699-2247

Off. Bob Mitchell

STATE OF UTAH
DEPARTMENT OF PUBLIC SAFETY

STATEMENT OF FACTS

Statement Given By:

Name _____ Age 15 Phone _____

Address _____

Driver Travel Speed _____ Time of accident _____ Date of accident _____
Passenger 75? MPH 11:20 am/pm 5, 8, 99
Witness

Direction of Travel

North East
South West

Lane of Travel

Left Lane
Center Lane
Right Lane

Driver's Information

Date of Birth _____

Driver License# _____

D/L State? _____ Years Driving _____

Drivers Ed.? Yes No

Seat belts used Yes No

Injury? Yes No

Owner of veh.? Yes No

If no, who is? Name _____

Address _____ City _____ State _____

Vehicle Information

Year 1997

Make Chevrolet

Model Suburban

Color dk. Blue

Lic. plate # 538 JUF

Date Expire 12, 2000 99

State Registered Utah

Passengers

List Names, Address, & Age _____

15 ✓
16 ✓
15 ✓
16 ✓

Insurance Information

Name of Insurance Farm Bureau

Policy number 2573161

Date _____ Date _____
Effective _____ Expires _____

Insurance Agent John Etason

Agent's Address Main St. Mantz, UT

Phone Number 835-3941

HPF-2

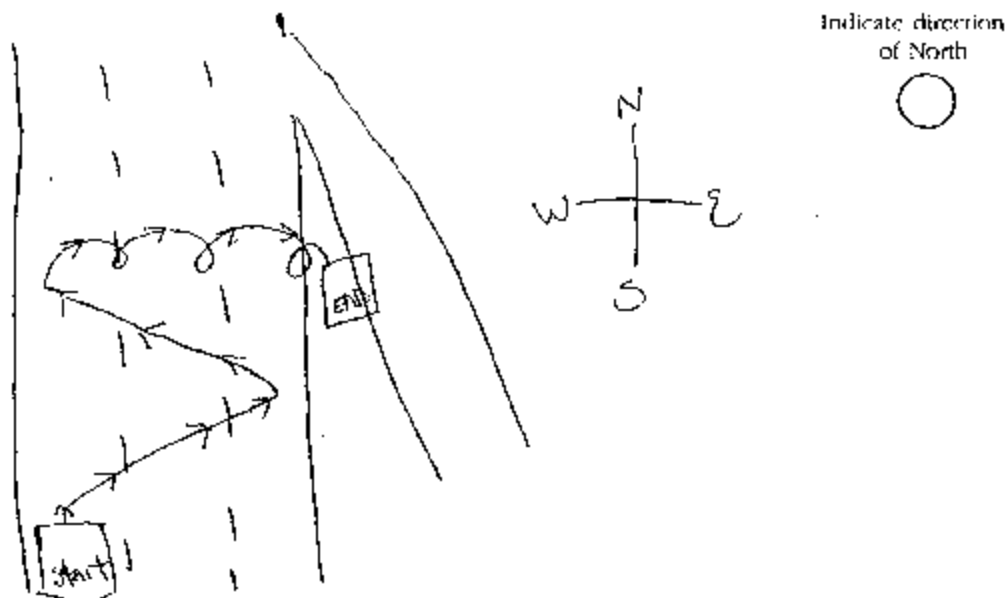
SEE INFORMATION ON REVERSE SIDE

790

STATEMENT

I was sitting in the middle seat, next to Rt. Side door. I was talking. We swerved to the Right, I looked behind us to make sure we wouldn't hit any other cars. There were no cars real close. I screamed "Shera" + saw her jerk the wheel to the left to correct we swerved left -- then we were rolling. I remember spinning then hitting the ground + rolling in the dirt.

DIAGRAM



The above statement and diagram is true and correct to the best of my knowledge.

Molly Crawford
Signature

5-9-99
Date

791

AMERICAN FORK POLICE DEPARTMENT

CASE # _____

CONT. REPORT

SUPPLEMENTAL REPORT

WITNESS STATEMENT

DATE: May 8 1999

TIME: 11:15

OW NAME
CV

ADDRESS

HOME PHONE
WORK PHONE

Approx. 11:15 A.M. I was heading North on I-15 -
I was speeding myself at 85 mph to
get to work by 5:00 at noon - so I was
"Very" aware of how fast I was going
Several miles approx (1 or 2) before the
scene of the accident a dark blue suburban
came up behind me and wanted to pass -
but before I could get over it went around me
on the right hand side - as I watched
it speed by me my guess was that it
must be going 95 or 100 mph. I said
out loud to myself "I hope they
get a ticket" About 2 more miles
down the road I saw them turned over
& off the road - I stopped to help
as I have CPR First Aid certification

OFFICERS/WITNESS SIGNATURE

Carol Kelly

Lined writing area with two punch holes at the top.

SIGNATURE _____

ENCLOSURE ATT. D 4866

793

ACCIDENT FIELD SKETCH FORM

Accident date 5-8-99 Time _____ Day of week Saturday

Location I-15 @ 285


Road type Blacktop Condition Dry

Test skids _____ Drag factor _____

Investigator Robert Mitchell

Diagramed by Robert Mitchell

Date 5-8-99 Time 1151

RP Side N. Exit Structure E. Side N. Exit 

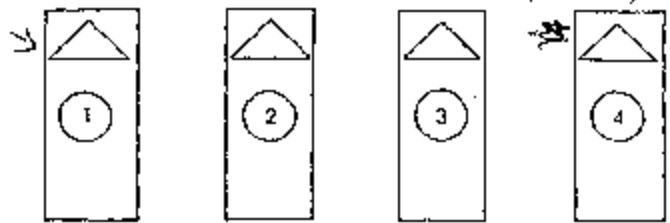
#1 MAKE Chev. LIC 538 JUF COLOR Blue

#2 MAKE _____ LIC _____ COLOR _____

#3 MAKE _____ LIC _____ COLOR _____

#4 MAKE _____ LIC _____ COLOR _____

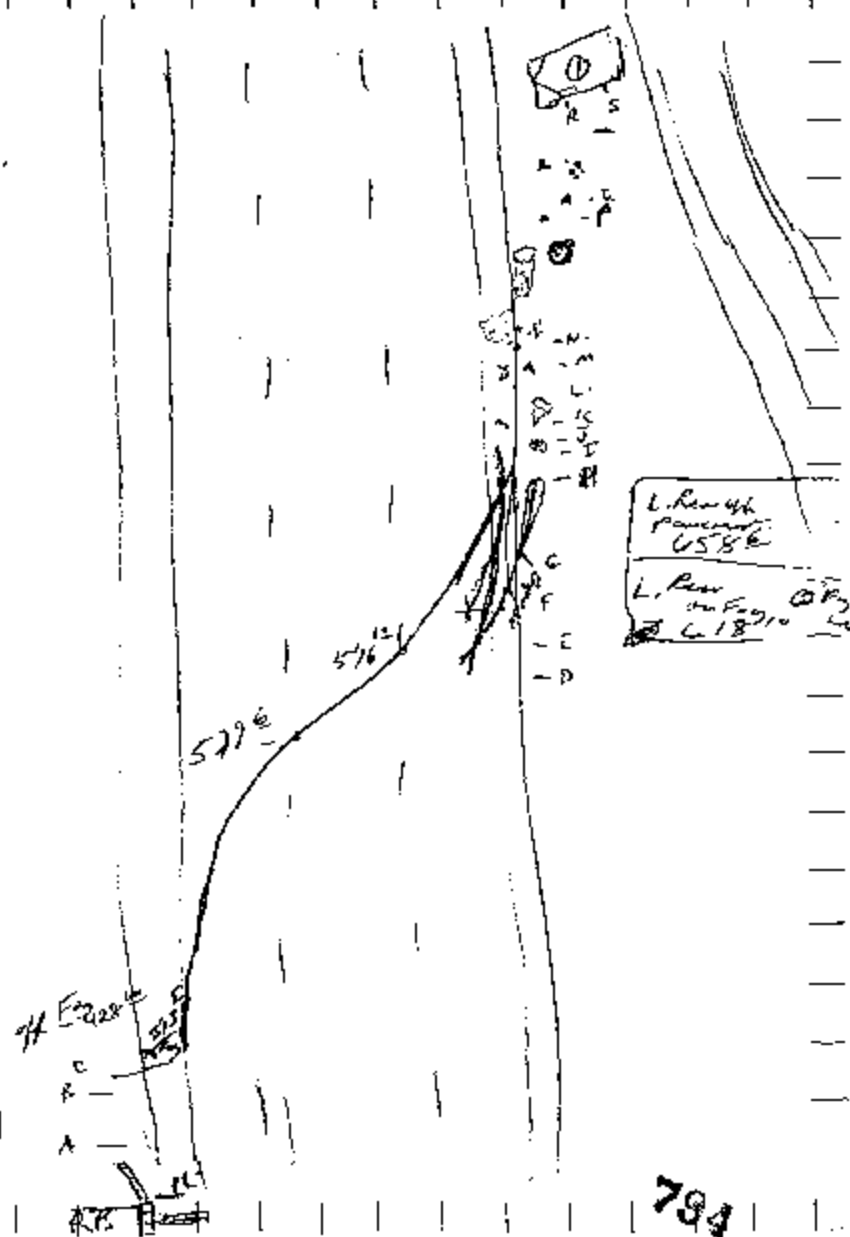
LOCATION & DIRECTION OF DAMAGE Give measurements (shade in)



WT. _____ WT. _____ WT. _____ WT. _____

LETTER LOCATION	RP	EDGE
Start of Tire Skids	A 279 ⁰	46 ⁰⁰ W.
End of Skids	B 365 ³	28 ⁰⁰ W.
Start of Skid	C 380 ⁰	27 ⁰⁰ W.
1 st off RR Fwy	D 597 ¹⁰	33 ⁰⁰ W.
R. Front	E 602 ¹⁰	0 ⁰⁰ L.
RR Gorge	F 630 ⁰⁰	8 ⁰⁰ E.
End of Gorge	G 689 ⁰⁰	10 ⁰⁰ E.
End Gorge Dist	H 695 ⁰⁰	16 ⁰⁰ E.
Gorge Pkwn	I 696 ⁰⁰	5 ⁰⁰ E.
End Gorge Pkwn	J 720 ⁰⁰	4 ⁰⁰ E.
Tire Gorge Dist	K 748 ⁰⁰	16 ⁰⁰ E.
Tire Gorge Pkwn	L 748 ⁰⁰	6 ⁰⁰ E.
#2 Gorge Dist	M 758 ⁰⁰	17 ⁰⁰ E.
#3 Gorge Pkwn	N 761 ⁰⁰	7 ⁰⁰ E.
#3 Dist Gorge	O 771 ⁰⁰	17 ⁰⁰ E.
#4 Dist Gorge	P 811 ⁰⁰	17 ⁰⁰ E.
#5 Dist Gorge	Q 829 ⁰⁰	26 ⁰⁰ E.
Fin Post R. Rear	R 879 ⁰⁰	34 ⁰⁰ E.
Fin Post R.F.T.	S 882 ⁰⁰	39 ⁰⁰ E.

Additional information on reverse side



L. Rear 4th Pkwn 0586
L. Rear 1st Pkwn 0586
L. 18710

794

Crit Lane.
 $\frac{T-8''}{60}$

7''

Edge To Top 10¹⁰
 # 3 23^L
 2 34¹⁰
 1 46¹⁰
 51⁴

11 Inis

UTAH
PRESS
ASSOCIATION
Clipping Service
(801) 328-8678
PROVO
DAILY HERALD

MAY 9 1999

UTAH
PRESS
ASSOCIATION
Clipping Service
(801) 328-8678
SALT LAKE
TRIBUNE

TEENS CRITICAL

At least three teens were critically injured Saturday morning when the Suburban they were riding in rolled several times on Interstate 15 near Lehi. Police said the vehicle, containing seven 15- and 16-year-olds, was traveling up to 90 mph at 11:15 a.m. when it blew a right tire and rolled. Five of the teens were not wearing seat belts and were ejected from the vehicle. All seven were taken to several area hospitals with various injuries. The cause of the accident is still under investigation.

Orem High coping with accident

1066

By ANNE GOLDEN
The Daily Herald

OREM — The Orem High School students were on a care-free ride to Hogle Zoo when tragedy struck.

There was a dance that evening at the school and the teens had decided to make a day of it with their dates.

Instead, three of them are hospitalized and five are recovering at home after the Chevrolet Suburban they were riding in blew a tire and rolled over on Interstate 15 Saturday.

"It's a sad thing for the students, their parents and their friends," said Carl Stubbs, an assistant principal of Orem High School.

The administration and teachers at Orem High School are trying to be supportive of the students and their parents.

"Some of the kids are coming back tomorrow, some are coming back to school in a few days," said Stubbs. "And some won't be back for awhile. We're trying to help them with home-bound teachers."

Several of the teens with bumps and bruises have been released from the American Fork hospital.

And others are in for a long haul.

American Fork Hospital said that the teens Shara Bunker, Molley Crawford, David Powell and Tyson Camp have been released.

Nicole Pinager is still in the intensive care unit at the University of Utah Hospital in serious condition with a broken collarbone and scalp lacerations. "She's doing somewhat better than before," said Dixie Bergeson of the public affairs office.

Ashley Hall and Eric Larsen are still at the LDS Hospital in Salt Lake City. Both of these teens had head trauma.

The public affairs office reported that Hall was still in intensive care in critical condition but was a little more stable. The spokesperson said that Hall would be there for awhile.

Larsen had multiple injuries and head injuries but wasn't in as serious a condition as Hall was.

Police estimate the teens were traveling at a speed of 80 to 90 mph, "well in excess of the speed limit," said Lt. Verdi White, Utah Highway Patrol spokesman.

Local and Regional News

SEARCH

Eight hurt in rollover accident on I-15

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05/09/99 01:00:00 AM

By STEVE TANNER
The Daily Herald

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LEHI - Eight teen-agers were injured when the truck they were in rolled on Interstate Saturday morning near 1100 West in Lehi.

The 15- and 16-year-olds were northbound in a blue Chevrolet Suburban when the right rear tire blew out, causing the driver to lose control and the vehicle to roll several times, said Lt. Verdi White, Utah Highway Patrol spokesman.

Police estimate the teens were traveling at a speed of 80 to 90 mph, "well in excess of the speed limit," he said.

Five youths were ejected, but the other three were wearing seat belts, he said.

White said police could not release the names of the teens until relatives could be notified.

A 16-year-old girl and 16-year-old boy were transported by helicopter to LDS Hospital in Salt Lake City.

Both are still in intensive care. The girl is listed in critical condition, the boy serious, according to the nursing supervisor.

A 16-year-old girl was flown to the University of Utah Medical Center in Salt Lake City. Her condition was unavailable.

The five other victims were transported to local hospitals. American Fork Hospital received four. At press time, a 15-year-old girl was still in surgery, but listed in stable condition, said Brad Taylor, nursing supervisor.

A 16-year-old boy is being kept overnight for observation, he said.

Taylor said two other teens were treated and then released.

He said a 16-year-old boy was transported to Utah Valley Regional Medical Center in stable condition.

"Most of those in critical condition had multiple problems and so were life-flighted," Taylor said.

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6H688 Att - D 4878

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BRIAN FITZGERALD - The Daily Herald

Scary drive: Mogan McKinlay of Orem roasts after a vehicle carrying eight of her friends rolled on Interstate 15 Saturday morning, sending most of the truck's occupants to area hospitals. Police said a tire blew out on the Chevy Suburban, causing it to roll.

Eight hurt in rollover accident on I-15

By STEVE TANNER
The Daily Herald

JEH: — Eight teen-agers were injured when the truck they were in rolled on Interstate Saturday morning near 1130 West in Lehi.

The 15- and 16 year-olds were northbound in a blue Chevrolet Suburban when the right rear tire blew out, causing the driver to lose control and the vehicle to roll several times, said Lt. Verd White, Utah Highway Patrol spokesman.

Police estimate the teens were traveling at a speed of 80 to 90 mph, "well in excess

of the speed limit," he said.

Five youths were ejected, but the other three were wearing seat belts, he said.

White said police could not release the names of the teens until relatives could be notified.

A 16-year-old girl and 16-year-old boy were transported by helicopter to LDS Hospital in Salt Lake City.

Both are still in intensive care. The girl is listed in critical condition, the boy serious, according to the nursing supervisor.

A 16-year-old girl was flown to the University of Utah Medical Center in Salt Lake City. Her condition was unavailable.

The five other victims were transported to local hospitals. American Fork Hospital received four. At press time, a 15-year-old girl was still in surgery, but listed in stable condition, said Brad Taylor, nursing supervisor.

A 16-year-old boy is being kept overnight for observation, he said.

Taylor said two other teens were treated, and then released.

He said a 16-year-old boy was transported to Utah Valley Regional Medical Center, in stable condition.

"Most of those in critical condition had multiple problems and so were difficult to treat," Taylor said.

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GM608 Att. D 4071

06/15/99 RECORDS RESEARCH INC. JOB#: 8121
DRIVER RECORD INFORMATION

RECORDS RESEARCH, INC
PO BOX 19300
SACRAMENTO, CA. 95819

RAY FIMBRES INS ADJUSTERS
3649 W BEECHWOOD #106
FRESNO, CA 93711

SEQ: 2174747 REF: RF203410
2270348 -35 AGENT: JANE REC/DT. 06/15/1999 FAX NUM: (559)435-5238

REF: RF203410 DRIVER RECORD FOR STATE OF UT 2270348
LIC: DB: 04/02/83 AGE: 16 CLASS: D 06/15/99

ISS: 04/02/99 EXP: 04/02/04

STATUS: VALID

MISCELLANEOUS AND STATE SPECIFIC INFORMATION

TYPE DESCRIPTION

FCRA If this report is used for employment purposes, before taking adverse
FCRA action based on the information on this report, the FCRA requires you
FCRA to provide the consumer with a copy of the report, along with a written
FCRA description of the consumer's rights under the FCRA. Your company has been
FCRA provided with a copy of this consumer rights statement for this purpose.

LICN CLASS: D - OPERATOR
LICN STATUS: VALD - VALID
LICN TYPE: ORI - ORIGINAL

DRIVING RECORD HISTORY

TYPE VIOL/SUS CONV/REI	DESCRIPTION	CODE	PTS
CLRR	** CLEAR RECORD		

SEQ: 2174750

VEHICLE RECORD FOR STATE OF UT

vin: 1GNGK26J5VJ320377 plate: 538JUF expiration: 1299

year: 1997 make: CHEVROLET model: body style:

title number: 7607311 title issued 011597 plate issued:

odometer: vehicle weight: lbs.

Registered Owner: J. CHRIS

date of birth: social security #:

Lienholder: UNIVERSAL CAMPUS CREDIT
PO BOX 1900
PROVO UT 84603

LIEN DATE: 01-15-97

GM688 Att. B 4873

800

4:12:31 PM

06-01-1999

VINassist(R) Version 1.17

(c) by NICB 1991

Insurance Company Edition

VIN:1GNGK26J5VJ320377

DIGIT	DESCRIPTION	MEANING
1	Country of Origin	UNITED STATES
G	Manufacturer	CHEV GENERAL MOTORS
N	Vehicle Type	MULTI PURPOSE VEHICLE
G	Gross Vehicle Weight	8001-9000 GVWR
K	Line	CONVENTIONAL CAB 4X4
2	Series	3/4 TON
6	Body Style	ALL PURPOSE VEHICLE/SUBURBN;VENTURE
J	Engine	7.4L V8 MFI HC
5	Check Digit	CHECK DIGIT VALJD
V	Year	1997
J	Assembly Plant	JANESVILLE, WI
320377	Sequence Number	IN RANGE

***** VIN Passed Test *****

VIN indicates a 1997 GENERAL MOTORS CONVENTIONAL CAB 4X4

(c) by NICB, 1991

GM600 Att. D 4074

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VIN:	1GNGK26J5VJ320377
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VEHICLE INFORMATION

Merchandising Model:	CK20906	Warranty Start Date:	12/26/1996
BARS Order Type:	N/A		
Delivering Dealer:	GLYNN SMITH CHEVROLET, INC. PO BOX 791 OPELIKA, AL 36803-0791 (334) 749-1454	Selling Source:	13 - CHEVROLET
		Site Code:	08473
		Business Associate Code:	112642
Service Contract:	No	Branded Title:	No
		Warranty Block:	No
		PDI Status:	Paid

CAMPAIGN ELIGIBILITY

Vehicle Has No Current Record Of Outstanding Campaigns.

APPLICABLE WARRANTIES

Description	Effective Date	Effective Odometer	End Date	End Odometer
36/36 BUMPER TO BUMPER - NO DEDUCTIBLE	12/26/1996	10 miles	12/26/1999	36010 miles
72/100 SHEET METAL RUST-THROUGH	12/26/1996	10 miles	12/26/2002	100010 miles
36/36 CORROSION	12/26/1996	10 miles	12/26/1999	36010 miles
96/80 PCM/CC EMISSIONS	12/26/1996	10 miles	12/26/2004	80010 miles
36/36 FEDERAL EMISSIONS	12/26/1996	10 miles	12/26/1999	36010 miles
60/50 HVY DUTY EMISSION	12/26/1996	10 miles	12/26/2001	50010 miles

CLAIM HISTORY

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GM688 Att. D 9875

R.O. Date	R.O. Number	Type	Labor Operation	Odometer Reading
01/28/1998	098507	#	F2003 - RR DIFFER GSKT RPL	25650 miles
01/28/1998	098507	#	D0100 - CONTROL KNOB RPL	25650 miles
01/28/1998	098507	G	D0100 - CONTROL KNOB RPL	25650 miles
07/14/1997	091889	#	K9995 - CUST COMPLAINT NOT DUPLICATED - AUTO TRAN.	11834 miles
07/14/1997	091889	#	R4485 - RMT DR LOCK BAT RPL	11834 miles
07/14/1997	091889	#	D1440 - RT AIR DEFLECTR RPL	11834 miles
07/14/1997	091889	#	N3700 - W/S WASHER HOSES RPL	11834 miles
07/14/1997	091889	#	B4361 - LT FT DR ROD R&R/RP	11834 miles
07/14/1997	091889	#	B4731 - LT RR DR ROD R&R/RP	11834 miles
05/22/1997	090059	#	K7361 - DIRECT AND INTERMEDIATE CLUTCH - R&R OR REPLACE	8905 miles
05/22/1997	090059	#	F2010 - FLUSH LTD SLIP DIFF	8905 miles
03/14/1997	087590	#	F0201 - BALANCE TWO WHEELS	5087 miles
02/13/1997	248394	#	F3269 - FT AXLE VENTILR RPL	3731 miles
11/20/1996	009950	J	Z7000 - NEW VEHICLE INSPECTION ALLOWANCE	10 miles

CHECK HISTORY INFORMATION

Vehicle Has No Associated Check History Information.

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GM688 Att. D 4876

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VIN:	1GNGK26J5VJ320377
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CLAIM HISTORY

Repair Order Date:	01/28/1998	Repair Order Number:	098507	Odometer Reading:	25650 miles
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Serviced By:	GENE HARVEY CHEVROLET, INC. PO BOX 37 AMERICAN FORK, UT 84003-0037 (801) 756-3546	Selling Source:	13 - CHEVROLET
		Site Code:	36288
		Business Associate Code:	113105

Cycle Date	Cycle Nbr	Case	Type	Labor Operation	Part	Auth Code	Person Code	Line Total	Comments
03/16/1998	837	02	G	D0100 - CONTROL KNOB RPL	N/A	N/A	N/A	\$14.39	N
02/02/1998	825	01	#	F2003 - RR DIFFER GSKT RPL	N/A	N/A	N/A	\$32.47	N
02/02/1998	825	02	#	D0100 - CONTROL KNOB RPL	16268157 - KNOB	N/A	N/A	\$14.39	N

Repair Order Date:	07/14/1997	Repair Order Number:	091889	Odometer Reading:	11834 miles
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Serviced By:	GENE HARVEY CHEVROLET, INC. PO BOX 37 AMERICAN FORK, UT 84003-0037 (801) 756-3546	Selling Source:	13 - CHEVROLET
		Site Code:	36288
		Business Associate Code:	113105

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GM680 Att. D 4877

Cycle Date	Cycle Nbr	Case	Type	Labor Operation	Part	Auth Code	Person Code	Line Total	Comments
07/22/1997	729	01	#	K9995 - CUST COMPLAINT NOT DUPLICATED - AUTO TRAN.	N/A	N/A	N/A	\$28.83	N
07/22/1997	729	02	#	R4485 - RMT DR LOCK BAY RPL	N/A	N/A	N/A	\$34.60	N
07/22/1997	729	03	#	D1440 - RT AIR DEFLECTOR RPL	15712052 - DEFLECTOR	N/A	N/A	\$16.13	N
07/22/1997	729	04	#	N3700 - W/S WASHER HOSES RPL	22072439 - NOZZLE	N/A	N/A	\$36.81	N
07/22/1997	729	05	#	B4361 - LT FR DR ROD R&R/RP	N/A	N/A	N/A	\$40.36	N
07/22/1997	729	06	#	B4731 - LT RR DR ROD R&R/RP	N/A	N/A	N/A	\$28.83	N

Repair Order Date:	05/22/1997	Repair Order Number:	090059	Odometer Reading:	8905 miles
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Serviced By:	GENE HARVEY CHEVROLET, INC. PO BOX 37 AMERICAN FORK, UT 84003-0037 (801) 756-3546	Selling Source:	13 - CHEVROLET
		Site Code:	36288
		Business Associate Code:	113105

Cycle Date	Cycle Nbr	Case	Type	Labor Operation	Part	Auth Code	Person Code	Line Total	Comments
06/03/1997	722	01	#	K7361 - DIRECT AND INTERMEDIATE CLUTCH - R&R OR REPLACE	24205251 - TRANS KIT	E	N/A	\$870.29	N
06/03/1997	722	02	#	F2010 - FLUSH LTD SLIP DIFF	N/A	N/A	N/A	\$31.89	N

Repair Order Date:	03/14/1997	Repair Order Number:	087590	Odometer Reading:	5087 miles
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Serviced By:	GENE HARVEY CHEVROLET, INC. PO BOX 37 AMERICAN FORK, UT 84003-0037 (801) 756 3546	Selling Source:	13 - CHEVROLET
		Site Code:	36288
		Business Associate Code:	113105

Cycle Date	Cycle Nbr	Case	Type	Labor Operation	Part	Auth Code	Person Code	Line Total	Comments
03/25/1997	712	01	#	F0201 - BALANCE TWO WHEELS	N/A	E	N/A	\$69.19	N

Repair Order Date:	02/13/1997	Repair Order Number:	248394	Odometer Reading:	3731 miles
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GM600 Att. D 4078

Served By:	CHRISTENSEN CHEVROLET-BUICK-GEO, INC. PO BOX 1487 PROVO, UT 84603-1487 (801) 373-9500				Selling Source:	13 - CHEVROLET				
					Site Code:	36875				
					Business Associate Code:	113119				
Cycle Date	Cycle Nbr	Case	Type	Labor Operation	Part	Auth Code	Person Code	Line Total	Comments	
02/25/1997	708	01	#	F3269 - FT AXLE VENTLR RPL	N/A	N/A	N/A	\$11.53	N	

Repair Order Date:	11/20/1996	Repair Order Number:	009950	Odometer Reading:	10 miles					
Served By:	PAINTER MOTOR COMPANY, INC. 1100 N MAIN NEPHI, UT 84648-1008 (435) 623-0686				Selling Source:	13 - CHEVROLET				
					Site Code:	36542				
					Business Associate Code:	113115				
Cycle Date	Cycle Nbr	Case	Type	Labor Operation	Part	Auth Code	Person Code	Line Total	Comments	
12/01/1996	648	01	I	Z7000 - NEW VEHICLE INSPECTION ALLOWANCE	N/A	N/A	N/A	\$89.23	N	

CHECK HISTORY

Vehicle Has No Associated Check History.

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GM688 Att. D 4879

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GM Vehicle Inquiry System Vehicle Build

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VIN:	1GN GK26J5VJ320377
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VEHICLE BUILD

Merchandising Model:	CK20906		
Order Number:	N/A	Engine Serial Number:	N/A
Build Plant:	1VJ06	Transmission Serial Number:	N/A
Build Date:	10/10/1996	Front Axle Serial Number:	N/A
Gross Vehicle Weight Rating:	N/A	Rear Axle Serial Number:	N/A

OPTION CODES

AG9 - 6-WAY POWER SEAT ADJUSTER,	AJ1 - DEEP TINTED GLASS
AS3 - 3 PASSENGER REAR SEAT	AT5 - CTR, FLDG
AU0 - REMOTE KEYLESS ENTRY SYSTEM	AU3 - SIDE DR, ELEC
AXP - POSITION, MULTI-PURPOSE VEHICLE	A31 - POWER WINDOW
A95 - RECLINING HIGH BACK BUCKET SEAT	B33 - FLOOR MATS, AUX
B37 - FLOOR MAT, FRT & RR, AUX	B85 - EXTERIOR, BRIGHT
C36 - REAR HEATER	C49 - REAR WINDOW DEFROSTER
C6P - 8,600 LBS/3,900 KG	C60 - AIR CONDITIONING
C69 - AIR CONDITIONING, FRONT & REAR	DD7 - LT SENSITIVE, COMPASS
DK6 - INTERIOR ROOF CONSOL	D48 - REMOTE CONT ELEC
D55 - FLOOR CONSOLE	FE9 - EMISSION, FEDERAL
FF6 - TORS BAR SPRING ADJ (E)	FF7 - TORS BAR SPRING ADJ (F)
GT5 - 4.10 REAR AXLE RATIO	G80 - AXLE - LOCKING DIFFERENTIAL
JAN - PLANT CD JANESVILLE WI, T	JD7 - HYD POWER, DISC/DRUM, 8,400 LBS
KNP - H.D. TRANSMISSION OIL COOLER	KW2 - 124 AMP
K34 - CRUISE CONTROL	L29 - VORTEC 7400 SFI V8 ENGINE
MT1 - 4-SP ELECTRONIC AUTO/OVERDRIVE	NA5 - FEDERAL EMISSIONS CERT
NP1 - T/CASE ELECT SHIFT	NP5 - LEATHER WRAPPED
NY1 - FUEL TANK SHIELD	NZZ - OFF ROAD SKID PLATE
N33 - TILT STEERING	P06 - WHEEL TRIM RINGS
QJZ - TIRES - LT245/75R-16/E ALL	R9V - SALES ITEM NO. 96

Q1Z - TIRES - LT245/75R-16/E ALL	R9V - SALES ITEM NO. 96
SLL - SOLD ORDERS	UP0 - RADIO - AM/FM STEREO WITH
UQ3 - PERFORMANCE ENHANCED AUDIO	VGC - FILM, PAINT ETCH PREVENTIVE
VK3 - LICENSE PLATE BRKT	VR4 - WEIGHT DISTRIBUTING PLATFORM
VXS - COMPLETE	V22 - RADIATOR, CHROME
V54 - LUGGAGE CARRIER	V73 - USA/CANADA
XHH - LT245/75R16/E BW R/PE ST TL ALS 120Q	X88 - CHEVROLET
YD3 - (BASE EQUIP) FOR SCHEDULING GVW PLATE	YD6 - RR, BASE EQUIPMENT
YE9 - MODEL OPTION - SUBURBAN LS	YHH - LT245/75R16/E BW R/PE ST TL ALS 120Q
ZHH - LT245/75R16/E BW R/PE ST TL ALS 120Q	ZQ3 - TILT STEERING WHEEL AND
ZW9 - PANEL DOORS	ZY1 - CLR COMB SOLID
Z82 - HEAVY DUTY TRAILERING EQUIPMENT	1SC - PREFERRED EQUIPMENT GROUP - 1SC
ISZ - P.E.G. DISCOUNT **	39U - INDIGO BLUE METALLIC
521	522 - NEUTRAL LEATHER
6GK - COMPUTER SEL SUSP (6GK)	7GK - COMPUTER SEL SUSP (7GK)

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6N688 Att. D 4081

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FLORIDA TRAFFIC CRASH REPORT

LONG FORM SHORT FORM

DO NOT WRITE IN THIS SPACE

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

FA 865772

COPY

Time & Location	DATE OF CRASH 03 05 00	TIME OF CRASH 4:00 AM <input checked="" type="checkbox"/> PM	TIME OFFICER NOTIFIED 4:08 AM <input checked="" type="checkbox"/> PM	TIME OFFICER ARRIVED 4:16 AM <input checked="" type="checkbox"/> PM	INVEST. AGENCY REPORT NUMBER 00-03-02841-15	HSMV CRASH REPORT NUMBER 56676156							
	COUNTY / CITY CODE 15-00	Feet or Miles 4	N S E W <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	CITY OR TOWN BRADENTON	COUNTY MANATEE								
Time & Location	AT NODE NO. or FEET / MILES FROM NODE NO. 0072	NEXT NODE NO. 0071	NO. OF LANES 6	1 DIVIDED 2 UNDIVIDED 1	ON STREET, ROAD OR HIGHWAY S.R. 93								
	AT INTERSECTION OF LINGER LODGE RD OVERPASS	FEET / MILES	N S E W	OF INTERSECTION OF									
Vehicle	DRIVER ACTION 1 Phantom 2 Hit & Run 3 N/A 3	YEAR 98	MAKE GMC	TYPE 01	USE 01	STATE FL	VEHICLE IDENTIFICATION NUMBER 3GKGC26J1NG507242	POINT OF IMPACT CIRCLE AREA OF DAMAGE 18 Undercarriage 19 Overturn 20 Windshield 21 Fire 22 Trailer					
	TRAILER OR TOWED VEHICLE INFORMATION	TRAILER TYPE											
Vehicle	VEHICLE TRAVELING N S W S.R. 93	ON	Est. MPH 70	Posted Speed 70	EST. VEHICLE DAMAGE \$ 25,000	1 Debating 2 Functional 3 No Damage	EST. TRAILER DAMAGE \$						
	INSURANCE COMPANY (LIABILITY OR PIP) CRUM & FORSTER	POLICY NUMBER		VEHICLE REMOVED BY: DIXIE GRAND		1 Tow Facility List 2 Tow Owner's Request 3 Driver 4 Other							
Pedestrian	OWNER'S FULL NAME (Check if Driver) DOROTHY	CURRENT ADDRESS (Number and Street)		CITY AND STATE		ZIP CODE							
	OWNER'S FULL NAME (Trailer or Towed Vehicle)	CURRENT ADDRESS (Number and Street)		CITY AND STATE		ZIP CODE							
Pedestrian	DRIVER (Exactly as on Driver License) / Pedestrian DOROTHY	CURRENT ADDRESS (Number and Street)		CITY & STATE / ZIP CODE		DATE OF BIRTH 01-09-81							
	DRIVER LICENSE NUMBER	STATE FL	DL TYPE 5	RES. END. 1	BAC TEST 1 Blood 2 Breath 3 None 5	RESULTS NA	AL/DRUG 1	PHYS. DEF. 1	RES. 2	RACE 1	SEX 2	INJ. 3	S. EQUIP. 2
Vehicle	HAZARDOUS MATERIALS BEING TRANSPORTED 1 Yes 2 No <input type="checkbox"/> <input checked="" type="checkbox"/>	PLACARDED 1 Yes 2 No <input type="checkbox"/> <input checked="" type="checkbox"/>	RECOMMEND RE-EXAM 1 Yes 2 No <input type="checkbox"/> <input checked="" type="checkbox"/>	IF YES, Explain in Narrative		DRIVER'S PHONE NO.							
	PASSENGER'S NAME (Additional on Continuation Page)	CURRENT ADDRESS		CITY & STATE / ZIP		AGE 18	LOC. 4	RA. 4	S. EQUIP. 1	EJECT 2			
Vehicle	DRIVER ACTION 1 Phantom 2 Hit & Run 3 N/A	YEAR	MAKE	TYPE	USE	STATE	VEHICLE IDENTIFICATION NUMBER	POINT OF IMPACT CIRCLE AREA OF DAMAGE 18 Undercarriage 19 Overturn 20 Windshield 21 Fire 22 Trailer					
	TRAILER OR TOWED VEHICLE INFORMATION	TRAILER TYPE											
Vehicle	VEHICLE TRAVELING N S W	ON	Est. MPH	Posted Speed	EST. VEHICLE DAMAGE \$	1 Debating 2 Functional 3 No Damage	EST. TRAILER DAMAGE \$						
	INSURANCE COMPANY (LIABILITY OR PIP)	POLICY NUMBER		VEHICLE REMOVED BY:		1 Tow Facility List 2 Tow Owner's Request 3 Driver 4 Other							
Pedestrian	OWNER'S FULL NAME (Check if Driver)	CURRENT ADDRESS (Number and Street)		CITY AND STATE		ZIP CODE							
	OWNER'S FULL NAME (Trailer or Towed Vehicle)	CURRENT ADDRESS (Number and Street)		CITY AND STATE		ZIP CODE							
Pedestrian	DRIVER (Exactly as on Driver License) / Pedestrian	CURRENT ADDRESS (Number and Street)		CITY & STATE / ZIP CODE		DATE OF BIRTH							
	DRIVER LICENSE NUMBER	STATE	DL TYPE	RES. END.	BAC TEST	RESULTS	AL/DRUG	PHYS. DEF.	RES.	RACE	SEX	INJ.	S. EQUIP.
Code Information	HAZARDOUS MATERIALS BEING TRANSPORTED 1 Yes 2 No <input type="checkbox"/> <input type="checkbox"/>	PLACARDED 1 Yes 2 No <input type="checkbox"/> <input type="checkbox"/>	RECOMMEND RE-EXAM 1 Yes 2 No <input type="checkbox"/> <input type="checkbox"/>	IF YES, Explain in Narrative		DRIVER'S PHONE NO.							
	PASSENGER'S NAME (Additional on Continuation Page)	CURRENT ADDRESS		CITY & STATE / ZIP		AGE	LOC.	RA.	S. EQUIP.	EJECT			
Code Information	VEHICLE TYPE 01 Automobile 02 Passenger Van 03 Pickup/Light Truck 04 Medium Truck (1 rear wheel) 05 Heavy Truck 06 Truck/Tractor (Cab) 07 Motor Home (RV) 08 Bus 09 Bicycle 10 Motorcycle 11 Skated 12 All Terrain Vehicle 13 Train 77 Other	VEHICLE USE 01 Private Transportation 02 Commercial Passenger 03 Commercial Cargo 04 Public Transportation 05 Public School Bus 06 Private School Bus 07 Ambulance 08 Law Enforcement 09 Fire/Rescue 10 Military 11 Other Government 77 Other	TRAILER TYPE 01 Single Semi Trailer 02 Tandem Semi Trailer 03 Tank Trailer 04 Saddle Mount/Flagger 05 Boat Trailer 06 Utility Trailer 07 House Trailer 08 Pole Trailer 09 Towed Vehicle 77 Other	RESIDENCE (In- or Out-of-State) 1 County of Crash 2 Elsewhere in State 3 Non-Resident of State 4 Foreign 5 Unknown	PHYSICAL DEFECTS 1 No Defects Known 2 Eyesight Defect 3 Fatigue/Asleep 4 Hearing Defect 5 Blind 6 Seizure, Epilepsy, Blackout 7 Other Physical Defect	ALCOHOL/DRUG USE 1 Not Drinking or Using Drugs 2 Alcohol - Under Influence 3 Drugs - Under Influence 4 Alcohol & Drugs - Under Influence 5 Had Been Drinking 6 Pending BAC Test Result	LOCATION (In Vehicle) 1 Front Left 2 Front Center 3 Front Right 4 Rear Left 5 Rear Center 6 Rear Right 7 In Body of Truck 8 Bus Passenger 9 Other						
	REQUIRED ENDORSEMENTS 1 Yes 2 No 3 NR	SEX 1 Male 2 Female	INJURY SEVERITY 1 None 2 Possible 3 Non-Incapacitating 4 Incapacitating 5 Fatal (Within 90 Days) 6 Non-Traffic Fatality	SAFETY EQUIPMENT IN USE 1 Not In Use 2 Seat Belt / Shoulder Harness 3 Child Restraint 4 Air Bag 5 Safety Helmet 6 Eye Protection	EJECTED 1 No 2 Yes 3 Partial								

DRIVER ACTION 1 Phantom 2 Hit & Run 3 N/A	YEAR	MAKE	TYPE	USE	VEH. LICENSE NUMBER	STATE	VEHICLE IDENTIFICATION NUMBER	POINT OF IMPACT CIRCLE FRONT OF DAMAGE 18 Undercarriage 19 Overlump 20 Windshield 21 Fire 22 Trailer	
TRAILER OR TOWED VEHICLE INFORMATION				TRAILER TYPE					

VEHICLE TRAVELING N S W	ON	AZ	Est. MPH	Posted Speed	EST. VEHICLE DAMAGE 1 Debasing 2 Functional 3 No Damage	EST. TRAILER DAMAGE
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INSURANCE COMPANY (LIABILITY OR PIP)	POLICY NUMBER	VEHICLE REMOVED BY: 1 Tow Operation List 2 Tow Owner's Request 3 Driver 4 Other
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OWNER'S FULL NAME (Check 1 Driver)	CURRENT ADDRESS (Number and Street)	CITY AND STATE	ZIP CODE
OWNER'S FULL NAME (Trailer or Towed Vehicle)	CURRENT ADDRESS (Number and Street)	CITY AND STATE	ZIP CODE

DRIVER (Exactly as on Driver License) / Pedestrian	CURRENT ADDRESS (Number and Street)	CITY & STATE / ZIP CODE	DATE OF BIRTH
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DRIVER LICENSE NUMBER	STATE	PL. REC. TYPE	BAC TEST: 3 Unk, 1 Blood, 2 Breath, 4 Refused, 5 None	RESULTS	AL/DRUG	PHYS DEF	RES	RACE	SEX	INI.	S. EQUIP.	EJECT
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HAZARDOUS MATERIALS BEING TRANSPORTED	PLACARDED	RECOMMEND RE-EXAM	DRIVER'S PHONE NO.
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PASSENGER'S NAME (Additional on Continuation Page)	CURRENT ADDRESS	CITY & STATE / ZIP	AGE	LOC.	WKI.	S. EQUIP.	EJECT
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PROPERTY DAMAGED - OTHER THAN VEHICLES	EST. AMOUNT	OWNER'S NAME	ADDRESS	CITY	STATE	ZIP
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PROPERTY DAMAGED - OTHER THAN VEHICLES	EST. AMOUNT	OWNER'S NAME	ADDRESS	CITY	STATE	ZIP
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CONTRIBUTING CAUSES - DRIVER / PED	VEHICLE DEFECT	VEHICLE MOVEMENT	VEHICLE SPECIAL FUNCTIONS
01 No Inadequate Driving/Action 02 Careless Driving 03 Failed to Yield Right-of-Way 04 Improper Backing 05 Improper Lane Change 06 Improper Turn 07 Alcohol/Under Influence 08 Drugs/Under Influence 09 Alcohol & Drugs/Under Influence 10 Followed Too Closely 11 Degraded Traffic Signal 12 Exceeded Safe Speed Limit 13 Degraded Stop Sign 14 Failed to Maintain Equip./Vehicle 15 Improper Passing 16 Drive Left of Center 17 Exceeded Stated Speed Limit 18 Obstructing Traffic	01 No Defects 02 Def. Brakes 03 Non-Smooth Tires 04 Defective/Improper Lights 05 Puncture/Blowout 06 Steering Mecc. 07 Windshield Wipers 08 Equipment/Vehicle Defect 77 All Other (Explain in Narrative)	01 Straight Ahead 02 Slowing/Stopped/Stuck 03 Making Left Turn 04 Backing 05 Making Right Turn 06 Changing Lanes 07 Entering/Leaving Parking Space 08 Properly Parked 09 Improperly Parked 10 Making U-Turn	1 None 2 Farm 3 Police Pursuit 4 Restraintal 5 Emergency Operator 6 Construction/Maintenance
19 Improper Load 20 Degraded Other Traffic Control 21 Jammed Wrong Side/Way 22 Fleeing Police 23 Vehicle Modified 27 All Other (Explain)	LOCATION ON ROADWAY 1 On Road 2 Not On Road 3 Shoulder 4 Median 5 Turn Lane/Safety Zone	PEDESTRIAN ACTION 01 Crossing Not at Intersection 02 Crossing at Mid-Block Crosswalk 03 Crossing at Intersection 04 Walking Along Road With Traffic 05 Walking Along Road Against Traffic 06 Working on Vehicle in Road 07 Other Working in Road 08 Standing/Parking in Road 09 Standing in Pedestrian Island 77 All Other (Explain)	LOCATION TYPE 1 Primary Business 2 Primary Residential 3 Over Country

FAST / SUBSEQUENT HARMFUL EVENT	ROAD SYSTEM IDENTIFIER	LIGHTING CONDITION
01 Collision With MV in Transport (Rear-End) 02 Collision With MV in Transport (Head-On) 03 Collision With MV in Transport (Angle) 04 Collision With MV in Transport (Left Turn) 05 Collision With MV in Transport (Right Turn) 06 Collision With MV in Transport (Side/Swipe) 07 Collision With MV in Transport (Backed Into) 08 Collision With Parked Car 09 Collision With MV on Other Roadway 10 Collision With Pedestrian 11 Collision With Bicycle 12 Collision With Bicycle (Bike Lane) 13 Collision With Moped 14 Collision With Train 15 Collision With Animal 16 MV Hit Sign/Sign Post 17 MV Hit Utility Pole/Light Pole 18 MV Hit Guardrail 19 MV Hit Fence 20 MV Hit Concrete Barrier Wall 21 MV Hit Bridge/Pier/Abutment/Rail 22 MV Hit Tree/Shrubbery 23 Collision With Construction Barrier/Cone/Sign 24 Collision With Traffic Cone 25 Collision With Crane/Alterations 26 Collision With Fixed Object Above Road 27 MV Hit Other Fixed Object 28 Collision With Movable Object On Road 29 MV Ran Into Ditch/Culvert 30 Ran Off Road Into Water 31 Overturned 32 Occupant Fell From Vehicle 33 Tractor/Trailer Jackknifed 34 Fire 35 Explosion 77 All Other (Explain)	01 Interstate 02 U.S. 03 State 04 County 05 Local 06 Turnpike/Toll 07 Forest Road 77 All Other	01 Daylight 02 Clear 03 Dawn 04 Dark (Street Light) 05 Dark (No Street Light) 06 Unknown
	ROAD SURFACE / CONDITION	ROAD SURFACE TYPE
	01 Dry 02 Wet 03 Slippery 04 Icy 77 All Other (Explain)	01 Slag/Gravel/Stone 02 Blacktop 03 Brick/Block 04 Concrete 05 Dirt 77 All Other (Explain)
	WEATHER	
	01 Clear 02 Cloudy 03 Rain 04 Fog 77 All Other (Explain)	

CONTRIBUTING CAUSES - ROAD	CONTRIBUTING CAUSES - ENVIRONMENT	TRAFFIC CONTROL	SITE LOCATION	TRAFFICWAY CHARACTER
01 No Defects 02 Obstruction With/Without Warning 03 Road Under Repair/Construction 04 Loose Surface Materials 05 Shoulders - Soft/Low/High 06 Holes/Pits/Unsafe Paved Edge 07 Stanchion Water 08 Worn/Polished Road Surface 77 All Other (Explain)	01 Vision Not Obscured 02 Inclement Weather 03 Parked/Stopped Vehicle 04 Trees/Cross/Bushes 05 Load on Vehicle 06 Building/Fixed Object 07 Signs/Billboards 08 Fog 09 Smoke 10 Glare 77 All Other (Explain)	01 No Control 02 School Zone 03 Traffic Signal 04 Stop Sign 05 Yield Sign 06 Flashing Light 07 Railroad Signal 08 Officer/Sign/Flagman 09 Posted No U Turn 10 Special Speed Zone 11 No Passing Zone 77 All Other (Explain)	05 Not At Intersection / RR Xing / Bridge 06 At Intersection 07 Influenced By Intersection 08 Driveway Access 09 Railroad Crossing 10 Bridge 11 Entrance Ramp 12 Exit Ramp 13 Parking Lot - Public 14 Parking Lot - Private	1 Straight-Level 2 Straight-Upgrade/Downgrade 3 Curve-Level 4 Curve-Upgrade/Downgrade TYPE SHOULDER 1 Paved 2 Unpaved 3 Curb

VIOLATOR	FL STATUTE NUMBER	NAME	CHARGE	STATION #
			NONE	

810

FLORIDA TRAFFIC CRASH REPORT

DO NOT WRITE IN THIS SPACE

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

COUNTY/CITY CODE 15-00		DATE OF CRASH 03-05-00		INVEST. AGENCY REPORT NUMBER 00-03-02841-15		HSMV CRASH REPORT NUMBER 56676156								
DRIVER ACTION 1 Phantom <input type="checkbox"/> 2 H&R Run <input type="checkbox"/> 3 N/A <input type="checkbox"/>		YEAR	MAKE	TYPE	USE	VEH. LICENSE NUMBER	STATE	VEHICLE IDENTIFICATION NUMBER						
TRAILER OR TOWED VEHICLE INFORMATION TRAILER TYPE														
VEHICLE TRAVELING ON <input type="checkbox"/> AL <input type="checkbox"/>		Est. MPH	Posted Speed	EST. VEHICLE DAMAGE 1 Destructive 2 Functional 3 No Damage		EST. TRAILER DAMAGE								
INSURANCE COMPANY (LIABILITY OR PIP)		POLICY NUMBER		VEHICLE REMOVED BY:		1 Tow Rotation List 2 Tow Owner's Request 3 Driver 4 Other								
OWNER'S FULL NAME (Check if Driver)		CURRENT ADDRESS (Number and Street)		CITY AND STATE		ZIP CODE								
OWNER'S FULL NAME (Trailer or Towed Vehicle)		CURRENT ADDRESS (Number and Street)		CITY AND STATE		ZIP CODE								
DRIVER (Exactly as on Driver License) / Pedestrian		CURRENT ADDRESS (Number and Street)		CITY & STATE / ZIP CODE		DATE OF BIRTH								
DRIVER LICENSE NUMBER		STATE	DL TYPE	REG. END	BAC TEST 1 Urine 2 Blood 3 Breath 4 Refused 5 None	RESULTS	AL/DRUG	PHYS. DEF.	RES	RACE	SEX	WJ.	S. EQUIP.	EJECT.
HAZARDOUS MATERIALS BEING TRANSPORTED 1 Yes 2 No		PLACARDED 1 Yes 2 No		RECOMMEND RE-EXAM 1 Yes 2 No		If YES, Explain in Narrative		DRIVER'S PHONE NO.						
PASSENGER'S NAME (Additional on Continuation Page)		CURRENT ADDRESS		CITY & STATE / ZIP		AGE		LOC.		WJ.		S. EQUIP.		EJECT.
DRIVER ACTION 1 Phantom <input type="checkbox"/> 2 H&R Run <input type="checkbox"/> 3 N/A <input type="checkbox"/>		YEAR	MAKE	TYPE	USE	VEH. LICENSE NUMBER	STATE	VEHICLE IDENTIFICATION NUMBER						
TRAILER OR TOWED VEHICLE INFORMATION TRAILER TYPE														
VEHICLE TRAVELING ON <input type="checkbox"/> AL <input type="checkbox"/>		Est. MPH	Posted Speed	EST. VEHICLE DAMAGE 1 Destructive 2 Functional 3 No Damage		EST. TRAILER DAMAGE								
INSURANCE COMPANY (LIABILITY OR PIP)		POLICY NUMBER		VEHICLE REMOVED BY:		1 Tow Rotation List 2 Tow Owner's Request 3 Driver 4 Other								
OWNER'S FULL NAME (Check if Driver)		CURRENT ADDRESS (Number and Street)		CITY AND STATE		ZIP CODE								
OWNER'S FULL NAME (Trailer or Towed Vehicle)		CURRENT ADDRESS (Number and Street)		CITY AND STATE		ZIP CODE								
DRIVER (Exactly as on Driver License) / Pedestrian		CURRENT ADDRESS (Number and Street)		CITY & STATE / ZIP CODE		DATE OF BIRTH								
DRIVER LICENSE NUMBER		STATE	DL TYPE	REG. END	BAC TEST 1 Urine 2 Blood 3 Breath 4 Refused 5 None	RESULTS	AL/DRUG	PHYS. DEF.	RES	RACE	SEX	WJ.	S. EQUIP.	EJECT.
HAZARDOUS MATERIALS BEING TRANSPORTED 1 Yes 2 No		PLACARDED 1 Yes 2 No		RECOMMEND RE-EXAM 1 Yes 2 No		If YES, Explain in Narrative		DRIVER'S PHONE NO.						
PASSENGER'S NAME (Additional on Continuation Page)		CURRENT ADDRESS		CITY & STATE / ZIP		AGE		LOC.		WJ.		S. EQUIP.		EJECT.
INVESTIGATOR - RANK AND SIGNATURE TRP A. G. MELLEGE		ID/BADGE NUMBER 0642-0633		DEPARTMENT FLA HIGHWAY PATROL		FHP <input checked="" type="checkbox"/>		SO <input type="checkbox"/>		CPD <input type="checkbox"/>		OTHER <input type="checkbox"/>		

GM594 Att. 7 60003

GM600 Att. D 4084

811

PROPERTY DAMAGED - OTHER THAN VEHICLES # 1	EST. AMOUNT \$	OWNER'S NAME	ADDRESS	CITY	STATE	ZIP
PROPERTY DAMAGED - OTHER THAN VEHICLES # 2	EST. AMOUNT \$	OWNER'S NAME	ADDRESS	CITY	STATE	ZIP
PROPERTY DAMAGED - OTHER THAN VEHICLES # 3	EST. AMOUNT \$	OWNER'S NAME	ADDRESS	CITY	STATE	ZIP
PROPERTY DAMAGED - OTHER THAN VEHICLES # 4	EST. AMOUNT \$	OWNER'S NAME	ADDRESS	CITY	STATE	ZIP

CONTROLLING CAUSES - DRIVER / PED.		VEHICLE DEFECT		VEHICLE MOVEMENT		VEHICLE SPECIAL FUNCTIONS	
01 No Improper Driving / Action 02 Careless Driving 03 Failed to Yield Right-of-Way 04 Improper Backing 05 Improper Lane Change 06 Improper Turn 07 Alcohol-Under Influence 08 Drugs-Under Influence 09 Alcohol & Drugs-Under Influence 10 Followed Too Closely 11 Disregarded Traffic Signal 12 Exceeded Safe Speed Limit 13 Disregarded Stop Sign 14 Failed to Maintain Equip. / Vehicle 15 Improper Passing 16 Drove Left of Center 17 Exceeded Stated Speed Limit 18 Obstructing Traffic	<input type="checkbox"/> <input type="checkbox"/>	01 No Defects 02 Def. Brakes 03 Worn / Smooth Tires 04 Defective / Improper Lights 05 Punctured / Blowout 06 Steering Mech. 07 Windshield Wipers 08 Equipment / Vehicle Defect	<input type="checkbox"/> <input type="checkbox"/>	01 Straight Ahead 02 Stopping / Stopped / Stalled 03 Making Left Turn 04 Backing 05 Making Right Turn 06 Changing Lanes 07 Entering / Leaving Parking Space 08 Improperly Parked 09 Improperly Parked 10 Making U-Turn	<input type="checkbox"/> <input type="checkbox"/>	11 Passing 12 Driveway or Runway Veh 77 All Other (Explain in Narrative)	1 None 2 Flare 3 Police Flares 4 Flareband 5 Emergency Operation 6 Construction / Maintenance
19 Improper Load 20 Disregarded Other Traffic Control 21 Driving Wrong Side / Way 22 Flooding Police 23 Vehicle Modified 27 All Other (Explain)	<input type="checkbox"/> <input type="checkbox"/>	LOCATION ON ROADWAY 1 On Road 2 Not On Road 3 Shoulder 4 Median 5 Turn Lane / Safety Zone	<input type="checkbox"/> <input type="checkbox"/>	PEDESTRIAN ACTION 01 Crossing Not at Intersection 02 Crossing at Mid-block Crosswalk 03 Crossing at Intersection 04 Walking Along Road With Traffic 05 Walking Along Road Against Traffic 06 Working on Vehicle in Road 07 Other Working in Road 08 Standing / Playing in Road 09 Standing in Pedestrian Island 77 All Other (Explain) 88 Unknown	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>

SEC. #	PASS. #	PASSENGER NAME	ADDRESS	CITY & STATE	ZIP	Age	Loc.	Inj.	Safety Equip.	Eject
		MR. AND MRS TOM								
		JULIE								
		MIKE								
		LARRY								

WITNESS - NAME _____ ADDRESS _____ CITY & STATE _____ ZIP _____

WAS INVESTIGATION MADE AT SCENE? 1 Yes 2 No - Where?
 IS INVESTIGATION COMPLETE? 1 Yes 2 No - Why?
 DATE OF REPORT 03-05-00
 PHOTOS TAKEN? 1 - Yes 2 - No 3 - Investigating Agency 4 - Other

AUTOR	FL STATUTE NUMBER	NAME	CHARGE	CITATION #
			NONE	

GM594 att. # 68884

GM610 att. # 4885

812

FLORIDA TRAFFIC CRASH REPORT

NARRATIVE / DIAGRAM
 MAIL TO: DEPT. OF HIGHWAY SAFETY & MOTOR VEHICLES
 TRAFFIC CRASH RECORDS
 TALLAHASSEE, FLORIDA 32399-0500

DO NOT WRITE IN THIS SPACE

EMS INFO FATALS ONLY	TIME EMS NOTIFIED 4:07	AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>	TIME EMS ARRIVED 4:13	AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>	COUNTY / CITY CODE 15-00	DATE OF CRASH 03-05-00	INVEST. AGENCY REPORT NUMBER 00-03-02841-15	HSMV CRASH REPORT NUMBER 56676156
NARRATIVE / ADDITIONAL PASSENGERS								

VI WAS SOUTHBOUND ON S.R.93, TRAVELING IN THE INSIDE LANE

VI RIGHT REAR TIRE BLEW OUT CAUSING VI DRIVER TO LOSE CONTROL. VI CONTINUED ON

SOUTHBOUND AND OVERTURNED IN THE GRASS MEDIAN IN THE PROCESS OF OVERTURNING.

TWO PASSENGERS WERE EJECTED. VI CAME TO FINAL REST FACING NORTH IN THE MEDIAN.

NO SKID MARKS AT CRASH SITE. SITE LOCATION CODE 77 ALL OTHER--Intersection of

Linger Lodge Overpass.

NAME OF DECEASED: CLAUDE

DATE OF BIRTH 12-15-80

DATE AND TIME OF DEATH 03-05-00 4:30 PM

TRAFFIC HOMICIDE AND PHOTOGRAPHS BY CPL WAYNE WILLIAMS ID # 512

TRAFFIC HOMICIDE CASE #FHP700-15-14

SEC.	PASS.	PASSENGER NAME	ADDRESS	CITY & STATE	ZIP	Age	Loc.	Ini.	Safety Equip.	Eyes
1	2	COURINEY				18	3	4	2-	1
1	3	NICOLE				18	6	4	2-	1
1	4	CLAIRE				19	4	5	1-	2
									1	
									1	
									1	

61594 Att. F 6888

VIOLATOR	FL STATUTE NUMBER	NAME	CHARGE	CITATION #
		NONE		
VIOLATOR	FL STATUTE NUMBER	NAME	CHARGE	CITATION #

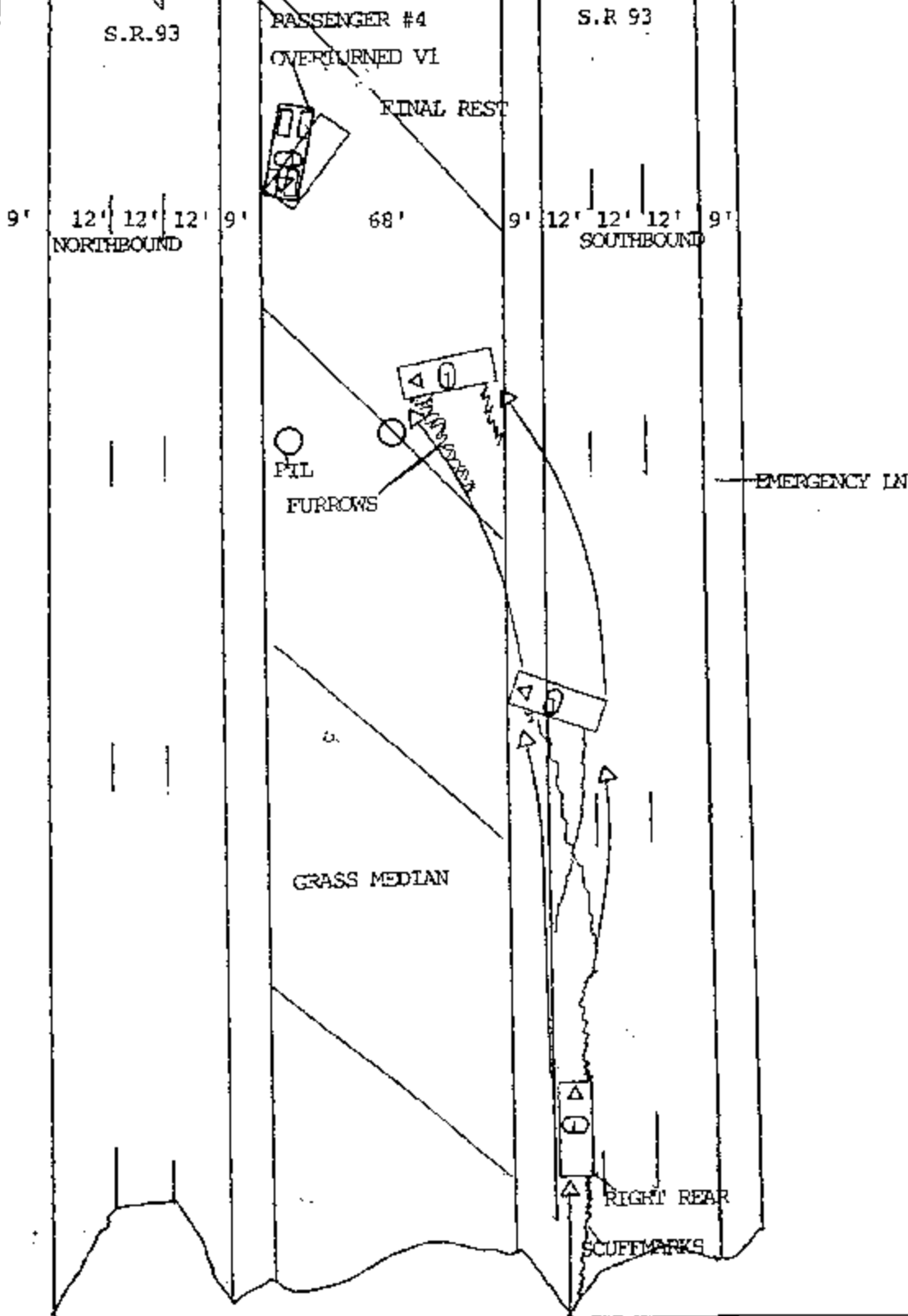
WITNESS - NAME	ADDRESS	CITY & STATE	ZIP
1 JEAN			
WITNESS - NAME	ADDRESS	CITY & STATE	ZIP
2 TRAVIS			

FIRST AND GIVEN BY - NAME: CATHY TEEL	1 Physician or Nurse 2 Paramedic or EMT 3 Police Officer	4 Certified 1st Aider 5 Other	INJURED TAKEN TO: BAYFRONT MEDICAL MANATEE MEMORIAL HOSPITAL	BY - NAME: CATHY TEEL & BAYFLITE
WAS INVESTIGATION MADE AT SCENE? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	WHERE?	IS INVESTIGATION COMPLETE? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	DATE OF REPORT 03 05 00	PHOTOS TAKEN? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
INVESTIGATOR - RANK & SIGNATURE TRP A.G. MILLEDGE	RD / BADGE NUMBER 0642-0633	DEPARTMENT FLA HIGHWAY PATROL	1 INVEST AGENCY <input checked="" type="checkbox"/>	2 NO <input type="checkbox"/>
			3 INVEST AGENCY <input checked="" type="checkbox"/>	4 OTHER <input type="checkbox"/>

DIAGRAM



INDICATE NORTH WITH ARROW



GN594 Att. F 688006

814

FLORIDA TRAFFIC CRASH REP

LONG FORM SHORT FORM

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

DO NOT WRITE IN THIS SPACE

COPY

Time & Location	DATE OF CRASH 03-05-00	TIME OF CRASH 4:00 AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>	TIME OFFICER NOTIFIED 4:08 AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>	TIME OFFICER ARRIVED 4:16 AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>	INVEST. AGENCY REPORT NUMBER 00-03-02841-15	HSMV CRASH REPORT NUMBER 56676156
	COUNTY / CITY CODE 15-00	FEET / MILES 4	N S E W <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	CITY OR TOWN BRADENTON	COUNTY MANATEE	
Time & Location	AT NODE NO. or 0072	FEET / MILES FROM NODE NO. 1 2	NEXT NODE NO. 0071	NO. OF LANES 6	ON STREET, ROAD OR HIGHWAY S.R. 93	
	AT INTERSECTION OF LINGER LODGE RD OVERPASS	FEET / MILES 1 2	N S E W <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	OF INTERSECTION OF		
Vehicle	DRIVER ACTION 1 Phantom 2 HI & Run 3 N/A	YEAR 98	MAKE GMC	TYPE / USE 01 01	VEH. LICENSE NUMBER FL	VEHICLE IDENTIFICATION NUMBER 3GKG026J1G507242
	TRAILER OR TOWED VEHICLE INFORMATION	TRAILER TYPE	POINT OF IMPACT CIRCLE AREA OF DAMAGE 18 Undercarriage 19 Overturn 20 Windshield 21 Fire 22 Trailer			
Vehicle	VEHICLE TRAVELING N <input type="checkbox"/> S <input checked="" type="checkbox"/> E <input type="checkbox"/> W <input type="checkbox"/>	Est. MPH 70	Posted Speed 70	EST. VEHICLE DAMAGE \$ 25,000	EST. TRAILER DAMAGE \$	
	INSURANCE COMPANY (LIABILITY OR PIP) CRUMFOPFORSTER	POLICY NUMBER	VEHICLE REMOVED BY: 1 Tow Rotation List 2 Tow Owner's Request 3 Driver 4 Other			
Pedestrian	OWNER'S FULL NAME (Check if Driver) JOHN	CURRENT ADDRESS (Number and Street) SAME AS DRIVER		CITY AND STATE	ZIP CODE	
	OWNER'S FULL NAME (Trailer or Towed Vehicle)	CURRENT ADDRESS (Number and Street)		CITY AND STATE	ZIP CODE	
Pedestrian	DRIVER (Exactly as on Driver License) / Pedestrian DOROTHY	CURRENT ADDRESS (Number and Street)		CITY & STATE / ZIP CODE	DATE OF BIRTH 01-09-81	
	DRIVER LICENSE NUMBER	STATE FL	DL TYPE 5	REG END 1	BAC TEST 1 Blood 2 Breath	RESULTS 1 NA
Pedestrian	HAZARDOUS MATERIALS BEING TRANSPORTED 1 Yes 2 No	PLACARDED 1 Yes 2 No	RECOMMEND RE EXAM 1 Yes 2 No	DRIVER'S PHONE NO.		RACE SEX INJ. S. EQUIP. EJECT.
	PASSENGER'S NAME (Additional or Continuation Page)	CURRENT ADDRESS		CITY & STATE / ZIP	AGE LOC. INJ. S. EQUIP. EJECT.	
Vehicle	DRIVER ACTION 1 Phantom 2 HI & Run 3 N/A	YEAR	MAKE	TYPE / USE	VEH. LICENSE NUMBER	VEHICLE IDENTIFICATION NUMBER
	TRAILER OR TOWED VEHICLE INFORMATION	TRAILER TYPE	POINT OF IMPACT CIRCLE AREA OF DAMAGE 18 Undercarriage 19 Overturn 20 Windshield 21 Fire 22 Trailer			
Vehicle	VEHICLE TRAVELING N <input type="checkbox"/> S <input checked="" type="checkbox"/> E <input type="checkbox"/> W <input type="checkbox"/>	Est. MPH	Posted Speed	EST. VEHICLE DAMAGE \$	EST. TRAILER DAMAGE \$	
	INSURANCE COMPANY (LIABILITY OR PIP)	POLICY NUMBER	VEHICLE REMOVED BY: 1 Tow Rotation List 2 Tow Owner's Request 3 Driver 4 Other			
Pedestrian	OWNER'S FULL NAME (Check if Driver)	CURRENT ADDRESS (Number and Street)		CITY AND STATE	ZIP CODE	
	OWNER'S FULL NAME (Trailer or Towed Vehicle)	CURRENT ADDRESS (Number and Street)		CITY AND STATE	ZIP CODE	
Pedestrian	DRIVER (Exactly as on Driver License) / Pedestrian	CURRENT ADDRESS (Number and Street)		CITY & STATE / ZIP CODE	DATE OF BIRTH	
	DRIVER LICENSE NUMBER	STATE	DL TYPE	REG END	BAC TEST	RESULTS
Pedestrian	HAZARDOUS MATERIALS BEING TRANSPORTED 1 Yes 2 No	PLACARDED 1 Yes 2 No	RECOMMEND RE EXAM 1 Yes 2 No	DRIVER'S PHONE NO.		RACE SEX INJ. S. EQUIP. EJECT.
	PASSENGER'S NAME (Additional or Continuation Page)	CURRENT ADDRESS		CITY & STATE / ZIP	AGE LOC. INJ. S. EQUIP. EJECT.	
Code Information	VEHICLE TYPE	VEHICLE USE	TRAILER TYPE	RESIDENCE (If a Driver)	PHYSICAL DEFECTS	ALCOHOL / DRUG USE
	VEHICLE TYPE	VEHICLE USE	TRAILER TYPE	RESIDENCE (If a Driver)	PHYSICAL DEFECTS	ALCOHOL / DRUG USE
Code Information	VEHICLE TYPE	VEHICLE USE	TRAILER TYPE	RESIDENCE (If a Driver)	PHYSICAL DEFECTS	ALCOHOL / DRUG USE
	VEHICLE TYPE	VEHICLE USE	TRAILER TYPE	RESIDENCE (If a Driver)	PHYSICAL DEFECTS	ALCOHOL / DRUG USE

DRIVER ACTION 1 Phantom <input type="checkbox"/> 2 NR & Run <input type="checkbox"/> 3 N/A <input type="checkbox"/>	YEAR	MAKE	TYPE	USE	VEH. LICENSE NUMBER	STATE	VEHICLE IDENTIFICATION NUMBER	POINT OF IMPACT C/O D/O E 15 16 17 18 19 20 21 22
TRAILER OR TOWED VEHICLE INFORMATION			TRAILER TYPE		EST. VEH. DAMAGE 1 Destroying 2 Functional 3 No Damage		EST. TRAILER DAMAGE 1 Destroying 2 Functional 3 No Damage	

INSURANCE COMPANY (LIABILITY OR PIP)	POLICY NUMBER	VEHICLE RECOVERED BY: 1 Tow Rotation List 2 Tow Owner's Request 3 Driver 4 Other
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OWNER'S FULL NAME (Check if Driver)	CURRENT ADDRESS (Number and Street)	CITY AND STATE	ZIP CODE
OWNER'S FULL NAME (Trailer or Towed Vehicle)	CURRENT ADDRESS (Number and Street)	CITY AND STATE	ZIP CODE

DRIVER (Exactly as on Driver License) / Position	CURRENT ADDRESS (Number and Street)	CITY & STATE / ZIP CODE	DATE OF BIRTH
DRIVER LICENSE NUMBER	STATE	RES. RES.	RACE

HAZARDOUS MATERIALS BEING TRANSPORTED 1 Yes <input type="checkbox"/> 2 No <input type="checkbox"/>	PLACARDED 1 Yes <input type="checkbox"/> 2 No <input type="checkbox"/>	RECOMMEND RE-EXAM 1 Yes <input type="checkbox"/> 2 No <input type="checkbox"/>	DRIVER'S PHONE NO.
PASSENGER'S NAME (Additional on Continuation Page)	CURRENT ADDRESS	CITY & STATE / ZIP	AGE LOC. INJ. S. EQUIP. EJECT.

PROPERTY DAMAGED - OTHER THAN VEHICLES 1 NONE	EST. AMOUNT \$	OWNER'S NAME	ADDRESS	CITY	STATE	ZIP
PROPERTY DAMAGED - OTHER THAN VEHICLES 2	EST. AMOUNT \$	OWNER'S NAME	ADDRESS	CITY	STATE	ZIP

CONTRIBUTING CAUSES - DRIVER / PED.	VEHICLE DEFECT	VEHICLE MOVEMENT	VEHICLE SPECIAL FUNCTIONS
01 No Improper Driving/Accid 02 Careless Driving 03 Failed to Yield Right-of-Way 04 Improper Backing 05 Improper Lane Change 06 Improper Turn 07 Alcohol-Under Influence 08 Drugs-Under Influence 09 Alcohol & Drugs-Under Influence 10 Followed Too Closely 11 Disregarded Traffic Signal 12 Exceeded Safe Speed Limit 13 Disregarded Stop Sign 14 Failed to Maintain Equip./Vehicle 15 Improper Passing 16 Drove Left of Center 17 Exceeded Stated Speed Limit 18 Obstructing Traffic	01 No Defects 02 Def. Brakes 03 Worn / Smooth Tires 04 Defective Improper Lights 05 Puncture/Blowout 06 Seizing Wheel 07 Windshield Wipers 08 Equipment/Vehicle Defect 09 All Other (Explain in Narrative)	01 Straight Ahead 02 Slowing / Stopped / Stated 03 Making Left Turn 04 Backing 05 Making Right Turn 06 Changing Lanes 07 Entering/Leaving Parking Space 08 Property Parked 09 Improperly Parked 10 Making U-Turn	1 None 2 Farm 3 Police Pursuit 4 Recreational 5 Emergency Operation 6 Construction/Maintenance

LOCATION ON ROADWAY	PEDESTRIAN ACTION	LOCATION TYPE
1 On Road 2 Not On Road 3 Shoulder 4 Median 5 Turn Lane / Safety Zone	01 Crossing Not at Intersection 02 Crossing at Mid-Block Crosswalk 03 Crossing at Intersection 04 Walking Along Road With Traffic 05 Walking Along Road Against Traffic 06 Working on Vehicle in Road 07 Other Working in Road 08 Standing/Playing in Road 09 Standing in Pedestrian Island 10 All Other (Explain)	1 Primary Business 2 Primary Residential 3 Open Course

ROAD SYSTEM IDENTIFIER	LIGHTING CONDITION
01 Interstate 02 U.S. 03 State 04 County 05 Local 06 Turnpike/Toll 07 Forest Road 77 All Other	01 Daylight 02 Dusk 03 Dawn 04 Dark (Street Light) 05 Dark (No Street Light) 06 Unknown
ROAD SURFACE/CONDITION	WEATHER
01 Dry 02 Wet 03 Slippery 04 Icy 77 All Other (Explain)	01 Clear 02 Cloudy 03 Rain 04 Fog 77 All Other (Explain)
ROAD SURFACE TYPE	
01 Slag / Gravel / Stone 02 Blacktop 03 Brick / Block 04 Concrete 05 Dirt 77 All Other (Explain)	

CONTRIBUTING CAUSES - ROAD	CONTRIBUTING CAUSES - ENVIRONMENT	TRAFFIC CONTROL	SITE LOCATION	TRAFFICWAY CHARACTER
01 No Defects 02 Obstruction With/Without Warning 03 Road Under Repair/Construction 04 Loose Surface Materials 05 Shoulder - Soft/Low/High 06 Hole/Pit/Unsafe Pavement Edge 07 Standing Water 08 Water/Polished Road Surface 09 All Other (Explain)	01 Vision Not Obscured 02 Inclement Weather 03 Parked/Stopped Vehicle 04 Trees/Crops/Bushes 05 Load on Vehicle 06 Building/Fixed Object 07 Signs/Billboards 08 Fog 09 Smoke 10 Glaze 77 All Other (Explain)	01 No Control 02 School Zone 03 Traffic Signs 04 Stop Sign 05 Yield Sign 06 Flashing Light 07 Railroad Signs 08 Officer/Guard/Flagman 09 Police No U-Turn 10 Special Speed Zone 11 No Passing Zone 77 All Other (Explain)	01 Not At Intersection / ER X'ing / Edge 02 At Intersection 03 Influenced By Intersection 04 Driveway Access 05 Railroad Crossing 06 Bridge 07 Entrance Ramp 08 Exit Ramp 09 Parking Lot - Public 10 Parking Lot - Private 11 Private Property 77 All Other (Explain)	1 Straight-Level 2 Straight/Upgrade/Downgrade 3 Curve-Level 4 Curve/Upgrade/Downgrade TYPE SHOULDER 1 Paved 2 Unpaved 3 Curb

CLAUER	FL. STATUTE NUMBER	NAME	CHARGE	CITATION #
			NONE	
GN594 REC. P 60000				

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FLORIDA TRAFFIC CRASH REPORT

DO NOT WRITE IN THIS SPACE

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

COUNTY/CITY CODE 15-00		DATE OF CRASH 03-05-00		INVEST. AGENCY REPORT NUMBER 00-03-02841-15		HSMV CRASH REPORT NUMBER 56676156							
DRIVER ACTION: <input type="checkbox"/> Phantom, <input type="checkbox"/> Hit & Run, <input type="checkbox"/> N/A		YEAR	MAKE	TYPE	USE	VEH. LICENSE NUMBER	STATE	VEHICLE IDENTIFICATION NUMBER	POINT OF IMPACT CIRCLE AREA OF DAMAGE 				
TRAILER OR TOWED VEHICLE INFORMATION				TRAILER TYPE									
VEHICLE TRAVELING: <input type="checkbox"/> N, <input type="checkbox"/> S, <input type="checkbox"/> E, <input type="checkbox"/> W		ON	AC	EST. MPH	Posted Speed	EST. VEHICLE DAMAGE: <input type="checkbox"/> 1 Disabling, <input type="checkbox"/> 2 Functional, <input type="checkbox"/> 3 No Damage		EST. TRAILER DAMAGE: \$					
INSURANCE COMPANY (LIABILITY OR PIP)				POLICY NUMBER		VEHICLE REMOVED BY:		<input type="checkbox"/> 1 Tow Rotation List, <input type="checkbox"/> 2 Tow Owner's Request, <input type="checkbox"/> 3 Driver, <input type="checkbox"/> 4 Other					
OWNER'S FULL NAME (Check if Driver)		CURRENT ADDRESS (Number and Street)				CITY AND STATE		ZIP CODE					
OWNER'S FULL NAME (Trailer or Towed Vehicle)		CURRENT ADDRESS (Number and Street)				CITY AND STATE		ZIP CODE					
DRIVER (Exactly as on Driver License) / Pedestrian		CURRENT ADDRESS (Number and Street)				CITY & STATE / ZIP CODE		DATE OF BIRTH					
DRIVER LICENSE NUMBER	STATE	DL TYPE	REG. END.	BAC TEST: <input type="checkbox"/> 3 Urine, <input type="checkbox"/> 1 Blood, <input type="checkbox"/> 2 Breath, <input type="checkbox"/> 4 Refused, <input type="checkbox"/> 5 None	RESULTS	AL/DRUG	PHYS. DEF.	RES	RACE	SEX	INJ.	S. EQUIP.	EJECT.
HAZARDOUS MATERIALS BEING TRANSPORTED: <input type="checkbox"/> 1 Yes, <input type="checkbox"/> 2 No		FLAGCARDED: <input type="checkbox"/> 1 Yes, <input type="checkbox"/> 2 No		RECOMMEND RE-EXAM: <input type="checkbox"/> 1 Yes, <input type="checkbox"/> 2 No		IF YES, Explain in Narrative		DRIVER'S PHONE NO.					
PASSENGER'S NAME (Additional on Continuation Page)		CURRENT ADDRESS				CITY & STATE / ZIP		AGE	LOC.	INJ.	S. EQUIP.	EJECT.	
DRIVER ACTION: <input type="checkbox"/> Phantom, <input type="checkbox"/> Hit & Run, <input type="checkbox"/> N/A		YEAR	MAKE	TYPE	USE	VEH. LICENSE NUMBER	STATE	VEHICLE IDENTIFICATION NUMBER	POINT OF IMPACT CIRCLE AREA OF DAMAGE 				
TRAILER OR TOWED VEHICLE INFORMATION				TRAILER TYPE									
VEHICLE TRAVELING: <input type="checkbox"/> N, <input type="checkbox"/> S, <input type="checkbox"/> E, <input type="checkbox"/> W		ON	AC	EST. MPH	Posted Speed	EST. VEHICLE DAMAGE: <input type="checkbox"/> 1 Disabling, <input type="checkbox"/> 2 Functional, <input type="checkbox"/> 3 No Damage		EST. TRAILER DAMAGE: \$					
INSURANCE COMPANY (LIABILITY OR PIP)				POLICY NUMBER		VEHICLE REMOVED BY:		<input type="checkbox"/> 1 Tow Rotation List, <input type="checkbox"/> 2 Tow Owner's Request, <input type="checkbox"/> 3 Driver, <input type="checkbox"/> 4 Other					
OWNER'S FULL NAME (Check if Driver)		CURRENT ADDRESS (Number and Street)				CITY AND STATE		ZIP CODE					
OWNER'S FULL NAME (Trailer or Towed Vehicle)		CURRENT ADDRESS (Number and Street)				CITY AND STATE		ZIP CODE					
DRIVER (Exactly as on Driver License) / Pedestrian		CURRENT ADDRESS (Number and Street)				CITY & STATE / ZIP CODE		DATE OF BIRTH					
DRIVER LICENSE NUMBER	STATE	DL TYPE	REG. END.	BAC TEST: <input type="checkbox"/> 3 Urine, <input type="checkbox"/> 1 Blood, <input type="checkbox"/> 2 Breath, <input type="checkbox"/> 4 Refused, <input type="checkbox"/> 5 None	RESULTS	AL/DRUG	PHYS. DEF.	RES	RACE	SEX	INJ.	S. EQUIP.	EJECT.
HAZARDOUS MATERIALS BEING TRANSPORTED: <input type="checkbox"/> 1 Yes, <input type="checkbox"/> 2 No		FLAGCARDED: <input type="checkbox"/> 1 Yes, <input type="checkbox"/> 2 No		RECOMMEND RE-EXAM: <input type="checkbox"/> 1 Yes, <input type="checkbox"/> 2 No		IF YES, Explain in Narrative		DRIVER'S PHONE NO.					
PASSENGER'S NAME (Additional on Continuation Page)		CURRENT ADDRESS				CITY & STATE / ZIP		AGE	LOC.	INJ.	S. EQUIP.	EJECT.	
INVESTIGATOR - RANK AND SIGNATURE TRP & C. MILLEDGE TPA.D. Milley		ID/BADGE NUMBER 0642-0633		DEPARTMENT FLA HIGHWAY PATROL		FHP <input checked="" type="checkbox"/>		SO <input type="checkbox"/>	CPD <input type="checkbox"/>	OTHER <input type="checkbox"/>			

GM594 Att. D 68049

GM600 Att. D 4098

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

CONTRIBUTING CAUSES - DRIVER/PED.		VEHICLE DEFECT		VEHICLE MOVEMENT		VEHICLE SPECIAL FUNCTIONS	
01 No Improper Driving / Action 02 Careless Driving 03 Failed to Yield Right-of-Way 04 Improper Backing 05 Improper Lane Change 06 Improper Turn 07 Alcohol-Under Influence 08 Drugs-Under Influence 09 Alcohol & Drugs-Under Influence 10 Followed Too Closely 11 Disregarded Traffic Signs 12 Exceeded Safe Speed Limit 13 Disregarded Stop Sign 14 Failed to Maintain Equip. / Vehicle 15 Improper Passing 16 Drove Left of Center 17 Exceeded Stated Speed Limit 18 Obstructing Traffic	<input type="checkbox"/> <input type="checkbox"/>	01 No Defects 02 Def. Brakes 03 Worn / Smooth Tires 04 Defective / Improper Lights 05 Punctured / Flat 06 Steering Mech. 07 Windshield Wipers 08 Equipment / Vehicle Defect 77 All Other (Explain in Narrative)	<input type="checkbox"/> <input type="checkbox"/>	01 Straight Ahead 02 Slowing / Stopped / Stalled 03 Making Left Turn 04 Backing 05 Making Right Turn 06 Changing Lanes 07 Entering / Leaving Parking Space 08 Property Parked 09 Improperly Parked 10 Making U-Turn	<input type="checkbox"/> <input type="checkbox"/>	11 Parking 12 Overpass or Runway Vias 77 All Other (Explain in Narrative)	1 None 2 Farm 3 Public Pursuit 4 Recreational 5 Emergency Operation 6 Construction / Maintenance
15 Improper Load 21 Disregarded Other Traffic Control 22 Driving Wrong Side / Way 23 Fleeing Police 24 Vehicle Modified 77 All Other (Explain)		LOCATION ON ROADWAY		PEDESTRIAN ACTION			
		1 On Road 2 Not On Road 3 Shoulder 4 Median 5 Turn Lane / Safety Zone		01 Crossing Mt. at Intersection 02 Crossing at Mid-block Crosswalk 03 Crossing at Intersection 04 Walking Along Road With Traffic 05 Walking Along Road Against Traffic 06 Working on Vehicle in Road 07 Other Working in Road 08 Standing / Posing in Road 09 Standing in Pedestrian Blind 77 All Other (Explain) 88 Unknown		<input type="checkbox"/> <input type="checkbox"/>	

SEC. #	PASS. #	PASSENGER NAME	ADDRESS	CITY & STATE	ZIP	Age	Sex	Ht	Safety Equip.	Eject
		MR. AND MRS TOM								
		JULIE								
		MIKE								
		LARRY								
GM194 att. P 60818										

WITNESS - NAME	ADDRESS	CITY & STATE	ZIP
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IS INVESTIGATION MADE AT SCENE?	1 Yes <input checked="" type="checkbox"/> 2 No - Why? <input type="checkbox"/>	IS INVESTIGATION COMPLETE?	1 Yes <input checked="" type="checkbox"/> 2 No - Why? <input type="checkbox"/>	DATE OF REPORT	PHOTOS TAKEN?	1 - Yes <input checked="" type="checkbox"/> 2 - No <input type="checkbox"/> 3 - Investigating Agency <input checked="" type="checkbox"/> 4 - Other <input type="checkbox"/>
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PLATOR	FL. STATE/LIC. NUMBER	NAME	CHARGE	CITATION #
			NONE	
GM608 att. D 4091				

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FLORIDA TRAFFIC CRASH REPORT

NARRATIVE / DIAGRAM
 MAIL TO: DEPT. OF HIGHWAY SAFETY & MOTOR VEHICLES
 TRAFFIC CRASH RECORDS
 TALLAHASSEE, FLORIDA 32399-0500

DO NOT WRITE IN THIS SPACE

EMS INFO FATALS ONLY	TIME EMS NOTIFIED 4:07	AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>	TIME EMS ARRIVED 4:13	AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>	COUNTY / CITY CODE 15-00	DATE OF CRASH 03-05-00	INVEST. AGENCY REPORT NUMBER 00-03-02841-15	HSNY CRASH REPORT NUMBER 56676156
----------------------	---------------------------	--	--------------------------	--	-----------------------------	---------------------------	--	--------------------------------------

NARRATIVE / ADDITIONAL PASSENGERS

VI WAS SOUTHBOUND ON S.R. 93, TRAVELING IN THE INSIDE LANE.

VI RIGHT REAR TIRE BLEW OUT CAUSING VI DRIVER TO LOSE CONTROL. VI CONTINUED ON SOUTHBOUND AND OVERTURNED IN THE GRASS MEDIAN. IN THE PROCESS OF OVERTURNING,

TWO PASSENGERS WERE EJECTED. VI CAME TO FINAL REST FACING NORTH IN THE MEDIAN.

NO SKID MARKS AT CRASH SITE. SITE LOCATION CODE 77 ALL OTHER--Intersection of Linger Lodge Overpass.

NAME OF DECEASED: CLAIRE

DATE OF BIRTH 12-15-80

DATE AND TIME OF DEATH 03-05-00 4:30 PM

TRAFFIC HOMICIDE AND PHOTOGRAPHS BY CPL WAYNE WILLIAMS, ID # 512

TRAFFIC HOMICIDE CASE #FHP700-15-14

SEC #	PASS #	PASSENGER NAME	ADDRESS	CITY & STATE	ZIP	Age	Loc.	Sex	Safety Equip.	Eye
1	2	COURINEY				18	3	F	2	1
1	3	NICOLE				18	6	F	2	1
1	4	CLAIRE				19	4	F	1	2
									1	
									1	

GM594 Att. F 60013

COLATOR	FL STATE NUMBER	NAME	CHARGE	CITATION #
		NONE		
COLATOR	FL STATE NUMBER	NAME	CHARGE	CITATION #

WITNESS - NAME: JEAN ADDRESS: 208 CITY & STATE: ZIP:

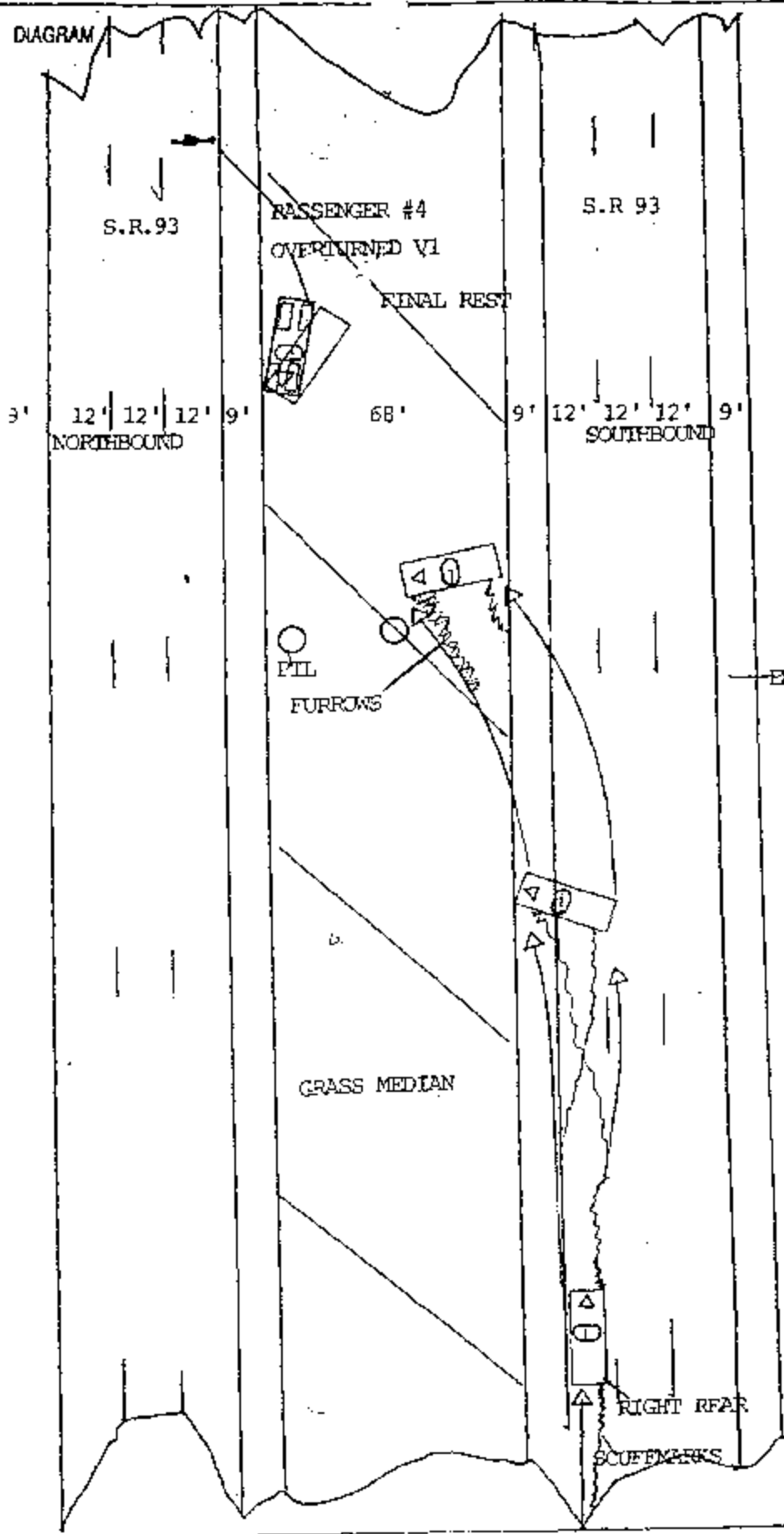
WITNESS - NAME: TRAVIS ADDRESS: CITY & STATE: ZIP:

FIRST AID GIVEN BY - NAME JATHY TEEL	1 Physician or Nurse 2 Paramedic or EMT 3 Police Officer	4 Certified 1st Aider 5 Other	INJURED TAKEN 2 MANATEE MEMORIAL HOSPITAL	BY - NAME CAJTY TEEL & RAYFLITE
INVESTIGATION MADE AT SCENE? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	WHERE?	IS INVESTIGATION COMPLETE? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	DATE OF REPORT 03/05/00	PHOTOS TAKEN? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
INVESTIGATOR - RANK & SIGNATURE TRP A.G. MILLEDGE	ID / BADGE NUMBER 0642-0633	DEPARTMENT FLA HIGHWAY PATROL	INVEST AGENCY <input checked="" type="checkbox"/>	OTHER <input type="checkbox"/>

DIAGRAM



INDICATE NORTH WITH ARROW



GM594 Att. F 6881Z

**FLORIDA HIGHWAY PATROL
INVENTORY AND VEHICLE STORAGE RECEIPT**

The / Other Dept. Case No. 700-15-14 Date 03, 05, 00 Time 5:00 A.M. P.M. FHP Case No. 00-03-2841-15

Name / Owner _____

Address / Owner _____

Name / Driver _____

Address / Driver Scars

Year Vehicle 96 Make of Vehicle GMC Body Style 4 Door Miles 44111

Color Silver Tag # TZ7 962 State FL VIN # 3G4CC2691W6907247

Vehicle Red Tagged On Date N/A Time _____ A.M. P.M. By Name N/A I.D. # N/A

Location Vehicle Invent. & Towed From FL 93+ Linger Lodge

Name of Towing Service DRIVE GRADE

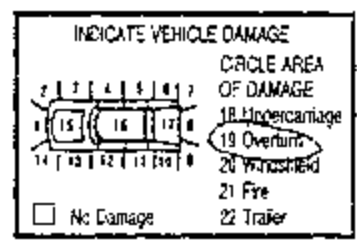
Address of Towing Company _____ Phone (____) _____

Address Where Vehicle is Stored Check If Same As Towing Company _____

Owner Present Owner Request Rotation

Reason Vehicle Towed: Crash Abandonment/Disabled Arrest Seizure Other T/K

Equipment in Vehicle:
 Cellular Phone NOKIA w/ ADAPTOR CARD Wheel Covers / No. of 4
 Radar Detector _____ Custom Wheel Rims / No. of _____
 AM-FM Radio / Tape / CD _____ 05 No. of Tires (including spare)
 CB Radio / 2 Way Radio _____ Trunk Accessible Yes No
 Trailer Hitch Rear Spoiler _____



List Property in Vehicle 1 Suitcase w/ clothes, Backpack w/ clothes, 2 Cases of CD's, 2 Cases of tapes, Empty paper stack, 1 Stack paper, cosmetic bag, 2 Blankets, SUNGLASSES, PAPER APPARATUS, COSMETIC BAG, 7 TRAVEL BAGS of clothing

HOLD
 NO HOLD - MAY BE RELEASED
 HOLD - NOT TO EXCEED 5 DAYS (Excluding Holidays and Weekends)
 GNS94 Att. F 64813

NOTE: Extended holds will be authorized by completed HSMV 032520 Form.

RECEIVED
 WE THE UNDERSIGNED OFFICER(S) AND TOW DRIVER, HEREBY CERTIFY THAT THE ABOVE LISTED JOINT PROPERTY INVENTORY IS CORRECT TO THE BEST OF OUR KNOWLEDGE.

Signature Bill Smith (Tow Truck Driver) Signature Tom J. R. [Signature] (Trooper)
 NAME Bill Smith (Printed) TROOPER'S NAME Fitzpatrick (Printed)
 Inventory Contained on HSMV 60011 TROOP F DISTRICT NW 175

FLORIDA HIGHWAY PATROL

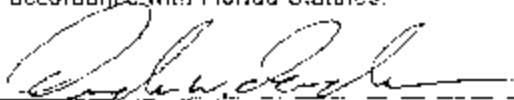
SUBJECT: TRAFFIC HOMICIDE INVESTIGATION RELEASE

CASE NO: FHP700-15-14

INVESTIGATOR: CORPORAL Ernest W. Willmon
Florida Highway Patrol

This is to certify that the above captioned case was reviewed by the Florida Highway Patrol and was determined to be a Class 1 Investigation. This investigation does not meet the Florida Highway Patrol's requirements for State Attorney review or release

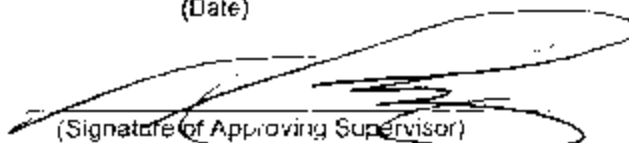
The Florida Highway Patrol will release the above captioned case as a public record in accordance with Florida Statutes.



(Signature of Reviewing Supervisor)

SGT Douglas W. Dodson
(Reviewing Supervisor's Name - Typed/Printed)

04-28-00
(Date)



(Signature of Approving Supervisor)

Lt Michael W. Rushing
(Approving Supervisor's Name - Typed/Printed)

5-2-00
(Date)

Case Number FHP700-15-14

GM594 att. F 60014

FLORIDA HIGHWAY PATROL



TRAFFIC HOMICIDE INVESTIGATION

PREPARED BY: Ernest W. Willmon, Corporal
Law Enforcement Investigator I

CASE NO. PHP700-15-14

GM594 Att. F 68815

HSMV 62696 (REV. 1/69)

GM600 Att. D 4096

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<u>2</u>	Cover Sheet (HSMV 62699) or (HSMV 62700)
<u>3</u>	Table of Contents (HSMV 62701)
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<u>50</u>	Other • Certificate Of Death for Claire Stacy Kantor
<u>51</u>	• Lab results for Claire Stacy Kantor

CR534 Att. F 60016

Classification 1

Investigation Reviewed by: Sergeant Douglas W. Dodson
Supervisor

04-23-00
Date

Case Number FHP 700-15-14

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INVESTIGATIVE REPORT

IDENTIFICATION

This crash occurred on Sunday, the 5th day of March 2000 at 4:00 p.m., on State Road 93 (Interstate 75) at the overpass of Linger Lodge Road, four- (4) miles south of Bradenton, in Manatee County, Florida. The crash involved a single vehicle that overturned and resulted in one- (1) fatality and four- (4) injuries.

WEATHER

It was daytime under bright sunny skies. The temperature was 71 degrees Fahrenheit, and the relative humidity was 56 percent. The wind was from the west at 13 miles per hour and sunset was at 6:33 p.m.

HIGHWAY

State Road 93 is a north south, six- (6) lane, straight, level, divided asphalt highway. A grassy median, 66 feet in width, separates the northbound lanes from the southbound lanes. Roadway markings are the same for both the northbound and southbound roadways. Dashed white lines and pavement reflectors separate the driving lanes. Each driving lane is 12 feet in width. Emergency stopping lanes borders each side of the roadways. The inside emergency lane is separated from the inside through lane by a solid yellow edgeline and the outside emergency lane is marked by a solid white edgeline. Rumble stripes are also located within each emergency lane. The speed limit is posted at 70 miles per hour. Signs are also posted indicating emergency stopping only and the minimum speed limit is 40 miles per hour.

GM594 Att. F 68817

Case Number FHP 700-15-14

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GM600 Att. D 4898

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INVESTIGATIVE REPORT

The overpass of Linger Lodge, crosses over SR-93, but did not contribute to the crash or the causation and will not be discussed.

VEHICLE V-1

V-1 was a 1998 GMC, 2500 series, Suburban, station wagon, silver in color. V-1 displayed a Florida tag of _____ and a vehicle identification number of 3GKGC26J1WG507242. V-1 was registered to _____

V-1 was equipped with an automatic transmission, power-assisted steering, power-assisted front disc and rear drum brakes. V-1 was equipped with driver's side and front right passenger air bags. V-1 was equipped with seat and shoulder belts. V-1 was also equipped with three separate bench seats: Front, center and rear. V-1 was not equipped with any special equipment. Air bags did not deploy.

Occupant: V-1: Driver: Dorothy .

Ms. _____ is a 19-year-old female. She has a valid Class E driver's license, issued by the state of Florida. There are no listed endorsements or restrictions listed on the drivers license. Ms. _____ was wearing seat and shoulder belts, but suffered incapacitating injuries. Manatee County Emergency Medical Services (EMS) transported her from the scene to Manatee Memorial Hospital.

Occupant: Front Right Passenger: Courtney

Ms. _____ is an 18-year-old female.

INVESTIGATIVE REPORT

She was wearing seat and shoulder belts, but sustained incapacitating injuries and was transported to Manatee Memorial Hospital by Manatee County EMS.

Occupant: Center Bench Seat-Left Side: Claire

Ms. was a 19-year-old female who was not wearing the available seat and shoulder belt. She was ejected from V-1 and fatally injured. Ms. was transported from the scene to the Medical Examiner's office in Bradenton, Fl. by Manatee County Body Removal Services.

Occupant: Center Bench Seat-Right Side: Nicole

Ms. is an 18-year-old female who was wearing seat and shoulder belts. She sustained incapacitating injuries and was transported to Manatee Memorial Hospital by Manatee County EMS.

Occupant: Rear Bench Seat-Left Side: Brooke

Ms. is an 18-year-old female. She was not wearing the available seat and shoulder belt and was ejected from V-1. Bayflight Helicopter transported her to Bayfront Medical Center in St. Petersburg, Fl.

BACKGROUND

Ms. (D-1) and her passengers were en route to North Miami Beach, Fl. to visit friends and family. D-1, who was not familiar with the vehicle, route or area, was driving her father's vehicle (V-1), a large vehicle with ample room that would accommodate her, her passengers and their baggage, during the trip.

QMS94 Att. F 60013

INVESTIGATIVE REPORT

V-1 was traveling south on SR-93, in the left lane, approaching Linger Lodge Rd. overpass. The outer layer, containing the tread on the right rear tire, separated. This loose section of tire made contact with the road surface, making a rubber mark on the pavement as V-1 continued south. V-1 traveled south approximately 199 feet, after tread separation, before the right rear tire deflated. After tire failure, the right rim made contact with the asphalt making a series of light gouge marks, mixed with scuff marks, for a distance of 43 feet. The tire failure caused V-1 to rotate counterclockwise and veer to the south-southeast. V-1 traveled off the pavement and moved into the median, directly under Linger Lodge Rd. overpass. V-1 continued moving to the south-southeast and continued to rotate counterclockwise. V-1 traveled approximately 55 feet, after leaving the pavement, before both right side wheels dug into the median, causing V-1 to start overturning, left side over right.

CRASH ANALYSIS

V-1 overturned (rolled) left side over right and became airborne. After overturning $\frac{3}{4}$ turns and traveling south-southeast 40 feet, V-1 struck the median with the driver's side, leaving a mark and impression in the dirt. V-1 continued moving to the south-southeast and became airborne a second time, traveling 43 feet before striking the median with its right side. V-1's right front tire struck the median with such force, that the entire wheel assembly sheared off and remained at the point of contact. V-1 continued to overturn from its right side towards its top, moving another 23 feet before stopping.

Case Number FHP 700-15-14

HS4V 62732 (Rev. 1/80)

GN594 Att. F 68878

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GN688 Att. D 4101

INVESTIGATIVE REPORT

D-1, the front right passenger (), and the right side passenger (), on the center bench seat were wearing seat and shoulder belts. However, they suffered incapacitating injuries as V-1 overturned. The rear left passenger () who was sitting on the center bench seat, wasn't wearing a seat or shoulder belt and was ejected as V-1 overturned and moved towards final rest. She suffered fatal blunt trauma head and body injuries as she struck the pavement in the northbound left lane of SR-93. The rear left passenger () who was sitting on the rear bench seat wasn't using the available occupant restraints. She was ejected from V-1 onto the median and sustained incapacitating injuries. V-1 stopped near the west edge of the pavement of the northbound lanes. V-1 was on its top and facing north at final rest. V-1 overturned (rolled) a total of 1½ times.

INVESTIGATION

I was notified of this crash at 4:14 p.m. and arrived on the scene at 4:25 p.m. I spoke to Emergency Medical personnel to find out how many people had been injured and how many fatalities had occurred due to this crash. I then spoke with the crash investigator, Trooper Milledge, to find out what he had learned about the crash. After learning the basic facts of the crash I photographed the scene to capture any evidence that would be destroyed during the rescue operation. While I photographed the scene Corporal Lona K. Mitchell and Trooper Brett Fitzpatrick located and interviewed witnesses. After photographing the scene I established a zero point and reference lines. I used the center of the south concrete support column of Linger Lodge overpass as a zero point.

Case Number FHP 700-15-14

GN594 Att. E 60071

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MSMV 02/02 (Rev. 1/99)

GN600 Att. D 4102

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INVESTIGATIVE REPORT

I painted orange marks on the pavement edges, directly in-line with the center of the south column. One- (1) was painted on the east pavement edge of the southbound lanes and one- (1) was painted on the west pavement edge of the northbound lanes. The east pavement edge of the southbound lane was used as reference line #1 for measurements taken from that lane. Reference line #2 was used for measurements for the final rest positions of V-1 and the two- (2) ejected occupants. The west pavement edge of the northbound lanes was used as reference line #2. A scuffmark left by the right rear tire shows where the tread separated, creating a loose flap of tire material that began to mark the pavement. This occurred in the southbound lane, 361 feet north of zero point and 16 feet 10 inches west of the reference #1. V-1 continued south 161 feet and started to rotate slightly counterclockwise. V-1 traveled an additional 38 feet before the right rear tire failed. The tire went flat and the rim started leaving gouge marks on the pavement. The loose flap of tire broke free and landed on the pavement, just south of the first gouge marks. The gouge marks start 162 feet north of zero point and 16 feet west of reference line #1 and continue south toward the south-southeast and move toward the east pavement edge. V-1 moved into the median. Deep furrows indicated this as V-1's tires slid south-southeast across the median. The left front tire left the pavement 79 feet north of zero point and on reference line #1. A furrow 55 feet long was left and ended as V-1 overturned (rolled). This occurred 28 feet north of zero point and 16 feet east of reference line #1. The right rear tire and rim dug into the median

61594 Att. E 68522

Case Number FHP 700-15-14

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INVESTIGATIVE REPORT

This furrow started 43 feet north of zero point and on reference line #1. The furrow was 19 feet long and ended 25 feet north of zero point and six (6) feet east of reference line #1. V-1 overturned (rolled over) at that point, left side over right and became airborne. V-1 rolled $\frac{3}{4}$ turns, while traveling south-southeast 40 feet, then struck the median with its left side. The left front of V-1 left a mark in the median 13 feet south of zero point and 30 feet east of reference line #1. The left rear of V-1 left a mark in the median 19 feet south of zero point and 25 feet east of reference line #1. V-1 continued to roll over an additional $\frac{1}{2}$ turn while traveling towards the south-southeast 43 feet before striking the dirt median with its right side. The right front wheel assembly struck with such force that it was sheared off. This occurred 45 feet south of zero point and 45 feet east of reference line #1. The right rear left a mark in the median 52 feet south of zero point and 38 feet east of reference line #1. V-1 continued to roll an addition $\frac{1}{4}$ turn, from its right side to its top. As V-1 rotated its final turn, the rear left passenger (), who was sitting on the rear bench seat, was ejected. She came to rest in the median approximately 60 feet south of zero point and 30 feet east of reference line #1. The left rear passenger (), who was sitting on the center bench seat, was ejected and landed in the left lane of northbound SR-93. She suffered fatal blunt trauma injuries to the head and body. This occurred as she struck the pavement. At final rest she was lying on her stomach and her head was pointing to the east. She was 144 feet south of zero point and 13 feet east of reference line #2, at final rest.

GMS94 Att. F 08023

Case Number FHP 700-15-14

Page 10

INVESTIGATIVE REPORT

The occupants luggage was scattered about the median, but mostly contained between 60-70 feet south of zero point and 25-35 feet east of reference line #1. D-1 and the two- (2) occupants who were wearing seat and shoulder belts remained inside V-1 as it rolled and came to final rest. V-1's left front was 64 feet south of zero and two- (2) feet west of reference line #2 at final rest and the left rear was 74 feet south of zero point and six- (6) feet west of reference line #2. V-1 sustained rollover damage to both sides and top, with the heaviest to the left edge of the top. D-1 and the other occupants of V-1 were extremely traumatized by the crash and unable to provide statements about what had occurred. There were numerous witnesses (see pages 27 through 32) who saw the crash occur. Therefore, no statements were taken from the driver or other occupants of V-1. According to witnesses, V-1 was being operated in a lawful manner prior to the crash. The weather was clear, dry and sunny and did not contribute to the crash. Traffic control and roadway conditions were good and did not contribute to the crash. There was no evidence to show that alcohol or drugs contributed to the crash and will not be considered as a factor. A mechanical inspection of V-1 found it to be in a good condition, with the exception of the two- (2) rear tires. My investigation showed that V-1 was taken to Tire Kingdom Inc. at 2911 Tyrone Blvd., St. Petersburg, Fl., on Saturday March 4th, 2000 for tire replacement. Two- (2) new Michelin LTX MS RWL tires (245/75R16E) were put on the front of V-1 and the two- (2) rear tires (Firestones) were left. Both rear tires showed some dry rot, but had adequate tread.

CHS94 Att. F 08429

Case Number FHP 700-15-14

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HS4V 02702 (Rev. 7/00)

CHS00 Att. D 4185

832

INVESTIGATIVE REPORT

Dry rot was found on each sidewall of both rear tires. Evidence shows the outer layer (tread layer) separated from the inner ply of the right rear tire. This caused the tire to fail, which in turn caused D-1 to lose control of V-1, and subsequently crash. The owner of V-1 requested that I turn the failed tire over to John A. ..., an expert in tire failure. I gave the tire to Mr. ... on 03-24-00 at 11:10 a.m. as instructed by the owner of V-1.

INVESTIGATIVE SUMMARY

Physical evidence and witness statements show this crash occurred in the following manner: V-1 was southbound on State Road 93, approaching the overpass of Linger Lodge Road. Witnesses (see pages 27 through 32 of this report) stated that V-1 was being operated in a lawful manner and was not driving at an excessive speed. The evidence shows that the right rear tire failed and caused D-1 to lose control of V-1. V-1 left the pavement and moved into the median. V-1 rolled over 1 ½ times and ejected two- (2) unrestrained occupants. One- (1) of the ejected occupants ... suffered incapacitating injuries and the left rear passenger (... who was sitting on the center bench seat suffered fatal injuries. Joseph A. Tisone, M.D., A.M.E., an associate Medical Examiner listed the cause of death as multiple blunt force trauma to the head and body. D-1 and the two- (2) occupants, who were restrained, remained in the vehicle during the crash and suffered incapacitating injuries. The distance V-1 traveled to final rest after overturning is consistent with a speed of 70 miles per hour as indicated by witnesses.

GM594 Att. F 68825

Case Number PIP 700-15-14

Page 12

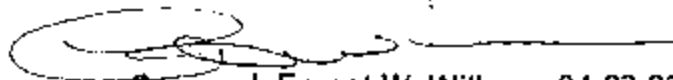
INVESTIGATIVE REPORT

V-1 was in good mechanical condition, with the exception of the dry rotted rear tires. The weather was clear and dry and was not a factor in this crash. Traffic control was adequate and roadway conditions were good. Neither alcohol nor drugs contributed to the crash and were not a factor. A background investigation of D-1 showed that she was in good health and had no special problems that would have contributed to the crash. Therefore this crash was caused by the sudden and unexpected failure of the right rear tire of V-1 and not by any improper driving action by D-1.

CASE CLOSING STATUS

Closed no charges filed: Evidence shows that V-1 was being operated in a safe & lawful manner and occurred due to a sudden and unexpected tire failure. Therefore, there was no evidence to indicate that the driver of V-1 violated any Florida Statute regarding laws of traffic.

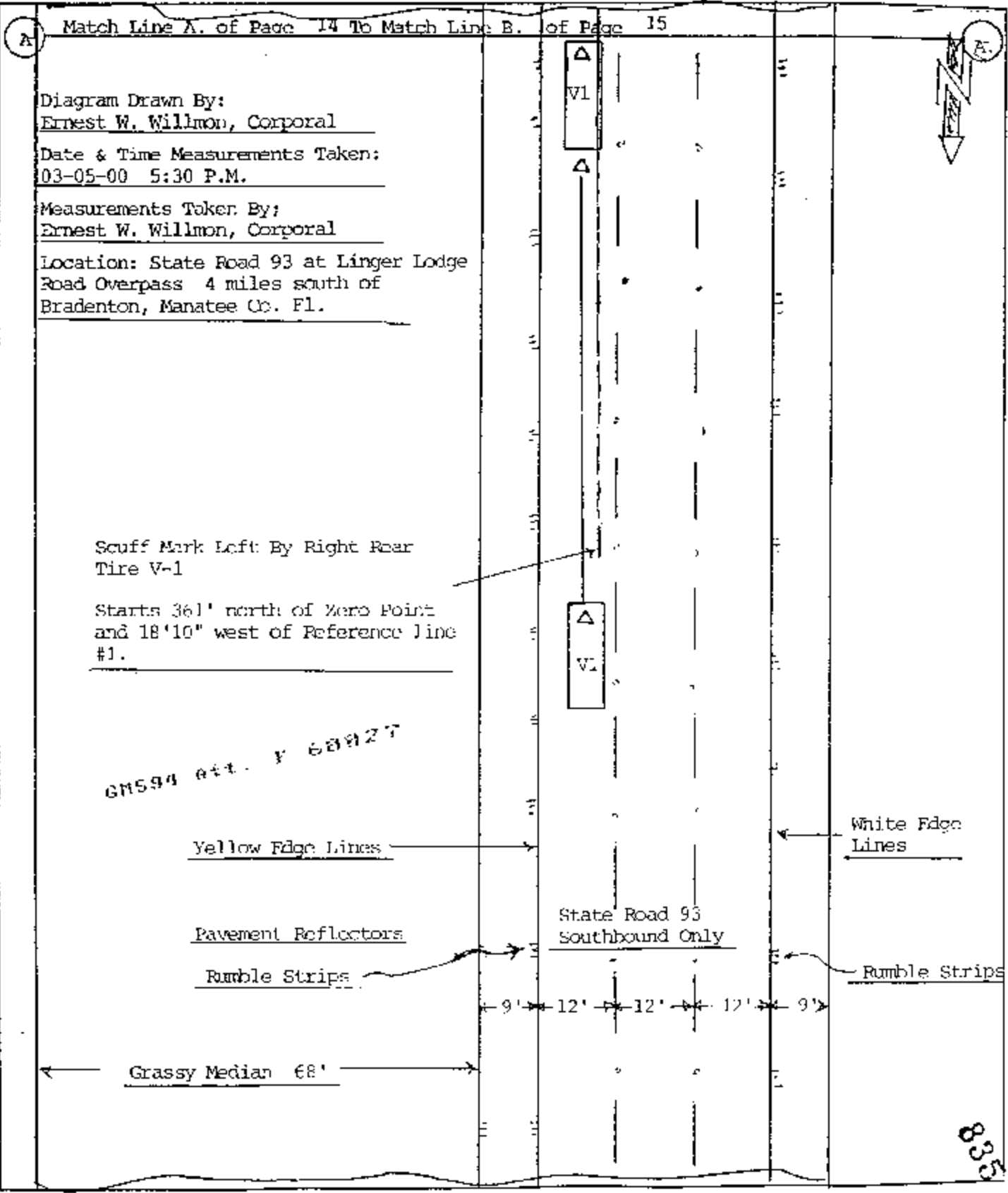
GM594 Att. F 68826



Corporal Ernest W. Willmon 04-23-2000

RECONSTRUCTION DIAGRAM

North 



RECONSTRUCTION DIAGRAM

North



Match Line C. of Page 15 To Match Line D. of Page 16

Gouge Marks left by
Right Rear Rim

Starts 162' north of Zero Point
and 18' west of Reference line
#1

Reference Line #1

Emergency Lane

Scuff Mark

Emergency Lane

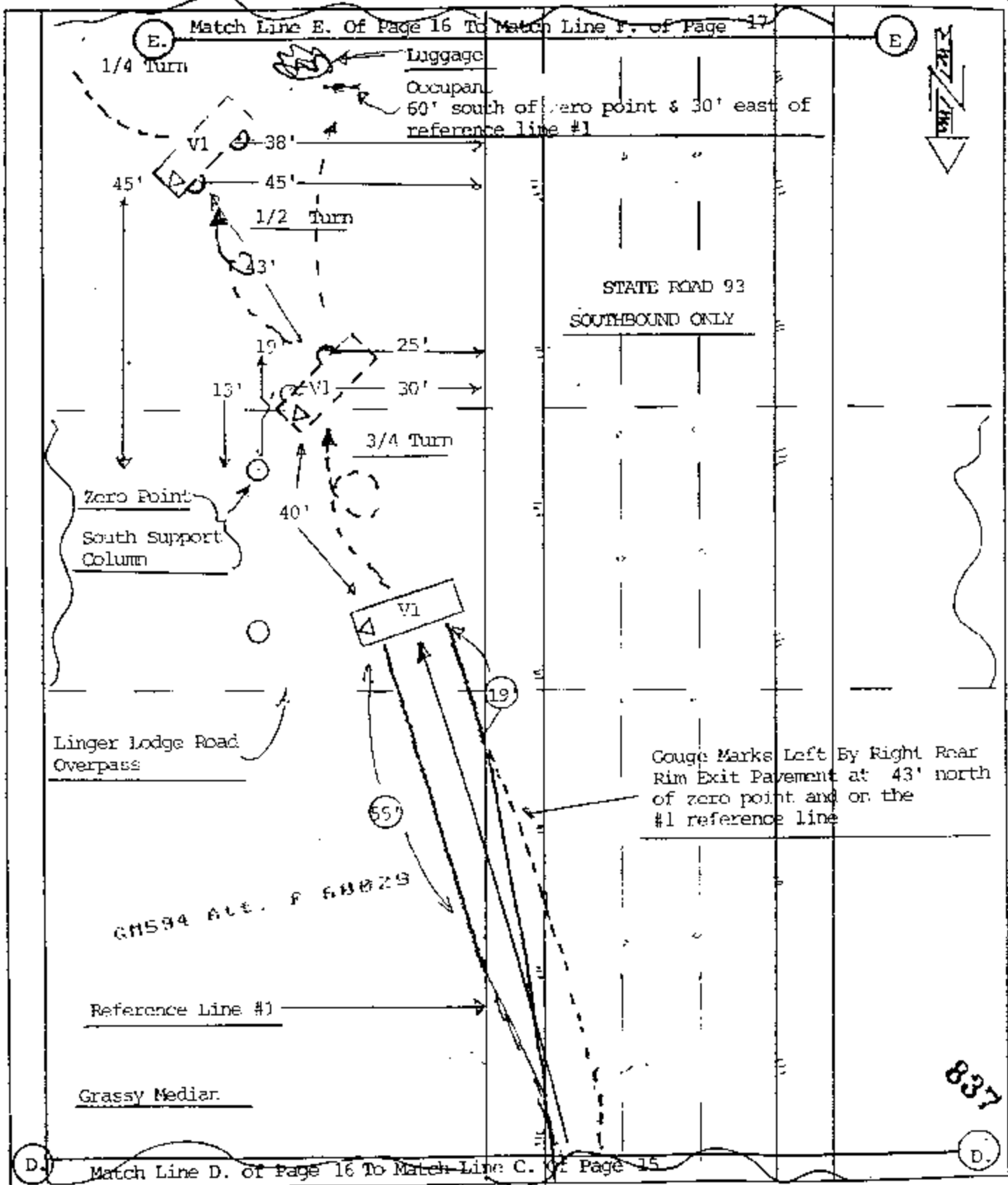
GH594 Att. F 68828

830

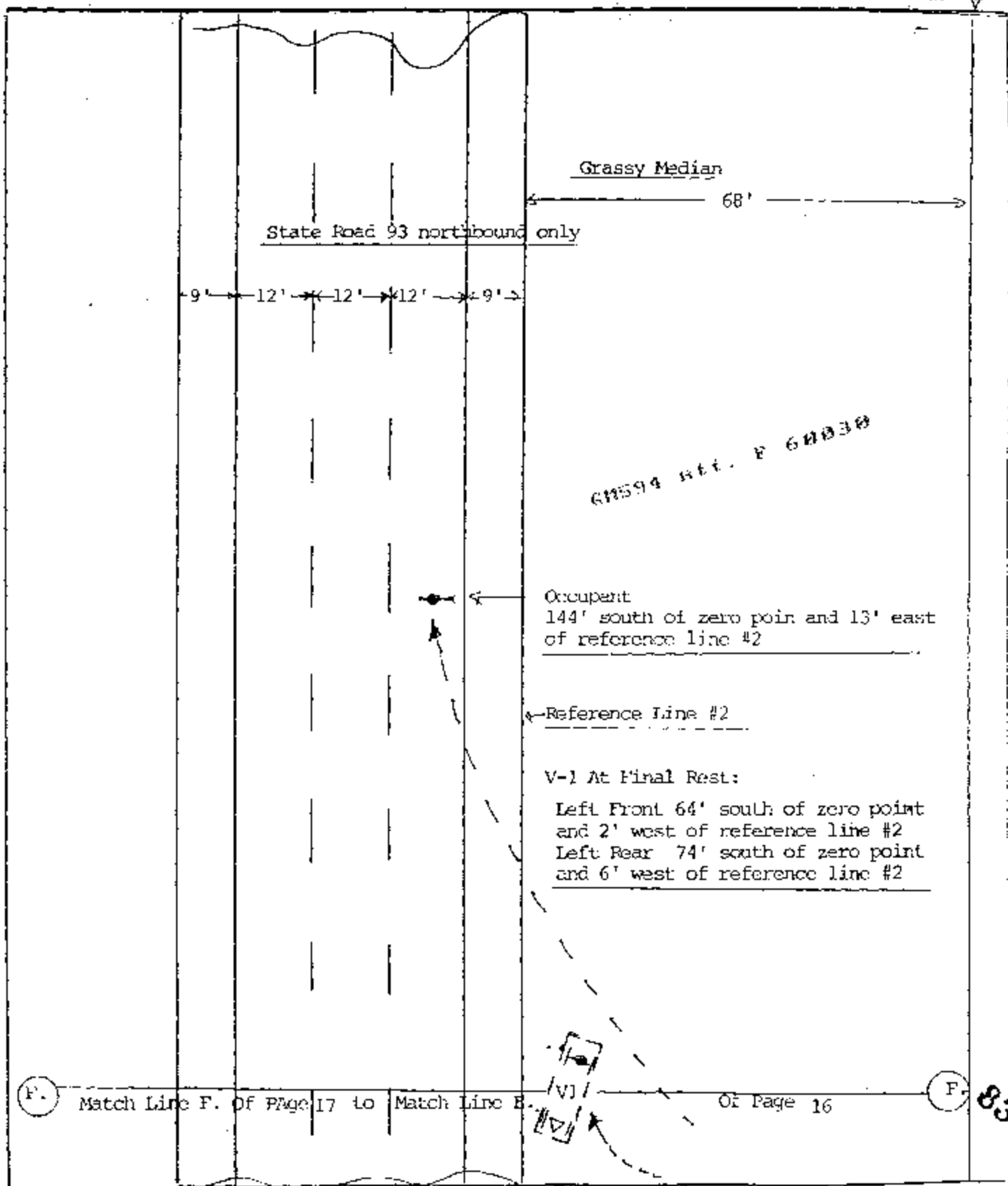
Match Line B. of Page 15 To Match Line A. of Page 14

RECONSTRUCTION DIAGRAM

North



ECONSTRUCTION DIAGR.



838

FLORIDA TRAFFIC CRASH REPORT

LONG FORM

SHORT FORM

DO NOT WRITE IN THIS SPACE

MAIL TO: DEPT. OF HIGHWAY SAFETY & MOTOR VEHICLES
TRAFFIC CRASH RECORDS
TALLAHASSEE, FLORIDA 32399-3500

DATE OF CRASH 03 05 00		TIME OF CRASH 4:00 AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>		TIME OFFICER NOTIFIED 4:08 AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>		TIME OFFICER ARRIVED 4:16 AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>		INVEST. AGENCY REPORT NUMBER 00-03-02841-15		HSMV CRASH REPORT NUMBER 56676156			
COUNTY / CITY CODE 15-00		FEET / MILES 4		CITY OR TOWN BRADENTON		CITY OR TOWN (Check if in City or Town)		COUNTY MANATEE					
AT NODE NO. or 0072		FEET / MILES FROM NODE NO.		NEXT NODE NO. 0071		NO. OF LANES 6		DIVIDED 1		DRY STREET, ROAD OR HIGHWAY S.R. 93			
AT INTERSECTION OF LINGER LODGE RD OVERPASS		FEET / MILES		N S E W		OF INTERSECTION OF							
DRIVER ACTION 1 Phision 2 H/L & R/L 3 N/A		YEAR 98	MAKE GMC	TYPE 01	USE 01	VEH. LICENSE NUMBER	STATE FL	VEHICLE IDENTIFICATION NUMBER 3GKGC26J1NG507242		POINT OF IMPACT CIRCLE AREA OF DAMAGE 19			
TRAILER OR TOWED VEHICLE INFORMATION		TRAILER TYPE		EST. MPH 70		POSTED SPEED 70		EST. VEHICLE DAMAGE 1 Disabling 2 Functional 3 No Damage		EST. TRAILER DAMAGE 1 2 3			
INSURANCE COMPANY (LIABILITY OR PI) CRIMEFORSTER		POLICY NUMBER		VEHICLE REMOVED BY DIXIE GRANDE		1 Tow Relation List 2 Tow Owner's Request 3 Driver 4 Other		ZIP CODE 34601					
OWNER'S FULL NAME (Check if Driver) JOHN		CURRENT ADDRESS (Number and Street) SAME AS DRIVER		CITY AND STATE		ZIP CODE							
OWNER'S FULL NAME (Trailer or Towed Vehicle)		CURRENT ADDRESS (Number and Street)		CITY AND STATE		ZIP CODE							
DRIVER (Exactly as on Driver License) / Pedestrian DOROTHY		CURRENT ADDRESS (Number and Street)		CITY & STATE / ZIP CODE		DATE OF BIRTH 01-09-81							
DRIVER LICENSE NUMBER		STATE FL	DL TYPE 5	RES. END	BAC TEST 1 Blood 2 Breath	RESULTS NA	AL/DRUG / PHYS. DEF. 1 1	RES 2	RACE 1	SEX 2	INI 3	5 EQUIP. ELEC 2 4 1	
HAZARDOUS MATERIALS BEING TRANSPORTED 1 Yes 2 No		PLACARDS 1 Yes 2 No		RECOMMEND RE-EXAM 1 Yes 2 No		IF YES, Explain in Narrative		DRIVER'S PHONE NO.					
PASSENGER'S NAME (Additional on Continuation Page)		CURRENT ADDRESS		CITY & STATE / ZIP		AGE 18		LOC 4		INI 4		5 EQUIP. ELEC 1 2	
DRIVER ACTION 1 Phision 2 H/L & R/L 3 N/A		YEAR	MAKE	TYPE	USE	VEH. LICENSE NUMBER	STATE	VEHICLE IDENTIFICATION NUMBER		POINT OF IMPACT CIRCLE AREA OF DAMAGE			
TRAILER OR TOWED VEHICLE INFORMATION		TRAILER TYPE		EST. MPH		POSTED SPEED		EST. VEHICLE DAMAGE 1 Disabling 2 Functional 3 No Damage		EST. TRAILER DAMAGE 1 2 3			
INSURANCE COMPANY (LIABILITY OR PI)		POLICY NUMBER		VEHICLE REMOVED BY		1 Tow Relation List 2 Tow Owner's Request 3 Driver 4 Other		ZIP CODE					
OWNER'S FULL NAME (Check if Driver)		CURRENT ADDRESS (Number and Street)		CITY AND STATE		ZIP CODE							
OWNER'S FULL NAME (Trailer or Towed Vehicle)		CURRENT ADDRESS (Number and Street)		CITY AND STATE		ZIP CODE							
DRIVER (Exactly as on Driver License) / Pedestrian		CURRENT ADDRESS (Number and Street)		CITY & STATE / ZIP CODE		DATE OF BIRTH							
DRIVER LICENSE NUMBER		STATE	DL TYPE	RES. END	BAC TEST 1 Blood 2 Breath	RESULTS	AL/DRUG / PHYS. DEF. 1 1	RES 2	RACE 1	SEX 2	INI 3	5 EQUIP. ELEC 2 4 1	
HAZARDOUS MATERIALS BEING TRANSPORTED 1 Yes 2 No		PLACARDS 1 Yes 2 No		RECOMMEND RE-EXAM 1 Yes 2 No		IF YES, Explain in Narrative		DRIVER'S PHONE NO.					
PASSENGER'S NAME (Additional on Continuation Page)		CURRENT ADDRESS		CITY & STATE / ZIP		AGE		LOC		INI		5 EQUIP. ELEC	

VEHICLE TYPE	VEHICLE USE	TRAILER TYPE	RESPONSE (Lower Case)	DRIVING DEFENSES	SAFETY EQUIP. / DEVICE USE	LOCATION	
01 All-terrain 02 Passenger Van 03 Passenger Truck 04 Medium Truck 05 Heavy Truck 06 Tractor 07 Motor Home 08 Bus 09 Bicycle 10 Motorcycle 11 Moped 12 All Terrain Vehicle 13 Train 14 Other	01 Private Transportation 02 Commercial Passenger 03 Commercial Cargo 04 Public Transportation 05 Public School Bus 06 Private School Bus 07 Ambulance 08 Law Enforcement 09 Fire/Rescue 10 Military 11 Other Government 12 Other	01 Single Semi-Trailer 02 Tandem Semi-Trailer 03 Tank Trailer 04 Stake Body Flatbed 05 Boat Trailer 06 Utility Trailer 07 Horse Trailer 08 Pole Trailer 09 Towed Vehicle 10 Other	1 County of Crash 2 Elsewhere in State 3 Non-Resident of State 4 Foreign 5 Unknown	1 No Defects Known 2 Eyesight Defect 3 Fatigue / Asleep 4 Hearing Defect 5 Drowsy 6 Seizure, Convulsions, Blackout 7 Other (Physical Defect)	1 Not Drinking or Using Drugs 2 Alcohol - Under Influence 3 Drugs - Under Influence 4 Alcohol & Drugs - Under Influence 5 Had Been Drinking 6 Pending SAC Test Result	1 Front 2 Front Center 3 Front Right 4 Rear 5 Rear Center 6 Rear Right 7 In Road 8 Not Placed 9 Other	
D. TYPE		RACE		INJURY SEVERITY		SAFETY EQUIPMENT IN USE	
1 A 2 B 3 C		1 White 2 Black 3 Hispanic 4 Other		1 None 2 Possible 3 Non-Incapacitating 4 Incapacitating 5 Fatal (Within 90 Days) 6 Non Traffic Fatality		1 Not in Use 2 Seat Belt / Shoulder Harness 3 Child Restraint 4 Air Bag 5 Safety Helmet 6 Eye Protector	
REQUIRED ENDORSEMENTS		SEX				COLLECTED	
1 Yes 2 No 3 NA		1 Male 2 Female				1 No 2 Yes 3 False	

DRIVER ACTION 1 Phantom 2 Hit & Run 3 N/A		YEAR	MAKE	MODEL	USE	VEH. LICENSE NUMBER	STATE	VEHICLE IDENTIFICATION NUMBER	POINT OF IMPACT OF DAMAGE 1 15 16 17 14 13 12 11 10 9					
TRAILER OR TOWED VEHICLE INFORMATION		TRAILER TYPE		VEHICLE TRAVELING ON HI S W		EST. MPH	Posted Speed	EST. VEHICLE DAMAGE 1 Disabling 2 Functional 3 No Damage	EST. TRAILER DAMAGE 1 2 3 4 5					
INSURANCE COMPANY (LIABILITY OR PPI)		POLICY NUMBER		VEHICLE REMOVED BY 1 Tow Operator's Req 2 Tow Owner's Request 3 Driver 4 Other		OWNER'S FULL NAME (Check if Driver)		CURRENT ADDRESS (Number and Street)		CITY AND STATE	ZIP CODE			
OWNER'S FULL NAME (Trailer or Towed Vehicle)		CURRENT ADDRESS (Number and Street)		CITY AND STATE		ZIP CODE		DRIVER (Exactly as on Driver License) / Pedestrian		CURRENT ADDRESS (Number and Street)	CITY & STATE / ZIP CODE	DATE OF BIRTH		
DRIVER LICENSE NUMBER		STATE	SEX	HAIR	HT	WEIGHT	HAZARDOUS MATERIALS BEING TRANSPORTED 1 Yes 2 No	PLACARDEC 1 Yes 2 No	RECOMMEND RE EXAM. 1 Yes 2 No	DRIVER'S PHONE NO.				
PASSENGER'S NAME (Additional on Continuation Page)		CURRENT ADDRESS		CITY & STATE / ZIP		AGE	LOC	INJ	S EQUIP	EYE				
PROPERTY DAMAGED - OTHER THAN VEHICLES		EST. AMOUNT	OWNER'S NAME		ADDRESS		CITY	STATE	ZIP					
PROPERTY DAMAGED - OTHER THAN VEHICLES		EST. AMOUNT	OWNER'S NAME		ADDRESS		CITY	STATE	ZIP					
CONTRIBUTING CAUSES - DRIVER / PFC			VEHICLE DEFECT			VEHICLE MOVEMENT			VEHICLE SPECIAL FUNCTIONS					
01 No Inopdr. Oving / Action 02 Careless Driving 03 Failed to Yield Right-of-Way 04 Improper Bankin 05 Inopdr. Lane Change 06 Inopdr. Turn 07 Alcohol Under Influence 08 Drugs Under Influence 09 Alcohol & Drugs Under Influence 10 Followed Too Closely 11 Disregarded Traffic Sign 12 Exceeded Stated Speed Limit 13 Disregarded Stop Sign 14 Failed to Maintain Equiv. / Vehicle 15 Improper Passing 16 Drove Left of Center 17 Exceeded Stated Speed Limit 18 Obstructing Traffic 19 Improper Lead 20 Segregated Center Traffic Control 21 Driving Wrong Side / Way 22 Freely Police 23 Vehicle Modified 27 All Other (Explain)			01 No Defects 02 Def. Brakes 03 Worn / Squeak Tires 04 Defective / Improper Lights 05 Puncture / Blowout 06 Steering Mechan 07 Windshield Wipers 08 Equipment / Vehicle Defect 27 All Other (Explain in Narrative)			01 Straight Ahead 02 Slowing / Stopping / Stated 03 Making Left Turn 04 Backing 05 Making Right Turn 06 Changing Lanes 07 Entering / Leaving Parking Space 08 Property Parked 09 Improperly Parked 10 Making Left Turn 11 Parking in Road 12 Driveway or Runway VEH 27 All Other (Explain in Narrative)			1 None 2 Fast 3 Power Assist 4 Recirculation 5 Emergency Operation 6 Conclusion / Maintenance 1 Priority Business Residents Open Country 2 3 4 5					
FIRST / SUBSEQUENT HARMFUL EVENT			ROAD SYSTEM IDENTIFIER			LIGHTING CONDITION								
01 Collision With MV in Transport (Rear-End) 02 Collision With MV in Transport (Head-On) 03 Collision With MV in Transport (Angle) 04 Collision With MV in Transport (Left Turn) 05 Collision With MV in Transport (Right Turn) 06 Collision With MV in Transport (Side/Swipe) 07 Collision With MV in Transport (Backed Into) 08 Collision With Parked Car 09 Collision With Object or Other Property 10 Collision With Pedestrian 11 Collision With Bicycle 12 Collision With Bicycle (Bike Lane) 13 Collision With Moped 14 Collision With Train 15 Collision With Animal 16 MV Hit Sign/Sign Post 17 MV Hit Utility Pole/Light Pole 18 MV Hit Guardrail 19 MV Hit Fence 20 MV Hit Concrete Barrier Wall 21 MV Hit Bridge/Pier/Abutment/Rail 22 MV Hit Tree/Structure 23 Collision With Obstruction Beyond/Sign 24 Collision With Traffic Gate 25 Collision With Crash Attenuators 26 Collision With Fixed Object Above Road 27 MV Hit Other Fixed Object 28 Collision With Movable Object On Road 29 MV Hit Fire Hydrant/Cover 30 Ran Off Road Into Water 31 Overturn 32 Occupant Felt From Vehicle 33 Tractor/Trailer Jackknife 34 Fire 35 Explosion 77 All Other (Explain)			01 Interstate 02 U.S. 03 State 04 County 05 Local 06 Turnpike/Toll 07 Forest Road 77 All Other			01 Daylight 02 Dusk 03 Dawn 04 Dark (Street Light) 05 Dark (No Street Light) 08 Unknown 01 Foggy 02 Cloudy 03 Rain 04 Fog 77 All Other (Explain)								
CONTRIBUTING CAUSES - ROAD			CONTRIBUTING CAUSES - ENVIRONMENT			TRAFFIC CONTROL			SITE LOCATION			TRAFFIC CHARACTER		
01 No Defects 02 Obstruction With/Without Warning 03 Road Under Repair/Construction 04 Loose Surface Materials 05 Shoulders - Not Well Maint. 06 Holes/Pits/Unpaved Edge 07 Standing Water 08 Wheel/Pothole/Road Surface 77 All Other (Explain)			01 Vision Not Observed 02 Inclement Weather 03 Parked / Stopped Vehicle 04 Trees/Crops/Bushes 05 Load on Vehicle 06 Building / Fixed Object 07 Signs / Billboards 08 Fog 09 Snow 10 Glare 77 All Other (Explain)			01 No Control 02 School Zone 03 Traffic Sign 04 Stop Sign 05 Yield Sign 06 Flashing Light 07 Railroad Signs 08 Other / Guard / Flagman 09 Paved No U-Turn 10 Special Speed Zone 11 No Passing Zone 77 All Other (Explain)			01 Not At Intersection / RR / Evg / Edge 02 At Intersection 03 Influenced By Intersection 04 Driveway Access 05 Railroad Crossing 06 Bridge 07 Entrance Ramp 08 Exit Ramp 09 Parking Lot - Public 10 Parking Lot - Private 11 Private Property 77 All Other (Explain)			1 Straight Left 2 Straight/Right 3 Downgrade 4 Curve/Left 5 Curve/Right 6 Downgrade 7 TREE SHOULDER 8 Paved 9 Unpaved 0 Curve 1 2 3 4 5 6 7 8 9 0		
VIOLATOR	FL STATUTE NUMBER	NAME	CHARGE		CITATION #									
NONE														
CM594 Att. F 60032														
CM600 Att. D 4113														

840

FLORIDA TRAFFIC CRASH REPORT

UPDATE CONTINUATION
 MAIL TO: DEPT. OF HIGHWAY SAFETY & MOTOR VEHICLES
 TRAFFIC CRASH RECORDS
 TALLAHASSEE, FLORIDA 32309-0500

DO NOT WRITE IN THIS SPACE

COUNTY/CITY CODE 15-00		DATE OF CRASH 03-05-00		INVEST. AGENCY REPORT NUMBER 00-03-02841-15		HS&M CRASH REPORT NUMBER 56676156										
Section	DRIVER ACTION 1 Phantom 2 Hg & Run 3 N/A	YEAR	MAKE	TYPE	USE	VEH. LICENSE NUMBER	STATE	VEHICLE IDENTIFICATION NUMBER	POINT OF IMPACT CIRCLE AREA OF DAMAGE 18 Undercar 19 Overturn 20 Windshield 21 Fire 22 Trailer							
	TRAILER OR TOWED VEHICLE INFORMATION		TRAILER TYPE													
	VEHICLE TRAVELING		OK	AI	Est. MPH	Posted Speed	EST. VEHICLE DAMAGE		EST. TRAILER DAMAGE							
	INSURANCE COMPANY (LIABILITY OR PPI)		POLICY NUMBER		VEHICLE REMOVED BY		1 Tow Rotation List 2 Tow Owner's Request 3 Driver 4 Other									
	OWNER'S FULL NAME (Check if Driver)		CURRENT ADDRESS (Number and Street)		CITY AND STATE		ZIP CODE									
	OWNER'S FULL NAME (Trailer or Towed Vehicle)		CURRENT ADDRESS (Number and Street)		CITY AND STATE		ZIP CODE									
	DRIVER (Exactly as on Driver License) / Pedestrian		CURRENT ADDRESS (Number and Street)		CITY & STATE / ZIP CODE		DATE OF BIRTH									
	DRIVER LICENSE NUMBER		STATE	DL TYPE	REL. ENG.	BAC TEST	3 Urine 1 Blood 2 Breath 4 Refused 5 None	RESULTS	AL/DRUG	PHYS. DEF.	FES	RACE	SEX	INJ.	S. EQUIP.	EYE
	HAZARDOUS MATERIALS BEING TRANSPORTED		PLACARDED		RECOMMEND RE-EXAM		1 Yes 2 No 1 Yes 2 No # YES Explain in Narrative		DRIVER'S PHONE NO							
	PASSENGER'S NAME (Additional on Continuation Page)		CURRENT ADDRESS		CITY & STATE / ZIP		AGE		LOC		INJ.		S. EQUIP.		EYE	
Section	DRIVER ACTION 1 Phantom 2 Hg & Run 3 N/A	YEAR	MAKE	TYPE	USE	VEH. LICENSE NUMBER	STATE	VEHICLE IDENTIFICATION NUMBER	POINT OF IMPACT CIRCLE AREA OF DAMAGE 18 Undercar 19 Overturn 20 Windshield 21 Fire 22 Trailer							
	TRAILER OR TOWED VEHICLE INFORMATION		TRAILER TYPE													
	VEHICLE TRAVELING		OK	AI	Est. MPH	Posted Speed	EST. VEHICLE DAMAGE		EST. TRAILER DAMAGE							
	INSURANCE COMPANY (LIABILITY OR PPI)		POLICY NUMBER		VEHICLE REMOVED BY		1 Tow Rotation List 2 Tow Owner's Request 3 Driver 4 Other									
	OWNER'S FULL NAME (Check if Driver)		CURRENT ADDRESS (Number and Street)		CITY AND STATE		ZIP CODE									
	OWNER'S FULL NAME (Trailer or Towed Vehicle)		CURRENT ADDRESS (Number and Street)		CITY AND STATE		ZIP CODE									
	DRIVER (Exactly as on Driver License) / Pedestrian		CURRENT ADDRESS (Number and Street)		CITY & STATE / ZIP CODE		DATE OF BIRTH									
	DRIVER LICENSE NUMBER		STATE	DL TYPE	REL. ENG.	BAC TEST	3 Urine 1 Blood 2 Breath 4 Refused 5 None	RESULTS	AL/DRUG	PHYS. DEF.	FES	RACE	SEX	INJ.	S. EQUIP.	EYE
	HAZARDOUS MATERIALS BEING TRANSPORTED		PLACARDED		RECOMMEND RE-EXAM		1 Yes 2 No 1 Yes 2 No # YES Explain in Narrative		DRIVER'S PHONE NO							
	PASSENGER'S NAME (Additional on Continuation Page)		CURRENT ADDRESS		CITY & STATE / ZIP		AGE		LOC		INJ.		S. EQUIP.		EYE	
INVESTIGATOR - RANK AND SIGNATURE TRP A.C. MILLEDGE		OFFICER NUMBER 0642-0633		DEPARTMENT TA HIGHWAY PATROL		FHP		SO		CPD		OT-EP				

GM594 Att. F 68843

GM688 Att. D 4114

841

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

CONTRIBUTING CAUSES - DRIVER/PSD 01 No Improper Driving/Action 02 Careless Driving 03 Failed to Yield Right-of-Way 04 Improper Backing 05 Improper Lane Change 06 Improper Turn 07 Alcohol/Under Influence 08 Drugs/Under Influence 09 Alcohol & Drugs/Under Influence 10 Followed Too Closely 11 Disregarded Traffic Signal 12 Exceeded Safe Speed Limit 13 Disregarded Stop Sign 14 Failed to Maintain Equip. Vehicle 15 Improper Passing 16 Drove Left of Center 17 Exceeded Stated Speed Limit 18 Obstructing Traffic 19 Improper Load 20 Disregarded Other Traffic Control 21 Driving Wrong Side/Way 22 Fleeing Police 23 Vehicle Modified 24 All Other (Explain)		VEHICLE DEFECT 01 No Defects 02 Def. Brakes 03 Worn/Smooth Tires 04 Defective/Improper Lights 05 Punctured/Blewnout 06 Steering Mech. 07 Windshield Wipers 08 Equipment/Vehicle Defect 77 All Other (Explain in Narrative)		VEHICLE MOVEMENT 01 Straight Ahead 02 Slowing/Skipped/Stated 03 Making Left Turn 04 Backing 05 Making Right Turn 06 Changing Lanes 07 Entering/Leaving Parking Space 08 Properly Parked 09 Improperly Parked 10 Making U-Turn 11 Passing 12 Driveway or Parkway Veh. 77 All Other (Explain in Narrative)		VEHICLE SPECIAL FUNCTIONS 1 None 2 Full 3 Police Pursuit 4 Recreational 5 Emergency Operation 6 Construction/Maintenance	
LOCATION ON ROADWAY 1 On Road 2 Not On Road 3 Shoulder 4 Median 5 Turn Lane/ Safety Zone			PEDESTRIAN ACTION 01 Crossing Not at Intersection 02 Crossing at Mid-block Crosswalk 03 Crossing at Intersection 04 Walking Along Road With Traffic 05 Walking Along Road Against Traffic 06 Working on Vehicle in Road 07 Other Working in Road 08 Staring/Playing in Road 09 Staring in Pedestrian Island 77 All Other (Specify) 78 Unknown				

SEC #	PASS #	PASSENGER NAME	ADDRESS	CITY & STATE	ZIP	Age	Sex	Ht	Safety Equip	Exp
		MR. AND MRS TOM								
		JULIE								
		MIKE								
		LARRY								
Additional Passengers / Narrative										
WITNESS										
GN594 Att. 2 68836										

WITNESS - NAME _____ ADDRESS _____ CITY & STATE _____ ZIP _____

WAS INVESTIGATION MADE AT SCENE? 1 Yes 2 No - Where?
 IS INVESTIGATION COMPLETE? 1 Yes 2 No - Why?
 DATE OF REPORT 03-05-00 PHOTOS TAKEN? 1 Yes 2 No
 Investigating Agency C-

VIOLATOR	R. STATUTE NUMBER	NAME	OFFICE	CITATION #
		NONE		
GN600 Att. D 4115				

842

FLORIDA TRAFFIC CRASH REPORT

NARRATIVE / DIAGRAM

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

DO NOT WRITE IN THIS SPACE

EMS INFO FATALS ONLY	TIME EMS NOTIFIED 4:07	AM <input type="checkbox"/>	PM <input checked="" type="checkbox"/>	TIME EMS ARRIVED 4:13	AM <input type="checkbox"/>	PM <input checked="" type="checkbox"/>	COUNTY / CITY CODE 15-00	DATE OF CRASH 03-05-00	INVEST. AGENCY REPORT NUMBER 00-03-02841-15	HSMV CRASH REPORT NUMBER 56676156
----------------------------	------------------------------	--------------------------------	---	-----------------------------	--------------------------------	---	-----------------------------	---------------------------	--	--------------------------------------

NARRATIVE / ADDITIONAL PASSENGERS

V1 WAS SOUTHBOUND ON S.R. 93 TRAVELING IN THE INSIDE LANE.

V1 RIGHT REAR TIRE BLEW OUT CAUSING V1 DRIVER TO LOSE CONTROL. V1 CONTINUED ON

SOUTHBOUND AND OVERTURNED IN THE GRASS MEDIAN. IN THE PROCESS OF OVERTURNING,

TWO PASSENGERS WERE EJECTED. V1 CAME TO FINAL REST FACING NORTH IN THE MEDIAN.

NO SKID MARKS AT CRASH SITE. SITE LOCATION CODE 77 ALL OTHER--Intersection of

Linger Lodge Overpass.

NAME OF DECEASED: CLAIRE STACEY

DATE OF BIRTH 12-15-80

DATE AND TIME OF DEATH 03-05-00 4:30 PM

TRAFFIC HOMICIDE AND PHOTOGRAPHS BY CPL WAYNE WILLMON JD # 512

TRAFFIC HOMICIDE CASE #FHP700-15-14

SEC #	PASS #	PASSENGER NAME	ADDRESS	CITY & STATE	ZIP	Age	Sex	Ht	Safety Equip	E
1	2	COURTNEY				18	F	4	2-	
1	3	NICOLE				18	F	4	2-	
1	4	CLAIRE				19	F	5	1-	

GN594 Atty. F 68835

VIOLATOR	FL STATUTE NUMBER	NAME	CHARGE	CITATION #
		NONE		
VIOLATOR	FL STATUTE NUMBER	NAME	CHARGE	CITATION #
			GN600 Atty. N 4116	

WITNESS - NAME ADDRESS CITY & STATE ZIP
1 JEAN KIDD 955 53RD STREET EAST APT 1312 BRADENTON FL. 34208

WITNESS - NAME ADDRESS CITY & STATE ZIP
2 TRAVIS POEKERT 1740 ARABIAN LANE PALM HARBOR FL. 34685

FIRST AID GIVEN BY - NAME 1 Physician or Nurse 4 Certified 1st Aider
CATHY TELL 2 Paramedic or EMT 5 Other 2
INCL. TAKEN BY FRONT MEDICAL BAYFRONT MEDICAL
MANATEE MEMORIAL HOSPITAL CAHTY TELL & BAYFRONT

WAS INVESTIGATION MADE AT SCENE? 1 YES 2 NO WHERE? IS INVESTIGATION COMPLETE? 1 YES 2 NO WHEN? DATE OF REPORT 03/05/00 PHOTOS TAKEN? 1 YES 2 NO INVEST AGENCY 1 YES 2 NO

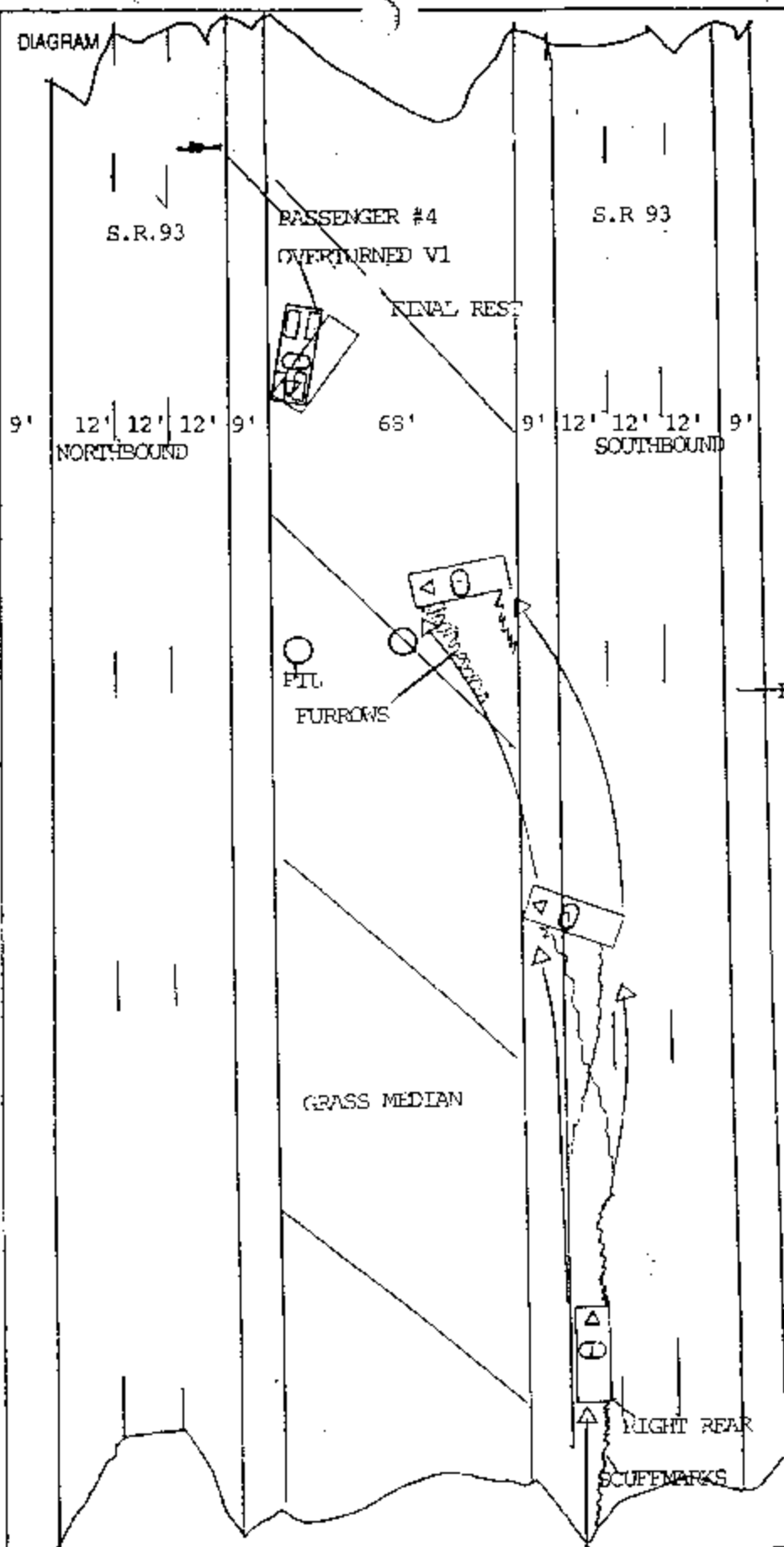
INVESTIGATOR - RANK & SIGNATURE TRP A.G. MILLEDGE ID # BADGE NUMBER 0642-0633 DEPARTMENT FLA HIGHWAY PATROL FHP SO CFC

843

DIAGRAM



INDICATE NORTH WITH ARROW



GM688 Att. D 4117

GM594 Att. F 60036

844

**FLORIDA HIGHWAY PATROL
INVENTORY AND VEHICLE STORAGE RECEIPT**

TH / Other Dept. Case No. 700-15-14 Date 03, 05, 00 Time 5:00 A.M. P.M. FHP Case No. 00-05-2841-15

Name / Owner _____

Address / O _____

Name / I _____

Address / Driver Same

Year Vehicle 98 Make of Vehicle GMC Body Style 4 Door Miles 40000

Color Silver Tag # TZ9 962 State FL VIN # 3G6CE2691W6507247

Vehicle Rec Tagged On Date 4/4 Time _____ A.M. P.M. By Name HL IC # 117

Location Vehicle Inven. & Towed From FL 93 - Linger Lodge

Name of Towing Service DIXIE GRADE

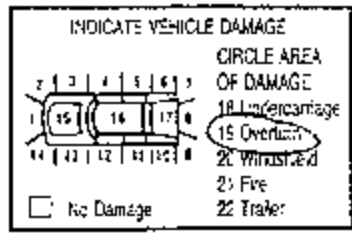
Address of Towing Company _____ Phone (____) _____

Address Where Vehicle is Stored Check If Same As Towing Company _____

Owner Present Owner Request Rotation

Reason Vehicle Towed: Crash Abandonment/Disabled Arrest Seizure Other THE

Equipment in Vehicle:
 Cellular Phone: NOKIA w/ adapter cord Wheel Covers / No. of 4
 Radar Detector _____ Custom Wheel Rims / No. of _____
 AM-FM Radio / Tape / CD _____ 05 No. of Tires (including spare)
 CB Radio / 2 Way Radio _____ Trunk Accessible Yes No
 Trailer Hitch _____ Rear Spoiler _____



Lost Property in Vehicle Suitcase w/ clothes, Backpack w/ clothes, 20 size of CD's, 2 Cameras, Alarm, Empty paper stacks, 1 Stack paper, cigarette box, 2 Skintone sunglasses, PAPER AIRBAG, Cosmetic bag, 7 travel bags of clothing

HOLD
 NO HOLD - MAY BE RELEASED
 HOLD - NOT TO EXCEED 5 DAYS
 (Excluding Holidays and Weekends)
 GM596 Att. F 00037
 GM600 Att. D 4118

NOTE: Extended holds will be authorized by completed HSMV 032520 Form.

RECEIVED WE THE UNDERSIGNED OFFICER(S) AND TOW DRIVER, HEREBY CERTIFY THAT THE ABOVE LISTED JOINT PROPERTY INVENTORY IS CORRECT TO THE BEST OF OUR KNOWLEDGE.

Signature Bill Smith (Tow Truck Driver) Signature Bill P. Lutz (Trooper)

NAME Bill Smith (Printed) TROOPER'S NAME Fitzpatrick (Printed)

Inventory Continued on HSMV 6001; TROOP F DISTRICT NANAFEE

845

WITNESS LIST

Name Ernest W. Willmon, Corporal Statement Yes No

Address 5023 53rd Ave E Bradenton, Fl 34203-4134

Place of Employment State Trooper- Florida Highway Patrol-5023 53rd Ave E. Bradenton, Fl. 34203-4134

Phone Numbers: Home () n/a Work (941) 751-7647

Can Testify To: Traffic homicide investigator assigned to case.

Name Lona K. Mitchell, Corporal Statement Yes No

Address 5023 53rd Ave E Bradenton, Fl 34203-4134

Place of Employment State Trooper-Florida Highway Patrol-5023 53rd Ave E. Bradenton, Fl. 34203-4134

Phone Numbers: Home (n/a) Work (941) 751-7647

Can Testify To: Homicide Investigator assisting with scene measurements and photographs

Name Brett Fitzpatrick, Trooper Statement Yes No

Address 5023 rd Ave E Bradenton, Fl. 34203-4134

Place of Employment Florida Highway Patrol

Phone Numbers: Home () n/a Work (941) 751-7647

Can Testify To: Crash Investigator

CR594 ALL F 68833

846

WITNESS LIST

Name Sgt. Douglas Dodson Statement Yes No

Address 5023 53rd Ave E, Bradenton, Fla. 34203

Place of Employment Florida Highway Patrol

Phone Numbers: Home (n/a) Work (941) 751-7647

Can Testify To: Supervisor on Scene

Name Sgt. James Vaught Statement Yes No

Address 5023 53rd Ave E, Bradenton, Fla. 34203

Place of Employment Florida Highway Patrol

Phone Numbers: Home (n/a) Work (941) 751-7647

Can Testify To: Supervisor on Scene

Name Joseph A. Tisone, M.D. Statement Yes No

Address 1762 Hawthorne St. Suite 5, Sarasota, Fl. 34239

Place of Employment Assoc. M.E. Medical Examiner's Office- 1762 Hawthorne St. Suite 5, Sarasoa, Fl. 34239

Phone Numbers: Home (n/a) Work (941) 361-6909

Can Testify To: The cause of death of Clare Kantor

AM593 REC. P 60133

847

WITNESS LIST

Name Robert (TAPED) Statement Yes No

Address _____

Place of Employment _____

Phone Numbers: Home (_____) Work (_____)

Can Testify To: Observed V-1 overturning in the median, rendered first aid
Taped statement on file at the Bradenton FHP Station.

Name Andres (TAPED) Statement Yes No

Address _____

Place of Employment _____

Phone Numbers: Home (_____) Work (_____)

Can Testify To: Observed V-1 overturning in the median, rendered first aid
Taped statement on file at the Bradenton FHP Station

Name Westle (TAPED) Statement Yes No

Address _____

Place of Employment _____

Phone Numbers: Home (_____) Work (_____)

Can Testify To: Observed V-1 overturning in the median, rendered first aid
Taped statement on file at the Bradenton FHP Station

GN594 Att. F 02B-10

848

WITNESS LIST

Name Katie Statement: Yes No

Address _____

Place of Employment _____

Phone Numbers: Home (_____) Work (_____)

Can Testify To: Observed V-1 overturning in the median and rendered aid.

Name Michael Statement: Yes No

Address _____

Place of Employment _____

Phone Numbers: Home (_____) Work (_____) 7

Can Testify To: Observed V-1 overturning in the median and rendered aid.

Name Perle Statement: Yes No

Address _____

Place of Employment n/a

Phone Numbers: Home (_____) Work (_____)

Can Testify To: Observed V-1 overturning in the median and rendered aid.

GH594 Att. F 68843

Case Number FHP 700-15-14

Page 28

HSMV 62704 (Rev. 1/80)

GH600 Att. D 4122

849

WITNESS LIST

Name Cathy Teel Statement Yes No

Address 421 17th Ave. West, Bradenton, Fl. 34205

Place of Employment Manatee County Emergency Medical Service

Phone Numbers: Home (n/a) Work (941) 748-450

Can Testify To: Treated injured and Pronounced V-1 driver dead at 4:19 pm

Name Trooper Anthony Milledge Statement Yes No

Address 5023 53rd Ave E, Bradenton, Florida 34203

Place of Employment Florida Highway Patrol

Phone Numbers: Home (n/a) Work (941) 751-7647

Can Testify To: Crash Investigator

Name Joann Stringfella Statement Yes No

Address 1700 S. Tamiami Trl. Sarasota, Fl. 34239

Place of Employment Technologist, Sarasota Memorial Hospital

Phone Numbers: Home (n/a) Work (941) 917-1151

Can Testify To: Lab results on Clarie Stacey Kantor

CH594 Att. D 116942

Case Number: FHP 700-15-14

Page 29

MSMV 62704 (Rev. 1/80)

CH688 Att. D 4123

850

WITNESS LIST

Name Tom : no Statement Yes No

Address d

Place of Employment unknown

Phone Numbers: Home () Work (uk)

Can Testify To: Observed V-1 traveling south on State Road 93 and over turn

Name Martha Statement Yes No

Address

Place of Employment unknown

Phone Numbers: Home () Work ()

Can Testify To: Observed V-1 traveling south on State Road 93 and over turn

Name Larry Statement Yes No

Address 1

Place of Employment unknown

Phone Numbers: Home (n/a) Work (uk)

Can Testify To: Observed V-1 traveling south on State Road 93 and over turn

GMS94 att. P 60043

WITNESS LIST

Name Julie Statement Yes No

Address

Place of Employment uk

Phone Numbers: Home (uk) Work (uk)

Can Testify To: Observed V-1 traveling south on State Road 93 and over turn.

Name Corrie Statement Yes No

Address

Place of Employment

Phone Numbers: Home () Work ()

Can Testify To: Observed V-1 traveling south on State Road 93 and over turn.

Name Kelli Statement Yes No

Address

Place of Employment unknown

Phone Numbers: Home (n/a) Work (uk)

Can Testify To: Observed V-1 traveling south on State Road 93 and over turn

GH594 Att. F 68844

WITNESS LIST

Name Travis Statement Yes No

Address _____

Place of Employment Student

Phone Numbers: Home (_____) Work (_____) _____

Can Testify To: Observed V-1 traveling south on State Road 93 and over turn.

Name Dawn Statement Yes No

Address _____

Place of Employment _____

Phone Numbers: Home (_____) Work (_____) _____

Can Testify To: Observed V-1 traveling south on State Road 93 and over turn.

Name Mike Statement Yes No

Address _____

Place of Employment unknown

Phone Numbers: Home (n/a) Work (ok) _____

Can Testify To: Observed V-1 traveling south on State Road 93 and over turn.

GM594 Att. F 68845

853

WITNESS INTERVIEW

Name Dawn Date/Time 3/5/00 1630
 Address _____
 Place of Employment _____
 Phone Number(s): Home (_____) Work (_____)
 Interview Conducted By: Trooper Brett Fitzpatrick

Traveling south saw gray utility vehicle turn over multiple times. Stop our car. Ran to victims. Helped victim #2 out of vehicle. Went to north side of road. Observed victim #3 lying face down in pool of blood. Monitored pulse - no radial pulse felt.

CM594 Att. F 68846

Signature of Witness: Failed to sign

Witnessed By: /s/Tpr. Brett Fitzpatrick 1333

WITNESS INTERVIEW

Name Michael Date/Time 3/5/2000 4:00P.M.
 Address _____
 Place of Employment _____
 Phone Number(s) Home (_____) Work (_____) 7
 Interview Conducted By: Trooper Brett Fitzpatrick

I was traveling I-75 north in the fast lane when i observed the sport utility vehicle to start flipping. It was coming from the south on I-75 when I saw it, it was leaving fast lane and flipping into middle median. I saw at least three occupants being ejected in front of me. With deceased victim coming to rest in front of me on I-75 north. Sport utility vehicle stopped upside down in middle of highway 75. I then stopped in front of victim and tried to help victims and traffic

01594 Att. P 68817

Signature of Witness, /s/ Michael Bastian

Witnessed By /s/Tpr. Brett Fitzpatrick 1333

Case Number FHP 700-15-14

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855

WITNESS INTERVIEW

Name Kelli Date/Time 3/5/00 4:00pm
 Address _____
 Place of Employment _____
 Phone Number(s): Home (_____) Work (_____)
 Interview Conducted By: Trooper Brett Fitzpatrick

We were driving south and all a sudden we dirt spray up and truck rolling about 3 times. I did not anyone fly out of the vehicle as soon as we saw it we pulled over and ran to see if anyone was hurt. And told no one to move.

GM599 011. F 08000

Signature of Witness: Failed to sign

Witnessed By: /s/Tpr. Brett Fitzpatrick 1333

Case Number FHP 700-15-14

HSMV 02700 (Rev. 1/00)

GM688 011. D 4129

850

WITNESS INTERVIEW

Name <u>Katie</u>	Date/Time <u>4:00 03-05-00</u>
Address _____	
Place of Employment _____	
Phone Number(s): Home (_____)	Work (_____)
Interview Conducted By: <u>Trooper Brett Fitzpatrick</u>	

I was driving southbound and saw the truck flip twice. I saw pieces of tire flying and pulled off the road and rolled and called 911.

GM594 Att. F 68949

Signature of Witness: Failed to Sign

Witnessed By: /s/Tpr. Brett Fitzpatrick 1333

857

WITNESS INTERVIEW

Name Perle! Date/Time 4:00 03-05-00
 Address _____
 Place of Employment _____
 Phone Number(s): Home (_____) Work (_____)
 Interview Conducted By: Trooper Brett Fitzpatrick

Driving North on I-75 we saw a car blow a tire hit the dirt in the median (looked like driver lost control when the tire blow) the car started flipping across the median. at least 2 passengers were ejected One landed in front of our car in the left lane of the interstate. Another approx 10 feet into the medium from the left hand lane. Also a back pack landed in the left hand lane @ a watch flew off the victum(sic) in the interstate.

GM594 ALL F 60050

Signature of Witness. /s/ Perle Hicks

Witnessed By: /s/Tpr. Brett Fitzpatrick 1333

Case Number FHP 700-15-14

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FLORIDA HIGHWAY PATROL

SWORN WITNESS INTERVIEW

I am Trooper CPL LONA MITCHELL of the Florida Highway Patrol conducting a criminal investigation.

This interview is being conducted at State Road 93 / Jinger Lodge Road (Location)

Today's date is 03-05-00 The time is 4:37 AM or PM

Persons present at this interview are (if applicable)

The name of the person being interviewed is Travis

This sworn interview is being taken in relation to FHP700-15-14

At this time I will administer the oath.

OATH

This is a sworn, tape recorded interview taken by a law enforcement officer pursuant to section 117.10, F. S. Please raise your right hand. Do you swear or affirm that the statement you are about to give will be the truth, the whole truth, and nothing but the truth?

Yes, I so swear or affirm (Signature of witness)

- Please state your full name.
Please state your current address.
Please state your home phone number.
Please state your work phone number.
Please state your current occupation.

INTERVIEW

Time interview concluded 4:41 AM or PM

CERTIFICATION

The undersigned trooper acknowledges taking and being present during the foregoing interview. The interview was recorded on side A of tape 1 and marked by the name of the witness, the THH case number FHP700-15-14 Date of interview 03-05-00 Initials of trooper taking statement.

6NS99 Att. F 68851

/s/Cpl LONA MITCHELL (Signature of Trooper)

FHP700-15-14 (THH Case #)

FLORIDA HIGHWAY PATROL

SWORN WITNESS INTERVIEW

I am Trooper CPL LONA MITCHELL of the Florida Highway Patrol conducting a criminal investigation.

This interview is being conducted at State Road 93 / Jinger Lodge Road

(Location)

Today's date is 03-05-00 The time is 4:37 AM or PM

Persons present at this interview are _____ (if applicable)

The name of the person being interviewed is Westley

This sworn interview is being taken in relation to FHP700-15-14

At this time I will administer the oath.

OATH

This is a sworn, tape recorded interview taken by a law enforcement officer pursuant to section 117.10, F. S. Please raise your right hand. Do you swear or affirm that the statement you are about to give will be the truth, the whole truth, and nothing but the truth?

Yes, I so swear or affirm _____ (Signature of witness)

Please state your full name.

Please state your current address.

Please state your home phone number.

Please state your work phone number.

Please state your current occupation

GN594 Att. 1 030500

INTERVIEW

Time interview concluded 4:47 AM or PM

CERTIFICATION

The undersigned trooper acknowledges taking and being present during the foregoing interview. The interview was recorded on side A of tape 1 and marked by the name of the witness, the TH1 case number FHP700-15-14 Date of interview 03-05-00 Initials of trooper taking statement.

/s/Cpl/ LONA MITCHELL
(Signature of Trooper)

FHP700-15-14
(TH1 Case #)

FLORIDA HIGHWAY PATROL

SWORN WITNESS INTERVIEW

I am Trooper CPL LONA MITCHELL of the Florida Highway Patrol conducting a criminal investigation.

This interview is being conducted at State Road 93 / Linger Lodge Road (Location.)

Today's date is 03-05-00 The time is 5:02 AM or (PM)

Persons present at this interview are (if applicable)

The name of the person being interviewed is Andres

This sworn interview is being taken in relation to FHP700-15-14

At this time I will administer the oath.

OATH

This is a sworn, tape recorded interview taken by a law enforcement officer pursuant to section 117.10, F. S. Please raise your right hand. Do you swear or affirm that the statement you are about to give will be the truth, the whole truth, and nothing but the truth?

Yes, I so swear or affirm (Signature of witness)

- Please state your full name.
Please state your current address.
Please state your home phone number.
Please state your work phone number.
Please state your current occupation.

61534 Att. 7 5835

INTERVIEW

Time interview concluded 5:05 AM or (PM)

CERTIFICATION

The undersigned trooper acknowledges taking and being present during the foregoing interview. The interview was recorded on side A of tape 1 and marked by the name of the witness, the THH case number FHP700-15-14 Date of interview 03-05-00 Initials of trooper taking statement.

/s/ Cpl. LONA MITCHELL (Signature of Trooper)

FHP700-15-14 (THH Case #)

61534 Att. D 4134 861 PAGE 40

FLORIDA HIGHWAY PATROL

SWORN WITNESS INTERVIEW

I am Trooper CPL. LONA MITCHELL of the Florida Highway Patrol conducting a criminal investigation.

This interview is being conducted at State Road 93 / Linger Lodge Road (Location)

Today's date is 03-05-00 The time is 4:46 AM or PM

Persons present at this interview are _____ (if applicable).

The name of the person being interviewed is Robert

This sworn interview is being taken in relation to FHP700-15-14

At this time I will administer the oath.

OATH

This is a sworn, tape recorded interview taken by a law enforcement officer pursuant to section 117.10, F. S. Please raise your right hand. Do you swear or affirm that the statement you are about to give will be the truth, the whole truth, and nothing but the truth?

Yes, I so swear or affirm _____ (Signature of witness)

- Please state your full name
Please state your current address
Please state your home phone number.
Please state your work phone number.
Please state your current occupation.

68594 0 0 0 0 P 06054

INTERVIEW

Time interview concluded 4:51 AM or PM

CERTIFICATION

The undersigned trooper acknowledges taking and being present during the foregoing interview.

The interview was recorded on side A of tape 1

and marked by the name of the witness, the THI case number FHP700-15-14

Date of interview 03-05-00 Initials of trooper taking statement.

/s/Cpl. LONA MITCHELL
(Signature of Trooper)

FHP700-15-14
(THI Case #)

FHP 6274 (1/99)

CHEMICAL TEST INFORMATION

Name Clarie Alive Deceased

Test Offered: Breath Blood Urine Other n/a

Was Test Refused: Yes No

BREATH TEST INFORMATION

Test Requested By N/A
Test Given By _____ Date _____ Time _____ a.m. p.m.
Location _____
Instrument _____
Results of Test: _____

BLOOD TEST INFORMATION

Test Requested By Joseph A. Tisone M.D.
Blood Drawn By Joseph A. Tisone M.D. Title Assoc Medical Examiner
Date 03-06-00 Time 9:20 a.m. p.m. Location Medical Examiner Office
Analyzed By Joann Stringfella, Toxicologist
Results of Test None detected

CHAIN OF POSSESSION

Received From See Additional Comments
By _____ Date _____ Time _____ a.m. p.m.
Received From N/A
By _____ Date _____ Time _____ a.m. p.m.
Received From N/A
By _____ Date _____ Time _____ a.m. p.m.
Received From N/A
By _____ Date _____ Time _____ a.m. p.m.
Received From N/A
By _____ Date _____ Time _____ a.m. p.m.

ADDITIONAL COMMENTS

Chain of possession kept by the medical examiner's office.

CM594 Att. F 68855

Case Number FHP700-15-14

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PROPERTY TAKEN INTO CUSTODY (Personal)

Name Courtney I

Date and Time Removed _____ a.m. p.m. Where _____

Removed By _____

Total Amount of Money _____

Jewelry (Describe) _____

Purse (Describe) _____

Wallet (Describe) _____

Other Valuables (Describe) "No Personal Property Was Removed By FHP Personal"

01594 Att. # 00056

Custody By _____ (Signature) Witnessed Inventory _____ (Signature)

Property Released To _____ (Signature) Telephone No. _____

Address _____

Date Released _____ Time _____ a.m. p.m.

Case Number FHP700-15-14

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PROPERTY TAKEN INTO CUSTODY (Personal)

Name Claire f

Date and Time Removed _____ a.m. p.m. Where _____

Removed By _____

Total Amount of Money _____

Jewelry (Describe) _____

Purse (Describe) _____

Wallet (Describe) _____

Other Valuables (Describe) "No Personal Property Was Removed By FHP Personal"

60590 att. T 60057

Custody By _____ (Signature) Witnessed Inventory _____ (Signature)

Property Released To _____ (Signature) Telephone No _____

Address _____

Date Released _____ Time _____ a.m. p.m.

Case Number. FHP700-15-14

Page ⁴⁴ 865

PROPERTY TAKEN INTO CUSTODY (Personal)

Name Nicole

Date and Time Removed _____ a.m. p.m. Where _____

Removed By _____

Total Amount of Money _____

Jewelry (Describe) _____

Purse (Describe) _____

Wallet (Describe) _____

Other Valuables (Describe) "No Personal Property Was Removed By FHP Personal"

GMS00 ACC. # 60053

Custody By _____ (Signature) Witnessed Inventory _____ (Signature)

Property Released To _____ (Signature) Telephone No. _____

Address _____

Date Released _____ Time _____ a.m. p.m.

Case Number FHP700-15-14

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PROPERTY TAKEN INTO CUSTODY (Personal)

Name Brooke

Date and Time Removed _____ a.m. p.m. Where _____

Removed By _____

Total Amount of Money _____

Jewelry (Describe) _____

Purse (Describe) _____

Wallet (Describe) _____

Other Valuables (Describe) "No Personal Property Was Removed By FHP Personal"

GN594 Att. P 60434

Custody By _____ (Signature) Witnessed Inventory _____ (Signature)

Property Released To _____ (Signature) Telephone No. _____

Address _____

Date Released _____ Time _____ 11 a.m. p.m.

Case Number. FHP700-15-14

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867

PROPERTY TAKEN INTO CUSTODY (Personal)

Name Dorothy

Date and Time Removed _____ a.m. p.m. Where _____

Removed By _____

Total Amount of Money _____

Jewelry (Describe) _____

Purse (Describe) _____

Wallet (Describe) _____

Other Valuables (Describe) "No Personal Property Was Removed By FHP Personal"

01591 066. P 68868

Custody By _____ (Signature) Witnessed Inventory _____ (Signature)

Property Released To _____ (Signature) Telephone No. _____

Address _____

Date Released _____ Time _____ a.m. p.m.

Case Number FHP700-15-14

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**PROPERTY TAKEN INTO CUSTODY
(VEHICLE)**

Vehicle No. 1

Year and Make 1998 GMC Model 2500 Type Subaran

Color(s) Silver Tag No. _____ State FL

Accessories:	<u>5</u>	No. of Tires	<u>X</u>	Seat Belts
	<u>4</u>	No. of Hubcaps	_____	Tools
	<u>X</u>	Radio	_____	Clock
	<u>X</u>	Rearview Mirror	<u>X</u>	Trailer Hitch
	<u>X</u>	Side View Mirror	<u>X</u>	Heater
	<u>X</u>	Horn(s)	<u>X</u>	Air Conditioner
	_____	Spotlight	_____	Fog Lights
	_____	CB Radio	_____	Other Lights
	<u>X</u>	Tape Player	<u>X</u>	Tools (jack, etc.)

Other Property (Describe) 1 suit case w/clothes, Book bag w/clothes, 2 cases of cd's, 2 camera, glasses,

Empty purse black, 1 black purse, comedic bag, 2 blankets, sunglasses, airtouch pager, comedic bag, 7
travel bags of clothing.

GM594 att. D 8800-1

We certify that the above vehicle/property inventory is correct to the best of our knowledge.

Trooper Trooper Brett Fitzpatrick Wrecker Driver Bill Smith

Date/Time Inventoried 03-05-00 5:00pm Location State Road 93 / Linger Lodge Road

Vehicle Towed To Dixie Grande 2509 9th Street West Bradenton, Florida, 34205
(Name) (Address)

Hold On Vehicle: Yes No If yes, why? _____

Released By Cpl. Ernest Willmon Date/Time 03-05-00 5:00pm

Released To Bill Smith Date/Time 03-05-00 5:00pm

Case Number FHP700-15-14

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DIVISION OF DRIVER LICENSE TRANSPORTATION

PERSONAL INFORMATION

CLASS	EXPIRES	ISSUE DATE	EXPIRES
CLASS	26/26/05	03/22/03	

RESTRICTIONS

08/75/94
DATE OF BIRTH

28256302
LICENSE NUMBER

00991002
EXPIRES

00991002
ISSUE DATE

3001
CLASSIFICATION

ADDRESS INFORMATION

131783302 873394323
ADDRESS

08991002
EXPIRES

EMPLOYEE	CONNECTION	EMPLOYEE	LOCATION	STATE	EXPIRES	CLASS	REMARKS
06/18/93							IDENTIFICATION CARD ISSUED. EXPIRES 08/17/2003

CLASS	CLASS	CLASS	CLASS	CLASS
CLASS 4	CLASS 4	CLASS 4	CLASS 4	CLASS 4

RESTRICTIONS

1. NO RESTRICTIONS
2. SPECIAL VEHICLE CLASSIFICATION
3. NO RESTRICTIONS FOR VEHICLES
4. SPECIAL VEHICLE CLASSIFICATION
5. SPECIAL VEHICLE CLASSIFICATION
6. SPECIAL VEHICLE CLASSIFICATION
7. SPECIAL VEHICLE CLASSIFICATION
8. SPECIAL VEHICLE CLASSIFICATION
9. SPECIAL VEHICLE CLASSIFICATION
10. SPECIAL VEHICLE CLASSIFICATION

DISPOSITION CODES

1 - REVOKED
2 - REVOKED
3 - REVOKED
4 - REVOKED
5 - REVOKED
6 - REVOKED
7 - REVOKED
8 - REVOKED
9 - REVOKED
10 - REVOKED

ACTION CODES

1 - REVOKED
2 - REVOKED
3 - REVOKED
4 - REVOKED
5 - REVOKED
6 - REVOKED
7 - REVOKED
8 - REVOKED
9 - REVOKED
10 - REVOKED

68688 Att. D 4143

68688 Att. F 508667

870

TYPE OR PRINT IN PERMANENT BLACK INK

CERTIFICATE OF DEATH FLORIDA

LOCAL FILE NO	1 DECEDENT'S NAME FIRST: CLAIRE MIDDLE: LAST:			2 SEX FEMALE	
DECEASED	3 DATE OF DEATH (Month, Day, Year) MARCH 5, 2000		4 SOCIAL SECURITY NUMBER		5 AGE last birthday (Year) 19
	6 DATE OF BIRTH (Month, Day, Year) DECEMBER 15, 1980		7 BIRTH PLACE (City and State or Foreign Country) JOHANNESBURG, SOUTH AFRICA		8 WAS DECEDENT EVER IN U.S. ARMED FORCES? (Yes or No) NO
50	9a PLACE OF DEATH (Check only one - see instructions on other side) HOSPITAL _____ INPATIENT _____ EPIDEMIOLOGIST _____ OCA _____ OTHER _____ Nursing Home _____ Residence _____ Home (Specify) _____ Road _____				9b INSURE CITY UNDERWRITER'S NO.
	9c FACILITY NAME (If not mentioned give street and number) On. S.R. 93,			9d CITY/TOWN OR LOCATION OF DEATH Bradenton	
100	10a DECEDENT'S USUAL OCCUPATION STUDENT				10b KIND OF BUSINESS/INDUSTRY COLLEGE
	11 MARITAL STATUS (Married, Never Married, Widowed, Divorced (Specify)) NEVER MARRIED		12 SURVIVING SPOUSE (If wife, give maiden name)		
13	13a RESIDENCE - STATE		13b COUNTY		13c CITY/TOWN OF LOCATION
	13d STREET AND NUMBER		13e INSIDE CITY LIMITED BY LAWS		
100	13f ZIP CODE		14 WAS DECEDENT OF HISPANIC OR HAITIAN ORIGIN? (Specify No or Yes - if yes, specify Mexican, Cuban, Mexican Puerto Rican, etc.) No		15 RACE - American Indian, Black, White, etc. Specify WHITE
	17 FATHER'S NAME (First, Middle, Last) SEYMOUR		18 MOTHER'S NAME (First, Middle, Maiden Surname)		
100	15a INFORMANT'S NAME (Specify) SEYMOUR		15b MAILING ADDRESS (Street and Number or Rural Route Number, City or Town, State, Zip Code) 321 St 1		
	16a MANNER OF DISPOSITION <input type="checkbox"/> Burial <input checked="" type="checkbox"/> Cremation <input type="checkbox"/> Removal from State <input type="checkbox"/> Donation <input type="checkbox"/> Other (Specify)		16b PLACE OF DISPOSITION (Name of Facility, Cemetery, or Other Place) GOLD COAST CREMATORY		16c LOCATION - City or Town, State FT. LAUDERDALE, FLORIDA
100	21a SIGNATURE OF FUNERAL SERVICE LICENSEE OR PERSON ACTING AS SUCH		21b LICENSE NUMBER (of Licensee)		21c NAME AND ADDRESS OF FACILITY RIVERSIDE-GORDON MEMORIAL CHAPEL, 16490 N.E. 19th AVENUE NORTH MIAMI BEACH, FLORIDA 33167
	22 TO THE BEST OF MY KNOWLEDGE Death occurred at the time, date and place and due to (M) (Signature and Title) Joseph A. Tisone, M.D., A.M.E.		22a DATE SIGNED (Mo., Day, Yr.)		22b HOUR OF DEATH 4:00 P
100	23a NAME OF ATTENDING PHYSICIAN IF OTHER THAN CERTIFIER (Type or Print)		23b MEDICAL EXAMINER'S CASE # 00-12-00142		23c MEDICAL EXAMINER'S CASE #
	24 NAME AND ADDRESS OF CERTIFIER (PHYSICIAN, MEDICAL EXAMINER) (Type or Print) Joseph A. Tisone, M.D., A.M.E., 1762 Hawthorne St., #5, Sarasota, FL 34239				
100	25a SUBREGISTRAR - SIGNATURE AND DATE		25b LOCAL REGISTRAR - SIGNATURE		25c DATE REGISTERED
	26 PART I: Enter the diseases, injuries, or complications that caused the death. Do not enter the mode of death (such as cardiac or respiratory arrest, shock, or brain failure) List only one cause on each line. MULTIPLE BLUNT FORCE TRAUMA TO HEAD AND BODY DUE TO (OR AS A CONSEQUENCE OF) TRAUMA SUSTAINED IN A MOTOR VEHICLE COLLISION DUE TO (OR AS A CONSEQUENCE OF)				
100	27a IMMEDIATE CAUSE (Final and proximate cause resulting in death)		27b WERE AUTOPSY FINDINGS USED TO COMPLETE CAUSE OF DEATH? (Yes or No) Yes		27c WERE AUTOPSY FINDINGS USED TO COMPLETE CAUSE OF DEATH? (Yes or No) Yes
	27d OTHER SIGNIFICANT CONDITIONS CONTRIBUTING TO DEATH OR TO INQUIRY OF THE UNDERLYING CAUSE (Specify)		27e DATE OF SURGENT (Mo., Day, Yr.)		
100	28a PROBABLE MANNER OF DEATH (Specify) Accident		28b DATE OF INJURY (Month, Day, Year) March 5, 2000		28c TIME OF INJURY 4:00 P M
	28d PLACE OF INJURY (If within firm, street, factory, etc. (Specify)) Road		28e INJURY AT WORK? (Yes or No) No		
100	29a DESCRIBE HOW INJURY OCCURRED Decedent reportedly ejected passenger of motor vehicle collision		29b LOCATION (Street and Number or Rural Route Number, City or Town, State) On S.R. 93, at the Linger Lodge Road Overpass Bradenton, Florida		

DU 510, 5/98 (Replaces 510 Form 512)

00539 Att. F 68003

871

4 ✓

LABORATORY REQUEST FORM • CHAIN OF CUSTODY

Name of Deceased CLAIRE STACY Autopsy # MA-00-039

Name of Medical Examiner Joseph A. Tison M.D., A.M.E. Investigator DW

Decedent Hx 19 y.o. 3/9 MVA

NUMBER AND TYPE OF SPECIMENS COLLECTED

COLLECTED BY: JAT
(Name of Medical Examiner)
Date 03/06/2000 Time 0920

COLLECTED BY/FOR: _____
(Name of Agency & Technician)
Date _____ Time _____

NUMBER OF SPECIMENS COLLECTED

NUMBER OF SPECIMENS COLLECTED

4
2
2
2
1
trace

- 7 10 ml. Gray Top • BLOOD
- 10 ml. Red Top • BLOOD
- 3 or 7 ml. Lav. Top • BLOOD
- 10 ml. Red Top • VITREOUS
- 4 oz. Cont. • URINE/BLADDER WASH
- 4 oz. Cont. • GASTRIC CONTENTS
- 10 ml. Red Top • RULE
- 7 or 10 ml. Clear or Tiger Top
- 5 or 7 ml. Green or Blue Top
- 10 ml. Red Top: CEREBROSPINAL FLUID
- TISSUE: Liver _____ Kidney _____ Spleen _____ Muscle _____
- Brain _____ Other _____

NOTE: ALL TISSUE FROZEN IN SMEF FREEZER UNLESS OTHERWISE NOTED

SMH TECHNOLOGIST (Do not use initials) J. A. Tison Specimen Received: Date 3/6/00 Time 0920

ORDERING INSTRUCTIONS: Test Ordered No Test Ordered - Hold at SMEF for further instructions

SARASOTA MEMORIAL HOSPITAL

TOXICOLOGY: 917-1151 • SPEC CHEMISTRY: 917-1177 • AUTO CHEMISTRY: 917-1170

Cost	Test Name Of	Results
18.83	ALCOHOL:	
	<input checked="" type="checkbox"/> Blood <input checked="" type="checkbox"/> Plasma <input type="checkbox"/> Whole <input type="checkbox"/> Urine	
	<input type="checkbox"/> Vitreous _____ gm/dl	
20.00	DRUG SCREEN:	
	<input type="checkbox"/> Urine (specify if bladder wash) _____	
	<input type="checkbox"/> Gastric _____	
	<input type="checkbox"/> Bile _____	
	<input type="checkbox"/> Vitreous _____	
40.00	COCAINE:	
	<input type="checkbox"/> Nasal Swab _____	
	<input type="checkbox"/> Quantitation (Specify name of ref. Lab if used) _____	
	OTHER: _____	

Cost	Test Name Of	Results
13.01	<input type="checkbox"/> ELECTROLYTES & GLUCOSE	
	Vitreous _____ Other _____	
	INDIVIDUAL COMPONENTS:	
6.11	<input type="checkbox"/> BUN _____ mg/dl	
7.18	<input type="checkbox"/> NA _____ mmol/L	
7.95	<input type="checkbox"/> K (Potassium) _____ mmol/L	
6.85	<input type="checkbox"/> Cl _____ mmol/L	
6.10	<input type="checkbox"/> Glucose _____ mg/dl	
7.92	<input type="checkbox"/> Creatinine _____ mg/dl	

Cost	Test Name Of	Results
15.04	ACID PHOSPHATASE:	
	<input type="checkbox"/> Vaginal Swab _____ IU/L	
	<input type="checkbox"/> Anal Swab _____ IU/L	
	<input type="checkbox"/> Oral Swab _____ IU/L	
	<input type="checkbox"/> Other (specify source) _____ IU/L	
	<input type="checkbox"/> Other _____	

NAME OF TECHNOLOGIST (Do not use initials) J. A. Tison Date/Time 3-7-00

872

44-405220

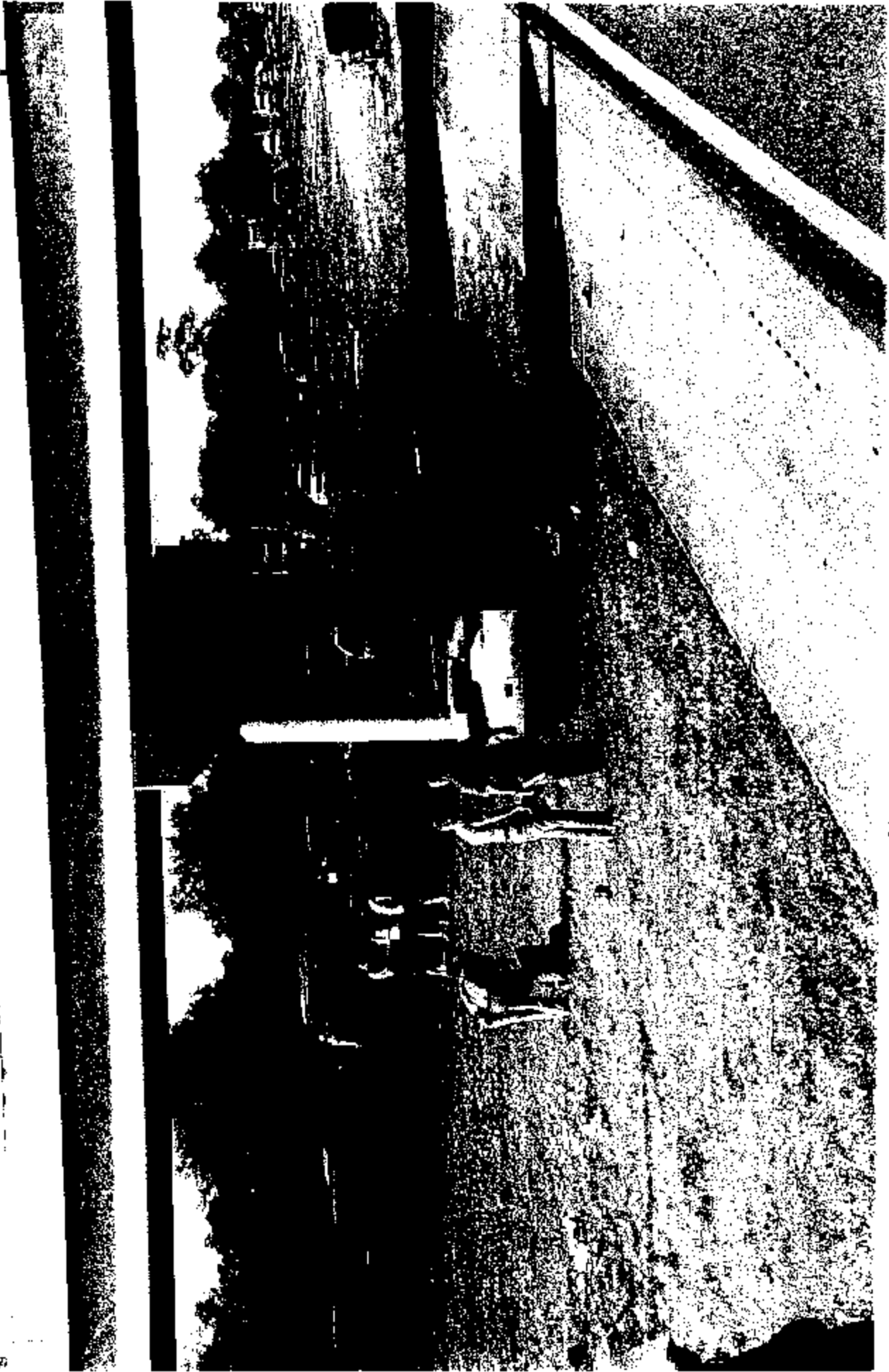
Ms. Tanya Morris, Claim Administrator
ESIS-GM Central Claims Unit
300 Renaissance Center
Mail Code # 482 C20 1071
Detroit, MI. 48265-3000

Tanya Morris

GM594 010. F 0012100

000 Att. 0 9116

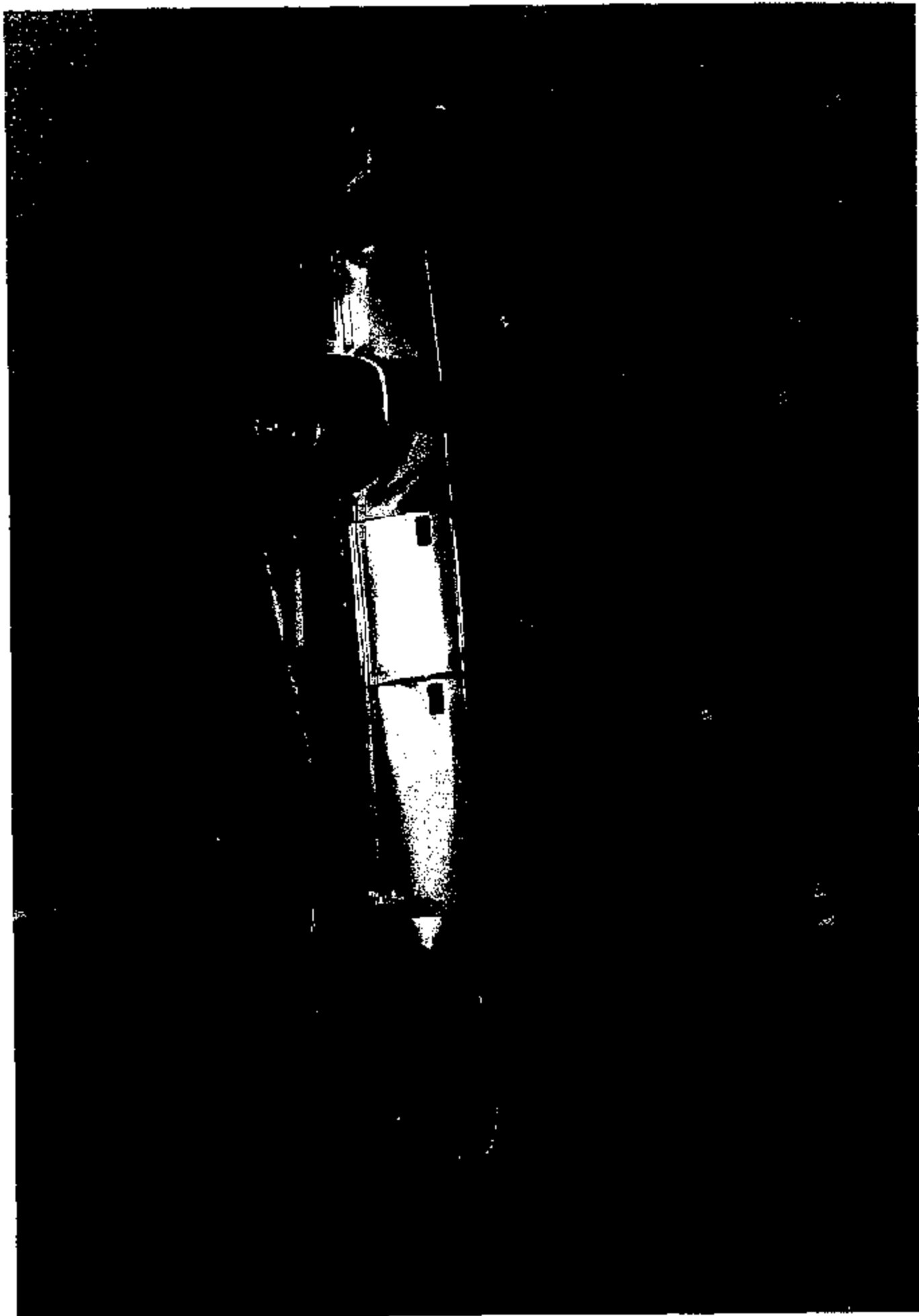
873



GM590 Att. F 681066

GM590 Att. D 4147

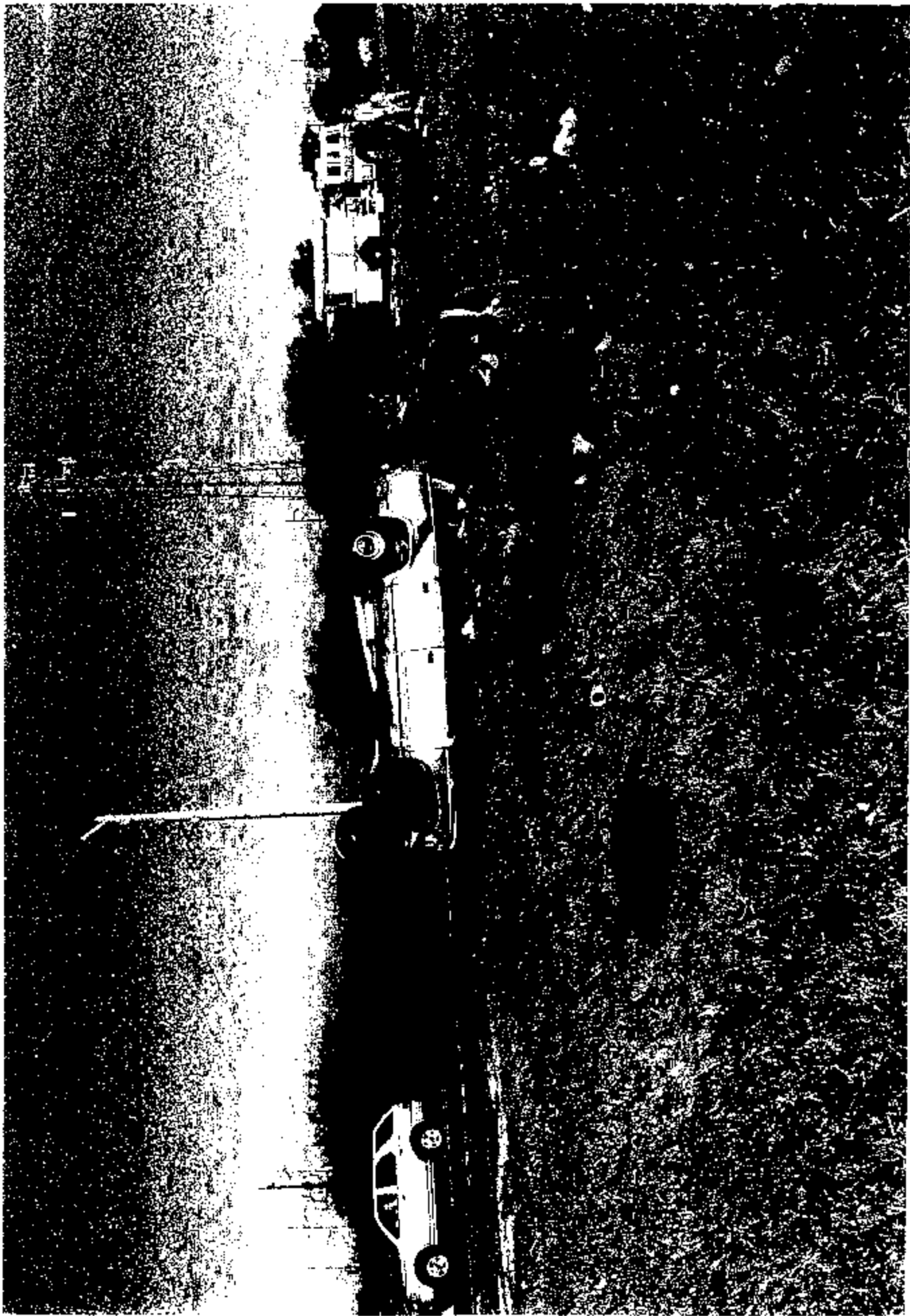
874



GN688 att. F 68867

GN689 att. D 6133

875



01688 011. P 00068

01688 011. P 0140

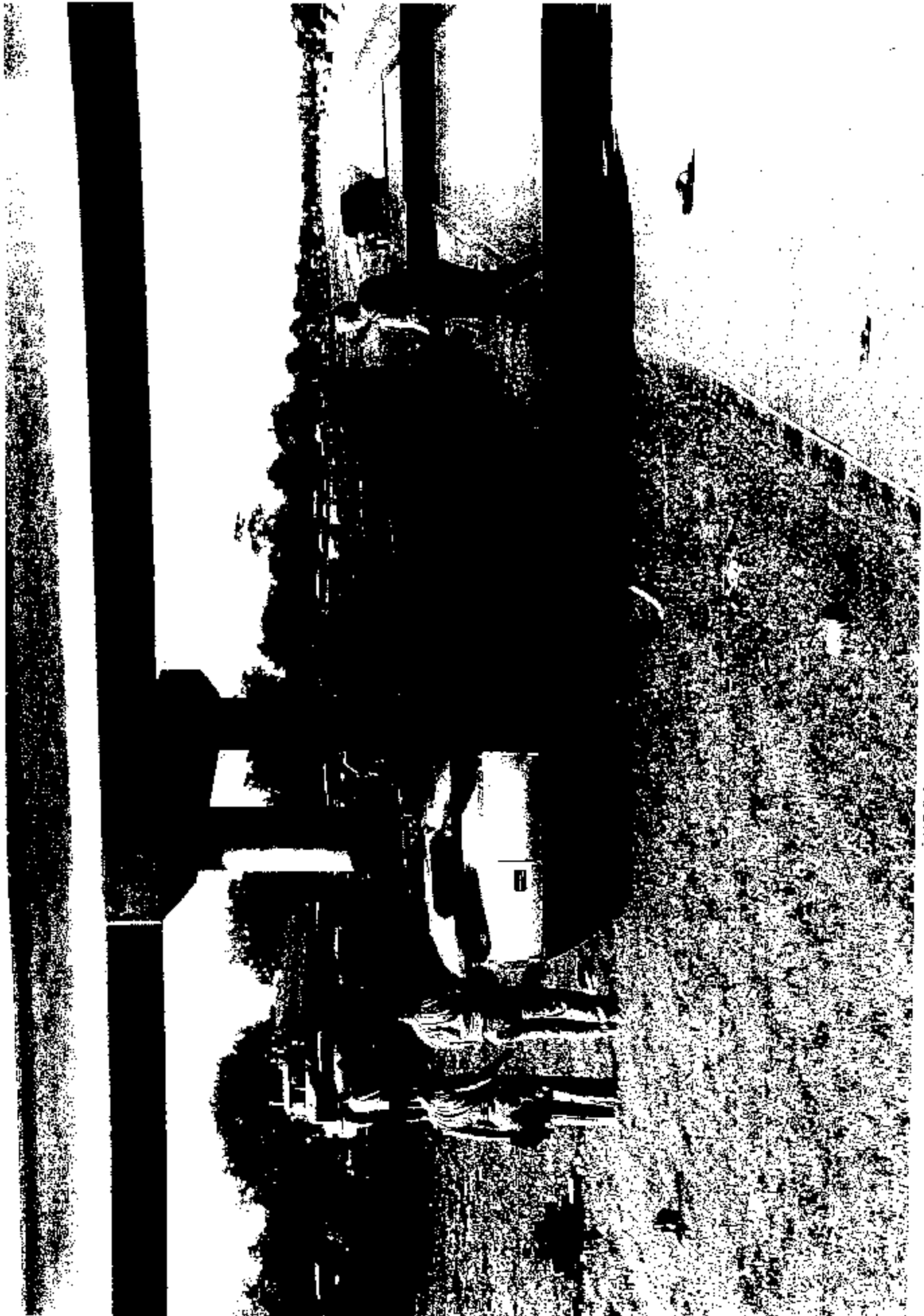
876



6ML94 ntt. F 09069

6d698 ntt. D 1150

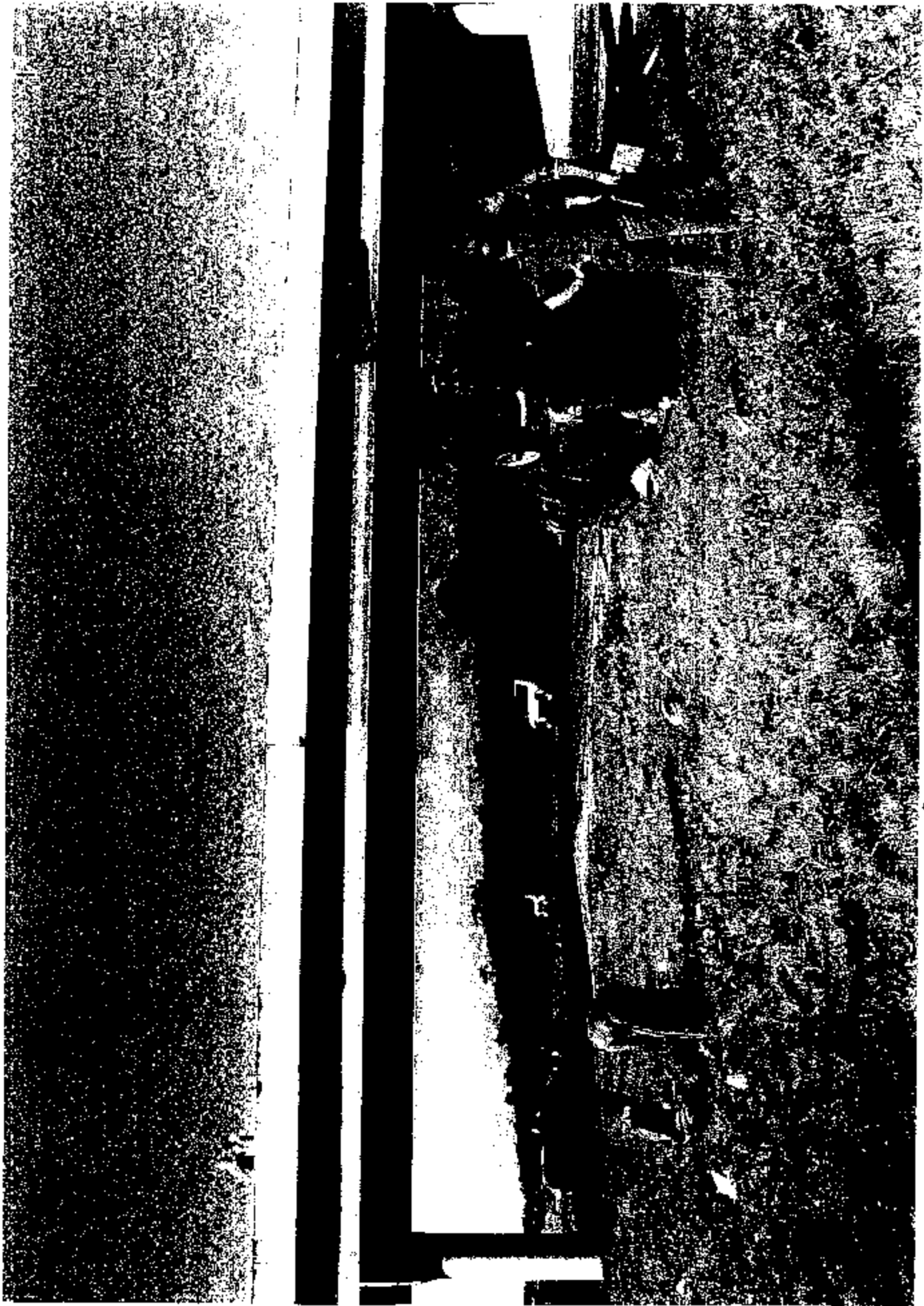
87A



GM504 REC. P 50878

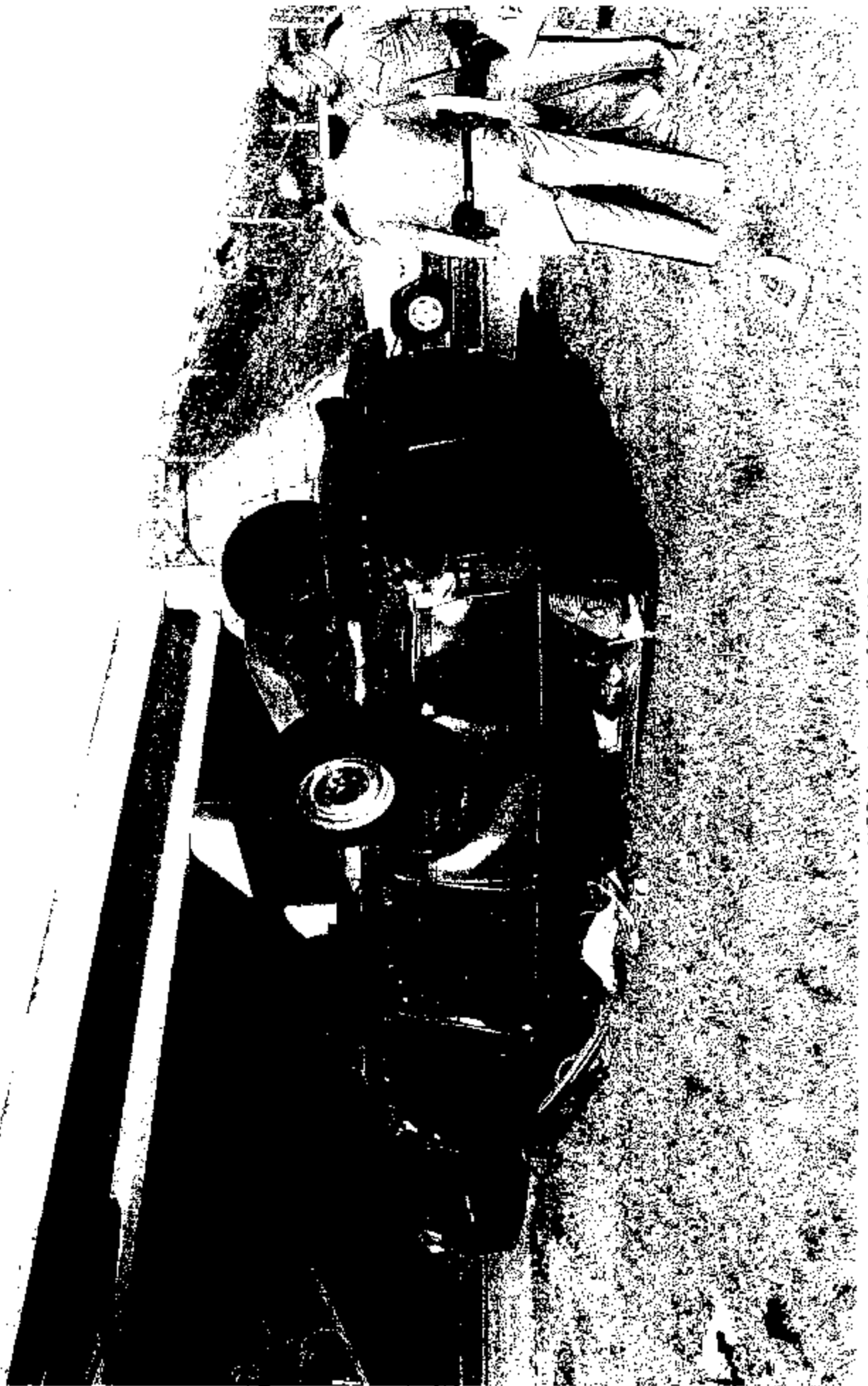
GM508 REC. P 4154

878



GM579 811. 7 58871

GM512 811. 8 9152



GM574 J11. F. GM574

GM574 Att. 0 4150

880

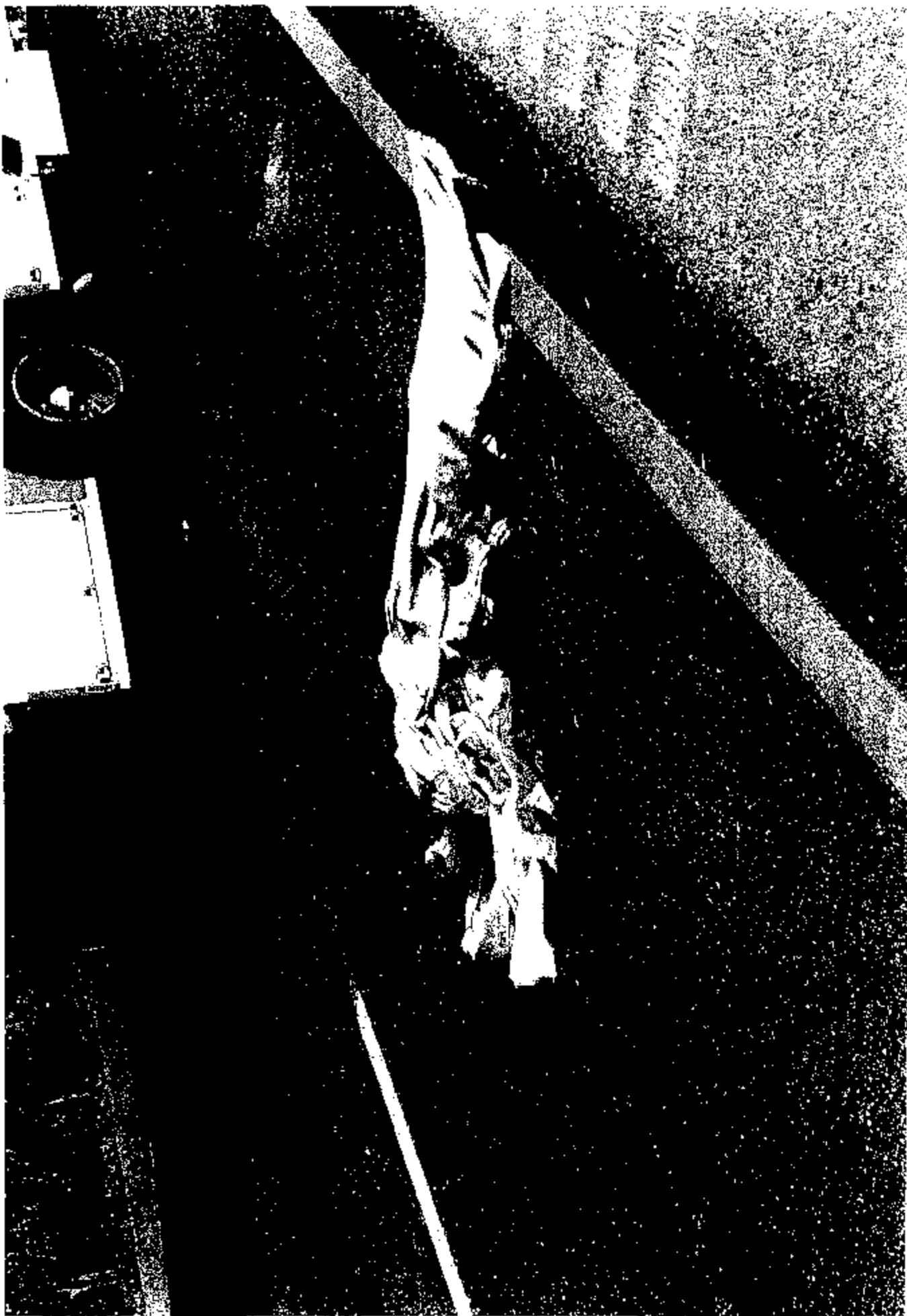
188



GN504 031. P 00073

GN504 031. P 00073

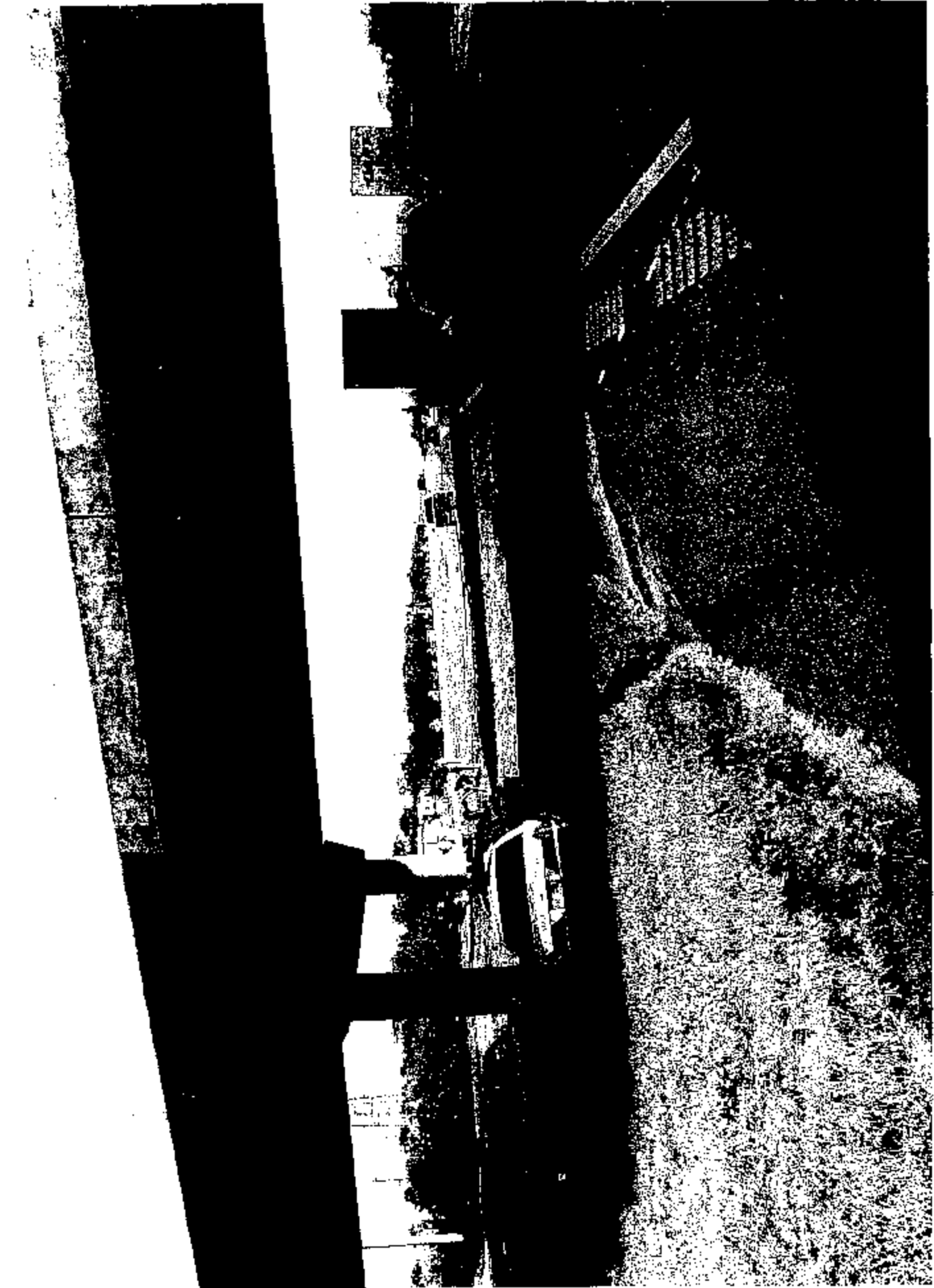
188



GM574 Alt. F 68879

GM000 Alt. F 6155

882



GM504 0111. P 688075

GM588 0111. P 4106

883



GM594 Att. F 00076

GM608 Att. D 4157

884

405 220

MANATEE COUNTY

Accident on I-75 kills FSU student, injures 4

The five sorority sisters were on a spring break trip when a tire blew.

the one who was seriously injured were not wearing seat belts. They were ejected after a tire blow on the Suburban and the driver veered onto the median.

"If everyone would have been wearing a seat belt, everyone would have been fine," said Florida Highway Patrolman Tony Milledge Sr.

By Jennifer Merritt
STAFF WRITER

A 19-year-old was killed and four other female college students were injured, one seriously, when their Chevrolet Suburban flipped and rolled over Sunday on Interstate 75 at Linger Lodge Road.

Claire Kanter of North Miami died. Brooke Whitney, 18, of Lakeland had a possible fractured pelvis and other serious injuries. She was taken by helicopter to Bayfront

PLEASE SEE WRECK ON 6B



MARK A. SKLIKOWSKI/Special to the Herald

A young woman was killed Sunday and four others were injured, one seriously, when this sport utility vehicle flipped over on Interstate 75 near the Linger Lodge Road overpass after a tire blew out.

Woman killed, 4 injured after SUV overturns

HERALD STAFF REPORT

A 19-year-old woman was killed and several others were injured Sunday in an auto accident on Interstate 75, Florida Highway Patrol troopers reported.

Five young women were traveling south at about 3 p.m. on I-75 near the Linger Lodge Road overpass when the right rear tire on a sport utility vehicle blew out. The vehicle, which was traveling in the left lane, veered into the median and rolled over. Claire Kanter, 19, of North

Miami Beach, was thrown from the vehicle and died at the scene. The driver, Dorothy Stephens, 18, of Treasure Island, had minor injuries and was treated at Manatee Memorial Hospital and released. Nicole Wilson, 18, of Athens, Ga., and Courtney Mayer, 18, of Longwood, also were taken to Manatee Memorial and were still being evaluated Sunday night.

Brooke Whitney, 18, of Lakeland, was flown to Bayfront Medical Center where she was listed in stable condition Sunday night. No charges have been filed.

Salasota Herald 3/6/00

68578 Oct. 7 1997

Accident on I-75 kills 1, injures 4

WRECK FROM 1B.

Medical Center in St. Petersburg.

The driver, 19-year-old Dorothy Stephens of Treasure Island, and the other two passengers, Nicole Wilson, 18, of Athens, Ga., and Courtney Mayer, 18, of Longwood suffered minor injuries. They were awaiting the arrival of their parents at Manatee Memorial Hospital in Bradenton on Sunday night.

All are sorority sisters at Florida State University. They were headed south to Fort Lauderdale for spring break, according to Larry Zimmerman, director of emergency communications for Manatee County.

Milledge said the right rear tire on the 1998 Suburban blew about 4:15 p.m. and almost came off. The driver veered left into the median and the cream-colored Suburban turned over one and a half times.

DEATHS

68578 Oct. 7 1997

885

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Sarasota Herald-Tribune

March 6, 2000, Monday.

MANATEE EDITION

SECTION: B SECTION

Pg. 1B

LENGTH: 239 words

HEADLINE: Accident on I-75 kills FSU student, injures 4;
The five sorority sisters were on a spring break trip when a tire blew.

BYLINE: Jennifer Merritt STAFF WRITER

BODY:

A 19-year-old was killed and four other female college students were injured, one seriously, when their Chevrolet *Suburban* flipped and rolled over Sunday on Interstate 75 at Linger Lodge Road.

The young woman who died and the one who was seriously injured were not wearing seat belts.

They were ejected after a tire blew on the *Suburban* and the driver veered onto the median.

"If everyone would have been wearing a seat belt, everyone would have been fine," said Florida Highway Patrolman Tony Milledge Sr.

Claire _____ of North Miami died. Brecke _____ y, 18, of Lakeland had a possible fractured pelvis and other serious injuries. She was taken by helicopter to Bayfront Medical Center in St. Petersburg.

The driver, 19-year-old Dorothy _____ ms of Treasure Island, and the other two passengers, Nicole _____ y, 18, of Athens, Ga., and Courtney _____ t, 18, of Longwood suffered minor injuries. They were awaiting the arrival of their parents at Manatee Memorial Hospital in Bradenton on Sunday night.

All are sorority sisters at Florida State University. They were headed south to Fort Lauderdale for spring break, according to Larry Leithauer, director of emergency communications for Manatee County.

Milledge said the right rear tire on the 1998 *Suburban* blew about 4:15 p.m. and almost came off. The driver veered left into the median, and the cream-colored *Suburban* turned over one and a half times.

LANGUAGE: ENGLISH

LOAD-DATE: March 7, 2000

GM1594 Att. F 60078

GM080 ntt. 0 4159

886



VEHICLE HISTORY REPORTS

www.carfax.com

The Vehicle Identification Number submitted was checked against the Carfax® database of over 1.05 billion vehicle records. The Carfax database includes U.S. and Canadian title and registration activity, rental and lease usage, odometer readings from emissions inspection stations, auto auctions and other sources. The results of this search are displayed below.

1 Vehicle Specifications

Vehicle ID:	3GKGC26J1WG507242
Yr/Mfg:	1998 GMC Truck
Model:	Suburban 2500
Body:	4D Sp Ut Utility
Engine:	7.4L V8 SPFI
Fuel:	Gasoline
Driveline:	Rear-wheel drive
Aspiration:	Normal
Country Mfg:	Mexico

2 Clean Title History Guarantee

RESULT: CLEAN TITLE HISTORY GUARANTEED FOR THIS VEHICLE

The VIN submitted was checked against the Carfax database to determine if any title document for this 1998 GMC Truck was designated or marked with any of the following types of problems

Salvage/Junk Title	Checked. No Problem Title Found
Rebuilt/Reconstructed Title	Checked. No Problem Title Found
Flood Damage Title	Checked. No Problem Title Found
Damage Disclosure Title	Checked. No Problem Title Found
Manufacturer Buyback (LEMON) Title	Checked. No Problem Title Found
Exceeds Mechanical Limits Title	Checked. No Problem Title Found
Not Actual Mileage Title	Checked. No Problem Title Found

For information on the Clean Title History Guarantee, see section 5

GM594 Att. F 00079

GM688 Att. D 4160

887

3 Odometer Rollback Check

RESULT: No odometer rollback detected in the Carfax database.

The VIN submitted for this 1998 GMC Truck was checked against the Carfax database to determine if any reported odometer reading is less than a previous reading

4 Vehicle History Details

The Carfax database contains the following information about this 1998 GMC Truck

DATE REPORTED	ODOMETER READING	INFORMATION SOURCE	GENERAL COMMENTS
11/27/1997		US Customs	Exported from Mexico Imported to: Jacksonville, FL
12/01/1997		Florida Motor Vehicle Dept Saint Petersburg, FL	Registered as commercial vehicle
01/16/1998	13	Florida Motor Vehicle Dept. Saint Petersburg, FL. Title #74690034	Title issued Odometer reading recorded on 12/11/1997
10/29/1998		Florida Inspection Station Saint Petersburg, FL	Passed emissions inspection

NOTE: You have significantly reduced your risk of purchasing a vehicle with a hidden problem. However, Carfax has not inspected this vehicle. There could be other potential problems with this vehicle that have not been reported to Carfax

NOTE: Not all titles issued represent a change in vehicle ownership. For example, a title could be issued to reflect an address change or correction

Clean Title History Guarantee Information

GN594 Att. F GN000

GN600 Att. D 4161

888

GM 1-1-4-0

CERTIFICATE OF ORIGIN FOR A VEHICLE



VEHICLE IDENTIFICATION NUMBER: 10780797
VIN: 36KGC24J1K6507242
SUBURBAN
GMC TRUCK
5940
57.8 6600 98
TEST AVAILABLE COPY

N.T.R.
3/4

I, the undersigned authorized representative of the company, firm or corporation named below, hereby certify that the new vehicle described above is the property of the said company, firm or corporation and is registered on the above date and under the invoice number indicated to the following distributor or dealer:

NAME OF DISTRIBUTOR/DEALER, ETC: HENNESSY PONTIAC-GMC TRUCK
53051 GF5787
PO BOX 768
MORROW GA 30260-0768

It is further certified that this was the first transfer of such new vehicle in ordinary trade and commerce.

- *****
- * THIS VEHICLE *
- * MEETS *
- * FEDERAL *
- * EMISSION *
- * SYSTEM *
- *****

PONTIAC/GMC DIVISION
GENERAL MOTORS CORPORATION

David E. King

(SIGNATURE OF AUTHORIZED REPRESENTATIVE) (AGENT)

DETROIT MI 48243-1003

67802609

GM594 Att. F 60881

889

<p>Each participant under contract is the best of his knowledge, information and belief under contract of the date that the vehicle was sold and has been registered in the State of Florida at the time of sale and the vehicle is not subject to any safety recalls other than those indicated on the title and a lien has been removed from the vehicle FOR YOUR PROTECTION, TRANSMIT THE VEHICLE DESCRIBED ON THE LABEL OF THIS DOCUMENT TO:</p>	
DISTRIBUTOR/DEALER ASSIGNMENT NUMBER 1	<p>NAME OF PURCHASER: <u>CROWN PONTIAC GMC</u></p> <p>ADDRESS: <u>5237 34th ST N ST PETERSBURG, FL 33714</u></p> <p>DATE: _____</p> <p>DEALER: <u>HENNESSY PONTIAC GMC 3225 GARRICK THOMAS CONTROLIER</u></p> <p>NAME: _____</p> <p>CITY: _____</p> <p>STATE: _____</p> <p>COUNTY: _____</p> <p>USE INFORMATION ONLY IN ASSIGNMENT NUMBER 1</p>
DISTRIBUTOR/DEALER ASSIGNMENT NUMBER 2	<p>NAME OF PURCHASER: _____</p> <p>ADDRESS: _____</p> <p>DATE: _____</p> <p>DEALER: <u>Crown Pontiac 13</u></p> <p>NAME: _____</p> <p>CITY: <u>FL</u></p> <p>COUNTY: <u>Pin</u></p> <p>USE INFORMATION ONLY IN ASSIGNMENT NUMBER 2</p>
DISTRIBUTOR/DEALER ASSIGNMENT NUMBER 1	<p>NAME OF PURCHASER: _____</p> <p>ADDRESS: _____</p> <p>DATE: _____</p> <p>DEALER: _____</p> <p>NAME: _____</p> <p>CITY: _____</p> <p>COUNTY: _____</p> <p>USE INFORMATION ONLY IN ASSIGNMENT NUMBER 1</p>
DISTRIBUTOR/DEALER ASSIGNMENT NUMBER 1	<p>NAME OF PURCHASER: _____</p> <p>ADDRESS: _____</p> <p>DATE: _____</p> <p>DEALER: _____</p> <p>NAME: _____</p> <p>CITY: _____</p> <p>COUNTY: _____</p> <p>USE INFORMATION ONLY IN ASSIGNMENT NUMBER 1</p>
DEALER DISCLOSURE FOR RETAIL SALE	<p>I declare under penalty of perjury that the odometer mileage in connection with the transfer of ownership, failure to complete it will constitute a violation of the law and the purchaser is hereby notified of this fact and the consequences thereof.</p> <p>I 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. (Check one)</p> <p>Reading is correct <input type="checkbox"/> NO TANKS <input type="checkbox"/> The mileage stated is in excess of its mechanical limit <input type="checkbox"/> The odometer reading is not the actual mileage <input type="checkbox"/> WARNING ODOMETER DISCREPANCY</p> <p>Signature of Seller: _____ Date of Sale: _____</p> <p>Printed Name of Seller: _____ License No: _____</p> <p>Signature of Purchaser: _____ Title No: _____</p> <p>Printed Name of Purchaser: _____ State of: _____</p> <p>Company Name of Purchaser: _____ City: _____</p> <p>Address of Purchaser: _____ County of: _____</p>
BUYER	<p>NAME OF BUYER: _____</p> <p>ADDRESS: _____</p> <p>CITY: _____</p> <p>COUNTY: _____</p> <p>STATE: _____</p>

BEST AVAILABLE COPY

GM600 Att. D 4163

GM594 Att. F 609B2

890

GM521 REV 3-95

STATE OF FLORIDA
DEPARTMENT OF HIGHWAY SAFETY AND MOTOR VEHICLES
DIVISION OF MOTOR VEHICLES
Hall Parkman Building - Tallahassee 32309-0000
MOTOR VEHICLE DEALER TITLE REASSIGNMENT ASSIGNMENT
(Instructions on Reverse Side)

For use by licensed MOTOR VEHICLE DEALERS, AUCTION DEALERS and THEIR BUYERS ONLY

This reassignment is supplement to: Title No. _____ State of Issue: _____
 Manufacturer's Statement or Certificate of Origin

VEHICLE DESCRIPTION

Vehicle Identification Number	Year	Make	Model	Body
1GKGC26J1NGS87242	98	GMC	SUBURBAN	4DR 4PTDY

REASSIGNMENT INFORMATION

Name of Selling Dealer (Print) CROWN AUTO DEALERSHIPS	Dealer License Number VF0546	State of License FL
Street Address 5237 34TH STREET NORTH	City ST. PETERSBURG	State FL
Sales Tax Collected \$ 1,396.65	Sales Tax Reg. No. (Sales Tax information is not required on dealer to dealer transactions) 62-15-00951-23	Zip Code 33714

Buyer's Name(s) OR	Date of Sale 12/11/97
Buyer's Address	City State Zip Code

Auction Name (if applicable)	Auction License Number	State of License	Date of Auction
Street Address	City	State	Zip Code

BEST AVAILABLE COPY 1

ODOMETER DISCLOSURE STATEMENT

WARNING: FEDERAL AND STATE LAW REQUIRE THAT YOU STATE THE ODOMETER MILEAGE IN CONNECTION WITH TRANSFER OF OWNERSHIP. FAILURE TO COMPLETE OR PROVIDING A FALSE STATEMENT MAY RESULT IN FINES AND/OR IMPRISONMENT.

I STATE THAT THIS MOTOR VEHICLE'S 5 OR 6 DIGIT ODOMETER NOW READS AND TO THE BEST OF MY KNOWLEDGE THAT IT REFLECTS THE ACTUAL MILEAGE OF THE VEHICLE DESCRIBED IN THIS DOCUMENT UNLESS ONE OF THE FOLLOWING IS CHECKED:

CAUTION
DO NOT CHECK IF ACTUAL MILEAGE

- 1. IN EXCESS OF ITS MECHANICAL LIMIT, I HEREBY CERTIFY THAT, TO THE BEST OF MY KNOWLEDGE, THE ODOMETER READING REFLECTS THE AMOUNT OF THE MILEAGE IN EXCESS OF ITS MECHANICAL LIMIT.
- 2. NOT THE ACTUAL MILEAGE. I HEREBY CERTIFY THAT THE ODOMETER READING IS NOT THE ACTUAL MILEAGE. WARNING - ODOMETER DISCREPANCY.

GH504 Att. P 60083

SELLER AFFIRMS, UNDER PENALTY OF PERJURY, THAT THE ABOVE FACTS ARE TRUE AND CORRECT TO THE BEST OF HIS KNOWLEDGE

Dealer's Agent Printed Name (Selling Dealer) D. Swan	Dealer's Signature
Buyer's Signature (1) Acknowledges Receipt of Statement	Buyer's Signature (2) Acknowledges Receipt of Statement
Buyer's Printed Name (1) Last, First, Full Middle or Maiden	Buyer's Printed Name (2) Last, First, Full Middle or Maiden
Street Address SE	City State Zip Code

NOTICE: ANY ALTERATION OR ERASURE MAY VOID THIS ASSIGNMENT AND ALL ASSIGNMENTS THAT FOLLOW.
FILE - ORIGINAL WITH TITLE 2nd COPY: DMV 3rd COPY: DEALER RECORD

ENG000 Att. P 4154

180

3 0 7 1 4 0 0 4 5

Handwritten note

REGISTRATION CERTIFICATE

4136 00001 00001-00000-113-35-#3* 11148 01/08/98 000013

223198 T 02/13/98

08260423 0.00 C 123109 123198 BAMA 4 0

74690034 3GKGC26J1WGS07242 98 5960 41 6000 BMC IK

AR-A-AC-NA-JF-03 AXLES-DRIVE-REAR BY OTHER DLR

HN 2 NU FL DL 531547349123

TAG MONEY 12 72.60 0.00 3.00 0.00 80.60 41 6800

TITLE MONEY 25.00 0.00 0.00 4.75 31.75 0.00 112.35

00T 81

ORIGINAL - NEW

74690034 3 10

NAME OF FIRST OWNER 121197 000013 12/11/97 A-ACTUAL MILEAGE

REPLACEMENT TAG OPTIONAL

CROWN PONTIAC

5232 34TH STREET N.

ST. PETERSBURG FL 33714

ZVF000546

SALES TAX COLLECT BY DLR 1396.65

APPLICANT(S) CERTIFICATION

UNDER PENALTIES OF PERJURY, I DECLARE THAT I HAVE READ THE FOREGOING DOCUMENT AND THAT THE FACTS STATED IN IT ARE TRUE.

DATE

Signature of Registered Owner

Signature of Registered Co-Owner

892

FORM 42011, REV. 12/96

STATE OF FLORIDA DEPARTMENT OF HIGHWAY SAFETY AND MOTOR VEHICLES

329148

8822425

APPLICATION FOR CERTIFICATE OF TITLE WITH/WITHOUT REGISTRATION

APPLICATION TYPE: ORIGINAL TRANSFER DECEASED MOTOR VEHICLE

OR REG. ONLY (If you are a lessee, please indicate "L" or "LL" in the space below. If neither "L" or "LL" is checked, the title will be issued "W".)

Owner's Last Name, First Name, Full Identification Number, Date of Birth, Sex, Full Street Address, City, State, Zip, Lessor's Mailing Address, Dealer's or Lessor's Street Address in Florida (Mandatory)

MOTOR VEHICLE MOBILE HOME OR VESSEL DESCRIPTION: Vehicle/Vessel Identification Number (3GRGC26J1WG507242), Make (GMC), Year (98), Body (4DR), Color (TAN), Florida Title Number, Previous State of Issue, Length, Weight, Gross Vehicle Weight, Gross Trailer Weight, Gross Vehicle Weight Plus Trailer Weight

Vehicle is used for: Private Use, Public Use, School Use, Government Use, Other. Vehicle has been or will be used as a POLICE VEHICLE. Vehicle has been or will be used as a TAXI CAB.

TYPE: 1. Open Motorboat, 2. Cabin Motorboat, 3. Auxiliary Sailboat, 4. Inboard, 5. Outboard, 6. Personal Watercraft, 7. Other. FULL BATHROOM: 1. Wood, 2. Aluminum, 3. Steel, 4. Fiberglass, 5. Wood/Fiberglass, 6. Other. PROPULSION: 1. Outboard, 2. Inboard, 3. Sail, 4. Inboard/Outboard, 5. Air Propulsion, 6. Other. FUEL: 1. Gas, 2. Diesel, 3. Other.

Use of Vehicle: 1. Pleasure, 2. Dealer, 3. Manufacturer, 4. Pleasure Craft, 5. Commercial Vehicle, 6. Commercial Non-Profit, 7. Other. Title of Vehicle: (The depth of under a vessel driver). Are you a Florida Resident? Are you an alien? Contribution to Electric Charge Payment Trust Fund.

U.S. Coast Guard Safety Certificate Number, U.S. Coast Guard Auxiliary Certificate Number, U.S. Coast Guard Auxiliary Certificate Number, U.S. Coast Guard Auxiliary Certificate Number.

Signature of Lessor's Representative, Licensee Name, Licensee Address, City, State, Zip.

DOES NOT APPLY TO VESSELS. If Lessor authorizes the Department to send title to the owner, check box and counter sign. If box above is not checked, title will be mailed to the first beneficiary.

ODOMETER DECLARATION: WARNING: Federal and state law require that you make the mileage in connection with an application for a Certificate of Title. Failure to complete or providing a false statement is cause for suspension. I STATE THAT THIS MOTOR VEHICLE'S ODOMETER NOW READS 15,000 (NO THOUSANDS) MILES, DATE READ 12/11/97. CAUTION: IN EXCESS OF ITS MECHANICAL LIMITS, I HEREBY CERTIFY THAT TO THE BEST OF MY KNOWLEDGE, THE ODOMETER READING REFLECTS THE AMOUNT OF MILEAGE IN EXCESS OF ITS MECHANICAL LIMITS. IS NOT THE ACTUAL MILEAGE. I HEREBY CERTIFY THAT THE ODOMETER READING IS NOT THE ACTUAL MILEAGE. WARNING - ODOMETER DISCREPANCY.

TRANSFER TYPE: IF OWNERSHIP HAS TRANSFERRED, HOW WAS VEHICLE, MOBILE HOME, VESSEL ACQUIRED: SALE, GIFT, REPOSSESSION, COURT ORDER. DATE ACQUIRED: 12/11/97.

REPOSSESSION DECLARATION: IF CHECKED, THE FOLLOWING CERTIFICATIONS ARE MADE BY THE APPLICANT: I CERTIFY THAT (1) THIS MOTOR VEHICLE, MOBILE HOME OR VESSEL WAS REPOSSESSED UPON DEFAULT IN THE TERMS OF THE LIEN INSTRUMENT, (2) FOR MOTOR VEHICLES OR MOBILE HOMES, A CERTIFIED COPY OF WHICH IS ATTACHED TO THIS APPLICATION, (3) FOR VESSELS, A PHOTO COPY OF WHICH IS ATTACHED TO THIS APPLICATION AND (4) THE MOTOR VEHICLE, MOBILE HOME OR VESSEL IS NOW IN MY POSSESSION. I CERTIFY THAT THE SALES CONTRACT FOR THE IDENTIFIED MOTOR VEHICLE, MOBILE HOME OR VESSEL WAS PURCHASED ON (DATE) FROM.

NON-USE AND OTHER CERTIFICATIONS: IF CHECKED, THE FOLLOWING CERTIFICATIONS ARE MADE BY THE APPLICANT: THE VEHICLE IDENTIFIED WILL NOT BE OPERATED ON THE STREETS AND HIGHWAYS OF THIS STATE. OTHER: 1998 GMC 16 KECK 1631 FORD... VESSEL IDENTIFIED WILL NOT BE OPERATED ON THE WATERS OF THIS STATE.

DEALER SALES TAX ONLY: Dealer License Number, Date of Sale, Dealer License Number, Sales Tax Number, Signature.

GM594 Att. F 60815

4160

STATE OF FLORIDA
DEPARTMENT OF HIGHWAY SAFETY AND MOTOR
DIVISION OF DRIVER LICENSES TRANSCRIPT OF DRIVER

894

NAME :
DATE : 21 MAR 2000 14 57 14

CHARACTERISTICS	SEX	SUFFIX	01/09/61 DOB	5 4 HEIGHT	W RACE	M SEX	SOCIAL SECURITY NUMBER
			CLASS	09/25/95 DATE ACQUIRED	01/09/01 DATE EXPIRES	RESTRICTIONS	ENDORSEMENTS
			EXAMS	1 VISION	1 SIGNS	1 LALES	1 DRIVING 0 MOTORCYCLE
DATE LICENSE						REPLACEMENT LICENSE	

VIOLATION/INFRACTION	CONVICTION DATE	REINSTATEMENT DATE	INFORMATION FROM COUNTY/STATE	CITY	COURT	ENTRY
----------------------	-----------------	--------------------	-------------------------------	------	-------	-------

*** ENTRIES BELOW COVER THIS PERSONS ENTIRE RECORD *** ** THIS PERSON HAS A DIGITAL IMAGE **

VIOLATION/INFRACTION	CONVICTION DATE	REINSTATEMENT DATE	INFORMATION FROM COUNTY/STATE	CITY	COURT	ENTRY	IDENTIFICATION ON UNLAWFUL SPEED OR FAIL TO OBEY TRAFFIC
36/18/97			PA				
36/09/98	07/23/98		FLORIDA				
36/05/98	07/20/98		FLORIDA				

END OF RECORD

IN COMPLIANCE WITH SECTION 312.01, F.S., SANDRA C. LANBERT, DIRECTOR, DIVISION OF DRIVER LICENSES, DEPARTMENT OF HIGHWAY SAFETY AND MOTOR VEHICLES, STATE OF FLORIDA, DO HEREBY CERTIFY THAT I AM THE CUSTODIAN OF THE RECORDS OF THE DIVISION OF DRIVER LICENSES AND THAT THIS IS A TRUE AND CORRECT TRANSCRIPT OF THE ABOVE NAMED SUBJECT'S DRIVING RECORD AS TAKEN FROM THE ORIGINAL RECORDS ON FILE IN THIS DEPARTMENT.

Sandra C. Lambert
DIRECTOR

CLASS	DESCRIPTION	RESTRICTIONS
CLASS A	OPERATOR LICENSE WITH A LICENSE TO DRIVE OUTSIDE THE STATE	1. CORRECTIVE LENSES 2. OUTSIDE MIRROR
CLASS B	NON-OPERATOR LICENSE WITH A LICENSE TO DRIVE OUTSIDE THE STATE	1. MARRIED BY EMPLOYMENT
CLASS C	OPERATOR LICENSE WITH A LICENSE TO DRIVE IN THE STATE OF FLORIDA	1. OUTSIDE MIRROR 2. ADDITIONAL LICENSE
CLASS D	NON-OPERATOR LICENSE WITH A LICENSE TO DRIVE IN THE STATE OF FLORIDA	1. MARRIED BY EMPLOYMENT 2. ADDITIONAL LICENSE
CLASS E	OPERATOR LICENSE WITH A LICENSE TO DRIVE IN THE STATE OF FLORIDA	1. MARRIED BY EMPLOYMENT 2. ADDITIONAL LICENSE
CLASS F	OPERATOR LICENSE WITH A LICENSE TO DRIVE IN THE STATE OF FLORIDA	1. MARRIED BY EMPLOYMENT 2. ADDITIONAL LICENSE

NOTE: SOME LICENSES ISSUED BY THE STATE OF FLORIDA ARE VALID IN FLORIDA ONLY. THIS RESULTS FROM APPLICANT NOT HAVING A VALID LICENSE FROM ANOTHER JURISDICTION.

THIS TRANSCRIPT CANNOT BE USED TO SUPPORT AN AUTOMOBILE LIABILITY INSURANCE POLICY. (S. 626.30)

68588 Att. F 68588
 68588 Att. 0 4167

GM Vehicle Inquiry System

Summary

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[Help](#)

VIN:	3GKGC26J1WG507242
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VEHICLE INFORMATION

Merchandising Model:	TC20906 - 1998 SUBURBAN 2WD	Warranty Start Date:	12/11/1997
Delivering Dealer:	CROWN PONTIAC-GMC TRUCK P. O. BOX 11509 SAINT PETERSBURG, FL 33733-1509 (727) 527-7151	Selling Source:	48 - GMC TRUCK
		Site Code:	53243
		Business Associate Code:	116323
Service Contract:	No	Branded Title:	No
Warranty Block:	No	PDI Status:	Paid

CAMPAIGN ELIGIBILITY

Vehicle Has No Current Record Of Outstanding Campaigns.

APPLICABLE WARRANTIES

Description	Effective Date	Effective Odometer	End Date	End Odometer
36/36 BUMPER TO BUMPER - NO DEDUCTIBLE	12/11/1997	27 miles	12/11/2000	36027 miles
72/100 SHEET METAL RUST-THROUGH	12/11/1997	27 miles	12/11/2003	100027 miles
36/36 CORROSION	12/11/1997	27 miles	12/11/2000	36027 miles
96/80 PCM/CC EMISSIONS	12/11/1997	27 miles	12/11/2005	80027 miles
36/36 FEDERAL EMISSIONS	12/11/1997	27 miles	12/11/2000	36027 miles

CLAIM HISTORY

R.O. Date	R.O. Number	Type	Labor Operation	Odometer Reading
03/29/1999	W32296	#	N0120 - BATTERY CABLES RPL	18945 miles
03/29/1999	W32296	#	Z5000 - DEALER/RETAILER TRADE(PART OBTAINED LOCALLY)	18945 miles
01/11/1999	W27798	#	N0110 - BATTERY REPLACE ONE	16390 miles
01/11/1999	W27798	#	F0060 - PROP SLIP JOINT RPL	16390 miles
01/08/1998	W06072	#	H2505 - ABS BRAK CONTR RPL	1957 miles
12/31/1997	W05675	#	H2411 - L/F WH SPD SENS RPL	1609 miles
12/31/1997	W05675	#	Z5000 - DEALER/RETAILER TRADE(PART OBTAINED LOCALLY)	1609 miles
10/30/1997	A07242	I	Z7000 - NEW VEHICLE INSPECTION ALLOWANCE	0 miles

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GM509 Att. F 68887

GM688 Att. D 4168

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GM Vehicle Inquiry System

Claim History

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[Help](#)

VIN:	3GKGC26J1WG507242
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CLAIM HISTORY

Repair Order Date:	03/29/1999	Repair Order Number:	W32296	Odometer Reading:	18945 miles
Serviced By:	CROWN PONTIAC-GMC TRUCK P. O. BOX 11509 SAINT PETERSBURG, FL 33733-1509 (727) 527-7151		Selling Source:		48 - GMC TRUCK
			Site Code:		53243
			Business Associate Code:		116323
Cycle	Case	Type	Labor Operation	Part	Comments
04/01/1999	02	#	Z5000 - DEALER/RETAILER TRADE(PART OBTAINED LOCALLY)	N/A	N/A
04/08/1999	01	#	N0120 - BATTERY CABLES RPL	12156900 - CABLE	N/A

Repair Order Date:	01/11/1999	Repair Order Number:	W27798	Odometer Reading:	16350 miles
Serviced By:	CROWN PONTIAC-GMC TRUCK P. O. BOX 11509 SAINT PETERSBURG, FL 33733-1509 (727) 527-7151		Selling Source:		48 - GMC TRUCK
			Site Code:		53243
			Business Associate Code:		116323
Cycle	Case	Type	Labor Operation	Part	Comments
02/01/1999	01	#	N0110 - BATTERY REPLACE ONE	19001632 - BATTERY	N/A
02/01/1999	02	#	F0050 - PROP SLIP JOINT RPL	N/A	N/A

Repair Order Date:	01/08/1998	Repair Order Number:	W06072	Odometer Reading:	1957 miles
Serviced By:	CROWN PONTIAC-GMC TRUCK P. O. BOX 11509 SAINT PETERSBURG, FL 33733-1509 (727) 527-7151		Selling Source:		48 - GMC TRUCK
			Site Code:		53243
			Business Associate Code:		116323
Cycle	Case	Type	Labor Operation	Part	Comments
01/12/1998	01	#	H2505 - ABS BRAK CONTR RPL	12376071 - MODULE KI	N/A

Repair Order Date:	12/31/1997	Repair Order Number:	W05675	Odometer Reading:	1609 miles
Serviced By:	CROWN PONTIAC-GMC TRUCK P. O. BOX 11509 SAINT PETERSBURG, FL 33733-1509 (727) 527-7151		Selling Source:		48 - GMC TRUCK
			Site Code:		53243
			Business Associate Code:		116323

GMS04 Att. D 68881

GMS04 Att. D 4169

896

Cycle	Case	Type	Labor Operation	Part	Comments
01/05/1998	02	#	Z5000 - DEALER/RETAILER TRADE(PART OBTAINED LOCALLY)	N/A	N/A
01/08/1998	01	#	H2411 - L/F WH SPD SENS RPL	15715341 - SHIELD	N/A

Repair Order Date:	10/30/1997	Repair Order Number:	A07242	Odometer Reading:	0 miles
Serviced By:	HENNESSY PONTIAC-BUICK-GMC PO BOX 768 MORROW, GA 30260-0768 (770) 963-6800		Selling Source:	48 - GMC TRUCK	
			Site Code:	53051	
			Business Associate Code:	116351	

Cycle	Case	Type	Labor Operation	Part	Comments
11/07/1997	01	I	Z7000 - NEW VEHICLE INSPECTION ALLOWANCE	N/A	N/A

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GM534 Att. D 60000

GM600 Att. D 9170

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GM Vehicle Inquiry System

Vehicle Build

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[Help](#)

VIN:	3GKGC26J1WG507242
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VEHICLE BUILD

Merchandising Model:		TC20905 - 1998 SUBURBAN 2WD	
Order Number:	N/A	Engine Serial Number:	N/A
Build Plant:	3WG06	Transmission Serial Number:	N/A
Build Date:	10/30/1997	Front Axle Serial Number:	N/A
Gross Vehicle Weight Rating:	N/A	Rear Axle Serial Number:	N/A

OPTION CODES

AG9 - 6WAY PWR DRIVER	A11 - DEEP, ALL EXCEPT W/S AND DRS
AS3 - SUBURBAN/UTILITY (TEMPORARY CHANGE ONLY - PER KOLBA/TAIT)	AT5 - CTR. FLDG
AU0 - KEYLESS ENTRY	AU3 - SIDE DR. ELEC
AXP - POSITION, MULTI-PURPOSE VEHICLE	A31 - POWER WINDOW
A95 - FRT BKT, HIGH BACK, DRIVER & PASS RECL	BVE - RUNNING BOARDS
B35 - FLOOR MATS, CARPETED INSERT	B39 - FLOOR CARPET, LOAD FLOOR
B58 - FLOOR MAT, FRT & RR, CARPETED INSERT	B85 - EXTERIOR, BRIGHT
B96	C36 - AUXILIARY HEATER
C49 - RR WINDOW, ELECTRIC	C6P - 8,600 LBS/3,900 KG ✓
C60 - AIR CONDITIONING	C69 - AIR CONDITIONING
DPS - LT SENSITIVE, COMPASS, O/S TEMP DISPLAY	DK6 - ROOF CONSOLE
D48 - REMOTE CONT ELEC	D55 - FLOOR CONSOLE
FE9 - FEDERAL EMISSIONS	GT4 - 3.73 REAR AXLE RATIO
G80 - LIMITED SLIP	HD7 - HYD POWER, DISC/DRUM, 8,400 LBS
KNP - TRANS. HD	KW2 - 124 AMP
K34 - CRUISE CONTROL	L29 - 7.4 LITRE V8
MSL - SILAO, MEXICO	MT1 - 4L80-E 4-SPEED AUTO TRANS
NF2 - FEDERAL, TIER 1	NPS - LEATHER WRAPPED
N33 - TILT STEERING	P06 - WHEEL TRIM DISC
Q1Z - LT245/75R16/E BW R/FE ST TL ALS 120Q	R9L - SALES ITEM NO. 87
SLM - STOCK ORDERS	TFE - COMMITMENT PLUS
UP0 - RADIO AM/FM CASS,CD	UQ3 - PERFORMANCE ENHANCED AUDIO
VGC - FILM, PAINT ETC/II PREVENTIVE	VK3 - FRT MOUNTING PKG

01594 Att. P 60890

00000 Att. D 4171

898

VR4 - WEIGHT DISTRIBUTING PLATFORM	VXS - COMPLETE
V22 - RADIATOR, CHROME	V54 - LUGGAGE CARRIER
V73 - USA/CANADA	V96 - TRAILER HITCH BALL & MOUNT
XHH - LT245/75R16/E BW R/PE ST TL ALS 120Q ✓	YD3 - (BASE EQUIP) FOR SCHEDULING GYW PLATE
YD6 - RR, BASE EQUIPMENT	YE9 - COMFORT & DECOR LEVEL #3
YHH - LT245/75R16/E BW R/PE ST TL ALS 120Q ✓	ZHH - LT245/75R16/E BW R/PE ST TL ALS 120Q ✓
ZQ3 - PKG W/TILT STEERING	ZW9 - BASE CAB/CHASSIS
ZY1 - CLR COMB SOLID	Z82 - TRAILERING PACKAGE
Z88 - GMC	1SC - OPTION 03
1SZ - OPTION PACKAGE	11U
131 - VERY DK PEWTER/LT GRAY (1)	132 - LEATHER, VERY DK PEWTER W/LT GRAY (03)
6XA - COMPUTER SEL SUSP (6XA)	7XA - COMPUTER SEL SUSP (7XA)

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GR504 Att. N 60093

GN600 Att. D 4172

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GM Vehicle Inquiry System

Delivery Information

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VIN:	3GKGC26J1WG507242
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IN-SERVICE INFORMATION

In-Service Information Not On File

DELIVERY INFORMATION

Delivery Date:	12/11/1997	Odometer:	N/A	Delivery Type:	RETAIL/INDIVIDUAL
Delivering Dealer:	CROWN PONTIAC-GMC TRUCK P. O. BOX 11509 SAINT PETERSBURG, FL 33733-1509 (727) 527-7151			Delivery Selling Source:	48 - GMC TRUCK
				Delivery Site Code:	53243
				Business Associate Code:	116323

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GM594 Att. E 683612

GM188 Att. D 4173

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GM Vehicle Inquiry System

Dealer Information

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[Help](#)

VIN:	3GKGC26J1WGS97242
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INVOICE INFORMATION

Invoice Date:	10/30/1997		
Site Address:	HENNESSY PONTIAC-BUICK-GMC PO BOX 768 MORROW, GA 30260-0768 (770) 968-6800	Selling Source:	48 - GMC TRUCK
		Site Code:	53051
		Business Associate Code:	116351

SHIP-TO INFORMATION

Ship-To Date:	N/A		
Site Address:	HENNESSY PONTIAC-BUICK-GMC PO BOX 768 MORROW, GA 30260-0768 (770) 968-6800	Selling Source:	48 - GMC TRUCK
		Site Code:	53051
		Business Associate Code:	116351

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GM504 Att. F 682533

GM688 Att. D 4179

901

1998 SUBURBAN 2WD
11U 11 PEWTER METALLIC SOLID /V8G
132 GRAY ULTRASOFT LEATHER
ORDER NO. GF5787/TRS STOCK NO.
VIN 3GK GC26 J1 WG507242

PONTIAC/GMC DIVISION
GENERAL MOTORS CORPORATION
100 RENAISSANCE CENTER
DETROIT MI 48243-1003
VEHICLE INVOICE 5AD56836732

*****48*53051S

MODEL & FACTORY OPTIONS	MSRP	INV AMT	RETAIL - STOCK
TC20906 SUBURBAN 2WD	25713.20	23370.38	INVOICE 10/30/97
AS3 FOLDING CENTER & REAR SEAT	N/C	N/C	SHIPPED 10/30/97
BVE SIDE RUNNING BOARDS	275.00	236.50	EXP I/T 11/13/97
C6P GVW RATING - 8,600 LBS	N/C	N/C	INT COM 11/13/97
D48 DUAL ELECT REMOTE CONT MIRRORS	N/C	N/C	PRC EFF 10/30/97
FE9 FED/NY/MA/CT EMISSIONS (EXCLUDING CALIFORNIA)	N/C	N/C	KEYS KH12 KH12
GT4 REAR AXLE - 3.73 RATIO	N/C	N/C	WFP-S QTR OPT-1
G80 LOCKING REAR DIFFERENTIAL	252.00	216.72	BANK: CMAC - 340
KNP H.D. TRANSMISSION OIL COOLER	N/C	N/C	CHG-TO 53-051
L29 290HP VORTEC 7400 V8 GAS ENGINE	600.00	516.00	SHIP WT: 5960
MT1 4 SPEED AUTO TRANS W/OVERDRIVE AND ELECTRONIC CONTROL	N/C	N/C	HP: 57.8
P06 BRIGHT METAL WHEEL TRIM RINGS	N/C	N/C	GVW: 8600
Q1Z LT245/75R16 ALS BW TIRES	N/C	N/C	GVWF: 3800
UQ3 ENHANCED PERFORMANCE SPEAKERS	N/C	N/C	GVWR: 6084
VK3 FRONT LICENSE PLATE MOUNT	N/C	N/C	NTR: 3/4
V95 PROVISIONS, TRAILER HITCH	30.00	25.80	MEMO 1872.15
Z82 HEAVY DUTY TRAILERING EQUIPMENT	214.00	184.04	
1SC MARKETING OPTION PACKAGE - 1SC	9563.00	8052.18	

REQUIRES A MINIMUM PURCHASE OF:

* SLT DECOR

INCLUDES THE FOLLOWING:

- LEATHER TRIM
- DELUXE FRT APPEARANCE PKG.
- DEEP TINTED WINDOWS
- BLACK ROOF LUGGAGE CARRIER
- POWER DOOR LOCKS & WINDOWS
- TILT WHEEL & SPEED CONTROL
- LEATHER WRPD STEERING WHL

* CHASSIS CAB

* AIR CONDITIONING-FRONT & REAR

* INT R/V MIRROR, LIGHT SENSITI
W/OUTSIDE TEMP & COMPASS

* CARPETED FLOOR AND CARGO MATS

* REAR HEATER

* AM/FM STEREO, CD/CASSETTE

* 6-WAY POWER SEAT ADJUSTER

* HI-BACK RECLINING BUCKET
SEATS

* REMOTE KEYLESS ENTRY SYSTEM

11U 11 PEWTER METALLIC SOLID N/C N/C

132 GRAY ULTRASOFT LEATHER N/C N/C

** CONTINUED ON PAGE 2 **

HENNESSY PONTIAC-GMC TRUCK

GM594 Att. F 68844

GM688 Att. D 4175

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1998 SUBURBAN 2WD
11U 11 PEWTER METALLIC SOLID /V8G
132 GRAY ULTRASOFT LEATHER
ORDER NO. GF5767/TRS STOCK NO.
VIN 3GK GC26 J1 WGS07242

PONTIAC/GMC DIVISION
GENERAL MOTORS CORPORATION
100 RENAISSANCE CENTER
DETROIT MI 48243-1003
VEHICLE INVOICE 5AD56836732

*****48*530515
MODEL & FACTORY OPTIONS MSRP INV AMT RETAIL - STOCK
** CONTINUED FROM PAGE 1 **

TOTAL MODEL & OPTIONS	37447.20	32601.62	ACT 237	32157.53
DESTINATION CHARGE	675.00	675.00	H/B 261	1123.29
DEALER ADVERTISING		374.43	ADV 65A	374.43
TIRE WEIGHT TAX		4.20		
TOTAL	38122.20	33655.25	PAY 310	33655.25

MEMO: TOTAL LESS HOLDBACK AND APPROX WHOLESALE FINANCE CREDIT 32131.32

INVOICE DOES NOT REFLECT DEALER'S ULTIMATE COST BECAUSE OF MANUFACTURER REBATES, ALLOWANCES, INCENTIVES, HOLDBACK, FINANCE CREDIT AND RETURN TO DEALER OF ADVERTISING MONIES, ALL OF WHICH MAY APPLY TO VEHICLE.

THIS MOTOR VEHICLE IS SUBJECT TO A SECURITY INTEREST HELD BY GMAC.

HENNESSY PONTIAC-GMC TRUCK

REMIT TO GMAC NO. 340
VIN 3GKGC26J1WG507242
\$ 33655.25 INV 5AD56836732
DUE 11/13/97 DEALER 53-051

GM594 Att. F 68055

GM680 Att. D 4176

903

VINCAMPI

DISPLAY VIN\RELATED CAMPAIGNS

KIPSA06I
08/24/2000 13:36

VIN: 3GKGC26J1WG507242

OPEN\CLOSED STATUS:

SEL	CAMPAIGN STATUS	REPAIR	REPAIR PREV.	CAMPAIGN
CODE NUMBER		DATE	DEALER NUMBER	TYPE

NO CAMPAIGNS CURRENTLY AFFECTING THIS VEHICLE

PW:

PF 10	MANT	11	VHCP	12	DLRA	13	AUDT	14	XREF	15	DESC	16	ADST	17	NADR	18	DELT
19	PERF	20		21		22		23		24	PF SELECT:		GOTO:				

GM594 Att. P 60000

GM688 Att. B 4177

Date: 08/24/2000 Time: 01:36:40 PM

304

FLORIDA DEPARTMENT OF HIGHWAY SAFETY
COUNTY/AGENCY: 68/08 MOTOR VEHICLE INQUIRY REPORT PAGE: 1
RUN DATE: 08/23/2000
RUN TIME: 13:38.31

VEHICLE INFO
VEH ID NUM: JOEGC16J1P0C1243 YEAR MAKE: 1976
VEH TYPE/USE: TR 77 MAKE/INDOOR: GMC /
FUEL TYPE: BODY: TR
NET WEIGHT/QWT: 5660 / 6000 COLOR: WHI /
ODOM MILES/DATE: 32242 / Q1/10/2000 ODOM STATUS/TYP: A / N

TITLE INFO
TITLE NUMBER: 74690034 PENDING? NO ISSUE DATE: 04/12/2000
SALVAGE TYPE: U EPS STATUS:

BRAND INFO
BRAND CODE: NO BRANDS ON FILE BRAND DATE:

OWNER INFO
FEID/DL NUMBER: 138469190 OWNER NUMBER: 1
BIRTH DATE/SEX: / REG COUNTY: 7
OWNER NAME: CRUM & FORSTER INS
OWNER ADDRESS: PO BOX 918076
MAYLAND, FL 32794

REGISTRATION INFO
LICENSE PLATE: DECAL NUMBER:
PLATE CODE: DECAL YEAR:
ISSUE DATE: ISSUE DATE:
AIR CREDIT: EXPIRATION DATE:
REG USE: UNIT NUM/ELENT: /
CLASS CODE: LOCATION CODE:

REGISTRANT INFO
FEID/DL NUMBER: REGISTRANT NUM:
REGIS. DOB/SEX: / REG COUNTY:
REGISTRANT NAME: NO REGISTRANTS ON FILE
REGISTRANT ADDR:

LIEN HOLDER INFO
FEID/DL NUMBER: LIEN NUMBER:
LIEN DOB/SEX: / REG COUNTY:
LIEN HLDR NAME: NO LIENS ON FILE
LIEN HLDR ADDR:

GENSIA Att. P 66897

INGEN Att. D 4178

905

2:05:54 PM

CS-2I-2000

VINassist(R) Version 1.17

(c) by NICH 1991

Insurance Company Edition

VIN:3GKGC26J1WGS07242

DIGIT	DESCRIPTION	MEANING
3	Country of Origin	MEXICO
G	Manufacturer	GMC GENERAL MOTORS
K	Vehicle Type	GMC MPV
G	Gross Vehicle Weight	8001-9000 GVWR / HYD BRAKES
C	Line	CONVENTIONAL CAB 4X2 GMT400
2	Series	3/4 TON NOMINAL
6	Body Style	SUBURBAN/ALL PURPOSE VEHICLE
J	Engine	7.4L V8 MFI HC
J	Check Digit	CHECK DIGIT VALID
W	Year	1998
G	Assembly Plant	SILAO, MEXICO
507242	Sequence Number	IN RANGE

***** VIN Passed Test *****

GM594 att. F 60098

Follow-up on
via. NOs for
Francy Inc.
left

974.1784
Marta
Stokisz
Laura Sotter
974-9991 906

GM608 att. D 4179

ATTACCAZIONE n. 43

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NHTSA PE00-046
GM-600

Attachment "E"

GM600 Att. E 5000

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102614

Frank [redacted] and Sylvia [redacted] v.
Uniroyal Corporation, General Motors
Corporation, Chevrolet Division, Irving
Raymond Trafton, James B. Berglund,
Barbara Berglund and Does 1 to 10
San Francisco County Superior Court,
California, Docket No.: 962255

1991 Chevrolet Suburban, VIN 1GNGV26K8MF102614

On June 14, 1994, Irving [redacted] was traveling at about 55 mph when the left front tire allegedly experienced a sudden blowout and the wheel came off. [redacted] claimed that the vehicle was pulled over the centerline into the path of oncoming traffic where he hit a truck's trailer tire, and then struck the left front of a 1990 Ford Thunderbird which then traveled over its centerline and struck the left rear wheel of a 1977 Ford pickup truck. The right front of vehicle then struck the right front of a 1987 Ford Taurus operated by Sylvia Salvestrin. The Taurus spun around in the middle of the road, and caused [redacted] Suburban to overturn onto its left side and rest on a shoulder.

The police report noted that the Suburban's front-seat passenger, Helen [redacted], thought that the Suburban "just lost the wheel." She did not hear the blowout, and she indicated that the Suburban "just went down on the axle." However, the police officer's summary noted that the collision was caused by the blowout of the Suburban's left front tire. This incident occurred in Napa County, California. The police report also indicated that the left front tire/wheel assembly was off the vehicle and lying near the rear of the vehicle. The tire had an approximately 3-inch piece of tread missing and a large hole in the casing. The right front and left rear tires were also flat. There were black rubber tire scuff marks noted on the damaged left front fender above and to the rear of the fender well. All of the tires appeared to be relatively new. A witness following the Suburban thought that the Suburban experienced a blowout. The witness heard a "pop" and saw a lot of dust.

On June 17, 1994, the California Highway Patrol (CHP) conducted a limited mechanical inspection on the 1991 Chevrolet Suburban. The vehicle's odometer was approximately 40,000. The vehicle was registered to James B. or Barbara [redacted]. The inspector noted that the vehicle sustained severe direct and induced-front collision damage, and that approximately 12 inches of the leading edge of the left front fender was displaced outward and folded 180 degrees to the rear. The remainder of the fender was buckled and displaced outward. The right front and rear tires were Uniroyal Laredo LTL M&S, LT235/85R16. The tread depth was measured at major grooves at three locations across the tires from front to rear. The left rear tire measured at 4/32", 4/32" and 6/32". The right rear tire measured at 4/32", 4/32", and 5/32". The right front tire measured at 7/32", 6/32", and 5/32". The outboard side wall of the left rear tire had a 4-inch cut that was approximately 1-inch counter clockwise of the valve stem. The cut penetrated to the inside of the tire and started near the tread edge. A partially attached chunk of rubber was cut on the outboard edge of the tire tread near the location of the cut. Gouges were found on the outboard edge of the rim flange beginning at the valve stem and continuing approximately 18 inches in a clockwise direction. The inboard bead was still secured on the rim, however the outboard bead was separated. The right front tire was deflated as a result of a radial collapse of the inboard rim flange. Both beads were still attached to the rim.

The allegedly failed tire was examined by another member of the CHP on August 4, 1994. When the tire was produced for inspection, the tire, wheel and the entire left front hub and

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brake assembly were still assembled as a unit. The hub and brake assembly were determined not to be an issue pertaining to the tire analysis, and the hub and brake assembly were dismantled from the wheel. The tire was then removed from the wheel, and the inspector examined the tire body, wheel and six pieces of tread. The tire was identified as a Uniroyal Laredo LTL Radial, LT235/85R16 M+S tubeless blackwall radial load range "E" tire. The inspector noted that several small pieces of the tread were missing, and that most of them were from the area of the blowout. On the tire body, both bead areas were in good condition. Approximately 1/3 of the tread was still attached to the tire. The tread depth from outboard to inboard was approximately 5/32, 5/32, 5/32, 6/32, and 7/32 for most of the tread left on the tire. The inboard and outboard sidewalls were in good condition. There was a split in the inner steel belted ply, parallel with the ply at 4 o'clock. There were two fractures of the polyester radial ply cords and inner liner in the same area. These fractures were approximately 1-inch long. The tire contained a 2-1/2 inch by 1-1/2 inch "L" shape cut through the outboard sidewall at 10:30. There was a slight bulge in the tread in this same area. The investigator found a 5-inch longitudinal cut into the polyester cord in the inboard sidewall, with a 3-inch superficial cut at the end. The polyester radial plies were ripped from shoulder to shoulder at 1 o'clock. Some of the ply cords were torn into two pieces and frayed in the tread area. The ends of the steel belt plies were loose and frayed to the left of the rip. Most of the steel plies to the right of the rip were missing. The investigator found that some of the rubber covering the steel ply was polished where the ply crossed over the rip, and that this observation indicated that there was separation between the steel plies in this area. Most of the tread was off of the tire in this area with only a small portion of the tread remaining at the inboard shoulder. The steel ply rubber covering was polished at various other places where the tread was missing, and the investigator indicated that this condition suggested that there were separations in other areas of the tire.

The inner liner was wrinkled near the inside of the tread at 12 o'clock. The tread was loose and some of the tread was missing in this area. The polished steel ply rubber covering indicated that the steel ply belts were loose in this area. There were three witness marks on the inboard bead area of the tire at 3 o'clock. These marks indicated that there had been wheel weights or a wheel weight installed in this area.

In the inspector's examination of the sections of tread, the inspector noted that there were six pieces of the tread. The largest was approximately 43 inches long by 7 1/4 inches wide. The next one was 22 inches long by 4 3/4 inches wide. The third piece was 17 inches long and 3 3/4 inches wide. The fourth was 17 inches long by 2 1/4 inches wide. The other two pieces were 5 1/2 inches long by 3 inches wide. The larger piece of tread with one steel ply attached started at approximately 2 o'clock and extended for 1/3 of the tire circumference. The tread depth from outboard to inboard in five areas was approximately 5/32, 5/32, 5/32, 6/32, and 7/32 for most of the section. The tread depth at 2:30 on the tapered end near the outboard side was slightly less. There was a split in the ply, parallel with the steel belt ply, at 4 o'clock. The split did not go through the tread rubber.

The second largest piece of tread with one steel ply attached was from the blow-out area. The tread depth from outboard to inboard in the three tread grooves was approximately 5/32, 5/32, and 6/32. The tread depth in the immediate area of the blow-out was slightly less than 5/32. The steel belt ply wire ends near the blow-out were frayed. The inside of the ply was polished near the blow-out area.

Two of the smaller pieces had steel ply attached and two did not. The tread depth on these pieces was 6/32. The larger of these small pieces had the inside of the ply polished which would have been near the blow-out area.

A small section of steel ply with a rubber cover appeared to match the ply of the tire, but the inspector was not certain that it was part of the tire.

The alloy wheel contained the following markings: _H UW, MOLD NO. 1, 16X7 LEFT DOT T, DO NOT EXCEED 60 PSI, and MAX WHEEL LOAD 3000 LBS; 0690

The wheel outboard flange had a 4-inch long with a ½ inch maximum outward axial collapse starting at 12 o'clock. There was a nick in the inboard flange in the same area. There was a slight radial collapse of the inboard flange at 2 o'clock. Starting at 3 o'clock on the inboard flange, there were scrape marks and black transfers. There were black transfer marks on the outboard flange starting at 5 o'clock for a chord length of 8 inches. There was a slight radial collapse of the inboard flange at 5 o'clock. There was a nick in the inboard flange at 7 o'clock. There were three witness marks on the inside of the inboard flange and a witness mark on the outside of the inboard flange at 9 o'clock. These marks appeared to have been made by wheel weights or a wheel weight. There was a rip in the outboard flange and a nick in the inboard flange at 10 o'clock. The wheel was cracked from the center hole through one wheel mounting hole and to a hand hole.

The inspector concluded that the tire failure was a result of impact damage because the following defects lined up with the blow-out area when the tire and wheel were in the same position that Motor Carrier Specialist, Rick Slimp, stated they were in, before the tire was dismantled from the wheel: 1) The cords in the radial ply were fractured and frayed; 2) One of the sections of tread had a spot in the tread that was thinner than the rest of the tread; 3) the chafing and abrading of the rubber between the plies; 4) the radial collapse on the inboard flange of the wheel; and 5) numerous areas of impact damage to the tire and wheel.

The inspector believed that these defects indicated that sometime prior to the collision, the tire had struck an object or objects with considerable force which deflected the tire allowing the object to contact the inboard wheel flange. The inspector believed that these impacts weakened the tire which resulted in the eventual blow-out.

On July 11, 1994, plaintiffs filed a complaint alleging that the vehicle's wheel assembly and left front tire failed.

Irving Trafton claimed chest pain and a scrape on his right hand. Helen Trafton, the Suburban's front-seat passenger, sustained a fractured pelvis and right hip, fractured sternum and compound ankle fractures. In the Ford Taurus, front-seat passenger Lucrezia Salvestrin sustained fatal injuries. The Coroner's report stated that she sustained multiple traumatic injuries to her chest, head, lungs and internal organs. The Taurus driver, Sylvia Savestrin, sustained a fractured right femur and the loss of her six-month old fetus. The Thunderbird's driver sustained a fractured left foot, and bruising to her left hip and left temple area. The drivers in the other vehicles were not injured.

This lawsuit is closed.

61688 Att. E 5003

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Deborah [redacted] er, Individually and as Personal Representative
of the Estate of Jennie [redacted] n, deceased v.
Goodyear Tire & Rubber Company, General Motors Corporation,
Paul E. Gilbert and Susan Ann Gilbert
Superior Court, Maricopa County, Arizona, Docket No.: CV2000-917418

1995 Chevrolet Suburban, VIN 1GNGK26N5S1307756

On May 22, 2000, Susan [redacted] was traveling at approximately 70 mph when she heard a "bang" and then the sound of a tire flapping. [redacted] lost control of the vehicle and swerved right and left. [redacted] then went over the edge of an embankment and overturned about 4 or 5 times. [redacted] also told the police officer that the left rear tire blew out prior to the incident. The officer noted that the tire showed signs of a blowout, and that tire tread was missing from the rubber core. The officer also noted that the tire had experienced a sudden loss of air pressure and that the tire tread peeled off the core. According to the officer, [redacted] over-reacted, over-corrected with the steering wheel, and lost control of the vehicle. Susan [redacted] also claimed that the right rear tire blew out in Yuma, Arizona, and that someone helped her replace it with the spare tire. The police report also notes that the tires were about 2 years old. The new vehicle invoice shows that the original tires on the 1995 vehicle were Firestone tires LT245/75R16/E BW R/PC ST TL OOR 120Q. This incident occurred in San Diego County, California.

Susan [redacted] sustained a laceration to her left hand and right foot, a seat belt abrasion to her left clavical, and she complained about neck pain. Right-front seat passenger Elizabeth was belted and sustained lacerations to her right arm. Jennie Swanson was seated immediately behind Susan [redacted]. According to the police report, Jennie [redacted] was not belted, and she was ejected from the vehicle. [redacted] sustained fatal head and chest injuries.

A supplemental mechanical inspection by the California Highway Patrol El Cajon Area Personnel noted that the left rear and right rear tires were separated from their beads and completely deflated. The crown/tread was completely separated from the belt package on each of the two tires, and the exposed steel belts were coated in dirt and light rust. The inspector could not locate the two detached treads anywhere near the vehicle. The inspector noted that the vehicle's rear quarter panels had black-colored rubber scuff marks, and that the inner wheel wells were distorted away from their original shape. The distorted wheel wells and scuff marks were consistent with damage caused by a tread separating from a tire.

On September 21, 2000, plaintiff filed a complaint alleging that the tread on the vehicle's left rear Goodyear Wrangler tire separated and caused Susan [redacted] lose control of her vehicle. Plaintiff also alleged that there was a defect in the vehicle's handling stability.

On February 13, 2001, plaintiff agreed to voluntarily dismiss her case against General Motors.

ATTACHMENT "A"

913

**NHTSA PE00-046
GM-600**

Attachment "F"

GM600 Att. F 6000

914

Vin	Make	Model Description	Build Date	Trouble Code	Labor	Labor Description
1GCJK39G11F106861	C		10/20/2000	CUT	E0431	TIRE, GOODYEAR-REPLACE
1GCJK39G11F106861	C		10/20/2000	CUT	E0431	TIRE, GOODYEAR-REPLACE
1GCJK39G11F106861	C		10/20/2000	CUT	E0431	TIRE, GOODYEAR-REPLACE
1GTGK24R4TE528208	T	Sierra K2500 Wideside (8 ft)	03/07/'996	CUT	E0431	TIRE, GOODYEAR-REPLACE
1GTGK24R4TE528208	T	Sierra K2500 Wideside (8 ft)	03/07/1996	CUT	E0431	TIRE, GOODYEAR-REPLACE
1GTGK24R4TE528208	T	Sierra K2500 Wideside (8 ft)	03/07/'996	CUT	E0431	TIRE, GOODYEAR-REPLACE
1GTGK29J7WE525830	T	Sierra K2500 Extended Cab (8 ft)	12/17/'997	CUT	E0431	TIRE, GOODYEAR-REPLACE
1GTGK29J7WE525830	T	Sierra K2500 Extended Cab (8 ft)	12/17/1997	CUT	E0431	TIRE, GOODYEAR-REPLACE
1GTGK29J7WE525830	T	Sierra K2500 Extended Cab (8 ft)	12/17/'997	CUT	E0431	TIRE, GOODYEAR-REPLACE
3GKGGK26J6XG542217	K	Suburban 2500 4WD	07/09/'999	CUT	E0431	TIRE, GOODYEAR-REPLACE
3GKGGK26J6XG542217	K	Suburban 2500 4WD	07/09/1999	CUT	E0431	TIRE, GOODYEAR-REPLACE
3GKGGK26J6XG542217	K	Suburban 2500 4WD	07/09/'999	CUT	E0431	TIRE, GOODYEAR-REPLACE
1GCGK29F8TE168794	C	C/K Pickup K2500 Extended Cab (8 ft)	02/06/1996	PUNCTURED	E0431	TIRE, GOODYEAR-REPLACE
1GCGK29F8TE168794	C	C/K Pickup K2500 Extended Cab (8 ft)	02/06/'996	PUNCTURED	E0431	TIRE, GOODYEAR-REPLACE
1GCGK29F8TE168794	C	C/K Pickup K2500 Extended Cab (8 ft)	02/06/'996	PUNCTURED	E0431	TIRE, GOODYEAR-REPLACE
1GCGK29R4WE220582	C	C/K Pickup K2500 Extended Cab (6 1/2 ft)	04/08/'998	PUNCTURED	E0431	TIRE, GOODYEAR-REPLACE
1GCGK29R4WE220582	C	C/K Pickup K2500 Extended Cab (6 1/2 ft)	04/08/'998	PUNCTURED	E0431	TIRE, GOODYEAR-REPLACE
1GCGK29R4WE220582	C	C/K Pickup K2500 Extended Cab (6 1/2 ft)	04/08/1998	PUNCTURED	E0431	TIRE, GOODYEAR-REPLACE
1GCHK34R9WZ270405	C	C/K Pickup K3500 Fleetside (8 ft)	08/06/'998	PUNCTURED	E0431	TIRE, GOODYEAR-REPLACE
1GCHK34R9WZ270405	C	C/K Pickup K3500 Fleetside (8 ft)	08/06/1998	PUNCTURED	E0431	TIRE, GOODYEAR-REPLACE
1GCHK34R9WZ270405	C	C/K Pickup K3500 Fleetside (8 ft)	08/06/1998	PUNCTURED	E0431	TIRE, GOODYEAR-REPLACE
1GKGGK26J0VJ736236	K	Suburban 2500 4WD	03/12/1997	PUNCTURED	E0431	TIRE, GOODYEAR-REPLACE
1GKGGK26J0VJ736236	K	Suburban 2500 4WD	03/12/1997	PUNCTURED	E0431	TIRE, GOODYEAR-REPLACE
1GKGGK26J0VJ736236	K	Suburban 2500 4WD	03/12/1997	PUNCTURED	E0431	TIRE, GOODYEAR-REPLACE
1GTJK39G11F113468	T		11/20/2000	PUNCTURED	E0431	TIRE, GOODYEAR-REPLACE
1GTJK39G11F113468	T		11/20/2000	PUNCTURED	E0431	TIRE, GOODYEAR-REPLACE
1GTJK39G11F113468	T		11/20/2000	PUNCTURED	E0431	TIRE, GOODYEAR-REPLACE
1GCGC24R9XR713270	C	C/K Pickup C2500 Fleetside (8 ft)	04/30/1999	RUPTURED	E0431	TIRE, GOODYEAR-REPLACE
1GCGK29U8XZ184099	C	C/K Pickup K2500 Extended Cab	04/22/1999	RUPTURED	E0431	TIRE, GOODYEAR-REPLACE
1GCGK29U8XZ184099	C	C/K Pickup K2500 Extended Cab	04/22/1999	RUPTURED	E0431	TIRE, GOODYEAR-REPLACE
1GCGK29U8XZ184099	C	C/K Pickup K2500 Extended Cab	04/22/1999	RUPTURED	E0431	TIRE, GOODYEAR-REPLACE
1GCHK33F0VF009154	C	C/K Pickup K3500 Crew Cab Chassis Cab	10/23/1996	RUPTURED	E0431	TIRE, GOODYEAR-REPLACE
1GCHK33F0VF009154	C	C/K Pickup K3500 Crew Cab Chassis Cab	10/23/1996	RUPTURED	E0431	TIRE, GOODYEAR-REPLACE
1GCHK33F0VF009154	C	C/K Pickup K3500 Crew Cab Chassis Cab	10/23/1996	RUPTURED	E0431	TIRE, GOODYEAR-REPLACE
1GTGG25R2W1070101	T	Savana Cargo 3/4 Ton	02/11/1998	RUPTURED	E0431	TIRE, GOODYEAR-REPLACE
1GTGG25R2W1070101	T	Savana Cargo 3/4 Ton	02/11/1998	RUPTURED	E0431	TIRE, GOODYEAR-REPLACE
1GTGG25R2W1070101	T	Savana Cargo 3/4 Ton	02/11/1998	RUPTURED	E0431	TIRE, GOODYEAR-REPLACE
1GCGK23R7YF402394	C	C/K Pickup K2500 Crew Cab	06/30/1999	TORN	E0431	TIRE, GOODYEAR-REPLACE
1GCGK23R7YF402394	C	C/K Pickup K2500 Crew Cab	06/30/1999	TORN	E0431	TIRE, GOODYEAR-REPLACE
1GCGK23R7YF402394	C	C/K Pickup K2500 Crew Cab	06/30/1999	TORN	E0431	TIRE, GOODYEAR-REPLACE

01/04/00 04:11:51

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1GTGC23R6YF429082	T	Sierra 2500 2WD 4 Door Crew Cab Short Box	09/28/1999	TORN	E0431	TIRE, GOODYEAR-REPLACE
1GTGC23R6YF429082	T	Sierra 2500 2WD 4 Door Crew Cab Short Box	09/28/1999	TORN	E0431	TIRE, GOODYEAR-REPLACE
1GTGC23R6YF429082	T	Sierra 2500 2WD 4 Door Crew Cab Short Box	09/28/1999	TORN	E0431	TIRE, GOODYEAR-REPLACE
1GTGC33R2XF028908	T	Sierra C3500 Crew Cab Chassis Cab	11/21/1998	TORN	E0431	TIRE, GOODYEAR-REPLACE
1GTGC33R2XF028908	T	Sierra C3500 Crew Cab Chassis Cab	11/21/1998	TORN	E0431	TIRE, GOODYEAR-REPLACE
1GTGC33R2XF028908	T	Sierra C3500 Crew Cab Chassis Cab	11/21/1998	TORN	E0431	TIRE, GOODYEAR-REPLACE
1GTGC33R2XF028908	T	Sierra C3500 Crew Cab Chassis Cab	11/21/1998	TORN	E0431	TIRE, GOODYEAR-REPLACE
1GTGC33R2XF028908	T	Sierra C3500 Crew Cab Chassis Cab	11/21/1998	TORN	E0431	TIRE, GOODYEAR-REPLACE
1GTGC33R2XF028908	T	Sierra C3500 Crew Cab Chassis Cab	11/21/1998	TORN	E0431	TIRE, GOODYEAR-REPLACE
1GTGC33R2XF028908	T	Sierra C3500 Crew Cab Chassis Cab	11/21/1998	TORN	E0431	TIRE, GOODYEAR-REPLACE
1GTGC33R2XF028908	T	Sierra C3500 Crew Cab Chassis Cab	11/21/1998	TORN	E0431	TIRE, GOODYEAR-REPLACE
1GBGK24J2WZ153284	B	C/K Pickup K2500 Fleetside (8 ft)	10/23/1997	CUT	E0432	TIRE, GENERAL-REPLACE
1GBGK24J2WZ153284	B	C/K Pickup K2500 Fleetside (8 ft)	10/23/1997	CUT	E0432	TIRE, GENERAL-REPLACE
1GBGK24J2WZ153284	B	C/K Pickup K2500 Fleetside (8 ft)	10/23/1997	CUT	E0432	TIRE, GENERAL-REPLACE
1GCGC24R8WZ144085	C	C/K Pickup C2500 Fleetside (8 ft)	10/08/1997	CUT	E0432	TIRE, GENERAL-REPLACE
1GCGC24R8WZ144085	C	C/K Pickup C2500 Fleetside (8 ft)	10/08/1997	CUT	E0432	TIRE, GENERAL-REPLACE
1GCGC24R8WZ144085	C	C/K Pickup C2500 Fleetside (8 ft)	10/08/1997	CUT	E0432	TIRE, GENERAL-REPLACE
1GCGC24R9WE204561	C	C/K Pickup C2500 Fleetside (8 ft)	03/15/1998	CUT	E0432	TIRE, GENERAL-REPLACE
1GCGC24R9WE204561	C	C/K Pickup C2500 Fleetside (8 ft)	03/15/1998	CUT	E0432	TIRE, GENERAL-REPLACE
1GCGC24R9WE204561	C	C/K Pickup C2500 Fleetside (8 ft)	03/15/1998	CUT	E0432	TIRE, GENERAL-REPLACE
1GCGC24R9WZ152695	C	C/K Pickup C2500 Fleetside (8 ft)	10/23/1997	CUT	E0432	TIRE, GENERAL-REPLACE
1GCGC24R9WZ152695	C	C/K Pickup C2500 Fleetside (8 ft)	10/23/1997	CUT	E0432	TIRE, GENERAL-REPLACE
1GCGC24R9WZ152695	C	C/K Pickup C2500 Fleetside (8 ft)	10/23/1997	CUT	E0432	TIRE, GENERAL-REPLACE
1GCGC24R9YR107470	C	C/K Pickup C2500 Fleetside (8 ft)	08/09/1999	CUT	E0432	TIRE, GENERAL-REPLACE
1GCGC24R9YR107470	C	C/K Pickup C2500 Fleetside (8 ft)	08/09/1999	CUT	E0432	TIRE, GENERAL-REPLACE
1GCGC24R9YR107470	C	C/K Pickup C2500 Fleetside (8 ft)	08/09/1999	CUT	E0432	TIRE, GENERAL-REPLACE
1GCGC29R1VE100556	C	C/K Pickup C2500 Extended Cab (8 ft)	08/05/1996	CJT	E0432	TIRE, GENERAL-REPLACE
1GCGC29R1VE100556	C	C/K Pickup C2500 Extended Cab (8 ft)	08/05/1996	CUT	E0432	TIRE, GENERAL-REPLACE
1GCGC29R1VE100556	C	C/K Pickup C2500 Extended Cab (8 ft)	08/05/1996	CJT	E0432	TIRE, GENERAL-REPLACE
1GCGC29R3WE177513	C	C/K Pickup C2500 Extended Cab (8 ft)	01/30/1998	CUT	E0432	TIRE, GENERAL-REPLACE
1GCGC29R7WE194332	C	C/K Pickup C2500 Extended Cab (8 ft)	02/27/1998	CJT	E0432	TIRE, GENERAL-REPLACE
1GCGC29R7WE194332	C	C/K Pickup C2500 Extended Cab (8 ft)	02/27/1998	CUT	E0432	TIRE, GENERAL-REPLACE
1GCGC29R7WE194332	C	C/K Pickup C2500 Extended Cab (8 ft)	02/27/1998	CUT	E0432	TIRE, GENERAL-REPLACE
1GCGC34J8YR141318	C	C/K Pickup C3500 Fleetside (8 ft)	10/27/1999	CUT	E0432	TIRE, GENERAL-REPLACE
1GCGC34J8YR141318	C	C/K Pickup C3500 Fleetside (8 ft)	10/27/1999	CUT	E0432	TIRE, GENERAL-REPLACE
1GCGC34J8YR141318	C	C/K Pickup C3500 Fleetside (8 ft)	10/27/1999	CUT	E0432	TIRE, GENERAL-REPLACE
1GCGK24F9WE226133	C	C/K Pickup K2500 Fleetside (8 ft)	04/20/1998	CUT	E0432	TIRE, GENERAL-REPLACE
1GCGK24F9WE226133	C	C/K Pickup K2500 Fleetside (8 ft)	04/20/1998	CUT	E0432	TIRE, GENERAL-REPLACE
1GCGK24F9WE226133	C	C/K Pickup K2500 Fleetside (8 ft)	04/20/1998	CUT	E0432	TIRE, GENERAL-REPLACE
1GCGK24R1WZ101081	C	C/K Pickup K2500 Fleetside (8 ft)	07/22/1997	CUT	E0432	TIRE, GENERAL-REPLACE
1GCGK24R1WZ101081	C	C/K Pickup K2500 Fleetside (8 ft)	07/22/1997	CUT	E0432	TIRE, GENERAL-REPLACE
1GCGK24R1WZ101081	C	C/K Pickup K2500 Fleetside (8 ft)	07/22/1997	CUT	E0432	TIRE, GENERAL-REPLACE

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2000
F 6000
GMWB Alt.

1GCGK24RXXR723924	C	C/K Pickup K2500 Fleetside (8 ft)	06/23/1999	CUT	E0432	TIRE, GENERAL-REPLACE
1GCGK24RXXR723924	C	C/K Pickup K2500 Fleetside (8 ft)	06/23/1999	CUT	E0432	TIRE, GENERAL-REPLACE
1GCGK24RXXR723924	C	C/K Pickup K2500 Fleetside (8 ft)	06/23/1999	CUT	E0432	TIRE, GENERAL-REPLACE
1GCGK29F4WE154802	C	C/K Pickup K2500 Extended Cab (6 1/2 ft)	12/01/1997	CUT	E0432	TIRE, GENERAL-REPLACE
1GCGK29F4WE154802	C	C/K Pickup K2500 Extended Cab (6 1/2 ft)	12/01/1997	CUT	E0432	TIRE, GENERAL-REPLACE
1GCGK29F4WE154802	C	C/K Pickup K2500 Extended Cab (6 1/2 ft)	12/01/1997	CUT	E0432	TIRE, GENERAL-REPLACE
1GCGK29RXVE242360	C	C/K Pickup K2500 Extended Cab (8 ft)	04/07/1997	CUT	E0432	TIRE, GENERAL-REPLACE
1GCGK29RXVE242360	C	C/K Pickup K2500 Extended Cab (8 ft)	04/07/1997	CUT	E0432	TIRE, GENERAL-REPLACE
1GCGK29RXVE242360	C	C/K Pickup K2500 Extended Cab (8 ft)	04/07/1997	CUT	E0432	TIRE, GENERAL-REPLACE
1GCHK33J4YF481821	C	C/K Pickup K3500 Crew Cab Chassis Cab	03/02/2000	CUT	E0432	TIRE, GENERAL-REPLACE
1GCHK33J4YF481821	C	C/K Pickup K3500 Crew Cab Chassis Cab	03/02/2000	CUT	E0432	TIRE, GENERAL-REPLACE
1GCHK33J4YF481821	C	C/K Pickup K3500 Crew Cab Chassis Cab	03/02/2000	CUT	E0432	TIRE, GENERAL-REPLACE
1GCHK34J1TZ197861	C	C/K Pickup K3500 Fleetside (8 ft)	06/03/1996	CUT	E0432	TIRE, GENERAL-REPLACE
1GCHK34J1TZ197861	C	C/K Pickup K3500 Fleetside (8 ft)	06/03/1996	CUT	E0432	TIRE, GENERAL-REPLACE
1GCHK34J1TZ197861	C	C/K Pickup K3500 Fleetside (8 ft)	06/03/1996	CUT	E0432	TIRE, GENERAL-REPLACE
1GTGK23J0YF431729	T	Sierra C3500 Crew Cab	10/05/1999	CUT	E0432	TIRE, GENERAL-REPLACE
1GTGK23J0YF431729	T	Sierra C3500 Crew Cab	10/05/1999	CUT	E0432	TIRE, GENERAL-REPLACE
1GTGK23J0YF431729	T	Sierra C3500 Crew Cab	10/05/1999	CUT	E0432	TIRE, GENERAL-REPLACE
1GTGK23RXYP441898	T	Sierra C3500 Crew Cab	11/01/1999	CUT	E0432	TIRE, GENERAL-REPLACE
1GTGK23RXYP441898	T	Sierra C3500 Crew Cab	11/01/1999	CUT	E0432	TIRE, GENERAL-REPLACE
1GTGK23RXYP441898	T	Sierra C3500 Crew Cab	11/01/1999	CUT	E0432	TIRE, GENERAL-REPLACE
1GTGK24R2VZ551561	T	Sierra K2500 Wideside (8 ft)	06/23/1997	CUT	E0432	TIRE, GENERAL-REPLACE
1GTGK24R2VZ551561	T	Sierra K2500 Wideside (8 ft)	06/23/1997	CUT	E0432	TIRE, GENERAL-REPLACE
1GTGK24R2VZ551561	T	Sierra K2500 Wideside (8 ft)	06/23/1997	CJT	E0432	TIRE, GENERAL-REPLACE
1GTGK24R9VZ536817	T	Sierra K2500 Wideside (8 ft)	04/14/1997	CUT	E0432	TIRE, GENERAL-REPLACE
1GTGK24R9VZ536817	T	Sierra K2500 Wideside (8 ft)	04/14/1997	CUT	E0432	TIRE, GENERAL-REPLACE
1GTGK24R9VZ536817	T	Sierra K2500 Wideside (8 ft)	04/14/1997	CUT	E0432	TIRE, GENERAL-REPLACE
1GTGK24R9VZ536817	T	Sierra K2500 Wideside (8 ft)	04/14/1997	CUT	E0432	TIRE, GENERAL-REPLACE
1GTGK24R9VZ536817	T	Sierra K2500 Wideside (8 ft)	04/14/1997	CUT	E0432	TIRE, GENERAL-REPLACE
1GTGK24R9VZ536817	T	Sierra K2500 Wideside (8 ft)	04/14/1997	CUT	E0432	TIRE, GENERAL-REPLACE
1GTGK24R9VZ536817	T	Sierra K2500 Wideside (8 ft)	04/14/1997	CUT	E0432	TIRE, GENERAL-REPLACE
1GTGK24RXVZ529438	T	Sierra K2500 Wideside (8 ft)	02/14/1997	CUT	E0432	TIRE, GENERAL-REPLACE
1GTGK24RXVZ529438	T	Sierra K2500 Wideside (8 ft)	02/14/1997	CJT	E0432	TIRE, GENERAL-REPLACE
1GTGK24RXVZ529438	T	Sierra K2500 Wideside (8 ft)	02/14/1997	CUT	E0432	TIRE, GENERAL-REPLACE
1GTGK29F6WE551038	T	Sierra K2500 Extended Cab (8 ft)	05/04/1998	CUT	E0432	TIRE, GENERAL-REPLACE
1GTGK29F6WE551038	T	Sierra K2500 Extended Cab (8 ft)	05/04/1998	CUT	E0432	TIRE, GENERAL-REPLACE
1GTGK29F6WE551038	T	Sierra K2500 Extended Cab (8 ft)	05/04/1998	CUT	E0432	TIRE, GENERAL-REPLACE
1GTGK29R0TE522978	T	Sierra K2500 Extended Cab (8 ft)	02/14/1996	CUT	E0432	TIRE, GENERAL-REPLACE
1GTGK29R0TE522978	T	Sierra K2500 Extended Cab (8 ft)	02/14/1996	CUT	E0432	TIRE, GENERAL-REPLACE
1GTGK29R0TE522978	T	Sierra K2500 Extended Cab (8 ft)	02/14/1996	CUT	E0432	TIRE, GENERAL-REPLACE
1GTGK29R6VE559634	T	Sierra K2500 Extended Cab (8 ft)	08/08/1997	CUT	E0432	TIRE, GENERAL-REPLACE
1GTGK29R6VE559634	T	Sierra K2500 Extended Cab (8 ft)	08/08/1997	CUT	E0432	TIRE, GENERAL-REPLACE

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1GTGK29R6VE559634	T	Sierra K2500 Extended Cab (8 ft)	08/08/1997	CUT	E0432	TIRE, GENERAL-REPLACE
1GTHK33J1YF437288	T	Sierra K3500 Crew Cab Chassis Cab	10/19/1999	CUT	E0432	TIRE, GENERAL-REPLACE
1GTHK33J1YF437288	T	Sierra K3500 Crew Cab Chassis Cab	10/19/1999	CUT	E0432	TIRE, GENERAL-REPLACE
1GTHK33J1YF437288	T	Sierra K3500 Crew Cab Chassis Cab	10/19/1999	CUT	E0432	TIRE, GENERAL-REPLACE
1GTHK34R2WF024233	T	Sierra K3500 Wideside (8 ft)	11/11/1997	CUT	E0432	TIRE, GENERAL-REPLACE
1GTHK34R2WF024233	T	Sierra K3500 Wideside (8 ft)	11/11/1997	CUT	E0432	TIRE, GENERAL-REPLACE
1GTHK34R2WF024233	T	Sierra K3500 Wideside (8 ft)	11/11/1997	CUT	E0432	TIRE, GENERAL-REPLACE
1GBHK34F4YF477170	B	C/K Pickup K3500 Fleetside (8 ft)	02/18/2000	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GBHK34F4YF477170	B	C/K Pickup K3500 Fleetside (8 ft)	02/18/2000	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GBHK34F4YF477170	B	C/K Pickup K3500 Fleetside (8 ft)	02/18/2000	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GCGC29R1TE137927	C	C/K Pickup C2500 Extended Cab (8 ft)	12/09/1995	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GCGC29R1TE137927	C	C/K Pickup C2500 Extended Cab (8 ft)	12/09/1995	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GCGC29R1TE137927	C	C/K Pickup C2500 Extended Cab (8 ft)	12/09/1995	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GCGC33F1VF019734	C	C/K Pickup C3500 Crew Cab Chassis Cab	12/20/1996	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GCGC33F1VF019734	C	C/K Pickup C3500 Crew Cab Chassis Cab	12/20/1996	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GCGC33F1VF019734	C	C/K Pickup C3500 Crew Cab Chassis Cab	12/20/1996	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GCGK24F1VE210944	C	C/K Pickup K2500 Fleetside (8 ft)	02/13/1997	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GCGK24F1VE210944	C	C/K Pickup K2500 Fleetside (8 ft)	02/13/1997	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GCGK24F1VE210944	C	C/K Pickup K2500 Fleetside (8 ft)	02/13/1997	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GCGK24J5WZ216812	C	C/K Pickup K2500 Fleetside (8 ft)	03/02/1998	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GCGK24J5WZ216812	C	C/K Pickup K2500 Fleetside (8 ft)	03/02/1998	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GCGK24J5WZ216812	C	C/K Pickup K2500 Fleetside (8 ft)	03/02/1998	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GCGK24R9YR201691	C	C/K Pickup K2500 Fleetside (8 ft)	04/07/2000	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GCGK24R9YR201691	C	C/K Pickup K2500 Fleetside (8 ft)	04/07/2000	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GCGK24R9YR201691	C	C/K Pickup K2500 Fleetside (8 ft)	04/07/2000	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GCGK29F2VE247526	C	C/K Pickup K2500 Extended Cab (8 ft)	04/14/1997	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GCGK29F2VE247526	C	C/K Pickup K2500 Extended Cab (8 ft)	04/14/1997	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GCGK29F2VE247526	C	C/K Pickup K2500 Extended Cab (8 ft)	04/14/1997	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GCGK29F2VE247526	C	C/K Pickup K2500 Extended Cab (8 ft)	04/14/1997	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GCGK29F2VE247526	C	C/K Pickup K2500 Extended Cab (8 ft)	04/14/1997	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GCGK29F2VE247526	C	C/K Pickup K2500 Extended Cab (8 ft)	04/14/1997	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GCGK29F8TE215970	C	C/K Pickup K2500 Extended Cab (6 1/2 ft)	05/07/1996	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GCGK29F8TE215970	C	C/K Pickup K2500 Extended Cab (6 1/2 ft)	05/07/1996	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GCGK29F8TE215970	C	C/K Pickup K2500 Extended Cab (6 1/2 ft)	05/07/1996	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GCGK29J8WE209675	C	C/K Pickup K2500 Extended Cab (6 1/2 ft)	03/23/1998	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GCGK29J8WE209675	C	C/K Pickup K2500 Extended Cab (6 1/2 ft)	03/23/1998	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GCGK29J8WE209675	C	C/K Pickup K2500 Extended Cab (6 1/2 ft)	03/23/1998	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GCGK29R4WE144846	C	C/K Pickup K2500 Extended Cab (8 ft)	11/10/1997	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GCGK29R4WE144846	C	C/K Pickup K2500 Extended Cab (8 ft)	11/10/1997	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GCGK29R4WE144846	C	C/K Pickup K2500 Extended Cab (8 ft)	11/10/1997	PUNCTURED	E0432	TIRE, GENERAL-REPLACE

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1GCGK29R8VE103683	C	C/K Pickup K2500 Extended Cab (6 1/2 ft)	03/09/1996	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GCGK29R8VE103683	C	C/K Pickup K2500 Extended Cab (6 1/2 ft)	08/09/1996	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GCGK29R8VE103683	C	C/K Pickup K2500 Extended Cab (6 1/2 ft)	08/09/1996	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GCGK29R9XF096529	C	C/K Pickup K2500 Extended Cab (8 ft)	06/13/1999	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GCGK29R9XF096529	C	C/K Pickup K2500 Extended Cab (8 ft)	06/13/1999	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GCGK29R9XF096529	C	C/K Pickup K2500 Extended Cab (8 ft)	06/13/1999	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GCHK33J5XF001347	C	C/K Pickup K3500 Crew Cab Chassis Cab	08/29/1998	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GCHK33J5XF001347	C	C/K Pickup K3500 Crew Cab Chassis Cab	08/29/1998	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GCHK33J5XF001347	C	C/K Pickup K3500 Crew Cab Chassis Cab	08/29/1998	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GCHK34J6XF038681	C	C/K Pickup K3500 Fleetside (8 ft)	12/20/1998	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GCHK34J6XF038681	C	C/K Pickup K3500 Fleetside (8 ft)	12/20/1998	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GCHK34J6XF038681	C	C/K Pickup K3500 Fleetside (8 ft)	12/20/1998	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GDGC34R8VF035918	D	Sierra C3500 Wideside (8 ft)	12/20/1998	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GDGC34R8VF035918	D	Sierra C3500 Wideside (8 ft)	03/20/1997	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GDGC34R8VF035918	D	Sierra C3500 Wideside (8 ft)	03/20/1997	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GTGC29R6YF507089	T	Sierra C2500 Extended Cab (8 ft)	03/20/1997	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GTGC29R6YF507089	T	Sierra C2500 Extended Cab (8 ft)	05/12/2000	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GTGC29R6YF507089	T	Sierra C2500 Extended Cab (8 ft)	05/12/2000	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GTGC29R6YF507089	T	Sierra C2500 Extended Cab (8 ft)	05/12/2000	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GTGC34R6YF421746	T	Sierra C3500 Wideside (8 ft)	09/07/1999	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GTGC34R6YF421746	T	Sierra C3500 Wideside (8 ft)	09/07/1999	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GTGC34R6YF421746	T	Sierra C3500 Wideside (8 ft)	09/07/1999	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GTGC34R6YF421746	T	Sierra C3500 Wideside (8 ft)	09/07/1999	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GTGK29F9XF014031	T	Sierra K2500 Extended Cab (6 1/2 ft)	10/09/1998	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GTGK29F9XF014031	T	Sierra K2500 Extended Cab (6 1/2 ft)	10/09/1998	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GTGK29F9XF014031	T	Sierra K2500 Extended Cab (6 1/2 ft)	10/09/1998	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GTGK29F9XF014031	T	Sierra K2500 Extended Cab (6 1/2 ft)	10/09/1998	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GTGK29F9XF014031	T	Sierra K2500 Extended Cab (6 1/2 ft)	10/09/1998	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GTGK29F9XF014031	T	Sierra K2500 Extended Cab (6 1/2 ft)	10/09/1998	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GTGK29R4WE527265	T	Sierra K2500 Extended Cab (8 ft)	01/15/1998	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GTGK29R4WE527265	T	Sierra K2500 Extended Cab (8 ft)	01/15/1998	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GTGK29R4WE527265	T	Sierra K2500 Extended Cab (8 ft)	01/15/1998	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GTGK29R9VE540768	T	Sierra K2500 Extended Cab (8 ft)	02/11/1997	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GTGK29R9VE540768	T	Sierra K2500 Extended Cab (8 ft)	02/11/1997	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GTGK29R9VE540768	T	Sierra K2500 Extended Cab (8 ft)	02/11/1997	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GTHK33F3WF035023	T	Sierra K2500 Extended Cab (8 ft)	02/11/1997	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GTHK33F3WF035023	T	Sierra K3500 Crew Cab Chassis Cab	01/12/1998	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GTHK33F3WF035023	T	Sierra K3500 Crew Cab Chassis Cab	01/12/1998	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GTHK33F3WF035023	T	Sierra K3500 Crew Cab Chassis Cab	01/12/1998	PUNCTURED	E0432	TIRE, GENERAL-REPLACE
1GBGC24R6YF442692	B	C/K Pickup C2500 Fleetside (8 ft)	11/03/1999	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GBGC24R6YF442692	B	C/K Pickup C2500 Fleetside (8 ft)	11/03/1999	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GBGC24R6YF442692	B	C/K Pickup C2500 Fleetside (8 ft)	11/03/1999	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GBGC24R6YF442692	B	C/K Pickup C2500 Fleetside (8 ft)	11/03/1999	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GBGC24R6YF442692	B	C/K Pickup C2500 Fleetside (8 ft)	11/03/1999	RUPTURED	E0432	TIRE, GENERAL-REPLACE

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1GBGC24R6YF442692	B	C/K Pickup C2500 Fleetside (8 ft)	11/03/1999	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GBGC34R2XR710804	B	C/K Pickup C3500 Fleetside (8 ft)	04/19/1999	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GBGC34R2XR710804	B	C/K Pickup C3500 Fleetside (8 ft)	04/19/1999	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GBGC34RXXF019392	B	C/K Pickup C3500 Fleetside (8 ft)	10/24/1998	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GBGC34RXXF019392	B	C/K Pickup C3500 Fleetside (8 ft)	10/24/1998	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GBGC34RXXF019392	B	C/K Pickup C3500 Fleetside (8 ft)	10/24/1998	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GBHK34R4WZ268159	B	C/K Pickup K3500 Fleetside (8 ft)	06/11/1998	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GBHK34R4WZ268159	B	C/K Pickup K3500 Fleetside (8 ft)	06/11/1998	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GBHK34R4WZ268159	B	C/K Pickup K3500 Fleetside (8 ft)	06/11/1998	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GBHK34RXWE179431	B	C/K Pickup K3500 Fleetside (8 ft)	02/03/1998	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GBHK34RXYF431403	B	C/K Pickup K3500 Fleetside (8 ft)	10/04/1999	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GBHK34RXYF431403	B	C/K Pickup K3500 Fleetside (8 ft)	10/04/1999	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GCGC24J6WZ182974	C	C/K Pickup C2500 Fleetside (8 ft)	12/17/1997	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GCGC24J6WZ182974	C	C/K Pickup C2500 Fleetside (8 ft)	12/17/1997	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GCGC24J6WZ182974	C	C/K Pickup C2500 Fleetside (8 ft)	12/17/1997	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GCGC24J7YR128778	C	C/K Pickup C2500 Fleetside (8 ft)	09/28/1999	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GCGC24J7YR128778	C	C/K Pickup C2500 Fleetside (8 ft)	09/28/1999	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GCGC24J7YR128778	C	C/K Pickup C2500 Fleetside (8 ft)	09/28/1999	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GCGC24R3YR114448	C	C/K Pickup C2500 Fleetside (8 ft)	08/24/1999	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GCGC24R3YR114446	C	C/K Pickup C2500 Fleetside (8 ft)	08/24/1999	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GCGC24R3YR114446	C	C/K Pickup C2500 Fleetside (8 ft)	08/24/1999	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GCGC24R6VE202975	C	C/K Pickup C2500 Fleetside (8 ft)	01/31/1997	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GCGC24R6VE202975	C	C/K Pickup C2500 Fleetside (8 ft)	01/31/1997	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GCGC24R6VE202975	C	C/K Pickup C2500 Fleetside (8 ft)	01/31/1997	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GCGC24R6WE220216	C	C/K Pickup C2500 Fleetside (8 ft)	04/07/1998	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GCGC24R6WE220216	C	C/K Pickup C2500 Fleetside (8 ft)	04/07/1998	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GCGC24R6WE220216	C	C/K Pickup C2500 Fleetside (8 ft)	04/07/1998	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GCGC24R7VZ223374	C	C/K Pickup C2500 Fleetside (8 ft)	05/01/1997	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GCGC24R7VZ223374	C	C/K Pickup C2500 Fleetside (8 ft)	05/01/1997	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GCGC24R7VZ223374	C	C/K Pickup C2500 Fleetside (8 ft)	05/01/1997	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GCGC24R9XR710207	C	C/K Pickup C2500 Fleetside (8 ft)	04/16/1999	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GCGC24R9XR710207	C	C/K Pickup C2500 Fleetside (8 ft)	04/16/1999	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GCGC24R9XR710207	C	C/K Pickup C2500 Fleetside (8 ft)	04/16/1999	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GCGC24RXWE153927	C	C/K Pickup C2500 Fleetside (8 ft)	11/26/1997	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GCGC24RXWC153927	C	C/K Pickup C2500 Fleetside (8 ft)	11/26/1997	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GCGC24RXWE153927	C	C/K Pickup C2500 Fleetside (8 ft)	11/26/1997	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GCGC29F2VE270690	C	C/K Pickup C2500 Extended Cab (8 ft)	08/19/1997	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GCGC29F2VE270690	C	C/K Pickup C2500 Extended Cab (8 ft)	08/19/1997	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GCGC29F2VE270690	C	C/K Pickup C2500 Extended Cab (8 ft)	08/19/1997	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GCGC29F9XF091723	C	C/K Pickup C2500 Extended Cab (8 ft)	05/30/1999	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GCGC29F9XF091723	C	C/K Pickup C2500 Extended Cab (8 ft)	05/30/1999	RUPTURED	E0432	TIRE, GENERAL-REPLACE

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1GCHK34J8YR125739	C	C/K Pickup K3500 Fleetside (8 ft)	09/22/1999	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GCHK34R1XF028713	C	C/K Pickup K3500 Fleetside (8 ft)	11/21/1998	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GCHK34R1XF028713	C	C/K Pickup K3500 Fleetside (8 ft)	11/21/1998	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GCHK34R1XF028713	C	C/K Pickup K3500 Fleetside (8 ft)	11/21/1998	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GCHK34R1YR136278	C	C/K Pickup K3500 Fleetside (8 ft)	10/15/1999	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GCHK34R1YR136278	C	C/K Pickup K3500 Fleetside (8 ft)	10/15/1999	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GCHK34R1YR136278	C	C/K Pickup K3500 Fleetside (8 ft)	10/15/1999	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GCHK34R2YR217466	C	C/K Pickup K3500 Fleetside (8 ft)	05/22/2000	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GCHK34R2YR217466	C	C/K Pickup K3500 Fleetside (8 ft)	05/22/2000	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GCHK34R2YR217466	C	C/K Pickup K3500 Fleetside (8 ft)	05/22/2000	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GCHK34R4YR159411	C	C/K Pickup K3500 Fleetside (8 ft)	12/10/1999	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GCHK34R4YR159411	C	C/K Pickup K3500 Fleetside (8 ft)	12/10/1999	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GCHK34R4YR159411	C	C/K Pickup K3500 Fleetside (8 ft)	12/10/1999	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GDGC24R5WZ517529	D	Sierra C2500 Wideside (8 ft)	10/21/1997	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GDGC24R5WZ517529	D	Sierra C2500 Wideside (8 ft)	10/21/1997	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GDGC24R5WZ517529	D	Sierra C2500 Wideside (8 ft)	10/21/1997	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GDGC33R4XF090323	D	Sierra C3500 Crew Cab Chassis Cab	05/26/1999	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GDGC33R4XF090323	D	Sierra C3500 Crew Cab Chassis Cab	05/26/1999	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GDGC34R4W505840	D	Sierra C3500 Wideside (8 ft)	09/25/1997	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GDGC34R4W505840	D	Sierra C3500 Wideside (8 ft)	09/25/1997	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GDGC34R4W505840	D	Sierra C3500 Wideside (8 ft)	09/25/1997	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GDGC34R6YF422908	D	Sierra C3500 HD chassis Cab (159.5)	09/10/1999	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GDGC34R6YF422908	D	Sierra C3500 HD chassis Cab (159.5)	09/10/1999	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GDGC34R8XF089805	D	Sierra C3500 HD Chassis Cab (135.5)	05/25/1999	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GDGC34R8XF089805	D	Sierra C3500 HD Chassis Cab (135.5)	05/25/1999	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GDHG31K2TF502926	D	Vandura Special	03/06/1996	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GDHG31K2TF502926	D	Vandura Special	03/06/1996	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GDHK33J7YF425111	D	Sierra K3500 Crew Cab Chassis Cab	09/16/1999	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GDHK34F3XF055509	D	Sierra K3500 Wideside (8 ft)	02/16/1999	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GDHK34F3XF055509	D	Sierra K3500 Wideside (8 ft)	02/16/1999	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GTGC23R0YF430955	T	Sierra 2500 2WD 4 Door Crew Cab Short Box	10/02/1999	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GTGC23R0YF430955	T	Sierra 2500 2WD 4 Door Crew Cab Short Box	10/02/1999	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GTGC23R0YF430955	T	Sierra 2500 2WD 4 Door Crew Cab Short Box	10/02/1999	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GTGC24R0XR718132	T	Sierra C2500 Wideside (8 ft)	05/24/1999	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GTGC24R0XR718132	T	Sierra C2500 Wideside (8 ft)	05/24/1999	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GTGC24R0XR718132	T	Sierra C2500 Wideside (8 ft)	05/24/1999	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GTGC24R1XR700013	T	Sierra C2500 Wideside (8 ft)	01/29/1999	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GTGC24R1XR700013	T	Sierra C2500 Wideside (8 ft)	01/29/1999	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GTGC24R1XR700013	T	Sierra C2500 Wideside (8 ft)	01/29/1999	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GTGC24RXXR716226	T	Sierra C2500 Wideside (8 ft)	05/14/1999	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GTGC24RXXR716226	T	Sierra C2500 Wideside (8 ft)	05/14/1999	RUPTURED	E0432	TIRE, GENERAL-REPLACE

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1GTHK33R3WF026624	T	Sierra K3500 Crew Cab Chassis Cab	11/21/1997	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GTHK33R3WF026624	T	Sierra K3500 Crew Cab Chassis Cab	11/21/1997	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GTHK33R8YF433163	T	Sierra K3500 Crew Cab Chassis Cab	10/08/1999	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GTHK33RXWF065050	T	Sierra K3500 Crew Cab Chassis Cab	05/29/1998	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GTHK34F2VF045507	T	Sierra K3500 Wideside (8 ft)	05/06/1997	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GTHK34J0YR126092	T	Sierra K3500 Wideside (8 ft)	09/22/1999	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GTHK34J0YR126092	T	Sierra K3500 Wideside (8 ft)	09/22/1999	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GTHK34J0YR126092	T	Sierra K3500 Wideside (8 ft)	09/22/1999	RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GTHK34R5YR170966	T	Sierra K3500 Wideside (8 ft)		RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GTHK34R5YR170966	T	Sierra K3500 Wideside (8 ft)		RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GTHK34R5YR170966	T	Sierra K3500 Wideside (8 ft)		RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GTHK34R5YR171275	T	Sierra K3500 Wideside (8 ft)		RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GTHK34R5YR171275	T	Sierra K3500 Wideside (8 ft)		RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GTHK34R5YR171275	T	Sierra K3500 Wideside (8 ft)		RUPTURED	E0432	TIRE, GENERAL-REPLACE
1GBGC24R0XF068286	B	C/K Pickup C2500 Fleetside (8 ft)	03/23/1999	TORN	E0432	TIRE, GENERAL-REPLACE
1GBGC24R0XF068286	B	C/K Pickup C2500 Fleetside (8 ft)	03/23/1999	TORN	E0432	TIRE, GENERAL-REPLACE
1GBGC34F2WE208029	B	C/K Pickup C3500 Fleetside (8 ft)	03/19/1998	TORN	E0432	TIRE, GENERAL-REPLACE
1GBGC34F2WE208029	B	C/K Pickup C3500 Fleetside (8 ft)	03/19/1998	TORN	E0432	TIRE, GENERAL-REPLACE
1GBGC34F2WE208029	B	C/K Pickup C3500 Fleetside (8 ft)	03/19/1998	TORN	E0432	TIRE, GENERAL-REPLACE
1GBGC34R6WE208349	B	C/K Pickup C3500 Fleetside (8 ft)	03/19/1998	TORN	E0432	TIRE, GENERAL-REPLACE
1GBGC34R6WE208349	B	C/K Pickup C3500 Fleetside (8 ft)	03/19/1998	TORN	E0432	TIRE, GENERAL-REPLACE
1GBGC34R6WE208349	B	C/K Pickup C3500 Fleetside (8 ft)	03/19/1998	TORN	E0432	TIRE, GENERAL-REPLACE
1GBGC34R6WE208349	B	C/K Pickup C3500 Fleetside (8 ft)	03/19/1998	TORN	E0432	TIRE, GENERAL-REPLACE
1GBGK24R3VZ210628	B	C/K Pickup K2500 Fleetside (8 ft)	04/09/1997	TORN	E0432	TIRE, GENERAL-REPLACE
1GBGK24R3VZ210628	B	C/K Pickup K2500 Fleetside (8 ft)	04/09/1997	TORN	E0432	TIRE, GENERAL-REPLACE
1GBHG31R5W1016439	B	G - Van Commercial Cutaway - 139 WB	09/24/1997	TORN	E0432	TIRE, GENERAL-REPLACE
1GBHG31R5W1016439	B	G - Van Commercial Cutaway - 139 WB	09/24/1997	TORN	E0432	TIRE, GENERAL-REPLACE
1GBHK34R2XF036503	B	C/K Pickup K3500 Fleetside (8 ft)	12/15/1998	TORN	E0432	TIRE, GENERAL-REPLACE
1GBHK34R2XF036503	B	C/K Pickup K3500 Fleetside (8 ft)	12/15/1998	TORN	E0432	TIRE, GENERAL-REPLACE
1GBHK34R2XF036503	B	C/K Pickup K3500 Fleetside (8 ft)	12/15/1998	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC24R1XR724621	C	C/K Pickup C2500 Fleetside (8 ft)	06/25/1999	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC24R1XR724621	C	C/K Pickup C2500 Fleetside (8 ft)	06/25/1999	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC24R1XR724621	C	C/K Pickup C2500 Fleetside (8 ft)	06/25/1999	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC24R1YR178002	C	C/K Pickup C2500 Fleetside (8 ft)	02/07/2000	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC24R1YR178002	C	C/K Pickup C2500 Fleetside (8 ft)	02/07/2000	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC24R1YR178002	C	C/K Pickup C2500 Fleetside (8 ft)	02/07/2000	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC24R6XR702811	C	C/K Pickup C2500 Fleetside (8 ft)	03/05/1999	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC24R6XR702811	C	C/K Pickup C2500 Fleetside (8 ft)	03/05/1999	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC24R6XR702811	C	C/K Pickup C2500 Fleetside (8 ft)	03/05/1999	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC24R7XR718838	C	C/K Pickup C2500 Fleetside (8 ft)	05/26/1999	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC24R7XR718838	C	C/K Pickup C2500 Fleetside (8 ft)	05/26/1999	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC24R7XR718838	C	C/K Pickup C2500 Fleetside (8 ft)	05/26/1999	TORN	E0432	TIRE, GENERAL-REPLACE

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1GCGC24R9WZ254241	C	C/K Pickup C2500 Fleetside (8 ft)	05/14/1998	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC24R9WZ254241	C	C/K Pickup C2500 Fleetside (8 ft)	05/14/1998	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC24R9WZ254241	C	C/K Pickup C2500 Fleetside (8 ft)	05/14/1998	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC24R9WZ254241	C	C/K Pickup C2500 Fleetside (8 ft)	05/14/1998	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC24R9WZ254241	C	C/K Pickup C2500 Fleetside (8 ft)	05/14/1998	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC24R9XR713270	C	C/K Pickup C2500 Fleetside (8 ft)	04/30/1999	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC24R9XR713270	C	C/K Pickup C2500 Fleetside (8 ft)	04/30/1999	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC24R9XR713270	C	C/K Pickup C2500 Fleetside (8 ft)	04/30/1999	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC24R9XR713270	C	C/K Pickup C2500 Fleetside (8 ft)	04/30/1999	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC24R9XR713270	C	C/K Pickup C2500 Fleetside (8 ft)	04/30/1999	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC24R9XR713270	C	C/K Pickup C2500 Fleetside (8 ft)	04/30/1999	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC29F2VE116643	C	C/K Pickup C2500 Extended Cab (8 ft)	08/29/1996	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC29F2VE* 16643	C	C/K Pickup C2500 Extended Cab (8 ft)	08/29/1996	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC29F2VE116643	C	C/K Pickup C2500 Extended Cab (8 ft)	08/29/1996	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC29F2VE116643	C	C/K Pickup C2500 Extended Cab (8 ft)	08/29/1996	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC29F2VE* 16643	C	C/K Pickup C2500 Extended Cab (8 ft)	08/29/1996	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC29R0TE224878	C	C/K Pickup C2500 Extended Cab (8 ft)	05/20/1996	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC29R0TE224878	C	C/K Pickup C2500 Extended Cab (8 ft)	05/20/1996	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC29R0TE224878	C	C/K Pickup C2500 Extended Cab (8 ft)	05/20/1996	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC29R2VE207731	C	C/K Pickup C2500 Extended Cab (8 ft)	02/07/1997	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC29R2VE207731	C	C/K Pickup C2500 Extended Cab (8 ft)	02/07/1997	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC29R2VE207731	C	C/K Pickup C2500 Extended Cab (8 ft)	02/07/1997	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC29R3VE234775	C	C/K Pickup C2500 Extended Cab (8 ft)	03/21/1997	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC29R3VE234775	C	C/K Pickup C2500 Extended Cab (8 ft)	03/21/1997	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC29R3VE234775	C	C/K Pickup C2500 Extended Cab (8 ft)	03/21/1997	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC29R3WE228766	C	C/K Pickup C2500 Extended Cab (8 ft)	04/23/1998	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC29R3WE228766	C	C/K Pickup C2500 Extended Cab (8 ft)	04/23/1998	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC29R3WE228766	C	C/K Pickup C2500 Extended Cab (8 ft)	04/23/1998	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC29R3WE242831	C	C/K Pickup C2500 Extended Cab (8 ft)	05/20/1998	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC29R3WE242831	C	C/K Pickup C2500 Extended Cab (8 ft)	05/20/1998	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC29R3WE242831	C	C/K Pickup C2500 Extended Cab (8 ft)	05/20/1998	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC29R3WE242831	C	C/K Pickup C2500 Extended Cab (8 ft)	05/20/1998	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC29R9VE137743	C	C/K Pickup C2500 Extended Cab (8 ft)	10/07/1996	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC29R9VE137743	C	C/K Pickup C2500 Extended Cab (8 ft)	10/07/1996	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC29R9VE137743	C	C/K Pickup C2500 Extended Cab (8 ft)	10/07/1996	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC29RXWE128891	C	C/K Pickup C2500 Extended Cab (8 ft)	10/16/1997	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC29RXWE128891	C	C/K Pickup C2500 Extended Cab (8 ft)	10/16/1997	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC29RXWE128891	C	C/K Pickup C2500 Extended Cab (8 ft)	10/16/1997	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC33F9WF036878	C	C/K Pickup C3500 Crew Cab Chassis Cab	01/21/1998	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC33F9WF036878	C	C/K Pickup C3500 Crew Cab Chassis Cab	01/21/1998	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC33F9WF036878	C	C/K Pickup C3500 Crew Cab Chassis Cab	01/21/1998	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC33R1VF054929	C	C/K Pickup C3500 Crew Cab Chassis Cab	06/20/1997	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC33R1VF054929	C	C/K Pickup C3500 Crew Cab Chassis Cab	06/20/1997	TORN	E0432	TIRE, GENERAL-REPLACE

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1GCGC33R1VF054929	C	C/K Pickup C3500 Crew Cab Chassis Cab	06/20/1997	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC33R1YF430176	C	C/K Pickup C3500 Crew Cab Chassis Cab	09/30/1999	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC33R1YF430176	C	C/K Pickup C3500 Crew Cab Chassis Cab	09/30/1998	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC33R1YF430176	C	C/K Pickup C3500 Crew Cab Chassis Cab	09/30/1999	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC33R3WF049233	C	C/K Pickup C3500 Crew Cab Chassis Cab	03/18/1998	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC33R3WF049233	C	C/K Pickup C3500 Crew Cab Chassis Cab	03/18/1998	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC33R3WF049233	C	C/K Pickup C3500 Crew Cab Chassis Cab	03/18/1998	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC33R6VF018556	C	C/K Pickup C3500 Crew Cab Chassis Cab	12/17/1996	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC33R6VF018556	C	C/K Pickup C3500 Crew Cab Chassis Cab	12/17/1996	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC33R6VF018556	C	C/K Pickup C3500 Crew Cab Chassis Cab	12/17/1996	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC33R6WF053177	C	C/K Pickup C3500 Crew Cab Chassis Cab	04/06/1998	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC33R6WF053177	C	C/K Pickup C3500 Crew Cab Chassis Cab	04/06/1998	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGC33R6WF053177	C	C/K Pickup C3500 Crew Cab Chassis Cab	04/06/1998	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGK24R5WZ149084	C	C/K Pickup K2500 Fleetside (8 ft)	10/16/1997	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGK24R5WZ149084	C	C/K Pickup K2500 Fleetside (8 ft)	10/16/1997	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGK24R5WZ149084	C	C/K Pickup K2500 Fleetside (8 ft)	10/16/1997	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGK24R8VZ137588	C	C/K Pickup K2500 Fleetside (8 ft)	10/28/1996	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGK24R8VZ137588	C	C/K Pickup K2500 Fleetside (8 ft)	10/28/1996	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGK24R8VZ137588	C	C/K Pickup K2500 Fleetside (8 ft)	10/28/1996	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGK24R8WZ179650	C	C/K Pickup K2500 Fleetside (8 ft)	12/11/1997	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGK24R8WZ179650	C	C/K Pickup K2500 Fleetside (8 ft)	12/11/1997	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGK24R8WZ179650	C	C/K Pickup K2500 Fleetside (8 ft)	12/11/1997	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGK24R8WZ198540	C	C/K Pickup K2500 Fleetside (8 ft)	01/27/1998	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGK24R8WZ198540	C	C/K Pickup K2500 Fleetside (8 ft)	01/27/1998	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGK24R8WZ198540	C	C/K Pickup K2500 Fleetside (8 ft)	01/27/1998	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGK24R8WZ198540	C	C/K Pickup K2500 Fleetside (8 ft)	01/27/1998	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGK24RXTZ105559	C	C/K Pickup K2500 Fleetside (8 ft)	11/06/1995	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGK24RXTZ105559	C	C/K Pickup K2500 Fleetside (8 ft)	11/06/1995	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGK24RXTZ105559	C	C/K Pickup K2500 Fleetside (8 ft)	11/06/1995	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGK29F3WE161594	C	C/K Pickup K2500 Extended Cab (8 ft)	12/10/1997	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGK29F3WE161594	C	C/K Pickup K2500 Extended Cab (8 ft)	12/10/1997	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGK29F3WE161594	C	C/K Pickup K2500 Extended Cab (8 ft)	12/10/1997	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGK29F5WE165615	C	C/K Pickup K2500 Extended Cab (6 1/2 ft)	12/18/1997	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGK29F5WE165615	C	C/K Pickup K2500 Extended Cab (6 1/2 ft)	12/18/1997	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGK29F5WE165615	C	C/K Pickup K2500 Extended Cab (6 1/2 ft)	12/18/1997	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGK29J0WE253718	C	C/K Pickup K2500 Extended Cab (8 ft)	06/08/1998	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGK29J0WE253718	C	C/K Pickup K2500 Extended Cab (8 ft)	06/08/1998	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGK29J0WE253718	C	C/K Pickup K2500 Extended Cab (8 ft)	06/08/1998	TORN	E0432	TIRE, GENERAL-REPLACE
1GCHK33F2TF015499	C	C/K Pickup K3500 Crew Cab Chassis Cab	04/30/1996	TORN	E0432	TIRE, GENERAL-REPLACE
1GCHK33F2TF015499	C	C/K Pickup K3500 Crew Cab Chassis Cab	04/30/1996	TORN	E0432	TIRE, GENERAL-REPLACE
1GCHK33F2TF015499	C	C/K Pickup K3500 Crew Cab Chassis Cab	04/30/1996	TORN	E0432	TIRE, GENERAL-REPLACE
1GCHK33F8VF000606	C	C/K Pickup K3500 Crew Cab Chassis Cab	08/21/1996	TORN	E0432	TIRE, GENERAL-REPLACE

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1GCHK33F8VF000606	C	C/K Pickup K3500 Crew Cab Chassis Cab	08/21/1996	TORN	E0432	TIRE, GENERAL-REPLACE
1GCHK33F8VF000606	C	C/K Pickup K3500 Crew Cab Chassis Cab	08/21/1996	TORN	E0432	TIRE, GENERAL-REPLACE
1GCHK33J0WF071692	C	C/K Pickup K3500 Crew Cab Chassis Cab	08/20/1998	TORN	E0432	TIRE, GENERAL-REPLACE
1GCHK33J0WF071692	C	C/K Pickup K3500 Crew Cab Chassis Cab	08/20/1998	TORN	E0432	TIRE, GENERAL-REPLACE
1GCHK33J0WF071692	C	C/K Pickup K3500 Crew Cab Chassis Cab	08/20/1998	TORN	E0432	TIRE, GENERAL-REPLACE
1GCHK34R5WF058361	C	C/K Pickup K3500 Fleetside (8 ft)	04/30/1998	TORN	E0432	TIRE, GENERAL-REPLACE
1GCHK34R5WF058361	C	C/K Pickup K3500 Fleetside (8 ft)	04/30/1998	TORN	E0432	TIRE, GENERAL-REPLACE
1GCHK34R5WF058361	C	C/K Pickup K3500 Fleetside (8 ft)	04/30/1998	TORN	E0432	TIRE, GENERAL-REPLACE
1GCHK34R6VF042863	C	C/K Pickup K3500 Fleetside (8 ft)	04/23/1997	TORN	E0432	TIRE, GENERAL-REPLACE
1GCHK34R6VF042863	C	C/K Pickup K3500 Fleetside (8 ft)	04/23/1997	TORN	E0432	TIRE, GENERAL-REPLACE
1GCHK34R6VF042863	C	C/K Pickup K3500 Fleetside (8 ft)	04/23/1997	TORN	E0432	TIRE, GENERAL-REPLACE
1GDGC34R2VF044680	D	Sierra C3500 HD chassis Cab (159.50	05/02/1997	TORN	E0432	TIRE, GENERAL-REPLACE
1GTFC24RXVE547714	T	Sierra C2500 Wideside (8 ft)	03/13/1997	TORN	E0432	TIRE, GENERAL-REPLACE
1GTGK23J4XF082718	T	Sierra C3500 Crew Cab	05/05/1999	TORN	E0432	TIRE, GENERAL-REPLACE
1GTGK23J4XF082718	T	Sierra C3500 Crew Cab	05/05/1999	TORN	E0432	TIRE, GENERAL-REPLACE
1GTGK23J4XF082718	T	Sierra C3500 Crew Cab	05/05/1999	TORN	E0432	TIRE, GENERAL-REPLACE
1GTGK24R5YR137455	T	Sierra K2500 Wideside (8 ft)	10/19/1999	TORN	E0432	TIRE, GENERAL-REPLACE
1GTGK24R5YR137455	T	Sierra K2500 Wideside (8 ft)	10/19/1999	TORN	E0432	TIRE, GENERAL-REPLACE
1GTGK24R5YR137455	T	Sierra K2500 Wideside (8 ft)	10/19/1999	TORN	E0432	TIRE, GENERAL-REPLACE
1GTGK24R8TZ504535	T	Sierra K2500 Wideside (8 ft)	11/21/1995	TORN	E0432	TIRE, GENERAL-REPLACE
1GTGK24R8TZ504535	T	Sierra K2500 Wideside (8 ft)	11/21/1995	TORN	E0432	TIRE, GENERAL-REPLACE
1GTGK24R8TZ504535	T	Sierra K2500 Wideside (8 ft)	11/21/1995	TORN	E0432	TIRE, GENERAL-REPLACE
1GTGK24RXYR229872	T	Sierra K2500 Wideside (8 ft)	06/27/2000	TORN	E0432	TIRE, GENERAL-REPLACE
1GTGK24RXYR229872	T	Sierra K2500 Wideside (8 ft)	06/27/2000	TORN	E0432	TIRE, GENERAL-REPLACE
1GTGK24RXYR229872	T	Sierra K2500 Wideside (8 ft)	06/27/2000	TORN	E0432	TIRE, GENERAL-REPLACE
1GTGK29F5VE541325	T	Sierra K2500 Extended Cab (8 ft)	02/12/1997	TORN	E0432	TIRE, GENERAL-REPLACE
1GTGK29F5VE541325	T	Sierra K2500 Extended Cab (8 ft)	02/12/1997	TORN	E0432	TIRE, GENERAL-REPLACE
1GTGK29F5VE541325	T	Sierra K2500 Extended Cab (8 ft)	02/12/1997	TORN	E0432	TIRE, GENERAL-REPLACE
1GTGK29F5WE523991	T	Sierra K2500 Extended Cab (6 1/2 ft)	12/09/1997	TORN	E0432	TIRE, GENERAL-REPLACE
1GTGK29F5WE523991	T	Sierra K2500 Extended Cab (6 1/2 ft)	12/09/1997	TORN	E0432	TIRE, GENERAL-REPLACE
1GTGK29F5WE523991	T	Sierra K2500 Extended Cab (6 1/2 ft)	12/09/1997	TORN	E0432	TIRE, GENERAL-REPLACE
1GTGK29R1WE527983	T	Sierra K2500 Extended Cab (6 1/2 ft)	01/21/1998	TORN	E0432	TIRE, GENERAL-REPLACE
1GTGK29R7TE547439	T	Sierra K2500 Extended Cab (8 ft)	06/17/1996	TORN	E0432	TIRE, GENERAL-REPLACE
1GTGK29R7TE547439	T	Sierra K2500 Extended Cab (8 ft)	06/17/1996	TORN	E0432	TIRE, GENERAL-REPLACE
1GTGK29R7TE547439	T	Sierra K2500 Extended Cab (8 ft)	06/17/1996	TORN	E0432	TIRE, GENERAL-REPLACE
1GTHK33J6YF506055	T	Sierra K3500 Crew Cab Chassis Cab	05/10/2000	TORN	E0432	TIRE, GENERAL-REPLACE
1GTHK33J6YF506055	T	Sierra K3500 Crew Cab Chassis Cab	05/10/2000	TORN	E0432	TIRE, GENERAL-REPLACE
1GTHK33J6YF506055	T	Sierra K3500 Crew Cab Chassis Cab	05/10/2000	TORN	E0432	TIRE, GENERAL-REPLACE
1GCGG25R3T1014776	C	G - Van Chevy Van - 2500 Series	05/22/1996	CUT	E0433	TIRE, MICHELIN-REPLACE
1GCGG25R3T1014776	C	G - Van Chevy Van - 2500 Series	05/22/1996	CUT	E0433	TIRE, MICHELIN-REPLACE
1GCGG25R3T1014776	C	G - Van Chevy Van - 2500 Series	05/22/1996	CUT	E0433	TIRE, MICHELIN-REPLACE

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1GCGG25R5X1074287	C	G - Van Chevy Van - 2500 Series	12/08/1998	CUT	E0433	TIRE, MICHELIN-REPLACE
1GCGG25R5X1074287	C	G - Van Chevy Van - 2500 Series	12/08/1998	CUT	E0433	TIRE, MICHELIN-REPLACE
1GCGG25R5X1074287	C	G - Van Chevy Van - 2500 Series	12/08/1998	CUT	E0433	TIRE, MICHELIN-REPLACE
1GCGC24R9VZ132834	C	C/K Pickup C2500 Fleetside (8 ft)	10/18/1996	PUNCTURED	E0433	TIRE, MICHELIN-REPLACE
1GCGC24R9VZ132834	C	C/K Pickup C2500 Fleetside (8 ft)	10/18/1996	PUNCTURED	E0433	TIRE, MICHELIN-REPLACE
1GCGC24R9VZ132834	C	C/K Pickup C2500 Fleetside (8 ft)	10/18/1996	PUNCTURED	E0433	TIRE, MICHELIN-REPLACE
1GK GK26F2TJ707054	K	Suburban 2500 4WD	12/14/1995	PUNCTURED	E0433	TIRE, MICHELIN-REPLACE
1GK GK26F2TJ707054	K	Suburban 2500 4WD	12/14/1995	PUNCTURED	E0433	TIRE, MICHELIN-REPLACE
1GK GK26F2TJ707054	K	Suburban 2500 4WD	12/14/1995	PUNCTURED	E0433	TIRE, MICHELIN-REPLACE
3GNGK16F0TG138073	N	Suburban 1/2 Ton 4WD	04/27/1996	PUNCTURED	E0433	TIRE, MICHELIN-REPLACE
3GNGK16F0TG138073	N	Suburban 1/2 Ton 4WD	04/27/1996	PUNCTURED	E0433	TIRE, MICHELIN-REPLACE
3GNGK16F0TG138073	N	Suburban 1/2 Ton 4WD	04/27/1996	PUNCTURED	E0433	TIRE, MICHELIN-REPLACE
1GCGG25R3W1020145	C	G - Van Chevy Van - 2500 Series	10/01/1997	RUPTURED	E0433	TIRE, MICHELIN-REPLACE
1GCGG25R3W1020145	C	G - Van Chevy Van - 2500 Series	10/01/1997	RUPTURED	E0433	TIRE, MICHELIN-REPLACE
1GCGG25R3W1020145	C	G - Van Chevy Van - 2500 Series	10/01/1997	RUPTURED	E0433	TIRE, MICHELIN-REPLACE
1GCGG25R511135225	C	G - Van Chevy Van - 2500 Series		RUPTURED	E0433	TIRE, MICHELIN-REPLACE
1GCGG25R511135225	C	G - Van Chevy Van - 2500 Series		RUPTURED	E0433	TIRE, MICHELIN-REPLACE
1GCGG25R511135225	C	G - Van Chevy Van - 2500 Series		RUPTURED	E0433	TIRE, MICHELIN-REPLACE
1GCGG25R7V1034144	C	G - Van Chevy Van - 2500 Series	01/08/1997	RUPTURED	E0433	TIRE, MICHELIN-REPLACE
1GCGG25R7V1034144	C	G - Van Chevy Van - 2500 Series	01/08/1997	RUPTURED	E0433	TIRE, MICHELIN-REPLACE
1GCGG25R7V1034144	C	G - Van Chevy Van - 2500 Series	01/08/1997	RUPTURED	E0433	TIRE, MICHELIN-REPLACE
1GCGG35Z9TF108802	C		04/15/1996	RUPTURED	E0433	TIRE, MICHELIN-REPLACE
1GCGG35Z9TF108802	C		04/15/1996	RUPTURED	E0433	TIRE, MICHELIN-REPLACE
1GCGG35Z9TF108802	C		04/15/1996	RUPTURED	E0433	TIRE, MICHELIN-REPLACE
1GKGG35K7TF504475	K	Rally Rally 3500 Passenger Van	04/22/1996	RUPTURED	E0433	TIRE, MICHELIN-REPLACE
1GKGG35K7TF504475	K	Rally Rally 3500 Passenger Van	04/22/1996	RUPTURED	E0433	TIRE, MICHELIN-REPLACE
1GKGG35K7TF504475	K	Rally Rally 3500 Passenger Van	04/22/1996	RUPTURED	E0433	TIRE, MICHELIN-REPLACE
1GNNG25RXV1039880	N	G - Van Express Van - 2500 Series	01/23/1997	RUPTURED	E0433	TIRE, MICHELIN-REPLACE
1GNNG25RXV1039880	N	G - Van Express Van - 2500 Series	01/23/1997	RUPTURED	E0433	TIRE, MICHELIN-REPLACE
1GNNG25RXV1039880	N	G - Van Express Van - 2500 Series	01/23/1997	RUPTURED	E0433	TIRE, MICHELIN-REPLACE
1GTGG25R8W1043971	T	Savana Cargo 3/4 Ton	12/01/1997	RUPTURED	E0433	TIRE, MICHELIN-REPLACE
1GTGG25R8W1043971	T	Savana Cargo 3/4 Ton	12/01/1997	RUPTURED	E0433	TIRE, MICHELIN-REPLACE
1GTGG25R8W1043971	T	Savana Cargo 3/4 Ton	12/01/1997	RUPTURED	E0433	TIRE, MICHELIN-REPLACE
1GTGG29R1Y1158649	T	Savana Cargo 3/4 Ton Ext	10/26/1999	RUPTURED	E0433	TIRE, MICHELIN-REPLACE
1GTGG29R1Y1158649	T	Savana Cargo 3/4 Ton Ext	10/26/1999	RUPTURED	E0433	TIRE, MICHELIN-REPLACE
1GTGG29R1Y1158649	T	Savana Cargo 3/4 Ton Ext	10/26/1999	RUPTURED	E0433	TIRE, MICHELIN-REPLACE
1GCGG25R3Y1138327	C	G - Van Chevy Van - 2500 Series	09/16/1999	TORN	E0433	TIRE, MICHELIN-REPLACE
1GCGG25R3Y1138327	C	G - Van Chevy Van - 2500 Series	09/16/1999	TORN	E0433	TIRE, MICHELIN-REPLACE
1GCGG25R3Y1138327	C	G - Van Chevy Van - 2500 Series	09/16/1999	TORN	E0433	TIRE, MICHELIN-REPLACE
1GCGG25R6V1069385	C	G - Van Chevy Van - 2500 Series	04/01/1997	TORN	E0433	TIRE, MICHELIN-REPLACE
1GCGG25R6V1069385	C	G - Van Chevy Van - 2500 Series	04/01/1997	TORN	E0433	TIRE, MICHELIN-REPLACE

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1GCGG25R6V1069385	C	G - Van Chevy Van - 2500 Series	04/01/1997	TORN	E0433	TIRE, MICHELIN-REPLACE
1GCGG25RXY1127647	C	G - Van Chevy Van - 2500 Series	08/25/1999	TORN	E0433	TIRE, MICHELIN-REPLACE
1GCGG25RXY1127647	C	G - Van Chevy Van - 2500 Series	08/25/1999	TORN	E0433	TIRE, MICHELIN-REPLACE
1GCGG25RXY1127647	C	G - Van Chevy Van - 2500 Series	08/25/1999	TORN	E0433	TIRE, MICHELIN-REPLACE
1GCGG25W2X1082207	C	G - Van Chevy Van - 2500 Series	12/23/1998	TORN	E0433	TIRE, MICHELIN-REPLACE
1GCGG25W2X1082207	C	G - Van Chevy Van - 2500 Series	12/23/1998	TORN	E0433	TIRE, MICHELIN-REPLACE
1GCGG25W2X1082207	C	G - Van Chevy Van - 2500 Series	12/23/1998	TORN	E0433	TIRE, MICHELIN-REPLACE
1GCGK24R5YR101958	C	C/K Pickup K2500 Fleetside (8 ft)	07/27/1999	TORN	E0433	TIRE, MICHELIN-REPLACE
1GCGK24R5YR101958	C	C/K Pickup K2500 Fleetside (8 ft)	07/27/1999	TORN	E0433	TIRE, MICHELIN-REPLACE
1GCGK24R5YR101958	C	C/K Pickup K2500 Fleetside (8 ft)	07/27/1999	TORN	E0433	TIRE, MICHELIN-REPLACE
1GCGK24R5YR101958	C	C/K Pickup K2500 Fleetside (8 ft)	07/27/1999	TORN	E0433	TIRE, MICHELIN-REPLACE
1GCGK24R5YR101958	C	C/K Pickup K2500 Fleetside (8 ft)	07/27/1999	TORN	E0433	TIRE, MICHELIN-REPLACE
1GJHG39K6TF503210	J	Rally 3500 Ext Passenger Van	03/07/1996	TORN	E0433	TIRE, MICHELIN-REPLACE
1GJHG39K6TF503210	J	Rally 3500 Ext Passenger Van	03/07/1996	TORN	E0433	TIRE, MICHELIN-REPLACE
1GJHG39K6TF503210	J	Rally 3500 Ext Passenger Van	03/07/1996	TORN	E0433	TIRE, MICHELIN-REPLACE
1GBGC34RXVE191358	B	C/K Pickup C3500 Fleetside (8 ft)	01/14/1997	CUT	E0434	TIRE, UNIROYAL-REPLACE
1GBGC34RXVE191358	B	C/K Pickup C3500 Fleetside (8 ft)	01/14/1997	CUT	E0434	TIRE, UNIROYAL-REPLACE
1GCGC34R9TZ168946	C	C/K Pickup C3500 Fleetside (8 ft)	04/11/1996	CUT	E0434	TIRE, UNIROYAL-REPLACE
1GCGC34R9TZ168946	C	C/K Pickup C3500 Fleetside (8 ft)	04/11/1996	CUT	E0434	TIRE, UNIROYAL-REPLACE
1GCGC34R9TZ168946	C	C/K Pickup C3500 Fleetside (8 ft)	04/11/1996	CUT	E0434	TIRE, UNIROYAL-REPLACE
1GCGC34R9TZ168946	C	C/K Pickup C3500 Fleetside (8 ft)	04/11/1996	CUT	E0434	TIRE, UNIROYAL-REPLACE
1GCGK24R5TE196960	C	C/K Pickup K2500 Fleetside (8 ft)	04/09/1996	CUT	E0434	TIRE, UNIROYAL-REPLACE
1GCGK24R5TE196960	C	C/K Pickup K2500 Fleetside (8 ft)	04/09/1996	CUT	E0434	TIRE, UNIROYAL-REPLACE
1GCGK24R5TE196960	C	C/K Pickup K2500 Fleetside (8 ft)	04/09/1996	CUT	E0434	TIRE, UNIROYAL-REPLACE
1GCGK24R5TE196960	C	C/K Pickup K2500 Fleetside (8 ft)	04/09/1996	CUT	E0434	TIRE, UNIROYAL-REPLACE
1GCGK29F3TE158979	C	C/K Pickup K2500 Extended Cab (8 ft)	01/23/1996	CUT	E0434	TIRE, UNIROYAL-REPLACE
1GCGK29F3TE158979	C	C/K Pickup K2500 Extended Cab (8 ft)	01/23/1996	CUT	E0434	TIRE, UNIROYAL-REPLACE
1GCGK29F3TE158979	C	C/K Pickup K2500 Extended Cab (8 ft)	01/23/1996	CUT	E0434	TIRE, UNIROYAL-REPLACE
1GCGK29F5TE143142	C	C/K Pickup K2500 Extended Cab (8 ft)	12/20/1995	CUT	E0434	TIRE, UNIROYAL-REPLACE
1GCGK29RXTE164661	C	C/K Pickup K2500 Extended Cab (8 ft)	01/31/1996	CUT	E0434	TIRE, UNIROYAL-REPLACE
1GCGK29RXTE164661	C	C/K Pickup K2500 Extended Cab (8 ft)	01/31/1996	CUT	E0434	TIRE, UNIROYAL-REPLACE
1GCGK29RXTE164661	C	C/K Pickup K2500 Extended Cab (8 ft)	01/31/1996	CUT	E0434	TIRE, UNIROYAL-REPLACE
1GCGK29RXTE164661	C	C/K Pickup K2500 Extended Cab (8 ft)	01/31/1996	CUT	E0434	TIRE, UNIROYAL-REPLACE
1GTGC24F0TZ531067	T	Sierra C2500 Wideside (8 ft)	05/15/1996	CUT	E0434	TIRE, UNIROYAL-REPLACE
1GTGC24F0TZ531067	T	Sierra C2500 Wideside (8 ft)	05/15/1996	CUT	E0434	TIRE, UNIROYAL-REPLACE
1GTGC24F0TZ531067	T	Sierra C2500 Wideside (8 ft)	05/15/1996	CUT	E0434	TIRE, UNIROYAL-REPLACE
1GTGK24RXTE539441	T	Sierra K2500 Wideside (8 ft)	05/09/1996	CUT	E0434	TIRE, UNIROYAL-REPLACE
1GTGK24RXTE539441	T	Sierra K2500 Wideside (8 ft)	05/09/1996	CUT	E0434	TIRE, UNIROYAL-REPLACE
1GTGK24RXTE539441	T	Sierra K2500 Wideside (8 ft)	05/09/1996	CUT	E0434	TIRE, UNIROYAL-REPLACE
1GTGK24RXTE539441	T	Sierra K2500 Wideside (8 ft)	05/09/1996	CUT	E0434	TIRE, UNIROYAL-REPLACE
1GTGK29F8TE521549	T	Sierra K2500 Extended Cab (8 ft)	02/06/1996	CUT	E0434	TIRE, UNIROYAL-REPLACE
1GTGK29F8TE521549	T	Sierra K2500 Extended Cab (8 ft)	02/06/1996	CUT	E0434	TIRE, UNIROYAL-REPLACE
1GTGK29F8TE521549	T	Sierra K2500 Extended Cab (8 ft)	02/06/1996	CUT	E0434	TIRE, UNIROYAL-REPLACE
1GTGK29F8TE521549	T	Sierra K2500 Extended Cab (8 ft)	02/06/1996	CUT	E0434	TIRE, UNIROYAL-REPLACE
1GCGC24R5TZ112786	C	C/K Pickup C2500 Fleetside (8 ft)	11/20/1995	PUNCTURED	E0434	TIRE, UNIROYAL-REPLACE
1GCGC24R5TZ112786	C	C/K Pickup C2500 Fleetside (8 ft)	11/20/1995	PUNCTURED	E0434	TIRE, UNIROYAL-REPLACE

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1GTHG35R5T1010514	T	Savana Cargo 1 Ton	05/06/1996 TORN	E0436	TIRE, BRIDGESTONE-REPLACE
1GTHG35R5T1010514	T	Savana Cargo 1 Ton	05/06/1996 TORN	E0436	TIRE, BRIDGESTONE-REPLACE
1GBHG31R0V1098174	B	G - Van Commercial Cutaway - 139 WB	06/13/1997 CUT	E0437	TIRE, FIRESTONE-REPLACE
1GBHG31R0V1098174	B	G - Van Commercial Cutaway - 139 WB	06/13/1997 CUT	E0437	TIRE, FIRESTONE-REPLACE
1GCFC29U8YZ188535	C	Silverado C2500 Extended Cab	10/20/1999 CUT	E0437	TIRE, FIRESTONE-REPLACE
1GCFC29U8YZ188535	C	Silverado C2500 Extended Cab	10/20/1999 CUT	E0437	TIRE, FIRESTONE-REPLACE
1GCFC29U8YZ188535	C	Silverado C2500 Extended Cab	10/20/1999 CUT	E0437	TIRE, FIRESTONE-REPLACE
1GCGK24U3YZ269196	C	C/K Pickup K2500	02/16/2000 CUT	E0437	TIRE, FIRESTONE-REPLACE
1GCGK24U3YZ269196	C	C/K Pickup K2500	02/16/2000 CUT	E0437	TIRE, FIRESTONE-REPLACE
1GCGK24U3YZ269196	C	C/K Pickup K2500	02/16/2000 CUT	E0437	TIRE, FIRESTONE-REPLACE
1GCGK29U2YE320882	C	C/K Pickup K2500 Extended Cab	03/13/2000 CUT	E0437	TIRE, FIRESTONE-REPLACE
1GCGK29U2YE320882	C	C/K Pickup K2500 Extended Cab	03/13/2000 CUT	E0437	TIRE, FIRESTONE-REPLACE
1GCGK29U2YE320882	C	C/K Pickup K2500 Extended Cab	03/13/2000 CUT	E0437	TIRE, FIRESTONE-REPLACE
1GCGK29U3YE156106	C	C/K Pickup K2500 Extended Cab	09/03/1999 CUT	E0437	TIRE, FIRESTONE-REPLACE
1GCGK29U3YE156106	C	C/K Pickup K2500 Extended Cab	09/03/1999 CUT	E0437	TIRE, FIRESTONE-REPLACE
1GCGK29U3YE156106	C	C/K Pickup K2500 Extended Cab	09/03/1999 CUT	E0437	TIRE, FIRESTONE-REPLACE
1GCGK29U3YE156106	C	C/K Pickup K2500 Extended Cab	09/03/1999 CUT	E0437	TIRE, FIRESTONE-REPLACE
1GCGK29U3YE156106	C	C/K Pickup K2500 Extended Cab	09/03/1999 CUT	E0437	TIRE, FIRESTONE-REPLACE
1GCGK29U3YE156106	C	C/K Pickup K2500 Extended Cab	09/03/1999 CUT	E0437	TIRE, FIRESTONE-REPLACE
1GCGK29U5XE236442	C	C/K Pickup K2500 Extended Cab	05/22/1999 CUT	E0437	TIRE, FIRESTONE-REPLACE
1GCGK29U5XE236442	C	C/K Pickup K2500 Extended Cab	05/22/1999 CUT	E0437	TIRE, FIRESTONE-REPLACE
1GCGK29U5XE236442	C	C/K Pickup K2500 Extended Cab	05/22/1999 CUT	E0437	TIRE, FIRESTONE-REPLACE
1GCGK29UXXE236016	C	C/K Pickup K2500 Extended Cab	05/22/1999 CUT	E0437	TIRE, FIRESTONE-REPLACE
1GCGK29UXXE236016	C	C/K Pickup K2500 Extended Cab	05/22/1999 CUT	E0437	TIRE, FIRESTONE-REPLACE
1GCGK29UXXE236016	C	C/K Pickup K2500 Extended Cab	05/22/1999 CUT	E0437	TIRE, FIRESTONE-REPLACE
1GCHC29U31E138678	C	Silverado C2500 Extended Cab (8 ft)	CUT	E0437	TIRE, FIRESTONE-REPLACE
1GCHC29U31E138678	C	Silverado C2500 Extended Cab (8 ft)	CUT	E0437	TIRE, FIRESTONE-REPLACE
1GCHC29U31E138678	C	Silverado C2500 Extended Cab (8 ft)	CUT	E0437	TIRE, FIRESTONE-REPLACE
1GCHG35R0X1049078	C	G - Van Chevy Van - 3500 Series	10/22/1998 CUT	E0437	TIRE, FIRESTONE-REPLACE
1GCHG35R0X1049078	C	G - Van Chevy Van - 3500 Series	10/22/1998 CUT	E0437	TIRE, FIRESTONE-REPLACE
1GCHG35R0X1049078	C	G - Van Chevy Van - 3500 Series	10/22/1998 CUT	E0437	TIRE, FIRESTONE-REPLACE
1GCHG35R6Y1234852	C	G - Van Chevy Van - 3500 Series	03/29/2000 CUT	E0437	TIRE, FIRESTONE-REPLACE
1GCHG35R6Y1234852	C	G - Van Chevy Van - 3500 Series	03/29/2000 CUT	E0437	TIRE, FIRESTONE-REPLACE
1GCHG35R6Y1234852	C	G - Van Chevy Van - 3500 Series	03/29/2000 CUT	E0437	TIRE, FIRESTONE-REPLACE
1GCHK24U21E132980	C	C/K Pickup K2500	CUT	E0437	TIRE, FIRESTONE-REPLACE
1GCHK24U21E132980	C	C/K Pickup K2500	CUT	E0437	TIRE, FIRESTONE-REPLACE
1GCHK24U21E132980	C	C/K Pickup K2500	CUT	E0437	TIRE, FIRESTONE-REPLACE
1GK GK26J9TJ722767	K	Suburban 2500 4WD	03/04/1996 CUT	E0437	TIRE, FIRESTONE-REPLACE
1GK GK26R8WJ723371	K	Suburban 2500 4WD	11/07/1997 CUT	E0437	TIRE, FIRESTONE-REPLACE
1GK GK26R8WJ723371	K	Suburban 2500 4WD	11/07/1997 CUT	E0437	TIRE, FIRESTONE-REPLACE
1GK GK26R8WJ723371	K	Suburban 2500 4WD	11/07/1997 CUT	E0437	TIRE, FIRESTONE-REPLACE
1GN GK26J1XJ386744	N	Suburban 3/4 Ton 4WD	09/16/1998 CUT	E0437	TIRE, FIRESTONE-REPLACE

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1GNGK26J1XJ388744	N	Suburban 3/4 Ton 4WD	09/16/1998	CUT	E0437	TIRE, FIRESTONE-REPLACE
1GNGK26J1XJ388744	N	Suburban 3/4 Ton 4WD	09/16/1998	CUT	E0437	TIRE, FIRESTONE-REPLACE
1GNGK26R1TJ421158	N	Suburban 3/4 Ton 4WD	08/09/1996	CUT	E0437	TIRE, FIRESTONE-REPLACE
1GNGK26R1TJ421158	N	Suburban 3/4 Ton 4WD	08/09/1996	CUT	E0437	TIRE, FIRESTONE-REPLACE
1GNGK26R1TJ421158	N	Suburban 3/4 Ton 4WD	08/09/1996	CUT	E0437	TIRE, FIRESTONE-REPLACE
1GTFC29U0YE325085	T	Sierra 2500 2WD Ext Cab	03/16/2000	CUT	E0437	TIRE, FIRESTONE-REPLACE
1GTFC29U0YE325085	T	Sierra 2500 2WD Ext Cab	03/16/2000	CUT	E0437	TIRE, FIRESTONE-REPLACE
1GTFC29U0YE325085	T	Sierra 2500 2WD Ext Cab	03/16/2000	CUT	E0437	TIRE, FIRESTONE-REPLACE
1GTGC24U0YE182201	T	Sierra 2500 2WD Reg Cab	10/02/1999	CUT	E0437	TIRE, FIRESTONE-REPLACE
1GTGC24U0YE182201	T	Sierra 2500 2WD Reg Cab	10/02/1999	CUT	E0437	TIRE, FIRESTONE-REPLACE
1GTGC24U0YE182201	T	Sierra 2500 2WD Reg Cab	10/02/1999	CUT	E0437	TIRE, FIRESTONE-REPLACE
1GTGK24U4XE523634	T	Sierra 2500 4WD Reg Cab	02/11/1999	CUT	E0437	TIRE, FIRESTONE-REPLACE
1GTGK24U4XE523634	T	Sierra 2500 4WD Reg Cab	02/11/1999	CUT	E0437	TIRE, FIRESTONE-REPLACE
1GTGK24U4XE523634	T	Sierra 2500 4WD Reg Cab	02/11/1999	CUT	E0437	TIRE, FIRESTONE-REPLACE
1GTGK24U6YE104105	T	Sierra 2500 4WD Reg Cab	06/24/1999	CUT	E0437	TIRE, FIRESTONE-REPLACE
1GTGK24U6YE104105	T	Sierra 2500 4WD Reg Cab	06/24/1999	CUT	E0437	TIRE, FIRESTONE-REPLACE
1GTGK24U6YE104105	T	Sierra 2500 4WD Reg Cab	06/24/1999	CUT	E0437	TIRE, FIRESTONE-REPLACE
1GTGK29U0XE530881	T	Sierra 2500 4WD Ext Cab 8' Box	03/02/1999	CUT	E0437	TIRE, FIRESTONE-REPLACE
1GTGK29U0XE530881	T	Sierra 2500 4WD Ext Cab 8' Box	03/02/1999	CUT	E0437	TIRE, FIRESTONE-REPLACE
1GTGK29U0XE530881	T	Sierra 2500 4WD Ext Cab 8' Box	03/02/1999	CUT	E0437	TIRE, FIRESTONE-REPLACE
1GTGK29U0XZ519100	T	Sierra 2500 4WD Ext Cab	03/08/1999	CUT	E0437	TIRE, FIRESTONE-REPLACE
1GTGK29U0XZ519100	T	Sierra 2500 4WD Ext Cab	03/08/1999	CUT	E0437	TIRE, FIRESTONE-REPLACE
1GTGK29U0XZ519100	T	Sierra 2500 4WD Ext Cab	03/08/1999	CUT	E0437	TIRE, FIRESTONE-REPLACE
1GTGK29U2XE508946	T	Sierra 2500 4WD Ext Cab	12/08/1998	CUT	E0437	TIRE, FIRESTONE-REPLACE
1GTGK29U2XE508946	T	Sierra 2500 4WD Ext Cab	12/08/1998	CUT	E0437	TIRE, FIRESTONE-REPLACE
1GTGK29U2XE508946	T	Sierra 2500 4WD Ext Cab	12/08/1998	CUT	E0437	TIRE, FIRESTONE-REPLACE
3GKGC26J7TG512277	K	Suburban 2500 2WD	04/27/1996	CUT	E0437	TIRE, FIRESTONE-REPLACE
3GKGC26J7TG512277	K	Suburban 2500 2WD	04/27/1996	CUT	E0437	TIRE, FIRESTONE-REPLACE
3GKGC26J7TG512277	K	Suburban 2500 2WD	04/27/1996	CUT	E0437	TIRE, FIRESTONE-REPLACE
3GNGK26UXYG222333	N	Suburban 2500 4WD	07/01/2000	CUT	E0437	TIRE, FIRESTONE-REPLACE
3GNGK26UXYG222333	N	Suburban 2500 4WD	07/01/2000	CUT	E0437	TIRE, FIRESTONE-REPLACE
3GNGK26UXYG222333	N	Suburban 2500 4WD	07/01/2000	CUT	E0437	TIRE, FIRESTONE-REPLACE
1GCFC29U5XZ170024	C	Silverado C2500 Extended Cab	03/26/1999	PUNCTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCFC29U5XZ170024	C	Silverado C2500 Extended Cab	03/26/1999	PUNCTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCFC29U5XZ170024	C	Silverado C2500 Extended Cab	03/26/1999	PUNCTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCFC29U8XZ184371	C	Silverado C2500 Extended Cab	04/22/1999	PUNCTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCFC29U8XZ184371	C	Silverado C2500 Extended Cab	04/22/1999	PUNCTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCFC29U8XZ184371	C	Silverado C2500 Extended Cab	04/22/1999	PUNCTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCGC24U71Z125900	C	Silverado C2500	08/24/2000	PUNCTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCGC24U71Z125900	C	Silverado C2500	08/24/2000	PUNCTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCGC24U71Z125900	C	Silverado C2500	08/24/2000	PUNCTURED	E0437	TIRE, FIRESTONE-REPLACE

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 1999-2000
 2001-2000

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1GCGK29U0YE260374	C	C/K Pickup K2500 Extended Cab	01/03/2000	PUNCTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCGK29U0YE260374	C	C/K Pickup K2500 Extended Cab	01/03/2000	PUNCTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCGK29U0YE260374	C	C/K Pickup K2500 Extended Cab	01/03/2000	PUNCTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCGK29U2YE134100	C	C/K Pickup K2500 Extended Cab	08/12/1999	PUNCTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCGK29U2YE134100	C	C/K Pickup K2500 Extended Cab	08/12/1999	PUNCTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCGK29U2YE134100	C	C/K Pickup K2500 Extended Cab	08/12/1999	PUNCTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCGK29U2YE134100	C	C/K Pickup K2500 Extended Cab	08/12/1999	PUNCTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCGK29U2YE134100	C	C/K Pickup K2500 Extended Cab	08/12/1999	PUNCTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCHK34F4WZ255641	C	C/K Pickup K3500 Fleetside (8 ft)	05/18/1998	PUNCTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCHK34F4WZ255641	C	C/K Pickup K3500 Fleetside (8 ft)	05/18/1998	PUNCTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCHK34F4WZ255641	C	C/K Pickup K3500 Fleetside (8 ft)	05/18/1998	PUNCTURED	E0437	TIRE, FIRESTONE-REPLACE
1GK GK26J5WJ732247	K	Suburban 2500 4WD	12/23/1997	PUNCTURED	E0437	TIRE, FIRESTONE-REPLACE
1GK GK26J5WJ732247	K	Suburban 2500 4WD	12/23/1997	PUNCTURED	E0437	TIRE, FIRESTONE-REPLACE
1GK GK26J5WJ732247	K	Suburban 2500 4WD	12/23/1997	PUNCTURED	E0437	TIRE, FIRESTONE-REPLACE
1NGGK26R3WJ339582	N	Suburban 3/4 Ton 4WD	10/16/1997	PUNCTURED	E0437	TIRE, FIRESTONE-REPLACE
1NGGK26R3WJ339582	N	Suburban 3/4 Ton 4WD	10/16/1997	PUNCTURED	E0437	TIRE, FIRESTONE-REPLACE
1NGGK26R3WJ339582	N	Suburban 3/4 Ton 4WD	10/16/1997	PUNCTURED	E0437	TIRE, FIRESTONE-REPLACE
1GTFC29U1YE404488	T	Sierra 2500 2WD Ext Cab	06/14/2000	PUNCTURED	E0437	TIRE, FIRESTONE-REPLACE
1GTFC29U1YE404488	T	Sierra 2500 2WD Ext Cab	06/14/2000	PUNCTURED	E0437	TIRE, FIRESTONE-REPLACE
1GTFC29U1YE404488	T	Sierra 2500 2WD Ext Cab	06/14/2000	PUNCTURED	E0437	TIRE, FIRESTONE-REPLACE
1GTGK29U1YE109219	T	Sierra 2500 4WD Ext Cab 8' Box	06/30/1999	PUNCTURED	E0437	TIRE, FIRESTONE-REPLACE
1GTGK29U1YE109219	T	Sierra 2500 4WD Ext Cab 8' Box	06/30/1999	PUNCTURED	E0437	TIRE, FIRESTONE-REPLACE
1GTGK29U1YE109219	T	Sierra 2500 4WD Ext Cab 8' Box	06/30/1999	PUNCTURED	E0437	TIRE, FIRESTONE-REPLACE
1GTGK29U1YE206078	T	Sierra 2500 4WD Ext Cab 8' Box	10/26/1999	PUNCTURED	E0437	TIRE, FIRESTONE-REPLACE
1GTGK29U1YE206078	T	Sierra 2500 4WD Ext Cab 8' Box	10/26/1999	PUNCTURED	E0437	TIRE, FIRESTONE-REPLACE
1GTGK29U1YE206078	T	Sierra 2500 4WD Ext Cab 8' Box	10/26/1999	PUNCTURED	E0437	TIRE, FIRESTONE-REPLACE
1GTHG39R2X1111073	T	Savana Cargo 1 Ton Ext.	03/06/1999	PUNCTURED	E0437	TIRE, FIRESTONE-REPLACE
1GTHG39R2X1111073	T	Savana Cargo 1 Ton Ext.	03/06/1999	PUNCTURED	E0437	TIRE, FIRESTONE-REPLACE
1GTHG39R2X1111073	T	Savana Cargo 1 Ton Ext.	03/06/1999	PUNCTURED	E0437	TIRE, FIRESTONE-REPLACE
1GTHK24U61E206241	T	Sierra 2500 4WD Reg Cab	11/27/2000	PUNCTURED	E0437	TIRE, FIRESTONE-REPLACE
1GTHK24U61E206241	T	Sierra 2500 4WD Reg Cab	11/27/2000	PUNCTURED	E0437	TIRE, FIRESTONE-REPLACE
1GTHK24U61E206241	T	Sierra 2500 4WD Reg Cab	11/27/2000	PUNCTURED	E0437	TIRE, FIRESTONE-REPLACE
1GAHG39J0W1027867	A	G - Van Express Van - 3500 Series Extended	10/15/1997	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GAHG39J0W1027867	A	G - Van Express Van - 3500 Series Extended	10/15/1997	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GAHG39J0W1027867	A	G - Van Express Van - 3500 Series Extended	10/15/1997	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GAHG39R5Y1214384	A	G - Van Express Van - 3500 Series Extended	02/18/2000	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GAHG39R5Y1214384	A	G - Van Express Van - 3500 Series Extended	02/18/2000	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GAHG39R5Y1214384	A	G - Van Express Van - 3500 Series Extended	02/18/2000	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCGC24U1XE157595	C	Silverado C2500	01/15/1999	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCGC24U1XE157595	C	Silverado C2500	01/15/1999	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCGC24U1XE157595	C	Silverado C2500	01/15/1999	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE

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1GCGC29U0YE233012	C	Silverado C2500 Extended Cab (8 ft)	11/24/1999	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCGC29U0YE233012	C	Silverado C2500 Extended Cab (8 ft)	11/24/1999	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCGC29U0YE233012	C	Silverado C2500 Extended Cab (8 ft)	11/24/1999	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCGC29U1XE196292	C	Silverado C2500 Extended Cab (8 ft)	03/24/1999	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCGC29U1XE196292	C	Silverado C2500 Extended Cab (8 ft)	03/24/1999	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCGC29U1XE196292	C	Silverado C2500 Extended Cab (8 ft)	03/24/1999	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCGC33R8YF411169	C	C/K Pickup C3500 Crew Cab Chassis Cab	08/09/1999	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCGC33R8YF411169	C	C/K Pickup C3500 Crew Cab Chassis Cab	08/09/1999	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCGC33R8YF411169	C	C/K Pickup C3500 Crew Cab Chassis Cab	08/09/1999	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCGK24U0XE152343	C	C/K Pickup K2500	01/06/1999	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCGK24U0XE152343	C	C/K Pickup K2500	01/06/1999	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCGK24U0XE152343	C	C/K Pickup K2500	01/06/1999	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCGK24U2YE214066	C	C/K Pickup K2500	11/03/1999	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCGK24U2YE214066	C	C/K Pickup K2500	11/03/1999	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCGK24U2YE214066	C	C/K Pickup K2500	11/03/1999	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCGK24U3XE145337	C	C/K Pickup K2500	12/14/1998	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCGK24U3XE145337	C	C/K Pickup K2500	12/14/1998	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCGK24U3XE145337	C	C/K Pickup K2500	12/14/1998	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCGK24U4YE267240	C	C/K Pickup K2500	01/11/2000	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCGK24U4YE267240	C	C/K Pickup K2500	01/11/2000	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCGK24U4YE267240	C	C/K Pickup K2500	01/11/2000	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCGK24U6XE189705	C	C/K Pickup K2500	03/13/1999	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCGK24U6XE189705	C	C/K Pickup K2500	03/13/1999	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCGK24U6XE189705	C	C/K Pickup K2500	03/13/1999	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCGK24U9YE249039	C	C/K Pickup K2500	12/14/1999	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCGK24U9YE249039	C	C/K Pickup K2500	12/14/1999	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCGK24U9YE249039	C	C/K Pickup K2500	12/14/1999	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCGK24UXXE219479	C	C/K Pickup K2500	04/28/1999	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCGK24UXXE219479	C	C/K Pickup K2500	04/28/1999	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCGK24UXXE219479	C	C/K Pickup K2500	04/28/1999	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCGK29U5YE243991	C	C/K Pickup K2500 Extended Cab	12/08/1999	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCGK29U5YE243991	C	C/K Pickup K2500 Extended Cab	12/08/1999	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCGK29U5YE243991	C	C/K Pickup K2500 Extended Cab	12/08/1999	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCGK29U5YZ132477	C	C/K Pickup K2500 Extended Cab	08/12/1999	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCGK29U5YZ132477	C	C/K Pickup K2500 Extended Cab	08/12/1999	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCGK29U5YZ132477	C	C/K Pickup K2500 Extended Cab	08/12/1999	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCGK29U9YZ207553	C	C/K Pickup K2500 Extended Cab	11/12/1999	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCGK29U9YZ207553	C	C/K Pickup K2500 Extended Cab	11/12/1999	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCGK29U9YZ207553	C	C/K Pickup K2500 Extended Cab	11/12/1999	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCHC23U31F102797	C		09/24/2000	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCHC23U31F102797	C		09/24/2000	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE

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1GCHC23U31F102797	C		09/24/2000 RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCHG35F9Y1159733	C	G - Van Chevy Van - 3500 Series	10/28/1999 RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCHG35F9Y1159733	C	G - Van Chevy Van - 3500 Series	10/28/1999 RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCHG35F9Y1159733	C	G - Van Chevy Van - 3500 Series	10/28/1999 RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCHG35R3X1092958	C	G - Van Chevy Van - 3500 Series	01/28/1999 RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCHG35R3X1092958	C	G - Van Chevy Van - 3500 Series	01/28/1999 RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCHG35R3X1092958	C	G - Van Chevy Van - 3500 Series	01/28/1999 RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCHG35R5Y1150795	C	G - Van Chevy Van - 3500 Series	10/11/1999 RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCHG35R5Y1150795	C	G - Van Chevy Van - 3500 Series	10/11/1999 RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCHG35R5Y1150795	C	G - Van Chevy Van - 3500 Series	10/11/1999 RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCHG39J5V1019642	C	G - Van Chevy Van - 3500 Series Extended	10/30/1996 RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCHG39J5V1019642	C	G - Van Chevy Van - 3500 Series Extended	10/30/1996 RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCHG39J5V1019642	C	G - Van Chevy Van - 3500 Series Extended	10/30/1996 RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCHG39R4X1117232	C	G - Van Chevy Van - 3500 Series Extended	03/18/1999 RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCHG39R4X1117232	C	G - Van Chevy Van - 3500 Series Extended	03/18/1999 RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCHG39R4X1117232	C	G - Van Chevy Van - 3500 Series Extended	03/18/1999 RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCHG39R6X1110864	C	G - Van Chevy Van - 3500 Series Extended	03/06/1999 RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCHG39R6X1110864	C	G - Van Chevy Van - 3500 Series Extended	03/06/1999 RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCHG39R6X1110864	C	G - Van Chevy Van - 3500 Series Extended	03/06/1999 RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCHG39R6Y1212523	C	G - Van Chevy Van - 3500 Series Extended	02/16/2000 RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCHG39R6Y1212523	C	G - Van Chevy Van - 3500 Series Extended	02/16/2000 RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCHG39R6Y1212523	C	G - Van Chevy Van - 3500 Series Extended	02/16/2000 RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCHG39R8X1060145	C	G - Van Chevy Van - 3500 Series Extended	11/11/1998 RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCHG39R8X1060145	C	G - Van Chevy Van - 3500 Series Extended	11/11/1998 RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCHG39R8X1060145	C	G - Van Chevy Van - 3500 Series Extended	11/11/1998 RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCHK29U51E147630	C	C/K Pickup K2500 Extended Cab	09/21/2000 RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCHK29U51E147630	C	C/K Pickup K2500 Extended Cab	09/21/2000 RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GCHK29U51E147630	C	C/K Pickup K2500 Extended Cab	09/21/2000 RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GJHG39R6X1122330	J	Savana Pass. 1 Ton Ext.	03/30/1999 RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GJHG39R6X1122330	J	Savana Pass. 1 Ton Ext.	03/30/1999 RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GJHG39R6X1122330	J	Savana Pass. 1 Ton Ext.	03/30/1999 RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GK GK26J1TJ726568	K	Suburban 2500 4WD	03/27/1996 RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GK GK26J1TJ726568	K	Suburban 2500 4WD	03/27/1996 RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GK GK26J1TJ726568	K	Suburban 2500 4WD	03/27/1996 RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GK GK26J9TJ722767	K	Suburban 2500 4WD	03/04/1996 RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GK GK26J9TJ722767	K	Suburban 2500 4WD	03/04/1996 RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GK GK26J9TJ722767	K	Suburban 2500 4WD	03/04/1996 RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GK GK26J9TJ722767	K	Suburban 2500 4WD	03/04/1996 RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GK GK26J9TJ722767	K	Suburban 2500 4WD	03/04/1996 RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GN GC26J4WJ324953	N	Suburban 3/4 Ton 2WD	09/17/1997 RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GN GC26J4WJ324953	N	Suburban 3/4 Ton 2WD	09/17/1997 RUPTURED	E0437	TIRE, FIRESTONE-REPLACE

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1GNCG26J4WJ324953	N	Suburban 3/4 Ton 2WD	09/17/1997	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GNCG26J1XJ460431	N	Suburban 3/4 Ton 4WD	02/16/1999	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GNCG26J1XJ460431	N	Suburban 3/4 Ton 4WD	02/16/1999	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GNCG26J1XJ460431	N	Suburban 3/4 Ton 4WD	02/16/1999	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GTGK24U3YE291027	T	Sierra 2500 4WD Reg Cab	02/08/2000	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GTGK24U3YE291027	T	Sierra 2500 4WD Reg Cab	02/08/2000	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GTGK24U3YE291027	T	Sierra 2500 4WD Reg Cab	02/08/2000	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GTGK29U0XZ513474	T	Sierra 2500 4WD Ext Cab	02/04/1999	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GTGK29U0XZ513474	T	Sierra 2500 4WD Ext Cab	02/04/1999	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GTGK29U0XZ513474	T	Sierra 2500 4WD Ext Cab	02/04/1999	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GTGK29U0YE141188	T	Sierra 2500 4WD Ext Cab 8' Box	08/20/1999	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GTGK29U0YE141188	T	Sierra 2500 4WD Ext Cab 8' Box	08/20/1999	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GTGK29U0YE141188	T	Sierra 2500 4WD Ext Cab 8' Box	08/20/1999	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GTGK29U1XE524121	T	Sierra 2500 4WD Ext Cab	02/12/1999	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GTGK29U1XE524121	T	Sierra 2500 4WD Ext Cab	02/12/1999	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GTGK29U1XE524121	T	Sierra 2500 4WD Ext Cab	02/12/1999	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GTGK29U2YE110170	T	Sierra 2500 4WD Ext Cab 8' Box	07/01/1999	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GTGK29U2YE110170	T	Sierra 2500 4WD Ext Cab 8' Box	07/01/1999	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GTGK29U2YE110170	T	Sierra 2500 4WD Ext Cab 8' Box	07/01/1999	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GTGK29UXXE518446	T	Sierra 2500 4WD Ext Cab 8' Box	01/27/1999	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GTGK29UXXE518446	T	Sierra 2500 4WD Ext Cab 8' Box	01/27/1999	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GTGK29UXXE518446	T	Sierra 2500 4WD Ext Cab 8' Box	01/27/1999	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GTHC29U61E173747	T	Sierra 2500 2WD Ext Cab	10/18/2000	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GTHC29U61E173747	T	Sierra 2500 2WD Ext Cab	10/18/2000	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
1GTHC29U61E173747	T	Sierra 2500 2WD Ext Cab	10/18/2000	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
3GKGC26R1VG500313	K	Suburban 2500 2WD	09/17/1996	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
3GKGC26R1VG500313	K	Suburban 2500 2WD	09/17/1996	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
3GKGC26R1VG500313	K	Suburban 2500 2WD	09/17/1996	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
3GKGC26U9YG155167	K	Yukon XL 2WD	03/07/2000	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
3GKGC26U9YG155167	K	Yukon XL 2WD	03/07/2000	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
3GKGC26U9YG155167	K	Yukon XL 2WD	03/07/2000	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
3GKGC26F6XG521024	K	Suburban 2500 4WD	10/14/1998	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
3GKGC26F6XG521024	K	Suburban 2500 4WD	10/14/1998	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
3GKGC26F6XG521024	K	Suburban 2500 4WD	10/14/1998	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
3GKGC26J7XG516502	K	Suburban 2500 4WD	08/27/1998	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
3GKGC26J7XG516502	K	Suburban 2500 4WD	08/27/1998	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
3GKGC26J7XG516502	K	Suburban 2500 4WD	08/27/1998	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
3GKGC26J7XG516502	K	Suburban 2500 4WD	08/27/1998	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
3GKGC26J7XG516502	K	Suburban 2500 4WD	08/27/1998	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
3GKGC26R3WG510118	K	Suburban 2500 4WD	11/24/1997	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE
3GKGC26R3WG510118	K	Suburban 2500 4WD	11/24/1997	RUPTURED	E0437	TIRE, FIRESTONE-REPLACE

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1GCGK29UXXE221905	C	C/K Pickup K2500 Extended Cab
1GCGK29UXXE221905	C	C/K Pickup K2500 Extended Cab
1GCHG35R1Y1233298	C	G - Van Chevy Van - 3500 Series
1GCHG35R1Y1233298	C	G - Van Chevy Van - 3500 Series
1GCHG35R1Y1233298	C	G - Van Chevy Van - 3500 Series
1GCHG35R4X1142492	C	G - Van Chevy Van - 3500 Series
1GCHG35R4X1142492	C	G - Van Chevy Van - 3500 Series
1GCHG35R4X1142492	C	G - Van Chevy Van - 3500 Series
1GTHG35R9T1032581	T	Savana Cargo 1 Ton
1GTHG35R9T1032581	T	Savana Cargo 1 Ton
1GTHG35R9T1032581	T	Savana Cargo 1 Ton
3GKGC26RXXG506243	K	Suburban 2500 2WD
3GKGC26RXXG506243	K	Suburban 2500 2WD
3GKGC26RXXG506243	K	Suburban 2500 2WD
3GNGK16F8XG238380	N	Suburban 1/2 Ton 4WD
3GNGK16F8XG238380	N	Suburban 1/2 Ton 4WD
3GNGK16F8XG238380	N	Suburban 1/2 Ton 4WD
3GNGK26J3XG188109	N	Suburban 3/4 Ton 4WD
3GNGK26J3XG188109	N	Suburban 3/4 Ton 4WD
3GNGK26J3XG188109	N	Suburban 3/4 Ton 4WD
3GNGK26J9XG238527	N	Suburban 3/4 Ton 4WD
3GNGK26J9XG238527	N	Suburban 3/4 Ton 4WD
3GNGK26J9XG238527	N	Suburban 3/4 Ton 4WD
3GNGK26U5YG162994	N	Suburban 2500 4WD
3GNGK26U5YG162994	N	Suburban 2500 4WD
3GNGK26U5YG162994	N	Suburban 2500 4WD
3GNGK26U91G107051	N	Suburban 2500 4WD
3GNGK26U91G107051	N	Suburban 2500 4WD
3GNGK26U91G107051	N	Suburban 2500 4WD

05/03/1999	TORN
05/03/1999	TORN
03/27/2000	TORN
03/27/2000	TORN
03/27/2000	TORN
05/11/1999	TORN
05/11/1999	TORN
05/11/1999	TORN
08/09/1996	TORN
08/09/1996	TORN
08/09/1996	TORN
04/01/1998	TORN
04/01/1998	TORN
04/01/1998	TORN
06/29/1999	TORN
06/29/1999	TORN
06/29/1999	TORN
12/28/1998	TORN
12/28/1998	TORN
12/28/1998	TORN
07/03/1999	TORN
07/03/1999	TORN
07/03/1999	TORN
03/22/2000	TORN
03/22/2000	TORN
03/22/2000	TORN
07/27/2000	TORN
07/27/2000	TORN
07/27/2000	TORN

E0437	TIRE, FIRESTONE-REPLACE
E0437	TIRE, FIRESTONE-REPLACE
E0437	TIRE, FIRESTONE-REPLACE
E0437	TIRE, FIRESTONE-REPLACE
E0437	TIRE, FIRESTONE-REPLACE
E0437	TIRE, FIRESTONE-REPLACE
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E0437	TIRE, FIRESTONE-REPLACE
E0437	TIRE, FIRESTONE-REPLACE
E0437	TIRE, FIRESTONE-REPLACE

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ATTACHMENT "G"

NHTSA PE00-046
GM-600

Attachment "G"

GM600 Att. G 7000

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CLAIM ADJUSTMENT SUMMARY SHEET

Tire Company - Michelin North America

WARRANTY ADJUSTMENT INFORMATION
 THIS INFORMATION WAS PROVIDED TO GM TIRE AND WHEEL FROM MICHELIN
 IN MONTHLY REPORTS FROM APRIL-NOVEMBER 2000.

LABOR OPERATION E0433- MICHELIN BRAND- TIRE REPLACE
 TPC 2011 AND 2011MS ARE LOAD RANGE E TIRES

VIN	GM	GM	REPAIR	NUMBER	TPC	TOTAL	TIRE(S)	INSPECTION	TWS-SPECIAL
	DEALER	DEALER							
	CODE	REPAIR	ORDER	REPLACED	NUMBER	COST	DATE	RESULTS	CODE
1GCGG29R1Y1219191	26-028	39305	10/12/2000	1	2011	-18.88	10/26/2000	A	
1GAGG25R2Y1108350	08-822	256201	07/25/2000	2	2011	104.89	08/17/2000	A V	
1GNNG25F7Y1237021	26-120	332905	08/02/2000	1	2011	122.89	08/08/2000	R	
1GBJG31R4X1099820	04-945	231581	08/03/2000	2	2011	245.78		N N	
1GCGG29R3Y1211464	08-310	164432	06/14/2000	2	2011	104.89	06/27/2000	A V	
1GBPE32WXX3300025	11-223	121595	03/15/2000	2	2011	245.78		N N	

N=No tire returned
 A=Adjustable condition
 B=Prorated adjustable condition
 W=Returned for wear
 V=Returned for vibration
 R=Returned for road hazard
 P=GM plant damage
 O=other

GM600 Att. G 7881

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GM600 Att. G 7002

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	<u>Year</u>		<u>Models</u>
LT245/75R16/C 9591407 (XBK) ALS (YBK) (ZBK)	94/95	K107,109-53 K207,209-53 K105-16 K109-06	4WD ½ T Ext. P.U. 4WD ¾ Ext. P.U. 4WD ½ T, 3 DR UTIL 4WD ½ T, 4 DR UTIL
LT245/75R16/C OOR 9591410 (QBN) 1411 (QBX)	94/95	K107,109-53 K207,209-53 K105-16 K109-06	4WD ½ T, Ext. P.U. 4WD ¾ T, Ext. P.U. 4WD ½ T, 2 DR UTIL 4WD ½ T, 4 DR UTIL
	96/97/98	K107,109-03,53 K105-16 K109-06	4WD ½ T, P.U. 4WD ½ T, 2 DR UTIL 4WD ½ T, 4 DR UTIL
	99	K107-53 K105-16 K109-06	4WD ½ T, Ext. P.U. 4WD ½ T, 2 DR UTIL 4WD ½ T, 4 DR UTIL
LT245/75R16/C OOR 9593707 (QBN) 3708	99 00/01 00/01	K157,159-03,53 K157-03,06,53 K159-03,53	4WD, ½ T, P.U.'s 4WD, ½ T, P.U.'s & 4 DR UT 4DR, ½ T, P.U.'s
LT245/75R16/E ALS 9591207 (XHH) (YHH) (ZHH)	94/95	C207-53 CK209-03,53 C309-03,43,53	2WD, ¾ T, Ext. P.U. 2/4WD, ¾ T, P.U. 2WD, 1 T, P.U.'s
'00 G314,317-05,06 Van, 1 T, Cargo, Pass G315-03, 32 Van, 1 T, Comm, Cutaway G214,217-05,06 Van, ¾ T, Cargo, Pass	94/95	K309-03,43 C310314-03 K310-03 CK109-06 CK209-06	4WD, 1 T, Ext, Crew P.U. 2WD, 1 T, P.U. 4WD, 1 T, P.U. 2/4WD, ½ T, 4 DR. UTIL 2/4 WD, ¾ T, 4 DR. UTIL
	96/97/98	Same as above plus	
	99	K207-53	4WD, 3/4T, Ext. P.U.
	96	G314,317-05,06 G315-03,32 G214-05	Van, 1 T, Cargo, Pass Van, 1 T, Comm, Cutaway Van, ¾ T, Cargo
	97/98/99	G314,317-05,06 G315-03,32	Van, 1 T, Cargo, Pass Van, 1 T, Comm, Cutaway
LT245/75R16/E OOR 9591214 (XGK) (YGK) (ZGK)	94/95/96 97/98/99	K209-03,53 K309-03,53 K310-03 K207, 209-03,53 K309-03,43 K310,314-03 K109,209-06	4WD, ¾ T, P.U. 4WD, 1 T, P.U. 4WD, 1 T, P.U. 4WD, ¾ T, P.U. 4WD, 1 T, P.U., Crew 4WD, 1 T, P.U. 4WD, ½ T, ¾ T, 4 DR. UTIL

GM594 Att. H 88881

	<u>Year</u>		<u>Models</u>	
LT245/75R16/E ALS 9593709 (QIZ) (XHH, YHH, ZHH)	99	CK257-53 C259-03 K259-03, 53	2/4WD, ¾ T, Ext. P.U. 2WD, ¾ T, P.U. 4WD, ¾ T, P.U. & Ext. P.U.	
	00	CK257-53 CK259-03,06,53	2/4 WD, ¾ T, Ext. P.U. 2/4WD, ¾ T, P.U., 4 DR UT, Ext	
	01	CK 157-43 CK257-43,53 CK259- 03,06,43,53	2/4WD, ½ T, Crew P.U. 2/4WD, ½ T, Crew, Ext. P.U. 2/4WD, ¾ T, P.U., 4 DR UTIL, Crew P.U., Ext. P.U.	
	LT245/75R16/E OOR 9593710 (QIW) (XGK, YGK, ZGK)	99	CK257-53 CK259-03,53	2/4WD, ¾ T, Ext. P.U. 2/4WD, ¾ T, P.U., Ext. P.U.
		00	CK257-53 C259-03,53 K259-03,06,53	2/4WD, ¾ T, Ext. P.U. 2WD, ¾ T, P.U. Ext. P.U. 4WD, ¾ T, P.U., Ext. P.U., 4DR UTIL
		01	CK157-43 CK257-43,53 C259-03,43,53 K259- 03,06,43,53	2/4WD, ½ T, Crew P.U. 2/4WD, ¾ T, Crew P.U., Ext 2WD, ¾ T, P.U., Crew, Ext. 4WD, ¾ T, P.U., Crew, Ext, 4DR UTIL

GM594 Att. H 80002

GM600 Att. G 7004

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**1999 Tire Claims Adjustments
Firestone Steeltex Tires**

Invoice Date	GM Part #	VIN Number	Mileage	R/O #	R/O Date	GM Labor Code	Size	Tire Type	Adj. Code
03/31/1999	9591207	3GNCG26J8XG128713		207078	01/19/1998	EO437	LT245/75R16	ALS	V
03/31/1999	9591207	3GKGC26J8T6509498		216069	07/17/1998	EO437	LT245/75R16	ALS	V
03/31/1999	9591207	1GAHG39R9W1055382		247907	08/25/1998	EO437	LT245/75R16	ALS	V
03/31/1999	9591207	1GCHG35R4W110267		192415	12/02/1998	EO437	LT245/75R16	HWY	V
03/31/1999	9591207	1GTHG35R8X1020380		20787	12/15/1998	EO437	LT245/75R16	ALS	A
03/31/1999	9591207	1GTHG35R9X1010506		199874	12/17/1998	EO437	LT245/75R16	ALS	V
03/31/1999	9591207	3GNMG26J5XG161381		69091	01/11/1999	EO437	LT245/75R16	AL2	W
04/30/1999	9591207	1GCFC29U1XZ104652		526489	02/03/1999	EO437	LT245/75R16	AL2	O
05/30/1999	9591207	3GNMG26J3XG123617	9598	148001	02/04/1999	EO437	LT245/75R16	ALS	V
06/30/1999	9591207	3GNMG26J3XG123017		148001	02/04/1999	EO437	LT245/75R16	ALS	V
03/31/1999	9591207	1GTHG39R6X1057020		112848	02/08/1999	EO437	LT245/75R16	ALS	O
03/31/1999	9591207	1GNMG26JXXJ383381		105969	02/11/1999	EO437	LT245/75R16	ALS	V
07/30/1999	9591207	3GKGX26J0WG510491	17031	406242	02/12/1999	EO437	LT245/75R16	ALS	V
03/31/1999	9591207	1GCHG35R7X1021813		66660	02/24/1999	EO437	LT245/75R16	ALS	A
05/30/1999	9591207	3GNMG26J8XG161634	6945	31247	03/04/1999	EO437	LT245/75R16	ALS	N
06/30/1999	9591207	3GNMG26J8XG161634		31247	03/04/1999	EO437	LT245/75R16	AL2	O
03/31/1999	9591207	3GKGX26J3XG506193		65016	03/15/1999	EO437	LT245/75R16	ALS	O
07/30/1999	9591207	1GFCG29F5WZ522114	15672	156972	03/24/1999	EO437	LT245/75R16	ALS	V
03/31/1999	9591207	1GCHG35R6X1062420		10865	03/29/1999	EO437	LT245/75R16	AL2	O
05/30/1999	9591207	1GCHG35F7X1103613	9	59948	04/06/1999	EO437	LT245/75R16	ALS	O
05/30/1999	9591207	1GCCG24U1XE157595	5403	14944	04/16/1999	EO437	LT245/75R16	ALS	O
06/30/1999	9591207	1GCCG24U1XE157595		14944	04/16/1999	EO437	LT245/75R16	ALS	O
05/30/1999	9591207	3GNMG26J8XG196903	38	122040	04/21/1999	EO437	LT245/75R16	ALS	V
06/30/1999	9591207	3GNMG26J8XG196903		122040	04/21/1999	EO437	LT245/75R16	ALS	V
06/30/1999	9591207	1GNMG26J5XG150569		61332	04/22/1999	EO437	LT245/75R16	ALS	V
07/30/1999	9591207	1GNMG26J5XG150569	4515	61332	04/22/1999	EO437	LT245/75R16	ALS	V
05/30/1999	9591207	3GNMG26R0XG155331	6816	157085	05/11/1999	EO437	LT245/75R16	ALS	V
05/30/1999	9591207	1GCCG246SXE212150	416	99148	05/14/1999	EO437	LT245/75R16	ALS	V
06/30/1999	9591207	1GCCG246SXE212150		99148	05/14/1999	EO437	LT245/75R16	ALS	V
07/30/1999	9591207	3GKGX26J3XG506193	36212	65016	05/19/1999	EO437	LT245/75R16	ALS	N
05/30/1999	9591207	1G6FC29U3XZ108976	10240	158324	05/28/1999	EO437	LT245/75R16	ALS	O
08/31/1999	9591207	3GKGX26J6XG523747	14926	134408	05/07/1999	EO437	LT245/75R16	ALS	O
07/30/1999	9591207	1GCHG35R3X1092958	1000	16858	06/14/1999	EO437	LT245/75R16	ALS	O
09/30/1999	9591207	3GNMG26JXXG202147	2764	17019	06/14/1999	EO437	LT245/75R16	ALS	N
09/30/1999	9591207	1GCFC29T5X2175960	3740	65480	06/15/1999	EO437	LT245/75R16	ALS	N
10/29/1999	9591207	3GKGX26F7XG534087	212	245434	07/06/1999	EO437	LT245/75R16	ALS	N
10/29/1999	9591207	1GTHG35R1W1030473	15174	352564	07/23/1999	EO437	LT245/75R16	ALS	N
10/29/1999	9591207	3GNMG26B1VG181692	33633	65066	07/27/1999	EO437	LT245/75R16	ALS	N
08/31/1999	9591207	1GCCG29U8XE126503	10412	293528	07/30/1999	EO437	LT245/75R16	ALS	O
08/31/1999	9591207	1GCCG29U4XE205165	2342	413923	07/30/1999	EO437	LT245/75R16	ALS	O
09/30/1999	9591207	3CNFK16R8XG109397	29885	133523	08/04/1999	EO437	LT245/75R16	ALS	V
10/29/1999	9591207	1GCCG2445XE212150	5581	101218	09/06/1999	EO437	LT245/75R16	ALS	V
09/30/1999	9591207	1GCHG35R9W1099498	18052	250928	09/09/1999	EO437	LT245/75R16	ALS	O
10/29/1999	9591207	1GCCG29U6XE237003	2000	76051	08/11/1999	EO437	LT245/75R16	ALS	N
09/30/1999	9591207	1GKGX26J5XJ715160	20345	243758	08/16/1999	EO437	LT245/75R16	ALS	O
09/30/1999	9591207	1GCCG24U4XE229888	1975	104116	08/25/1999	EO437	LT245/75R16	ALS	V
10/29/1999	9591207	1GK5K26JXXJ770980	8957	99001	08/26/1999	EO437	LT245/75R16	ALS	V
10/29/1999	9591207	3GNMG26J9XG208196	1500	328861	08/31/1999	EO437	LT245/75R16	ALS	V
10/29/1999	9591207	1GAHG39R2X1105007	14998	251208	09/01/1999	EO437	LT245/75R16	ALS	W

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Invoice Date	GM Part #	VIN Number	Mileage	R/O #	R/O Date	GM Labor CD	Size	Tire Type	Adj. Code
10/29/1999	9591207	1GCGK29V7XE227287	482	710324	09/01/1999	EO437	LT245/75R16	ALS	V
10/29/1999	9591207	1GCFPC29T9X2188016	26523	73123	09/17/1999	EO437	LT245/75R16	ALS	W
10/29/1999	9591207	1GAHG39RXX1107538	7900	201399	09/20/1999	EO437	LT245/75R16	ALS	O
10/29/1999	9591207	3GNCK26J1XG232590	3376	50258	09/20/1999	EO437	LT245/75R16	ALS	V
10/29/1999	9591207	1GCRG027U7XG25396	5	56508	09/24/1999	EO437	LT245/75R16	ALS	V
10/29/1999	9591207	1GNCK26J5XJ548222	379	278730	09/24/1999	EO437	LT245/75R16	ALS	V
10/29/1999	9591207	1GCGK29V2XE225803	4408	621652	09/27/1999	EO437	LT245/75R16	ALS	V
03/31/1999	9591214	3GKGC26J8TGJ09495		208240	04/23/1998	EO437	LT245/75R16	AL2	W
03/31/1999	9591214	3GNFK16R7WG104605		75557	10/05/1998	EO437	LT245/75R16	ALS	W
03/31/1999	9591214	3GNCK26F7WG131843		58720	11/06/1998	EO437	LT245/75R16	ALS	O
03/31/1999	9591214	3GKGC26R5WG504899		130447	11/20/1998	EO437	LT245/75R16	ALS	V
05/30/1999	9591214	1GTEK19R4VE545524	32589	131875	12/17/1998	EO437	LT245/75R16	ALS	N
05/30/1999	9591214	1GTEK19R4VE545524		131875	12/17/1998	EO437	LT245/75R16	OOK	V
05/30/1999	9591214	1GTEK19R3VE500252	17189	132707	12/31/1998	EO437	LT245/75R16	ALS	N
05/30/1999	9591214	1GTEK19R3VE500252		132707	12/31/1998	EO437	LT245/75R16		N
03/31/1999	9591214	3GNCK26J9XG174599		465766	01/02/1999	EO437	LT245/75R16	ALS	V
03/31/1999	9591214	1GCHK34R1WZ228648		179564	01/19/1999	EO437	LT245/75R16	ALS	V
03/31/1999	9591214	1GTGK24R8WZ542223		74002	02/04/1999	EO437	LT245/75R16	AL2	O
05/30/1999	9591214	3GKGC26J5W6501303	16301	135989	02/10/1999	EO437	LT245/75R16	ALS	O
05/30/1999	9591214	3GKGC26J5W6501303		135989	02/10/1999	EO437	LT245/75R16	ALS	O
03/31/1999	9591214	1GTGK29F5WF522114		154796	02/18/1999	EO437	LT245/75R16	ALS	O
03/31/1999	9591214	1GNCK26J0XJ348378		97482	03/04/1999	EO437	LT245/75R16	ALS	W
03/31/1999	9591214	1GCGK29U1XE151596		101093	03/10/1999	EO437	LT245/75R16	ALS	V
03/31/1999	9591214	3GKGC16F2XG509382		35578	03/15/1999	EO437	LT245/75R16	AL2	A
03/31/1999	9591214	1GKGC26J9XJ708163		136804	03/29/1999	EO437	LT245/75R16	AL2	O
05/30/1999	9591214	3GNFK16R2XG132531	2047	136292	04/01/1999	EO437	LT245/75R16	ALS	N
05/30/1999	9591214	1GCGK29UXXE145439	2047	136292	04/01/1999	EO437	LT245/75R16	ALS	N
06/30/1999	9591214	1GCGK29UXXE145439		136292	04/01/1999	EO437	LT245/75R16	AL2	O
10/29/1999	9591214	3GNCK26JXTG107004	35000	123398	04/19/1999	EO437	LT245/75R16	ALS	N
05/30/1999	9591214	1GGK24R3WZ259745	5067	60445	04/28/1999	EO437	LT245/75R16	ALS	V
07/30/1999	9591214	3GKGC26J9WG513874	16724	309496	05/03/1999	EO437	LT245/75R16	ALS	V
05/30/1999	9591214	1GCGK24U9XE206996	26	11349	05/07/1999	EO437	LT245/75R16	ALS	V
06/30/1999	9591214	1GCGK24U9XE206996		11349	05/07/1999	EO437	LT245/75R16	ALS	V
05/30/1999	9591214	1GCGK29U0XE194973	3929	251781	05/10/1999	EO437	LT245/75R16	ALS	V
07/30/1999	9591214	3GNCK26R8XG138022	6632	40216	05/18/1999	EO437	LT245/75R16	ALS	V
08/31/1999	9591214	1GTGK29U0XE516625	2953	144756	05/25/1999	EO437	LT245/75R16	ALS	V
07/30/1999	9591214	1GTEK19M4WE533590	20001	110207	05/28/1999	EO437	LT245/75R16	ALS	O
05/30/1999	9591214	1GCGK29UXXE229339	27	67978	06/07/1999	EO437	LT245/75R16	ALS	O
05/30/1999	9591214	1GKGC26J5WJ732247	33753	14087	06/08/1999	EO437	LT245/75R16	ALS	O
06/30/1999	9591214	1GKGC26J5WJ732247		14087	06/08/1999	EO437	LT245/75R16	ALS	O
08/31/1999	9591214	1GTGK29U9XE527607	7773	145926	06/10/1999	EO437	LT245/75R16	ALS	O
07/30/1999	9591214	3GKGC26R3WG510118		47885	06/17/1999	EO437	LT245/75R16	ALS	A
08/31/1999	9591214	1GTGK29U5XE550222	996	92813	06/23/1999	EO437	LT245/75R16	ALS	N
08/31/1999	9591214	1GCGK29U8XE230294	1601	153476	07/06/1999	EO437	LT245/75R16	ALS	O
07/30/1999	9591214	3GNCK26R9XG161017	18192	194762	07/07/1999	EO437	LT245/75R16	ALS	W
08/31/1999	9591214	3GNCK26J6XE205288	942	238621	07/21/1999	EO437	LT245/75R16	ALS	V
10/29/1999	9591214	1GCGK24U0XE152343	18620	16251	07/29/1999	EO437	LT245/75R16	ALS	N
10/29/1999	9591214	1GCGK29U5XE200203	4164	197061	08/02/1999	EO437	LT245/75R16	ALS	N

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Firestone Stoeltex Tires**

Invoice Date	GM Part #	VIN Number	Mileage	R/O #	R/O Date	GM Labor CD	Size	Tire Type	Adj. Code
10/29/1999	9591214	1GTGK290U8Y2104589	1315	300481	08/05/1999	EO437	LT245/75R16	ALS	N
10/29/1999	9591214	3GKGC26J2XG530341	10277	148969	08/13/1999	EO437	LT245/75R16	ALS	N
10/29/1999	9591214	1GCGJ24U2YE110824	1819	51035	08/16/1999	EO437	LT245/75R16	ALS	O
10/29/1999	9591214	3GNGK26J8XG143148	23531	232234	08/16/1999	EO437	LT245/75R16	ALS	V
10/29/1999	9591214	3GNGK26J8XG143148	23531	232234	08/16/1999	EO437	LT245/75R16	ALS	O
10/29/1999	9591214	1GCGK29U4XE138065	8213	199278	08/25/1999	EO437	LT245/75R16	ALS	O
09/30/1999	9591214	3GNGK26D9XG139674	17984	295932	08/30/1999	EO437	LT245/75R16	ALS	O
10/29/1999	9591214	2GCEK19T7X1269839	796	179479	09/27/1999	EO437	LT245/75R16	ALS	V
10/29/1999	9591214	1GNKG26J1XJ485006	10822	94111	09/28/1999	EO437	LT245/75R16	ALS	A
03/31/1999	9591407	1GKGC26F4VJ721795		223107	10/09/1998	EO437	LT245/75R16	ALS	V
03/31/1999	9591407	2GTEK19V3X1510278		159124	12/03/1998	EO437	LT245/75R16	ALS	O
10/29/1999	9591407	1GCHG35R0X1094893	8415	2214	08/09/1999	EO437	LT245/75R16	ALS	N
12/30/1999	9591407	3GNFK16R8YGS24987	29806	27101	11/01/1999	EO437	LT245/75R16	ALS	W
03/31/1999	9591410	3GNFK16R7XG121721		119882	10/01/1998	EO437	LT245/75R16	ALS	V
03/31/1999	9591410	1GCEK19R1WE206558		47026	11/19/1998	EO437	LT245/75R16	ALS	W
03/31/1999	9591410	3GNFK16RXWG122280		63445	02/03/1999	EO437	LT245/75R16	ALS	W
03/31/1999	9591410	1GCEK19W1WE129681		22460	02/24/1999	EO437	LT245/75R16	ALS	O
06/30/1999	9591410	1GCHG39R7X1014113		150377	03/01/1999	EO437	LT245/75R16	ALS	V
07/30/1999	9591410	1GCHG39R7X1014113	16873	150377	03/01/1999	EO437	LT245/75R16	ALS	V
08/31/1999	9591410	3GNFK16R8VGL30666	36894	1081	05/06/1999	EO437	LT245/75R16	ALS	N
08/31/1999	9591410	1GCEK19V3XZ156303	2021	30588	05/12/1999	EO437	LT245/75R16	ALS	N
08/31/1999	9591410	2GTEK19R6V1560365	19172	38803	05/24/1999	EO437	LT245/75R16	ALS	N
09/30/1999	9591410	1GTEK19R5WR500215	34745	34745	06/04/1999	EO437	LT245/75R16	ALS	N
09/30/1999	9591410	2GCEK19R4V1251266	25298	225215	06/16/1999	EO437	LT245/75R16	ALS	N
09/30/1999	9591410	1GCEK19VXXE187183	6489	254105	06/18/1999	EO437	LT245/75R16	ALS	N
09/31/1999	9591410	2GCEK19T6X1199735	1276	256777	06/21/1999	EO437	LT245/75R16	ALS	N
10/29/1999	9591410	3GKFK16RXWG505486	31001	114506	07/15/1999	EO437	LT245/75R16	ALS	N
10/29/1999	9591410	1GCEK14TX2103329	908	67434	08/12/1999	EO437	LT245/75R16	ALS	V
09/30/1999	9591410	3GNFK16R7XG121721	16275	125713	09/07/1999	EO437	LT245/75R16	ALS	O
10/29/1999	9591410	1GNFK16R4XJ490177	9450	296595	09/07/1999	EO437	LT245/75R16	ALS	V
10/29/1999	9591410	1GTGK29U2XE554129	4402	2176	09/21/1999	EO437	LT245/75R16	ALS	V
01/29/1999	9591411	1GCEK19RXVE104898	18654	48343	07/28/1998	EO437	LT24575R16	COO	N
03/31/1999	9591411	1GCEK14R4WZ134142		10909	09/02/1998	EO437	LT245/75R16	ALS	O
01/29/1999	9591411	1GCHK34R8WZ260951	8684	169797	09/24/1998	EO437	LT24575R16	COO	N
01/29/1999	9591411	1GTEK19R4WR518933	2323	784668	10/08/1998	EO437	LT24575R16	COO	N
01/29/1999	9591411	3GNFK16R4WG148339	11751	78533	10/14/1998	EO437	LT24575R16	COO	O
01/29/1999	9591411	3GKFK16R9WG505043	13272	130545	10/14/1998	EO437	LT24575R16	COO	N
03/31/1999	9591411	2GTEK19R5W1526063		126712	10/23/1998	EO437	LT245/75R16	ALS	O
01/29/1999	9591411	1GTHG35R0W1046406	9876	397817	10/27/1998	EO437	LT24575R16	COO	N
01/29/1999	9591411	1GTHG39R0X1042937	6	335174	10/28/1998	EO437	LT24575R16	COO	N
01/29/1999	9591411	1GCCG28R3XF006250	2859	145435	11/10/1998	EO437	LT24575R16	COO	N
01/29/1999	9591411	1GNFK16R8WJ325179	20716	378013	11/13/1998	EO437	LT24575R16	COO	N
01/29/1999	9591411	1GNKG26JXXJ383381	2057	105969	11/16/1998	EO437	LT24575R16	COO	N
01/29/1999	9591411	3GKGC26J8XG511791	10421	337150	11/17/1998	EO437	LT24575R16	COO	N
01/29/1999	9591411	3GNGK26J4XG114889	10703	147264	11/17/1998	EO437	LT24575R16	COO	N
04/30/1999	9591411	1GKFK16R5XJ733511		128328	11/19/1998	EO437	LT245/75R16		N

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GM600 Att. G 7007

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Firestone Steeltex Tires**

Invoice Date	GM Part #	VIN Number	Mileage	R/O #	R/O Date	GM Labor CD	Size	Tire Type	Adj. Code
01/29/1999	9591411	3GNFK16R2XG158255	251	93436	11/24/1998	EO437	LT24575R16	OOR	N
01/29/1999	9591411	3GNFK15J4XC162005	3142	99392	12/04/1998	EO437	LT24575R16	OOR	N
01/29/1999	9591411	1GKGC26R8TJ704618	23778	104694	12/07/1998	EO437	LT24575R16	OOR	A
01/29/1999	9591411	3GNFK26J3XG123107	6494	143155	12/10/1998	EO437	LT24575R16	OOR	N
03/31/1999	9591411	1GNFK16R5TJ350472		205343	12/11/1998	EO437	LT245/75R16	ALS	O
01/29/1999	9591411	3GKC26JXXG511873	5946	150281	12/15/1998	EO437	LT24575R16	OOR	N
01/29/1999	9591411	1GKGC26R8WJ718039	27108	510168	12/16/1998	EO437	LT24575R16	OOR	N
04/30/1999	9591411	1GCEK19RXXR112771		71720	12/21/1998	EO437	LT245/75R16		N
02/26/1999	9591411	3GNFK16R9VG105761	7698	83138	12/31/1998	EO437	LT24575R16	OOR	N
03/31/1999	9591411	1GBFK16R6VJ343451		216231	01/08/1999	EO437	LT245/75R16	ALS	O
03/31/1999	9591411	2GCEK19T7X1124509		78817	01/13/1999	EO437	LT245/75R16	ALS	A
02/26/1999	9591411	1GCHK34R1WZ228648	4945	179564	01/19/1999	EO437	LT24575R16	OOR	N
03/31/1999	9591411	2GCEK19RXW1238989		85122	01/25/1999	EO437	LT245/75R16	AL2	V
03/31/1999	9591411	1GTEK14R3WZ535665		11364	01/30/1999	EO437	LT245/75R16	ALS	W
03/31/1999	9591411	1GNFK16R3XJ412604		111635	02/01/1999	EO437	LT245/75R16	ALS	A
08/31/1999	9591411	2GCEK19RXV1132086		672530	02/02/1999	EO437	LT245/75R16	ALS	N
03/31/1999	9591411	2GCEK19TXX1164857		6594	02/03/1999	EO437	LT245/75R16	HWY	V
03/31/1999	9591411	2GCEK19R0W1226303		58300	02/11/1999	EO437	LT245/75R16	ALS	W
03/31/1999	9591411	2GCEK19R1W1225354		109081	02/12/1999	EO437	LT245/75R16	ALS	O
03/31/1999	9591411	1GBEC19R8VE248631		93141	02/16/1999	EO437	LT245/75R16	ALS	O
03/31/1999	9591411	1GTEK19T9XE507771		39372	02/18/1999	EO437	LT245/75R16	ALS	A
05/30/1999	9591411	3CNFK16R8XG109397	14979	116941	02/25/1999	EO437	LT245/75R16	ALS	N
06/30/1999	9591411	3CNFK16R8XG109397		116941	02/25/1999	EO437	LT245/75R16	AL2	A
03/31/1999	9591411	3GKFK16R1XG505314		111370	02/26/1999	EO437	LT245/75R16	ALS	O
09/30/1999	9591411	1GCEK19T0XE110844	11816	23455	02/26/1999	EO437	LT245/75R16	ALS	A
05/30/1999	9591411	1GCHG35ROW1011333	22400	108322	03/03/1999	EO437	LT245/75R16	ALS	N
06/30/1999	9591411	1GCHG35ROW1011333		108322	03/03/1999	EO437	LT245/75R16	ALS	V
03/31/1999	9591411	3GNEK18R6WG130031		534829	03/08/1999	EO437	LT245/75R16	ALS	O
05/30/1999	9591411	3GNFK16RXXG109952	5800	58238	03/09/1999	EO437	LT245/75R16	ALS	N
06/30/1999	9591411	3GNFK16RXXG109952		58238	03/09/1999	EO437	LT245/75R16	AL2	V
03/31/1999	9591411	2GCEK19R3V1204066		245362	03/10/1999	EO437	LT245/75R16	ALS	O
08/31/1999	9591411	1GCEK19R4WR155288	14121	204999	03/10/1999	EO437	LT245/75R16	ALS	V
08/31/1999	9591411	3GKFK16R6XG508242	11100	141780	03/15/1999	EO437	LT245/75R16	ALS	V
05/30/1999	9591411	3GNFK26J8XG6161634	1550	39706	03/18/1999	EO437	LT245/75R16	ALS	N
06/30/1999	9591411	3GNFK16R2XG132531		39706	03/18/1999	EO437	LT245/75R16	ALS	V
07/30/1999	9591411	2GCEK19R2V1234448	30519	144244	03/18/1999	EO437	LT245/75R16	ALS	N
05/30/1999	9591411	2GCEK19T1X1173852	1150	51778	03/26/1999	EO437	LT245/75R16	ALS	V
05/30/1999	9591411	3GNFK16R6XG140437	12541	179772	04/02/1999	EO437	LT245/75R16	ALS	V
06/30/1999	9591411	3GNFK16R6XG140437		179772	04/02/1999	EO437	LT245/75R16	ALS	O
05/30/1999	9591411	3GNFK16R2XG122291	11962	120064	04/12/1999	EO437	LT245/75R16	ALS	N
06/30/1999	9591411	3GNFK16R2XG122291		120064	04/12/1999	EO437	LT245/75R16		N
07/30/1999	9591411	1GKGC26J1XJ751685	3412	11105	04/13/1999	EO437	LT245/75R16	ALS	N
05/30/1999	9591411	3GNEK18R1VG149407	22350	156538	04/16/1999	EO437	LT245/75R16	ALS	O
05/30/1999	9591411	1GCEK19M8WE115016	5990	31011	04/19/1999	EO437	LT245/75R16	ALS	O
06/30/1999	9591411	1GCEK19M8WE115016		31011	04/19/1999	EO437	LT245/75R16	AL2	O
07/30/1999	9591411	1GNFK16RXWJ308559	25319	121817	04/19/1999	EO437	LT245/75R16	ALS	N
05/30/1999	9591411	3GNFK26J7XG200701	523	W2445	04/20/1999	EO437	LT245/75R16	ALS	V
06/30/1999	9591411	3GNFK26J7XG200701		W2445	04/20/1999	EO437	LT245/75R16	ALS	V
07/30/1999	9591411	1GNFK16R4XJ301060	22300	122408	04/21/1999	EO437	LT245/75R16	ALS	N

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Invoice Date	GM Part #	VIN Number	Mileage	R/O #	R/O Date	GM Labor CD	Size	Tire Type	Adj. Code
09/30/1999	9591411	3GNFK16R4XG133910	14981	14425	04/22/1999	EO437	LT245/75R16	ALS	W
07/30/1999	9591411	1GKFK16R1XJ739189	1860	238937	04/23/1999	EO437	LT245/75R16	ALS	N
05/30/1999	9591411	3GNFK16R8XG109397	17648	122711	04/30/1999	EO437	LT245/75R16	ALS	V
06/30/1999	9591411	3GNFK16R8XG109397		122711	04/30/1999	EO437	LT245/75R16	ALS	V
08/31/1999	9591411	1GCEK19ROVE233751	27451	138259	04/30/1999	EO437	LT245/75R16	ALS	N
08/31/1999	9591411	1GKFK16R3WJ716429	5912	119040	05/06/1999	EO437	LT245/75R16	ALS	N
09/30/1999	9591411	1GCEK19T4XE120948	7795	69692	05/06/1999	EO437	LT245/75R16	ALS	N
05/30/1999	9591411	1GCEK19R5WE113977	23674	251515	05/12/1999	EO437	LT245/75R16	ALS	O
06/30/1999	9591411	1GCEK19R5WE113977		251515	05/12/1999	EO437	LT245/75R16	ALS	O
07/30/1999	9591411	1GNNGK26J3XJ469230	4264	91511	05/12/1999	EO437	LT245/75R16	ALS	N
08/31/1999	9591411	1GDGK2604V6750551	8487	157476	05/18/1999	EO437	LT245/75R16	ALS	N
08/31/1999	9591411	1GNFK16R9TJ394541	35453	83464	05/21/1999	EO437	LT245/75R16	ALS	N
08/31/1999	9591411	3GNFK16R4VG191108	19265	246927	05/25/1999	EO437	LT245/75R16	ALS	V
08/31/1999	9591411	2GCEK15R0W1249077	9909	8927	05/26/1999	EO437	LT245/75R16	ALS	N
10/29/1999	9591411	3GMFK16R726171194	2960	124718	06/22/1999	EO437	LT245/75R16	ALS	V
09/30/1999	9591411	1GCGK29UOXF188025	6222	70478	06/25/1999	EO437	LT245/75R16	ALS	N
09/30/1999	9591411	1GCEK19TXXR239778	325	1268	06/25/1999	EO437	LT245/75R16	ALS	V
09/30/1999	9591411	3GKKG2616XG514515	16109	82844	07/03/1999	EO437	LT245/75R16	ALS	N
08/31/1999	9591411	1G1FK16R6R6XJ4734	2615	131601	07/06/1999	EO437	LT245/75R16	ALS	O
09/30/1999	9591411	1GNFK16R0XJ478785	739	10208	07/12/1999	EO437	LT245/75R16	ALS	N
10/29/1999	9591411	1GCEK19MXVE170341	35021	124352	07/12/1999	EO437	LT245/75R16	ALS	N
08/31/1999	9591411	1GBFK16R8XJ451069	1316	381840	07/21/1999	EO437	LT245/75R16	ALS	V
10/29/1999	9591411	2GTBK19R2V1514600	19743	83398	07/26/1999	EO437	LT245/75R16	ALS	N
10/29/1999	9591411	1GNFK16R9XV438556	2498	62688	07/26/1999	EO437	LT245/75R16	ALS	N
10/29/1999	9591411	1GCEK14V5X2199189	406	75637	08/03/1999	EO437	LT245/75R16	ALS	N
10/29/1999	9591411	1GCEK14V0X2211832	808	82282	08/05/1999	EO437	LT245/75R16	ALS	V
08/31/1999	9591411	1GCEK14V6XE120667	6847	497591	08/12/1999	EO437	LT245/75R16	ALS	V
09/30/1999	9591411	1GCEK19T1XE245812	128	272479	08/18/1999	EO437	LT245/75R16	ALS	V
10/29/1999	9591411	3GNFK16R5XG137206	17257	86354	08/25/1999	EO437	LT245/75R16	ALS	V
10/29/1999	9591411	1GNFK16R3XJ445599	24907	352482	08/30/1999	EO437	LT245/75R16	ALS	O
09/30/1999	9591411	2GCEK19V2X1191939	8214	119337	09/09/1999	EO437	LT245/75R16	ALS	W
10/29/1999	9591411	3GKFK16R3XG539920	4485	81652	09/13/1999	EO437	LT245/75R16	ALS	V
10/29/1999	9591411	1GKFK16R8XF703032	26068	85897	09/14/1999	EO437	LT245/75R16	ALS	W
10/29/1999	9591411	1GNFK16R7XJ423332	23170	201536	09/21/1999	EO437	LT245/75R16	ALS	O
10/29/1999	9591411	3GNFK16R3XG102082	23494	159195	09/23/1999	EO437	LT245/75R16	ALS	O
10/29/1999	9591411	1GCEK19T5YE130065	525	73232	09/23/1999	EO437	LT245/75R16	ALS	V
10/29/1999	9591411	3GNFK16R3X6134546	19414	138212	09/24/1999	EO437	LT245/75R16	ALS	V
10/29/1999	9591411	1GCEK14V5X2198107	2249	108565	09/24/1999	EO437	LT245/75R16	ALS	V
10/29/1999	9591411	1GTBK14V1XE525383	11597	57722	09/28/1999	EO437	LT245/75R16	ALS	W
10/29/1999	9591411	3GKFK16R1XG505314	27001	124037	10/06/1999	EO437	LT245/75R16	ALS	O
10/29/1999	9591411	3GNFK16R7XG238019	3766	10763	10/12/1999	EO437	LT245/75R16	ALS	V
01/29/1999	9591438	1GCHG39C5VJ019642	31240	46937	09/09/1998	EO437	LT245/75R16	OOR	N
01/29/1999	9591438	3GKFK16R9VC523685	15976	67269	10/27/1998	EO437	LT245/75R16	OOR	W
11/30/1999	9593707	1GTBK2941XE546605	6980	26655	08/17/1999	EO437	LT245/75R16	ALS	N
11/30/1999	9593707	1GCEK14T4YE123396	220	21383	08/18/1999	EO437	LT245/75R16	ALS	N
12/30/1999	9593707	1GCEK14T5XE161743	363	226774	09/03/1999	EO437	LT245/75R16	ALS	N
11/30/1999	9593707	1GCEC14W1XE195629	8025	90168	09/10/1999	EO437	LT245/75R16	ALS	N

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Invoice Date	GM Part #	VIN Number	Mileage	R/O #	R/O Date	GM Labor CD	Size	Tire Type	Adj. Code
11/30/1999	9593707	1GCEK19T4YE129392	370	106856	09/15/1999	EO437	LT245/75R16	ALS	V
11/30/1999	9593707	1GBFK16RBJF332034	1196	256330	09/27/1999	EO437	LT245/75R16	ALS	V
11/30/1999	9593707	2GCEK19T5X1277311	4450	344763	10/01/1999	EO437	LT245/75R16	ALS	V
12/30/1999	9593707	1GCRK19TXYE123208	882	58926	10/01/1999	EO437	LT245/75R16	ALS	V
12/30/1999	9593707	1GCEK19TXYE128554	188	78544	10/07/1999	EO437	LT245/75R16	ALS	N
11/30/1999	9593707	1GNFK168WJ300492	28151	154735	10/08/1999	EO437	LT245/75R16	ALS	O
12/30/1999	9593707	1GCGK29W5XE163864	13609	97449	10/18/1999	EO437	LT245/75R16	ALS	V
11/30/1999	9593707	2GCEK19T9X1299070	10	511922	11/01/1999	EO437	LT245/75R16	ALS	V
12/30/1999	9593707	1GCEK14M6WZ143793	28349	40229	11/10/1999	EO437	LT245/75R16	ALS	O
12/30/1999	9593707	1GMGK2651XJ460431	8073	312045	11/17/1999	EO437	LT245/75R16	ALS	V
12/30/1999	9593707	1GCGK29U1KE222344	7668	310602	11/26/1999	EO437	LT245/75R16	ALS	V
12/30/1999	9593707	1GCEK14R6WE183335	34138	34074	12/09/1999	EO437	LT245/75R16	ALS	A
12/30/1999	9593707				0/ 0/ 0	EO437	LT245/75R16	ALS	N
12/30/1999	9593708	1GCEK14W1WZ115974	8455	184213	03/15/1999	EO437	LT245/75R16	ALS	N
12/30/1999	9593708	2GCEK19RBW1109388	30018	5356	05/24/1999	EO437	LT245/75R16	ALS	N
11/30/1999	9593708	1GNFK16R5XT413138	14112	112194	06/10/1999	EO437	LT245/75R16	ALS	N
12/30/1999	9593708	2GCEK19R3W1271221	13400	248221	07/08/1999	EO437	LT245/75R16	ALS	O
11/30/1999	9593708	3GNFK16RDX6198737	7545	66762	07/20/1999	EO437	LT245/75R16	ALS	N
11/30/1999	9593708	3GNFK16RXXG130722	24578	87288	08/03/1999	EO437	LT245/75R16	ALS	N
11/30/1999	9593708	3GNFK16R3XB133757	20458	100717	08/04/1999	EO437	LT245/75R16	ALS	N
11/30/1999	9593708	1GNFK16RXJ519828	2184	25619	08/05/1999	EO437	LT245/75R16	ALS	N
11/30/1999	9593708	1GCGK29N7XE240394	5763	92150	08/09/1999	EO437	LT245/75R16	ALS	N
11/30/1999	9593708	1GCEK14V5X2198107	1302	44350	08/11/1999	EO437	LT245/75R16	ALS	N
11/30/1999	9593708	1GCEK14T4X2200833	52	43971	08/23/1999	EO437	LT245/75R16	ALS	N
11/30/1999	9593708	1GCEK14T4X2200833	52	43971	08/23/1999	EO437	LT245/75R16	ALS	N
11/30/1999	9593708	1GNEK169R7XJ30230	35016	76205	08/24/1999	EO437	LT245/75R16	ALS	N
11/30/1999	9593708	1GTEK19T1YE101646	50	215502	08/24/1999	EO437	LT245/75R16	ALS	V
11/30/1999	9593708	1GTEK19T1YE101646	50	215502	08/24/1999	EO437	LT245/75R16	ALS	V
11/30/1999	9593708	1GCEK19T2YE110002	589	7215	08/25/1999	EO437	LT245/75R16	ALS	N
12/30/1999	9593708	1GNFK16RXWJ308559	30268	134199	08/25/1999	EO437	LT245/75R16	ALS	N
11/30/1999	9593708	1GCEK14V8XZ196125	69	994511	08/26/1999	EO437	LT245/75R16	ALS	N
11/30/1999	9593708	2GCEK19M0V1166767	19254	126200	08/27/1999	EO437	LT245/75R16	ALS	O
11/30/1999	9593708	1GCGK29U7XE148525	15113	64557	08/27/1999	EO437	LT245/75R16	ALS	N
12/30/1999	9593708	1GNR26J4XJ555968	69	25467	08/29/1999	EO437	LT245/75R16	ALS	N
12/30/1999	9593708	1GCEK14T4X2212092	1055	61297	08/31/1999	EO437	LT245/75R16	ALS	N
12/30/1999	9593708	1GNR26J6XJ654952	7	57100	08/31/1999	EO437	LT245/75R16	ALS	N
12/30/1999	9593708	1GCEK19TDYB126795	241	233604	08/31/1999	EO437	LT245/75R16	ALS	V
11/30/1999	9593708	1GCEK14V5X2198107	1799	44789	09/01/1999	EO437	LT245/75R16	ALS	N
12/30/1999	9593708	1GDFK16RBJ794293	483	62543	09/02/1999	EO437	LT245/75R16	ALS	V
11/30/1999	9593708	2GCEK19T6X1192820	4238	68609	09/07/1999	EO437	LT245/75R16	ALS	O
11/30/1999	9593708	1GCEK19TDYB126795	464	234191	09/08/1999	EO437	LT245/75R16	ALS	V
11/30/1999	9593708	1GCEK14R2WZ200297	8234	8234	09/09/1999	EO437	LT245/75R16	ALS	N
12/30/1999	9593708	3GNFK16R4XG181018	18862	87457	09/10/1999	EO437	LT245/75R16	ALS	N
11/30/1999	9593708	1GNEK13R7XJ311274	32441	109546	09/16/1999	EO437	LT245/75R16	ALS	O
11/30/1999	9593708	1GNEK13R7XJ311274	32441	109546	09/16/1999	EO437	LT245/75R16	ALS	V
12/30/1999	9593708	1GCEK14T9XZ196097	1376	W23337	09/17/1999	EO437	LT245/75R16	ALS	N
12/30/1999	9593708	1GCEK14T6YZ125215	8	97236	09/23/1999	EO437	LT245/75R16	ALS	V
12/30/1999	9593708	1GCEK14T6YZ125215	8	97236	09/23/1999	EO437	LT245/75R16	ALS	V

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Invoice Date	GM Part #	VIN Number	Mileage	R/O #	R/O Date	GM Labor CD	Size	Tire Type	Adj. Code
12/30/1999	9593708	1GCEK14T6YZ125215	8	97236	09/23/1999	EO437	LT245/75R16	ALS	V
12/30/1999	9593708	1GCEC14WXYE100865	2882	56153	09/24/1999	EO437	LT245/75R16	ALS	N
12/30/1999	9593708	3GNFK16R0WG143395	16582	21724	09/27/1999	EO437	LT245/75R16	ALS	V
12/30/1999	9593708	1GCEK19T5YE125450	653	X73776	09/29/1999	EO437	LT245/75R16	ALS	N
12/30/1999	9593708	1GCEK19T5YE125450	653	73776	09/29/1999	EO437	LT245/75R16	ALS	V
12/30/1999	9593708	1GCEK19T5YE125450	653	73776X	09/30/1999	EO437	LT245/75R16	ALS	N
12/30/1999	9593708	1GCEK19T5YE127103	140	2260	10/07/1999	EO437	LT245/75R16	ALS	N
12/30/1999	9593708	1GCEK19T4YE130803	1235	236703	10/07/1999	EO437	LT245/75R16	ALS	V
12/30/1999	9593708	1GTGK24U1YE129333	494	99037	10/07/1999	EO437	LT245/75R16	ALS	V
12/30/1999	9593708	1GTGK24U1YE129333	494	99037	10/07/1999	EO437	LT245/75R16	ALS	V
11/30/1999	9593708	3GNFK16R3WG143309	33502	110788	10/18/1999	EO437	LT245/75R16	ALS	O
11/30/1999	9593708	1GNFK16R9XJ484617	6977	408584	10/19/1999	EO437	LT245/75R16	ALS	V
11/30/1999	9593708	1GCEK19T9YE108280	2071	69857	10/20/1999	EO437	LT245/75R16	ALS	V
11/30/1999	9593708	2GCEK19TXY1152211	1307	408597	10/20/1999	EO437	LT245/75R16	ALS	V
11/30/1999	9593708	2GCEK19TXY1152211	1307	408597	10/20/1999	EO437	LT245/75R16	ALS	V
11/30/1999	9593708	2GCEK19V7X1177261	13827	202432	10/21/1999	EO437	LT245/75R16	ALS	O
11/30/1999	9593708	1GTRK14T2XE551755	1560	121854	10/21/1999	EO437	LT245/75R16	ALS	O
12/30/1999	9593708	1GTEK14T9XF502741	2021	79316	10/21/1999	EO437	LT245/75R16	ALS	V
12/30/1999	9593708	1GCGK29W6YE145844	4200	349348	10/21/1999	EO437	LT245/75R16	ALS	V
12/30/1999	9593708	1GCEK14R7WZ120798	33204	58290	10/21/1999	EO437	LT245/75R16	ALS	N
12/30/1999	9593708	1GCEK19M2WE107106	15900	205305	10/26/1999	EO437	LT245/75R16	ALS	O
12/30/1999	9593708	1GCHG35R0X1108663	29985	142394	10/27/1999	EO437	LT245/75R16	ALS	W
12/30/1999	9593708	2GCEK19R2V1228756	17524	38610	10/28/1999	EO437	LT245/75R16	ALS	O
12/30/1999	9593708	1GNCG26JXJ529622	2957	74826	11/10/1999	EO437	LT245/75R16	ALS	V
12/30/1999	9593708	3GNFK16R0XG233129	4481	166121	11/11/1999	EO437	LT245/75R16	ALS	V
12/30/1999	9593708	1GNFK16R4XJ541077	3539	321747	11/11/1999	EO437	LT245/75R16	ALS	A
12/30/1999	9593708	2GCEK19TXY1160387	608	114773	11/17/1999	EO437	LT245/75R16	ALS	V
12/30/1999	9593708	1GCHK34JXWZ261254	29584	132117	11/29/1999	EO437	LT245/75R16	ALS	A
12/30/1999	9593708	2GCEK19T6Y1158569	1703	275957	12/01/1999	EO437	LT245/75R16	ALS	V
12/30/1999	9593708	3GKFC16F1XG534492	6208	431598	12/02/1999	EO437	LT245/75R16	ALS	V
11/30/1999	9593709	1GKEK13R0XR912119	19284	92268	06/02/1999	EO437	LT245/75R16	ALS	N
11/30/1999	9593709	3GNKG26J6XG193966	295	77784	06/15/1999	EO437	LT245/75R16	ALS	V
11/30/1999	9593709	1GCHG39R2V1097432	32015	7156	06/22/1999	EO437	LT245/75R16	ALS	N
12/30/1999	9593709	2GCEK19RKY1162981	13077	50666	06/29/1999	EO437	LT245/75R16	ALS	N
12/30/1999	9593709	3GKCC26J7WG512199	23541	352819	07/26/1999	EO437	LT245/75R16	ALS	N
11/30/1999	9593709	1GCGK29U1XZ111754	19424	2962	08/10/1999	EO437	LT245/75R16	ALS	W
11/30/1999	9593709	1GCGK29U1XZ111754	19424	2962	08/10/1999	EO437	LT245/75R16	ALS	N
11/30/1999	9593709	2GCEK19T7X1151886	6756	48476	08/16/1999	EO437	LT245/75R16	ALS	N
11/30/1999	9593709	1GRGK26J4XJ730166	19805	100239	08/31/1999	EO437	LT245/75R16	ALS	N
11/30/1999	9593709	1GCGC29V5XE194724	21249	7099	09/01/1999	EO437	LT245/75R16	ALS	N
12/30/1999	9593709	1GCFCC29U5X2170024	8585	3569	09/03/1999	EO437	LT245/75R16	ALS	N
11/30/1999	9593709	3GNKG26F2XG130438	166646	466285	09/08/1999	EO437	LT245/75R16	ALS	N
12/30/1999	9593709	3GNKG26C2XG229779	5355	25316	09/13/1999	EO437	LT245/75R16	ALS	A
12/30/1999	9593709	3GNCG26C1X6232590	3376	50258	09/20/1999	EO437	LT245/75R16	ALS	V
12/30/1999	9593709	3GNCG26C1X6232590	3376	50258	09/20/1999	EO437	LT245/75R16	ALS	V
12/30/1999	9593709	1GCGC4U6YE158422	274	77813	09/27/1999	EO437	LT245/75R16	ALS	N
12/30/1999	9593709	1GCGK29V3XF217033	6135	56619	09/28/1999	EO437	LT245/75R16	ALS	N
12/30/1999	9593709	3GNCG26C1XG153331	18063	170427	09/30/1999	EO437	LT245/75R16	ALS	V

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**1999 Tire Claims Adjustments
Firestone Steeltex Tires**

Invoice Date	GM Part #	VIN Number	Mileage	R/O #	R/O Date	GM Labor CL	Size	Tire Type	Adj. Code
12/30/1999	9593709	3GNQC26R0XG155331	18063	170427	09/30/1999	EO437	LT245/75R16	ALS	N
12/30/1999	9593709	1GCGC29JLKE155658	35954	57232	10/01/1999	EO437	LT245/75R16	ALS	N
12/30/1999	9593709	3GKGG26J0XG502599	31024	109481	10/01/1999	EO437	LT245/75R16	ALS	N
12/30/1999	9593709	1GTGK29V1XE529867	9480	102249	10/01/1999	EO437	LT245/75R16	ALS	N
12/30/1999	9593709	1GCGK29UXYE158032	622	3041	10/04/1999	EO437	LT245/75R16	ALS	N
12/30/1999	9593709	1GCFC29T8YZ135969	339	13522	10/05/1999	EO437	LT245/75R16	ALS	N
12/30/1999	9593709	1GCGK29U4XE220569	5938	133505	10/07/1999	EO437	LT245/75R16	ALS	N
12/30/1999	9593709	1GTG029FXTE524076	23611	47354	10/07/1999	EO437	LT245/75R16	ALS	N
12/30/1999	9593709	1GCGK29U3Y2155983	945	127917	10/15/1999	EO437	LT245/75R16	ALS	N
11/30/1999	9593709	1GCHG39R6X1100917	18087	81912	10/19/1999	EO437	LT245/75R16	ALS	O
11/30/1999	9593709	1GBHG31R6W1078143	29716	357363	10/19/1999	EO437	LT245/75R16	ALS	A
11/30/1999	9593709	3GNQC26J7XG272513	17	140899	10/22/1999	EO437	LT245/75R16	ALS	V
12/30/1999	9593709	1GCHG39R8X1014606	13603	11631	10/22/1999	EO437	LT245/75R16	ALS	O
11/30/1999	9593709	1GCGK29D2XE230520	4990	163900	10/27/1999	EO437	LT245/75R16	ALS	O
12/30/1999	9593709	1GCGK29U2YE156405	492	49581	11/05/1999	EO437	LT245/75R16	ALS	O
12/30/1999	9593709	3GKGG26J7WGE12562	20030	281195	11/17/1999	EO437	LT245/75R16	ALS	A
12/30/1999	9593709	1GCHG35R2W1027369	6649	55878	11/23/1999	EO437	LT245/75R16	ALS	O
12/30/1999	9593709	1GCGC24U4YE142655	1257	106315	12/08/1999	EO437	LT245/75R16	ALS	V
11/30/1999	9593710	1GKGG26J2X769337	1860	14426	05/03/1999	EO437	LT245/75R16	ALS	N
12/30/1999	9593710	1GCGK29U1XE241332	1008	12334	06/30/1999	EO437	LT245/75R16	ALS	N
11/30/1999	9593710	3GNCK26J7X5130553	14476	141975	07/21/1999	EO437	LT245/75R16	ALS	N
11/30/1999	9593710	1GCGK29U0XE138144	1605	72352	08/19/1999	EO437	LT245/75R16	ALS	V
11/30/1999	9593710	1GNKG26R3WJ339582	14611	126211	08/25/1999	EO437	LT245/75R16	ALS	N
11/30/1999	9593710	1GTGK24R0W2543875	13864	102258	09/02/1999	EO437	LT245/75R16	ALS	N
11/30/1999	9593710	1GCEK2943T2205683	1002	259894	09/08/1999	EO437	LT245/75R16	ALS	V
11/30/1999	9593710	1GCGK2445YE111580	3789	13651	09/17/1999	EO437	LT245/75R16	ALS	N
11/30/1999	9593710	3GNKG26J3XG201523	16976	113045	09/23/1999	EO437	LT245/75R16	ALS	V
11/30/1999	9593710	3GNKG26J3XG201523	16976	113045	09/23/1999	EO437	LT245/75R16	ALS	V
12/30/1999	9593710	1GCGK24U5YE116570	13	179482	09/27/1999	EO437	LT245/75R16	ALS	N
12/30/1999	9593710	3GNKG26J0XG146853	22123	104296	10/04/1999	EO437	LT245/75R16	ALS	N
12/30/1999	9593710	3GNKG26J2XG203280	8706	140056	10/06/1999	EO437	LT245/75R16	ALS	N
12/30/1999	9593710	1GNKG26J7XJ515495	2985	139417	10/28/1999	EO437	LT245/75R16	ALS	V
12/30/1999	9593710	1GCEK24U3XE169539	5206	16519	11/03/1999	EO437	LT245/75R16	ALS	O
12/30/1999	9593710	1GCGK29UYE156106	19130	106055	11/11/1999	EO437	LT245/75R16	ALS	O
12/30/1999	9593710	1GCGK24R0WZ259279	31043	100627	11/17/1999	EO437	LT245/75R16	ALS	W
12/30/1999	9593710	1GCGK29U7XR178138	8712	284252	11/17/1999	EO437	LT245/75R16	ALS	V
12/30/1999	9593710	1GCGK29U4X2212531	14313	160617	11/26/1999	EO437	LT245/75R16	ALS	O
12/30/1999	9593710	1G1GK26J2XJ409200	12761	189454	12/03/1999	EO437	LT245/75R16	ALS	O
12/30/1999	9593710	1GCGK24U3XE199298	15597	303811	12/09/1999	EO437	LT245/75R16	ALS	O

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**2000 Tire Claim Adjustments
Firestone Steeltex Tires**

Invoice Date	GM Part #	VIN Number	Mileage	R/O #	R/O Date	GM Labor Code	Size	Tire Type	Adj. Code
04/28/2000	9591407	2GCEK19T0X1111195	9348	33675	10/21/1999	EO437	LT245/75R16	ALS	O
01/31/2000	9591407	1GCGK240DXE211553	52	19925	12/13/1999	EO437	LT245/75R16	ALS	V
01/31/2000	9591407	3GNGC26J3XG183229	30223	100344	12/17/1999	EO437	LT245/75R16	ALS	O
01/31/2000	9591407	3GNGC26J3XG183229	30223	100344	12/17/1999	EO437	LT245/75R16	ALS	O
02/29/2000	9591407	1GCEK14UXY2224332		230431	01/31/2000	EO437	LT245/75R16	ALS	N
05/31/2000	9591407	3GKGC26J3XG552624	7883	25065	02/11/2000	EO437	LT245/75R16	ALS	N
03/31/2000	9591407	1GKGC26J5W5725249	77998	34868	02/17/2000	EO437	LT245/75R16	ALS	O
06/30/2000	9591407	2GCEK19T5Y1100545	8100	154048	03/30/2000	EO437	LT245/75R16	ALS	N
10/31/2000	9591407	1GCGK29U2YE227442	1174	312073	04/24/2000	EO437	LT245/75R16	ALS	O
07/31/2000	9591407	3GNGK26J1XG122576	24582	3411	06/09/2000	EO437	LT245/75R16	ALS	W
09/30/2000	9591407	1GCGK29U3XZ168420	16186	107592	07/18/2000	EO437	LT245/75R16	ALS	W
10/31/2000	9591407	1GTPC29U2UE236487	17367	111339	07/26/2000	EO437	LT245/75R16	ALS	W
10/31/2000	9591407	1GTPC29U2YE236487	17367	111339	07/26/2000	EO437	LT245/75R16	ALS	N
10/31/2000	9591407	3GNGC26R7XG272985	12765	28927	08/14/2000	EO437	LT245/75R16	ALS	N
10/31/2000	9591407	1GKFK16R3XJ770489	20841	158254	08/17/2000	EO437	LT245/75R16	ALS	N
10/31/2000	9591407	1GCGK29U3YE231609	7126	56657	09/07/2000	EO437	LT245/75R16	ALS	V
01/31/2000	9593707	1GTRK29U4XE518183	12278	423641	06/04/1999	EO437	LT245/75R16	ALS	O
02/29/2000	9593707	1GCEK24UCXE150995	1620	5561	07/01/1999	EO437	LT245/75R16	ALS	N
04/28/2000	9593707	1GTRK29U3XE553961	7727	154106	10/05/1999	EO437	LT245/75R16	ALS	V
06/30/2000	9593707	1GCEK29UCXE251608	3553	248696	10/13/1999	EO437	LT245/75R16	ALS	N
02/29/2000	9593707	1GCEK14W7YZ158055	1592	265468	10/27/1999	EO437	LT245/75R16	ALS	N
10/31/2000	9593707	1GCEK14W7YZ158055	1592	265468	10/27/1999	EO437	LT245/75R16	ALS	N
02/29/2000	9593707	1GNKR26R3WJ353594	14821	12791	10/29/1999	EO437	LT245/75R16	ALS	N
04/28/2000	9593707	1GCEK14T6XZ149724	3310	198256	11/06/1999	EO437	LT245/75R16	ALS	V
01/31/2000	9593707	1GCEK19TBXE136876	9043	86641	11/15/1999	EO437	LT245/75R16	ALS	V
01/31/2000	9593707	1GCEK14T5XE244363	909	157064	11/16/1999	EO437	LT245/75R16	ALS	V
02/29/2000	9593707	1GCEK14T6XZ196946	2143	16138	11/18/1999	EO437	LT245/75R16	ALS	N
02/29/2000	9593707	2GCEK19V9Y1167879	595	15123	11/18/1999	EO437	LT245/75R16	ALS	N
02/29/2000	9593707	2GCEK19RXW1280983	24439	52217	11/20/1999	EO437	LT245/75R16	ALS	N
04/28/2000	9593707	1GNK26J1XJ346154	32093	156964	11/23/1999	EO437	LT245/75R16	ALS	O
01/31/2000	9593707	1GCEK14W2XE100912	4251	24379	11/26/1999	EO437	LT245/75R16	ALS	V
03/31/2000	9593707	1GCEK14T5YE178737	862	269673	12/02/1999	EO437	LT245/75R16	ALS	N
02/29/2000	9593707	1GCEK19T7YE153282	445	248361	12/06/1999	EO437	LT245/75R16	ALS	N
01/31/2000	9593707	1GCEK14T3X2142696	10754	104458	12/09/1999	EO437	LT245/75R16	ALS	V
02/29/2000	9593707	1GTEK19T0Y2206817	0	41192	12/13/1999	EO437	LT245/75R16	ALS	N
04/28/2000	9593707	1GCEK14V3XE186464	4183	110053	12/27/1999	EO437	LT245/75R16	ALS	N
03/31/2000	9593707	1GCGK2406XE189705	2082	52749	01/17/2000	EO437	LT245/75R16	ALS	A
04/28/2000	9593707	1GCGK29UXXE201413	17378	52783	01/19/2000	EO437	LT245/75R16	ALS	N
04/28/2000	9593707	1GTEK14W4W2518556	33561	64065	01/21/2000	EO437	LT245/75R16	ALS	N
04/28/2000	9593707	1GCEK19T8YE180197	667	117073	01/24/2000	EO437	LT245/75R16	ALS	N
04/28/2000	9593707	1GTEK19T1YZ159085	283	245381	01/24/2000	EO437	LT245/75R16	ALS	N
04/28/2000	9593707	1GNFK16R0WJ319957	32041	212787	01/26/2000	EO437	LT245/75R16	ALS	O
05/31/2000	9593707	1GCEK14T7XE200124	786	504715	02/02/2000	EO437	LT245/75R16	ALS	V
04/28/2000	9593707	1GCEK14W0YZ155384	1001	117531	02/16/2000	EO437	LT245/75R16	ALS	V
05/31/2000	9593707	1GCEK14T5YE208643	43	147179	02/16/2000	EO437	LT245/75R16	ALS	N
06/30/2000	9593707	1GCEK19T4YE122183	6910	26638	02/16/2000	EO437	LT245/75R16	ALS	N
04/28/2000	9593707	1GNFK16R3XJ305410	20553	215053	02/23/2000	EO437	LT245/75R16	ALS	O
06/30/2000	9593707	1GCEK14T6XZ193612	4092	68319	03/08/2000	EO437	LT245/75R16	ALS	N

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**2000 Tire Claim Adjustments
Firestone Steeltex Tires**

Invoice Date	GM Part #	VIN Number	Mileage	R/O #	R/O Date	GM Labor CD	Size	Tire Type	Adj. Code
06/30/2000	9593707	1GCGK29U6XE152002	15099	125677	03/13/2000	EO437	LT245/75R16	ALS	N
08/31/2000	9593707	1GCEK19T4XE193398	12263	339625	03/15/2000	EO437	LT245/75R16	ALS	N
04/28/2000	9593707	1GNFK16R7XJ520076	9264	99576	03/20/2000	EO437	LT245/75R16	ALS	O
04/28/2000	9593707	1GCEK19V8XE187893	15367	124564	03/22/2000	EO437	LT245/75R16	ALS	O
09/30/2000	9593707	1GCGK2967YE112609	18364	5976	04/04/2000	EO437	LT245/75R16	ALS	W
05/31/2000	9593707	1GCEK14VXXZ174272	735	243990	04/06/2000	EO437	LT245/75R16	ALS	V
05/31/2000	9593707	1GNFK16RCVJ413948	35745	154462	04/10/2000	EO437	LT245/75R16	ALS	O
06/30/2000	9593707	1GTEK14V9YZ129731	40	269986	04/24/2000	EO437	LT245/75R16	ALS	V
08/31/2000	9593707	1GKFK16R8XJ799471	13504	234100	04/25/2000	EO437	LT245/75R16	ALS	O
10/31/2000	9593707	1GCGK29U7XE192439	25416	43358	05/09/2000	EO437	LT245/75R16	ALS	W
06/30/2000	9593707	1GCEK14T5Y2285702	833	47146	05/10/2000	EO437	LT245/75R16	ALS	V
06/30/2000	9593707	1GKFK16R4X1776916	22097	165948	05/24/2000	EO437	LT245/75R16	ALS	O
08/31/2000	9593707	1GCEK14V4YZ156058	3765	29276	06/03/2000	EO437	LT245/75R16	ALS	N
09/30/2000	9593707	1GTEK29UXYB133437	21428	171534	06/05/2000	EO437	LT245/75R16	ALS	V
08/31/2000	9593707	1GCGK29U4YE171858	13556	319252	06/09/2000	EO437	LT245/75R16	ALS	W
09/30/2000	9593707	1GCGK29U4YE171858	13556	319252	06/09/2000	EO437	LT245/75R16	ALS	W
09/30/2000	9593707	1GTGK29U8YZ207589	7480	173932	06/14/2000	EO437	LT245/75R16	ALS	N
10/31/2000	9593707	1GTGK29U0XE517287	27078	583498	06/20/2000	EO437	LT245/75R16	ALS	N
08/31/2000	9593707	2GCEK19T2Y1171867	1293	47528	07/19/2000	EO437	LT245/75R16	ALS	V
09/30/2000	9593707	2GCEK19T2Y1171867	1293	47528	07/19/2000	EO437	LT245/75R16	ALS	V
10/31/2000	9593707	1GCEK19TUYE293919	8773	35808	08/02/2000	EO437	LT245/75R16	ALS	V
09/30/2000	9593707	1GNKG26J6XJ514807	18346	60319	08/03/2000	EO437	LT245/75R16	ALS	O
10/31/2000	9593707	1GCEK19T2YE169325	25365	108786	08/08/2000	EO437	LT245/75R16	ALS	N
10/31/2000	9593707	2GCEK19TXX1271133	12485	236714	08/16/2000	EO437	LT245/75R16	ALS	N
10/31/2000	9593707	1GCGK29U9XE241210	6907	11124	08/17/2000	EO437	LT245/75R16	ALS	N
10/31/2000	9593707	2GCEK19N6W1174308	35200	163105	09/07/2000	EO437	LT245/75R16	ALS	O
10/31/2000	9593707	1GCEK19T4XE190546	21880	130992	10/05/2000	EO437	LT245/75R16	ALS	O
02/29/2000	9593708	1GCEK19R3WE133628	24737	100531	03/22/1999	EO437	LT245/75R16	ALS	N
01/31/2000	9593708	1GCEK19M9WR100193	6898	26489	07/07/1999	EO437	LT245/75R16	ALS	V
01/31/2000	9593708	1GKFK16R4XJ789052	2450	230960	09/20/1999	EO437	LT245/75R16	ALS	V
02/29/2000	9593708	1GCEK14T0YE157648		284434	09/24/1999	EO437	LT245/75R16	ALS	V
01/31/2000	9593708	2GTEK19R3V1548352	14383	148873	09/30/1999	EO437	LT245/75R16	ALS	O
02/29/2000	9593708	1GTEK19T6YE117891	928	153796	09/30/1999	EO437	LT245/75R16	ALS	V
01/31/2000	9593708	1GDFK16R2XJ772628	5864	74394	10/01/1999	EO437	LT245/75R16	ALS	N
06/30/2000	9593708	3GKFK16RXXG549960	579	149524	10/04/1999	EO437	LT245/75R16	ALS	N
05/31/2000	9593708	1GCEK19T6KE231680	8198	226778	10/05/1999	EO437	LT245/75R16	ALS	V
01/31/2000	9593708	1GCEK19V9XE166759	4553	93607	10/06/1999	EO437	LT245/75R16	ALS	V
06/30/2000	9593708	1GCEK19T0YE119006	4853	149933	10/08/1999	EO437	LT245/75R16	ALS	N
06/30/2000	9593708	1GCEK19T0YE199006	4853	149933	10/08/1999	EO437	LT245/75R16	ALS	N
02/29/2000	9593708	3GNFK1R7XG241695		299203	10/11/1999	EO437	LT245/75R16	ALS	V
02/29/2000	9593708	3GNFK16R9XG272026	10	160212	10/18/1999	EO437	LT245/75R16	ALS	N
02/29/2000	9593708	1GCEK19TXYE165586	226	35016	10/19/1999	EO437	LT245/75R16	ALS	N
02/29/2000	9593708	3GNFK16R0XG140059	12703	128250	10/26/1999	EO437	LT245/75R16	ALS	N
02/29/2000	9593708	1GCEK19T2YE151259	2325	100557	10/28/1999	EO437	LT245/75R16	ALS	V
01/31/2000	9593708	1GNFK16R5X5334231	22779	160743	11/01/1999	EO437	LT245/75R16	ALS	V
01/31/2000	9593708	1GKFK16R3XJ788412	13423	150997	11/01/1999	EO437	LT245/75R16	ALS	V
01/31/2000	9593708	1GKFK16R3XJ788412	13423	150997	11/01/1999	EO437	LT245/75R16	ALS	V
01/31/2000	9593708	1GKFK16R3XJ788412	13423	150997	11/01/1999	EO437	LT245/75R16	ALS	V

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**2000 Tire Claim Adjustments
Firestone Steeltex Tires**

Invoice Date	GM Part #	VIN Number	Mileage	R/O #	R/O Date	GM Labor CD	Size	Tire Type	Adj. Code
01/31/2000	9593708	1GKFK16R3KJ788412	13423	150997	11/01/1999	EO437	LT245/75R16	ALS	V
02/29/2000	9593708	1GBEK19R3VE190477		62456	11/01/1999	EO437	LT245/75R16	ALS	O
02/29/2000	9593708	1GTEK19T1YE160591	122	8085310	11/01/1999	EO437	LT245/75R16	ALS	N
01/31/2000	9593708	3GNFK16R1XG161079	13432	725171	11/02/1999	EO437	LT245/75R16	ALS	O
01/31/2000	9593708	1GCEK14V9YZ159263	345	29071	11/02/1999	EO437	LT245/75R16	ALS	V
02/29/2000	9593708	3GKFK16R0WG505836	35928	187825	11/02/1999	EO437	LT245/75R16	ALS	N
01/31/2000	9593708	1GCEK14V0Y3122285	3408	97433	11/05/1999	EO437	LT245/75R16	ALS	V
02/29/2000	9593708	1GCEK19R8WE110359	17479	243847	11/05/1999	EO437	LT245/75R16	ALS	N
05/31/2000	9593708	2GCEK19T6Y1158975	573	89889	11/05/1999	EO437	LT245/75R16	ALS	N
02/29/2000	9593708	1GNFK16R9XJ3557002	3680	52228	11/10/1999	EO437	LT245/75R16	ALS	N
01/31/2000	9593708	1GCEK19T0YE126733	1134	239662	11/11/1999	EO437	LT245/75R16	ALS	V
02/29/2000	9593708	1GCEK19TGYE129698	1086	101775	11/16/1999	EO437	LT245/75R16	ALS	N
02/29/2000	9593708	1GCFK14TBYZ118363	2816	22814	11/17/1999	EO437	LT245/75R16	ALS	N
02/29/2000	9593708	3GKFK16R3XG539920	5700	84861	11/19/1999	EO437	LT245/75R16	ALS	N
02/29/2000	9593708	1GTEK14T6YZ134674	2540	318411	11/19/1999	EO437	LT245/75R16	ALS	N
02/29/2000	9593708	1GKFK16R4XJ772946	4795	340134	11/22/1999	EO437	LT245/75R16	ALS	N
03/31/2000	9593708	3GNFK16R7XG248176	3780	30100	11/25/1999	EO437	LT245/75R16	ALS	N
01/31/2000	9593708	1CNGK26JXKJ488261	7110	129735	11/29/1999	EO437	LT245/75R16	ALS	V
03/31/2000	9593708	1GCHK34JXW2261254	29584	132117	11/29/1999	EO437	LT245/75R16	ALS	N
03/31/2000	9593708	1GCEK14T0YZ172157	522	58537	11/29/1999	EO437	LT245/75R16	ALS	V
04/28/2000	9593708	3CCEK16R0XG530107	6102	12058	11/30/1999	EO437	LT245/75R16	ALS	N
01/31/2000	9593708	3GNK2650XG264532	3478	162369	12/01/1999	EO437	LT245/75R16	ALS	V
04/28/2000	9593708	1GNFK1GRXXJ500548	9614	145356	12/01/1999	EO437	LT245/75R16	ALS	N
05/31/2000	9593708	1GCGK2402YE110824	10628	64277	12/01/1999	EO437	LT245/75R16	ALS	N
01/31/2000	9593708	1GCEK14T6XE254190	8541	106526	12/02/1999	EO437	LT245/75R16	ALS	V
02/29/2000	9593708	2GTEK19TXY1106037	4845	239710	12/02/1999	EO437	LT245/75R16	ALS	V
10/31/2000	9593708	1GCEK14T5YE178737	862	269673	12/02/1999	EO437	LT245/75R16	ALS	N
03/31/2000	9593708	1GCEK19T0YE109432	8988	158394	12/03/1999	EO437	LT245/75R16	ALS	N
03/31/2000	9593708	3GNFK16R6XG140437	28761	203085	12/06/1999	EO437	LT245/75R16	ALS	N
03/31/2000	9593708	1GTEK19T7X1549616	30	158486	12/06/1999	EO437	LT245/75R16	ALS	V
02/29/2000	9593708	1GCEK19T7YE185908	2431	98934	12/07/1999	EO437	LT245/75R16	ALS	N
03/31/2000	9593708	1GTEK19T4YE116674	8	158611	12/07/1999	EO437	LT245/75R16	ALS	N
03/31/2000	9593708	1GTEK19T7YE114532	83	158324	12/07/1999	EO437	LT245/75R16	ALS	N
05/31/2000	9593708	1GTEK19T4YE116674	8	158614	12/07/1999	EO437	LT245/75R16	ALS	N
03/31/2000	9593708	1GCEK19T6YR110763	1197	151788	12/08/1999	EO437	LT245/75R16	ALS	N
02/29/2000	9593708	1GCEK14T3X2142696	10754	104458	12/09/1999	EO437	LT245/75R16	ALS	V
01/31/2000	9593708	1GTEK19TXXE555344	7325	158897	12/10/1999	EO437	LT245/75R16	ALS	V
02/29/2000	9593708	1GCEK14V6YZ177204	10	60381	12/10/1999	EO437	LT245/75R16	ALS	N
04/28/2000	9593708	1GTEK19TXXE555344	7325	158892	12/11/1999	EO437	LT245/75R16	ALS	N
02/29/2000	9593708	1GK7K16R4XJ789052	6778	244877	12/13/1999	EO437	LT245/75R16	ALS	V
03/31/2000	9593708	1GTEK19T4YE	9850	159068	12/14/1999	EO437	LT245/75R16	ALS	V
03/31/2000	9593708	1GCEK19T6YE106325	3597	159114	12/14/1999	EO437	LT245/75R16	ALS	N
04/28/2000	9593708	1GCEK19T6YE106325	3597	159114	12/14/1999	EO437	LT245/75R16	ALS	N
02/29/2000	9593708	1GCEK16R6XJ711890	21527	134930	12/15/1999	EO437	LT245/75R16	ALS	N
03/31/2000	9593708	1GCEK14T5YZ119082	877	190121	12/15/1999	EO437	LT245/75R16	ALS	V
09/30/2000	9593708	1GCEK19T4YE129392	968	110763	12/17/1999	EO437	LT245/75R16	ALS	N
01/31/2000	9593708	3G1FK16R0XG140059	17200	130607	12/20/1999	EO437	LT245/75R16	ALS	V
01/31/2000	9593708	1GCEK14T3YE179692	2491	185637	12/22/1999	EO437	LT245/75R16	ALS	V
03/31/2000	9593708	1GCEK14T5XE244363	2369	159777	12/23/1999	EO437	LT245/75R16	ALS	N

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GM600 Att. G 7815

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**2000 Tire Claim Adjustments
Firestone Steeltex Tires**

Invoice Date	GM Part #	VIN Number	Mileage	R/O #	R/O Date	GM Labor CD	Size	Tire Type	Adj. Code
06/30/2000	9593708	1GCGK24U5XE130855	12004	43960	12/23/1999	EO437	LT245/75R16	ALS	V
07/31/2000	9593708	1GCEK14T5XE244363	2369	159977	12/23/1999	EO437	LT245/75R16	ALS	N
02/29/2000	9593708	1GTEK19T5YE153619	7496	11232	12/30/1999	EO437	LT245/75R16	ALS	N
03/31/2000	9593708	1GCEK14TYXE120879	886	144344	12/30/1999	EO437	LT245/75R16	ALS	N
03/31/2000	9593708	1GCEK14T7YE171675	13	69523	12/30/1999	EO437	LT245/75R16	ALS	N
03/31/2000	9593708	1GCEK14VXXZ165586	1763	1763	12/31/1999	EO437	LT245/75R16	ALS	N
03/31/2000	9593708	1GKEK13PXXJ723377	30926	64202	01/03/2000	EO437	LT245/75R16	ALS	W
02/29/2000	9593708	1GCEK19TXYE126545	8027	71694	01/04/2000	EO437	LT245/75R16	ALS	V
03/31/2000	9593708	2GCEK19K7W1120642	29202	59245	01/04/2000	EO437	LT245/75R16	ALS	N
03/31/2000	9593708	1GCEK19TXYE126545	8027	71694	01/04/2000	EO437	LT245/75R16	ALS	V
05/31/2000	9593708	1GCEK19T1YE171163	371	73150	01/04/2000	EO437	LT245/75R16	ALS	V
01/31/2000	9593708	1GKFK16R3XJ767057	21477	243496	01/05/2000	EO437	LT245/75R16	ALS	O
03/31/2000	9593708	1GCEK19TXYE124777	8030	83219	01/05/2000	EO437	LT245/75R16	ALS	N
01/31/2000	9593708	1GCEK19WEVE215391	15293	94540	01/06/2000	EO437	LT245/75R16	ALS	O
05/31/2000	9593708	1GCEK19T6YE127563	3856	41945	01/07/2000	EO437	LT245/75R16	ALS	N
10/31/2000	9593708	2GCEK19T8Y1157181	3638	273601	01/07/2000	EO437	LT245/75R16	ALS	N
04/28/2000	9593708	1GCEK14TQXE176294	4237	238304	01/08/2000	EO437	LT245/75R16	ALS	V
02/29/2000	9593708	2GTEK19T8Y1195297		161899	01/11/2000	EO437	LT245/75R16	ALS	V
03/31/2000	9593708	1GTEK19T5YE125545	4151	182048	01/11/2000	EO437	LT245/75R16	ALS	V
04/28/2000	9593708	1GCEK19T8YE104785	13124	40503	01/11/2000	EO437	LT245/75R16	ALS	O
05/31/2000	9593708	1GCEK19T3YE107397	7231	69935	01/11/2000	EO437	LT245/75R16	ALS	V
04/28/2000	9593708	2GCEK19T5X1169870	279	9735	01/12/2000	EO437	LT245/75R16	ALS	N
04/28/2000	9593708	1GKFK16R1XJ745574	7143	33453	01/12/2000	EO437	LT245/75R16	ALS	O
06/30/2000	9593708	1GKFK16R1XJ745574	7143	33453	01/12/2000	EO437	LT245/75R16	ALS	N
08/31/2000	9593708	1GKFK16R1XJ745574		33453	01/12/2000	EO437	LT245/75R16	ALS	N
02/29/2000	9593708	2GTEK19T7X1549616		161205	01/13/2000	EO437	LT245/75R16	ALS	O
03/31/2000	9593708	1GCEK19R7WE167331	19494	181971	01/13/2000	EO437	LT245/75R16	ALS	O
01/31/2000	9593708	1GCEK19T9YE118243	6666	58221	01/14/2000	EO437	LT245/75R16	ALS	V
05/31/2000	9593708	3GNFK16R9XG205507	7316	204247	01/14/2000	EO437	LT245/75R16	ALS	N
04/28/2000	9593708	1GCEK19T7YE164346	2899	267628	01/17/2000	EO437	LT245/75R16	ALS	V
03/31/2000	9593708	3GNFK16R9XG241911	3109	272098	01/19/2000	EO437	LT245/75R16	ALS	V
06/30/2000	9593708	1GCEK14T1XE133662	7187	143975	01/21/2000	EO437	LT245/75R16	ALS	N
02/29/2000	9593708	1GTEK19T1YZ159085		245381	01/24/2000	EO437	LT245/75R16	ALS	V
03/31/2000	9593708	1GTEK19T1YZ159085	283	245381	01/24/2000	EO437	LT245/75R16	ALS	V
03/31/2000	9593708	1GTEK19T6YE117891	10431	162074	01/25/2000	EO437	LT245/75R16	ALS	V
05/31/2000	9593708	1GTEK19T6YE121486	11404	461358	01/25/2000	EO437	LT245/75R16	ALS	N
05/31/2000	9593708	2GTEK19T8Y1195297	10024	163044	01/27/2000	EO437	LT245/75R16	ALS	N
02/29/2000	9593708	1GTEK19T7YE199159		59883	01/28/2000	EO437	LT245/75R16	ALS	N
05/31/2000	9593708	1GCEK19TXXE243508	1394	306074	01/28/2000	EO437	LT245/75R16	ALS	N
02/29/2000	9593708	1GCEK19T0YE109432		162416	01/31/2000	EO437	LT245/75R16	ALS	N
03/31/2000	9593708	3GNFK16R6XG236455	2758	43719	01/31/2000	EO437	LT245/75R16	ALS	V
07/31/2000	9593708	1GCEK19T0YE214441	2804	135846	02/02/2000	EO437	LT245/75R16	ALS	N
05/31/2000	9593708	3GNFK16R4XG235529	190	74184	02/08/2000	EO437	LT245/75R16	ALS	N
02/29/2000	9593708	1GCEK14TXXE164556		152059	02/09/2000	EO437	LT245/75R16	ALS	N
04/28/2000	9593708	1GCEK19T6YE182725	3097	71946	02/14/2000	EO437	LT245/75R16	ALS	V
05/31/2000	9593708	1GTEK14T7X2512055	6646	189959	02/14/2000	EO437	LT245/75R16	ALS	N
05/31/2000	9593708	1GCEK14V8XE182359	5562	27127	02/15/2000	EO437	LT245/75R16	ALS	N
04/28/2000	9593708	1GCEK19T9YE179284	3830	52670	02/16/2000	EO437	LT245/75R16	ALS	O
07/31/2000	9593708	1GCEK14T3YE160706	6390	125318	02/16/2000	EO437	LT245/75R16	ALS	W

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**2000 Tire Claim Adjustments
Firestone Steeltex Tires**

Invoice Date	GM Part #	VIN Number	Mileage	R/O #	R/O Date	GM Labor CD	Size	Tire Type	Adj. Code
05/31/2000	9593708	1GTEK19T7XE507736	9874	37203	02/21/2000	EO437	LT245/75R16	ALS	N
05/31/2000	9593708	3GNFK16R0XG177237	19388	153269	02/21/2000	EO437	LT245/75R16	ALS	O
05/31/2000	9593708	2GCEK19T4Y1117227	9991	17030	02/21/2000	EO437	LT245/75R16	ALS	N
03/31/2000	9593708	1GBFK16R5XJ440191	342	418670	02/22/2000	EO437	LT245/75R16	ALS	V
04/28/2000	9593708	1GTEK19TXXE555344	13840	164442	02/24/2000	EO437	LT245/75R16	ALS	V
04/28/2000	9593708	3GKFK16R9XG544216	905	7364	02/24/2000	EO437	LT245/75R16	ALS	V
05/31/2000	9593708	2GCEK19T6Y1161701	7017	107889	02/24/2000	EO437	LT245/75R16	ALS	N
03/31/2000	9593708	1GTRK14T3YZ172248	4832	35162	02/28/2000	EO437	LT245/75R16	ALS	V
05/31/2000	9593708	1GTEK19T7XB517716	28540	4292	02/28/2000	EO437	LT245/75R16	ALS	N
05/31/2000	9593708	1GNKG2658XT488629	14121	133306	02/29/2000	EO437	LT245/75R16	ALS	N
04/28/2000	9593708	2GCEK19T2Y1101110	7932	217907	03/03/2000	EO437	LT245/75R16	ALS	V
04/28/2000	9593708	3GNEK16R6WG148195	31021	41869	03/06/2000	EO437	LT245/75R16	ALS	W
06/30/2000	9593708	1GKFK16R8X4798773	7870	51154	03/06/2000	EO437	LT245/75R16	ALS	N
03/31/2000	9593708	1GTEK14V1YE106354	375	27153	03/07/2000	EO437	LT245/75R16	ALS	V
05/31/2000	9593708	1GNFK16R2KJ368255	29088	216380	03/07/2000	EO437	LT245/75R16	ALS	O
03/31/2000	9593708	2GTEK19T7X1549616	1497	165242	03/08/2000	EO437	LT245/75R16	ALS	V
05/31/2000	9593708	1GNFK16R0VJ342590	27915	546772	03/09/2000	EO437	LT245/75R16	ALS	N
05/31/2000	9593708	1GCEK19TXYE156595	7658	28522	03/09/2000	EO437	LT245/75R16	ALS	N
05/31/2000	9593708	2GTEK19M9W1559049	16541	191316	03/09/2000	EO437	LT245/75R16	ALS	N
05/31/2000	9593708	1GTGK24J7YE238122	3047	65453	03/09/2000	EO437	LT245/75R16	ALS	V
04/28/2000	9593708	1GCEK14T3X2142696	15236	107838	03/10/2000	EO437	LT245/75R16	ALS	V
05/31/2000	9593708	3GNFK16R4XG224605	6588	255387	03/10/2000	EO437	LT245/75R16	ALS	N
05/31/2000	9593708	1GCEK14W6YE203431	224	409562	03/10/2000	EO437	LT245/75R16	ALS	N
10/31/2000	9593708	1GCEK19T9YE124639	11753	41957	03/10/2000	EO437	LT245/75R16	ALS	O
06/30/2000	9593708	1GCEK14T2X2205044	606	381844	03/13/2000	EO437	LT245/75R16	ALS	N
03/31/2000	9593708	1GTEK14T3Y2147883	8072	219842	03/14/2000	EO437	LT245/75R16	ALS	O
05/31/2000	9593708	1GCEK19TXXE243508	3001	309236	03/14/2000	EO437	LT245/75R16	ALS	N
05/31/2000	9593708	2GTEK19M4W1559849	16693	191641	03/15/2000	EO437	LT245/75R16	ALS	V
05/31/2000	9593708	1GCEK19T1YE290217	1193	97991	03/16/2000	EO437	LT245/75R16	ALS	V
03/31/2000	9593708	2GCEK19R3W1227817	32357	259342	03/17/2000	EO437	LT245/75R16	ALS	W
03/31/2000	9593708	1GBFK16R5XJ440191	1497	420485	03/24/2000	EO437	LT245/75R16	ALS	V
05/31/2000	9593708	1GCFK14T4YZ228004	2065	848909	03/27/2000	EO437	LT245/75R16	ALS	V
08/31/2000	9593708	1GCEK19T0YE131124	10611	737489	03/28/2000	EO437	LT245/75R16	ALS	N
05/31/2000	9593708	1GCGK29UXYZ209618	4026	340591	03/30/2000	EO437	LT245/75R16	ALS	V
06/30/2000	9593708	1GCKD54YLXY753021	6966	37853	03/30/2000	EO437	LT245/75R16	ALS	N
06/30/2000	9593708	3GKFK16RXXG508230	24380	32927	03/30/2000	EO437	LT245/75R16	ALS	N
05/31/2000	9593708	1GCEK19T7YE185780	3325	144680	04/03/2000	EO437	LT245/75R16	ALS	V
06/30/2000	9593708	1GTEK14T8XE502665	20312	91814	04/03/2000	EO437	LT245/75R16	ALS	N
04/28/2000	9593708	1GCGK24U5YE236899	855	125315	04/04/2000	EO437	LT245/75R16	ALS	V
05/31/2000	9593708	2GCEK19T4Y1117227	12479	172609	04/05/2000	EO437	LT245/75R16	ALS	V
06/30/2000	9593708	1GDFK16R0XJ782977	702	265895	04/05/2000	EO437	LT245/75R16	ALS	N
06/30/2000	9593708	1GCEK14V6XE209199	9379	15479	04/06/2000	EO437	LT245/75R16	ALS	N
06/30/2000	9593708	2GCEK19T5X1229212	21293	237131	04/08/2000	EO437	LT245/75R16	ALS	N
06/30/2000	9593708	1GCEK19T4YE200199	7595	219641	04/11/2000	EO437	LT245/75R16	ALS	N
07/31/2000	9593708	3GNFK16RXXG157483	15804	96753	04/11/2000	EO437	LT245/75R16	ALS	O
05/31/2000	9593708	1GCEK19T1Y2283955	14	19023	04/12/2000	EO437	LT245/75R16	ALS	R
06/30/2000	9593708	2GCEK19T3Y1194803	1278	97148	04/12/2000	EO437	LT245/75R16	ALS	N
07/31/2000	9593708	2GCEK19R5U1182153	29088	24050	04/12/2000	EO437	LT245/75R16	ALS	A
07/31/2000	9593708	2GCEK19T7Y1273309	301	116634	04/14/2000	EO437	LT245/75R16	ALS	O

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GM600 Att. G 7017

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**2000 Tire Claim Adjustments
Firestone Steeltex Tires**

Invoice Date	GM Part #	VIN Number	Mileage	R/O #	R/O Date	GM Labor CD	Size	Tire Type	Adj. Code
09/30/2000	9593708	1GTEK19T0YE166455	11877	575359	04/18/2000	EO437	LT245/75R16	ALS	N
05/31/2000	9593708	1GBFK16R7XJ340772	23480	280251	04/19/2000	EO437	LT245/75R16	ALS	V
08/31/2000	9593708	1GCEK19TXXE243508	3671	311934	04/19/2000	EO437	LT245/75R16	ALS	N
05/31/2000	9593708	1GCEK14TXKZ209374	11892	223046	04/20/2000	EO437	LT245/75R16	ALS	O
07/31/2000	9593708	1GCEK14T4XZ195410	1359	155074	04/21/2000	EO437	LT245/75R16	ALS	N
05/31/2000	9593708	1GCEK19T8YE136510	12151	10440	04/26/2000	EO437	LT245/75R16	ALS	O
08/31/2000	9593708	1GCEK14T5Y2114082	5443	97028	04/26/2000	EO437	LT245/75R16	ALS	N
05/31/2000	9593708	1GHDX03E7YD200330	301	8853	04/28/2000	EO437	LT245/75R16	ALS	V
08/31/2000	9593708	1GCHG39R3XY064295	24128	238942	04/28/2000	EO437	LT245/75R16	ALS	O
09/30/2000	9593708	1GCHG39R3XY064295	24128	238942	04/28/2000	EO437	LT245/75R16	ALS	O
05/31/2000	9593708	2GCEK19T7Y1276887	1225	84249	05/01/2000	EO437	LT245/75R16	ALS	A
05/31/2000	9593708	1GCEK19T1YE118706	9411	374581	05/01/2000	EO437	LT245/75R16	ALS	O
07/31/2000	9593708	1GKFK16R3XJ788412	31920	155351	05/02/2000	EO437	LT245/75R16	ALS	N
08/31/2000	9593708	1GCEK19T0YE106238	11824	110229	05/02/2000	EO437	LT245/75R16	ALS	N
06/30/2000	9593708	1GNEK13R0XJ371512	29628	253727	05/03/2000	EO437	LT245/75R16	ALS	O
05/31/2000	9593708	3GNFK16R7XG143671	13840	160145	05/04/2000	EO437	LT245/75R16	ALS	O
07/31/2000	9593708	1GKFK16R8XJ751629	30329	125864	05/04/2000	EO437	LT245/75R16	ALS	N
08/31/2000	9593708	1GCEK14T1XE256316	12577	76006	05/05/2000	EO437	LT245/75R16	ALS	O
05/31/2000	9593708	1GTEK19T2YE129763	18104	107031	05/08/2000	EO437	LT245/75R16	ALS	V
06/30/2000	9593708	1GCEK19V5YE345012	639	74120	05/12/2000	EO437	LT245/75R16	ALS	V
08/31/2000	9593708	2GCEK19T5Y1100565	8600	156184	05/12/2000	EO437	LT245/75R16	ALS	N
05/31/2000	9593708	1GTEK19T24E129763	18606	107414	05/15/2000	EO437	LT245/75R16	ALS	V
08/31/2000	9593708	1GCEK14V9XZ210839	8117	39609	05/16/2000	EO437	LT245/75R16	ALS	V
09/30/2000	9593708	1GTEK19T5XE515483	18866	578626	05/16/2000	EO437	LT245/75R16	ALS	N
06/30/2000	9593708	3GNFK16R2XG167974	21764	161838	05/19/2000	EO437	LT245/75R16	ALS	O
08/31/2000	9593708	2GCEK19T9Y1214424	3925	296807	05/23/2000	EO437	LT245/75R16	ALS	N
08/31/2000	9593708	1GTEK14W2XE520380	9280	70986	05/24/2000	EO437	LT245/75R16	ALS	V
06/30/2000	9593708	1GWFK16R5XJ418193	24569	224200	05/25/2000	EO437	LT245/75R16	ALS	W
09/30/2000	9593708	1GCEK19V1YE262015	4341	338223	05/25/2000	EO437	LT245/75R16	ALS	N
08/31/2000	9593708	3GNFK16R8XG197237	24082	162375	05/26/2000	EO437	LT245/75R16	ALS	V
06/30/2000	9593708	1GCEK19T9YE118033	11127	11799	05/30/2000	EO437	LT245/75R16	ALS	V
08/31/2000	9593708	1GBKC34F8YFY99532	162	48169	05/30/2000	EO437	LT245/75R16	ALS	N
09/30/2000	9593708	1GCEK19T4YZ328077	164	319868	05/30/2000	EO437	LT245/75R16	ALS	V
08/31/2000	9593708	3GNFK16R6XG263476	16935	240	05/31/2000	EO437	LT245/75R16	ALS	N
06/30/2000	9593708	1GNFK16R4XJ444848	13575	81585	06/02/2000	EO437	LT245/75R16	ALS	V
06/30/2000	9593708	3GNEK16R0XG239836	34964	137039	06/02/2000	EO437	LT245/75R16	ALS	O
06/30/2000	9593708	1GBFK16R1XJ545889	1941	400520	06/05/2000	EO437	LT245/75R16	ALS	V
08/31/2000	9593708	1GCEK14W7YZ113438	8706	158482	06/05/2000	EO437	LT245/75R16	ALS	N
10/31/2000	9593708	1GCEK19T4YE118389	12000	123640	06/06/2000	EO437	LT245/75R16	ALS	N
06/30/2000	9593708	1GCEK19T4Y129392	13061	118859	06/07/2000	EO437	LT245/75R16	ALS	V
08/31/2000	9593708	1GCEK14T6YZ172972	12647	48943	06/07/2000	EO437	LT245/75R16	ALS	O
09/30/2000	9593708	1GCEK14T6YZ172972	12647	48943	06/07/2000	EO437	LT245/75R16	ALS	O
07/31/2000	9593708	1GCEK14T8YE227610	823	192684	06/08/2000	EO437	LT245/75R16	ALS	V
08/31/2000	9593708	1GCEK14W7YZ113498	8916	159220	06/08/2000	EO437	LT245/75R16	ALS	N
08/31/2000	9593708	1GTEK19T2YE129763	20541	108898	06/12/2000	EO437	LT245/75R16	ALS	N
08/31/2000	9593708	1GCEK19T1YE199044	37	256874	06/12/2000	EO437	LT245/75R16	ALS	V
09/30/2000	9593708	1GCEK19T1YE199044	37	256874	06/12/2000	EO437	LT245/75R16	ALS	V
10/31/2000	9593708	1GTEK14V0YE155500	322	98243	06/13/2000	EO437	LT245/75R16	ALS	N
07/31/2000	9593708	1GCEK14T0YE287364	653	179663	06/15/2000	EO437	LT245/75R16	ALS	V

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**2000 Tire Claim Adjustments
Firestone Steeltex Tires**

Invoice Date	GM Part #	VIN Number	Mileage	R/O #	R/O Date	GM Labor CD	Size	Tire Type	Adj. Code
10/31/2000	9593708	3GNGK26P0XG170342	32371	113886	06/16/2000	EO437	LT245/75R16	ALS	N
07/31/2000	9593708	3GKFK16RXXG545942	15244	351681	06/19/2000	EO437	LT245/75R16	ALS	O
08/31/2000	9593708	1GCEK19T5YE101598	24798	82037	06/19/2000	EO437	LT245/75R16	ALS	O
09/30/2000	9593708	1GCEK19T5YE101598	24798	82037	06/19/2000	EO437	LT245/75R16	ALS	O
08/31/2000	9593708	1GCEK19T0YK214536	6355	13562	06/21/2000	EO437	LT245/75R16	ALS	R
09/30/2000	9593708	1GTEK14TXYE280387	352	6222	06/26/2000	EO437	LT245/75R16	ALS	V
07/31/2000	9593708	1GBFK16R6XJ547055	3294	402046	06/27/2000	EO437	LT245/75R16	ALS	V
08/31/2000	9593708	2GCEK19TXY1158896	8740	125187	06/27/2000	EO437	LT245/75R16	ALS	V
08/31/2000	9593708	1GCEK14T6YZ172972	13561	50593	06/27/2000	EO437	LT245/75R16	ALS	O
09/30/2000	9593708	2GCEK19TXY1158896	8740	125187	06/27/2000	EO437	LT245/75R16	ALS	V
09/30/2000	9593708	1GCEK14T6YZ172972	13561	50593	06/27/2000	EO437	LT245/75R16	ALS	O
10/31/2000	9593708	1GCEK19T6XE126749	12566	50705	06/27/2000	EO437	LT245/75R16	ALS	O
08/31/2000	9593708	1GBFK26R8XJ547137	2223	402141	06/29/2000	EO437	LT245/75R16	ALS	O
09/30/2000	9593708	1GBFK26R8XJ547137	2223	402141	06/29/2000	EO437	LT245/75R16	ALS	O
09/30/2000	9593708	3GNFK16R3XG232038	12995	153104	07/03/2000	EO437	LT245/75R16	ALS	O
07/31/2000	9593708	1GCEK14CY2176713	2804	15369	07/05/2000	EO437	LT245/75R16	ALS	V
08/31/2000	9593708	1GCEK14T7YZ169188	1907	180937	07/05/2000	EO437	LT245/75R16	ALS	V
09/30/2000	9593708	1GCEK14T7YZ169188	1907	180937	07/05/2000	EO437	LT245/75R16	ALS	V
07/31/2000	9593708	1GTEK19T0YE117093	281	174366	07/06/2000	EO437	LT245/75R16	ALS	V
10/31/2000	9593708	3GNFK16R1XG109063	19893	290671	07/06/2000	EO437	LT245/75R16	ALS	N
08/31/2000	9593708	2GCEK19T4Y1304354	4149	37021	07/11/2000	EO437	LT245/75R16	ALS	O
08/31/2000	9593708	3GKFK16RXXG545942	16310	352280	07/11/2000	EO437	LT245/75R16	ALS	V
09/30/2000	9593708	2GCEK19T4Y1304354	4149	37021	07/11/2000	EO437	LT245/75R16	ALS	O
09/30/2000	9593708	3GKFK16RXXG545942	16310	352280	07/11/2000	EO437	LT245/75R16	ALS	V
08/31/2000	9593708	2GCEK19T2Y1397844	357	181537	07/12/2000	EO437	LT245/75R16	ALS	V
09/30/2000	9593708	2GCEK19T2Y1397844	357	181537	07/12/2000	EO437	LT245/75R16	ALS	V
08/31/2000	9593708	2GCEK19T2Y1380443	36	24651	07/13/2000	EO437	LT245/75R16	ALS	O
09/30/2000	9593708	2GCEK19T2Y1380443	36	24651	07/13/2000	EO437	LT245/75R16	ALS	O
10/31/2000	9593708	1GBFK16R4XY415136	20826	295924	07/16/2000	EO437	LT245/75R16	ALS	N
09/30/2000	9593708	1GNFK16R1XJ568267	4177	258653	07/17/2000	EO437	LT245/75R16	ALS	O
10/31/2000	9593708	1GTEK19T1XE509935	14970	101	07/18/2000	EO437	LT245/75R16	ALS	N
10/31/2000	9593708	1GNFK16R8XJ466478	24487	71547	07/24/2000	EO437	LT245/75R16	ALS	N
08/31/2000	9593708	1GCEK14T2YZ28910	20365	31794	07/25/2000	EO437	LT245/75R16	ALS	O
08/31/2000	9593708	1GCEK19T1YE124151	5475	114169	07/25/2000	EO437	LT245/75R16	ALS	V
09/30/2000	9593708	1GCEK14T2YZ28910	20365	31794	07/25/2000	EO437	LT245/75R16	ALS	O
09/30/2000	9593708	1GCEK19T1YE124151	5475	114169	07/25/2000	EO437	LT245/75R16	ALS	V
10/31/2000	9593708	3GKEK16RXXG545942	17854	362625	07/25/2000	EO437	LT245/75R16	ALS	N
09/30/2000	9593708	1GCEK19T1KE145029	28125	31553	07/28/2000	EO437	LT245/75R16	ALS	R
09/30/2000	9593708	3GNFK16R7XG194569	8495	231959	08/03/2000	EO437	LT245/75R16	ALS	V
10/31/2000	9593708	1GCEK14T2YZ315576	61	125941	08/04/2000	EO437	LT245/75R16	ALS	V
10/31/2000	9593708	1GCGK29U6YE301333	2016	165785	08/07/2000	EO437	LT245/75R16	ALS	V
10/31/2000	9593708	2GCEK19T0Y1293787	3412	133593	08/11/2000	EO437	LT245/75R16	ALS	N
09/30/2000	9593708	1GTEK19T7YE201671	1087	121364	08/14/2000	EO437	LT245/75R16	ALS	V
10/31/2000	9593708	1GCEK19T6YE417981	1711	257407	08/14/2000	EO437	LT245/75R16	ALS	V
10/31/2000	9593708	1GCEK14T1YE426045	5	183888	08/14/2000	EO437	LT245/75R16	ALS	O
10/31/2000	9593708	3GNGK26USYG227536	89	58228	08/16/2000	EO437	LT245/75R16	ALS	V
10/31/2000	9593708	2GCEK19TXY1331168	1679	281390	08/18/2000	EO437	LT245/75R16	ALS	V
09/30/2000	9593708	1GTEK19T6YE201614	544	478924	08/22/2000	EO437	LT245/75R16	ALS	P
10/31/2000	9593708	3GNFK16R7XG194569	9324	234459	08/28/2000	EO437	LT245/75R16	ALS	V

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Firestone Steeltex Tires**

Invoice Date	GM Part #	VIN Number	Mileage	R/O #	R/O Date	GM Labor CD	Size	Tire Type	Adj. Code
10/31/2000	9593708	1GCEK19V0YE245092	21634	156597	08/28/2000	EO437	LT245/75R16	ALS	W
10/31/2000	9593708	1GCEK19R2WR144032	17960	24549	08/30/2000	EO437	LT245/75R16	ALS	O
10/31/2000	9593708	3GNFK16R4XG257529	21023	178136	08/31/2000	EO437	LT245/75R16	ALS	R
10/31/2000	9593708	2GCEK19T6Y1180216	5015	251652	09/14/2000	EO437	LT245/75R16	ALS	V
10/31/2000	9593708	1GCEK19T7YE185780	13595	154127	09/22/2000	EO437	LT245/75R16	ALS	V
10/31/2000	9593708	3GNFK16R0XG139090	26315	29430	10/09/2000	EO437	LT245/75R16	ALS	O
10/31/2000	9593708	2GCEK19TX1331168	5542	285890	10/16/2000	EO437	LT245/75R16	ALS	A
10/31/2000	9593708	1GTGK29W6XE514359	31942	20388	10/11/2000	EO437	LT245/75R16	ALS	W
10/31/2000	9593708	2GCEK19T711109483	3718	440333	10/12/2000	EO437	LT245/75R16	ALS	V
10/31/2000	9593708	1GCEK14TTYZ313484	3855	195311	10/12/2000	EO437	LT245/75R16	ALS	V
02/29/2000	9593709	3GKGGK26J3XG506193	36212	65016	05/19/1999	EO437	LT245/75R16	ALS	N
06/30/2000	9593709	1GTGK29U1XE519601	7804	159054	08/05/1999	EO437	LT245/75R16	ALS	N
02/29/2000	9593709	3GNKG26J7X6234847	2927	49169	08/31/1999	EO437	LT245/75R16	ALS	N
08/31/2000	9593709	1GCGK29U1XE195658	35954	57232	10/01/1999	EO437	LT245/75R16	ALS	N
02/29/2000	9593709	1GKGGK26J7XJ801876	1159	218243	10/04/1999	EO437	LT245/75R16	ALS	N
04/28/2000	9593709	1GKGGK26J4XJ787418	3339	154787	10/06/1999	EO437	LT245/75R16	ALS	V
03/31/2000	9593709	1GCGK29U7XE222428	6452	305623	10/07/1999	EO437	LT245/75R16	ALS	N
02/29/2000	9593709	1GCGK294XE142508	26095	13530	10/08/1999	EO437	LT245/75R16	ALS	N
03/31/2000	9593709	1GCGK294XE142508	26095	13530	10/08/1999	EO437	LT245/75R16	ALS	N
04/28/2000	9593709	1GAJG39R2X1000323	3607	13848	10/11/1999	EO437	LT245/75R16	ALS	N
02/29/2000	9593709	1GK6H26378J801826	6748	22109	10/15/1999	EO437	LT245/75R16	ALS	N
02/29/2000	9593709	1GCGK24U6XE130850	21249	65092	11/06/1999	EO437	LT245/75R16	ALS	N
06/30/2000	9593709	3GKGGK26J6XG548418	3965	345654	11/08/1999	EO437	LT245/75R16	ALS	V
02/29/2000	9593709	1GCGK29U3XE256432	1053	46054	11/10/1999	EO437	LT245/75R16	ALS	N
02/29/2000	9593709	3GNKG2657XG216099	1251	269057	11/10/1999	EO437	LT245/75R16	ALS	N
02/29/2000	9593709	3GKGGK26J1XG541914	2786	75093	11/10/1999	EO437	LT245/75R16	ALS	N
01/31/2000	9593709	3GKPC16F7XG528101	18937	185094	11/13/1999	EO437	LT245/75R16	ALS	V
02/29/2000	9593709	1GCEK29U24E158032	1390	5312	11/16/1999	EO437	LT245/75R16	ALS	N
01/31/2000	9593709	1GCHG35R2X1076346	12801	335139	11/18/1999	EO437	LT245/75R16	ALS	V
02/29/2000	9593709	1GBHG31R1X1026418		718516	11/19/1999	EO437	LT245/75R16	ALS	W
02/29/2000	9593709	1GCGK29U8YE180463	656	77464	11/19/1999	EO437	LT245/75R16	ALS	O
03/31/2000	9593709	1GCGK29U8YE180463	656	77464	11/19/1999	EO437	LT245/75R16	ALS	O
06/30/2000	9593709	1GCGK29U7XE206424	13862	99104	11/22/1999	EO437	LT245/75R16	ALS	V
02/29/2000	9593709	1GCFK29U7YZ138001		140141	11/23/1999	EO437	LT245/75R16	ALS	O
07/31/2000	9593709	1GAHG39R1V1104279	27443	39793	11/30/1999	EO437	LT245/75R16	ALS	A
02/29/2000	9593709	1GCHG35R6X1002606	33900	33900	12/02/1999	EO437	LT245/75R16	ALS	N
04/28/2000	9593709	1GCHG39R5X1073001	16405	29500	12/03/1999	EO437	LT245/75R16	ALS	N
01/31/2000	9593709	1GCGK29UYE151268	2806	317437	12/06/1999	EO437	LT245/75R16	ALS	V
02/29/2000	9593709	3GNKG2679XG161977	17648	100181	12/06/1999	EO437	LT245/75R16	ALS	V
05/31/2000	9593709	8GKGGK26JXX6512120	42612	19794	12/06/1999	EO437	LT245/75R16	ALS	N
03/31/2000	9593709	1GCFK29U1YZ146441	7262	21977	12/07/1999	EO437	LT245/75R16	ALS	N
02/29/2000	9593709	1GCHG35R0X1148757		178848	12/09/1999	EO437	LT245/75R16	ALS	O
05/31/2000	9593709	1GCGK29U8XE126503	16657	303884	12/10/1999	EO437	LT245/75R16	ALS	O
03/31/2000	9593709	1GCHG39RXX1108566	13931	109146	12/13/1999	EO437	LT245/75R16	ALS	N
09/30/2000	9593709	1GCGK24U0XE211553	52	19435	12/13/1999	EO437	LT245/75R16	ALS	N
01/31/2000	9593709	1GTGK29U4YE211372	2746	61955	12/14/1999	EO437	LT245/75R16	ALS	V
08/31/2000	9593709	1GCGK29U7YE160045	3577	87927	12/14/1999	EO437	LT245/75R16	ALS	N
02/29/2000	9593709	3GNKG26J5XG150569	15394	77113	12/15/1999	EO437	LT245/75R16	ALS	N

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2000 Tire Claim Adjustments
Firestone Steeltex Tires

Invoice Date	GM Part #	VIN Number	Mileage	R/O #	R/O Date	GM Labor CD	Size	Tire Type	Adj. Code
03/31/2000	9593709	3GNFC26D8XG184330	17770	102626	12/22/1999	EO437	L7245/75R16	ALS	V
02/29/2000	9593709	3GNFC26JXXG202147	16913	25605	12/27/1999	EO437	L7245/75R16	ALS	O
03/31/2000	9593709	1GTRK24U4XE550493	9222	286574	12/29/1999	EO437	L7245/75R16	ALS	N
03/31/2000	9593709	1GCHG39P4X1054641	26942	268056	12/30/1999	EO437	L7245/75R16	ALS	N
03/31/2000	9593709	1GTRK24U6XE529127	17552	251438	01/03/2000	EO437	L7245/75R16	ALS	N
03/31/2000	9593709	1GTRC29U6YE109469	8768	28093	01/03/2000	EO437	L7245/75R16	ALS	N
04/28/2000	9593709	1GTRK29U5XE532089	14503	128919	01/04/2000	EO437	L7245/75R16	ALS	N
05/31/2000	9593709	1GCGK29UCX2171962	12466	144260	01/04/2000	EO437	L7245/75R16	ALS	W
02/29/2000	9593709	1GTRK29U9YZ146396	5156	207749	01/05/2000	EO437	L7245/75R16	ALS	V
03/31/2000	9593709	3GNK26J3XG188109	10910	12465	01/06/2000	EO437	L7245/75R16	ALS	N
03/31/2000	9593709	1GCHG39R0X1037460	31237	9082	01/12/2000	EO437	L7245/75R16	ALS	W
03/31/2000	9593709	1GCGK29U6YE180463	1893	81349	01/12/2000	EO437	L7245/75R16	ALS	V
03/31/2000	9593709	1GMK26R4XG213375	18300	11204	01/13/2000	EO437	L7245/75R16	ALS	N
02/29/2000	9593709	1GTRK29UR8Y1154642	1284	152948	01/24/2000	EO437	L7245/75R16	ALS	N
05/31/2000	9593709	1GTRK19T4YE117873	4848	162028	01/25/2000	EO437	L7245/75R16	ALS	V
04/28/2000	9593709	1GTRC24U1YE108673	98	142553	01/29/2000	EO437	L7245/75R16	ALS	N
02/29/2000	9593709	1GCGK29U9YE189229		170498	01/31/2000	EO437	L7245/75R16	ALS	N
04/28/2000	9593709	1G1GK29U2YB248370	125	262609	01/31/2000	EO437	L7245/75R16	ALS	N
05/31/2000	9593709	1GTRK24UXXY235778	1631	31730	02/01/2000	EO437	L7245/75R16	ALS	O
04/28/2000	9593709	1GCGK24U7YB237133	541	28627	02/03/2000	EO437	L7245/75R16	ALS	N
04/28/2000	9593709	1GCGK29U5XE209757	7256	71526	02/07/2000	EO437	L7245/75R16	ALS	V
05/31/2000	9593709	1GCHG39R2X1076230	13524	319866	02/07/2000	EO437	L7245/75R16	ALS	N
02/29/2000	9593709	3GKGC26J5XG506907		24137	02/08/2000	EO437	L7245/75R16	ALS	N
04/28/2000	9593709	3GNK26R4XK121666	8734	6490	02/08/2000	EO437	L7245/75R16	ALS	V
07/31/2000	9593709	1GMK26JXXJ478457	15307	82201	02/08/2000	EO437	L7245/75R16	ALS	N
04/28/2000	9593709	1GTRK29U2YB110170	13768	7610	02/17/2000	EO437	L7245/75R16	ALS	W
03/31/2000	9593709	1GTRK29U2YB110170	7506	123513	02/16/2000	EO437	L7245/75R16	ALS	O
03/31/2000	9593709	1GTRK29U2YB110170	13768	7610	02/17/2000	EO437	L7245/75R16	ALS	W
03/31/2000	9593709	1GRK635R9W1008988	25596	121854	02/17/2000	EO437	L7245/75R16	ALS	W
03/31/2000	9593709	1GCGK29U1XZ104652	9126	608597	02/21/2000	EO437	L7245/75R16	ALS	V
05/31/2000	9593709	1GCG29U5YE190206	4692	163126	02/23/2000	EO437	L7245/75R16	ALS	N
10/31/2000	9593709	1GCG24U4YY2252582	2528	30973	02/24/2000	EO437	L7245/75R16	ALS	N
05/31/2000	9593709	3GKGC26J7W6509660	35410	46305	03/01/2000	EO437	L7245/75R16	ALS	N
06/30/2000	9593709	1GCGK29U9XE239490	15190	220228	03/02/2000	EO437	L7245/75R16	ALS	O
06/30/2000	9593709	1GCGK30U9XE239490	15190	220228	03/02/2000	EO437	L7245/75R16	ALS	N
04/28/2000	9593709	1GCGK29U5XE209757	8513	72950	03/03/2000	EO437	L7245/75R16	ALS	V
05/31/2000	9593709	1GCGK24UHYE239359	1792	131131	03/06/2000	EO437	L7245/75R16	ALS	V
06/30/2000	9593709	3GNK26J5XG146041	30860	140556	03/10/2000	EO437	L7245/75R16	ALS	O
06/30/2000	9593709	1GTRK29U2YB253780	1722	373033	03/10/2000	EO437	L7245/75R16	ALS	N
05/31/2000	9593709	1GTRK29U2YB224466	3011	385087	03/13/2000	EO437	L7245/75R16	ALS	V
05/31/2000	9593709	1G4HG35R4X1057930	13778	81552	03/14/2000	EO437	L7245/75R16	ALS	O
05/31/2000	9593709	1GCHG35R3X1107393	12575	41067	03/15/2000	EO437	L7245/75R16	ALS	N
05/31/2000	9593709	1GCGK29U5XE209757	9395	73803	03/20/2000	EO437	L7245/75R16	ALS	V
07/31/2000	9593709	1GCHG35T6X1102162	20164	66928	03/20/2000	EO437	L7245/75R16	ALS	N
05/31/2000	9593709	1GCGK24U0YB196395	7350	81374	03/21/2000	EO437	L7245/75R16	ALS	N
06/30/2000	9593709	3GKGC26J2XG543670	902	184919	03/21/2000	EO437	L7245/75R16	ALS	N

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**2000 Tire Claim Adjustments
Firestone Steeltex Tires**

Invoice Date	GM Part #	VIN Number	Mileage	R/O #	R/O Date	GM Labor CD	Size	Tire Type	Adj. Code
05/31/2000	9593709	1GTGK29U7YZ157235	6301	104499	03/22/2000	EO437	LT245/75R16	ALS	N
04/28/2000	9593709	3GNKC26J2XG139755	25165	296206	03/24/2000	EO437	LT245/75R16	ALS	O
06/30/2000	9593709	3GKGC26JXX6512120	53962	26962	03/27/2000	EO437	LT245/75R16	ALS	N
06/30/2000	9593709	1GCGK24U4YE239359	2237	132595	03/28/2000	EO437	LT245/75R16	ALS	N
07/31/2000	9593709	3GNK26UXXYG144247	1629	23610	03/30/2000	EO437	LT245/75R16	ALS	N
08/31/2000	9593709	3GKGC26R8XG510438	16684	308233	03/31/2000	EO437	LT245/75R16	ALS	N
08/31/2000	9593709	3GKGC26R8XG510438	16684	308233	03/31/2000	EO437	LT245/75R16	ALS	V
04/28/2000	9593709	3GKGC26U7YG135941	1343	441811	04/03/2000	EO437	LT245/75R16	ALS	V
05/31/2000	9593709	1GCHG39J1Y1167985	1736	120183	04/03/2000	EO437	LT245/75R16	ALS	V
07/31/2000	9593709	1GCGK29U8XE226486	23150	105362	04/03/2000	EO437	LT245/75R16	ALS	N
08/31/2000	9593709	1GCPK29U4F303949	3819	167199	04/03/2000	EO437	LT245/75R16	ALS	O
10/31/2000	9593709	1GCHG35R4X1032056	359	26530	04/04/2000	EO437	LT245/75R16	ALS	N
04/28/2000	9593709	1GCGH39R9X1118554	9685	64338	04/05/2000	EO437	LT245/75R16	ALS	W
05/31/2000	9593709	1GCGK29U6YE326152	14287	235750	04/05/2000	EO437	LT245/75R16	ALS	V
05/31/2000	9593709	1GCGK29U1XE172982	14531	37287	04/05/2000	EO437	LT245/75R16	ALS	R
09/30/2000	9593709	1GCGK29V8YE333541	38	30622	04/05/2000	EO437	LT245/75R16	ALS	N
10/31/2000	9593709	1GCGK29UXXE290575	2275	120724	04/05/2000	EO437	LT245/75R16	ALS	N
06/30/2000	9593709	3GNK26J2XG229779	16177	28760	04/10/2000	EO437	LT245/75R16	ALS	O
06/30/2000	9593709	1GTHG35R0Y1114562	16957	58086	04/12/2000	EO437	LT245/75R16	ALS	N
04/28/2000	9593709	3GNKC26J0XG130624	23700	165730	04/14/2000	EO437	LT245/75R16	ALS	O
06/30/2000	9593709	3GNKC26J2WG103787	21506	543725	04/14/2000	EO437	LT245/75R16	ALS	A
07/31/2000	9593709	1GNKC26J6XJ354473	22711	137776	04/18/2000	EO437	LT245/75R16	ALS	N
07/31/2000	9593709	1GCGK29U8XE205170	18995	175932	04/19/2000	EO437	LT245/75R16	ALS	O
06/30/2000	9593709	1GCHG35R4X1023129	14181	149052	04/20/2000	EO437	LT245/75R16	ALS	O
06/30/2000	9593709	3GNKC26J8XG130624	24291	165834	04/25/2000	EO437	LT245/75R16	ALS	N
08/31/2000	9593709	1GCGK29U2XE209456	7022	43299	04/25/2000	EO437	LT245/75R16	ALS	N
10/31/2000	9593709	1GCHG39R3X1061295	24128	238942	04/28/2000	EO437	LT245/75R16	ALS	N
07/31/2000	9593709	1GCGK29U6YE286929	1639	49330	04/29/2000	EO437	LT245/75R16	ALS	N
07/31/2000	9593709	1GNK26F58VJ37573	25700	164072	05/01/2000	EO437	LT245/75R16	ALS	N
07/31/2000	9593709	1GTEC29U5XK2508652	16283	27027	05/02/2000	EO437	LT245/75R16	ALS	W
07/31/2000	9593709	1GCGK24U2YE124156	2054	294227	05/02/2000	EO437	LT245/75R16	ALS	V
07/31/2000	9593709	2GCER19VCK1136509	17688	414184	05/05/2000	EO437	LT245/75R16	ALS	O
06/30/2000	9593709	1GCHG35R5Y1150795	6194	538886	05/09/2000	EO437	LT245/75R16	ALS	R
06/30/2000	9593709	1GCGK24U8YE214461	6932	315679	05/11/2000	EO437	LT245/75R16	ALS	O
07/31/2000	9593709	3GNK26J2XG268873	4277	295414	05/11/2000	EO437	LT245/75R16	ALS	O
07/31/2000	9593709	1GBHG31R0X1027012	18581	360481	05/11/2000	EO437	LT245/75R16	ALS	N
07/31/2000	9593709	1GCGK29U3Y2130579	8697	97448	05/17/2000	EO437	LT245/75R16	ALS	N
06/30/2000	9593709	1GTGK29U1YE275580	8938	122407	05/18/2000	EO437	LT245/75R16	ALS	W
08/31/2000	9593709	1GCHG39R7X1092276	17782	275949	05/18/2000	EO437	LT245/75R16	ALS	N
10/31/2000	9593709	1G1ND52J5YG118953	4926	258506	05/18/2000	EO437	LT245/75R16	ALS	N
06/30/2000	9593709	1GCGK24U3YE224912	189	251139	05/23/2000	EO437	LT245/75R16	ALS	O
08/31/2000	9593709	1GCGK29U7YE346152	820	19171	05/24/2000	EO437	LT245/75R16	ALS	N
08/31/2000	9593709	1GCGK24U1YE155768	7011	21758	05/24/2000	EO437	LT245/75R16	ALS	N
09/30/2000	9593709	1GCGK29U8XZ172194	9498	147346	05/25/2000	EO437	LT245/75R16	ALS	O
09/30/2000	9593709	1GBG K26J2XJ47577	17205	86760	05/29/2000	EO437	LT245/75R16	ALS	N
06/30/2000	9593709	1GCHG35R6Y1233099	5	188691	05/30/2000	EO437	LT245/75R16	ALS	A
06/30/2000	9593709	1GBHG31R7X1139581	11250	174585	05/30/2000	EO437	LT245/75R16	ALS	A
08/31/2000	9593709	1GCHG35R4Y1188518	6394	533947	05/31/2000	EO437	LT245/75R16	ALS	N
10/31/2000	9593709	1GCGK29U7YK172728	9764	317814	05/31/2000	EO437	LT245/75R16	ALS	N

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**2000 Tire Claim Adjustments
Firestone Steeltex Tires**

Invoice Date	GM Part #	VIN Number	Mileage	R/C #	R/O Date	GM Labor CD	Size	Tire Type	Adj. Code
08/31/2000	9593709	1GCHG35R9W1091697	13443	3692	06/05/2000	EO437	LT245/75R16	ALS	N
08/31/2000	9593709	1GCHG35R2X1076346	18240	347965	06/06/2000	EO437	LT245/75R16	ALS	N
10/31/2000	9593709	3GKGK26J7X65165C2	23709	292368	06/06/2000	EO437	LT245/75R16	ALS	A
08/31/2000	9593709	1GTGK29U0YE141168	14032	110732	06/07/2000	EO437	LT245/75R16	ALS	V
09/30/2000	9593709	1GTGK29U0YE141168	14032	110732	06/07/2000	EO437	LT245/75R16	ALS	V
10/31/2000	9593709	1GAHG39R1W1063427	8297	106243	06/09/2000	EO437	LT245/75R16	ALS	N
08/31/2000	9593709	1GTFC29U8YE380447	11	178624	06/12/2000	EO437	LT245/75R16	ALS	N
09/30/2000	9593709	1GCHG35R1Y1233298	161	217204	06/13/2000	EO437	LT245/75R16	ALS	N
10/31/2000	9593709	1GCEK29U8YE307800	3058	172552	06/13/2000	EO437	LT245/75R16	ALS	N
10/31/2000	9593709	1GCGK23R7XF068866	4608	187930	06/14/2000	EO437	LT245/75R16	ALS	N
09/30/2000	9593709	1GCGK24UXYE176232	17970	226632	06/15/2000	EO437	LT245/75R16	ALS	O
10/31/2000	9593709	1GCHG39R3Y1208509	1025	33517	06/16/2000	EO437	LT245/75R16	ALS	V
09/30/2000	9593709	1GCGK29UXYE152778	10	60887	06/19/2000	EO437	LT245/75R16	ALS	O
10/31/2000	9593709	3GNCG26J6XG15352E	20287	49238	06/19/2000	EO437	LT245/75R16	ALS	N
09/30/2000	9593709	3GKGK26F8X6526211	19127	146733	06/20/2000	EO437	LT245/75R16	ALS	N
10/31/2000	9593709	3GNCG26JBWG106774	17982	56935	06/22/2000	EO437	LT245/75R16	ALS	W
08/31/2000	9593709	1GCGC29U7XE211393	6912	120523	06/26/2000	EO437	LT245/75R16	ALS	V
10/31/2000	9593709	1GAHG39RXX1074010	27601	762576	06/26/2000	EO437	LT245/75R16	ALS	W
09/30/2000	9593709	1GCGK29U9YE126379	14564	301235	06/27/2000	EO437	LT245/75R16	ALS	V
08/31/2000	9593709	3GNCG26JXXG220650	16356	148837	06/28/2000	EO437	LT245/75R16	ALS	O
09/30/2000	9593709	3GNCG26JXXG220650	16356	148837	06/28/2000	EO437	LT245/75R16	ALS	O
10/31/2000	9593709	1GTGK24U6YE286291	725	40751	07/03/2000	EO437	LT245/75R16	ALS	V
08/31/2000	9593709	1GCCC29U1YE329781	2565	190015	07/05/2000	EO437	LT245/75R16	ALS	V
09/30/2000	9593709	1GCGC29U1YE329781	2565	190015	07/05/2000	EO437	LT245/75R16	ALS	V
09/30/2000	9593709	1GCHG39R4X1117232	27906	143404	07/06/2000	EO437	LT245/75R16	ALS	N
10/31/2000	9593709	1GCGK29U8YE346211	923	299039	07/07/2000	EO437	LT245/75R16	ALS	N
08/31/2000	9593709	1GTGK24U8YE200527	16269	129366	07/10/2000	EO437	LT245/75R16	ALS	O
08/31/2000	9593709	1GC7C29U7YE416967	2	56711	07/10/2000	EO437	LT245/75R16	ALS	V
09/30/2000	9593709	1GTGK24U8YE200527	16269	129366	07/10/2000	EO437	LT245/75R16	ALS	O
09/30/2000	9593709	1GCHG35R5X1051960	24400	57667	07/10/2000	EO437	LT245/75R16	ALS	N
09/30/2000	9593709	1GC7C29U7YE416967	2	56711	07/10/2000	EO437	LT245/75R16	ALS	V
09/30/2000	9593709	1GCEK19T9XE169272	9409	31407	07/11/2000	EO437	LT245/75R16	ALS	V
09/30/2000	9593709	1GCFPC29U9YE363902	4055	210490	07/11/2000	EO437	LT245/75R16	ALS	N
09/30/2000	9593709	3GKGK26U9Y6155167	9205	60067	07/11/2000	EO437	LT245/75R16	ALS	N
08/31/2000	9593709	1GCGK29U1YE378692	2686	321312	07/12/2000	EO437	LT245/75R16	ALS	A
09/30/2000	9593709	1GCGK29U1YE378692	2686	321312	07/12/2000	EO437	LT245/75R16	ALS	A
09/30/2000	9593709	1GTGK29UXYE285007	3357	129236	07/14/2000	EO437	LT245/75R16	ALS	V
10/31/2000	9593709	1GCGK29U4YE401995	382	111108	07/17/2000	EO437	LT245/75R16	ALS	N
10/31/2000	9593709	1GTFC29U5Y2142800	13316	294933	07/17/2000	EO437	LT245/75R16	ALS	N
09/30/2000	9593709	1GBHG31R7X1139581	28100	179942	07/19/2000	EO437	LT245/75R16	ALS	A
09/30/2000	9593709	1GCFPC29U9YE324890	3968	123397	07/19/2000	EO437	LT245/75R16	ALS	V
09/30/2000	9593709	1GCGC29U0XR181010	26077	274237	07/20/2000	EO437	LT245/75R16	ALS	R
10/31/2000	9593709	1GCGC29U5YE190206	12542	172720	07/20/2000	EO437	LT245/75R16	ALS	N
10/31/2000	9593709	3GNCG26J9XG130972	32240	58140	07/20/2000	EO437	LT245/75R16	ALS	N
10/31/2000	9593709	1GBHG31R2V1028773	22722	55629	07/21/2000	EO437	LT245/75R16	ALS	N
08/31/2000	9593709	1GCGK29U4YE248079	7762	27851	07/24/2000	EO437	LT245/75R16	ALS	O
09/30/2000	9593709	1GCGK29U4YE248079	7762	27851	07/24/2000	EO437	LT245/75R16	ALS	O
09/30/2000	9593709	1GCEG29U0YE152477	12514	49038	07/24/2000	EO437	LT245/75R16	ALS	W
10/31/2000	9593709	1GTGK29U8YE302807	5461	1263	07/24/2000	EO437	LT245/75R16	ALS	N

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**2000 Tire Claim Adjustments
Firestone Steeltex Tires**

Invoice Date	GM Part #	VEN Number	Mileage	R/O #	R/O Date	GM Labor CD	Size	Tire Type	Adj. Code
08/31/2000	9593709	3GNGC26U7YG190356	1847	207367	07/26/2000	EO437	LT245/75R16	ALS	V
09/30/2000	9593709	3GNGC26U7YG190356	1847	207367	07/26/2000	EO437	LT245/75R16	ALS	V
09/30/2000	9593709	1GCFCC29J8YE302024	10478	259701	07/26/2000	EO437	LT245/75R16	ALS	O
10/31/2000	9593709	3GKGC26R2XG532688	18663	329024	07/26/2000	EO437	LT245/75R16	ALS	O
10/31/2000	9593709	1GCHG39R4X1117232	23045	145284	07/27/2000	EO437	LT245/75R16	ALS	N
09/30/2000	9593709	1GNMC26R0XJ522629	13965	73255	08/01/2000	EO437	LT245/75R16	ALS	O
10/31/2000	9593709	1GCGC29U0YE233012	29450	125326	08/04/2000	EO437	LT245/75R16	ALS	R
10/31/2000	9593709	1GCHG39R5Y1127219	22615	306276	08/04/2000	EO437	LT245/75R16	ALS	A
10/31/2000	9593709	1GBHG31R4Y1263213	929	35944	08/05/2000	EO437	LT245/75R16	ALS	O
10/31/2000	9593709	3GKGC26J7X6516502	26346	300589	08/07/2000	EO437	LT245/75R16	ALS	A
10/31/2000	9593709	1GTFC29U9YZ155091	14815	126204	08/08/2000	EO437	LT245/75R16	ALS	O
10/31/2000	9593709	1GTGC29U2YE124244	29024	329412	08/11/2000	EO437	LT245/75R16	ALS	O
10/31/2000	9593709	1GANG39R5Y1135975	31500	34305	08/14/2000	EO437	LT245/75R16	ALS	R
10/31/2000	9593709	1GTHG35R2X1016860	29349	111312	08/15/2000	EO437	LT245/75R16	ALS	W
09/30/2000	9593709	3GNKG26J9XG250791	8829	82495	08/16/2000	EO437	LT245/75R16	ALS	V
10/31/2000	9593709	1GCGK29JXYE152148	27081	30224	08/21/2000	EO437	LT245/75R16	ALS	O
10/31/2000	9593709	3GNGC26J4YG186426	5009	274110	08/22/2000	EO437	LT245/75R16	ALS	V
10/31/2000	9593709	1GNMC26R0XJ522629	14861	73595	08/22/2000	EO437	LT245/75R16	ALS	O
09/30/2000	9593709	3GKEC16T0YG117691	11135	68953	08/23/2000	EO437	LT245/75R16	ALS	W
10/31/2000	9593709	1GJHG39R4X1048481	24663	11281	08/25/2000	EO437	LT245/75R16	ALS	W
10/31/2000	9593709	3GNGC26J8XG130624	30443	167399	08/29/2000	EO437	LT245/75R16	ALS	A
10/31/2000	9593709	1GCGC29J9YE334288	17892	278829	08/31/2000	EO437	LT245/75R16	ALS	W
10/31/2000	9593709	1GKGC26R9XJ764674	21601	367750	08/31/2000	EO437	LT245/75R16	ALS	O
10/31/2000	9593709	1GCGK29J8YE332339	7392	17882	09/05/2000	EO437	LT245/75R16	ALS	O
10/31/2000	9593709	1GTFC29U3YE259731	13470	290075	09/07/2000	EO437	LT245/75R16	ALS	O
10/31/2000	9593709	3GNK26FGYG246497	11502	19515	09/08/2000	EO437	LT245/75R16	ALS	O
10/31/2000	9593709	3GNKG26JPKG260755	22212	262135	09/11/2000	EO437	LT245/75R16	ALS	W
10/31/2000	9593709	3GKGC26J8XG543742	24519	158841	09/11/2000	EO437	LT245/75R16	ALS	V
10/31/2000	9593709	1GBHG31R0X1139664	18070	185741	09/11/2000	EO437	LT245/75R16	ALS	A
10/31/2000	9593709	1GCBC29U8YE397544	6	68303	09/15/2000	EO437	LT245/75R16	ALS	V
10/31/2000	9593709	3GNKG26P5XG234583	7972	10259	09/19/2000	EO437	LT245/75R16	ALS	V
10/31/2000	9593709	1GCGC29U0YE335233	9445	37967	09/22/2000	EO437	LT245/75R16	ALS	W
10/31/2000	9593709	3GNKG26J1XG122576	30509	7038	09/22/2000	EO437	LT245/75R16	ALS	O
02/29/2000	9593710	1GCGK24R7W7263166	13108	101332	03/01/1999	EO437	LT245/75R16	ALS	N
02/29/2000	9593710	1GNFK16R6XJ354570	16483	66789	08/03/1999	EO437	LT245/75R16	ALS	N
02/29/2000	9593710	1GCHK34P4W2256238	26761	104384	08/09/1999	EO437	LT245/75R16	ALS	N
02/29/2000	9593710	1GBHG31R1X1026418		716371	08/30/1999	EO437	LT245/75R16	ALS	W
04/28/2000	9593710	1GCEK19T9YE119893	2120	21783	09/27/1999	EO437	LT245/75R16	ALS	V
03/31/2000	9593710	3GNFK16R3X6145630	15919	154478	10/07/1999	EO437	LT245/75R16	ALS	O
02/29/2000	9593710	3GNKG26JXX6166494	16070	140416	10/11/1999	EO437	LT245/75R16	ALS	N
03/31/2000	9593710	1GCGK29J0XE251608	3553	248646	10/13/1999	EO437	LT245/75R16	ALS	N
02/29/2000	9593710	1GCGK2949Y2143501	2500	117700	10/14/1999	EO437	LT245/75R16	ALS	N
01/31/2000	9593710	1GCGK24R7WZ263166	23561	105646	10/19/1999	EO437	LT245/75R16	ALS	O
01/31/2000	9593710	3GNKG26R9XG161017	26581	204155	10/21/1999	EO437	LT245/75R16	ALS	N
01/31/2000	9593710	1GCGK29J2X7118793	21459	90392	10/26/1999	EO437	LT245/75R16	ALS	N
02/29/2000	9593710	3GNKG26R8XG138022	15269	43812	11/02/1999	EO437	LT245/75R16	ALS	N
02/29/2000	9593710	1GCGK29JXXZ196464	6952	205544	11/03/1999	EO437	LT245/75R16	ALS	V
05/31/2000	9593710	1GCGK29JXXZ196464	6952	205544	11/03/1999	EO437	LT245/75R16	ALS	N

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2000 Tire Claim Adjustments
Firestone Steellex Tires

Invoice Date	GM Part #	VIN Number	Mileage	R/O #	R/O Date	GM Labor CD	Size	Tire Type	Adj. Code
03/31/2000	9593710	1GCGK29U7XE225572	9154	607701	11/09/1999	EO437	LT245/75R16	ALS	N
04/28/2000	9593710	1GCEK14T6X2149724	3310	198256	11/10/1999	EO437	LT245/75R16	ALS	N
03/31/2000	9593710	1GCEK29J5XZ141260	14052	206009	11/11/1999	EO437	LT245/75R16	ALS	N
01/31/2000	9593710	1GTGK29J8YE549548	15089	133097	11/16/1999	EO437	LT245/75R16	ALS	V
02/29/2000	9593710	1GCGK29U2XZ169422	15875	175304	11/17/1999	EO437	LT245/75R16	ALS	N
03/31/2000	9593710	1GCEK29U4YE108906	9180	205331	11/17/1999	EO437	LT245/75R16	ALS	V
01/31/2000	9593710	1GNKG26J7XJ493434	13427	314471	11/23/1999	EO437	LT245/75R16	ALS	V
02/29/2000	9593710	1GCGK29UXYZ191864	630	106216	11/24/1999	EO437	LT245/75R16	ALS	O
03/31/2000	9593710	1GCEK14W2XE100912	4251	24379	11/26/1999	EO437	LT245/75R16	ALS	N
01/31/2000	9593710	1GCGK24U2YB110824	10628	64277	12/01/1999	EO437	LT245/75R16	ALS	O
02/29/2000	9593710	3GNKG26S0XG264532	3478	162369	12/01/1999	EO437	LT245/75R16	ALS	V
01/31/2000	9593710	1GCGK29U3YE156106	4273	106376	12/02/1999	EO437	LT245/75R16	ALS	C
02/29/2000	9593710	1GTGK29U9Y7157785	773	77683	12/08/1999	EO437	LT245/75R16	ALS	N
02/29/2000	9593710	1GTEK19VXYE188741	3254	70167	12/08/1999	EO437	LT245/75R16	ALS	V
01/31/2000	9593710	1GCGK24U7YE202396	1131	32733	12/09/1999	EO437	LT245/75R16	ALS	O
03/31/2000	9593710	1GCEK19T3YE101616	237	64949	12/09/1999	EO437	LT245/75R16	ALS	N
01/31/2000	9593710	1GCGK29U2XZ210227	6693	249004	12/13/1999	EO437	LT245/75R16	ALS	V
02/29/2000	9593710	1GCGK29UXXB221905	15355	121178	12/14/1999	EO437	LT245/75R16	ALS	N
03/31/2000	9593710	1GCGK29U3YE208455	721	118856	12/15/1999	EO437	LT245/75R16	ALS	V
03/31/2000	9593710	1GTGC29U4YE120826	1600	357837	12/15/1999	EO437	LT245/75R16	ALS	N
01/31/2000	9593710	1GCGK2942YE159899	250	628000	12/16/1999	EO437	LT245/75R16	ALS	V
03/31/2000	9593710	1GCGK29U5YE150761	1245	25054	12/16/1999	EO437	LT245/75R16	ALS	V
03/31/2000	9593710	3GNFK16R9XG240337	73	144064	12/17/1999	EO437	LT245/75R16	ALS	N
10/31/2000	9593710	1GCGK24U5XE130855	11779	43960	12/20/1999	EO437	LT245/75R16	ALS	N
03/31/2000	9593710	1GCGK29U47YE15601	1126	65811	12/21/1999	EO437	LT245/75R16	ALS	V
01/31/2000	9593710	1GTGK29UXYZ206573	1077	345016	12/22/1999	EO437	LT245/75R16	ALS	V
03/31/2000	9593710	1GCGK29U3XE252896	5194	72619	12/24/1999	EO437	LT245/75R16	ALS	N
01/31/2000	9593710	1GCGK29U1XE160749	7892	67708	12/28/1999	EO437	LT245/75R16	ALS	W
02/29/2000	9593710	1GCEK19T6YE161275		223794	12/28/1999	EO437	LT245/75R16	ALS	V
03/31/2000	9593710	1GCGK29U3YE115913	6038	206641	01/03/2000	EO437	LT245/75R16	ALS	N
03/31/2000	9593710	1GCEK29U1YZ124747	3811	72035	01/03/2000	EO437	LT245/75R16	ALS	N
05/31/2000	9593710	1GCGK29U4XE203025	11971	700070	01/03/2000	EO437	LT245/75R16	ALS	N
03/31/2000	9593710	1GCGK29U2YE121377	5698	149979	01/05/2000	EO437	LT245/75R16	ALS	N
03/31/2000	9593710	1GCGK29U7XE225572	12398	620618	01/06/2000	EO437	LT245/75R16	ALS	V
04/28/2000	9593710	1GCEK19T2YE119248	4890	23929	01/07/2000	EO437	LT245/75R16	ALS	V
04/28/2000	9593710	2GCEK19V9Y1188909	200	71676	01/10/2000	EO437	LT245/75R16	ALS	N
03/31/2000	9593710	1GTGK29UXXE514932	20000	42068	01/11/2000	EO437	LT245/75R16	ALS	O
02/29/2000	9593710	1GCGK29U8XE247662	11041	322049	01/13/2000	EO437	LT245/75R16	ALS	O
03/31/2000	9593710	1GCGK29U3XE179027	26935	58563	01/17/2000	EO437	LT245/75R16	ALS	N
05/31/2000	9593710	1GTGK29U6XE553114	9567	129798	01/17/2000	EO437	LT245/75R16	ALS	N
07/31/2000	9593710	3GNKG26R5XG207104	733	81643	01/17/2000	EO437	LT245/75R16	ALS	N
10/31/2000	9593710	1GCGK29U3YE161287	3296	273287	01/17/2000	EO437	LT245/75R16	ALS	N
05/31/2000	9593710	1GCGK29U8YE235089	2000	120905	01/20/2000	EO437	LT245/75R16	ALS	O
04/28/2000	9593710	1GCGK29U3YE12763	10303	129130	01/25/2000	EO437	LT245/75R16	ALS	N
02/29/2000	9593710	1GCGK29U3XE202127		10371	01/27/2000	EO437	LT245/75R16	ALS	N
05/31/2000	9593710	1GCEK14T0YZ169777	3240	58749	01/27/2000	EO437	LT245/75R16	ALS	N
02/29/2000	9593710	1GCGK29U0XE201226		104299	01/28/2000	EO437	LT245/75R16	ALS	N
03/31/2000	9593710	1GCGK29U0XE201226	9674	104299	01/28/2000	EO437	LT245/75R16	ALS	O
04/28/2000	9593710	1GCGK29U44E226192	1509	274441	01/28/2000	EO437	LT245/75R16	ALS	N

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**2000 Tire Claim Adjustments
Firestone Steeltex Tires**

Invoice Date	GM Part #	VIN Number	Mileage	R/O #	R/O Date	GM Labor CD	Size	Tire Type	Adj. Code
04/28/2000	9593710	1GCGK29U6XE180317	34	21959	01/28/2000	EO437	LT245/75R16	ALS	N
04/28/2000	9593710	1GCGK29UYE240948	258	37689	01/28/2000	EO437	LT245/75R16	ALS	N
04/28/2000	9593710	1GTGK29W5YE162411	4487	95750	01/28/2000	EO437	LT245/75R16	ALS	N
03/31/2000	9593710	1GCGK29UXY2105842	13269	610406	01/31/2000	EO437	LT245/75R16	ALS	C
04/28/2000	9593710	1GCGK29U2YE133044	7531	21446	01/31/2000	EO437	LT245/75R16	ALS	N
04/28/2000	9593710	1GCGK29U3XZ213427	18359	249034	02/03/2000	EO437	LT245/75R16	ALS	N
05/31/2000	9593710	1GNKG26J6XJ466970	17659	118161	02/03/2000	EO437	LT245/75R16	ALS	N
04/28/2000	9593710	1GCGK29U7YZ130939	3127	116819	02/04/2000	EO437	LT245/75R16	ALS	V
05/31/2000	9593710	1GCGK29U3XE231546	3271	278543	02/09/2000	EO437	LT245/75R16	ALS	N
04/28/2000	9593710	2GKEK16R3XG507033	32186	63397	02/11/2000	EO437	LT245/75R16	ALS	O
04/28/2000	9593710	1GCGK24U0YE254341	2052	130215	02/14/2000	EO437	LT245/75R16	ALS	V
05/31/2000	9593710	1GCEK14T7YZ199719	828	182206	02/14/2000	EO437	LT245/75R16	ALS	N
05/31/2000	9593710	1GTEK19VXYE188741	6793	79032	02/14/2000	EO437	LT245/75R16	ALS	V
04/28/2000	9593710	1GCEK19T1YE176508	9085	169991	02/15/2000	EO437	LT245/75R16	ALS	O
05/31/2000	9593710	1GCGK29U7YR264177	646	151688	02/17/2000	EO437	LT245/75R16	ALS	N
05/31/2000	9593710	1GCGK29UXX3146705	35818	13875	02/18/2000	EO437	LT245/75R16	ALS	N
05/31/2000	9593710	1GCGK29J0YE140137	16399	266073	02/18/2000	EO437	LT245/75R16	ALS	N
05/31/2000	9593710	1GTGC24U8X3546511	9541	33090	02/18/2000	EO437	LT245/75R16	ALS	N
03/31/2000	9593710	3GMFK16R3XG145630	16992	163234	02/23/2000	EO437	LT245/75R16	ALS	O
03/31/2000	9593710	3GKKG26J1KG528760	24599	91117	02/24/2000	EO437	LT245/75R16	ALS	A
05/31/2000	9593710	1GCGK29U9Y2141117	12038	139278	02/24/2000	EO437	LT245/75R16	ALS	N
03/31/2000	9593710	3GNKG26J0XG118745	23758	28451	02/29/2000	EO437	LT245/75R16	ALS	V
05/31/2000	9593710	1GCGK24U4YZ271796	4	280433	02/29/2000	EO437	LT245/75R16	ALS	N
05/31/2000	9593710	1GCEK29U2Y2130939	3309	112161	03/01/2000	EO437	LT245/75R16	ALS	N
04/28/2000	9593710	1GCGK29U7XR225522	16008	633492	03/03/2000	EO437	LT245/75R16	ALS	V
05/31/2000	9593710	1GCGK29U2XE222983	22942	93628	03/08/2000	EO437	LT245/75R16	ALS	N
07/31/2000	9593710	1GCGK29U2YB272719	2691	88774	03/09/2000	EO437	LT245/75R16	ALS	N
04/28/2000	9593710	1GCEK14T7YE199716	1766	183898	03/10/2000	EO437	LT245/75R16	ALS	V
05/31/2000	9593710	1GCGK29U8YE316870	12	282305	03/14/2000	EO437	LT245/75R16	ALS	N
08/31/2000	9593710	1GCGK29U3XE231546	3551	279511	03/17/2000	EO437	LT245/75R16	ALS	V
05/31/2000	9593710	1GCGK29U7XE231453	10445	152674	03/22/2000	EO437	LT245/75R16	ALS	W
06/30/2000	9593710	1GCGC29U4YE248015	791	15987	03/24/2000	EO437	LT245/75R16	ALS	N
05/31/2000	9593710	1GNKG26J2XJ401554	17389	31139	03/27/2000	EO437	LT245/75R16	ALS	V
07/31/2000	9593710	1GTGC29U8XE544251	12703	154552	03/29/2000	EO437	LT245/75R16	ALS	V
04/28/2000	9593710	1GCGK29U2YE310966	522	107736	03/30/2000	EO437	LT245/75R16	ALS	V
06/30/2000	9593710	1GCGK29U7YE264177	2734	153838	03/30/2000	EO437	LT245/75R16	ALS	V
05/31/2000	9593710	1GCGK29UXXE136577	17238	721546	03/31/2000	EO437	LT245/75R16	ALS	W
05/31/2000	9593710	1GNKG26JXXJ488261	9693	135006	04/03/2000	EO437	LT245/75R16	ALS	V
07/31/2000	9593710	1GCGK29UXXE227401	4473	257101	04/04/2000	EO437	LT245/75R16	ALS	N
07/31/2000	9593710	1GCPK29U2X2119676	13398	122054	04/04/2000	EO437	LT245/75R16	ALS	N
05/31/2000	9593710	1GCGK24U1YE240089	2010	290641	04/05/2000	EO437	LT245/75R16	ALS	V
04/28/2000	9593710	1GCEK19T3XE247027	10433	143788	04/07/2000	EO437	LT245/75R16	ALS	V
09/30/2000	9593710	1GTGK29UXYE287145	1756	575204	04/11/2000	EO437	LT245/75R16	ALS	N
10/31/2000	9593710	1GCGK29UXYE239080	5119	298056	04/11/2000	EO437	LT245/75R16	ALS	V
05/31/2000	9593710	1GCGK24U3YZ291375	166	108889	04/12/2000	EO437	LT245/75R16	ALS	V
09/30/2000	9593710	1GJGK29U5YE320083	563	575521	04/13/2000	EO437	LT245/75R16	ALS	N
07/31/2000	9593710	1GTGK24U8XR536323	19769	117891	04/14/2000	EO437	LT245/75R16	ALS	N
07/31/2000	9593710	1GTGC29U8XE544251	12703	154552	04/18/2000	EO437	LT245/75R16	ALS	N
06/30/2000	9593710	3GNKG26R5XG216978	14260	78398	04/20/2000	EO437	LT245/75R16	ALS	W

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**2000 Tire Claim Adjustments
Firestone Steeltex Tires**

Invoice Date	GM Part #	VIN Number	Mileage	R/O #	R/O Date	GM Labor CD	Size	Tire Type	Adj. Code
07/31/2000	9593710	1GCGK29U1YE328357	281	37678	04/21/2000	EO437	LT245/75R16	ALS	N
08/31/2000	9593710	1GCGK29U8YE283305	1528	545688	04/26/2000	EO437	LT245/75R16	ALS	V
09/30/2000	9593710	1GCGK29U8YE283305	1528	545688	04/26/2000	EO437	LT245/75R16	ALS	V
07/31/2000	9593710	1GCGK29U2YE323880	1704	78611	04/28/2000	EO437	LT245/75R16	ALS	V
07/31/2000	9593710	1GCGK29UXYE320516	1206	123306	05/02/2000	EO437	LT245/75R16	ALS	N
06/30/2000	9593710	1GCGK29UXYE131106	1192	78218	05/03/2000	EO437	LT245/75R16	ALS	V
08/31/2000	9593710	1GCER14W0XZ193946	18201	5207	05/03/2000	EO437	LT245/75R16	ALS	N
08/31/2000	9593710	1GCGK29U4YE267456	4845	118079	05/09/2000	EO437	LT245/75R16	ALS	N
08/31/2000	9593710	1GCGK29U9XE148588	28650	19745	05/11/2000	EO437	LT245/75R16	ALS	O
09/30/2000	9593710	1GCGK29U9XE148588	28650	19745	05/11/2000	EO437	LT245/75R16	ALS	O
07/31/2000	9593710	1GCGK29UXXE233780	14290	78675	05/12/2000	EO437	LT245/75R16	ALS	N
08/31/2000	9593710	1GCGK29H4YE282474	2953	80197	05/15/2000	EO437	LT245/75R16	ALS	N
06/30/2000	9593710	1GTGK29U0YE134211	5796	122159	05/17/2000	EO437	LT245/75R16	ALS	V
06/30/2000	9593710	1GCGK29UXYE295309	3802	711387	05/19/2000	EO437	LT245/75R16	ALS	V
06/30/2000	9593710	1GCGK29U0YE260357	604	144407	05/24/2000	EO437	LT245/75R16	ALS	V
08/31/2000	9593710	1GCGK29U4YE267456	6616	113940	05/24/2000	EO437	LT245/75R16	ALS	V
09/30/2000	9593710	1GCGK29U0YE260357	72450	144407	05/24/2000	EO437	LT245/75R16	ALS	N
10/31/2000	9593710	1GCGK29U9YF242178	6743	49040	05/24/2000	EO437	LT245/75R16	ALS	V
06/30/2000	9593710	1GCGK24U2XE178393	22266	14957	05/26/2000	EO437	LT245/75R16	ALS	W
08/31/2000	9593710	1GCGK29U1YE312630	3158	69438	05/26/2000	EO437	LT245/75R16	ALS	V
06/30/2000	9593710	1GCGK29U5YE241416	11253	75625	05/31/2000	EO437	LT245/75R16	ALS	V
10/31/2000	9593710	1GTGK29U2YE311941	512	119278	05/31/2000	EO437	LT245/75R16	ALS	N
06/30/2000	9593710	1GTGK29U5YE133121	17610	101602	06/01/2000	EO437	LT245/75R16	ALS	O
06/30/2000	9593710	1GNK26J8XJ551132	10891	163156	06/02/2000	EO437	LT245/75R16	ALS	V
08/31/2000	9593710	1GN1K26J8XJ551132	10891	163156	06/02/2000	EO437	LT245/75R16	ALS	V
09/30/2000	9593710	1GTEK19T2YB238885	1407	66187	06/06/2000	EO437	LT245/75R16	ALS	N
07/31/2000	9593710	1GCGK24U9XE256667	6436	111381	06/07/2000	EO437	LT245/75R16	ALS	V
07/31/2000	9593710	1GCGK29U9YZ207553	14729	165235	06/07/2000	EO437	LT245/75R16	ALS	O
07/31/2000	9593710	1GCGK24UXYE115964	11557	229355	06/14/2000	EO437	LT245/75R16	ALS	V
10/31/2000	9593710	1GCGK29U1YB363061	1503	298892	06/21/2000	EO437	LT245/75R16	ALS	N
07/31/2000	9593710	1GTGK24U0XB534923	17569	72590	06/22/2000	EO437	LT245/75R16	ALS	O
08/31/2000	9593710	1GTGK29U7YB235116	7261	109782	06/27/2000	EO437	LT245/75R16	ALS	V
09/30/2000	9593710	1GTGK29U7YB235116	7261	109782	06/27/2000	EO437	LT245/75R16	ALS	V
09/30/2000	9593710	1GTEK14V0YE155500	893	633	06/28/2000	EO437	LT245/75R16	ALS	V
08/31/2000	9593710	1GCGC29U6YE289830	2898	148430	06/30/2000	EO437	LT245/75R16	ALS	O
09/30/2000	9593710	1GCGC29U6YE289830	2898	148430	06/30/2000	EO437	LT245/75R16	ALS	O
10/31/2000	9593710	3GNK26U4YG171346	3899	159972	07/05/2000	EO437	LT245/75R16	ALS	V
10/31/2000	9593710	1GCGK29U2XE237399	29100	242420	07/06/2000	EO437	LT245/75R16	ALS	N
10/31/2000	9593710	1GCGK29U4YE319901	7492	325860	07/10/2000	EO437	LT245/75R16	ALS	N
08/31/2000	9593710	1GTGK29U5XZ519528	17075	10606	07/11/2000	EO437	LT245/75R16	ALS	W
08/31/2000	9593710	3GNK26U1YG172454	4073	431176	07/11/2000	EO437	LT245/75R16	ALS	R
09/30/2000	9593710	3GNK26U1YG172454	4073	431176	07/11/2000	EO437	LT245/75R16	ALS	R
10/31/2000	9593710	1GCGK29U4YE356394	848	164333	07/12/2000	EO437	LT245/75R16	ALS	N
10/31/2000	9593710	1GCGK29U5YE237205	10124	70655	07/19/2000	EO437	LT245/75R16	ALS	N
10/31/2000	9593710	1GCGK29UXYE379890	46	300590	07/19/2000	EO437	LT245/75R16	ALS	N
10/31/2000	9593710	1GCGK29UXYZ187930	11850	296414	07/21/2000	EO437	LT245/75R16	ALS	W
09/30/2000	9593710	1GCGK29U0YE362905	4286	112158	07/24/2000	EO437	LT245/75R16	ALS	R
09/30/2000	9593710	1GCER19V1YE262015	5207	346335	07/24/2000	EO437	LT245/75R16	ALS	V
10/31/2000	9593710	1GNK26J3XJ461015	14398	231120	07/27/2000	EO437	LT245/75R16	ALS	O

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**2000 Tire Claim Adjustments
Firestone Steeltex Tires**

Invoice Date	GM Part #	VIN Number	Mileage	R/O #	R/O Date	GM Labor CD	Size	Tire Type	Adj. Code
10/31/2000	9593710	3GNGK26U8YG224419	12	150922	07/28/2000	EO437	LT245/75R16	ALS	N
10/31/2000	9593710	1GTEK19TKX1531109	35326	33924	07/28/2000	EO437	LT245/75R16	ALS	W
10/31/2000	9593710	1GCGK24U2YE210907	5020	22685	08/01/2000	EO437	LT245/75R16	ALS	N
08/31/2000	9593710	1GCGK29U6YE125335	15766	305762	08/02/2000	EO437	LT245/75R16	ALS	O
08/30/2000	9593710	1GCGK29U6YE125335	15766	305762	08/02/2000	EO437	LT245/75R16	ALS	O
10/31/2000	9593710	1GCHK34R2W2260444	26727	31914	08/03/2000	EO437	LT245/75R16	ALS	O
09/30/2000	9593710	1GCEK19VXXE204497	21340	22647	08/07/2000	EO437	LT245/75R16	ALS	O
10/31/2000	9593710	3GNGK26J5XG185762	24971	47191	08/09/2000	EO437	LT245/75R16	ALS	N
10/31/2000	9593710	1GCGK29U8XE210174	4015	17319	08/14/2000	EO437	LT245/75R16	ALS	O
10/31/2000	9593710	1GTEK14V6YZ170124	2010	50074	08/15/2000	EO437	LT245/75R16	ALS	V
09/30/2000	9593710	1GCEC29U4YE300517	452	87018	08/16/2000	EO437	LT245/75R16	ALS	V
10/31/2000	9593710	1GCGC29U4YE300517	452	87018	08/16/2000	EO437	LT245/75R16	ALS	N
10/31/2000	9593710	3GKGR26UXYR220627	1253	112536	08/17/2000	EO437	LT245/75R16	ALS	V
09/30/2000	9593710	1GCGK29UXYE295133	6087	266256	08/22/2000	EO437	LT245/75R16	ALS	V
10/31/2000	9593710	1GTGK29U9YE241208	12003	91034	08/23/2000	EO437	LT245/75R16	ALS	V
10/31/2000	9593710	1GCGK29U0XE201226	19723	111274	08/23/2000	EO437	LT245/75R16	ALS	O
10/31/2000	9593710	1GCGK24U6YE234465	2154	132291	08/24/2000	EO437	LT245/75R16	ALS	O
10/31/2000	9593710	1GCEK19V3YE415719	4159	118351	08/28/2000	EO437	LT245/75R16	ALS	W
10/31/2000	9593710	1GCGK29U9XE153578	33651	178144	08/31/2000	EO437	LT245/75R16	ALS	R
10/31/2000	9593710	1GTGK24U7YE106932	13563	187739	09/01/2000	EO437	LT245/75R16	ALS	O
10/31/2000	9593710	1GCGK29U4XE167324	29473	163051	09/06/2000	EO437	LT245/75R16	ALS	O
10/31/2000	9593710	1GKGR26J1XJ772956	12921	593008	09/19/2000	EO437	LT245/75R16	ALS	O
10/31/2000	9593710	3GNGK26JXXG187438	16790	314541	09/19/2000	EO437	LT245/75R16	ALS	O
10/31/2000	9593710	1GCGK29U2YZ111411	27215	171407	09/21/2000	EO437	LT245/75R16	ALS	R
10/31/2000	9593710	1GCGK29U6YE230327	8261	12319	09/29/2000	EO437	LT245/75R16	ALS	V
10/31/2000	9593710	1GCGK29U7XE187230	21194	120528	10/05/2000	EO437	LT245/75R16	ALS	O
04/28/2000	9593710	3GNGK26J0WG131901	18399	614659	12/29/2000	EO437	LT245/75R16	ALS	V

GM594 Att. H 80026

GM600 Att. G 7028

980



981

General Motors Tire Warranty Program 1997 Model Year

Top Five Adjustable Conditions

Truck

Time Period from September 1996 through September 2000

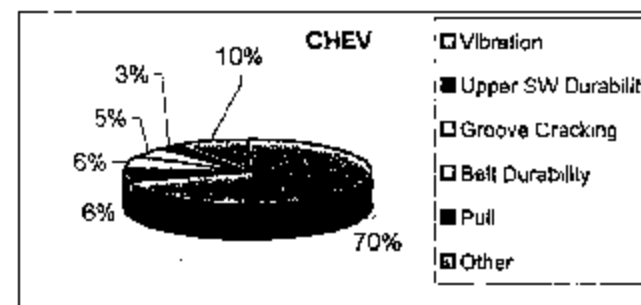
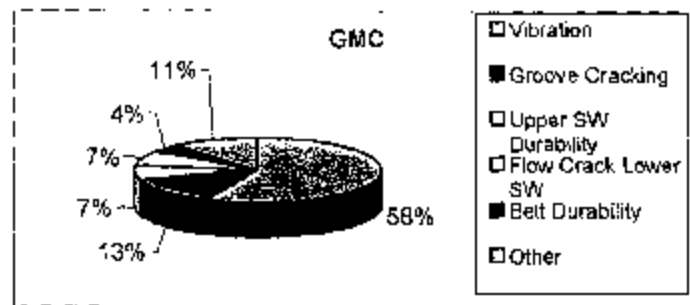
LT225/75R16
Amen 550 As
LT245/75R16
Amen 550 AS
Amen 550 TR

Sales - Not Available

LT225/75R16
Amen 550 As
LT245/75R16
Amen 550 AS
Amen 550 TR

Sales - Not Available

Tire Condition	GMC		Tire Condition	CHEV	
	Tires			Tires	
Vibration	94		Vibration	340	
Groove Cracking	22		Upper SW Durability	30	
Upper SW Durability	12		Groove Cracking	28	
Flow Crack Lower SW	12		Belt Durability	25	
Belt Durability	7		Pull	14	
Other	19		Other	46	
Total	166		Total	483	



GM600 Att. G 7029





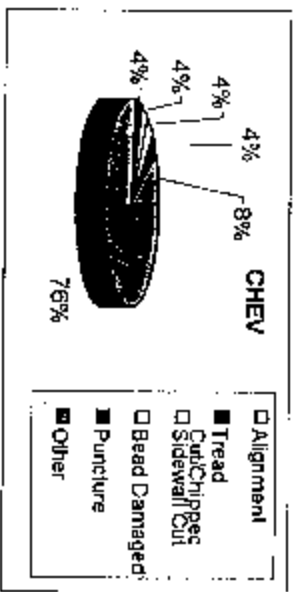
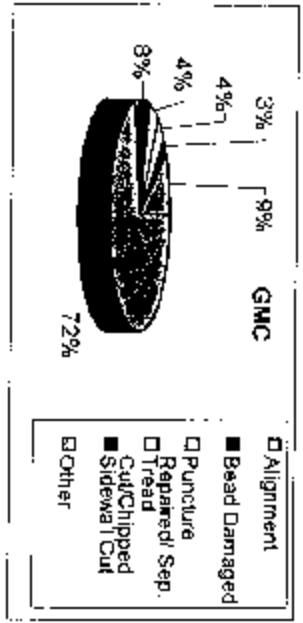
General Motors Tire Warranty Program 1997 Model Year Top Five Non-Adjustable Conditions

Time Period from September 1996 through September 2000

LT229/76R16
Amen 550 AS
LT245/75R16
Amen 550 AS
Amen 550 TR
Sales - Not Available

LT225/75R16
Amen 550 AS
LT245/75R16
Amen 550 AS
Amen 550 TR
Sales - Not Available

Tire Condition	GMC		CHEV	
	Tires	Total	Tires	Total
Alignment	309	431	715	927
Bead Damaged	36		34	
Puncture Repair/ Sep.	19		35	
Tread Cut/Chipped	19		36	
Sidewall Cut	11		33	
Other	37		72	
Total	431		927	



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Continental General Tire, Inc.
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GM600 Att. G 7030

982



983

General Motors Tire Warranty Program 1998 Model Year

Top Five Adjustable Conditions

Truck

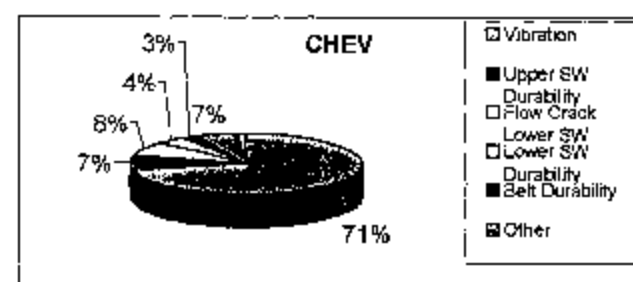
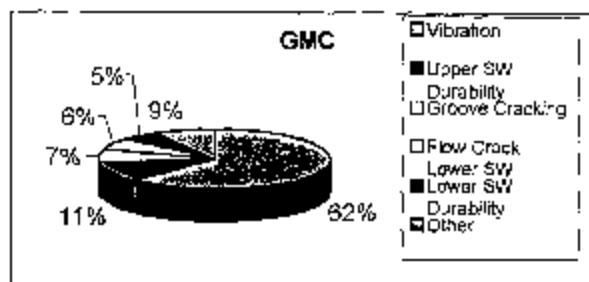
Time Period from September 1997 through September 2000

LT225/75R16
Ameri 550 AS
LT245/75R16
Ameri 550 AS
Ameri 550 TR

LT225/75R16
Ameri 550 AB
LT245/75R16
Ameri 550 AB
Ameri 550 TR

Sales - 1,155,743

Tire Condition	GMC		CHEV		Combined % to Sales
	Tires		Tires		
Vibration	149		456		0.05%
Upper SW Durability	26		49		
Groove Cracking	17		48		
Flow Crack Lower SW	15		24		
Lower SW Durability	12		16		
Other	21		43		
Total	240		636		0.08%



GM600 Alt. G 7031





984

General Motors Tire Warranty Program 1998 Model Year

Top Five Non-Adjustable Conditions

Truck

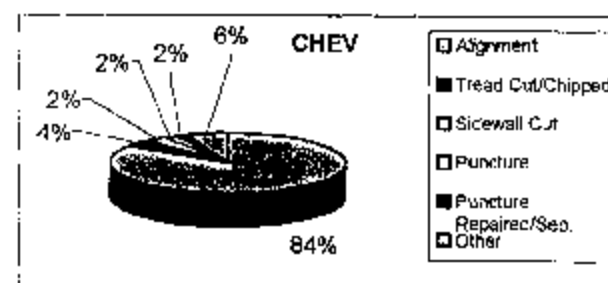
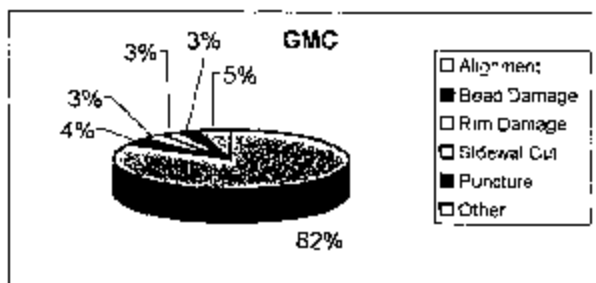
Time Period from September 1997 through September 2000

LT225/75R16
Ameri 550 AS
LT245/75R16
Ameri 550 AS
Ameri 550 TR

LT225/75R16
Ameri 550 AS
LT245/75R16
Ameri 550 AS
Ameri 550 TR

Sales - 1,155,743

Tire Condition	GMC		Tire Condition	CHEV		Combined % to Sales
	Tires			Tires		
Alignment	561		Alignment	1250		0.16%
Bead Damage	24		Tread Cut/Chipped	62		
Rim Damage	21		Sidewall Cut	36		
Sidewal Cut	19		Puncture	26		
Puncture	17		Puncture Repaired/Sep.	26		
Other	32		Other	85		
Total	674		Total	1485		0.19%



GM600 Att. G 7032





985

General Motors Tire Warranty Program 1999 Model Year

Top Five Adjustable Conditions

Truck LT Tires

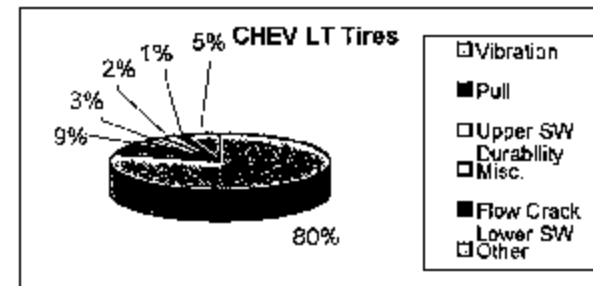
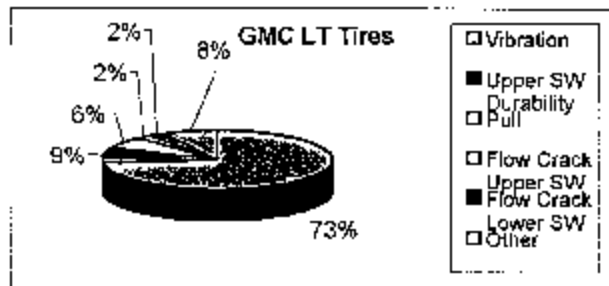
Time Period from September 1998 through September 2000

LT225/75R16
Ameri 550 AS
LT245/75R16
Ameri 550 AS
Ameri 550 TR

Sales - 836,811

LT225/75R16
Ameri 550 AS
LT245/75R16
Ameri 550 AS
Ameri 550 TR

Tire Condition	GMC		Tire Condition	CHEV		Combined % to Sales
	Tires			Tires		
Vibration	168		Vibration	686		0.10%
Upper SW Durability	20		Pull	75		
Pull	14		Upper SW Durability	29		
Flow Crack Upper SW	5		Misc.	19		
Flow Crack Lower SW	5		Flow Crack Lower SW	13		
Other	18		Other	46		
Total	230		Total	868		



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GM600 Att. G 7433



986

General Motors Tire Warranty Program 1999 Model Year

Top Five Non-Adjustable Conditions

Truck LT Tires

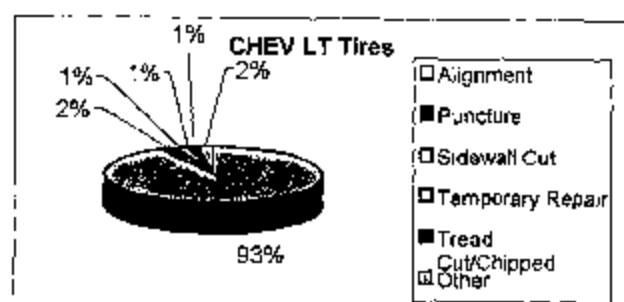
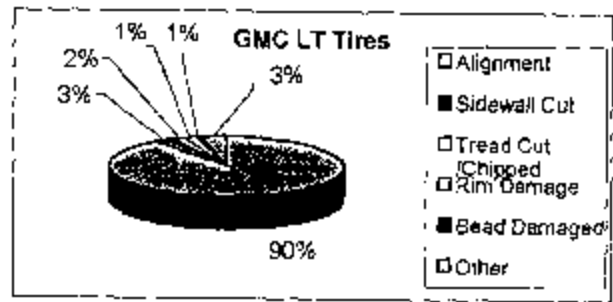
Time Period from September 1998 through September 2000

LT225/75R16
Amen 550 AS
LT245/75R16
Amen 550 AS
Amen 550 TR

Sales - 836,811

LT225/75R16
Amen 550 AS
LT245/75R16
Amen 550 AS
Amen 550 TR

Tire Condition	GMC		Tire Condition	CHEV		Combined % to Sales
	Tires			Tires		
Alignment	439		Alignment	1234		0.20%
Sidewall Cut	13		Puncture	32		
Tread Cut /Chipped	9		Sidewall Cut	19		
Rim Damage	7		Temporary Repair	12		
Bead Damaged	5		Tread Cut/Chipped	11		
Other	16		Other	29		
Total	489		Total	1337		0.22%



GM600 Att. 6 7034

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General Motors Tire Warranty Program 2000 Model Year

Top Five Adjustable Conditions

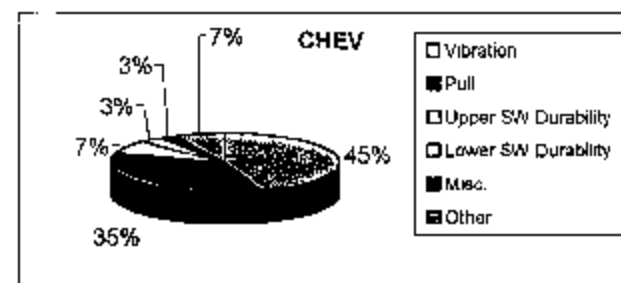
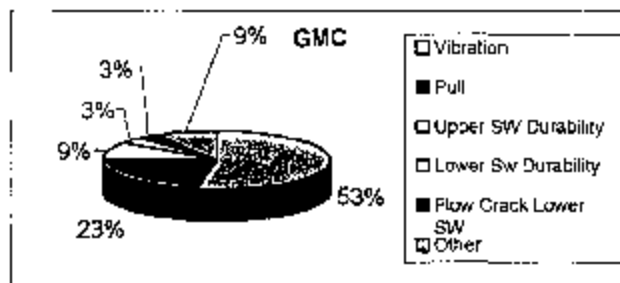
Truck LT Tires

Time Period from September 1999 through September 2000

LT225/75R16
Amen 550 AS
LT245/75R16
Amen 550 AS
Amen 550 TR
Sales - 922,113

*INCLUDES
VIBRATION
ACSO*

Tire Condition	GMC		CHEV		Combined % to Sales
	Tires		Tires		
Vibration	154		298		0.05%
Pull	66		236		0.03%
Upper SW Durability	27		48		
Lower Sw Durability	10		21		
Flow Crack Lower SW	10		19		
Other	25		46		
Total	292		668		0.10%



GM600 Att - G 7035



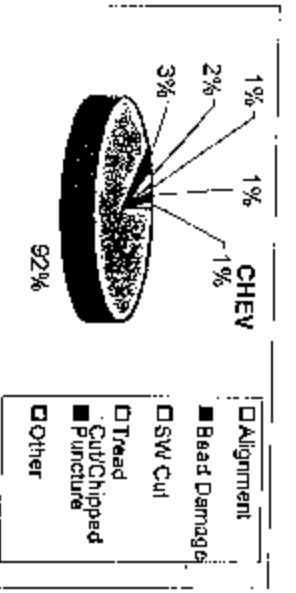
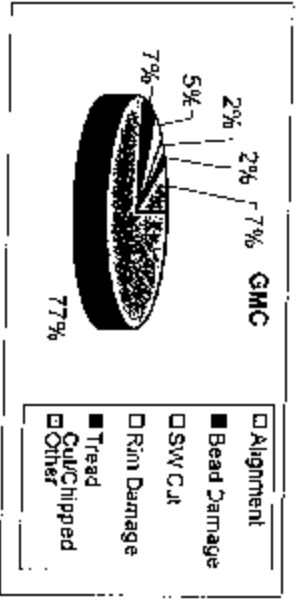


General Motors Tire Warranty Program 2000 Model Year Top Five Non-Adjustable Conditions Truck LT Tires

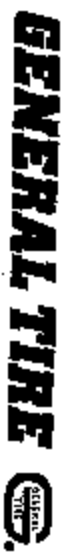
Time Period from September 1999 through September 2000

LT225/75R16
Amen 550 AS
LT245/75R16
Amen 550 AS
Amen 550 TR
Sales - 922,113

Tire Condition	GMC		CHEV		Combined % to Sales
	Tires	%	Tires	%	
Alignment	135	14.7%	433	46.1%	0.06%
Bead Damage	12	1.3%	15	1.6%	
SW Cut	8	0.9%	1	0.1%	
Rim Damage	4	0.4%	6	0.6%	
Tread Cut/Chipped	3	0.3%	5	0.5%	
Other	12	1.3%	7	0.7%	
Total	174	18.8%	478	51.1%	0.07%



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6M600 Att. 5 2036

ATTACHMENT "H"

309

**NHTSA PE00-046
GM-600**

Attachment "H"

**"GM CONFIDENTIAL" MATERIAL
HAS BEEN REMOVED FROM THIS
ATTACHMENT AND SUPPLIED TO
THE OFFICE OF THE CHIEF
COUNSEL.**

GM600 Att. H 8000

990



"Martini, Mike" <MartiniMike@bfusa.com> on 03/12/2001 05:35:46 PM

To: Brock A. Lindbert/US/GM/GMC@GM, David L. Wood/US/GM/GMC@GM
cc: Robert Fluck/US/GM/GMC@GM, Herbert K Mueller/US/GM/GMC@GM, Lori Cumming/US/GM/GMC@GM,
Ricardo Guerrero/MX/GM/GMC@GM, Bill Beaumont/MX/GM/GMC@GM, Denise Baker/US/GM/GMC@GM
Subject: RE: G25-35 Tire Separation

I will have a more complete report but this is an accurate representation of current situation.

This is what I learned:

There are a total of 69 tires we have seen.
2 of these tires are impact breaks.
2 tires are tread detachment related.
64 tires are intermediate s/b wear or no condition found.

The Goodyear and Michelin tires they reference are all steel tires and are not an apples to apples comparison. We will propose to this individual our all steel R187 tire. Further the weights noted are total vehicle weights and we have requested to know the split between front and rear loads. From our past experience this will result in a different answer. Also depending on the vehicle these tire require 80 psi so we are investigating this as well.

-----Original Message-----

From: brook.a.lindbert@gm.com [mailto:brook.a.lindbert@gm.com]
Sent: Monday, March 12, 2001 7:04 AM
To: david.l.wood@gm.com; martinimike@bfusa.com
Cc: robert.fluck@gm.com; herbert.k.mueller@gm.com; lori.cumming@gm.com;
ricardo.guerrero@gm.com; bill.beaumont@gm.com
Subject: G25-35 Tire Separation

Lets get into this as this report has way too many tire incidents. There must be some root cause. Mike, can you get a rep. out to this site with your best investigative skills to determine what is going on here? Ricardo, I hope you don't think I'd be involved here, but if you agree, we may be able to more ably assist on this one with US RFS contacts.

Brook

----- Forwarded by Brook A. Lindbert/US/GM/GMC on
03/12/2001
06:59 AM -----

Robert Fluck
03/12/2001 06:40 AM

To: Herbert K Mueller/US/GM/GMC@GM
cc: Brock A. Lindbert/US/GM/GMC@GM, Lori Cumming/US/GM/GMC@GM, Ricardo Guerrero/MX/GM/GMC
Subject: G25-35 Tire Separation

GM600 Att. H 8001

1691

Herb
FYI and followup.
This is the first report I have seen on this.
Bob

----- Forwarded by Robert Fluck/US/GM/GMC on 03/12/2001
09:37
RX -----

Scott Brnake
03/09/2001 05:09 PM

To: Diane Sarcya/US/GM/GMCEGM , Richard J Gratz/US/GM/GMC3CX
cc: Steve Bartolone/US/GM/GMCEGM , John S. Moran/US/GM/GMCEGM , George
Wood/US/GM/GMCEGM (bcc: Robert Fluck/US/GM/GMC)
Subject: G25-35 Tire Separation

(Embedded image moved to file: pic03302.pcx)
Field Vehicle Inspection Report

Fleet Customer
Naumann ? Hobbs Material Handling
Paul Hvizda
4336 South 43rd Place
Phoenix, AZ, 85040

Involved Models
2000 Chevrolet Express Vans
2500 ? 3500 Series
CG31705 ? CG31405

On 28 February I contacted Naumann ? Hobbs Material Handling at the request of Walt Koop from Midway Chevrolet in Phoenix regarding expressed tire concerns experienced by the customer. Following is a recap of the meeting. Additional detail was requested and will follow.

Naumann ? Hobbs Material Handling specializes in the supply, distribution, service and maintenance of material handling equipment. For this operation they utilize ¾ ton and 1 ton Chevrolet Express vans, the majority of which are equipped with an Adrian Steel bin configuration as offered through Customer Choice. Some of the 1 tons are chop vans with a Spartan box body. The fleet size is approximately 300 plus units. The average yearly purchase is roughly 50 ? 60 units. Of the 300 plus units, roughly 60 percent are 1997 or newer.

At some point during 2000, the customer began experiencing tire tread separation on several of the units. The failures involve Firestone LT245/75R16 tires. The failure mode experienced has been in most cases that the entire tires tread separates from the tire casing. In numerous cases, the tires tread remains as one piece in the form of the tire, as does the tire casing that remains on the vehicle. In several cases the tire casing retains air after the tread surface has separated. In most cases, the remaining tread separated from the casing is in excess of 70 percent useful tread life.

Initially the customer replaced as necessary the affected tires and pursued remediation through the local Firestone dealer. In each case the Firestone dealer hypothesized each failure as either an overload of the vehicle or

under inflation of the tire. Based on the tire dealers hypothesis, Naumann ? Hobbs management initiated protocol in which the field technician (driver of the unit) would have the inflation pressure checked a minimum of once per month at one of two involved Firestone dealers.

Additionally, Naumann ? Hobbs also randomly selected and weighed units in full laden (fieldwork ready) weight. Weights of the units are typically near but not exceeding published GVWR. For example, a 1 ton van with a GVWR of 4600 pounds was weighed in at 8160 pounds.

With increasing frequency of tire failures during 2000, the customer called Firestone directly. The customer retained failed tires totaling 67, at their facility until mid February 2001. These 67 tires do not represent the total amount of tires failed and/or replaced. Ron Snyder, R & D Field Engineer, Firestone Tire, arranged to have the failed tires shipped back to Firestone for analysis. The representative from Firestone is as follows:

Ron Snyder	Phone:	602-415-1465
Firestone Tire R & D Field Engineer	Fax:	602-415-1552
E-Mail sniderton@BFUSA.com	VMS:	800-891-6245 ID # 32639

The units accumulate on average around 8000 miles every six months. The units have the tires rotated every other oil change which in effect amounts to every 5000 miles. The field technicians are responsible for maintaining the units they drive. Every six months, the supervisor reviews the maintenance with the driver.

With the majority of failures occurring in the Phoenix metro area it might be easy to assume that ambient temperatures were a factor or at least partially caused the degradation. However, the months in which the majority of failures occurred, January, February, March, April May, were what would be considered the coolest part of the year where average temperatures are typically below 100 degrees Fahrenheit.

On any given day Naumann ? Hobbs routinely has approximately ninety trucks on the road. Considering the potential for failure based on previous incidents, the customer is genuinely concerned relative to the exposure they have. Due to the potential exposure, Naumann Hobbs has indicated they will not accept another GM Van with a Firestone Tire. Naumann ? Hobbs has also indicated that they are not interested in entertaining additional costs associated with replacement tires on current or future vans.

NMMH has replaced all Firestone tires on all vans in the year 2000 over 140 tires. Quoting Paul Hviinda, Naumann ? Hobbs Material Handling, ? Naumann ? Hobbs has made a long-term commitment to General Motors. I find that if we run Goodyear, Uniroyal and Michelin tires we've never had a failure of tread separation with the same maintenance. With the handful of extreme failures

and what it takes to get a van under control at hi speed it was necessary to make this move. The technicians were actually scared to operate the vans?

Please review the attached VTRs and failure mileage. If engineering is aware of this concern we need to direct them to the aforementioned Firestone Tire rep for failed material. In either case, we need a recommendation on how to proceed with the complaint. If the plant PAD calls for 45-psi inflation as opposed to 65-psi my layman's opinion is that it needs to be addressed. Typically 2500 ? 3500 series units are utilized for commercial applications, which almost always is associated with a load.

Please address specific questions regarding this issue to one of the following:

Scott W. Bruske Fleet Account Executive, Service Field Engineer General Motors Corporation Firestone Tire	Paul Hvizda Field Service Manager Naumann - Hobbs Material Handling	Ron Snyder R & D
--	---	---------------------

E-Mail: scott.bruske@gm.com paul.hvizda@nhmhl.com
 snideron@BFUSA.com
 VME: 800-243-5507 Box: 58541 602-296-2026
 602 415-1465
 Fax: 623-465-5472 602-437-1396
 602-415-1552
 Office: 623-465-5394 Box: 58541
 Pager: 600-329-3967
 Cell: 602-885-2229
 Node: 8050958541

Vehicle #	Date	VTR #	Mileage
Failure description			
210	11-Sep	1GCDML9W9VB222177	51444
rh rear failed, unit low, shroud damage, 4 tires			

>-----<
>-----<

223	06-Jul	1GCHG35R9X1003443	31650
-----	--------	-------------------	-------

>-----<
> 1h rear blow out no damage, 4 tires
>-----<

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>-----<
>-----<

224	10 Jul	1GCHG35RXX1045037	33950
-----	--------	-------------------	-------

>-----<
> 1h rear ,shroud damage, 1 tire replaced
>-----<

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>-----<
>-----<

225	08-Jun	1GCHG35R7X1044105	23460
-----	--------	-------------------	-------

>-----<
> 1h rear ,no damage, 1 tire
>-----<

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>-----<
>-----<

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228	26-Jun	1GCHG33585X1098428	28449
-----	--------	--------------------	-------

lh rear ,no damage,1 tire

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256	19-Apr	1GCHG3586Y1207335	1200
-----	--------	-------------------	------

l failed rh front

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258	30-Oct	1GCHG3586Y1207568	15602
-----	--------	-------------------	-------

rh rear failure,lrh front failed
replaced 4

--	--	--	--

258	18-Jul	1GCHG3586Y1207568	9148
-----	--------	-------------------	------

rh rear failed,tread seperated

GM600 Att. H 8006

996

260	01/15/2001	LGCRG35RY1217493	
rh front serperated 4 replaced			

GM600 Att. H 8007

997



Richard J Gratz
03/12/2001 10:44 AM

To: Scott Bruske/US/GM/GMC@GM
cc: Brook A. Lindbert/US/GM/GMC@GM David L. Wood/US/GM/GMC@GM
Subject: Re: G25-35 Tire Separation

Scott:

Thanks for the thorough report. We have passed it on to BFS for investigation, and we will closely monitor their findings.

Just a comment about your statement in the last paragraph about the plant PAD. Tire pressure leaving the plant is usually NOT the operating tire pressure. Tire inflation pressure MUST be set to the tire placard at pre-delivery inspection, and our dealers are paid to do this. For a variety of reasons, PAD pressure will remain in the area of 40 psi.

Scott Bruske



Scott Bruske

03/09/2001 05:09 PM



To: Diana Sancya/US/GM/GMC@GM , Richard J Gratz/US/GM/GMC@GM
cc: Steve Bartolone/US/GM/GMC@GM , John S. Moran/US/GM/GMC@GM , George Wood/US/GM/GMC@GM
Subject: G25-35 Tire Separation



General Motors

Field Vehicle Inspection Report

Fleet Customer

Naumann – Hobbs Material Handling
Paul Hvizda
4336 South 43rd Place
Phoenix, AZ, 85040

Involved Models

2000 Chevrolet Express Vans
2500 – 3500 Series
CG31705 – CG31405

On 28 February I contacted Naumann – Hobbs Material Handling at the request of Walt Koop from Midway Chevrolet in Phoenix regarding expressed tire concerns experienced by the customer. Following is a recap of the meeting. Additional detail was requested and will follow.

Naumann – Hobbs Material Handling specializes in the supply, distribution, service and maintenance of material handling equipment. For this operation they utilize ¾ ton and 1 ton Chevrolet Express vans, the majority of which are equipped with an Adrian Steel bin configuration as offered through Customer Choice. Some of the 1 tons are chop vans with a Spartan box body. The fleet size is approximately 300 plus units. The average yearly purchase is roughly 50 – 60 units. Of the 300 plus units, roughly 60 percent are 1997 or newer.

6N688 Att. H 8088

998

At some point during 2000, the customer began experiencing tire tread separation on several of the units. The failures involve Firestone LT245/75R16 tires. The failure mode experienced has been in most cases that the entire tires tread separates from the tire casing. In numerous cases, the tires tread remains as one piece in the form of the tire, as does the tire casing that remains on the vehicle. In several cases the tire casing retains air after the tread surface has separated. In most cases, the remaining tread separated from the casing is in excess of 70 percent useful tread life.

Initially the customer replaced as necessary the affected tires and pursued remediation through the local Firestone dealer. In each case the Firestone dealer hypothesized each failure as either an overload of the vehicle or under inflation of the tire. Based on the tire dealers hypothesis, Naumann - Hobbs management initiated protocol in which the field technician (driver of the unit) would have the inflation pressure checked a minimum of once per month at one of two involved Firestone dealers.

Additionally, Naumann - Hobbs also randomly selected and weighed units in full laden (fieldwork ready) weight. Weights of the units are typically near but not exceeding published GVWR. For example, a 1 ton van with a GVWR of 8600 pounds was weighed in at 8160 pounds.

With increasing frequency of tire failures during 2000, the customer called Firestone directly. The customer retained failed tires totaling 67, at their facility until mid February 2001. These 67 tires do not represent the total amount of tires failed and/or replaced. Ron Snyder, R & D Field Engineer, Firestone Tire, arranged to have the failed tires shipped back to Firestone for analysis. The representative from Firestone is as follows:

Ron Snyder	Phone: 602-415-1465
Firestone Tire R & D Field Engineer	Fax: 602-415-1552
E-Mail: sniderron@BFUSA.com	VME: 800-681-6245 ID # 32639

The units accumulate on average around 8000 miles every six months. The units have the tires rotated every other oil change which in effect amounts to every 5000 miles. The field technicians are responsible for maintaining the units they drive. Every six months, the supervisor reviews the maintenance with the driver.

With the majority of failures occurring in the Phoenix metro area it might be easy to assume that ambient temperatures were a factor or at least partially caused the degradation. However, the months in which the majority of failures occurred, January, February, March, April May, were what would be considered the coolest part of the year where average temperatures are typically below 100 degrees Fahrenheit

On any given day Naumann - Hobbs routinely has approximately ninety trucks on the road. Considering the potential for failure based on previous incidents, the customer is genuinely concerned relative to the exposure they have. Due to the potential exposure, Naumann Hobbs has indicated they will not accept another GM Van with a Firestone Tire. Naumann - Hobbs has also indicated that they are not interested in entertaining additional costs associated with replacement tires on current or future vans.

NHMH has replaced all Firestone tires on all vans in the year 2000 over 140 tires. Quoting Paul Hvizda, Naumann - Hobbs Material Handling, " Naumann - Hobbs has made a long-term commitment to General Motors. I find that if we run Goodyear, Uniroyal and Michelin tires we've never had a failure of tread separation with the same maintenance. With the handful of extreme failures and what it takes to get a van under control at hi speed it was necessary to make this move. The technicians were actually scared to operate the vans".

Please review the attached VINs and failure mileage. If engineering is aware of this concern we need to direct them to the aforementioned Firestone Tire rep for failed material. In either case, we need a recommendation on how to proceed with the complaint. If the plant PAD calls for 45-psi inflation as opposed to 65 -psi my layman's opinion is that it needs to be addressed. Typically 2500 - 3500 series units are utilized for commercial applications, which almost always is associated with a load.

GM680 Att. H 8889

983

Please address specific questions regarding this issue to one of the following:

Scott W. Bruske
 Fleet Account Executive, Service
 General Motors Corporation

E-Mail: scott.bruske@gm.com
 VME: 800-248-5607 Box: 58541
 Fax: 623-465-5472
 Office: 623-465-5394 Box: 58541
 Pager: 800-329-3967
 Cel: 602-885-2229
 Node: 8050958541

Paul Hvizda
 Field Service Manager
 Naumann - Hobbs Material Handling

paul.hvizda@nhmh.com
 602-296-2026
 602-437-1396

Ron Snyder
 R & D Field Engineer
 Firestone Tire

snideron@BFUSA.com
 602-415-1485
 602-415-1552

Vehicle #	Date	VIN #	Mileage	Failure desc
210	11-Sep	1GCDM19W9VB222177	51444	rh rear failed,unit tow,shroud da
223	06-Jul	1GCHG35R9X1003443	31650	lh rear blow out no damage,4 tir
224	10-Jul	1GCHG35RXX1045037	33950	lh rear ,shroud damage,1 tire rep
225	08-Jun	1GCHG35R7X1044105	23460	rh rear ,no damage, 1 tire
228	26-Jun	1GCHG35R5X1096428	28449	lh rear ,no damage,1 tire
256	19-Apr	1GCHG35RY1207335	1200	1 failed rh front
258	30-Oct	1GCHG35R6Y1207568	15602	rh rear failure,1rh front failed rep
258	18-Jul	1GCHG35R6Y1207568	9148	rh rear failed,tread seperated
260	01/15/2001	1GCHG35RY1217495		rh front serperated 4 replaced

GM600 Att. H 8810

0001



Brook A. Lindbert
03/12/2001 08:06 AM

To: David L. Wood/US/GM/GMC, Herbert K Mueller/US/GM/GMC@GM
cc: William J. Kemp/US/GM/GMC@GM
Subject: RE: G25-35 Tire Separation

Note that Mike has energized the troops on this one. As well, GMM is OK with us getting the team energized to root cause this one.

----- Forwarded by Brook A. Lindbert/US/GM/GMC on 03/12/2001 08:05 AM -----



"Martini, Mike" <MartinMike@bfusa.com> on 03/12/2001 07:55:30 AM

To: Brook A. Lindbert/US/GM/GMC@GM
cc:
Subject: RE: G25-35 Tire Separation

Brook...I have sent this on a will report back ASAP.

-----Original Message-----

From: brook.a.lindbert@gm.com [mailto:brook.a.lindbert@gm.com]
Sent: Monday, March 12, 2001 7:04 AM
To: david.l.wood@gm.com; martinimike@bfusa.com
Cc: robert.fluck@gm.com; herbert.k.mueller@gm.com; lori.cunning@gm.com;
ricardo.guerrero@gm.com; bill.beaumont@gm.com
Subject: G25-35 Tire Separation

Lets get into this as this report has way-too many tire incidents. There must be some root cause. Mike, can you get a rep. out to this site with your best investigative skills to determine what is going on here? Ricardo, I hope you don't think I'm too involved here, but if you agree, we may be able to more ably assist on this one with US BFS contacts.

Brook

----- Forwarded by Brook A. Lindbert/US/GM/GMC on
03/12/2001
06:59 AM -----

Robert Fluck
03/12/2001 05:40 AM

To: Herbert K Mueller/US/GM/GMC@GM
cc: Brook A. Lindbert/US/GM/GMC@GM, Lori Cunning/US/GM/GMC@GM, Ricardo Guerrero/MX/GM/GMC
Subject: G25-35 Tire Separation

Kerb
FYI and Followup.
This is the first report I have seen on this.
Bob

GM608 Att. N 8011

1001

----- Forwarded by Robert Fluck/US/GM/GMC on 03/12/2001
05:37
AM

Scott Bruske
03/09/2001 05:09 PM

To: Diana Sancya/US/GM/GMC@GM , Richard J. Graetz/US/GM/GMC@GM
cc: Steve Barcelona/US/GM/GMC@GM , John S. Moran/US/GM/GMC@GM , George
Wood/US/GM/GMC@GM (bcc: Robert Fluck/US/GM/GMC;
Subject: G25-35 Tire Separation

(Embedded image moved to file: pic03302.pcx)
Field Vehicle Inspection Report

Fleet Customer
Naumann ? Hobbs Material Handling
Paul Hvizda
4336 South 43rd Place
Phoenix, AZ, 85040

Involved Models
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2500 ? 3500 Series
CG31705 ? CG31405

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Naumann ? Hobbs Material Handling specializes in the supply, distribution, service and maintenance of material handling equipment. For this operation they utilize 1/2 ton and 1 ton Chevrolet Express vans, the majority of which are equipped with an Adrian Steel bin configuration as offered through Customer Choice. Some of the 1 tons are chop vans with a Spartan box body. The fleet size is approximately 300 plus units. The average yearly purchase is roughly 50 ? 60 units. Of the 300 plus units, roughly 60 percent are 1997 or newer.

At some point during 2000, the customer began experiencing tire tread separation on several of the units. The failures involve Firestone LT245/75R16 tires. The failure mode experienced has been in most cases that the entire tire tread separates from the tire casing. In numerous cases, the tire tread remains as one piece in the form of the tire, as does the tire casing that remains on the vehicle. In several cases the tire casing retains air after the tread surface has separated. In most cases, the remaining tread separated from the casing is in excess of 70 percent useful tread life.

Initially the customer replaced as necessary the affected tires and pursued remediation through the local Firestone dealer. In each case the Firestone dealer hypothesized each failure as either an overload of the vehicle or under inflation of the tire. Based on the tire dealers hypothesis, Naumann ? Hobbs management initiated protocol in which the field technician (driver of the unit)

GM600 Att. H 8012

1002

would have the inflation pressure checked a minimum of once per month at one of two involved Firestone dealers.

Additionally, Naumann ? Hobbs also randomly selected and weighed units in full laden (fieldwork ready) weight. Weights of the units are typically near but not exceeding published GVWR. For example, a 1 ton van with a GVWR of 8600 pounds was weighed in at 8160 pounds.

With increasing frequency of tire failures during 2000, the customer called Firestone directly. The customer retained failed tires totaling 67, at their facility until mid February 2001. These 67 tires do not represent the total amount of tires failed and/or replaced. Ron Snyder, R & D Field Engineer, Firestone Tire, arranged to have the failed tires shipped back to Firestone for analysis. The representative from Firestone is as follows:

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Firestone Tire R & D Field Engineer	Fax:	602-415-1552
E-Mail snideron@BFUSA.com	VME:	800-681-6245 ID # 32639

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On any given day Naumann ? Hobbs routinely has approximately ninety trucks on the road. Considering the potential for failure based on previous incidents, the customer is genuinely concerned relative to the exposure they have. Due to the potential exposure, Naumann Hobbs has indicated they will not accept another GM Van with a Firestone Tire. Naumann ? Hobbs has also indicated that they are not interested in entertaining additional costs associated with replacement tires on current or future vans.

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GM688 Att. H 8813

1003

Please review the attached VINs and failure mileage. If engineering is aware of this concern we need to direct them to the aforementioned Firestone Tire rep for failed material. In either case, we need a recommendation on how to proceed with the complaint. If the plant PAD calls for 45-psi inflation as opposed to 65-psi my Jayman's opinion is that it needs to be addressed. Typically 2500 ? 3500 series units are utilized for commercial applications, which almost always is associated with a load.

Please address specific questions regarding this issue to one of the following:

Scott W. Bruske	Paul Hvizda	Ron Snyder
Fleet Account Executive, Service	Field Service Manager	R & D
Field Engineer		
General Motors Corporation	Neumann - Hobbs Material Handling	
Firestone		
Tire		

E-Mail:	scott.bruske@gm.com	paul.hvizda@nhmh.com
	sniderron@BFGSA.com	
VMS:	800-248-5507 Box: 58541	602-296-2026
602-415-1465		
	Fax: 623-485-5472	602-437-1386
602-415-1552		
	Office: 623-465-5394 Box: 59541	
	Pager: 800 323-3967	
	Cel: 602-885-2229	
Note:	8050958541	

Vehicle #	Date	VIN #	Mileage
Failure description			
210	11-Sep	LGCLM19W9VB222177	51444
rh rear failed, unit tow, shroud damage, 4 tires			

223	06-Jul	1GCHG35R9X1003443	31650
lb rear blow out, no damage, 4 tires			
224	16-Jul	1GCHG35RXX1045037	33550
lb rear ,shroud damage, 1 tire replaced			
225	00-Jun	1GCHG35R7X1044105	23460
rh rear ,no damage, 1 tire			
228	26-Jun	1GCHG35R3X1096428	28449

| lh rear ,no damage,1 tire

256	19-Apr	1GCHG33RY1207335	1200
-----	--------	------------------	------

| 1 failed in front

258	30-Oct	1GCHG35R6Y1207568	15602
-----	--------	-------------------	-------

| rh rear failure,1rh front failed
| replaced 4

258	18-Jul	1GCEG35R6Y1207568	9148
-----	--------	-------------------	------


| rh rear failed,tread seperated

--	--	--	--	--

260	01/15/2001	IGDUG35RY1217495	
rh front seperated & replaced			

60600 Att. H 0017


1007

 Brook A. Lindbert
03/12/2001 08:04 AM

To: David L. Wood/US/GM/GMC, Herbert K Mueller/US/GM/GMC@GM
cc:
Subject: G25-35 Tire Separation

Note GMM is OK with us pushing forward to resolution on this one.

----- Forwarded by Brook A. Lindbert/US/GM/GMC on 03/12/2001 08:04 AM -----


 Bill Beaumont
03/12/2001 07:58 AM

To: Rodolfo Carabaza/MX/GM/GMC@GM, Ricardo Guerrero/MX/GM/GMC@GM
cc: Brook A. Lindbert/US/GM/GMC@GM
Subject: G25-35 Tire Separation

Rudi/Ricardo - Please work closely with Brook's people on this, but suggest we take full advantage of their offer to take the lead on this assessment. They have the expertise in both technical and legal/customer interface (based on recent experiences), and we should take full advantage of learning in this area, as this type of issue is something that unfortunately may be with us for the longterm.

Thanks - Bill

----- Forwarded by Bill Beaumont/MX/GM/GMC on 03/12/2001 08:54 AM -----


 Brook A. Lindbert
03/12/2001 06:03 AM

To: David L. Wood/US/GM/GMC, martinimike@bfusa.com
cc: Robert Fluck/US/GM/GMC@GM, Herbert K Mueller/US/GM/GMC@GM, Lori Cumming/US/GM/GMC@GM,
Ricardo Guerrero/MX/GM/GMC@GM, Bill Beaumont/MX/GM/GMC@GM
Subject: G25-35 Tire Separation

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03/12/2001 05:40 AM

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cc: Brook A. Lindbert/US/GM/GMC@GM, Lori Cumming/US/GM/GMC@GM, Ricardo Guerrero/MX/GM/GMC
Subject: G25-35 Tire Separation

Herb

FYI and followup.

This is the first report I have seen on this.

Bob

6N600 Att - H 8N18

1008



Scott Bruske

03/09/2001 05:09 PM

To: Diana Sancya/US/GM/GMC@GM , Richard J Gratz/US/GM/GMC@GM
cc: Steve Bartolone/US/GM/GMC@GM , John S. Moran/US/GM/GMC@GM , George Wood/US/GM/GMC@GM (bcc: Robert Fluck/US/GM/GMC)
Subject: G25-35 Tire Separation



General Motors

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Paul Hvizda
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1009

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 Firestone Tire R & D Field Engineer
 E-Mail sniderron@BFUSA.com
 Phone: 602-415-1465
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F-Mail: scott.bruske@gm.com
 VME: 800-248-5507 Box: 58541
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Ron Snyder
 R & D Field Engineer
 Firestone Tire

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Vehicle #	Date	VIN #	Mileage	Failure desc
210	11-Sep	1GCDM19W9VB222177	51444	rh rear failed,unit tow,shroud da

GM600 Att. H 8820

1010

223	06-Jul	1GCHG35R9X1003443	31650	lh rear blow out no damage,4 ti
224	10-Jul	1GCHG35RXX1045037	33950	lh rear ,shroud damage,1 tire re;
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6N600 Att. H B021

1011

ATTACHMENT 1st

2101

**NHTSA PE00-046
GM-600**

Attachment "I"

INTENDED APPLICATION AND RECOMMENDED AIR PRESSURES

2001 MODEL

YEAR

Vehicle

Model Name

Vehicle Description

Tire Size

Type

Tire Line

Recommended Pressure

Front
psi

Rear
psi

C36453	185.5" W/B Extended Cab	LT215/85R16/E	OOR BW	GOODYEAR Wrangler AT/S	70	65
C36453	185.5" W/B Extended Cab	LT215/85R16/E	HWY BW	GOODYEAR Wrangler SR	70	65
C25906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
C25906	3/4 Ton Suburban	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
C25903	133.0" W/B Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
C25903	133.0" W/B Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
C25903	133.0" W/B Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
C25903	133.0" W/B Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
C25903	133.0" W/B Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
C25903	133.0" W/B Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
C25753	143.5" W/B Extended Cab Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
C25753	143.5" W/B Extended Cab Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
C25753	143.5" W/B Extended Cab Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	60	80
C25753	143.5" W/B Extended Cab Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	60	80
C25953	157.5" W/B Extended Cab Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	55	80
C25953	157.5" W/B Extended Cab Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	55	80
C25953	157.5" W/B Extended Cab Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	55	80
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C25953	157.5" W/B Extended Cab Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	60	80
C25743	143.5" W/B Extended Cab Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
C25743	143.5" W/B Extended Cab Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
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C25943	157.5" W/B Extended Cab Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	60	80
C15743	143.5" W/B Extended Cab Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
C15743	143.5" W/B Extended Cab Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
K35903	Pickup/ Chassis Cab Duals	LT215/85R16/E	OOR BW	GOODYEAR Wrangler AT/S	65	65
K35903	Pickup/ Chassis Cab Duals	LT215/85R16/E	HWY BW	GOODYEAR Wrangler SR	65	65
K35903	Pickup/ Chassis Cab Duals	LT215/85R16/E	OOR BW	GOODYEAR Wrangler AT/S	70	65
K35903	Pickup/ Chassis Cab Duals	LT215/85R16/E	HWY BW	GOODYEAR Wrangler SR	70	65
K35943	Extended Cab Pick-up/ Chassis Cab Duals	LT215/85R16/E	OOR BW	GOODYEAR Wrangler AT/S	70	65
K35943	Extended Cab Pick-up/ Chassis Cab Duals	LT215/85R16/E	HWY BW	GOODYEAR Wrangler SR	70	65
K35953	Extended Cab Pick-up/ Chassis Cab Duals	LT215/85R16/E	OOR BW	GOODYEAR Wrangler AT/S	70	65
K35953	Extended Cab Pick-up/ Chassis Cab Duals	LT215/85R16/E	HWY BW	GOODYEAR Wrangler SR	70	65

GENERAL AT 1 9001

Key: OOR BW= On, Off Road Black Wall ALS BW= All Season Black Wall HWY BW= Highway Black Wall ALS WS= All Season White Stripe

INTENDED APPLICATION AND RECOMMENDED AIR PRESSURES

Vehicle Model Name	Vehicle Description	Tire Size	Type	Tire Line	Recommended Pressure	
					Front psi	Rear psi
K36053	Extended Cab Pick-up/ Chassis Cab Duals	LT215/85R16/E	OOR BW	GOODYEAR Wrangler AT/S	70	65
K36053	Extended Cab Pick-up/ Chassis Cab Duals	LT215/85R16/E	HWY BW	GOODYEAR Wrangler SR	70	65
K36453	Extended Cab Pick-up/ Chassis Cab Duals	LT215/85R16/E	OOR BW	GOODYEAR Wrangler AT/S	70	65
K36453	Extended Cab Pick-up/ Chassis Cab Duals	LT215/85R16/E	HWY BW	GOODYEAR Wrangler SR	70	65
K25903	133.0" W/B Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	55	80
K25903	133.0" W/B Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	55	80
K25903	133.0" W/B Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	55	80
K25903	133.0" W/B Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	55	80
K25903	133.0" W/B Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	60	80
K25903	133.0" W/B Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	60	80
K25906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
K25906	3/4 Ton Suburban	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
K25753	Extended Cap Pickup (143.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
K25753	Extended Cap Pickup (143.5 W/B)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
K25753	Extended Cap Pickup (143.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	55	80
K25753	Extended Cap Pickup (143.5 W/B)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	55	80
K25753	Extended Cap Pickup (143.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	55	80
K25753	Extended Cap Pickup (143.5 W/B)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	55	80
K25753	Extended Cap Pickup (143.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	60	80
K25753	Extended Cap Pickup (143.5 W/B)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	60	80
K25953	Extended Cap Pickup (157.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	55	80
K25953	Extended Cap Pickup (157.5 W/B)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	55	80
K25953	Extended Cap Pickup (157.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	55	80
K25953	Extended Cap Pickup (157.5 W/B)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	55	80
K25953	Extended Cap Pickup (157.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	60	80
K25953	Extended Cap Pickup (157.5 W/B)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	60	80
K25743	Extended Cap Pickup (153.0 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	55	80
K25743	Extended Cap Pickup (153.0 W/B)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	55	80
K25743	Extended Cap Pickup (153.0 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	60	80
K25743	Extended Cap Pickup (153.0 W/B)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	60	80
K25943	Extended Cap Pickup (167.0 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	60	80
K25943	Extended Cap Pickup (167.0 W/B)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	60	80
K15743	143.5" W/B Extended Cab Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
K15743	143.5" W/B Extended Cab Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
G21405	135" WB - Cargo Van	LT225/75R16/E	ALS BW	MICHELIN LTX A/S	45	60
G21405	135" WB - Cargo Van	LT225/75R16/E	ALS BW	MICHELIN LTX A/S	50	80
G21405	135" WB - Cargo Van	LT225/75R16/E	ALS BW	MICHELIN LTX A/S	50	80
G21405	135" WB - Passenger Van	LT225/75R16/E	ALS BW	MICHELIN LTX A/S	50	80
G21405	135" WB - Passenger Van	LT225/75R16/E	ALS BW	MICHELIN LTX A/S	55	80
G21705	155" WB-Cargo Van	LT225/75R16/E	ALS BW	MICHELIN LTX A/S	45	60

Key: OOR BW= On, Off Road Black Wall ALS BW= All Season Black Wall HWY BW= Highway Black Wall ALS WS= All Season White Stripe

1015

G1600 Alt. 1 9002

INTENDED APPLICATION AND RECOMMENDED AIR PRESSURES

Vehicle Model Name	Vehicle Description	Tire Size	Type	Tire Line	Recommended Pressure	
					Front psi	Rear psi
G21705	155" WB-Cargo Van	LT225/75R16/E	ALS BW	MICHELIN LTX A/S	55	80
G21705	155" WB-Cargo Van	LT225/75R16/E	ALS BW	MICHELIN LTX A/S	60	80
G21706	155" WB - Passenger Van	LT225/75R16/E	ALS BW	MICHELIN LTX A/S	55	80
G21405	135" WB - Cargo Van	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	70
G21405	135" WB - Cargo Van	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	70
G21406	135" WB - Passenger Van	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	70
G21406	135" WB - Passenger Van	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	70
G31405	135" WB-Cargo Van	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
G31405	135" WB-Cargo Van	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
G31406	135" WB - Passenger Van	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
G31406	135" WB - Passenger Van	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
G31705	155" WB - Cargo Van	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
G31705	155" WB - Cargo Van	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
G31706	155" WB - Passenger Van	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
G31706	155" WB - Passenger Van	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
6KD69	Cadillac Limo (Deville)	LT235/60R16/E	ALS WS	GOODYEAR - Radial LS	80	80

2000 MODEL YEAR

C10906	1/2 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	80
C10906	1/2 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	80
C20743	155.5" WB Extended Cab Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	38	73
C20743	155.5" WB Extended Cab Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	38	73
C20743	155.5" WB Extended Cab Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	42	73
C20743	155.5" WB Extended Cab Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	42	73
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	80
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
C20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	80
C20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
C20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	80
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
C25906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80

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GM600 Att. 1 9803

INTENDED APPLICATION AND RECOMMENDED AIR PRESSURES

Vehicle Model Name	Vehicle Description	Tire Size	Type	Tire Line	Recommended Pressure	
					Front psi	Rear psi
C25906	3/4 Ton Suburban	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
C25903	133.0" W/B Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	80
C25903	133.0" W/B Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	45	80
C25903	133.0" W/B Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
C25903	133.0" W/B Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
C25903	133.0" W/B Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
C25903	133.0" W/B Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
C25753	143.5" W/B Extended Cab Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
C25753	143.5" W/B Extended Cab Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
C25953	157.5" W/B Extended Cab Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
C25953	157.5" W/B Extended Cab Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
C25953	157.5" W/B Extended Cab Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
C25953	157.5" W/B Extended Cab Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	45	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	OOR BW	GENERAL 550 TR	45	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	OOR BW	GENERAL 550 TR	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	OOR BW	GENERAL 550 TR	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	OOR BW	GENERAL 550 TR	50	80
K10906	1/2 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	45
K10906	1/2 Ton Suburban	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	45	45
K10906	1/2 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	50
K10906	1/2 Ton Suburban	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	45	50
K10906	1/2 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	45
K10906	1/2 Ton Suburban	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	45	45

Key: OOR BW= On, Off Road Black Wall ALS BW= All Season Black Wall HWY BW= Highway Black Wall ALS WS= All Season White Stripes

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GM600 Att. I 9004

INTENDED APPLICATION AND RECOMMENDED AIR PRESSURES

Vehicle Model Name	Vehicle Description	Tire Size	Type	Tire Line	Recommended Pressure	
					Front psi	Rear psi
K10906	1/2 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	50
K10906	1/2 Ton Suburban	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	45	50
K10906	1/2 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	60
K10906	1/2 Ton Suburban	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	45	60
K20743	Crew Cab/Short Box Pick-up (154.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	70
K20743	Crew Cab/Short Box Pick-up (154.5 W/B)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	45	70
K20743	Crew Cab/Short Box Pick-up (154.5 W/B)	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	70
K20743	Crew Cab/Short Box Pick-up (154.5 W/B)	LT245/75R16/E	OOR BW	GENERAL 550 TR	45	70
				GENERAL Ameri Trac LT		
K20743	Crew Cab/Short Box Pick-up (154.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	48	70
K20743	Crew Cab/Short Box Pick-up (154.5 W/B)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	48	70
K20743	Crew Cab/Short Box Pick-up (154.5 W/B)	LT245/75R16/E	ALS BW	GENERAL 550 AS	48	70
K20743	Crew Cab/Short Box Pick-up (154.5 W/B)	LT245/75R16/E	OOR BW	GENERAL 550 TR	48	70
				GENERAL Ameri Trac LT		
K20753	Extended Cap Pickup (141.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
K20753	Extended Cap Pickup (141.5 W/B)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
K20753	Extended Cap Pickup (141.5 W/B)	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
K20753	Extended Cap Pickup (141.5 W/B)	LT245/75R16/E	OOR BW	GENERAL 550 TR	50	80
				GENERAL Ameri Trac LT		
K20753	Extended Cap Pickup (141.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	55	80
K20753	Extended Cap Pickup (141.5 W/B)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	55	80
K20753	Extended Cap Pickup (141.5 W/B)	LT245/75R16/E	ALS BW	GENERAL 550 AS	55	80
K20753	Extended Cap Pickup (141.5 W/B)	LT245/75R16/E	OOR BW	GENERAL 550 TR	55	80
				GENERAL Ameri Trac LT		
K20903	131.5 W/B Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
K20903	131.5 W/B Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
K20903	131.5 W/B Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
K20903	131.5 W/B Pickup	LT245/75R16/E	OOR BW	GENERAL 550 TR	50	80
				GENERAL Ameri Trac LT		
K20903	131.5 W/B Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	55	80
K20903	131.5 W/B Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	55	80
K20903	131.5 W/B Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	55	80
K20903	131.5 W/B Pickup	LT245/75R16/E	OOR BW	GENERAL 550 TR	55	80
				GENERAL Ameri Trac LT		
K20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
K20906	3/4 Ton Suburban	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
K20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
K20906	3/4 Ton Suburban	LT245/75R16/E	OOR BW	GENERAL 550 TR	50	80
				GENERAL Ameri Trac LT		
K20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	55	80

1018

GM600 Att. 1 9005

INTENDED APPLICATION AND RECOMMENDED AIR PRESSURES

Vehicle Model Name	Vehicle Description	Tire Size	Type	Tire Line	Recommended Pressure	
					Front psi	Rear psi
K20906	3/4 Ton Suburban	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	55	80
K20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	GENERAL 550 AS	55	80
K20906	3/4 Ton Suburban	LT245/75R16/E	OOR BW	GENERAL 550 TR	55	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	OOR BW	GENERAL 550 TR	50	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	OOR BW	GENERAL Ameri Trac LT		
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	55	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	55	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	ALS BW	GENERAL 550 AS	55	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	OOR BW	GENERAL 550 TR	55	80
K25903	133.0" W/B Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
K25903	133.0" W/B Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
K25903	133.0" W/B Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	55	80
K25903	133.0" W/B Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	55	80
K25906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
K25906	3/4 Ton Suburban	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
K25753	Extended Cap Pickup (143.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
K25753	Extended Cap Pickup (143.5 W/B)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
K25753	Extended Cap Pickup (143.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	55	80
K25753	Extended Cap Pickup (143.5 W/B)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	55	80
K25953	Extended Cap Pickup (155.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
K25953	Extended Cap Pickup (155.5 W/B)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
K25953	Extended Cap Pickup (155.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	55	80
K25953	Extended Cap Pickup (155.5 W/B)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	55	80
K30903	Pickup/ Chassis Cab 131.5 W/B (sing & Duals)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
K30903	Pickup/ Chassis Cab 131.5 W/B (sing & Duals)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
K30903	Pickup/ Chassis Cab 131.5 W/B (sing & Duals)	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
K30903	Pickup/ Chassis Cab 131.5 W/B (sing & Duals)	LT245/75R16/E	OOR BW	GENERAL 550 TR	50	80
K30903	Pickup/ Chassis Cab 131.5 W/B (sing & Duals)	LT245/75R16/E	OOR BW	GENERAL Ameri Trac LT		
K30903	Pickup/ Chassis Cab 131.5 W/B (sing & Duals)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	55	80
K30903	Pickup/ Chassis Cab 131.5 W/B (sing & Duals)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	55	80
K30903	Pickup/ Chassis Cab 131.5 W/B (sing & Duals)	LT245/75R16/E	ALS BW	GENERAL 550 AS	55	80
K30903	Pickup/ Chassis Cab 131.5 W/B (sing & Duals)	LT245/75R16/E	OOR BW	GENERAL 550 TR	55	80
K30903	Pickup/ Chassis Cab 131.5 W/B (sing & Duals)	LT245/75R16/E	OOR BW	GENERAL Ameri Trac LT		
K30943	1 Ton Crew Cab/Bonus Cab Singles and Duals	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	55	80
K30943	1 Ton Crew Cab/Bonus Cab Singles and Duals	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	55	80

Key: OOR BW= On, Off Road Black Wall ALS BW= All Season Black Wall HWY BW= Highway Black Wall ALS WS= All Season White Stripes

1019

GM600 Att - 1 9006

INTENDED APPLICATION AND RECOMMENDED AIR PRESSURES

Vehicle Model Name	Vehicle Description	Tire Size	Type	Tire Line	Recommended Pressure	
					Front psi	Rear psi
K30943	1 Ton Crew Cab/Bonus Cab Singles and Duals	LT245/75R16/E	ALS BW	GENERAL 550 AS	55	80
K30943	1 Ton Crew Cab/Bonus Cab Singles and Duals	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	55	80
G21405	135" WB - Cargo Van	LT225/75R16/E	ALS BW	MICHELIN LTX A/S	45	80
G21405	135" WB - Cargo Van	LT225/75R16/E	ALS BW	MICHELIN LTX A/S	50	80
G21405	135" WB - Cargo Van	LT225/75R16/E	ALS BW	MICHELIN LTX A/S	50	80
G21406	135" WB - Passenger Van	LT225/75R16/E	ALS BW	MICHELIN LTX A/S	50	80
G21406	135" WB - Passenger Van	LT225/75R16/E	ALS BW	MICHELIN LTX A/S	55	80
G21705	155" WB-Cargo Van	LT225/75R16/E	ALS BW	MICHELIN LTX A/S	55	80
G21705	155" WB-Cargo Van	LT225/75R16/E	ALS BW	MICHELIN LTX A/S	60	80
G21706	155" WB - Passenger Van	LT225/75R16/E	ALS BW	MICHELIN LTX A/S	55	80
G31405	135" WB-Cargo Van	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
G31405	135" WB-Cargo Van	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
G31406	135" WB - Passenger Van	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
G31406	135" WB - Passenger Van	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
G31705	155" WB - Cargo Van	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
G31705	155" WB - Cargo Van	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
G31706	155" WB - Passenger Van	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
G31706	155" WB - Passenger Van	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
6KD69	Cadillac Limo (Deville)	LT235/60R16/E	ALS WS	GOODYEAR - Radial LS	80	80

1999 MODEL

YEAR

C10906	1/2 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	80
C10906	1/2 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	80
C20743	155.5" WB Extended Cab Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	38	73
C20743	155.5" WB Extended Cab Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	38	73
C20743	155.5" WB Extended Cab Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	42	73
C20743	155.5" WB Extended Cab Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	42	73
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	80
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
C20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	80
C20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
C20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	80

Key: OOR BW= On. Off Road Black Wall ALS BW= All Season Black Wall HWY BW= Highway Black Wall ALS WS= All Season White Stripe

1020

GM680 Att. 1 9807

INTENDED APPLICATION AND RECOMMENDED AIR PRESSURES

1021

Vehicle Model Name	Vehicle Description	Tire Size	Type	Tire Line	Recommended Pressure	
					Front psi	Rear psi
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltax R4S	50	80
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
C25906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltax R4S	50	80
C25906	3/4 Ton Suburban	LT245/75R16/E	OOR BW	FIRESTONE Steeltax A/T	50	80
C25903	133.0" W/B Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltax R4S	45	80
C25903	133.0" W/B Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltax A/T	45	80
C25903	133.0" W/B Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltax R4S	50	80
C25903	133.0" W/B Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltax A/T	50	80
C25903	133.0" W/B Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltax R4S	50	80
C25903	133.0" W/B Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltax A/T	50	80
C25753	143.5" W/B Extended Cab Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltax R4S	50	80
C25753	143.5" W/B Extended Cab Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltax A/T	50	80
C25953	157.5" W/B Extended Cab Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltax R4S	50	80
C25953	157.5" W/B Extended Cab Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltax A/T	50	80
C25953	157.5" W/B Extended Cab Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltax R4S	50	80
C25953	157.5" W/B Extended Cab Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltax A/T	50	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	ALS BW	FIRESTONE Steeltax R4S	45	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	OOR BW	FIRESTONE Steeltax A/T	45	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	OOR BW	GENERAL 550 TR	45	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	ALS BW	GENERAL Amerl Trac LT	50	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	OOR BW	FIRESTONE Steeltax R4S	50	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	ALS BW	FIRESTONE Steeltax A/T	50	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	OOR BW	GENERAL 550 AS	50	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	OOR BW	GENERAL 550 TR	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	ALS BW	GENERAL Amerl Trac LT	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	OOR BW	FIRESTONE Steeltax R4S	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	ALS BW	FIRESTONE Steeltax A/T	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	OOR BW	GENERAL 550 AS	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	OOR BW	GENERAL 550 TR	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	ALS BW	GENERAL Amerl Trac LT	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	OOR BW	FIRESTONE Steeltax R4S	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	ALS BW	FIRESTONE Steeltax A/T	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	OOR BW	GENERAL 550 TR	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	OOR BW	GENERAL Amerl Trac LT	50	80
K10906	1/2 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltax R4S	45	45
K10906	1/2 Ton Suburban	LT245/75R16/E	OOR BW	FIRESTONE Steeltax A/T	45	45

GM680 Att. 1 9088

Key: OOR BW= On, Off Road Black Wall ALS BW= All Season Black Wall HWY BW= Highway Black Wall ALS WS= All Season White Stripes

INTENDED APPLICATION AND RECOMMENDED AIR PRESSURES

1023

Vehicle Model Name	Vehicle Description	Tire Size	Type	Tire Line	Recommended Pressure	
					Front psi	Rear psi
K20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
K20906	3/4 Ton Suburban	LT245/75R16/E	OOD BW	GENERAL 550 TR GENERAL Ameri Trac LT	50	80
K20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	55	80
K20906	3/4 Ton Suburban	LT245/75R16/E	OOD BW	FIRESTONE Steeltex A/T	55	80
K20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	GENERAL 550 AS	55	80
K20906	3/4 Ton Suburban	LT245/75R16/E	OOD BW	GENERAL 550 TR GENERAL Ameri Trac LT	55	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	OOD BW	FIRESTONE Steeltex A/T	50	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	OOD BW	GENERAL 550 TR GENERAL Ameri Trac LT	50	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	55	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	OOD BW	FIRESTONE Steeltex A/T	55	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	ALS BW	GENERAL 550 AS	55	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	OOD BW	GENERAL 550 TR GENERAL Ameri Trac LT	55	80
K25903	133.0" W/B Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
K25903	133.0" W/B Pickup	LT245/75R16/E	OOD BW	FIRESTONE Steeltex A/T	50	80
K25903	133.0" W/B Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	55	80
K25903	133.0" W/B Pickup	LT245/75R16/E	OOD BW	FIRESTONE Steeltex A/T	55	80
K25906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
K25906	3/4 Ton Suburban	LT245/75R16/E	OOD BW	FIRESTONE Steeltex A/T	50	80
K25753	Extended Cap Pickup (143.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
K25753	Extended Cap Pickup (143.5 W/B)	LT245/75R16/E	OOD BW	FIRESTONE Steeltex A/T	50	80
K25753	Extended Cap Pickup (143.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	55	80
K25753	Extended Cap Pickup (143.5 W/B)	LT245/75R16/E	OOD BW	FIRESTONE Steeltex A/T	55	80
K25953	Extended Cap Pickup (155.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
K25953	Extended Cap Pickup (155.5 W/B)	LT245/75R16/E	OOD BW	FIRESTONE Steeltex A/T	50	80
K25953	Extended Cap Pickup (155.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	55	80
K25953	Extended Cap Pickup (155.5 W/B)	LT245/75R16/E	OOD BW	FIRESTONE Steeltex A/T	55	80
K30903	Pickup/ Chassis Cab 131.5 W/B (sing & Duals)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
K30903	Pickup/ Chassis Cab 131.5 W/B (sing & Duals)	LT245/75R16/E	OOD BW	FIRESTONE Steeltex A/T	50	80
K30903	Pickup/ Chassis Cab 131.5 W/B (sing & Duals)	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
K30903	Pickup/ Chassis Cab 131.5 W/B (sing & Duals)	LT245/75R16/E	OOD BW	GENERAL 550 TR GENERAL Ameri Trac LT	50	80
K30903	Pickup/ Chassis Cab 131.5 W/B (sing & Duals)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	55	80
K30903	Pickup/ Chassis Cab 131.5 W/B (sing & Duals)	LT245/75R16/E	OOD BW	FIRESTONE Steeltex A/T	55	80
K30903	Pickup/ Chassis Cab 131.5 W/B (sing & Duals)	LT245/75R16/E	ALS BW	GENERAL 550 AS	55	80

GM600 Att. I 9010

Key: OOR BW= On, Off Road Black Wall ALS BW= All Season Black Wall HWY BW= Highway Black Wall ALS WS= All Season White Stripe

INTENDED APPLICATION AND RECOMMENDED AIR PRESSURES

Vehicle Model Name	Vehicle Description	Tire Size	Type	Tire Line	Recommended Pressure	
					Front psi	Rear psi
K30903	Pickup/ Chassis Cab 131.5 W/B (sing & Duals)	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	55	80
K30943	1 Ton Crew Cab/Bonus Cab Singles and Duals	LT245/75R16/E	ALS BW	FIRESTONE Steeltax R4S	55	80
K30943	1 Ton Crew Cab/Bonus Cab Singles and Duals	LT245/75R16/E	OOR BW	FIRESTONE Steeltax A/T	55	80
K30943	1 Ton Crew Cab/Bonus Cab Singles and Duals	LT245/75R16/E	ALS BW	GENERAL 550 AS	55	80
K30943	1 Ton Crew Cab/Bonus Cab Singles and Duals	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	55	80
G21405	135" WB - Cargo Van	LT225/75R16/E	ALS BW	MICHELIN LTX A/S	45	60
G21405	135" WB - Cargo Van	LT225/75R16/E	ALS BW	MICHELIN LTX A/S	50	80
G21405	135" WB - Cargo Van	LT225/75R16/E	ALS BW	MICHELIN LTX A/S	50	80
G21406	135" WB - Passenger Van	LT225/75R16/E	ALS BW	MICHELIN LTX A/S	50	80
G21406	135" WB - Passenger Van	LT225/75R16/E	ALS BW	MICHELIN LTX A/S	55	80
G21705	155" WB-Cargo Van	LT225/75R16/E	ALS BW	MICHELIN LTX A/S	55	80
G21705	155" WB-Cargo Van	LT225/75R16/E	ALS BW	MICHELIN LTX A/S	80	80
G21706	155" WB - Passenger Van	LT225/75R16/E	ALS BW	MICHELIN LTX A/S	55	80
G31405	135" WB-Cargo Van	LT245/75R16/E	ALS BW	FIRESTONE Steeltax R4S	50	80
G31405	135" WB-Cargo Van	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
G31406	135" WB - Passenger Van	LT245/75R16/E	ALS BW	FIRESTONE Steeltax R4S	50	80
G31406	135" WB - Passenger Van	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
G31705	155" WB - Cargo Van	LT245/75R16/E	ALS BW	FIRESTONE Steeltax R4S	50	80
G31705	155" WB - Cargo Van	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
G31706	155" WB - Passenger Van	LT245/75R16/E	ALS BW	FIRESTONE Steeltax R4S	50	80
G31706	155" WB - Passenger Van	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80

1024

GM600 Att. 1 9811

1998 MODEL

YEAR	Vehicle Description	Tire Size	Type	Tire Line	Front psi	Rear psi
C10906	1/2 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltax R4S	45	80
C10906	1/2 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltax R4S	45	80
C20743	155.5" WB Extended Cab Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltax R4S	38	73
C20743	155.5" WB Extended Cab Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	38	73
C20743	155.5" WB Extended Cab Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltax R4S	42	73
C20743	155.5" WB Extended Cab Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	42	73
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltax R4S	45	80
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltax R4S	50	80
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80

Key: OOR BW= On, Off Road Black Wall ALS BW= All Season Black Wall HWY BW= Highway Black Wall ALS WS= All Season White Stripe

1025

INTENDED APPLICATION AND RECOMMENDED AIR PRESSURES

Vehicle Model Name	Vehicle Description	Tire Size	Type	Tire Line	Recommended Pressure	
					Front psi	Rear psi
C20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	80
C20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
C20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	80
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
C25906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
C25906	3/4 Ton Suburban	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
C25903	133.0" W/B Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	80
C25903	133.0" W/B Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	45	80
C25903	133.0" W/B Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
C25903	133.0" W/B Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
C25903	133.0" W/B Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
C25903	133.0" W/B Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
C25753	143.5" W/B Extended Cab Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
C25753	143.5" W/B Extended Cab Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
C25953	157.5" W/B Extended Cab Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
C25953	157.5" W/B Extended Cab Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
C25953	157.5" W/B Extended Cab Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
C25953	157.5" W/B Extended Cab Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	45	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	OOR BW	GENERAL 550 TR	45	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	OOR BW	GENERAL 550 TR	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	OOR BW	GENERAL 550 TR	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	ALS BW	GENERAL Ameri Trac LT		
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	OOR BW	GENERAL 550 TR	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	ALS BW	GENERAL Ameri Trac LT		

GM588 Att. 1 9012

Key: OOR BW= On, Off Road Black Wall ALS BW= All Season Black Wall HWY BW= Highway Black Wall ALS WS= All Season White Stripe

INTENDED APPLICATION AND RECOMMENDED AIR PRESSURES

Vehicle Model Name	Vehicle Description	Tire Size	Type	Tire Line	Recommended Pressure	
					Front psi	Rear psi
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	50	80
K10906	1/2 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	45
K10906	1/2 Ton Suburban	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	45	45
K10900	1/2 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	50
K10906	1/2 Ton Suburban	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	45	50
K10906	1/2 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	45
K10906	1/2 Ton Suburban	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	45	45
K10906	1/2 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	50
K10906	1/2 Ton Suburban	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	45	50
K10906	1/2 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	60
K10906	1/2 Ton Suburban	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	45	60
K20743	Crew Cab/Short Box Pick-up (154.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	70
K20743	Crew Cab/Short Box Pick-up (154.5 W/B)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	45	70
K20743	Crew Cab/Short Box Pick-up (154.5 W/B)	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	70
K20743	Crew Cab/Short Box Pick-up (154.5 W/B)	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	45	70
K20743	Crew Cab/Short Box Pick-up (154.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	48	70
K20743	Crew Cab/Short Box Pick-up (154.5 W/B)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	48	70
K20743	Crew Cab/Short Box Pick-up (154.5 W/B)	LT245/75R16/E	ALS BW	GENERAL 550 AS	48	70
K20743	Crew Cab/Short Box Pick-up (154.5 W/B)	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	48	70
K20753	Extended Cap Pickup (141.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
K20753	Extended Cap Pickup (141.5 W/B)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
K20753	Extended Cap Pickup (141.5 W/B)	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
K20753	Extended Cap Pickup (141.5 W/B)	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	50	80
K20753	Extended Cap Pickup (141.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	55	80
K20753	Extended Cap Pickup (141.5 W/B)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	55	80
K20753	Extended Cap Pickup (141.5 W/B)	LT245/75R16/E	ALS BW	GENERAL 550 AS	55	80
K20753	Extended Cap Pickup (141.5 W/B)	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	55	80
K20903	131.5 W/B Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
K20903	131.5 W/B Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
K20903	131.5 W/B Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
K20903	131.5 W/B Pickup	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	50	80
K20903	131.5 W/B Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	55	80
K20903	131.5 W/B Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	55	80

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INTENDED APPLICATION AND RECOMMENDED AIR PRESSURES

Vehicle Model Name	Vehicle Description	Tire Size	Type	Tire Line	Recommended Pressure	
					Front psi	Rear psi
K20903	131.5 W/B Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	55	80
K20903	131.5 W/B Pickup	LT245/75R16/E	OOR BW	GENERAL 550 TR	55	80
K20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	GENERAL Amerl Trac LT	50	80
K20906	3/4 Ton Suburban	LT245/75R16/E	OOR BW	FIRESTONE Steeltex R4S	50	80
K20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex A/T	50	80
K20906	3/4 Ton Suburban	LT245/75R16/E	OOR BW	GENERAL 550 AS	50	80
K20906	3/4 Ton Suburban	LT245/75R16/E	OOR BW	GENERAL 550 TR	50	80
K20906	3/4 Ton Suburban	LT245/75R16/E	OOR BW	GENERAL Amerl Trac LT	50	80
K20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	55	80
K20906	3/4 Ton Suburban	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	55	80
K20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	GENERAL 550 AS	55	80
K20906	3/4 Ton Suburban	LT245/75R16/E	OOR BW	GENERAL 550 TR	55	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	ALS BW	GENERAL Amerl Trac LT	50	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex R4S	50	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex A/T	50	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	OOR BW	GENERAL 550 AS	50	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	OOR BW	GENERAL 550 TR	50	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	OOR BW	GENERAL Amerl Trac LT	50	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	55	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	55	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	ALS BW	GENERAL 550 AS	55	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	OOR BW	GENERAL 550 TR	55	80
K25903	133.0" W/B Pickup	LT245/75R16/E	OOR BW	GENERAL Amerl Trac LT	50	80
K25903	133.0" W/B Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
K25903	133.0" W/B Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
K25903	133.0" W/B Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	55	80
K25906	3/4 Ton Suburban	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	55	80
K25906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
K25906	3/4 Ton Suburban	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
K25753	Extended Cap Pickup (143.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
K25753	Extended Cap Pickup (143.5 W/B)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
K25753	Extended Cap Pickup (143.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	55	80
K25753	Extended Cap Pickup (143.5 W/B)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	55	80
K25953	Extended Cap Pickup (155.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
K25953	Extended Cap Pickup (155.5 W/B)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
K25953	Extended Cap Pickup (155.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	55	80
K25953	Extended Cap Pickup (155.5 W/B)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	55	80
K30903	Pickup/ Chassis Cab 131.5 W/B (sing & Duals)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
K30903	Pickup/ Chassis Cab 131.5 W/B (sing & Duals)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
K30903	Pickup/ Chassis Cab 131.5 W/B (sing & Duals)	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80

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Key: OOR BW= On, Off Road Black Wall ALS BW= All Season Black Wall HWY BW= Highway Black Wall ALS WS= All Season White Stripe

INTENDED APPLICATION AND RECOMMENDED AIR PRESSURES

Vehicle Model Name	Vehicle Description	Tire Size	Type	Tire Line	Recommended Pressure	
					Front psi	Rear psi
K30903	Pickup/ Chassis Cab 131.5 W/B (sing & Duals)	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	50	80
K30903	Pickup/ Chassis Cab 131.5 W/B (sing & Duals)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	55	80
K30903	Pickup/ Chassis Cab 131.5 W/B (sing & Duals)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	55	80
K30903	Pickup/ Chassis Cab 131.5 W/B (sing & Duals)	LT245/75R16/E	ALS BW	GENERAL 550 AS	55	80
K30903	Pickup/ Chassis Cab 131.5 W/B (sing & Duals)	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	55	80
K30943	1 Ton Crew Cab/Bonus Cab Singles and Duals	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	55	80
K30943	1 Ton Crew Cab/Bonus Cab Singles and Duals	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	55	80
K30943	1 Ton Crew Cab/Bonus Cab Singles and Duals	LT245/75R16/E	ALS BW	GENERAL 550 AS	55	80
K30943	1 Ton Crew Cab/Bonus Cab Singles and Duals	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	55	80
G21405	135" WB - Cargo Van	LT225/75R16/E	ALS BW	MICHELIN LTX A/S	45	60
G21405	135" WB - Cargo Van	LT225/75R16/E	ALS BW	MICHELIN LTX A/S	50	80
G21405	135" WB - Cargo Van	LT225/75R16/E	ALS BW	MICHELIN LTX A/S	50	80
G21406	135" WB - Passenger Van	LT225/75R16/E	ALS BW	MICHELIN LTX A/S	50	80
G21406	135" WB - Passenger Van	LT225/75R16/E	ALS BW	MICHELIN LTX A/S	55	80
G21705	155" WB-Cargo Van	LT225/75R16/E	ALS BW	MICHELIN LTX A/S	55	80
G21705	155" WB-Cargo Van	LT225/75R16/E	ALS BW	MICHELIN LTX A/S	60	80
G21706	155" WB - Passenger Van	LT225/75R16/E	ALS BW	MICHELIN LTX A/S	55	80
G31405	135" WB-Cargo Van	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
G31405	135" WB-Cargo Van	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
G31406	135" WB - Passenger Van	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
G31406	135" WB - Passenger Van	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
G31705	155" WB - Cargo Van	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
G31705	155" WB - Cargo Van	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
G31706	155" WB - Passenger Van	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
G31706	155" WB - Passenger Van	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80

1997 MODEL

YEAR	Vehicle Description	Tire Size	Type	Tire Line	Front psi	Rear psi
C10906	1/2 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	80
C10906	1/2 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	80
C20743	155.5" WB Extended Cab Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	38	73
C20743	155.5" WB Extended Cab Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	38	73

Key: OOR BW= On, Off Road Black Wall ALS BW= All Season Black Wall HWY BW= Highway Black Wall ALS WS= All Season White Stripe

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INTENDED APPLICATION AND RECOMMENDED AIR PRESSURES

Vehicle Model Name	Vehicle Description	Tire Size	Type	Tire Line	Recommended Pressure	
					Front psi	Rear psi
C20743	155.5" WB Extended Cab Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	42	73
C20743	155.5" WB Extended Cab Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	42	73
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	80
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
C20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	80
C20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
C20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	80
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
C25906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
C25906	3/4 Ton Suburban	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
C25903	133.0" W/B Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	80
C25903	133.0" W/B Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	45	80
C25903	133.0" W/B Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
C25903	133.0" W/B Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
C25903	133.0" W/B Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
C25903	133.0" W/B Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
C25753	143.5" W/B Extended Cab Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
C25753	143.5" W/B Extended Cab Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
C25953	157.5" W/B Extended Cab Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
C25953	157.5" W/B Extended Cab Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
C25953	157.5" W/B Extended Cab Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
C25953	157.5" W/B Extended Cab Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	45	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	OOR BW	GENERAL 550 TR	45	80
				GENERAL Ameri Trac LT		
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	OOR BW	GENERAL 550 TR	50	80
				GENERAL Ameri Trac LT		
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80

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INTENDED APPLICATION AND RECOMMENDED AIR PRESSURES

Vehicle Model Name	Vehicle Description	Tire Size	Type	Tire Line	Recommended Pressure	
					Front psi	Rear psi
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	OOD BW	GENERAL 550 TR GENERAL Ameri Trac LT	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	OOD BW	FIRESTONE Steeltex A/T	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	OOD BW	GENERAL 550 TR GENERAL Ameri Trac LT	50	80
K10906	1/2 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	45
K10906	1/2 Ton Suburban	LT245/75R16/E	OOD BW	FIRESTONE Steeltex A/T	45	45
K10906	1/2 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	50
K10906	1/2 Ton Suburban	LT245/75R16/E	OOD BW	FIRESTONE Steeltex A/T	45	50
K10906	1/2 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	45
K10906	1/2 Ton Suburban	LT245/75R16/E	OOD BW	FIRESTONE Steeltex A/T	45	45
K10906	1/2 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	50
K10906	1/2 Ton Suburban	LT245/75R16/E	OOD BW	FIRESTONE Steeltex A/T	45	50
K10906	1/2 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	60
K10906	1/2 Ton Suburban	LT245/75R16/E	OOD BW	FIRESTONE Steeltex A/T	45	60
K20743	Crew Cab/Short Box Pick-up (154.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	70
K20743	Crew Cab/Short Box Pick-up (154.5 W/B)	LT245/75R16/E	OOD BW	FIRESTONE Steeltex A/T	45	70
K20743	Crew Cab/Short Box Pick-up (154.5 W/B)	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	70
K20743	Crew Cab/Short Box Pick-up (154.5 W/B)	LT245/75R16/E	OOD BW	GENERAL 550 TR GENERAL Ameri Trac LT	45	70
K20743	Crew Cab/Short Box Pick-up (154.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	48	70
K20743	Crew Cab/Short Box Pick-up (154.5 W/B)	LT245/75R16/E	OOD BW	FIRESTONE Steeltex A/T	48	70
K20743	Crew Cab/Short Box Pick-up (154.5 W/B)	LT245/75R16/E	ALS BW	GENERAL 550 AS	48	70
K20743	Crew Cab/Short Box Pick-up (154.5 W/B)	LT245/75R16/E	OOD BW	GENERAL 550 TR GENERAL Ameri Trac LT	48	70
K20753	Extended Cap Pickup (141.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
K20753	Extended Cap Pickup (141.5 W/B)	LT245/75R16/E	OOD BW	FIRESTONE Steeltex A/T	50	80
K20753	Extended Cap Pickup (141.5 W/B)	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
K20753	Extended Cap Pickup (141.5 W/B)	LT245/75R16/E	OOD BW	GENERAL 550 TR GENERAL Ameri Trac LT	50	80
K20753	Extended Cap Pickup (141.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	55	80
K20753	Extended Cap Pickup (141.5 W/B)	LT245/75R16/E	OOD BW	FIRESTONE Steeltex A/T	55	80
K20753	Extended Cap Pickup (141.5 W/B)	LT245/75R16/E	ALS BW	GENERAL 550 AS	55	80
K20753	Extended Cap Pickup (141.5 W/B)	LT245/75R16/E	OOD BW	GENERAL 550 TR GENERAL Ameri Trac LT	55	80
K20903	131.5 W/B Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80

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INTENDED APPLICATION AND RECOMMENDED AIR PRESSURES

Vehicle Model Name	Vehicle Description	Tire Size	Type	Tire Line	Recommended Pressure	
					Front psi	Rear psi
K20903	131.5 W/B Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
K20903	131.5 W/B Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
K20903	131.5 W/B Pickup	LT245/75R16/E	OOR BW	GENERAL 550 TR	50	80
				GENERAL Ameri Trac LT		
K20903	131.5 W/B Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	55	80
K20903	131.5 W/B Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	55	80
K20903	131.5 W/B Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	55	80
K20903	131.5 W/B Pickup	LT245/75R16/E	OOR BW	GENERAL 550 TR	55	80
				GENERAL Ameri Trac LT		
K20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
K20906	3/4 Ton Suburban	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
K20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
K20906	3/4 Ton Suburban	LT245/75R16/E	OOR BW	GENERAL 550 TR	50	80
				GENERAL Ameri Trac LT		
K20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	55	80
K20906	3/4 Ton Suburban	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	55	80
K20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	GENERAL 550 AS	55	80
K20906	3/4 Ton Suburban	LT245/75R16/E	OOR BW	GENERAL 550 TR	55	80
				GENERAL Ameri Trac LT		
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	OOR BW	GENERAL 550 TR	50	80
				GENERAL Ameri Trac LT		
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	55	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	55	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	ALS BW	GENERAL 550 AS	55	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	OOR BW	GENERAL 550 TR	55	80
				GENERAL Ameri Trac LT		
K25903	133.0" W/B Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
K25903	133.0" W/B Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
K25903	133.0" W/B Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	55	80
K25903	133.0" W/B Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	55	80
K25906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
K25906	3/4 Ton Suburban	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
K25753	Extended Cap Pickup (143.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
K25753	Extended Cap Pickup (143.5 W/B)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
K25753	Extended Cap Pickup (143.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	55	80
K25753	Extended Cap Pickup (143.5 W/B)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	55	80
K25953	Extended Cap Pickup (155.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80

GM1600 Att. I 9018

INTENDED APPLICATION AND RECOMMENDED AIR PRESSURES

Vehicle Model Name	Vehicle Description	Tire Size	Type	Tire Line	Recommended Pressure	
					Front psi	Rear psi
K25953	Extended Cap Pickup (155.5 W/B)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
K25953	Extended Cap Pickup (155.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	55	80
K25953	Extended Cap Pickup (155.5 W/B)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	55	80
K30903	Pickup/ Chassis Cab 131.5 W/B (sing & Duals)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
K30903	Pickup/ Chassis Cab 131.5 W/B (sing & Duals)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
K30903	Pickup/ Chassis Cab 131.5 W/B (sing & Duals)	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
K30903	Pickup/ Chassis Cab 131.5 W/B (sing & Duals)	LT245/75R16/E	OOR BW	GENERAL 550 TR	50	80
K30903	Pickup/ Chassis Cab 131.5 W/B (sing & Duals)	LT245/75R16/E	ALS BW	GENERAL Ameri Trac LT	55	80
K30903	Pickup/ Chassis Cab 131.5 W/B (sing & Duals)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	55	80
K30903	Pickup/ Chassis Cab 131.5 W/B (sing & Duals)	LT245/75R16/E	ALS BW	GENERAL 550 AS	55	80
K30903	Pickup/ Chassis Cab 131.5 W/B (sing & Duals)	LT245/75R16/E	OOR BW	GENERAL 550 TR	55	80
K30943	1 Ton Crew Cab/Bonus Cab Singles and Duals	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	55	80
K30943	1 Ton Crew Cab/Bonus Cab Singles and Duals	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	55	80
K30943	1 Ton Crew Cab/Bonus Cab Singles and Duals	LT245/75R16/E	ALS BW	GENERAL 550 AS	55	80
K30943	1 Ton Crew Cab/Bonus Cab Singles and Duals	LT245/75R16/E	OOR BW	GENERAL 550 TR	55	80
G21405	135" WB - Cargo Van	LT225/75R16/E	ALS BW	MICHELIN LTX A/S	45	60
G21405	135" WB - Cargo Van	LT225/75R16/E	ALS BW	MICHELIN LTX A/S	50	80
G21405	135" WB - Cargo Van	LT225/75R16/E	ALS BW	MICHELIN LTX A/S	50	80
G21406	135" WB - Passenger Van	LT225/75R16/E	ALS BW	MICHELIN LTX A/S	50	80
G21406	135" WB - Passenger Van	LT225/75R16/E	ALS BW	MICHELIN LTX A/S	55	80
G21705	155" WB-Cargo Van	LT225/75R16/E	ALS BW	MICHELIN LTX A/S	55	80
G21705	155" WB-Cargo Van	LT225/75R16/E	ALS BW	MICHELIN LTX A/S	60	80
G21706	155" WB - Passenger Van	LT225/75R16/E	ALS BW	MICHELIN LTX A/S	55	80
G31405	135" WB-Cargo Van	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
G31405	135" WB-Cargo Van	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
G31406	135" WB - Passenger Van	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
G31406	135" WB - Passenger Van	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
G31705	155" WB - Cargo Van	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
G31705	155" WB - Cargo Van	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
G31706	155" WB - Passenger Van	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
G31706	155" WB - Passenger Van	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80

1032

16RB Att - I 9819

INTENDED APPLICATION AND RECOMMENDED AIR PRESSURES

Vehicle Model Name	Vehicle Description	Tire Size	Type	Tire Line	Recommended Pressure	
					Front psi	Rear psi
1996 MODEL YEAR						
C10906	1/2 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	80
C10906	1/2 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	80
C20743	155.5" WB Extended Cab Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	38	73
C20743	155.5" WB Extended Cab Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	38	73
C20743	155.5" WB Extended Cab Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	42	73
C20743	155.5" WB Extended Cab Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	42	73
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	80
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
C20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	80
C20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
C20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	80
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
C25906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
C25906	3/4 Ton Suburban	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
C25903	133.0" W/B Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	80
C25903	133.0" W/B Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	45	80
C25903	133.0" W/B Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
C25903	133.0" W/B Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
C25903	133.0" W/B Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
C25903	133.0" W/B Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
C25753	143.5" W/B Extended Cab Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
C25753	143.5" W/B Extended Cab Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
C25953	157.5" W/B Extended Cab Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
C25953	157.5" W/B Extended Cab Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
C25953	157.5" W/B Extended Cab Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
C25953	157.5" W/B Extended Cab Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	45	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	OOR BW	GENERAL 550 TR	45	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	ALS BW	GENERAL Ameri Trac LT	45	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80

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GM508 Att. I 9828

INTENDED APPLICATION AND RECOMMENDED AIR PRESSURES

Vehicle Model Name	Vehicle Description	Tire Size	Type	Tire Line	Recommended Pressure	
					Front psi	Rear psi
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	OOD BW	FIRESTONE Steeltex A/T	50	60
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	OOD BW	GENERAL 550 TR	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	OOD BW	FIRESTONE Steeltex A/T	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	OOD BW	GENERAL 550 TR	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	ALS BW	GENERAL Ameri Trac LT	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	OOD BW	FIRESTONE Steeltex A/T	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	OOD BW	GENERAL 550 TR	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	OOD BW	GENERAL Ameri Trac LT	50	80
K10906	1/2 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	45
K10906	1/2 Ton Suburban	LT245/75R16/E	OOD BW	FIRESTONE Steeltex A/T	45	45
K10906	1/2 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	50
K10906	1/2 Ton Suburban	LT245/75R16/E	OOD BW	FIRESTONE Steeltex A/T	45	50
K10906	1/2 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	45
K10906	1/2 Ton Suburban	LT245/75R16/E	OOD BW	FIRESTONE Steeltex A/T	45	45
K10906	1/2 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	50
K10906	1/2 Ton Suburban	LT245/75R16/E	OOD BW	FIRESTONE Steeltex A/T	45	50
K10906	1/2 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	60
K10906	1/2 Ton Suburban	LT245/75R16/E	OOD BW	FIRESTONE Steeltex A/T	45	60
K10906	1/2 Ton Suburban	LT245/75R16/E	OOD BW	FIRESTONE Steeltex A/T	45	70
K20743	Crew Cab/Short Box Pick-up (154.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	70
K20743	Crew Cab/Short Box Pick-up (154.5 W/B)	LT245/75R16/E	OOD BW	FIRESTONE Steeltex A/T	45	70
K20743	Crew Cab/Short Box Pick-up (154.5 W/B)	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	70
K20743	Crew Cab/Short Box Pick-up (154.5 W/B)	LT245/75R16/E	OOD BW	GENERAL 550 TR	45	70
K20743	Crew Cab/Short Box Pick-up (154.5 W/B)	LT245/75R16/E	OOD BW	GENERAL Ameri Trac LT	45	70
K20743	Crew Cab/Short Box Pick-up (154.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	48	70
K20743	Crew Cab/Short Box Pick-up (154.5 W/B)	LT245/75R16/E	OOD BW	FIRESTONE Steeltex A/T	48	70
K20743	Crew Cab/Short Box Pick-up (154.5 W/B)	LT245/75R16/E	ALS BW	GENERAL 550 AS	48	70
K20743	Crew Cab/Short Box Pick-up (154.5 W/B)	LT245/75R16/E	OOD BW	GENERAL 550 TR	48	70
K20743	Crew Cab/Short Box Pick-up (154.5 W/B)	LT245/75R16/E	OOD BW	GENERAL Ameri Trac LT	48	70
K20753	Extended Cap Pickup (141.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
K20753	Extended Cap Pickup (141.5 W/B)	LT245/75R16/E	OOD BW	FIRESTONE Steeltex A/T	50	80
K20753	Extended Cap Pickup (141.5 W/B)	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
K20753	Extended Cap Pickup (141.5 W/B)	LT245/75R16/E	OOD BW	GENERAL 550 TR	50	80
K20753	Extended Cap Pickup (141.5 W/B)	LT245/75R16/E	OOD BW	GENERAL Ameri Trac LT	50	80

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GM600 Att. 1 9821

Key: OOR BW= On, Off Road Black Wall ALS BW= All Season Black Wall HWY BW= Highway Black Wall ALS WS= All Season White Stripe

INTENDED APPLICATION AND RECOMMENDED AIR PRESSURES

Vehicle Model Name	Vehicle Description	Tire Size	Type	Tire Line	Recommended Pressure	
					Front psi	Rear psi
K20753	Extended Cap Pickup (141.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	55	80
K20753	Extended Cap Pickup (141.5 W/B)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	55	80
K20753	Extended Cap Pickup (141.5 W/B)	LT245/75R16/E	ALS BW	GENERAL 550 AS	55	80
K20753	Extended Cap Pickup (141.5 W/B)	LT245/75R16/E	OOR BW	GENERAL 550 TR	55	80
				GENERAL Ameri Trac LT		
K20903	131.5 W/B Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
K20903	131.5 W/B Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
K20903	131.5 W/B Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
K20903	131.5 W/B Pickup	LT245/75R16/E	OOR BW	GENERAL 550 TR	50	80
				GENERAL Ameri Trac LT		
K20903	131.5 W/B Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	55	80
K20903	131.5 W/B Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	55	80
K20903	131.5 W/B Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	55	80
K20903	131.5 W/B Pickup	LT245/75R16/E	OOR BW	GENERAL 550 TR	55	80
				GENERAL Ameri Trac LT		
K20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
K20906	3/4 Ton Suburban	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
K20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
K20906	3/4 Ton Suburban	LT245/75R16/E	OOR BW	GENERAL 550 TR	50	80
				GENERAL Ameri Trac LT		
K20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	55	80
K20906	3/4 Ton Suburban	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	55	80
K20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	GENERAL 550 AS	55	80
K20906	3/4 Ton Suburban	LT245/75R16/E	OOR BW	GENERAL 550 TR	55	80
				GENERAL Ameri Trac LT		
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	OOR BW	GENERAL 550 TR	50	80
				GENERAL Ameri Trac LT		
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	55	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	55	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	ALS BW	GENERAL 550 AS	55	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	OOR BW	GENERAL 550 TR	55	80
				GENERAL Ameri Trac LT		
K25903	133.0" W/B Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
K25903	133.0" W/B Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
K25903	133.0" W/B Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	55	80
K25903	133.0" W/B Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	55	80
K25906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80

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GM1600 Att - 1 9022

Key: OOR BW= On, Off Road Black Wall ALS BW= All Season Black Wall HWY BW= Highway Black Wall ALS WS= All Season White Stripe

INTENDED APPLICATION AND RECOMMENDED AIR PRESSURES

Vehicle Model Name	Vehicle Description	Tire Size	Type	Tire Line	Recommended Pressure	
					Front psi	Rear psi
K25906	3/4 Ton Suburban	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
K25753	Extended Cap Pickup (143.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
K25753	Extended Cap Pickup (143.5 W/B)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
K25753	Extended Cap Pickup (143.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	55	80
K25753	Extended Cap Pickup (143.5 W/B)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	55	80
K25953	Extended Cap Pickup (155.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
K25953	Extended Cap Pickup (155.5 W/B)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
K25953	Extended Cap Pickup (155.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	55	80
K25953	Extended Cap Pickup (155.5 W/B)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	55	80
K30903	Pickup/ Chassis Cab 131.5 W/B (sing & Duals)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
K30903	Pickup/ Chassis Cab 131.5 W/B (sing & Duals)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
K30903	Pickup/ Chassis Cab 131.5 W/B (sing & Duals)	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
K30903	Pickup/ Chassis Cab 131.5 W/B (sing & Duals)	LT245/75R16/E	OOR BW	GENERAL 550 TR	50	80
				GENERAL Ameri Trac LT		
K30903	Pickup/ Chassis Cab 131.5 W/B (sing & Duals)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	55	80
K30903	Pickup/ Chassis Cab 131.5 W/B (sing & Duals)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	55	80
K30903	Pickup/ Chassis Cab 131.5 W/B (sing & Duals)	LT245/75R16/E	ALS BW	GENERAL 550 AS	55	80
K30903	Pickup/ Chassis Cab 131.5 W/B (sing & Duals)	LT245/75R16/E	OOR BW	GENERAL 550 TR	55	80
				GENERAL Ameri Trac LT		
K30943	1 Ton Crew Cab/Bonus Cab Singles and Duals	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	55	80
K30943	1 Ton Crew Cab/Bonus Cab Singles and Duals	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	55	80
K30943	1 Ton Crew Cab/Bonus Cab Singles and Duals	LT245/75R16/E	ALS BW	GENERAL 550 AS	55	80
K30943	1 Ton Crew Cab/Bonus Cab Singles and Duals	LT245/75R16/E	OOR BW	GENERAL 550 TR	55	80
				GENERAL Ameri Trac LT		
G21405	135" WB - Cargo Van	LT225/75R16/E	ALS BW	MICHELIN LTX A/S	45	80
G21405	135" WB - Cargo Van	LT225/75R16/E	ALS BW	MICHELIN LTX A/S	50	80
G21405	135" WB - Cargo Van	LT225/75R16/E	ALS BW	MICHELIN LTX A/S	50	80
G21406	135" WB - Passenger Van	LT225/75R16/E	ALS BW	MICHELIN LTX A/S	50	80
G21406	135" WB - Passenger Van	LT225/75R16/E	ALS BW	MICHELIN LTX A/S	55	80
G21705	155" WB-Cargo Van	LT225/75R16/E	ALS BW	MICHELIN LTX A/S	55	80
G21705	155" WB-Cargo Van	LT225/75R16/E	ALS BW	MICHELIN LTX A/S	60	80
G21706	155" WB - Passenger Van	LT225/75R16/E	ALS BW	MICHELIN LTX A/S	55	80
G31405	135" WB-Cargo Van	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
G31405	135" WB-Cargo Van	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
G31406	135" WB - Passenger Van	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
G31406	135" WB - Passenger Van	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
G31705	155" WB - Cargo Van	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
G31705	155" WB - Cargo Van	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
G31706	155" WB - Passenger Van	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80

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GM600 Att. 1 9823

INTENDED APPLICATION AND RECOMMENDED AIR PRESSURES

Vehicle Model Name	Vehicle Description	Tire Size	Type	Tire Line	Recommended Pressure	
					Front psi	Rear psi
G31706	155" WB - Passenger Van	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	60

1995 MODEL YEAR

C10906	1/2 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	60
C10906	1/2 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	60
C20743	155.5" WB Extended Cab Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	38	73
C20743	155.5" WB Extended Cab Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	38	73
C20743	155.5" WB Extended Cab Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	42	73
C20743	155.5" WB Extended Cab Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	42	73
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	60
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	60
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	60
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	60
C20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	60
C20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	60
C20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	60
C20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	60
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	60
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	60
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	60
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	60
C25906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	60
C25906	3/4 Ton Suburban	LT245/75R16/E	OR BW	FIRESTONE Steeltex A/T	50	60
C25903	133.0" W/B Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	60
C25903	133.0" W/B Pickup	LT245/75R16/E	OR BW	FIRESTONE Steeltex A/T	45	60
C25903	133.0" W/B Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	60
C25903	133.0" W/B Pickup	LT245/75R16/E	OR BW	FIRESTONE Steeltex A/T	50	60
C25903	133.0" W/B Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	60
C25903	133.0" W/B Pickup	LT245/75R16/E	OR BW	FIRESTONE Steeltex A/T	50	60
C25753	143.5" W/B Extended Cab Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	60
C25753	143.5" W/B Extended Cab Pickup	LT245/75R16/E	OR BW	FIRESTONE Steeltex A/T	50	60
C25953	157.5" W/B Extended Cab Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	60
C25953	157.5" W/B Extended Cab Pickup	LT245/75R16/E	OR BW	FIRESTONE Steeltex A/T	50	60
C25953	157.5" W/B Extended Cab Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	60
C25953	157.5" W/B Extended Cab Pickup	LT245/75R16/E	OR BW	FIRESTONE Steeltex A/T	50	60

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GM608 Oct. 1 9824

INTENDED APPLICATION AND RECOMMENDED AIR PRESSURES

Vehicle Model Name	Vehicle Description	Tire Size	Type	Tire Line	Recommended Pressure	
					Front psi	Rear psi
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	45	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	OOR BW	GENERAL 550 TR	45	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	ALS BW	GENERAL Ameri Trac LT		
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	OOR BW	GENERAL 550 TR	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	ALS BW	GENERAL Ameri Trac LT		
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	OOR BW	GENERAL 550 TR	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	ALS BW	GENERAL Ameri Trac LT		
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	OOR BW	GENERAL 550 TR	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	OOR BW	GENERAL Ameri Trac LT		
K10906	1/2 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	45
K10906	1/2 Ton Suburban	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	45	45
K10906	1/2 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	50
K10906	1/2 Ton Suburban	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	45	50
K10906	1/2 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	45
K10906	1/2 Ton Suburban	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	45	45
K10906	1/2 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	50
K10906	1/2 Ton Suburban	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	45	50
K10906	1/2 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	60
K10906	1/2 Ton Suburban	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	45	60
K20743	Crew Cab/Short Box Pick-up (154.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	70
K20743	Crew Cab/Short Box Pick-up (154.5 W/B)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	45	70
K20743	Crew Cab/Short Box Pick-up (154.5 W/B)	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	70
K20743	Crew Cab/Short Box Pick-up (154.5 W/B)	LT245/75R16/E	OOR BW	GENERAL 550 TR	45	70
K20743	Crew Cab/Short Box Pick-up (154.5 W/B)	LT245/75R16/E	OOR BW	GENERAL Ameri Trac LT		
K20743	Crew Cab/Short Box Pick-up (154.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	48	70
K20743	Crew Cab/Short Box Pick-up (154.5 W/B)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	48	70
K20743	Crew Cab/Short Box Pick-up (154.5 W/B)	LT245/75R16/E	ALS BW	GENERAL 550 AS	48	70

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GM600 Att. 1 9025

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INTENDED APPLICATION AND RECOMMENDED AIR PRESSURES

Vehicle Model Name	Vehicle Description	Tire Size	Type	Tire Line	Recommended Pressure	
					Front psi	Rear psi
K20743	Crew Cab/Short Box Pick-up (154.5 W/B)	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	48	70
K20753	Extended Cap Pickup (141.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
K20753	Extended Cap Pickup (141.5 W/B)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
K20753	Extended Cap Pickup (141.5 W/B)	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
K20753	Extended Cap Pickup (141.5 W/B)	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	50	80
K20753	Extended Cap Pickup (141.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	55	80
K20753	Extended Cap Pickup (141.5 W/B)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	55	80
K20753	Extended Cap Pickup (141.5 W/B)	LT245/75R16/E	ALS BW	GENERAL 550 AS	55	80
K20753	Extended Cap Pickup (141.5 W/B)	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	55	80
K20903	131.5 W/B Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
K20903	131.5 W/B Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
K20903	131.5 W/B Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
K20903	131.5 W/B Pickup	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	50	80
K20903	131.5 W/B Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	55	80
K20903	131.5 W/B Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	55	80
K20903	131.5 W/B Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	55	80
K20903	131.5 W/B Pickup	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	55	80
K20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
K20906	3/4 Ton Suburban	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
K20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
K20906	3/4 Ton Suburban	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	50	80
K20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	55	80
K20906	3/4 Ton Suburban	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	55	80
K20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	GENERAL 550 AS	55	80
K20906	3/4 Ton Suburban	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	55	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	50	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	55	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	55	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	ALS BW	GENERAL 550 AS	55	80

GM600 Att. 1 9826

INTENDED APPLICATION AND RECOMMENDED AIR PRESSURES

Vehicle Model Name	Vehicle Description	Tire Size	Type	Tire Line	Recommended Pressure	
					Front psi	Rear psi
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	55	80
K25903	133.0" W/B Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
K25903	133.0" W/B Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
K25903	133.0" W/B Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	55	80
K25903	133.0" W/B Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	55	80
K25906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
K25906	3/4 Ton Suburban	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
K25753	Extended Cap Pickup (143.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
K25753	Extended Cap Pickup (143.5 W/B)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
K25753	Extended Cap Pickup (143.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	55	80
K25753	Extended Cap Pickup (143.5 W/B)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	55	80
K25953	Extended Cap Pickup (155.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
K25953	Extended Cap Pickup (155.5 W/B)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
K25953	Extended Cap Pickup (155.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	55	80
K25953	Extended Cap Pickup (155.5 W/B)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	55	80
K30903	Pickup/ Chassis Cab 131.5 W/B (sing & Duals)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
K30903	Pickup/ Chassis Cab 131.5 W/B (sing & Duals)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
K30903	Pickup/ Chassis Cab 131.5 W/B (sing & Duals)	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
K30903	Pickup/ Chassis Cab 131.5 W/B (sing & Duals)	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	50	80
K30903	Pickup/ Chassis Cab 131.5 W/B (sing & Duals)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	55	80
K30903	Pickup/ Chassis Cab 131.5 W/B (sing & Duals)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	55	80
K30903	Pickup/ Chassis Cab 131.5 W/B (sing & Duals)	LT245/75R16/E	ALS BW	GENERAL 550 AS	55	80
K30903	Pickup/ Chassis Cab 131.5 W/B (sing & Duals)	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	55	80
K30943	1 Ton Crew Cab/Bonus Cab Singles and Duals	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	55	80
K30943	1 Ton Crew Cab/Bonus Cab Singles and Duals	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	55	80
K30943	1 Ton Crew Cab/Bonus Cab Singles and Duals	LT245/75R16/E	ALS BW	GENERAL 550 AS	55	80
K30943	1 Ton Crew Cab/Bonus Cab Singles and Duals	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	55	80
G21405	135" WB - Cargo Van	LT225/75R16/E	ALS BW	MICHELIN LTX A/S	45	60
G21405	135" WB - Cargo Van	LT225/75R16/E	ALS BW	MICHELIN LTX A/S	50	80
G21405	135" WB - Cargo Van	LT225/75R16/E	ALS BW	MICHELIN LTX A/S	50	80
G21406	135" WB - Passenger Van	LT225/75R16/E	ALS BW	MICHELIN LTX A/S	50	80
G21406	135" WB - Passenger Van	LT225/75R16/E	ALS BW	MICHELIN LTX A/S	55	80
G21705	155" WB-Cargo Van	LT225/75R16/E	ALS BW	MICHELIN LTX A/S	55	80
G21705	155" WB-Cargo Van	LT225/75R16/E	ALS BW	MICHELIN LTX A/S	60	80
G21706	155" WB - Passenger Van	LT225/75R16/E	ALS BW	MICHELIN LTX A/S	55	80

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GMBB Att. 1 9027

Key: OOR BW= On, Off Road Black Wall ALS BW= All Season Black Wall HWY BW= Highway Black Wall ALS WS= All Season White Stripe

INTENDED APPLICATION AND RECOMMENDED AIR PRESSURES

Vehicle Model Name	Vehicle Description	Tire Size	Type	Tire Line	Recommended Pressure	
					Front psi	Rear psi
G31405	135" WB-Cargo Van	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
G31405	135" WB-Cargo Van	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
G31406	135" WB - Passenger Van	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
G31406	135" WB - Passenger Van	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
G31705	155" WB - Cargo Van	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
G31705	155" WB - Cargo Van	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
G31706	155" WB - Passenger Van	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
G31706	155" WB - Passenger Van	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80

1994 MODEL YEAR

C10906	1/2 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	60
C10906	1/2 Ton Suburban	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	60
C10906	1/2 Ton Suburban	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	60
C10906	1/2 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	60
C10906	1/2 Ton Suburban	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	60
C10906	1/2 Ton Suburban	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	60
C20753	141.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	40	60
C20753	141.5 WB Extended Cab Pickup	LT245/75R16/E	OOD BW	FIRESTONE Steeltex A/T	40	60
C20753	141.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	40	60
C20753	141.5 WB Extended Cab Pickup	LT245/75R16/E	OOD BW	GENERAL 550 TR	40	60
				GENERAL Ameri Trac LT		
C20753	141.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	UNIROYAL Laredo	40	60
C20753	141.5 WB Extended Cab Pickup	LT245/75R16/E	OOD BW	UNIROYAL Laredo LTL	40	60
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	35	60
C20903	131.5 WB Pickup	LT245/75R16/E	OOD BW	FIRESTONE Steeltex A/T	35	60
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	35	60
C20903	131.5 WB Pickup	LT245/75R16/E	OOD BW	GENERAL 550 TR	35	60
				GENERAL Ameri Trac LT		
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	UNIROYAL Laredo	35	60
C20903	131.5 WB Pickup	LT245/75R16/E	OOD BW	UNIROYAL Laredo LTL	35	60
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	35	60
C20903	131.5 WB Pickup	LT245/75R16/E	OOD BW	FIRESTONE Steeltex A/T	35	60
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	35	60
C20903	131.5 WB Pickup	LT245/75R16/E	OOD BW	GENERAL 550 TR	35	60
				GENERAL Ameri Trac LT		
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	UNIROYAL Laredo	35	60
C20903	131.5 WB Pickup	LT245/75R16/E	OOD BW	UNIROYAL Laredo LTL	35	60

Key. OOR BW= On, Off Road Black Wall ALS BW= All Season Black Wall HWY BW= Highway Black Wall ALS WS= All Season White Stripe

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INTENDED APPLICATION AND RECOMMENDED AIR PRESSURES

Vehicle Model Name	Vehicle Description	Tire Size	Type	Tire Line	Recommended Pressure	
					Front psi	Rear psi
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	80
C20903	131.5 WB Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	45	80
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C20903	131.5 WB Pickup	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	45	80
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	80
C20903	131.5 WB Pickup	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	45	80
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	80
C20903	131.5 WB Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	45	80
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C20903	131.5 WB Pickup	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	45	80
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	80
C20903	131.5 WB Pickup	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	45	80
C20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	80
C20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	80
C20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	80
C20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	80
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	40	60
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	40	60
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	40	60
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	40	60
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	UNIROYAL Laredo	40	60
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	40	60
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	80
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	45	80
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	45	80
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	80
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	45	80
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	80
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	45	80
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	45	80
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	80

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INTENDED APPLICATION AND RECOMMENDED AIR PRESSURES

Vehicle Model Name	Vehicle Description	Tire Size	Type	Tire Line	Recommended Pressure	
					Front psi	Rear psi
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	45	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	45	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	OOR BW	GENERAL 550 TR	45	80
				GENERAL Ameri Trac LT		
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dua.)	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	45	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	45	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	OOR BW	GENERAL 550 TR	45	80
				GENERAL Ameri Trac LT		
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	45	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	OOR BW	GENERAL 550 TR	50	80
				GENERAL Ameri Trac LT		
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	ALS BW	UNIROYAL Laredo	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	OOR BW	GENERAL 550 TR	50	80
				GENERAL Ameri Trac LT		
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	ALS BW	UNIROYAL Laredo	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	50	80
C30953	155.5 WB Extended Cab Pickup/Chassis Cab (Singles & Duals)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	80
C30953	155.5 WB Extended Cab Pickup/Chassis Cab (Singles & Duals)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	45	80
C30953	155.5 WB Extended Cab Pickup/Chassis Cab (Singles & Duals)	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C30953	155.5 WB Extended Cab Pickup/Chassis Cab (Singles & Duals)	LT245/75R16/E	OOR BW	GENERAL 550 TR	45	80
				GENERAL Ameri Trac LT		
C30953	155.5 WB Extended Cab Pickup/Chassis Cab (Singles & Duals)	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	80

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INTENDED APPLICATION AND RECOMMENDED AIR PRESSURES

Vehicle Model Name	Vehicle Description	Tire Size	Type	Tire Line	Recommended Pressure	
					Front psi	Rear psi
C30953	155.5 WB Extended Cab Pickup/Chassis Cab (Singles & Duals)	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	45	80
C30953	155.5 WB Extended Cab Pickup/Chassis Cab (Singles & Duals)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	80
C30953	155.5 WB Extended Cab Pickup/Chassis Cab (Singles & Duals)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	45	80
C30953	155.5 WB Extended Cab Pickup/Chassis Cab (Singles & Duals)	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C30953	155.5 WB Extended Cab Pickup/Chassis Cab (Singles & Duals)	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	45	80
C30953	155.5 WB Extended Cab Pickup/Chassis Cab (Singles & Duals)	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	80
C30953	155.5 WB Extended Cab Pickup/Chassis Cab (Singles & Duals)	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	45	80
C31003	135.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	80
C31003	135.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	45	80
C31003	135.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C31003	135.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	45	80
C31003	135.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	80
C31003	135.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	45	80
C31003	135.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	80
C31003	135.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	45	80
C31003	135.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C31003	135.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	45	80
C31003	135.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	80
C31003	135.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	45	80
C31403	159.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	80
C31403	159.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	45	80
C31403	159.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C31403	159.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	45	80
C31403	159.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	80
C31403	159.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	45	80
C31403	159.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	80
C31403	159.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	OOR BW	FIRESTONE Steeltex A/T	45	80
C31403	159.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C31403	159.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	45	80

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GM600 Att. 1 9831

INTENDED APPLICATION AND RECOMMENDED AIR PRESSURES

Vehicle Model Name	Vehicle Description	Tire Size	Type	Tire Line	Recommended Pressure	
					Front psi	Rear psi
C31403	159.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	80
C31403	159.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	OCR BW	UNIROYAL Laredo LTL	45	80
K10906	1/2 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	60
K10906	1/2 Ton Suburban	LT245/75R16/E	OCR BW	FIRESTONE Steeltex A/T	45	60
K10906	1/2 Ton Suburban	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	60
K10906	1/2 Ton Suburban	LT245/75R16/E	OCR BW	GENERAL 550 TR	45	60
K10906	1/2 Ton Suburban	LT245/75R16/E	ALS BW	GENERAL Ameri Trac LT		
K10906	1/2 Ton Suburban	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	60
K10906	1/2 Ton Suburban	LT245/75R16/E	OCR BW	UNIROYAL Laredo LTL	45	60
K20903	131.5 W/B Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	45	60
K20903	131.5 W/B Pickup	LT245/75R16/E	OCR BW	FIRESTONE Steeltex A/T	45	60
K20903	131.5 W/B Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	60
K20903	131.5 W/B Pickup	LT245/75R16/E	OCR BW	GENERAL 550 TR	45	60
K20903	131.5 W/B Pickup	LT245/75R16/E	ALS BW	GENERAL Ameri Trac LT		
K20903	131.5 W/B Pickup	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	60
K20903	131.5 W/B Pickup	LT245/75R16/E	OCR BW	UNIROYAL Laredo LTL	45	60
K20903	131.5 W/B Pickup	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
K20903	131.5 W/B Pickup	LT245/75R16/E	OCR BW	FIRESTONE Steeltex A/T	50	80
K20903	131.5 W/B Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
K20903	131.5 W/B Pickup	LT245/75R16/E	OCR BW	GENERAL 550 TR	50	80
K20903	131.5 W/B Pickup	LT245/75R16/E	ALS BW	GENERAL Ameri Trac LT		
K20903	131.5 W/B Pickup	LT245/75R16/E	ALS BW	UNIROYAL Laredo	50	80
K20903	131.5 W/B Pickup	LT245/75R16/E	OCR BW	UNIROYAL Laredo LTL	50	80
K20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
K20906	3/4 Ton Suburban	LT245/75R16/E	OCR BW	FIRESTONE Steeltex A/T	50	80
K20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
K20906	3/4 Ton Suburban	LT245/75R16/E	OCR BW	GENERAL 550 TR	50	80
K20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	GENERAL Ameri Trac LT		
K20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	UNIROYAL Laredo	50	80
K20906	3/4 Ton Suburban	LT245/75R16/E	OCR BW	UNIROYAL Laredo LTL	50	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	OCR BW	FIRESTONE Steeltex A/T	50	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	OCR BW	GENERAL 550 TR	50	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	ALS BW	GENERAL Ameri Trac LT		
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	ALS BW	UNIROYAL Laredo	50	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	OCR BW	UNIROYAL Laredo LTL	50	80
K30903	Pickup/ Chassis Cab 131.5 W/B (Sing & Duals)	LT245/75R16/E	ALS BW	FIRESTONE Steeltex R4S	50	80
K30903	Pickup/ Chassis Cab 131.5 W/B (Sing & Duals)	LT245/75R16/E	OCR BW	FIRESTONE Steeltex A/T	50	80

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INTENDED APPLICATION AND RECOMMENDED AIR PRESSURES

Vehicle Model Name	Vehicle Description	Tire Size	Type	Tire Line	Recommended Pressure	
					Front psi	Rear psi
K30903	Pickup/ Chassis Cab 131.5 W/B (Sing & Duale)	LT245/75R16/E	ALS BW	GENERAL 560 AS	50	80
K30903	Pickup/ Chassis Cab 131.5 W/B (Sing & Duale)	LT245/75R16/E	OOB BW	GENERAL 560 TR	50	90
				GENERAL Amen Trac LT		
K30903	Pickup/ Chassis Cab 131.5 W/B (Sing & Duale)	LT245/75R16/E	ALS BW	UNIROYAL Laredo	50	80
K30903	Pickup/ Chassis Cab 131.5 W/B (Sing & Duale)	LT245/75R16/E	OOB BW	UNIROYAL Laredo LTL	50	80
K30943	1 Ton Crew Cab/Bonus Cab Singles and Duale	LT245/75R16/E	ALS BW	FIRESTONE Steelflex R4S	55	80
K30943	1 Ton Crew Cab/Bonus Cab Singles and Duale	LT245/75R16/E	OOB BW	FIRESTONE Steelflex AT	55	80
K30943	1 Ton Crew Cab/Bonus Cab Singles and Duale	LT245/75R16/E	ALS BW	GENERAL 560 AS	55	80
K30943	1 Ton Crew Cab/Bonus Cab Singles and Duale	LT245/75R16/E	OOB BW	GENERAL 560 TR	55	80
				GENERAL Amen Trac LT		
K30943	1 Ton Crew Cab/Bonus Cab Singles and Duale	LT245/75R16/E	ALS BW	UNIROYAL Laredo	55	80
K30943	1 Ton Crew Cab/Bonus Cab Singles and Duale	LT245/75R16/E	OOB BW	UNIROYAL Laredo LTL	55	80
K31003	1 Ton Cab Chassis Singles & Duale	LT245/75R16/E	ALS BW	FIRESTONE Steelflex RAS	50	80
K31003	1 Ton Cab Chassis Singles & Duale	LT245/75R16/E	OOB BW	FIRESTONE Steelflex AT	50	80
K31003	1 Ton Cab Chassis Singles & Duale	LT245/75R16/E	ALS BW	GENERAL 560 AS	50	80
K31003	1 Ton Cab Chassis Singles & Duale	LT245/75R16/E	OOB BW	GENERAL 560 TR	50	80
				GENERAL Amen Trac LT		
K31003	1 Ton Cab Chassis Singles & Duale	LT245/75R16/E	ALS BW	UNIROYAL Laredo	50	80
K31003	1 Ton Cab Chassis Singles & Duale	LT245/75R16/E	OOB BW	UNIROYAL Laredo LTL	50	80
G31303	1 Ton 125" WB - Cab Singles/Duale	LT225/75R16/E	ALS BW	MICHELIN XCH4	50	80
G31303	1 Ton 125" WB - Cab Singles/Duale	LT225/75R16/E	ALS BW	MICHELIN XCH4	65	80
G31303	1 Ton 125" WB - Cab Singles/Duale	LT225/75R16/E	ALS BW	MICHELIN XCH4	55	80
G31305	1 Ton 125" WB - Panel Van	LT225/75R16/E	ALS BW	MICHELIN XCH4	45	80
G31305	1 Ton 125" WB - Panel Van	LT225/75R16/E	ALS BW	MICHELIN XCH4	45	80
G31305	1 Ton 125" WB - Panel Van	LT225/75R16/E	ALS BW	MICHELIN XCH4	50	80
G31305	1 Ton 125" WB - Panel Van	LT225/75R16/E	ALS BW	MICHELIN XCH4	55	80
G31306	1 Ton 125" WB - Passenger Van	LT225/75R16/E	ALS BW	MICHELIN XCH4	45	80
G31306	1 Ton 125" WB - Passenger Van	LT225/75R16/E	ALS BW	MICHELIN XCH4	50	80
G31306	1 Ton 125" WB - Passenger Van	LT225/75R16/E	ALS BW	MICHELIN XCH4	55	80
G31603	1 Ton 146" WB Cab Singles/Duale	LT225/75R16/E	ALS BW	MICHELIN XCH4	55	80
G31603	1 Ton 146" WB - Panel Van	LT225/75R16/E	ALS BW	MICHELIN XCH4	50	80
G31603	1 Ton 146" WB - Panel Van	LT225/75R16/E	ALS BW	MICHELIN XCH4	55	80
G31603	1 Ton 146" WB - Panel Van	LT225/75R16/E	ALS BW	MICHELIN XCH4	55	80
G31606	1 Ton 146" WB - Passenger Van	LT225/75R16/E	ALS BW	MICHELIN XCH4	50	80
G31606	1 Ton 146" WB - Passenger Van	LT225/75R16/E	ALS BW	MICHELIN XCH4	55	80
G31606	1 Ton 146" WB - Passenger Van	LT225/75R16/E	ALS BW	MICHELIN XCH4	55	80
P30042	1 Ton Forward Control Chassis (Sing Whl)	LT225/75R16/E	ALS BW	MICHELIN XCH4	50	80
P30042	1 Ton Forward Control Chassis (Sing Whl)	LT225/75R16/E	ALS BW	MICHELIN XCH4	50	80

Key: OOR BW= On, Off Road Black Wall ALS BW= All Season Black Wall HWY BW= Highway Black Wall ALS WS= All Season White Strips

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INTENDED APPLICATION AND RECOMMENDED AIR PRESSURES

Vehicle Model Name	Vehicle Description	Tire Size	Type	Tire Line	Recommended Pressure	
					Front psi	Rear psi
P30042	1 Ton Forward Control Chassis (Sing Whl)	LT225/75R16/E	ALS BW	MICHELIN XCH4	50	90
P30042	1 Ton Forward Control Chassis (Sing Whl)	LT235/65R16/E	OCR BW	GOODYEAR-Wrangler AT UNIROYAL Laredo LTL BF GOODRICH Trail Edge	45	60
P30842- P31042- P31442	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	50
P30842- P31042- P31442	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	55	50
P30842- P31042- P31442	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	50
P30842- P31042- P31442	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	50
P30842- P31042- P31442	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	70	85
P30842- P31042- P31442	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	70	85
P30842- P31042- P31442	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	70	85
P30842- P31042- P31442	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	70	85
P30842- P31042- P31442	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	70	85
P30842- P31042- P31442	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	70	85

Key: OOR BW= On, Off Road Black Wall ALS BW= All Season Black Wall HWY BW= Highway Black Wall ALS WS= All Season White Stripe

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INTENDED APPLICATION AND RECOMMENDED AIR PRESSURES

Vehicle Model Name	Vehicle Description	Tire Size	Type	Tire Line	Recommended Pressure	
					Front psi	Rear psi
P30862- P31052- P31462	1 Ton Forward Control Cab Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	50
P30862- P31052- P31462	1 Ton Forward Control Cab Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	55	50
P30862- P31052- P31462	1 Ton Forward Control Cab Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	50
P30862- P31052- P31462	1 Ton Forward Control Cab Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	85
P30862- P31052- P31462	1 Ton Forward Control Cab Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	70	85
P30862- P31052- P31462	1 Ton Forward Control Cab Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	70	85
P30862- P31052- P31462	1 Ton Forward Control Cab Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	70	85
P31842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	50
P31842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	55	50
P31842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	55	50
P31842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	50
P31842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	85
P31842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	70	85
P31842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	85
P31842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	70	85
P31862	1 Ton Forward Control Cab Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	55	50
P31862	1 Ton Forward Control Cab Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	50
P31862	1 Ton Forward Control Cab Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	55	50
P31862	1 Ton Forward Control Cab Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	50
P31862	1 Ton Forward Control Cab Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	85
P31862	1 Ton Forward Control Cab Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	70	85
P31862	1 Ton Forward Control Cab Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	70	85

1048

1600 Att. 1 0035

Key: OOR BW= On, Off Road Black Wall ALS BW= All Season Black Wall HWY BW= Highway Black Wall ALS WS= All Season White Stripe

INTENDED APPLICATION AND RECOMMENDED AIR PRESSURES

Vehicle Model Name	Vehicle Description	Tire Size	Type	Tire Line	Recommended Pressure	
					Front psi	Rear psi
1993 MODEL YEAR						
C20753	141.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	40	60
C20753	141.5 WB Extended Cab Pickup	LT245/75R16/E	OOB BW	GENERAL 550 TR GENERAL Ameri Trac LT	40	60
C20753	141.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	UNIROYAL Laredo	40	60
C20753	141.5 WB Extended Cab Pickup	LT245/75R16/E	OOB BW	UNIROYAL Laredo LTL	40	60
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	35	60
C20903	131.5 WB Pickup	LT245/75R16/E	OOB BW	GENERAL 550 TR GENERAL Ameri Trac LT	35	60
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	UNIROYAL Laredo	35	60
C20903	131.5 WB Pickup	LT245/75R16/E	OOB BW	UNIROYAL Laredo LTL	35	60
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	35	60
C20903	131.5 WB Pickup	LT245/75R16/E	OOB BW	GENERAL 550 TR GENERAL Ameri Trac LT	35	60
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	UNIROYAL Laredo	35	60
C20903	131.5 WB Pickup	LT245/75R16/E	OOB BW	UNIROYAL Laredo LTL	35	60
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C20903	131.5 WB Pickup	LT245/75R16/E	OOB BW	GENERAL 550 TR GENERAL Ameri Trac LT	45	80
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	80
C20903	131.5 WB Pickup	LT245/75R16/E	OOB BW	UNIROYAL Laredo LTL	45	80
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C20903	131.5 WB Pickup	LT245/75R16/E	OOB BW	GENERAL 550 TR GENERAL Ameri Trac LT	45	80
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	80
C20906	3/4 Ton Suburban	LT245/75R16/E	OOB BW	UNIROYAL Laredo LTL	45	80
C20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	80
C20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	80
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	OOB BW	GENERAL 550 AS GENERAL 550 TR GENERAL Ameri Trac LT	40	60
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	UNIROYAL Laredo	40	60
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	OOB BW	UNIROYAL Laredo LTL	40	60
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80

1049

1600 Att. I 9036

Key: OOR BW= On, Off Road Black Wall ALS BW= All Season Black Wall HWY BW= Highway Black Wall ALS WS= All Season White Stripe

INTENDED APPLICATION AND RECOMMENDED AIR PRESSURES

Vehicle Model Name	Vehicle Description	Tire Size	Type	Tire Line	Recommended Pressure	
					Front psi	Rear psi
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	OOD BW	GENERAL 550 TR GENERAL Ameri Trac LT	45	80
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	80
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	OOD BW	UNIROYAL Laredo LTL	45	80
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	OOD BW	GENERAL 550 TR GENERAL Ameri Trac LT	45	80
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	80
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	OOD BW	UNIROYAL Laredo LTL	45	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	OOD BW	GENERAL 550 TR	45	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	ALS BW	GENERAL Ameri Trac LT	45	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	OOD BW	UNIROYAL Laredo	45	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	OOD BW	UNIROYAL Laredo LTL	45	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	OOD BW	GENERAL 550 TR GENERAL Ameri Trac LT	45	80
C30903	131.5 WB Pickup/ Chassis Cab (sing/dual)	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	OOD BW	UNIROYAL Laredo LTL	45	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	OOD BW	GENERAL 550 TR GENERAL Ameri Trac LT	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	ALS BW	UNIROYAL Laredo	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	OOD BW	UNIROYAL Laredo LTL	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	OOD BW	GENERAL 550 TR GENERAL Ameri Trac LT	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	ALS BW	UNIROYAL Laredo	50	80
C30943	1 Ton Crew Cab (singles and Duals)	LT245/75R16/E	OOD BW	UNIROYAL Laredo LTL	50	80
C30953	155.5 WB Extended Cab Pickup/Chassis Cab (Singles & Duals)	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C30953	155.5 WB Extended Cab Pickup/Chassis Cab (Singles & Duals)	LT245/75R16/E	OOD BW	GENERAL 550 TR GENERAL Ameri Trac LT	45	80
C30953	155.5 WB Extended Cab Pickup/Chassis Cab (Singles & Duals)	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	80
C30953	155.5 WB Extended Cab Pickup/Chassis Cab (Singles & Duals)	LT245/75R16/E	OOD BW	UNIROYAL Laredo LTL	45	80
C30953	155.5 WB Extended Cab Pickup/Chassis Cab (Singles & Duals)	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80

1059

GM600 Att. 1 9037

Key: OOR BW= On, Off Road Black Wall ALS BW= All Season Black Wall HWY BW= Highway Black Wall ALS WS= All Season White Stripe

INTENDED APPLICATION AND RECOMMENDED AIR PRESSURES

Vehicle Model Name	Vehicle Description	Tire Size	Type	Tire Line	Recommended Pressure	
					Front psi	Rear psi
C30953	155.5 WB Extended Cab Pickup/Chassis Cab (Singles & Duals)	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	45	80
C30953	155.5 WB Extended Cab Pickup/Chassis Cab (Singles & Duals)	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	80
C30953	155.5 WB Extended Cab Pickup/Chassis Cab (Singles & Duals)	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	45	80
C31003	135.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C31003	135.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	45	80
C31003	135.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	80
C31003	135.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	45	80
C31003	135.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C31003	135.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	45	80
C31003	135.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	80
C31003	135.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	45	80
C31403	159.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C31403	159.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	45	80
C31403	159.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	80
C31403	159.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	45	80
C31403	159.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C31403	159.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	45	80
C31403	159.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	80
C31403	159.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	45	80
K20903	131.5 W/B Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	60
K20903	131.5 W/B Pickup	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	45	60
K20903	131.5 W/B Pickup	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	60
K20903	131.5 W/B Pickup	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	45	60
K20903	131.5 W/B Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	60
K20903	131.5 W/B Pickup	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	45	60
K20903	131.5 W/B Pickup	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	60
K20903	131.5 W/B Pickup	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	45	60
K20903	131.5 W/B Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
K20903	131.5 W/B Pickup	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	50	80

1051

GM600 Att. 1 9830

INTENDED APPLICATION AND RECOMMENDED AIR PRESSURES

Vehicle Model Name	Vehicle Description	Tire Size	Type	Tire Line	Recommended Pressure	
					Front psi	Rear psi
K20903	131.5 W/B Pickup	LT245/75R16/E	ALS BW	UNIROYAL Laredo	50	80
K20903	131.5 W/B Pickup	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	50	80
K20903	131.5 W/B Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
K20903	131.5 W/B Pickup	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	50	80
K20903	131.5 W/B Pickup	LT245/75R16/E	ALS BW	UNIROYAL Laredo	50	80
K20903	131.5 W/B Pickup	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	50	80
K20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
K20906	3/4 Ton Suburban	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	50	80
K20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	UNIROYAL Laredo	50	80
K20906	3/4 Ton Suburban	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	50	80
K20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
K20906	3/4 Ton Suburban	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	50	80
K20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	UNIROYAL Laredo	50	80
K20906	3/4 Ton Suburban	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	50	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	50	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	ALS BW	UNIROYAL Laredo	50	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	50	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	50	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	ALS BW	UNIROYAL Laredo	50	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	50	80
K30903	Pickup/ Chassis Cab 131.5 W/B (Sing & Duals)	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
K30903	Pickup/ Chassis Cab 131.5 W/B (Sing & Duals)	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	50	80
K30903	Pickup/ Chassis Cab 131.5 W/B (Sing & Duals)	LT245/75R16/E	ALS BW	UNIROYAL Laredo	50	80
K30903	Pickup/ Chassis Cab 131.5 W/B (Sing & Duals)	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	50	80
K30903	Pickup/ Chassis Cab 131.5 W/B (Sing & Duals)	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
K30903	Pickup/ Chassis Cab 131.5 W/B (Sing & Duals)	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	50	80
K30903	Pickup/ Chassis Cab 131.5 W/B (Sing & Duals)	LT245/75R16/E	ALS BW	UNIROYAL Laredo	50	80
K30903	Pickup/ Chassis Cab 131.5 W/B (Sing & Duals)	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	50	80
K30943	1 Ton Crew Cab/Bonus Cab Singles and Duals	LT245/75R16/E	ALS BW	GENERAL 550 AS	55	80
K30943	1 Ton Crew Cab/Bonus Cab Singles and Duals	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	55	80

1052

GM600 Att. 1 9039

INTENDED APPLICATION AND RECOMMENDED AIR PRESSURES

Vehicle Model Name	Vehicle Description	Tire Size	Type	Tire Line	Recommended Pressure	
					Front	Rear
					psi	psi
K30943	1 Ton Crew Cab/Bonus Cab Singles and Duals	LT245/75R16E	ALS BW	UNIROYAL Laredo	55	80
K30943	1 Ton Crew Cab/Bonus Cab Singles and Duals	LT245/75R16E	OOR BW	UNIROYAL Laredo LTL	55	80
K30953	Extended Cab Pickup/Chassis Cab 155.5 WB (Singles & Duals)	LT245/75R16E	ALS BW	GENERAL 550 AS	50	80
K30953	Extended Cab Pickup/Chassis Cab 155.5 WB (Singles & Duals)	LT245/75R16E	OOR BW	GENERAL 550 TR	50	80
K30953	Extended Cab Pickup/Chassis Cab 155.5 WB (Singles & Duals)	LT245/75R16E	ALS BW	GENERAL Ameri Trac LT	50	80
K30953	Extended Cab Pickup/Chassis Cab 155.5 WB (Singles & Duals)	LT245/75R16E	OOR BW	UNIROYAL Laredo LTL	50	80
K30953	Extended Cab Pickup/Chassis Cab 155.5 WB (Singles & Duals)	LT245/75R16E	ALS BW	GENERAL 550 AS	50	80
K30953	Extended Cab Pickup/Chassis Cab 155.5 WB (Singles & Duals)	LT245/75R16E	OOR BW	GENERAL 550 TR	50	80
K30953	Extended Cab Pickup/Chassis Cab 155.5 WB (Singles & Duals)	LT245/75R16E	ALS BW	GENERAL Ameri Trac LT	50	80
K30953	Extended Cab Pickup/Chassis Cab 155.5 WB (Singles & Duals)	LT245/75R16E	OOR BW	UNIROYAL Laredo LTL	50	80
K31003	1 Ton Cab Chassis Singles & Duals	LT245/75R16E	ALS BW	GENERAL 550 AS	50	80
K31003	1 Ton Cab Chassis Singles & Duals	LT245/75R16E	OOR BW	GENERAL 550 TR	50	80
K31003	1 Ton Cab Chassis Singles & Duals	LT245/75R16E	ALS BW	GENERAL Ameri Trac LT	50	80
K31003	1 Ton Cab Chassis Singles & Duals	LT245/75R16E	OOR BW	UNIROYAL Laredo LTL	50	80
K31003	1 Ton Cab Chassis Singles & Duals	LT245/75R16E	ALS BW	GENERAL 550 AS	50	80
K31003	1 Ton Cab Chassis Singles & Duals	LT245/75R16E	OOR BW	GENERAL 550 TR	50	80
K31003	1 Ton Cab Chassis Singles & Duals	LT245/75R16E	ALS BW	GENERAL Ameri Trac LT	50	80
K31003	1 Ton Cab Chassis Singles & Duals	LT245/75R16E	OOR BW	UNIROYAL Laredo LTL	50	80
K31303	1 Ton 125" WB - Cab S'ngle&/Duals	LT225/75R16E	ALS BW	MICHELIN XCH4	50	80
K31303	1 Ton 125" WB - Cab S'ngle&/Duals	LT225/75R16E	ALS BW	MICHELIN XCH4	55	80
K31305	1 Ton 125" WB - Panel Van	LT225/75R16E	ALS BW	MICHELIN XCH4	45	80
K31305	1 Ton 125" WB - Panel Van	LT225/75R16E	ALS BW	MICHELIN XCH4	45	80
K31305	1 Ton 125" WB - Panel Van	LT225/75R16E	ALS BW	MICHELIN XCH4	50	80
K31305	1 Ton 125" WB - Panel Van	LT225/75R16E	ALS BW	MICHELIN XCH4	50	80
K31306	1 Ton 125" WB - Passenger Van	LT225/75R16E	ALS BW	MICHELIN XCH4	45	80
K31306	1 Ton 125" WB - Passenger Van	LT225/75R16E	ALS BW	MICHELIN XCH4	50	80
K31803	1 Ton 146" WB Cab Singles/Duals	LT225/75R16E	ALS BW	MICHELIN XCH4	55	80
K31805	1 Ton 146" WB - Panel Van	LT225/75R16E	ALS BW	MICHELIN XCH4	55	80

Key: OOR BW= On, Off Road Black Wall ALS BW= All Season Black Wall HWY BW= Highway Black Wall ALS WS= All Season White Stripe

1053

INTENDED APPLICATION AND RECOMMENDED AIR PRESSURES

Vehicle Model Name	Vehicle Description	Tire Size	Type	Tire Line	Recommended Pressure	
					Front psi	Rear psi
G31605	1 Ton 146" WB - Panel Van	LT225/75R16/E	ALS BW	MICHELIN XCH4	55	80
G31605	1 Ton 146" WB - Panel Van	LT225/75R16/E	ALS BW	MICHELIN XCH4	55	80
G31606	1 Ton 146" WB - Passenger Van	LT225/75R16/E	ALS BW	MICHELIN XCH4	50	80
G31606	1 Ton 146" WB - Passenger Van	LT225/75R16/E	ALS BW	MICHELIN XCH4	55	80
G31606	1 Ton 146" WB - Passenger Van	LT225/75R16/E	ALS BW	MICHELIN XCH4	55	80
P30842	1 Ton Forward Control Chassis (Dual Whl)	BR19.5/E	HWY BW	GOODYEAR Wrangler	80	50
P30842	1 Ton Forward Control Chassis (Dual Whl)	BR19.5/E	HWY BW	GOODYEAR Wrangler	55	50
P30842	1 Ton Forward Control Chassis (Dual Whl)	BR19.5/E	HWY BW	GOODYEAR Wrangler	56	50
P30842	1 Ton Forward Control Chassis (Dual Whl)	BR19.5/E	HWY BW	GOODYEAR Wrangler	60	50
P30842	1 Ton Forward Control Chassis (Dual Whl)	BR19.5/E	HWY BW	GOODYEAR Wrangler	60	85
P30842	1 Ton Forward Control Chassis (Dual Whl)	BR19.5/E	HWY BW	GOODYEAR Wrangler	70	85
P30842	1 Ton Forward Control Chassis (Dual Whl)	BR19.5/E	HWY BW	GOODYEAR Wrangler	60	85
P30842	1 Ton Forward Control Chassis (Dual Whl)	BR19.5/E	HWY BW	GOODYEAR Wrangler	60	85
P30842	1 Ton Forward Control Chassis (Dual Whl)	BR19.5/E	HWY BW/D	UNIROYAL	55	80
P30842	1 Ton Forward Control Chassis (Dual Whl)	BR19.5/E	HWY BW	GOODYEAR Wrangler	70	85
P30842	1 Ton Forward Control Chassis (Dual Whl)	8.00-19.5/E	HWY BW/D	UNIROYAL	65	80
P30842	1 Ton Forward Control Chassis (Dual Whl)	BR19.5/E	HWY BW	GOODYEAR Wrangler	70	85
P30842	1 Ton Forward Control Chassis (Dual Whl)	BR19.5/E	HWY BW	GOODYEAR Wrangler	70	65
P30842	1 Ton Forward Control Chassis (Dual Whl)	8.00-19.5/E	HWY BW/D	UNIROYAL	65	80
P30842	1 Ton Forward Control Chassis (Dual Whl)	LT225/75R16/E	ALS BW	MICHELIN XCH4	50	80
P30842	1 Ton Forward Control Chassis (Sing Whl)	LT235/65R16/E	HWY BW	GENERAL Ameristeel LT	45	80
P30842	1 Ton Forward Control Chassis (Sing Whl)	LT235/65R16/E	HWY BW	UNIROYAL Laredo LTL		
P30842	1 Ton Forward Control Chassis (Sing Whl)	LT235/65R16/E	HWY BW	BF GOODRICH Trail Edge		
P30842	1 Ton Forward Control Chassis (Sing Whl)	LT235/65R16/E	HWY BW	GOODYEAR-Wrangler AT	45	80
P30842	1 Ton Forward Control Chassis (Sing Whl)	LT235/65R16/E	HWY BW	UNIROYAL Laredo LTL		
P30842	1 Ton Forward Control Chassis (Sing Whl)	LT235/65R16/E	HWY BW	BF GOODRICH Trail Edge		
P30842	1 Ton Forward Control Chassis (Sing Whl)	LT235/65R16/E	HWY BW	GENERAL Ameristeel LT	45	80
P30842	1 Ton Forward Control Chassis (Sing Whl)	LT235/65R16/E	HWY BW	UNIROYAL Laredo RIB		
P30842	1 Ton Forward Control Chassis (Sing Whl)	LT235/65R16/E	HWY BW	FIRESTONE Steellex RTH		
P30842	1 Ton Forward Control Chassis (Sing Whl)	LT235/65R16/E	HWY BW	GOODYEAR-Wrangler AT	45	80
P30842	1 Ton Forward Control Chassis (Sing Whl)	LT235/65R16/E	HWY BW	UNIROYAL Laredo LTL		
P30842	1 Ton Forward Control Chassis (Sing Whl)	LT235/65R16/E	HWY BW	BF GOODRICH Trail Edge		
P30862	1 Ton Forward Control Cab Chassis (Dual Whl)	8.00-19.5/E	HWY BW/D	UNIROYAL	85	80
P30862	1 Ton Forward Control Cab Chassis (Dual Whl)	8.00-19.5/E	HWY BW/D	UNIROYAL	65	80
P31042	1 Ton Forward Control Chassis (Dual Whl)	BR19.5/E	HWY BW	GOODYEAR Wrangler	60	50

Key: OOR BW= On, Off Road Black Wall ALS BW= All Season Black Wall HWY BW= Highway Black Wall ALS WS= All Season White Stripe

1054

GM680 Att. 1 9841

INTENDED APPLICATION AND RECOMMENDED AIR PRESSURES

Vehicle Model Name	Vehicle Description	Tire Size	Type	Tire Line	Recommended Pressure	
					Front psi	Rear psi
P31042	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	55	50
P31042	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	55	50
P31042	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	50
P31042	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	50
P31042	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	70	85
P31042	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	85
P31042	1 Ton Forward Control Chassis (Dual Whl)	8.00-19.5/E	HWY BW/D	UNIROYAL	55	80
P31042	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	70	85
P31042	1 Ton Forward Control Chassis (Dual Whl)	8.00-19.5/E	HWY BW/D	UNIROYAL	65	80
P31042	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	70	85
P31042	1 Ton Forward Control Chassis (Dual Whl)	8.00-19.5/E	HWY BW/D	UNIROYAL	65	80
P31042	1 Ton Forward Control Chassis (Sing Whl)	LT235/85R16/E	HWY BW	GENERAL Ameristeel LT UNIROYAL Laredo RIB FIRESTONE Steeltex RTH	45	80
P31042	1 Ton Forward Control Chassis (Sing Whl)	LT235/85R16/E	OOR BW	GOODYEAR-Wrangler AT UNIROYAL Laredo LTL BF GOODRICH Trail Edge	45	80
P31042	1 Ton Forward Control Chassis (Sing Whl)	LT235/85R16/E	HWY BW	GENERAL Ameristeel LT UNIROYAL Laredo RIB FIRESTONE Steeltex RTH	45	80
P31042	1 Ton Forward Control Chassis (Sing Whl)	LT235/85R16/E	OOR BW	GOODYEAR-Wrangler AT UNIROYAL Laredo LTL BF GOODRICH Trail Edge	45	80
P31062	1 Ton Forward Control Cab Chassis (Dual Whl)	8.00-19.5/E	HWY BW/D	UNIROYAL	65	80
P31062	1 Ton Forward Control Cab Chassis (Dual Whl)	8.00-19.5/E	HWY BW/D	UNIROYAL	65	80
P31442	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	50
P31442	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	55	50
P31442	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	55	50
P31442	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	50
P31442	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	50
P31442	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	85
P31442	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	70	85
P31442	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	85
P31442	1 Ton Forward Control Chassis (Dual Whl)	8.00-19.5/E	HWY BW/D	UNIROYAL	55	80
P31442	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	70	85
P31442	1 Ton Forward Control Chassis (Dual Whl)	8.00-19.5/E	HWY BW/D	UNIROYAL	65	80
P31442	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	70	85
P31442	1 Ton Forward Control Chassis (Dual Whl)	8.00-19.5/E	HWY BW/D	UNIROYAL	65	80
P31442	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	70	85
P31442	1 Ton Forward Control Chassis (Dual Whl)	8.00-19.5/E	HWY BW/D	UNIROYAL	65	80

1055

GNB00 Att. 1 9842

INTENDED APPLICATION AND RECOMMENDED AIR PRESSURES

Vehicle Model Name	Vehicle Description	Tire Size	Type	Tire Line	Recommended Pressure	
					Front psi	Rear psi
P31442	1 Ton Forward Control Chassis (Sing Whl)	LT235/85R16/E	HWY BW	GENERAL Ameristeel LT UNIROYAL Laredo RIB FIRESTONE Steeltex RTH	45	80
P31442	1 Ton Forward Control Chassis (Sing Whl)	LT235/85R16/E	OOR BW	GOODYEAR-Wrangler AT UNIROYAL Laredo LTL BF GOODRICH Trail Edge	45	80
P31442	1 Ton Forward Control Chassis (Sing Whl)	LT235/85R16/E	HWY BW	GENERAL Ameristeel LT UNIROYAL Laredo RIB FIRESTONE Steeltex RTH	45	80
P31442	1 Ton Forward Control Chassis (Sing Whl)	LT235/85R16/E	OOR BW	GOODYEAR-Wrangler AT UNIROYAL Laredo LTL BF GOODRICH Trail Edge	45	80
P31462	1 Ton Forward Control Cab Chassis (Dual Whl)	8.00-19.5/E	HWY BW/D	UNIROYAL	65	80
P31462	1 Ton Forward Control Cab Chassis (Dual Whl)	8.00-19.5/E	HWY BW/D	UNIROYAL	65	80
P31842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	50
P31842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	55	50
P31842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	55	50
P31842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	50
P31842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	85
P31842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	70	85
P31842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	85
P31842	1 Ton Forward Control Chassis (Dual Whl)	8.00-19.5/E	HWY BW/D	UNIROYAL	55	80
P31842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	70	85
P31842	1 Ton Forward Control Chassis (Dual Whl)	8.00-19.5/E	HWY BW/D	UNIROYAL	65	80
P31862	1 Ton Forward Control Cab Chassis (Dual Whl)	8.00-19.5/E	HWY BW/D	UNIROYAL	65	80
1992 MODEL YEAR						
C20753	141.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	40	60
C20753	141.5 WB Extended Cab Pickup	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	40	60
C20753	141.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	UNIROYAL Laredo	40	60
C20753	141.5 WB Extended Cab Pickup	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	40	60
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	35	60

1056

GM600 Att. 1 9843

INTENDED APPLICATION AND RECOMMENDED AIR PRESSURES

Vehicle Model Name	Vehicle Description	Tire Size	Type	Tire Line	Recommended Pressure	
					Front psi	Rear psi
C20903	131.5 WB Pickup	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	35	60
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	UNIROYAL Laredo	35	60
C20903	131.5 WB Pickup	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	35	60
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	35	60
C20903	131.5 WB Pickup	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	35	60
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	UNIROYAL Laredo	35	60
C20903	131.5 WB Pickup	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	35	60
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C20903	131.5 WB Pickup	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	45	80
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	80
C20903	131.5 WB Pickup	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	45	80
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C20903	131.5 WB Pickup	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	45	80
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	80
C20903	131.5 WB Pickup	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	45	80
C20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	80
C20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	80
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	40	60
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	40	60
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	UNIROYAL Laredo	40	60
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	40	60
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	45	80
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	80
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	45	80
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	45	80
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	80
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	45	80
C31003	135.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80

G1500 Att. 1 9844

Key: OOR BW= Ori, Off Road Black Wall ALS BW= All Season Black Wall HWY BW= Highway Black Wall ALS WS= All Season White Stripe

INTENDED APPLICATION AND RECOMMENDED AIR PRESSURES

Vehicle Model Name	Vehicle Description	Tire Size	Type	Tire Line	Recommended Pressure	
					Front psi	Rear psi
C31003	135.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	45	80
C31003	135.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	80
C31003	135.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	45	80
C31003	135.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C31003	135.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	45	80
C31003	135.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	80
C31003	135.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	45	80
C31403	159.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C31403	159.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	45	80
C31403	159.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	80
C31403	159.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	45	80
C31403	159.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C31403	159.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	45	80
C31403	159.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	80
C31403	159.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	45	80
K20903	131.5 W/B Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	60
K20903	131.5 W/B Pickup	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	45	60
K20903	131.5 W/B Pickup	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	60
K20903	131.5 W/B Pickup	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	45	60
K20903	131.5 W/B Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	60
K20903	131.5 W/B Pickup	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	45	60
K20903	131.5 W/B Pickup	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	60
K20903	131.5 W/B Pickup	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	45	60
K20903	131.5 W/B Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
K20903	131.5 W/B Pickup	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	50	80
K20903	131.5 W/B Pickup	LT245/75R16/E	ALS BW	UNIROYAL Laredo	50	80
K20903	131.5 W/B Pickup	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	50	80
K20903	131.5 W/B Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
K20903	131.5 W/B Pickup	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	50	80
K20903	131.5 W/B Pickup	LT245/75R16/E	ALS BW	UNIROYAL Laredo	50	80
K20903	131.5 W/B Pickup	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	50	80

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GM600 Att. 1 9045

INTENDED APPLICATION AND RECOMMENDED AIR PRESSURES

Vehicle Model Name	Vehicle Description	Tire Size	Type	Tire Line	Recommended Pressure	
					Front psi	Rear psi
K20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
K20906	3/4 Ton Suburban	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	50	80
K20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	UNIROYAL Laredo	50	80
K20906	3/4 Ton Suburban	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	50	80
K20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
K20906	3/4 Ton Suburban	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	50	80
K20906	3/4 Ton Suburban	LT245/75R16/E	ALS BW	UNIROYAL Laredo	50	80
K20906	3/4 Ton Suburban	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	50	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	50	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	ALS BW	UNIROYAL Laredo	50	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	50	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	50	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	ALS BW	UNIROYAL Laredo	50	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	50	80
K30903	Pickup/ Chassis Cab 131.5 W/B (Sing & Duals)	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
K30903	Pickup/ Chassis Cab 131.5 W/B (Sing & Duals)	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	50	80
K30903	Pickup/ Chassis Cab 131.5 W/B (Sing & Duals)	LT245/75R16/E	ALS BW	UNIROYAL Laredo	50	80
K30903	Pickup/ Chassis Cab 131.5 W/B (Sing & Duals)	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	50	80
K30903	Pickup/ Chassis Cab 131.5 W/B (Sing & Duals)	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
K30903	Pickup/ Chassis Cab 131.5 W/B (Sing & Duals)	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	50	80
K30903	Pickup/ Chassis Cab 131.5 W/B (Sing & Duals)	LT245/75R16/E	ALS BW	UNIROYAL Laredo	50	80
K30903	Pickup/ Chassis Cab 131.5 W/B (Sing & Duals)	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	50	80
K30943	1 Ton Crew Cab/Bonus Cab Singles and Duals	LT245/75R16/E	ALS BW	GENERAL 550 AS	55	80
K30943	1 Ton Crew Cab/Bonus Cab Singles and Duals	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	55	80
K30943	1 Ton Crew Cab/Bonus Cab Singles and Duals	LT245/75R16/E	ALS BW	UNIROYAL Laredo	55	80
K30943	1 Ton Crew Cab/Bonus Cab Singles and Duals	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	55	80
K30953	Extended Cab Pickup/Chassis Cab 155.5 W/B (Singles & Duals)	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
K30953	Extended Cab Pickup/Chassis Cab 155.5 W/B (Singles & Duals)	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	50	80

1059

GM1600 Att. 1 3046

INTENDED APPLICATION AND RECOMMENDED AIR PRESSURES

Vehicle Model Name	Vehicle Description	Tire Size	Type	Tire Line	Recommended Pressure	
					Front psi	Rear psi
K30953	Extended Cab Pickup/Chassis Cab 155.5 W/B (Singles & Duals)	LT245/75R16/E	ALS BW	UNIROYAL Laredo	50	80
K30953	Extended Cab Pickup/Chassis Cab 155.5 W/B (Singles & Duals)	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	50	80
K30953	Extended Cab Pickup/Chassis Cab 155.5 W/B (Singles & Duals)	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
K30953	Extended Cab Pickup/Chassis Cab 155.5 W/B (Singles & Duals)	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	50	80
K30953	Extended Cab Pickup/Chassis Cab 155.5 W/B (Singles & Duals)	LT245/75R16/E	ALS BW	UNIROYAL Laredo	50	80
K30953	Extended Cab Pickup/Chassis Cab 155.5 W/B (Singles & Duals)	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	50	80
K31003	1 Ton Cab Chassis Singles & Duals	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
K31003	1 Ton Cab Chassis Singles & Duals	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	50	80
K31003	1 Ton Cab Chassis Singles & Duals	LT245/75R16/E	ALS BW	UNIROYAL Laredo	50	80
K31003	1 Ton Cab Chassis Singles & Duals	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	50	80
K31003	1 Ton Cab Chassis Singles & Duals	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
K31003	1 Ton Cab Chassis Singles & Duals	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	50	80
K31003	1 Ton Cab Chassis Singles & Duals	LT245/75R16/E	ALS BW	UNIROYAL Laredo	50	80
K31003	1 Ton Cab Chassis Singles & Duals	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	50	80
G31303	1 Ton 125" WB - Cab Singles/Duals	LT225/75R16/E	ALS BW	MICHELIN XCH4	55	80
G31303	1 Ton 125" WB - Cab Singles/Duals	LT225/75R16/E	ALS BW	MICHELIN XCH4	55	80
G31305	1 Ton 125" WB - Panel Van	LT225/75R16/E	ALS BW	MICHELIN XCH4	45	80
G31305	1 Ton 125" WB - Panel Van	LT225/75R16/E	ALS BW	MICHELIN XCH4	45	80
G31305	1 Ton 125" WB - Panel Van	LT225/75R16/E	ALS BW	MICHELIN XCH4	50	80
G31305	1 Ton 125" WB - Panel Van	LT225/75R16/E	ALS BW	MICHELIN XCH4	55	80
G31306	1 Ton 125" WB - Passenger Van	LT225/75R16/E	ALS BW	MICHELIN XCH4	45	80
G31306	1 Ton 125" WB - Passenger Van	LT225/75R16/E	ALS BW	MICHELIN XCH4	50	80
G31306	1 Ton 125" WB - Passenger Van	LT225/75R16/E	ALS BW	MICHELIN XCH4	55	80
G31603	1 Ton 146" WB Cab Singles/Duals	LT225/75R16/E	ALS BW	MICHELIN XCH4	55	80
G31605	1 Ton 146" WB - Panel Van	LT225/75R16/E	ALS BW	MICHELIN XCH4	50	80
G31605	1 Ton 146" WB - Panel Van	LT225/75R16/E	ALS BW	MICHELIN XCH4	55	80
G31605	1 Ton 146" WB - Panel Van	LT225/75R16/E	ALS BW	MICHELIN XCH4	55	80
G31606	1 Ton 146" WB - Passenger Van	LT225/75R16/E	ALS BW	MICHELIN XCH4	50	80
G31606	1 Ton 146" WB - Passenger Van	LT225/75R16/E	ALS BW	MICHELIN XCH4	55	80
G31606	1 Ton 146" WB - Passenger Van	LT225/75R16/E	ALS BW	MICHELIN XCH4	55	80

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GM508 Att. 1 9847

INTENDED APPLICATION AND RECOMMENDED AIR PRESSURES

Vehicle Model Name	Vehicle Description	Tire Size	Type	Tire Line	Recommended Pressure	
					Front psi	Rear psi
P30842	1 Ton Forward Control Chassis (Sing Whl)	7.50-16LT/E	HWY BW/D	UNIROYAL	45	75
P30842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	50
P30842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	55	50
P30842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	55	50
P30842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	50
P30842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	50
P30842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	85
P30842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	70	85
P30842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	85
P30842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	70	85
P30842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	70	85
P30842	1 Ton Forward Control Chassis (Dual Whl)	8.00-19.5/E	HWY BW/D	UNIROYAL	55	80
P30842	1 Ton Forward Control Chassis (Dual Whl)	8.00-19.5/E	HWY BW/D	UNIROYAL	65	80
P30842	1 Ton Forward Control Chassis (Dual Whl)	8.00-19.5/E	HWY BW/D	UNIROYAL	65	80
P30842	1 Ton Forward Control Chassis (Sing Whl)	LT225/75R16/E	ALS BW	MICHELIN XCH4	50	80
P30842	1 Ton Forward Control Chassis (Sing Whl)	LT235/85R16/E	HWY BW	GENERAL Ameristeel LT UNIROYAL Laredo RIB FIRESTONE Steeltex RTH	45	80
P30842	1 Ton Forward Control Chassis (Sing Whl)	LT235/85R16/E	OOR BW	GOODYEAR-Wrangler AT UNIROYAL Laredo LTL BF GOODRICH Trail Edge	45	80
P30842	1 Ton Forward Control Chassis (Sing Whl)	LT235/85R16/E	HWY BW	GENERAL Ameristeel LT UNIROYAL Laredo RIB FIRESTONE Steeltex RTH	45	80
P30842	1 Ton Forward Control Chassis (Sing Whl)	LT235/85R16/E	OOR BW	GOODYEAR-Wrangler AT UNIROYAL Laredo LTL BF GOODRICH Trail Edge	45	80
P31042	1 Ton Forward Control Chassis (Sing Whl)	7.50-16LT/E	HWY BW/D	UNIROYAL	45	75
P31042	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	50
P31042	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	55	50
P31042	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	55	50
P31042	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	50
P31042	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	50
P31042	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	85
P31042	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	70	85
P31042	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	85
P31042	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	70	85
P31042	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	70	85
P31042	1 Ton Forward Control Chassis (Dual Whl)	8.00-19.5/E	HWY BW/D	UNIROYAL	55	80

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0 Att. 1 9848

INTENDED APPLICATION AND RECOMMENDED AIR PRESSURES

Vehicle Model Name	Vehicle Description	Tire Size	Type	Tire Line	Recommended Pressure	
					Front psi	Rear psi
P31042	1 Ton Forward Control Chassis (Dual Whl)	8.00-19.5/E	HWY BWD	UNIROYAL	65	80
P31042	1 Ton Forward Control Chassis (Dual Whl)	8.00-19.5/E	HWY BWD	UNIROYAL	65	80
P31042	1 Ton Forward Control Chassis (Sing Whl)	LT235/85R16/E	HWY BW	GENERAL Ameristeel LT	45	80
				UNIROYAL Laredo RIB		
				FIRESTONE Steeltex RTH		
P31042	1 Ton Forward Control Chassis (Sing Whl)	LT235/85R16/E	OOR BW	GOODYEAR-Wrangler AT	45	90
				UNIROYAL Laredo LTL		
				BF GOODRICH Trail Edge		
P31042	1 Ton Forward Control Chassis (Sing Whl)	LT235/85R16/E	HWY BW	GENERAL Ameristeel LT	45	80
				UNIROYAL Laredo RIB		
				FIRESTONE Steeltex RTH		
P31042	1 Ton Forward Control Chassis (Sing Whl)	LT235/85R16/E	OOR BW	GOODYEAR-Wrangler AT	45	80
				UNIROYAL Laredo LTL		
				BF GOODRICH Trail Edge		
P31442	1 Ton Forward Control Chassis (Sing Whl)	7.50-16L/E	HWY BWD	UNIROYAL	45	75
P31442	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	50
P31442	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	55	50
P31442	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	55	50
P31442	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	50
P31442	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	80	50
P31442	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	80	85
P31442	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	70	85
P31442	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	85
P31442	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	70	85
P31442	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	70	85
P31442	1 Ton Forward Control Chassis (Dual Whl)	8.00-19.5/E	HWY BWD	UNIROYAL	55	80
P31442	1 Ton Forward Control Chassis (Dual Whl)	8.00-19.5/E	HWY BWD	UNIROYAL	65	80
P31442	1 Ton Forward Control Chassis (Sing Whl)	LT235/85R16/E	HWY BW	UNIROYAL	65	85
				GENERAL Ameristeel LT	45	80
				UNIROYAL Laredo RIB		
				FIRESTONE Steeltex RTH		
P31442	1 Ton Forward Control Chassis (Sing Whl)	LT235/85R16/E	OOR BW	GOODYEAR-Wrangler AT	45	80
				UNIROYAL Laredo LTL		
				BF GOODRICH Trail Edge		
P31442	1 Ton Forward Control Chassis (Sing Whl)	LT235/85R16/E	HWY BW	GENERAL Ameristeel LT	45	80
				UNIROYAL Laredo RIB		
				FIRESTONE Steeltex RTH		
P31442	1 Ton Forward Control Chassis (Sing Whl)	LT235/85R16/E	OOR BW	GOODYEAR-Wrangler AT	45	80
				UNIROYAL Laredo LTL		
				BF GOODRICH Trail Edge		

Key: OOR BW= On, Off Road Black Wall ALS BW= All Season Black Wall HWY BW= Highway Black Wall ALS WS= All Season White Stripe

1062

61600 Att 1 5849

INTENDED APPLICATION AND RECOMMENDED AIR PRESSURES

Vehicle Model Name	Vehicle Description	Tire Size	Type	Tire Line	Recommended Pressure	
					Front psi	Rear psi
P31842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	50
P31842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	55	50
P31842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	55	50
P31842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	50
P31842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	85
P31842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	70	85
P31842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	85
P31842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	70	85
P31842	1 Ton Forward Control Chassis (Dual Whl)	8.00-19.5/E	HWY BW/D	UNIROYAL	55	80
P31842	1 Ton Forward Control Chassis (Dual Whl)	8.00-19.5/E	HWY BW/D	UNIROYAL	65	80

1991 MODEL YEAR

C20753	141.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	40	60
C20753	141.5 WB Extended Cab Pickup	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	40	60
C20753	141.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	UNIROYAL Laredo	40	60
C20753	141.5 WB Extended Cab Pickup	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	40	60
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	35	60
C20903	131.5 WB Pickup	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	35	60
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	UNIROYAL Laredo	35	60
C20903	131.5 WB Pickup	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	35	60
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	35	60
C20903	131.5 WB Pickup	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	35	60
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	UNIROYAL Laredo	35	60
C20903	131.5 WB Pickup	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	35	60
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C20903	131.5 WB Pickup	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	45	80
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	80
C20903	131.5 WB Pickup	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	45	80
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80

1063

GM600 Att. 1 9850

INTENDED APPLICATION AND RECOMMENDED AIR PRESSURES

Vehicle Model Name	Vehicle Description	Tire Size	Type	Tire Line	Recommended Pressure	
					Front psi	Rear psi
C20903	131.5 WB Pickup	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	45	80
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	80
C20903	131.5 WB Pickup	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	45	80
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	40	60
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	40	60
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	UNIROYAL Laredo	40	60
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	40	60
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	45	80
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	80
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	45	80
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	45	80
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	80
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	45	80
C31003	135.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C31003	135.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	45	80
C31003	135.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	80
C31003	135.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	45	80
C31003	135.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C31003	135.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	45	80
C31003	135.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	80
C31003	135.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	45	80
C31003	135.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C31003	135.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	45	80
C31003	135.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	80
C31003	135.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	45	80
C31003	135.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C31003	135.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	45	80
C31003	135.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	80
C31003	135.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	45	80
C31403	159.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80

1064

CH600 Att. 1 9051

INTENDED APPLICATION AND RECOMMENDED AIR PRESSURES

Vehicle Model Name	Vehicle Description	Tire Size	Type	Tire Line	Recommended Pressure	
					Front psi	Rear psi
C31403	159.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	OOD BW	GENERAL 550 TR GENERAL Ameri Trac LT	45	80
C31403	159.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	80
C31403	159.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	OOD BW	UNIROYAL Laredo LTL	45	80
C31403	159.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C31403	159.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	OOD BW	GENERAL 550 TR GENERAL Ameri Trac LT	45	80
C31403	159.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	80
C31403	159.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	OOD BW	UNIROYAL Laredo LTL	45	80
C31403	159.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C31403	159.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	OOD BW	GENERAL 550 TR GENERAL Ameri Trac LT	45	80
C31403	159.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	80
C31403	159.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	OOD BW	UNIROYAL Laredo LTL	45	80
C31403	159.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C31403	159.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	OOD BW	GENERAL 550 TR GENERAL Ameri Trac LT	45	80
C31403	159.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	80
C31403	159.5 WB Chassis Cab (Singles & Duals)	LT245/75R16/E	OOD BW	UNIROYAL Laredo LTL	45	80
K20903	131.5 W/B Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	60
K20903	131.5 W/B Pickup	LT245/75R16/E	OOD BW	GENERAL 550 TR GENERAL Ameri Trac LT	45	60
K20903	131.5 W/B Pickup	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	60
K20903	131.5 W/B Pickup	LT245/75R16/E	OOD BW	UNIROYAL Laredo LTL	45	60
K20903	131.5 W/B Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	60
K20903	131.5 W/B Pickup	LT245/75R16/E	OOD BW	GENERAL 550 TR GENERAL Ameri Trac LT	45	60
K20903	131.5 W/B Pickup	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	60
K20903	131.5 W/B Pickup	LT245/75R16/E	OOD BW	UNIROYAL Laredo LTL	45	60
K20903	131.5 W/B Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
K20903	131.5 W/B Pickup	LT245/75R16/E	OOD BW	GENERAL 550 TR GENERAL Ameri Trac LT	50	80
K20903	131.5 W/B Pickup	LT245/75R16/E	ALS BW	UNIROYAL Laredo	50	80
K20903	131.5 W/B Pickup	LT245/75R16/E	OOD BW	UNIROYAL Laredo LTL	50	80
K20903	131.5 W/B Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
K20903	131.5 W/B Pickup	LT245/75R16/E	OOD BW	GENERAL 550 TR GENERAL Ameri Trac LT	50	80
K20903	131.5 W/B Pickup	LT245/75R16/E	ALS BW	UNIROYAL Laredo	50	80
K20903	131.5 W/B Pickup	LT245/75R16/E	OOD BW	UNIROYAL Laredo LTL	50	80

1065

GM600 Att. 1 9052

INTENDED APPLICATION AND RECOMMENDED AIR PRESSURES

Vehicle Model Name	Vehicle Description	Tire Size	Type	Tire Line	Recommended Pressure	
					Front psi	Rear psi
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	50	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	ALS BW	UNIROYAL Laredo	50	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	50	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	50	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	ALS BW	UNIROYAL Laredo	50	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	50	80
K31003	1 Ton Cab Chassis Singles & Duals	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
K31003	1 Ton Cab Chassis Singles & Duals	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	50	80
K31003	1 Ton Cab Chassis Singles & Duals	LT245/75R16/E	ALS BW	UNIROYAL Laredo	50	80
K31003	1 Ton Cab Chassis Singles & Duals	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	50	80
K31003	1 Ton Cab Chassis Singles & Duals	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
K31003	1 Ton Cab Chassis Singles & Duals	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	50	80
K31003	1 Ton Cab Chassis Singles & Duals	LT245/75R16/E	ALS BW	UNIROYAL Laredo	50	80
K31003	1 Ton Cab Chassis Singles & Duals	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	50	80
K31003	1 Ton Cab Chassis Singles & Duals	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
K31003	1 Ton Cab Chassis Singles & Duals	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	50	80
K31003	1 Ton Cab Chassis Singles & Duals	LT245/75R16/E	ALS BW	UNIROYAL Laredo	50	80
K31003	1 Ton Cab Chassis Singles & Duals	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	50	80
G31303	1 Ton 125" WB - Cab Singles/Duals	LT225/75R16/E	ALS BW	MICHELIN XCH4	55	80
G31305	1 Ton 125" WB - Panel Van	LT225/75R16/E	ALS BW	MICHELIN XCH4	45	80
G31305	1 Ton 125" WB - Panel Van	LT225/75R16/E	ALS BW	MICHELIN XCH4	50	80
G31605	1 Ton 146" WB - Panel Van	LT225/75R16/E	ALS BW	MICHELIN XCH4	50	80
G31605	1 Ton 146" WB - Panel Van	LT225/75R16/E	ALS BW	MICHELIN XCH4	55	80
G31606	1 Ton 146" WB - Passenger Van	LT225/75R16/E	ALS BW	MICHELIN XCH4	50	80
G31606	1 Ton 146" WB - Passenger Van	LT225/75R16/E	ALS BW	MICHELIN XCH4	55	80
P30842	1 Ton Forward Control Chassis (Sing Whl)	7.50-16LT/E	HWY BW/D	UNIROYAL	45	75

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GM600 Att. I 9053

INTENDED APPLICATION AND RECOMMENDED AIR PRESSURES

Vehicle Model Name	Vehicle Description	Tire Size	Type	Tire Line	Recommended Pressure	
					Front psi	Rear psi
P30842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	50
P30842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	55	50
P30842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	55	50
P30842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	50
P30842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	50
P30842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	85
P30842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	70	85
P30842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	85
P30842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	70	85
P30842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	70	85
P30842	1 Ton Forward Control Chassis (Dual Whl)	8.00-19.5/E	HWY BW/D	UNIROYAL	55	80
P30842	1 Ton Forward Control Chassis (Dual Whl)	8.00-19.5/E	HWY BW/D	UNIROYAL	65	80
P30842	1 Ton Forward Control Chassis (Dual Whl)	8.00-19.5/E	HWY BW/D	UNIROYAL	65	80
P30842	1 Ton Forward Control Chassis (Sing Whl)	LT225/75R16/E	ALS BW	MICHELIN XCH4	50	80
P30842	1 Ton Forward Control Chassis (Sing Whl)	LT235/85R16/E	HWY BW	GENERAL Ameristeel LT UNIROYAL Laredo RIB FIRESTONE Steeltex RTH	45	80
P30842	1 Ton Forward Control Chassis (Sing Whl)	LT235/85R16/E	OUR BW	GOODYEAR-Wrangler AT UNIROYAL Laredo LTL BFGOODRICH Trail Edge	45	80
P30842	1 Ton Forward Control Chassis (Sing Whl)	LT235/85R16/E	HWY BW	GENERAL Ameristeel LT UNIROYAL Laredo RIB FIRESTONE Steeltex RTH	45	80
P30842	1 Ton Forward Control Chassis (Sing Whl)	LT235/85R16/E	OUR BW	GOODYEAR-Wrangler AT UNIROYAL Laredo LTL BFGOODRICH Trail Edge	45	80
P31042	1 Ton Forward Control Chassis (Sing Whl)	7.50-16LT/E	HWY BW/D	UNIROYAL	45	75
P31042	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	50
P31042	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	55	50
P31042	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	55	50
P31042	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	50
P31042	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	50
P31042	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	85
P31042	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	70	85
P31042	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	85
P31042	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	70	85
P31042	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	70	85
P31042	1 Ton Forward Control Chassis (Dual Whl)	8.00-19.5/E	HWY BW/D	UNIROYAL	55	80
P31042	1 Ton Forward Control Chassis (Dual Whl)	8.00-19.5/E	HWY BW/D	UNIROYAL	65	80
P31042	1 Ton Forward Control Chassis (Dual Whl)	8.00-19.5/E	HWY BW/D	UNIROYAL	65	80

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GM600 Att. 1 9854

INTENDED APPLICATION AND RECOMMENDED AIR PRESSURES

Vehicle Model Name	Vehicle Description	Tire Size	Type	Tire Line	Recommended Pressure	
					Front psi	Rear psi
P31042	1 Ton Forward Control Chassis (Sling Whl)	LT235/85R16/E	HWY BW	GENERAL Ameristeel LT UNIROYAL Laredo RIB FIRESTONE Steellax RTH	45	80
P31042	1 Ton Forward Control Chassis (Sling Whl)	LT235/85R16/E	OCR BW	GOODYEAR-Wrangler AT UNIROYAL Laredo LTL BFGOODRICH Trail Edge	45	80
P31042	1 Ton Forward Control Chassis (Sling Whl)	LT235/85R16/E	HWY BW	GENERAL Ameristeel LT UNIROYAL Laredo RIB FIRESTONE Steellax RTH	45	80
P31042	1 Ton Forward Control Chassis (Sling Whl)	LT235/85R16/E	OCR BW	GOODYEAR-Wrangler AT UNIROYAL Laredo LTL BFGOODRICH Trail Edge	45	80
P31442	1 Ton Forward Control Chassis (Sling Whl)	7.50-16L/T/E	HWY BW/D	UNIROYAL	45	75
P31442	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	50
P31442	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	55	50
P31442	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	55	50
P31442	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	50
P31442	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	50
P31442	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	50
P31442	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	70	85
P31442	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	70	85
P31442	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	70	85
P31442	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	65	85
P31442	1 Ton Forward Control Chassis (Dual Whl)	8.00-19.5/E	HWY BWD	UNIROYAL	55	90
P31442	1 Ton Forward Control Chassis (Dual Whl)	8.00-19.5/E	HWY BWD	UNIROYAL	65	80
P31442	1 Ton Forward Control Chassis (Sling Whl)	LT235/85R16/E	HWY BW	GENERAL Ameristeel LT UNIROYAL Laredo RIB FIRESTONE Steellax RTH	45	80
P31442	1 Ton Forward Control Chassis (Sling Whl)	LT235/85R16/E	OCR BW	GOODYEAR-Wrangler AT UNIROYAL Laredo LTL BFGOODRICH Trail Edge	45	80
P31442	1 Ton Forward Control Chassis (Sling Whl)	LT235/85R16/E	HWY BW	GENERAL Ameristeel LT UNIROYAL Laredo RIB FIRESTONE Steellax RTH	45	80

Key: OCR BW= Or, Off Road Black Wall ALS BW= All Season Black Wall HWY BW= Highway Black Wall ALS WS= All Season White Stripes

1068

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Att. 61600

INTENDED APPLICATION AND RECOMMENDED AIR PRESSURES

Vehicle Model Name	Vehicle Description	Tire Size	Type	Tire Line	Recommended Pressure	
					Front psi	Rear psi
P31442	1 Ton Forward Control Chassis (Sing Whl)	LT235/85R16/E	OOD BW	GOODYEAR-Wrangler AT UNIROYAL Laredo LTL BFGOODRICH Trail Edge	45	80
P31842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	80	50
P31842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	55	50
P31842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	55	50
P31842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	50
P31842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	85
P31842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	70	85
P31842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	85
P31842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	70	85
P31842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	65	80
P31842	1 Ton Forward Control Chassis (Dual Whl)	8.00-19.5/E	HWY BW/D	UNIROYAL	55	80
R20906	3/4 Ton Suburban	LT235/85R16/E	HWY BW	GENERAL Ameristeel LT UNIROYAL Laredo RIB FIRESTONE Steeltex RTH	45	75
R20906	3/4 Ton Suburban	LT235/85R16/E	OOD BW	GOODYEAR-Wrangler AT UNIROYAL Laredo LTL BFGOODRICH Trail Edge	45	75
R30943	1 Ton Bonus Cab - Singles & Duals	7.50-16LT/E	HWY BW/D	UNIROYAL	45	75
R30943	1 Ton Bonus Cab - Singles & Duals	LT235/85R16/E	HWY BW	GENERAL Ameristeel LT UNIROYAL Laredo RIB FIRESTONE Steeltex RTH	45	80
R30943	1 Ton Bonus Cab - Singles & Duals	LT235/85R16/E	OOD BW	GOODYEAR-Wrangler AT UNIROYAL Laredo LTL BFGOODRICH Trail Edge	45	80
R30943	1 Ton Bonus Cab - Singles & Duals	LT235/85R16/E	HWY BW	GENERAL Ameristeel LT UNIROYAL Laredo RIB FIRESTONE Steeltex RTH	45	80
R30943	1 Ton Bonus Cab - Singles & Duals	LT235/85R16/E	OOD BW	GOODYEAR-Wrangler AT UNIROYAL Laredo LTL BFGOODRICH Trail Edge	45	80
V20906	3/4 Ton Suburban	LT235/85R16/E	HWY BW	GENERAL Ameristeel LT UNIROYAL Laredo RIB FIRESTONE Steeltex RTH	45	75
V20906	3/4 Ton Suburban	LT235/85R16/E	OOD BW	GOODYEAR-Wrangler AT UNIROYAL Laredo LTL BFGOODRICH Trail Edge	45	75

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GM600 Att. 1 9856

INTENDED APPLICATION AND RECOMMENDED AIR PRESSURES

Vehicle Model Name	Vehicle Description	Tire Size	Type	Tire Line	Recommended Pressure	
					Front psi	Rear psi
V30943	1 Ton Crew Cab/Bonus Cab Singles & Duals	LT235/85R16/E	HWY BW	GENERAL Ameristeel LT UNIROYAL Laredo RIB FIRESTONE Steeltex RTH	55	80
V30943	1 Ton Crew Cab/Bonus Cab Singles & Duals	LT235/85R16/E	OOR BW	GOODYEAR-Wrangler AT UNIROYAL Laredo LTL BFGOODRICH Trail Edge	55	80
1990 MODEL YEAR						
C20753	141.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	40	80
C20753	141.5 WB Extended Cab Pickup	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	40	80
C20753	141.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	UNIROYAL Laredo	40	60
C20753	141.5 WB Extended Cab Pickup	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	40	60
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	35	60
C20903	131.5 WB Pickup	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	35	60
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	UNIROYAL Laredo	35	60
C20903	131.5 WB Pickup	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	35	60
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	35	60
C20903	131.5 WB Pickup	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	35	60
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	UNIROYAL Laredo	35	80
C20903	131.5 WB Pickup	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	35	80
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C20903	131.5 WB Pickup	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	45	80
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	80
C20903	131.5 WB Pickup	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	45	80
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C20903	131.5 WB Pickup	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	45	80
C20903	131.5 WB Pickup	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	80
C20903	131.5 WB Pickup	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	45	80
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	40	60

1070

C1600 Att. I 9057

INTENDED APPLICATION AND RECOMMENDED AIR PRESSURES

Vehicle Model Name	Vehicle Description	Tire Size	Type	Tire Line	Recommended Pressure	
					Front psi	Rear psi
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	40	60
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	UNIROYAL Laredo	40	60
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	40	60
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	45	80
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	80
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	45	80
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	45	80
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	80
C20953	155.5 WB Extended Cab Pickup	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	45	80
C30903	131.5 WB Pickup/Chassis Cab	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C30903	131.5 WB Pickup/Chassis Cab	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	45	80
C30903	131.5 WB Pickup/Chassis Cab	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	80
C30903	131.5 WB Pickup/Chassis Cab	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	45	80
C30903	131.5 WB Pickup/Chassis Cab	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C30903	131.5 WB Pickup/Chassis Cab	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	45	80
C30903	131.5 WB Pickup/Chassis Cab	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	80
C30903	131.5 WB Pickup/Chassis Cab	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	45	80
C30953	155.5 WB Extended Cab Pickup/Chassis Cab	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C30953	155.5 WB Extended Cab Pickup/Chassis Cab	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	45	80
C30953	155.5 WB Extended Cab Pickup/Chassis Cab	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	80
C30953	155.5 WB Extended Cab Pickup/Chassis Cab	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	45	80
C30953	155.5 WB Extended Cab Pickup/Chassis Cab	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	80
C30953	155.5 WB Extended Cab Pickup/Chassis Cab	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	45	80
C30953	155.5 WB Extended Cab Pickup/Chassis Cab	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	80
C30953	155.5 WB Extended Cab Pickup/Chassis Cab	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	45	80
K20903	131.5 W/B Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	60
K20903	131.5 W/B Pickup	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	45	60
K20903	131.5 W/B Pickup	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	60
K20903	131.5 W/B Pickup	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	45	60
K20903	131.5 W/B Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	45	60

1071

GM608 Att. 1 9058

INTENDED APPLICATION AND RECOMMENDED AIR PRESSURES

1072

Vehicle Model Name	Vehicle Description	Tire Size	Type	Tire Line	Recommended Pressure	
					Front psi	Rear psi
K20903	131.5 W/B Pickup	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	45	60
K20903	131.5 W/B Pickup	LT245/75R16/E	ALS BW	UNIROYAL Laredo	45	60
K20903	131.5 W/B Pickup	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	45	60
K20903	131.5 W/B Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
K20903	131.5 W/B Pickup	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	50	80
K20903	131.5 W/B Pickup	LT245/75R16/E	ALS BW	UNIROYAL Laredo	50	80
K20903	131.5 W/B Pickup	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	50	80
K20903	131.5 W/B Pickup	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
K20903	131.5 W/B Pickup	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	50	80
K20903	131.5 W/B Pickup	LT245/75R16/E	ALS BW	UNIROYAL Laredo	50	80
K20903	131.5 W/B Pickup	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	50	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	50	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	ALS BW	UNIROYAL Laredo	50	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	50	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	50	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	ALS BW	UNIROYAL Laredo	50	80
K20953	Extended Cab Pickup (155.5 W/B)	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	50	80
K30903	Pick-Up/Chassis Cab 131.5 W/B (Singles & Duals)	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
K30903	Pick-Up/Chassis Cab 131.5 W/B (Singles & Duals)	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	50	80
K30903	Pick-Up/Chassis Cab 131.5 W/B (Singles & Duals)	LT245/75R16/E	ALS BW	UNIROYAL Laredo	50	80
K30903	Pick-Up/Chassis Cab 131.5 W/B (Singles & Duals)	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	50	80
K30903	Pick-Up/Chassis Cab 131.5 W/B (Singles & Duals)	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
K30903	Pick-Up/Chassis Cab 131.5 W/B (Singles & Duals)	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	50	80
K30903	Pick-Up/Chassis Cab 131.5 W/B (Singles & Duals)	LT245/75R16/E	ALS BW	UNIROYAL Laredo	50	80
K30903	Pick-Up/Chassis Cab 131.5 W/B (Singles & Duals)	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	50	80
K30953	Extended Cab Pickup/Chassis Cab 155.5 W/B (Singles & Duals)	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
K30953	Extended Cab Pickup/Chassis Cab 155.5 W/B (Singles & Duals)	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	50	80
K30953	Extended Cab Pickup/Chassis Cab 155.5 W/B (Singles & Duals)	LT245/75R16/E	ALS BW	UNIROYAL Laredo	50	80

GM600 Att-1 9859

Key: OOR BW= On, Off Road Black Wall ALS BW= All Season Black Wall HWY BW= Highway Black Wall ALS WS= All Season White Stripe

INTENDED APPLICATION AND RECOMMENDED AIR PRESSURES

Vehicle Model Name	Vehicle Description	Tire Size	Type	Tire Line	Recommended Pressure	
					Front psi	Rear psi
K30953	Extended Cab Pickup/Chassis Cab 155.5 W/B (Singles & Duals)	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	50	80
K30953	Extended Cab Pickup/Chassis Cab 155.5 W/B (Singles & Duals)	LT245/75R16/E	ALS BW	GENERAL 550 AS	50	80
K30953	Extended Cab Pickup/Chassis Cab 155.5 W/B (Singles & Duals)	LT245/75R16/E	OOR BW	GENERAL 550 TR GENERAL Ameri Trac LT	50	80
K30953	Extended Cab Pickup/Chassis Cab 155.5 W/B (Singles & Duals)	LT245/75R16/E	ALS BW	UNIROYAL Laredo	50	80
K30953	Extended Cab Pickup/Chassis Cab 155.5 W/B (Singles & Duals)	LT245/75R16/E	OOR BW	UNIROYAL Laredo LTL	50	80
G31303	1 Ton 125" WB - Cab Singles/Duals	8.75X16.5E 8.75X16.5LT/E	UNKNOWN	UNKNOWN	45	75
G31303	1 Ton 125" WB - Cab Singles/Duals	8.75X16.5E 8.75X16.5LT/E	UNKNOWN	UNKNOWN	35	50
G31303	1 Ton 125" WB - Cab Singles/Duals	8.75X16.5E 8.75X16.5LT/E	UNKNOWN	UNKNOWN	35	50
G31303	1 Ton 125" WB - Cab Singles/Duals	8.75X16.5E 8.75X16.5LT/E	UNKNOWN	UNKNOWN	45	75
G31305	1 Ton 125" WB - Panel Van	8.75R16.5E	HWY BW	GEN Jetsteel	40	50
G31305	1 Ton 125" WB - Panel Van	8.75X16.5E 8.75X16.5LT/E	UNKNOWN	UNKNOWN	45	75
G31305	1 Ton 125" WB - Panel Van	8.75X16.5E 8.75X16.5LT/E	UNKNOWN	UNKNOWN	45	75
G31305	1 Ton 125" WB - Panel Van	8.75X16.5E 8.75X16.5LT/E	UNKNOWN	UNKNOWN	50	80
G31306	1 Ton 125" WB - Passenger Van	8.75R16.5E	HWY BW	GEN Jetsteel	40	55
G31306	1 Ton 125" WB - Passenger Van	8.75R16.5E	HWY BW	GEN Jetsteel	50	80
G31306	1 Ton 125" WB - Passenger Van	8.75X16.5E 8.75X16.5LT/E	UNKNOWN	UNKNOWN	45	75
G31306	1 Ton 125" WB - Passenger Van	8.75X16.5E 8.75X16.5LT/E	UNKNOWN	UNKNOWN	45	75
G31332	1 Ton 125" WB - R/V Cutaway Van Singles/Duals	8.75X16.5E 8.75X16.5LT/E	UNKNOWN	UNKNOWN	45	75
G31332	1 Ton 125" WB - R/V Cutaway Van Singles/Duals	8.75X16.5E 8.75X16.5LT/E	UNKNOWN	UNKNOWN	45	75
G31332	1 Ton 125" WB - R/V Cutaway Van Singles/Duals	8.75X16.5E 8.75X16.5LT/E	UNKNOWN	UNKNOWN	50	80
G31603	1 Ton 146" WB Cab Duals	8.75X16.5E 8.75X16.5LT/E	UNKNOWN	UNKNOWN	55	55

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GENCO Att. 1 9868

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INTENDED APPLICATION AND RECOMMENDED AIR PRESSURES

Vehicle Model Name	Vehicle Description	Tire Size	Type	Tire Line	Recommended Pressure	
					Front psi	Rear psi
G31603	1 Ton 146" WB Cab Duals	8.75X16.5E 8.75X16.5LT/E	UNKNOWN	UNKNOWN	55	55
G31605	1 Ton 146" WB - Panel Van	8.75X16.5E 8.75X16.5LT/E	UNKNOWN	UNKNOWN	45	75
G31605	1 Ton 146" WB - Panel Van	8.75X16.5E 8.75X16.5LT/E	UNKNOWN	UNKNOWN	50	80
G31606	1 Ton 146" WB - Passenger Van	8.75X16.5E 8.75X16.5LT/E	UNKNOWN	UNKNOWN	45	75
G31606	1 Ton 146" WB - Passenger Van	8.75X16.5E 8.75X16.5LT/E	UNKNOWN	UNKNOWN	50	80
P30842	1 Ton Forward Control Chassis (Sing Whl)	7.50-16LT/E	HWY BW/D	UNIROYAL	45	75
P30842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	55	50
P30842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	50
P30842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	55	50
P30842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	50
P30842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	50
P30842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	50
P30842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	85
P30842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	70	85
P30842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	85
P30842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	70	85
P30842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	70	85
P30842	1 Ton Forward Control Chassis (Dual Whl)	8.00-19.5/E	HWY BW/D	UNIROYAL	55	80
P30842	1 Ton Forward Control Chassis (Dual Whl)	8.00-19.5/E	HWY BW/D	UNIROYAL	65	80
P30842	1 Ton Forward Control Chassis (Dual Whl)	8.00-19.5/E	HWY BW/D	UNIROYAL	65	80
P30842	1 Ton Forward Control Chassis (Sing Whl)	LT235/85R16/E	HWY BW	GENERAL Ameristeel LT UNIROYAL Laredo RIB FIRESTONE Steeltex RTH	51	80
P30842	1 Ton Forward Control Chassis (Sing Whl)	LT235/85R16/E	OOR BW	GOODYEAR-Wrangler AT UNIROYAL Laredo LTL BF GOODRICH Trail Edge	51	80
P30842	1 Ton Forward Control Chassis (Sing Whl)	LT235/85R16/E	HWY BW	GENERAL Ameristeel LT UNIROYAL Laredo RIB FIRESTONE Steeltex RTH	51	80
P30842	1 Ton Forward Control Chassis (Sing Whl)	LT235/85R16/E	OOR BW	GOODYEAR-Wrangler AT UNIROYAL Laredo LTL BF GOODRICH Trail Edge	51	80
P31042	1 Ton Forward Control Chassis (Sing Whl)	7.50-16LT/E	HWY BW/D	UNIROYAL	45	75
P31042	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	55	50

GME00 Att. 1 9861

Key: OOR BW= On, Off Road Black Wall ALS BW= All Season Black Wall HWY BW= Highway Black Wall ALS WS= All Season White Stripes

INTENDED APPLICATION AND RECOMMENDED AIR PRESSURES

Vehicle Model Name	Vehicle Description	Tire Size	Type	Tire Line	Recommended Pressure	
					Front psi	Rear psi
P31042	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	50
P31042	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	55	50
P31042	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	50
P31042	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	50
P31042	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	85
P31042	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	70	85
P31042	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	85
P31042	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	70	85
P31042	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	70	85
P31042	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	55	80
P31042	1 Ton Forward Control Chassis (Dual Whl)	8.00-19.5/E	HWY BW/D	UNIROYAL	65	80
P31042	1 Ton Forward Control Chassis (Dual Whl)	8.00-19.5/E	HWY BW/D	UNIROYAL	65	80
P31042	1 Ton Forward Control Chassis (Sing Whl)	LT235/85R16/E	HWY BW	GENERAL Ameristeel LT UNIROYAL Laredo RIB FIRESTONE Steeltex RTH	51	80
P31042	1 Ton Forward Control Chassis (Sing Whl)	LT235/85R16/E	OOR BW	GOODYEAR-Wrangler AT UNIROYAL Laredo LTL BF GOODRICH Trail Edge	51	80
P31042	1 Ton Forward Control Chassis (Sing Whl)	LT235/85R16/E	HWY BW	GENERAL Ameristeel LT UNIROYAL Laredo RIB FIRESTONE Steeltex RTH	51	80
P31042	1 Ton Forward Control Chassis (Sing Whl)	LT235/85R16/E	OOR BW	GOODYEAR-Wrangler AT UNIROYAL Laredo LTL BF GOODRICH Trail Edge	51	80
P31442	1 Ton Forward Control Chassis (Sing Whl)	7.50-16LT/E	HWY BW/D	UNIROYAL	51	75
P31442	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	55	50
P31442	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	50
P31442	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	55	50
P31442	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	50
P31442	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	50
P31442	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	85
P31442	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	70	85
P31442	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	85
P31442	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	70	85
P31442	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	70	85
P31442	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	70	85
P31442	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	65	85
P31442	1 Ton Forward Control Chassis (Dual Whl)	8.00-19.5/E	HWY BW/D	UNIROYAL	55	80
P31442	1 Ton Forward Control Chassis (Dual Whl)	8.00-19.5/E	HWY BW/D	UNIROYAL	65	80

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GM600 Att - 1 9862

INTENDED APPLICATION AND RECOMMENDED AIR PRESSURES

Vehicle Model Name	Vehicle Description	Tire Size	Type	Tire Line	Recommended Pressure	
					Front psi	Rear psi
P31442	1 Ton Forward Control Chassis (Sing Whl)	LT235/85R16/E	HWY BW	GENERAL Ameristeel LT UNIROYAL Laredo RIB FIRESTONE Steeltex RTH	51	80
P31442	1 Ton Forward Control Chassis (Sing Whl)	LT235/85R16/E	OOR BW	GOODYEAR-Wrangler AT UNIROYAL Laredo LTL BF GOODRICH Trail Edge	51	80
P31442	1 Ton Forward Control Chassis (Sing Whl)	LT235/85R16/E	HWY BW	GENERAL Ameristeel LT UNIROYAL Laredo RIB FIRESTONE Steeltex RTH	51	80
P31442	1 Ton Forward Control Chassis (Sing Whl)	LT235/85R16/E	OOR BW	GOODYEAR-Wrangler AT UNIROYAL Laredo LTL BF GOODRICH Trail Edge	51	80
P31842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	55	50
P31842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	50
P31842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	55	50
P31842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	50
P31842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	85
P31842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	70	85
P31842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	60	85
P31842	1 Ton Forward Control Chassis (Dual Whl)	8R19.5/E	HWY BW	GOODYEAR Wrangler	70	85
P31842	1 Ton Forward Control Chassis (Dual Whl)	8.00-19.5/E	HWY BW/D	UNIROYAL	55	80
P31842	1 Ton Forward Control Chassis (Dual Whl)	8.00-19.5/E	HWY BW/D	UNIROYAL	65	80
R20906	3/4 Ton Suburban	LT235/85R16/E	HWY BW	GENERAL Ameristeel LT UNIROYAL Laredo RIB FIRESTONE Steeltex RTH	45	75
R20906	3/4 Ton Suburban	LT235/85R16/E	OOR BW	GOODYEAR-Wrangler AT UNIROYAL Laredo LTL BF GOODRICH Trail Edge	45	75
R30943	1 Ton Bonus Cab - Singles & Duals	7.50-16LT/E	HWY BW/D	UNIROYAL	45	75
R30943	1 Ton Bonus Cab - Singles & Duals	LT235/85R16/E	HWY BW	GENERAL Ameristeel LT UNIROYAL Laredo RIB FIRESTONE Steeltex RTH	45	80
R30943	1 Ton Bonus Cab - Singles & Duals	LT235/85R16/E	OOR BW	GOODYEAR-Wrangler AT UNIROYAL Laredo LTL BF GOODRICH Trail Edge	45	80
R30943	1 Ton Bonus Cab - Singles & Duals	LT235/85R16/E	HWY BW	GENERAL Ameristeel LT UNIROYAL Laredo RIB FIRESTONE Steeltex RTH	45	80

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GM600 Att. 1 9863

Key: OOR BW= On, Off Road Black Wall ALS BW= All Season Black Wall HWY BW= Highway Black Wall ALS WS= All Season White Stripe

INTENDED APPLICATION AND RECOMMENDED AIR PRESSURES

Vehicle Model Name	Vehicle Description	Tire Size	Type	Tire Line	Recommended Pressure	
					Front psi	Rear psi
R30943	1 Ton Bonus Cab - Singles & Duals	LT235/85R16/E	OOR BW	GOODYEAR-Wrangler AT UNIROYAL Laredo LTL BF GOODRICH Trail Edge	45	80
V20905	3/4 Ton Suburban	LT235/85R16/E	HWY BW	GENERAL Ameristeel LT UNIROYAL Laredo RIB FIRESTONE Stoeltex RTH	45	75
V20908	3/4 Ton Suburban	LT235/85R16/E	OOR BW	GOODYEAR-Wrangler AT UNIROYAL Laredo LTL BF GOODRICH Trail Edge	45	75
V30943	1 Ton Crew Cab/Bonus Cab Singles & Duals	LT235/85R16/E	HWY BW	GENERAL Ameristeel LT UNIROYAL Laredo RIB FIRESTONE Stoeltex RTH	55	80
V30943	1 Ton Crew Cab/Bonus Cab Singles & Duals	LT235/85R16/E	OOR BW	GOODYEAR-Wrangler AT UNIROYAL Laredo LTL BF GOODRICH Trail Edge	55	80

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GM688 Att. 1 9864

PE00-046



MARK W. CLARK, P.A.
DONALD R. FOUNTAIN, P.A.
MARCI FUENTES BAILL
DAVID M. CASPARI
W. HAMPTON KEEN
NANCY LA VISTA
JULIE H. LITTEY-RUDIN
LAKE LYTAL, JR., P.A.
LAKE H. LYTAL, III
MICHAEL OVERBECK
DAVID C. PRATHER
JOSEPH J. REITER, P.A.
KEVIN C. SMITH
SCOTT B. SMITH
WILLIAM S. WILLIAMS, P.A.

TRIAL LAWYERS LLP

Direct Line: 820-2240

*Transferred
to Dec.
4/11/01*

PARALEGAL STAFF:
JAMES E. COOK
LAWRENCE GORDON
BARBARA L. FOSTER
W. JAMES KEBLEY
JAMES E. WILLIAMS
CHIEF INVESTIGATOR:
MARTY KEENER
CONSULTING PHYSICIAN:
CATHY B. THOMPSON, M.D.
NURSING CONSULTANTS:
ROYANN BILLINGUELE, R.N.
PATI SWATH, R.N.

560737

March 5, 2001

Mr. John Abbott
U.S. Department of Transportation
National Highway Traffic Safety Administration
Office of Defects Investigation
NSA-10.01
400 7th Street, S.W.
Washington, DC 20590

Re: Goodyear/Kelly-Springfield P.E.
Our client: GARCIA, Jorge
Our File No.: 00/0288

Dear Mr. Abbott:

All of the depositions of the plaintiff's tire failure experts have been scheduled in this case as follows:

1. Dennis Carlson - April 16, 2001
2. Alan Milner - April 17, 2001
3. Rex Grogan - April 24, 2001
4. Alan Kam - April 26, 2001
5. Max Nonnamaker - May 3, 2001

Because this case is pending in Federal court, all of the plaintiff's tire failure experts have completed, or are in the process of completing, their reports regarding their analysis of the tire and also the confidential materials that we have obtained regarding Goodyear thus far.

I believe that the expert reports as well as the deposition transcripts would be extremely valuable to NHTSA during its investigation. Because the expert reports and necessarily their deposition testimony will likely involve the discussion and review of the confidential materials that have been produced by Goodyear, I am concerned that providing the expert reports and deposition transcripts to you may violate, at least Goodyear may feel as though it would violate, the protective order that I have previously signed.

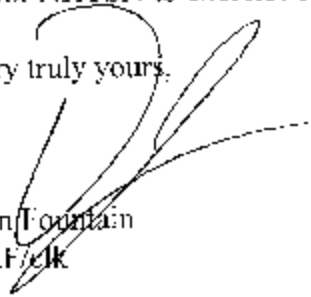
1078

April 5, 2001

Page 2

Certainly I am open to suggestions on how to legally and properly provide this material to NHTSA for its investigation and am open to considering any suggestion that you have. One alternative might be for NHTSA to exercise its subpoena power to subpoena the materials directly from my office.

Very truly yours,



Don Fountain
DRF/ek

cc: Michael Meksraitis, Esq.
Allan Karu

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**LYTAL, REITER, CLARK
FOUNTAIN & WILLIAMS**

TRIAL LAWYERS

APR 17 11:40

OFFICE OF THE CHIEF COUNSEL

Direct Line: 820-2240

MARK W. CLARK, P.A.
DONALD R. FOUNTAIN, P.A.
MARCI PUENTIKS SALLI
DAVID M. GASPARI
W. HAMPTON KEEN
NANCY LA VISTA
JULIE E. LITTKY-RUBIN
LAKE LYTAL, JR., P.A.
LAKE H. LYTAL, III
MICHAEL OVERBROCK
DAVID C. PRATHER
JOSEPH J. REITER, P.A.
KEVIN C. SMITH
SCOTT B. SMITH
WILLIAM S. WILLIAMS, P.A.

PARALEGAL STAFF:
JAMES E. COOK
LAWRENCE GORDON
BARBARA L. HOXTER
W. JAMES KEELEY
JAMES E. WILLIAMS

CHIEF INVESTIGATOR:
MARY KERNER

NURSING CONSULTANTS:
ROXANN BILLINGSLEA, R.N.
TATTI SPATHE, R.N.

April 11, 2001

Jennifer Timian, Esq.
Office of Chief Counsel (NCC-10)
NIHSA
400 7th Street, S.W.
Washington, DC 20590

Re: GARCIA, Jorge v. Kelly-Springfield Tire Company & Goodyear
Our File No.: 00/0288

Dear Ms. Timian:

Thank you for calling me on April 11, 2001. Pursuant to our discussion I have enclosed a copy of the protective order from the *Frankl v. Goodyear* case which I and all of my experts have signed in order to gain access to the confidential Goodyear load range "E" documents.

I have also enclosed a copy of a letter I have forwarded to defense counsel for Goodyear in the *Garcia* case asking for their permission to release the expert reports and depositions that you have requested to you.

As we discussed, it is highly likely that Goodyear will object vigorously to NIHSA reviewing the information contained within the expert reports and depositions because it is extremely damaging and is just the type of information that the government should be aware of. In anticipation that Goodyear will object, as they always do to us disclosing any information to you, I would appreciate it if you would make a formal written request for the information so that I can address your request with the court and ask for them to modify the protective order.

Very truly yours,

Don Fountain

DRF/olk

Enclosures

cc: Michael Meksraitis, Esq.

1080

1 BELCHER, HENZIE & BIEGENZAHN
William T. DelHagen, Bar No. 65615
2 333 South Hope Street, Suite 3650
Los Angeles, California 90071-1479
3 Telephone: (213) 624-8293
Facsimile: (213) 576-9964

4 KELLY MCLAUGHLIN & FOSTER
5 Robert G. Kelly, Jr., Esq.
900 Haddon Avenue, Suite 332
6 Collingswood, New Jersey 08108
(856) 854-3360

7 Attorneys for Defendant
8 THE GOODYEAR TIRE & RUBBER COMPANY

9 SUPERIOR COURT OF NEW JERSEY
10 LAW DIVISION: MERCER COUNTY

11
12 Estate of ROBERT FRANKL, deceased, by)
Administratrix of the Estate, LORI)
13 FRANKL, and LORI FRANKL, ERIC)
FRANKL, ASHLEY FRANKL AND)
14 BRIAN FRANKL, Individually, and Estate)
of KAREN BUDIAN, deceased, by)
15 Administrator of the Estate GEROLF O.)
BUDIAN, and GEROLF O. BUDIAN and)
16 BENJAMIN BUDIAN, Individually,)
GARRY E. SITZE and TOMMYE SITZE,)
17 his wife,)

18 Plaintiffs,

19 vs.

20 GOODYEAR TIRE AND RUBBER)
COMPANY, JOHN DOE (a fictitious)
21 name representing a class of fictitious)
defendants) ABC CORP. (a fictitious name)
22 representing a class of fictitious)
defendants), HUTCHINSON)
23 INDUSTRIES, INC., HUTCHINSON)
CORPORATION, HUTCHINSON, S.A.,)
24 ROBERT ROE (a fictitious name)
representing a class of fictitious)
25 defendants) XYZ CORP. (a fictitious name)
representing a class of fictitious)
26 defendants), GENERAL MOTORS)
CORPORATION, ROBERT DOE (a)
27 fictitious name representing a class of)
fictitious defendants) HAYES LEMMERZ)
28 INTERNATIONAL, INC., JOHN ROE (a)
fictitious name representing a class of)

Docket No. MER-1-003052-99
ACKNOWLEDGEMENT PURSUANT
TO PROTECTIVE ORDER

1081

1 fictitious defendants), GHI CORP. (a
2 fictitious name representing a class of
fictitious defendants),

3 Defendants.

4
5
6 KNOW ALL MEN BY THESE PRESENTS:

7 The undersigned, being first duly sworn, stated under oath as follows:

8 (A) That he or she has been and is retained as an expert witness and/or consultant
9 by counsel for a party in the above captioned matter,

10 (B) That in that capacity he or she has been informed of and has read the
11 provisions of a document entitled "PROTECTIVE ORDER" which was entered by the
12 Court on the ____ day of _____, 2000.

13 (C) Further, that he or she has been requested to consult with the party concerning
14 those documents which constitute a portion of the subject matter of said "PROTECTIVE
15 ORDER";

16 (D) The undersigned herewith states as follows"

17 1. That for the purpose of enforcing the aforesaid "PROTECTIVE
18 ORDER", the undersigned herewith submits to the personal jurisdiction of this
19 Court captioned above;

20 2. That the undersigned will not disclose, discuss, write or otherwise
21 convey the documents which are the subject of the "PROTECTIVE ORDER"
22 or the contents of or information in such documents, to anyone other than the
23 Plaintiff or Co-defendants or their experts or consultants;

24 (3) That the undersigned shall, at conclusion of the subject case, deliver to
25 counsel for the Plaintiff or Co-defendant for transmission to counsel for The
26 Goodyear Tire & Rubber Company all documents which are the subject of the
27 "PROTECTIVE ORDER.
28

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1 (E) The undersigned understands that a violation of this agreement by the
2 undersigned is a violation of the "PROTECTIVE ORDER" and may be punishable by
3 sanctions imposed by the Court.

4
5 WITNESS my hand this 9th day of February, 2001
~~2000~~

6
7
8 [Signature]
9
Signature

10 Don Fountain
11 Name (print or type)

12
13 515 No. Flagler Drive, 10th Floor
14 Address

15
16 West Palm Beach, FL 33401
17 City, State and Zip Code

18 Subscribed and sworn to before me this 9th day of February, 2001.
19 ~~2000~~

20
21 [Signature]
22 Notary Public



1083

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GREENE, BROILLET, TAYLOR, WHEELER & PANISH LLP

(SPACE BELOW FOR FILING STAMP ONLY)

LAWYERS
100 WILSHIRE BOULEVARD, SUITE 2100
P.O. BOX 2131
SANTA MONICA, CALIFORNIA 90407-2131
TEL. (310) 576-1200
FAX. (310) 576-1220
BRUCE A. BROILLET, State Bar No. 63910
ADAM K. SHEA, State Bar No. 166800

BLUME, GOLDFADEN, BERKOWITZ, DONNELLY, FRIED & FORTE

A PROFESSIONAL CORPORATION
ONE MAIN STREET
CHATHAM, NEW JERSEY 07029
TEL. (973) 635-5400

Attorneys for Plaintiffs

LORI FRANKL, individually, as Special
Administrator of Estate of ROBERT
FRANKL, Deceased, etc. et. al.)
Plaintiffs,)
vs.)
GOODYEAR TIRE AND RUBBER
COMPANY; etc. et. al., and DOES 1
THROUGH 100, inclusive,)
Defendants.)

SUPERIOR COURT OF NEW JERSEY
LAW DIVISION: MERCER COUNTY
DOCKET NO.: MER-I-003052-99

PROPOSED STIPULATION AND
PROTECTIVE ORDER REGARDING
PRE-TRIAL DOCUMENTS TO BE
PRODUCED BY GOODYEAR TIRE &
RUBBER CO.

Plaintiffs have requested that GOODYEAR TIRE & RUBBER COMPANY
(hereinafter "GOODYEAR") produce certain materials and information in this action.

GOODYEAR contends such documents, materials, and information are, in whole or
in part, confidential, competitively sensitive, and proprietary to GOODYEAR and will only be
produced under a Protective Order.

IT IS HEREBY STIPULATED by the parties, through their counsel, as follows:

1. All documents, materials, and information produced and designated
confidential by GOODYEAR (hereinafter referred to as "such documents, materials, or
information") shall be securely maintained and kept confidential in accordance with the terms

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1 of this Stipulation and Protective Order, provided that this Stipulation and Protective Order
2 shall not govern the use or admissibility of such documents, materials, or information at any
3 trial of this case, and nothing herein shall limit GOODYEAR's right to seek protection at trial
4 for the confidentiality of such documents, materials, or information.

5 2. The parties to this Stipulation and Protective Order and counsel shall not
6 give, show, or otherwise divulge any such documents, materials, or information, or the
7 contents or substance thereof, or any copies, prints, negatives, listings or summaries, to any
8 person or other entity except their employees, experts, or consultants employed and retained
9 in connection with this specific action, or except as specified in paragraph 4 herein.

10 3. The employees, experts, or consultants of the parties in this action to
11 whom such documents, materials, or information are intended to be presented shall before
12 such documents, materials, or information are presented to them be given a copy of this
13 Stipulation and Protective Order and shall agree in writing, in the form attached hereto as
14 Exhibit "A," to be bound by its terms. Counsel for the parties to this Stipulation and
15 Protective Order shall maintain each signed Exhibit "A," and each signed Exhibit "A" shall be
16 available for inspection by the Court, upon a showing of good cause. When a consultant who
17 has signed Exhibit "A" is designated as an expert who will testify at trial, that consultant's
18 signed Exhibit "A" shall be produced to counsel for GOODYEAR. At the conclusion of the
19 litigation, each signed Exhibit "A" will be provided to counsel for GOODYEAR along with the
20 protected documents.

21 4. Plaintiffs may provide copies of the documents covered by this
22 Protective Order to other attorneys with similar cases against GOODYEAR provided: (1)
23 Plaintiffs' counsel in this action must notify GOODYEAR of their intention to share the
24 documents. Notification shall be in writing in the form of Exhibit "B," an affidavit signed by
25 the person(s) receiving the protected documents describing their action against GOODYEAR
26 including the names of the plaintiff(s), the action's docket number, the Court, and the
27 allegations against GOODYEAR. Notification shall be sent to William T. DelHagen, Esq.,
28 and Jeffrey L. Horwith, Esq., Belcher, Henzie & Biegenzahn, 333 S. Hope St., Suite 3650,

1 Los Angeles, CA 90071-1479. (2) The person(s) receiving the documents shall agree to the
2 terms of this Protective Order and sign Exhibit "A," which shall also be provided to
3 GOODYEAR's counsel of record herein.

4 5. All writings submitted to or filed with the Court in connection with any
5 pre-trial proceeding in this action, which contain, set forth, summarize, or otherwise refer to
6 such documents, materials, or information or their contents, shall be filed with the Court in
7 sealed envelopes or other sealed containers that bear the caption of this action, an indication
8 of the nature of the contents of the envelope or container, the word "confidential," and a
9 statement substantially stating that the envelope or container is not to be opened, nor its
10 contents displayed or revealed to anyone except by express order of the Court. The Court
11 and its employees and its designated representatives are permitted to read and review the
12 contents of such sealed items for the purpose of ruling on any matter before the Court.

13 6. Upon completion of the trial and any appeals in this case, or upon
14 conclusion of any settlement, counsel for the parties who have obtained any documents,
15 materials, or information under this Protective Order shall collect them from all recipients and
16 return them and all copies, lists, prints, negatives, or summaries to counsel for GOODYEAR.

17 7. If Plaintiffs contend that any protected document has been erroneously
18 designated "Confidential," or "Subject to Protective Order," Plaintiffs shall nevertheless treat
19 the document as a Protected document unless and until Plaintiffs either (a) obtain
20 GOODYEAR's written permission to do otherwise, or (b) GOODYEAR has been provided a
21 reasonable time to obtain an order of this Court finding that the document is a Protected
22 document. On any motion to the Court regarding GOODYEAR's claims of confidentiality,
23 GOODYEAR shall have the burden of establishing its claims of confidentiality for the
24 documents at issue on the motion.

25 8. The improper disclosure of any confidential documents, materials, or
26 information obtained under this Stipulation and Protective Order, or any other violation of this
27 Protective Order by any person or entity, shall render the offending person or entity subject
28 to such sanctions as the Court deems an appropriate penalty.

GREENE, BROILLET, TAYLOR, WHEELER & PANISH LLP
P.O. BOX 2131
SANTA MONICA, CA 90407-2131

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DATED: 3/22/00

GREENE, BROILLET, TAYLOR,
WHEELER & PANISH LLP

Christine D. Spagnoli

Christine D. Spagnoli
Attorneys for Plaintiffs

DATED: 3/22/00

BELCHER, HENZIE & BIEGENZHAN

William T. DelHagen

William T. DelHagen
Attorneys for Defendant
The Goodyear Tire & Rubber Company

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EXHIBIT "A" TO STIPULATION AND PROTECTIVE ORDER

I have read and I understand the Stipulation and Protective Order entered in Frankl v. The
Goodyear Tire and Rubber Company, Mercer County Superior Court Docket No.: MER-1-003052-99.
I agree to be bound by its terms and by the jurisdiction of this court for enforcement of the Stipulation
and Protective Order.

DATED: 2-9-01

Signature



Printed Name

Don Fountain

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EXHIBIT B TO STIPULATION AND PROTECTIVE ORDER

STATE OF FLORIDA

COUNTY OF PALM BEACH

Before me, the undersigned authority, on this day personally appeared DON FOUNTAIN, who, have been by me first duly sworn did on his/her oath depose and state that the following statements are true and correct:

1. I am over eighteen years of age, of sound mind, capable of making this Affidavit, and personally acquainted with the facts stated herein.

2. I am a licensed attorney in the state of Florida. My business address is 515 No. Flagler Drive, 10th Floor, West Palm Beach, FL 33401

3. I am an attorney of record in the lawsuit entitled Garcia v. Goodvear, et al. Case No. 99-1611-CIV-T17 State of Florida, County of Hillsborough. Among other things, the lawsuit involved allegations of injury-causing defect(s) in a tire manufactured by The Goodyear Tire & Rubber Company. The investigation and/or prosecution of such allegations are being seriously pursued by counsel for plaintiffs in the Garcia v. Goodvear lawsuit.

Signature DON FOUNTAIN

SWORN TO AND SUBSCRIBED before me this 15th day of February, 2001.

[Signature]
NOTARY PUBLIC
STATE OF FLORIDA

TYPE OR PRINT NAME

MY COMMISSION EXPIRES:



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GREENE, BROILLET, TAYLOR, WHEELER & PANISH LLP
P.O. BOX 2131
SANTA MONICA, CA 90407-2131

Kelly McLaughlin & Foster

Suite 332

900 Haddon Avenue

Collingswood, NJ 08108

(856) 854-3360

Attorney(s) for Defendant, Goodyear Tire and Rubber Company

SUPERIOR COURT
MERCER COUNTY
JUL 11 2000
NEOF

Estate of ROBERT FRANKL, deceased,
by Administratrix of the Estate,
LORI FRANKL, and LORI FRANKL, ERIC
FRANKL, ASHLEY FRANKL AND BRIAN
FRANKL, Individually, and Estate of
KAREN BUDIAN, deceased, by
Administrator of the Estate GEROLF
O. BUDIAN, and GEROLF O. BUDIAN and
BENJAMIN BUDIAN, Individually, GARRY
E. SITZE and TOMMYE SITZE, his wife,

Plaintiffs,

v.

GOODYEAR TIRE AND RUBBER COMPANY,
JOHN DOE (a fictitious name
representing a class of fictitious
defendants) ABC CORP. (a fictitious
name representing a class of
fictitious defendants), HUTCHINSON,
INDUSTRIES, INC., HUTCHINSON
CORPORATION, HUTCHINSON, S.A.,
ROBERT ROE (a fictitious name
representing a class of fictitious
defendants), XYZ CORP. (a fictitious
name representing a class of
fictitious defendants), GENERAL
MOTORS CORPORATION, ROBERT BOE
(a fictitious name representing a class
of fictitious defendants),
HAYES LEMMERZ INTERNATIONAL, INC.,
JOHN ROE (a fictitious name
representing a class of fictitious
defendants), GHI CORP. (a fictitious
name representing a class of
fictitious defendants),
Defendants

: SUPERIOR COURT OF NEW JERSEY
: LAW DIVISION: MERCER COUNTY
: DOCKET NO.: MER-L-003052-99

ORDER

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AND NOW, this 1th day of July, 2000, in accordance with the proposed Stipulation and Protective Order annexed hereto and agreed to by all parties in this litigation, it is hereby

ORDERED that all parties are bound by the terms of said Stipulation and shall comply with all requirements regarding this Stipulation and the handling of documents as set forth therein.

BY THE COURT:


_____ J.

Neil H. Shuster, P.J.Cv.

MARK W. CLARK, P.A.
DONALD R. FOUNTAIN, P.A.
MARCI FUENTES BALL
DAVID M. GASPARI
W. HAMPTON KEEN
NANCY LA VISTA
JULIE H. LITTKY-RUBIN
LAKE LYTAL, JR., P.A.
LAKE H. LYTAL, III
MICHAEL OVERBECK
DAVID C. PRATHER
JOSEPH J. REITER, P.A.
KEVIN C. SMITH
SCOTT B. SMITH
WILLIAM S. WILLIAMS, P.A.



PARALEGAL STAFF:
JAMES E. COOK
LAWRENCE GORDON
BARBARA L. HOXTER
W. JAMES KEELEY
JAMES E. WILLIAMS

CHIEF INVESTIGATOR:
MARTY KERNER

CONSULTING PHYSICIAN:
GATHY B. THOMSON, M.D.

NURSING CONSULTANTS:
ROXANN BILLINGSLEA, R.N.
PATTI SPAETH, R.N.

Direct Line: (561) 820-2240

April 11, 2001

Broadus Livingston, Esq.
Carlton, Fields, Ward, Emmanuel,
Smith & Cutler, P.A.

VIA FAX

One Harbour Place
Post Office Box 3239
Tampa, FL 33601

Joseph P. Milton, Esq.
Milton, Leach & D'Andrea, P.A.
815 South Main Street, Suite 200
Jacksonville, FL 32207

VIA FAX

RE: Garcia, Jorge v. Kelly-Springfield Tire Company
Our File No: 00/0288

Gentlemen:

NHTSA has asked that I provide them with copies of the plaintiff's tire failure analyst expert reports and depositions in this case. Specifically, they would like to review the reports and depositions of Rex Grogan, Dennis Carlson, Alan Milner, Max Nonnamaker and Alan Kam.

Of course, not all of the reports or depositions have actually taken place yet, but I think you know enough about this case to reasonably and accurately understand what the topic of discussion will be.

Do you have any objection to me providing these materials to NHTSA? If so, what is the nature and basis for your objection?

Very truly yours,



Don Fountain
DF:clk

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April 11, 2001
Page 2

cc: Michael Meksraitis, Esq.
Rex Grogan
Dennis Carlson
Alan Milner
Max Nonnamaker
Allan Kam

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Ford Motor Company

RECEIVED
MAY 15 2001
SAFETY INVESTIGATIONS

Automotive Safety Office
Environmental and Safety Engineering

April 18, 2001

Mr. Thomas Z. Cooper, Chief
Vehicle Integrity Division
Office of Defects Investigation,
Safety Assurance
National Highway Traffic Safety
Administration
400 Seventh Street, S. W.
Washington, DC 20590

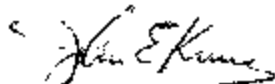
Dear Mr. Cooper:

Subject: PE00-046:NSA-12jfa

In a telephone conversation on April 11, 2001 between you and a member of my staff, the Agency requested that Ford provide them with the number of vehicles built with "E" load range tires by model year and model. Attached is a table providing the requested information.

If you have any further questions, please contact me.

Sincerely,



John E. Kunz, Manager
Truck Safety Investigations

Attachment
scb

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PE00-046

Number of Vehicles Built With "E" Load Range Tires

Attachment

April 19, 2001

Vehicle Line and Tire Size	1990 CY	1991 CY	1992 CY	1993 CY	1994 CY	1995 CY	1996 CY	1997 CY	1998 CY	1999 CY	2000 CY	2001 CY
E-2000 VEHICLE												
All "E" Load Range Tires	N/A	15,978	13,742	18,623	20,341	29,206	19,762	29,538	28,668	46,714	53,399	34,862
E-1000 VEHICLE												
All "E" Load Range Tires	N/A	33,333	36,164	42,705	43,804	54,238	41,704	69,410	58,068	84,240	62,355	43,809
E-600 VEHICLE												
All "E" Load Range Tires									17,352		18,201	14,064
E-500 VEHICLE												
All "E" Load Range Tires							4,807					
E-2500 TRUCK												
All "E" Load Range Tires	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		249,603	200,832	137,695
E-3500 TRUCK												
All "E" Load Range Tires	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		170,599	135,732	82,061
E-5000 TRUCK												
All "E" Load Range Tires	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A				
MP00000												
All "E" Load Range Tires	N/A	4,201	N/A	3,775	11,410	14,042	11,426	26,877		Not Offered	Not Offered	Not Offered

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PE00-046

April 20, 2001

NSA-12jfa

1990-2001

All Ford Vehicles Built
With
E Load Range Tires

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Book 1 of 1

NHTSA Copy #2

Ford Motor Company

[Handwritten initials]

James P. Vondale, Director
Automotive Safety Office
Environmental & Safety Engineering

April 20, 2001

Ms. Kathleen C. DeMeter, Director
Office of Defects Investigation,
Safety Assurance
National Highway Traffic Safety
Administration
400 Seventh Street, S. W.
Washington, DC 20590

RECEIVED
OFFICE OF DEFECTS INVESTIGATION
NHTSA

Dear Ms. DeMeter:

Subject: PE00-046:NSA-12jfa

Attached is Ford's response to Request 3 through 6 of your January 24, 2001 letter requesting certain information relating to the performance of all "E" load range tires installed as original equipment on vehicles manufactured by Ford from January 1, 1990 through the date of your letter.

As a result of telephone conversations, referenced in our response to your specific requests, with Mr. Thomas Cooper and Mr. John Abbott of the Agency, Ford understands that at this time we need supply information only for Goodyear "E" load range tires installed as original equipment on vehicles manufactured by Ford from January 1, 1990 through the date of your letter. Ford will supply information relating to other tire manufacturers if requested by the Agency at a future date.

As stated in our April 6, 2001 letter, Ford will provided a complete answer to Request 2 c. through g. on or before May 18, 2001.

If you have any further questions, please contact me.

Sincerely,

[Handwritten signature of James P. Vondale]

1097

Attachment
scb



FORD'S RESPONSE TO REQUEST 3 THROUGH 6
RELATING TO PE00-046

Ford's response to this Preliminary Evaluation information request was prepared pursuant to a diligent and good faith search for the information requested. While we have employed our best good faith efforts to provide responsive information, the breadth of the Agency's request and the requirement that information be provided on an expedited basis makes this a difficult task. We nevertheless have made every effort to provide thorough and accurate information and would be pleased to meet with Agency personnel to discuss any aspect of this response.

The scope of Ford's investigation conducted to locate responsive information focused on Ford employees most likely to be knowledgeable about the subject matter of this inquiry, and review of Ford files in which responsive information ordinarily would be expected to be found and to which Ford would ordinarily refer, as more fully described in this response. Ford notes that although electronic information was included within the scope of its search, Ford has not attempted to retrieve from computer storage media electronic files that were overwritten or deleted. As the Agency is aware, such files generally are unavailable to the computer user even if they still exist and are retrievable through expert means. To the extent that the Agency's definition of Ford includes suppliers, contractors and affiliated enterprises over which Ford does not exercise day-to-day operational control, we note that information belonging to such entities ordinarily is not in Ford's possession, custody or control. Ford has construed this request as pertaining to vehicles manufactured for sale in the United States.

On February 16, 2001, a formal request was made to Mr. Thomas Z. Cooper of the Agency for various extensions of time in which to file our responses to your inquiry. The extensions requested were:

<u>Submission Date</u>	<u>Request Numbers</u>
February 23, 2001 (original due date)	1
March 15, 2001	7
April 6, 2001	2*, 3 and Partial 5 (US only)
April 20, 2001	4, Complete 5 (worldwide) and 6

* A complete answer to 2 c. through g. will be provided on or before May 18, 2001 as stated in our April 6, 2001 response.

As requested, after the numeric designation, Ford has set forth verbatim the request for information, followed by our response. Unless otherwise stated, Ford has undertaken to provide responsive data and/or documents dated up to and including January 24, 2001, the date of your inquiry.

Request 3

Provide the following information regarding claims and adjustments:

- a. Separately state, for each of the subject tires: (1) the total number of claims of any type, including, warranty claims, extended warranty claims, and field or zone adjustments, that were honored by Ford from January 1, 1990 to date; and (2) the

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- number of such claims and adjustments that relate to the alleged defect in the subject tires. Furnish this information by tire make, model, size, failure mode, DOT number, position on the vehicle, and month/year of vehicle production.
- b. Provide a summary of each claim adjustment in both hard copy and electronic format (using Microsoft Excel spreadsheet), including all of the information specified in Item 1.

Answer

Ford did not warrant tires until January 1, 2001. The tire warranty begins with 2001 Model Year vehicles. Ford vehicles that were equipped with Goodyear "E" load range tires for the 2001 Model Year are the E250, E350, F250, and F350 vehicles. Prior to January 1, 2001 Ford did not warrant tires unless a tire was to be replaced as a result of a vehicle defect. The Ford Light Truck Warranty Guide provided to our customers with the purchase of a vehicle states "The tire manufacturer provides you with a separate tire warranty. Your Ford Motor Company dealership, however, may be able to address your tire service needs. You will find your tire warranty with the owner literature supplied with your new vehicle. If a tire is damaged during the Bumper to Bumper Warranty coverage period because of a vehicle defect in factory supplied materials or workmanship, Ford Motor Company or Ford Motor Company Vehicle Assurance Company will replace the tire."

During a March 13, 2001 telephone conversation between Mr. Thomas Cooper and Mr. John Abbott of the Agency and a member of my staff, it was agreed that because of the inability to positively identify tire manufacturers in our owner/field report and claim databases, Ford's response to Requests 2 and 3 would include those reports and claims most likely to involve Goodyear "E" load range tires.

In order to more specifically focus our responses on information most useful to the Agency's investigation, it also was agreed that Ford would do the following: 1) provide the number of owner and field reports and warranty claims that contained the words: "Goodyear," "General," "Michelin," and "Firestone" by model year and tire manufacturer, 2) review the reports and claims referencing "Goodyear" as well as the reports and claims for the 2000 through 2001 model year E250/350 vehicles built with LT245/75R16E tires (single sourced to Goodyear) to determine if they may relate to the alleged defect, 3) provide copies of the reports and claims that were reviewed for item (2) and summary tables for the reports and claims for each classification used by Ford in its review process, and 4) not review or submit the owner and field reports and warranty claims that did not contain the word "Goodyear" unless requested to do so by the Agency at a later date.

In an effort to identify warranty claims that may potentially be considered responsive to this request the Analytical Warranty System (AWS) database was searched using the criteria listed in Appendix I. As a result, 27,272 claims were identified as being potentially responsive to the request. Ford then performed a word search to identify those claims that contained the words, "Goodyear," "General," "Michelin," and "Firestone." The number of claims that contain these words are listed below:

Goodyear = 136
General = 153
Michelin = 50
Firestone = 167

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Ford reviewed the 136 claims containing the word "Goodyear" and determined that six claims may relate to the alleged defect in the subject vehicles. A summary table containing the model year, VIN, build date, claim date, odometer, "as built" tire size (not part of the warranty claim database and provided by Ford to assist the Agency), the customer and technician comments, and Ford's failure mode classification is provided in Appendix II. It should be noted that road hazards or improper repairs could have been the cause of some of the incidents identified in the six claims referenced above. The warranty claim data does not contain the requested tire information—such as the DOT code.

Ford identified 14 additional warranty claims that are ambiguous, and in our opinion, the information provided for these warranty claims is insufficient to support a determination that they relate to the alleged defect in the subject vehicles.

Request 4

State whether Ford has had any written or oral communications with any tire manufacturers concerning the alleged defect in the subject tires. If so, provide copies of all such documents that were in writing, identifying, where this information is not evident from the communication itself, the date of the communication, and the name, position title, and employing company and division or other entity of the person sending the communication and the person to whom the communication was sent. For any oral communication, state the date on which it was conducted, identify all participants by name, position title, and employing company and division or other entity, and state the substance of the communication in full. In responding to the latter request regarding oral communications, all pertinent documents (e.g., e-mail and notes) must be reviewed.

Answer

During a February 21, 2001 telephone conversation between Mr. John Abbott of the Agency and a member of my staff, it was agreed that due to the large number of potentially responsive documents that would need to be reviewed to answer the requests in this investigation, Ford would initially search for documents involving Goodyear. Ford would conduct searches for documents involving other tire manufacturers if requested by the Agency at some future date.

Based on its search to-date, Ford has not identified any communications with Goodyear involving "E" load range tires that relate to the alleged defect in the subject vehicles. If any responsive communications are identified during our remaining searches Ford will provide them on or before May 18, 2001.

Request 5

If Ford has issued any service or technical bulletins, advisories, or other communications to dealers, vehicle owners, fleet operators, zone offices, or any field office or other location anywhere in the world, regardless of where located, pertaining to the alleged defect in the subject tires, provide a copy of each such document. If no such documents have been issued, so state.

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Answer

Ford provided a partial answer to this request in our April 6, 2001 response. At that time Ford had not identified any Technical Service Bulletins (TSB's) or Special Service Messages (SSM's), or other communications to dealers, vehicle owners, fleet operators, zone or field offices within the United States and its controlled territories that were considered responsive to this request. To-date Ford has not identified any TSB's or SSM's to dealer, vehicle owners, fleet operators, zone or field offices in markets outside of the United States and its controlled territories that may relate to the alleged defect in the subject vehicles. Ford's document searches are continuing and if any responsive communications are identified during our remaining searches Ford will provide them on or before May 18, 2001.

Request 6

Identify and provide copies of all documents relating to any evaluation, study, survey, investigation, test or other analyses conducted by Ford, its contractors, suppliers, or by any other entities, regarding the alleged defect in the subject tires, or each subset (e.g. Goodyear, Michelin, Firestone, etc.) of the subject tires, to date. Identify, by name and address, the entity that conducted each such test or analysis. State when each test or analysis was initiated and concluded, or whether it is still in progress. For those items identified as still in progress, provide a schedule and anticipated completion date for each. Produce copies of all related reports, notes, tables, graphs, or other documents, regardless of whether they are in interim, draft, or final form.

Answer

During a February 21, 2001 telephone conversation between Mr. John Abbott of the Agency and a member of my staff, it was agreed that due to the large number of potentially responsive documents that would need to be reviewed to answer the requests in this investigation, Ford would initially search for documents involving the Goodyear "E" load range tires. Ford will conduct searches for documents involving "E" load range tires produced by other tire manufacturers if requested by the Agency at some future date.

Based on its review to-date, Ford has not identified any documents relating to "studies, surveys, and investigations, including but not limited to evaluations, tests, or other analyses conducted by Ford, its contractors, suppliers, or by any other entities," involving Goodyear "E" load range tires that may relate to the alleged defect in the subject vehicles. Ford is continuing its review of documents related to this request and if any responsive documents are identified Ford will provide them on or before May 18, 2001.

###

7/01

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AWS

Criteria Information

Result ID : 22295005

Date/Time Printed: Apr 20, 2001 / 10:52

Server Processing Information

Status: CSV File
Error: No errors encountered.
Request Name: E Rated Tires claims 99-01
Description:
Run Date/ Time: 05 Apr 2001 7.47
Completion Date/ Time: 05 Apr 2001 10.20
Execution Time: 154
Queue Name: quick
Precalc Processing:
Cut Off Date: 28 Feb 2001
Load Date: 28 Mar 2001
Currency Exchange: v4
Csv Name: ERT9901A
Generated By: MDUNFIEL

Data Selection Criteria

Cost Category
Country Sold
Model Year
Part Num Base (Reported) (typed)
Tire Size
Vehicle Line AWS

All Paid Claims[%,%,%]
American Samoa[ASM],Guam[GUM],Marshall Islands[MHL],Micronesia[FSM],Northern Mariana Islands[MNP],Palau[PLW],Puerto Rico[PR],United States[USA],Us Minor Outlying Islands[UMI],Virgin Islands (us)[VIR]
MY_01[2001],MY_00[2000],MY_99[1999]
[1040,%],[1048,%],[1508,%],[1548,%],[1552,%],[1553,%],[1554,%],[1555,%],[1556,%],[1557,%],[1558,%],[1559,%],[1560,%],[1561,%],[1562,%],[1563,%],[1564,%],[1565,%],[1566,%],[1567,%],[1568,%],[1569,%],[1570,%],[1571,%],[1572,%],[1573,%],[1574,%],[1575,%],[1576,%],[1577,%],[1578,%],[1579,%],[1580,%],[1581,%],[1582,%],[1583,%],[1584,%],[1585,%],[1586,%],[1587,%],[1588,%],[1589,%],[1590,%],[1591,%],[1592,%],[1593,%],[1594,%],[1595,%],[1596,%],[1597,%],[1598,%],[1599,%],[1600,%],[1601,%],[1602,%],[1603,%],[1604,%],[1605,%],[1606,%],[1607,%],[1608,%],[1609,%],[1610,%],[1611,%],[1612,%],[1613,%],[1614,%],[1615,%],[1616,%],[1617,%],[1618,%],[1619,%],[1620,%],[1621,%],[1622,%],[1623,%],[1624,%],[1625,%],[1626,%],[1627,%],[1628,%],[1629,%],[1630,%],[1631,%],[1632,%],[1633,%],[1634,%],[1635,%],[1636,%],[1637,%],[1638,%],[1639,%],[1640,%],[1641,%],[1642,%],[1643,%],[1644,%],[1645,%],[1646,%],[1647,%],[1648,%],[1649,%],[1650,%],[1651,%],[1652,%],[1653,%],[1654,%],[1655,%],[1656,%],[1657,%],[1658,%],[1659,%],[1660,%],[1661,%],[1662,%],[1663,%],[1664,%],[1665,%],[1666,%],[1667,%],[1668,%],[1669,%],[1670,%],[1671,%],[1672,%],[1673,%],[1674,%],[1675,%],[1676,%],[1677,%],[1678,%],[1679,%],[1680,%],[1681,%],[1682,%],[1683,%],[1684,%],[1685,%],[1686,%],[1687,%],[1688,%],[1689,%],[1690,%],[1691,%],[1692,%],[1693,%],[1694,%],[1695,%],[1696,%],[1697,%],[1698,%],[1699,%],[1700,%],[1701,%],[1702,%],[1703,%],[1704,%],[1705,%],[1706,%],[1707,%],[1708,%],[1709,%],[1710,%],[1711,%],[1712,%],[1713,%],[1714,%],[1715,%],[1716,%],[1717,%],[1718,%],[1719,%],[1720,%],[1721,%],[1722,%],[1723,%],[1724,%],[1725,%],[1726,%],[1727,%],[1728,%],[1729,%],[1730,%],[1731,%],[1732,%],[1733,%],[1734,%],[1735,%],[1736,%],[1737,%],[1738,%],[1739,%],[1740,%],[1741,%],[1742,%],[1743,%],[1744,%],[1745,%],[1746,%],[1747,%],[1748,%],[1749,%],[1750,%],[1751,%],[1752,%],[1753,%],[1754,%],[1755,%],[1756,%],[1757,%],[1758,%],[1759,%],[1760,%],[1761,%],[1762,%],[1763,%],[1764,%],[1765,%],[1766,%],[1767,%],[1768,%],[1769,%],[1770,%],[1771,%],[1772,%],[1773,%],[1774,%],[1775,%],[1776,%],[1777,%],[1778,%],[1779,%],[1780,%],[1781,%],[1782,%],[1783,%],[1784,%],[1785,%],[1786,%],[1787,%],[1788,%],[1789,%],[1790,%],[1791,%],[1792,%],[1793,%],[1794,%],[1795,%],[1796,%],[1797,%],[1798,%],[1799,%],[1800,%],[1801,%],[1802,%],[1803,%],[1804,%],[1805,%],[1806,%],[1807,%],[1808,%],[1809,%],[1810,%],[1811,%],[1812,%],[1813,%],[1814,%],[1815,%],[1816,%],[1817,%],[1818,%],[1819,%],[1820,%],[1821,%],[1822,%],[1823,%],[1824,%],[1825,%],[1826,%],[1827,%],[1828,%],[1829,%],[1830,%],[1831,%],[1832,%],[1833,%],[1834,%],[1835,%],[1836,%],[1837,%],[1838,%],[1839,%],[1840,%],[1841,%],[1842,%],[1843,%],[1844,%],[1845,%],[1846,%],[1847,%],[1848,%],[1849,%],[1850,%],[1851,%],[1852,%],[1853,%],[1854,%],[1855,%],[1856,%],[1857,%],[1858,%],[1859,%],[1860,%],[1861,%],[1862,%],[1863,%],[1864,%],[1865,%],[1866,%],[1867,%],[1868,%],[1869,%],[1870,%],[1871,%],[1872,%],[1873,%],[1874,%],[1875,%],[1876,%],[1877,%],[1878,%],[1879,%],[1880,%],[1881,%],[1882,%],[1883,%],[1884,%],[1885,%],[1886,%],[1887,%],[1888,%],[1889,%],[1890,%],[1891,%],[1892,%],[1893,%],[1894,%],[1895,%],[1896,%],[1897,%],[1898,%],[1899,%],[1900,%],[1901,%],[1902,%],[1903,%],[1904,%],[1905,%],[1906,%],[1907,%],[1908,%],[1909,%],[1910,%],[1911,%],[1912,%],[1913,%],[1914,%],[1915,%],[1916,%],[1917,%],[1918,%],[1919,%],[1920,%],[1921,%],[1922,%],[1923,%],[1924,%],[1925,%],[1926,%],[1927,%],[1928,%],[1929,%],[1930,%],[1931,%],[1932,%],[1933,%],[1934,%],[1935,%],[1936,%],[1937,%],[1938,%],[1939,%],[1940,%],[1941,%],[1942,%],[1943,%],[1944,%],[1945,%],[1946,%],[1947,%],[1948,%],[1949,%],[1950,%],[1951,%],[1952,%],[1953,%],[1954,%],[1955,%],[1956,%],[1957,%],[1958,%],[1959,%],[1960,%],[1961,%],[1962,%],[1963,%],[1964,%],[1965,%],[1966,%],[1967,%],[1968,%],[1969,%],[1970,%],[1971,%],[1972,%],[1973,%],[1974,%],[1975,%],[1976,%],[1977,%],[1978,%],[1979,%],[1980,%],[1981,%],[1982,%],[1983,%],[1984,%],[1985,%],[1986,%],[1987,%],[1988,%],[1989,%],[1990,%],[1991,%],[1992,%],[1993,%],[1994,%],[1995,%],[1996,%],[1997,%],[1998,%],[1999%]

Report Selection Criteria

Report Name
Model Year

Standard Claims List
2001, 2000, 1999

1103

AWS

Criteria Information

Result ID : 22295004

Date/Time Printed: Apr 20, 2001 / 10:52

Server Processing Information

Status: CSV File
Error: No errors encountered.
Request Name: E Flated Tires claims 07 98
Description:
Run Date/ Time: 05 Apr 2001 7:46
Completion Date/ Time: 05 Apr 2001 11:07
Execution Time: 201
Queue Name: quick
Precale Processing:
Cut Off Date: 28 Feb 2001
Load Date: 29 Mar 2001
Currency Exchange: v4
Csv Name: ERT8798A
Generated By: MDUNFIELD

Data Selection Criteria

Cost Category
Country Sold
Model Year
Part Num Base (Reported) (typed)

Tire Size

Vehicle Line AWS

Report Selection Criteria

Report Name
Model Year

= All Paid Claims[%,%,%]

= American Samoa[ASM],Guam[GUM],Marshall Islands[MHL],Micronesia[FSM],Northern Mariana Islands[MNP],Palau[PLW],Puerto Rico[PR],United States[USA],Us Minor Outlying Islands[UMI],Virgin Islands [us[VIR]]

= MY_98[1998],MY_97[1997]

= [1040,%],[1046,%],[1508,%],[1548,%],[1552,%],[1553,%],[1554,%],[1555,%],[2573,%],[A1BA1,%],[A1BAL,%],[ABAL,%],[ALBAL,%],[ALAPAL,%],[ALAL,%],[A1R,%],[ALBA,%],[A1BAL,%],[AL,%],[ALBAC,%],[ALBAL,%],[F3AL,%],[ALBA8,%],[ALBAAL,%],[FRBA,%],[FRBA1,%],[FRBAL,%],[FRBL,%],[FTBAL,%],[FRB,%],[R1BAL,%],[RBA L,%],[GCCTYRF,%],[LLANTA,%],[RRBA1,%],[RRBAL,%],[T1RF,%],[TIE,%],[TIRE,%],[TRES,%],[TRE,%],[TUI,%],[5K88,%]

= LT215/65R-16E BSW A-S[D3JSD],LT215/85R-16E BSW HWY[D3JSH],LT225/75R-16E BSW A-S[D3JT],LT225/75R-16E OWL A-S[D3JZC],LT235/85R-16E BSW A-S[D3JUC],LT235/85R-16E BSW A-T[D3JUE],LT235/85R-16E OWL A-S BSW[D3JUQ],LT235/85R-16E OWL A-T BSW[D3JUR],LT245/75R-16E BSW A-S[D3JVA],LT265/75H-16E A-S BSW[D3JYF],LT265/75R-16E A-T BSW[D3JYE],LT265/75R-16E OWL A-S BSW[D3JYJ],LT265/75R-16E OWL A-T BSW[D3JYK] ECONOLINE[1],F-STRIPPED CHASSIS[Y],F150/250LD/CR CAB[FS],F250HD/350/450/550[F7]

= Standard Claims List
1998, 1997

1104

AWS

Criteria Information

Result ID : 22295003

Date/Time Printed: Apr 20, 2001 / 10:52

Server Processing Information

Status: CSV File
Error: No errors encountered.
Request Name: F Rated Tires claims 95-96
Description:
Run Date/ Time: 05 Apr 2001 7:46
Completion Date/ Time: 05 Apr 2001 9:27
Execution Time: 102
Queue Name: quick
Precalc Processing:
Cut Off Date: 28 Feb 2001
Load Date: 29 Mar 2001
Currency Exchange: v4
Csv Name: ERT9596A
Generated By: MDUNFIEL

Data Selection Criteria

Cost Category
Country Sold
Model Year
Part Num Base (Reported) [typed]
Tire Size
Vehicle Line AWS
Report Selection Criteria
Report Name
Model Year

All Paid Claims[%,%,%]
American Samoa[ASM],Guam[GUM],Marshall Islands[MHL],Micronesia[FSM],Northern Mariana Islands[MNP],Palau[PLW],Puerto Rico[PR],United States[USA],Us Minor Outlying Islands[UMI],Virgin islands [us][VIR]
MY_96[1996],MY_95[1995]
1040,%,%],[1046,%,%],[1508,%,%],[1548,%,%],[1552,%,%],[1553,%,%],[1554,%,%],[1555,%,%],[2573,%,%]
%][A1BA1,%,%],[A1BAL,%,%],[ABAL,%,%],[ALABAL,%,%],[ALAL,%,%],[AI R,%,%],[ALBA,%,%]
%][AIBAL,%,%],[AL,%,%],[ALBAC,%,%],[ALBAL,%,%],[ALBAL,%,%],[FBAL,%,%],[ALBA6,%,%],[ALBAAL,%,%],[FRBA,%,%],[FRBA1,%,%],[FRBAL,%,%],[FTBAL,%,%],[FRB,%,%],[R1BAL,%,%],[RBA L,%,%],[GCCTYRE,%,%],[LLANTA,%,%],[RRBAL,%,%],[RRBA1,%,%],[T1RE,%,%],[TIE,%,%]
],[TIRE,%,%],[TIRES,%,%],[TUI,%,%],[5K88,%,%]
LT215/85R-16E BSW A-S[D3JSD],LT215/85R-16E BSW HWY[D3JSH],LT225/75R-16E BSW A-S[D3JJC],LT235/85R-16E BSW A-S[D3JZC],LT235/85R-16E BSW A-S BSW[D3JYJ],LT235/85R-16E OWL A-T A-[D3JUE],LT235/85R-16E OWL A-S BSW[D3JUC],LT235/85R-16E OWL A-T BSW[D3JUR],LT245/75R-16E BSW A-S[D3JYA],LT265/75R-16E A-S BSW[D3JYF],LT265/75R-16E A-T BSW[D3JYE],LT265/75R-16E OWL A-S BSW[D3JYJ],LT265/75R-16E OWL A-T BSW[D3JYK] EGONLINE[E1]F-STRIPPED CHASSIS[Y1]F-150/250LD/CR CAB[F5]F-250HD/350/450/650[F7]

Standard Claims List
1996, 1995

1105

AWS

Criteria Information

Date/Time Printed: Apr 20, 2001 / 10:52

Result ID : 22295002

Server Processing Information

Status: CSV File
Error: No errors encountered.
Request Name: E Rated Tires claims 93-94
Description:
Run Date/ Time: 05 Apr 2001 7:46
Completion Date/ Time: 05 Apr 2001 9:00
Execution Time: 75
Queue Name: quick
Precalc Processing:
Cut Off Date: 28 Feb 2001
Load Date: 29 Mar 2001
Currency Exchange: v4
Csv Name: ERT9394A
Generated By: MDUNFIEL

Data Selection Criteria

Cost Category
Country Sold

Model Year
Part Num Base (Reported) [typed]

Tire Size

Vehicle Line AWS

Report Selection Criteria

Report Name
Model Year

All Paid Claims[%,%,%]
American Samoa[ASM],Guam[GUM],Marshall Islands[MHL],Micronesia[FSM],Northern Mariana Islands[MNP],Palau[PLW],Puerto Rico[PR],United States[USA],Us Minor Outlying Islands[UMI],Virgin Islands [us][VIR]
MY_94[1994],MY_93[1993]
[1,040,%],[1,046,%],[1,508,%],[1,548,%],[1,552,%],[1,553,%],[1,554,%],[1,555,%],[1,556,%],[1,557,%],[1,558,%],[1,559,%],[1,560,%],[1,561,%],[1,562,%],[1,563,%],[1,564,%],[1,565,%],[1,566,%],[1,567,%],[1,568,%],[1,569,%],[1,570,%],[1,571,%],[1,572,%],[1,573,%],[1,574,%],[1,575,%],[1,576,%],[1,577,%],[1,578,%],[1,579,%],[1,580,%],[1,581,%],[1,582,%],[1,583,%],[1,584,%],[1,585,%],[1,586,%],[1,587,%],[1,588,%],[1,589,%],[1,590,%],[1,591,%],[1,592,%],[1,593,%],[1,594,%],[1,595,%],[1,596,%],[1,597,%],[1,598,%],[1,599,%],[1,600,%],[1,601,%],[1,602,%],[1,603,%],[1,604,%],[1,605,%],[1,606,%],[1,607,%],[1,608,%],[1,609,%],[1,610,%],[1,611,%],[1,612,%],[1,613,%],[1,614,%],[1,615,%],[1,616,%],[1,617,%],[1,618,%],[1,619,%],[1,620,%],[1,621,%],[1,622,%],[1,623,%],[1,624,%],[1,625,%],[1,626,%],[1,627,%],[1,628,%],[1,629,%],[1,630,%],[1,631,%],[1,632,%],[1,633,%],[1,634,%],[1,635,%],[1,636,%],[1,637,%],[1,638,%],[1,639,%],[1,640,%],[1,641,%],[1,642,%],[1,643,%],[1,644,%],[1,645,%],[1,646,%],[1,647,%],[1,648,%],[1,649,%],[1,650,%],[1,651,%],[1,652,%],[1,653,%],[1,654,%],[1,655,%],[1,656,%],[1,657,%],[1,658,%],[1,659,%],[1,660,%],[1,661,%],[1,662,%],[1,663,%],[1,664,%],[1,665,%],[1,666,%],[1,667,%],[1,668,%],[1,669,%],[1,670,%],[1,671,%],[1,672,%],[1,673,%],[1,674,%],[1,675,%],[1,676,%],[1,677,%],[1,678,%],[1,679,%],[1,680,%],[1,681,%],[1,682,%],[1,683,%],[1,684,%],[1,685,%],[1,686,%],[1,687,%],[1,688,%],[1,689,%],[1,690,%],[1,691,%],[1,692,%],[1,693,%],[1,694,%],[1,695,%],[1,696,%],[1,697,%],[1,698,%],[1,699,%],[1,700,%],[1,701,%],[1,702,%],[1,703,%],[1,704,%],[1,705,%],[1,706,%],[1,707,%],[1,708,%],[1,709,%],[1,710,%],[1,711,%],[1,712,%],[1,713,%],[1,714,%],[1,715,%],[1,716,%],[1,717,%],[1,718,%],[1,719,%],[1,720,%],[1,721,%],[1,722,%],[1,723,%],[1,724,%],[1,725,%],[1,726,%],[1,727,%],[1,728,%],[1,729,%],[1,730,%],[1,731,%],[1,732,%],[1,733,%],[1,734,%],[1,735,%],[1,736,%],[1,737,%],[1,738,%],[1,739,%],[1,740,%],[1,741,%],[1,742,%],[1,743,%],[1,744,%],[1,745,%],[1,746,%],[1,747,%],[1,748,%],[1,749,%],[1,750,%],[1,751,%],[1,752,%],[1,753,%],[1,754,%],[1,755,%],[1,756,%],[1,757,%],[1,758,%],[1,759,%],[1,760,%],[1,761,%],[1,762,%],[1,763,%],[1,764,%],[1,765,%],[1,766,%],[1,767,%],[1,768,%],[1,769,%],[1,770,%],[1,771,%],[1,772,%],[1,773,%],[1,774,%],[1,775,%],[1,776,%],[1,777,%],[1,778,%],[1,779,%],[1,780,%],[1,781,%],[1,782,%],[1,783,%],[1,784,%],[1,785,%],[1,786,%],[1,787,%],[1,788,%],[1,789,%],[1,790,%],[1,791,%],[1,792,%],[1,793,%],[1,794,%],[1,795,%],[1,796,%],[1,797,%],[1,798,%],[1,799,%],[1,800,%],[1,801,%],[1,802,%],[1,803,%],[1,804,%],[1,805,%],[1,806,%],[1,807,%],[1,808,%],[1,809,%],[1,810,%],[1,811,%],[1,812,%],[1,813,%],[1,814,%],[1,815,%],[1,816,%],[1,817,%],[1,818,%],[1,819,%],[1,820,%],[1,821,%],[1,822,%],[1,823,%],[1,824,%],[1,825,%],[1,826,%],[1,827,%],[1,828,%],[1,829,%],[1,830,%],[1,831,%],[1,832,%],[1,833,%],[1,834,%],[1,835,%],[1,836,%],[1,837,%],[1,838,%],[1,839,%],[1,840,%],[1,841,%],[1,842,%],[1,843,%],[1,844,%],[1,845,%],[1,846,%],[1,847,%],[1,848,%],[1,849,%],[1,850,%],[1,851,%],[1,852,%],[1,853,%],[1,854,%],[1,855,%],[1,856,%],[1,857,%],[1,858,%],[1,859,%],[1,860,%],[1,861,%],[1,862,%],[1,863,%],[1,864,%],[1,865,%],[1,866,%],[1,867,%],[1,868,%],[1,869,%],[1,870,%],[1,871,%],[1,872,%],[1,873,%],[1,874,%],[1,875,%],[1,876,%],[1,877,%],[1,878,%],[1,879,%],[1,880,%],[1,881,%],[1,882,%],[1,883,%],[1,884,%],[1,885,%],[1,886,%],[1,887,%],[1,888,%],[1,889,%],[1,890,%],[1,891,%],[1,892,%],[1,893,%],[1,894,%],[1,895,%],[1,896,%],[1,897,%],[1,898,%],[1,899,%],[1,900,%],[1,901,%],[1,902,%],[1,903,%],[1,904,%],[1,905,%],[1,906,%],[1,907,%],[1,908,%],[1,909,%],[1,910,%],[1,911,%],[1,912,%],[1,913,%],[1,914,%],[1,915,%],[1,916,%],[1,917,%],[1,918,%],[1,919,%],[1,920,%],[1,921,%],[1,922,%],[1,923,%],[1,924,%],[1,925,%],[1,926,%],[1,927,%],[1,928,%],[1,929,%],[1,930,%],[1,931,%],[1,932,%],[1,933,%],[1,934,%],[1,935,%],[1,936,%],[1,937,%],[1,938,%],[1,939,%],[1,940,%],[1,941,%],[1,942,%],[1,943,%],[1,944,%],[1,945,%],[1,946,%],[1,947,%],[1,948,%],[1,949,%],[1,950,%],[1,951,%],[1,952,%],[1,953,%],[1,954,%],[1,955,%],[1,956,%],[1,957,%],[1,958,%],[1,959,%],[1,960,%],[1,961,%],[1,962,%],[1,963,%],[1,964,%],[1,965,%],[1,966,%],[1,967,%],[1,968,%],[1,969,%],[1,970,%],[1,971,%],[1,972,%],[1,973,%],[1,974,%],[1,975,%],[1,976,%],[1,977,%],[1,978,%],[1,979,%],[1,980,%],[1,981,%],[1,982,%],[1,983,%],[1,984,%],[1,985,%],[1,986,%],[1,987,%],[1,988,%],[1,989,%],[1,990,%],[1,991,%],[1,992,%],[1,993,%],[1,994,%],[1,995,%],[1,996,%],[1,997,%],[1,998,%],[1,999%]
LT215/85R-16E BSW A-S[D3JSD],LT215/85R-16E BSW HWY[D3JSH],LT225/75R-16E BSW A-S[D3JUC],LT235/85R-16E BSW A-S[D3JTI],LT225/75R-16E OWL A-S[D3JZC],LT235/85R-16E BSW A-S[D3JUC],LT235/85R-16E BSW A-S[D3JUE],LT235/85R-16E OWL A-S BSW[D3JUC],LT235/85R-16E OWL A-T BSW[D3JUC],LT245/75R-16E BSW A-S[D3JVA],LT265/75R-16E A-S BSW[D3JVF],LT265/75R-16E A-T BSW[D3JVE],LT265/75R-16E OWL A-S BSW[D3JYJ],LT265/75R-16E OWL A-T BSW[D3JYK],ECONOLINE[E],F-STRIPPED CHASSIS[Y1],F150/250LD/CH CAB[F5],F250HD/350/450/550[F7]

Standard Claims List
1994, 1993

1106

AWS

Criteria Information

Result ID : 22295001

Date/Time Printed: Apr 20, 2001 / 10:52

Server Processing Information

Status: CSV File
Error: No errors encountered.
Request Name: E Failed Tires claims 91.92
Description:
Run Date/ Time: 05 Apr 2001 7.46
Completion Date/ Time: 05 Apr 2001 8.19
Execution Time: 34
Queue Name: quick
Precalc Processing:
Cut Off Date: 28 Feb 2001
Load Date: 29 Mar 2001
Currency Exchange: v4
Csv Name: ERT9192A
Generated By: MDUNFICL

Data Selection Criteria

Cost Category
Country Sold
Model Year
Part Num Base (Reported) [typed]
Tire Size
Vehicle Line AWS

All Paid Claims[%,%,%]
American Samoa[ASM],Guam[GUM],Marshall Islands[MHL],Micronesia[FSM],Northern Mariana Islands[MNP],Palau[PLW],Puerto Rico[PR],United States[USA],Us Minor Outlying Islands[UMI],Virgin Islands [us][VIR]
MY_92[1992],MY_91[1991]
[1040,%,%],[1046,%,%],[1508,%,%],[1548,%,%],[1552,%,%],[1553,%,%],[1554,%,%],[1555,%,%],[2573,%,%],[A1BA1,%,%],[A1BAL,%,%],[ABAL,%,%],[ALBAL,%,%],[ALBAL,%,%],[ALAL,%,%],[ALB,%,%],[ALBA,%,%],[AIBAL,%,%],[AL,%,%],[ALBAC,%,%],[AIBAL,%,%],[ALBAL,%,%],[FBAL,%,%],[ALBA6,%,%],[ALBAAI,%,%],[FRBA,%,%],[FRBA1,%,%],[FRBAL,%,%],[FRBAL,%,%],[FRBA1,%,%],[FRBA,%,%],[R1BAL,%,%],[RBA L,%,%],[GCCTYRE,%,%],[LLANTA,%,%],[RRBAL,%,%],[RRBA1,%,%],[FRB,%,%],[FRB,%,%],[TIRE,%,%],[TIRE,%,%],[TIRE,%,%],[TIRE,%,%],[TU,%,%],[5K98,%,%]
LT215/85R-16E BSW A-SID3JSD],LT215/85R-16E BSW HWY[D3JSH],LT225/75R-16E BSW A-SID3JTI],LT225/75R-16E OWL A-SID3JZC],LT235/85R-16E BSW A-SID3JUC],LT235/85R-16E BSW A-TID3JUE],LT235/85R-16E OWL A-S BSW[D3JUQ],LT235/85R-16E OWL A-T BSW[D3JUR],LT245/75R-16E BSW A-SID3JVA],LT265/75R-16E A-S BSW[D3JYF],LT265/75R-16E BSW[D3JYE],LT265/75R-16E OWL A-S BSW[D3JYJ],LT265/75R-16E OWL A-T BSW[D3JYK] ECONOLINE[E],F-STRIPPED CHASSIS[Y1],F150/250LD/CR CAB[F5],F260HD/350450J550[F7]

Report Selection Criteria

Report Name
Model Year

Standard Claims List
1992, 1991

1107

11

1108

PE00-046

**Goodyear E Load Range Tire Incident Summary Table
Warranty Reports That May Relate to the Alleged Defect**

Appendix II
April 20, 2001

MY	VIN	BUILD DATE	CLAIM DATE	ODO	TIRE SIZE	CUSTOMER COMMENTS	TECHNICIAN COMMENTS	FAILURE MODE
								(A1-A5)
1994	1FBJS01H7RH871707	5/31/1994	12/14/1995	31,786	LT245/75R-16E BSW A-S	REPAIR TIRES BELTS SEPARATING OUT OF ROUND CAUSING EXTREME VIBRATION	GOODYEAR DEALER WOULD NOT ADJUST OUTSIDE PARTS FROM SNIDER TIRE IND GREENSBORO NC INSTALLED AT DISCOUNT RIE CENTER IN TROY	A1
2000	1FDWF36L3YEC63301	2/16/2000	11/8/2000	22,521	LT215/85R-16E BSW A-S	CUSTOMER STATES 2 TIRES CAME APART ON PASS SIDE	WARR. 2 TIRES. MOUNT AND BALANCE 1 TIRE AND GOT 1 NEW TIRE THAT CAME WITH NO RIM FOR MOUNT AND BALANCE. GOODYEAR AP WRANGLER 235 B5R16	A4
1996	1FTJE34F0THA92271	3/5/1998	6/8/1996	3,288	LT245/75R-16E BSW A-S	CHECK FOR SHIMMEY IN FRONT END AT HWY SPEEDS.....	OUT OF BALANCE. BALANCED 2 FRONT TIRES ON VEHICLE HAS BROKEN BELT NEEDS TO TAKE TO GOODYEAR DEALER	A1
1999	1FTNF21L7XEC06342	9/6/1998	2/9/1999	8,104	LT235/85R-16E BSW A-T	CHECK ALL TIRES THEY ARE ALL WOBBLING AND THERE IS ONE THAT IS BLOWNOUT UNDER VEH GOODYEAR TOLD CUST	"CAUSAL RRBAL,CC 13,CCC SEE MONA REBALANCED 4 TIRES AND ROTATED TEST DROVE RESET AIR PRESSURE IT WAS TO LOW SET AT 65 LBS"	A5
2000	1FTNW21F5YEE23934	8/20/2000	7/29/2000	25,413	LT235/85R-16E BSW A-T	REPLACE TIRES(CUSTOMER REQUESTED GOODYEAR RT6 255 70 16)	25413 TIRES HAVE SIDE WALL SEPERATIONS REPLACED ALL 4 TIRES AND BALANCE ALL OF THEM AND RETURNED TO PARTS DEPARTMENT.	A2
2000	1FTWW33F2YEC26182	1/28/2000	2/8/2001	15,427	LT235/85R-16E OWL A-T BSW	CUSTOMER STATES THE FRONT TIRES HAVE ODD WEAR AND POSSIBLE TIRE SEPARATION CHANGE FRONT TIRES	REMOVED TIRES FROM WHEELS.CHECKED WEAR AND FOUND TIRES SEEM TO BE SEPERATING. ODD WEAR CAUSING BAD VIBRATION ON TEST DRIVE. GENERAL EQUIVALENT TIRE NOT AVAILABLE. REPLACED WITH 2 GOODYEAR BLACK WALL T1	A4

A1 = Belt-to-Belt Separation
A2 = Belt Edge Separation
A3 = Tread Separation
A4 = Unknown Type of Separation
A5 = Blow Out

1109

April 11, 2001

PE-00-046

Donald R. Fountain, P.A.
Lytal, Reiter, Clark, Fountain & Williams, LLP
P.O. Box 4056
West Palm Beach, FL 33402-4056

Re: Jorge Garcia v. Kelly-Springfield Tire Co., et al.

Dear Mr. Fountain:

Thank you for your correspondence of March 5, 2001 and April 11, 2001 relating to your offer to produce copies of the Plaintiff's tire failure analyst expert reports and depositions in the above-referenced matter to the Agency.

As you may know, the National Highway Traffic and Safety Administration has the authority to conduct investigations of alleged defects in motor vehicles and motor vehicle equipment which may present a risk to motor vehicle safety. Currently, the Office of Defects Investigations is conducting a preliminary evaluation of Goodyear Load Range E tires. As part of our process, we seek data and information from the manufacturer, consumers and others to help in our understanding of the alleged defect.

As was discussed in your April 11, 2001 telephone conversation with Jennifer Timian of our Office of Chief Counsel, the Agency would like the opportunity to review the above mentioned materials. To that end, this letter serves as the Agency's written request for copies of these materials. Given that the Agency is not a party to this litigation, we will leave to the Court and the parties' counsel the decision of what materials may be provided to us pursuant to the Protective Order entered into between the parties. We would caution, however, that should any confidential business information be produced or contained within these materials, a written request for confidential treatment of that information should be submitted in accordance with 49 C.F.R. § 512.

Very truly yours,

(S)

Thomas Cooper, Chief
Vehicle Integrity Division
Office of Defects Investigation

cc: Broaddus Livingston, Esq.
Joseph P. Milton, Esq.

1110



U.S. Department
of Transportation

Memorandum

**National Highway
Traffic Safety
Administration**

VIDEO TAPE AND CD: Submittal to the Public File
Subject: ODI Investigation PE00-046 Date: September 24, 2001

From: *Rosa Howell*
Rosa Howell, Investigation Case Assistant Reply to: PE00-046
Office of Defects Investigation/NSA-10

To: Kim Jackson, Director
Technical Information Service/NAD-50

Please forward the attached video tape(s) and CD(s) to George Washington University's
NHTSA/FIWA National Crash Analysis Center for Public access under PE00-046.

1 CD

Attachment(s)

#

VIDEO TAPE AND CD

AVAILABLE UPON REQUEST

VIDEO TAPE AND CD AVAILABILITY

**George Washington University
Virginia Campus
NHTSA/FHWA National Crash Analysis Center
20101 Academic Way, NCAC Library
Ashburn, VA 22011**

Telephone: (703) 729-8236

Fax (703) 478-8983

Contact Person:

Ms. Amy Reagan, GWU Film Technician

1112

PE00-046

APPENDIX

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XIII CONT.	2691

≥ 4/5/01 3M

May 21, 2001	3010
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II CONT.	3548
III	3724
IV	3869



AUG 2 2001

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Dennis O'Connor, Manager
Government & Customer Relations
The Goodyear Tire and Rubber Company
144 East Market Street
Akron, Ohio 44313

NSA-12jfa
PE00-046

Dear Mr. O'Connor:

This letter supplements our request for information regarding Preliminary Evaluation, PE00-046, concerning alleged failures of load range "E" light truck tires manufactured by Goodyear and Kelly Springfield. To assist us at this stage of the investigation we are requesting additional information.

Unless otherwise stated in the text, the following definitions apply to this information request:

- **Subject tire(s)**: all load range "E" tires produced by Goodyear, Kelly Springfield, or any other Goodyear affiliates for installation as original and/or replacement equipment, including all load range "E" tires produced by Goodyear, Kelly Springfield, or any other Goodyear affiliates and sold under other brand names.
- **Goodyear**: The Goodyear Tire and Rubber Company, all of its past and present officers and employees, whether assigned to its principal offices or to any of its field or other locations, including all of its divisions, subsidiaries (whether or not incorporated) and affiliated enterprises and all of their headquarters, regional, retail outlets, zone and other offices and their employees, and all agents, contractors, consultants, attorneys and law firms, and other persons engaged directly or indirectly (e.g., employee of a consultant) by or under the control of Goodyear (including all business units and persons previously referred to), who are or, in or after 1989, were involved in any way with any of the following related to the subject condition in the subject tires:
 - a. design, engineering, analysis, modification or production;
 - b. testing, assessment or evaluation;
 - c. consideration or recognition of potential or actual defects, reporting, record keeping, (e.g., complaints, warranties, part sales), analysis, claims, or lawsuits; or
 - d. communication to, from, or available to affiliated companies, vehicle manufacturers, zone representatives, fleets, distributors, dealers, stores, or other field locations.

1114

- **Alleged defect:** all tire failures in any one or more of the following categories: (1) belt-to-belt separation; (2) belt edge separation; (3) tread separation; (4) allegations of tire failure where the specific type of separation is unknown; and (5) blowout.
- **Document:** Document(s) is used in the broadest sense of the word and shall mean all original written, printed, typed, recorded, or graphic matter whatsoever, however produced or reproduced, of every kind, nature, and description, and all non-identical copies of both sides thereof, including, but not limited to, papers, letters, memoranda, correspondence, communications, electronic mail (e-mail) messages (existing in hard copy and/or in electronic storage), faxes, mailgrams, telegrams, cables, telex messages, notes, annotations, working papers, drafts, minutes, records, audio and video recordings, data, databases, other information bases, summaries, charts, tables, graphics, other visual displays, photographs, statements, interviews, opinions, reports, newspaper articles, studies, analyses, evaluations, interpretations, contracts, agreements, jottings, agendas, bulletins, notices, announcements, instructions, blueprints, drawings, as-builts, changes, manuals, publications, work schedules, journals, statistical data, desk, portable and computer calendars, appointment books, diaries, travel reports, lists, tabulations, computer printouts, data processing program libraries, data processing inputs and outputs, microfilms, microfiches, statements for services, resolutions, financial statements, governmental records, business records, personnel records, work orders, pleadings, discovery in any form, affidavits, motions, responses to discovery, all transcripts, administrative filings and all mechanical, magnetic, photographic and electronic records or recordings of any kind, including any storage media associated with computers, including, but not limited to, information on hard drives, floppy disks, backup tapes, and zip drives, electronic communications, including but not limited to, the Internet and shall include any drafts or revisions pertaining to any of the foregoing, all other things similar to any of the foregoing, however denominated by Goodyear, any other data compilations from which information can be obtained, translated if necessary, into a usable form and any other documents. For purposes of this request, any document which contains any note, comment, addition, deletion, insertion, annotation, or otherwise comprises a non-identical copy of another document shall be treated as a separate document subject to production. In all cases where original and any non-identical copies are not available, "document(s)" also means any identical copies of the original and all non-identical copies thereof. Any document, record, graph, chart, film or photograph originally produced in color must be provided in color. Furnish all documents whether verified by Goodyear or not. If a document is not in the English language, provide both the original document and an English translation of the document.

1115

In order for my staff to evaluate the alleged defect, certain information is required. Pursuant to 49 U.S.C. § 30166, please provide a response to the following information request. Please repeat the applicable request verbatim above your response. After Goodyear's response to the request, identify the source of the information and indicate the last date the information was gathered. When documents are produced, the documents shall be produced in an identified, organized manner that corresponds with the Information Request letter (including the subparts). When documents are produced and the documents would not, standing alone, be self explanatory, the production of documents shall be supplemented and accompanied by explanation.

If Goodyear cannot respond to this request, please state the reason why it is unable to do so. If Goodyear claims that any document or other information or material responsive to the following item need not be provided to NHTSA because it is privileged or the work product of an attorney, separately, for each document or other information or material, state the nature of that information or material and identify any document in which it is found by date, subject or title, name and position of the person from, and the person to whom it was sent, and the name and position of any other recipient. Goodyear must also describe the basis for the claim, and explain why Goodyear believes it applies.

1. State the number, provide an index, and produce copies of all accident reports, including but not limited to the following: Police Accident Reports, Accident Investigation Reports, and Traffic Homicide Investigation Reports, regarding all crashes known to Goodyear that relate to the alleged defect in the subject tires.
2. For those crashes, which Goodyear states it does not have a report, provide the vehicle operators name, the date of the crash, and the county and state where the crash occurred.
3. Provide copies of all documents concerning lawsuits that relate to the crashes identified in response to requests 1 and 2 above that have not been previously provided to the agency to date.

This letter is being sent to Goodyear pursuant to 49 U.S.C. § 30166, which authorizes NHTSA to conduct any investigation that may be necessary to enforce Chapter 301 of Title 49. Goodyear's failure to respond promptly and fully to this letter could subject Goodyear to civil penalties pursuant to 49 U.S.C. § 30165 or lead to an action for injunctive relief pursuant to 49 U.S.C. § 30163. Other remedies and sanctions are available as well.

Goodyear's response to this letter, in duplicate, must be submitted to this office by August 22, 2001. Please include in Goodyear's response the identification codes referenced on page one of this letter. If Goodyear is unable to provide all of the information requested by the

1116

original deadline, it must submit a partial response by the original deadline with whatever information Goodyear then has available, even if Goodyear has received an extension.

If Goodyear considers any portion of its response to be confidential information, 49 CFR Part 512, "Confidential Business Information," requires that Goodyear submit two copies of those document(s) containing allegedly confidential information (except only one copy of blueprints) and one copy of the documents from which information claimed to be confidential has been deleted, to the office of Chief Counsel, National Highway Traffic Safety Administration, Room 5219 (NCC-30), 400 Seventh Street, SW, Washington, DC 20590. In addition, Goodyear must provide supporting information for the request of confidential treatment in accordance with part 512.4(b) and (e) and include the name, address, and telephone number of a representative to receive a response from the Chief Counsel.

If you have any technical questions concerning this matter, please contact Mr. John Abbott of my staff at (202) 366-5221.

Sincerely,

151
Thomas Z. Cooper, Chief
Vehicle Integrity Division
Office of Defects Investigation

1117

The Goodyear Tire & Rubber Company

Akron, Ohio 44316 - 0001

LAW DEPARTMENT

(330) 796-3774
FAX: (330) 796-3641
(email:kenneth_betzler@goodyear.com)

July 5, 2001

Thomas Z. Cooper, Chief
Vehicle Integrity Division
Office of Defects Investigation
Safety Assurance
400 Seventh Street, S.W.
Washington, D.C. 20590

Re: NSA-12jka
PE00-046

Dear Mr. Cooper:

I am responding to your letter of June 20, 2001 to Dennis O'Conner, Manager Government and Customer Relations in which you request documents in Goodyear's possession relating to "the crashes of the vehicles identified by Vehicle Identification Numbers 1FBSS31L9XHB34552 and 1FBSS31S8XHC17879. You also request documents concerning any other lawsuits related to the subject tires that have not been previously provided to the agency.

Vehicle Identification Number 1FBSS31L9XHB34552 is a 1999 Ford Club Wagon that was involved in an accident that occurred on May 7, 1999 outside Jacksonville, Florida. This was a single vehicle rollover accident that resulted in one fatality and eleven injuries. The initial cause of the accident is reported as a tire failure. Suits were initially filed against Goodyear and others in the Superior Court of New Jersey which were later dismissed and refiled in Miami - Dade County Florida. Copies of the complaints and accident report are attached. This accident was not previously reported to NHTSA by Goodyear since it did not involve a tread/belt separation. The tire is an LT245/75R16 Wrangler HT that sustained a complete detachment of the tire crown (tread, belts, ply and liner) from the sidewalls caused by loss of inflation. A copy of the tire examination report dated January 11, 2001 along with photos is attached.

Vehicle identification Number 1FBSS31S8XHC17879 is a 1999 Ford van that was involved in an accident that occurred on October 21, 1999 in San Luis Obispo, California. This was a single

RECEIVED
01 JUL - 5 PM 3:57
OFFICE
DEFECTS INVESTIGATION

1118

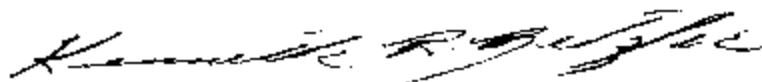
vehicle rollover accident that resulted in seven fatalities and seven injuries. The cause of the accident is reported to be an unsafe turning movement. Suits have been filed against Goodyear and others in the Superior Court of California, Los Angeles County and copies of the complaints are attached. This accident was not previously reported to NHTSA by Goodyear since it does not involve a tire failure. A copy of the accident report along with photographs of the accident vehicle are attached. The vehicle was equipped with LT245/75R16 Wrangler HT tires.

I am also attaching copies of two complaints recently filed and served on Goodyear that allege the failure of a Goodyear load range E tire. Suit has been filed in Warren County, Kentucky for the death of Valentin Carp resulting from an accident that occurred on May 9, 2000 in Bowling Green, Kentucky. The complaint alleges the failure of an LT225/75R16 Wrangler HT tire on a 1998 Ford 350 Econoline. Goodyear has not yet had an opportunity to examine the tire to determine the mode of failure. The second suit is filed in the California Superior Court, San Bernardino County by Rosalyn Fleming and results from an accident that occurred on January 19, 2000 allegedly resulting from a tread separation on a Goodyear tire mounted on a 1990 GMC 2500 truck. Although Goodyear has not yet had an opportunity to examine the tire, we have been told that it is a load range E. You will note that the attached accident report indicates that Fleming was uninjured.

To the best of Goodyear's knowledge, these are the only additional lawsuits involving a load range E tire that have not been previously reported to NHTSA. Again it is stressed that the two accidents specifically referenced in your letter do not involve any crown area separation and were not therefore previously reported.

If you have any further questions or comments, please don't hesitate to call.

Very truly yours,



Kenneth R. Betzler
Attorney

csh
Attachments

The Goodyear Tire & Rubber Company

Akron, Ohio 44316-0001

(330) 796-0628
FAX: (330) 796-1974

August 16, 2001

2001 AUG 20 PM 8 35

VIA AIRBORNE EXPRESS

Mr. John Abbott
Vehicle Integrity Division
Office of Defects Investigation
Safety Assurance
400 Seventh Street, S.W.
Washington, D.C. 20590

Re: PE00-046

Dear John:

Further to our recent telephone conversations and voice mail messages, we are making a partial response to Tom Cooper's letter of August 2, 2001 to Dennis O'Connor. Specifically, for the 99 "accidents" involving Load Range E tires and previously identified to NHTSA, we enclose two copies of the 48 police/highway patrol reports currently in our possession. Under separate cover, we will be providing the index of accidents and the other materials requested in Tom Cooper's August 2 letter.

The accidents for which reports are enclosed are identified below by operator and date. The "Under" column refers to the name under which the accident was previously identified to NHTSA. In addition, the number next to the operator corresponds to the number of the accident on the index which we will be providing later.

<u>Name of Operator</u>	<u>Under</u>	<u>Date of Accident</u>
1.		April 21, 1995
2.		August 23, 1995
3.		January 25, 1996
4.		February 21, 1996
5.		- no information -
6. r		November 22, 1996
7		April 9, 1997
8		June 13, 1997
9. r		June 21, 1997
10		- military report -
11		July 14, 1997
12		July 25, 1997
13		July 27, 1997

1120

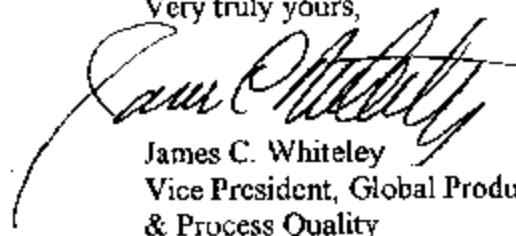
14.			August 11, 1997
15.			February 1, 1998
16.			May 8, 1998
17.		y	May 29, 1998
18.		[June 4, 1998
19.			- no information -
20.			August 22, 1998
21.			September 9, 1998
22.			September 19, 1998
23.			September 29, 1998
24.			November 2, 1998
25.			June 9, 1999
26.			November 15, 1999
27.		ord	- no information -
28.			May 22, 2000
29.			September 7, 2000
30.			September 25, 2000
31.			July 9, 2000
32.			- no information -
33.			July 9, 1999
34.		d)	November 1, 1998
35.			August 13, 1995
36.			July 15, 2000
37.			July 13, 1998
38.			- no information -
39.			April 23, 2000
40.			October 22, 1999
47.			July 30, 1997
51.			November 10, 2000
53.			May 10, 2000
54.			July 16, 2000
55.			June 27, 1999
56.			August 21, 1999
58.			September 30, 1999
60.			March 26, 1999
66.			August 28, 1997
73.			May 11, 1998
79.			July 9, 1998
82.			September 20, 1998
85.			April 19, 1999
99.		Jr.	July 21, 1999

Please note that accidents 1 through 40 above are those which involved death or possibly serious injury. Also, this will confirm our conversation that you already have the military report for the Frankl accident.

Finally, we are working expeditiously to respond to all of the requests for additional information contained in the August 2, 2001 letter from Tom Cooper to Dennis O'Connor.

As always, if you have any questions, please do not hesitate to contact us.

Very truly yours,



James C. Whiteley
Vice President, Global Product
& Process Quality

JCW:slh

cc: Dennis O'Connor

1122

The Goodyear Tire & Rubber Company

Akron, Ohio 44316-0001

September 5, 2001

VIA AIRBORNE EXPRESS

Mr. Thomas Z. Cooper, Chief
Vehicle Integrity Division
Office of Defects Investigation
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

Re: NSA-12jfa
PE00-046

2001 SEP 6 AM 11 11

Dear Mr. Cooper:

The Goodyear Tire & Rubber Company is pleased to complete its responses to the requests for information contained in your letter of August 2, 2001 to Dennis O'Connor. Again, Goodyear wishes to express its appreciation to NHTSA for the extension of time, granted in discussions with Mr. John Abbott of your office, to complete submission of the requested data.

To briefly summarize, Goodyear previously provided information to NHTSA regarding 99 "tread separation accidents" involving vehicles equipped with Load Range E tires. For 40 of the 99 accidents, Goodyear had information that the accident resulted in death or "serious bodily injury." In response to the three requests for supplemental information contained in your August 2, 2001 letter, we now provide the following information regarding those 99 "accidents."

Request No. 1: State the number, provide an index, and produce copies of all accident reports, including but not limited to the following: Police Accident Reports, Accident Investigation Reports, and Traffic Homicide Investigation Reports, regarding all crashes known to Goodyear that relate to the alleged defect in the subject tires.

Accident reports (two copies) for 48 of the subject accidents were provided to Mr. John Abbott by letter dated August 16, 2001. We enclose two copies of an additional accident report which was obtained after August 16. In addition, we enclose an index of those accidents, including information regarding the circumstances of accidents for which we do not have a report. As you will see from the index, we have now provided 49 police/highway patrol reports.

1123

Request No. 2: For those crashes, which Goodyear states it does not have a report, provide the vehicle operator's name, the date of the crash, and the county and state where the crash occurred.

Please see the enclosed index (two copies) concerning the list of 99 "accidents." Please note that in a few instances, the index corrects the date or location of the accident previously provided to NHTSA.

Request No. 3: Provide copies of all documents concerning lawsuits that relate to the crashes identified in response to Requests 1 and 2 above that have not been previously provided to the agency to date.

Based on the August 7, 2001 telephone conference involving Dennis O'Connor and Steve Kenney from Goodyear and you, we were advised that you were not requesting every document related to or generated in connection with litigation arising from the subject accidents. Rather, for those accidents which have given rise to litigation, we understood it was sufficient to provide copies of the following categories of documents:

- Pleadings which make allegations of tire defects;
- Reports from "tire experts" retained by claimants/plaintiffs;
- Photographs from "tire experts" retained by claimants/plaintiffs; and
- Depositions of "tire experts" retained by claimants/plaintiffs.

Two copies of the above categories of documents are enclosed.

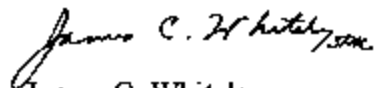
We note that we have not included copies of the many exhibits marked or discussed at the depositions. Often, the exhibits are voluminous and include materials which do not pertain to the subject tire or to the opinions regarding alleged defects in the subject tire. However, if you would like to receive copies of any of the exhibits referenced in the enclosed depositions, please advise and we will endeavor to provide them to you.

Please be advised that Goodyear considers part of the information submitted in response to NHTSA's supplemental request dated August 2, 2001 to constitute "Confidential Business Information" under 49 CFR Part 512. In accordance with Part 512, Goodyear will be submitting under separate cover two copies of those documents containing confidential information, with the confidential information designated, and one copy of the documents from which that information has been deleted, to NHTSA's Office of Chief Counsel. The submission to the Office of Chief Counsel also will include information which supports the request for confidential treatment. We will be including another copy of documents from which the confidential information has been deleted for your office.

1124

Finally, as always, feel free to contact us if you have any questions or require any assistance in connection with your review of the enclosed information.

Very truly yours,



James C. Whiteley
Vice President
Global Product & Process Quality

jcw/csh

cc: Mr. John Abbott (Via Facsimile Without Enclosures)

1125

NSA-12
Abbott

DEC 19

Stephen P. Kenney
Attorney
The Goodyear Tire & Rubber Company
Akron, Ohio 44316-0001

RE: Confidentiality Determination/PE00-046/NSA-12jka

Dear Mr. Kenney:

This is in response to your letter dated November 2, 2001, in which you request confidential treatment for the documents enclosed with your letter and numbered PE46-53422 through PE46-53479. You state that the documents contain tire production data and manufacturing capacity; field compliance, property damage claims and adjustment/warranty data; analysis of design, materials and manufacture of Load Range E light truck tires, including proprietary test procedures; claims paid (including number of claims and amounts paid); and sensitive manufacturing costs information. You request confidential treatment for this information for an unspecified period of time.

Goodyear asserts that disclosure of any of the information would harm the legitimate business and competitive interests of Goodyear. Goodyear asserts that, with respect to production data, competitor manufacturers would like to know the numbers and capacity of plants of others in the industry and release of this information would therefore harm the competitive position of Goodyear while providing no value to the public.

Goodyear asserts that, with respect to adjustments/warranty claims, adjustment programs and warranty actions in the tire industry are directed at consumer satisfaction and repurchase intent. Goodyear asserts that it has a specific and confidential approach regarding product adjustments and customer satisfaction issues and that its willingness to go beyond written policies for customer satisfaction objectives, and the basic way in which this data is captured, stored and analyzed are basic to Goodyear's competitive position in the market place. Goodyear asserts that consumer satisfaction is a key element in marketing and continued profitability of Goodyear. Accordingly, Goodyear asserts that warranty and adjustment data are confidential business information and that their release would result in substantial competitive harm to Goodyear.

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Similarly, Goodyear asserts that its approach to property damage claims is closely associated with its approach to its adjustment and warranty program, and that customer satisfaction is the key element. Goodyear asserts that the extent to which the company is willing to go to accomplish customer satisfaction objectives is a key element in marketing and is basic to Goodyear's competitive position and that release of such information could be used unfairly to disadvantage that position.

Finally, Goodyear asserts that the documents that relate to Goodyear's extensive analysis of the design materials and manufacture of its Load Range E light truck tires contain design and manufacturing details, as well as sensitive and highly proprietary information regarding manufacturing costs. Goodyear asserts also that these documents reflect engineering evaluation of design, compounding, chemical properties and curing specifications and that the methods used, the factors evaluated and the manufacturing details incorporated into these documents are all proprietary, sensitive, trade secret information of Goodyear and that the release of this information would give Goodyear's competitors access to data not otherwise available to them.

I have reviewed your submission, including the materials that you claim are entitled to confidential treatment and the arguments that you assert in support of your claim. While I have not reached a conclusion regarding each individual argument that you assert, I have concluded based upon your submission as a whole that the public release of these materials is likely to cause substantial competitive harm to Goodyear. Therefore, these materials are entitled to confidential treatment pursuant to Exemption 4 of the Freedom of Information Act, 5 U.S.C. §552(b)(4).

With respect to the adjustment/warranty claims, I find that the release of this information would enable a competitor to ascertain the production data of the product and, therefore, that these materials also are entitled to confidential treatment pursuant to Exemption 4 of the Freedom of Information Act, 5 U.S.C. §552(b)(4).

All of these materials will be protected for an indefinite period of time.

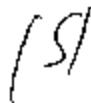
This grant of confidential treatment is subject to certain conditions since these materials were submitted in connection with a defect investigation by the agency. These materials may be disclosed under the authority of 49 U.S.C. §30167(b) and 49 C.F.R. §512.9(a)(2), if the agency decides the disclosure will assist in carrying out the purposes of 49 U.S.C. Chapter 301.

In addition, this material may be disclosed under 49 C.F.R. §512.8, based upon newly discovered or changed facts, and you must inform the agency of any changed circumstances

1/27

which may affect the protection of the information (49 C.F.R. §512.4(j)). Prior to the release of information under 49 C.F.R. §512.8 or §512.9, you would be notified in accordance with the procedures established by our regulations.

Sincerely,



Heidi L. Coleman
Assistant Chief Counsel
for General Law

GREENE, BROILLET, TAYLOR, WHEELER & PANISH LLP

LAWYERS

100 WILSHIRE BOULEVARD

TWENTY FIRST FLOOR

POST OFFICE BOX 23

SANTA MONICA, CALIFORNIA 90407-0023

(310) 576-1200
(310) 576-1220 FAX NO.

BRUCE A. BROILLET
BROWN GREENE
DRIAN J. PANISH
MARK T. QUIGLEY
CHRISTINE D. SPAGNOLI
JOHN C. TAYLOR
TIMOTHY J. WHEELER

KEVIN R. BOYLE
SCOTT F. CARR
ROBERT D. JARO II
FRANK J. O'KANE, JR.
ADAM K. SHEA
GEOFFREY S. WELLS

January 8, 2002

SENT BY FEDERAL EXPRESS

Kathleen DeMeter
Director, Office of Defects Investigation
Safety Assurance
National Highway Traffic Safety Administration
Room 5326K
400 7th Street S.W.
Washington, D.C. 20590

Re: NHTSA Defect Investigation PE00 0046 RE: Goodyear Light Truck Load
Range E Tread Separations

Dear Ms. DeMeter:

I am forwarding to you a California Highway Patrol Traffic Collision Report concerning an accident which occurred in California involving a Ford E 350 Club Wagon Van, which was being used by the U.S. Marine Force Reserves to transport 14 marines.

The information in this traffic collision report indicates that a Goodyear Wrangler HT LT 245/75R15 Load Range E tire, which was manufactured in the 15th week of 1996, suffered a tread separation, leading to a loss of control and rollover accident involving this vehicle. Two marines who were occupants of the van were killed in the collision and a number of the other marines were injured.

It appears that this accident should be considered in connection with your Agency's continuing investigation concerning these tires.

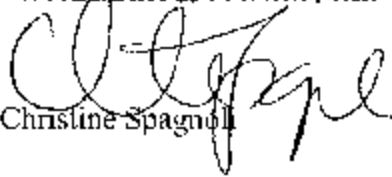
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Kathleen DeMeter
November 14, 2000
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Please let me know if you have any questions or need any further information.

Very truly yours,

GREENE, BROILLET, TAYLOR,
WHEELER & PANISH LLP



Christine Spagnol

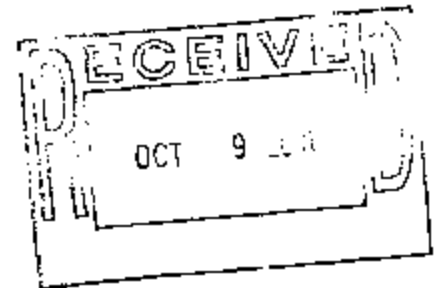
Enclosures
ltnhtsa6

01130

CALIFORNIA HIGHWAY PATROL

Multidisciplinary Accident Investigation Team

Inland Division



Needles Area
IL-025-01
June 10, 2001
Interstate 40 eastbound, east of Water Road

01131

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL MULTIDISCIPLINARY ACCIDENT INVESTIGATION TEAM NARRATIVE/DIAGRAM	ON TEAM	DATE OF COLLISION MO DAY YEAR 06 10 01	TIME (2400) 1420	NCIC NUMBER J4	OFFICER I.D. 13777	NUMBER 01-06-0008	PAGE 1
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IL-025-01

California Highway Patrol, Needles Area

SUPPLEMENTAL

The following supplemental investigation was conducted by the California Highway Patrol Inland Division Multidisciplinary Accident Investigation Team.

MAIT Personnel Involved:

Officer J. Arnswald, #11974

Motor Carrier Specialist-I D. Artinger, #A9763

Subpoenas for MAIT personnel should be mailed to:

California Highway Patrol
Inland Division MAIT
847 East Brier Drive
San Bernardino, CA 92408-2808

Attention: Sergeant J. West

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DEPARTMENT OF CALIFORNIA HIGHWAY PATROL
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NOTIFICATION

On Monday, June 11, 2001, the Needles CHP Area requested the assistance of Inland Division MAIT. The request was for assistance in the investigation of a solo traffic collision that resulted in fatal injuries to two occupants and minor to major injuries to 12 others. The collision occurred on Interstate 40 eastbound, east of Water Road, in an unincorporated area of San Bernardino County, on Sunday, June 10, 2001.

ISSUES:

A limited investigation was requested which included the following:

- Weather and Lighting Conditions
- Vehicle Damage Description
- Restraint System Inspection
- Tire and Wheel Inspection
- Mechanical Inspection
- Photographs

On Friday, June 15, 2001, at approximately 0930 hours, Investigator Arnswald arrived at the impound facility of Active Towing in Needles, California, to photograph and examine the damage to Vehicle #1, a 1996 Ford E-350 bus, United States Government license G4362391. Investigator Arnswald examined and photographed all fifteen restraint systems present within the passenger compartment of Vehicle #1.

On Tuesday, June 19, 2001, at approximately 0955 hours, Investigator Artinger arrived at the impound facility of Active Towing. Investigator Artinger examined the damage, photographed and began an in-depth mechanical inspection of Vehicle #1. The purpose of this inspection was to collect data necessary to document the pre-collision and post collision condition of this vehicle, as well as identify any mechanical factors that could have contributed to or caused this collision. During the inspection, Investigator Artinger recovered the complete restraint system from the right seating position from Bench #2.

On Wednesday, June 20, 2001, at approximately 0700 hours, Investigator Artinger returned to the impound facility and completed the mechanical inspection of Vehicle #1. Investigator Artinger recovered the left rear tire and wheel assembly and the complete restraint system from the right seating position from Bench #3.

On Thursday, June 21, 2001, at approximately 0820 hours, Investigator Artinger arrived at the Needles Area CHP office and took possession of the tread and tire remains of the left rear tire that were recovered from the scene the day of the collision by Officer T. Johns, #13777, and marked with evidence number E20010075. Officer R. Sigler, #10328, transferred the evidence to Investigator Artinger. Investigator Artinger transported the tire, tread remains, wheel and two restraint systems to the Inland Division MAIT office for further examination.

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NOTIFICATION

ISSUES:

On Wednesday, September 5, 2001, at approximately 0900 hours, Investigator Artinger transported the left rear tire and wheel assembly to the Riverside Area CHP office and used the Area's tire machine to dismount the tire from its wheel. The left rear tire and wheel were returned to the Inland Division MAIT office where an in-depth examination was conducted. The tire and wheel were photographed during the examination.

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WEATHER AND LIGHTING CONDITIONS

WEATHER:

The Western Regional Climate Center in Reno, Nevada was contacted by telephone on Wednesday, August 15, 2001, at approximately 1123 hours by Investigator Artinger. Ms. Michelle Chambers provided the following weather information for Needles Airport for Sunday, June 10, 2001, at approximately 1456 hours.

Temperature: - 106 degrees Fahrenheit
 Dew Point: - 34 degrees Fahrenheit
 Barometric Pressure: - 29.78 inches of mercury
 Ceiling: - Clear
 Wind: - Southwest at 11 knots, with gusts to 17 knots
 Visibility: - 10 statute miles

Needles Airport is located approximately 21 miles east by southeast of the collision scene.

LIGHTING:

This collision occurred during the hours of daylight. The following sun data information for Needles, California (longitude W114.6, latitude N34.8) on Sunday, June 10, 2001, was obtained via the Internet from the United States Naval Observatory Astronomical Applications Department by Investigator Artinger:

Begin civil twilight: 0455 hours
 Sunrise: 0525 hours
 Sun transit: 1238 hours
 Sunset: 1952 hours
 End civil twilight: 2022 hours

Altitude of Sun: 52.9 degrees at 1420 hours
 Azimuth of Sun: 262.6 degrees (east of north) at 1420 hours

All times are Pacific Standard Time.

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VEHICLE DAMAGE DESCRIPTION

VEHICLE #1:

DESCRIPTION:

Year	-	1996
Make	-	Ford
Model	-	E-350 Club Wagon
Manufacture Date	-	April 1996
License Number	-	G4362391-United States Government
VIN ¹	-	1FBJS31H4THB22665
Type of Vehicle	-	Bus (not school bus)
		15-passengers as equipped
Color	-	Silver
Odometer	-	60746.8 miles

REGISTERED OWNER:

United States Government

DAMAGE:

Vehicle#1 (Ford) was inspected on Friday, June 15, 2001, at approximately 0930 hours by Investigator Arnswald. The inspection was conducted at:

Active Towing
1801 Eagle Pass Road
Needles, California

OVERVIEW:

Vehicle #1 sustained major damage when it overturned. The principle direction of force was from right to left.

¹ Vehicle Identification Number
CHP 558D (Rev 6-84) DPI 065 (MAIT use only)

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28110

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL MULTIDISCIPLINARY ACCIDENT INVESTIGATION TEAM NARRATIVE/DIAGRAM	DATE OF COLLISION NO DAY YEAR 06 10 01	TIME (2400) 1420	NUMBER 9834	OFFICER I.D. 13777	NUMBER 01-06-0008	PAGE 7
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VEHICLE DAMAGE DESCRIPTIONVEHICLE #1:FRONT:

There were numerous scratches across the right side of the hood, near the trailing edge. The windshield was shattered and displaced into the passenger compartment with the exception of the left side, which remained attached to the A-pillar.

RIGHT SIDE:

The fender was scraped, dented and displaced slightly to the left. The front door was dented, scratched, and scraped and the window frame was displaced inward. The two side doors were dented, scratched and scraped, and each window frame was displaced to the left. The quarterpanel had numerous heavy gouges and was dented and buckled over its entire surface. All window glass from the five side windows was shattered and missing. The roofline was displaced slightly downward and displaced to the left. There was a red stain that radiated from, and surrounded, the rear window opening.

REAR:

The right door and window frame were displaced outward and to the left. The left door was dented and buckled. All window glass from the two rear windows was shattered and missing. There was heavy gouging in the area of the door latch assembly.

LEFT SIDE:

The entire side was dented, scratched, and scraped. There were oily contaminants coating the area rearward of the front door. There were yellow transfers along the entire left side. All five pillars (A-E) were displaced slightly to the right. All window glass from the four side windows was shattered and missing.

TOP:

The roof was bowed near the center. The right side was crushed downward and to the left. There was a red stain on the right rear corner. The entire roof surface was dented, scratched, and scraped.

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RESTRAINT SYSTEM INSPECTION

INTRODUCTION:

This inspection focused on the occupant restraint systems of Vehicle #1. These restraint systems were photographed and examined and two were removed from the vehicle at a later time. The purpose of this inspection was to determine if any of the occupants of Vehicle #1 were properly utilizing the restraint systems and whether or not the restraint systems operated as designed during the collision.

RESTRAINT SYSTEM OVERVIEW:

Vehicle #1 was equipped with 15 separate occupant restraint systems to accommodate 15 occupants. Vehicle #1 was equipped with bucket seats for the two front seating positions and bench seats for the remaining seating positions. Type 2 (shoulder/lap-continuous loop) restraint systems were provided for the left and right front and the left and right bench #1, 2, 3 and 4 seating positions. Type 1 (lap belt) restraint systems were provided for the middle bench #1, 2, and 3 and the two seating positions in the middle of bench seat #4.

FRONT SEATS:

The left and right front Type 2 restraint system's webbing was attached to a belt sensitive emergency locking retractor, which was located near the base of the B-pillar. The opposite end of the restraint system webbing was anchored to the floorboard, behind the outboard side of the seat. The restraint system webbing passed through a metal D-ring, which was mounted to the rear of the B-pillar, above and behind the occupants outside shoulder. The belt buckle assembly was anchored to the floor at the rear of the seat frame. The D-ring directed the restraint system webbing at the proper downward angle over the occupants outside shoulder and chest when the sliding latch plate was properly buckled. The webbing passed through the sliding latch plate, across the occupant's lap, and terminated at the webbing anchor. With the sliding latch plate secured into the buckle, the occupant would be secured across the lap and upper torso by the seat belt.

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RESTRAINT SYSTEM INSPECTION

RESTRAINT SYSTEM OVERVIEW:

BENCH #1:

The left Type 2 restraint system webbing was attached to a vehicle sensitive emergency locking retractor, which was located on the quarterpanel, below the window opening and forward of the C-pillar. The opposite end of the restraint system webbing was anchored to the floorboard, at the outboard side of the seat. The restraint system webbing passed through a D-ring, which was mounted on the roof, behind the seat and above the occupants outside shoulder. The belt buckle assembly was anchored to the seat frame and was accessible through a slot in the seat bottom. The D-ring directed the restraint system webbing at the proper downward angle over the occupants shoulder and chest when the sliding latch plate was secured into the belt buckle. The webbing passed through the sliding latch plate, across the occupant's lap, and terminated at the webbing anchor. With the sliding latch plate secured into the buckle, the occupant would be secured across the lap and upper torso by the seat belt.

The middle Type 1 restraint system webbing was equipped with an adjustable locking latch plate. The buckle assembly and anchor were attached to the seat frame and were accessible through a slot in the seat bottom. With the locking latch plate secured into the buckle, the occupant would be secured across the lap by the seat belt.

The right Type 2 restraint system webbing was attached to a vehicle sensitive emergency locking retractor, which was located on the quarterpanel, below the window opening and rearward of the D-pillar. The opposite end of the restraint system webbing was anchored at the right rear of the seat. The restraint system webbing passed through a D-ring, which was mounted to the roof, behind the seat and above the occupants outside shoulder. The belt buckle assembly was anchored to the seat frame and was accessible through a slot in the seat bottom. The D-ring directed the restraint system webbing at the proper downward angle over the occupants shoulder and chest when the sliding latch plate was secured into the belt buckle. The webbing passed through the sliding latch plate, across the occupant's lap, and terminated at the webbing anchor buckle. With the sliding latch plate secured into the buckle, the occupant would be secured across the lap and upper torso by the seat belt.

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RESTRAINT SYSTEM INSPECTION

RESTRAINT SYSTEM OVERVIEW:

BENCH #2:

The left Type 2 restraint system webbing was attached to a vehicle sensitive emergency locking retractor, which was located on the quarterpanel, below the window opening and rearward of the seat. The opposite end of the restraint system webbing was anchored to the floorboard, at the outboard side of the seat. The restraint system webbing passed through a D-ring, which was mounted on the roof, behind the seat and above the occupants outside shoulder. The belt buckle assembly was anchored to the seat frame and was accessible through a slot in the seat bottom. The D-ring directed the restraint system webbing at the proper downward angle over the occupants shoulder and chest when the sliding latch plate was secured into the belt buckle. The webbing passed through the sliding latch plate, across the occupant's lap, and terminated at the webbing anchor. With the sliding latch plate secured into the buckle, the occupant would be secured across the lap and upper torso by the seat belt.

The middle Type 1 restraint system webbing was equipped with an adjustable locking latch plate. The buckle assembly and anchor were attached to the seat frame and were accessible through a slot in the bottom of the seat. With the locking latch plate secured into the buckle, the occupant would be secured across the lap by the seat belt.

The right Type 2 restraint system webbing was attached to a vehicle sensitive emergency locking retractor, which was located on the quarterpanel, below the window opening and rearward of the seat. The opposite end of the restraint system webbing was anchored to the floorboard, at the outboard side of the seat. The restraint system webbing was designed to pass through a D-ring, which was mounted to the roof, behind the seat and above the occupants outside shoulder. The belt buckle assembly was anchored to the seat frame and was accessible through a slot in the bottom of the seat. The D-ring directed the restraint system webbing at the proper downward angle over the occupants shoulder and chest when the sliding latch plate was secured into the belt buckle. The webbing passed through the sliding latch plate, across the occupant's lap, and terminated at the webbing anchor buckle. With the sliding latch plate secured into the buckle, the occupant would be secured across the lap and upper torso by the seat belt.

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RESTRAINT SYSTEM INSPECTION

RESTRAINT SYSTEM OVERVIEW:

BENCH #3:

The left Type 2 restraint system webbing was attached to a vehicle sensitive emergency locking retractor, which was located on the quarterpanel, below the window opening and rearward of the seat. The opposite end of the restraint system webbing was anchored to the floorboard, at the outboard side of the seat. The restraint system webbing passed through a D-ring, which was mounted on the roof, behind the seat and above the occupants outside shoulder. The belt buckle assembly was anchored to the seat frame and was accessible through a slot in the seat bottom. The D-ring directed the restraint system webbing at the proper downward angle over the occupants shoulder and chest when the sliding latch plate was secured into the belt buckle. The webbing passed through the sliding latch plate, across the occupant's lap, and terminated at the webbing anchor. With the sliding latch plate secured into the buckle, the occupant would be secured across the lap and upper torso by the seat belt.

The middle Type 1 restraint system webbing was equipped with an adjustable locking latch plate. The buckle assembly and anchor were attached to the seat frame and were accessible through a slot in the seat bottom. With the locking latch plate secured into the buckle, the occupant would be secured across the lap by the seat belt.

The right Type 2 restraint system webbing was attached to a vehicle sensitive emergency locking retractor, which was located on the quarterpanel, below the window opening and rearward of the seat. The opposite end of the restraint system webbing was anchored to the floorboard, at the outboard side of the seat. The restraint system webbing passed through a D-ring, which was mounted to the roof, behind the seat and above the occupants outside shoulder. The belt buckle assembly was anchored to the seat frame and was accessible through a slot in the seat bottom. The D-ring directed the restraint system webbing at the proper downward angle over the occupants shoulder and chest when the sliding latch plate was secured into the belt buckle. The webbing passed through the sliding latch plate, across the occupant's lap, and terminated at the webbing anchor buckle. With the sliding latch plate secured into the buckle, the occupant would be secured across the lap and upper torso by the seat belt.

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RESTRAINT SYSTEM INSPECTIONRESTRAINT SYSTEM OVERVIEW:BENCH #4:

The left Type 2 restraint system webbing was attached to a vehicle sensitive emergency locking retractor, which was located near floor level, rearward of the seat. The opposite end of the restraint system webbing was anchored to the floorboard, forward of the emergency locking retractor. The restraint system webbing passed through a D-ring, which was mounted to the rear pillar, behind the seat and above the occupants outside shoulder. The belt buckle assembly was anchored to the seat frame and was accessible through a slot in the seat. The D-ring directed the restraint system webbing at the proper downward angle over the occupants shoulder and chest when the sliding latch plate was secured into the belt buckle. The webbing passed through the sliding latch plate, across the occupant's lap, and terminated at the webbing anchor. With the sliding latch plate secured into the buckle, the occupant would be secured across the lap and upper torso by the seat belt.

There were two Type 1 restraint systems, allowing for two occupants in the middle seating positions. Each restraint webbing was equipped with an adjustable locking latch plate. The buckle assembly and anchor were attached to the seat frame and were accessible through a slot in the seat bottom. With the locking latch plate secured into the buckle, the occupant would be secured across the lap by the seat belt.

The right Type 2 restraint system webbing was attached to a vehicle sensitive emergency locking retractor, which was located on the quarterpanel, approximately 10 inches below the bottom of the window opening. The opposite end of the restraint system webbing was anchored to the floorboard, at the outboard side of the seat. The restraint system webbing passed through a D-ring located behind the seat and above the occupants outside shoulder. The belt buckle assembly was anchored to the seat frame and was accessible through a slot in the seat bottom. The D-ring directed the restraint system webbing at the proper downward angle over the occupants shoulder and chest when the sliding latch plate was secured into the belt buckle. The webbing passed through the sliding latch plate, across the occupant's lap, and terminated at the webbing anchor. With the sliding latch plate secured into the buckle, the occupant would be secured across the lap and upper torso by the seat belt.

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RESTRAINT SYSTEM INSPECTION

LEFT FRONT RESTRAINT SYSTEM:

The Type 2 occupant restraint system was found unsecured with its webbing fully retracted. When the webbing was withdrawn fully and released, it retracted properly with no obstructions. The retractor locked as designed when the webbing was withdrawn rapidly while the retractor was level. The retractor was not removed from its mounted position; therefore, it was not tested in a tilted position. The webbing material was soiled, dusty, and slightly stiff. The webbing material was slightly frayed on its forward facing edge. There were minor abrasions on the plastic webbing guide. There were slight scratches on the metal latch plate. When the sliding latch plate was inserted into the buckle, the buckle functioned properly with no resistance or obstruction.

RIGHT FRONT RESTRAINT SYSTEM:

The Type 2 occupant restraint system was found unsecured with a large portion of the webbing material unspooled. The retractor locked as designed when the webbing was withdrawn rapidly while the retractor was level. The retractor was not removed from its mounted position; therefore, it was not tested in a tilted position. The webbing material was soiled and stained, but was generally straight and not wavy or curled, except in the area of the stain. There was blood on the metal latch plate assembly. There were slight scratches on the metal latch plate. When the sliding latch plate was inserted into the buckle, the buckle functioned properly with no resistance or obstruction. The seat back was displaced. The metal D-ring assembly was displaced; however, still functioned properly.

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RESTRAINT SYSTEM INSPECTION

BENCH SEAT #1

LEFT RESTRAINT SYSTEM:

The Type 2 occupant restraint system was found unsecured with its webbing fully retracted. When the webbing was withdrawn fully and released, it retracted properly with no obstructions. The retractor locked when the webbing was withdrawn rapidly while the retractor was level and a slight shock was applied to the quarterpanel, adjacent to the retractor. The retractor was not removed from its mounted position; therefore, it was not tested in a tilted position. The webbing was curled and slightly bubbled. The metal portion of the sliding latch plate was slightly scratched. The plastic webbing guide exhibited melted plastic and abrasions on both edges. The sliding latch plate would operate with either of two buckle assemblies that were accessible through the seat. When the sliding latch plate was inserted into either buckle, each buckle functioned properly with no resistance or obstruction.

MIDDLE RESTRAINT SYSTEM:

The Type 1 occupant restraint system was found unsecured with its adjustable locking latch plate at the extreme end of the webbing. The distal 1/3 of the webbing material was stiff, otherwise generally unremarkable. The adjustable locking latch plate was generally unremarkable. The adjustable locking latch plate would fit into either of two buckle assemblies. When inserted into either buckle, the buckle functioned properly with no resistance or obstruction.

RIGHT RESTRAINT SYSTEM:

The Type 2 occupant restraint system was found unsecured, with its webbing partially retracted and lying on bench seat #2. The retractor locked when the webbing was withdrawn rapidly while the retractor was level and a slight shock was applied to the quarterpanel, adjacent to the retractor. The retractor was not removed from its mounted position; therefore, it was not tested in a tilted position. The webbing was stretched, curled and slightly wavy. The sliding latch plate was slightly scratched. The plastic webbing guide exhibited melted plastic and abrasions in both corners. The sliding latch plate was inserted into the buckle assembly that was accessible through the seat and it functioned properly with no resistance or obstruction.

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RESTRAINT SYSTEM INSPECTION

BENCH SEAT #2:

LEFT RESTRAINT SYSTEM:

The Type 2 occupant restraint system was found unsecured with its webbing fully retracted. When the webbing was withdrawn fully and released, it retracted properly with no obstructions. The retractor locked when the webbing was withdrawn rapidly while the retractor was level and a slight shock was applied to the quarterpanel, adjacent to the retractor. The retractor was not removed from its mounted position; therefore, it was not tested in a tilted position. The webbing material was slightly curled and wavy and had a small area of puckering. There was melted plastic and abrasions on the plastic webbing guide, which also exhibited several small bloodstains. The sliding latch plate was inserted into the buckle assembly and it functioned properly with no resistance or obstruction.

MIDDLE RESTRAINT SYSTEM:

The Type 1 occupant restraint system was found unsecured with its adjustable locking latch plate at the extreme end of the webbing. The webbing material was soiled and stiff, but generally unremarkable. The adjustable locking latch plate was generally unremarkable. The adjustable locking latch plate would fit into either of two buckle assemblies. When inserted into either buckle, the buckle functioned properly with no resistance or obstruction.

RIGHT RESTRAINT SYSTEM:

The Type 2 occupant restraint system was found unsecured, with the webbing material separated at the emergency locking retractor. The webbing material was soiled and stained. The webbing was creased and slightly wavy in appearance. The exposed portion of the webbing was soiled and had small lacerations. The spooled portion of the webbing was clean. The sliding latch plate was soiled with light abrasions along the plastic webbing guide. When the sliding latch plate was inserted into the buckle, the buckle functioned properly with no resistance or obstruction.

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RESTRAINT SYSTEM INSPECTION

BENCH SEAT #3:

LEFT RESTRAINT SYSTEM:

The Type 2 occupant restraint system was found unsecured with its webbing fully retracted. When the webbing was withdrawn fully and released, it retracted properly with no obstructions. The retractor locked as designed when the webbing was withdrawn rapidly while the retractor was level and a slight shock was applied to the quarterpanel, adjacent to the retractor. The retractor was not removed from its mounted position; therefore, it was not tested in a tilted position. The webbing was slightly curled, creased and slightly stained. There was melted plastic and abrasions on the plastic webbing guide. When the sliding latch plate was inserted into the buckle, the buckle functioned properly with no resistance or obstruction.

MIDDLE RESTRAINT SYSTEM:

The Type 1 occupant restraint system was found unsecured with its adjustable locking latch plate positioned approximately 6 inches from the distal end of the webbing material. The webbing material was stained and stiff, but generally unremarkable. The adjustable locking-latch plate was generally unremarkable. The adjustable locking latch plate would fit into either of two buckle assemblies. When inserted into either buckle, the buckle functioned properly with no resistance or obstruction.

RIGHT RESTRAINT SYSTEM:

The Type 2 occupant restraint system was found unsecured with its webbing fully retracted. The D-ring assembly and sliding latch plate were covered in dried blood. When the webbing was withdrawn fully and released, it retracted properly with no obstructions. The retractor locked as designed when the webbing was withdrawn rapidly while the retractor was level and a slight shock was applied to the quarterpanel, adjacent to the retractor. The retractor was not removed from its mounted position; therefore, it was not tested in a tilted position. The webbing was wavy and slightly curled and had several small lacerations. There were slight abrasions on the plastic webbing guide. When the sliding latch plate was inserted into the buckle, the buckle functioned properly with no resistance or obstruction.

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RESTRAINT SYSTEM INSPECTION

BENCH SEAT #4:

This seat was different from the other three bench seats; this seat was equipped with restraint systems for four occupants. The seat was dislodged from the floor mounts on both sides. The right side of the seat back was displaced forward, contacting the rear of bench seat #3. The right side of the seat frame was bent to the right.

LEFT RESTRAINT SYSTEM:

The Type 2 occupant restraint system was found unsecured with its webbing fully retracted. When the webbing was withdrawn fully and released, it retracted properly with no obstructions. The retractor locked as designed when the webbing was withdrawn rapidly while the retractor was level and a slight shock was applied to the quarterpanel, adjacent to the retractor. The retractor was not removed from its mounted position; therefore, it was not tested in a tilted position. The webbing material was smooth and generally unremarkable. The plastic webbing guide was generally unremarkable. When the sliding latch plate was inserted into the buckle, the buckle functioned properly with no resistance or obstruction.

LEFT MIDDLE RESTRAINT SYSTEM:

The Type 1 occupant restraint system was found unsecured with its adjustable locking latch plate positioned at the distal end of the webbing material. The webbing material was soiled and stained, but generally unremarkable. The adjustable locking latch plate was generally unremarkable. The adjustable locking latch plate would fit into either of four buckle assemblies. When inserted into any buckle, the buckle functioned properly with no resistance or obstruction.

RIGHT MIDDLE RESTRAINT SYSTEM:

The Type 1 occupant restraint system was found unsecured with its adjustable locking latch plate positioned approximately 6 inches from the distal end of the webbing material. The webbing material was soiled and stained, but generally unremarkable. The adjustable locking latch plate was generally unremarkable. The adjustable locking latch plate would fit into either of four buckle assemblies. When inserted into any one of the buckles, the buckle functioned properly with no resistance or obstruction.

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RESTRAINT SYSTEM INSPECTION

BENCH SEAT #4:

RIGHT RESTRAINT SYSTEM:

The Type 2 occupant restraint system was found unsecured with its webbing fully retracted. When the webbing was withdrawn fully and released, it retracted properly with no obstructions. There was a large bloodstain on the webbing material and the webbing material was twisted on both sides of the D-ring assembly. There were several areas of the webbing material that were torn and frayed. There were slight abrasions on the plastic webbing guide. The retractor was not removed from its mounted position; therefore, it was not tested in a tilted position. When the sliding latch plate was inserted into the buckle, the buckle functioned properly with no resistance or obstruction.

01110

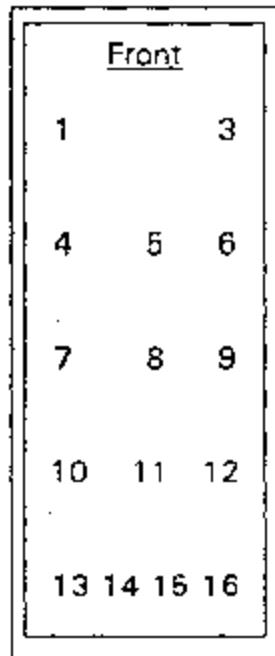
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RESTRAINT SYSTEM INSPECTION

OPINIONS AND CONCLUSIONS:

The following diagram lists the seating positions, by number, for Vehicle #1. These numbers are reflected in California Highway Patrol report generating documentation (CARS).



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RESTRAINT SYSTEM INSPECTION

OPINIONS AND CONCLUSIONS:

This collision occurred when Vehicle #1 left the roadway and overturned. Due to the nature of the collision, several relevant factors were considered. Normally, the change in velocity in a rollover collision is substantially less than that with a head on, or broadside collision. The energy is dissipated at a much longer time interval, or impulse. Since the amount of force exerted on any restraint system is dependent on impulse, indicators of occupant usage are often inconspicuous. The following opinions were formulated based on the restraint system inspections:

FRONT:

- The Type 2 occupant restraint system for the left front seating position (#1) did not display conclusive signs of occupant loading. There were minor scratches on the plastic webbing guide. Based on the observed condition of the restraint system at the time of the inspection, it was indeterminate if this restraint system was worn at the time of the collision.
- The Type 2 occupant restraint system for the right front seating position (#3) did not display conclusive signs of occupant loading. There was a significant amount of webbing unspooled from the retractor. There were minor scratches on the plastic webbing guide. There was blood on the metal latch plate assembly; however, the buckle assembly was clean, which indicated that the latch plate was unsecured when stained. Based on the observed condition of the restraint system at the time of the inspection, it was indeterminate if this restraint system was worn at the time of the collision.

BENCH SEAT #1:

- The Type 2 occupant restraint system for the left seating position (#4) displayed several indicators of occupant usage. The webbing material was curled and slightly bubbled. The plastic webbing guide was abraded and exhibited melted pieces of plastic. Based on the observed condition of the restraint system at the time of the inspection, this restraint system was worn at the time of the collision.
- The Type 1 occupant restraint system for the middle seating position (#5) was generally unremarkable. This restraint system did not display signs of occupant loading. The adjustable locking latch plate was at the end of the webbing material. Based on the observed condition of the restraint system at the time of the inspection, it is unlikely that this restraint system was worn at the time of the collision.

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RESTRAINT SYSTEM INSPECTION

OPINIONS AND CONCLUSIONS:

BENCH SEAT #1:

- The Type 2 occupant restraint system for the right seating position (#6) displayed several indicators of occupant usage. The webbing material was stretched, curled and slightly wavy. The plastic covered webbing guide was abraded and exhibited melted pieces of plastic. Based on the observed condition of the restraint system at the time of the inspection, this restraint system was worn at the time of the collision.

BENCH SEAT #2:

- The Type 2 occupant restraint system for the left seating position (#7) displayed several indicators of occupant usage. The webbing material was slightly curled and wavy, with a small area of puckering. The plastic webbing guide was abraded and exhibited melted pieces of plastic. Based on the observed condition of the restraint system at the time of the inspection, this restraint system was worn at the time of the collision.
- The Type 1 occupant restraint system for the middle seating position (#8) was generally unremarkable. This restraint system did not display signs of occupant loading. The adjustable locking latch plate was at the end of the webbing material. Based on the observed condition of the restraint system at the time of the inspection, it is unlikely that this restraint system was worn at the time of the collision.
- The Type 2 occupant restraint system for the right seating position (#9) was severed into two pieces. The cuts to the webbing material were angled and clean when viewed under magnification. There were several fraying areas of the webbing material. The webbing material was stained and soiled and was creased and slightly wavy. Based on the observed condition of the restraint system at the time of the inspection, this restraint system was worn at the time of the collision.

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RESTRAINT SYSTEM INSPECTION

OPINIONS AND CONCLUSIONS:

BENCH SEAT #3:

- The Type 2 occupant restraint system for the left seating position (#10) displayed several indicators of occupant usage. The webbing material was slightly curled, creased, and slightly stained. The plastic webbing guide was abraded and exhibited melted pieces of plastic. Based on the observed condition of the restraint system at the time of the inspection, this restraint system was worn at the time of the collision.
- The Type 1 occupant restraint system for the middle seating position (#11) was generally unremarkable. This restraint system did not display signs of occupant loading. The adjustable locking latch plate was approximately 6 inches from the distal end of the webbing material. Based on the observed condition of the restraint system at the time of the inspection, it is unlikely that this restraint system was worn at the time of the collision.
- The Type 2 occupant restraint system webbing for the right seating position (#12) was wavy and slightly curled. The webbing material, latch plate assembly, and metal D-ring assembly were stained with dried blood. The pattern of bloodstains indicated that all three items were at or near the D-ring assembly when stained. There were lacerations in the webbing material that would have been exposed to window glass when the webbing was in a retracted position. Based on the observed condition of the restraint system at the time of the inspection, this restraint system was not worn at the time of the collision.

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RESTRAINT SYSTEM INSPECTION

OPINIONS AND CONCLUSIONS:

BENCH SEAT #4:

- The Type 2 occupant restraint system for the left seating position (#13) did not display any indicators of occupant usage. The webbing material was generally unremarkable. The latch plate and plastic webbing guide was generally unremarkable. Based on the observed condition of the restraint system at the time of the inspection, this restraint system was not worn at the time of the collision.
- The Type 1 occupant restraint system for the left middle seating position (#14) was generally unremarkable. This restraint system did not display signs of occupant loading. The webbing material was soiled and stained, but generally unremarkable. The adjustable locking latch plate was positioned at the distal end of the webbing material. Based on the observed condition of the restraint system at the time of the inspection, it is unlikely that this restraint system was worn at the time of the collision.
- The Type 1 occupant restraint system for the right middle seating position (#15) was generally unremarkable. This restraint system did not display signs of occupant loading. The webbing material was soiled and stained, but generally unremarkable. The adjustable locking latch plate was positioned approximately 6 inches from the distal end of the webbing material. Based on the observed condition of the restraint system at the time of the inspection, it is unlikely that this restraint system was worn at the time of the collision.
- The Type 2 occupant restraint system for the right seating position (#16) displayed several indicators of occupant usage. The webbing material was frayed and torn in an area that would only have been exposed if the restraint was utilized. The plastic covered webbing guide was slightly abraded. Based on the observed condition of the restraint system at the time of the inspection, this restraint system was worn at the time of the collision.

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PHYSICAL EVIDENCE ANALYSIS

VEHICLE #1 (FORD):

TIRE EXAMINATION:

INTRODUCTION:

References to the tire assemblies are indexed from zero to 360 degrees in a clockwise direction. The Department of Transportation (DOT) numbers were located on the outboard sidewalls of the left front and right rear tires, and the inboard sidewalls of the right front and left rear tires. The DOT numbers located at these tire sidewall positions were at the zero degree position. Unless otherwise indicated, references to the tires are associated with outboard indexing and the tread rib and groove references are associated with outboard to inboard indexing. Unless otherwise indicated, all measurements are approximate within this section.

At the time of the collision, this vehicle was equipped with four steel belted radial tires. Goodyear Wrangler HT tires were mounted to both front wheel and left rear wheel positions. A Goodyear Wrangler RT/S tire was mounted to the right rear wheel position. Each tire was of a tubeless design, soiled, and exhibited adequate tread depth across their widths and about their circumferences.

The vehicle's federal certification/tire and wheel information label was affixed to the trailing surface of the left front door, which included some of the following information:

Tire Information				
Location	Actual Tire Size and Load Rating	Recommended Tire Size and Load Rating	Actual PSI	Recommended PSI
Axle #1 Left	LT245/75R16 E	LT245/75R16 E	Deflated	55
Axle #1 Right	LT245/75R16 E	LT245/75R16 E	Deflated	55
Axle #2 Left	LT245/75R16 E	LT245/75R16 E	Deflated	80
Axle #2 Right	LT245/75R16 D	LT245/75R16 E	52	80

The following conditions were noted during the preliminary examination of the left rear tire:

- The outboard and inboard beads of the left rear tire were separated from their corresponding wheel flanges.
- Not all the remains of the left rear tire tread were recovered from the collision scene for analysis. Not all of the recovered remains were from the left rear tire.

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PHYSICAL EVIDENCE ANALYSIS

VEHICLE #1 (FORD):

TIRE EXAMINATION:

The following nomenclature was pertinent to the left rear tire:

Brand:	-	Goodyear Goodyear Tire and Rubber Company 1144 East Market Street Akron, Ohio 44316
Model:	-	Wrangler HT
Type:	-	Tubeless, steel belted radial, mud and snow (M&S)
Size:	-	LT245/75R16
Tread:	-	2 plies polyester cord 2 plies steel cord
Sidewall:	-	2 plies polyester cord
Load rating:	-	E
Maximum load single:	-	3042 pounds/1380 kg
Maximum load dual:	-	2778 pounds/1260 kg
Maximum inflation (cold):	-	80 psi/550 kPa
Average tread depth ³ (minimum):	-	7/32, 4/32, 4/32 and 5/32 inch
Pounds per square inch:	-	Deflated
DOT number:	-	MD11520V156 (mounted inboard)
Date of manufacture:	-	Fifteenth week of 1996
Additional letters and numbers:	-	MC92-1204, MLRHG44-85B, FL940596, 272886-GRF-65 and 427R
Manufacturer or Distributor:	-	The Goodyear Tire and Rubber Company 922 East Meighan Boulevard Gadsden, Alabama 35903

³ Of available recovered tread remains.
 CHP 558D (Rev 6-84) OPI 065 (MAIT use only)

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PHYSICAL EVIDENCE ANALYSIS

VEHICLE #1 (FORD):

AXLE #2 LEFT TIRE EXAMINATION:

OUTBOARD BEAD AREA:

The bead was separated from the wheel's bead seat. It was heavily abraded and shredded about its circumference. Individual polyester sidewall body cords were abraded and separated between zero and 15 degrees, and 60 and 360 degrees. Individual and multiple cords, partially adhered with rubber, formed flaps of loose material into the lower sidewall area between 85 and 190 degrees. A single bead bundle wire was present between 95 and 100 degrees. There were no visible wheel balance weight impressions about the circumference of the bead.

OUTBOARD SIDEWALL AREA:

The sidewall was weathered with small cracks about its entirety. There were small scrapes and gouges about its circumference. The lower portion of the sidewall was heavily abraded and cracked, with rubber material missing about its entire circumference. There were circumferential abrasions within the lower sidewall, which fractured the outer sidewall ply between zero and 10 degrees, 50 and 65, and 70 and 80 degrees. There were oblique impact breaks within the upper sidewall area between 145 and 155 degrees, which terminated in the outboard shoulder. There were non-penetrating impact breaks between the sidewall midpoint and the outboard shoulder between 200 and 210 degrees. There was a radial impact break, with rubber material missing and cord exposed, near the approximate midpoint of the sidewall area at 245 degrees. There was a circumferential impact break, with rubber material missing and cord exposed, between the approximate sidewall midpoint and the shoulder between 305 and 325 degrees. There was a continuation of a transverse fracture from the tread area, which became a radial fracture at the outboard shoulder at 350 degrees to near the abraded lower sidewall area. The radial fracture became a circumferential fracture and terminated at 10 degrees. A portion of the manufacturer's embossed lettering and numbers were heavily abraded and illegible about the tire. The following information was embossed on the sidewall between 135 and 195 degrees:

SAFETY WARNING: SERIOUS INJURY MAY RESULT FROM: *TIRE FAILURE DUE TO UNDERINFLATION/OVERLOADING--FOLLOW OWNER'S MANUAL OR TIRE PLACARD IN VEHICLE. *EXPLOSION OF TIRE/RIM ASSEMBLY DUE TO IMPROPER MOUNTING--ONLY SPECIALLY TRAINED PERSONS SHOULD MOUNT TIRES. MOUNT ONLY ON 16 INCH RIM APPROVED FOR RADIAL TIRES. DO NOT MOUNT ON 16.5 INCH RIM.

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PHYSICAL EVIDENCE ANALYSIS

VEHICLE #1 (FORD):

AXLE #2 LEFT TIRE EXAMINATION:

OUTBOARD SHOULDER AREA:

The shoulder was weathered with small cracks about its entirety. There was an oblique fracture at 115 degrees. There was a chunked area with rubber missing between 130 and 135 degrees. There were continuations of oblique impact breaks between 140 and 145 degrees. There was a radial fracture at 215 degrees. There was a continuation of a transverse fracture from the tread area, which became a radial fracture at the outboard shoulder at 350 degrees and continued into the sidewall area. There was an oblique fracture at 355 degrees.

TIRE CASING:

The tread section of this tire was completely separated from the casing. The casing exhibited de-lamination between the upper polyester belt ply, lower steel belt ply and upper steel belt ply, about its circumference. Numerous portions of the lower steel belt ply were torn from the casing from the number 1 tread rib between zero and 220 degrees, and 350 and 360 degrees. Portions of the lower steel belt ply formed flaps, as well as individual steel cords, which were bent, twisted and entangled. Most of the lower steel belt ply was torn to the number 3 tread groove between 90 and 225 degrees. The torn lower steel belt ply formed several flaps of material between 100 and 120 degrees, torn to the number 4 tread groove. The torn lower steel belt ply formed several flaps of material between 170 and 275 degrees, torn to the number 3 tread rib. The lower steel belt ply was missing at the outboard side of the tire between the number 1 tread rib at 240 to 350 degrees, and at the inboard side of the tire at the number 5 tread rib between zero and 60, and 325 and 360 degrees. There was one penetration into the tire casing and interior liner in the number 4 groove at 350 degrees. There was no repair filler material present within the penetration, within the two polyester plies in the area of the penetration.

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PHYSICAL EVIDENCE ANALYSIS

VEHICLE #1 (FORD):

AXLE #2 LEFT TIRE EXAMINATION:

TREAD AREA:

The tread section was completely separated from the tire casing. Not all of the tread section was recovered. The tread design was an all season highway type, light truck tire and was designed with five ribs and four grooves. The rubber within the tread grooves exhibited a weathered appearance with small cracks. The tread was abraded and progressively worn across its tread ribs from outboard to inboard. The tire tread exhibited irregular wear about the number five rib. The tread rib sipes (as compared to the rest of the tire) were not present between zero and 60 degrees, at 95 degrees, and between 155 and 165 degrees. Portions of the tread rib sipes were partially worn away between 170 and 235 degrees, and between 255 and 280 degrees.

There was a continuation of an oblique fracture within the tread section at the number 2 rib at zero degrees, which terminated at the number 1 rib at 25 degrees. There was an oblique fracture at the number 1 rib at 310 degrees, continued to the number 2 rib at 325 degrees, and terminated at the number 5 rib at 280 degrees. There was an oblique fracture at the number 5 rib at 325 degrees, which was a continuation of the fracture at the number 2 rib at zero degrees. The number 5 rib exhibited a circumferential fracture near its inboard edge between zero and 280 degrees, and 340 and 360 degrees. The fractured number 5 rib exhibited the exposed edge of the upper steel ply. The plies were bent, twisted and many were separated into individual cords. The outer edge of the number 1 rib exhibited a radial fracture at 45 degrees. There were oblique fractures within the number 1 rib between 260 and 285 degrees. There were bent, twisted and entangled cords of the upper steel ply within the number 1 rib and groove between 310 and 330 degrees. There were four penetration holes within the recovered tread section. The penetration holes were indexed to the following locations:

- Within the number 1 groove at 35 degrees.
- Within the number 4 rib at 40 degrees.
- Within the number 3 rib at 290 degrees.
- Within the number 4 groove at 350 degrees.

There was one penetration hole with a metal object within the recovered tread section. The penetration hole with metal object was indexed to the following location:

- Within the number 2 groove at 145 degrees.

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PHYSICAL EVIDENCE ANALYSIS

VEHICLE #1 (FORD):

AXLE #2 LEFT TIRE EXAMINATION:

TREAD AREA (UNDERSIDE):

The underside of the tread contained most of the upper steel belt ply, which was separated from the lower steel belt ply. Portions of the tread's underside exhibited fractured and separated steel cords with bent, twisted and entangled wires forming flaps of material. De-laminated rubber material was present throughout the tread section. The remains of the de-laminated rubber material formed channels for the steel cords. Rust was intermittently present within the upper steel ply cord ends along the edges of the number 1 and 5 ribs. Rust was present within a dimpled area of steel belt ply, opposite of the number 5 rib at 130 degrees.

The penetration holes, including the penetration hole with the metal object, were indexed on the opposite side of the aforementioned tread section coordinates. Rust was present within three of the four penetration holes, and within the penetration hole with the metal object. The one penetration hole without rust was indexed at the number 1 groove at 35 degrees. The metal object was removed from the hole within the number 2 groove at 145 degrees. The metal object was a hex head machine screw, with an approximate overall length of 1/2 inch. The hex head of the machine screw was abraded, shiny and worn to its integral washer flange, with only a portion of four of six hex surfaces visible. The opposite end of the screw was worn and had a shiny appearance.

The underside of the tread section rubber at the number 4 groove at 350 degrees in the area of the hole had been heated to a purple blue hue and was not as pliable as the other areas of de-laminated rubber. The area of heated rubber extended inward toward the number 5 rib to the edge of the upper steel ply between 345 and 360 degrees, and zero and 10 degrees.

INBOARD SHOULDER AREA:

There were radial fractures within the shoulder area at 25 and 120 degrees, which terminated within the sidewall area. There was an oblique fracture at 225 degrees, which terminated at the sidewall area. There was an oblique non-penetrating laceration, which began in the tread section and continued through the shoulder between 260 and 270 degrees and terminated within the sidewall area. There was a continuation of a transverse fracture from the tread area, which became a radial fracture at the outboard shoulder at 355 degrees and continued to the lower sidewall area.

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PHYSICAL EVIDENCE ANALYSIS

VEHICLE #1 (FORD):

AXLE #2 LEFT TIRE EXAMINATION:

INBOARD SIDEWALL AREA:

The lower sidewall exhibited a circumferential band of approximately 1/2 inch in width about the entire sidewall. Within this area was circumferential cracking and there was continuation of a circumferential fracture near the bead area between zero and 10 degrees. Within the opening were fractured polyester plies. There were continuations of radial fractures from the shoulder area at 25 and 120 degrees. There was an oblique non-penetrating laceration from the shoulder area, which entered the sidewall at 260 degrees and terminated near the sidewall's midpoint at 240 degrees. There was a continuation of a circumferential fracture near the bead area between 350 and 360 degrees. Within the opening were fractured polyester plies. The following information was embossed on the sidewall between zero and 15 degrees, and 310 and 360 degrees:

*SAFETY WARNING: SERIOUS INJURY MAY RESULT FROM: *TIRE FAILURE DUE TO UNDERINFLATION/OVERLOADING--FOLLOW OWNER'S MANUAL OR TIRE PLACARD IN VEHICLE. *EXPLOSION OF TIRE/RIM ASSEMBLY DUE TO IMPROPER MOUNTING-- ONLY SPECIALLY TRAINED PERSONS SHOULD MOUNT TIRES. MOUNT ONLY ON 16 INCH RIM APPROVED FOR RADIAL TIRES. DO NOT MOUNT ON 16.5 INCH RIM.*

INBOARD BEAD AREA:

The bead was separated from the wheel's bead seat. The bead was intact, lightly soiled and there were no wheel balance weight impressions about the circumference of the bead.

INTERIOR LINER:

The liner was pliable and lightly soiled. The liner near the outboard and inboard lower sidewall/bead areas exhibited circumferential cracking about their circumferences. There were the aforementioned circumferential and transverse fractures that were noted in the tread, belt and body plies, and interior liner area sections between 350 and 360 degrees. There was a tire repair patch, which was fractured and separated into three pieces by transverse fractures. The tire repair patch was located opposite of the number 4 groove at 350 degrees. The liner area around the patch was abraded and the patch was in full contact with the liner. The patch was installed at an oblique angle from the circumferential centerline of the tire.

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PHYSICAL EVIDENCE ANALYSIS

VEHICLE #1 (FORD):

AXLE #2 LEFT TIRE EXAMINATION:

INTERIOR LINER:

There was a radial impact break of the outboard liner at 245 degrees, and a circumferential impact break of the interior liner between 310 and 320 degrees. There were no other penetrations into the interior liner.

ADDITIONAL INFORMATION:

The National Highway Transportation Safety Administration (NHTSA), Office of Defect Investigation (ODI), recall database was accessed via the Internet on Saturday, September 8, 2001, at approximately 1013 hours. The left rear tire information from Vehicle #1 was entered into the database as follows:

- Goodyear Wrangler
- Goodyear Wrangler HT

There were no matching recall records available for the left rear tire, which was manufactured during the fifteenth week of 1996.

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PHYSICAL EVIDENCE ANALYSIS

VEHICLE #1 (FORD):

AXLE #1:

The following nomenclature was pertinent to the left tire:

Brand:	-	Goodyear Goodyear Tire and Rubber Company 1144 East Market Street Akron, Ohio 44316
Model:	-	Wrangler HT
Type:	-	Tubeless, steel belted radial, mud and snow (M&S)
Size:	-	LT245/75R16
Load index single:	-	120
Load index dual:	-	116
Speed rating:	-	R (106 miles per hour)
Tread:	-	2 plies polyester cord 2 plies steel cord
Sidewall:	-	2 plies polyester cord
Load rating:	-	E
Maximum load single:	-	3042 pounds/1380 kg
Maximum load dual:	-	2778 pounds/1260 kg
Maximum inflation (cold):	-	80 psi/550 kPa
Average tread depth (minimum):	-	9/32, 8/32, 8/32 and 8/32 inch
Pounds per square inch:	-	Deflated
DOT number:	-	MD1152EV309 (mounted outboard)
Date of manufacture:	-	Thirtieth week of 1999
Manufacturer or Distributor:	-	The Goodyear Tire and Rubber Company 922 East Meighan Boulevard Gadsden, Alabama 35903

The tire was weathered, soiled and abraded about its circumference. The outboard bead was separated from its corresponding wheel flange. There was an approximate 1-1/2 inch radial laceration within the upper outboard sidewall at 115 degrees. There was an approximate 2-1/2 inch radial laceration at 20 degrees, and a circumferential laceration within the inboard sidewall near the shoulder between 20 and 65 degrees. There was an approximate 1 inch oblique impact break within the inboard shoulder and number 5 tread rib at 185 degrees. Within the break were damaged steel cords.

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PHYSICAL EVIDENCE ANALYSIS

VEHICLE #1 (FORD):

AXLE #1:

The following nomenclature was pertinent to the right tire:

Brand:	-	Goodyear Goodyear Tire and Rubber Company 1144 East Market Street Akron, Ohio 44316
Model:	-	Wrangler HT
Type:	-	Tubeless, steel belted radial, mud and snow (M&S)
Size:	-	LT245/75R16
Load index single:	-	120
Load index dual:	-	116
Speed rating:	-	R (106 miles per hour)
Tread:	-	2 plies polyester cord 2 plies steel cord
Sidewall:	-	2 plies polyester cord
Load rating:	-	E
Maximum load single:	-	3042 pounds/1380 kg
Maximum load dual:	-	2778 pounds/1260 kg
Maximum inflation (cold):	-	80 psi/550 kPa
Average tread depth (minimum):	-	5/32, 5/32, 6/32 and 7/32 inch
Pounds per square inch:	-	Deflated
DOT number:	-	MD1152EV289 (mounted inboard)
Date of manufacture:	-	Twenty-eighth week of 1999
Manufacturer or Distributor:	-	The Goodyear Tire and Rubber Company 922 East Meighan Boulevard Gadsden, Alabama 35903

The tire was weathered, soiled and abraded about its circumference. The outboard bead was separated from its corresponding wheel flange. There was an approximate 1/2 inch circumferential band of localized cracking about the lower outboard and inboard sidewalls. The outboard bead was re-seated and inflated to 55 psi. Later the same day at approximately 1720 hours, the tire pressure was measured at 52 psi.

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PHYSICAL EVIDENCE ANALYSIS

VEHICLE #1 (FORD):

AXLE #2:

The following nomenclature was pertinent to the right tire:

Brand:	-	Goodyear Goodyear Tire and Rubber Company 1144 East Market Street Akron, Ohio 44316
Model:	-	Wrangler RT/S
Type:	-	Tubeless, steel belted radial, mud and snow (M&S)
Size:	-	LT245/75R16
Load index single:	-	114
Load index dual:	-	111
Speed rating:	-	R (106 miles per hour)
Tread:	-	2 plies polyester cord 2 plies steel cord
Sidewall:	-	2 plies polyester cord
Load rating:	-	D
Maximum load single:	-	2623 pounds/1190 kg
Maximum load dual:	-	2381 pounds/1080 kg
Maximum inflation (cold):	-	65 psi/450 kPa
Average tread depth (minimum):	-	15/32, 14/32, 14/32 and 15/32 inch
Pounds per square inch:	-	52
DOT number:	-	MD11WRWV467 (mounted outboard)
Date of manufacture:	-	Forty-sixth week of 1997
Manufacturer or Distributor:	-	The Goodyear Tire and Rubber Company 922 East Meighan Boulevard Gadsden, Alabama 35903

The tire was weathered, soiled and abraded about its circumference. The tire remained inflated during the course of the inspection. There were circumferential non-penetration lacerations within the number 3 tread rib between 135 and 165 degrees, and within the number 4 tread rib between 60 and 150 degrees.

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PHYSICAL EVIDENCE ANALYSIS

VEHICLE #1 (FORD):

WHEEL EXAMINATION:

INTRODUCTION:

References to the wheel assemblies are indexed in a clockwise direction from zero to 360 degrees. The valve stems located on the outboard side of the wheels were at the zero degree position. References to the wheels were associated with outboard indexing. Unless otherwise indicated, all measurements were approximate within this section.

At the time of this collision, this vehicle was equipped with four Original Equipment Manufacturer (OEM), metal tubeless disc type wheels, which could accept a removable wheel cover. Each wheel was mounted with an eight-hole design and was soiled.

The vehicle's federal certification/tire and wheel information label was affixed to the trailing edge of the left front door, which included some of the following recommended information:

Wheel Information			
Location	Actual Wheel Size	Recommended Wheel Size	Valve Stem Type/With Or Without Cap
Axle #1 Left	16" X 7" K	16" X 7" K	Rubber-Metal/With Cap
Axle #1 Right	16" X 7" K	16" X 7" K	Rubber-Metal/With Cap
Axle #2 Left	16" X 7" K	16" X 7" K	Rubber-Metal/With Cap
Axle #2 Right	16" X 7" K	16" X 7" K	Rubber/With Cap

The following conditions were noted during the preliminary examination of the left rear wheel:

- This wheel remained intact and was securely attached to its corresponding axle hub.

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PHYSICAL EVIDENCE ANALYSIS

VEHICLE #1 (FORD):

WHEEL EXAMINATION:

The following nomenclature was pertinent to the left rear wheel:

Brand:	-	Ford
Manufacturer:	-	Accuride
Manufacturing location:	-	Indeterminate
Part/model number:	-	F5TA-1015-PA
Wheel size (diameter by width):	-	16 inches by 7 inches
DOT letter:	-	T
Rim contour/design:	-	K
Date of manufacture:	-	04-24-96
Maximum wheel load:	-	Indeterminate
Maximum inflation pressure:	-	80 psi
Additional letters and numbers:	-	3, L, S, 4, 62, 32065, S, 042396, 29319, 62 and 8
Number of mounting holes:	-	Eight

The wheel was painted gray about its entirety and its removable wheel cover was missing. The wheel was cleaned for inspection. There were four evenly spaced circumferential openings between the rim and hat sections of the wheel. The outboard side of the wheel was soiled, nicked and gouged about its entirety and was cleaned for inspection. The outboard flange was heavily abraded with transverse striations, with pieces missing about its circumference. Dirt and debris were trapped about the outboard flange between 240 and 290 degrees. The tapered surfaces of the eight mounting holes were intact with no indication of distortion. There were no visible wheel weights present about the flange.

The approximate 1-3/8 inch rubber-metal valve stem was securely mounted to the rim section of the wheel. The plastic valve stem cap contained an air seal within its top. The valve stem was tested with air pressure from both sides and functioned properly. The valve core was removed and examined with no deficiencies noted. The rubber seal, which was installed against the inboard side of the rim section, was torn. The tear in the seal did not compromise its sealing ability.

Between the flanges across the center of the wheel, the outboard bead seat and hump, rim, well, leg, and inboard hump and bead seat were unremarkable. The center section of the wheel exhibited nicks and gouges about its circumference.

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PHYSICAL EVIDENCE ANALYSIS

VEHICLE #1 (FORD):

AXLE #2 LEFT WHEEL EXAMINATION:

The inboard side of the wheel was soiled, with few nicks and gouges. The inboard flange exhibited a continuous abrasion ring approximate 1/8 inch in width about its circumference; with the exception of where wheel weight mounting ears were located between 190 and 195 degrees. The inboard wheel flange exhibited a minor radial collapse with a chord length of approximately 4 inches between 230 and 250 degrees. The remainder of the inboard side of the wheel was unremarkable. The amount of the wheel weight that was attached to the inboard flange was indeterminate.

REMAINING WHEELS:

AXLE #1 (LEFT):

The removable wheel cover was missing. The wheel was equipped with a functional 1-3/8 inch rubber-metal valve stem with cap. The outboard wheel flange was abraded and gouged, and exhibited an approximate 1-ounce weight mounted to the outboard flange between 320 and 330 degrees. The inboard flange exhibited an approximate 3/4 inch gouge at 115 degrees. There was a 1-1/2 ounce weight mounted to the inboard flange between 255 and 270 degrees. The inboard leg exhibited circumferential scrapes between zero and 30, 60 and 70, and 335 and 360 degrees. The condition of the center hub was indeterminate.

AXLE #1 (RIGHT):

The removable wheel cover was intact and attached to its wheel. The wheel was equipped with a functional 1-3/8 inch rubber-metal valve stem with cap. The wheel exhibited a 3-1/2 ounce weight mounted to the outboard flange between 225 and 250 degrees and a 2-1/4 ounce weight mounted to the inboard flange between 220 and 240 degrees. The condition of the center hub was indeterminate.

AXLE #2 (RIGHT):

The removable wheel cover was missing. The wheel was equipped with a functional 2 inch rubber valve stem with cap. The outboard flange was abraded and gouged between 50 and 195 degrees. The inboard flange exhibited a 1/4 ounce weight at 195 degrees, and a 3-1/2 ounce weight between 310 and 340 degrees. The condition of the center hub was indeterminate.

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PHYSICAL EVIDENCE ANALYSIS

VEHICLE #1 (FORD):

OPINIONS AND CONCLUSIONS:

AXLE #2 LEFT TIRE EXAMINATION:

The comprehensive examination of the left rear tire revealed several pre-existing conditions that could have affected the normal functional ability of this tire upon the highway.

- The overall condition of the tire was weathered and cracked.
- There was irregular wear present within the number 5 tread rib about approximately 40 percent of the tire's circumference.
- There was a penetration into the tire casing and interior liner, which was patched on the surface of the interior liner and did not contain a plug or fill material.

Not all of the tire remains were recovered from the collision scene. Although the actual cause of the tread separation and rapid tire deflation is indeterminate, several conditions existed that could have contributed to the separation of the belt, body plies, tread, and the rupture of the interior liner and rapid tire deflation:

The overall condition of the tire was weathered and cracked about its sidewalls and within the tread grooves. The tire was manufactured during April (fifteenth week) of 1996 and was the oldest of the four tires mounted to the vehicle at the time of the collision. The tire was approximately five years and nine weeks old. The weathering and cracking are generally associated with exposure to the environment. The age of the tire could have contributed to tread separation of the belt, body plies, tread, and the rupture of the interior liner and rapid tire deflation.

There was irregular wear present within the number 5 tread rib about approximately 40 percent of the tire's circumference. The irregular wear of this type is an indication that the tire belt plies were in the process of separating prior to the collision. A trained driver may have discovered this type of condition during a pre-trip inspection and a check of tire inflation pressures, prior to vehicle operation. This type of condition could be an indication of a lack of, or an inadequate systematic preventative maintenance program. Tires should be inspected for any signs of irregular wear during routine vehicle maintenance. A tire, which is in the process of separating, could create a vibration or road noise during vehicle highway operation. This type of vibration or road noise could have been detectable by the driver or occupants of the vehicle.

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PHYSICAL EVIDENCE ANALYSIS

VEHICLE #1 (FORD):

OPINIONS AND CONCLUSIONS:

AXLE #2 LEFT TIRE EXAMINATION:

The tire repair located in the number 4 tread groove at 350 degrees did not conform to the recommended repair procedure for automobile and light truck tires. When the penetration at this location was repaired, the tire was at least partially removed from its wheel. The interior liner was buffed (liner prepared for cement) and a repair patch was affixed to this location. However, there is no evidence that the puncture channel was filled (with a suitable vulcanizing material or rubber plug) from the inside of the tire. The incomplete tire repair could allow contamination and pressurized air to migrate into the cords below the tread section, which would have loosened and separated the steel plies.

The following repair procedures were obtained from the Rubber Manufacturers Association:⁴

- *Prior to dismounting, inspect the tire externally.*
- *Remove the tire from the wheel for inspection and repair.*
- *Clean the area surrounding the puncture thoroughly.*
- *Clean/ream the puncture channel from the inside of the tire.*
- *Fill the puncture with compatible repair materials from the inside of the tire.*
- *Buff the inner liner for proper vulcanization.*
- *Apply chemical cement and allow to dry thoroughly.*
- *Seal the inner liner with a repair patch and stitch to prevent air loss.*
- *Cut the plug material flush with the outer tread surface.*
- *Conduct a final inspection.*

There was a penetration into the tire casing and interior liner, which did not contain a plug or fill material. The missing plug material, as well as the age and condition of the tire, when combined with the centrifugal forces in the rotating tire, could have contributed to the separation of the belt, body plies, tread, and the rupture of the interior liner and rapid tire deflation.

⁴ Rubber Manufacturers Association wall chart, ALTPRP-7/95
 CHP 558D (Rev 6-84) OPI 065 (MAIT use only)

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PHYSICAL EVIDENCE ANALYSIS

VEHICLE #1 (FORD):

OPINIONS AND CONCLUSIONS:

AXLE #2 LEFT TIRE EXAMINATION:

Tread separation generally occurs when there is excessive heat buildup within a tire. Excessive heat buildup occurs when one or more of the following conditions exist:

- Under-inflation
- Overloading
- Sustained high speed

It is indeterminate as to the amount of air pressure within the left rear tire at the time of the collision. However, aside from the tread wear from the pre-existing ply separation, there was no evidence of long term tire tread wear from under-inflated or over-inflated conditions.

The ambient air temperature at the time of the collision near Needles, California, was approximately 106 degrees Fahrenheit. This would have made the road surface considerably hotter and could have contributed to tread separation of the belt, body plies, tread, and the rupture of the interior liner and rapid tire deflation.

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PHYSICAL EVIDENCE ANALYSIS

VEHICLE #1 (FORD):

OPINIONS AND CONCLUSIONS:

AXLE #2 LEFT TIRE EXAMINATION:

In a related test of the effects of the tire deflation and vehicle behavior, the following was noted:

The effects of instantaneous deflation on the stability and behavior of a number of cars were examined. Vehicles used ranged from small front engine, front wheel drive, mass produced saloon (sedan), through various combinations of engine layout, to a front engine, rear wheel drive luxury limousine. Tests were carried out on a track with a surface corresponding to a well-maintained road. The car was driven at 60 miles per hour in a straight line. When the tire deflated there was a loud report which alerted the driver to the situation but provided the speed was maintained, the car behaved quite normally and the tire kept its position on the wheel. When the speed was allowed to fall or the brakes were applied, the tire became distorted and sometimes, depending on the type of wheel used, one or both beads dislodged from the bead seat into the wheel well. Under these circumstances, some pull on the steering was experienced, but forces produced were well within the capabilities of any driver to control. The maximum deviation from the chosen path experienced was 19 inches, despite the eventual use of drivers with a wide range of experience. The position and type of the deflated tire had no influence on the results. These findings are so completely contrary to the reported experience of drivers that we are forced to conclude that loss of control following a tire deflation is induced by the driver.⁵

Generally, rapid tire deflation is insufficient to cause loss of control of a vehicle provided the driver adhere to the following steps:

HANDLING EQUIPMENT PROBLEMS⁶

Tire Blowout

- Hold the steering wheel tightly and steer straight ahead.
- Slow down gradually. Take your foot off the gas pedal slowly but don't apply the brakes.
- Slow to a stop off the road.
- Apply the brakes when the car is almost stopped.

⁵ R. J. Grogan, The Effect of Tire Deflation on Vehicle Behavior, Journal of the Forensic Science Society (1972), Volume #12, Issue 285.

⁶ State of California, Department of Motor Vehicles, California Driver Handbook 2000, page 56. CHP 556D (Rev 6-84) DPI 065 (MAIT use only)

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PHYSICAL EVIDENCE ANALYSIS

VEHICLE #1 (FORD):

OPINIONS AND CONCLUSIONS:

AXLE #2 LEFT WHEEL EXAMINATION:

The comprehensive examination of the left rear wheel did not reveal any pre-existing conditions that could have affected the normal functional ability of this wheel upon the highway.

REMAINING TIRES:

The examination of the left and right front, and right rear tires did reveal two pre-existing conditions that could have affected the normal functional ability of the right rear tire upon the highway.

- The load rating of the right rear tire mounted to this vehicle did not meet the vehicle manufacturer's recommended load rating capacity.
- The inflation pressure of the right rear tire was below the tire manufacturer's recommended inflation pressure.

The load rating capacity of the right rear tire was embossed with a "D" (2,623 pound) rating for single tires. The vehicle manufacturer recommended an "E" (3,042 pound) rating for single tires to obtain the maximum gross axle weight (GAWR) and gross vehicle weight rating (GVWR) for this vehicle. However, this tire did not fail prior to, or during the collision sequence and remained inflated. The incorrect load rating of the right rear tire did not contribute to, or cause this collision.

Officer Johns measured the tire pressure of the right rear tire on Tuesday, June 12, 2001, and the tire registered 53 psi. Investigator Artinger measured the tire pressure of the same tire on Tuesday, June 19, 2001, and the tire registered 52 psi. The tire manufacturers recommended an inflation pressure of 65 psi for the right rear tire. It is indeterminate as to the actual tire pressure of this tire at the time of the collision. However, the difference of tire pressure between the two dates when the tire pressure was measured was only 1 psi for an approximate seven-day period. At the time of the collision, the tire could have been under inflated by as much as 13 psi. Although the low inflation pressure did not contribute to, or cause this collision, the tire condition could indicate the lack of, or an inadequate systematic preventative maintenance program.

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PHYSICAL EVIDENCE ANALYSIS

VEHICLE #1 (FORD):

OPINIONS AND CONCLUSIONS:

REMAINING WHEELS:

The examination of the left and right front, and right rear wheels did not reveal any pre-existing conditions that could have affected the normal functional ability of each wheel upon the highway.

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MECHANICAL INSPECTION

VEHICLE #1:

DATES OF INSPECTION: - June 19 and 20, 2001

INSPECTION LOCATION: - Active Towing
 1801 Eagle Pass Road
 Needles, California

YEAR: - 1996

MANUFACTURE DATE: - April 1996

MAKE: - Ford

MODEL: - E-350 Club Wagon

LICENSE: - G4362391 - United States
 Government

VEHICLE IDENTIFICATION NUMBER: - 1FBJS31H4THB22665

ODOMETER: - 60746.8 Miles

TRIP ODOMETER: - 501.6 Miles

COLOR: - Silver

TYPE OF VEHICLE: - Bus (Not school bus)

CHP DESIGNATION: - Type II

GROSS AXLE WEIGHT RATINGS:

FRONT: - 3,400 Pounds

REAR: - 6,084 Pounds

GROSS VEHICLE WEIGHT RATING: - 9,100 Pounds

SEATING CAPACITY: - 15 (Including driver)

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MECHANICAL INSPECTION

VEHICLE #1 (FORD):

EXTENT OF INSPECTION:

The mechanical components of this rear wheel drive vehicle were arranged into individual critical item segments for detailed analysis of their functional abilities or abnormalities. The critical item segment on this vehicle consisted of the throttle, steering, service brakes and parking brake systems.

This vehicle and its chassis exhibited a significantly altered configuration throughout its entirety.

Throughout this report, unless otherwise indicated, measurements are approximate and all component parts were securely and properly mounted.

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MECHANICAL INSPECTION

VEHICLE #1 (FORD):

THROTTLE:

This vehicle was equipped with a 5.8-liter, V-8, liquid cooled, electronic multi-point fuel injected gasoline engine, which was coupled to a four-speed automatic transmission. The throttle was operated by a single, multi-strand accelerator cable that was attached to the left outboard surface of the longitudinal engine compartment bulkhead mounted accelerator pedal assembly at one end and to the intake manifold bracket and throttle body linkage at the other end. The accelerator cable housing was intact and was equipped with an integral return spring at its throttle body end. The dual bore throttle body linkage and counter linkage were each equipped with one return spring. Each of the three springs exhibited sufficient tension to perform their designated function. The accelerator pedal platform with its integral return spring was intact and functional. The throttle body shaft plates were found in the closed (idle) position. The pedal assembly exhibited approximately two inches of unrestricted available travel. Manual actuation of the accelerator pedal with the engine off resulted in correlated movement at the throttle body linkage.

The air cleaner intake ducting, air filter housing and mass airflow sensor were intact. Two of the four air cleaner rubber insulators and nuts were missing; however, the housing remained secured. The engine compartment fluid levels were checked. The engine oil, power steering and automatic transmission fluid levels were adequate. The radiator coolant level was low (the rear heater core hoses were separated from their metal lines). The fuel pump shut-off switch was reset and the engine was started. After a short warm-up period on fast idle, the idle automatically returned to near its curb idle speed. Manual operation of the accelerator pedal resulted in correlated movement at the throttle body, with correlated engine response throughout its operating range.

The vehicle's throttle system was supplemented with an OEM electronic speed control system. The main power and multi-function switches were located within the steering wheel hub. The function switches were manually actuated without electrical power and appeared functional. The speed control actuator was located within the engine compartment, on the left front inner fender well area underneath the master cylinder and forward of the power booster. The seven-wire electrical wire harness connection to the speed control actuator was intact. The single, multi-strand speed control cable connected the actuator to the intake manifold bracket. The speed control cable housing was piggybacked to the accelerator cable at the throttle body linkage. Manual actuation of the speed control cable at the throttle linkage resulted in correlated movement at the accelerator pedal, with no impairments noted. It was indeterminate if the speed control system was functional at the time of the collision.

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MECHANICAL INSPECTIONVEHICLE #1 (FORD):THROTTLE:

Two metal/rubber mounts connected the engine to the engine frame cross member and a single metal/rubber mount connected the transmission tail shaft to the transmission frame cross member. Each of the three mounts was intact and maintained the engine and transmission in their intended alignment.

STEERING:

This vehicle was equipped with a hydraulic power assisted type steering system. The intact tilt steering column, with its 16-inch diameter four-spoke concentric steering wheel, was attached to the instrument panel carrier and bulkhead at the top and to the steering gear at the bottom. The tilt steering column was found adjusted in the number two of four positions (the #1 position was closest to the driver, the #4 position closest to the instrument panel). The steering wheel hand ring was distorted with its top portion displaced rearward. The intermediate steering shaft, upper and lower universal joints and flex coupler were present and intact. The shear pins on the intermediate shaft were intact. The re-circulating ball type steering gear unit was securely mounted to the inboard side of the left frame rail.

The steering linkage was intact and consisted of a pitman arm attached to a tie rod, which was attached to the right steering knuckle. The left tie rod connected the right tie rod to the left steering knuckle. There was no excessive play noted in the steering linkage ball socket joints. The left tie rod was displaced rearward and the right tie rod was displaced forward. The right tie rod was in contact with the suspension stabilizer bar near its adjustment sleeve. All lubrication points exhibited dry contaminate, with no indication of recent lubrication.

The power steering pump, with integral reservoir, was mounted to the front left side of the engine. All engine accessories were driven by a serpentine drive belt, which included the power steering pump. The drive belt was in serviceable condition. The reservoir contained an adequate amount of fluid. The reservoir's sealed cap/dipstick registered in the hot zone with the fluid cold. The pink fluid within the reservoir was dark in color. The power steering lines and hoses were intact with no leakage noted.

The engine was started and manual rotation of the steering wheel resulted in limited correlated movement at each wheel assembly. The front tires and wheels were removed and the range of travel increased; however, full range of travel was not possible. The twin I-beam front axle exhibited significant damage.

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MECHANICAL INSPECTION

VEHICLE #1 (FORD):

SERVICE BRAKES:

This vehicle was equipped with vacuum power assisted front disc and rear drum brakes, which are of the dual circuit hydraulic system type. The base brake system was supplemented with a three sensor/three channel anti-lock brake system (ABS). The alloy dual master cylinder was securely mounted to the front shell of the vacuum power booster unit. The power booster was directly connected to the bulkhead and instrument panel carrier mounted brake pedal. The service brake pedal's rubber footpad was abraded; however, remained in serviceable condition. The master cylinder reservoir supplied brake fluid to both halves of the dual circuit system. The vehicle's battery was displaced from its mounting and contacted the master cylinder reservoir. The translucent reservoir with its sealed plastic cap was displaced from the master cylinder and contained no fluid. The forward reservoir grommet was missing from the master cylinder body. A fluid trail was present on the underside of the engine compartment hood, from the left to right and rear to front. The visible metal brake lines within the engine compartment and along the left frame rail were intact. A two wire electrical harness connector was attached to a pressure switch, which was located on the master cylinder rear brake outlet port. A three wire electrical connector was attached to the bottom of the brake reservoir. The instrument panel brake system-warning/parking brake lamp was tested for operation. The brake system-warning lamp remained lighted with the engine running. The lamp functioned (turned off) when the master cylinder reservoir was inverted (simulating a full reservoir).

An intake manifold fitting, vacuum hose, vacuum check valve and grommet connected the engine's intake manifold (vacuum source) to the power booster. The engine was started and the power booster and associated components operated as designed, with no leakage noted. The hydraulic portion of the brake system was not tested for operation.

The ABS controller was mounted to the inboard side of the left frame rail, forward and above the suspension radius arm bracket. Two brake lines entered the ABS controller and three brake lines exited the controller (left and right front, and rear brakes). Two multi-wire electrical connectors were attached to the controller. The ABS instrument panel warning lamp remained lighted with the engine running. The engine was shut off and the right front wheel sensor was connected (near the right front wheel). The engine was re-started and the ABS lamp functioned normally.

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL
 MULTIDISCIPLINARY ACCIDENT INVESTIGATION TEAM
 NARRATIVE/DIAGRAM

DATE OF COLLISION MO DAY YEAR	TIME (2400)	NUMBER	OFFICER ID	NUMBER	PAGE
06 10 01	1420	9834	13777	01-06-0008	49

MECHANICAL INSPECTION

VEHICLE #1 (FORD):

SERVICE BRAKES:

AXLE #1:

The steering axle was equipped with sliding dual piston calipers, which were mounted to each steering knuckle with adapter plates. The brake system was not checked hydraulically. The left and right brake hoses were compromised. The banjo bolt and fitting were removed from each caliper and 60 psi of air pressure was applied to the inlet port of each caliper. Each caliper was applied and released with air pressure. With the calipers applied with air pressure, each rotor could not be rotated with hand pressure. The neoprene dust boots were intact and functional with no indication of leakage. The disc brake hardware, bushings and boots were present; however, the right side upper bushing and bolt were bent. The left brake hose was fractured and separated from its metal crimp sleeve near its bulkhead bracket, and the right hose was fractured and separated from its metal crimp sleeve at the caliper.

The disc brake pads were composed of bonded semi-metallic friction material. The friction surfaces of the left and right brake pads exceeded the manufacturer's minimum thickness of 0.030 inch above the backing plates. The pads exhibited even wear patterns, circumferential lines and minor pitting. The left inboard pad was abraded from foreign material and the right side pads exhibited minor radial heat cracks. The brake pad friction material surfaces exhibited no contamination.

The friction surfaces of each hubless type, approximate 12-inch ventilated rotor exhibited even wear and circumferential lines. The rotors were measured at several points about their circumferences and were within the manufacturer's minimum wear limit of 1.102 inches. The left rotor was measured at 1.185 inches and the right rotor was measured at 1.184 inches. There was no visible contamination of either brake rotor friction surface. The inboard side friction surface of the left rotor exhibited two gouges. The outboard side friction surface of each rotor exhibited minor martensite (hard) spots. The adjustable wheel bearings exhibited no discernible axial movement in either wheel hub assembly. Each ABS wheel sensor and sensor wheel was intact. The left side electrical body harness was displaced from its frame rail mounting. The right side electrical wire body harness connector was displaced (opened) from its wheel end harness.

01180

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL
 MULTIDISCIPLINARY ACCIDENT INVESTIGATION TEAM
 NARRATIVE/DIAGRAM

DATE OF COLLISION MO DAY YEAR	TIME (JGDD)	NUMBER	OFFICER I.D.	NUMBER	PAGE
08 10 01	1420	9834	13777	01-06-0008	50

MECHANICAL INSPECTION

VEHICLE #1 (FORD):

SERVICE BRAKES:

AXLE #2:

The drive axle was equipped with internal expanding drum type brakes, with full-floating axles. The 12-inch by 3-1/2-inch brake shoe linings were composed of bonded non-metallic friction material. The left and right brake shoe linings exceeded the manufacturer's minimum thickness of 0.062 inch above the shoe webs. Each brake shoe lining friction surface exhibited a full contact pattern and even wear with their corresponding drums. The brake lining friction material surfaces exhibited no contamination.

The left and right hydraulic wheel cylinders and dust boots were intact. A small amount of fluid was noted behind each left side piston dust boot, and the right side forward piston dust boot. The brake shoe hardware and self-adjusters were intact and functional. The service brake hose and each brake line were not checked hydraulically. The brake master cylinder reservoir was displaced and was empty. The frame rail brake line was removed from the rear axle brake hose and 130 psi of air pressure (to overcome brake shoe spring pressure) was applied to each wheel cylinder. Each wheel cylinder was applied and released with air pressure. With the wheel cylinders applied with air pressure each drum could not be rotated with hand pressure.

The friction surfaces of each hubless type, 12-inch brake drum exhibited even wear and circumferential lines. The drums were measured at several points about their circumferences and were within the manufacturers maximum wear limit of 12.210 inches. The left brake drum was measured at 12.118 inches and the right brake drum was measured at 12.119 inches. There was no visible contamination of either brake drum friction surface. The adjustable wheel bearings exhibited no discernible axial movement in either hub assembly.

The ABS two-wire harness and speed sensor were present at the top of the differential housing.

01181

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL
 MULTIDISCIPLINARY ACCIDENT INVESTIGATION TEAM
 NARRATIVE/DIAGRAM

DATE OF COLLISION MO DAY YEAR	TIME (2400)	NUMBER	OFFICER ID	NUMBER	PAGE
06 10 01	1420	9834	13777	01-06-0008	51

MECHANICAL INSPECTION

VEHICLE #1 (FORD):

PARKING BRAKES:

This vehicle was equipped with a foot operated mechanical parking brake system, which utilized four cables and an equalizer to actuate the secondary brake shoe linings at each side of Axle #2. The foot actuated parking brake assembly lever was mounted under the dash assembly near the driver's kick panel and bulkhead area. The parking brake lever was found in the released position and its plastic footpad was in serviceable condition. The parking brake pedal was manually applied and each rear brake drum and wheel assembly could not be rotated with hand pressure. The parking brake instrument panel warning lamp was tested and functioned as designed.

ADDITIONAL INFORMATION:

The NHTSA Office of Defects Investigation, recall database was accessed via the Internet on Monday, June 11, 2001, at approximately 1558 hours, and again on Tuesday, September 4, 2001, at approximately 1325 hours. Vehicle #1 was entered into the database as follows:

- 1996 Ford Truck Club Wagon

There was one matching recall record available for Vehicle #1, which was manufactured during April 1996.

- Emergency Parking Brake: Mechanical (Manufacturer Campaign Number 96S57)

01182

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL
 MULTIDISCIPLINARY ACCIDENT INVESTIGATION TEAM
 NARRATIVE/DIAGRAM

DATE OF COLLISION MO DAY YEAR	TIME (2400)	NUMBER	OFFICER I.D.	NUMBER	PAGE
06 10 01	1420	9834	13777	01-05-0008	52

MECHANICAL INSPECTION

VEHICLE #1 (FORD):

OPINIONS AND CONCLUSIONS:

The mechanical examination of the throttle, steering and parking-brake systems did not reveal any pre-existing mechanical deficiencies that could have compromised the normal functional ability of this vehicle on the highway.

The mechanical examination of the service brakes did reveal one pre-existing mechanical deficiency that could have compromised the normal functional ability of this vehicle on the highway.

The following service brake system deficiency is a violation of Section 26453 of the California Vehicle Code:

- A small amount of brake fluid was noted behind the hydraulic wheel cylinder piston dust boots at each left side and the right side forward piston seals of Axle #2.

The hydraulic wheel cylinder piston seals exhibited minor leakage behind the dust boot at each left side and the right side forward piston seals at Axle #2. This deficiency was a pre-existing condition. This deficiency was long standing in nature and was an indication of the lack of, or an inadequate systematic preventive maintenance program. Without proper maintenance and repair of this deficiency, the wheel cylinder piston seal would continue to leak and could allow air to enter into the rear axle brake system. This deficiency could have reduced the overall braking efficiency; however, the amount of efficiency lost would have been minimal. In this particular collision, this deficiency did not contribute to, or cause this collision.

01183

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL
 MULTIDISCIPLINARY ACCIDENT INVESTIGATION TEAM
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DATE OF COLLISION MO DAY YEAR	TIME (2400)	INVEST	OFFICER I.D.	NUMBER	PAGE
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PHYSICAL EVIDENCE LOG

EVIDENCE:

The following is a list of physical evidence that was recovered by MAIT personnel from Vehicle #1 (Ford), at the impound facility that was logged into evidence at the Needles CHP Area office:

Physical Evidence Log			
Item	Date Recovered	Investigator	Description
A	06/19/01	D. Artinger	Restraint system, row #2, right outboard
B	06/20/01	D. Artinger	Restraint system, row #3, right outboard
C	06/20/01	D. Artinger	Tire carcass and pieces, Axle #2, left
D	06/20/01	D. Artinger	Wheel, Axle #2, left

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL
MULTIDISCIPLINARY ACCIDENT INVESTIGATION TEAM
NARRATIVE/DIAGRAM

DATE OF COLLISION MO DAY YEAR	TIME (2400)	NUMBER	OFFICER I.D.	NUMBER	PAGE
06 10 01	1420	9834	13777	01-06-0008	54

PHOTOGRAPH LOG

PHOTOGRAPHS:

During the course of this investigation, six hundred seventy-two (672) 35-mm color photographs were taken of the physical evidence, Vehicle #1 and its components by MAIT Investigators. The photographs, with the date taken, corresponding negative strip numbers, description, photographer and the number of prints are included in this report. At the conclusion of this investigation, the negatives and one set of photographs were delivered to the Needles CHP Area.

Photograph Log				
Date	Strip	Description	Photographer	Prints
06-15-01	309600	Restraint system components	J. Arnsward	25
06-15-01	309601	Restraint system components	J. Arnsward	24
06-15-01	309603	Restraint system components	J. Arnsward	25
06-15-01	309609	Restraint system components	J. Arnsward	25
06-15-01	309614	Restraint system components	J. Arnsward	25
06-15-01	309615	Restraint system components	J. Arnsward	25
06-15-01	309616	Vehicle #1 and Restraint components	J. Arnsward	25
06-19-01	203353	Mechanical components of Vehicle #1	D. Artinger	24
06-19-01	203354	Mechanical components of Vehicle #1	D. Artinger	24
06-19-01	203362	Mechanical components of Vehicle #1	D. Artinger	24
06-19-01	203373	Mechanical components of Vehicle #1	D. Artinger	24
06-20-01	203355	Mechanical components of Vehicle #1	D. Artinger	24
06-20-01	203356	Mechanical components of Vehicle #1	D. Artinger	24
06-20-01	203357	Mechanical components of Vehicle #1	D. Artinger	24
06-20-01	203358	Mechanical components of Vehicle #1	D. Artinger	24
06-20-01	203375	Mechanical components of Vehicle #1	D. Artinger	24
06-20-01	203378	Mechanical components of Vehicle #1	D. Artinger	24
06-20-01	203379	Mechanical components of Vehicle #1	D. Artinger	24
09-05-01	273937	Left rear wheel from Vehicle #1	D. Artinger	24
09-05-01	273938	Left rear tire and wheel from Vehicle #1	D. Artinger	24
09-05-01	273939	Left rear wheel from Vehicle #1	D. Artinger	24
09-05-01	273940	Left rear tire from Vehicle #1	D. Artinger	24
09-05-01	273941	Left rear tire and wheel from Vehicle #1	D. Artinger	18
09-05-01	273942	Left rear tire from Vehicle #1	D. Artinger	24
09-05-01	273943	Left rear tire from Vehicle #1	D. Artinger	24
09-05-01	273944	Left rear tire from Vehicle #1	D. Artinger	24
09-05-01	273945	Left rear tire from Vehicle #1	D. Artinger	24
09-05-01	273946	Left rear tire from Vehicle #1	D. Artinger	24

STATE OF CALIFORNIA

TRAFFIC COLLISION REPORT

CHP 555 CARS Page 1 (Rev 8/98) OP: 042

MIS

SPECIAL CONDITIONS FATAL		PLANNED 12	HT & RFL <input type="checkbox"/>	CITY UNINCORPORATED	JUDICIAL DISTRICT NEEDLES SUPERIOR	LOCAL REPORT NUMBER 01-06-0008	
		NUMBER KILLED 2	HT & RFL INCIDENT <input type="checkbox"/>	COUNTY SAN BERNARDINO	REPORTING DISTRICT FEAT 44		
LOCATION	COLLISION OCCURRED ON I-40 E/B				MO DAY YEAR/TIME (MDD) 06/10/2001	1420	MOIC # 9834
	MILEPOST INFORMATION FEET EAST OF 40 SBD 120.00				DAY OF WEEK SUNDAY	TOW AWAY <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	PHOTOGRAPHER BY: <input type="checkbox"/> NONE ANDERSON JOHNS TOLSDORF
	AT INTERSECTION WITH <input checked="" type="checkbox"/> OR 773 FEET EAST OF WEST EDGE OF WATER ROAD				STATE HWY REL <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		
PARTY 1	DRIVER'S LICENSE NUMBER LP-171-39 GOVT	STATE	CLASS F	SAFETY EQUIP. G	VEH YEAR 1996	MAKE / MODEL / COLOR FORD CLUBWAGON SL	LICENSE NUMBER G-4362391
DRIVER	NAME (FIRST, MIDDLE, LAST) JORGE				OWNER'S NAME <input type="checkbox"/> SAME AS DRIVER		
PEDESTRIAN	STREET ADDRESS				OWNER'S ADDRESS <input type="checkbox"/> SAME AS DRIVER		
PARKED VEHICLE	CITY / STATE / ZIP				DISPOSITION OF VEHICLE ON ORDERS OF: <input checked="" type="checkbox"/> OFFICER <input type="checkbox"/> DRIVER <input type="checkbox"/> OTHER		
BIKE-CLIST	SEX M	HAIR BLK	EYES BRN	HEIGHT 5-07	WEIGHT 145	DOB 05/09/1976	RACE H
OTHER	HOME PHONE		BUSINESS PHONE		VEHICLE IDENTIFICATION NUMBER: 1FBJ5J1H4THB22665		
INSURANCE CARRIER SELF-INSURED US GOVT		POLICY NUMBER NONE		VEHICLE TYPE 22		DESCRIBE VEHICLE DAMAGE SHADE IN DAMAGED AREA 	
DIR OF TRAVEL ON STREET OR HIGHWAY E		SPEED LIMIT 70		CA _____ DOT _____		CAL-T _____ TOP/PSC _____ MCMR _____	
PARTY 2	DRIVER'S LICENSE NUMBER	STATE	CLASS	SAFETY	VEH YEAR	MAKE / MODEL / COLOR	LICENSE NUMBER
DRIVER	NAME (FIRST, MIDDLE, LAST)				OWNER'S NAME <input type="checkbox"/> SAME AS DRIVER		
PEDESTRIAN	STREET ADDRESS				OWNER'S ADDRESS <input type="checkbox"/> SAME AS DRIVER		
PARKED VEHICLE	CITY / STATE / ZIP				DISPOSITION OF VEHICLE ON ORDERS OF: <input type="checkbox"/> OFFICER <input type="checkbox"/> DRIVER <input type="checkbox"/> OTHER		
BIKE-CLIST	SEX	HAIR	EYES	HEIGHT	WEIGHT	DOB	RACE
OTHER	HOME PHONE		BUSINESS PHONE		VEHICLE IDENTIFICATION NUMBER:		
INSURANCE CARRIER		POLICY NUMBER		VEHICLE TYPE		DESCRIBE VEHICLE DAMAGE SHADE IN DAMAGED AREA	
DIR OF TRAVEL ON STREET OR HIGHWAY		SPEED LIMIT		CA _____ DOT _____		CAL-T _____ TOP/PSC _____ MCMR _____	
PARTY 3	DRIVER'S LICENSE NUMBER	STATE	CLASS	SAFETY	VEH YEAR	MAKE / MODEL / COLOR	LICENSE NUMBER
DRIVER	NAME (FIRST, MIDDLE, LAST)				OWNER'S NAME <input type="checkbox"/> SAME AS DRIVER		
PEDESTRIAN	STREET ADDRESS				OWNER'S ADDRESS <input type="checkbox"/> SAME AS DRIVER		
PARKED VEHICLE	CITY / STATE / ZIP				DISPOSITION OF VEHICLE ON ORDERS OF: <input type="checkbox"/> OFFICER <input type="checkbox"/> DRIVER <input type="checkbox"/> OTHER		
BIKE-CLIST	SEX	HAIR	EYES	HEIGHT	WEIGHT	DOB	RACE
OTHER	HOME PHONE		BUSINESS PHONE		VEHICLE IDENTIFICATION NUMBER:		
INSURANCE CARRIER		POLICY NUMBER		VEHICLE TYPE		DESCRIBE VEHICLE DAMAGE SHADE IN DAMAGED AREA	
DIR OF TRAVEL ON STREET OR HIGHWAY		SPEED LIMIT		CA _____ DOT _____		CAL-T _____ TOP/PSC _____ MCMR _____	
PREPARE'S NAME TYLER JOHNS 13777		DISPATCH NOTIFIED <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A		REVIEWER'S NAME <i>Rebecca 10328</i>		DATE REVIEWED 09/28/01	

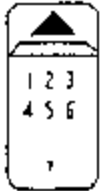
STATE OF CALIFORNIA

TRAFFIC COLLISION CODING

CHP 555 CARS Page2 (8/98) CP, 042

DATE OF COLLISION (MO DAY YEAR) 06/10/2001	TIME (AM) 1423	NOIC # 9834	OFFICER ID. 13777	NUMBER 01-06-0008
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PROPERTY DAMAGE	OWNER	OWNER ADDRESS	NOTIFIED <input type="checkbox"/> YES <input type="checkbox"/> NO
	DESCRIPTION OF DAMAGE		

SEATING POSITION 	OCCUPANTS A - NONE IN VEHICLE B - UNKNOWN C - LAP BELT USED D - LAP BELT NOT USED E - SHOULDER HARNESS USED F - SHOULDER HARNESS NOT USED G - LAP/SHOULDER HARNESS USED H - LAP/SHOULDER HARNESS NOT USED J - PASSIVE RESTRAINT USED K - PASSIVE RESTRAINT NOT USED	SAFETY EQUIPMENT L - AIR BAG DEPLOYED M - AIR BAG NOT DEPLOYED N - OTHER P - NOT REQUIRED CHILD RESTRAINT Q - IN VEHICLE USED R - IN VEHICLE NOT USED S - IN VEHICLE USE UNKNOWN T - IN VEHICLE IMPROPER USE J - NONE IN VEHICLE	M/C BICYCLE - HELMET DRIVER V - NO W - YES PASSENGER X - NO Y - YES	EJECTED FROM VEHICLE 0 - NOT EJECTED 1 - FULLY EJECTED 2 - PARTIALLY EJECTED 3 - UNKNOWN
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ITEMS MARKED BELOW FOLLOWED BY AN ASTERISK (*) SHOULD BE EXPLAINED IN THE NARRATIVE.

PRIMARY COLLISION FACTOR (LIST NUMBER AND OF PARTY AT FAULT)	TRAFFIC CONTROL DEVICES	TYPE OF VEHICLE			MOVEMENT PRECEDING COLLISION
		1	2	3	
A VC SECTION VIOLATED CITED <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO 22107	A CONTROLS FUNCTIONING B CONTROLS NOT FUNCTIONING*			A PASSENGER CAR / STATION WAGON B PASSENGER CAR W/ TRAILER	A STOPPED B PROCEEDING STRAIGHT
B OTHER IMPROPER DRIVING*	C CONTROLS OBSCURED D NO CONTROLS PRESENT / FACTOR*			C MOTORCYCLE / SCOOTER D PICKUP OR PANEL TRUCK	C RAN OFF ROAD D MAKING RIGHT TURN
C OTHER THAN DRIVER*	TYPE OF COLLISION			E PICKUP / PANEL TRUCK W/ TRAILER	E MAKING LEFT TURN
D UNKNOWN*	A HEAD-ON B SIDE SWIPE C REAR END D BROADSIDE			F TRUCK OR TRUCK TRACTOR G TRUCK / TRUCK TRACTOR W/ TRLR	F MAKING U TURN G BACKING
E FELL ASLEEP*	E HIT OBJECT F OVERTURNED G VEHICLE / PEDESTRIAN H OTHER*			H SCHOOL BUS I OTHER BUS	H SLOWING / STOPPING I PASSING OTHER VEHICLE
WEATHER (MARK 1 TO 2 ITEMS)				J EMERGENCY VEHICLE K HIGHWAY CONST EQUIPMENT	J CHANGING LANES K PARKING MANUEVER
A CLEAR B CLOUDY C RAINING D SNOWING E FOG / VISIBILITY FT. F OTHER* G WIND				L BICYCLE M OTHER VEHICLE N PEDESTRIAN O HOPEO	L ENTERING TRAFFIC M OTHER UNSAFE TURNING N XING INTO OPPOSING LANE O PARKED
LIGHTING	A NON-COLLISION B PEDESTRIAN C OTHER MOTOR VEHICLE D MOTOR VEHICLE ON OTHER ROADWAY				P MERGING Q TRAVELING WRONG WAY R OTHER*
A DAYLIGHT B DUSK - DAWN C DARK - STREET LIGHTS D DARK - NO STREET LIGHTS E DARK - STREET LIGHTS NOT FUNCTIONING*	E PARKED MOTOR VEHICLE F TRAIN G BICYCLE H ANIMAL I FIXED OBJECT J OTHER OBJECT:			OTHER ASSOCIATED FACTORS (MARK 1 TO 2 ITEMS)	
ROADWAY SURFACE				A VC SECTION VIOLATED CITED <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO B VC SECTION VIOLATED CITED <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO C VC SECTION VIOLATED CITED <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
A DRY B WET C SNOWY / ICY D SLIPPERY (MUDDY, OILY, ETC.)				D VC SECTION VIOLATED CITED	SOBRIETY - DRUG PHYSICAL (MARK 1 TO 2 ITEMS)
ROADWAY CONDITION(S) (MARK 1 TO 2 ITEMS)	PEDESTRIAN'S ACTIONS				A HAD NOT BEEN DRINKING B HBD - UNDER INFLUENCE C HBD - NO UNDER INFLUENCE D HBD - IMPAIRMENT UNKNOWN E UNDER DRUG INFLUENCE F IMPAIRMENT - PHYSICAL G IMPAIRMENT NOT KNOWN H NOT APPLICABLE I SLEEPY / FATIGUED
A HOLES, DEEP RUT B LOOSE MATERIAL ON ROADWAY C OBSTRUCTION ON ROADWAY D CONSTRUCTION - REPAIR ZONE E REDUCED ROADWAY WIDTH F FLOODED G OTHER* H NO UNUSUAL CONDITIONS	A NO PEDESTRIANS INVOLVED B CROSSING IN CROSSWALK AT INTERSECTION C CROSSING IN CROSSWALK - NOT AT INTERSECTION D CROSSING - NO* IN CROSSWALK E IN ROAD - INCLUDES SHOULDER F NOT IN ROAD G APPROACHING / LEAVING SCHOOL BUS				
SKETCH					SPECIAL INFORMATION A HAZARDOUS MATERIAL



REFER TO VEHICLE DYNAMICS DIAGRAM.

MISCELLANEOUS
*ASSOCIATED FACTOR-
IMPROPER TIRE
MAINTENANCE

01187

STATE OF CALIFORNIA
INJURED / WITNESSES / PASSENGERS
CHP 555 CARS Page 3 (Rev 8/96) OP1042

DATE OF COLLISION (MO DAY YEAR)		TIME(2400)		ACIC #		OFFICER ID		NUMBER								
06/10/2001		1420		9834		13777		01-06-0008								
WITNESS ONLY	PASSENGER ONLY	AGE	SEX	EXTENT OF INJURY ('X' ONE)				INJURED WAS ('X' ONE)					PARTY NUMBER	SEAT POS.	SAFETY EQUIP.	EJECTED
				FATAL INJURY	SEVERE INJURY	OTHER VISIBLE INJURY	COMPLAINT OF PAIN	DRIVER	PASS.	PEDEST.	BICYCLIST	OTHER				
<input type="checkbox"/>	<input type="checkbox"/>	24	M	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	12	H	1

NAME / D.O.B. / ADDRESS _____ TELEPHONE _____
(07/14/1976)

(INJURED ONLY) TRANSPORTED BY: SAN BERNARDINO COUNTY CORONER TAKEN TO: JENSEN/CARPENTER MORTUARY

DESCRIBE INJURIES: MAJOR CHEST TRAUMA, HEAD TRAUMA
DON JOHNSON, SBCO CORONER, TIME OF DEATH- 1430 HOURS, CASE# 01-3992DJ

<input type="checkbox"/>	<input type="checkbox"/>	28	M	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	16	G	0
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NAME / D.O.B. / ADDRESS _____ TELEPHONE _____
MICHAEL Z (08/14/1972)

(INJURED ONLY) TRANSPORTED BY: SAN BERNARDINO COUNTY CORONER TAKEN TO: JENSEN/CARPENTER MORTUARY

DESCRIBE INJURIES: MASSIVE HEAD TRAUMA
DON JOHNSON, SBCO CORONER, TIME OF DEATH- 1420, CASE # 01-3991DJ

<input type="checkbox"/>	<input type="checkbox"/>	35	M	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	3	G	0
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NAME / D.O.B. / ADDRESS _____ TELEPHONE _____
TREVOR JT (08/11/1965)

(INJURED ONLY) TRANSPORTED BY: BAKER AMBULANCE TAKEN TO: COLORADO RIVER MEDICAL CENTER

DESCRIBE INJURIES: LACERATION LEFT FOREARM, LACERATION LEFT HAND, LACERATION RIGHT UPPER CHEST, ABRASION RIGHT SHOULDER, COMPLAINT OF PAIN UPPER BACK, MAJOR LACERATION TO LEFT FOREARM AND HAND.

<input type="checkbox"/>	<input type="checkbox"/>	29	M	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	4	G	0
--------------------------	--------------------------	----	---	--------------------------	--------------------------	-------------------------------------	--------------------------	--------------------------	-------------------------------------	--------------------------	--------------------------	--------------------------	---	---	---	---

NAME / D.O.B. / ADDRESS _____ TELEPHONE _____
MICHAEL C (01/24/1972)

(INJURED ONLY) TRANSPORTED BY: MOHAVE VALLEY EMS TAKEN TO: COLORADO RIVER MEDICAL CENTER

DESCRIBE INJURIES: ABRASION LEFT SHOULDER, LEFT ELBOW BRUISE, ABRASION TO UPPER BACK

<input type="checkbox"/>	<input type="checkbox"/>	31	M	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	5	D	0
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NAME / D.O.B. / ADDRESS _____ TELEPHONE _____
JEFF (05/18/1970)

(INJURED ONLY) TRANSPORTED BY: BAKER AMBULANCE TAKEN TO: COLORADO RIVER MEDICAL CENTER

DESCRIBE INJURIES: COMPLAINT OF PAIN TO HIPS, COMPLAINT OF PAIN TO LEFT HAND.

<input type="checkbox"/>	<input type="checkbox"/>	31	M	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	6	G	0
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NAME / D.O.B. / ADDRESS _____ TELEPHONE _____
DAVE (01/30/1970)

(INJURED ONLY) TRANSPORTED BY: FLIGHT FOR LIFE, VEGAS TAKEN TO: LAS VEGAS UMC MEDICAL CENTER

DESCRIBE INJURIES: BROKEN BACK (C4 C5), CONTUSION LEFT KNEE, SPRAIN LEFT ANKLE

PREPARER'S NAME	ID. NUMBER	MO. DAY YEAR	REVIEWER'S NAME	MO. DAY YEAR
TYLER JOHNS	12157	06/10/2001		

1188

STATE OF CALIFORNIA
 INJURED / WITNESSES / PASSENGERS
 CHP 555 CARS Page 3 (Rev 8/98) OPI 042

DATE OF COLLISION (MO DAY YEAR)		TIME(2400)		NOCIC #		OFFICER I.D.		NUMBER								
06/10/2001		1420		5834		13777		01-06-0008								
WITNESS ONLY	PASSENGER ONLY	AGE	SEX	EXTENT OF INJURY ('X' ONE)				INJURED WAS ('X' ONE)			PARTY NUMBER	SEAT POS	SAFETY EQUIP	EJECTED		
<input type="checkbox"/>	<input type="checkbox"/>	28	M	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	7	G	0	
NAME / D.O.B. / ADDRESS											TELEPHONE					
EFREN (08/14/1972)																
(INJURED ONLY) TRANSPORTED BY:						TAKEN TO:										
BAKER AMBULANCE						COLORADO RIVER MEDICAL CENTER										
DESCRIBE INJURIES: COMPLAINT OF RIGHT SHOULDER																
													<input type="checkbox"/>		VICTIM OF VIOLENT CRIME NOTIFIED	
<input type="checkbox"/>	<input type="checkbox"/>	28	M	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	8	D	0	
NAME / D.O.B. / ADDRESS											TELEPHONE					
JOSE ALMAZON (09/22/1972)																
(INJURED ONLY) TRANSPORTED BY:						TAKEN TO:										
MOHAVE VALLEY EMS						COLORADO RIVER MEDICAL CENTER										
DESCRIBE INJURIES: RIGHT FOREARM LACERATION, LOWER BACK COMPLAINT OF PAIN, COMPLAINT OF PAIN TO UPPER NECK, COMPLAINT OF PAIN TO LEGS.																
													<input type="checkbox"/>		VICTIM OF VIOLENT CRIME NOTIFIED	
<input type="checkbox"/>	<input type="checkbox"/>	37	M	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	9	G	0	
NAME / D.O.B. / ADDRESS											TELEPHONE					
FRANK (10/26/1967)																
(INJURED ONLY) TRANSPORTED BY:						TAKEN TO:										
GUARDIAN AIR ANGEL 2						LAS VEGAS UMC MEDICAL CENTER										
DESCRIBE INJURIES: MULTIPLE LACERATIONS TO FACE AND HEAD, AMPUTATED RIGHT EAR, CLOSED HEAD INJURY, LACERATION RIGHT ARM, C6 FRACTURE.																
													<input type="checkbox"/>		VICTIM OF VIOLENT CRIME NOTIFIED	
<input type="checkbox"/>	<input type="checkbox"/>	30	M	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	10	G	0	
NAME / D.O.B. / ADDRESS											TELEPHONE					
MARIC (6/22/1970)																
(INJURED ONLY) TRANSPORTED BY:						TAKEN TO:										
BAKER AMBULANCE						COLORADO RIVER MEDICAL CENTER										
DESCRIBE INJURIES: SMALL LACERATION TO TONGUE, COMPLAINT OF PAIN TO LEFT SHOULDER.																
													<input type="checkbox"/>		VICTIM OF VIOLENT CRIME NOTIFIED	
<input type="checkbox"/>	<input type="checkbox"/>	26	M	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	11	D	0	
NAME / D.O.B. / ADDRESS											TELEPHONE					
ROBERT (06/07/1975)																
(INJURED ONLY) TRANSPORTED BY:						TAKEN TO:										
AIRLIFE 7 MERCY AIR						LAS VEGAS UMC MEDICAL CENTER										
DESCRIBE INJURIES: LACERATION RIGHT ARM WITH LACERATED ARTERIES, CONTUSION TO LEFT HEAD.																
													<input type="checkbox"/>		VICTIM OF VIOLENT CRIME NOTIFIED	
<input type="checkbox"/>	<input type="checkbox"/>	25	M	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	13	H	0	
NAME / D.O.B. / ADDRESS											TELEPHONE					
BENTINO S (07/30/1975)																
(INJURED ONLY) TRANSPORTED BY:						TAKEN TO:										
BAKER AMBULANCE						COLORADO RIVER MEDICAL CENTER										
DESCRIBE INJURIES: ABRASION LEFT BACK, CONTUSION TO CHIN, ABRASION RIGHT KNEE																
													<input type="checkbox"/>		VICTIM OF VIOLENT CRIME NOTIFIED	
PREPARER'S NAME		I.D. NUMBER		MO. DAY YEAR		REVIEWER'S NAME				MO. DAY YEAR						
TYLER JOHNS		13777		06/10/2001												

61183

STATE OF CALIFORNIA
INJURED / WITNESSES / PASSENGERS
CHP 555 CARS Page 3 (Rev 8/98) OPI 042

DATE OF COLLISION (MO. DAY YEAR) 06/10/2001	TIME (2400) 1420	NOC # 9834	OFFICER I.D. 13777	NUMBER 01-06-0008
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WITNESS ONLY	PASSENGER ONLY	AGE	SEX	EXTENT OF INJURY ('X' ONE)				INJURED WAS ('X' ONE)					PARTY NUMBER	SEAT POS.	SAFETY EQUIP.	EJECTED
				FATAL INJURY	SEVERE INJURY	OTHER VISIBLE INJURY	COMPLAINT OF PAIN	DRIVER	PASS.	PEO.	BIKCYCLIST	OTHER				
<input type="checkbox"/>	<input type="checkbox"/>	26	M	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	14	D	0

NAME / D.O.B. / ADDRESS
AUGUSTIN A (10/24/1974) TELEPHONE

(INJURED ONLY) TRANSPORTED BY: BAKER AMBULANCE TAKEN TO: COLORADO RIVER MEDICAL CENTER

DESCRIBE INJURIES: CONTUSIONS UPPER BACK AND NECK, LACERATION LEFT EYE.

VICTIM OF VIOLENT CRIME NOTIFIED

<input checked="" type="checkbox"/>	<input type="checkbox"/>	25	M	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	1	G	0
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NAME / D.O.B. / ADDRESS
JERRY (11/09/1976) TELEPHONE

(INJURED ONLY) TRANSPORTED BY: BAKER AMBULANCE TAKEN TO: COLORADO RIVER MEDICAL CENTER

DESCRIBE INJURIES: COMPLAINT OF PAIN TO LEFT SHOULDER.

VICTIM OF VIOLENT CRIME NOTIFIED

<input checked="" type="checkbox"/>	<input type="checkbox"/>	52	M	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
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NAME / D.O.B. / ADDRESS
FREDDIE Y (07/11/1948) TELEPHONE

(INJURED ONLY) TRANSPORTED BY: TAKEN TO:

DESCRIBE INJURIES:

VICTIM OF VIOLENT CRIME NOTIFIED

<input checked="" type="checkbox"/>	<input type="checkbox"/>	55	M	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
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NAME / D.O.B. / ADDRESS
WILLIAM (08/01/1945) TELEPHONE

(INJURED ONLY) TRANSPORTED BY: TAKEN TO:

DESCRIBE INJURIES:

VICTIM OF VIOLENT CRIME NOTIFIED

<input checked="" type="checkbox"/>	<input type="checkbox"/>	47	M	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
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NAME / D.O.B. / ADDRESS
BRUCE (08/01/1953) TELEPHONE

(INJURED ONLY) TRANSPORTED BY: TAKEN TO:

DESCRIBE INJURIES:

VICTIM OF VIOLENT CRIME NOTIFIED

<input checked="" type="checkbox"/>	<input type="checkbox"/>		M	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
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NAME / D.O.B. / ADDRESS
ARNEY TELEPHONE

(INJURED ONLY) TRANSPORTED BY: TAKEN TO:

DESCRIBE INJURIES:

VICTIM OF VIOLENT CRIME NOTIFIED

06-11-02

STATE OF CALIFORNIA
FACTUAL DIAGRAM

CHP 555 Page 4 (Rev. 8-97) OPI 043

PAGE 6 OF 20

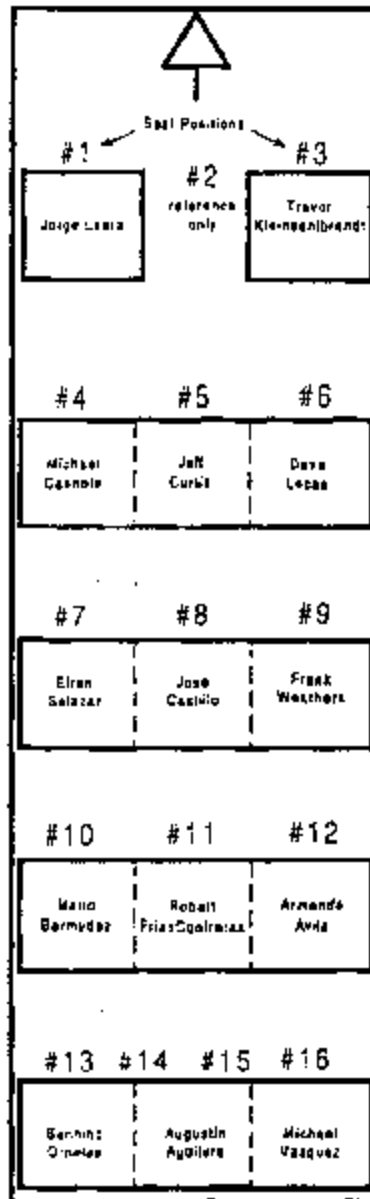
DATE OF INCIDENT 06/10/2001	TIME 1420	NCIC NUMBER 9834	OFFICER I.D. 13777	NUMBER
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ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE#)

Occupant
Seating
Diagram

Not to Scale

V-1
1996 FORD
ClubWagon Van
Bus/not Schoolbus



01191

DRAWN BY T. JOHNS 13777

PREPARED BY TYLER JOHNS	I.D. NUMBER 13777	DATE 06/10/2001	REVIEWER'S NAME	DATE
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STATE OF CALIFORNIA
FACTUAL DIAGRAM

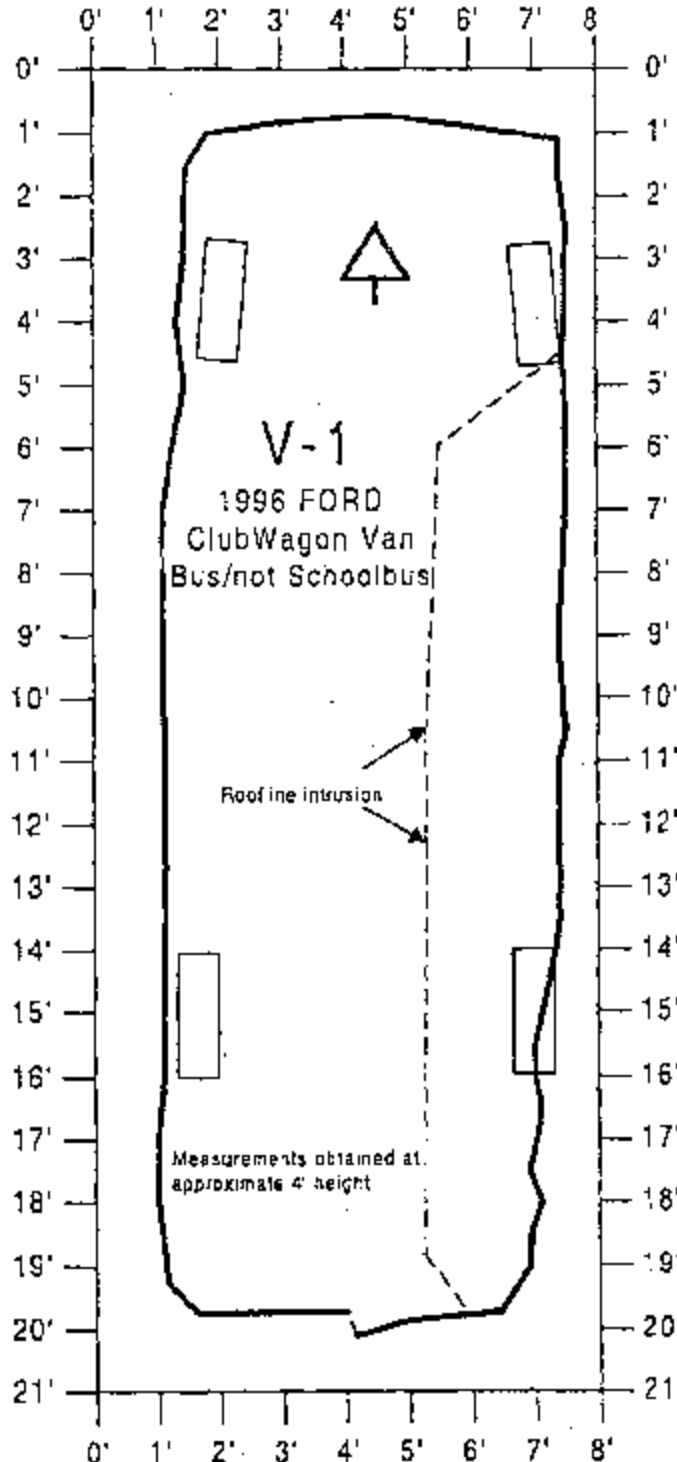
CHP 555 Page 4 (Rev. 8 97) OPI 042

PAGE 7 OF 120

DATE OF INCIDENT 06/10/2001	TIME 1420	NCIC NUMBER S834	OFFICER I.D. 13777	NUMBER
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ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE= 1"=2')

Vehicle
Damage
Diagram



01192

Drawn by T. Johns #13777

PREPARED BY T. JOHNS	I.D. NUMBER 13777	DATE 06/10/2001	REVIEWER'S NAME	DATE
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STATE OF CALIFORNIA
FACTUAL DIAGRAM

CHP 555 Page 4 (Rev. 8-97) OPI 042

PAGE 8 OF 120

DATE OF INCIDENT 06/10/2001	TIME 1420	NCIC NUMBER 9834	OFFICER I.D. 13777	NUMBER
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ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE=)

DIAGRAM LEGEND

STATION LINE: A station line was established along the south roadway edge of I-40 (E/B). 0+00 was located 604 feet west of milepost marker 40 SBD 120.00. The station line extended east from 0+00, and terminated at 14+00. All lateral measurements were taken at right angles to the station line. Left is north. Right is south. All measurements were made to the center of each item unless otherwise specified.

<u>ITEM</u>	<u>STATION</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>
1	0+00	08' 00" Rt	Small piece of tire tread (with steel cord) from L/R tire of V-1.
2	1+70	09' 00" Rt	" " " " " " "
3	2+62	05' 10" Rt	" " " " " " "
4	2+86	10' 00" Rt	" " " " " " "
5	3+16	09' 05" Rt	" " " " " " "
6	3+70	04' 00" Rt	" " " " " " "
7	4+04	05' 05" Rt	" " " " " " "
8	4+56	07' 05" Rt	" " " " " " "
9	5+01	10' 00" Rt	Section of tire tread.
10	5+44	09' 10" Rt	Section of tire tread.
11	5+56	02' 00" Rt	Small section of shredded tire belt material with steel cord.
12	6+45	04' 02" Rt	" " " " " " "
13	7+65	19' 00" Lt	Start of tire friction mark (sidewall deflections) from L/R tire.
14	7+66	02' 04" Rt	Small section of shredded tire belt material.
15	7+84	09' 02" Rt	Large section of tire tread.
16	8+00	19' 02" Lt	Measurement point on L/R tire friction mark.
17	8+50	20' 01" Lt	" " " " " " "
18	9+00	22' 05" Lt	" " " " " " "

01193

PREPARED BY TYLER JOHNS	I.D. NUMBER 13777	DATE 06/10/2001	REVIEWER'S NAME	DATE
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STATE OF CALIFORNIA
FACTUAL DIAGRAM

CHP 555 Page 4 (Rev. 8-97) OP 042

PAGE 9 OF 120

DATE OF INCIDENT	TIME	NCIC NUMBER	OFFICER I.D.	NUMBER
06/10/2001	1420	9834	13777	

ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE=)

19	9+27	24' 00" Lt	Outer edge of L/R tire friction mark on yellow line.
20	9+29	24' 04" Lt	L/R tire friction mark continues directly over yellow line.
21	9+41	24' 05" Lt	inner edge of L/R tire friction mark parallels N/edge of yellow line.
22	9+41	24' 04" Lt	Start of narrow gouge mark from L/R inner rim flange.
23	9+42	24' 05" Lt	End of narrow gouge mark from L/R inner rim flange.
24	9+49	24' 04" Lt	Start of narrow gouge mark from L/R inner rim flange.
25	9+51	24' 05" Lt	End of narrow gouge mark from L/R inner rim flange.
26	9+51	19' 00" Lt	Start of tire friction mark from L/F tire.
27	9+68	24' 08" Lt	Maximum arc of L/R tire friction mark.
28	9+75	19' 00" Lt	Measurement point on L/F tire friction mark.
29	9+95	24' 08" Lt	Start of narrow gouge mark from L/R outer rim flange.
30	10+00	19' 00" Lt	Measurement point on L/F tire friction mark.
31	10+14	24' 08" Lt	End of narrow gouge mark from L/R outer rim flange.
32	10+15	22' 00" Lt	Start of tire friction mark from R/R tire.
33	10+18	24' 04" Lt	L/R tire friction mark on yellow line. Resume outer rim gouge mark at N/edge of yellow line.
34	10+26	24' 00" Lt	L/R tire friction mark and rim gouge mark continue at S/edge of yellow line.
35	10+30	21' 00" Lt	Measurement point on L/F tire friction mark.
36	10+30	18' 00" Lt	" " " R/R " " "
37	10+50	17'03" Lt	" " " R/R " " "
38	10+50	19' 00" Lt	" " " L/F " " "
39	10+50	22' 00" Lt	" " " L/R TFM and outer rim flange gouge mark.
40	10+70	15' 07" Lt	R/R tire friction mark crosses over L/F tire friction mark.
41	10+70	20' 00" Lt	L/R gouge mark starts to increase in width and depth.

PREPARED BY	I.D. NUMBER	DATE	REVIEWER'S NAME	DATE
TYLER JOHNS	13777	06/10/2001		

01194

STATE OF CALIFORNIA
FACTUAL DIAGRAM

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DATE OF INCIDENT	TIME	NCIC NUMBER	OFFICER I.D.	NUMBER
06/10/2001	1420	9834	13777	

ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE=)

42	10+75	19' 00" Lt	Measurement point on L/R tire friction mark.
43	10+90	12' 00" Lt	Measurement point on L/F tire friction mark.
44	10+90	13' 00" Lt	" " " R/R " " "
45	10+90	18' 00" Lt	" " " L/R TFM and rim gouge mark.
46	11+00	16' 00" Lt	" " " L/R " " "
47	11+02	12' 00" Lt	" " " R/R tire friction mark.
48	11+05	11' 00" Lt	End of R/R tire friction mark.
49	11+10	13' 02" Lt	Start of R/R "gap skid" tire friction mark.
50	11+14	09' 10" Lt	End of R/R "gap skid" tire friction mark.
51	11+19	09' 06" Lt	Start of R/R "gap skid" tire friction mark.
52	11+20	12' 00" Lt	Measurement point on L/R TFM and rim gouge mark.
53	11+24	08' 00" Lt	End of R/R "gap skid" tire friction mark.
54	11+27	07' 05" Lt	Start of R/R "gap skid" tire friction mark.
55	11+30	09' 05" Lt	Measurement point on L/R TFM and rim gouge mark.
56	11+30	00' 00"	L/F tire friction mark crosses S/white edgeline.
57	11+32	06' 04" Lt	End R/R "gap skid" tire friction mark.
58	11+35	05' 10" Lt	Measurement point on R/R tire friction mark.
59	11+59	10' 00" Rt	L/F tire friction mark ends at S/pavement edge. Start of tire furrow in dirt from L/F tire.
60	11+62	00' 00"	R/R tire friction mark crosses S/white edgeline.
61	11+65	00' 00"	L/R " " " " " " "
62	11+85	07' 00" Rt	R/R TFM crosses over L/R TFM.
63	11+95	10' 00" Rt	L/R TFM ends at S/pavement edge. Start of tire furrow in dirt.
64	11+97	10' 00" Rt	R/R TFM ends at S/pavement edge. Start of tire furrow in dirt.
65	12+00	24' 00" Rt	End of tire furrow from L/F tire.
66	12+12	14' 08" Rt	End of tire furrow from L/R and R/R tires.
67	12+32	30' 04" Rt	Impact mark (2' 0" long x 0' 5" wide x 0' 1" deep) in dirt.

01195

PREPARED BY	I.D. NUMBER	DATE	REVIEWER'S NAME	DATE
TYLER JOHNS	13777	06/10/2001		

STATE OF CALIFORNIA
FACTUAL DIAGRAM

CHP 555 Page 4 (Rev. 8-07) OP1042

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DATE OF INCIDENT	TIME	NCIC NUMBER	OFFICER I.D. NUMBER
06/10/2001	1420	9834	13777

ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE =)

68	12+35	38' 00" Rt	Wheel impression (half-circle form) in dirt.
69	12+39	22' 08" Rt	Wheel impression (radial shaped) in dirt.
70	12+48	42' 04" Rt	Wheel impression (radial shaped) in dirt.
71	12+62	43' 00" Rt	Measurement to center area of broken side window glass.
72	12+67	40' 09" Rt	Base of metal pole (paddle marker).
73	12+71	39' 00" Rt	Measurement to center area of broken side window glass (OEM dark tinted glass).
74	12+73	30' 00" Rt	Measurement to N/end of narrow "V" shape impression in sand.
75	12+77	59' 00" Rt	Start of gouge mark in asphalt concrete surface.
76	12+79	60' 00" Rt	End of gouge mark.
77	12+79	46' 00" Rt	Wheel mark (radial shaped) in asphalt concrete surface.
78	13+00	57' 05" Rt	Wheel mark (radial shaped) in asphalt concrete surface.
79	13+49	96' 00" Rt	Measurement to head of deceased person.
80	13+52	99' 00" Rt	Measurement to groin of deceased person.
	14+00	00' 00"	End of station line.

01196

PREPARED BY	I.D. NUMBER	DATE	REVIEWER'S NAME	DATE
TYLER JOHNS	13777	06/10/2001		

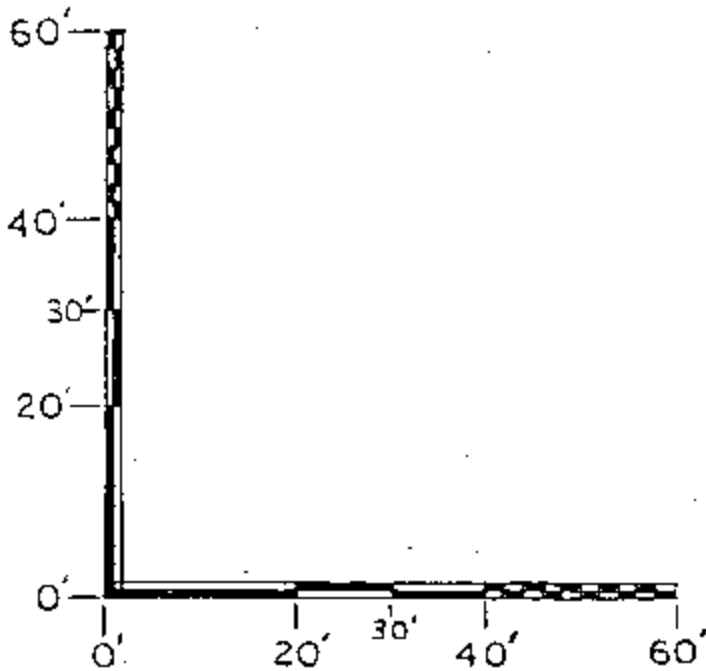
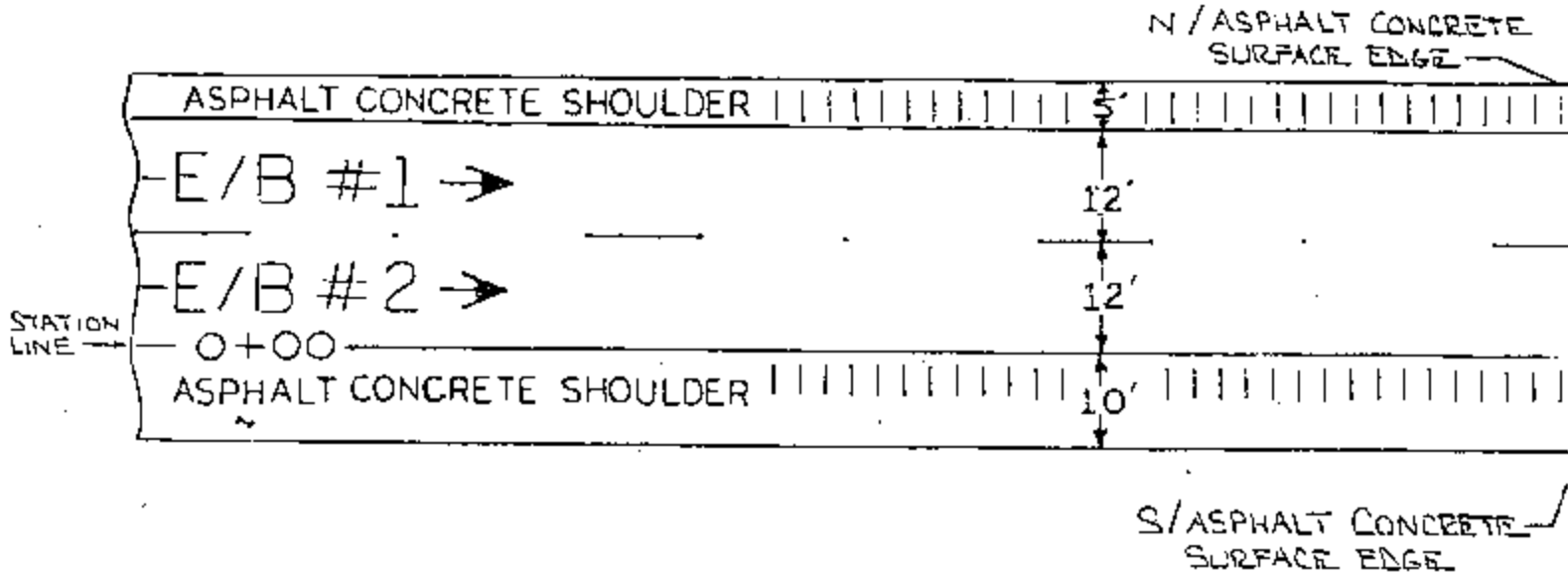
STATE OF CALIFORNIA
FACTUAL DIAGRAM

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DATE OF INCIDENT 06/10/2001	TIME 1420	NCIC NUMBER 9834	OFFICER I.D. 13777	NUMBER
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ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE=)



OPEN

11197

SCALE : 1" = 20'

(REPRODUCTION MAY ALTER SCALE.)

PREPARED BY TYLER JOHNS	I.D. NUMBER 13777	DATE 06/10/2001	REVIEWER'S NAME	DATE
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STATE OF CALIFORNIA
FACTUAL DIAGRAM

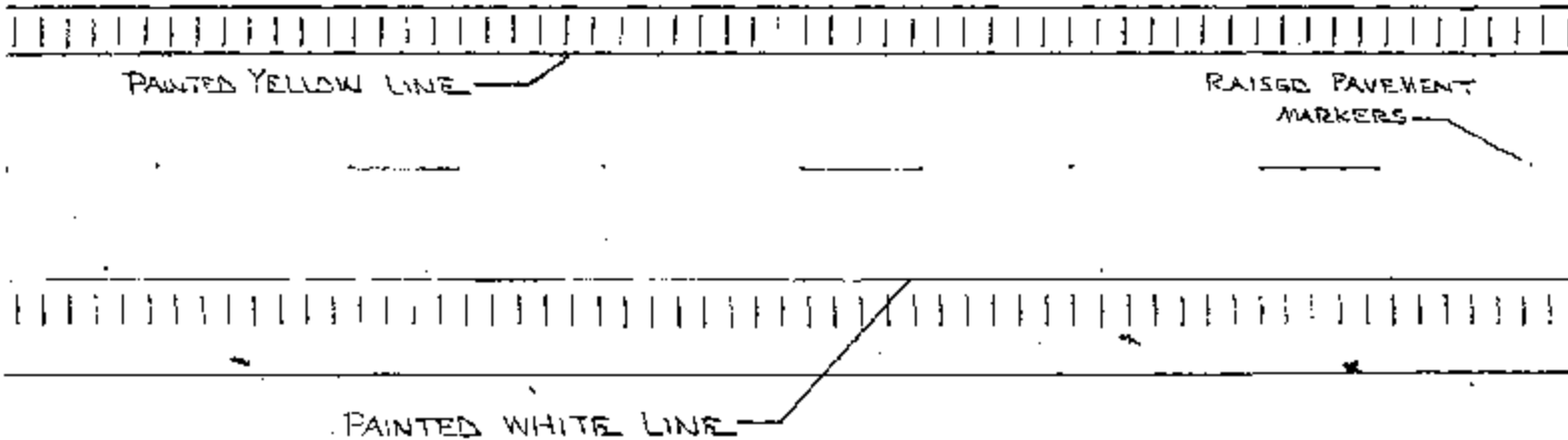
CHP 555 Page 4 (Rev. 8 97) OPT 342

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DATE OF INCIDENT 06/10/2001	TIME 1420	NCIC NUMBER 9834	OFFICER I.D. 13777	NUMBER
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ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE=)

CENTER (DIRT) MEDIAN



DESERT

01198

PREPARED BY TYLER JOHNS	I.D. NUMBER 13777	DATE 06/10/2001	REVIEWER'S NAME	DATE
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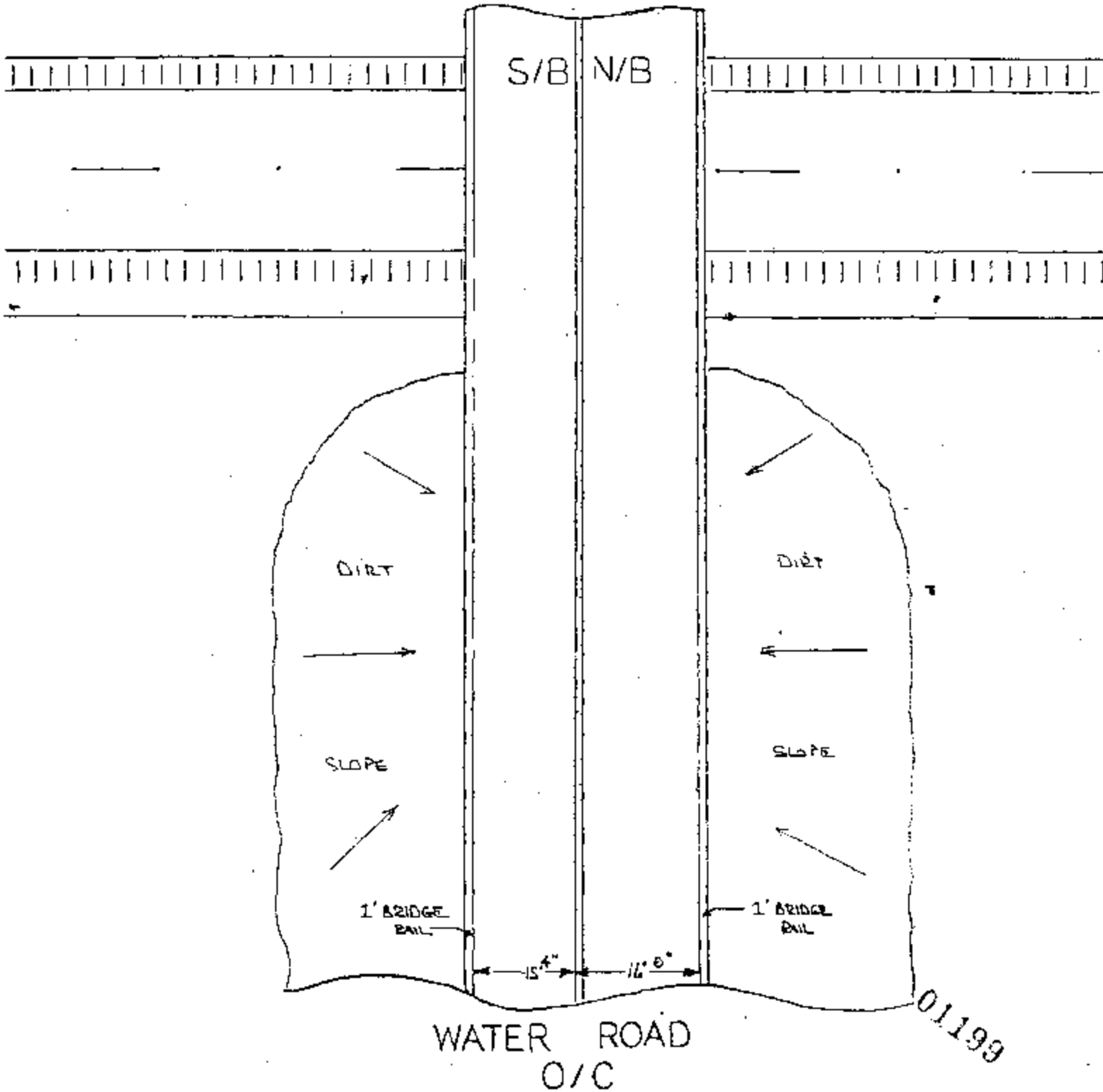
STATE OF CALIFORNIA
FACTUAL DIAGRAM

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DATE OF INCIDENT 06/10/2001	TIME 1420	NCIC NUMBER 9834	OFFICER I.D. 13777	NUMBER
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ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE=)



01199

WATER ROAD
O/C

PREPARED BY TYLER JOHNS	I.D. NUMBER 13777	DATE 06/10/2001	REVIEWER'S NAME	DATE
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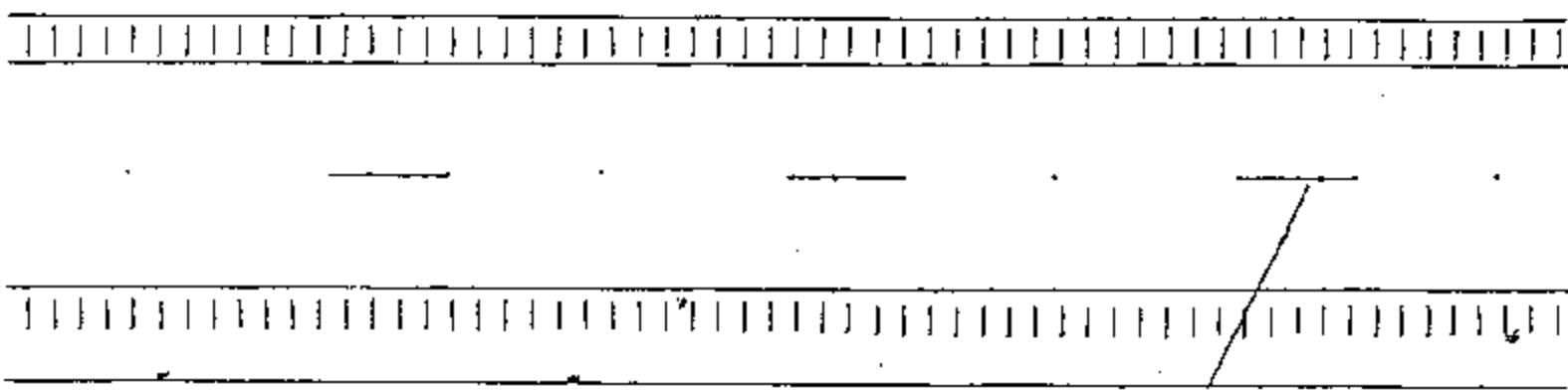
STATE OF CALIFORNIA
FACTUAL DIAGRAM

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DATE OF INCIDENT 06/10/2001	TIME 1420	NCIC NUMBER 9834	OFFICER I.D. 13777	NUMBER
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ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE=)



PAINTED
WHITE
LANE LINE

OPEN

DESERT

01200

PREPARED BY TYLER JOHNS	I.D. NUMBER 13777	DATE 06/10/2001	REVIEWER'S NAME	DATE
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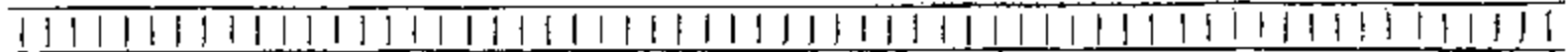
STATE OF CALIFORNIA
FACTUAL DIAGRAM

CHP 535 Page 4 (Rev. 8-97) OPI 032

PAGE 1 OF 120

DATE OF INCIDENT 06/10/2001	TIME 1420	NCIC NUMBER 9834	OFFICER I.D. 13777	NUMBER
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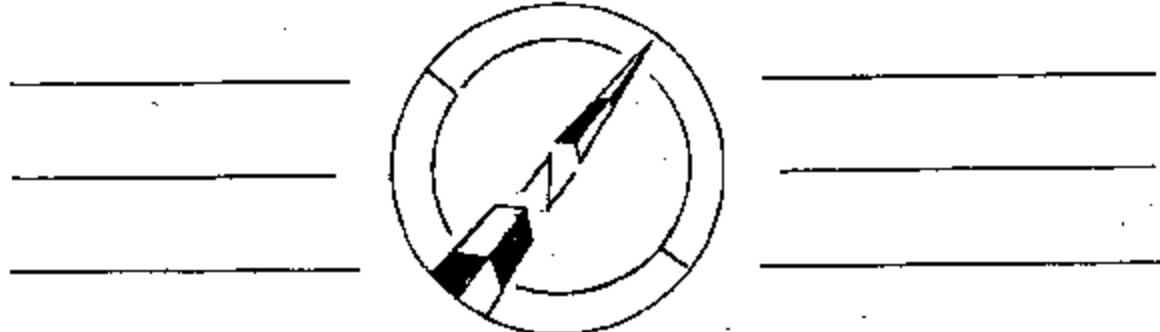
ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE=)



I-40

**E/B LANES
ONLY**

PREPARED BY: M.G. TOLSDORF # 9797



01201

PREPARED BY TYLER JOHNS	I.D. NUMBER 13777	DATE 06/10/2001	REVIEWER'S NAME	DATE
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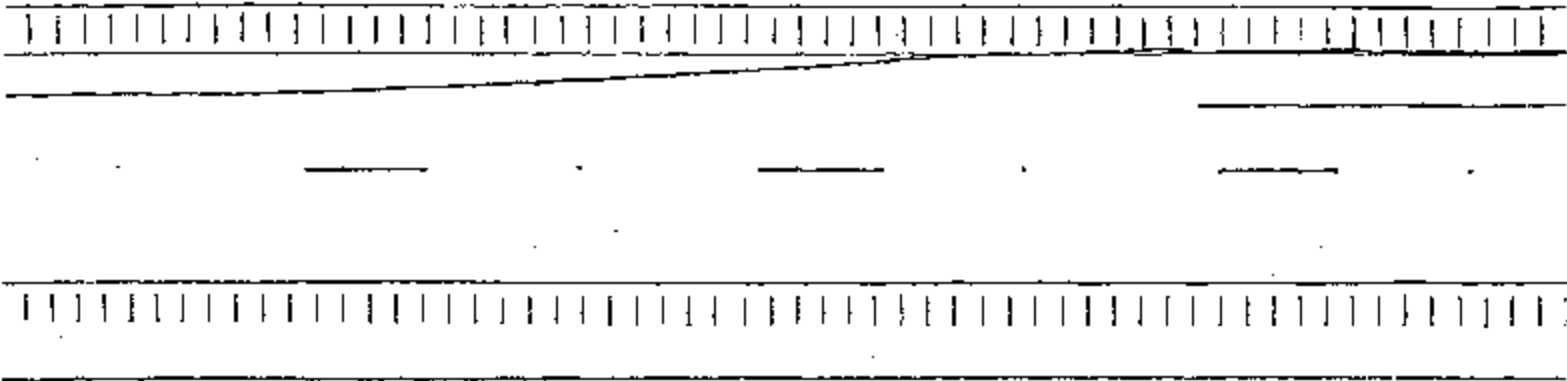
STATE OF CALIFORNIA
FACTUAL DIAGRAM

CHP 555 Page 4 (Rev. 8-97) OP: 042

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DATE OF INCIDENT 06/10/2001	TIME 1420	NCIG NUMBER 9834	OFFICER I.D. 13777	NUMBER
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ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE=)



OPEN

DESERT

01202

PREPARED BY TYLER JOHNS	I.D. NUMBER 13777	DATE 06/10/2001	REVIEWER'S NAME	DATE
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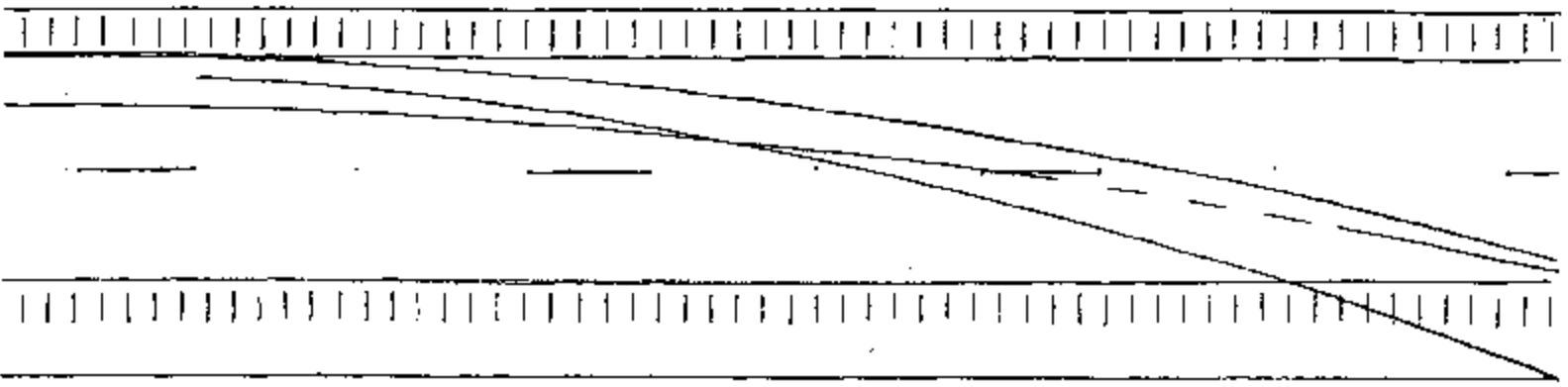
STATE OF CALIFORNIA
FACTUAL DIAGRAM

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DATE OF INCIDENT 06/10/2001	TIME 1420	NCIC NUMBER 9834	OFFICER I.D. 13777	NUMBER
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ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE=)



WATER ROAD —
E/B ON RAMP

01203

PREPARED BY TYLER JOHNS	I.D. NUMBER 13777	DATE 06/10/2001	REVIEWER'S NAME	DATE
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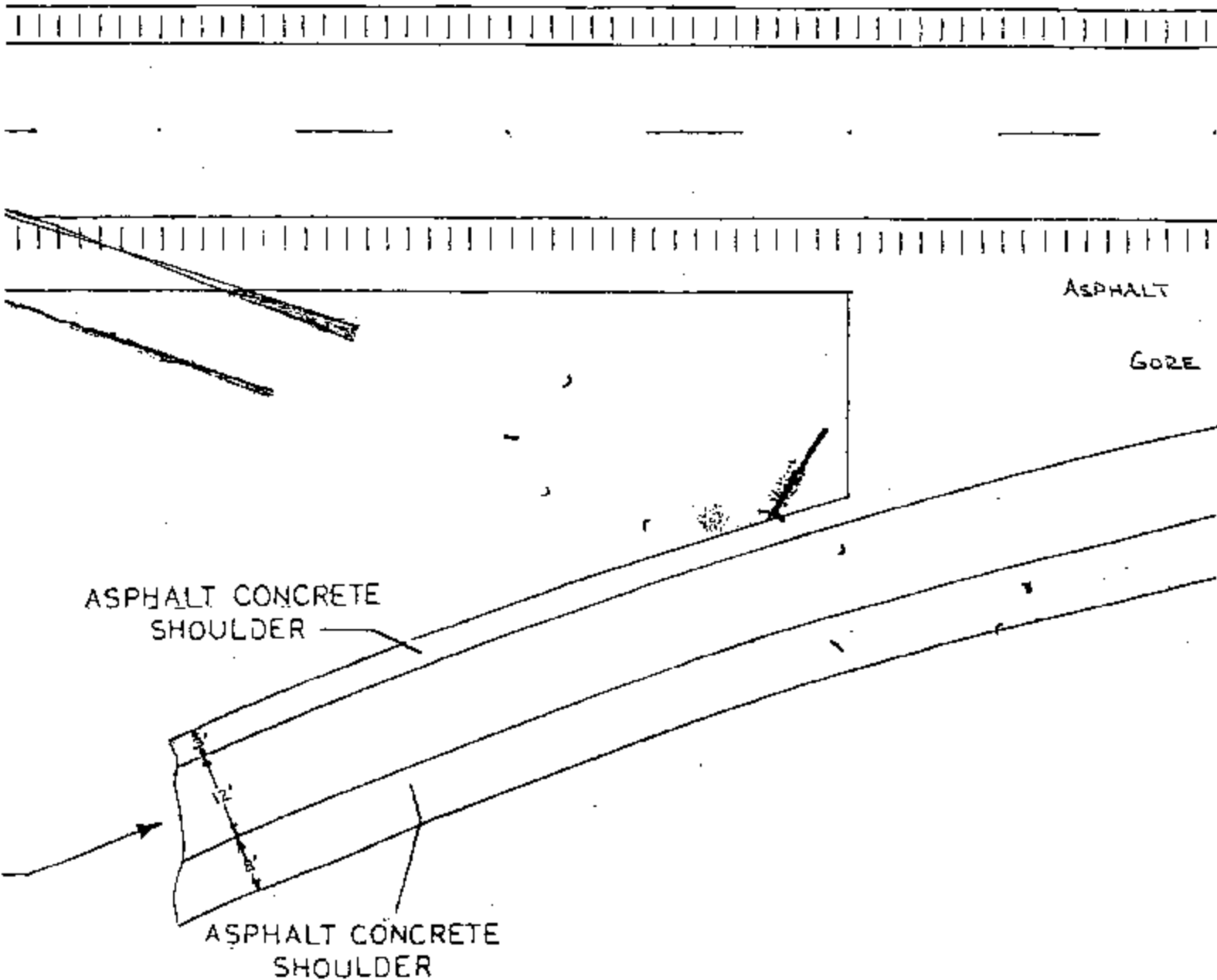
STATE OF CALIFORNIA
FACTUAL DIAGRAM

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DATE OF INCIDENT 06/10/2001	TIME 1420	NCIC NUMBER 9834	OFFICER I.D. 13777	NUMBER
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ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE=)



ASPHALT

GORE

ASPHALT CONCRETE SHOULDER

ASPHALT CONCRETE SHOULDER

12'

01204

PREPARED BY TYLER JOHNS	I.D. NUMBER 13777	DATE 06/10/2001	REVIEWER'S NAME	DATE
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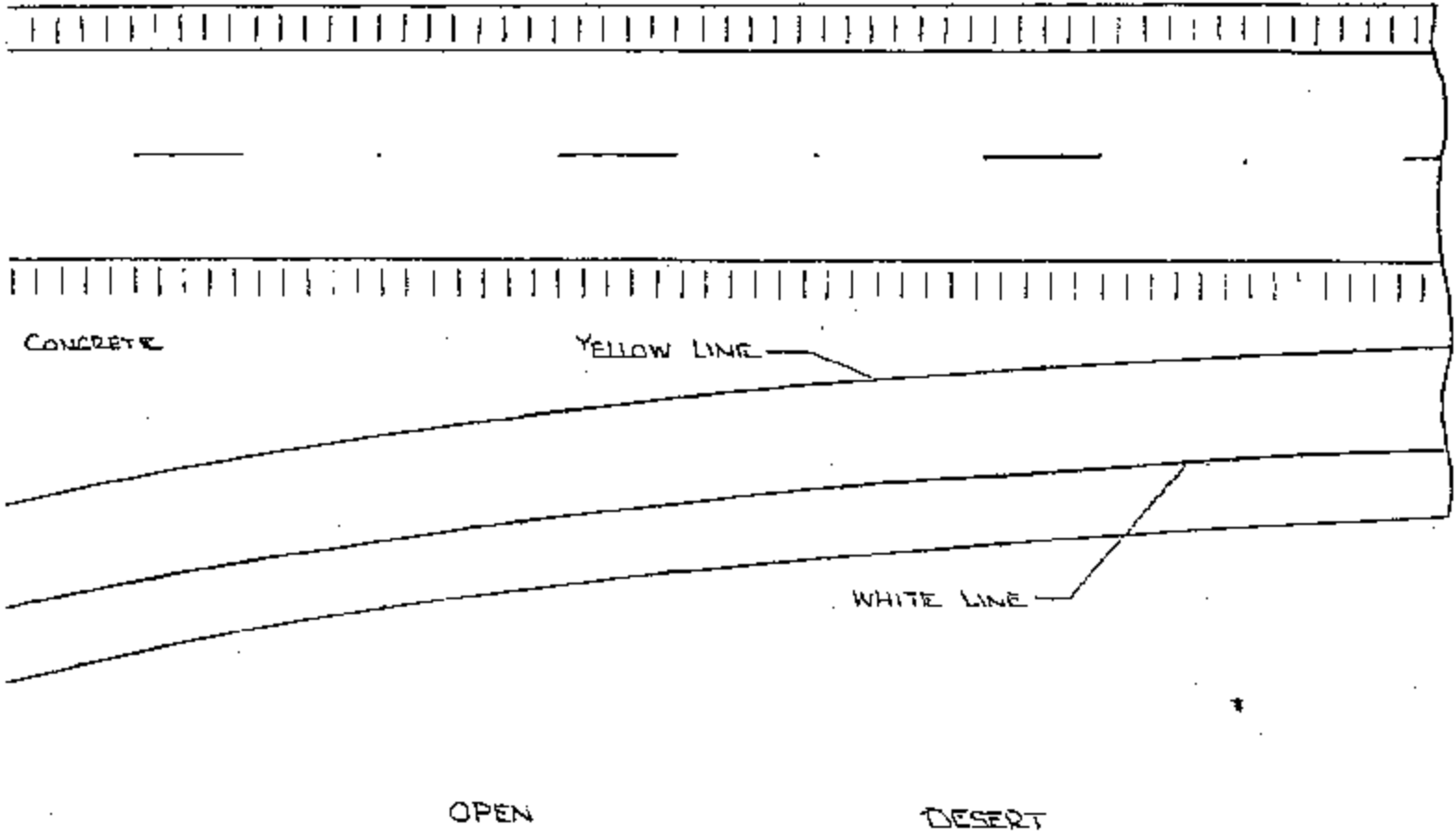
STATE OF CALIFORNIA
FACTUAL DIAGRAM

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PAGE 2 OF 2.0

DATE OF INCIDENT 06/10/2001	TIME 1420	NCIC NUMBER 9834	OFFICER I.D. 13777	NUMBER
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ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE=)



01205

PREPARED BY TYLER JOHNS	I.D. NUMBER 13777	DATE 06/10/2001	REVIEWER'S NAME	DATE
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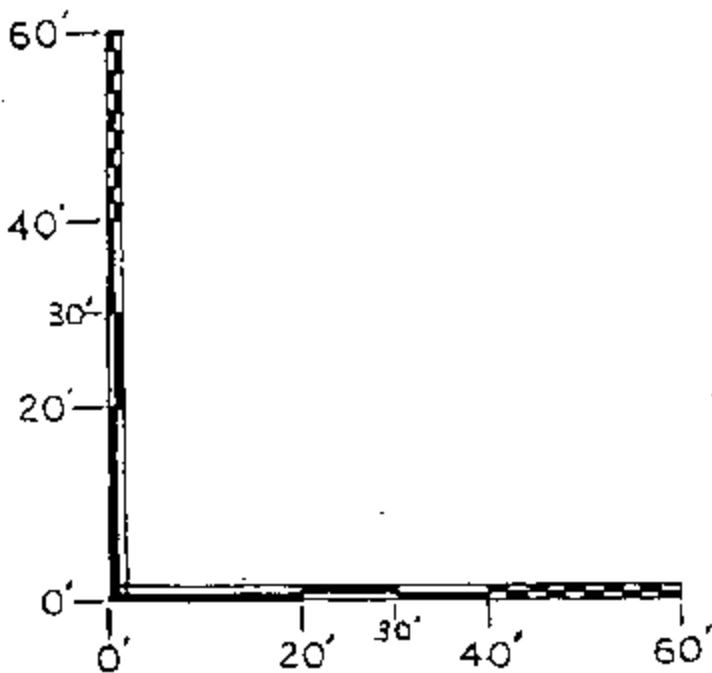
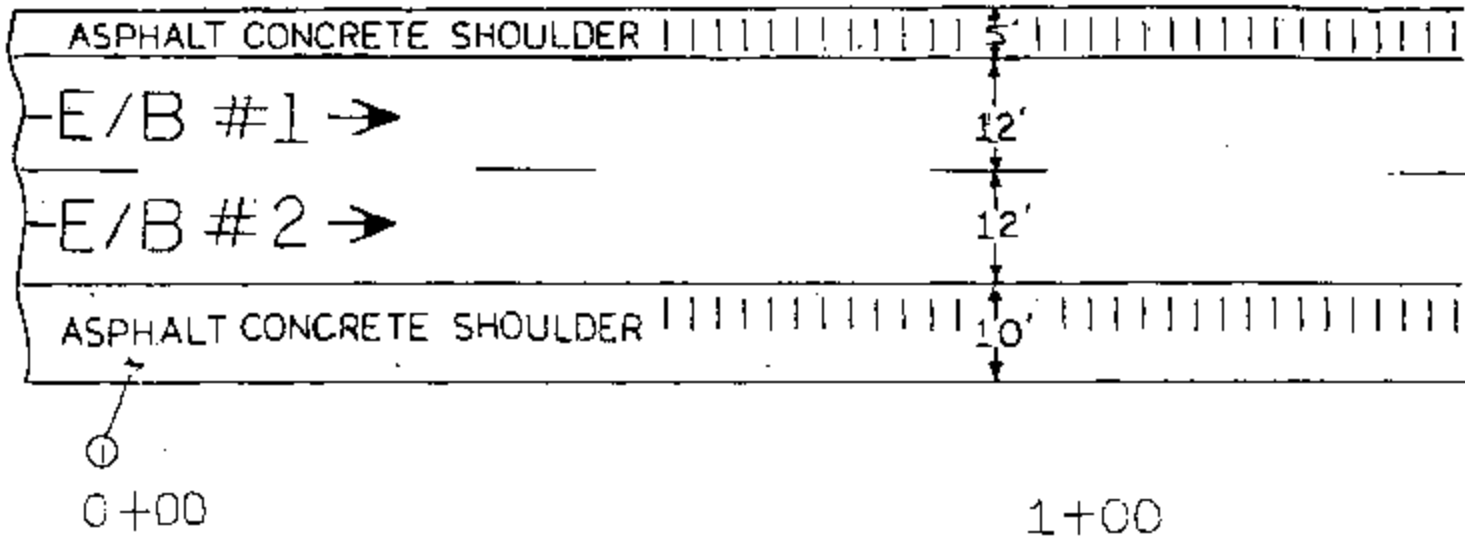
STATE OF CALIFORNIA
FACTUAL DIAGRAM

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DATE OF INCIDENT 06/10/2001	TIME 1420	NCIC NUMBER 9834	OFFICER I.D. 13777	NUMBER
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ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE=)



SCALE : 1" = 20'

01206

PREPARED BY TYLER JOHNS	I.D. NUMBER 13777	DATE 06/10/2001	REVIEWER'S NAME	DATE
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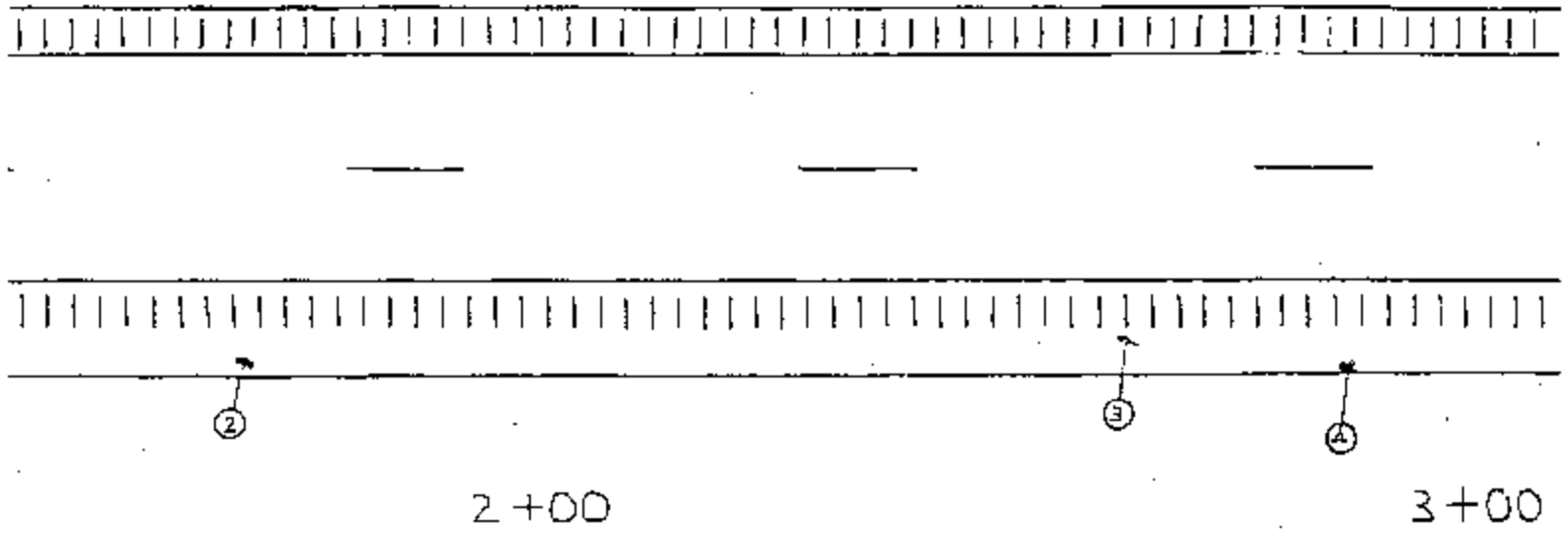
STATE OF CALIFORNIA
FACTUAL DIAGRAM

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DATE OF INCIDENT 06/10/2001	TIME 1420	NCIC NUMBER 9834	OFFICER I.D. 13777	NUMBER
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ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE=)



01207

PREPARED BY TYLER JOHNS	I.D. NUMBER 13777	DATE 06/10/2001	REVIEWER'S NAME	DATE
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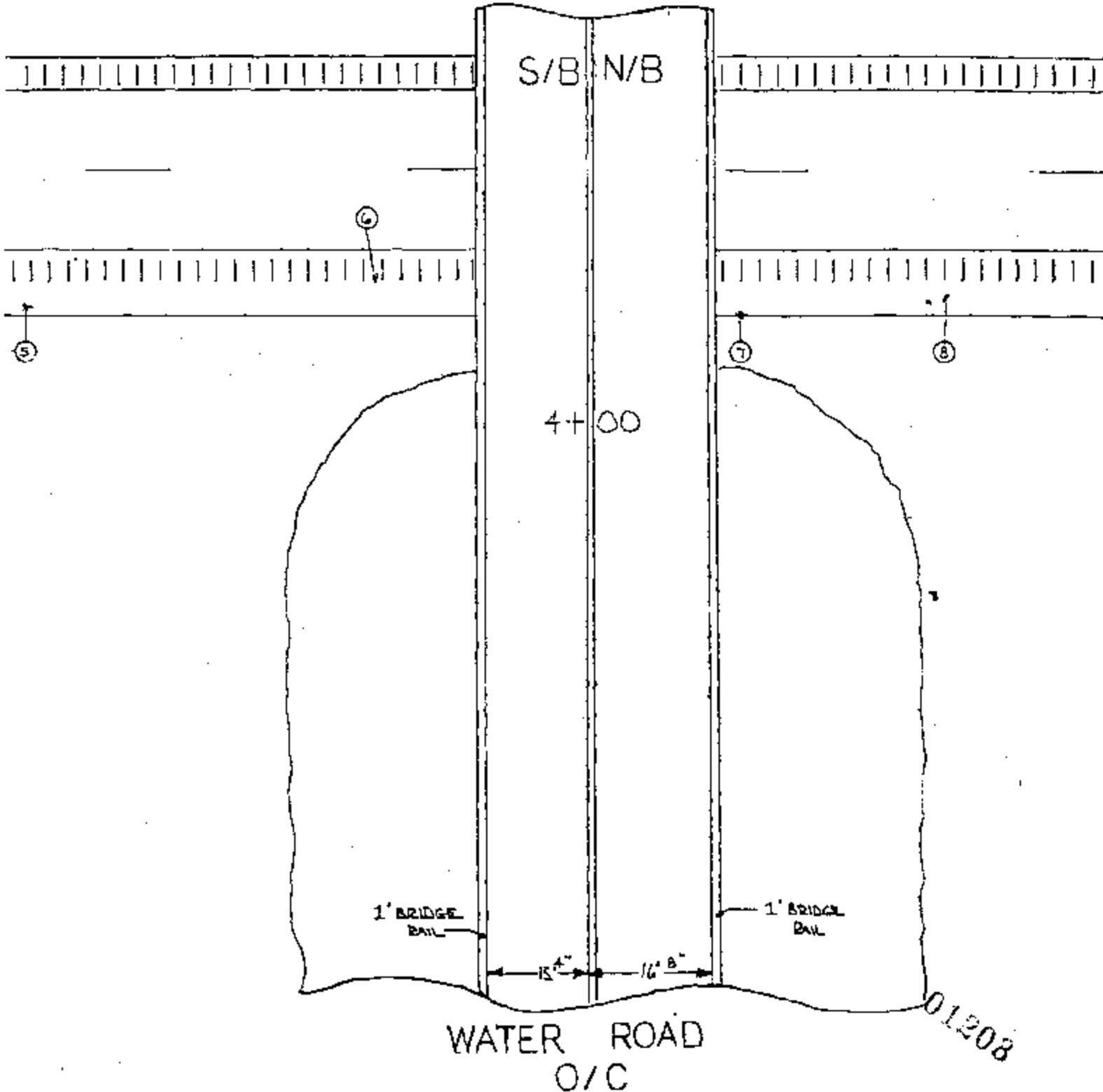
STATE OF CALIFORNIA
FACTUAL DIAGRAM

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DATE OF INCIDENT 06/10/2001	TIME 1420	NCIC NUMBER 9834	OFFICER I.D. 13777	NUMBER
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ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE=)



01208

PREPARED BY TYLER JOHNS	I.D. NUMBER 13777	DATE 06/10/2001	REVIEWER'S NAME	DATE
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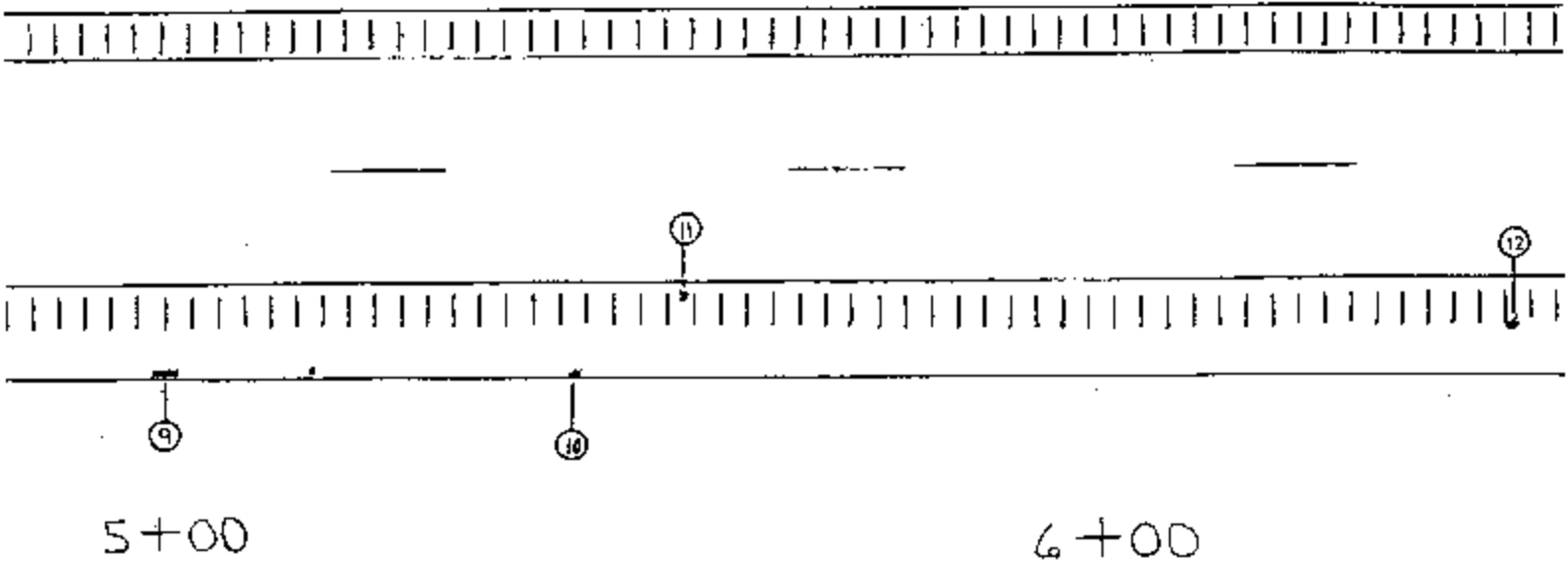
STATE OF CALIFORNIA
FACTUAL DIAGRAM

CHP 553 Page 4 (Rev. 8-27) OPT 242

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DATE OF INCIDENT 06/10/2001	TIME 1420	NCIC NUMBER 9834	OFFICER I.D. 13777	NUMBER
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ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE=)



01209

PREPARED BY TYLER JOHNS	I.D. NUMBER 13777	DATE 06/10/2001	REVIEWER'S NAME	DATE
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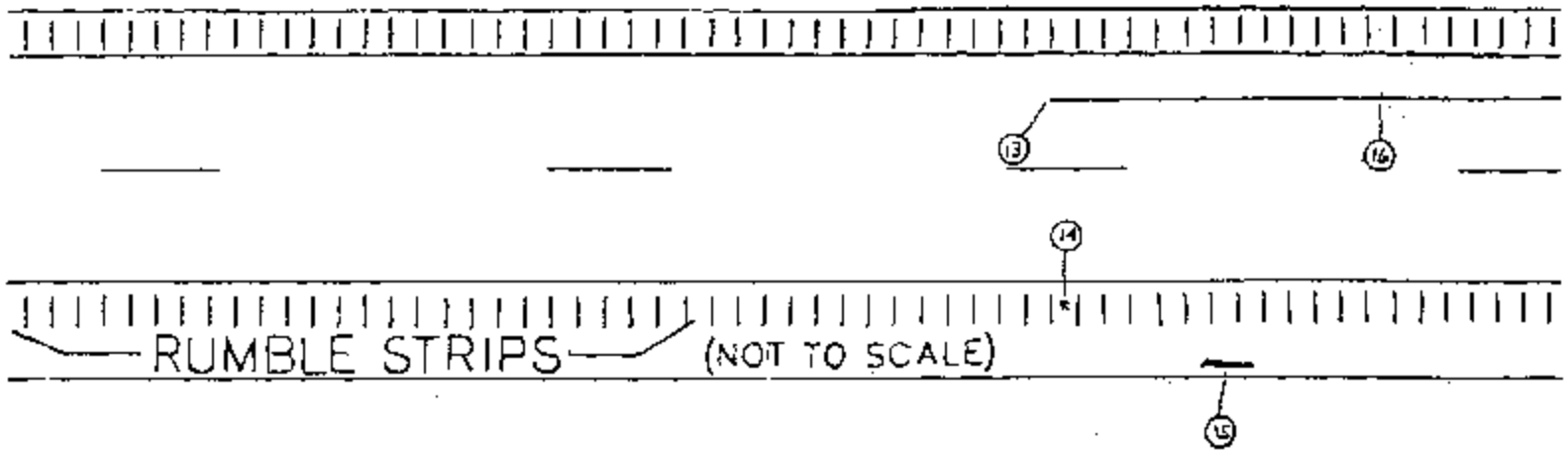
STATE OF CALIFORNIA
FACTUAL DIAGRAM

CHP 555 Page 4 (Rev. 3-97) OPI 042

PAGE 25 OF 120

DATE OF INCIDENT	TIME	NCIC NUMBER	OFFICER I.D.	NUMBER
06/10/2001	1420	9834	13777	

ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE=)



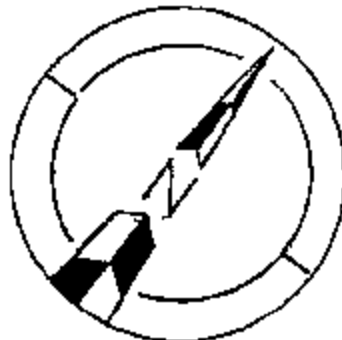
7+00

I-40

8+00

E/B LANES
ONLY

PREPARED BY: M.G. TOLSDORF # 9797



01210

PREPARED BY	I.D. NUMBER	DATE	REVIEWER'S NAME	DATE
TYLER JOHNS	13777	06/10/2001		

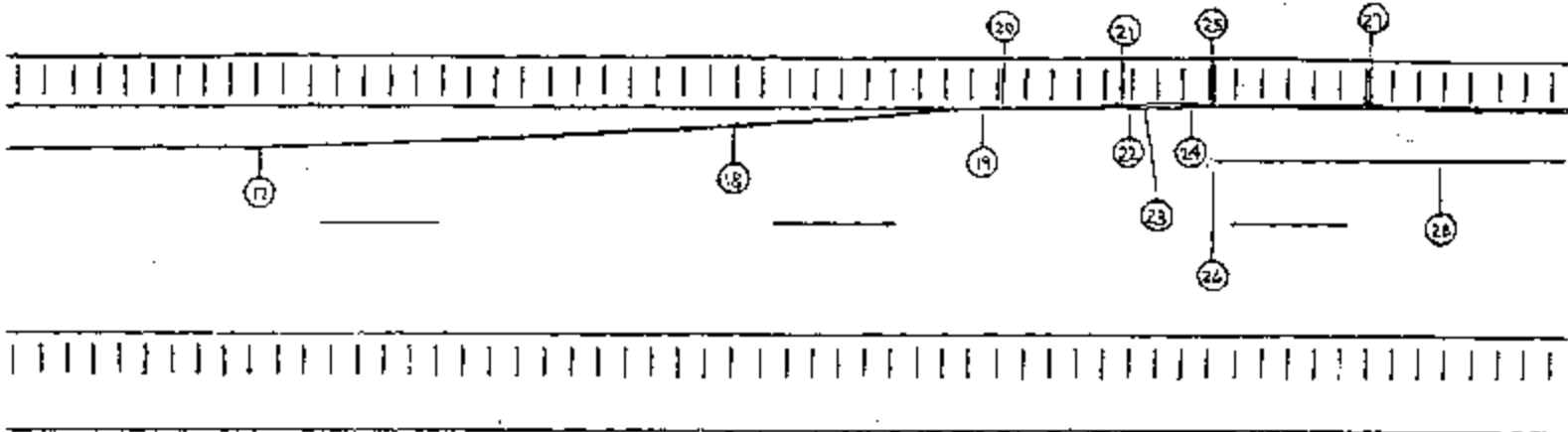
STATE OF CALIFORNIA
FACTUAL DIAGRAM

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DATE OF INCIDENT 06/10/2001	TIME 1420	NCIC NUMBER 9834	OFFICER I.D. 13777	NUMBER
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ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE=)



9+00

01211

PREPARED BY TYLER JOHNS	I.D. NUMBER 13777	DATE 06/10/2001	REVIEWER'S NAME	DATE
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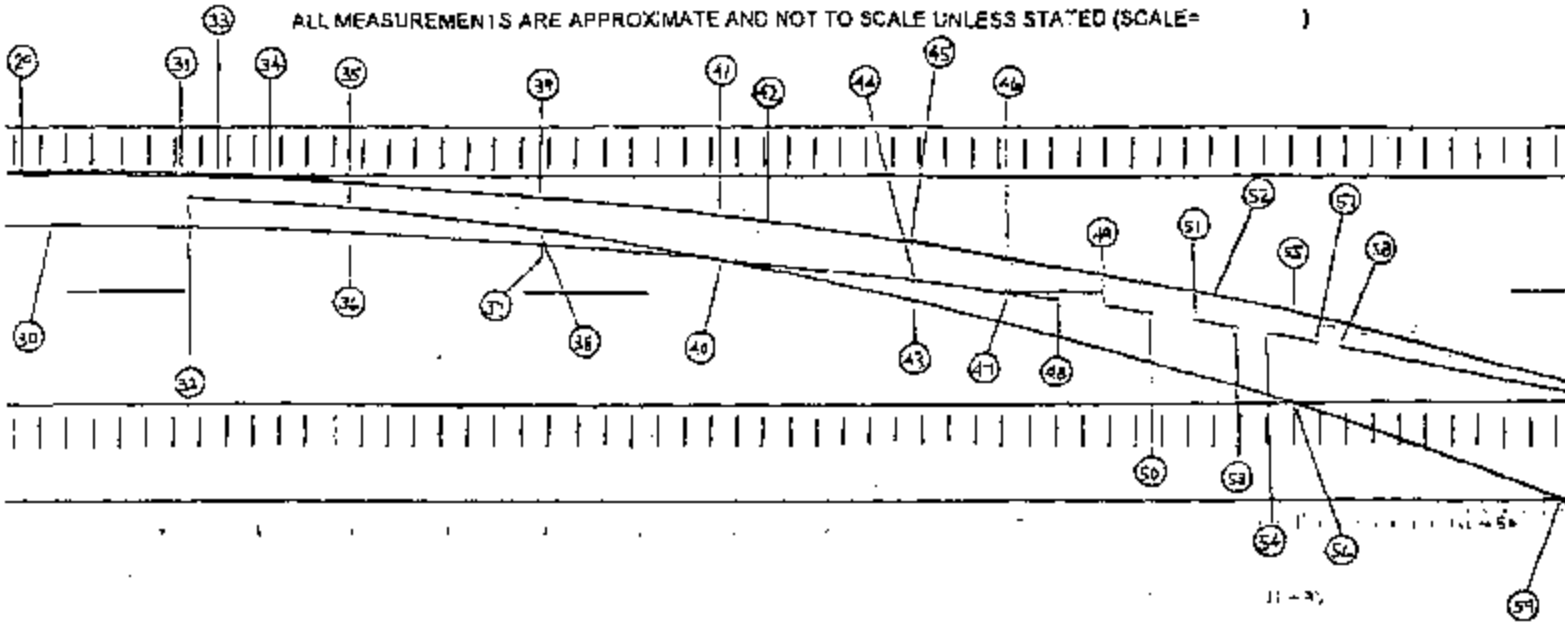
STATE OF CALIFORNIA
FACTUAL DIAGRAM

CHP 555 Page 4 (Rev. 8-97) OP1 042

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DATE OF INCIDENT 06/10/2001	TIME 1420	NCIC NUMBER 9834	OFFICER I.D. 13777	NUMBER
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ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE=)



10+00

11+00

WATER ROAD
E/B ON RAMP

01212

PREPARED BY TYLER JOHNS	I.D. NUMBER 13777	DATE 06/10/2001	REVIEWER'S NAME	DATE
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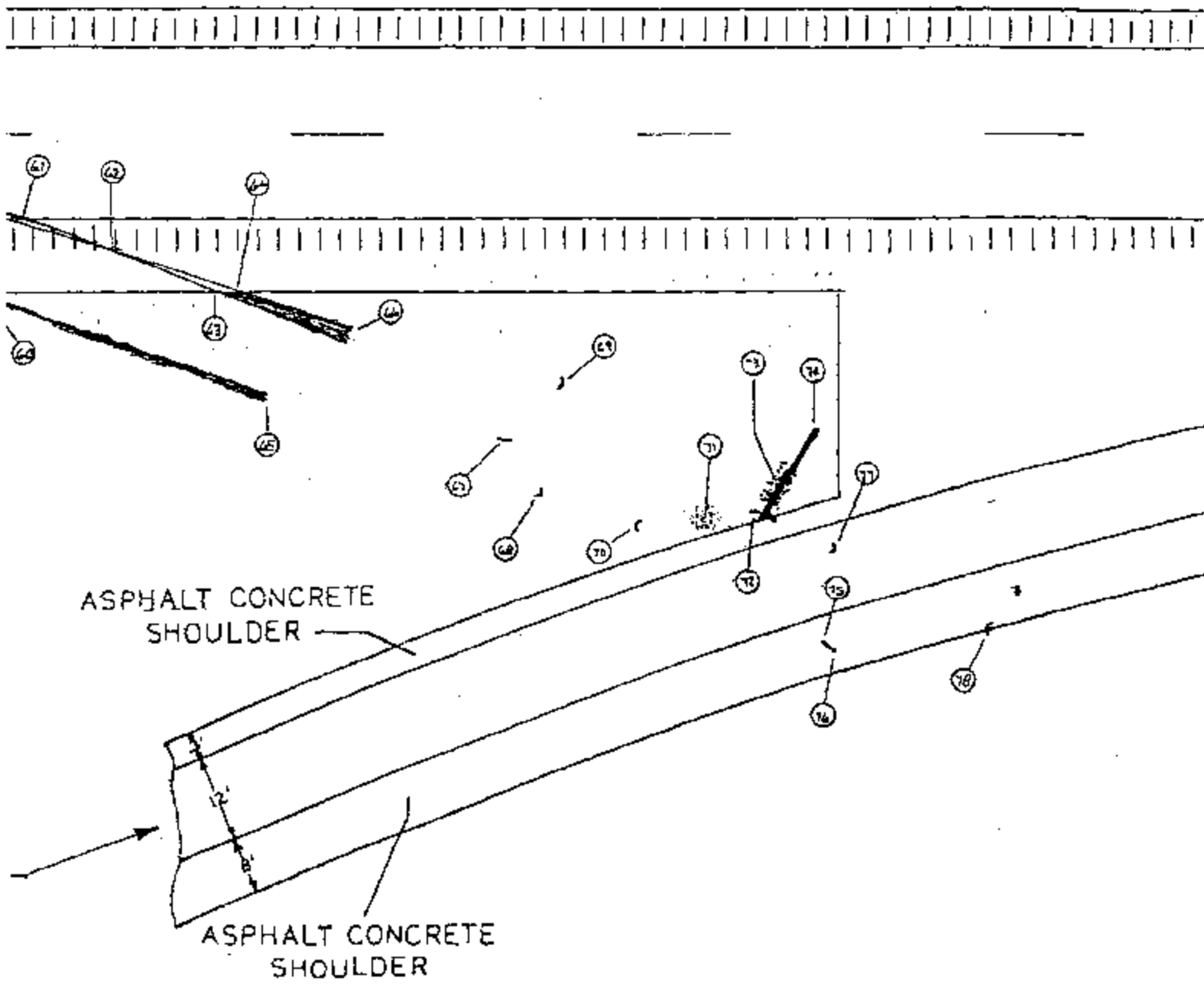
STATE OF CALIFORNIA
FACTUAL DIAGRAM

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DATE OF INCIDENT 06/10/2001	TIME 1420	NCIC NUMBER 9834	OFFICER I.D. 13777	NUMBER
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ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE=)



01213

PREPARED BY TYLER JOHNS	I.D. NUMBER 13777	DATE 06/10/2001	REVIEWER'S NAME	DATE
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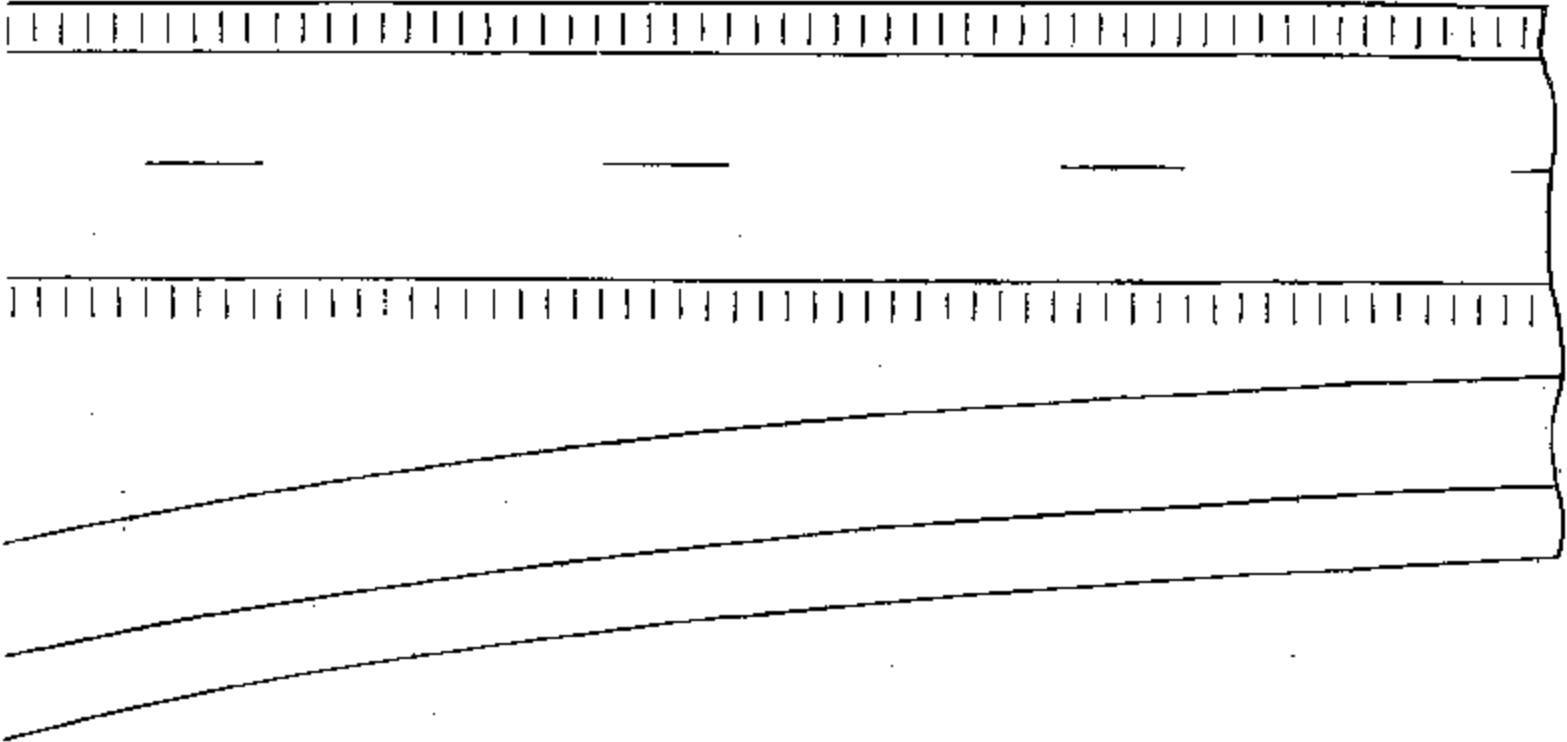
STATE OF CALIFORNIA
FACTUAL DIAGRAM

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DATE OF INCIDENT 06/10/2001	TIME 1420	NCIC NUMBER 9834	OFFICER I.D. 13777	NUMBER
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ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE=)



01214

PREPARED BY TYLER JOHNS	I.D. NUMBER 13777	DATE 06/10/2001	REVIEWER'S NAME	DATE
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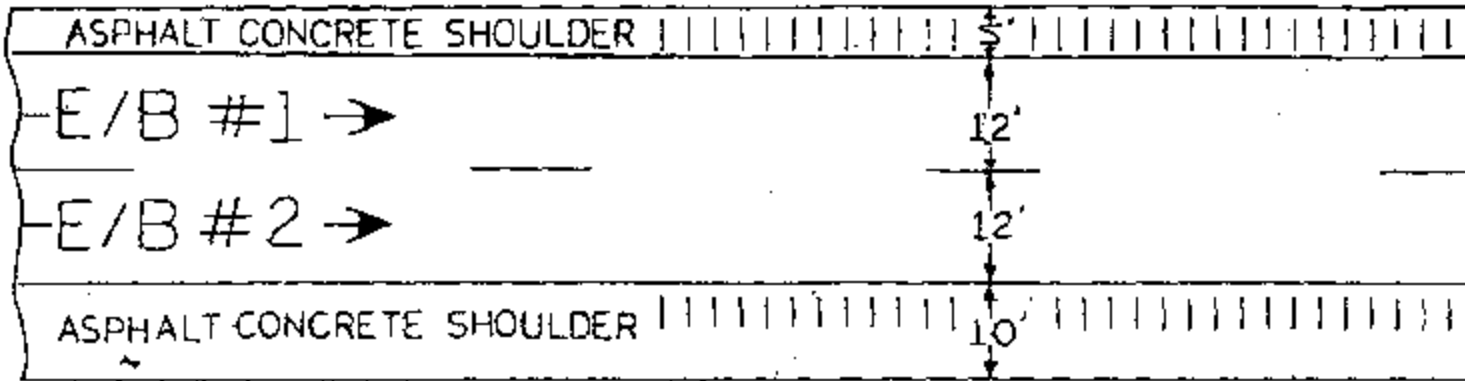
STATE OF CALIFORNIA
FACTUAL DIAGRAM

CHP 555 Page 4 (Rev. 8-97) OPI 042

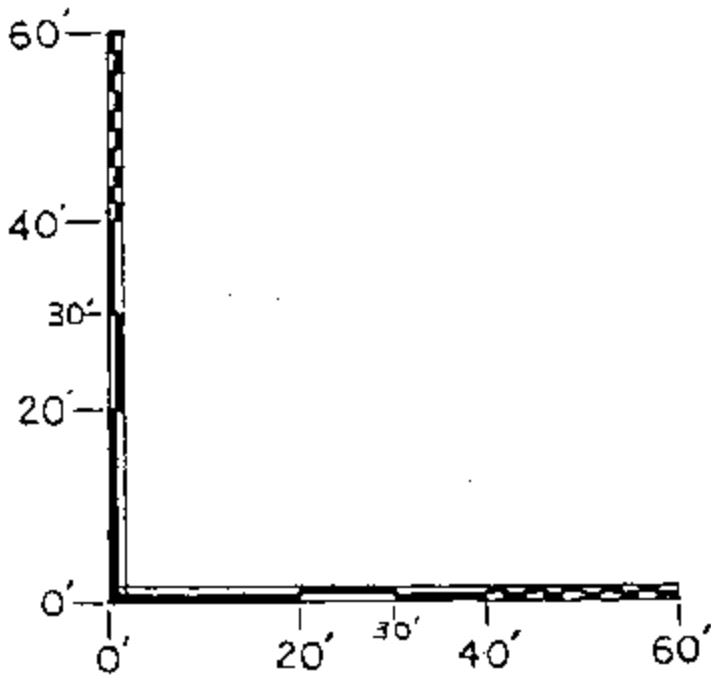
PAGE 30 OF 120

DATE OF INCIDENT 06/10/2001	TIME 1420	NCIC NUMBER 9834	OFFICER I.D. 13777	NUMBER
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ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE=)



0+00



SCALE : 1" = 20'

01215

PREPARED BY TYLER JOHNS	I.D. NUMBER 13777	DATE 06/10/2001	REVIEWER'S NAME	DATE
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STATE OF CALIFORNIA
FACTUAL DIAGRAM

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DATE OF INCIDENT 06/10/2001	TIME 1420	NCIC NUMBER 9834	OFFICER I.D. 13777	NUMBER
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ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE=)



01216

PREPARED BY TYLER JOHNS	I.D. NUMBER 13777	DATE 06/10/2001	REVIEWER'S NAME	DATE
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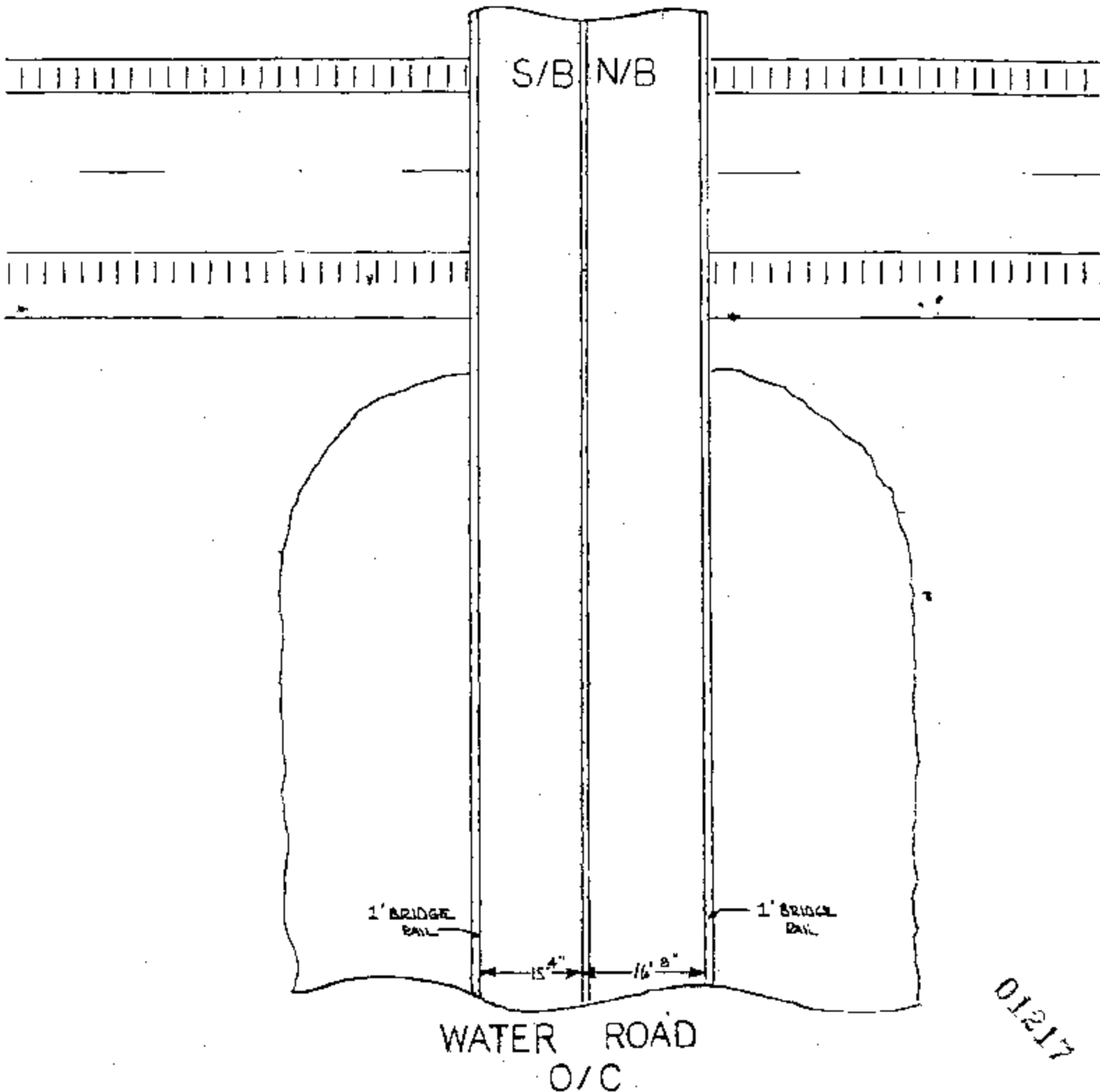
STATE OF CALIFORNIA
FACTUAL DIAGRAM

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DATE OF INCIDENT 06/10/2001	TIME 1420	NCIC NUMBER 9834	OFFICER I.D. 13777	NUMBER
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ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE=)



PREPARED BY TYLER JOHNS	I.D. NUMBER 13777	DATE 06/10/2001	REVIEWER'S NAME	DATE
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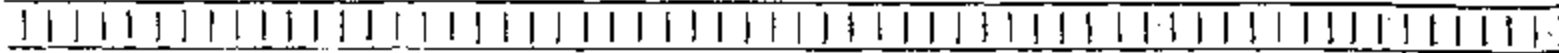
STATE OF CALIFORNIA
FACTUAL DIAGRAM

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DATE OF INCIDENT 06/10/2001	TIME 1420	NCIC NUMBER 9834	OFFICER I.D. 13777	NUMBER
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ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE=)



01218

PREPARED BY TYLER JOHNS	I.D. NUMBER 13777	DATE 06/10/2001	REVIEWER'S NAME	DATE
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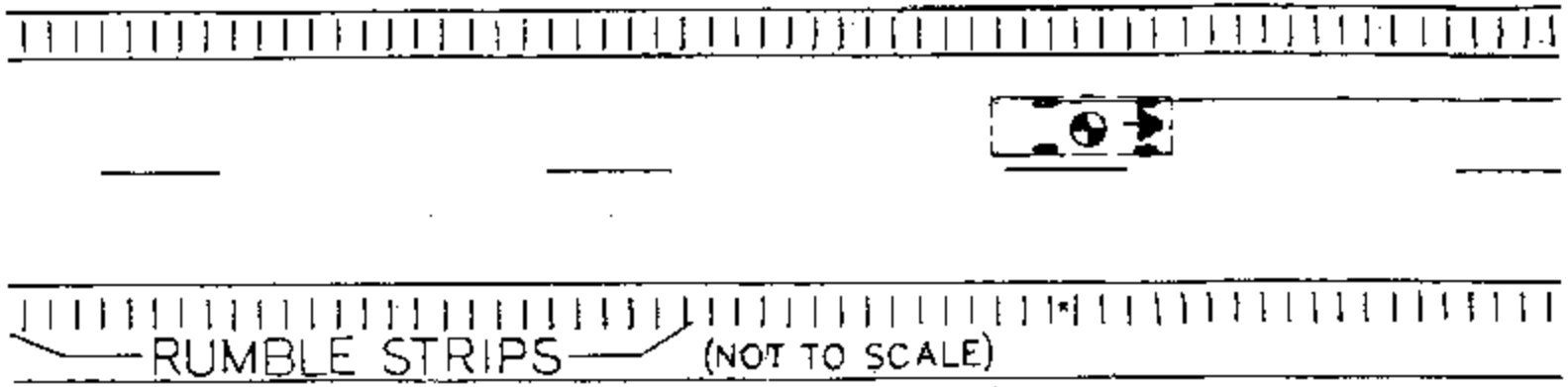
STATE OF CALIFORNIA
FACTUAL DIAGRAM

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DATE OF INCIDENT 06/10/2001	TIME 1420	NCIC NUMBER 9834	OFFICER I.D. 13777	NUMBER
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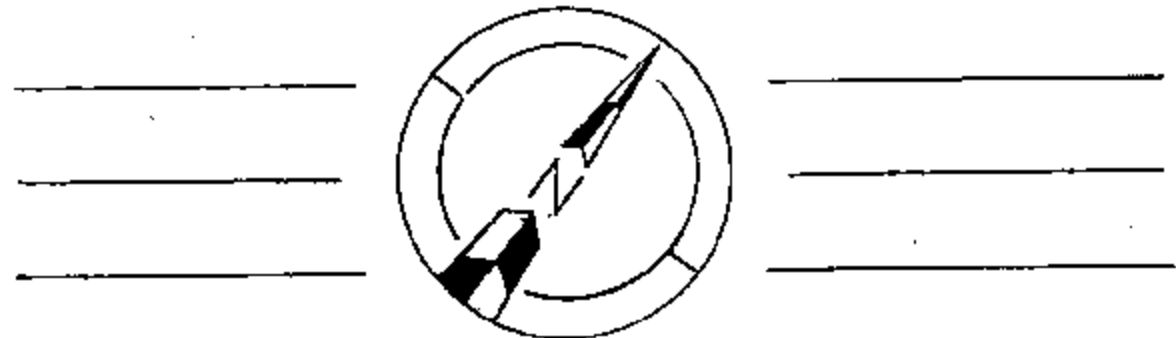
ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE=)



I-40

E/B LANES ONLY

PREPARED BY: M.G. TOLSDORF # 9797



01219

PREPARED BY TYLER JOHNS	I.O. NUMBER 13777	DATE 06/10/2001	REVIEWER'S NAME	DATE
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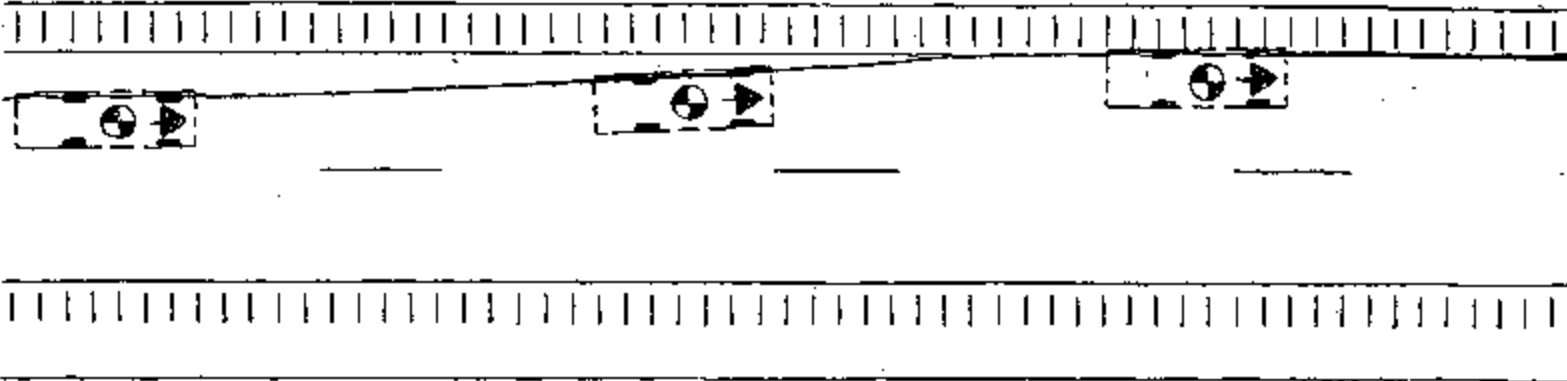
STATE OF CALIFORNIA
FACTUAL DIAGRAM

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DATE OF INCIDENT 06/10/2001	TIME 1420	NCIC NUMBER 9834	OFFICER I.D. 13777	NUMBER
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ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE=)



01220

PREPARED BY TYLER JOHNS	I.D. NUMBER 13777	DATE 06/10/2001	REVIEWER'S NAME	DATE
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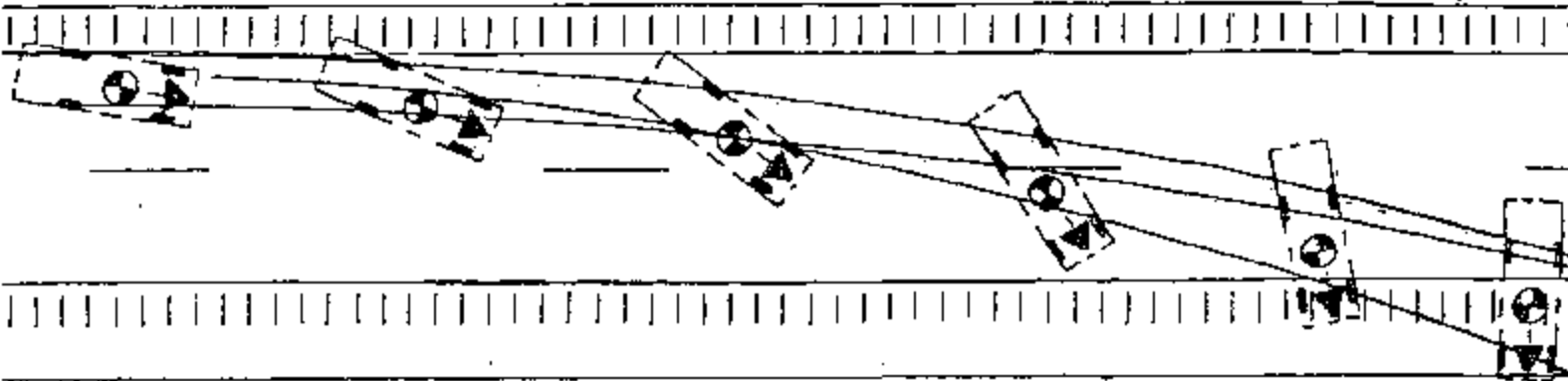
STATE OF CALIFORNIA
FACTUAL DIAGRAM

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DATE OF INCIDENT 06/10/2001	TIME 1420	NCIC NUMBER 9834	OFFICER I.D. 13777	NUMBER
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ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE=)



WATER ROAD
E/B ON RAMP

01221

PREPARED BY TYLER JOHNS	I.D. NUMBER 13777	DATE 06/10/2001	REVIEWER'S NAME	DATE
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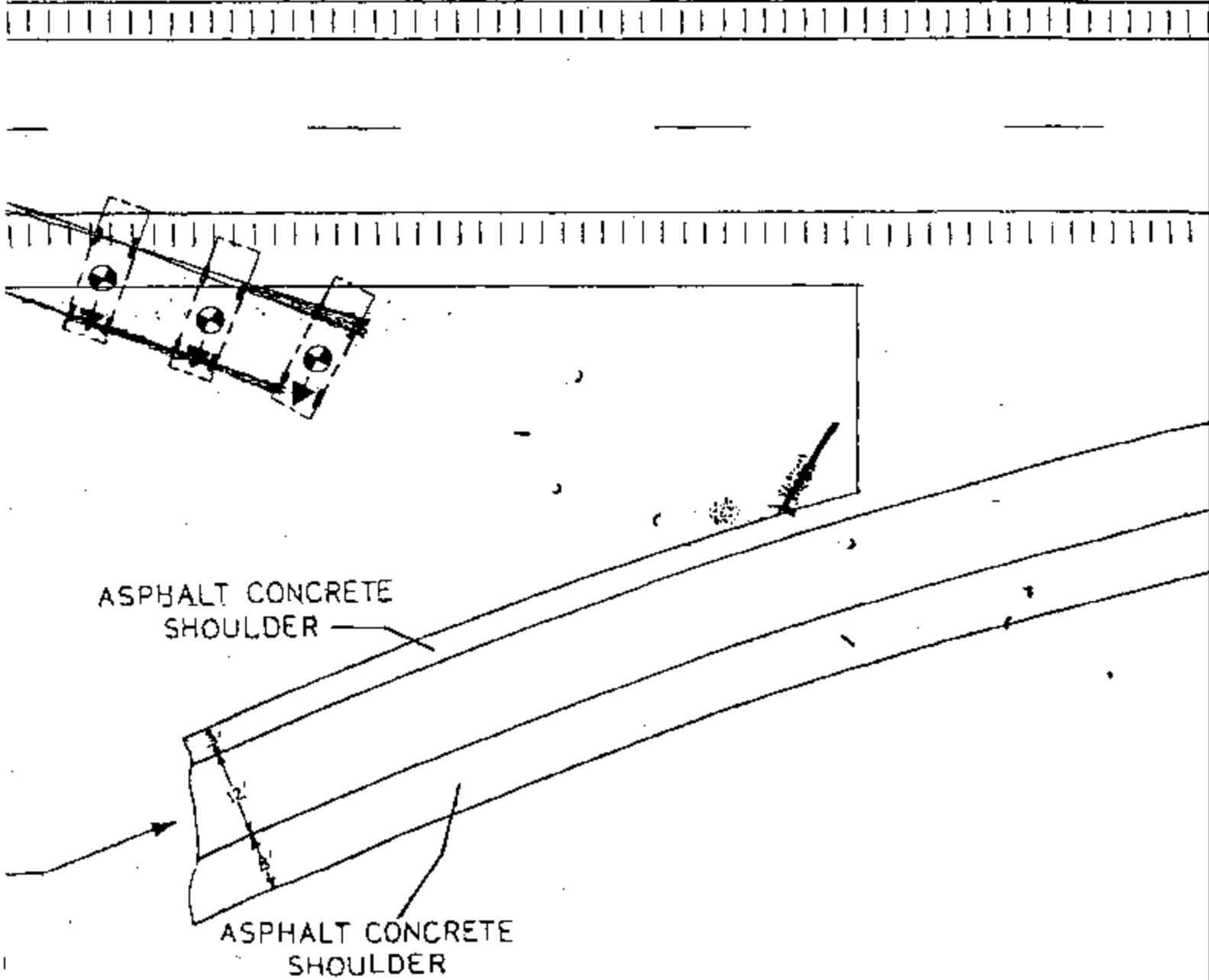
STATE OF CALIFORNIA
FACTUAL DIAGRAM

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DATE OF INCIDENT 06/10/2001	TIME 1420	NCIC NUMBER 9834	OFFICER I.D. 13777	NUMBER
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ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE=)



01222

PREPARED BY TYLER JOHNS	I.D. NUMBER 13777	DATE 06/10/2001	REVIEWER'S NAME	DATE
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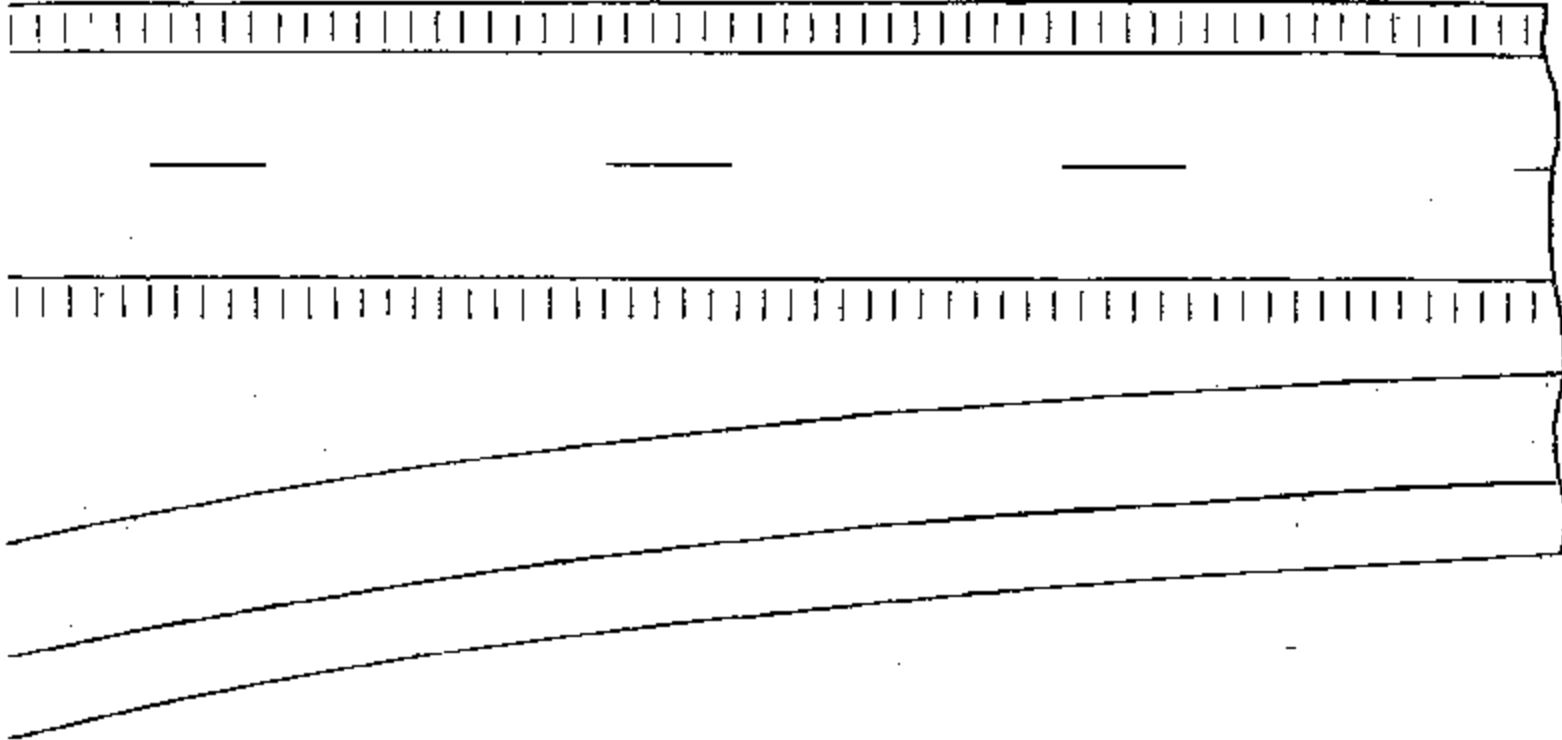
STATE OF CALIFORNIA
FACTUAL DIAGRAM

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DATE OF INCIDENT 06/10/2001	TIME 1420	NCIC NUMBER 9834	OFFICER I.D. 13777	NUMBER
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ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE=)



A

01223

PREPARED BY TYLER JOHNS	I.D. NUMBER 13777	DATE 06/10/2001	REVIEWER'S NAME	DATE
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COLLISION NARRATIVE

Page 39

Report # 01-06-0008
 Interstate 40 at Water Road

06-10-01 / 1420 / 9834 / 13777

1
2 FACTS:3
4 NOTIFICATION:

5
6 On June 10, 2001 at 1426 hours I was notified of a possible fatal collision, eastbound Interstate 40 near
7 Water Road. I responded from the city of Needles and arrived at the scene at 1448 hours.

8
9 All times, speeds and measurements are approximations. The scene of the collision was measured and
10 diagrammed by Officer M. Tolsdorf, #9797.

11
12 The time established for this collision was an estimate based upon the initial call from reporting party #1,
13 Army. The communication log, from Barstow CHP Dispatch, indicated the time of his call was 1426
14 hours.

15
16 The following agencies were notified and assisted with the collision.

17
18 California Highway Patrol, Needles Area. The following officers, from the Needles area, responded and
19 assisted at the scene. Their address is- CHP 1916 J Street, Needles CA 92363. (760)326-2000

20
21 Sergeant B. Weaver #9467

22 Officer T. Johns #13777

23 Officer R. Anderson #11530

24 Officer M. Tolsdorf #9797 (assigned to Parker Dam Resident Post)

25
26 CHP, Inland Division, Multi Disciplinary Accident Investigation Team (MAIT). The following MAIT
27 personnel were contacted on June 11, 2001, and assisted with the investigation. Their address is- 847 East
28 Brier Drive, San Bernardino CA 92408

29
30 Sergeant J. West #9849 (Supervisor)

31 Officer J. Arnsward #11974- Occupant restraint inspection.

32 Motor Carrier Specialist I D. Artinger #A9763- Mechanical inspection.

33
34 San Bernardino County Fire Department. The following personnel, from SBCF, assisted at the scene and
35 provided emergency services. Supervisor Robert Lyons assisted with scene management. Their address and
36 phone number is- 633 Front Street Needles CA 92363
37 (760)326-2833

38
39 Supervisor Robert Lyons

40 Firefighter Gerald Lyons

41 Firefighter Mike Canright

01224

**COLLISION NARRATIVE**

Page 40

Report # 01-06-0008
Interstate 40 at Water Road

06-10-01 / 1420 / 9834 / 13777

1 San Bernardino County Coroners Office. The following personnel, from the coroners office, assisted at the
2 scene and extricated victims. The coroner's office in Needles CA is located at, 1111 Bailey Needles CA
3 92363. (760)326-9200.

4
5 Coroner Don Johnson
6 Personnel from Jensen Carpenter Mortuary
7

8 Baker Ambulance. The following personnel, from Baker Ambulance, assisted at the scene with EMS tasks
9 Their address and phone number is- 908 E. Broadway, Needles CA 92363. (760)326-5299.

10
11 Paramedic/Supervisor Mike Lowenthal
12 EMT Al Rickwalt
13 EMT Charlie Washington
14 EMT Craig Lowden
15

16
17 San Bernardino County Sheriff's Department. Deputy Landavazzo responded to the scene and assisted with
18 scene management. His address is- 1111 Bailey Needles CA 92363. (760)326-9200.

19
20 Guardian Air. The following personnel, from Guardian Air, transported Passenger Frank Weathers from the
21 collision scene to UMC Vegas. Their address and phone number is- PO Box 1905 Flagstaff AZ, 86002.
22 (800) 523-9391.

23
24 Pilot- Brown.
25 Nurse/Paramedic- Kyle Doll.
26 Paramedic- Todd Laflin.
27

28 Flight For Life. The following personnel, from Flight for life, transported passenger Dave Lucas from the
29 collision scene to UMC Vegas. Their address and phone number is- 620 Shadow Lane, Las Vegas NV
30 89102. (702)384-3400.

31
32 Pilot- Jim Clyne
33 Paramedic- Lori McClellan
34 Paramedic- John Nelson
35

36 Mercy Air The following personnel, from Mercy Air, transported passenger R. FriasContreras from the
37 collision scene to UMC Vegas. Their address and phone number is- PO Box 2532, Fontana CA 92334.
38 (800)222-3456.

39
40 Pilot- Chris Woodard
41 Nurse- Judie Seesholtz
42 Paramedic- Pat Foley
43 Trainee- Julie Foulke
44

01225



COLLISION NARRATIVE

Page 41

Report # 01-06-0008

06-10-01 / 1420 / 9834 / 13777

Interstate 40 at Water Road

1 California Highway Patrol, Air Operations (H-80). The following personnel, from Inland Division Air
2 Operations (H-80 helicopter), assisted at the scene. H-80 transported Officer Anderson #11530 above the
3 scene for aerial photographs and scene analysis.

4
5 SCENE:6
7 Roadway description:

8
9 The collision scene was located on eastbound Interstate 40, just east of Water Road. This location is
10 approximately 22 miles west of the city of Needles in a remote area of the Mohave Desert. This location is
11 also an unincorporated area of San Bernardino County

12
13 In this particular area Interstate 40 extends eastward in a true compass direction of northeast. For the
14 purposes of the investigation, true compass directions were disregarded and references to Interstate 40
15 reflect its true designated east-west alignment.

16
17 Interstate-40 is a two way, four lane, east and west, asphalt and concrete surfaced roadway. The westbound
18 and eastbound lanes are separated by a dirt center median.

19
20 The collision occurred in the eastbound lanes, just east of the Water Road overcrossing. The eastbound
21 lanes are bordered by asphalt and concrete mixed shoulders. The roadway is relatively straight, but has a
22 slight downward grade for eastbound traffic. The roadway transitions to an upward grade east of the
23 collision scene. The #2 lane, at the time of the collision, had an asphalt overlay which caused it to be
24 approximately .25 to .50 inches higher than the #1 lane.

25
26 The #1 and #2 lanes are divided by a painted white line, which is broken, and contains raised pavement
27 markers. The #2 lane and south shoulder are separated by a painted solid white line. The #1 lane and north
28 shoulder are separated by a painted yellow line. Each asphalt and concrete mixed shoulder contain a rumble
29 strip along their length. Please refer to attached diagram and legend page for locations and measurements.

30
31 Beyond the north shoulder is the center median which is primarily composed of dirt, small rocks and sand.
32 The center median is hard packed and is slightly lower than the roadway. Throughout the center median
33 there are several desert bushes. In the center median, near the collision scene, there is an unregulated turn-
34 through. The turn-through is of the same composition as the center median, but the portion nearest the
35 eastbound lanes is primarily gravel and hard packed asphalt. Just east of the turn-through there is an asphalt
36 drainage ditch which is approximately 12 inches in depth. The ditch traverses east to west near the center of
37 the median, but ends after approximately 60 feet.

38
39 Beyond the south shoulder is a desert area that is between the eastbound lanes and the eastbound on-ramp
40 from Water Road. This desert area is relatively hardpacked and composed primarily of dirt, small rocks and
41 sand. Throughout this desert area there are several desert bushes. At the east edge of this desert area the
42 eastbound lanes and eastbound on-ramp from Water Road intersect.

43
44 During the collision sequence, V-1 traversed the eastbound on-ramp from Water Road. The on-ramp begins
45 at Water Road, south of Interstate 40, and continues in a curving, northeasterly direction until intersecting



COLLISION NARRATIVE

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Interstate 40 at Water Road

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1 with the eastbound lanes. The on-ramp is primarily composed of an asphalt and concrete mix. Adjacent to
2 the north and south roadway edge are asphalt shoulders, which are composed of an asphalt and concrete
3 mix. The north shoulder is divided from the roadway by a solid yellow painted line. The south shoulder is
4 divided from the roadway by a solid white painted line.

5
6 Beyond the south road edge of the eastbound on-ramp from Water Road is a barb wire fence. The fence
7 parallels the on-ramp and then parallels the eastbound Interstate 40.

8
9 There is an electrical transformer station/complex south of I-40 and south of the Water Road on-ramp.
10 From this location several power lines traverse the desert to the north and south.

11 Weather Conditions:

12
13
14 The Western Climate Center was contacted by telephone on August 15, 2001, at approximately 1100 hours.
15 Climatologist, Jim Ashby, provided the following weather information for the Needles Airport for June 10,
16 2001, at approximately 1400 hours. The information was reported to him by an Automated Weather
17 Observation System located at the airport.

WEATHER LOG Type	Approx. 1400 hours Value
Temperature:	106 degrees Fahrenheit
Dew Point:	34 degrees Fahrenheit
Barometric Pressure:	29.78 inches mercury
Ceiling:	Clear skies
Wind:	From the southwest at 11 knots
Visibility:	10 statute miles (maximum value recorded)

18
19
20 Climatologist, Jim Ashby, provided the following weather information for the Needles Airport for June 10,
21 2001, at approximately 1500 hours. The information was reported to him by an Automated Weather
22 Observation System located at the airport.

WEATHER LOG Type	Approx. 1500 hours Value
Temperature:	108 degrees Fahrenheit
Dew Point:	34 degrees Fahrenheit
Barometric Pressure:	29.1 inches mercury
Ceiling:	Clear skies
Wind:	From the south at 11 knots
Visibility:	10 statute miles (maximum value recorded)

23
24
25 The Needles Airport is located approximately 21 miles east of the collision scene.

26
27 The reported conditions were consistent with those observed at the collision scene by CHP personnel.

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PARTIES:

Party 1 (Driver)(P-1)(Jorge _____) was located at the scene and assisting with injured Marine Corps personnel. P-1 was identified by his valid California driver's license. P-1 was determined to be the driver of V-1 by his statement which indicated he was the driver. He was further established as the driver by passenger statements which indicated he was the driver. P-1 also had an abrasion on his left upper chest and neck area consistent with the use of a left side type 2 shoulder restraint system.

Passenger (Seat Position 3) (Trevor _____), Passenger _____ was being assisted by Marine Corps personnel and emergency personnel. During the collision passenger _____ received several lacerations to his left arm and hand. He also had a laceration to his right upper chest and complaint of pain to his upper back. Passenger _____ was transported from the scene, by Baker Ambulance service, and taken to the Colorado River Medical Center in Needles CA.

Passenger (Seat Position 4) (Michael _____), was located at the scene, south of the south shoulder of the eastbound Water Road on-ramp to I-40. Passenger _____ was west of V-1's point of rest. Passenger _____ sustained an abrasion to his left shoulder, a left elbow contusion, and an abrasion to his upper back. Passenger _____ was transported from the scene, by Mohave Valley Ambulance service, and taken to the Colorado River Medical Center.

Passenger (Seat Position 5)(Jeff _____), was located at the scene, south of the south shoulder of the eastbound Water Road on-ramp to I-40. Passenger _____ was west of V-1's point of rest. Passenger _____ sustained a complaint of pain to his hips and left hand. Passenger _____ was transported from the scene by Baker Ambulance and taken to the Colorado River Medical Center.

Passenger (Seat Position 6)(Dave _____), was located at the scene, south of the south shoulder of the eastbound Water Road on-ramp to I-40. Passenger _____ was located west of V-1's point of rest. He was being attended to by Marine Corps personnel and emergency personnel that had arrived at the scene. Passenger _____ sustained a broken back and laceration to his left leg. He was flown from the scene, by Flight For Life, and taken to Las Vegas, University Medical Center(UMC).

Passenger (Seat Position 7)(Efren Nava _____), was located at the scene, south of the south shoulder of the eastbound Water Road on-ramp to I-40. Passenger _____ was located west of V-1's point of rest. He sustained a complaint of pain to his right shoulder. Passenger Salazar was transported from the scene, by Baker Ambulance, and taken to the Colorado River Medical Center.

Passenger (Seat Position 8)(Jose Almazon _____), was located at the scene, south of the south shoulder of the eastbound Water Road on-ramp to I-40. Passenger _____ was located west of V-1's point of rest. He was being assisted by Marine Corps personnel and emergency personnel. Passenger _____ sustained a right forearm laceration and complaints of pain to his lower back, upper neck, and legs. He was transported from the scene, by Mohave Valley Ambulance service, and taken to the Colorado River Medical Center in Needles CA.

Passenger (Seat Position 9)(Frank V' _____), was located at the scene, south of the south shoulder of the eastbound Water Road on-ramp to I-40. Passenger _____ was located west of V-1's point of rest. He



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1 was being assisted by Marine Corps personnel and emergency personnel that had arrived at the scene.
 2 Passenger sustained multiple lacerations to his face and head, a closed head injury and a C6
 3 vertebrae fracture. Passenger was flown from the scene, by Guardian Air, and taken to the Las
 4 Vegas University Medical Center(UMC).
 5

6 Passenger (Seat Position 10)(Mario), was located at the scene, south of the south shoulder of
 7 the eastbound Water Road on-ramp to I-40. Passenger z was located east of V-1's point of rest
 8 and assisting passenger Armando Avila. Passenger z sustained a small laceration to his tongue and
 9 complaint of pain to his left shoulder. He was transported from the scene, by Baker Ambulance, and taken
 10 to the Colorado River Medical Center in Needles CA.
 11

12 Passenger (Seat Position 11)(Robert), was located at the scene, south of the south
 13 shoulder of the eastbound Water Road on-ramp to I-40. Passenger was located west of V-
 14 1's point of rest. He was being assisted by Marine Corps personnel and emergency personnel that had
 15 arrived at the scene. During the collision he sustained a laceration to his right arm and contusion to his head.
 16 Passenger as was flown from the scene, by AirLife 7, and taken to the Las Vegas University
 17 Medical Center(UMC)
 18

19 Passenger (Seat Position 12) (Armando), was located at the scene, south of the south shoulder of
 20 eastbound I-40. Passenger was located several feet east, of the point of rest, of V-1(Ford). Passenger
 21 was being assisted by passenger Bermudez. Passenger sustained severe trauma and succumbed
 22 to his injuries at the scene. The time of death was determined to be 1430 hours, which was determined by
 23 San Bernardino County Coroner, Don Johnson. Passenger was transported from the scene by Jensens
 24 Carpenter Mortuary, with the assistance of Don Johnson, and taken to the city of Needles.
 25

26 Passenger (Seat Position 13)(Bennino), was located at the scene, south of the south shoulder of
 27 the eastbound Water Road on-ramp to I-40. Passenger was located west of V-1's point of rest.
 28 Passenger sustained an abrasion to his left back, contusion to his chin, and abrasion to his right
 29 knee. He was transported from the scene, by Baker Ambulance, and taken to the Colorado River Medical
 30 Center in Needles CA.
 31

32 Passenger (Seat Position 14)(Augustin /), was located at the scene, south of the south shoulder of
 33 the eastbound Water Road on-ramp to I-40. Passenger sustained contusions to his upper back,
 34 neck and a laceration near his left eye. He was transported from the scene, by Baker Ambulance, and taken
 35 to the Colorado River Medical Center in Needles CA.
 36

37 Passenger (Seat Position 16) (Michael), was located at the scene, but was trapped in the rear of
 38 V-1(Ford). Passenger sustained severe head trauma and succumbed to his injuries at the scene.
 39 The time of death was determined to be 1420 hours, which was determined by San Bernardino County
 40 Coroner, Don Johnson. Passenger was transported from the scene by Jensens Carpenter Mortuary,
 41 with the assistance of Don Johnson, and taken to the city of Needles.
 42

43 Vehicle 1 (V-1) was located on its wheels and facing a southerly direction. Initially V-1 came to a
 44 rest on its right side, but the passengers and several good Samaritans lifted V-1 to its wheels. V-1 sustained
 45 total rollover damage with the majority of the damage on the right side and roof. On the right side of the

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1 vehicle, where the roof and side meet, there was significant intrusion downward and inward into the
2 passenger compartment. There did not appear to be evidence of occupant restraint failure.

3
4 A seatbelt inspection was conducted by Inland Division MAIT, at the Active Towing storage yard, located
5 at 1801 Eagle Pass Road in Needles, CA. Please refer to their attached report for details of that inspection.

6
7 A mechanical inspection was conducted by Inland Division MAIT, at the Active Towing storage yard,
8 located at 1801 Eagle Pass Road in Needles, CA. Please refer to their attached report for details of that
9 inspection.

10

11 **Damage Assessment:**

12

13 Vehicle : (V-1)(Ford)

14

15 Description:

16

17	Year	-	1996
18	Make	-	Ford
19	Model	-	Club Wagon
20	Manufacture Date	-	April 1996
21	License Number	-	G4362391 Govt
22	Vehicle Identification Number	-	1fbjs31h4thb22665
23	Type of Vehicle	-	Bus- not school bus
24	Transmission	-	Automatic
25	Color	-	Grey
26	Odometer	-	Digital 60746.8

27

28 Dimensions:

29

30 Right Side:

31

32	Overall Length	-	19'0"
33	Wheelbase	-	11'7"
34	Front Overhang	-	2'2"
35	Rear Overhang	-	5'3"

36

37 Left Side:

38

39	Overall Length	-	18'8"
40	Wheelbase	-	11'0"
41	Front Overhang	-	2'10"
42	Rear Overhang	-	5'3"

43 Front:

44

45	Width	-	6'0"
----	-------	---	------

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1 Track - 4'8"
 2 Footprint - 0'8"
 3
 4 Rear:
 5
 6 Width - 5'1"
 7 Track - 5'4"
 8 Footprint - 0'8"
 9

10 Federal Sticker Information (L/F Door):

11
 12 Ford Club Wagon
 13 Manufactured Date - 04/96
 14 GVWR - 9100 lbs
 15 Front GAWR - 3400 lbs
 16 (with LT 245/75R16 E)(55 PSI cold)
 17 Rear GAWR - 6084 lbs
 18 (with LT 245/75R16 E)(80 PSI cold)
 19

20 Registered Owner:21
22 US Government23 Vehicle Damage:24
25
26 Vehicle #1 was inspected on June 11, 2001, at approximately 1600 hours. The inspection was conducted at
27 the Active Towing Impound Yard located at 1801 Eagle Pass Rd, Needles CA. (760)326-4068.28
29 Overview:30
31 This vehicle sustained multiple impacts to the roof, rear and both sides. There was a significant impact to
32 the right roof and upper right side which caused significant intrusion into the right side of the passenger
33 compartment. This major impact to the roof had a principal direction of force from top to bottom and right
34 to left.35
36 Front37
38 The headlights and turn signals were intact. The bumper was slightly dislodged and was slightly lower on
39 the right than the left. The windshield was shattered and only a small portion, on the left side, was still
40 attached. The engine hood was dislodged slightly upward on the right side. The hood, in the approximate
41 middle at the base of the windshield was induced upward. On the right side of the engine hood there were
42 several metal scratches that led from the right rear to the middle front.43
44 Right Side:
45

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- 1 The right front fender sustained contact damage along its top near the engine hood. At this location and
2 then leading from top to bottom, approximately 12", the metal was buckled inward approximately 1/2 inch.
3 Along the buckled metal portion there were several vertical scratches that led slightly rearward to the top
4 edge.
5
- 6 The A pillar sustained contact damage and was displaced inward, downward and rearward into the
7 passenger compartment. There were several scrapes along the A pillar and the metal was buckled in several
8 places.
9
- 10 The right front door, at its leading edge, was pushed inward at the top and induced outward at its bottom.
11 The right mirror assembly and mirror were missing. The door, near the base of the window, was buckled
12 slightly inward. The window frame, at the top, sustained contact damage. The window frame, at the top,
13 was displaced inward and downward into the passenger compartment. Along the window frame there were
14 several vertical scrapes. The window was shattered and missing.
15
- 16 The B pillar was displaced inward and downward towards the passenger compartment. There were several
17 scrapes along the B pillar.
18
- 19 The right middle door, at its approximate middle, sustained contact damage. At this area, the metal was
20 buckled inward approximately 1 inch. This area of damage was approximately 1.5 feet by 1.5 feet. At the
21 bottom of the door there were several vertical scrapes approximately 1 foot in length. The window frame, at
22 its top, was displaced inward and downward into the passenger compartment. At the trailing edge of the
23 window frame there were several scrapes approximately 1 to 2 inches in length. Several of the scratches
24 were vertical and some were horizontal. The leading edge of the door frame was buckled at its middle and
25 also had several scrapes. The top of the door frame was also scraped. The scrapes, at the top of the door
26 frame led slightly rearward from the top to the bottom. The window was shattered and missing.
27
- 28 The C pillar was displaced inward and downward towards the passenger compartment. There were several
29 scrapes along the C pillar.
30
- 31 The right rear door, at its approximate middle, sustained contact damage. At this area, the metal was
32 buckled inward approximately 1 inch. This area of damage was approximately 2.0 in height and 1 foot in
33 width. At the bottom of the door there were several vertical scrapes approximately 1 foot in length. The
34 door, near the front base of the window frame was buckled near the top hinge. The window frame, at the
35 top, was displaced inward and downward into the passenger compartment. Along the top of the window
36 frame there were several scrapes. These scrapes led slightly rearward from top to bottom. The trailing edge
37 of the window frame also had several scrapes. These scrapes ran diagonally along the frame from front to
38 rear and top to bottom. Some of the scrapes, at the trailing edge, ran diagonally from rear to front and top
39 to bottom. This caused the scrapes to overlap and appear crosshatched. The window was missing.
40
- 41 The D pillar post was displaced downward and inward towards the passenger compartment. There were
42 several scrapes along the D pillar.
43
- 44 The right rear side/fender sustained major contact damage to its entire area. From top to bottom and front
45 to rear the metal was buckled inward and outward forming several folds. At the leading edge of the fender,

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1 in front of the wheel well were several reddish brown stains. The wheel well, along its edge was buckled
2 and there were several diagonal scrapes approximately 3 to 4 inches in length. The top of the forward
3 window frame (long side window) was displaced downward and inward into the passenger compartment.
4 The top of this window frame had several diagonal scrapes which led from the roof onto the frame. The
5 window itself was missing. Leading from the bottom of the window frame to the bottom of the right rear
6 side were several scrapes. The scrapes ran primarily from front to rear and top to bottom.

7
8 The E pillar post was displaced downward, inward and slightly forward into the passenger compartment.
9 Along the length of the E pillar there was a large reddish brown stain.

10
11 The F pillar post was displaced downward, inward and forward into the passenger compartment. At the top
12 of the F pillar, at the joint of the roof line, there was an impact. The primary direction of force at the impact
13 was from top to bottom and rear to front. Along the length of the F pillar were several scrapes and dents.

14
15 The rearmost window frame (small window) was distorted and irregularly shaped. The trailing edge of the
16 window frame was displaced forward. The top of the window frame, at its approximate middle, was
17 induced and folded downward, forming a V shape. This V shape intruded downward into the passenger
18 compartment. The window shattered and missing. Along the bottom edge of the window frame were
19 reddish brown stains and small black strands embedded into the shattered glass.

20
21 Rear:

22
23 The right side of the rear was pushed inward towards the passenger compartment. The top of the right rear,
24 at the roofline, was pushed inward approximately 1.5 feet. Both rear windows were missing. The right door
25 was buckled inward at the right side of the license plate. The left door was dented inward in an area leading
26 from the top left to right bottom. The dent was approximately 1 foot in width. The right tail light cover was
27 broken. The left tail light was in place. The top brake lamp (3rd brake light) lens was missing.

28
29 The right tail light bulb was in place, but the bulb was broken. The brake filament of the bulb was coiled,
30 but stretched forward. The running lamp filament was broken and missing.

31
32 The left tail light bulb was in place and did not appear to be damaged. Both filaments in the bulb were intact
33 and neither was stretched. The bulb worked upon application of brakes.

34
35 Left Side:

36
37 The left side, at its top, was slightly displaced inward along its length. Along the top edge were several
38 scrapes that led mostly in a diagonal manner.

39
40 The left front fender, at the trailing edge near the wheel well, was displaced slightly outward. At the trailing
41 edge of the fender there were several scrapes that ran in a diagonal direction. The scrapes were
42 approximately 6 to 12 inches long.

43
44 The A pillar was scraped and buckled throughout its length. The A pillar was slightly displaced to the right.
45

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1 The left front door, in its approximate middle was buckled inward approximately 1". The area of buckling
2 was approximately 2 feet in height and 2 feet in width. The left mirror assembly was in place, but its plastic
3 components were broken. The mirror was shattered. The top of the window frame was scraped and
4 displaced outward at the rear. There were several vertical scrapes along the bottom of the door.
5
6 The B pillar was displaced slightly inward at the top. It also had several scrapes, near the top, that were
7 diagonal in direction
8
9 The window, just aft of the B pillar, was shattered and missing. The top of the window frame was dented in
10 several places and had several diagonal scrapes. Below this window the left side was only slightly dented.
11 The gas cap cover was dislodged. Just above the gas cap cover there were several scrapes, approximately 6
12 inches in length, that led in a diagonal direction. There was also a greenish brown stain just above the gas
13 cap cover. There were several vertical scrapes at the bottom edge of the vehicle.
14
15 The C pillar was displaced slightly inward at the top. It also had several scrapes, near the top, that were in a
16 vertical and diagonal direction.
17
18 The window, just aft of the C pillar, was shattered and missing. The top of the window frame was dented in
19 several places and had several diagonal scrapes. Below this window the left side was slightly dented inward.
20 There were several diagonal scrapes, leading from top to bottom and front to rear.
21
22 The D pillar was displaced slightly inward at the top. At the base of the D pillar the metal was pushed
23 slightly inward. There were several scrapes along the D pillar.
24
25 The window, just aft of the D pillar, was shattered and missing. Leading from the area at the top of the
26 window frame to approximately 1 foot below the base of the window frame the metal was displaced slightly
27 inward. This area of damage was approximately 1.5 feet wide. The bottom of the vehicle, below the D
28 pillar, had several vertical scrapes.
29
30 The E Pillar was displaced slightly inward at the top. Along E pillar the metal was dented inward and it had
31 several scrapes.
32
33 Top:
34
35 The right of the roof, at the junction of the right side, sustained an impact throughout its length. This area
36 was displaced inward and downward into the passenger compartment. At area the metal was folded onto
37 itself. The roof at the right side had several diagonal scrapes that led from front to rear. The roof itself was
38 folded upwards, forming an upside down V shape. The top of the V shape was approximately 10 inches
39 higher than the top of the left side. The top of the V shape was approximately 41 inches from the right side.
40 Along the left side of the roof, from front to rear, the metal was buckled and scraped.
41
42 Interior:
43
44 This vehicle was equipped with front bucket seats and four additional bench seats for rear passengers. The
45 right bucket seat back was displaced slightly rearward. The first bench seat back, at the right side, was

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1 slightly pushed rearward. The second bench seat back, at the right side, was displaced rearward and
 2 downward. The third bench seat back, at the right side, was slightly displaced rearward. The fourth bench
 3 seat bottom was displaced upward and forward. The back was displaced downward at the right side.

4
 5 The dash of the vehicle had several broken plastic components. The middle of the dash was displaced
 6 upward. The steering wheel was displaced slightly upward.

7
 8 All the gauges of the vehicle were of the analog type, except for the tachometer, which was digital. The oil
 9 pressure needle was at its lowest mechanical limit. The temperature gauge needle was at its lowest
 10 mechanical limit. The speedometer needle was at 0. The amp meter needle was at 8. The fuel gauge needle
 11 was indicating just over half. The air conditioning was set on high fan and cool. It was set the same for the
 12 front and rear positions. The radio was in the off position. The shifting lever needle indicated it was in the
 13 neutral position of PRNDL.

14 Tires and wheels:

15
 16 Please see the attached, CHP Inland Division MAIT report, for details on the condition of the tires and
 17 wheels.

18
 19 I measured the inflation pressure of the right rear tire and found it to be approximately 53 psi.

20 **PHYSICAL EVIDENCE:**

21
 22 Officer M. Tolsdorf, #9797, prepared an intensive scene diagram to include evidence description and
 23 evidence location. For a precise description and location of that evidence, please refer to his physical
 24 evidence diagram and physical evidence legend pages.

25
 26 Inland Division MAIT, during the seatbelt and mechanical inspection, took several photographs which are
 27 referenced in the photo log of their report. Please see their attached report for details of that photo log.

28 **PHYSICAL EVIDENCE LOG**

Item	Date Recovered	Officer	Description
1 Evidence# 20010075	06-19-01	T. Johns	Tread portions of left rear tire, V-1 Good Year Wrangler LT245/75 R16.
2 Evidence# 20010075	06-19-01	T. Johns	Right rear window frame, with imbedded fibers.
1 Evidence# 2001-0129	06-19-01	T. Johns	Right rear tail lamp bulb.

Prepared by: T.B. JOHNS, ID #13777

DATE: 06-10-01

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A Evidence# 2001-0140	06-20-01	D. Artinger	Restraint System, Seat Position 9
B Evidence# 2001-0140	06-20-01	D. Artinger	Restraint System, Seat Position 12
C Evidence# 2001-0140	06-20-01	D. Artinger	Tire Carcass, Axle #2, left
D Evidence# 2001-0140	06-20-01	D. Artinger	Wheel, Axle #2, left

PHOTOGRAPHS:

During the course of this investigation, one hundred and seventy two 35-mm photographs were taken by Needles CHP personnel. The photographs were primarily of the collision scene, the involved vehicle, and physical evidence located at the scene. The photographs, with the corresponding negative strip numbers, date taken, description, photographer and the number of prints are included in the following photograph log. The photos are held in safekeeping at the Needles Area CHP office.

PHOTOGRAPH LOG

Strip	Date	Description	Photographer	Prints
2186	06-11-01	V-1 at impound yard	M. Tolsdorf #9797	25
2185	06-11-01	V-1 at impound yard	M. Tolsdorf #9797	25
2190	06-10-01	V-1 and physical evidence at scene,	R. Anderson #11530	23
2188	06-10-01	V-1 and fatal victims at scene, physical evid.	R. Anderson #11530	24
2189	06-10-01	Aerial photos, overall scene	R. Anderson #11530	25
6738	06-19-01	V-1 at impound yard	T. Johns #13777	25
6739	06-19-01	V-1 at impound yard	T. Johns #13777	25



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STATEMENTS:

1
2
3 Driver(P-1)(Seat Position 1)(Jorge : On June 10, 2001, I initially interviewed Mr. at the scene
4 of the collision. He related the following.

5
6 Mr. related he was driving the vehicle and traveling in the #1 lane at approximately 70
7 MPH. He believed the back tire blew and it kind of pulled the vehicle to the left. He then turned
8 to the right to compensate. The van(V-1) began to "fishtail". Mr. related he tapped the
9 brakes and everyone said "don't hit the brakes". P-1 also related that he tapped the brakes right
10 when the tire blew, but V-1 began swerving so he let off. He related he let off the brakes after he
11 heard people telling him to stop braking. Mr. related they had left at
12 approximately 1300 hours and were going to Laughlin NV for "liberty". Mr. related he
13 was not tired before the collision.

14
15 On June 10, 2001, at the Needles Hospital, I briefly interviewed Mr. again. He related the following.

16
17 He related that after the tire "blew" V-1 began to shake. He then tapped the brakes and V-1
18 began swerving. P-1 related the right front passenger, Trevor it, yelled "don't hit
19 the brakes!" After "don't hit the brakes" was stated, Mr. let off of the brakes.

20
21 Mr. also related that he volunteered to drive.

22
23 I asked if he did a mechanical inspection prior to departing.

24
25 He related that he did not do an inspection. He related he didn't check the tires. He related he
26 did not check the oil. He also related that everybody just got in and they left.

27
28 While at the hospital I interviewed Mr. in regards to his actions prior to the collision. For details of
29 that interview please refer to the "24 Hour Profile" section of this investigation.

30
31 On June 13, 2001, at approximately 1530 hours, I interviewed Mr. by telephone. He related the
32 following in answer to my questions.

33
34 I asked him how many people were in V-1 at the time of the collision.

35
36 He related there were 14 occupants, including himself, in V-1 at the time of the collision.
37 I asked how many years of driving experience he had.

38
39 He related about 6 to 7 years of driving experience.

40
41 I asked about how many miles he drove yearly.

42
43 He related he drove 65 miles a day for 5 days a week.

44
45 I asked about his driver education.

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1
2 He related that he had been to the Marine Corps Safe Driving course approximately 3 to 4 times.
3 He also had taken a Drivers Education course in High School.
4

5 I asked about his familiarity with the vehicle involved in the collision.
6

7 He related that he had been driving similar vans (same make and model) for approximately one
8 year. He related that it was his first time driving that specific vehicle (V-1).
9

10 I asked if he had been to a specific class about driving that vehicle or others of the same make and model.
11

12 He related that he had not been to any class on those vehicles, but had heard about a safety
13 message put out by the Marine Corps in reference to them. He related he had first heard about
14 the safety message a few months prior, but he wasn't sure exactly. He also related he might have
15 heard about the safety bulletin by reading the newspaper.
16

17 I asked if he signed the vehicle out from the Marine Corps prior to the trip.
18

19 He related that he did not sign the vehicle out and he had volunteered to drive.
20

21 I asked what his occupation was.
22

23 He related he was a Marine and worked primarily as an office clerk.
24

25 I asked him about his height, weight, date of birth, and marital status.
26

27 He related 5'7", 140 lbs, 5-9-76, and single.
28

29 I asked about his formal education.
30

31 He related he had a high school diploma and had been to one semester of college. He also had
32 taken several Marine Corps Institute courses.
33

34 I asked if he had any physical impairments and if he wore corrective lenses.
35

36 He related he did not have any physical impairments, but did wear contact lenses. He also related
37 he was wearing them at the time of the collision. He further related he was not color blind.
38

39 I asked questions in regards to the trip plan.
40

41 He related the departure point was from Camp Wilson of the 29 Palms Marine Corps Base. He
42 related the destination was Laughlin, NV. The purpose of the trip was a "liberty call".
43

44 I asked if he was familiar with the route.
45

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1 He related he was not familiar with the route and it was his first time traveling to Laughlin, NV.
2 He also related he was unfamiliar with the area.

3
4 I asked him to give an appraisal of V-1 in regards to overall condition, brakes, and steering.

5
6 He related the vehicle appeared to be in excellent condition and the brakes were working good.
7 He related the steering was good, but it was slightly different in feel from another van of similar
8 type he had been driving.

9
10 I asked if he had driven with 14 people in a vehicle before.

11
12 He related that he had not, but had transported 10-12 in another van of same make and model.

13
14 I asked what other kinds of vehicles he had owned/driven.

15
16 He currently drove a 1994 Mitsubishi Diamante. He had also driven a Jeep Cherokee, several
17 Hondas, and a Ford Taurus.

18
19 I asked what was V-1's location just prior to the collision sequence

20
21 He related that when he had passed under the bridge (Water Road overcrossing) he was eastbound
22 I-40 in the fast lane (#1 lane).

23
24 I asked if there were any view obstructions.

25
26 He related there were not any view obstructions.

27
28 I asked what activity he was doing at the time of the collision.

29
30 He related he was just driving. He wasn't talking and there was not any music playing over the
31 radio. He was looking at the roadway and thinking about driving. This was his first time driving
32 with the right front passenger, Trevor who was his Marine Corps Commanding
33 Officer at that time.

34
35 I asked if he was wearing his seatbelt at the time of the collision.

36 He related he was and always wore his seatbelt.

37
38 I asked if did anything to avoid injury during the collision sequence.

39
40 He related he braced onto the steering wheel.

41
42 I asked if all the passengers were wearing their seatbelts.

43
44 He related he did not check, but he thought they all would due to Marine Officers being in the
45 van.

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44

I asked what his speed was at the time of the collision.

He related 70 miles per hour and he checked that occasionally by looking at the speedometer.
The cruise control was not engaged.

I asked what his intentions were in regards to his driving on the highway.

He related he concentrated on driving straight and occasionally passed slower vehicles.

I asked how heavy the traffic was in his direction.

He related it was light. He could not remember the density of westbound traffic.

I asked if any other vehicle were involved in any way.

He related "No Sir".

I asked what the condition of the highway was at the time and place of the collision.

He believed it was good, dry, and smooth.

I asked when he first realized he was in danger.

He related that when V-1 was sideways on the road and going into the dirt.

I asked at what point did he realize something had occurred to the tire.

He related he heard the tire hitting the fender and knew that he had a "blow out".

I asked what actions he took at that point.

He let off of the gas immediately and related he tapped the brakes and the right front passenger stated "don't hit the brakes". He then let off of the brakes. He related the vehicle went left after the tapping of the brakes. He then turned to the right to counteract V-1 then went right and he turned back left again. V-1 went to the left and he turned back right again. V-1 then rolled over. He related he used his right foot to apply the brakes.

I asked if he applied the brakes again after initially tapping them.

He related he did not remember hitting them again.

I asked what his opinion was on how to handle a blown tire while driving.

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1 Mr. stated, "My philosophy is to let off the gas and keep it straight, I obviously tapped the
2 brakes".

3
4 I asked what part of the vehicle came into contact with the ground first.

5
6 He remembered the left side contacting first.

7
8 I asked how fast he thought V-1 was traveling when the left side hit.

9
10 He related approximately 55 MPH.

11
12 I asked what happened to him as V-1 rolled over.

13
14 He related he held on, closed his eyes and felt his head brush on the ground.

15
16 I asked about his injuries.

17
18 He had a complaint of pain to his back and neck. He thought those injuries were caused by being
19 jerked around during the rolling sequence.

20
21 I asked where passenger Armando was located after he(Mr.), exited the vehicle.

22
23 He related they(himself and passengers) found Armando lying on the ground away from V-
24 1. He did not observe Mr. exit the vehicle. He also related passenger Frank was
25 lying at the bottom of the van as it was located on its right side.

26
27 I asked about the condition of the doors after V-1 stopped.

28
29 He related his door had stayed shut and remembered the right front door, right sliding door, and
30 rear doors were shut.

31
32 I asked how everyone exited the vehicle.

33
34 He related they climbed out through the windows, because the right side was down on the
35 ground.

36 I asked how long he had been driving that vehicle(V-1).

37
38 He related it was his first time.

39
40 I asked if there was anything mechanically wrong with the vehicle.

41
42 He related that he was not aware of any problems and it seemed to drive fine. He also related the
43 brakes were working good and the engine seemed normal.

44
45 I asked if the windshield was clear.

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1 He related it was clear.
2
3
4 I asked if each occupant had a lot of luggage.
5
6 He related there was not too much. He related that altogether there was not more than 30 to 40
7 lbs.
8
9 I asked where most of his driving experience was obtained.
10
11 He related most of his experience was city driving and expressway driving.
12
13 I asked about the driver education courses he had been to.
14
15 He related that he had been the Marine Safe Driving course 4 times. Each class was
16 approximately 8 hours long.
17
18 I asked what material was covered in the courses.
19
20 He related they mostly covered seatbelts, DUI, tailgating, and speeding.
21
22 I asked if he had any other accidents.
23
24 He related he had been in a fender/bender on the freeway near his home, but no report was taken.
25
26 I asked if he had any citations.
27
28 He related he had 3 tickets. One was for speeding, one was for passing at an intersection, and the
29 other was passing without sufficient clearance. He related two were written in 1998 and the last
30 was written in January, 2001.
31
32 I asked him to classify his general state of health.
33
34 He related he was in excellent health.
35 I asked if he had taken any medication on the day of the collision.
36
37 He related he had taken antibiotics for a swollen tonsil.
38
39 I asked what his emotional state was.
40
41 He related it was good and he had been looking forward to traveling to Laughlin NV.
42
43 I advised "In light of everything we've talked about, what do you think was the basic cause of the collision"
44
45 He related having a "blow out" was probably the basic cause.

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1
2 I asked if he had one thing to do different after the blow out, what would it be.

3
4 He related not to tap the brakes and keep it straight.

5
6 Passenger (Seat Position 3)(Trevor) On June 10, 2001, I briefly interviewed Mr.
7 at the scene, and he related the following.

8
9 He related the driver was not tired. He heard a "pop" at the left rear and thought a tire blew. He
10 yelled "don't brake!" and the van cut to the right and they flipped.

11
12 On June 10, 2001, at the Needles Hospital, I interviewed Mr. again. After obtaining the
13 following statement I had him read it and asked if that was his correct statement. He related it was.

14
15 I was sitting in the right front seat and was wearing my seatbelt. We were traveling eastbound on
16 the Interstate and I thought we were doing the speed limit. It felt like we were anyway. I was
17 enjoying the mountain views. I believe we were in the slow lane. We normally traveled in the
18 slow lane, except to pass, at which point we would use the fast lane and then transition back to
19 the #2 lane. I heard the sound of a tire shredding and I thought it was on the left side. We went
20 straight and then violently rotated clockwise. I think we rolled two times, but not sure. Sgt.
21 Loera drove the entire time. I know some people were wearing their seatbelts, but not sure about
22 the rear passengers after leaving the gas station. Van belonged to unit 5/14, which was at Camp
23 Wilson.

24
25 Passenge:(Seat Position 4)(Michael) On June 10, 2001, Officer Anderson, #11530, briefly
26 interviewed Mr. at the scene. He related the following to Officer Anderson.

27
28 They were eastbound I-40 at an unknown speed. He heard a thumping noise from the left rear
29 tire. At that time the driver, Jorge , hit the brakes. The vehicle swerved and rolled over.
30 He related everybody was wearing seatbelts.

31
32 On June 10, 2001, at the Needles Hospital, I interviewed Mr. again. After obtaining the following
33 statement I had him read it and asked if that was his correct statement. He related it was.

34
35 I was sitting in the 2nd seat, at the left side, and was wearing my seatbelt. We were traveling from
36 29 Palms to Laughlin NV. We left 29 Palms at 1200-1205 hours. , drove the whole
37 time. We traveled to the gas station west of the collision scene. Everybody got out and we
38 stayed there approximately 15 minutes. We entered back onto eastbound I-40 and we were
39 traveling approximately 70 MPH. I was tired and remember a thump thump thump. At that point
40 we were in the fast lane from what I remember. I know the (driver) was hitting the brakes and
41 the Major was stating something to the effect " stop hitting the brakes, or don't brake". The
42 vehicle started sliding and I was confident we were going to tumble. The vehicle rotated in a
43 clockwise rotation. We hit the dirt and the vehicle began rolling. I think we rolled approximately
44 4 times. The vehicle came to a rest on its right side and I climbed out the left side through a
45 window. I was dazed and then helped others out. The vehicle was resting on Frank "

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1 There were people trapped and they were - Dave [redacted], SSgt. [redacted], and Sgt. [redacted].
 2 Myself and several other people, including truck drivers lifted the vehicle from its side to its
 3 wheels. I don't think [redacted] was wearing his seatbelt. I talked to one of the people in the rear
 4 seat, [redacted], and he stated he thought [redacted] was not wearing his seatbelt. I could tell
 5 [redacted] had several internal injuries and he was bleeding out of the mouth. We got the vehicle from 29
 6 Palms and it was attached to 5/14. I was not aware of anything mechanically wrong with the
 7 vehicle. I did not hear anything or feel anything prior to the "thump, thump, thump". Major
 8 [redacted] was in charge. I remember hearing SSgt. [redacted] say "buckle up".

9
 10 Passenger (Seat Position 5)(Jeff [redacted]) - On June 10, 2001, at the Needles Hospital, I interviewed Mr.
 11 [redacted]. After obtaining the following statement I had him read it and asked if that was his correct statement.
 12 He related it was.

13
 14 I was sitting in the 2nd seat in the middle and was wearing my lap belt. Traveling from 29 Palms
 15 to Laughlin, NV. We left 29 Palms at approximately 1200 hours. We stopped at a gas station,
 16 and we stayed there approximately 15 minutes. Everybody got back in the vehicle and Sgt.
 17 [redacted] was driving. Once we got back on the Interstate, I remember the vehicle staying exclusively in
 18 the fast lane. We were traveling approximately 65 MPH, but I'm not sure. I heard a "Pop" and
 19 the back end kind of sank down. The back end began starting to come around, clockwise, and I
 20 remember everyone yelling "Don't hit the brakes". I don't know if he was hitting the brakes or
 21 not. The vehicle then went to the right, sideways, hit the dirt and began to roll. I think it rolled
 22 three to four times. Everyone in my seat was wearing their seatbelts. I don't know if the Marines
 23 behind me were. I'm just not sure. After the rolling, I undid my seatbelt and looked down. I saw
 24 Capt [redacted] below me. I undid Capt [redacted] seatbelt and helped Marines get out. That was the
 25 only seatbelt that I undid. I don't know if Vasquez was wearing his seatbelt or not. The
 26 Sgt(driver [redacted]) picked everyone up at Camp Wilson in 29 Palms.

27
 28 Passenger (Seat Position 6)(Dave [redacted]) - On September 24, 2001, I interviewed Mr. [redacted] by telephone.
 29 He related the following.

30
 31 He was sitting in the second row of seats, just behind the right front passenger, and was wearing
 32 his seatbelt. Mr. [redacted] estimated the speed of the vehicle to be 65 to 70 MPH. He was tired and
 33 was "kind of napping". He then heard a thumping noise and immediately woke up. At that point
 34 he realized there was a problem with one of the tires and the vehicle began to shake. He related
 35 the vehicle wasn't swerving and felt like it was "kind of floating". He also related the action of
 36 the vehicle was "unstable like". Mr. [redacted] related the driver, Jorge [redacted], was doing his best to
 37 keep the vehicle in control. He heard several statements made by passengers to the effect of
 38 "Don't hit the brakes". He related the vehicle began to spin clockwise, but he wasn't too
 39 concerned and he thought everything was going to be "ok". Then he related that it felt like
 40 somebody reached under the vehicle and flipped or spun it into the air. He then realized it was
 41 going to be bad. He remembered glass braking, but was then knocked unconscious.

42
 43 Mr. [redacted] related he was the Marine Commanding Officer of the driver, Jorge [redacted]. He related
 44 that another person [redacted] was supposed to drive, but those plans were
 45 changed prior to departing 29 Palms. In retrospect, Mr. [redacted] related the other driver would

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1 have been more experienced and possibly could have handled the vehicle better due to years of
2 law enforcement driving.

3
4 Mr. related they had stopped at a gas station prior to the collision scene and stayed
5 approximately 20 minutes. After departing the gas station they drove on I-40 for approximately
6 20 minutes and the collision occurred.

7
8 Mr. chose Jorge as the driver of the vehicle, because he was reliable, mature, and a
9 good Marine.

10
11 Passenger (Seat Position 7)(Efren - On June 10, 2001, at the Needles Hospital, I interviewed
12 Mr. After obtaining the following statement I had him read it and asked if that was his correct
13 statement. He related it was.

14
15 I was sitting in the 3rd seat, at the left side, and was wearing my shoulder harness. We were
16 traveling from 29 Palms to Laughlin, NV We stopped at a gas station and got out for
17 approximately 10 minutes. We entered back on to the Interstate and for the most part we
18 traveled in the fast lane. I heard a "Pop" and felt the left rear drop. I'm not totally sure which
19 lane we were in at the time. I remember the Van rotating to the right and the back end went to
20 the left. I remember steering into the skid and trying gain control of the vehicle. I braced,
21 because there was a good possibility of something happening. The van rolled approximately 3 to
22 4 times. It came to a rest on its right side. I released my seatbelt, but don't remember if I undid
23 anyone else's. Myself and is attempted to free Frank and Capt Sgt.
24 a drove the entire time. Sgt. a did not make any statements to me after the crash. I
25 think I felt a vibration prior to the initial "Pop" of the tire. I don't remember how much prior to
26 the "Pop" I felt the vibration.

27
28 Passenger (Seat Position 8)(Jose)- On September 24, 2001, I interviewed Mr. y telephone.
29 He related the following.

30
31 Mr. o related he was sitting in the third seat, in the middle, and was wearing his seatbelt.
32 He related Jorge a was driving and they were eastbound I-40. He related they had just
33 departed a gas station and traveled for approximately 20 minutes. He heard the left rear tire blow
34 several people stated, "Don't hit the brakes". He related the vehicle went to the right and began
35 to "fishtail". The vehicle began to spin and it subsequently rolled over.

36
37 Passenger (Seat Position 9)(Frank)- On September 24, 2001, I interviewed Mr. by
38 telephone. He related the following.

39
40 Mr. related he was asleep at the time of the collision and could not remember anything
41 about it. His last memory, prior to falling asleep was of sharing food with fellow Marines.

42
43 Passenger(Seat Position 10)(Mario)- On June 10, 2001, I briefly interviewed Mr. at
44 the scene, and he related the following.

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1 He related he did not know what happened. He did remember he was seated in the second to last
2 seat on the left side.

3
4 I asked if he had been wearing his seatbelt.

5
6 He initially related he was wearing his seatbelt.

7
8 I then made the observation to him that I did not see any abrasion marks consistent with seatbelt usage. I
9 asked him, again, if he had been wearing his seatbelt.

10
11 He related that he had not been wearing his seatbelt at the time of the collision.

12
13 On June 10, 2001, at the Needles Hospital, I interviewed Mr. _____ z again. After obtaining the
14 following statement I had him read it and asked if that was his correct statement. He related it was.

15
16 I was sitting sitting 4th seat left side and did not have seatbelt on. I don't remember anything. We
17 were going to Laughlin NV. We were at 29 Palms. Twelve of us are reserve Marines. We are
18 on a two week deployment with reserves. Other than that I don't remember anything.

19
20 Passenger (Seat Position 11)(Robert _____ - On June 11, 2001, at 1810 hours, I interviewed Mr.
21 _____ I interviewed him by telephone while he was at the Las Vegas UMC Hospital. He related
22 the following.

23
24 He was seated in the middle position of the second to last seat. He was wearing his lap seatbelt.
25 He remembered leaving the gas station(Hi Sahara Oasis) and Jorge _____ was driving. They were
26 traveling in the fast lane and he felt a shaking movement. Everybody began screaming, but he
27 couldn't recall what was said. He thought they were traveling about 70 MPH. He remembered
28 the van rotating and then it rolled over. Armando _____ was seated to his right and Mario
29 _____ z to his left. Prior to arriving at the gas station he remembered Armando
30 complaining about his seatbelt. His complaint was that the belt kept tightening up on him. He
31 remembered Armando _____ taking the seatbelt off and then rebuckling it prior to arriving at the
32 gas station. He could not remember if Armando had put his seatbelt on after leaving the gas
33 station.

34 Passenger (Seat Position 13)(Benigno _____) - On June 10, 2001, I briefly interviewed Mr. _____, at the
35 scene, and he related the following.

36
37 He was seated in the far rear seat, on the left side, and had been wearing his seatbelt.

38
39 I made the observation to him that I did not see any abrasion marks on him consistent with seatbelt usage. I
40 then asked him again if he had been wearing it.

41
42 He related that he did not have it on at the time of the collision.

43
44 On June 10, 2001, at the Needles Hospital, I interviewed Mr. _____ as again. After obtaining the following
45 statement I had him read it and asked if that was his correct statement. He related it was.



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1
2 I was sitting in the 5th seat, on the left side. I was not wearing my seatbelt. We got into the van
3 at the gas station. I don't know if anyone was wearing their seatbelt in my row. We were
4 traveling down the road and I heard a "Pop". The next thing I know it was rotating to the right.
5 I then braced myself for the crash. I did not feel any vibration prior to the "pop". Sgt.
6 drove the entire time. He tried to regain control, but we hit the dirt and began to roll. We rolled
7 approximately 2 to 3 times. I took _____'s (Augustine _____) seatbelt off and began helping
8 people out of the vehicle. When I first saw Avila (Armando _____) he was lying in the desert. I
9 don't know who was helping him. I mostly helped at the front part of the vehicle.

10
11 Passenger (Seat Position 14) (Agustin _____) On June 10, 2001, at the Needles Hospital, I interviewed
12 Mr. _____ After obtaining the following statement I had him read it and asked if that was his correct
13 statement. He related it was.

14
15 I was sitting in the 5th seat, at the middle, and was wearing my seatbelt. We got into the van at
16 the gas station. I put my head to the seat in front of me and fell asleep. I heard a thumping and
17 the van began to rotate to the right. I then remember rolling and somebody helping me out of the
18 vehicle. Sgt. _____ drove the entire time. I know that _____ z (Michael _____) put his
19 seatbelt on, upon leaving Camp Wilson, but don't know if he put it on after leaving the gas
20 station. Other than that I don't remember anything.

21
22 Witness, Bruce _____ On June 10, 2001, I initially interviewed Mr. _____ at the scene and he related the
23 following.

24
25 Mr. _____ was traveling in the #2 lane and was driving a tractor/trailer combination. He was
26 attentive to the roadway and observed V-1 pass him at about 70 MPH. V-1 was approximately
27 300 yards ahead of him and he observed it travel to the left suddenly. It appeared to him the
28 driver over corrected to the right and the vehicle skidded to the right across the roadway. V-1
29 then rolled over and the left side of the van contacted the ground first.

30
31 On August 15, 2001, I contacted Mr. _____ by telephone and he related the following.

32
33 Mr. _____ was traveling eastbound Interstate 40, in the #2 lane, and was traveling "down the hill"
34 west of Water Road. He was traveling approximately 65 MPH and was attentive to the roadway.
35 Mr. _____ first observed V-1 in his left side mirror. V-1 then passed him and he estimated its
36 speed at 70 MPH. He related V-1 was definitely traveling slower than 80 MPH and definitely
37 faster than 65 MPH. As V-1 passed him he did not observe anything out of the ordinary and
38 noticed some of the occupants were talking. He also noticed a couple of the occupants appeared
39 to be sleeping. When asked which occupants he thought were sleeping, Mr. _____ related the
40 person seated in the very right rear appeared to have been. He also thought another person was
41 sleeping, but could not remember his exact location except that he was on the right side.

42
43 After passing him, V-1 continued in the #1 lane and got to a point approximately 300 yards ahead.
44 He then observed V-1 "lurch" to the left and he observed a "puff" of dust where he thought a
45 portion of V-1 entered the center median "momentarily". It appeared to him the driver turned to

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1 the right, in a "panic reaction", and back towards the roadway. V-1 went to the right, at the point
 2 where the driver over corrected, and V-1 began to skid sideways to the right. He observed V-1
 3 travel across the lane and observed it begin to roll
 4

5 I asked Mr. _____ what drew his attention to the van. Mr. _____ related the sudden movement
 6 of the van and the fact it was traveling towards the center median. Mr. _____ then related he
 7 thought V-1 was going to travel totally into the center median.
 8

9 I asked Mr. _____ how much time he thought had elapsed from the moment V-1 passed him to
 10 the time V-1 rolled. Mr. _____ related he thought approximately one minute
 11

12 At the conclusion of our telephone call Mr. _____ related it was his opinion the driver of V-1
 13 "lost a tire and it(V-1) got away from him". He also related he did not think reckless driving was
 14 a factor.
 15

16 Witness, Arney _____, I contacted Mr. _____ by telephone and he related the following.
 17

18 He did not actually witness the collision, but he did pass by just after it happened. He was
 19 eastbound on I-40 and remembered the van was on its right side as he passed. He then drove to
 20 the first CHP Call-Box past the collision scene and reported the collision. (The time of call was
 21 1426 hours).
 22

23 Witness, William _____ - On August 13, 2001, I contacted Mr. _____ by telephone. He related the
 24 following.
 25

26 He was eastbound Interstate 40 and was approximately ¼ mile behind V-1. He was traveling
 27 approximately 70 MPH and thought V-1 was doing about the same. He observed a plume of dirt
 28 and thought something had traveled off the Offramp. He went underneath Water Road and saw
 29 V-1 on its right side. He did not notice V-1 pass him earlier. He was traveling from Bakersfield
 30 and going to Needles, CA. He related he would have noticed if they had passed him earlier. He
 31 believed he was the first person to arrive at the scene. V-1 was lifted to its wheels from its right
 32 side. He did not observe anybody go to the back of V-1 after it was tipped up to its wheels. He
 33 heard people talking about the "pop" of a tire. One of the occupants, he knew it was a Captain,
 34 related that drivers were briefed on how to steer vehicle in an emergency. He was also told the
 35 drivers were taught to stay off of the soft dirt shoulder and not to make any sudden turning
 36 movements.
 37

38 Witness, Freddie _____ - On June 10, 2001, while at the scene of the collision I interviewed Mr
 39 _____ by. He related the following.
 40

41 He was westbound Interstate 40 and driving a tractor trailer combination. He was watching
 42 eastbound traffic and observed V-1 sharply going to its right. He did not observe any other
 43 vehicles that could have been involved. There were other vehicle behind V-1, but they were a
 44 good distance behind. He thought V-1 rolled about six times.
 45

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24 hour Driver Profile- Party #1(P-1) Jorge Loera

The following driver profile is a compilation of information obtained from passengers and Jorge

On June 09, 2001, Mr. [redacted] was attached to a Marine Corps unit which was "out in the field", or "on maneuvers" at Marine Corps Base 29 Palms. At about 1600 hours, of that day, they completed their assignment and moved to another location on the base, but they were still "out in the field". At night he had dinner and obtained at least 8 hours of sleep. There was not any alcohol available to him or the rest of the Marines. Mr. [redacted] awoke, at approximately 0530 on June 10th, and he along with the rest of the Marines packed up their gear. Then they traveled to Camp Wilson, which is part of the 29 Palms Marine base. After he did some administrative duties, he began to pack for a trip to Laughlin, NV. He volunteered to drive, and at approximately 1200 hours, he departed Camp Wilson in route to Laughlin, NV. In the course of the trip Mr. [redacted] subsequently traveled eastbound on Interstate 40. At approximately 1340 to 1350 hours, he stopped, at the "Hi Sahara" gas station, near the Goff Road exit. Mr. [redacted] and the passengers exited the vehicle, for approximately 10 to 15 minutes, and then they departed. Mr. [redacted], entered back onto eastbound I-40 and drove to the collision scene.

OPINIONS AND CONCLUSIONS:

SUMMARY:

On June 10, 2001, at approximately 1420 hours, Party #1(Jorge [redacted] and his 13 passengers were involved in a collision eastbound Interstate 40 just east of Water Road. Party #1 ([redacted] was driving Vehicle #1 (Ford E-350 Clubwagon) eastbound, in the #1 lane, and traveling approximately 70 miles per hour.

As Party #1 was approaching the Water Road Over-crossing, the left rear tire tread began to break apart and separate from the tire casing. The left rear tire subsequently began to deflate, causing the sidewalls to make contact with the roadway surface. It then began depositing a tire friction mark consistent with tire deflation and linear deviation.

Upon the deflation of the left rear tire, vehicle #1 traveled slightly to the left where the left side wheels made contact with the north shoulder rumble strips. Party #1 turned Vehicle #1 to the right and applied the brakes, but in doing so, he overcorrected his steering input.

This action, on the part of Party #1, caused the vehicle to begin to rotate, in a clockwise motion, around its vertical axis. At this time, vehicle #1's left front tire, left rear tire, and right rear tire began depositing tire friction marks across the #1 lane, #2 lane, and the south asphalt/concrete shoulder.

Vehicle #1 entered the south dirt area between the south pavement edge of I-40 and the north edge of the Water Road on-ramp. Due to Vehicle #1's rotation it was facing southwest as it entered the dirt area. Vehicle #1's left side wheels began to furrow into the dirt. At this point Vehicle #1 began to overturn, right side over left side, about its longitudinal axis.

Vehicle #1 made contact with the ground at several locations during the overturning sequence and traveled across the on-ramp. It was determined Vehicle #1 rolled 3 and ¼ times before coming to a rest on its right

01249



COLLISION NARRATIVE

Page 65

Report # 01-06-0008

06-10-01 / 1420 / 9834 / 13777

Interstate 40 at Water Road

1 side facing a southwesterly direction. It came to a rest in an open dirt area south of the south road edge of
2 the Water Road on-ramp.

3
4 Prior to CHP arrival Vehicle #1 was moved from its point of rest to an upright position.

5
6 During the over turning sequence, passenger #12 (A.), was ejected from the vehicle and came to a rest
7 slightly east of vehicle #1's point of rest. Passenger A / sustained fatal injuries and died at the scene.

8
9 Also during the collision sequence, passenger #16 (Michael), sustained major head trauma. He
10 subsequently died at the scene.

11
12 **AREA OF IMPACT:**

13
14 The area of impact, where V-1 initially rolled south of the roadway, was determined to be approximately
15 628 feet east of mile marker 40 SBD 120.00 and 30 feet 4 inches south of the south roadway edge of
16 eastbound Interstate 40. At this location there was an impact mark on the dirt and there was shattered
17 mirror glass from the left side of V-1. This impact mark was created by V-1 left side during the at crash
18 phase.

19
20 V-1 sustained additional contact damage to both sides, roof and suspension during the roll-over sequence.
21 V-1 was moved from its initial point of rest for extrication of occupants.

22
23 **CAUSE:**

24
25 The Primary Collision Factor for this traffic collision is 22107 of the California Vehicle Code (unsafe
26 turning movement), on the part of Party # 1. 22107 VC states the following:

27
28 *1. Turning Movements and Required Signals*

29
30 No person shall turn a vehicle from a direct course or move right or left upon a highway until
31 such movement can be made with reasonable safety and then only after the giving of an
32 appropriate signal in the manner provided in this chapter in the event any other vehicle may be
33 affected by the movement

34
35 The violation of 22107 VC was established as the primary cause of this traffic collision by the following
36 factors.

- 37
38 1. The initial portion of the tire friction marks located in the # 1 traffic lane were identified as
39 critical speed scuff marks. These tire friction marks are consistent with a vehicle being turned
40 to the right from a direct course in an abrupt manner.
- 41
42 2. The movement or clockwise yaw of Vehicle # 1 is consistent with the statement made by
43 Party # 1 relating to his reaction (right steering input) to the rapid tire deflation of the left rear
44 tire and the subsequent movement of the vehicle towards the north edge of the # 1 traffic lane.
- 45



COLLISION NARRATIVE

Report # 01-06-0008
Interstate 40 at Water Road

06-10-01 / 1420 / 9834 / 13777

1 An associated factor in this traffic collision is Improper Tire Maintenance. Please refer to the attached
2 supplemental report, #IL-025-01, prepared by the California Highway Patrol, Inland Division
3 Multidisciplinary Accident Investigator Team (MAIT).
4

RECOMMENDATIONS:

5
6
7 I recommend that a copy of this report be forwarded to the San Bernardino County Districts Attorney's
8 Office for review and the analysis of applicable charges against Party #1, particularly PC 192 (c)(2).
9

10 192 of the Penal Code of California states in part the following:

11 "Manslaughter is the unlawful killing of a human being without malice".

12
13
14 192 indicates there are three kinds of Manslaughter:

- 15 a) Voluntary
- 16 b) Involuntary
- 17 c) Vehicular

18
19
20 192 (c) of the Penal Code of California states the following:

21
22 (1) Except as provided in Section 191.5, driving a vehicle in the commission of an unlawful act, not
23 amounting to felony, but with gross negligence; or driving a vehicle in the commission of a lawful
24 act which might produce death, in an unlawful manner, and with gross negligence.
25

26 (2) Except as provided in paragraph (3), driving a vehicle in the commission of an unlawful
27 act, not amounting to felony, but without gross negligence; or driving a vehicle in the
28 commission of a lawful act which might produce death, in an unlawful manner, but without
29 gross negligence.
30
31
32
33
34

01251

The Goodyear Tire & Rubber Company

Akron, Ohio 44316-0001

LAW DEPARTMENT

(330) 796-3774
FAX: (330) 796-3641

November 2, 2001

Mr. John Abbott
Vehicle Integrity Division
Office of Defects Investigation
Safety Assurance
400 Seventh Street, S.W.
Washington, D.C. 20590

Re: PF00-046

Dear John:

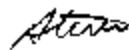
Pursuant to your voice mail request to Dennis (), set out below is our information that the tire involved in Richard Cole's accident (date of accident: November 10, 2000; place of accident: Santa Barbara, California) is not a Goodyear or Kelly-Springfield.

Goodyear initially received information that the DOT number for the subject tire was UFORWCU085, indicating manufacture at Goodyear's facility in Thailand. Consequently, this tire/accident was reported to NHTSA as a potential Load Range E tread separation.

Subsequent to reporting the Cole accident to NHTSA, we learned that the DOT number actually was UP ... , indicating that the tire was manufactured by Cooper. In addition, we have learned that the subject tire was sent to Cooper's facility and Cooper has confirmed that this tire was built in their Tupelo, Mississippi plant. If you require confirmation, you might want to contact Scott Pinzone, an attorney at Cooper Tire, who is familiar with this matter.

We trust that the above information is sufficient to remove the Richard Cole accident from the information previously submitted by Goodyear to NHTSA. However, if you have any questions or require any additional information, please do not hesitate to contact us.

Very truly yours,



Stephen P. Kenney
Attorney

SPK:csh
cc: Dennis O'Connor

1252

... -
bcc: Deborah A. Neubauer
Isabel Jasinowski
James C. Whiteley

1253

NSA 72

Abbott

10/16/01

Kenneth R. Betzler
Attorney
The Goodyear Tire & Rubber Company
Akron, Ohio 44316-0001

RE: Confidentiality Determination/PE00-046/NSA-12jka

Dear Mr. Betzler:

This is in response to your letter dated May 30, 2001, in which you inform the agency that Attorney Donald R. Fountain submitted expert reports to the agency from the case of Jorge Garcia v. Kelly-Springfield Tire Company, et al., and that sections of these reports were previously submitted to the agency with a request for confidential treatment from The Goodyear Tire & Rubber Company (Goodyear), and granted confidential treatment, in a letter dated March 8, 2001, which you enclosed.

You indicate in your letter that Goodyear continues to claim confidential treatment for these materials. You assert that the documents relate to Goodyear's extensive analysis of the design, materials and manufacture of the load range E light Truck tires and that the methods used, the factors evaluated and the manufacturing details discussed in these documents are all proprietary, trade secret information of Goodyear.

I have reviewed your submission, including the materials you claim are entitled to confidential treatment and the arguments you assert in support of your claim. I have concluded based on your submission, as a whole, that these materials continue to be entitled to confidential treatment pursuant to Exemption 4 of the Freedom of Information Act, 5 U.S.C. §552(b)(4). They will be protected for an indefinite period of time.

This grant of confidential treatment is subject to certain conditions since the information for which confidentiality has been granted was submitted pursuant to a defect investigation. The information may be disclosed under the authority of 49 U.S.C. §30167(b) and 49 C.F.R. §512(a)(2), if the agency decides the disclosure will assist in carrying out the purposes of the National Traffic and Motor Vehicle Safety Act.

1254

In addition, these materials may be disclosed under 49 C.F.R. §512.8, based upon newly discovered or changed facts, and you must inform the agency of any changed circumstances which may affect the protection of the information (49 C.F.R. §512.4(i)). Prior to the release of information under 49 C.F.R. §512.8 or §512.9, you would be notified in accordance with the procedures established by our regulations.

Sincerely,

151

Heidi L. Coleman
Assistant Chief Counsel
for General Law

NIJ TSA

1255

NSA 72
J. Abbott

OCT 23 2001

CERTIFIED MAIL-RETURN RECEIPT REQUESTED

Kenneth R. Betzler
Attorney
The Goodyear Tire & Rubber Company
Akron, Ohio 44316-0001

RE: Confidentiality Determination/PE00-046/NSA-12jfa

Dear Mr. Betzler

This is in response to your letter dated May 2, 2001 from James C. Whiteley, Vice President for Global Product & Process Quality, on behalf of The Goodyear Tire & Rubber Company, and your letter dated May 7, 2001, in which Goodyear requests confidential treatment for supplemental data prepared in response to NHTSA's Request for Information dated February 7, 2001. Specifically, Goodyear requests confidential treatment for supplemental materials provided in response to requests numbered 2 c-g. Goodyear requests confidential treatment for these materials for an unspecified period of time.

Mr. Whiteley asserts in his letter dated May 2, 2001, that these documents provide analyses of the property damage claims submitted to the agency by dollar amounts and vehicle type (driven vs towed). He asserts that Goodyear believes these documents will provide NHTSA a better understanding of the nature and extent of these claims. He asserts that, in conjunction with Goodyear's initial response to request 2 c-g, Goodyear requested and was granted confidential treatment for this data by letter dated March 8, 2001 from Heidi L. Coleman, Assistant Chief Counsel for General Law. Finally, he asserts that, since the supplemental documents now being submitted to NHTSA provide a more detail analysis of this same data, it should be accorded the same confidential treatment previously granted.

You assert in your letter dated May 7, 2001, that Goodyear's approach to property damage claims is closely associated with the adjustment and warranty program with customer satisfaction being the key element and that the extent to which the company is willing to go to accomplish customer satisfaction objectives is a key element in marketing and is basic to Goodyear's competitive position in the market place. Therefore, you assert that the release of these additional documents submitted to NHTSA could result in substantial competitive harm.

1256

I have decided to grant your request for confidential treatment for these materials.

I have reviewed your submission, including the materials that you claim are entitled to confidential treatment and the arguments that you assert in support of your claim. While I have not reached a conclusion regarding each individual argument that you assert, I have concluded based upon your submission as a whole that the public release of the supplemental data contained in response to requests numbered 2 c-g, is likely to cause substantial competitive harm to Goodyear and, therefore, that this information is entitled to confidential treatment pursuant to Exemption 4 of the Freedom of Information Act, 5 U.S.C. §552(b)(4). These materials will be protected for an indefinite period of time.

This grant of confidential treatment is subject to certain conditions since the information for which confidentiality has been granted was submitted pursuant to a defect investigation. The information may be disclosed under the authority of 49 U.S.C. §30167(b) and 49 C.F.R. §512(a)(2), if the agency decides the disclosure will assist in carrying out the purposes of the National Traffic and Motor Vehicle Safety Act.

In addition, this material may be disclosed under 49 C.F.R. §512.8, based upon newly discovered or changed facts, and you must inform the agency of any changed circumstances which may affect the protection of the information (49 C.F.R. §512.4(i)). Prior to the release of information under 49 C.F.R. §512.8 or §512.9, you would be notified in accordance with the procedures established by our regulations.

Sincerely,

Heidi L. Coleman
Assistant Chief Counsel
for General Law

NHTSA

1257

OCT 25 2001

Stephen P. Kenney
Attorney
The Goodyear Tire & Rubber Company
Akron, Ohio 44316-0001

RE: Confidentiality Determination/PE00-046/NSA-12jka

Dear Mr. Kenney:

This is in response to your letter dated September 11, 2001, in which you request confidential treatment for documents identified as PE46 22575 through PE46 22680, and PE46 22769 through PE46 22854, enclosed with your letter. According to your letter, documents PE46 22525 [sic] through PE46 22680 were previously submitted to the agency by plaintiff's counsel in a case captioned Garcia v. The Kelly Springfield Tire Company, et al. [We believe you meant to refer to document PE46 22575, not PE46 22525.] According to your submission, Goodyear is specifically requesting confidential treatment for bracketed portions on pages identified as PE46 22575, PE46 22604, PE46 22607, PE46 22663 - 22665, and PE46 22673 of this first set of documents.

With respect to the documents identified as PE46 22769 through PE 46 22854, you indicate that they include the deposition of Alan Milner, and you request confidential treatment for the bracketed portions on pages 183-188 (PE46 22814-PE46 22815) of these materials.

You request confidential treatment for these documents for an unspecified period of time.

Goodyear asserts that all of these documents relate to Goodyear's extensive analysis of the design, materials and manufacture of the load range E light truck tires, and that the methods used, the factors evaluated and the manufacturing details discussed in these documents are all proprietary, trade secret information of Goodyear.

I have reviewed your submission, including the materials that you claim are entitled to confidential treatment and the arguments that you assert in support of your claim. While I have not reached a conclusion regarding each individual argument that you assert, I have concluded based upon your submission as a whole that the public release of these documents is likely to cause substantial competitive harm to Goodyear and, therefore, that these documents are entitled to confidential treatment pursuant to Exemption 4 of the Freedom of Information Act, 5 U.S.C. §552(b)(4). These documents will be protected for an indefinite period of time.

This grant of confidential treatment is subject to certain conditions since the information for which confidentiality has been granted was submitted pursuant to a defect investigation. The information may be disclosed under the authority of 49 U.S.C. §30167(b) and 49 C.F.R. §512(a)(2), if the agency decides the disclosure will assist in carrying out the purposes of the National Traffic and Motor Vehicle Safety Act.

In addition, this material may be disclosed under 49 C.F.R. §512.8, based upon newly discovered or changed facts, and you must inform the agency of any changed circumstances which may affect the protection of the information (49 C.F.R. §512.4(i)). Prior to the release of information under 49 C.F.R. §512.8 or §512.9, you would be notified in accordance with the procedures established by our regulations.

Sincerely,

151

Heidi L. Coleman
Assistant Chief Counsel
for General Law

1259

Akron, Ohio 44316 - 0001

VICE PRESIDENT

November 7, 2000

Ms. Kathy DeMeter, Director
Office of Defects Investigation
U.S. Department of Transportation
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

Subject: Request for Information on Wrangler Tires

Dear Ms. DeMeter:

The Goodyear Tire & Rubber Company is pleased to respond to your request for information of October 27, 2000. We also appreciate the clarification provided by you in our telephone call on October 31, 2000.

Per our telephone call, it was agreed that Goodyear would provide production/population data on the Goodyear Wrangler (all sizes and types) as well as the Kelly Safari load range "E" to include common green tires. We also agreed to provide information on the other load range "E" tires involved in the thirty accidents mentioned in our Press Release "Goodyear Responds To Set Record Straight On Misleading Reports" to the extent of our information on the tire sizes, types and our analysis of causes.

The Goodyear Tire & Rubber Company has attempted to respond quickly and completely to your request and remains ready to fully cooperate with NHTSA.

Sincerely,



James C. Whiteley, Vice President
Global Product & Process Quality

1260

CONFIDENTIAL

The Goodyear Tire & Rubber Company							
LOAD RANGE E LIGHT TRUCK TIRES							
TREAD/BELT SEPARATIONS							
ACCIDENTS INVOLVING DEATH OR INJURIES							
						NUMBER OF	
NAME	DATE & STATE	SIZE	LINE	DOT NO	GOODYEAR ANALYSIS	DEATHS	LITIGATION
1	4/21/95, OK	LT235/85R16	Star Trailbuster	PJ0R4CCV333	Puncture induced tread/belt separation	1 Death	Yes
2	8/23/95, MT	LT235/85R16	WRL AT	MD0RD1HV393	Tread/belt separation - underinflated operation	1 Death, 13 Injuries	Yes
3	1/25/96, CA	LT235/85R16	WRL HT	MD0RNJHV253	Multi layer separation - road hazard induced	1 Injury, paraplegic	Yes
4	2/21/96, UT	LT235/85R16	Safari RVR	PJ0RKKV214	Puncture induced tread/belt separation	1 Death	Yes
5	y 10/29/96, MS	LT245/75R16	Workhorse Rad	MD11Y7HV405	Tread/belt separation - underinflated operation	3 Injuries	Yes
6	il 11/22/96, NV	LT245/75R16	Workhorse XGR	MD11W6HV325	Severe service induced tread/belt separation	3 Injuries	No
7	te 4/9/97, TX	LT245/75R16	Safari - Kelly	PJ11KTLV465	Severe impact induced tread/belt separation	2 Injuries	Yes
8	6/13/97, NV	LT245/75R16	WRL AT	MD11C2V096	Severe service/underinflated operation induced tread/belt separation	2 Injuries	Yes
9	6/21/97, CA	LT245/75R16	WRL HT	MD1152V106	Severe service induced tread/belt separation	1 Death, 10 Injuries	Yes
10	7/7/97, Saudi Arabia	LT245/75R16	WRL AT	MD11BT0V336	Severe impact induced tread/belt separation	3 Deaths, 3 Injuries	Yes
11	7/14/97, FL	LT235/85R16	Power King	PJ0RAPLV224	Severe impact induced tread/belt separation	2 Deaths, 4 Injuries	Yes
12	7/25/97, KY	LT245/75R16	WRL AT	MD11BT0V125	Puncture induced tread/belt separation	2 Injuries	No
13	et al 7/27/97, TX	LT245/75R16	Workhorse Rad	MD11Y7HV484	Puncture induced tread/belt separation	2 Injuries	Yes
14	8/11/97, CA	LT245/75R16	WRL HT	MD11520V114	Puncture induced tread/belt separation	1 Death, 7 Injuries	Yes

CONFIDENTIAL

1262

Case No.	Date	State	Product	Model	Defect Description	Injuries	Notes
15	2/1/98	AZ	WRL HT	MD11520V345	Tread/belt separation resulting from improper puncture repair	7 Injuries	No
16	5/8/98	AZ	Kelly Pathfinder	PJ11DPLV296	Impact induced tread/belt separation	1 Injury	Yes
17	5/29/98	CA	WRL HT	MD11520V236	Impact induced tread/belt separation	12 Injuries	Yes
18	6/4/98	MS	WRL HT	MD11520V214	Tread/belt separation resulting from underinflated operation	2 Injuries	No
19	8/13/98	IN	Workhorse Rad		Tire not yet made available	1 Death, 1 Injury	Yes
20	8/22/98	CA	WRL AT	MK11010V073	Tire not yet made available	1 Death	No
21	9/8/98	MO	WRL HT	MD11520V419	Puncture induced tread/belt separation	5 Injuries	Yes
22	9/18/98	OK	Workhorse	MD117HV356	Tread/belt separation resulting from underinflated operation	15 Injuries	Yes
23	9/29/98	OK	Jetson Revenge	PJ11D1LV117	Tread/belt separation resulting from underinflated operation	3 Injuries	Yes
24	11/2/98	TX	Power King	PJ11C7KV365	Impact induced tread/belt separation	1 Death, 1 Injury	Yes
25	6/9/99	SC	WRL HT	MDORNJHV244	Impact induced tread/belt separation	2 Injuries	Yes
26	11/16/99	MT	Workhorse XGR	MK11W6HV138	Tire not yet made available	1 Death, 1 Injury	No
27	11/26/99	OR	Kelly Pathfinder		Impact induced tread/belt separation	5 Injuries	No
28	5/22/00	CA	WRL ATS	MD11T5HV117	Tire not yet made available	1 Death, 2 Injuries	Yes
29	9/7/00	ID	Wild Spirit Rad	PJ0RD9LV207	Tire not yet made available	1 Injury	No
30	9/26/00	WA	Kelly Bigfoot	PJ11EYKV208	Tire not yet made available	15 Possible Injuries	No

11/7/00
N.R. Review

The Goodyear Tire & Rubber Company

Akron, Ohio 44316-0001

LAW DEPARTMENT

(330) 796-3774
FAX: (330) 796-3641
(email:ken_betzler@goodyear.com)

November 14, 2000

Office of Chief Counsel
National Highway Traffic Safety Administration
Room 5219
400 7th Street, S.W.
Washington, D.C. 20590

Re: **NHTSA REQUEST FOR INFORMATION ON WRANGLER
TIRES - October 27, 2000**

Attention: Coleman Sachs

Dear Mr. Sachs:

On November 8, The Goodyear Tire & Rubber Company personally submitted four copies of its response to NHTSA's oral request for information of October 27, 2000. Specifically the data submitted included production data for all Goodyear Wrangler tires (all sizes and types) as well as the Kelly Safari load range E to include common green tires. Also submitted was a two page summary of 30 known accidents involving Goodyear and Kelly load range E tires. Much of the information contained in this response is considered "**Confidential Business Information**" by The Goodyear Tire & Rubber Company and therefore each page has been marked "**Confidential**" at the bottom. As to this submission, The Goodyear Tire & Rubber Company requests **confidential treatment under 49CFR Part 512**.

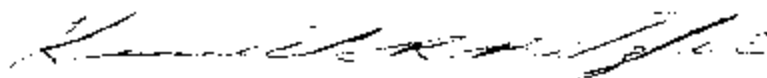
The production data submitted to NHTSA is considered business information the disclosure of which could be detrimental to the business interests of The Goodyear Tire & Rubber Company. Competitor manufacturers wish to know the numbers and capacity of plants of others in the industry and release of this information would therefore harm the competitive position of The Goodyear Tire & Rubber Company while providing no value to the public. The two page summary of accidents contains the results of the Goodyear examination of those tires it has had an opportunity to examine. As to those cases in litigation, Goodyear has not yet in some instances made the results of its examination available to plaintiffs under applicable discovery orders and therefore the premature disclosure of this information would be detrimental to

RECEIVED
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NHTSA

Goodyear and provide a litigation advantage to plaintiffs. For these reasons, there is attached an affidavit in support of Goodyear's request for confidentiality with respect to this submission.

Please direct all further correspondence concerning Goodyear's request for confidentiality directly to me.

Sincerely,



Kenneth R. Betzler
Attorney

krb/csh

cc: Ms. Kathy DeMeter, Director
Office of Defects Investigation
U.S. Department of Transportation
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

1264

AFFIDAVIT IN SUPPORT OF
REQUEST FOR CONFIDENTIALITY

STATE OF OHIO)
)
COUNTY OF SUMMIT)

I, JAMES C. WHITELEY, being duly sworn, depose and say:

(1) That I am Vice President and that I am authorized by The Goodyear Tire & Rubber Company (Goodyear) to execute this affidavit on its behalf.

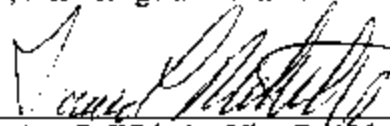
(2) That the data contained in the response of The Goodyear Tire & Rubber Company to NHTSA's October 27, 2000 oral request for information on Wrangler tires is confidential and proprietary and is being submitted with the claim that it is entitled to confidential treatment under 5 U.S.C. 552 (b) (4) as incorporated by reference in and modified by 49 CFR Part 512.

(3) That I have personally inquired of the responsible Goodyear personnel who have authority in the normal course of business to release the information for which a claim of confidentiality has been made to ascertain whether such information has ever been released outside Goodyear.

(4) That based upon such inquires to the best of my knowledge the information for which Goodyear has claimed confidential treatment has never been released in such detailed form outside The Goodyear Tire & Rubber Company by Goodyear.

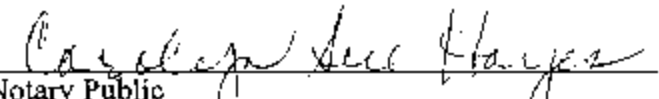
(5) That I make no representations beyond those contained in this affidavit and in particular I make no representations as to whether this information may become available outside Goodyear because of unauthorized or inadvertent disclosure except as stated in Paragraph 4; and

(6) That the information contained in the enumerated paragraphs of this affidavit is true and accurate to the best of my information, knowledge and belief.



James C. Whiteley, Vice President
The Goodyear Tire & Rubber Company

Sworn to before me, a Notary Public, this 14th day of November, 2000.


Notary Public
My Commission Expires. 10/04/2004

The Goodyear Tire & Rubber Company

Akron, Ohio 44316-0001

LAW DEPARTMENT

(330) 796-3774
FAX: (330) 796-3641
(email:ken_betzler@goodyear.com)

January 23, 2001

Office of Chief Counsel
National Highway Traffic Safety Administration
Room 5219
400 7th Street, S.W.
Washington, D.C. 20590

Re: **NSA-12jfa**
PE00-046

Attention: Coleman Sachs

Dear Mr. Sachs:

Attached are two copies of the data being submitted to NHTSA in response to requests 1, 2 (a), (b), 3, 4, 6, 8, 9, 10 and 12 of NHTSA's request for information dated December 1, 2000 in the above referenced matter. The information contained in these responses is considered "**CONFIDENTIAL BUSINESS INFORMATION**" by The Goodyear Tire & Rubber Company and the pages containing the confidential information have been marked "**CONFIDENTIAL**" at the bottom of each page. As to those pages Goodyear requests confidential treatment under 49 CFR Part 512.

The data contained on those pages marked "**CONFIDENTIAL**" is considered business information the disclosure of which would be detrimental to the business interests of Goodyear. Specifically the data furnished in response to request number 1 shows production figures for the subject load range E tires which is not information readily available to our competitors. The data submitted in response to request 2 (a) and (b) and 4 relates to field and fleet complaints and warranty claims and adjustments and the release of this data to the news media and/or others who do not have and would not take time to acquire the benefit of the full explanation of this data would be totally detrimental to Goodyear. Any of this data standing alone, or in combination with other data submitted to NHTSA could be taken out of context and used by those so inclined to discredit Goodyear's image in the minds of the consuming public.

OFFICE OF CHIEF
COUNSEL

01 JAN 30 PM 1:21

NSA-12jfa
PE00-046
DC 20590

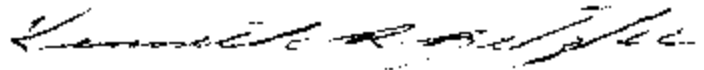
1266

The data submitted in response to request number 3 is confidential in that some of the settlements concluded are subject to confidentiality agreements or court orders. The data submitted in response to requests 6, 8, 9 and 10 relates to the manner and methods employed by Goodyear in designing, manufacturing and testing its tires and includes technical information not available to Goodyear's competitors. This data is extremely proprietary and its release would give Goodyear's competitors access to information not otherwise available. The response to request number 12 is a customer list that is confidential to Goodyear.

For the above reasons, there is attached an affidavit in support of Goodyear's request for confidentiality with respect to the data so marked in response to requests 1, 2 (a) and (b), 3, 4, 6, 8, 9, 10 and 12. Goodyear will also be requesting confidentiality for documents to be submitted on or before February 7, 2001 in response to requests 2 (c) - (g) and 5. This will be done by separate letter.

Please direct all further correspondence concerning Goodyear's request for confidentiality directly to me.

Sincerely,



Kenneth R. Betzler
Attorney

krb/csh

01 JAN 30 PM 4: 21
OFFICE OF CHIEF
COUNSEL
WASHINGTON, DC 20530

1267

AFFIDAVIT IN SUPPORT OF
REQUEST FOR CONFIDENTIALITY

STATE OF OHIO)
)
COUNTY OF SUMMIT)

I, JAMES C. WHITELEY, being duly sworn, depose and say:

(1) That I am a Vice President and that I am authorized by The Goodyear Tire & Rubber Company (Goodyear) to execute this affidavit on its behalf.


(2) That the data contained in the confidential documents provided in response to requests 1, 2, (a), (b), 3, 4, 6, 8, 9, 10 and 12 is confidential and proprietary and is being submitted with the claim that it is entitled to confidential treatment under 5 U.S.C. 552 (b) (4) as incorporated by reference in and modified by 49 CFR Part 512.

(3) That I have personally inquired of the responsible Goodyear personnel who have authority in the normal course of business to release the information for which a claim of confidentiality has been made to ascertain whether such information has ever been released outside Goodyear.

(4) That based upon such inquiries to the best of my knowledge the information for which Goodyear has claimed confidential treatment has never been released in such detailed form outside The Goodyear Tire & Rubber Company.

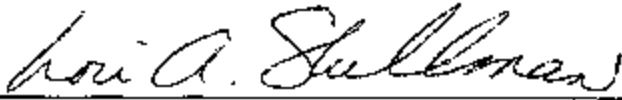
(5) That I make no representations beyond those contained in this affidavit and in particular I make no representations as to whether this information may become available outside Goodyear because of unauthorized or inadvertent disclosure except as stated in Paragraph 4; and

(6) That the information contained in the enumerated paragraphs of this affidavit is true and accurate to the best of my information, knowledge and belief.



James C. Whiteley, Vice President
The Goodyear Tire & Rubber Company

Sworn to before me, a Notary Public, this 23rd day of January, 2001.



Notary Public

LORI A. SKILLMAN, Notary Public
Residence - Cuyahoga County
State Wide Jurisdiction, Ohio
My Commission Expires August 30, 2004

1268

The Goodyear Tire & Rubber Company

Akron, Ohio 44316-0001

LAW DEPARTMENT

(330) 796-3774
FAX: (330) 796-3641
(email:ken_betzler@goodyear.com)

February 8, 2001

Office of Chief Counsel
National Highway Traffic Safety Administration
Room 5219
400 7th Street, S.W.
Washington, D.C. 20590

Re: NSA-12jfa
PE00-046

Attention: Coleman Sachs

Dear Mr. Sachs:

Attached are two copies of additional data submitted to NHTSA in response to request 2 c-g of NHTSA's request for information dated December 1, 2000 in the above referenced matter. On February 6, 2001 you also received documents and data in response to request 5 of this same request for information. The information contained in these responses is considered "**CONFIDENTIAL BUSINESS INFORMATION**" by The Goodyear Tire & Rubber Company and the pages containing the confidential information have been marked "**CONFIDENTIAL**" at the bottom of each page. As to those pages Goodyear requests confidential treatment under 49 CFR Part 512.

The data contained on those pages marked "**CONFIDENTIAL**" is considered business information the disclosure of which would be detrimental to the business interests of Goodyear. Specifically, the attached additional documents in response to request 2 c-g include Goodyear tire examination reports prepared in conjunction with or in anticipation of litigation. As to those cases in litigation, the results of Goodyear's examination have not yet been produced to plaintiffs under applicable discovery rules and orders and the premature disclosure of this information would be detrimental to Goodyear and provide a litigation advantage to plaintiffs.

The documents delivered to you on February 6 are in response to request #5 and relate to Goodyear's extensive analysis of the design, materials, and manufacture of its load range E light

OFFICE OF CHIEF COUNSEL
FEB 12 10:30
WASHINGTON, DC 20590

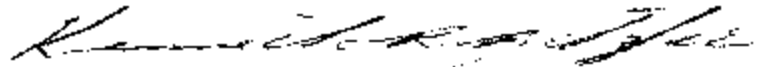
1269

truck tires. During the course of these evaluations, documents were created which by necessity contain design and manufacturing details. The methods used, the factors evaluated and the manufacturing details incorporated in these documents are all proprietary, sensitive, trade secret information of The Goodyear Tire & Rubber Company and the release of this information would give Goodyear's competitors access to data not otherwise available.

For the above reasons, there is attached an affidavit in support of Goodyear's request for confidentiality with respect to the data so marked in response to requests 2 c-g and 5.

Please direct all further correspondence concerning Goodyear's request for confidentiality directly to me.

Sincerely,



Kenneth R. Betzler
Attorney

krb/csh

**AFFIDAVIT IN SUPPORT OF
REQUEST FOR CONFIDENTIALITY**

STATE OF OHIO)
)
COUNTY OF SUMMIT)

I, JAMES C. WHITELEY, being duly sworn, depose and say:

(1) That I am a Vice President and that I am authorized by The Goodyear Tire & Rubber Company (Goodyear) to execute this affidavit on its behalf.

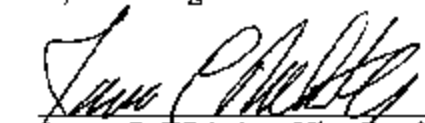
(2) That the data contained in the confidential documents provided in response to requests 2 c-g and 5 is confidential and proprietary and is being submitted with the claim that it is entitled to confidential treatment under 5 U.S.C. 552 (b) (4) as incorporated by reference in and modified by 49 CFR Part 512.

(3) That I have personally inquired of the responsible Goodyear personnel who have authority in the normal course of business to release the information for which a claim of confidentiality has been made to ascertain whether such information has ever been released outside Goodyear.

(4) That based upon such inquiries to the best of my knowledge the information for which Goodyear has claimed confidential treatment has never been released in such detailed form outside The Goodyear Tire & Rubber Company.


(5) That I make no representations beyond those contained in this affidavit and in particular I make no representations as to whether this information may become available outside Goodyear because of unauthorized or inadvertent disclosure except as stated in Paragraph 4; and

(6) That the information contained in the enumerated paragraphs of this affidavit is true and accurate to the best of my information, knowledge and belief.



James C. Whiteley, Vice President
The Goodyear Tire & Rubber Company

Sworn to before me, a Notary Public, this 8th day of February, 2001.



Notary Public

LORI A. SKILMAN, Notary Public
Residence - Cuyahoga County
State Wide Jurisdiction, Ohio
Commission Expires August 30, 2004

Ford Motor Company

2001
1/24/01
1272

Automotive Safety Office
Environmental and Safety Engineering

February 16, 2001

Mr. Thomas Z. Cooper, Chief
Vehicle Integrity Division
Office of Defects Investigation
Safety Assurance
National Highway Traffic Safety
Administration
400 Seventh Street, S. W.
Washington, DC 20590

Dear Mr. Cooper:

Subject: PE00-046:NSA-12jfa

Ford Motor Company respectfully requests an extension of time for our response to your January 24, 2001 inquiry referenced above.

Ford's ability to complete our response to your inquiry has been hampered due to the workload required to support the other information requests that the Agency has made concerning other tire issues, as well as the abbreviated time you allotted for our response. Ford anticipates providing responses to your specific requests on or before the dates listed on the following schedule:

<u>Submission Date</u>	<u>Requests Numbers</u>
February 23, 2001	1
March 15, 2001	7
April 6, 2001	2, 3 and Partial 5 (US only)
April 20, 2001	4, Complete 5 (worldwide) and 6

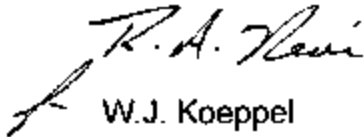
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On April 20, 2001, Ford will make available electronic copies on Ford's Virtual Reading Room (VRR) of all documents that have been located which are responsive to Requests Numbers 4 and 6. Ford anticipates that additional documents may be located after that date. In that event, electronic copies of any such documents will also be made available on the website.

If you have any further questions, please contact me.

Sincerely,


W.J. Koeppl

PE00-046
scb

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Clean
Closed
out
3-23-01

MAR - 8 2001

FILE

CERTIFIED MAIL-RETURN RECEIPT REQUESTED

Kenneth R. Betzler
Attorney
The Goodyear Tire & Rubber Company
Akron, Ohio 44316-0001

RE: Confidentiality Determination/PE00-046/NSA-12jfa

Dear Mr. Betzler:

This is in response to your letter dated January 23, 2001, in which you request confidential treatment on behalf of The Goodyear Tire & Rubber Company (Goodyear) for data furnished in response to NHTSA's Request for Information dated December 1, 2000. Specifically, Goodyear requests confidential treatment for materials provided in response to requests numbered 1, 2(a), 2(b), 3, 4, 6, 8, 9, 10 and 12. You state that:

- your response to request number 1 shows production figures for the subject load range E tires;
- your response to requests 2(a), 2(b) and 4 relates to field and fleet complaints and warranty claims and adjustments;
- your response to request number 3 contains settlement information;
- your response to requests numbered 6, 8, 9, and 10 relate to the manner and methods employed by Goodyear in designing, manufacturing and testing its tires and includes technical information; and
- your response to request number 12 is a customer list.

Goodyear requests confidential treatment for these materials for an unspecified period of time.

Goodyear asserts that the data contained in these materials are considered business information, the disclosure of which would be detrimental to the business interests of Goodyear. Goodyear asserts also that the release of this data to the news media and/or others who do not have and would not take time to acquire the benefit of the full explanation of this data, would be totally detrimental to Goodyear. Finally, Goodyear asserts that any of this data standing alone, or in

1274 GRID

combination with other data submitted to NHTSA, could be taken out of context and used by those so inclined to discredit Goodyear's image and credibility in the minds of the consuming public.

I have decided to grant your request for confidential for these materials in part and to deny it in part.

I have reviewed your submission, including the materials that you claim are entitled to confidential treatment and the arguments that you assert in support of your claim. While I have not reached a conclusion regarding each individual argument that you assert, I have concluded based upon your submission as a whole that the public release of the data contained in your responses to requests numbered 1, 6, 8, 9, 10, and 12, are likely to cause substantial competitive harm to Goodyear and, therefore, that this information is entitled to confidential treatment pursuant to Exemption 4 of the Freedom of Information Act, 5 U.S.C. §552(b)(4). These materials will be protected for an indefinite period of time.

In addition, I have concluded that the public release of the consumer names, addresses and telephone numbers identified in your response to requests numbered 2(a), 2(b) and 3, are entitled to protection pursuant to Exemption 6 of the Freedom of information Act, 5 U.S.C. §552(b)(6), because their release would constitute an unwarranted invasion of personal privacy to the persons who would be identified.

With respect to all of the other information contained in your response to requests numbered 2(a), 2(b), and 3, and in your response to request number 4 in its entirety, you have not demonstrated, and we are unable to find, based on the information that you have submitted, that the release of these materials would cause substantial competitive harm to Goodyear. Public Citizen Health Research Group v. Food and Drug Administration, 704 F.2d 1280 (D.C. Cir. 1983). These materials consist of field and fleet complaints, warranty claims, and adjustments and settlement information.

Please note that release of data to the news media or the possibility that data could be "taken out of context" or "used to discredit Goodyear's image in the minds of the consuming public" is not a competitive harm that is recognized under Exemption 4 of the FOIA.

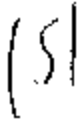
This partial grant of confidential treatment is subject to certain conditions since the information for which confidentiality has been granted was submitted pursuant to a defect investigation. The information may be disclosed under the authority of 49 U.S.C. §30167(b) and 49 C.F.R. §512(a)(2), if the agency decides the disclosure will assist in carrying out the purposes of the National Traffic and Motor Vehicle Safety Act.

In addition, this material may be disclosed under 49 C.F.R. §512.8, based upon newly discovered or changed facts, and you must inform the agency of any changed circumstances which may affect the protection of the information (49 C.F.R. §512.4(i)). Prior to the release of information under 49 C.F.R. §512.8 or §512.9, you would be notified in accordance with the procedures established by our regulations.

1275

If you disagree with this determination, you may request reconsideration. The request for reconsideration must be submitted with written justification and the certification required by 49 C.F.R. §512.4(c) 10 working days after your receipt of this letter. Such justification must show the particular competitive harm to your company from the disclosure of the information for which confidentiality has been denied (49 C.F.R. §512.4(b)(3)) and contain any legal arguments and citations upon which you rely. Should we receive no justification within the required period of time, the agency will be at liberty to place your submitted information in the public file.

Sincerely,



Heidi L. Coleman
Assistant Chief Counsel
for General Law

NHTSA

#22682

C/Am
3-23-01

MAR - 8 2001

FILE

CERTIFIED MAIL-RETURN RECEIPT REQUESTED

Kenneth R. Betzler
Attorney
The Goodyear Tire & Rubber Company
Akron, Ohio 44316-0001

RE: Confidentiality Determination/PE00-046/NSA-12jfa

Dear Mr. Betzler:

This is in response to your letter dated February 8, 2001, in which you request confidential treatment on behalf of The Goodyear Tire & Rubber Company (Goodyear) for data furnished in response to NHTSA's Request for Information dated December 1, 2000. Specifically, Goodyear requests confidential treatment for materials provided in response to requests numbered 2 c-g and 5. You state that:

- your response to requests numbered 2c-g include Goodyear tire examination reports; and
- your response to request number 5 relates to Goodyear's extensive analysis of the design, materials, and manufacture of its load range E light truck tires.

Goodyear requests confidential treatment for these materials for an unspecified period of time.

Goodyear asserts that the data contained in these materials are considered business information, the disclosure of which would be detrimental to the business interests of Goodyear. Goodyear asserts also that the documents submitted in response to requests 2 c-g include Goodyear tire examination reports prepared in conjunction with or in anticipation of litigation. Goodyear asserts further that, as to those cases in litigation, the results of Goodyear's examination have not yet been produced to plaintiffs under applicable discovery rules and orders and the premature disclosure of this information would be detrimental to Goodyear and would provide a litigation advantage to plaintiffs.

Goodyear asserts that the materials contained in your response to request number 5 contain design and manufacturing details. Further, you assert that the methods used, the factors

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evaluated and the manufacturing details incorporated in these documents are all proprietary, sensitive, trade secret information and that the release of this information would give Goodyear's competitors access to data not otherwise available.

I have decided to grant your request for confidential treatment for these materials.

I have reviewed your submission, including the materials that you claim are entitled to confidential treatment and the arguments that you assert in support of your claim. While I have not reached a conclusion regarding each individual argument that you assert, I have concluded based upon your submission as a whole that the public release of the data contained in response to requests numbered 2 c-g and 5, are likely to cause substantial competitive harm to Goodyear and, therefore, that this information is entitled to confidential treatment pursuant to Exemption 4 of the Freedom of Information Act, 5 U.S.C. §552(b)(4). These materials will be protected for an indefinite period of time.

Although we have not reached a conclusion regarding whether the release of this information would "provide a litigation advantage to plaintiffs," we note that this is not a competitive harm generally recognized under Exemption 4 of the FOIA.

This grant of confidential treatment is subject to certain conditions since the information for which confidentiality has been granted was submitted pursuant to a defect investigation. The information may be disclosed under the authority of 49 U.S.C. §30167(b) and 49 C.F.R. §512(a)(2), if the agency decides the disclosure will assist in carrying out the purposes of the National Traffic and Motor Vehicle Safety Act.

In addition, this material may be disclosed under 49 C.F.R. §512.8, based upon newly discovered or changed facts, and you must inform the agency of any changed circumstances which may affect the protection of the information (49 C.F.R. §512.4(i)). Prior to the release of information under 49 C.F.R. §512.8 or §512.9, you would be notified in accordance with the procedures established by our regulations.

Sincerely,

Heidi L. Coleman
Assistant Chief Counsel
for General Law

NHTSA

L.....

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The Goodyear Tire & Rubber Company

Akron, Ohio 44316-0001

LAW DEPARTMENT

(330) 796-3774
FAX: (330) 796-3641
(email:ken_betzler@goodyear.com)

March 21, 2001

Office of Chief Counsel
National Highway Traffic Safety Administration
Room 5219
400 7th Street, S.W.
Washington, D.C. 20590

OFFICE OF CHIEF
COUNSEL

01 MAR 24 P 1: 31

NHTSA
WASHINGTON, DC 20590

Re: **Confidentiality Determination/PE00-46/NSA-12jfa**

Attention: Heidi L. Coleman, Esq.

Dear Ms. Coleman:

I have received your letter of March 8, 2001 in which you respond to my letter of January 23, 2001 requesting confidential treatment for information submitted by Goodyear in response to NHTSA's Request for Information dated December 1, 2000. You have denied Goodyear's request for confidential treatment for the information submitted in response to requests 2(a), 2(b), 3 and 4. The purpose of this letter is to petition the NHTSA for reconsideration of this denial in accordance with 49 CFR 512.7.

The data in response to NHTSA requests 2(a) and 2(b) relates to field and fleet complaints, which include telephone calls and other reported information. This data includes verbal complaints received on Goodyear's toll free 800 number, which, as a rule, do not provide specific information necessary to verify the legitimacy of the complaint. Notwithstanding the reliability or accuracy of this information, Goodyear does utilize it to make decisions to enhance Goodyear's marketplace performance. Accordingly release of this information would allow competitors to discern or infer certain Goodyear business practices, which would result in competitive harm to Goodyear. Accordingly, this confidential business information should be afforded confidential treatment.

The response to request 4 relates to warranty claims and adjustments. Adjustment programs and warranty actions as found in the tire industry are directed at consumer satisfaction and repurchase intent. Goodyear has a specific and confidential approach regarding product

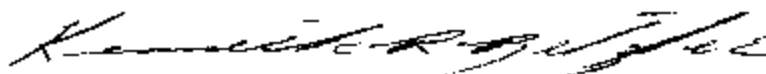
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adjustments and customer satisfaction issues. While written policies exist the willingness to go beyond written policies for customer satisfaction objectives, and the basic way in which this data is captured, stored and analyzed is basic to Goodyear's competitive position in the marketplace. Consumer satisfaction is a key element in marketing and continued profitability of Goodyear. Accordingly, warranty and adjustment statistics are confidential business information and their release would result in substantial competitive harm to Goodyear. Goodyear requests that warranty claims and adjustments be afforded confidential treatment.

The response to request 3 lists the lawsuits that have been settled and the amounts paid. The decision to settle a lawsuit is based on many considerations, including the jurisdiction, competency of opposing counsel, results of evidentiary and discovery rulings, quality of expert testimony, cost of defense and advice of counsel. Although most lawsuits are settled with no admission of liability, competitive access to settlement data can be exploited to suggest the existence of a product problem to gain a competitive advantage. Further some settlements are subject to a negotiated and agreed upon confidentiality agreement and the desires of the parties to have confidentiality should be respected and protected. Goodyear believes that release of this information could result in substantial competitive harm, and requests that this information be afforded confidential treatment.

For the above reasons, Goodyear petitions for reconsideration of NHTSA's denial of confidential treatment with respect to the data contained in response to requests 2(a), 2(b), 3 and 4. The certification of James C. Whiteley in support of Goodyear's request is attached. Please direct all further correspondence concerning this matter directly to me.

Sincerely,



Kenneth R. Betzler
Attorney

krh/csh

1280

**CERTIFICATE IN SUPPORT OF
REQUEST FOR CONFIDENTIALITY**

STATE OF OHIO)
)
COUNTY OF SUMMIT)

I, JAMES C. WHITELEY, being duly sworn, depose and say:

(1) That I am a Vice President and that I am authorized by The Goodyear Tire & Rubber Company (Goodyear) to execute this certificate on its behalf.


(2) The information contained in the response of The Goodyear Tire & Rubber Company to requests 2(a), 2(b), 3 and 4 of NIITSA's Request for Information dated December 1, 2000 is confidential business information and was submitted with the claim that it is entitled to confidential treatment under 5 U.S.C. 552(b) (4) as incorporated by reference in and modified by 49 C.F.R. Part 512.

(3) That I have personally inquired of the responsible Goodyear personnel who have authority in the normal course of business to release the information for which a claim of confidentiality has been made to ascertain whether such information has ever been released outside Goodyear.

(4) That based upon such inquiries to the best of my knowledge, information and belief the information for which Goodyear has claimed confidential treatment has never been released or become available outside Goodyear in such detailed form or without being protected from disclosure pursuant to a confidentiality agreement or protective order.


(5) That I make no representations beyond those contained in this certificate and in particular I make no representations as to whether this information may become available outside Goodyear because of unauthorized or inadvertent disclosure except as stated in Paragraph 4; and

(6) I certify under penalty of perjury that the foregoing is true and correct.



James C. Whiteley, Vice President
The Goodyear Tire & Rubber Company

Sworn to before me, a Notary Public, this 22nd day of March, 2001.



Notary Public

LORI A. SKILLMAN, Notary Public
Residence - Cuyahoga County
State Wide Jurisdiction, Ohio
My Commission Expires August 30, 2004

1281

NSA-12
T. Bronberg

APR - 4 2001

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

Kenneth R. Betzler
Attorney
The Goodyear Tire & Rubber Company
Akron, Ohio 44316-0001

RE: Confidentiality Determination

Dear Mr. Betzler:

This is in response to your letter dated November 14, 2000, in which you request on behalf of The Goodyear Tire & Rubber Company (Goodyear), confidential treatment for the materials enclosed with your letter. You state that the data submitted includes production data for all Goodyear Wrangler tires (all sizes and types) as well as the Kelly Safari load range E to include common green tires. Also submitted is a "two page summary of 30 known accidents involving Goodyear and Kelly load range E tires." You request confidential treatment for these materials for an unspecified period of time.

You assert that the production data submitted by Goodyear is considered business information, the disclosure of which could be detrimental to the business interests of Goodyear. You assert also that competitor manufacturers wish to know the numbers and capacity of plants of others in the industry and release of this information would therefore harm the competitive position of Goodyear. In addition, you assert that the two page "summary of accidents" contains the results of the Goodyear examination of those tires it has had an opportunity to examine. You assert that, as to those cases in litigation, Goodyear has not yet in some instances made the results of its examination available to plaintiffs under applicable discovery orders and therefore the premature disclosure of this information would be detrimental to Goodyear and provide a litigation advantage to plaintiffs.

I have decided to grant your request for confidential treatment for these materials in part and to deny it in part.

I have reviewed your submission, including the materials that you claim are entitled to confidential treatment and the arguments that you assert in support of your claim. While I have not reached a conclusion regarding each individual argument that you assert, I have concluded based upon your submission as a whole that the public release of the production data is likely to cause substantial competitive harm to Goodyear and, therefore, this information is entitled to confidential treatment pursuant to Exemption 4 of the Freedom of Information Act, 5 U.S.C. §552(b)(4). This

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information will be protected for an indefinite period of time.

With respect to Goodyear's two page summary of the "30 known accidents involving Goodyear and Kelly load range E tires," while this information may perhaps be embarrassing, you have not demonstrated, and we are unable to find, based on the information that you have submitted, that the release of these materials would cause substantial competitive harm to Goodyear. Public Citizen Health Research Group v. Food and Drug Administration, 704 F.2d 1280 (D.C. Cir. 1983). Although we have not reached a conclusion regarding whether the release of this information would result in a "disadvantage in litigation," we note that this is not a competitive harm recognized under Exemption 4 of the FOIA.

This partial grant of confidential treatment is subject to certain conditions since the information for which confidentiality has been granted was submitted pursuant to a defect investigation. The information may be disclosed under the authority of 49 U.S.C. §30167(b) and 49 C.F.R. §512(a)(2), if the agency decides the disclosure will assist in carrying out the purposes of the National Traffic and Motor Vehicle Safety Act.

In addition, this material may be disclosed under 49 C.F.R. §512.8, based upon newly discovered or changed facts, and you must inform the agency of any changed circumstances which may affect the protection of the information (49 C.F.R. §512.4(i)). Prior to the release of information under 49 C.F.R. §512.8 or §512.9, you would be notified in accordance with the procedures established by our regulations.

If you disagree with this determination, you may request reconsideration. The request for reconsideration must be submitted with written justification and the certification required by 49 C.F.R. §512.4(e) 10 working days after your receipt of this letter. Such justification must show the particular competitive harm to your company from the disclosure of the information for which confidentiality has been denied (49 C.F.R. §512.4(b)(3)) and contain any legal arguments and citations upon which you rely. Should we receive no justification within the required period of time, the agency will be at liberty to place your submitted information in the public file.

Sincerely,

(5)
Heidi L. Coleman
Assistant Chief Counsel
for General Law

NHTSA
N

1283

The Goodyear Tire & Rubber Company

Akron, Ohio 44316-0001

May 2, 2001

Thomas Z. Cooper, Chief
Vehicle Integrity Division
Office of Defects Investigation
Safety Assurance

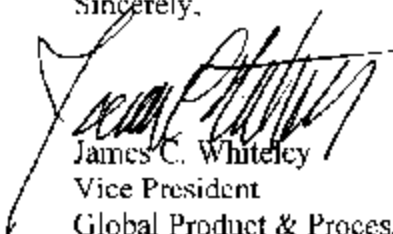
Re: NSA-12jfa
PE00-046

Dear Mr. Cooper:

To assist NHTSA in its Preliminary Evaluation of Goodyear load range E light truck tires, Goodyear has prepared the attached documents numbered PE46 21410 through 21429 to supplement its previous response to request 2 c-g submitted to NHTSA on February 7, 2001. Specifically these documents provide an analyses of the property damage claims submitted to NHTSA by dollar amounts and vehicle type (driven vs towed). Goodyear believes these documents will provide NHTSA a better understanding of the nature and extent of these claims.

In conjunction with Goodyear's initial response to request 2 c-g, Goodyear requested and was granted confidential treatment for this data by letter dated March 8, 2001 from Heidi L. Coleman, Assistant Chief Counsel for General Law. Since the supplemental documents now being submitted to NHTSA provides a more detailed analyses of this same data, it should be accorded the same confidential treatment as previously granted. By copy of this letter, Goodyear is also submitting two copies of these additional documents to the Office of Chief Counsel to complete its file.

Sincerely,


James C. Whiteley
Vice President
Global Product & Process Quality

jcw/csh
Attachments

1284

cc: Office of Chief Counsel
National Highway Traffic Safety Administration
Room 5219
400 7th Street, S.W.
Washington, D.C. 20590

Attention: Heidi L. Coleman, Esq.

1285



MARK W. CLARK, P.A.
 DONALD R. FOUNTAIN, P.A.
 MARCI POENTES DALL
 DAVID M. GASPAR
 W. HAMPTON KEEN
 NANCY I.A. VISTA
 JULIE H. LITVYK REISIN
 LAKE LYTAL, JR., P.A.
 LAKE E. LYTAL, III
 MICHAEL OVERBECK
 DAVID C. PRATTIER
 JOSEPH J. REITER, P.A.
 KEVIN C. SMITH
 SCOTT B. SMITH
 WILLIAM S. WILLIAMS, P.A.

TRIAL LAWYERS LLP

Direct Line: 820-2240

PARALEGAL STAFF:
 JAMES COOK
 LAWRENCE GORDON
 BARBARA L. LUNTER
 JAMES KEELEY
 JAMES E. WILLIAMS

CHIEF INVESTIGATOR:
 MARY KERNER
 NUBRING CONSULTANTS:
 ROXANN BILLINGSLEA, R.N.
 PATTI SPARTILLO, N.

May 7, 2001

Mr. John Abbott
 U.S. Department of Transportation
 National Highway Traffic Safety Administration
 Office of Defects Investigation
 NSA-10.01
 400 7th Street, S. W.
 Washington, DC 20590

Re: Goodyear/Kelly-Springfield P.F.
 Our client: GARCIA, Jorge
 Our File No.: 00/0288
 Investigation: PE00-046

Dear Mr. Abbott:

Several weeks ago I received a request from Attorney Jennifer Timian in your office to provide a copy of the plaintiff's experts reports to NHTSA to assist in the investigation of defects in Goodyear/Kelly-Springfield Load Range E tires.

I explained to Ms. Timian that because the plaintiff's experts' reports contained, summarized, and referred to internal Goodyear and Kelly-Springfield documents that had been produced pursuant to a protective order, I did not feel as though I could provide copies of these reports to NHTSA without Goodyear's approval. The protective order that I signed on to in order to receive a copy of internal Goodyear and Kelly-Springfield documents produced in the case of *v. Goodyear* does contain a sharing agreement which arguably could extend to your organization as well. A copy of the protective order is attached for your review.

However, because the protective order did not specifically provide for sharing information with the government, I felt as though it was prudent to write to Goodyear's attorneys before honoring NHTSA's request. I have enclosed a copy of my letter dated April 11, 2001 to Goodyear's attorneys for your review, a copy of Goodyear's attorneys' response letter dated May 1, 2001, and my letter to Goodyear's attorney dated May 3, 2001 for your review.

1286

May 7, 2001
Page 2

Therefore, pursuant to Goodyear's agreement I have enclosed the following expert reports for the *v. Goodyear & Kelly-Springfield* case for your review at this time:

1. Alan
2. Dennis
3. Rex
4. Max
5. Allan

I would request that your organization familiarize itself with and comply with the terms of the *Frankel* protective order with regard to the assimilation of these reports. Although Goodyear's attorneys did not request that I convey to you their desire to keep these records confidential, I think the safest thing to do at this point would be to treat them as though they are confidential.

After you have reviewed these reports please contact me so that we may discuss whether or not you would like to also receive copies of the experts depositions where they further expound upon their opinions contained in their reports.

Very truly yours,



Don Fountain
DF/elk

enclosures

cc: Michael Meksraitis, Esq.
Christine Spagnoli, Esq.
Allan Kam

1287

The Goodyear Tire & Rubber Company

Akron, Ohio 44316-0001

Law DEPARTMENT

(330) 796-3774
FAX: (330) 796-3641
(email:ken_betzler@goodyear.com)

May 17, 2001

John G. Womack
Deputy Chief Counsel
National Highway Traffic Safety Administration
Room 5219
400 7th Street, S.W.
Washington, D.C. 20590

Re: NSA-12jka
PE00-046


Dear Mr. Womack:

I am writing to express Goodyear's concern that a copy of a report prepared by Allan J. Kam of Highway Traffic Safety Associates dated April 17, 2001 entitled "**Analysis of Whether Goodyear/Kelly-Springfield Should Have Recalled Load Range E Tires**" may find its way into the public docket relating to the captioned preliminary evaluation. Kam was retained by Attorney Don Fountain of West Palm Beach, Florida, to prepare the report in conjunction with litigation pending against Goodyear involving a load range E tire.

Specifically, Section VII of the report contains an analysis of Goodyear documents and depositions which were obtained by Attorney Fountain after agreeing to comply with the terms and conditions of a Protective Order in the case styled Estate of Robert Frankl, et al. vs. The Goodyear Tire & Rubber Company, et al., Superior Court of New Jersey, Mercer County, Case Number MER-I-003052-99. Kam's report specifically quotes and is based upon the confidential, proprietary and court ordered protected Frankl documents. Section VII of the report is clearly confidential and governed by the same terms as the Frankl Protective Order. Further, the documents referenced in Section VII were submitted to NHTSA with a request for confidentiality under 49 CFR Part 512 that has been granted.

In view of the above, it is Goodyear's position that if and when NHTSA is furnished a copy of the Kam report, it should not be entered into the public docket. If you have any questions concerning this matter, please don't hesitate to contact me directly.

Sincerely,


Kenneth R. Betzler
Attorney

krb/csh

1288

cc: Thomas Z. Cooper, Chief
Vehicle Integrity Division
Office of Defects Investigation
Safety Assurance
400 7th Street, S.W.
Washington, D.C. 20590

Kenneth N. Weinstein
Associate Administrator for Safety Assurance
National Highway Traffic Safety Administration
Room 5321
400 7th Street, S.W.
Washington, D.C. 20590

Kathleen C. DeMeter, Director
Office of Defects Investigation
National Highway Traffic Safety Administration
Room 5326
400 7th Street, S.W.
Washington, D.C. 20590

John Abbott
Safety Defects Engineer
National Highway Traffic Safety Administration
Room 5326
400 7th Street, S.W.
Washington, D.C. 20590

1289

The Goodyear Tire & Rubber Company

Akron, Ohio 44316-0001

May 17, 2001

Thomas Z. Cooper, Chief
Vehicle Integrity Division
Office of Defects Investigation
Safety Assurance

Re: NSA-12jfa
PE00-046

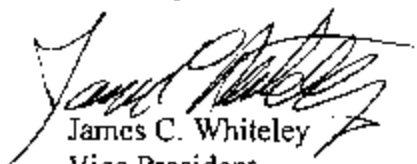
Dear Mr. Cooper:

Attached is additional supplementation to Goodyear's response to requests 1 and 2 c-g submitted to NHTSA on February 7, 2001. Specifically documents numbered PE46 10072 through 10074 provide production numbers for specific TIC codes that were contained in the initial submission. Documents numbered PE46 21430 through 21438 contain further detail and analysis of those property damage claims where the vehicle made contact with some object following a tread/belt separation.

By letter from Heidi L. Coleman, Assistant Chief Counsel for General Law, dated March 8, 2001, Goodyear was granted confidential treatment for its initial responses to these requests. Since these additional documents provide further analysis of this same data, Goodyear is requesting confidential treatment for these documents as well and is providing the Office of Chief Counsel with two copies with a request for confidentiality under 49 CFR Part 512.

If you have any further questions or comments concerning the data submitted to NHTSA, please don't hesitate to contact me directly.

Sincerely,



James C. Whiteley
Vice President
Global Product & Process Quality

jew/csh

1290

The Goodyear Tire & Rubber Company

Akron, Ohio 44316-0001

May 22, 2001

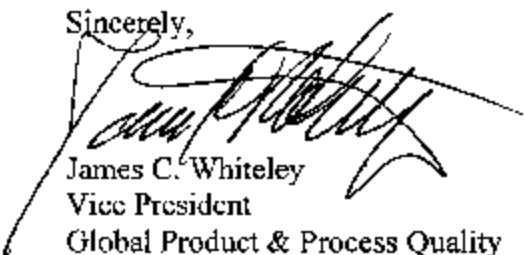
Thomas Z. Cooper, Chief
Vehicle Integrity Division
Office of Defects Investigation
Safety Assurance

Re: NSA-12jfa
PE00-046

Dear Mr. Cooper:

Goodyear has now confirmed that incorrect data was provided in the column titled "Goodyear Index #" on documents numbered PE46 21436 through 21438 that were attached to my letter dated May 17, 2001. Please substitute the attached corrected documents with the same numbers that now contain the correct data. I further request that you return the documents with the incorrect data at your earliest convenience.

Sincerely,



James C. Whiteley
Vice President
Global Product & Process Quality

jcw/esh
Attachments

1291

MARK W. CLARK, P.A.
DONALD R. FOUNTAIN, P.A.
MARCI FUENTES BAIL
DAVID M. GASPARI
W. HAMPTON KEEN
NANCY J.A. VISTA
JULIE H. LITTKY-RUBIN
LAKE LYCAL, JR., P.A.
LAKE H. LYCAL, III
MICHAEL OVERBECK
DAVID C. PRATHER
JOSEPH J. REITER, P.A.
KEVIN C. SMITH
SCOTT R. SMITH
WILLIAM S. WILLIAMS, P.A.



PARALEGAL STAFF:
JAMES E. COOK
LAVRENCE GORDON
BARBARA L. HOXTER
W. JAMES KEELEY
JAMES E. WILLIAMS

CHIEF INVESTIGATOR:
MARTY KERNER

CONSULTING PHYSICIAN:
CATHY B. THOMSON, M.D.

NURSING CONSULTANTS:
ROXANN BELLINGSLER, R.N.
PATI SPAETH, R.N.

Direct Line: 820-2240

May 22, 2001

Mr. John Abbott
Mr. Thomas Cooper, Chief Vehicle Integrity Division
U.S. Department of Transportation
National Highway Traffic Safety Administration
Office of Defects Investigation
NSA-10.01
400 7th Street, S. W.
Washington, DC 20590

RECEIVED
MAY 23 2001 20
OFFICE OF COOPER
CONFIDENTIAL

Re: Goodyear/Kelly-Springfield P.E.
Our client: _____
Our File No.: 00/0288
Investigation: PE00-046

Dear Mr. Abbott & Mr. Cooper:

Pursuant to your May 11, 2001 correspondence, I have enclosed the following depositions:

1. Dennis _____ dated 4/16/2001.
2. Alan _____ dated 4/17/01.
3. Max _____ dated 5/4/01.

Because these depositions refer to and discuss documents which have been produced by Goodyear and _____ pursuant to a confidentiality agreement, they are arguably protected or confidential depositions. As a result, to be on the safe side, I am requesting that these depositions be provided confidential treatment in accordance with 49 CFR Section 512.

Plaintiff's expert, Allan _____'s deposition is scheduled to be concluded in the very near future. I will provide a copy of that deposition to you upon its conclusion. The defense had scheduled the depositions of Rex _____ and Allan _____ but cancelled them at the last minute. Those depositions are in the process of being rescheduled and when they have been completed I will forward copies to you.

1292

May 22, 2001
Page 2

Very truly yours,



Dor Fountain
DE/ek

enclosures

cc: Michael Meksraitis, Esq.
Christine Spagnoli, Esq.
Allar

1293

The Goodyear Tire & Rubber Company

AKRON, OHIO 44316-0001

LAW DEPARTMENT

(330) 796-3774
FAX: (330) 796-3641
(email:ken_betzler@goodyear.com)

May 30, 2001

VIA AIRBORNE EXPRESS

Office of Chief Counsel
National Highway Traffic Safety Administration
Room 5219
400 7th Street, S.W.
Washington, D.C. 20590

Re: **PE00-46/NSA-12jfa**

Attention: Heidi L. Coleman, Esq.

Dear Ms. Coleman:

Attorney Donald R Fountain of West Palm Beach, Florida has submitted expert reports to NHTSA from the case of Jorge v. Kelly-Springfield Tire Company, et al. Specifically, NHTSA has been furnished with reports prepared by Dennis n dated April 5, 2001, Alan dated April 9, 2001, William dated April 24, 2001, R J n dated April 17, 2001 and Allan dated April 17, 2001. Sections of these reports contain an analysis or discussion of Goodyear documents that were obtained by Attorney Fountain after agreeing to comply with the terms and conditions of a Protective Order entered in the case styled **Estate of Robert , et al. vs. The Goodyear Tire & Rubber Company, et al., Superior Court of New Jersey, Mercer County, Case Number MER-I-003052-99.**

Further, documents discussed in these reports were submitted to NHTSA with a request for confidentiality under 49 CFR Part 512 that was granted. Therefore, as to these reports, Goodyear is requesting confidential treatment under 49 CFR Part 512 as follows:

Dennis . Report - April 5, 2001

Section X. Discussion of the Goodyear-Kelly Separation Problem, pages 10-11.

Section X. Conclusions, page 12, item E.

Alan report - April 9, 2001

Pages 10 and 13.

1294

William Report April 24, 2001
Page 1, conclusion 3.

R J' Report - April 17, 2001
Section B, page 3.

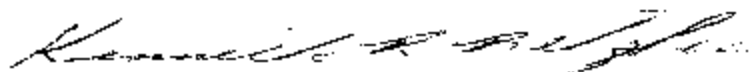
Allan Report - April 17, 2001
Section VII, pages 19-31.

The Goodyear confidential documents discussed and analyzed in these expert reports were submitted to NHTSA in response to request #5 of NHTSA's request for information dated December 1, 2000. The documents relate to Goodyear's extensive analysis of the design, materials and manufacture of the load range E light truck tires. The methods used, the factors evaluated and the manufacturing details discussed in these documents are all proprietary, trade secret information of The Goodyear Tire & Rubber Company and therefore any discussion or analysis of these documents should be afforded the same confidential treatment as the documents themselves. A copy of the letter dated March 8, 2001 from the Office of Chief Counsel granting Goodyear's request for confidential treatment for these Goodyear documents is attached.

Goodyear is submitting two copies of these expert reports to NHTSA with the confidential information being marked and bracketed pursuant to 49 CFR 512.4. By copy of this letter, an additional copy of each expert report with the information claimed confidential being deleted is being forwarded to Thomas Z. Cooper.

Please direct all further correspondence concerning this request for confidentiality directly to me.

Sincerely,



Kenneth R. Betzler
Attorney

krb/csh

Attachments 3

cc: Thomas Z. Cooper, Chief
Vehicle Integrity Division
Office of Defects Investigation
Safety Assurance
(With Attachments)

1295



U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

400 Seventh St., S.W.
Washington, D.C. 20590

May 31, 2001

Via U.S. Mail

Kenneth R. Betzler, Esquire
The Goodyear Tire & Rubber Company
1144 East Market Street
Akron, Ohio 44316-0001

Re: Jorge a v. Kelly-Springfield Tire Co., et al.

Dear Mr. Betzler:

Please find enclosed copies of various deposition transcripts provided to the Agency from Plaintiff's counsel in relation to the above-referenced matter. These copies are being supplied so that Goodyear may have an opportunity to submit a Part 512 request for confidential treatment with respect to the information contained therein. We would ask that any such request be submitted in a reasonable period of time.

Thank you for your kind attention to this matter. As always, should you have any questions or concerns please feel free to contact me.

Very truly yours,

Jennifer T. Timian

Prof

JUN 20 2001

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Dennis O'Conner, Manager
Government & Customer Relations
The Goodyear Tire and Rubber Company
144 East Market Street
Akron, OH 44313

NSA-12jfa
PE00-046

Dear Mr. O'Conner:

This letter supplements our request for information regarding Preliminary Evaluation, PE00-046, concerning alleged failures of load range "E" light truck tires manufactured by Goodyear and Kelly Springfield. To assist us at this stage of the investigation we are requesting additional information.

In reviewing information provided by a vehicle manufacturer regarding load range "E" tires, we have been made aware of two additional lawsuits concerning crashes on vehicles fitted with Goodyear load range "E" tires. Goodyear was named as a defendant in these two cases but the information Goodyear has provided to date does not include them.

Unless otherwise stated in the text, the following definitions apply to this information request:

- **Subject tire(s):** all load range E tires produced by Goodyear, Kelly Springfield, or any other Goodyear affiliates for installation as original and/or replacement equipment, including all load range E tires produced by Goodyear, Kelly Springfield, or any other Goodyear affiliates and sold under other brand names.
- **Goodyear:** The Goodyear Tire and Rubber Company, all of its past and present officers and employees, whether assigned to its principal offices or to any of its field or other locations, including all of its divisions, subsidiaries (whether or not incorporated) and affiliated enterprises and all of their headquarters, regional, retail outlets, zone and other offices and their employees, and all agents, contractors, consultants, attorneys and law firms, and other persons engaged directly or indirectly (e.g., employee of a consultant) by or under the control of Goodyear (including all business units and persons previously referred to), who are or, in or after 1989, were involved in any way with any of the following related to the subject condition in the subject tires:
 - a. design, engineering, analysis, modification or production;

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- b. testing, assessment or evaluation;
 - c. consideration or recognition of potential or actual defects, reporting, record-keeping, (e.g., complaints, warranties, part sales), analysis, claims, or lawsuits; or
 - d. communication to, from, or available to affiliated companies, vehicle manufacturers, zone representatives, fleets, distributors, dealers, stores, or other field locations.
- **Alleged defect:** all tire failures in any one or more of the following categories: (1) belt-to-belt separation; (2) belt edge separation; (3) tread separation; (4) allegations of tire failure where the specific type of separation is unknown; and (5) blowout.
 - **Document:** "Document(s)" is used in the broadest sense of the word and shall mean all original written, printed, typed, recorded, or graphic matter whatsoever, however produced or reproduced, of every kind, nature, and description, and all nonidentical copies of both sides thereof, including, but not limited to, papers, letters, memoranda, correspondence, communications, electronic mail (e-mail) messages (existing in hard copy and/or in electronic storage), faxes, mailgrams, telegrams, cables, telex messages, notes, annotations, working papers, drafts, minutes, records, audio and video recordings, data, databases, other information bases, summaries, charts, tables, graphics, other visual displays, photographs, statements, interviews, opinions, reports, newspaper articles, studies, analyses, evaluations, interpretations, contracts, agreements, jottings, agendas, bulletins, notices, announcements, instructions, blueprints, drawings, as-builts, changes, manuals, publications, work schedules, journals, statistical data, desk, portable and computer calendars, appointment books, diaries, travel reports, lists, tabulations, computer printouts, data processing program libraries, data processing inputs and outputs, microfilms, microfiches, statements for services, resolutions, financial statements, governmental records, business records, personnel records, work orders, pleadings, discovery in any form, affidavits, motions, responses to discovery, all transcripts, administrative filings and all mechanical, magnetic, photographic and electronic records or recordings of any kind, including any storage media associated with computers, including, but not limited to, information on hard drives, floppy disks, backup tapes, and zip drives, electronic communications, including but not limited to, the Internet and shall include any drafts or revisions pertaining to any of the foregoing, all other things similar to any of the foregoing, however denominated by Goodyear, any other data compilations from which information can be obtained, translated if necessary, into a usable form and any other documents. For purposes of this request, any document which contains any note, comment, addition, deletion, insertion, annotation, or otherwise comprises a nonidentical copy of another document shall be treated as a separate document subject to production. In all cases where original and any non-identical copies are not available, "document(s)" also means any identical copies of the original and all non-identical copies thereof. Any document, record, graph, chart, film or photograph originally produced in color must be provided in color. Furnish all documents whether verified by Goodyear or not. If a document is not in the English language, provide both the original document and an English translation of the document.

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In order for my staff to evaluate the alleged defect, certain information is required. Pursuant to 49 U.S.C. § 30166, please provide a response to the following information request. Please repeat the applicable request verbatim above your response. After Goodyear's response to the request, identify the source of the information and indicate the last date the information was gathered. When documents are produced, the documents shall be produced in an identified, organized manner that corresponds with the Information Request letter (including the subparts). When documents are produced and the documents would not, standing alone, be self-explanatory, the production of documents shall be supplemented and accompanied by explanation.

If Goodyear cannot respond to this request, please state the reason why it is unable to do so. If Goodyear claims that any document or other information or material responsive to the following item need not be provided to NHTSA because it is privileged or the work product of an attorney, separately, for each document or other information or material, state the nature of that information or material and identify any document in which it is found by date, subject or title, name and position of the person from, and the person to whom it was sent, and the name and position of any other recipient. Goodyear must also describe the basis for the claim, and explain why Goodyear believes it applies.

1. Please provide all documents concerning the crashes of the vehicles identified by Vehicle Identification Numbers 1FBSS31L9XHB34552 and 1FBSS31S8XHC17879.
2. Please provide all documents concerning any other lawsuits related to the subject tires that have not been previously provided to the agency to date.

This letter is being sent to Goodyear pursuant to 49 U.S.C. § 30166, which authorizes NHTSA to conduct any investigation that may be necessary to enforce Chapter 301 of Title 49. Goodyear's failure to respond promptly and fully to this letter could subject Goodyear to civil penalties pursuant to 49 U.S.C. § 30165 or lead to an action for injunctive relief pursuant to 49 U.S.C. § 30163. Other remedies and sanctions are available as well.

Goodyear's response to this letter, in duplicate, must be submitted to this office by July 6, 2001. Please include in Goodyear's response the identification codes referenced on page one of this letter. If Goodyear is unable to provide all of the information requested by the original deadline, it must submit a partial response by the original deadline with whatever information Goodyear then has available, even if Goodyear has received an extension.

If Goodyear considers any portion of its response to be confidential information, 49 CFR Part 512, "Confidential Business Information," requires that Goodyear submit two copies of those document(s) containing allegedly confidential information (except only one copy of blueprints) and one copy of the documents from which information claimed to be confidential has been deleted, to the office of Chief Counsel, National Highway Traffic Safety Administration, Room 5219 (NCC-30), 400 Seventh Street, SW, Washington, DC 20590. In addition, Goodyear

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must provide supporting information for the request of confidential treatment in accordance with part 512.4(b) and (e) and include the name, address, and telephone number of a representative to receive a response from the Chief Counsel.

If you have any technical questions concerning this matter, please contact Mr. John Abbott of my staff at (202) 366-5221.

Sincerely,

ts

Thomas Z. Cooper, Chief
Vehicle Integrity Division
Office of Defects Investigation

1300



MARCI BUNNIES BALL
 MARE W. CLARK, P.A.
 DONALD R. FOUNTAIN, P.A.
 DAVID M. GASPARI
 V. HAMPTON KEEN
 NANCY LA VISTA
 JULIE H. LITTKY-RUSIN
 LAKE LYTAL, JR., P.A.
 LAKE H. LYTAL, III
 MICHAEL OVERBERG
 DAVID C. PRATIER
 JOSEPH J. REITER, P.A.
 KEVIN C. SMITH
 SCOTT B. SMITH
 WILLIAM S. WILLIAMS, P.A.
 ELIZABETH A. ZWIBEL

Direct Line: 820-2240

PARALEGAL STAFF:
 JAMES E. COOK
 LAWRENCE CONDON
 BARBARA L. HOXTER
 W. JAMES KIELEY
 CHRIS LYTAL
 JAMES E. WILLIAMS

CHIEF INVESTIGATOR:
 MARTY KERNER

NURSING CONSULTANTS:
 ROXANN BOLLINGLEA, R.N.
 PATTI SCARTIL, R.N.
 KATHERINE A. SPANGLER, R.N.

July 11, 2001

U.S. Department of Transportation
 National Highway Traffic Safety Administration
 Office of Defects Investigation
 NSA-10.01
 400 7th Street, S.W.
 Washington, DC 20590

Re: Goodyear/Kelly-Springfield P.E.
 Our Client: , Jorge
 Our File No.: 00/0288
 Investigation: PE00-046

Dear Sir/Madam :

Please find enclosed the following deposition:

1. Rex Grogan dated 6/22/01. This deposition was not completed. We will forward the continuance of his deposition once it has been taken.

Because this deposition may refer to and discuss documents which have been produced by Goodyear and Kelly-Springfield pursuant to a confidentially agreement, they are arguably protected or confidential depositions. As a result, to be on the safe side, I am requesting that these depositions be provided confidential treatment in accordance with 49 CFR Section 512.

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 OFFICE
 DEFECTS INVESTIGATION


1301

July 11, 2001

Page 2

Plaintiff's expert, Alan s deposition has not as yet been concluded and Allen Kam's deposition has not yet been rescheduled. I will provide those transcripts once they have been completed.

Very truly yours,



Don Fountain
DBF/kh

Enclosure

cc: Michael J. Meksraitis, Esq

1302



U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

400 Seventh St., S.W.
Washington, D.C. 20590

July 18, 2001

Via U.S. Mail

Steven Kenney, Esquire
The Goodyear Tire & Rubber Company
1144 East Market Street
Akron, Ohio 44316-0001

Re: Jorge a v. Kelly-Springfield Tire Co., et al.

Dear Mr. Kenney:

Please find enclosed a copy of deponent Rex [redacted]'s testimony given in the above-referenced case and provided to the Agency from Plaintiff's counsel in relation to PE 00-046. A copy of the transcript is being supplied to you so that Goodyear may have an opportunity to submit a Part 512 request for confidential treatment with respect to the information contained therein. We would ask that any such request be submitted in a seasonable period of time.

Thank you for your kind attention to this matter. As always, should you have any questions or concerns please feel free to contact me on (202) 366-5263.

Very truly yours,

Jennifer T. Timian
Office of Chief Counsel

The Goodyear Tire & Rubber Company

Akron, Ohio 44316-0001

LAW DEPARTMENT

(330) 796-3774
FAX: (330) 796-3641

September 10, 2001

SEP 11 2001
11:30 AM
FBI - WASH DC

Mr. John Abbott
Vehicle Integrity Division
Office of Defects Investigation
Safety Assurance
400 Seventh Street, S.W.
Washington, D.C. 20590

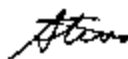
Re: PE00-046

Dear John:

As you know, The Goodyear Tire & Rubber Company has asserted a claim that certain information submitted with our September 5, 2001 letter to Mr. Thomas Cooper constitutes confidential business information. In accordance with NHTSA regulations concerning a claim of confidentiality, we are submitting one copy to you of the documents containing confidential information. The confidential information has been redacted from the copies enclosed with this letter.

Thank you for your assistance. If you have any questions, please do not hesitate to contact us.

Very truly yours,



Stephen P. Kenney
Attorney

SPK:esh

cc: James C. Whiteley
Dennis O'Connor

1304

The Goodyear Tire & Rubber Company

Akron, Ohio 44316-0001

LAW DEPARTMENT

(330) 796-3774
FAX: (330) 796-3641
(email:steve_kenney@goodyear.com)

September 11, 2001

VIA AIRBORNE EXPRESS

Office of Chief Counsel
National Highway Traffic Safety Administration
Room 5219
400 Seventh Street, S.W.
Washington, D.C. 20590

Attention: Heidi L. Coleman, Esq.

Re: **NSA-12jka**
PE00-046
Request for Confidential Treatment - 49 CFR Part 512

Dear Ms. Coleman:

Enclosed are three copies of documents numbered PE46 22575-PE46 22680 and PE46 22769-PE46 22854 which are part of Goodyear's supplemental response to requests for information in connection with the captioned matter. One copy of these documents has been redacted to delete that information which Goodyear considers to be "Confidential Business Information" under 49 CFR Part 512. For the reasons set out below, Goodyear requests confidential treatment pursuant to Part 512.

With respect to documents numbered PE46 22525-PE46 22680, these are copies of reports previously submitted to NHTSA by plaintiff's counsel in a case captioned *v. The Kelly Springfield Tire Company, et al.* By letter dated May 30, 2001, copy enclosed, Goodyear requested confidential treatment of these reports. Goodyear hereby adopts and incorporates the position stated in its May 30, 2001 letter as the basis for confidential treatment of documents PE46 22575-PE46 22680.

With respect to the deposition of Alan *et. al.* taken in *v. The Kelly Springfield Tire Company, et al.*, Goodyear is requesting confidential treatment under 49 CFR Part 512 for pages 183-188 (bates number PE46 22814-PE46 22815) of the deposition. These deposition pages discuss and analyze Goodyear confidential documents. Specifically, the documents relate to Goodyear's extensive analysis of the design, materials and manufacture of the Load Range E truck tires. The methods used, the factors evaluated and the manufacturing details discussed in

1305

The Goodyear Tire & Rubber Company

Akron, Ohio 44316-0001

LAW DEPARTMENT

(330) 796-8152
FAX: (330) 796-3641
(email: steve_kenney@goodyear.com)

September 11, 2001

Office of Chief Counsel
National Highway Traffic Safety Administration
Room 5219
400 7th Street, S.W.
Washington, D.C. 20590

Attention: Jennifer T. Timian, Esq.

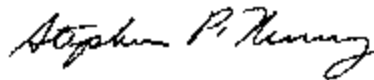
Re: Jorge a v. The Kelly Springfield Tire Company, et al.

Dear Ms. Timian:

You previously sent copies of various depositions of plaintiff's "tire experts" which were taken in the captioned litigation. These depositions were provided to NHTSA by plaintiff's counsel, Don Fountain. Please be advised that Goodyear is requesting confidential treatment with respect to a portion of the Milner deposition. Enclosed is a copy of our letter to the Office of Chief Counsel in connection with PE00-046 which sets out the basis for this claim of confidentiality. We hereby adopt and incorporate by reference the enclosed correspondence as the basis for a claim of confidentiality under 49 CFR Part 512 as to the Milner deposition.

Thank you for your assistance. If you have any questions, please do not hesitate to contact me.

Very truly yours,



Stephen P. Kenney
Attorney

esh
Enclosure

21 SEP 17 04:54
GROUP OF COUNSEL
NHTSA
ADMINISTRATIVE RECORDS

1306

KINERK, BEAL, SCHMIDT & DYER, P.C.

TRIAL LAWYERS

Burton J. Kinerk
Robert L. Beal
Ted A. Schmidt
James L. Dyer

5285 East Williams Circle
Suite 6000, West Tower
Tucson, Arizona 85711
Telephone (520) 790-3600
Fax (520) 790-1163

Cullen L. Kinerk *
Karl R. Laitz
Michael S. Redhair
Dev K. Sethi **
* also admitted in California
** also admitted in Nevada

October 5, 2001

Mr. John Abbott
United States Dept. of Transportation
NIITSA
Office of Defects Investigation
Room 5326 (NSA12)
400 7th Street S.W.
Washington, DC 20590

OFFICE OF DEFECTS INVESTIGATION
U.S. DEPARTMENT OF TRANSPORTATION
NIITSA
ROOM 5326 (NSA12)
400 7TH STREET S.W.
WASHINGTON, DC 20590

Re: Goodyear Load Range E Tire Failures (PE00-046)

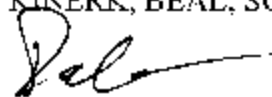
Dear Mr. Abbott:

We spoke a while back regarding a case I am handling that involves the failure of a Goodyear Load Range E tire. My client is Ramona Dow and the accident occurred on May 26, 2000 in New Mexico. I am writing for two reasons. First, I wanted to let you know of another Goodyear Load Range E case that you may not be aware of. I spoke with an attorney by the name of Sonny Hornsby this morning. Mr. Hornsby is an attorney in Alabama and is the former Chief Justice of the Alabama Supreme Court. He represents several individuals who were involved in a vehicle rollover when the left rear Goodyear Load Range E tire that was on a 1994 Dodge van failed and the vehicle rolled over. According to Mr. Hornsby, his accident involves two fatalities and numerous injuries, including one individual with severe brain damage. Mr. Hornsby has filed suit against Goodyear and Daimler-Chrysler. Mr. Hornsby can be reached at 258-329-2000.

The second reason I am writing to you is to inquire as to the status of your investigation against Goodyear. Specifically, I would like to know if there are public documents available as part of your ongoing investigation. If so, would you please let me know how I can get a copy of these documents. I look forward to speaking with you soon.

Very truly yours,

KINERK, BEAL, SCHMIDT & DYER, P.C.


Dev K. Sethi

DKS/sc

01145 CASH'S.Doc 3/1/01 5:44 PM

1307

The Goodyear Tire & Rubber Company

Akron, Ohio 44316-0001

LAW DEPARTMENT

(330) 796-3774
FAX: (330) 796-3641

October 18, 2001

Mr. John Abbott
Vehicle Integrity Division
Office of Defects Investigation
Safety Assurance
400 Seventh Street, S.W.
Washington, D.C. 20590

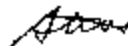
Re: PE00-046

Dear John:

Pursuant to our most recent telephone conversation, enclosed please find two copies of the complaint in Dow v. The Goodyear Tire & Rubber Company, et al., currently pending in Arizona State Court. In addition, we enclose two copies of the report for the accident which is the subject of the Dow case. Collectively, these documents are bates-numbered PE 46 23450 to 23465. Goodyear has not yet had an opportunity to examine the tire involved in this matter.

If you have any questions, please do not hesitate to contact us.

Very truly yours,



Stephen P. Kenney
Attorney

SPK:csh
cc: Dennis O'Connor

1308

bcc: Deborah A. Neubauer
Isabel Jasinowski
James C. Whiteley

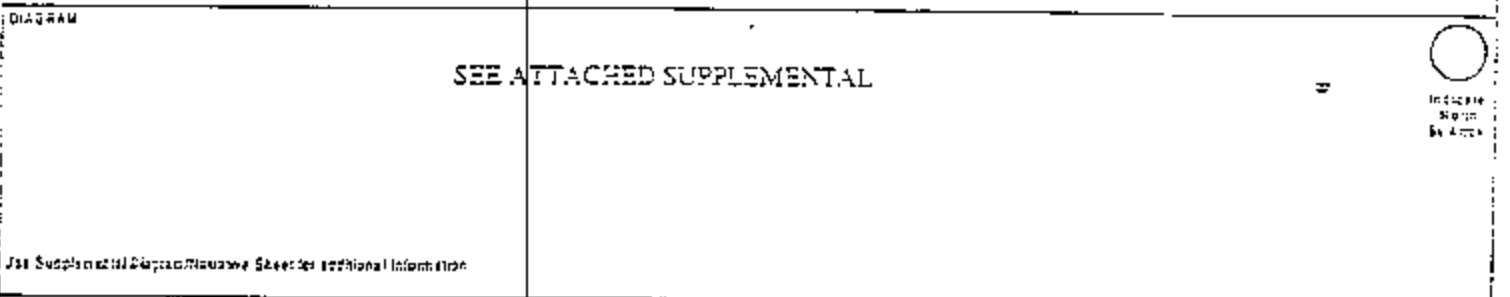
1309

ROAD - WEATHER <input type="checkbox"/> Clear <input type="checkbox"/> Down <input type="checkbox"/> Dusk <input type="checkbox"/> Dark Lighted <input type="checkbox"/> Dark - Not Lighted <input type="checkbox"/> Other	(Check One) <input type="checkbox"/> Clear <input type="checkbox"/> Raining <input type="checkbox"/> Snowing <input type="checkbox"/> Fog <input type="checkbox"/> Dust <input type="checkbox"/> Wind <input type="checkbox"/> Other	(Check One) <input type="checkbox"/> Wet <input type="checkbox"/> Snow <input type="checkbox"/> Ice <input type="checkbox"/> Loose Material <input type="checkbox"/> Other	(Check One For Each) <input type="checkbox"/> Paved <input type="checkbox"/> Unpaved <input type="checkbox"/> Raved <input type="checkbox"/> Center Stripe <input type="checkbox"/> Shoulder <input type="checkbox"/> Edge Line <input type="checkbox"/> Edge Line <input type="checkbox"/> Unpaved	(Check One For Each) <input type="checkbox"/> No Passing Zone <input type="checkbox"/> Stop Sign <input type="checkbox"/> Traffic Signal <input type="checkbox"/> Yield Sign <input type="checkbox"/> R.R. Gate <input type="checkbox"/> 4 Way Stop <input type="checkbox"/> Fisherm <input type="checkbox"/> No Controls <input type="checkbox"/> Other	ROAD CHARACTER <input type="checkbox"/> Right <input type="checkbox"/> Curve GRADE <input type="checkbox"/> (Check One) <input type="checkbox"/> H/Across <input type="checkbox"/> On Grade <input type="checkbox"/> Dip	ROAD DESIGN <input type="checkbox"/> 1 Lane <input checked="" type="checkbox"/> 2 Lanes <input type="checkbox"/> 3 Lanes <input type="checkbox"/> 4 Lanes <input type="checkbox"/> Unimproved <input type="checkbox"/> Physical Div <input checked="" type="checkbox"/> Paved Div.	<input type="checkbox"/> One Way <input type="checkbox"/> Ramp <input checked="" type="checkbox"/> Freeway <input type="checkbox"/> Underpass <input type="checkbox"/> Alev <input type="checkbox"/> Other <input type="checkbox"/> Const. <input type="checkbox"/> Zone
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APPARENT CONTRIBUTING FACTORS <small>(Check One Or More For Each)</small>	WHAT DRIVERS WERE DOING <small>(Check One For Each)</small>
<input type="checkbox"/> Excessive speed <input type="checkbox"/> Speed too fast for conditions <input type="checkbox"/> Failed to yield right of way <input type="checkbox"/> Passed stop sign <input type="checkbox"/> Disregarded traffic light <input type="checkbox"/> Drove left of center <input type="checkbox"/> Improper overtaking <input type="checkbox"/> Avoided no contact vehicle <input type="checkbox"/> Avoided no contact - other	<input type="checkbox"/> Following too closely <input type="checkbox"/> Made improper turn <input type="checkbox"/> Under influence of alcohol <input type="checkbox"/> Under influence of drugs <input type="checkbox"/> Pedestrian error <input type="checkbox"/> Inadequate brakes <input type="checkbox"/> Driverless moving vehicle <input type="checkbox"/> Defective steering <input type="checkbox"/> Defective tires <input type="checkbox"/> Other mechanical defect <input type="checkbox"/> Road defect <input type="checkbox"/> Other - No driver error <input type="checkbox"/> Traffic control not functioning <input type="checkbox"/> Improper lane change <input type="checkbox"/> Improper backing <input type="checkbox"/> None <input type="checkbox"/> Vehicle skidded before braking
<input type="checkbox"/> Going Straight <input type="checkbox"/> Overtaking - Passing <input type="checkbox"/> Right Turn <input type="checkbox"/> Left Turn <input type="checkbox"/> U Turn <input type="checkbox"/> Slowing <input type="checkbox"/> Backing	<input type="checkbox"/> Stopped for traffic <input type="checkbox"/> Stopped for signal <input type="checkbox"/> Start in traffic <input type="checkbox"/> Start from park <input type="checkbox"/> Parked <input type="checkbox"/> Other

DRIVER OR PEDESTRIAN SOBRIETY <small>(Check One Or More For Each)</small>	DRIVER OR PEDESTRIAN PHYSICAL CONDITION <small>(Check One Or More For Each)</small>	PEDESTRIAN ACTION
<input type="checkbox"/> HSD (Had Been Drinking) <input type="checkbox"/> Tested by instrument <input type="checkbox"/> Had Not Been Drinking <input type="checkbox"/> Sobriety Unknown <input type="checkbox"/> Field Sobriety Test <input type="checkbox"/> Eye Gaze/Nystagmus	<input type="checkbox"/> Fatigue - Sleep <input type="checkbox"/> Eyesight Imp. <input type="checkbox"/> Hearing Imp. <input type="checkbox"/> ILL <input type="checkbox"/> Medication <input type="checkbox"/> Anesthetics <input checked="" type="checkbox"/> No Acc. Defects <input type="checkbox"/> Other Physical Impairment	At Intersection <input type="checkbox"/> With Signal <input type="checkbox"/> Against Signal <input type="checkbox"/> No Signal <input type="checkbox"/> Disappear
<input type="checkbox"/> Specified	<input type="checkbox"/> Specified	Not At Intersection <input type="checkbox"/> From Behind Obstruction <input type="checkbox"/> No Crosswalk <input type="checkbox"/> Crosswalk <input type="checkbox"/> Walking W/T <input type="checkbox"/> Other <input type="checkbox"/> Walking Against Traffic <input type="checkbox"/> Standing <input type="checkbox"/> Pushing or Working on Vehicle <input type="checkbox"/> Playing in Road

Diagram Drawn by: **C. MULLINS** (Mazda/1984) **C. MULLINS** (Mazda/1984)



NARRATIVE (Describe how accident occurred)

SEE ATTACHED SUPPLEMENTAL

PL 46
23451
1311

TRAILER OR TOWED VEHICLES TOWED BY VEH #1: NONE TOWED BY VEH #2: NONE	Year: _____ Make: _____ Lic. Pl. - State - Member: _____ Type: _____
ENFORCEMENT ACTION	Name: NONE AT THIS TIME Violation: _____ W: _____ B: _____ C: _____ Citation No.: _____
Time Notified: 1530 HOURS Time Arrived: 1555 HOURS Notified By: DISPATCH Supvr. at Scene: NONE Officer's Signature:	Rank: PTLM I.D. No.: 2447 District: 12 Date of Report: 05-26-2000

STATE OF NEW MEXICO UNIFORM ACCIDENT REPORT
SUPPLEMENTAL DIAGRAM/NARRATIVE

FD-10075
 7-7-90

ASSIGNMENT: On May 26, 2000, the State Police dispatch in Las Cruces, New Mexico, advised me of an accident with injuries on Interstate 10 near mile marker 37. ~~One victim reportedly had an arm severed in the accident.~~

SCENE: Upon my arrival I saw a tan van on its passenger side in the median facing a northwesterly direction. Several people including EMS were on the scene. Four victims had been transported to different hospitals.

WITNESS STATEMENT: Fire Captain, Randy Redmond said he was traveling with the group involved in the accident. ~~He was traveling in a separate van and was behind the vehicle when it rolled. He said they were traveling West on Interstate 10 around 75 miles per hour. He said he saw the left rear tire blow out on the vehicle and lose control and roll into the median. At that point he stopped and began to render aid to the victims.~~

DRIVER STATEMENT: The driver of Vehicle #1 was Ms. Karen [redacted] said she was traveling West on Interstate 10 around 75 miles per hour. She said she heard a loud noise and felt the rim of one of her tires on the pavement. She said she tried to keep the vehicle under control but was unable to do so and rolled in the median.

INVESTIGATION: Vehicle #1 was traveling West on Interstate 10 near mile marker 37. Upon investigation and inspection of the vehicle's left rear tire it was found that there was in fact a "blow out". The driver of Vehicle #1 was unable to control the vehicle after the blow out. ~~The driver overcorrected the vehicle to the left and then to the right. The vehicle began to travel in a left side broadside skid and exited the roadway to the south into the median. The tires on the left side of the vehicle separated from the rim and caused the vehicle to begin to roll. The vehicle rolled onto its right side and continued to roll onto its left side. The vehicle came to rest on its right side in the median facing a northwesterly direction.~~

CAUSE: The driver of Vehicle #1 was unable to control the vehicle after a blow out occurred and caused the one vehicle rollover.

INJURIES: Ms. Ramona [redacted] left arm was severed near the bicep and was transported to Tucson Az. Mr. Gunnar [redacted] sustained injuries to his right arm. Mr. Andrew [redacted] sustained injuries to his arms and shoulder. Mr. Charles [redacted] sustained injuries to his left arm and was later transported to Tucson Az.

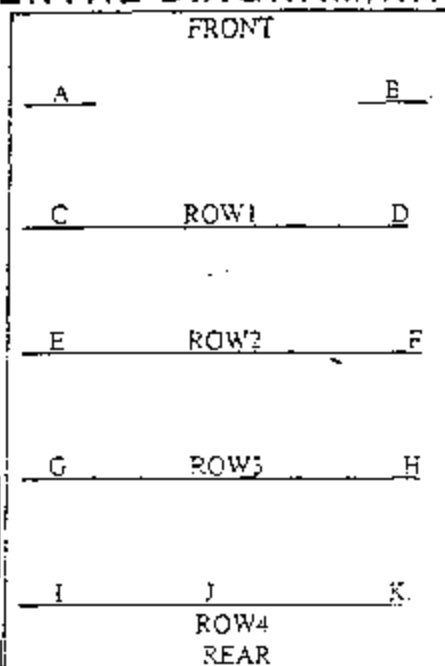
Officer C. Mullins
 NMSP

Date	05/26/00	Time	1330	Location	INTERSTATE 10 MILE#37	County	SRAVAI
Driver No 1	KARLA DANIEL			Sheet	2		
Driver No 2	ABOVE			Sheet	1		

1312

STATE OF NEW MEXICO UNIFORM ACCIDENT REPORT
SUPPLEMENTAL DIAGRAM/NARRATIVE

D-10071
7/60



SEAT POSITIONS

A=DRIVER. INFORMATION ON PAGE 1

B=DOUGE PETERSON. HC2 BOX 678 ELGIN AZ 85611. SEAT BELT=6. 44YOA. SEX M. INJURY 0

C=RAMONA DOW. UNKNOWN ADDRESS. SEAT BELT=2. APROX. 55YOA. SEX F. INJURY=A5

D=JAKE MCDANIEL. PO BOX 484 SONOITA AZ 85637. SEAT BELT=6. 14YOA. SEX M. INJURY 0

E=CHARLES PETERSON. HC2 BOX 678 ELGIN AZ 85611. SEAT BELT=6. 14YOA. SEX M.
 INJURY=A5

F=MICHAEL LEWTON. PO BOX 207 SONOITA AZ 85637. SEAT BELT=6. 14YOA. SEX M.
 INJURY=0

G=JENNIFER GOEDE. PO BOX 678 SONOITA AZ 85637. SEAT BELT=6. 14YOA. SEX F. INJURY 0

H=SARAH KNURR. UNKNOWN ADDRESS. SEAT BELT=6. 13YOA. SEX F. INJURY=0

I=REED GILBRAITH. PO BOX 233 SONOITA AZ 85637. SEAT BELT=6. 13YOA. SEX M. INJURY 0

J=ANDREW MILLER. PO BOX 578 SENOIDA AZ 85637. SEAT BELT=6. 14YOA. SEX M.
 INJURY=A5/3

K=GUNNAR JONES. 5 SICAMORE PLACE ELGIN AZ 85611. SEAT BELT=6. 14YOA. SEX M.
 INJURY 0

OFFICER C. MULLINS
 NMSP

Date 05/26/00	Time 15:30	Location ELGIN AVAL 57	County GRANT
Driver No 1 KAREK			Sheet 3
Driver No 2 ADOLF			of 4

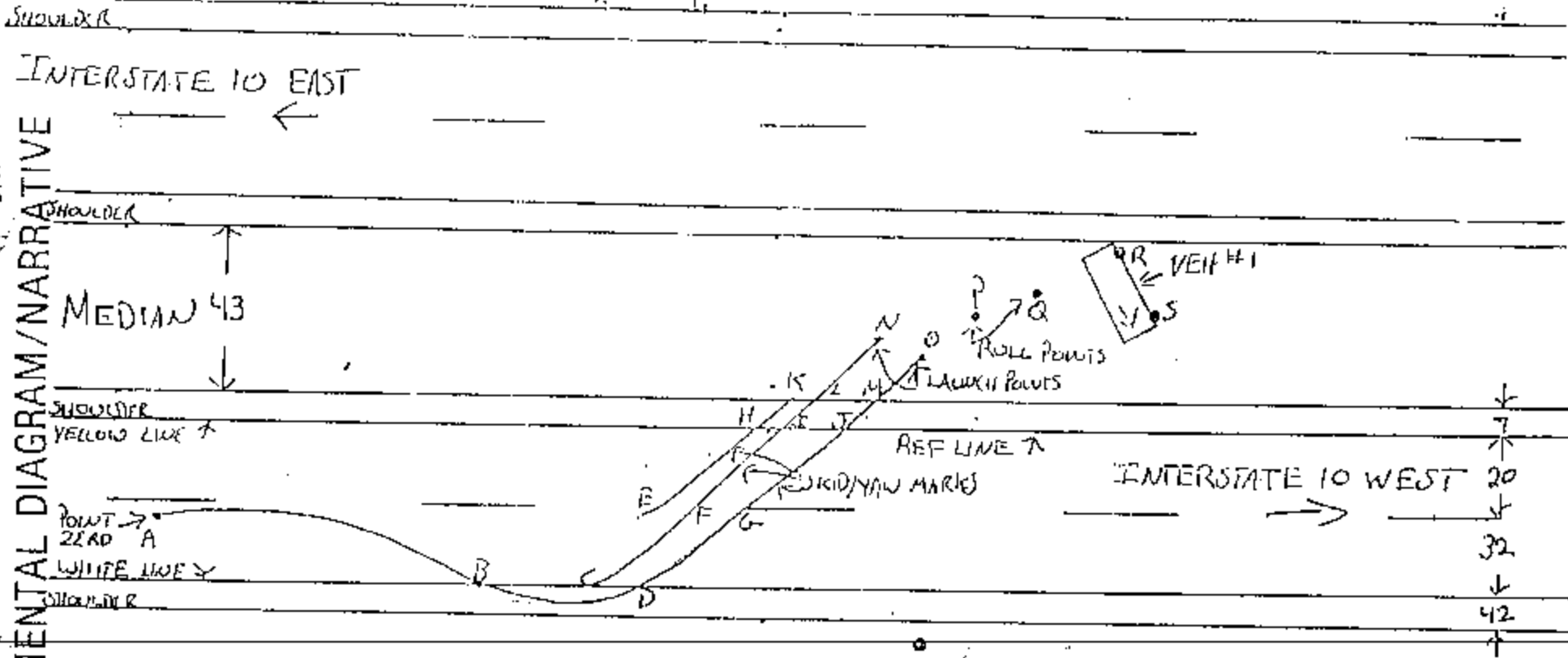
1313

084725

Date 052600	Time 1330	Location INTERSTATE 10 AM 30A	County GRANT
Driver No. 1 KAREN			Street 4
Driver No. 2 NONE			City 4

DIAGRAM NOT DRAWN TO SCALE
VEHICLE #1 CAME TO REST ON PASSENGER SIDE (RIGHT SIDE)

1314

PE 46
23454

STATE OF NEW MEXICO UNIFORM ACCIDENT REPORT

SUPPLEMENTAL DIAGRAM/NARRATIVE

DISTANCE FROM

	REF POINT	REF LINE	REF POINT	REF LINE
A	0	19w	K	418w 7s
B	259w	20w	L	467w 7s
C	355w	25w	M	487w 7s
D	385w	25w	N	509w 22s
E	395w	13w	O	521w 17s
F	414w	13w	P	552w 20s
G	440w	13w	Q	565w 29s
H	439w	0	R	586w 49s
T	419w	0	S	592w 28s

REF POINT
MN# 37
(538 FEET FROM POINT ZERO)

= POINT VEHICLE ROLLED ON ITS RIGHT SIDE (PASSENGER SIDE)
 = POINT VEHICLE ROLLED ON ITS LEFT SIDE (DRIVER SIDE)

1 KINERK, BEAL, SCHMIDT & DYER, P.C.
TRIAL LAWYERS
2 5256 E. Williams Circle
Suite 6000 - West Tower
3 Tucson, Arizona 85711
Telephone: (520) 790-5600
4 FAX: (520) 790-1158

5 Tel A. Schmidt, Esquire
PCC #51412, SBN 005030

6 David W. Babcock, Esquire
PCC #65337 SBN 018978

7 Michael S. Redhair, Esquire,
PCC #62221, SBN 018578

8 Attorneys for Plaintiffs

9

10 SUPERIOR COURT FOR STATE OF ARIZONA
11 IN AND FOR THE COUNTY OF PIMA

12 RAMONA DOW and MARSHALL DOW,)
husband and wife,)

13)
14 Plaintiffs,)

15) NO. C20012295
16) COMPLAINT

17 vs.)

18) (Negligence and Products Liability)

19 GOODYEAR TIRE AND RUBBER)
COMPANY, a foreign corporation;) (Assigned to Judge)

20 PATAGONIA UNION HIGH SCHOOL, a)

21 body politic; THE STATE OF ARIZONA, a)

22 body politic; KAREN BAHTI and JOHN)

23 DOE BAHTI, wife and husband; and)

24 LAWLEY MOTORS, an Arizona)

25 corporation,)

Defendants.

TED B. BOREK

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22 Come now the Plaintiffs, for their complaint against Defendants, and allege as
23 follows:

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I.

At all times mentioned herein, Plaintiffs were residents of the State of Arizona, County of Santa Cruz.

II.

Plaintiffs Marshall Dow and Ramona Dow, were at all times relevant hereto, husband and wife.

III.

At all times mentioned herein, Defendant Goodyear Tire and Rubber Company, an out of state corporation authorized to do business in the State of Arizona, caused an event to occur out of which this claim arises.

IV.

At all times mentioned herein, Defendants Karen Bahti and John Doe Bahti were Arizona residents, and all acts and/or omissions were for the benefit of the marital community.

V.

Defendants Karen Bahti and John Doe Bahti, at all times mentioned herein, were acting for and on behalf of their marital communities.

VI.

At all times mentioned herein, Defendant Lawley Motors, L.L.C., doing business as Lawley Automotive Center (hereinafter Lawley) was, upon information and belief, an Arizona proprietorship doing business in the State of Arizona and caused an event to occur in the State of Arizona out of which this claim arises.

1316

1 VII.

2 At all times mentioned herein, Defendant Lawley was vicariously liable for the acts
3 and omissions of its employees under the doctrine of respondeat superior.

4 VIII.

5 At all times mentioned herein, the sales person or persons, who will be identified by
6 name as discovery occurs, were owners, agents, or employees of Defendant Lawley and
7 were acting in the course and scope of their employment therewith.

8 IX.

9 At all times mentioned herein, Patagonia Union High School was a body politic and a
10 jural entity subject to suit. Patagonia Union High School is subject to this Court's
11 jurisdiction, pursuant to A.R.S. §12-820, et. seq.

12 X.

13 Plaintiffs served notices of claim upon Patagonia Union High School, pursuant to
14 A.R.S. §821.01, on or about September 25, 2000, upon the appropriate individuals and the
15 Patagonia Union High School, and the time to respond to the notices of claim has expired
16 and the claims are thereby deemed denied by operation of law. Plaintiffs have complied
17 with the notice of claim requirements under State law perfecting their right to pursue these
18 claims before this Court.

19 XI.

20 At all times mentioned herein, the Defendant State of Arizona is a body politic and
21 jural entity subject to suit. The State of Arizona is subject to this Court's jurisdiction,
22 pursuant to A.R.S. §12-820, et seq.
23
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1 XII.

2 Plaintiffs served notice of claim upon the State of Arizona, pursuant to A.R.S.
3 §821.01 on or about September 25, 2000, upon the appropriate individuals and the State of
4 Arizona, and the time to respond to the notices of claim has expired and the claims are
5 thereby deemed denied by the operation of law. Plaintiffs have complied with the notice of
6 claim requirements under State law perfecting their right to pursue these claims before this
7 Court.

8 XIII.

9 On or about May 26, 2000, Plaintiff Ramona Dow was a passenger on a Sonoita
10 School District sponsored field trip.

11 XIV.

12 Plaintiff Ramona Dow was a seatbelted passenger riding in the seat immediately
13 behind the driver, Karen Bahti.

14 XV.

15 Defendant Karen Bahti is an employee of the Patagonia Union School District and
16 was operating in her capacity as an employee of Patagonia School District in the course and
17 scope of her employment during the time period giving rise to this lawsuit.

18 XVI.

19 While traveling on Interstate 10 near Lordsburg, New Mexico, the left rear tire on the
20 van failed.

21 XVII.

22 At such time and place, the 1997 Ford Van was caused to swerve, skid, and overturn
23 as a result of the left rear tire failure.
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1 XVIII.

2 The left rear tire of the van was a Goodyear Allseason Workhorse Radial Tire.

3 XIX.

4 The negligence, careless and reckless acts and omissions of the Defendants and the
5 actions of the Defendants for which they are strictly liable herein caused and/or contributed
6 to this accident and subsequent injuries. As a result of these acts, Plaintiffs Ramona Dow
7 and Marshall Dow suffered severe damages.

8 COUNT I

9 NEGLIGENCE

10 XX.

11 Plaintiffs reallege the allegations contained in Paragraphs I-XIX.

12 XXI.

13 Defendant Goodyear Tire and Rubber Corporation is negligence in designing,
14 testing, manufacturing, assembling, marketing and selling the above-described tire, and
15 specifically in using inadequate and improper tire design, including specifications and
16 formulas, and/or using inadequate and improper construction methods and materials, and/or
17 in failing to maintain adequate quality control during manufacture, which caused or allowed
18 the tire belts and/or treads to separate during normal and foreseeable use, causing the tire
19 tread and still belts to suddenly peel away from the tire carcass, causing sudden loss of
20 control of the vehicle. Defendant also failed to properly follow-up, test, and maintain
21 adequate records of real world tire performance, or failed to correct the defects revealed by
22 such records. Defendant Goodyear Tire & Rubber Corporation, knew or should have known
23 that:

- 24 A. The tire tread and belts were made of substandard and poor materials, and/or
25 were made with substandard and poor specifications and formulas and/or
were made with substandard and poor methods, making the subject tire
incapable of maintaining proper adhesion, and of safely sustaining normal
and foreseeable driving forces, and making the subject tire susceptible to the

1 tread and belts separating from each other and from the carcass during normal
2 and foreseeable driving and road conditions:

- 3 B. The tire was subject to tread and belt separation defects, and Defendant
4 Goodyear Tire & Rubber Corporation, negligently failed to act to remedy
5 such known defects;
- 6 C. Reasonable means existed at the time of manufacture and sale of the subject
7 tire to substantially reduce or eliminate the risks of sudden catastrophic tire
8 blow-outs, including, but not limited to, nylon cap overlays, but were not
9 used by Defendant Goodyear Tire & Rubber Corporation.
- 10 D. The subject tire lacked adequate and sufficient warnings and instructions
11 about the risks, and dangers presented by the tire and reasonable means to
12 reduce such, including but not limited to the following:
- 13 i) Sudden vehicle vibration
 - 14 ii) Sudden blow-out at foreseeable highway speeds
 - 15 iii) The ready availability of other types and brands of tires which could
16 substantially reduce or eliminate the risk of catastrophic tire failure
 - 17 iv) Proper tire inflation pressures.

18 **XXII.**

19 Defendant Lawley owed and breached a duty to the Plaintiffs to sell/lease a vehicle
20 free from defects and unreasonably dangerous conditions.

21 **XXIII.**

22 Defendant Lawley was negligent in selling a vehicle with mismatched tires.

23 **XXIV.**

24 Defendant Lawley was negligent in the repair, maintenance, installation, and for any
25 under- or over-inflation of the tires.

XXV.

Defendant Karen Bahti was negligent in her operation of the 1997 Ford van on May
26, 2000.

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XXVI.

Upon information and belief, Defendant Patagonia Union High School and The State of Arizona were negligent in their purchase, maintenance, repair and use of the 1997 Ford van involved in this accident.

XXVII.

Patagonia Union High School and the State of Arizona are vicariously liable for the acts and omissions of its employee Karen Bahti under the doctrine of respondeat superior.

XXVIII.

Defendants' acts and omissions constitute willful, wanton, reckless and malicious disregard for Plaintiffs' physical health, welfare, and safety, constitute a conscious disregard for a known substantial risk of significant harm to the Plaintiffs, thereby entitling Plaintiffs to punitive damages in an amount to be proven at trial.

XXIX.

The State of Arizona and Patagonia Union High School had a duty to properly train and supervise drivers such as Karen Bahti to act appropriately in the event of a tire "blow out" and/or tire separation.

XXX.

The State of Arizona and Patagonia Union High School were negligent in their performance of its duties and failed to exercise reasonable care in the training and supervision of driver Karen Bahti.

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COUNT II

STRICT PRODUCTS LIABILITY AS TO DEFENDANT
GOODYEAR TIRE & RUBBER COMPANY AND
LAWLEY MOTORS, L.L.C.

XXXI.

Plaintiffs hereby reallege all allegations contained in Paragraphs I-XXX.

XXXII.

Prior to May 26, 2000, Defendant Goodyear Tire & Rubber Company was engaged in the business of designing, manufacturing, selling, and marketing tires and otherwise designed, manufactured, sold or marketed the tires which were installed on the 1997 Ford Van, which has been described herein.

XXXIII.

The tires were expected to and did reach the Plaintiffs without substantial change from the condition from which the tires were sold by Defendant.

XXXIV.

The tires and/or component parts were designed, manufactured and assembled in a defective condition which caused it to be unsafe for its intended and foreseeable use. The defective condition includes, but is not limited to, the manufacture, assembly, installation, and design of the tire and/or component parts and failure to warn.

XXXV.

The tire and/or component parts were defective, the defects were unreasonably dangerous, the defects existed at the time the auger and/or component parts left the manufacturer, and the defects proximately caused the injuries to Plaintiffs. Consequently, Defendants are strictly liable for the damages sustained by Plaintiffs.

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XXXVI.

At all times, Defendants misrepresented and breached their warranty to Plaintiff and to the general public that the tire and/or component parts were designed to provide protection from injuries such as those suffered by Plaintiffs. At all times, Defendants owed a duty to provide protection consistent with the promotional literature published by Defendants.

XXXVII.

At all times, Defendants were bound to comply with federal rules and regulations regarding manufacture and design of tires and/or component parts. At all times, these Defendants owed a duty to provide the public with a tire and/or component parts which included the safety features required by law.

XXXVIII.

Prior to Plaintiffs accident on May 26, 2000, Defendants had actual knowledge of the defective and unreasonably dangerous condition of the tires yet took no action to correct, modify, or improve their product so as to make it safe for its intended purpose.

XXXIX.

Defendants acts and omissions constitute willful, wanton, reckless and malicious disregard for Plaintiffs physical health, welfare and safety thereby entitling Plaintiffs to punitive damages in an amount to be proven at trial.

XXXX.

The Defendants' acts and omissions constituted a conscious disregard of a known substantial risk of significant harm to Plaintiffs and to others. As a result the Plaintiffs are entitled to exemplary damages in an amount sufficient to punish the Defendants and deter the Defendants and others similarly situated to the Defendants from pursuing like conduct in the future.

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XXXXI.

As a direct and proximate result of said defects, and while the tire was being used in its ordinary, intended, and foreseeable manner, the tire was caused or allowed to explode suddenly and/or the tread was caused or allowed to separate suddenly and unexpectedly, causing the vehicle in which Plaintiff was riding to overturn, resulting in severe physical and emotional injuries.

XXXXII.

As a direct and proximate result of the defective and unreasonably dangerous conditions, acts and omissions herein above alleged, Plaintiff Ramona Dow was caused to incur severe, disfiguring and disabling injuries, which have caused her to incur severe physical, mental and emotional anguish, pain, injury and suffering; and has caused her to incur the expense of medical treatments, hospitalizations, therapy, rehabilitation, counseling, and supervision, and due to the severity of her injuries, Plaintiff Ramona Dow will be caused to incur additional expenses for future treatments, therapy, rehabilitation, counseling, supervision, and hospitalization caused by her injuries; further Plaintiff Marshall Dow suffered loss of love, companionship, society and affection; said results all being reasonably foreseeable consequences of Defendants breaches causing Plaintiffs to suffer damages in an amount to be proven at trial.

XXXXIII.

As a further direct and proximate result of Defendants' breaches, Plaintiffs Marshall and Ramona Dow have suffered loss of earnings and will be forced to continue to incur loss of earnings due to the severe nature of the injuries sustained by Plaintiff Ramona Dow; said results being reasonably foreseeable consequences of Defendants' breaches causing Plaintiffs to incur damages in an amount to be proven at trial.

XXXXIV.

As a direct and proximate result of Defendants' breaches, Plaintiff Marshall Dow has been deprived of the love, society, care, companionship, and support of his wife; said results being reasonably foreseeable consequences of Defendants' breaches causing Plaintiff Marshall Dow to suffer damages in an amount to be proven at trial.

WHEREFORE, Plaintiffs demand judgment against Defendants, as follows:

1. For special damages in an amount to be proven at trial herein;
2. For general damages in an amount to be proven at trial herein;
3. For an amount representative of the Plaintiffs' medical expenses, diminished earning capacity and loss of income in such amounts to be proven at trial herein;
4. For exemplary damages in an amount sufficient to punish Defendants and deter like conduct.
5. For all costs incurred herein; and
6. For such further relief as the Court deems just in the premises.

DATED this 8 day of May, 2001.

KINERK, BEAL, SCHMIDT & DYER, P.C.

By



Ted A. Schmidt
David W. Babcock
Michael S. Redhair
Attorneys for Plaintiffs

1325

PRIVATE PROPERTY
 FATAL
 INJURY
 PROPERTY DAMAGE ONLY
 UNDER \$500
 \$500 OR MORE
 HIT AND RUN

DATE OF ACCIDENT: 05 / 26 / 00
 COUNTY: GRANT
 CITY OCCURRED IN: NONE
 ZIP: 1530
 OCCURRED ON: INTERSTATE 10
 AT INTERSECTION WITH: NONE
 LOCATION: 17.2 MILES
 OF: LUNA/GRANT COUNTY LINE
 MILEPOST: .0
 OF MILEPOST NO: 57

ACCIDENT OCCURRED: ON HIGHWAY
 CLASSIFICATION: Overturned
 Other A. Del.
 Pedestrian
 Other Vehicle
 Vehicle On Other Roadway
 Other B. Del.
 P. Train
 Pedestrian
 Animal
 Fixed Object
 Other Cause

VEHICLE NO. 1: WEARDED: N | S | E | W | Oth.
 DRIVER'S FULL NAME: KAREN ROSE BAHTI
 ADDRESS: HCI BOX 15 PATAGONIA AZ
 ZIP CODE: 85624
 PHONE: 520-455-5372
 DRIVER LICENSE NUMBER: 527023112
 STATE: AZ
 TYPE: B
 RESTRICTIONS: NONE
 EXPIRES: 12-20-2017
 DATE OF BIRTH: 06-12-1940

OCCUPATION: BUS DRIVER
 SOCIAL SECURITY NUMBER: 527-02-2112
 SEAT BELT: 6
 HELMET: NA
 AIR BAG: F
 OTHER: O
 SEE ATTACHED SUPPLEMENTAL

VEHICLE NO. 2 - PEDESTRIAN
 WEARDED: NONE
 DRIVER'S FULL NAME: NONE
 ADDRESS: NONE
 ZIP CODE: NONE
 DRIVER LICENSE NUMBER: NONE
 STATE: NONE
 TYPE: NONE
 RESTRICTIONS: NONE
 EXPIRES: NONE
 DATE OF BIRTH: NONE

VEHICLE NO. 3 - PEDESTRIAN
 WEARDED: NONE
 DRIVER'S FULL NAME: NONE
 ADDRESS: NONE
 ZIP CODE: NONE
 DRIVER LICENSE NUMBER: NONE
 STATE: NONE
 TYPE: NONE
 RESTRICTIONS: NONE
 EXPIRES: NONE
 DATE OF BIRTH: NONE

VEHICLE NO. 4 - PEDESTRIAN
 WEARDED: NONE
 DRIVER'S FULL NAME: NONE
 ADDRESS: NONE
 ZIP CODE: NONE
 DRIVER LICENSE NUMBER: NONE
 STATE: NONE
 TYPE: NONE
 RESTRICTIONS: NONE
 EXPIRES: NONE
 DATE OF BIRTH: NONE

VEHICLE NO. 5 - PEDESTRIAN
 WEARDED: NONE
 DRIVER'S FULL NAME: NONE
 ADDRESS: NONE
 ZIP CODE: NONE
 DRIVER LICENSE NUMBER: NONE
 STATE: NONE
 TYPE: NONE
 RESTRICTIONS: NONE
 EXPIRES: NONE
 DATE OF BIRTH: NONE

INJURED First Aid Rendered By: Playas and Hidalgo EMS
 Incident Taken To: DEMING AND LORDSBURG
 By: Playas and Hidalgo EMS
 DESCRIPTION OF PROPERTY AND DAMAGE: NONE
 OWNER'S NAME: RANDY REDMOND
 OWNER'S ADDRESS/ZIP CODE: 14007 AVENINDA COHISE, SIERRA VISTA, AZ 85635, 452-7078
 INJURY CODES:
 K-Killed
 K1 Head K2 Neck
 K3 Chest K4 Other
 A-Incapacitated
 Carried From Scene
 A1 Head A2 Neck
 A3 Chest A4 Arm/leg
 A5 Back
 B-Visible Injury
 B1 Head B2 Neck
 B3 Chest B5 Arm/leg
 C-Complaint
 No Visible Injury
 D-No Apparent Injury
 RESTRAINT CODES:
 1 Restraints Not Installed
 2 Restraints Not Used
 3 LSP Seals Used
 4 Shoulder Harness - Not Used
 5 Shoulder Harness - Used
 6 Eye B Harness - Used
 7 Ejected From Vehicle
 8 Child Restraint Device
 9 Used Properly
 10 Not Used
 11 Used Improperly
 12 Adult Deployed
 13 Other Restraints Not Used
 14 Other Restraints Used

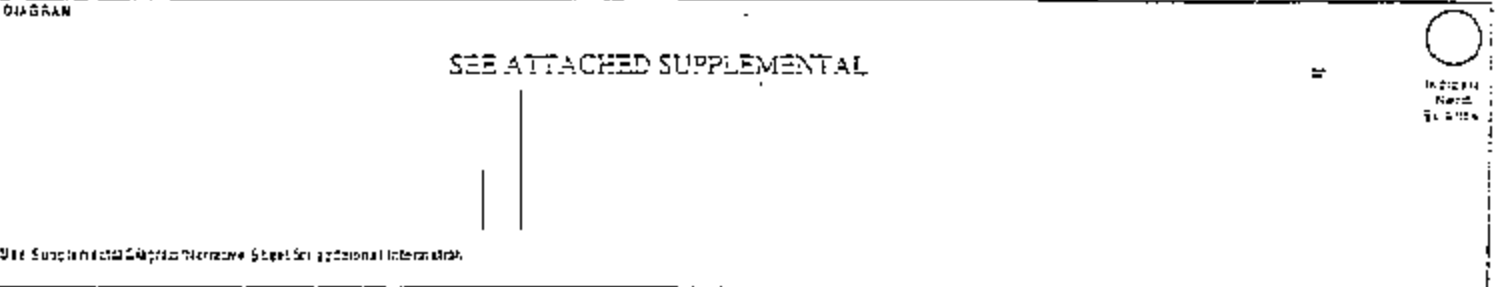
1326

ROAD - WEATHER	ROAD DESIGN	ROAD CONDITION	ROAD SURFACE	ROAD MARKINGS	ROAD SIGNS	ROAD DESIGN	
<input type="checkbox"/> Clear <input type="checkbox"/> Rain <input type="checkbox"/> Snow <input type="checkbox"/> Fog <input type="checkbox"/> Dust <input type="checkbox"/> Wind <input type="checkbox"/> Other	<input type="checkbox"/> 1 Lane <input checked="" type="checkbox"/> 2 Lanes <input type="checkbox"/> 3 Lanes <input type="checkbox"/> 4 Lanes	<input type="checkbox"/> Wet <input type="checkbox"/> Snow <input type="checkbox"/> Ice <input type="checkbox"/> Loose Material <input type="checkbox"/> Other	<input type="checkbox"/> Paved <input type="checkbox"/> Unpaved <input type="checkbox"/> Paved <input checked="" type="checkbox"/> Concrete <input type="checkbox"/> Asphalt <input type="checkbox"/> Edge <input type="checkbox"/> Unpaved	<input type="checkbox"/> No Passing Zone <input type="checkbox"/> Stop Sign <input type="checkbox"/> Traffic Signal <input type="checkbox"/> Yield Sign <input type="checkbox"/> R.T. Gate <input type="checkbox"/> 4 Way Stop <input type="checkbox"/> Flashers <input type="checkbox"/> No Controls <input checked="" type="checkbox"/> Other	<input type="checkbox"/> Right Curve <input type="checkbox"/> Left Curve <input type="checkbox"/> Grade <input type="checkbox"/> Highest <input type="checkbox"/> On Grade <input type="checkbox"/> Dip	<input type="checkbox"/> 1 Lane <input checked="" type="checkbox"/> 2 Lanes <input type="checkbox"/> 3 Lanes <input type="checkbox"/> 4 Lanes <input type="checkbox"/> Unpaved <input type="checkbox"/> Physical Div. <input checked="" type="checkbox"/> Painted Div.	<input type="checkbox"/> One Way <input type="checkbox"/> Ramp <input checked="" type="checkbox"/> Freeway <input type="checkbox"/> Underpass <input type="checkbox"/> Alley <input type="checkbox"/> Other <input type="checkbox"/> Control Zone

APPARENT CONTRIBUTING FACTORS	WHAT DRIVERS WERE DOING
<input type="checkbox"/> Excessive speed <input type="checkbox"/> Speed too fast for conditions <input type="checkbox"/> Failed to yield right of way <input type="checkbox"/> Passed stop sign <input type="checkbox"/> Disregarded traffic light <input type="checkbox"/> Drove left of center <input type="checkbox"/> Improper overtaking <input type="checkbox"/> Avoid no contact vehicle <input type="checkbox"/> Avoid no contact - other	<input checked="" type="checkbox"/> Going Straight <input type="checkbox"/> Overtaking - Passing <input type="checkbox"/> Right Turn <input type="checkbox"/> Left Turn <input type="checkbox"/> U Turn <input type="checkbox"/> Slowing <input type="checkbox"/> Backing <input type="checkbox"/> Stopped for traffic <input type="checkbox"/> Stopped for sign/signal <input type="checkbox"/> Stopped in traffic <input type="checkbox"/> Slid from park <input type="checkbox"/> Parked <input type="checkbox"/> Other

DRIVER OR PEDESTRIAN SOBERITY	DRIVER OR PEDESTRIAN PHYSICAL CONDITION	PEDESTRIAN ACTION
<input type="checkbox"/> Had Been Drinking <input type="checkbox"/> Tested By Instrument <input checked="" type="checkbox"/> Had Not Been Drinking <input type="checkbox"/> Sobriety Unknown <input type="checkbox"/> Field Sobriety Test <input type="checkbox"/> Eye Gaze/Physiognomy	<input type="checkbox"/> Fatigue/Asleep <input type="checkbox"/> Eyesight Imp. <input type="checkbox"/> Hearing Imp. <input type="checkbox"/> Ill <input type="checkbox"/> Medication <input type="checkbox"/> Amputee <input checked="" type="checkbox"/> No Acc. Defects <input type="checkbox"/> Other Physical Impairment	<input type="checkbox"/> At Intersection <input type="checkbox"/> With Signal <input type="checkbox"/> Against Signal <input type="checkbox"/> No Signal <input type="checkbox"/> Diagonal <input type="checkbox"/> Not At Intersection <input type="checkbox"/> From Behind <input type="checkbox"/> No Crosswalk <input type="checkbox"/> Crosswalk <input type="checkbox"/> Walking With <input type="checkbox"/> Other <input type="checkbox"/> Walking Against Traffic <input type="checkbox"/> Standing <input type="checkbox"/> Pushing or Working on Vehicle <input type="checkbox"/> Playing in Road

Driver Name: **C. MULLINS** Measurement By: **C. MULLINS** State Sign: **7**



NARRATIVE (Describe how accident occurred)

SEE ATTACHED SUPPLEMENTAL

PE 46
23451

TRAILER OR TOWED VEHICLES	TOWED BY VEH #1	Year	Make	LD. No. - State - Number	Type			
	NONE							
	TOWED BY VEH #2	Year	Make	LD. No. - State - Number	Type			
	NONE							
ENFORCEMENT ACTION	VEH. NO.	Name	Violation	W	B	C	Citation No.	
	VEH. NO.	Name	Violation	W	B	C	Citation No.	
	VEH. NO.	Name	Violation	W	B	C	Citation No.	
Time Noted	1530 HOURS	Time Arrived	1555 HOURS	Noticed By	DISPATCH	Supvr. at Scene	NONE	
Officer's Signature			Rank	PTLM	LD. No.	2447	District	12
							Date of Report	05-26-2000

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STATE OF NEW MEXICO UNIFORM ACCIDENT REPORT
SUPPLEMENTAL DIAGRAM/NARRATIVE

FD-1007a
 7/79

ASSIGNMENT: On May 26, 2000, the State Police dispatch in Las Cruces, New Mexico, advised me of an accident with injuries on Interstate 10 near mile marker 37. ~~One victim reportedly had an arm severed in the accident.~~

SCENE: Upon my arrival I saw a tan van on its passenger side in the median facing a northwesterly direction. Several people including EMS were on the scene. Four victims had been transported to different hospitals.

WITNESS STATEMENT: Fire Captain, Randy Redmond said he was traveling with the group involved in the accident. ~~He was traveling in a separate van and was behind the vehicle when it rolled. He said they were traveling West on Interstate 10 around 75 miles per hour. He said he saw the left rear tire blow out on the vehicle and lose control and roll into the median. At that point he stopped and began to render aid to the victims.~~

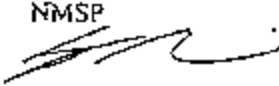
DRIVER STATEMENT: The driver of Vehicle #1 was Ms. Karen Behti. Ms. Behti said she was traveling West on Interstate 10 around 75 miles per hour. She said she heard a loud noise and felt the rim of one of her tires on the pavement. She said she tried to keep the vehicle under control but was unable to do so and rolled in the median.

INVESTIGATION: Vehicle #1 was traveling West on Interstate 10 near mile marker 37. Upon investigation and inspection of the vehicle's left rear tire it was found that there was in fact a "blow out". The driver of Vehicle #1 was unable to control the vehicle after the blow out. ~~The driver overcorrected the vehicle to the left and then to the right.~~ The vehicle began to travel in a left side broadside skid and exited the roadway to the south into the median. The tires on the left side of the vehicle separated from the rim and caused the vehicle to begin to roll. The vehicle rolled onto its right side and continued to roll onto its left side. The vehicle came to rest on its right side in the median facing a northwesterly direction.

CAUSE: The driver of Vehicle #1 was unable to control the vehicle after a blow out occurred and caused the one vehicle rollover.

INJURIES: Ms. Ramona Dow's left arm was severed near the bicep and was transported to Tucson Az. Mr. Gunnar Jones sustained injuries to his right arm. Mr. Andrew Miller sustained injuries to his arms and shoulder. Mr. Charles Peterson sustained injuries to his left arm and was later transported to Tucson Az.

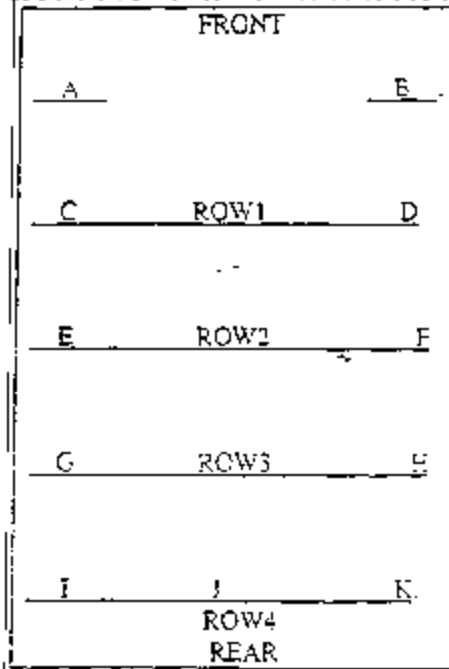
Officer C. Mullins
 NMSP



State	Time	Location	County
052600	1530	INTERSTATE 10 MILE # 37	CRAVAS
Driver No. 1			Steel
KAREN BAHTI			
Driver No. 2			
ADRIAN			

1328

STATE OF NEW MEXICO UNIFORM ACCIDENT REPORT
SUPPLEMENTAL DIAGRAM/NARRATIVE



SEAT POSITIONS

A=DRIVER. INFORMATION ON PAGE 1

B=DOUGE PETERSON. HC2 BOX 678 ELGIN AZ 85611. SEAT BELT=6. 44YOA. SEX M, INJURY 0

C=RAMONA DOW. UNKNOWN ADDRESS. SEAT BELT=2, APROX. 55YOA, SEX F, INJURY=A5

D=JAKE MCDANIEL. PO BOX 484 SONOITA AZ 85637. SEAT BELT=6. 14YOA. SEX M, INJURY 0

E=CHARLES PETERSON. HC2 BOX 678 ELGIN AZ 85611. SEAT BELT=6. 14YOA. SEX M, INJURY=A5

F=MICHAEL LEWTON. PO BOX 207 SONOITA AZ 85637. SEAT BELT=6. 14YOA. SEX M, INJURY=0

G=JENNIFER GOEDE. PO BOX 678 SONOITA AZ 85637. SEAT BELT=6. 14YOA. SEX F, INJURY 0

H=SARAH KNURR. UNKNOWN ADDRESS. SEAT BELT=6. 13YOA. SEX F, INJURY=0

I=REED GILBRAITH. PO BOX 233 SONOITA AZ 85637. SEAT BELT=6. 13YOA. SEX M, INJURY 0

J=ANDREW MILLER. PO BOX 578 SENOIDA AZ 85637. SEAT BELT=6. 14YOA. SEX M, INJURY=A5/3

K=GUNNAR JONES. 5 SICAMORE PLACE ELGIN AZ 85611. SEAT BELT=6. 14YOA. SEX M, INJURY 0

OFFICER C. MULLINS
NMSP

Date	05/26/00	Time	1530	Location	ELGIN AZ 85611
Driver No. 1	KAREY BAHTI				
Driver No. 2	ADOLF				
County	GRAND				
City	ELGIN				

1329

084725

Date 052600	Time 1330	Location INTERSTATE 10 MAR 30	County GERMANT
Driver No. 1 KAREN BAHTI			Street 4
Driver No. 2 NONE			City 4

DIAGRAM NOT DRAWN TO SCALE
VEHICLE #1 CAME TO REST ON PASSENGER SIDE (RIGHT SIDE)

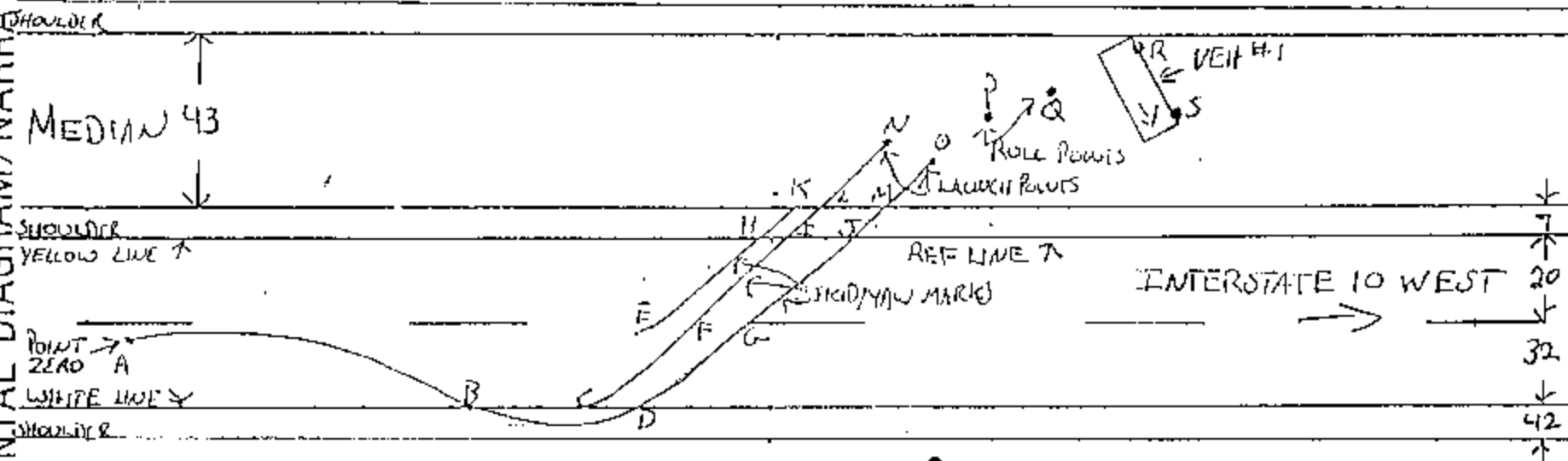
1330

INTERSTATE 10 EAST ←

STATE OF NEW MEXICO UNIFORM ACCIDENT REPORT

SUPPLEMENTAL DIAGRAM/NARRATIVE

PE 46
23454



DISTANCE FROM

	REF POINT	REF LINE	REF POINT	REF LINE
A	0	17w	K	448w 7s
B	259w	20w	L	467w 7s
C	355w	25w	M	487w 7s
D	385w	25w	N	509w 22s
E	395w	13w	O	521w 17s
F	414w	13w	P	550w 20s
G	440w	13w	Q	565w 24s
H	439w	0	R	586w 49s
T	440	0	S	592 38s

= POINT VEHICLE ROLLED ON ITS RIGHT SIDE (PASSENGER SIDE)
= POINT VEHICLE ROLLED ON ITS LEFT SIDE (DRIVER SIDE)

FD-1075
REV. 7-90

1 KINERK, BEAL, SCHMIDT & DYER, P.C.
TRIAL LAWYERS
2 6255 E. Williams Circle
Suite 6000 - West Tower
3 Tucson, Arizona 85711
Telephone: (520) 790-5600
4 FAX: (520) 790-1163

5 Ted A. Schmidt, Esquire
PCC #51412, SBN 005630

6 David W. Hancock, Esquire
PCC #65337, SBN 018978

7 Michael S. Redhair, Esquire,
PCC #66221, SBN 016578

8 Attorneys for Plaintiffs

9
10 SUPERIOR COURT FOR STATE OF ARIZONA
11 IN AND FOR THE COUNTY OF PIMA

12 RAMONA DOW and MARSHALL DOW,)
husband and wife,)
13)
Plaintiffs,)

NO. C20012295

14 vs.)

COMPLAINT

(Negligence and Products Liability)

15)
16 GOODYEAR TIRE AND RUBBER)
COMPANY, a foreign corporation;)
17 PATAGONIA UNION HIGH SCHOOL, a)
body politic; THE STATE OF ARIZONA, a)
18 body politic; KAREN BAHTI and JOHN)
DOE BAHTI, wife and husband; and)
19 LAWLEY MOTORS, an Arizona)
corporation,)

(Assigned to Judge)

TED B. BOREK

20 Defendants.
21

22 Come now the Plaintiffs, for their complaint against Defendants, and allege as
23 follows:

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I.

At all times mentioned herein, Plaintiffs were residents of the State of Arizona,
County of Santa Cruz.

II.

Plaintiffs Marshall Dow and Ramona Dow, were at all times relevant hereto, husband
and wife.

III.

At all times mentioned herein, Defendant Goodyear Tire and Rubber Company, an
out of state corporation authorized to do business in the State of Arizona, caused an event to
occur out of which this claim arises.

IV.

At all times mentioned herein, Defendants Karen Bahti and John Doe Bahti were
Arizona residents, and all acts and/or omissions were for the benefit of the marital
community.

V.

Defendants Karen Bahti and John Doe Bahti, at all times mentioned herein, were
acting for and on behalf of their marital communities.

VI.

At all times mentioned herein, Defendant Lawley Motors, L.L.C., doing business as
Lawley Automotive Center (hereinafter Lawley) was, upon information and belief, an
Arizona proprietorship doing business in the State of Arizona and caused an event to occur
in the State of Arizona out of which this claim arises.

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VII.

At all times mentioned herein, Defendant Lawley was vicariously liable for the acts and omissions of its employees under the doctrine of respondeat superior.

VIII.

At all times mentioned herein, the sales person or persons, who will be identified by name as discovery occurs, were owners, agents, or employees of Defendant Lawley and were acting in the course and scope of their employment therewith.

IX.

At all times mentioned herein, Patagonia Union High School was a body politic and a jural entity subject to suit. Patagonia Union High School is subject to this Court's jurisdiction, pursuant to A.R.S. §12-820, et. seq.

X.

Plaintiffs served notices of claim upon Patagonia Union High School, pursuant to A.R.S. §821.01, on or about September 25, 2000, upon the appropriate individuals and the Patagonia Union High School, and the time to respond to the notices of claim has expired and the claims are thereby deemed denied by operation of law. Plaintiffs have complied with the notice of claim requirements under State law perfecting their right to pursue these claims before this Court.

XI.

At all times mentioned herein, the Defendant State of Arizona is a body politic and jural entity subject to suit. The State of Arizona is subject to this Court's jurisdiction, pursuant to A.R.S. §12-820, et seq.

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XII.

Plaintiffs served notice of claim upon the State of Arizona, pursuant to A.R.S. §821.01 on or about September 25, 2000, upon the appropriate individuals and the State of Arizona, and the time to respond to the notices of claim has expired and the claims are thereby deemed denied by the operation of law. Plaintiffs have complied with the notice of claim requirements under State law perfecting their right to pursue these claims before this Court.

XIII.

On or about May 26, 2000, Plaintiff Ramona Dow was a passenger on a Sonoita School District sponsored field trip.

XIV.

Plaintiff Ramona Dow was a seatbelted passenger riding in the seat immediately behind the driver, Karen Bahti.

XV.

Defendant Karen Bahti is an employee of the Patagonia Union School District and was operating in her capacity as an employee of Patagonia School District in the course and scope of her employment during the time period giving rise to this lawsuit.

XVI.

While traveling on Interstate 10 near Lordsburg, New Mexico, the left rear tire on the van failed.

XVII.

At such time and place, the 1997 Ford Van was caused to swerve, skid, and overturn as a result of the left rear tire failure.

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1 **XVIII.**

2 The left rear tire of the van was a Goodyear Allseason Workhorse Radial Tire.

3 **XIX.**

4 The negligence, careless and reckless acts and omissions of the Defendants and the
5 actions of the Defendants for which they are strictly liable herein caused and/or contributed
6 to this accident and subsequent injuries. As a result of these acts, Plaintiffs Ramona Dow
7 and Marshall Dow suffered severe damages.

8 **COUNT I**

9 **NEGLIGENCE**

10 **XX.**

11 Plaintiffs reallege the allegations contained in Paragraphs I-XIX.

12 **XXI.**

13 Defendant Goodyear Tire and Rubber Corporation is negligence in designing,
14 testing, manufacturing, assembling, marketing and selling the above-described tire, and
15 specifically in using inadequate and improper tire design, including specifications and
16 formulas, and/or using inadequate and improper construction methods and materials, and/or
17 in failing to maintain adequate quality control during manufacture, which caused or allowed
18 the tire belts and/or treads to separate during normal and foreseeable use, causing the tire
19 tread and still belts to suddenly peel away from the tire carcass, causing sudden loss of
20 control of the vehicle. Defendant also failed to properly follow-up, test, and maintain
21 adequate records of real world tire performance, or failed to correct the defects revealed by
22 such records. Defendant Goodyear Tire & Rubber Corporation, knew or should have known
23 that:

- 24 A. The tire tread and belts were made of substandard and poor materials, and/or
25 were made with substandard and poor specifications and formulas and/or
were made with substandard and poor methods, making the subject tire
incapable of maintaining proper adhesion, and of safely sustaining normal
and foreseeable driving forces, and making the subject tire susceptible to the

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tread and belts separating from each other and from the carcass during normal and foreseeable driving and road conditions;

B. The tire was subject to tread and belt separation defects, and Defendant Goodyear Tire & Rubber Corporation, negligently failed to act to remedy such known defects;

C. Reasonable means existed at the time of manufacture and sale of the subject tire to substantially reduce or eliminate the risks of sudden catastrophic tire blow-outs, including, but not limited to, nylon cap overlays, but were not used by Defendant Goodyear Tire & Rubber Corporation;

D. The subject tire lacked adequate and sufficient warnings and instructions about the risks, and dangers presented by the tire and reasonable means to reduce such, including but not limited to the following;

- i) Sudden vehicle vibration
- ii) Sudden blow-out at foreseeable highway speeds
- iii) The ready availability of other types and brands of tires which could substantially reduce or eliminate the risk of catastrophic tire failure
- iv) Proper tire inflation pressures.

XXII.

Defendant Lawley owed and breached a duty to the Plaintiffs to sell/lease a vehicle free from defects and unreasonably dangerous conditions.

XXIII.

Defendant Lawley was negligent in selling a vehicle with mismatched tires.

XXIV.

Defendant Lawley was negligent in the repair, maintenance, installation, and for any under- or over-inflation of the tires.

XXV.

Defendant Karen Bahti was negligent in her operation of the 1997 Ford van on May 26, 2000.

1336

1 **XXVI.**

2 Upon information and belief, Defendant Patagonia Union High School and The State
3 of Arizona were negligent in their purchase, maintenance, repair and use of the 1997 Ford
4 van involved in this accident.

5 **XXVII.**

6 Patagonia Union High School and the State of Arizona are vicariously liable for the
7 acts and omissions of its employee Karen Bahti under the doctrine of respondeat superior.

8 **XXVIII.**

9 Defendants' acts and omissions constitute willful, wanton, reckless and malicious
10 disregard for Plaintiffs' physical health, welfare, and safety, constitute a conscious disregard
11 for a known substantial risk of significant harm to the Plaintiffs, thereby entitling Plaintiffs
12 to punitive damages in an amount to be proven at trial.

13 **XXIX.**

14 The State of Arizona and Patagonia Union High School had a duty to properly train
15 and supervise drivers such as Karen Bahti to act appropriately in the event of a tire "blow
16 out" and/or tire separation.

17 **XXX.**

18 The State of Arizona and Patagonia Union High School were negligent in their
19 performance of its duties and failed to exercise reasonable care in the training and
20 supervision of driver Karen Bahti.

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COUNT II

STRICT PRODUCTS LIABILITY AS TO DEFENDANT
GOODYEAR TIRE & RUBBER COMPANY AND
LAWLEY MOTORS, L.L.C.

XXXI.

Plaintiffs hereby reallege all allegations contained in Paragraphs I-XXX.

XXXII.

Prior to May 26, 2000, Defendant Goodyear Tire & Rubber Company was engaged in the business of designing, manufacturing, selling, and marketing tires and otherwise designed, manufactured, sold or marketed the tires which were installed on the 1997 Ford Van, which has been described herein.

XXXIII.

The tires were expected to and did reach the Plaintiffs without substantial change from the condition from which the tires were sold by Defendant.

XXXIV.

The tires and/or component parts were designed, manufactured and assembled in a defective condition which caused it to be unsafe for its intended and foreseeable use. The defective condition includes, but is not limited to, the manufacture, assembly, installation, and design of the tire and/or component parts and failure to warn.

XXXV.

The tire and/or component parts were defective, the defects were unreasonably dangerous, the defects existed at the time the auger and/or component parts left the manufacturer, and the defects proximately caused the injuries to Plaintiffs. Consequently, Defendants are strictly liable for the damages sustained by Plaintiffs.

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XXXVI.

At all times, Defendants misrepresented and breached their warranty to Plaintiff and to the general public that the tire and/or component parts were designed to provide protection from injuries such as those suffered by Plaintiffs. At all times, Defendants owed a duty to provide protection consistent with the promotional literature published by Defendants.

XXXVII.

At all times, Defendants were bound to comply with federal rules and regulations regarding manufacture and design of tires and/or component parts. At all times, these Defendants owed a duty to provide the public with a tire and/or component parts which included the safety features required by law.

XXXVIII.

Prior to Plaintiffs accident on May 26, 2000, Defendants had actual knowledge of the defective and unreasonably dangerous condition of the tires yet took no action to correct, modify, or improve their product so as to make it safe for its intended purpose.

XXXIX.

Defendants acts and omissions constitute willful, wanton, reckless and malicious disregard for Plaintiffs physical health, welfare and safety thereby entitling Plaintiffs to punitive damages in an amount to be proven at trial.

XXXX.

The Defendants' acts and omissions constituted a conscious disregard of a known substantial risk of significant harm to Plaintiffs and to others. As a result the Plaintiffs are entitled to exemplary damages in an amount sufficient to punish the Defendants and deter the Defendants and others similarly situated to the Defendants from pursuing like conduct in the future.

1339

1 XXXXI.

2 As a direct and proximate result of said defects, and while the tire was being used in
3 its ordinary, intended, and foreseeable manner, the tire was caused or allowed to explode
4 suddenly and/or the tread was caused or allowed to separate suddenly and unexpectedly,
5 causing the vehicle in which Plaintiff was riding to overturn, resulting in severe physical and
6 emotional injuries.

7 XXXXII.

8 As a direct and proximate result of the defective and unreasonably dangerous
9 conditions, acts and omissions herein above alleged, Plaintiff Ramona Dow was caused to
10 incur severe, disfiguring and disabling injuries, which have caused her to incur severe
11 physical, mental and emotional anguish, pain, injury and suffering; and has caused her to
12 incur the expense of medical treatments, hospitalizations, therapy, rehabilitation, counseling,
13 and supervision, and due to the severity of her injuries, Plaintiff Ramona Dow will be caused
14 to incur additional expenses for future treatments, therapy, rehabilitation, counseling,
15 supervision, and hospitalization caused by her injuries; further Plaintiff Marshall Dow
16 suffered loss of love, companionship, society and affection; said results all being reasonably
17 foreseeable consequences of Defendants breaches causing Plaintiffs to suffer damages in an
18 amount to be proven at trial.

19 XXXXIII.

20 As a further direct and proximate result of Defendants' breaches, Plaintiffs Marshall
21 and Ramona Dow have suffered loss of earnings and will be forced to continue to incur loss
22 of earnings due to the severe nature of the injuries sustained by Plaintiff Ramona Dow; said
23 results being reasonably foreseeable consequences of Defendants' breaches causing
24 Plaintiffs to incur damages in an amount to be proven at trial.
25

XXXXIV.

As a direct and proximate result of Defendants' breaches, Plaintiff Marshall Dow has been deprived of the love, society, care, companionship, and support of his wife; said results being reasonably foreseeable consequences of Defendants' breaches causing Plaintiff Marshall Dow to suffer damages in an amount to be proven at trial.


WHEREFORE, Plaintiffs demand judgment against Defendants, as follows:

1. For special damages in an amount to be proven at trial herein;
2. For general damages in an amount to be proven at trial herein;
3. For an amount representative of the Plaintiffs' medical expenses, diminished earning capacity and loss of income in such amounts to be proven at trial herein;
4. For exemplary damages in an amount sufficient to punish Defendants and deter like conduct.
5. For all costs incurred herein; and
6. For such further relief as the Court deems just in the premises.

DATED this 18 day of May, 2001.

KINERK, BEAL, SCHMIDT & DYER, P.C.

By


Ted A. Schmidt
David W. Babcock
Michael S. Redhair
Attorneys for Plaintiffs

1341

The Goodyear Tire & Rubber Company

Akron, Ohio 44316-0001

LAW DEPARTMENT

(330) 796-3774
FAX: (330) 796-3641

October 19, 2001

VIA AIRBORNE EXPRESS

Thomas Z. Cooper, Chief
Vehicle Integrity Division
Office of Defects Investigation
NHTSA
400 Seventh Street, S.W.
Washington, D.C. 20590

Re: NSA-12jfa
PE00-046

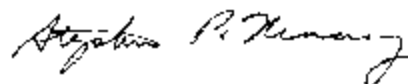
Dear Mr. Cooper:

During review of Goodyear documents related to Load Range E tires, we identified two documents which were responsive to question 5 of your December 1, 2000 letter to Dennis O'Connor, but which were not previously produced to NHTSA. Two copies of these two documents, bates number PE46-53422 to 53479, are enclosed.

Please be advised that Goodyear considers the enclosed documents to constitute "**confidential and proprietary**" information under 49 CFR Part 512. NHTSA has granted confidential status to similar documents which were responsive to question 5 and we trust that the enclosed documents will receive the same confidential treatment. We will be submitting a formal request for confidential treatment to the Office of Chief Counsel pursuant to 49 CFR Part 512.

If you have any questions, please do not hesitate to contact us. We apologize for any inconvenience in submitting the enclosed documents at this time.

Very truly yours,



Stephen P. Kenney
Attorney

spk:esh
cc: Dennis O'Connor

RECEIVED
OCT 23 2001
NHTSA

10/23/01 10:41 AM

1342

The Goodyear Tire & Rubber Company

Akron, Ohio 44316-0001

LAW DEPARTMENT

(330) 796-3774
FAX: (330) 796-3641

November 5, 2001

VIA AIRBORNE EXPRESS

Mr. John Abbott
Vehicle Integrity Division
Office of Defects Investigation
Safety Assurance
400 Seventh Street, S.W.
Washington, D.C. 20590


Re: PE00-046

Dear John:

As you probably know, we recently supplemented our response to NHTSA's initial request for information in connection with the captioned matter. Our letter to Tom Cooper, which transmitted our supplemental response, advised of our intention to request confidential treatment of the documents which comprised our supplemental response. By letter dated November 2, 2001 to Heidi Coleman, Esq., Goodyear formally requested confidential treatment of those documents pursuant to 49 CFR Part 512. In accordance with those regulations, we are enclosing a redacted copy of those documents for you.

If you have any questions, please don't hesitate to contact us.

Very truly yours,



Stephen P. Kenney
Attorney

SPK:esh

cc: Dennis O'Connor

OFFICE OF DEFECTS INVESTIGATION
SAFETY ASSURANCE
400 SEVENTH STREET, S.W.
WASHINGTON, D.C. 20590

1343

MARCI PUENTES BALL
MARK W. CLARK, P.A.
DONALD R. FOUNTAIN, P.A.
DAVID M. GASPARI
LANCE C. IVEY
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JOSEPH J. KEITZER, P.A.
KEVIN C. SMITH
SCOTT B. SMITH
WILLIAM S. WILLIAMS, P.A.
ELIZABETH A. ZWIERTL



TRIAL LAWYERS LLP

NOV 15 2 32 PM '01

Direct Line: 820-2240

PARALEGAL STAFF:
JAMES E. COOK
LAWRENCE GORDON
BARBARA L. TIXTER
W. JAMES KENNEDY
CHRIS LYTAL
JAMES E. WILLIAMS

CHIEF INVESTIGATOR:
MARTY KERNER, M.S.

NURSING CONSULTANTS:
CYNTHIA M. RUSSO, R.N.
PATTI SPATIL, R.N.
KATHERINE A. SPANGLER, R.N.

November 13, 2001

U.S. Department of Transportation
National Highway Traffic Safety Administration
Office of Defects Investigation
NSA-10.01
400 7th Street, S.W.
Washington, DC 20590

NOV 15 2 32 PM '01

Re: Goodyear/Kelly-Springfield P.E.
Our Client: Mr. Jorge
Our File No.: 00/0288
Investigation: PE00-046

Dear Sir/Madam :

Please find enclosed the following deposition:

1. Rex C. [redacted] dated October 30, 2001. This is the conclusion of Mr. [redacted]'s deposition which was first began on June 22, 2001 of which you were previously forwarded a copy.

Because this deposition may refer to and discuss documents which have been produced by Goodyear and Kelly-Springfield pursuant to a confidentially agreement, they are arguably protected or confidential depositions. As a result, to be on the safe side, I am requesting that these depositions be provided confidential treatment in accordance with 49 CFR Section 512.

Very truly yours,


Don Fountain
DF:ck
enclosure

1344

027-001

The Goodyear Tire & Rubber Company

Akron, Ohio 44316-0001

VIA AIRBORNE EXPRESS
and
VIA FACSIMILE
202-366-8065

January 28, 2002



Mr. Kenneth Weinstein
Associate Administrator
for Safety Assurance
National Highway Traffic
Safety Administration
400 Seventh Street, S.W.
Washington, DC 20590

Dear Mr. Weinstein:

Goodyear is committed to customer safety and service. Goodyear has provided a great deal of information to the National Highway Traffic Safety Administration (NHTSA) regarding the design and performance of Goodyear-manufactured Load Range E tires and alleged tread separations regarding some of those tires.

On April 9, 2001, NHTSA issued an advisory about its concern for the increased roll over risk of 15-passenger vans. According to NHTSA, these vans are more prone to roll over following a tread separation than many other vehicles using Load Range E tires because of the vans' size and handling characteristics. If a tire on such a van were to experience a tread separation, particularly at high speeds and if the van is fully-loaded, there is a possibility for loss of control and an accident.

Goodyear believes that its Load Range E tires are not defective. Nevertheless, Goodyear is committing to undertake a program to replace for free some of its earlier design LT245/75R16 Load Range E tires with its latest design, Goodyear brand Load Range E tires (with 6 plies). This replacement program is limited to tires installed on 15-passenger vans (with or without a fifth row seat). These tires will provide an enhanced margin of durability to further protect the drivers and passengers of these vehicles. Goodyear will notify directly registered owners of model years 1996 through 2000 15-passenger vans (with or without the fifth row seat). Goodyear will also notify directly registered tire owners known to have purchased the earlier design LT245/75R16 Load Range E tires who are also registered owners of 15-passenger vans (with or without the fifth row seat) for vehicle model years 1992 through 2000. Goodyear will be using R. I. Polk data to identify both groups of van owners.

1345

Page 2
January 28, 2002
Mr. Kenneth Weinstein

In addition, although there will not be direct notification, Goodyear will provide replacement of earlier design LT235/85R16 Load Range E tires on pre-1992 15-passenger vans (with or without the fifth row seat).

Goodyear is also offering to replace for free earlier design LT245/75R16 Load Range E tires installed on ambulances, in order to avoid possible delay in transport to a medical facility. Goodyear intends to advise ambulance operators of this program through direct mailings to those operators.

The above program will last for a period of six months. We will provide you the starting date for this program as soon as possible. The starting date will be dependent on the date of Goodyear's receipt of the R.L. Polk data and the date when recipients of our direct mailings can be expected to have received those mailings.

Goodyear will provide to NHTSA for its review the following documents to implement this program:

1. A document to be sent by mail to all individuals registered as having purchased the earlier design LT245/75R16 Load Range E tires who are also registered owners of model year 1992 through 2000 15-passenger vans (with or without the fifth row seat).
2. A document to be sent by mail to all other registered owners of model year 1996 through 2000 15-passenger vans (with or without the fifth row seat).
3. Product Service Bulletins which Goodyear will issue to its Goodyear Company Owned Outlets and Goodyear Contract Dealers.
4. A letter which Goodyear will send to non-participating channels of distribution.
5. A letter which Goodyear intends to send directly to ambulance operators. We intend to cooperate with NHTSA in developing an appropriate list of those operators.
6. A sample envelope in which the letters to be mailed will be enclosed.

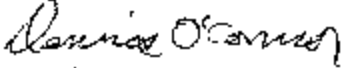
Please note that the van owners and ambulance operators identified above will not be able to go to any retailer that sells Goodyear tires to receive free replacement tires. Rather, those persons will be instructed to call a toll-free number to obtain instructions concerning the appropriate Goodyear retailer that will perform that work for them free of charge. There will be separate toll-free numbers for the van owners and for the ambulance operators.

1346

Page 3
January 28, 2002
Mr. Kenneth Weinstein

I am the point of contact regarding the program. I may be reached at 330-796-3519.

Sincerely,


Dennis O'Connor
Manager, Government and
Customer Compliance

1347

22916

FEB 19 2002

CERTIFIED MAIL – RETURN RECEIPT REQUESTED

Kenneth R. Betzler
Attorney
The Goodyear Tire & Rubber Company
Akron, Ohio 44316-0001

RE: Reconsideration of Confidentiality Determination

Dear Mr. Betzler:

This is in response to your letter dated March 21, 2001, in which you request reconsideration of a denial of confidential treatment for information submitted to the National Highway Traffic Safety Administration (NHTSA) on January 23, 2001. According to your letter, this information was submitted in response to questions 2(a), 2(b), 3 and 4 of the agency's Request for Information dated December 1, 2000. You state that the data submitted in response to questions 2(a) and 2(b) relate to field and fleet complaints, and include telephone calls and other reported information. You state that the information submitted in response to question 4 relates to warranty claims and adjustments and that the materials submitted in response to question 3 includes a list of lawsuits that have been settled and the amounts paid.

In a letter dated March 8, 2001, Ms. Heidi L. Coleman, the agency's Assistant Chief Counsel for General Law, granted Goodyear's request for confidential treatment in part and denied it in part.

Specifically, Ms. Coleman stated, in her letter dated March 8, 2001, "that the public release of the consumer names, addresses and telephone numbers identified in [Goodyear's] response to questions numbered 2(a), 2(b) and 3, are entitled to protection pursuant to Exemption 6 of the Freedom of Information Act, 5 U.S.C. §552(b)(6), because their release would constitute an unwarranted invasion of personal privacy to the persons who would be identified."

Ms. Coleman further stated, in her letter dated March 8, 2001, that "with respect to all other information contained in your response to requests numbered 2(a), 2(b), and 3, and in your response to request number 4 in its entirety, you have not demonstrated, and we



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GRID

are unable to find, based on the information that you have submitted, that the release of these materials would cause substantial competitive harm to Goodyear," citing Public Citizen Health Research Group v. Food and Drug Administration, 704 F.2d 1280 (D.C. Cir. 1983).

Goodyear's Assertions

In your letter dated March 21, 2001, you assert that, with respect to the data submitted in response to questions 2(a) and 2(b), "this data includes verbal complaints received on Goodyear's toll free 800 number, which, as a rule, do not provide specific information necessary to verify the legitimacy of the complaint. Notwithstanding the reliability or accuracy of this information, Goodyear does utilize it to make decisions to enhance Goodyear's marketplace performance. Accordingly, release of this information would allow competitors to discern or infer certain Goodyear business practices, which would result in competitive harm to Goodyear."

Regarding Goodyear's response to question 4, which relates to warranty claims and adjustments, you assert that "adjustment programs and warranty actions as found in the tire industry are directed at consumer satisfaction and repurchase intent. Goodyear has a specific and confidential approach regarding product adjustments and customer satisfaction issues. While written policies exist the willingness to go beyond written policies for customer satisfaction objectives, and the basic way in which this data is captured, stored and analyzed is basic to Goodyear's competitive position in the marketplace." In addition, you assert that, "customer satisfaction is a key element in marketing and continued profitability of Goodyear." Accordingly, you assert that "warranty and adjustment statistics are confidential business information and their release would result in substantial competitive harm to Goodyear."

Finally, with respect to Goodyear's response to question 3, you assert that "the decision to settle a lawsuit is based on many considerations, including the jurisdiction, competency of opposing counsel, results of evidentiary and discovery rulings, quality of expert testimony, cost of defense and advice of counsel." You assert further that, "Although most lawsuits are settled with no admission of liability, competitive access to settlement data can be exploited to suggest the existence of a product problem to gain a competitive advantage." Further, you assert that "some settlements are subject to a negotiated and agreed upon confidentiality agreement and the desires of the parties to have confidentiality should be respected and protected." Accordingly, Goodyear asserts its belief that "release of this information could result in substantial competitive harm to Goodyear."

Agency Decision

We have reviewed your submission, including the materials that you claim are entitled to confidential treatment and the arguments that you assert in support of your claim. I have decided to uphold Ms. Coleman's decision in part and to reverse it in part.

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I have decided to uphold Ms. Coleman's decision with respect to the information submitted in response to questions 2(a), 2(b) and 3. As stated in Ms. Coleman's letter dated March 8, 2001, you have not demonstrated, and we are unable to find, based on the additional information that you have submitted, that the release of these materials would cause substantial competitive harm to Goodyear. Public Citizens Health Research Group v. Food and Drug Administration, 704 F.2d 1280 (D.C. Cir. 1983). This information merely sets forth the number of field and fleet complaints received by Goodyear. NHTSA has consistently determined that consumer complaints may not be used affirmatively against a manufacturer to cause competitive harm.

In addition, Goodyear's response to question 3 contains settlement information. While I recognize that some settlements are subject to a negotiated and agreed upon confidentiality agreement between the parties, this is not a competitive harm generally recognized under Exemption 4 of the FOIA.

I have decided to reverse Ms. Coleman's decision with respect to Goodyear's response to question 4, which relates to warranty claims and adjustments. After review of all of the arguments that you asserted in support of your claim, I have concluded that the public release of this information is likely to cause substantial competitive harm to Goodyear and, therefore, that this information is entitled to confidential treatment pursuant to Exemption 4 of the Freedom of Information Act, 5 U.S.C. §552(b)(4).

Goodyear asserts that adjustment programs and warranty actions found in the tire industry are directed at consumer satisfaction and repurchase intent. Goodyear asserts also that its willingness to go beyond written policies for customer satisfaction objectives, and the manner in which this data is captured, stored and analyzed, is basic to Goodyear's competitive position in the marketplace. While I recognize the amount of effort Goodyear puts into developing its warranty program, this is not a competitive harm generally recognized under Exemption 4 of the FOIA.

However, based on your submission, I have concluded that the warranty claims and adjustment data, if disclosed, would reveal the production data and that this disclosure would likely be used by competitors to cause substantial competitive harm to Goodyear. Accordingly, this information will be protected for an indefinite period of time. For the reasons cited above, however, the agency's decision to deny confidential treatment for the information submitted in response to questions 2(a), 2(b) and 3 is upheld.

Conclusion

This partial grant of confidential treatment is subject to certain conditions since the information for which confidentiality has been granted was submitted pursuant to a defect investigation. The information may be disclosed under the authority of 49 U.S.C. § 30167(b) and 49 C.F.R. §512.9(a)(2), if the agency decides the disclosure will assist in carrying out the purposes of the National Traffic and Motor Vehicle Safety Act.

1350

In addition, this material may be disclosed under 49 C.F.R. §512.8, based upon newly discovered or changed facts, and you must inform the agency of any change circumstance which may affect the protection of the information (49 C.F.R. §512.4(i)). Prior to the release of information under 49 C.F.R. §512.8 or §512.9, you will be notified in accordance with the procedures established by our regulations.

My decision is administratively final.

Sincerely,



John Wornack
Acting Chief Counsel

NHTSA

1351

The Goodyear Tire & Rubber Company

Akron, Ohio 44316-0001

LAW DEPARTMENT

(330) 796-3774
FAX: (330) 796-3641
(email:ken_betzler@goodyear.com)

March 21, 2001

Office of Chief Counsel
National Highway Traffic Safety Administration
Room 5219
400 7th Street, S.W.
Washington, D.C. 20590

OFFICE OF CHIEF
COUNSEL

01 MAR 24 P 1: 31

NHTSA
WASHINGTON, DC 20590

Re: **Confidentiality Determination/PE00-46/NSA-12jfa**

Attention: Heidi L. Coleman, Esq.

Dear Ms. Coleman:

I have received your letter of March 8, 2001 in which you respond to my letter of January 23, 2001 requesting confidential treatment for information submitted by Goodyear in response to NHTSA's Request for Information dated December 1, 2000. You have denied Goodyear's request for confidential treatment for the information submitted in response to requests 2(a), 2(b), 3 and 4. The purpose of this letter is to petition the NHTSA for reconsideration of this denial in accordance with 49 CFR 512.7.

The data in response to NHTSA requests 2(a) and 2(b) relates to field and fleet complaints, which include telephone calls and other reported information. This data includes verbal complaints received on Goodyear's toll free 800 number, which, as a rule, do not provide specific information necessary to verify the legitimacy of the complaint. Notwithstanding the reliability or accuracy of this information, Goodyear does utilize it to make decisions to enhance Goodyear's marketplace performance. Accordingly release of this information would allow competitors to discern or infer certain Goodyear business practices, which would result in competitive harm to Goodyear. Accordingly, this confidential business information should be afforded confidential treatment.

The response to request 4 relates to warranty claims and adjustments. Adjustment programs and warranty actions as found in the tire industry are directed at consumer satisfaction and repurchase intent. Goodyear has a specific and confidential approach regarding product

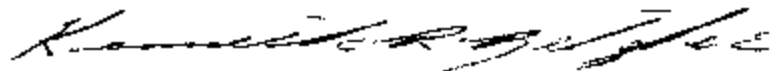
1352

adjustments and customer satisfaction issues. While written policies exist the willingness to go beyond written policies for customer satisfaction objectives, and the basic way in which this data is captured, stored and analyzed is basic to Goodyear's competitive position in the marketplace. Consumer satisfaction is a key element in marketing and continued profitability of Goodyear. Accordingly, warranty and adjustment statistics are confidential business information and their release would result in substantial competitive harm to Goodyear. Goodyear requests that warranty claims and adjustments be afforded confidential treatment.

The response to request 3 lists the lawsuits that have been settled and the amounts paid. The decision to settle a lawsuit is based on many considerations, including the jurisdiction, competency of opposing counsel, results of evidentiary and discovery rulings, quality of expert testimony, cost of defense and advice of counsel. Although most lawsuits are settled with no admission of liability, competitive access to settlement data can be exploited to suggest the existence of a product problem to gain a competitive advantage. Further some settlements are subject to a negotiated and agreed upon confidentiality agreement and the desires of the parties to have confidentiality should be respected and protected. Goodyear believes that release of this information could result in substantial competitive harm, and requests that this information be afforded confidential treatment.

For the above reasons, Goodyear petitions for reconsideration of NHTSA's denial of confidential treatment with respect to the data contained in response to requests 2(a), 2(b), 3 and 4. The certification of James C. Whiteley in support of Goodyear's request is attached. Please direct all further correspondence concerning this matter directly to me.

Sincerely,



Kenneth R. Betzler
Attorney

krb/csh

1353

**CERTIFICATE IN SUPPORT OF
REQUEST FOR CONFIDENTIALITY**

STATE OF OHIO)
)
COUNTY OF SUMMIT)

I, JAMES C. WHITELEY, being duly sworn, depose and say:

(1) That I am a Vice President and that I am authorized by The Goodyear Tire & Rubber Company (Goodyear) to execute this certificate on its behalf.

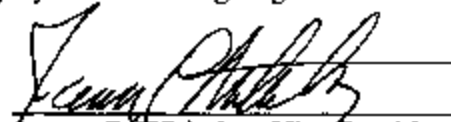
(2) The information contained in the response of The Goodyear Tire & Rubber Company to requests 2(a), 2(b), 3 and 4 of NHTSA's Request for Information dated December 1, 2000 is confidential business information and was submitted with the claim that it is entitled to confidential treatment under 5 U.S.C. 552(b) (4) as incorporated by reference in and modified by 49 C.F.R. Part 512.

(3) That I have personally inquired of the responsible Goodyear personnel who have authority in the normal course of business to release the information for which a claim of confidentiality has been made to ascertain whether such information has ever been released outside Goodyear.

(4) That based upon such inquiries to the best of my knowledge, information and belief the information for which Goodyear has claimed confidential treatment has never been released or become available outside Goodyear in such detailed form or without being protected from disclosure pursuant to a confidentiality agreement or protective order.


(5) That I make no representations beyond those contained in this certificate and in particular I make no representations as to whether this information may become available outside Goodyear because of unauthorized or inadvertent disclosure except as stated in Paragraph 4; and

(6) I certify under penalty of perjury that the foregoing is true and correct.



James C. Whiteley, Vice President
The Goodyear Tire & Rubber Company

Sworn to before me, a Notary Public, this 22nd day of March, 2001.



Notary Public

LORI A. SKOLLMAN, Notary Public
Residence - Cuyahoga County
State Wide Jurisdiction, Ohio
My Commission Expires August 30, 2004

1354

REQUEST NUMBER 3

3. Provide a summary of all out-of-court settlements or offers of "goodwill" of any kind made by Goodyear, including those that have been placed under any restrictive order or agreement, which relate, or could relate to the alleged defect in the subject tires.

See the attached response.

Source of information: Goodyear

Last date information was gathered: 1/22/01

1355

The Goodyear Tire & Rubber Company

1356

CONFIDENTIAL ATTORNEY WORK PRODUCT
DO NOT COPY OR DISSEMINATE
LOAD RANGE E

Settlement Summary

	NAME	DATE & STATE	SIZE	LINE	DOT NO	LITIGATION STATUS	SETTLEMENT AMOUNT	SETTLEMENT CONTRIBUTION	CONFIDENT. AGREEMENT.
1		4/21/95, OK	LT235/85R16	Star Trailbuster	PJDR4CCV333	Filed	—	—	
2		8/23/95, MT	LT235/85R16	WRL AT	MD0RD1HV393	Settled	\$805,000	Goodyear: \$390,000 Whitman College: \$200,000 Ford: \$215,000	Yes
3		1/25/96, CA	LT235/85R16	WRL HT	MD0RNJHV253	Settled	\$ 8.25M*	Goodyear: \$5,603,750 General Motors/State of CA/Freeway Contractors: \$2,375,000	Yes* *Also, note Apportionment of contribution by each Def. is confidential. [Plff's. counsel has released Total settlement amount]
4		10/29/96, MS	LT245/75R16	Workhorse Rad	MD11Y7HV405	Settled	\$225,000	Goodyear: \$50,000 Burdines Ambulance: \$175,000	No
5	et al.	11/22/96, NV	LT245/75R16	Workhorse XGR	MD11W6HV325	None	\$8,500	All Goodyear	No
6		8/21/97, CA	LT245/75R16	WRL HT	MD1152*V106	Settled	\$1,757,088.98	Goodyear: \$580,500 Keystone: \$619,240.98 Ford: \$307,338.99 Driver: \$50,000	No
7		7/14/97, FL	LT235/85R16	Power King	PJORAPLV224	Filed	\$516,000* (*1 BI Pending)	All Goodyear	No
8		7/25/97, KY	LT245/75R16	WRL AT	MD11BT0V125	Filed	\$17,500	All Goodyear	No
9	et al.	7/27/97, TX	LT245/75R16	Workhorse Rad	MD11Y7HV484	Filed	Partial: \$15,000	All Goodyear	No
10		8/11/97, CA	LT245/75R16	WRL HT	MD11520V114	Settled	\$ 1.25M	Goodyear: \$125,000 Utah Oriental Mission Church: \$1M	No
11		5/29/98, CA	LT245/75R16	WRL HT	MD11520V238	Settled	\$1.5M	Goodyear: \$1.5M Ford: Pending	No as to Goodyear
12		9/18/96, OK	LT245/75R16	Workhorse	MD11Y7HV358	1 BI Filed	1 of 15 BI Settled: \$12,000	1 BI All Goodyear	No
13		9/29/98, OK	LT245/75R16	Jetson Revenger	PJ11D1LV117	1 BI Filed	1 of 3 BI Settled \$200,000	All Goodyear	Yes
14		11/2/98, TX	LT245/75R16	Power King	PU11C7KV385	Settled	\$825,000	All Goodyear	No
15	n	11/26/99, OR	LT235/85R16	Kelly Pathfinder		Claim	\$3,500	All Goodyear	No

MARCO FUENTES BALL
MARK W. CLARK, P.A.
DONALD R. FOUNTAIN, P.A.
DAVID M. GASPARI
LANCE C. IVRY
NANCY LA VISTA
JULIE H. LUTSKY-RUBIN
LAKI LYTAI, JR., P.A.
LAKE H. LYTAI, III
MICHAEL OVERBECK
DAVID C. PRATHER
BRUCE M. RAMSAY
JOSEPH J. REITER, P.A.
KEVIN C. SMITH
SCOTT B. SMITH
WILLIAM S. WILLIAMS, P.A.
ELIZABETH A. ZWIBEL

LYTAI, REITER, CLARK
FOUNTAIN & WILLIAMS

TRIAL LAWYERS LLP

Direct Line: 820-2240

PARALEGAL STAFF:
JAMES E. COOK
LAWRENCE GORDON
BARBARA L. HUNTER
W. JAMES KERRY
CHRIS LYTAI
JAMES E. WILLIAMS

CHIEF INVESTIGATOR:
MARCY KERNER, M.S.

NURSING CONSULTANTS:
CYNTHIA M. RUSSO, R.N.
PATI SPAETH, R.N.
KATHLEEN A. SPANGLER, R.N.

February 21, 2002

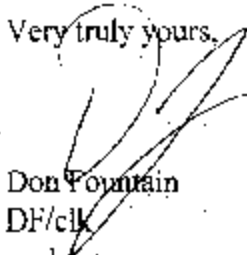
Mr. John Abbott
Mr. Thomas Cooper, Chief Vehicle Integrity Division
U.S. Department of Transportation
National Highway Traffic Safety Administration
Office of Defects Investigation
NSA-10.01
400 7th Street, S. W.
Washington, DC 20590

Re: Goodyear/Kelly-Springfield P.E.
Our client: GARCIA, Jorge
Our File No.: 00/0288
Investigation: PE00-046

Dear Mr. Abbott:

Enclosed is an incomplete copy of the *J. v. Goodyear* Fifth Amended Complaint which arises out of the August 21, 1996 death of Mr. Lucio *J. v. Goodyear*, while he was testing Goodyear tires. From the NHTSA Public File it does not appear as though this accident or this lawsuit was ever made known to NHTSA. I also understand that it was never disclosed to many attorneys who have received discovery responses from Goodyear and Kelly-Springfield outlining prior accidents and litigation claims.

Very truly yours,


Don Fountain
DF/clk
enclosure

1357

CAUSE NO. C-96-08-00048-CVL

MERCEDES GUTIERREZ JASSO, INDIVIDUALLY *
AND ON BEHALF OF THE ESTATE OF *
LUCIO IBARRA JASSO AND THE ESTATE *
OF LUCIO IBARRA JASSO *

Plaintiffs

VS.

DAN LONG AS OWNER AND PRESIDENT *
OF LONG AND ASSOCIATES, INC., LONG *
AND ASSOCIATES, INC., INDIVIDUALLY, *
THE GOODYEAR TIRE & RUBBER COMPANY, *

Defendants

IN THE DISTRICT COURT OF

LA SALLE COUNTY, TEXAS

21ST JUDICIAL DISTRICT



TO THE HONORABLE JUDGE OF SAID COURT:

COME NOW, MERCEDES GUTIERREZ JASSO, Individually and on Behalf of the Estate of LUCIO IBARRA JASSO and THE ESTATE OF LUCIO IBARRA JASSO, hereinafter referred to as Plaintiffs in the above styled and numbered cause and file this their FOURTH AMENDED PETITION

I.

A. Defendant LONG AND ASSOCIATES, INC. is a Texas corporation authorized to do business in Texas has previously appeared and answered and service is not necessary at this time.

B. Defendant THE GOODYEAR TIRE & RUBBER COMPANY is an Ohio Corporation authorized to do business in Texas has previously appeared and answered and service is not necessary at this time.

II
VENUE

Venue is properly maintained in La Salle County, Texas pursuant to Section 15.002 of the Texas Civil Practice & Remedies Code because all or substantial part of the events or omissions giving rise to the claim occurred in La Salle County, Texas.

III.

3/2/00

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1. This cause of action originates from an automobile accident which occurred on August 21, 1996, on IH 35 in La Salle County, Texas. As a result of the incident in question, Plaintiff decedent LUCIO IBARRA JASSO lost his life. On the occasion in question, Plaintiff decedent LUCIO IBARRA JASSO was the driver of a vehicle owned by Defendant LONG AND ASSOCIATES, INC., which was equipped with experimental tires manufactured by Defendant The Goodyear Tire and Rubber Company. The vehicle Plaintiff decedent was driving was involved in the testing of the experimental tires when suddenly, unexpectedly and without warning the right rear tire of the vehicle failed which in turn caused the vehicle to roll over ultimately causing the death of LUCIO IBARRA JASSO.

IV.

2. The vehicle involved in the accident is owned by Defendant LONG AND ASSOCIATES, INC., and was operated by Plaintiff decedent LUCIO IBARRA JASSO at the time of the accident.

V.

3. As a proximate result of the acts and omissions of Defendants hereinabove, described, Plaintiffs suffered serious and permanent injuries and damages. Nothing Plaintiffs did or failed to do caused this accident and the damages that Plaintiffs have suffered. Plaintiffs' damages are in an amount in excess of Two million dollars (\$2,000,000.00).

VI.

TEXAS WRONGFUL DEATH AND SURVIVAL STATUTES
ARE INVOKED BY PLAINTIFFS

4. Plaintiff MERCEDES GUTIERREZ JASSO, individually and on Behalf of the Estate of LUCIO IBARRA JASSO would show the court that she is within the specified class of individuals entitled to bring this action pursuant to the Texas Wrongful Death Statute, Texas Civil Practice and Remedies Code, Section 71.002, et seq. (1996) and the Texas Survival Statute, Texas Civil Practice and Remedies Code Annotated Section 71.021, et seq. (1996). Plaintiff MERCEDES GUTIERREZ

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JASSO is the surviving spouse of the Decedent LUCIO IBARRA JASSO.

VII.
NEGLIGENCE

5. Plaintiffs reallege all factual allegations as set forth above.

6. Plaintiffs contend that Defendants owed a duty of care in the design, testing and manufacture of the aforesaid tires or any component parts thereof, to avoid unreasonable risk of death or injury to the users of said tires. Said duty was owed to Plaintiffs and particularly to Decedent, LUCIO IBARRA JASSO, as a foreseeable user of said tires.

7. Further, Plaintiffs contend that Defendants owed a duty to adequately warn and instruct users, in particular Decedent, of all defects either known by Defendants herein, or which should have been known by Defendants, relative to the aforesaid tires or any component parts thereof to avoid unreasonable risk of death or injury to LUCIO IBARRA JASSO, Decedent.

8. Plaintiffs contend that the Defendants breached their duty of due care by negligently manufacturing, designing, assembling and/or testing the tires and their component parts in question. Further, Defendants breached their duty to warn Decedent of any defects, either known or that should have been known by the Defendants, or to avoid the risks to potential users of the dangers that would arise from a defectively manufactured tire.

9. Plaintiffs further contend that Defendant Goodyear was at the time and on the occasion in question negligent in the following respects:

- a) in placing the tires and their component parts into the hands of users without suitable warnings where Defendant manufacturers knew or should have known of the unreasonable dangerousness of the products;
- b) in failing to inform users or potential users or to place warnings on the tires and their component parts or to issue informational material with said tires and component parts;
- c) in failing to design the tires and their component parts so as to

prevent them from accidents such as this;

- c) in failing to take any precautions to prevent the foreseeable accident;
- e) in designing, manufacturing and testing the tires and their component parts in such a way that they could cause an accident such as this one;
- f) in failing to recall the tires and their component parts after acquiring knowledge of their dangerousness as well information regarding other accidents which occurred prior to the accident complained of in this cause. ;
- g) They failed to adequately warn of the dangers associated with testing tires in the manner in which they were being tested;
- h) They failed to adequately instruct on the safe use of the testing of tires in question;

10. Plaintiffs further contend that Defendant LONG AND ASSOCIATES, INC., was, at the time and on the occasion in question, negligent as follows:

- a) in failing to exercise ordinary care in maintaining the work site in a reasonably safe condition or to warn of hazards which might exist on the worksite;
- b) in failing to protect and safeguard the Decedent from unreasonably dangerous conditions on the worksite or to warn of their existence;
- c) in failing to warn and properly instruct and inform persons such as the Deceased, LUCIO IBARRA JASSO, of the hazards with the testing of tires such as the one made the basis of this lawsuit;
- d) in failing to set appropriate safety guidelines while testing tires

MEMORANDUM

TO: File

FROM: Jennifer Timian (NCC-10)

DATE: February 26, 2002

RE: PE00-046

On today's date a telephone conference was held between representatives from Goodyear (D. O'Connor, S. Kenney) and from NHTSA (J. Timian, E. Rubenstein, J. Abbott, T. Cooper) concerning an August 21, 1996 crash in which a tire failure on a Goodyear tire resulted in a fatality. Goodyear had contacted the Agency later in the prior week concerning the crash because it expected media coverage concerning the crash. A return call to Goodyear was initiated to learn the details of this crash, including what size and load range tire were involved, and whether the crash tire was a production model included in PE00-046.

NHTSA initially learned of this crash through Don Fountain, Esquire, an attorney representing plaintiff Jorge Garcia in his lawsuit against Goodyear in an unrelated case. Mr. Fountain submitted a Texas accident report associated with the crash and noted his understanding that the crash occurred on a test vehicle that had been modified for testing Goodyear Load Range E tires. Mr. Fountain noted that Goodyear had not reported the crash to NHTSA.

During this conference, Goodyear advised the agency that while the crash tire was a Load Range E model, size LT235/85R16, the tire was a pre-production, developmental tire with a steel carcass and steel belts that was never put into production. Goodyear further advised that the crash tire was part of an endurance test for that tire model, on an unmodified vehicle, under maximum rated load conditions, and that a post-crash inspection showed that the tire was severely underinflated and had several punctures which had not been adequately patched.

This crash has not been included in NHTSA's calculation of crash data relative to PE00-046 because the crash tire was a pre-production, developmental tire, and not a production tire included in that evaluation.

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U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

ODI RESUME

John Abbott

INVESTIGATION: PE00-046
DATE OPENED: 21-NOV-00 DATE CLOSED: 01-MAR-02
SUBJECT: Alleged Tire Failure
PROMPTED BY: IE00-085 (Peter Ong)
PRINCIPAL INVESTIGATOR: John Abbott

MANUFACTURER: The Goodyear Tire and Rubber Company (Goodyear)
MODEL(S): All Load Range "E" Light Truck Tires
MODEL YEAR(S): 1991 through May 2000
TIRE POPULATION: [CONFIDENTIAL]

PROBLEM DESCRIPTION: Separation of the tread belt from the carcass of the tire.

FAILURE REPORT SUMMARY

	ODI	MANUFACTURER	TOTAL
COMPLAINTS/ CLAIMS:	107*	[CONFIDENTIAL]	[CONFIDENTIAL]*
CRASHES:	0	87**	87**
INJURIES:	0	158	158
FATALITIES:	0	18	18
OTHER:	0	0	0

ACTION: This Preliminary Evaluation (PE) is closed. By letter of January 28, 2002, Goodyear notified the agency it will conduct a program to replace certain Load Range "E" tires installed on 15 passenger vans and ambulances. NHTSA has assigned this action Safety Improvement Campaign Number 02X-001.

Investigator: *John Abbott* DIV. CHIEF: *Thomas J. ...* ONC. DIR: *...*
DATE: *3/1/02* DATE: *3/1/02* DATE: *3-1-02*

Background: This investigation was opened on November 21, 2000, based on information provided to ODI by Goodyear and other interested parties regarding tread separations of Load Range "E" (LRE) tires manufactured by Goodyear and Kelly Springfield (Kelly), a business unit within Goodyear. The information provided included data regarding 31 vehicle crashes resulting in 129 reported injuries and 15 reported fatalities.

(continued on next page)

* Duplicates of ODI reports were not eliminated from the Manufacturer (MFR) total.
** Six (6) crashes involved a tread separation on a towed vehicle (e.g., trailer). One (1) crash was due to an attempt to avoid a separated tread in the roadway.

*12.4/02
3/1/02*

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Subject tires: The subject LRE tires are designed for light truck applications and are manufactured in fourteen different sizes, 144 different models, and in various construction types; i.e., Polyester Carcass Steel Belted Radial, Steel Carcass Steel Belled Radial, and Bias Ply. LRE tires have the highest weight-carrying capacity of all light truck tires and are used primarily on 3/4 and 1 Ton (2500 and 3500 series) light trucks and vans.

Scope: The scope of this investigation included all LRE tires manufactured by Goodyear and Kelly. Goodyear revised the design of these tires beginning in January 1996 to add a nylon overlay. Goodyear has stated that it did so to make the tires "more robust." Goodyear has manufactured LRE tires under the Goodyear brand since 1991, and under the Kelly brand since 1992. The Goodyear brand LRE tires were sold under the model names Wrangler, Workhorse, and Tracker. The Kelly brand LRE tires were sold under a variety of model names such as Safari, Pathfinder, and Power King. Kelly also manufactured LRE tires for many private label brands such as Sears, Sam's Club, and Wal-Mart.

Investigation Summary: In its response to ODI's requests for information, Goodyear reported that it had received over [CONFIDENTIAL] damage claims regarding the subject tires. Virtually all of the claims were on tires without the overlay. Almost all of those claims involved only property damage, and the damage was usually limited to the vehicle itself (e.g., a separated tread causing damage to the wheel area). However, there were 87 reported crashes involving tread separations on the subject tires without an overlay, 44 of which led to 158 injuries and 18 fatalities. There were no reported crashes involving tread separations on the subject tires with an overlay.

The crash data did not indicate that tread separations occurred more frequently or consistently on any particular model or model year of the subject tires (i.e., 27 different tire models in 7 different production years). An analysis of the types of vehicles involved in the reported crashes, however, showed that crashes involving large vans (including ambulances built on extended van chassis) accounted for 84 percent of the injuries and 61 percent of the fatalities. While there were several fatal crashes reported involving pickup trucks, the crash rate for pickups (0.7 crashes per 100 claims) was only 12 percent of the rate for the vans (5.7 crashes per 100 claims). A breakdown of the crashes by vehicle type is set forth below.

Vehicle Group	Total	Rollover	Non-fatal Injury Crashes	Fatal Crashes	Injuries	Fatalities
Van	31	22	18	8	133	11
SUV	7	5	5	1	14	1
Pickup	33	8	4	6	8	6
Utility	6	1	1	0	2	0
Unknown	4	0	1	0	1	0
Trailer	6	0	0	0	0	0
TOTAL	87	36	29	15	158	18

Separately and aside from this investigation, NHTSA has been concerned about the potential for rollover of large, 15-passenger vans. Rollovers of these vans have led to numerous fatalities and injuries. On April 9, 2001, following several highly-publicized rollover crashes involving 15-passenger vans carrying college students, NHTSA issued a "Consumer Advisory" on this issue. Among other things, the Advisory noted that the risk of rollover increases dramatically as the number of occupants increases and that it is important for

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Goodyear Load Range "E"

drivers of such vans to be familiar with their handling characteristics, especially when the vans are fully loaded.

In its letter to NHTSA dated January 28, 2002, Goodyear stated that it did not believe the LRE tires subject to this investigation are defective. Goodyear, however, has notified the agency that it will conduct a program to replace for free all earlier designed subject tires (which contain four plies) with its latest design Goodyear brand LRE tires (which contain six plies) on 15-passenger vans and ambulances. The specific details of the replacement program are found in Goodyear's letter of January 28, 2002.

Affected tires and replacement program details: Goodyear will directly notify registered owners of model years 1996 through 2000 15-passenger vans (with or without the fifth row seat). Goodyear will also directly notify registered tire owners known to have purchased the earlier design LT245/75R16 Load Range "E" tires who are also registered owners of 15-passenger vans (with or without the fifth row seat) for vehicle model years 1992 through 2000. Goodyear will be using R.L. Polk data to identify both groups of van owners. These van owners will be offered free replacement of any earlier design Goodyear or Kelly manufactured LT245/75R16 tires installed on their vans (including the spare tire).

In addition, although there will not be direct notification, Goodyear stated it will provide free replacement of earlier Goodyear or Kelly LT235/85R16 Load Range "E" tires (including the spare tire) on pre-1992, 15-passenger vans (with or without the fifth row seat).

Under its program, Goodyear is also offering to replace for free its earlier design LT245/75R16 Load Range "E" tires installed on ambulances, in order to avoid possible delay in transport to a medical facility. Goodyear will advise ambulance operators of this program through direct mailing to those operators.

Although there have been numerous failures of the subject tires on vehicles other than large vans and ambulances, these failures have only rarely had serious safety consequences. Therefore, ODI has decided that Goodyear's tire replacement program is sufficient to resolve the issues raised by this investigation. Accordingly, this investigation is closed. The closing of this investigation does not constitute a finding by NHTSA that no safety-related defect exists. The agency will take further action if warranted by the circumstances.

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NSA 72
J. Abbott

BAR - 1 - 000

Kenneth R. Betzler
Attorney
Goodyear Tire & Rubber Company
Akron, Ohio 44316-0001

RE: Report Prepared By Allan J. Kam/PE00-046/NSA-12jka

Dear Mr. Betzler:

This is in response to your letter dated May 17, 2001, in which you express concern that a copy of a report entitled, "Analysis of Whether Goodyear/Kelly-Springfield Should Have Recalled Load Range E Tires," relating to the above-referenced investigation, which was prepared by Allan J. Kam, a retired employee of the National Highway Traffic Safety Administration (NHTSA), may find its way into the public docket. You state that "Kam was retained by Attorney Don Fountain of West Palm Beach, Florida, to prepare the report in conjunction with litigation pending against Goodyear involving a load range E tire."

Specifically, you assert that, "Section VII of the report contains an analysis of Goodyear documents and depositions which were obtained by Attorney Fountain after agreeing to comply with the terms and conditions of a Protective Order in the case styled Estate of Robert Frankl, et al. vs. The Goodyear Tire & Rubber Company, et al., Superior Court of New Jersey, Mercer County, Case Number MER-I-003052-99." You assert that "Kam's report specifically quotes and is based upon the confidential, proprietary and court ordered protected Frankl documents." You assert that "Section VII of the report is clearly confidential and governed by the same terms as the Frankl Protective Order" and that "the documents referenced in Section VII were submitted to NHTSA with a request for confidentiality," and that the request for confidential treatment was granted.

You request that, "if and when NHTSA is furnished a copy of the Kam report, it should not be entered into the public docket."

The agency has received a copy of a report prepared by Allan Kam relating to this investigation and the document has not been placed in the public docket. Consistent with my letter dated October 16, 2001, this information will be treated confidentially, pursuant


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to Exemption 4 of the Freedom of Information Act, 5 U.S.C. §552(b)(4) and will be protected for an indefinite period of time.

As set forth in my letter dated October 16, please note that this grant of confidential treatment is subject to certain conditions since the information for which confidentiality was granted was submitted pursuant to a defect investigation. The information may be disclosed under the authority of 49 U.S.C. §30167(b) and 49 C.F.R. §512(a)(2), if the agency decides the disclosure will assist in carrying out the purposes of the National Traffic and Motor Vehicle Safety Act.

In addition, these materials may be disclosed under 49 C.F.R. §512.8, based upon newly discovered or changed facts, and you must inform the agency of any changed circumstances which may affect the protection of the information (49 C.F.R. §512.4(i)). Prior to the release of information under 49 C.F.R. §512.8 or §512.9, you would be notified in accordance with the procedures established by our regulations.

Sincerely,



Heidi L. Coleman
Assistant Chief Counsel
for General Law

NHTSA

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The Goodyear Tire & Rubber Company

Akron, Ohio 44316-9901

LAW DEPARTMENT

(330) 796-3774
FAX: (330) 796-3641
(email:ken_betzler@goodyear.com)

OFFICE OF CHIEF
COUNSEL

May 17, 2001

John G. Womack
Deputy Chief Counsel
National Highway Traffic Safety Administration
Room 5219
400 7th Street, S.W.
Washington, D.C. 20590

Re: NSA-12jka
PE00-046

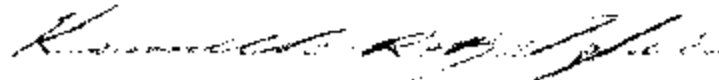
Dear Mr. Womack:

I am writing to express Goodyear's concern that a copy of a report prepared by Allan J. Kam of Highway Traffic Safety Associates dated April 17, 2001 entitled "**Analysis of Whether Goodyear/Kelly-Springfield Should Have Recalled Load Range E Tires**" may find its way into the public docket relating to the captioned preliminary evaluation. Kam was retained by Attorney Don Fountain of West Palm Beach, Florida, to prepare the report in conjunction with litigation pending against Goodyear involving a load range E tire.

Specifically, Section VII of the report contains an analysis of Goodyear documents and depositions which were obtained by Attorney Fountain after agreeing to comply with the terms and conditions of a Protective Order in the case styled Estate of Robert Frankl, et al. vs. The Goodyear Tire & Rubber Company, et al., Superior Court of New Jersey, Mercer County, Case Number MER-1-003052-99. Kam's report specifically quotes and is based upon the confidential, proprietary and court ordered protected Frankl documents. Section VII of the report is clearly confidential and governed by the same terms as the Frankl Protective Order. Further, the documents referenced in Section VII were submitted to NHTSA with a request for confidentiality under 49 CFR Part 512 that has been granted.

In view of the above, it is Goodyear's position that if and when NHTSA is furnished a copy of the Kam report, it should not be entered into the public docket. If you have any questions concerning this matter, please don't hesitate to contact me directly.

Sincerely,



Kenneth R. Betzler
Attorney

krb/csh

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cc: Thomas Z. Cooper, Chief
Vehicle Integrity Division
Office of Defects Investigation
Safety Assurance
400 7th Street, S.W.
Washington, D.C. 20590

Kenneth N. Weinstein
Associate Administrator for Safety Assurance
National Highway Traffic Safety Administration
Room 5321
400 7th Street, S.W.
Washington, D.C. 20590

Kathleen C. DeMeter, Director
Office of Defects Investigation
National Highway Traffic Safety Administration
Room 5326
400 7th Street, S.W.
Washington, D.C. 20590

John Abbott
Safety Defects Engineer
National Highway Traffic Safety Administration
Room 5326
400 7th Street, S.W.
Washington, D.C. 20590

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U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

Memorandum

Subject: Submittal to the Public File
ODI Investigation PE00-046

Date: May 29, 2002

From: *R. Howell*
Rosa Howell, Investigation Case Assistant
Office of Defects Investigation/NSA-10

Reply to: PE00-046

To: Kevin Ball
Technical Information Service/NAI-50

Please forward the attachment to George Washington University's NHTSA/FHWA National
Crash Analysis Center for Public access under PE00-046.

ONE DISK

RESPONSE TO ODI LETTER 12/1/00

ATTACHMENT 2A AND B

CONFIDENTIAL INFORMATION DELETED

Attachment(s)

#

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VIDEO TAPE, CD AND DISK

AVAILABLE UPON REQUEST

VIDEO TAPE AND CD AVAILABILITY

**George Washington University
Virginia Campus
NHTSA/FHWA National Crash Analysis Center
20101 Academic Way, NCAC Library
Ashburn, VA 22011**

Telephone: (703) 726-8236

Fax (703) 478-8983

Contact Person:

Ms. Jenny Behrs, GWU Film Technician

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