

PE10-031

Chrysler

10-15-2010

Enclosure 1

Optional Sales Code Volumes
Reports

ZJ Family			
Family	Model Year	Sales Codes	US Volume
Grand Cherokee (ZJ)	1993 - 1998	ADL - Skid Plate Group (All Skid Plates)	245,411
Grand Cherokee (ZJ)	1993 - 1998	AWN - Skid Plate /Tow Hook Group (All Skid Plates)	30,789
Grand Cherokee (ZJ)	1993 - 1998	XEE - Fuel Tank Skid Plate (Fuel Tank Only Skid Plates)	22,249

WJ Family			
Family	Model Year	Sales Code	US Volume
Grand Cherokee (WJ)	1999 - 2004	ADL - Skid Plate Group (All Skid Plates)	139,105

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Chrysler

Enclosure 4

RECALL A-10

DAIMLERCHRYSLER

February 2002

Dealer Service Instructions for:

Safety Recall No. A10 -- Fuel Tank Blocker Bracket

Effective immediately, all repairs on involved vehicles are to be performed according to this recall notification. The labor operations for the interim service procedure that was published in the A10 electronic mail (DMAIL) message of January 4, 2002 will be cancelled on March 15, 2002. Those vehicles that have already been repaired by having a skid plate installed, do NOT require any additional service.

Models

2002 (WJ) Jeep® Grand Cherokee

NOTE: This recall applies only to the above vehicles that are equipped with a fuel tank brush guard (WITHOUT Sales Code – XEE) built through December 13, 2001 (MDH 121317).

IMPORTANT: Some of the involved vehicles may be in dealer new vehicle inventory. **Federal law requires you to stop sale and complete this recall service on these vehicles before retail delivery.** Dealers should also consider this requirement to apply to used vehicle inventory and should perform this recall on vehicles in for service. Involved vehicles can be determined by using the DIAL VIP System.

Subject

About 71,000 of the above vehicles may not comply with the requirements of Federal Motor Vehicle Safety Standard (FMVSS) 301 – Fuel System Integrity. Under certain accident conditions, the fuel tank may deform and damage an internal control valve. This could allow fuel leakage to occur if the vehicle rolls over. Fuel leakage in the presence of an ignition source can result in a fire.

Repair

A fuel tank blocker bracket must be installed on all involved vehicles.

Parts Information

<u>Part Number</u>	<u>Description</u>
CBJ0A100	Fuel Tank Blocker Bracket

Each dealer to whom vehicles in the recall were invoiced will receive enough Blocker Bracket Packages to service about 10% of those vehicles. Each package contains a blocker bracket and a spacer.

Service Procedure

1. Raise the vehicle on an appropriate hoist.
2. Support the fuel tank with an OTC Fuel Tank Jack or equivalent.
3. Remove the four (4) fuel tank-to-rear bumper fascia clips (Figure 1).
4. Loosen, but do not remove, the bolts for the two (2) rear brush guard-to-frame support brackets (Figure 2).

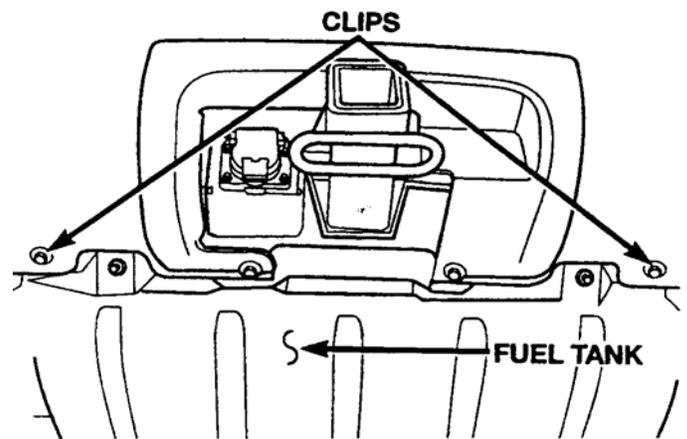


Figure 1

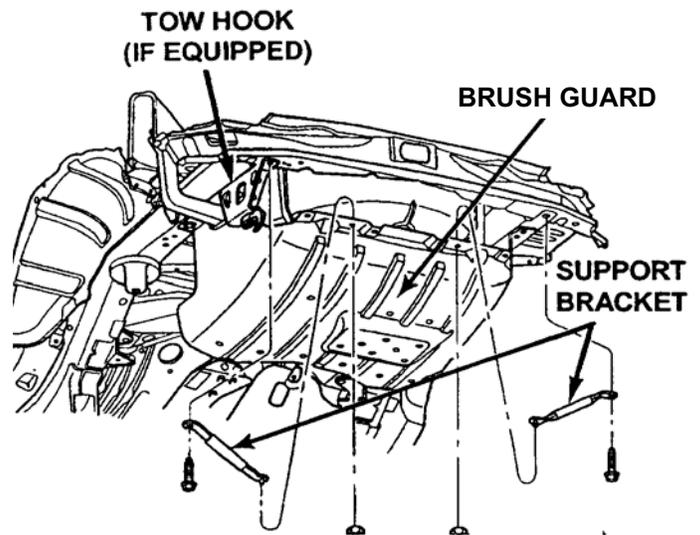


Figure 2

Service Procedure (Continued)

5. Loosen, but do not remove, the bolts for the front brush guard-to-frame support bracket (Figure 3).
6. Disconnect the electrical harness clip from the left side of the brush guard.

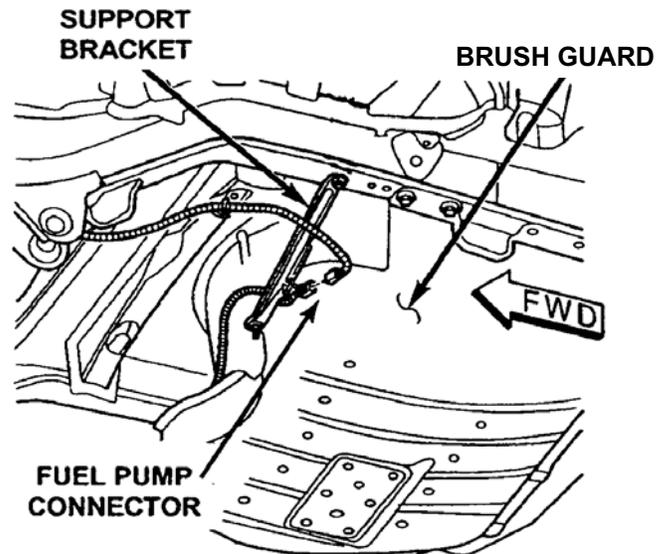


Figure 3

7. Remove the three (3) forward-most LEFT SIDE brush guard/trailer hitch (if equipped) mounting bolts (Figure 4). **Do NOT remove the rear left brush guard/trailer hitch mounting bolt.**
8. Loosen, but do not remove, the remaining four (4) brush guard bolts (one left side and three right side).
9. **For vehicles equipped with a trailer hitch**, loosen but do not remove, the two (2) rear-most trailer hitch bolts.

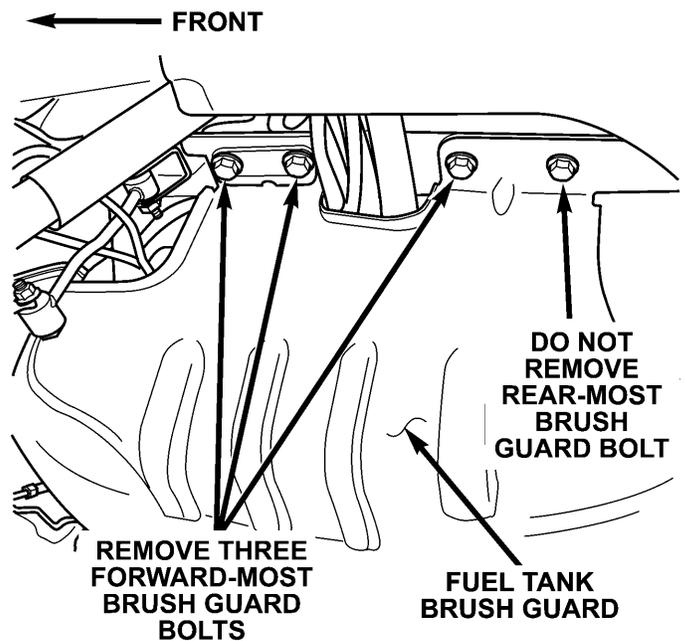


Figure 4

10. Using a large pry bar, reposition the fuel tank/brush guard assembly as far to the right side of the vehicle (passenger side) as possible.

Service Procedure (Continued)

11. With an assistant holding the tank assembly in the right-most position, and using a 12 inch extension, tighten the three right and the rear-most left, brush guard bolts to 65 ft-lbs (88 N·m).
12. **For vehicles equipped with a trailer hitch,** tighten the two (2) rear-most trailer hitch bolts to 65 ft-lbs (88 N·m).
13. Install the fuel tank blocker bracket adjacent to the left side of the fuel tank brush guard (Figure 5).

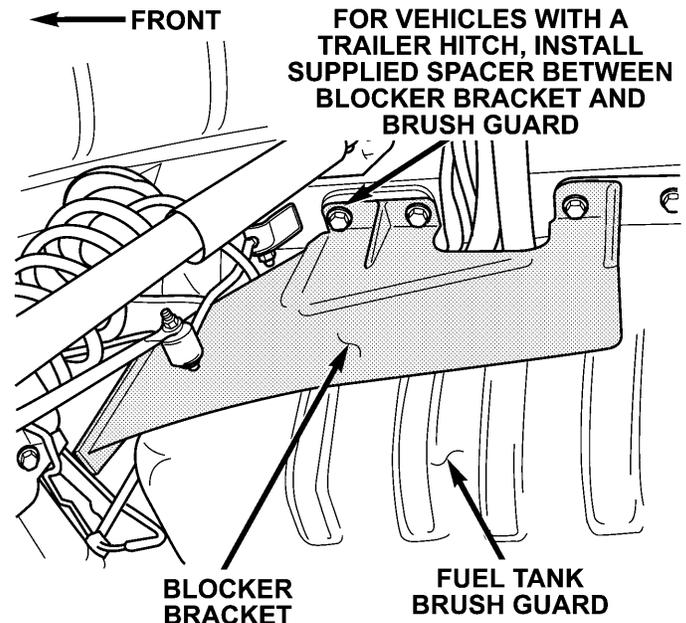


Figure 5

IMPORTANT: For vehicles equipped with a trailer hitch, install the supplied spacer between the blocker bracket and the brush guard at the forward-most bolt hole location.

14. Position the blocker bracket as far to the right as possible (next to the brush guard) and then install the fuel tank brush guard/trailer hitch mounting bolts (Figure 5). Using a 12 inch extension, tighten the bolts to 65 ft-lbs (88 N·m).

IMPORTANT: Tighten the forward-most blocker bracket bolt first.

15. Secure the electrical harness to the blocker bracket with the harness clip. If the clip was damaged during removal, use a new clip (PN 04688451).
16. Tighten the front brush guard-to-frame support bracket bolts (Figure 3).
17. Tighten the bolts for the two (2) rear brush guard-to frame support brackets (Figure 2).
18. Install the four (4) rear fascia-to-fuel tank push pins (Figure 1).
19. Remove the fuel tank support.
20. Lower the vehicle.

Completion Reporting and Reimbursement

Claims for vehicles that have been serviced must be submitted on the DIAL System. Claims submitted will be used by DaimlerChrysler to record recall service completions and provide dealer payments.

Use the following labor operation number and time allowance:

	Labor Operation Number	Time Allowance
Install Fuel Tank Blocker Bracket	14-A1-01-84	0.3 hours

Add the cost of the recall parts package plus applicable dealer allowance to your claim.

NOTE: See the Warranty Administration Manual, Recall Claim Processing Section, for complete recall claim processing instructions.

Parts Return

Not applicable.

Dealer Notification and Vehicle List

All dealers will receive a copy of this dealer recall notification letter by first class mail. Two additional copies will be sent through the DCMMS, and the MDS2 will be updated to include this recall in the near future. **Each dealer to whom involved vehicles were invoiced will receive a list of their involved vehicles.** The vehicle list is arranged in Vehicle Identification Number (VIN) sequence. Owners known to DaimlerChrysler are also listed. The lists are for dealer reference in arranging for service of involved vehicles.

DIAL System Functions 53 and VIP

All involved vehicles have been entered to DIAL System Functions 53 and VIP for dealer inquiry as needed.

Function 53 provides involved dealers with an updated VIN list of their incomplete vehicles. The customer name, address and phone number are listed if known. Completed vehicles are removed from Function 53 within several days of repair claim submission. To use this system, type “53” at the “ENTER FUNCTION” prompt, then type “ORDA10”.

Owner Notification and Service Scheduling

All involved vehicle owners known to DaimlerChrysler are being notified of the service requirement by first class mail. They are requested to schedule appointments for this service with their dealers. A copy of the owner letter is attached.

Enclosed with each owner letter is an Owner Notification Form. The involved vehicle and recall are identified on the form for owner or dealer reference as needed.

Vehicle Not Available

If a vehicle is not available for service, let us know by filling out the pre-addressed Owner Notification Form or describe the reason on a postcard and mail to:

DaimlerChrysler Corporation
CIMS 482-00-85
800 Chrysler Drive East
Auburn Hills, Michigan 48326-2757

Additional Information

If you have any questions or need assistance in completing this action, please contact your Zone Service Office.

Customer Services Field Operations
DaimlerChrysler Corporation

DAIMLERCHRYSLER

SAFETY RECALL TO INSTALL A FUEL TANK BLOCKER BRACKET ONTO YOUR VEHICLE

Dear Grand Cherokee Owner:

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

DaimlerChrysler Corporation has determined that some **2002 model year Jeep® Grand Cherokee vehicles may not comply with the requirements of Federal Motor Vehicle Safety Standard (FMVSS) No. 301 – Fuel System Integrity.**

The problem is...

Under certain accident conditions, the fuel tank on your vehicle (identified on the enclosed form) may deform and damage an internal control valve. This could allow fuel leakage to occur if the vehicle rolls over. Fuel leakage in the presence of an ignition source can result in a fire.

What DaimlerChrysler and your dealer will do...

DaimlerChrysler will repair your vehicle free of charge (parts and labor). To do this, your dealer will install a fuel tank blocker bracket. The work will take about ½ hour to complete. However, additional time may be necessary depending on how dealer appointments are scheduled and processed.

What you must do to ensure your safety...

- Simply **contact your dealer** right away to schedule a service appointment. Ask the dealer to hold the part for your vehicle or to order it before your appointment.
- **Bring the enclosed form with you to your dealer.** It identifies the required service to the dealer.

If you need help...

If you have questions or concerns which the dealer is unable to resolve, please contact the DaimlerChrysler Customer Assistance Center at 1-800-853-1403. A representative will assist you.

If your dealer fails or is unable to remedy this noncompliance without charge and within a reasonable time, you may submit a written complaint to the Administrator, National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Washington, DC 20590, or call the toll-free Auto Safety Hotline at 1-888-327-4236.

We're sorry for any inconvenience, but we are sincerely concerned about your safety. Thank you for your attention to this important matter.

Customer Services Field Operations
DaimlerChrysler Corporation

A10

Buckle

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*To:dlrall\$1,dlrall\$2,dlrall\$3,dlrall\$4

ATTN: Service and Sales Managers

Safety Recall #A10 - Fuel Tank Brush Guard - STOP SALE ORDER

Involved Vehicles:

2002 (WJ) Jeep Grand Cherokee vehicles equipped with a fuel tank brush guard (WITHOUT Sales Code XEE) built through December 13, 2001 (MDH 121317).

IMPORTANT: Refer to the DIAL VIP Function to determine if a vehicle is involved in this recall.

About 71,000 of the above vehicles may not comply with the requirements of Federal Motor Vehicle Safety Standard (FMVSS) 301 - Fuel System Integrity. Under certain accident conditions, the fuel tank may deform and damage an internal rollover valve. This could allow fuel leakage to occur if the vehicle rolls over. Fuel leakage in the presence of an ignition source can result in a fire. To correct this condition, the fuel tank brush guard must be reinforced. The reinforcement bracket to repair this condition is not yet available.

IMPORTANT: ACCORDING TO OUR RECORDS, SOME OF THE INVOLVED VEHICLES ARE STILL IN DEALER NEW VEHICLE INVENTORY. FEDERAL LAW REQUIRES YOU TO STOP SALE AND COMPLETE THIS RECALL SERVICE ON THESE VEHICLES BEFORE RETAIL DELIVERY.

VIN LISTS ON DIAL SYSTEM FUNCTION 53:

Each dealer to whom INVOLVED VEHICLES were invoiced has had a VIN list electronically transmitted to DIAL System Function 53. Owners will also be listed if known. To use this system, type "53" at the "ENTER FUNCTION" prompt, then type "ORDA10" to determine if your dealer has any involved vehicles. Unsold vehicles will not have a customer name or address listed.

ADDITIONAL INFORMATION TO FOLLOW:

Your patience is requested as we expedite the parts required for this repair. We will advise you of the required service information to complete the reinforcement bracket repair of these vehicles as soon as possible.

As an interim repair, dealers may replace the fuel tank brush guard with a skid plate. Due to the limited availability of skid plate assemblies, DEALERS ARE REQUESTED TO ORDER SKID PLATE P/N 52100376AG TO REPAIR ONLY THOSE UNSOLD VEHICLES THAT HAVE A PROSPECTIVE RETAIL CUSTOMER. Additional skid plates will be available in the near future.

INTERIM SERVICE PROCEDURE FOR UNSOLD VEHICLES:

1. Remove the fuel pump relay from the Power Distribution Center (PDC).
2. Start and run the engine until it runs out of fuel.
3. Attempt to restart the engine until it will no longer run.
4. Disconnect the negative battery cable.

NOTE: To enhance customer satisfaction, remember to reset the clock when you have completed the service procedure.

5. Install the fuel pump relay into the PDC.
6. Insert a length of 3/8" O.D. thinwall clear tubing (Tygon tubing) into the fuel filler tube.
7. Attach the other end of the tubing to an approved gasoline storage container and drain the fuel from the tank.
8. Raise the vehicle on an appropriate hoist.
9. Remove the four (4) fuel tank-to-rear bumper fascia clips.
10. Remove the two (2) rear brush guard-to-frame support brackets.
11. Disconnect the fuel pump electrical connector.
12. Remove the brush guard-to-frame bracket at the front of the fuel tank.
13. Disconnect the two (2) fuel lines from the fuel filter.
14. Disconnect the wiring harness and evaporative hose clips from the brush guard.
15. Remove the fuel tank heat shield mounting bolts.
16. Support the fuel tank using an OTC Powertrain Lift with Fuel Tank Handling Adapters (PSE #OT-1585 with #OT-62338 adapter) or equivalent.
17. Remove the seven (7) brush guard mounting bolts.
18. **For vehicles equipped with a trailer hitch,** loosen but do NOT remove, the two (2) rear-most trailer hitch bolts.
19. **For vehicles equipped with a trailer hitch,** use a pry bar (between brush guard and hitch) to flex the left upper leg of the brush guard inboard to allow it to pass below the

trailer hitch.

20. **For vehicles equipped with a trailer hitch,** use a pry bar (between brush guard and hitch) to flex the right upper leg of the brush guard inboard to allow it to pass below the trailer hitch.
21. Lower the fuel tank assembly about 4-6 inches.
22. Loosen the fuel filler hose clamp at the fuel tank nipple. Disconnect the filler hose from the fuel tank.
23. Disconnect the vapor vent hoses from the fuel tank vents.
24. Lower the fuel tank assembly and place it on the floor.
25. Remove the two (2) fuel tank strap nuts.
26. Separate the fuel tank from the fuel tank brush guard.
27. Remove the two fuel tank straps from the brush guard.
28. Install the two fuel tank straps onto the new skid plate assembly.
29. Install the fuel tank into the fuel tank skid plate.
30. Tighten the fuel tank strap bolts to 37 ft-lbs (50 N·m).

NOTE: To ensure proper fuel line routing, make sure that the fuel line-to-filter quick connect fittings are positioned above the tank and that the loop in the lines is leaning toward the right side of the tank channel.

31. Position the fuel tank assembly onto the fuel tank lift and raise it into position. Make sure that the fuel tank assembly is inboard of the trailer hitch (if equipped) and that the filler tube and vent hoses align with the skid plate cutout.
32. Connect the vapor vent hoses to the fuel tank vents.
33. Connect the fuel filler hose to the fuel tank nipple. Tighten the clamp to 25 in-lbs (3 N·m).
34. Raise the fuel tank assembly fully into position.
35. **For vehicles equipped with a trailer hitch,** use a pry bar (between skid plate and hitch) to flex the left upper leg of the skid plate inboard to allow it to pass above the trailer hitch. Position the skid plate flange between the trailer hitch and the frame.

IMPORTANT: To ease installation the left side of the skid

plate should be installed first.

36. **For vehicles equipped with a trailer hitch,** use a pry bar (between skid plate and hitch) to flex the right upper leg of the skid plate inboard to allow it to pass above the trailer hitch. Position the skid plate flange between the trailer hitch and the frame.
37. Attach the wiring harness and vapor hose clips to the skid plate.
38. Install the fuel tank assembly and trailer hitch (if equipped) mounting bolts. Tighten the bolts to 60 ft-lbs (81 N·m).
39. Remove the fuel tank lift.
40. Install the fuel tank heat shield.
41. Connect the fuel pressure and return lines to the fuel filter.
42. Connect the fuel pump module electrical connector.

NOTE: Remove the connector clip from the reinforcement bracket and attach it to the connector if necessary.

43. Install the skid plate-to-frame brace at the front of the fuel tank.
44. Attach the fuel pump module connector to the brace.
45. Install the two (2) rear skid plate-to-frame support braces.
46. Install the four (4) rear fascia-to-fuel tank push pins.
47. Lower the vehicle.
48. Connect the negative battery cable.
49. Refill the fuel tank and then start the engine and verify that there are no fuel leaks.

REIMBURSEMENT:

Use the following labor operation number and time allowance:

	Labor Operation Number	Time Allowance
Install fuel tank skid plate		
➤ Without Trailer Hitch	14-A1-01-82	1.2 hours
➤ With Trailer Hitch	14-A1-01-83	1.5 hours

Add the cost of the skid plate plus applicable dealer allowance to your claim.

If you have any questions regarding this action, please contact your zone office.

T. J. Loveless
Director - U.S. Field Operations
Customer Services Field Operations

PE10-031

CHRYSLER

10-15-2010

ENCLOSURE 5

1993 - 2004 ZJ - WJ Skid Plate
- Brush Guard Summary

ZJ/WJ Skid Plate Summary

Part No.	Released for Production	Released for Service	MOPAR Accessories	
52017743	1993 ZJ	1993 ZJ	N/A	Skid Plate - Fuel Tank
52018436	1993 ZJ, 1994 ZJ, 1995 ZJ, 1996 ZJ, 1997 ZJ, 1998 ZJ	1993 ZJ, 1994 ZJ, 1995 ZJ, 1996 ZJ, 1997 ZJ, 1998 ZJ	1993 ZJ, 1994 ZJ, 1995 ZJ, 1996 ZJ, 1997 ZJ, 1998 ZJ (As part of MOPAR kit number 82201530)	Skid Plate - Fuel Tank
52100376AA	1999 WJ, 2000 WJ	1999 WJ	N/A	Skid Plate - Fuel Tank
52100376AB	1999 WJ	1999WJ, 2000WJ, 2001WJ	N/A	Skid Plate - Fuel Tank
52100376AC	2002 WJ	N/A	N/A	Skid Plate - Fuel Tank
52100376AD	2002 WJ, 2003WJ	2002WJ	N/A	Skid Plate - Fuel Tank
52100376AE	2000 WJ, 2001WJ	1999WJ, 2000WJ, 2001WJ	N/A	Skid Plate - Fuel Tank
52100376AF	2002 WJ, 2003 WJ, 2004 WJ	1999WJ, 2000WJ, 2001WJ, 2002WJ	N/A	Skid Plate - Fuel Tank
52100376AG	2002 WJ, 2003 WJ, 2004 WJ	1999WJ, 2000WJ, 2001WJ, 2002WJ, 2003WJ, 2004WJ	1999WJ, 2000WJ, 2001WJ, 2002WJ, 2003WJ, 2004WJ	Skid Plate - Fuel Tank

WJ Brush Guard Summary

Part No.	Released for Production	Released for Service	MOPAR Accessories	
52100313AA	1999 WJ, 2000 WJ	NA	NA	Brush Guard - Fuel Tank
52100313AB	1999 WJ, 2000WJ	NA	NA	Brush Guard - Fuel Tank
52100313AC	1999 WJ, 2000WJ, 2001WJ, 2002WJ	NA	NA	Brush Guard - Fuel Tank
52100313AD	2002 WJ	NA	NA	Brush Guard - Fuel Tank
52100313AE	2002 WJ, 2003 WJ	NA	NA	Brush Guard - Fuel Tank
52100313AF	2000 WJ, 2001 WJ	NA	NA	Brush Guard - Fuel Tank
52100313AG	2002 WJ, 2003 WJ, 2004 WJ	NA	NA	Brush Guard - Fuel Tank
52100313AH	2002 WJ, 2003 WJ, 2004 WJ	NA	NA	Brush Guard - Fuel Tank
52100313AJ	2003 WJ, 2004 WJ	NA	NA	Brush Guard - Fuel Tank

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ENCLOSURE 5

Mopar Monthly Sales

MOPAR Monthly Sales

Part Number	Description	Year	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Total
52100313AC	SKID PLATE	2005	1	1	0	0	0	0	0	0	0	0	0	0	2
52100313AA	SKID PLATE	2008	0	0	0	0	0	1	0	0	0	0	0	0	1
52100061	SKID PLATE	2005	0	0	0	0	0	0	1	0	0	0	0	0	1
52100376AF	SKID PLATE	2010	0	0	0	0	0	0	2	0	0	0	0	0	2
52100376AD	SKID PLATE	2006	0	0	0	0	0	0	0	1	0	0	0	0	1
52100376AE	SKID PLATE	2010	0	0	0	0	0	1	0	1	0	0	0	0	2
52100376AD	SKID PLATE	2007	1	0	0	0	0	0	0	0	0	1	0	0	2
52100376AE	SKID PLATE	2009	1	2	1	1	0	0	0	0	0	1	0	0	6
52100376AA	SKID PLATE	2005	0	0	0	0	0	0	0	1	0	0	1	0	2
52100376AF	SKID PLATE	2009	1	0	1	0	1	1	1	1	0	1	2	0	8
52100376AG	SKID PLATE	2010	139	77	147	190	132	121	158	131	163	58	0	0	1316
52100376AE	SKID PLATE	2007	1	0	0	0	1	0	1	1	0	0	2	0	6
52100376AE	SKID PLATE	2005	4	2	1	1	2	2	1	4	5	2	2	0	26
52100376AE	SKID PLATE	2008	0	3	0	0	0	0	1	1	3	1	0	0	10
52100376AD	SKID PLATE	2005	0	0	0	0	0	0	0	0	0	0	1	1	2
52100376AF	SKID PLATE	2006	3	1	4	4	0	1	1	4	1	4	3	1	27
52100376AF	SKID PLATE	2007	1	2	1	2	0	4	1	2	0	0	1	2	16
52100376AE	SKID PLATE	2006	3	3	3	2	3	0	0	4	2	0	1	2	23
52100376AF	SKID PLATE	2008	0	0	1	0	2	1	1	0	0	0	0	3	8
52100376AF	SKID PLATE	2005	2	3	2	2	2	1	3	2	0	3	4	4	28
52100376AG	SKID PLATE	2009	180	189	111	148	156	140	77	23	106	173	100	108	1511
52100376AG	SKID PLATE	2008	220	330	195	141	285	186	154	184	203	193	181	157	2429
52100376AG	SKID PLATE	2007	293	315	315	212	267	290	243	331	240	247	342	212	3307
52100376AG	SKID PLATE	2006	440	503	431	316	350	335	314	294	379	317	335	449	4463
52100376AG	SKID PLATE	2005	521	443	433	488	435	437	467	434	499	355	448	557	5517
Total			1811	1874	1646	1507	1638	1523	1426	1417	1602	1355	1420	1497	18716

PE10-031

Chrysler

10-15-2010

Enclosure 6C

Summary of 301

Crash Tests Public

1993-1998 MY Jeep Grand Cherokee (ZJ) FMVSS 301 Test History

CONF BUS INFO

VC #	Test Date	Vehicle Tested	Purpose of Test	Results
VC3741	10/11/1988		1992 MY FMVSS 301 Development Test	Unsuccessful
VC3989	11/13/1989		1992 MY FMVSS 301 Development Test	Unsuccessful
VC4119	7/5/1990		1992 MY FMVSS 301 Development Test	Successful
VC4193	11/1/1990		1992 MY FMVSS 301 Development Test	Unsuccessful
VC4239	1/31/1991		1993 MY FMVSS 301 Development Test	Successful
VC4281	4/18/1991		1992 MY FMVSS 301 Development Test	Unsuccessful
VC4444	11/19/1991		1992 MY FMVSS 301 Development Test	Unsuccessful
VC4464	12/5/1991		1992 MY FMVSS 301 Development Test	Unsuccessful
VC4472	12/10/1991	1992 MY (1993 MY) Production Intent ZJ	1992 MY (1993MY) FMVSS 301 Compliance Test	Successful
VC4561	5/4/1992	1993 MY Production Intent ZJ	1993 MY FMVSS 301 Compliance Test	Successful
VC4887	7/9/1993		1995 MY FMVSS 301 Development Test	Unsuccessful
VC4955	10/11/1993		1996 MY FMVSS 301 Development Test	Unsuccessful
VC5046	2/1/1994		1995 MY FMVSS 301 Development Test	Successful
VC5169	6/1/1994		1995 MY FMVSS 301 Development Test	Unsuccessful
VC5199	7/19/1994		1996 MY FMVSS 301 Development Test	Successful
VC5208	7/26/1994		1995 MY FMVSS 301 Development Test	Unsuccessful
VC5210	7/31/1994		1995 MY FMVSS 301 Validation Test	Successful
VC5243	9/2/1994		1995 MY FMVSS 301 Validation Test	Unsuccessful
VC5339	12/31/1994		1996 MY FMVSS 301 Validation Test	Successful
VC5380	2/15/1995		1996 MY FMVSS 301 Validation Test	Unsuccessful
VC5441	4/12/1995		1996 MY FMVSS 301 Validation Test	Successful - New 1996 MY rollover valve from non-production process leaked during rollover due to mis-built rollover valve (missing plug weight). Otherwise, no fuel system leaks.
VC5493	5/26/1995		1996 MY FMVSS 301 Validation Test	Successful
VC5681	11/4/2005		1997 MY FMVSS 301 Development Test	Unsuccessful
VC5789	1/18/1996		1997 MY FMVSS 301 Development Test	Successful: Engine compartment leak determined to be the result of an incorrectly installed Schrader valve. No other fuel system leaks.
VC5854	3/23/1996		1997 MY FMVSS 301 Development Test	Unsuccessful
VC5890	4/22/1996		1997 MY FMVSS 301 Development Test	Successful
VC5926	5/9/1996		1997 MY FMVSS 301 Development Test	Successful
VC5927	5/9/1996		1997 MY FMVSS 301 Development Test	Successful
VC5967	6/6/1996	1997 MY Production Intent w/ 5.2L, 4 speed ATX, 4x4.	1997 MY FMVSS 301 Compliance Test	Successful

1999-2004 WJ - Jeep Grand Cherokee FMVSS 301 Test History

VC #	Test Date	Vehicle Tested	Purpose of Test	Results
VC06073	9/6/1996		1999 MY FMVSS 301 Development Test	Unsuccessful
VC06225	2/11/1996		1999 MY FMVSS 301 Development Test	Successful
VC06402	4/27/1997		1999 MY FMVSS 301 Development Test	Unsuccessful
VC06666	11/4/1997		1999 MY FMVSS 301 Development Test	Unsuccessful
VC06821	2/16/1998		1999 MY FMVSS 301 Development Test	Successful
VC06909	4/15/1998		1999 MY FMVSS 301 Development Test	Successful
VC06943	5/6/1998		1999 MY FMVSS 301 Development Test	Successful
VC06948	5/21/1998		1999 MY FMVSS 301 Development Test	Successful
VC07029	6/22/1998	1999 MY Production Intent WJ	1999 MY FMVSS 301 Compliance Test	Successful
VC07426	2/25/1999	1999 MY Production Intent WJ	1999 MY FMVSS 301 Compliance Test	Successful
VC07449	3/29/1999		2000 MY FMVSS 301 Development Test	Successful
VC08299	3/18/2000		2002 MY FMVSS 301 Development Test	Successful
VC08306	3/21/2000		2002 MY FMVSS 301 Development Test	Successful
VC08324	3/29/2000		2002 MY FMVSS 301 Development Test	Successful
VC08327	3/30/2000		2002 MY FMVSS 301 Development Test	Successful
VC08390	4/5/2000		2002 MY FMVSS 301 Development Test	Successful
VC08393	4/7/2000		2002 MY FMVSS 301 Development Test	Successful
VC08656	9/7/2000		2002 MY FMVSS 301 Development Test	Successful
VC08938	11/28/2000		2002 MY FMVSS 301 Development Test	Unsuccessful
VC09062	3/6/2001		2002 MY FMVSS 301 Development Test	Successful
VC09183	5/16/2001	2002 MY Production Intent WJ	2002 MY FMVSS 301 Compliance Test	Successful
VC09410	10/29/2001		2002 MY FMVSS 301 Development Test	Unsuccessful
VC09479	12/5/2001		2002 MY FMVSS 301 Development Test	Successful
VC09494	12/8/2001		2002 MY FMVSS 301 Development Test	Unsuccessful
VC09496	12/13/2001		2002 MY FMVSS 301 Development Test	Unsuccessful
VC09497	12/14/2001		2002 MY FMVSS 301 Development Test	Unsuccessful
VC09498	12/17/2001		2002 MY FMVSS 301 Development Test	Unsuccessful
VC09513	12/21/2001		2002 MY FMVSS 301 Development Test	Successful
VC09514	12/22/2001		2002 MY FMVSS 301 Development Test	Successful
VC09519	1/4/2002		2002 MY FMVSS 301 Development Test	Successful
VC09585	2/1/2002	2002 MY Production WJ with post voluntary recall A10 production permanent correction action	2002 MY FMVSS 301 Compliance Test	Successful
VC09796	4/18/2002	2002 MY Production WJ with post voluntary recall A10 production permanent correction action	2002 MY FMVSS 301 Compliance Test	Successful
VC010102	8/27/2002		2003 MY FMVSS 301 Development Test	Unsuccessful
VC10141	8/30/2002	2003 MY Production intent WJ	2003 MY Compliance Test	Successful

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PE10-031

Chrysler

10-15-2010

Enclosure 6E

Jarmon Report

Exponent[®]

Failure Analysis Associates

**Analysis of the Real-World
Crash Performance of 1993-
1998 Jeep Grand Cherokees**

Paul M. Taylor, PhD, PE

**Analysis of the Real-World
Crash Performance of 1993-1998
Jeep Grand Cherokees**

Prepared for

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Paul M. Taylor, PhD, PE

December 2007

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Acronyms and Abbreviations

DOT	Department of Transportation
FaAA	Failure Analysis Associates
FARS	Fatality Analysis Reporting System
GES	General Estimates System
NASS	National Automotive Sampling System
NCSA	National Center for Statistics and Analysis
NHTSA	National Highway Traffic Safety Administration
SUV	Sport utility vehicle

Background

I am a Principal Engineer at Exponent Failure Analysis Associates (FaAA). Attached, as Appendix A, are a current copy of my curriculum vitae and my testimony history for the past four years. Appendix B is a list of the materials received on this project. I obtained a BS degree in Mechanical Engineering from Rensselaer Polytechnic Institute in 1978, and an MS and PhD in Mechanical Engineering from Stanford University in 1979 and 1986, respectively. Since 1986, I have been employed at FaAA, an engineering consulting firm that specializes in the analysis and prevention of failures and accidents. My areas of research focus on the mechanical design of systems and the investigation of accidents. I have consulted on fire cause and origin issues, liquid and gas flow, heat transfer, vehicle accident reconstruction, and vibration and mechanics issues. As part of my practice, I analyze warranty and accident databases to assist in my evaluations of the real-world performance of products, particularly in automotive applications. I am a Registered Professional Mechanical Engineer in the State of California, License 31069.

Introduction

The Jeep Grand Cherokee is categorized as a mid-size or compact SUV, first introduced in 1992 as a 1993 model. Model years 1993-1998 were classified as “ZJ” models. The Jeep Grand Cherokee was redesigned for model year 1999 as the “WJ” series. For the purposes of these analyses, rates of occurrences of different crashes will include model year 1993-1998 Jeep Grand Cherokees and Peer SUVs. The Peer SUVs used in this analysis are:

- Chevy S10 Blazer and twins (GMC Jimmy and Envoy, Oldsmobile Bravada)
- Ford Explorer and twins (Mountaineer and Navajo)
- Honda Passport
- Isuzu Trooper
- Isuzu Rodeo
- Mitsubishi Montero and Montero Sport
- Nissan Pathfinder
- Toyota 4Runner

The automotive crash databases used for these analyses are the Fatality Analysis Reporting System (FARS), the Illinois State, and the General Estimates System (GES) databases. Rates are based on vehicle population data from RL Polk. The locations of fuel tanks for model year 1993 Peer SUVs are also listed.

FARS Database

The FARS database was designed and developed by the National Center for Statistics and Analysis (NCSA) [1]. The NCSA is an office of the National Highway Transportation Safety Administration (NHTSA), an agency of the United States Department of Transportation (DOT). The mission statement of the NCSA includes supporting the interests of highway safety in areas such as human, environmental, and vehicle characteristics as they relate to crash frequencies and injuries. FARS attempts to capture every vehicle crash involving a fatality on a public roadway in the United States, and therefore is useful for looking at the most severe types of crashes.

Illinois State Database

The Illinois Traffic Crash Report database (Illinois State database) contains traffic crashes that occurred within Illinois, and is based on incident reports prepared by an investigating police agency and forwarded to the Illinois Department of Transportation. As described on their website [2]:

“The traffic crash database provides information on the frequency and severity of crashes within the state, demographic characteristics of individuals involved in crashes as well as weather, lighting or other related conditions associated with the crash incident.”

The Illinois State database has records suitable for rate-based analyses during the calendar years 2000-2005.

GES Database

Data for GES come from a nationally representative sample of police reported motor vehicle crashes of all types, from minor to fatal [3]. The information is used to estimate how many motor vehicle crashes of different kinds take place, and what happens when they occur. In order for a crash to be eligible for the GES sample, a police accident report (PAR) must be completed, it must involve at least one motor vehicle traveling on a traffic way, and must result in property damage, injury, or death.

Vehicle Population Data

Vehicle population data was provided by R.L. Polk [4], a firm that specializes in automotive databases and maintains records of national and state vehicle registration data for the United States. Data on the number of registered vehicles in the United States or Illinois by make, model, model year, and calendar year from R.L. Polk were used to calculate the exposure of the Jeep Grand Cherokee and Peer SUVs in terms of number of vehicles and years of use.

Fuel Tank Location

For model year 1993, the locations of fuel tanks on the Jeep Grand Cherokee and Peer SUVs were identified. The results are shown in Table 1. About three quarters of the models of these 1993 SUVs had fuel tanks positioned behind the rear axle.

Table 1. Locations of fuel tanks on 1993 SUVs

Model	Location
Chevy S10 Blazer	Aft Axle
GMC Jimmy	Aft Axle
Oldsmobile Bravada	Aft Axle
Ford Explorer	Midship
Mazda Navajo	Midship
Honda Passport	Aft Axle
Isuzu Trooper	Aft Axle
Isuzu Rodeo	Aft Axle
Jeep Grand Cherokee	Aft Axle
Mitsubishi Montero	Aft Axle
Nissan Pathfinder	Aft Axle
Toyota 4Runner	Midship

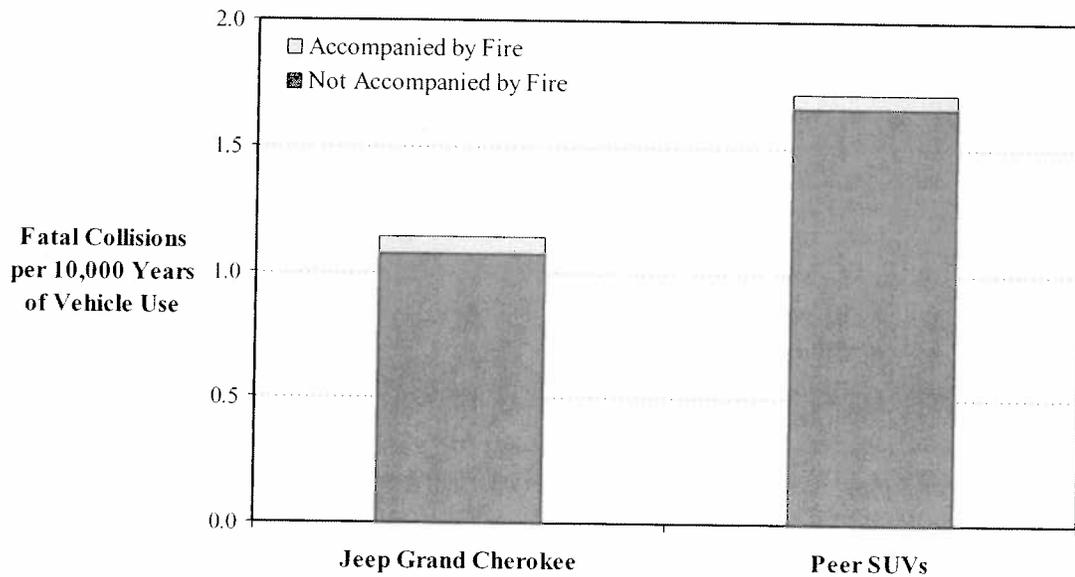
FARS Database Analysis

The FARS database was used to obtain information on the rates of the most severe crashes – those that resulted in at least one fatality within 30 days of the crash. This database was searched for all crashes involving the identified SUVs, and where the fatality in the crash was in that SUV. Rates of these fatal crashes were calculated for the subject and Peer SUVs based on exposure. Exposure was defined as the number of registered vehicles each year, and summed over the calendar years used in the analyses. The analyses were performed to look at the rates of all fatal crashes, the rates of fatal rollover crashes, and the rates of fatal rear crashes. Within each type of crash, fire involvement as coded by FARS was differentiated. The results of these analyses are shown in Figure 1 through Figure 3. The rates of fatal crashes, fatal rollover crashes, and fatal rear crashes for the subject vehicle compared favorably with the Peer SUVs. The performance of the individual Peer SUVs relative to the Jeep Grand Cherokee are shown in Figure 4 through Figure 6.

Figure 7 shows the distribution of fatal crashes of 1993-1998 Jeep Grand Cherokees. Using the number of fatal rear crashes accompanied by fire of Jeep Grand Cherokees identified in FARS, a calculation was made of the number of miles traveled¹ for every fatal rear collision that was accompanied by fire. For model year 1993 Jeep Grand Cherokees, a fatal rear crash accompanied by fire occurred for approximately every 10 billion miles of vehicle travel.² That equates to traveling around the earth over 400,000 times before involvement in a fatal rear collision accompanied by fire. These data indicate that fatal rear collisions of Jeep Grand Cherokees accompanied by fire are rare events.

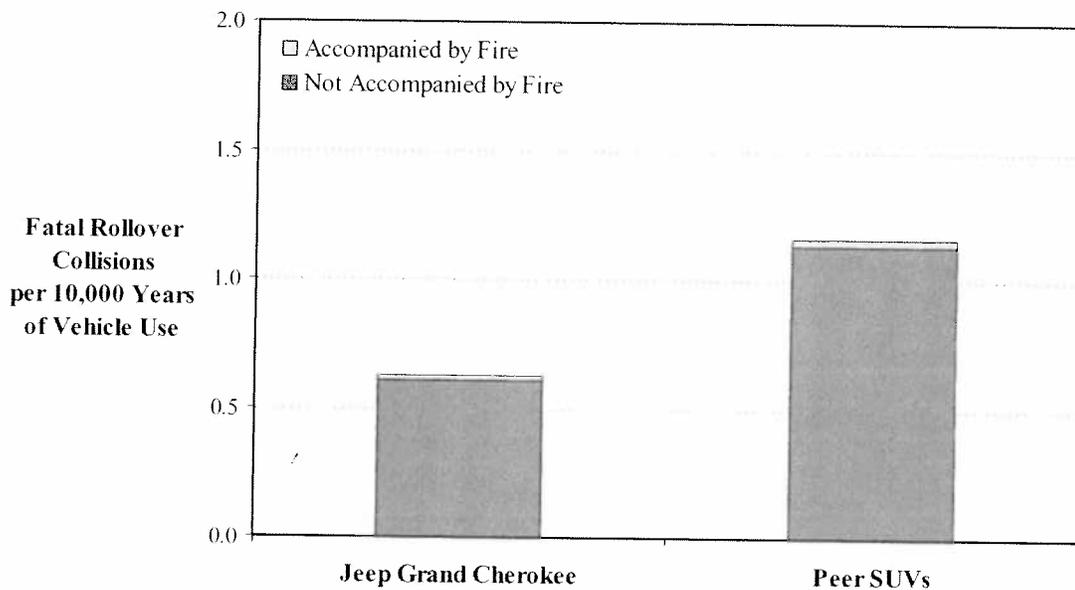
¹ The NHTSA published a report [5] detailing annual driving mileage distributions for different types of vehicles and vehicle ages. For SUVs, the average annual mileage ranges from about 11,700 miles per year for 12-year-old SUVs to about 14,900 miles per year for 4-year-old SUVs. This calculation assumed annual mileage of 10,000 miles per year, which is therefore a conservative estimate of the fleet average miles driven per year.

² A similar number of miles traveled per occurrence was calculated when model year 1993-1998 Grand Cherokees were combined.



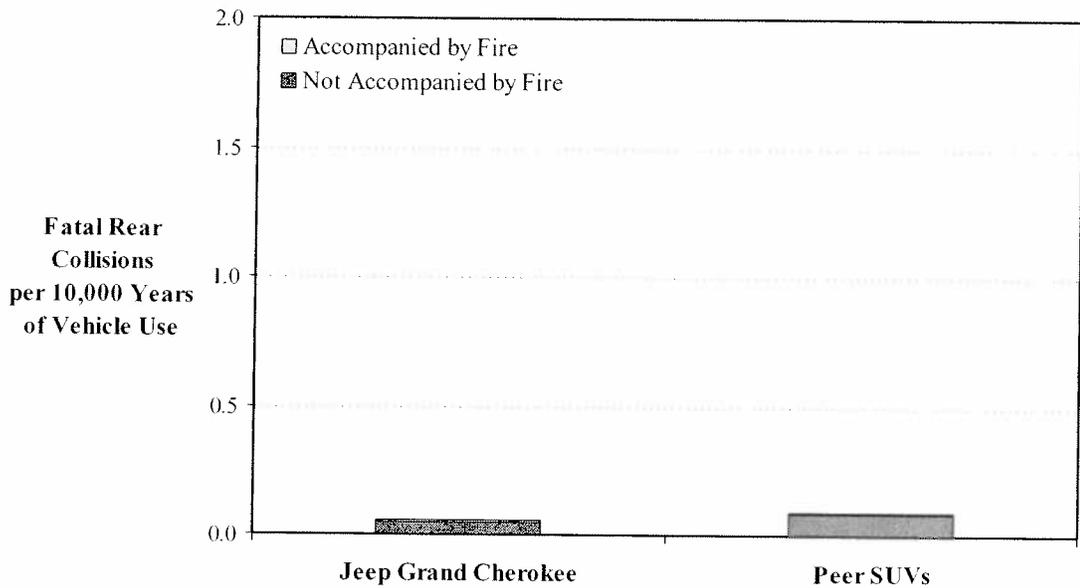
Notes: Data for model year 1993-1998 SUVs from FARS for 1994-2005. Rates are staggered. Vehicle population data from RL Polk 1994-2005. Fatal collisions include crashes with a fatality in the subject SUV.

Figure 1. Rates of fatal collisions of the Jeep Grand Cherokee and Peer SUVs (FARS database).



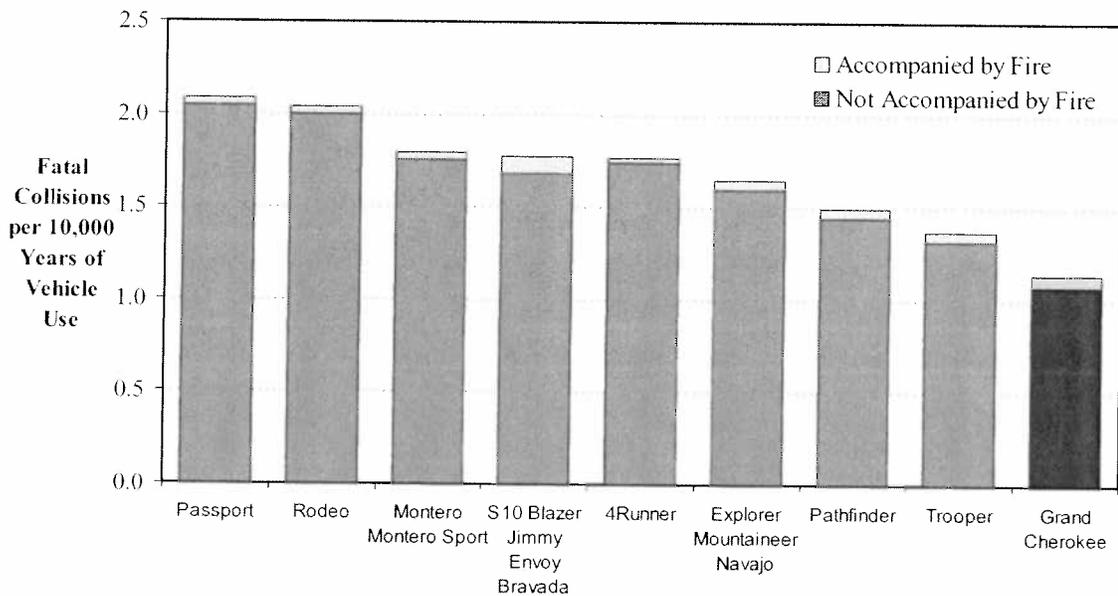
Notes: Data for model year 1993-1998 SUVs from FARS for 1994-2005. Rates are staggered. Vehicle population data from RL Polk 1994-2005. Fatal rollover collisions include crashes with a fatality in the subject SUV and where the vehicle rolled over.

Figure 2. Rates of fatal rollover collisions of the Jeep Grand Cherokee and Peer SUVs (FARS database).



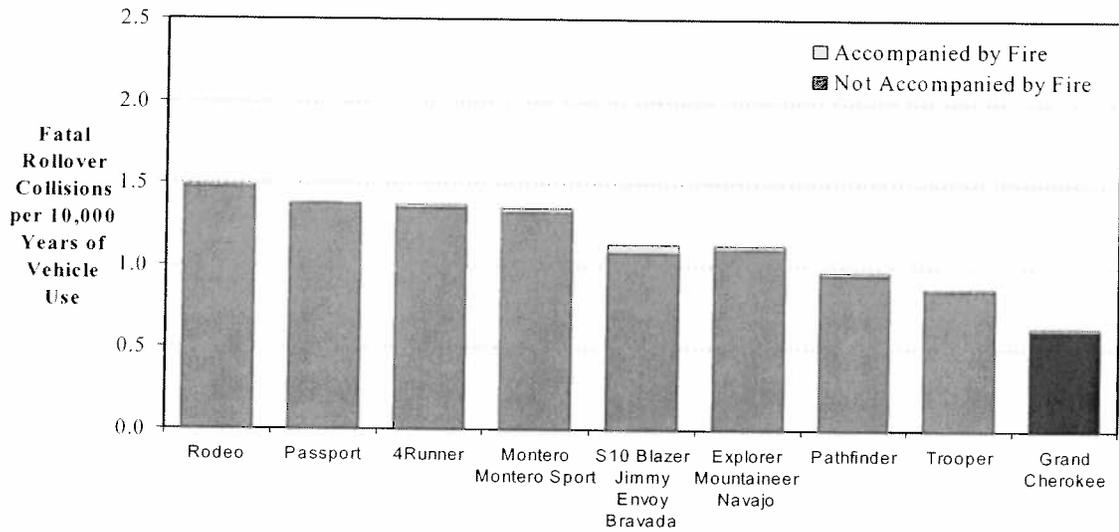
Notes: Data for model year 1993-1998 SUVs from FARS for 1994-2005. Rates are staggered. Vehicle population data from RL Polk 1994-2005. Fatal collisions include crashes with a fatality in the subject SUV and an initial or principal impact to the rear.

Figure 3. Rates of fatal rear collisions of the Jeep Grand Cherokee and Peer SUVs (FARS database).



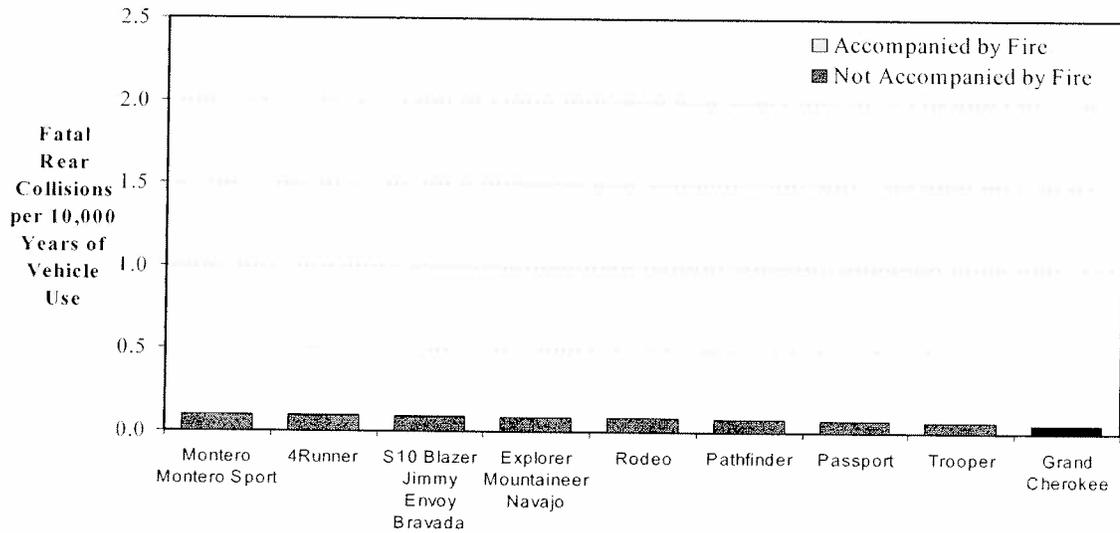
Notes: Data for model year 1993-1998 SUVs from FARS for 1994-2005. Rates are staggered. Vehicle population data from RL Polk 1994-2005. Fatal collisions include crashes with a fatality in the subject SUV.

Figure 4. Rates of fatal collisions of the Jeep Grand Cherokee and individual Peer SUVs (FARS database).



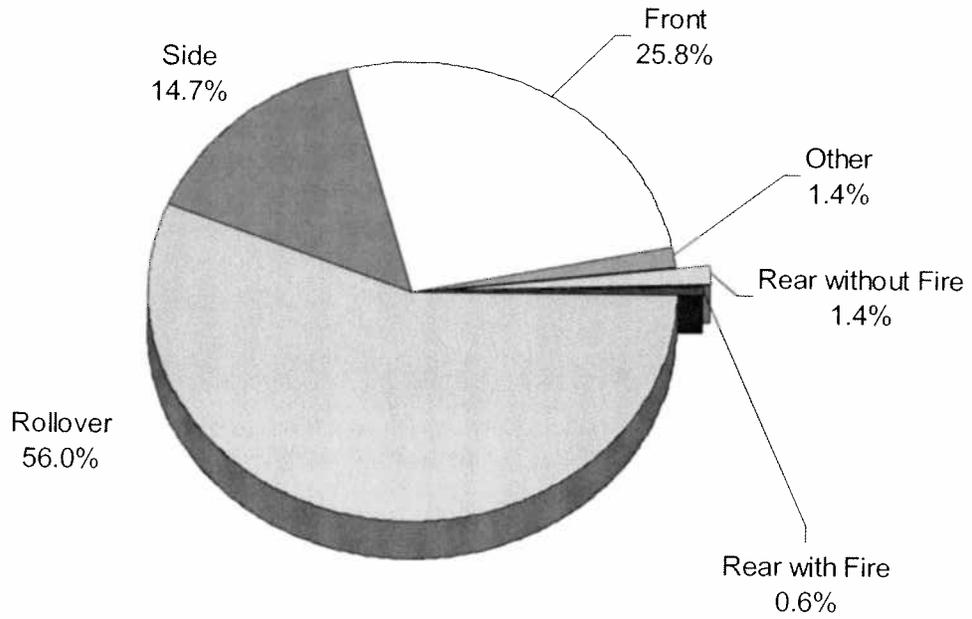
Notes: Data for model year 1993-1998 SUVs from FARS for 1994-2005. Rates are staggered. Vehicle population data from RL Polk 1994-2005. Fatal rollover collisions include crashes with a fatality in the subject SUV and where the vehicle rolled over.

Figure 5. Rates of fatal rollover collisions of the Jeep Grand Cherokee and individual Peer SUVs (FARS database).



Notes: Data for model year 1993-1998 SUVs from FARS for 1994-2005. Rates are staggered. Vehicle population data from RL Polk 1994-2005. Fatal collisions include crashes with a fatality in the subject SUV and an initial or principal impact to the rear.

Figure 6. Rates of fatal rear collisions of the Jeep Grand Cherokee and individual Peer SUVs (FARS database).



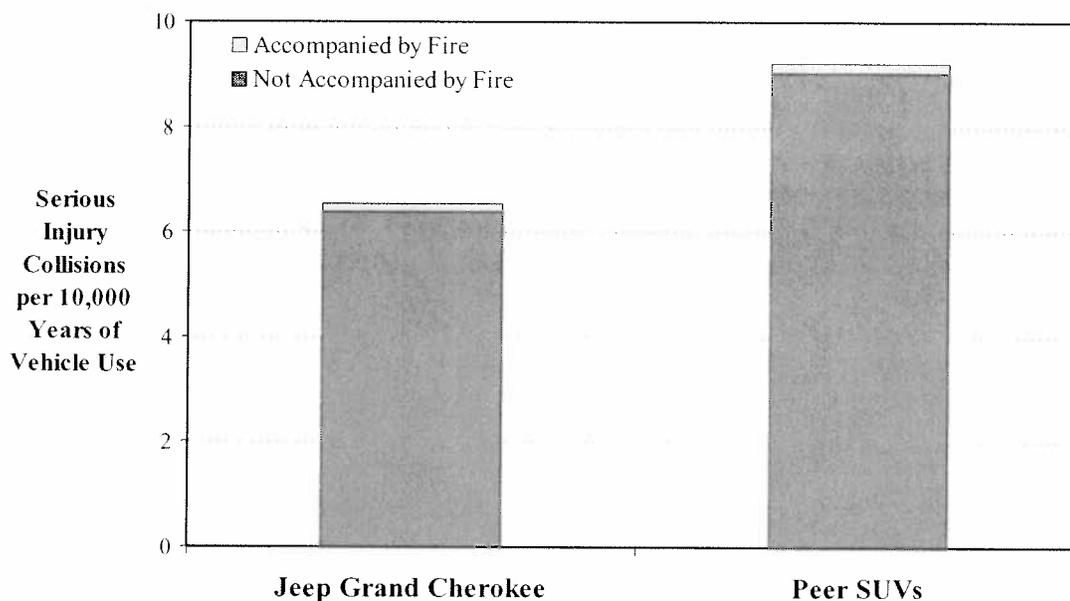
Notes: Data for model year 1993-1998 Grand Cherokees from FARS for 1992-2005. Rollover crashes take precedence over other impact types.

Figure 7. Fatal collision distribution of 1993-1998 Jeep Grand Cherokees by location of principal impact (FARS database).

Illinois State Database Analysis

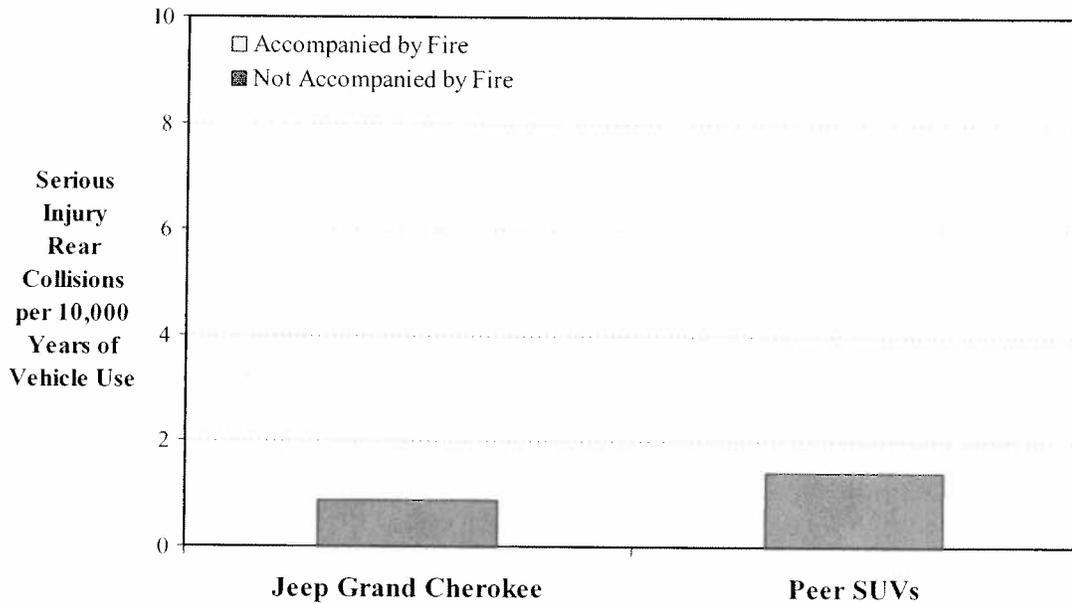
The Illinois State database contains police reported crashes and therefore captures a broader spectrum of crashes than FARS. This database was queried for crashes that resulted in either fatal or incapacitating injuries to the occupants for the subject and Peer SUVs. The rates of all crashes and all rear crashes that resulted in fatal or incapacitating injuries to at least one occupant are shown in Figure 8 and Figure 9, respectively. The rates of such crashes for the Jeep Grand Cherokee compare favorably with the Peer SUVs. Figure 10 and Figure 11 show the fatal and serious injury rates for individual Peer SUVs relative to the Jeep Grand Cherokee.

Analyses were performed to look at the distribution of reported crash types of the Jeep Grand Cherokee in Illinois, for all severity levels, by point of impact and fire involvement. The results are shown in Figure 12. Rear crashes, while occurring frequently, are rarely accompanied by fire.



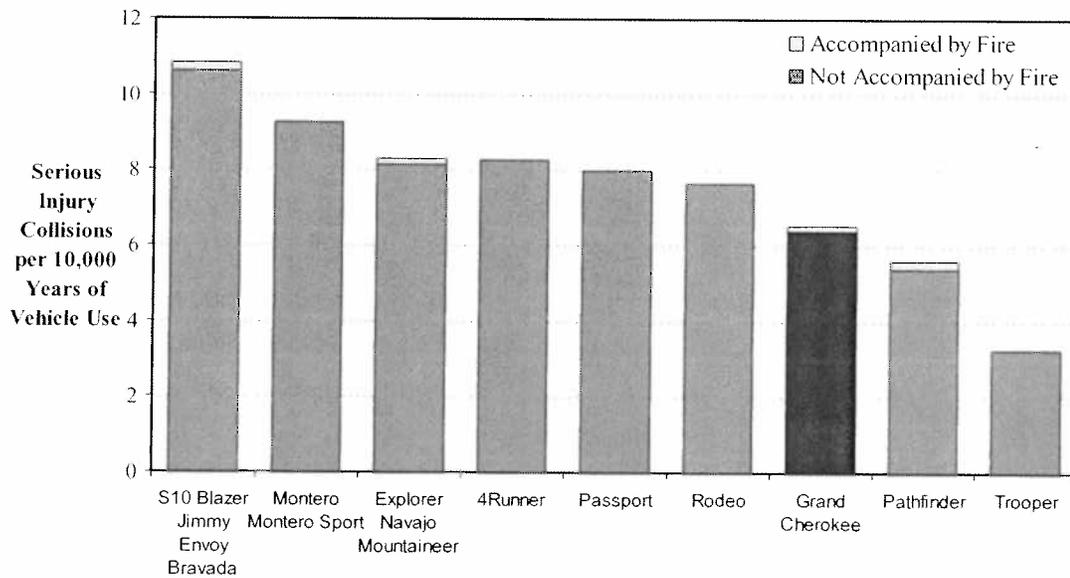
Notes: Data for model year 1993-1998 SUVs from the Illinois State database for 2000-2005. Vehicle population data from RL Polk 2000-2005. Includes crashes where at least one occupant sustained a fatal (K) or incapacitating (A) injury.

Figure 8. Rates of serious injury collisions of the Jeep Grand Cherokee and Peer SUVs (Illinois State database).



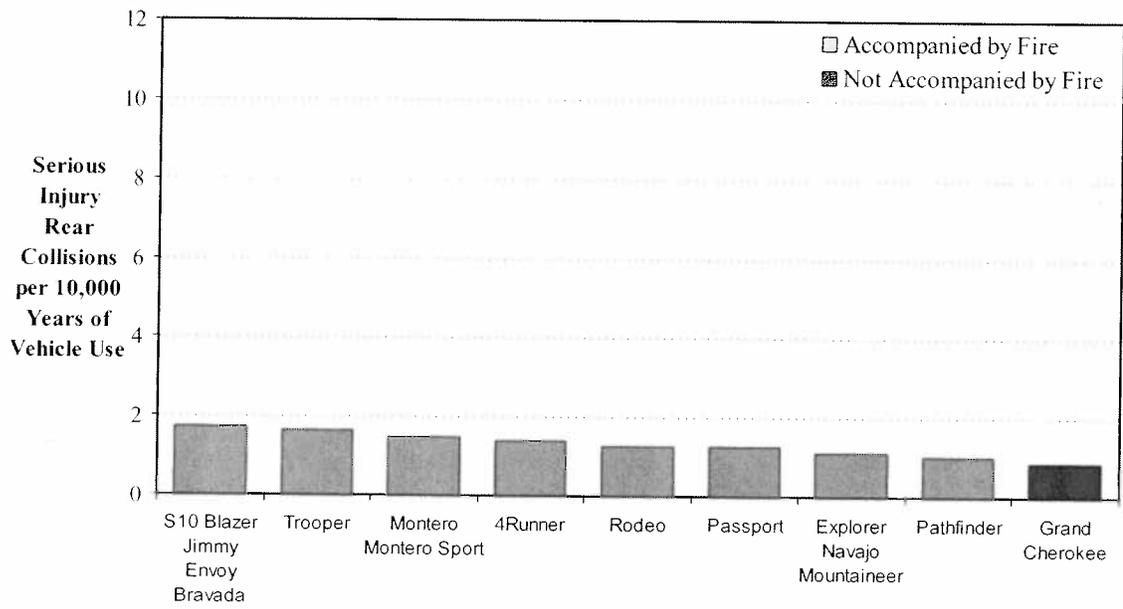
Notes: Data for model year 1993-1998 SUVs from the Illinois State database for 2000-2005. Vehicle population data from RL Polk 2000-2005. Includes crashes where at least one occupant sustained a fatal (K) or incapacitating (A) injury.

Figure 9. Rates of serious injury rear collisions of the Jeep Grand Cherokee and Peer SUVs (Illinois State database).



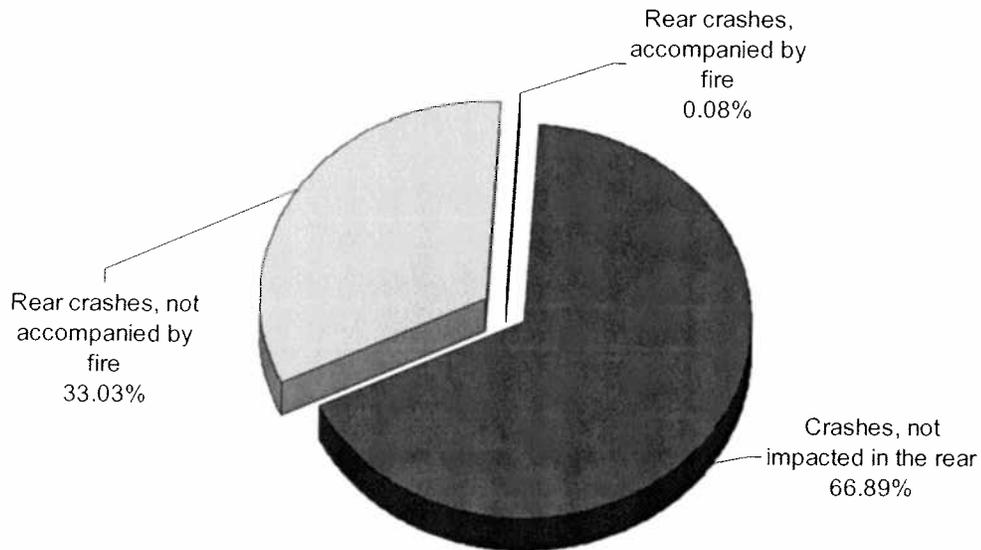
Notes: Data for model year 1993-1998 SUVs from the Illinois State database for 2000-2005. Vehicle population data from RL Polk 2000-2005. Includes crashes where at least one occupant sustained a fatal (K) or incapacitating (A) injury.

Figure 10. Rates of serious injury collisions of the Jeep Grand Cherokee and individual Peer SUVs (Illinois State database).



Notes: Data for model year 1993-1998 SUVs from the Illinois State database for 2000-2005. Vehicle population data from RL Polk 2000-2005. Includes crashes where at least one occupant sustained a fatal (K) or incapacitating (A) injury.

Figure 11. Rates of serious injury collisions of the Jeep Grand Cherokee and individual Peer SUVs (Illinois State database).

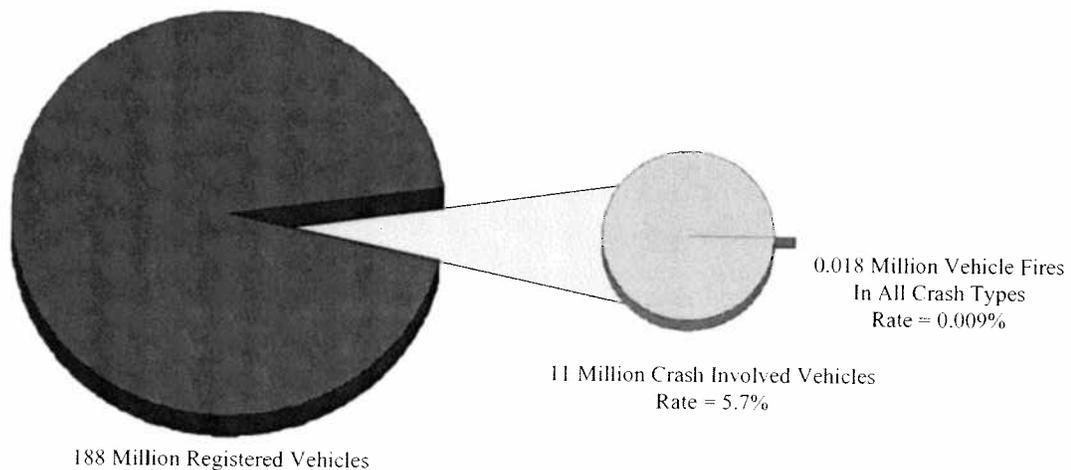


Notes: Data for model year 1993-1998 SUVs from the Illinois State database for 2000-2005. Includes crashes of all severity levels.

Figure 12. Distribution of crashes of 1993-1998 Jeep Grand Cherokees in Illinois (Illinois State database).

General Estimates System Analysis

Since the FARS database only contains crashes that resulted in a fatality, it will not capture those crashes that resulted in fire but not a fatality. Another database, the General Estimates System (GES), part of the National Automotive Sampling System (NASS) and available through the NCSA, contains a sample of crashes throughout the US. The sample is statistically derived, is based on crashes where a police report was filed, captures crashes that involved at least one motor vehicle traveling on a traffic way, and requires the crash to result in property damage, injury, or death. GES was queried to identify crashes that were accompanied by fire. These numbers were compared to the estimates for the total numbers of police reported crashes and the numbers of registered vehicles. The results are shown in Figure 13 for crashes occurring in 1993. On average, 5.7% of registered vehicles were involved in a police reported crash (that meets GES criteria); however, less than 0.01% of registered vehicles were involved in a crash that resulted in fire.



Notes: National estimates of crashes with and without fire from GES, 1993, including all vehicles. Registered vehicle population from NHTSA's Traffic Safety Facts, 1993. Numbers in charts are rounded.

Figure 13. Crashes accompanied by fire are extremely rare events, 1993 data.

Other Incidents

I have received lists of other claims and lawsuits produced by Chrysler involving 1993-1998 Jeep Grand Cherokees (ZJ platform), as well as other Jeep products built on other platforms. These lists of incidents are recorded in Appendix B. I reserve the right to comment on these incidents since, to my knowledge, plaintiffs have not identified any of these specific incidents as being substantially similar to the Jarmon crash. I do have the opinion that the information provided in these lists is insufficient to perform such a similarity analysis.

Conclusions

The data on the real-world performance of the 1993-1998 Jeep Grand Cherokees was characterized in terms of the rates of fatal or incapacitating injury crashes for different crash modes, including rear collisions and fire involvement. While rear collisions occur with some frequency, rear crashes that result in a serious injury or fatality to the occupant are quite rare, especially when accompanied by fire. The crash safety performance of the subject vehicles relative to the Peer SUVs suggests that the 1993-1998 Jeep Grand Cherokees are safe vehicles.

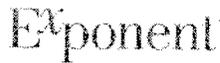
References

1. <http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/fars.html>
2. <http://app.idph.state.il.us/emsrpt/crash.asp>
3. <http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/GES.html>
4. http://usa.polk.com/Products/1_nvpp.htm
5. "Vehicle Survivability and Travel Mileage Schedules," National Highway Traffic Safety Administration, DOT HS 809 952, January 2006

December 3, 2007

Appendix A

CV of Paul Taylor and Testimony History



Failure Analysis Associates®

Paul M. Taylor, PhD, PE
Principal Engineer

Professional Profile

Dr. Paul Taylor is a Principal Engineer at Exponent, specializing in the investigation and analysis of products and systems in the consumer, transportation, and industrial environments. His practice focuses on issues relating to the mechanical design of systems and the investigation of accidents involving consumer products, vehicles, or industrial equipment. Dr. Taylor's practice areas include fire cause and origin, liquid and gas flow, heat transfer, and vibration and mechanics. He regularly performs analyses of warranty and accident databases during his evaluations of the real world performance of products, particularly in automotive applications. His engineering work includes laboratory investigations and experiments, such as accident reconstruction and vehicle testing.

Prior to joining Exponent, Dr. Taylor was an independent consultant.

Credentials and Professional Honors

PhD, Mechanical Engineering, Stanford University, 1986

MS, Mechanical Engineering, Stanford University, 1979

BS, Mechanical Engineering, Rensselaer Polytechnic Institute (*cum laude*), 1978

Registered Professional Mechanical Engineer, #31069, California

OSHA 40-Hour Certification, Hazardous Waste Operations and Emergency Response Training;
OSHA Supervisory Training

Stanford University Fellowship; Tau Beta Pi; Pi Tau Sigma

American Society of Mechanical Engineers (member); National Fire Protection Association
(member)

Patent No. 5,651,810: Apparatus and method for filtering and sampling airborne respiratory
contaminants

Publications

“A New Mask Filter Cartridge used to Determine Applicator Inhalation Exposure to an Alachlor Herbicide (Lasso[®]) During Normal Spraying Operations,” *Journal of Occupational and Environmental Medicine*, Vol. 37, No. 9, September 1995 (with D. Flaherty, et al.).

“The Effect of Sample Width on Burn Rate in Federal Motor Vehicle Safety Standard 302 Testing,” Proceedings, American Society of Mechanical Engineers Winter Annual Meeting, SERA-Vol. 2, Safety Engineering and Risk Analysis, November 1994 (with G.E. McCarthy).

“Evaluation of Two Instruments for the Measurement of Aerosols,” *Journal of Aerosol Science*, Vol. 25, No. 2, pp 419–423, 1994 (with R. Dudek, D. Flaherty, and T. Kaempfe).

“Review of Selected Computational Programs for Atmospheric Dispersion,” Proceedings, 5th American Institute of Aeronautics and Astronautics/American Society of Mechanical Engineers Thermophysics and Heat Transfer Conf., Seattle, WA, June 1990 (with G.E. McCarthy, et al.).

“The Dynamics and Damping of Formed Metal Bellows,” Ph.D. Thesis, Stanford University, June 1986.

Presentations

“A Procedure For Obtaining Velocity Vector From Two High Response Impact Pressure Probes,” 14th Israel Conference on Mechanical Engineering, Technion—Israel Institute of Technology, Haifa, Israel, 1980 (with D. Adler).

Reports

“Final Report, TWT Reliability Improvement Study,” TMEC-152, December 1984 (with J. Lee, et al.).

“Cooling Methods For Inland Power Stations, Part I,” Energy Engineering Center, Technion, Report EEC-102, June 1980 (with A. Shitzer, Y. Cohen, and A. Stotter).

Listing of Testimony in the Past Four Years

Case Title	Deposition / Trial/Hearing	Date
Day v. Ford	D	3/07
Kline v. GM	D	11/06
Manos v. GM	D	7/06
Poulin v. Ford	D	5/06
Gibson v. Ford	T	12/05
Howell v. Ford	D	10/05
Jablonski v. Ford	T	4/05
Newton v. Ford	D	3/05
Jablonski v. Ford	D	11/04
St. Clair County and the City of Centerville v. Ford	D	7/04
Schechterle v. Ford	D	3/04
Meyer v. Nissan	H	2/04
Gibson v. Ford	D	1/04
Chevez v. Ford	D	9/03

December 3, 2007

Appendix B

List of Materials

Appendix B List of Materials

Police and Fire Department

Police Department Report and Follow-up Report
Police Photographs

Fire Department Records – Callie Lee Jarmon
Fire Department Records – Cassidy Laine Jarmon

Expert Reports

Steve Irwin, November 1, 2007
Thomas Flanagan, October 30, 2007
Cam Cope, October 30, 2007
Alan Kam, October 29, 2007

Depositions

Jennifer Jarmon, November 13, 2007
Cassius Jarmon, November 13, 2007
Peter Carter, MD, November 12, 2007

Pleadings

Plaintiffs' First Amended Original Petition, March 15, 2007
Plaintiffs' Initial Designation of Expert Witnesses

Documents Produced in Discovery Including Files Listing Claims and Lawsuits

Miscellaneous

1993 Jeep Grand Cherokee Owners Manual
CARFAX report
Banta's Vehicle Inspection Photographs

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PE10-031

Chrysler

10-15-2010

Enclosure 6F

FARS and State

Crash Data Analysis

ANALYSIS OF FARS CASES

Chrysler Group has reviewed the FARS database and identified 12 FARS cases where a 1993-2004 Jeep Grand Cherokee vehicle was involved in an accident where there was a fatality in the Jeep Grand Cherokee; it was struck in the rear at some point in the accident, and fire was coded as the most harmful event for the Jeep Grand Cherokee. These cases have been analyzed to determine their applicability to the alleged defect being investigated pursuant to PE10-031. Because the FARS data is not detailed enough to determine when in the accident sequence and where in the vehicle the fire occurred, Chrysler Group obtained police accident reports, where available, for the 12 cases. Since the FARS database is compiled by data entered by police agencies around the time the police accident reports are prepared, Chrysler Group believes that the police accident report is the most accurate and detailed record of each incident.

Chrysler Group notes that it was unable to obtain police accident reports for two FARS cases and relied on FARS data in analyzing the cases. In one of the cases – FARS Case # 220401 – Chrysler Group also considered a newspaper report that provided additional information about the accident.

Seven of the 12 FARS cases appear to involve a rear collision of a 1993 through 2004 Jeep Grand Cherokee by another vehicle and a post-collision fuel fed fire. These are FARS Cases # 170830, 62653, 340080, 62795, 550300, 61708, and 360655. Six of these FARS cases (all except Case # 360655) involved incidents known to Chrysler Group and included in the 23 incidents summarized in Enclosure 3 of Chrysler Group's October 15, 2010 response to the IR.

- **Four of the 12 FARS cases appear to be not applicable to the PE10-031 alleged defect. It should be noted that the below 4 of the 12 FARS incidents involving the subject vehicles appear to be unrelated to a post-collision rear impact crashes. Nevertheless, they were still included in the FARS statistical data analysis.**

FARS Case # 540269 – According to the police accident report (attached hereto), [REDACTED] was operating a 1998 Jeep Grand Cherokee (ZJ) on Hickory Road in Charleston, West Virginia when she lost control of the vehicle on wet pavement and struck a utility pole. The impact with the pole caused it to break and land on the hood of the Jeep Grand Cherokee (ZJ), rupturing the fuel supply line to the throttle body causing the fire. Based on the available information, Chrysler Group concludes that this incident is not related to the alleged defect because it did not involve a rear impact of a 1993-2004 Jeep Grand Cherokee by another vehicle and there is no indication that the fuel tank ruptured or that the fire originated at the fuel tank of the Jeep Grand Cherokee (ZJ).

FARS Case # 360417 – According to the police accident report (attached hereto), [REDACTED] was operating a 2004 Jeep Grand Cherokee (WJ) on County Route 37 in Clinton County, New York when the vehicle left the roadway and came to rest against two trees. The police diagram depicts the front end of the Jeep Grand Cherokee (WJ) impacting the trees. A fire ensued. Based on the available information, Chrysler Group concludes that this incident is not related to the alleged defect because it did not involve a rear impact of a 1993-2004 Jeep Grand Cherokee by another vehicle and there is no indication that the fuel tank ruptured or that the fire originated at the fuel tank of the Jeep Grand Cherokee (WJ).

FARS Case # 220401 – Chrysler Group has been unable to obtain a police accident report related to this incident. According to FARS data and a newspaper report (attached hereto), a tractor trailer owned by [REDACTED] struck the rear of a Chevrolet Suburban that had stopped on I-10 in St. Martin County, Louisiana because of a minor accident a few miles ahead. The impact caused the Chevrolet Suburban to become airborne and came to rest on fire facing oncoming traffic. According to the FARS data, the impact resulted in a chain reaction accident involving nine other vehicles, including a 2000 Jeep Grand Cherokee (WJ). The FARS data reports the principal impact point for the Jeep Grand Cherokee (WJ) as the front end. Based on the available information, Chrysler Group concludes that this incident is not related to the alleged defect because, based on the FARS data, the primary impact point on the Jeep Grand Cherokee (WJ) was on the front end and there is insufficient information to conclude that the fuel tank ruptured or that the fire originated at the fuel tank of the Jeep Grand Cherokee (WJ).

FARS Case # 480087 – Chrysler Group has been unable to obtain a police accident report related to this incident. According to FARS data, a 1994 Jeep Grand Cherokee (ZJ) was struck in the right rear corner by a 1997 Toyota Camry that was apparently coming in the opposite direction. A fire ensued. The FARS data reflects that the impact orientation of the accident was the front of the Toyota Camry with the right rear side of the Jeep Grand Cherokee (ZJ) while the Toyota Camry was moving in the opposite direction of the Jeep Grand Cherokee (ZJ). Based on the impact orientation reflected in the FARS data, the principal direction of force acting on the Jeep Grand Cherokee (ZJ) was front to rear. Based on the available information, Chrysler Group concludes that this incident is not related to the alleged defect because it did not involve a rear impact of a 1993-2004 Jeep Grand Cherokee by another vehicle (in fact, the FARS data describes the manner of collision as “Front-to-Side, Opposite Direction”). Further, there is insufficient information to conclude that the fuel tank ruptured or that fire originated at the fuel tank of the Jeep Grand Cherokee (ZJ).

- **One of the 12 FARS cases has insufficient to conclude that the case is applicable to the PE10-031 alleged defect. While it is inconclusive that the below FARS case relates to the alleged defect, it should be noted that this case was still included in the FARS statistical data analysis.**

FARS Case # 122577 – According to the police report (attached hereto), a 1998 Jeep Grand Cherokee (ZJ) was being operated on 32nd Avenue in Miami, Florida when it was struck in the rear by a Chevrolet C1500 pickup truck. The impact caused the front end of the Jeep Grand Cherokee (ZJ) to collide with a parked car. The police report indicated only that the Jeep Grand Cherokee “burst into flames” after striking the parked car. There is insufficient information to conclude that the fuel tank ruptured or that the fire originated at the fuel tank of the Jeep Grand Cherokee (ZJ).

Jeep Grand Cherokee

Analyses of Fatal Crashes
Accompanied by Fire

FARS

- Fatality Analysis Reporting System (FARS)
 - Vehicles identified using VINs decoded by VINA
 - Rear collisions are crashes where either the initial or principal impact was to clock points 5, 6, or 7
 - Fire coded as Most Harmful Event
 - Fatality in the subject SUV
 - Crashes in calendar years 1992-2009
- Comparisons of different SUV models
 - Comparisons by model year groupings:
 - Jeep Grand Cherokee ZJ : 1993-1998
 - Jeep Grand Cherokee WJ: 1999-2004

Peer Vehicles Used in the Analyses

- Model years were grouped
 - 1993-1998, corresponding to the ZJ platform
 - 1999-2004, corresponding to the WJ platform
- Jeep Grand Cherokee
- Ford Explorer
 - Ford Explorer
 - Mercury Mountaineer
 - Mazda Navajo
- Honda Passport
- Isuzu Rodeo
- Isuzu Trooper
- Mitsubishi Montero and Montero Sport
- Nissan Pathfinder
- GMC: S10 Blazer
 - Chevrolet S10 and T10 Blazer
 - GMC S10 and T10 Jimmy
 - Chevrolet Trailblazer
 - GMC Envoy
 - Oldsmobile Bravada
- Toyota 4Runner

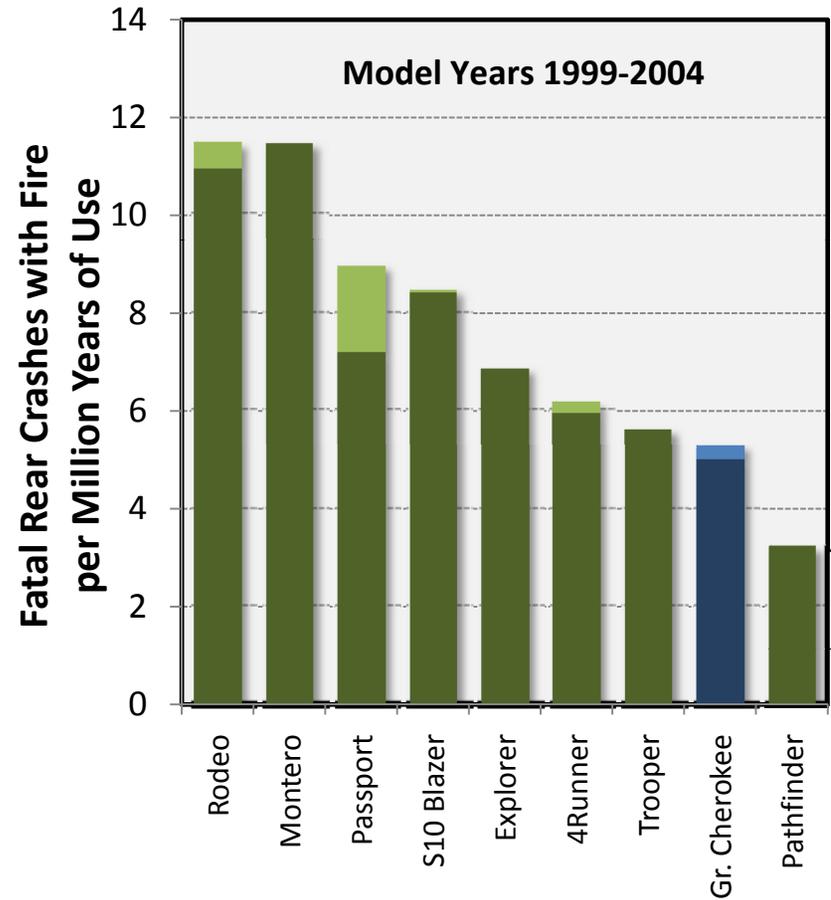
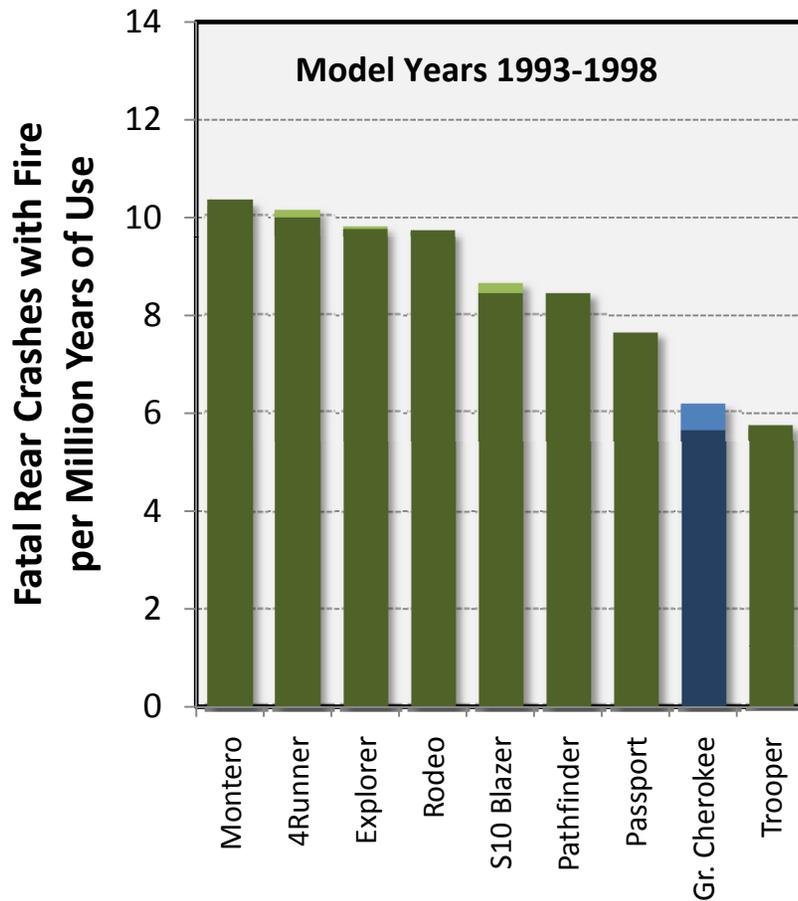
Note: Not all models of SUVs were made in all model years used in the analyses

FARS Analysis

- Calculations of fatal crash rates based on years of vehicle use (registered vehicle years). Registration data from R.L Polk and Co.
- 95% Confidence intervals calculated for the rear fatal collision rates with Fire as Most Harmful Event
 - Fatal rear crashes accompanied by fire per million registered vehicle years
 - Fatal rear crashes accompanied by fire per fatal rear crash
- Most Harmful Event criteria (from FARS manual)
 - If the vehicle is involved in more than one event which causes a fatality to its own occupants or to non-motorists, choose the event which causes the greatest number of fatalities to occupants of this vehicle or to non-motorists (not occupants of other vehicles).
 - If this vehicle is involved in more than one event that causes fatality to its own occupants or to non-motorists; and if there are an equal number of fatalities in each such event, choose the fatal event that is worst with respect to other injuries and property damage.
 - At last resort, choose the fatal event that occurred first, time-wise

FARS

Fatal Rear Collisions Accompanied by Fire per Million Years of Vehicle Use

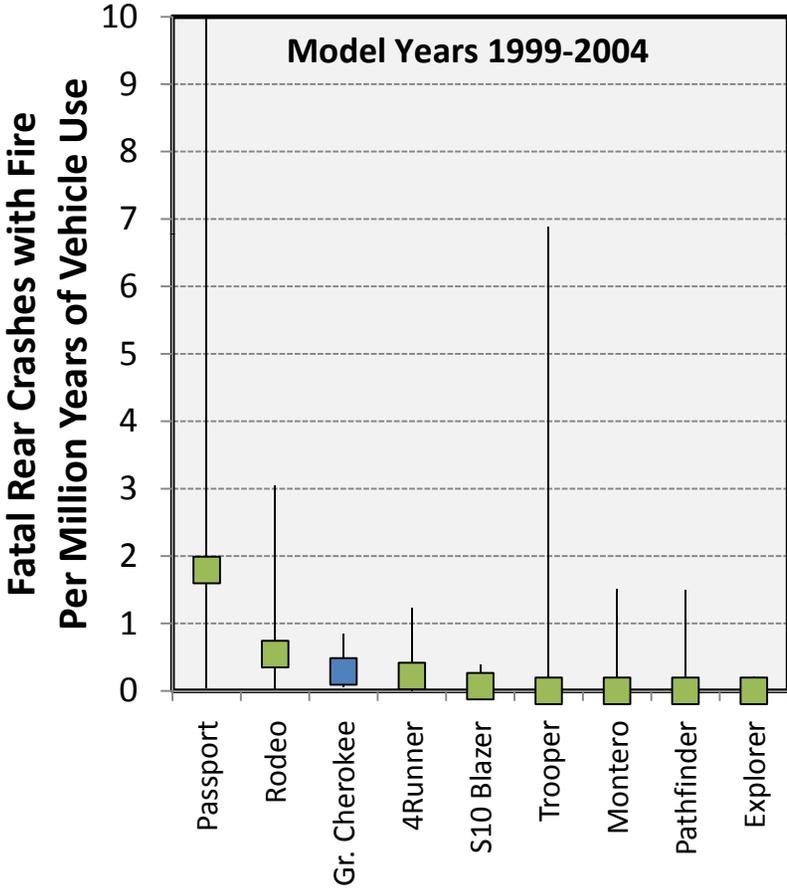
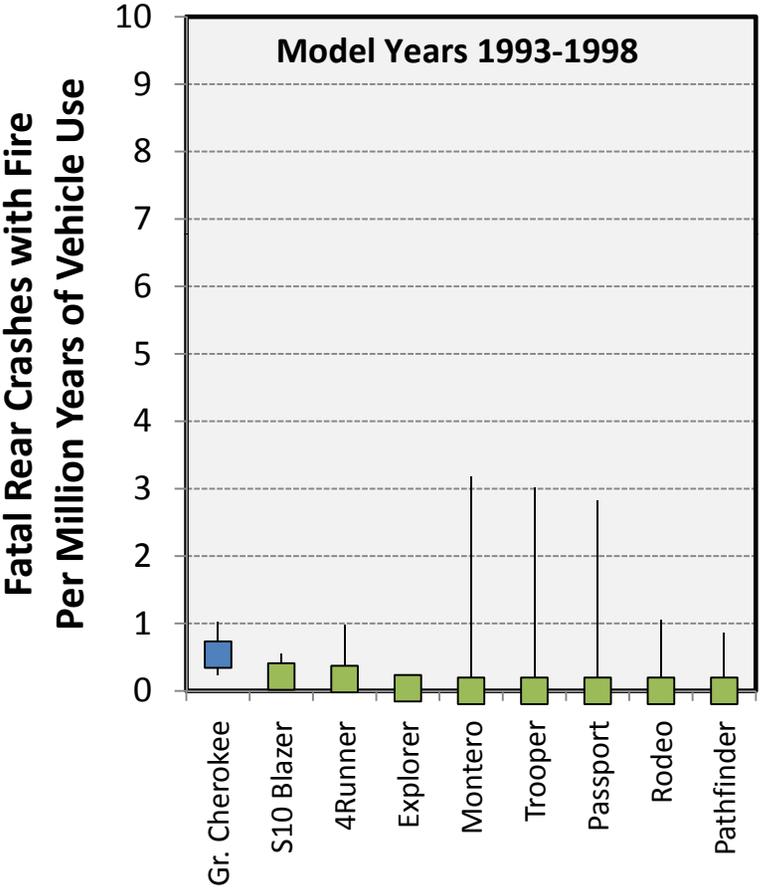


FARS data from 1992-2009. Registration data from RL Polk. Rates are not staggered. Includes crashes to the rear of the SUV, with a fatality in the SUV, and with Most Harmful Event coded as Fire. Explorer includes Mountaineer and Navajo. Montero includes Montero Sport. S10 Blazer includes T10 Blazer, Trailblazer, Jimmy, Envoy and Bravada.

Rates of Fatal Rear Collisions Accompanied by Fire

Rates based on Million Years of Vehicle Use

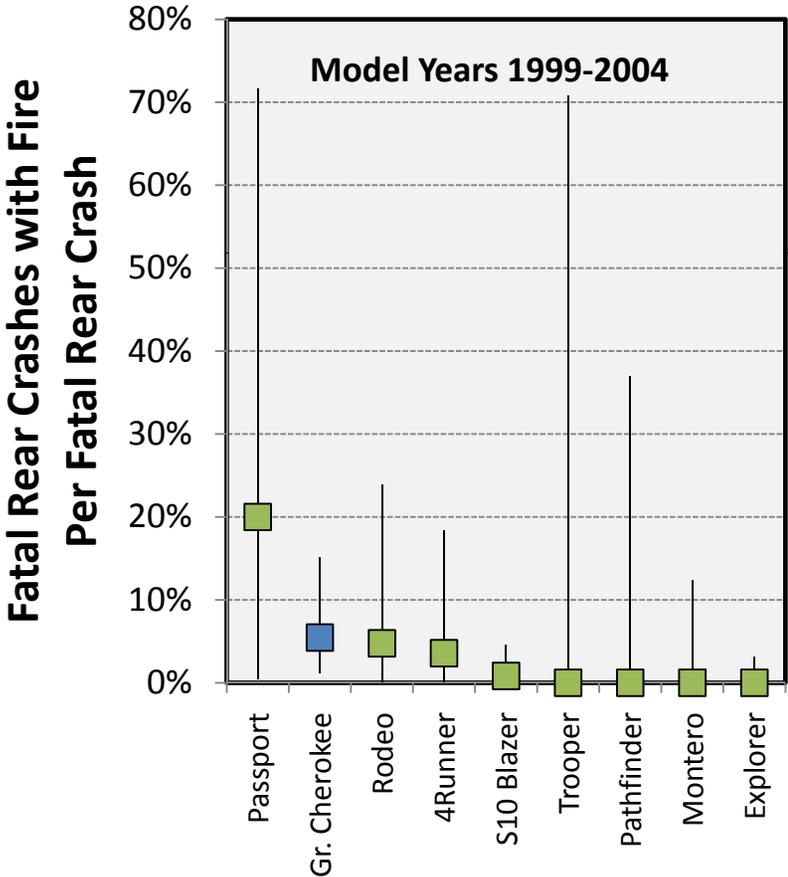
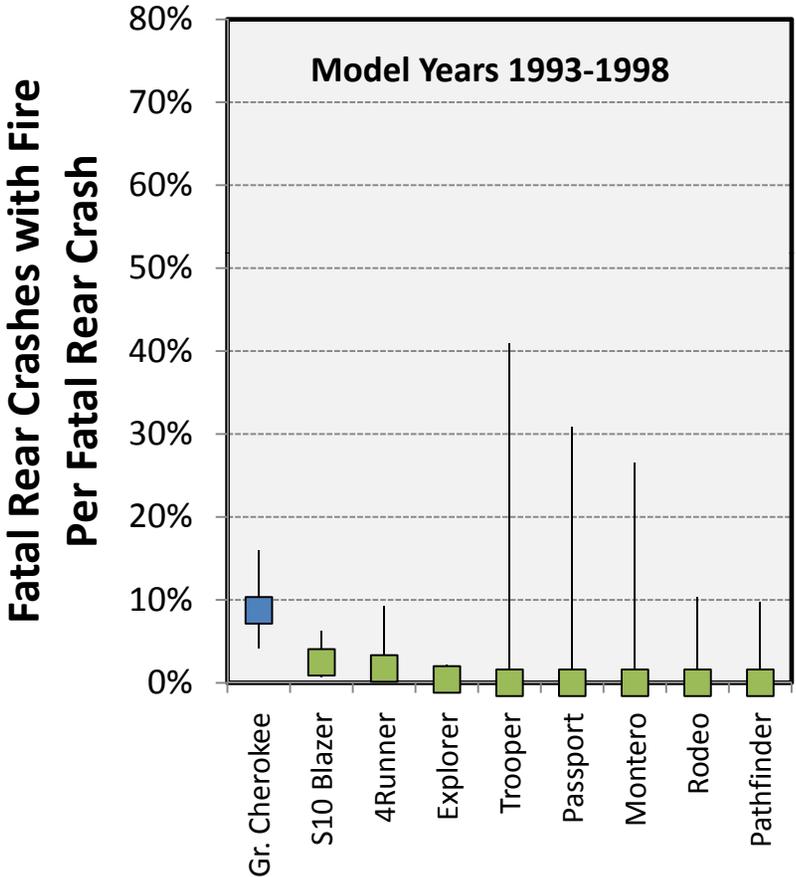
With 95% Confidence Bounds Added



FARS data from 1992-2009. Registration data from RL Polk. Rates are not staggered. Includes crashes to the rear of the SUV, with a fatality in the SUV, and with Most Harmful Event coded as Fire. Explorer includes Mountaineer and Navajo. Montero includes Montero Sport. S10 Blazer includes T10 Blazer, Trailblazer, Jimmy, Envoy and Bravada. Squares are the calculated rates, and the lines are the 95% confidence intervals about the rates.

Rates of Fatal Rear Collisions Accompanied by Fire

Rates are Percentages of Fatal Rear Collisions
With 95% Confidence Bounds Added



FARS data from 1992-2009. Registration data from RL Polk. Rates are not staggered. Includes crashes to the rear of the SUV, with a fatality in the SUV, and with Most Harmful Event coded as Fire. Explorer includes Mountaineer and Navajo. Montero includes Montero Sport. S10 Blazer includes T10 Blazer, Trailblazer, Jimmy, Envoy and Bravada. Squares are the calculated rates, and the lines are the 95% confidence intervals about the rates.

FARS

Crash Years 1992-2009, Fatality in the SUV

		Rear					
		MHE = Fire	Rear		MHE=Fire	MHE<>Fire	All Rear
Myrs	Models	Fires	Crashes	RVY	Fire/M RVY	Not Fire/M RVY	/ MRVY
1993-1998	Montero		12	1,162,099	0.00	10.33	10.33
1993-1998	4Runner	1	58	5,724,323	0.17	9.96	10.13
1993-1998	Explorer	1	249	25,459,145	0.04	9.74	9.78
1993-1998	Rodeo		34	3,508,218	0.00	9.69	9.69
1993-1998	S10 Blazer	4	162	18,715,442	0.21	8.44	8.66
1993-1998	Pathfinder		36	4,264,652	0.00	8.44	8.44
1993-1998	Passport		10	1,310,114	0.00	7.63	7.63
1993-1998	Grand Cherokee	9	103	16,718,315	0.54	5.62	6.16
1993-1998	Trooper		7	1,221,641	0.00	5.73	5.73
1999-2004	Rodeo	1	21	1,831,527	0.55	10.92	11.47
1999-2004	Montero		28	2,445,855	0.00	11.45	11.45
1999-2004	Passport	1	5	557,615	1.79	7.17	8.97
1999-2004	S10 Blazer	1	121	14,291,088	0.07	8.40	8.47
1999-2004	Explorer		117	17,080,764	0.00	6.85	6.85
1999-2004	4Runner	1	28	4,541,286	0.22	5.95	6.17
1999-2004	Trooper		3	536,104	0.00	5.60	5.60
1999-2004	Grand Cherokee	3	55	10,375,533	0.29	5.01	5.30
1999-2004	Pathfinder		8	2,479,059	0.00	3.23	3.23

		95% Confidence Intervals on Rates		
		MHE=Fire, Rear, Million RVY Basis		
Myrs	Models	Rate	Upper	Lower
1993-1998	Grand Cherokee	0.538	1.022	0.246
1993-1998	S10 Blazer	0.214	0.547	0.058
1993-1998	4Runner	0.175	0.973	0.004
1993-1998	Explorer	0.039	0.219	0.001
1993-1998	Montero	0.000	3.174	0.000
1993-1998	Trooper	0.000	3.020	0.000
1993-1998	Passport	0.000	2.816	0.000
1993-1998	Rodeo	0.000	1.051	0.000
1993-1998	Pathfinder	0.000	0.865	0.000
1999-2004	Passport	1.793	9.992	0.045
1999-2004	Rodeo	0.546	3.042	0.014
1999-2004	Grand Cherokee	0.289	0.845	0.060
1999-2004	4Runner	0.220	1.227	0.006
1999-2004	S10 Blazer	0.070	0.390	0.002
1999-2004	Trooper	0.000	6.881	0.000
1999-2004	Montero	0.000	1.508	0.000
1999-2004	Pathfinder	0.000	1.488	0.000
1999-2004	Explorer	0.000	0.216	0.000

		95% Confidence Intervals on Rates		
		MHE=Fire, % Rear Basis		
Myrs	Models	Rate	Upper	Lower
1993-1998	Grand Cherokee	8.7%	15.9%	4.1%
1993-1998	S10 Blazer	2.5%	6.2%	0.7%
1993-1998	4Runner	1.7%	9.2%	0.0%
1993-1998	Explorer	0.4%	2.2%	0.0%
1993-1998	Trooper	0.0%	41.0%	0.0%
1993-1998	Passport	0.0%	30.8%	0.0%
1993-1998	Montero	0.0%	26.5%	0.0%
1993-1998	Rodeo	0.0%	10.3%	0.0%
1993-1998	Pathfinder	0.0%	9.7%	0.0%
1999-2004	Passport	20.0%	71.6%	0.5%
1999-2004	Grand Cherokee	5.5%	15.1%	1.1%
1999-2004	Rodeo	4.8%	23.8%	0.1%
1999-2004	4Runner	3.6%	18.3%	0.1%
1999-2004	S10 Blazer	0.8%	4.5%	0.0%
1999-2004	Trooper	0.0%	70.8%	0.0%
1999-2004	Pathfinder	0.0%	36.9%	0.0%
1999-2004	Montero	0.0%	12.3%	0.0%
1999-2004	Explorer	0.0%	3.1%	0.0%

**NEWS REPORT
RELATING TO**

FARS CASE NO. 220401

WEDNESDAY

APRIL 11, 2007

BATON ROUGE

2theadvocate.com

50 cents

ACADIANA

THE ADVOCATE

THE INDEPENDENT VOICE OF SOUTH LOUISIANA



TODAY'S WEATHER
Breezy
High: 82. Low: 59.

DETAILS: 88

Jury awards \$31.8 million

Texas family sued Allied Van Lines after deadly 2003 wreck

BY RICHARD BURGESS

Acadiana bureau

LAFAYETTE — A federal jury on Tuesday returned a \$31.8 million verdict in a July 2003 crash on the Atchafalaya Basin bridge that killed five people.

Police said at the time that Allied Van Lines driver Wladyslaw Gorski of Florida slammed his 18-wheeler into traffic that had stopped because of a minor accident a few miles ahead on the Interstate 10 bridge.

Gorski and four others died in the 11-car pile-up that followed.

The multimillion-dollar verdict came after three weeks of trial in a lawsuit filed against Allied Van Lines by a Texas family caught in the crash while on their way to Disney World.

"One of the troopers who worked it said it was the worst accident he had ever worked," said Houston attorney Richard Mithoff, who represented the family.

The impact of the crash launched the family's Suburban into the air, Mithoff said, and it came to rest in flames facing the wrong way on the interstate,

leaving two dead and two others with debilitating burns.

Guadalupe and Amelia Guerra were traveling with their two daughters, a cousin and a friend of one of their daughter's.

Killed were their 18-year-old daughter, Cindy, and her 9-year-old cousin, Jennifer Garza.

The other daughter, 20-year-old Lisa, and her friend, 20-year-old Joe Alfaro, suffered severe burns requiring millions of dollars in medical treatment.

The bulk of the nearly \$32 million verdict — exceptionally large for a non-class-action case — was awarded to Lisa Guerra and Joe Alfaro for medical expenses, lost earning capacity, disfigurement, and pain and suffering.

Lisa Guerra, who suffered burns on more than 65 percent of her body, was awarded \$9.1 million, and Alfaro was awarded \$13.3 million for the burns that scarred 85 percent of his body. "This will go a long way toward helping with ongoing medical expenses," Mithoff said.

The balance of the verdict

was split among surviving family members for loss of loved ones and mental anguish.

An attorney representing one of Allied Van Lines' insurance carriers did not return a call for comment.

An attorney listed as representing Allied Van Lines in the case could not be reached Tuesday afternoon.

The verdict is one of the largest returned in recent memory in Lafayette.

"This is one of the highest, I believe, in Louisiana, certainly in Lafayette," Mithoff said.

Mithoff said the jury deliberated about 6½ hours, beginning deliberations Monday afternoon and returning the verdict about 11:30 a.m. Tuesday.

The trial began March 26 before U.S. Magistrate Judge C. Michael Hill.

Also killed in the July 2003 crash were Carla Dunn, 27, of Denham Springs, and Melissa Dunn, 22, of West Monroe.

**POLICE ACCIDENT REPORT
RELATING TO**

FARS CASE NO. 122577

FLORIDA TRAFFIC CRASH REPORT LONG FORM

MAIL TO DEPT OF HIGHWAY SAFETY & MOTOR VEHICLES, TRAFFIC CRASH
RECORDS, NEEL KIRKMAN BUILDING, TALLAHASSEE, FL 32399-0537

DO NOT WRITE IN THIS SPACE

Time & Location	DATE OF CRASH 09 05 07	TIME OF CRASH 7:52 AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>	TIME OFFICER NOTIFIED 7:54 AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>	TIME OFFICER ARRIVED 7:58 AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>	INVEST AGENCY REPORT NUMBER PD070905478277	HSIAV CRASH REPORT NUMBER 72772419	
	COUNTY / CITY CODE 01100	FEET or MILE(S) 1.5	CITY OR TOWN MIAMI		COUNTY MIAMI DADE		
	AT NODE NO or FEET or MILE(S)	FROM NODE NO	NEXT NODE NO	NO OF LANES 4	1 DAMAGED ON STREET ROAD OR HIGHWAY 2 UNDIVIDED NW 32 AVE		
AT THE INTERSECTION OF (street, road or highway)		FEET	MILE(S)	N S E W <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	FROM INTERSECTION OF (street, road or highway) SR 944 (NW 54 ST)		

Vehicle 1	DRIVER ACTION 1 Phantom <input type="checkbox"/> 2 Hit & Run <input type="checkbox"/> 3 N/A <input checked="" type="checkbox"/>	YEAR 98	MAKE JEOP	TYPE 03	USE 01	VEN LICENSE NUMBER [REDACTED]	STATE FL	VEHICLE IDENTIFICATION NUMBER 1J4GX78Y2WC	18 Undercarriage 19 Overturn 20 Windshield 21 Trailer SHOW FIRST POINT OF VEHICLE DAMAGE AND CIRCLE DAMAGED AREAS											
	TRAILER OR TOWED VEHICLE INFORMATION								8											
	VEHICLE TRAVELLING ON AT N S E W <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> NW 32 AVE								EST MPH 0	Posted Speed 40	EST VEHICLE DAMAGE \$10,000.00	1 Disabling 2 Functional 3 No Damage 1	EST TRAILER DAMAGE	DAMAGE AND CIRCLE DAMAGED AREAS						
Vehicle 2	MOTOR VEHICLE INSURANCE COMPANY (LIABILITY OR PIP) DIRECT GENERAL								VEHICLE REMOVED BY MIDTOWN TOWING		1 Tow Rotation List 2 Tow Owner's Request 3 Driver 4 Other 1									
	NAME OF VEHICLE OWNER (Check Box if Same As Driver) <input type="checkbox"/>								CITY AND STATE MIAMI, FL		ZIP CODE									
	NAME OF OWNER (Trailer or Towed Vehicle)								CITY AND STATE		ZIP CODE									
Pedestrian 1	NAME OF MOTOR CARRIER (Commercial Vehicle Only)								CITY, STATE AND ZIP CODE		US DOT or ICC MC IDENTIFICATION NUMBERS									
	NAME OF DRIVER (Take From Driver License) / PEDESTRIAN UNK								CITY, STATE & ZIP CODE		DATE OF BIRTH									
	DRIVER LICENSE NUMBER UK								STATE	DL TYPE	REG END	ALCO DRUG TEST TYPE 1 Blood 3 Urine 5 None 2 Breath 4 Refused	RESULTS	ALCO DRUG	PHYS DEF	RES	RACE	SEX	INJ	S EQUIP
HAZARDOUS MATERIALS BEING TRANSPORTED		PLACARDED	IF YES, INDICATE NAME OR FOUR DIGIT NUMBER FROM DIAMOND OR BOX ON PLACARD, AND 1 DIGIT NUMBER FROM BOTTOM OF DIAMOND		WAS HAZARDOUS MATERIAL SPILLED?		RECOMMEND DRIVER RE-EXAM IF YES EXPLAIN IN NARRATIVE		DRIVER'S PHONE NO 1 UK											

Vehicle 2	DRIVER ACTION 1 Phantom <input type="checkbox"/> 2 Hit & Run <input type="checkbox"/> 3 N/A <input checked="" type="checkbox"/>	YEAR 07	MAKE CHEV	TYPE 03	USE 01	VEN LICENSE NUMBER S189CZ	STATE FL	VEHICLE IDENTIFICATION NUMBER 1GNFC16J175	18 Undercarriage 19 Overturn 20 Windshield 21 Trailer SHOW FIRST POINT OF VEHICLE DAMAGE AND CIRCLE DAMAGED AREAS											
	TRAILER OR TOWED VEHICLE INFORMATION								1											
	VEHICLE TRAVELLING ON AT N S E W <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> NW 32 AVE								EST MPH UK	Posted Speed 40	EST VEHICLE DAMAGE \$5,000.00	1 Disabling 2 Functional 3 No Damage 1	EST TRAILER DAMAGE	DAMAGE AND CIRCLE DAMAGED AREAS						
Pedestrian 2	MOTOR VEHICLE INSURANCE COMPANY (LIABILITY OR PIP) STATE FARM								POLICY NUMBER		VEHICLE REMOVED BY MIDTOWN TOWING		1 Tow Rotation List 2 Tow Owner's Request 3 Driver 4 Other 1							
	NAME OF VEHICLE OWNER (Check Box if Same As Driver) <input checked="" type="checkbox"/>								CITY AND STATE MIAMI, FL		ZIP CODE									
	NAME OF OWNER (Trailer or Towed Vehicle) SIA DRIVER								CITY AND STATE		ZIP CODE									
Pedestrian 3	NAME OF MOTOR CARRIER (Commercial Vehicle Only)								CITY, STATE AND ZIP CODE		US DOT or ICC MC IDENTIFICATION NUMBERS									
	NAME OF DRIVER (Take From Driver License) / PEDESTRIAN								CITY, STATE & ZIP CODE MIAMI, FL		DATE OF BIRTH									
	DRIVER LICENSE NUMBER								STATE	DL TYPE	REG END	ALCO DRUG TEST TYPE 1 Blood 3 Urine 5 None 2 Breath 4 Refused	RESULTS	ALCO DRUG	PHYS DEF	RES	RACE	SEX	INJ	S EQUIP
HAZARDOUS MATERIALS BEING TRANSPORTED		PLACARDED	IF YES, INDICATE NAME OR FOUR DIGIT NUMBER FROM DIAMOND OR BOX ON PLACARD, AND 1 DIGIT NUMBER FROM BOTTOM OF DIAMOND		WAS HAZARDOUS MATERIAL SPILLED?		RECOMMEND DRIVER RE-EXAM IF YES EXPLAIN IN NARRATIVE		DRIVER'S PHONE NO 365-431-1401											

Code Information	VEHICLE TYPE	VEHICLE USE	TRAILER TYPE	RESIDENCE (Driver / Ped.)	PHYSICAL DEFECTS	ALCOHOL / DRUG USE	LOCATION IN VEHICLE
	VEHICLE TYPE	VEHICLE USE	TRAILER TYPE	RESIDENCE (Driver / Ped.)	PHYSICAL DEFECTS	ALCOHOL / DRUG USE	LOCATION IN VEHICLE
	VEHICLE TYPE	VEHICLE USE	TRAILER TYPE	RESIDENCE (Driver / Ped.)	PHYSICAL DEFECTS	ALCOHOL / DRUG USE	LOCATION IN VEHICLE
VEHICLE TYPE				DI TYPE	RACE	INJURY SEVERITY	SAFETY EQUIPMENT / BLUSE
VEHICLE USE				REQUIRED ENDORSEMENTS	SEX	EJECTED	

DRIVER ACTION	1 Phantom 2 Hit & Run 3 N/A	YEAR	02	MAKE	MAZD	TYPE	01	USE	01	VEH LICENSE NUMBER	NONE	STATE	FL	VEHICLE IDENTIFICATION NUMBER	JMIBB1417T0	18 Undercarriage 19 Overturn 20 Windshield 21 Trailer SHOW FIRST POINT OF DAMAGE AND CIRCLE DAMAGED AREA(S)	2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18
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VEHICLE TRAVELLING	(PROPERLY PARKING)	AT	Est. MPH	Posted Speed	EST VEHICLE DAMAGE	1 Disabling 2 Functional 3 No Damage	EST TRAILER DAMAGE	1. Tow Rotation List 2. Tow Owner's Request	3 Driver 4 Other
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MOTOR VEHICLE INSURANCE COMPANY (PROPERTY OWNER)	POLICY NUMBER	VEHICLE REMOVED BY	Tow Rotation List	3 Driver 4 Other
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NAME OF VEHICLE OWNER (Check Box If Same As Driver)	CURRENT ADDRESS (Number and Street)	CITY AND STATE	ZIP CODE
		SAINT CLOUD, FL	

NAME OF DRIVER (Take From Driver License) / PEDESTRIAN	CURRENT ADDRESS (Number and Street)	CITY, STATE & ZIP CODE	DATE OF BIRTH
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HAZARDOUS MATERIALS BEING TRANSPORTED	PLACARDED	IF YES, INDICATE NAME OR 4 DIGIT NUMBER FROM DIAMOND OR BOX OR PLACARD, AND 1 DIGIT NUMBER FROM BOTTOM OF DIAMOND	HAS HAZARDOUS MATERIAL SPILLED?	RECOMMEND DRIVER RE EXAM IF YES EXPLAIN IN NARRATIVE	DRIVER'S PHONE NO
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PROPERTY DAMAGED - OTHER THAN VEHICLES	EST AMOUNT	OWNER'S NAME	ADDRESS	CITY	STATE	ZIP
FENCE	\$300.00			MIAMI	FL	

CONTRIBUTING CAUSES - DRIVER / PEDESTRIAN	VEHICLE DEFECT	VEHICLE MOVEMENT	VEHICLE SPECIAL FUNCTIONS
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POINT OF COLLISION	WORK AREA	PEDESTRIAN ACTION	LOCATION TYPE
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FIRST / SUBSEQUENT HARMFUL EVENT(S)	ROAD SYSTEM IDENTIFIER	LIGHTING CONDITION
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ROAD SURFACE CONDITION	WEATHER	ROAD SURFACE TYPE
------------------------	---------	-------------------

ROAD CONDITIONS AT TIME OF CRASH	VISION OBSTRUCTED	TRAFFIC CONTROL	SITE LOCATION	TRAFFICWAY CHARACTER
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VIOLATOR(S)	SECTION #	NAME OF VIOLATOR	FL STATUTE NUMBER	CHARGE	CITATION NUMBER

FLORIDA TRAFFIC CRASH REPORT NARRATIVE/DIAGRAM

MAIL TO DEPARTMENT OF HIGHWAY SAFETY & MOTOR VEHICLES, TRAFFIC CRASH
RECORDS SECTION, NEB. KIRKMAN BUILDING, TALLAHASSEE, FL 32399-0500

DO NOT WRITE IN THIS SPACE

TIME EMS NOTIFIED (FATALITIES ONLY) 7:52 <input type="checkbox"/> AM <input checked="" type="checkbox"/> PM	TIME EMS ARRIVED (FATALITIES ONLY) 7:58 <input type="checkbox"/> AM <input checked="" type="checkbox"/> PM	DATE OF CRASH 09/05/07	COUNTY / CITY CODE 01/00	INVEST AGENCY REPORT NUMBER PD070905478277	HSR/V CRASH REPORT NUMBER 72772419
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(NARRATIVE)

VEH#1 WAS TRAVELING S/B ON NW 32 AVE APPROACHING SR 944 (NW 54 ST.) VEH#1 STOPPED AT THE INTERSECTION REFERENCE THE LIGHT WAS ON RED. VEH#2 WAS TRAVELING S/B ON NW 32 AVE APPROACHING SR 944 (NW 54 ST.) VEH#2 SLAMMED INTO THE REAR OF VEH#1 SENDING VEH#1 ACROSS THE INTERSECTION. VEH#1 THEN STRUCK VEH#3 WHICH WAS PROPERLY PARKED AT A BUSINESS AT 5320 NW 32 AVE. VEH#1 THEN BURST INTO FLAMES TRAPPING BOTH OCCUPANTS. VEH#2 THEN CRASHED INTO A FENCE. WITNESSES REPORTED THAT VEH#2 WAS TRAVELING AT AN EXTREMELY HIGH RATE OF SPEED. SEVERAL UNITS FROM MIAMI DADE FIRE DEPT. RESPONDED TO THE SCENE AND EXTINGUISHED FIRE OF VEH#1. THE SCENE WAS SECURED AND TRAFFIC HOMICIDE WAS NOTIFIED. TRAFFIC HOMICIDE WILHELM #1720 RESPONDED AND TOOK OVER INVESTIGATION. DRIVER OF VEH#2 WAS TRANSPORTED TO JMH BY RESCUE #7 IN STABLE CONDITION. N3508 FOLLOWED RESCUE TO JMH (OFC P. GLENN). DRE OFFICER GEORGE PACHECO #1614 RESPONDED TO JMH TO OBSERVE AND PROCESS DRIVER OF VEH#2. VEH#1 WAS TOWED TO THE M.E. OFFICE WITH THE BODIES INSIDE. VEH#2 WAS TOWED TO MIDTOWN TOWING FOR PROCESSING.

SEC#	PASS#	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	\$ EQUIP	EJECT
1	1	UNK	UNK									
SEC#	PASS#	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	\$ EQUIP	EJECT
SEC#	PASS#	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	\$ EQUIP	EJECT
SEC#	PASS#	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	\$ EQUIP	EJECT
SEC#	PASS#	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	\$ EQUIP	EJECT
SEC#	PASS#	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	\$ EQUIP	EJECT

Violator(s)	SECTION #	NAME OF VIOLATOR	FL STATUTE NUMBER	CHARGE	CITATION NUMBER
	SECTION #	NAME OF VIOLATOR	FL STATUTE NUMBER	CHARGE	CITATION NUMBER

WITNESS NAME (1)	CURRENT ADDRESS	CITY & STATE	ZIP CODE	WITNESS NAME (2)	CURRENT ADDRESS	CITY & STATE	ZIP CODE
		HORNEH FL				MIAMI, FL	

FIRST AID GIVEN BY - NAME CAPT. PALACIO	1 Physician or Nurse 2 Paramedic or EMT 3 Police Officer 4 Certified 1st Aider 5 Other	INJURED TAKEN TO BY - NAME FIRE RESCUE #7
--	--	---

WAS INVESTIGATION MADE AT SCENE? 1 YES <input checked="" type="checkbox"/> 2 NO <input type="checkbox"/>	IF NO, THEN WHERE?	IS INVESTIGATION COMPLETE? 1 YES <input checked="" type="checkbox"/> 2 NO <input type="checkbox"/>	IF NO, THEN WHY?	DATE OF REPORT 09/05/07	PHOTOS TAKEN 1 YES <input checked="" type="checkbox"/> 2 NO <input type="checkbox"/>	IF YES BY WHOM? 1 INVESTIGATING AGENCY <input checked="" type="checkbox"/> 2 OTHER
INVESTIGATOR RANK & SIGNATURE PSA G. EUGENE / OFC. M. SMITH	ID/BADGE NUMBER 3113/4775	DEPARTMENT MIAMI DADE POLICE	FHP <input type="checkbox"/>	SD <input checked="" type="checkbox"/>	PO <input type="checkbox"/>	OTHER <input type="checkbox"/>

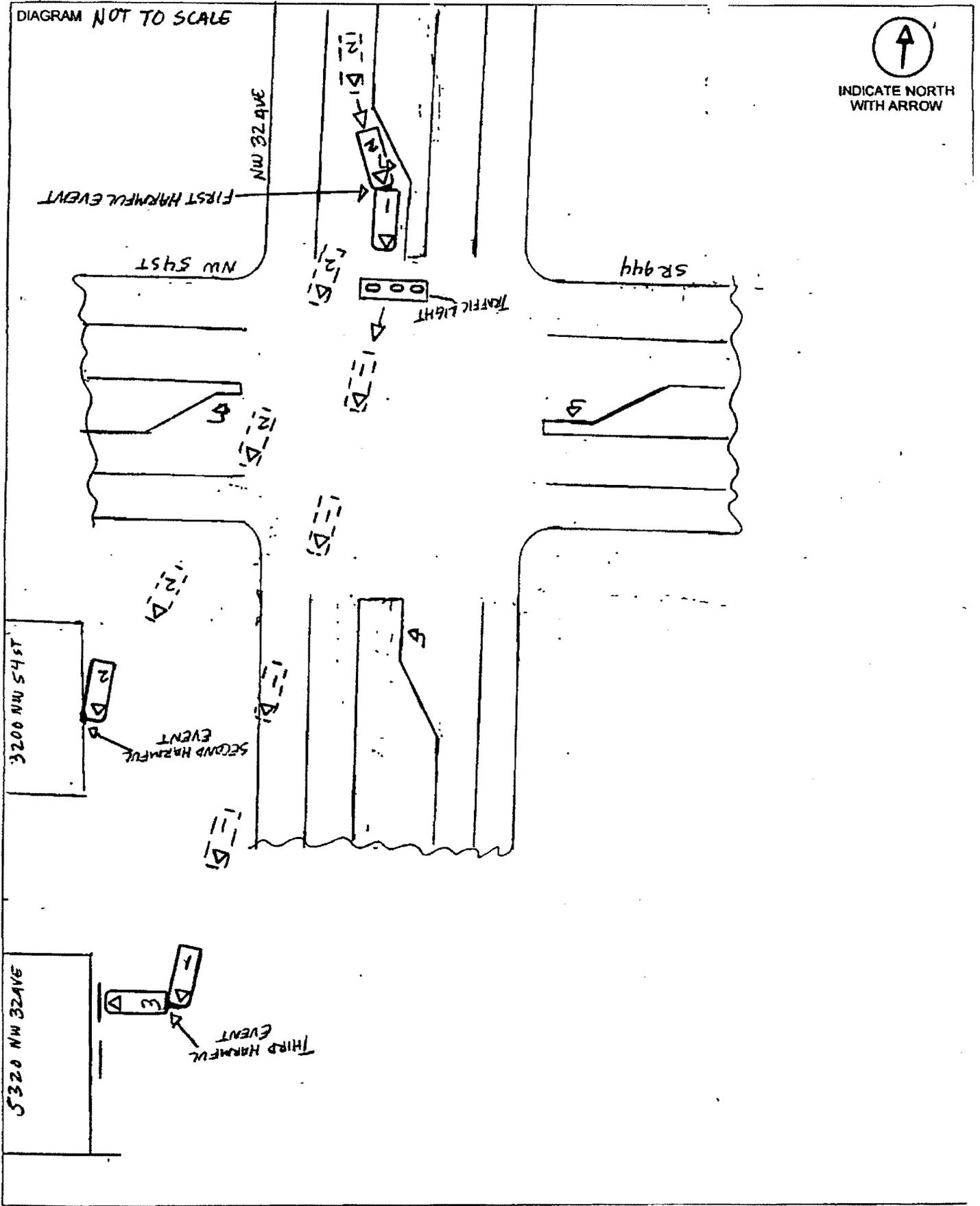
HSR/V-90005 (Rev. 11/02)

Page 3 of 6

DIAGRAM NOT TO SCALE



INDICATE NORTH WITH ARROW



FLORIDA TRAFFIC CRASH REPORT
NARRATIVE/DIAGRAM
 MAIL TO DEPARTMENT OF HIGHWAY SAFETY & MOTOR VEHICLES, TRAFFIC CRASH
 RECORDS SECTION, NEIL KIRKMAN BUILDING, TALLAHASSEE, FL 32399-0500

DO NOT WRITE IN THIS SPACE

TIME EMS NOTIFIED (FATALITIES ONLY) 7:52 AM PM
 TIME EMS ARRIVED (FATALITIES ONLY) 7:58 AM PM
 DATE OF CRASH 09/05/07
 COUNTY / CITY CODE 01/00
 INVEST AGENCY REPORT NUMBER PD070905478277
 HSMV CRASH REPORT NUMBER 72772419

FOLLOWING UNITS THAT RESPONDED AND ASSISTED WITH SCENE.

- CAPT. ACKRAMAN (N5) UNIT 5
- LT. E. LEE (N3000)
- LT S. BROWNE (N5000)
- SGT. J WILLIAMS (N7300)
- SGT D. CITALA (N3400)
- SGT. ONEIL (N3300)
- OFC. D. MACK (N3501)
- OFC. S. EUGENE / D. DESAMOURS (N3500)
- OFC. P. GLENN (N3508)
- OFC I MAYERS / PSA F. DIXON (N3581)
- OFC. R. CURBELO / PSA M DELGADO (N3583)
- PSA. C. RAMOS (N3380)
- OFC. A CORAIT (N1607)

SEC#	PASS#	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	\$ EQUIP	EJECT

Violator(s)	SECTION #	NAME OF VIOLATOR	FL STATUTE NUMBER	CHARGE	CITATION NUMBER

WITNESS NAME (1) [REDACTED] CITY & STATE MIAMI, FL ZIP CODE [REDACTED]
 WITNESS NAME (2) [REDACTED] CITY & STATE MIAMI, FL ZIP CODE [REDACTED]

WAS INVESTIGATION MADE AT SCENE? 1 YES 2 NO IF NO, THEN WHERE? IS INVESTIGATION COMPLETE? 1 YES 2 NO IF NO, THEN WHY? DATE OF REPORT 09/05/07
 INVESTIGATOR - RANK & SIGNATURE PSA G. EUGENE / OFC M. SMITH ID/BADGE NUMBER 8113/4775 DEPARTMENT MIAMI DADE POLICE
 BY - NAME JMH FIRE RESCUE #7
 PHOTOS TAKEN 1 YES 2 NO IF YES BY WHOM? 1 INVESTIGATING AGENCY 2 OTHER
 FIP SO PD OTHER

**FLORIDA TRAFFIC CRASH REPORT
NARRATIVE/DIAGRAM**

MAIL TO DEPARTMENT OF HIGHWAY SAFETY & MOTOR VEHICLES, TRAFFIC CRASH
RECORDS SECTION, NEIL KIRKMAN BUILDING, TALLAHASSEE, FL 32399-0500

DO NOT WRITE IN THIS SPACE

TIME EMS NOTIFIED (FATALITIES ONLY) 7:52 <input type="checkbox"/> AM <input checked="" type="checkbox"/> PM	TIME EMS ARRIVED (FATALITIES ONLY) 7:58 <input type="checkbox"/> AM <input checked="" type="checkbox"/> PM	DATE OF CRASH 09/05/07	COUNTY / CITY CODE 01/00	INVEST AGENCY REPORT NUMBER PD070905478277	HSMV CRASH REPORT NUMBER 72772419
--	---	---------------------------	-----------------------------	---	--------------------------------------

FOLLOWING AGENCIES & RESCUE THAT RESPONDED & ASSISTED WITH SCENE

SGT. FLAHERTY (H1610)

DET. WILHELM (H1780) TRAFFIC VEHICLES

OFF. LANIER (N1600)

OFF. PONCE (N3302)

FIRE RESCUE INFO

BATTALION CHIEF

CAPT. PALACIO (RESCUE #7)

GAROFALO

CAPT. GUSTIN (AERIAL #2/12)

ALARM # 7178825

DET BAUM INVESTIGATOR #2 (ID # 0140)

SECT	PASSN	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	S EQUIP	EJECT

Violator(s)	SECTION #	NAME OF VIOLATOR	FL STATUTE NUMBER	CHARGE	CITATION NUMBER
	SECTION #	NAME OF VIOLATOR	FL STATUTE NUMBER	CHARGE	CITATION NUMBER

WITNESS NAME (1)	CURRENT ADDRESS	CITY & STATE	ZIP CODE	WITNESS NAME (2)	CURRENT ADDRESS	CITY & STATE	ZIP CODE
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FIRST AID GIVEN BY - NAME CAPT. PALACIO	1. Physician or Nurse 2. Paramedic or EMT 3. Police Officer 4. Certified 1st Aider 5. Other	INJURED TAKEN TO JMH	BY - NAME FIRE RESCUE #7
WAS INVESTIGATION MADE AT SCENE? 1 YES <input type="checkbox"/> 2 NO <input checked="" type="checkbox"/>	IF NO, THEN WHERE?	IS INVESTIGATION COMPLETE? 1 YES <input type="checkbox"/> 2 NO <input checked="" type="checkbox"/>	IF NO, THEN WHY?
INVESTIGATOR - RANK & SIGNATURE PSA G. EUGENE / OFC. M. SMITH	ID/BADGE NUMBER 8113/4775	DATE OF REPORT 09/05/07	PHOTOS TAKEN 1 YES <input type="checkbox"/> 2 NO <input checked="" type="checkbox"/>
DEPARTMENT MIAMI DADE POLICE		IF YES BY WHOM? 1. INVESTIGATING AGENCY <input checked="" type="checkbox"/> 2. OTHER <input type="checkbox"/>	

FLORIDA TRAFFIC CRASH REPORT

UPDATE CONTINUATION

MAIL TO: DEPT. OF HIGHWAY SAFETY & MOTOR VEHICLES, TRAFFIC CRASH RECORDS, NEIL KERRICK BUILDING, TALLAHASSEE, FL 32304-0500

DO NOT WRITE IN THIS SPACE

DATE OF CRASH 09 05 07	COUNTY / CITY CODE 01/00	INVEST. AGENCY REPORT NUMBER PD070905478277	HSMV CRASH REPORT NUMBER 72772419
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S e c i o n V e h i c l e P e d e s t r i a n	DRIVER ACTION 1. Placards 2. H2 & Res 3. N/A	YEAR	MAKE	TYPE	USE	VEH. LICENSE NUMBER	STATE	VEHICLE IDENTIFICATION NUMBER	2 3 4 5 6 7 1 15 16 17 8 14 13 12 11 10 9	18. Undercarriage 19. Overturn 20. Windshield 21. Trailer SHOW FIRST POINT OF VEHICLE DAMAGE AND CIRCLE DAMAGED AREA(S)				
	TRAILER OR TOWED VEHICLE INFORMATION		TRAILER TYPE		EST. MPH		Posted Speed	EST. VEHICLE DAMAGE	1. Disabling 2. Functional 3. No Damage	EST. TRAILER DAMAGE				
	VEHICLE TRAVELING N S E W <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>		OR	AT	Est MPH		Posted Speed	EST. VEHICLE DAMAGE	1. Disabling 2. Functional 3. No Damage	EST. TRAILER DAMAGE				
	MOTOR VEHICLE INSURANCE COMPANY (LIABILITY OR PIP)		POLICY NUMBER		VEHICLE REMOVED BY		1. Tow Station List 2. Tow Owners Request 3. Driver 4. Other							
NAME OF VEHICLE OWNER (Check Box if Same As Driver)		CURRENT ADDRESS (Number and Street)		CITY AND STATE		ZIP CODE								
NAME OF OWNER (Trailer or Towed Vehicle)		CURRENT ADDRESS (Number and Street)		CITY AND STATE		ZIP CODE								
NAME OF MOTOR CARRIER (Commercial Vehicle Only)		CURRENT ADDRESS (Number and Street)		CITY, STATE AND ZIP CODE		US DOT or ICC MC IDENTIFICATION NUMBERS								
NAME OF DRIVER (Take From Driver License) / PEDESTRIAN		CURRENT ADDRESS (Number and Street)		CITY, STATE AND ZIP CODE		DATE OF BIRTH								
DRIVER LICENSE NUMBER		STATE	DL TYPE	RED. END	ALCO/DRUG TEST TYPE	RESULTS	ALCO/DRUG	PHYS. DEF.	RES.	RACE	SEX	HAU	S. EQUIP.	EJECT.
HAZARDOUS MATERIALS BEING TRANSPORTED		PLACARDED	IF YES, INDICATE NAME OR 4 DIGIT NUMBER FROM DIAMOND OR BOX ON PLACARD, AND 1 DIGIT NUMBER FROM BOTTOM OF DIAMOND		WAS HAZARDOUS MATERIAL SPILLED?	RECOMMEND DRIVER RE-EXAM IF YES EXPLAIN IN NARRATIVE		DRIVER'S PHONE NO.						

S e c i o n V e h i c l e P e d e s t r i a n	DRIVER ACTION 1. Placards 2. H2 & Res 3. N/A	YEAR	MAKE	TYPE	USE	VEH. LICENSE NUMBER	STATE	VEHICLE IDENTIFICATION NUMBER	2 3 4 5 6 7 1 15 16 17 8 14 13 12 11 10 9	18. Undercarriage 19. Overturn 20. Windshield 21. Trailer SHOW FIRST POINT OF VEHICLE DAMAGE AND CIRCLE DAMAGED AREA(S)				
	TRAILER OR TOWED VEHICLE INFORMATION		TRAILER TYPE		EST. MPH		Posted Speed	EST. VEHICLE DAMAGE	1. Disabling 2. Functional 3. No Damage	EST. TRAILER DAMAGE				
	VEHICLE TRAVELING N S E W <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>		OR	AT	Est MPH		Posted Speed	EST. VEHICLE DAMAGE	1. Disabling 2. Functional 3. No Damage	EST. TRAILER DAMAGE				
	MOTOR VEHICLE INSURANCE COMPANY (LIABILITY OR PIP)		POLICY NUMBER		VEHICLE REMOVED BY		1. Tow Station List 2. Tow Owners Request 3. Driver 4. Other							
NAME OF VEHICLE OWNER (Check Box if Same As Driver)		CURRENT ADDRESS (Number and Street)		CITY AND STATE		ZIP CODE								
NAME OF OWNER (Trailer or Towed Vehicle)		CURRENT ADDRESS (Number and Street)		CITY AND STATE		ZIP CODE								
NAME OF MOTOR CARRIER (Commercial Vehicle Only)		CURRENT ADDRESS (Number and Street)		CITY, STATE AND ZIP CODE		US DOT or ICC MC IDENTIFICATION NUMBERS								
NAME OF DRIVER (Take From Driver License) / PEDESTRIAN		CURRENT ADDRESS (Number and Street)		CITY, STATE AND ZIP CODE		DATE OF BIRTH								
DRIVER LICENSE NUMBER		STATE	DL TYPE	RED. END	ALCO/DRUG TEST TYPE	RESULTS	ALCO/DRUG	PHYS. DEF.	RES.	RACE	SEX	HAU	S. EQUIP.	EJECT.
HAZARDOUS MATERIALS BEING TRANSPORTED		PLACARDED	IF YES, INDICATE NAME OR 4 DIGIT NUMBER FROM DIAMOND OR BOX ON PLACARD, AND 1 DIGIT NUMBER FROM BOTTOM OF DIAMOND		WAS HAZARDOUS MATERIAL SPILLED?	RECOMMEND DRIVER RE-EXAM IF YES EXPLAIN IN NARRATIVE		DRIVER'S PHONE NO.						

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
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

WITNESS NAME (1)	CURRENT ADDRESS	CITY & STATE	ZIP CODE	WITNESS NAME (2)	CURRENT ADDRESS	CITY & STATE	ZIP CODE
WAS INVESTIGATION MADE AT SCENE? 1. YES 2. NO	IF NO, THEN WHERE?	IS INVESTIGATION COMPLETE? 1. YES 2. NO	IF NO, THEN WHY?	DATE OF REPORT	PHOTOS TAKEN 1. YES 2. NO	IF YES BY WHOM? 1. INVESTIGATING AGENCY 2. OTHER	
INVESTIGATOR - NAME & SIGNATURE		ID/BADGE NUMBER		DEPARTMENT		FIP SO PD OTHER	
DETECTIVE G. WILHELM II		4863		Miami-Dade Police		<input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	

CONTRIBUTING CAUSES - DRIVER / PEDESTRIAN			VEHICLE DEFECT		VEHICLE MOVEMENT		VEHICLE SPECIAL FUNCTIONS	
01 No Improper Driving / Action	<input type="checkbox"/>	<input type="checkbox"/>	01 No Defects	<input type="checkbox"/>	01 Straight Ahead	<input type="checkbox"/>	1 None	<input type="checkbox"/>
02 Careless Driving (Explain in Narrative)	<input type="checkbox"/>	<input type="checkbox"/>	02 Def. Brakes	<input type="checkbox"/>	02 Slipping / Stopped / Stalled	<input type="checkbox"/>	2 Farn:	<input type="checkbox"/>
03 Failed To Yield Right - of - Way	<input type="checkbox"/>	<input type="checkbox"/>	03 Worn / Smooth Tires	<input type="checkbox"/>	03 Making Left Turn	<input type="checkbox"/>	3 Police Pursuit	<input type="checkbox"/>
04 Improper Backing	<input type="checkbox"/>	<input type="checkbox"/>	04 Defective / Improper Lights	<input type="checkbox"/>	04 Backing	<input type="checkbox"/>	4 Reversibnd	<input type="checkbox"/>
05 Improper Lane Change	<input type="checkbox"/>	<input type="checkbox"/>	05 Puncture / Blowout	<input type="checkbox"/>	05 Backing Right Turn	<input type="checkbox"/>	6 Emergency Operation	<input type="checkbox"/>
06 Improper Turn	<input type="checkbox"/>	<input type="checkbox"/>	06 Steering Mech.	<input type="checkbox"/>	06 Changing Lanes	<input type="checkbox"/>	8 Construction / Maintenance	<input type="checkbox"/>
07 Alcohol - Under Influence	<input type="checkbox"/>	<input type="checkbox"/>	07 Windshield Wipers	<input type="checkbox"/>	07 Entering / Leaving / Parking Space	11 Passing	SOURCE OF CARRIER INFORMATION	
08 Drugs - Under Influence	<input type="checkbox"/>	<input type="checkbox"/>	08 Equipment / Vehicle Defect	77 All Other (Explain in Narrative)	08 Properly Parked	12 Driverless or	1 Not Applicable	<input type="checkbox"/>
09 Alcohol & Drugs - Under Influence	<input type="checkbox"/>	<input type="checkbox"/>	POINT OF COLLISION		09 Improperly Parked	13 Rerway Vehicle	2 Shipping Papers	<input type="checkbox"/>
10 Followed Too Closely	<input type="checkbox"/>	<input type="checkbox"/>	01 On Road	<input type="checkbox"/>	10 Making U-Turn	77 All Other (Explain in Narrative)	3 Vehicle Side	<input type="checkbox"/>
11 Disregarded Traffic Signal	19 Improper Load	<input type="checkbox"/>	02 Not On Road	<input type="checkbox"/>	PEDESTRIAN ACTION			
12 Exceeded Safe Speed Limit	20 Disregarded Other Traffic Control	<input type="checkbox"/>	03 Shoulder	<input type="checkbox"/>	01 Crossing Not at Intersection	07 Working in Road	4 Driver	<input type="checkbox"/>
13 Disregarded Stop Sign	21 Driving Wrong Side / Way	<input type="checkbox"/>	04 Median	<input type="checkbox"/>	02 Crossing at Mid-block Crosswalk	08 Standing / Playing in Road	5 Other	<input type="checkbox"/>
14 Failed To Maintain Equip / Vehicle	22 Fleeing Police	<input type="checkbox"/>	05 Turn Lane	<input type="checkbox"/>	03 Crossing at Intersection	09 Standing in Pedestrian Island		
15 Improper Passing	23 Vehicle Modified	<input type="checkbox"/>	WORK AREA		04 Walking Along Road With Traffic	77 All Other (Explain in Narrative)		
16 Drove Left of Center	24 Driver Distraction (Explain in Narrative)	<input type="checkbox"/>	01 None	<input type="checkbox"/>	05 Walking Along Road Against Traffic			
17 Exceeded Stated Speed Limit	77 All Other (Explain in Narrative)	<input type="checkbox"/>	02 Nearby	<input type="checkbox"/>	06 Working on Vehicle in Road			
18 Obstructing Traffic			03 Entered	<input type="checkbox"/>				

FIRST / SUBSEQUENT HARMFUL EVENT(S)		
01 Collision With MV in Transport (Rear End)	15 Collision With Aerial	29 MV Ran Into Ditch/Convent
02 Collision With MV in Transport (Head On)	16 MV Hit Sign / Sign Post	30 Ran Off Road Into Water
03 Collision With MV in Transport (Angle)	17 MV Hit Utility Pole / Light Pole	31 Overloaded
04 Collision With MV in Transport (Left Turn)	18 MV Hit Guardrail	32 Occupant Fall From Vehicle
05 Collision With MV in Transport (Right Turn)	19 MV Hit Fence	33 Tractor/Trailer Jackknifed
06 Collision With MV in Transport (Sideswipe)	20 MV Hit Concrete Barrier Wall	34 Fire
07 Collision With MV in Transport (Backed Into)	21 MV Hit Bridge/Pier/Abutment/Pail	35 Explosives
08 Collision With Parked Car	22 MV Hit Tree / Shrubbery	36 Downhill Runaway
09 Collision With MV on Roadway	23 Collision With Construction Barreade Sign	37 Cargo Loss or Shift
10 Collision With Pedestrian	24 Collision With Traffic Gate	38 Separation of Units
11 Collision With Bicycle	25 Collision With Crash Attenuators	39 Median Crossover
12 Collision With Bicycle (Bike Lane)	26 Collision With Fixed Object Above Road	77 All Other (Explain in Narrative)
13 Collision With Moped	27 MV Hit Other Fixed Object	
14 Collision With Train	28 Collision With Movable Object On Road	

(ADDITIONAL NARRATIVE)

ADDITIONAL PASSENGERS

SEC #	PASS #	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	HW	S. EQUIP.	EJECT
1	2	[REDACTED]	[REDACTED]	MIAMIA, FLORIDA	[REDACTED]	[REDACTED]	2	2	3	5	2	1
SEC #	PASS #	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	HW	S. EQUIP.	EJECT
SEC #	PASS #	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	HW	S. EQUIP.	EJECT
SEC #	PASS #	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	HW	S. EQUIP.	EJECT
SEC #	PASS #	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	HW	S. EQUIP.	EJECT
SEC #	PASS #	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	HW	S. EQUIP.	EJECT

Violator(s)	SECTION #	NAME OF VIOLATOR	FL. STATUTE NUMBER	CHARGE	CITATION NUMBER
	SECTION #	NAME OF VIOLATOR	FL. STATUTE NUMBER	CHARGE	CITATION NUMBER

FLORIDA TRAFFIC CRASH REPORT

UPDATE CONTINUATION

MAIL TO: DEPT. OF HIGHWAY SAFETY & MOTOR VEHICLES, TRAFFIC CRASH RECORDS, NEIL KIRKMAN BUILDING, TALLAHASSEE, FL 32310-0500

DO NOT WRITE IN THIS SPACE

FATAL

DATE OF CRASH: 09 | 05 | 07 COUNTY / CITY CODE: 01-00 INVEST. AGENCY REPORT NUMBER: PD070805478277 HSMV CRASH REPORT NUMBER: 72772419

Section 1

DRIVER 1. Position: 1. Position 2. Hit & Run 3. N/A YEAR: _____ MAKE: _____ TYPE: _____ USE: _____ VEH. LICENSE NUMBER: _____ STATE: _____ VEHICLE IDENTIFICATION NUMBER: _____

TRAILER OR TOWED VEHICLE INFORMATION: TRAILER TYPE: _____

VEHICLE TRAVELING ON _____ AT _____ EST. MPH: _____ Posted Speed: _____ EST. VEHICLE DAMAGE: _____ 1. Disabling 2. Functional 3. No Damage EST. TRAILER DAMAGE: _____ DAMAGE AND CIRCLE DAMAGED AREA(S): _____

MOTOR VEHICLE INSURANCE COMPANY (LIABILITY OR PIP): _____ POLICY NUMBER: _____ VEHICLE REMOVED BY: _____ 1. Tow Rental List 3. Driver 2. Tow Owners Request 4. Other

NAME OF VEHICLE OWNER (Check Box if Same As Driver) CURRENT ADDRESS (Number and Street): _____ CITY AND STATE: _____ ZIP CODE: _____

NAME OF OWNER (Trailer or Towed Vehicle): _____ CURRENT ADDRESS (Number and Street): _____ CITY AND STATE: _____ ZIP CODE: _____

NAME OF MOTOR CARRIER (Commercial Vehicle Only): _____ CURRENT ADDRESS (Number and Street): _____ CITY, STATE AND ZIP CODE: _____ US DOT or ICC MC IDENTIFICATION NUMBER: _____

NAME OF DRIVER (Take From Driver's License) / PEDESTRIAN: _____ CURRENT ADDRESS (Number and Street): _____ CITY, STATE AND ZIP CODE: _____ DATE OF BIRTH: _____

DRIVER LICENSE NUMBER: _____ STATE: _____ CL. TYPE: _____ REG. END: _____ ALCOHOL TEST TYPE: _____ RESULTS: _____ ALCOHOL: _____ PHYS. DEF: _____ NEE: _____ RACE: _____ SEX: _____ HJ: _____ E. HOOD: _____ EJECT: _____

HAZARDOUS MATERIALS BEING TRANSPORTED: 1 Yes 2 No PURCHASED: 1 Yes 2 No IF YES, INCLUDE NAME OR 4 DIGIT NUMBER FROM DIAMOND ON PLACARD, AND 1 DIGIT NUMBER FROM BOTTOM OF DIAMOND: _____

HAZARDOUS MATERIAL SPILLED: 1 Yes 2 No RECOMMEND DRIVER RE-EVAL: IF YES EXPLAIN IN NARRATIVE: _____ DRIVER'S PHONE NO.: _____

Section 2

DRIVER 1. Position: 1. Position 2. Hit & Run 3. N/A YEAR: _____ MAKE: _____ TYPE: _____ USE: _____ VEH. LICENSE NUMBER: _____ STATE: _____ VEHICLE IDENTIFICATION NUMBER: _____

TRAILER OR TOWED VEHICLE INFORMATION: TRAILER TYPE: _____

VEHICLE TRAVELING ON _____ AT _____ EST. MPH: _____ Posted Speed: _____ EST. VEHICLE DAMAGE: _____ 1. Disabling 2. Functional 3. No Damage EST. TRAILER DAMAGE: _____ DAMAGE AND CIRCLE DAMAGED AREA(S): _____

MOTOR VEHICLE INSURANCE COMPANY (LIABILITY OR PIP): _____ POLICY NUMBER: _____ VEHICLE REMOVED BY: _____ 1. Tow Rental List 3. Driver 2. Tow Owners Request 4. Other

NAME OF VEHICLE OWNER (Check Box if Same As Driver) CURRENT ADDRESS (Number and Street): _____ CITY AND STATE: _____ ZIP CODE: _____

NAME OF OWNER (Trailer or Towed Vehicle): _____ CURRENT ADDRESS (Number and Street): _____ CITY AND STATE: _____ ZIP CODE: _____

NAME OF MOTOR CARRIER (Commercial Vehicle Only): _____ CURRENT ADDRESS (Number and Street): _____ CITY, STATE AND ZIP CODE: _____ US DOT or ICC MC IDENTIFICATION NUMBER: _____

NAME OF DRIVER (Take From Driver's License) / PEDESTRIAN: _____ CURRENT ADDRESS (Number and Street): _____ CITY, STATE AND ZIP CODE: _____ DATE OF BIRTH: _____

DRIVER LICENSE NUMBER: _____ STATE: _____ CL. TYPE: _____ REG. END: _____ ALCOHOL TEST TYPE: _____ RESULTS: _____ ALCOHOL: _____ PHYS. DEF: _____ NEE: _____ RACE: _____ SEX: _____ HJ: _____ E. HOOD: _____ EJECT: _____

HAZARDOUS MATERIALS BEING TRANSPORTED: 1 Yes 2 No PURCHASED: 1 Yes 2 No IF YES, INCLUDE NAME OR 4 DIGIT NUMBER FROM DIAMOND ON PLACARD, AND 1 DIGIT NUMBER FROM BOTTOM OF DIAMOND: _____

HAZARDOUS MATERIAL SPILLED: 1 Yes 2 No RECOMMEND DRIVER RE-EVAL: IF YES EXPLAIN IN NARRATIVE: _____ DRIVER'S PHONE NO.: _____

PROPERTY DAMAGED - OTHER THAN VEHICLES	EST. AMOUNT	OWNER'S NAME	ADDRESS	CITY	STATE	ZIP

WITNESS NAME (1): _____ CURRENT ADDRESS: _____ CITY & STATE: _____ ZIP CODE: _____ WITNESS NAME (2): _____ CURRENT ADDRESS: _____ CITY & STATE: _____ ZIP CODE: _____

WAS INVESTIGATION MADE AT SCENE? 1. YES 2. NO IF NO, THEN WHERE? _____ IS INVESTIGATION COMPLETE? 1. YES 2. NO IF NO, THEN WHY? _____ DATE OF REPORT: 06 | 30 | 08 PHOTOS TAKEN: 1. YES 2. NO IF YES BY WHOM? 1. INVESTIGATING AGENCY 2. OTHER

INVESTIGATOR - NAME & SIGNATURE: **Detective George Wilhelm II** ID/BADGE NUMBER: **4863** DEPARTMENT: **Miami-Dade Police** PHP SO PD OTHER

HSMV-0004 (REV. 1/02)

000/000 01

XV4 R0:01 R002/08/90

FLORIDA TRAFFIC CRASH REPORT

UPDATE CONTINUATION

MAIL TO: DEPT OF HIGHWAY SAFETY & MOTOR VEHICLES, TRAFFIC CRASH RECORDS, N.W. KIRKMAN BUILDING, TALLAHASSEE, FL 32399-8300

DO NOT WRITE IN THIS SPACE

FATAL

DATE OF CRASH 09 05 07	COUNTY / CITY CODE 01-00	INVEST. AGENCY REPORT NUMBER PD070905478277	HMV CRASH REPORT NUMBER 72772419
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DRIVER ACTION 1. Phantom 2. HI & RUN 3. N/A	YEAR	MAKE	TYPE	USE	VEH. LICENSE NUMBER	STATE	VEHICLE IDENTIFICATION NUMBER	18. Undercarriage 19. Overturn 20. Windshield 21. Trailer SHOW FIRST POINT OF DAMAGE AND CIRCLE DAMAGED AREAS
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VEHICLE TRAVELING ON AT	Est. MPH	Posted Speed	EST. VEHICLE DAMAGE 1. Disabling 2. Functional 3. No Damage	EST. TRAILER DAMAGE
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MOTOR VEHICLE INSURANCE COMPANY (LIABILITY OR PP)	POLICY NUMBER	VEHICLE REMOVED BY:	1. Tow Rotation List 2. Tow Owners Request 3. Driver 4. Other
---	---------------	---------------------	--

NAME OF VEHICLE OWNER (Check Box if Same As Driver)	CURRENT ADDRESS (Number and Street)	CITY AND STATE	ZIP CODE
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NAME OF OWNER (Trailer or Towed Vehicle)	CURRENT ADDRESS (Number and Street)	CITY AND STATE	ZIP CODE
--	-------------------------------------	----------------	----------

NAME OF MOTOR CARRIER (Commercial Vehicle Only)	CURRENT ADDRESS (Number and Street)	CITY, STATE AND ZIP CODE	US DOT or ICD MC IDENTIFICATION NUMBER
---	-------------------------------------	--------------------------	--

NAME OF DRIVER (Take From Driver License) / PEDESTRIAN	CURRENT ADDRESS (Number and Street)	CITY, STATE & ZIP CODE	DATE OF BIRTH
--	-------------------------------------	------------------------	---------------

DRIVER LICENSE NUMBER	STATE	CL. TYPE	REG. END.	ALCOHOL TEST TYPE 1. Blood 2. Urine 3. None 4. Breath	RESULTS	ALCOHOL	PHYS. DEF.	RES.	RACE	SEX	HAIR	EYES
-----------------------	-------	----------	-----------	---	---------	---------	------------	------	------	-----	------	------

HAZARDOUS MATERIALS BEING TRANSPORTED	PLACARDS	IF YES INDICATE NAME OR 4-DIGIT NUMBER FROM CENTER OF BOX OR PLACING AND 1-DIGIT NUMBER FROM BOTTOM OF DIAMOND	WAS HAZARDOUS MATERIAL SPILLED?	RECOMMEND DRIVER RE-EXAM IF YES EXPLAIN IN NARRATIVE	DRIVER'S PHONE NO.
---------------------------------------	----------	--	---------------------------------	--	--------------------

DRIVER ACTION 1. Phantom 2. HI & RUN 3. N/A	YEAR	MAKE	TYPE	USE	VEH. LICENSE NUMBER	STATE	VEHICLE IDENTIFICATION NUMBER	18. Undercarriage 19. Overturn 20. Windshield 21. Trailer SHOW FIRST POINT OF DAMAGE AND CIRCLE DAMAGED AREAS
--	------	------	------	-----	---------------------	-------	-------------------------------	---

VEHICLE TRAVELING ON AT	Est. MPH	Posted Speed	EST. VEHICLE DAMAGE 1. Disabling 2. Functional 3. No Damage	EST. TRAILER DAMAGE
----------------------------	----------	--------------	--	---------------------

MOTOR VEHICLE INSURANCE COMPANY (LIABILITY OR PP)	POLICY NUMBER	VEHICLE REMOVED BY:	1. Tow Rotation List 2. Tow Owners Request 3. Driver 4. Other
---	---------------	---------------------	--

NAME OF VEHICLE OWNER (Check Box if Same As Driver)	CURRENT ADDRESS (Number and Street)	CITY AND STATE	ZIP CODE
---	-------------------------------------	----------------	----------

NAME OF OWNER (Trailer or Towed Vehicle)	CURRENT ADDRESS (Number and Street)	CITY AND STATE	ZIP CODE
--	-------------------------------------	----------------	----------

NAME OF MOTOR CARRIER (Commercial Vehicle Only)	CURRENT ADDRESS (Number and Street)	CITY, STATE AND ZIP CODE	US DOT or ICD MC IDENTIFICATION NUMBER
---	-------------------------------------	--------------------------	--

NAME OF DRIVER (Take From Driver License) / PEDESTRIAN	CURRENT ADDRESS (Number and Street)	CITY, STATE & ZIP CODE	DATE OF BIRTH
--	-------------------------------------	------------------------	---------------

PROPERTY DAMAGED - OTHER THAN VEHICLES	EST. AMOUNT	OWNER'S NAME	ADDRESS	CITY	STATE	ZIP
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WITNESS NAME (1)	CURRENT ADDRESS	CITY & STATE	ZIP CODE	WITNESS NAME (2)	CURRENT ADDRESS	CITY & STATE	ZIP CODE
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WAS INVESTIGATION MADE AT SCENE? 1. YES <input checked="" type="checkbox"/> 2. NO	IF NO, THEN WHERE?	IS INVESTIGATION COMPLETE? 1. YES <input checked="" type="checkbox"/> 2. NO	IF NO, THEN WHY?	DATE OF REPORT 08 25 08	PHOTOS TAKEN 1. YES <input checked="" type="checkbox"/> 2. NO	IF YES BY WHOM? 1. INVESTIGATING AGENCY <input checked="" type="checkbox"/> 2. OTHER
---	--------------------	---	------------------	--------------------------------	--	--

INVESTIGATOR - NAME & SIGNATURE Detective George Wilhelm II	DEPARTMENT NUMBER 4863	DEPARTMENT Miami-Dade Police	FHP <input type="checkbox"/> SO <input checked="" type="checkbox"/> PD <input type="checkbox"/> OTHER <input type="checkbox"/>
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0002/003

09/26/2008 18:47 FAX

PE10-031-Chrysler-005517

CONTINUING CAUSES - DRIVER / PEDESTRIAN	VEHICLE DEFECT	VEHICLE MOVEMENT	VEHICLE SPECIAL FUNCTIONS
01 No Inverse Clutch / Action 02 Careless Driving (Explain in Narrative) 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 Edge / Vehicle 15 Improper Passing 16 Drive Lick of Center 17 Exceeded Stated Speed Limit 18 Overtaking Traffic	01 No Defects 02 Def. Brakes 03 Worn / Smooth Tires 04 Defective / Improper Lights 05 Puncture / Blowout 06 Steering Mech. 07 Windshield Wipers 08 Equipment / Vehicle 77 All Other (Explain in Narrative)	01 Straight Ahead 02 Stopping / Stopped / Tracked 03 Merging Left Turn 04 Backing 05 Making Right Turn 06 Changing Lane 07 Entering / Leaving / Parking Space 08 Property Parked 09 Improperly Parked 10 Making U-Turn	1 None 2 Park 3 Police Pursuit 4 Recreational 5 Emergency Operation 6 Construction / Maintenance 7 Other
	POINT OF COLLISION 01 On Road 02 Not On Road 03 Shoulder 04 Median 05 Turn Lane WORK AREA 01 None 02 Heavy 03 Enticed	PEDESTRIAN ACTION 01 Crossing Not at Intersection 02 Crossing at Mid-Block Crosswalk 03 Crossing at Intersections 04 Walking Along Road With Traffic 05 Walking Along Road Against Traffic 06 Working on Vehicle in Road	SUBJECT OF CALLER INFORMATION 1 Not Applicable 2 Shipping Papers 3 Vehicle Side 4 Driver 5 Other

FIRST / SUBSEQUENT HARMFUL EVENT(S)	ADDITIONAL NARRATIVE
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/Pass) 07 Collision With MV in Transport (Backed into) 08 Collision With Parked Car 09 Collision With MV on 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 Curbside 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 Barricade Sign 24 Collision With Traffic Gels 25 Collision With Green Alternators 26 Collision With Road Object Above Road 27 MV Hit Other Road 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 36 Downhill Runaway 37 Cargo Load or Shift 38 Separation of Units 39 Median Crossover 77 All Other (Explain in Narrative)

Toxicology test revealed that driver of vehicle #2, tested positive for recent cocaine usage.

SEC #	PASS #	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE	ZIP CODE	DATE OF BIRTH	RACE	SEX	LOC	INJ	# EQUIP	EQ

Violator(s)	SECTION #	NAME OF VIOLATOR	FL. STATUTE NUMBER	CHARGE	CITATION NUMBER
	SECTION #	NAME OF VIOLATOR	FL. STATUTE NUMBER	CHARGE	CITATION NUMBER

**POLICE ACCIDENT REPORT
RELATING TO**

FARS CASE NO. 360417

New York State Department of Motor Vehicles
POLICE ACCIDENT REPORT
MV-104A (6/04)

Local Codes
SPPG00000313

AMENDED REPORT DMV COPY

1	Accident Date Month: 06, Day: 17, Year: 2008	Day of Week Tues	Military Time 03:29	No. of Vehicles 1	No. Injured 0	No. Killed 1	Not Investigated at Scene <input type="checkbox"/>	Left Scene <input type="checkbox"/>	Police Photos Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
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VEHICLE 1 VEHICLE 2 BICYCLIST PEDESTRIAN OTHER PEDESTRIAN

2	VEHICLE 1 - Driver License ID Number [REDACTED]	State of Lic. NY	VEHICLE 2 - Driver License ID Number [REDACTED]	State of Lic. [REDACTED]
---	--	---------------------	--	-----------------------------

2	Driver Name - exactly as printed on license [REDACTED]	Apt. No. [REDACTED]	City or Town KEESEVILLE	State NY	Zip Code [REDACTED]
---	---	------------------------	----------------------------	-------------	------------------------

3	Date of Birth [REDACTED]	Sex F	Unlicensed <input type="checkbox"/>	No. of Occupants 1	Public Property Damaged <input type="checkbox"/>
---	-----------------------------	----------	--	-----------------------	---

3	Name - exactly as printed on registration [REDACTED]	Sex M	Date of Birth [REDACTED]	State [REDACTED]	Zip Code [REDACTED]
---	---	----------	-----------------------------	---------------------	------------------------

4	City or Town KEESEVILLE	State NY	Zip Code [REDACTED]
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5	Plate Number CWL7091	State of Reg. NY	Vehicle Year & Make 2004 JEEP	Vehicle Type SUBN	Ins. Code 489
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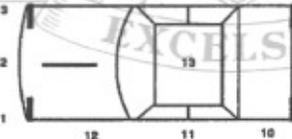
5	Ticket/Arrest Number(s) [REDACTED]	Violation Section(s) [REDACTED]
---	---------------------------------------	------------------------------------

6	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	VEHICLE 1 DAMAGE CODES Box 1 - Point of Impact: 1, 2 Box 2 - Most Damage: 7, 17 Enter up to three more Damage Codes: 3, 4, 5
---	--	---

7	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.	VEHICLE 2 DAMAGE CODES Box 1 - Point of Impact: 1, 2 Box 2 - Most Damage: [REDACTED] Enter up to three more Damage Codes: 3, 4, 5
---	--	--

7	Vehicle Towed: By ROCKS TOWING To ROCKS TOWING	Vehicle Towed: By [REDACTED] To [REDACTED]
---	--	--

VEHICLE DAMAGE CODING:
1-13. SEE DIAGRAM ON RIGHT.
14. UNDERCARRIAGE 17. DEMOLISHED
15. TRAILER 18. NO DAMAGE
16. OVERTURNED 19. OTHER



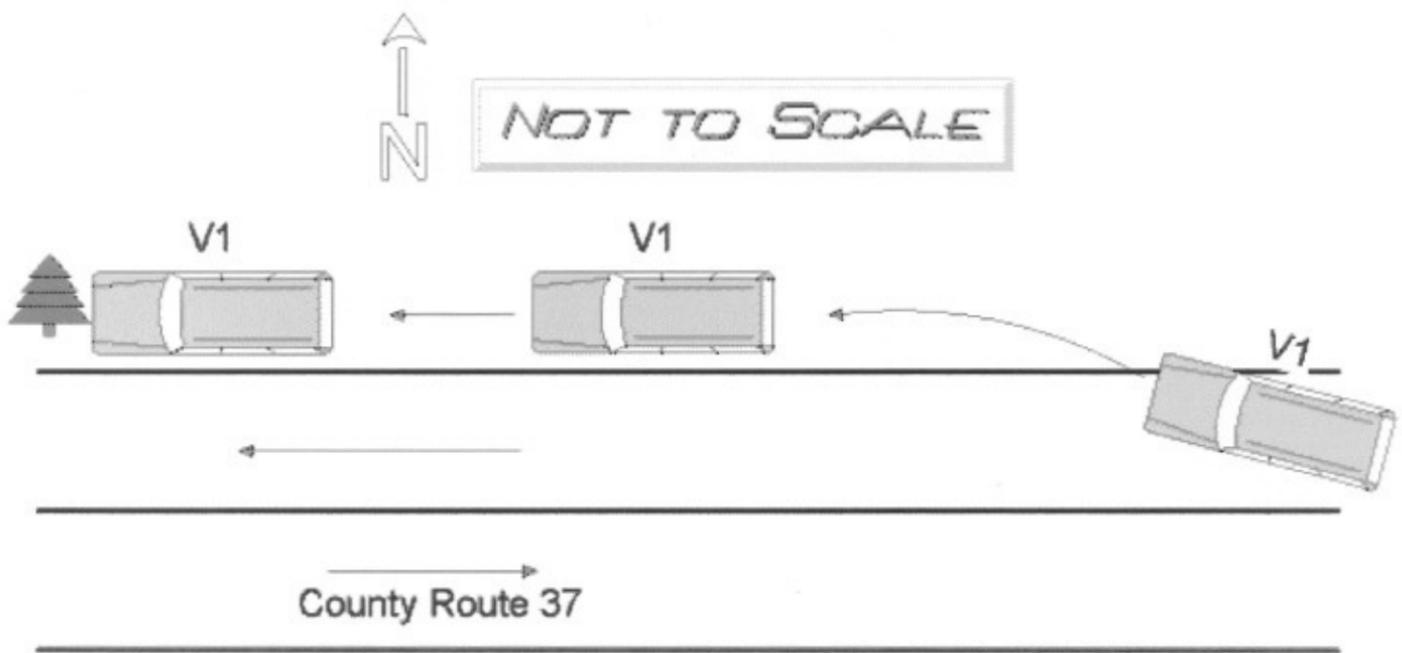
8	Reference Marker	Coordinates (if available) Latitude/Northing: 613197 Longitude/Easting: 4933779	Place Where Accident Occurred: County CLIN <input type="checkbox"/> City <input type="checkbox"/> Village <input type="checkbox"/> Town of CLINTON, TOWN OF Road on which accident occurred RIVER ROAD CR 37 at 1) intersecting street [REDACTED] or 2) 1 <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W of SR 22B Feet Miles (Milepost, Nearest intersecting Route Number or Street Name)
---	------------------	---	--

Accident Description/Officer's Notes
VI TRAVELING WEST BOUND ON COUNTY ROUTE 37 EXITED NORTH SIDE OF ROADWAY. VI CAME TO REST AGAINST TWO TREES AND BURST INTO FLAMES.

ALL INVOLVED	8	9	10	11	12	13	14	15	16	17	18	BY	TO	Names of all involved	Date of Death Only
A	01	1	X	1	52	F	12	8	1	9994	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	06/17/2008
B															
C															
D															
E															
F															

Officer's Rank and Signature TROO [Signature]	Badge/ID No. 368	NCIC No. 10901	Precinct/Post Troop/Zone B1	Station/Beat/Sector 11	Reviewing Officer Mesick, R A	Date/Time Reviewed 07/04/2008 19:50
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PE10-031-Chrysler-005520



**POLICE ACCIDENT REPORT
RELATING TO**

FARS CASE NO. 540269

**POLICE ACCIDENT REPORT
REGARDING**

FARS CASE NO. 540269

Crash report header section including Date of Crash (09/30/06), Time of Crash (1035 HRS), Location (Kanawha County, Hickory Road), and Highway Classification (City).

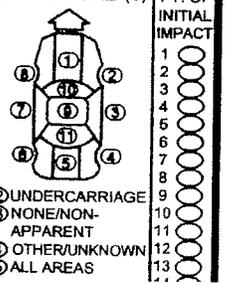
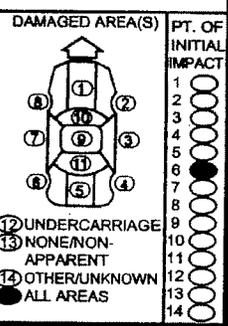
Driver information section for Driver 1, including Name, Address (Marmet, WV), License Number, and Driver Condition (Normal).

Vehicle information section for Driver 1, including Year (1998), Make (Jeep), Model (Grand Cherokee L), and Vehicle Identification Number (1J4GZ58S8WC).

Driver information section for Driver 2, including Name, Address, License Number, and Driver Condition (Normal).

Vehicle information section for Driver 2, including Year, Make, Model, and Vehicle Identification Number.

Vertical stamp: 09-100-2627



OTHER DAMAGE DAMAGED PROPERTY OTHER THAN VEHICLES (DESCRIBE AS COMPLETELY AS POSSIBLE) Telephone Pole

OWNER'S NAME Other (Please List) DOH City Verizon

ADDRESS _____ **CITY** _____ **STATE** _____ **ZIP** _____

ON PAVEMENT OR **FEET** _____

OF PAVEMENT EDGE N S E W

CODES

SEATING

1	2	3
4	5	6
7	8	9

B - Bicyclist
P - Pedestrian
E - Engineer (RR/Train)
M - Motorcycle, Snowmobile, etc.:
1 - Driver
4 - Passenger One
7 - Passenger Two

10 - Sleeper Section
11 - Other Enclosed Passenger Area/ Cargo Area
12 - Other Unenclosed Passenger Area/ Cargo Area
13 - Riding In/On Trailing Unit
14 - Riding On Vehicle Exterior
15 - Unknown
16 - Other (SEE NARRATIVE)

OCCUPANT PROTECTION

1 - None Installed
2 - None Used
3 - Lap Belt Only Used
4 - Shoulder Belt Only
5 - Lap and Shoulder Belt Used
6 - Child Safety Seat
7 - Helmet, Glasses/Shield
8 - Unknown

INJURY CLASSIFICATION

K - Killed
A - Bleeding Wound, Distorted Member, or Had to Be Carried from Scene.
B - Bruises, Abrasions, Swelling, Limping, Etc.
C - No Visible Injury But Complaint of Pain or Momentary Unconsciousness
O - Not Injured

FIRST AID BY

1 - None
2 - Police
3 - Emergency Medical Technician
4 - Doctor / Nurse
5 - Rescue Squad
6 - Helicopter Crew
7 - Paramedic
8 - Unknown

AIRBAG DEPLOYED

1 - Yes 2 - No 3 - Not equipped

EJECTED

1 - No 2 - Yes 3 - Partially 4 - Unknown

TRAPPED/EXTRICATED

1 - Not Trapped 2 - Trapped/Extricated 3 - Trapped/Not Extricated 4 - Unknown

MEDICALLY TRANSPORTED

VEH. NO.	SEAT. ING.	PROT.	AIR-BAG	EJEC-TED	TRAP-EXTRIC	IN-JURY	FIRST AID	MED TRAN
1	1	2	1	1	1	K	1	1

CRASH

VEHICLE FIRE OCCURRENCE

Veh. #: 1 No Fire Occurrence Fire Occurrence

HAZARDOUS CARGO

Veh. #: 1 No Yes Unknown

DRIVER

1 → **DRIVER**

PERSONS INVOLVED

NAME	M/F	AGE	ADDRESS

INJURED TAKEN TO: _____ **INJURED TAKEN BY:** _____

EMS/AMBS UNIT NUMBER _____ **EMS RUN FORM NUMBER** _____

PEDESTRIAN ACTION:

1 Crossing at Intersection 2 Crossing Not at Intersection 3 Walking on Pavement With Traffic 4 Walking on Pavement Facing Traffic 5 Standing on Pavement 6 Playing on Pavement 7 Working on Pavement 8 Other on Pavement 9 Not on Pavement

WITNESSES

NAME OF WITNESS _____ **ADDRESS** _____ **CITY** _____ **STATE** _____ **ZIP** _____

ENVIRONMENT

LIGHT

1 Daylight
2 Dark
3 Dark, Artificial Lights
4 Dusk
5 Dawn

WEATHER

1 Clear
2 Cloudy
3 Raining
4 Fog/Smog
5 Snowing
6 Snowing
7 Hailing
8 Crosswinds

ROADWAY SURFACE

1 Dry
2 Wet
3 Snow
4 Ice
5 Muddy
6 Haz. Mat
7 Other

ROADWAY CHARS.

1 Straight and Level
2 Straight and Grade
3 Straight at Hillcrest
4 Curve and Level
5 Curve and Grade
6 Curve at Hillcrest
7 Straight and Rolling
8 Sag Curve

ROAD TYPE

1 Blacktop
2 Concrete
3 Brick
4 Gravel
5 Dirt
6 Other:

TRAFFIC CONTROL

1 Stop Sign
2 Traffic Signal
3 Yield Sign
4 Officer, Flagman
5 RR Gates, Signals
6 Construction Zone
7 School Zone
8 None
9 Other

VISION OBSCURED BY

1 Not Obscured
2 Rain, Snow, Ice
3 Trees, Bushes
4 Building(s)
5 Embankment
6 Signboard
7 Hillcrest
8 Parked Vehicle(s)
9 Moving Vehicle(s)
10 Blinding Headlights
11 Blinding Sunlight
12 Other
13 Unknown

CRASH TYPE

1 Rear End
2 Head On
3 Same Direction Sideswipe
4 Opp. Direction Sideswipe
5 Rear-to-Rear
6 Single Vehicle Crash
7 Other

VEH. SEQUENCE OF EVENTS (Use Codes at Right)

VEH. #: 1 0 1 0 4 3 3 0 8

MOST HARMFUL EVENT

VEH. #: 1 0 8

NON-COLLISION

01 - Loss of Control
02 - Cross centerline/median
03 - Ran off Roadway-left
04 - Ran off Roadway-right
05 - Re-enter Roadway
06 - Overtum
07 - Separation of Units
08 - Fire/explosion
09 - Immersion
10 - Jackknife
11 - Downhill Runaway
12 - Cargo loss/shift
13 - Individual fell from veh.
14 - Stopped in traffic lane
15 - Other noncollision

HAD A COLLISION WITH

16 - Moving motor vehicle
17 - Pedestrian
18 - Bicyclist
19 - Motor veh. in transport
20 - Parked motor vehicle
21 - Railroad/Train
22 - Animal
23 - Other non-fixed object
24 - Bridge/pier/abutment
25 - Bridge parapet end
26 - Bridge rail
27 - Guardrail face
28 - Guardrail end
29 - Median barrier
30 - Highway traffic sign post
31 - highway sign post
32 - Luminaire/light support
33 - Utility pole
34 - Other pole
35 - Culvert
36 - Curb
37 - Ditch
38 - Embankment
39 - Fence
40 - Mailbox
41 - Tree
42 - RR crossing signal
43 - Building
44 - Traffic island
45 - Fire hydrant
46 - Impact attenuator
47 - Other fixed object

COMMERCIAL CARRIER

SCREENING INFORMATION:

NUMBER OF QUALIFYING VEHICLES INVOLVED: _____

Trucks with 6 or more tires or a Haz Mat Placard _____

Buses designed to carry 16 or more persons _____

NUMBER OF:

Persons Sustaining fatal injuries _____

Persons transported for IMMEDIATE medical treatment _____

Vehicles towed from the scene due to damage or provided assistance _____

VEHICLE NUMBER _____

CARRIER INFORMATION SOURCE:

1 Shipping Papers 2 Vehicle Side 3 Log Book 4 Driver 5 Other

VEHICLE CONFIGURATION

1 Any 4-tire vehicle
2 Bus
3 Single unit truck (2 axles/6 or more tires)
4 Single unit truck (3 or more axles)
5 Truck with trailer
6 Truck tractor only (Bobtail)
7 Tractor with semi-trailer
8 Tractor with double trailer
9 Tractor with triple trailers
10 Other - Unable to classify

CDL TYPE

A H
 B N
 C P
 None T
 X

CDL RESTRICTIONS

K N
 L None
 M

CARGO BODY TYPE

1 Bus
2 Van/enclosed box
3 Cargo tank
4 Flatbed
5 Dump
6 Concrete Mixer
7 Auto Transport
8 Garbage or Refuse
9 Other (List Below)

HAZARDOUS MATERIAL

PLACARD: Yes No **SPILL:** Yes No

Name or 4 Digit Number from Diamond or Box: _____

1 Digit Number from Bottom: _____

ASSISTING OFFICER: Cpl. J. Garten

NAME OF INVESTIGATING OFFICER (Please Print) Sgt. W. Winkler

NUMBER 1400/41

NAME OF POLICE AGENCY Charleston Police Department

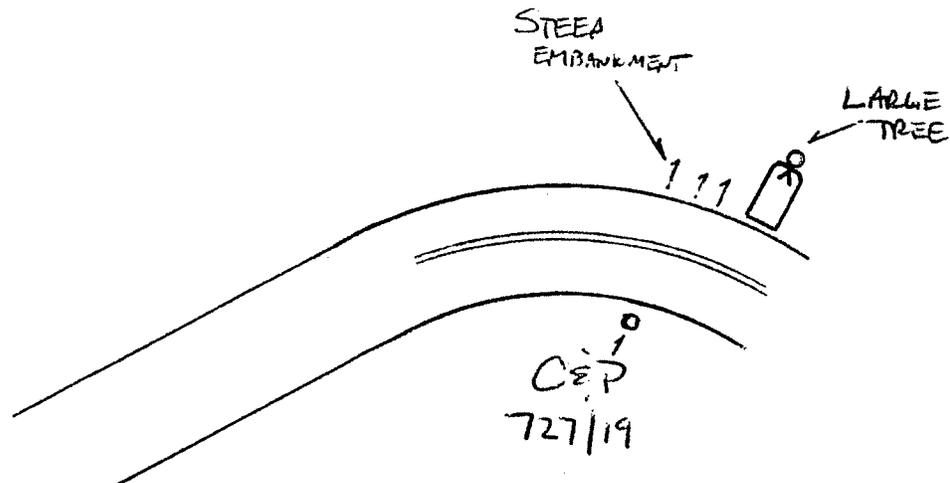
O.R.I. NUMBER WV0200200

The data in this report reflects my best judgement and knowledge.

INVESTIGATING OFFICER'S SIGNATURE: _____

DATE OF COMPLETION 1 0 0 2 0 6

COLLISION DIAGRAM



WSW 1400/41

ZOO BLK.
HICKORY RD

* NOT TO SCALE

DESCRIBE WHAT HAPPENED (Refer to Vehicles by Number)

NARRATIVE

Ms [redacted] was traveling east on Hickory Road when she apparently lost control of her Jeep Cherokee on wet pavement. As she slid out of control she left the right roadway edge and struck "C&P" pole 727/19. After striking the pole the Jeep rotated clockwise and traveled back across Hickory Road over an embankment. The vehicle came to rest against a large poplar tree below the roadway. Upon impact with the pole, the pole broke off and collapsed onto the hood. This damage ruptured/broke the fuel supply line to the throttle body. The vehicle ignited into flames and burned totalling the vehicle.

This officer spoke with Dorsey Insurance (Charleston) on 2 October 2006. The receptionist said that the Insurance policy was cancelled on 17 June 2006 because of non-payment.

A scaled drawing of the crash scene is forthcoming.

Jeep Grand Cherokee

Analyses of State Databases for
Crashes Accompanied by Fire

Databases Reviewed

- Illinois State Crash Database
 - Crashes from 2000-2008
 - Fire reported at the vehicle level
 - Analyses: Percent of tow-away rear collisions coded as fire
- Florida State Crash Database
 - Crashes from 2002-2008
 - From 2002-2008, fire coded at the vehicle level. These years were used in the analyses.
 - Police reports for individual records can be ordered
 - Analyses: Percent of tow-away rear collisions coded as fire
- North Carolina State Crash Database
 - Crashes from 2000-2008
 - Fire reported at the vehicle level
 - Most crash records contain police narratives with descriptions of the crashes
 - Analyses: Percent of tow-away rear collisions coded as fire

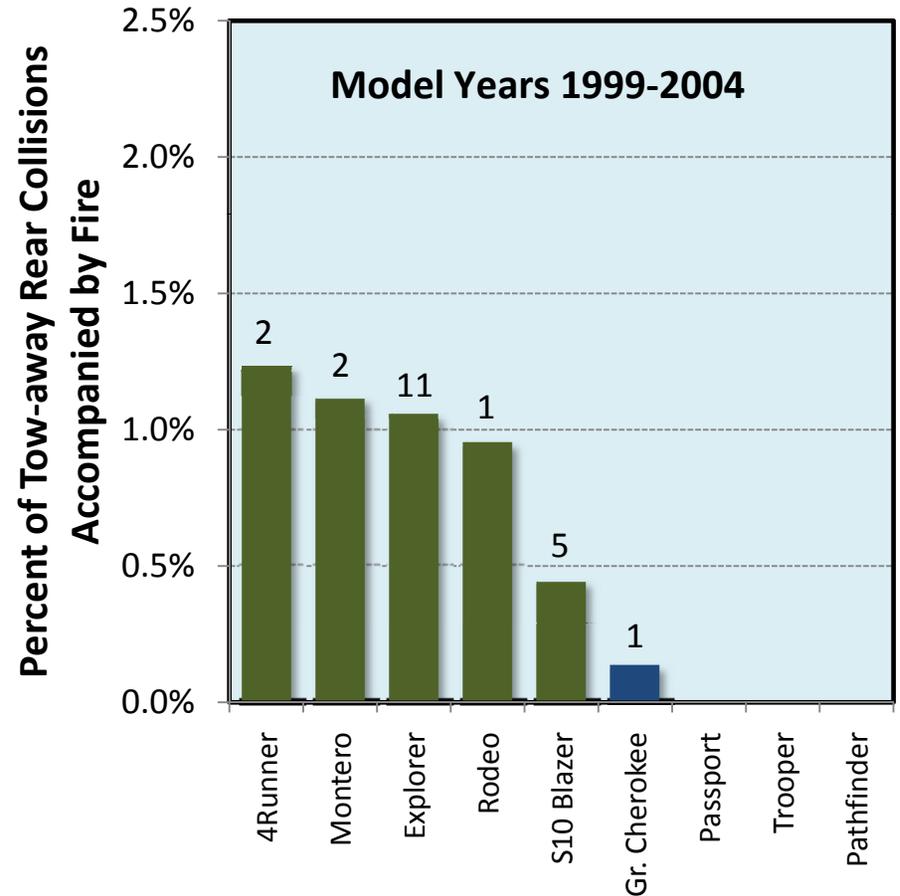
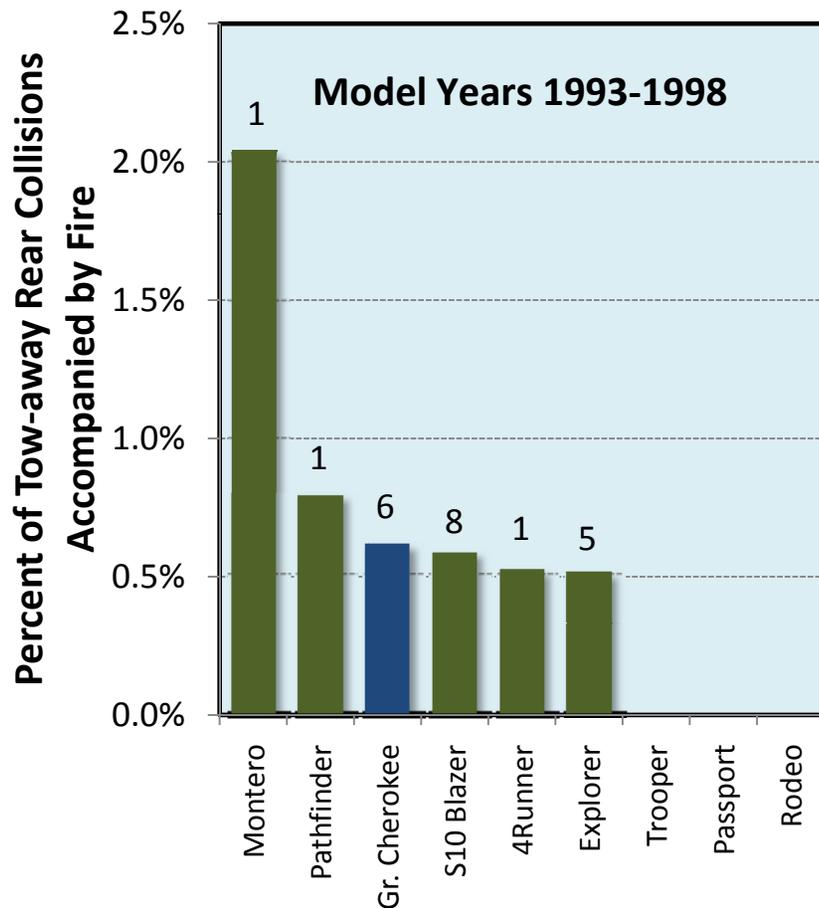
Peer Vehicles Used in the Analyses

- Model years were grouped
 - 1993-1998, corresponding to the ZJ platform
 - 1999-2004, corresponding to the WJ platform
- Jeep Grand Cherokee
- Ford Explorer
 - Ford Explorer
 - Mercury Mountaineer
 - Mazda Navajo
- Honda Passport
- Isuzu Rodeo
- Isuzu Trooper
- Mitsubishi Montero and Montero Sport
- Nissan Pathfinder
- GMC: S10 Blazer
 - Chevrolet S10 and T10 Blazer
 - GMC S10 and T10 Jimmy
 - Chevrolet Trailblazer
 - GMC Envoy
 - Oldsmobile Bravada
- Toyota 4Runner

Note: Not all models of SUVs were made in all model years used in the analyses

Illinois State Data

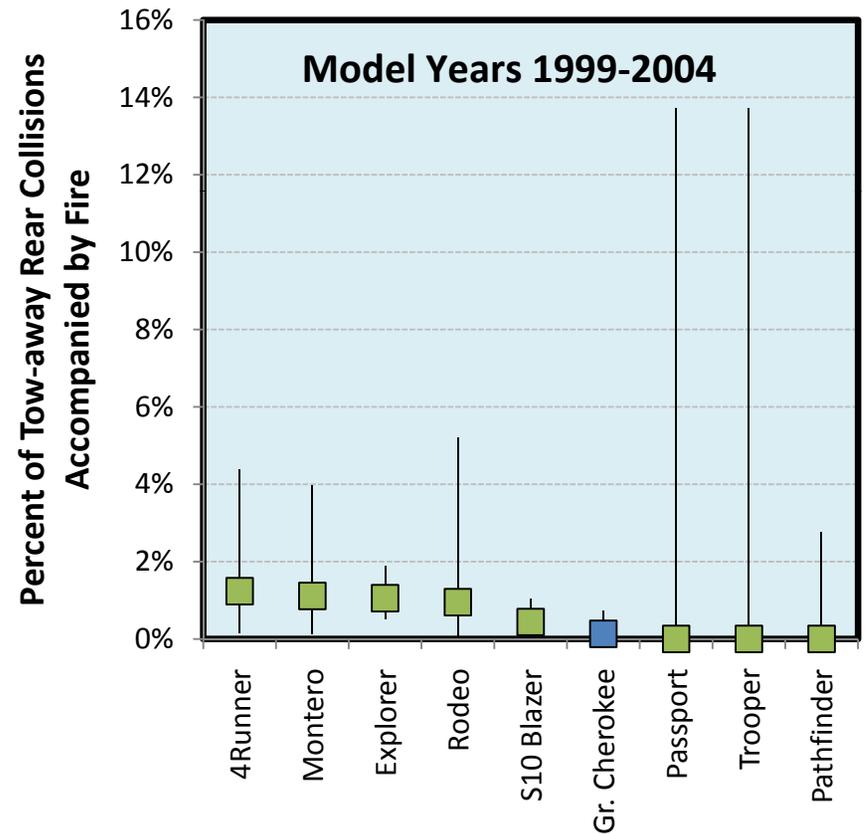
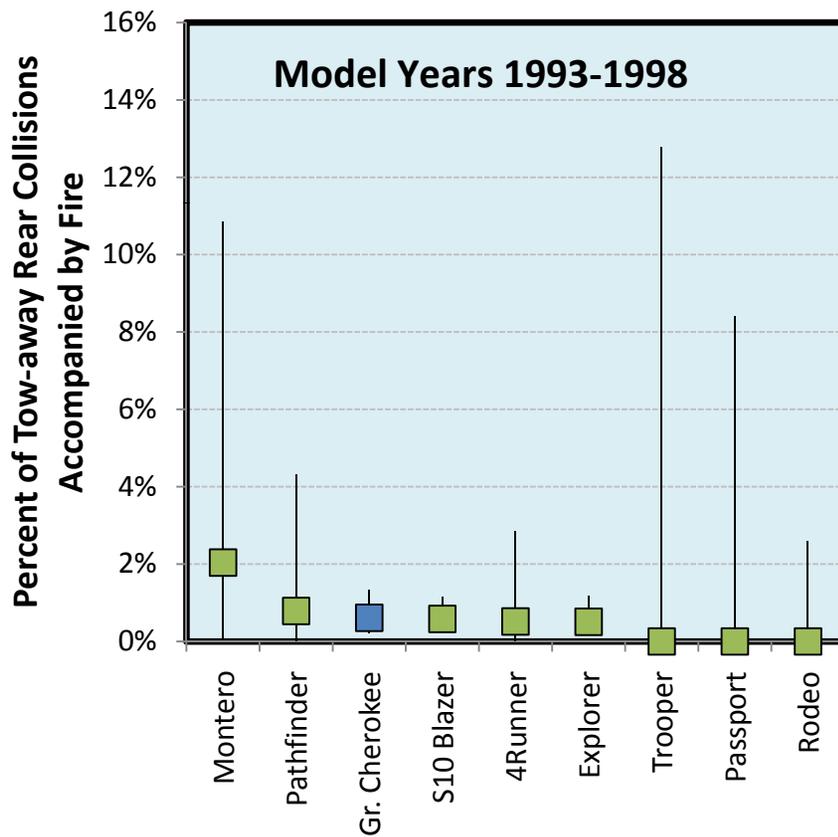
Percentage of Tow-away Rear Collisions that were Accompanied by Fire



Illinois State data from 2000-2008. Includes crashes where initial impact to SUV was to the rear, and SUV required towing post-collision. Explorer includes Mountaineer and Navajo. Montero includes Montero Sport. S10 Blazer includes T10 Blazer, Trailblazer, Jimmy, Envoy and Bravada. Numbers above bars are counts of fire-involved rear collisions.

Illinois State Data

Percentage of Tow-away Rear Collisions that were Accompanied by Fire



Illinois State data from 2000-2008. Includes crashes where initial impact to SUV was to the rear, and SUV required towing post-collision. Explorer includes Mountaineer and Navajo. Montero includes Montero Sport. S10 Blazer includes T10 Blazer, Trailblazer, Jimmy, Envoy and Bravada. Squares are the calculated rates, and the lines are the 95% confidence intervals about those rates.

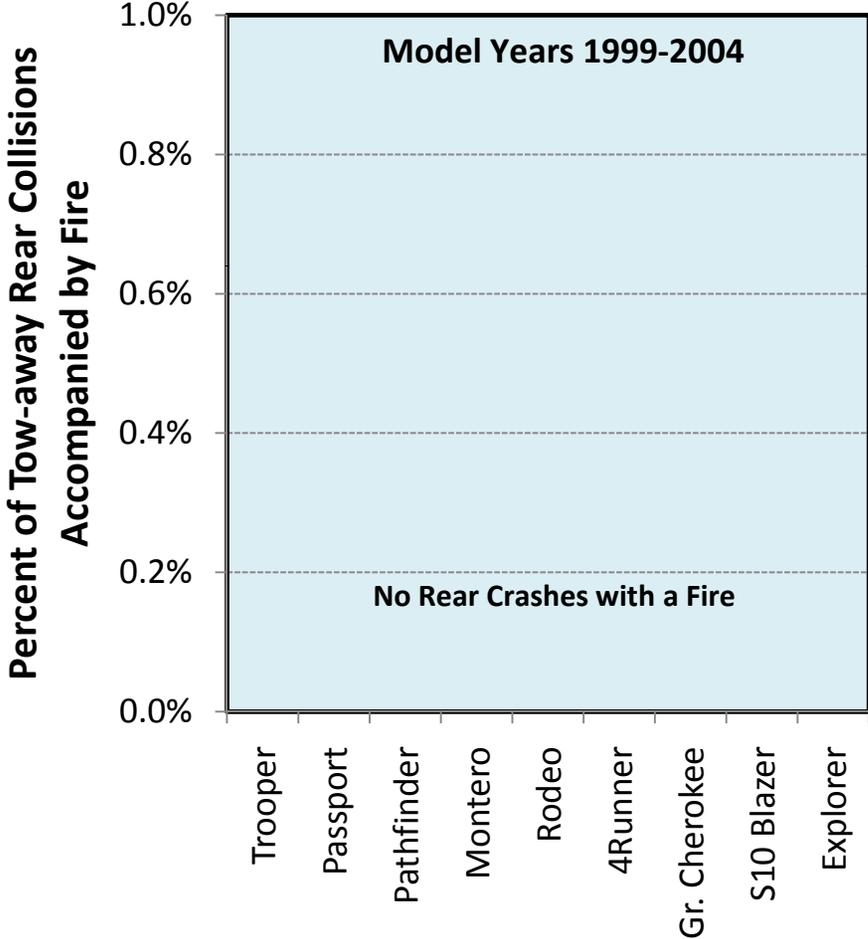
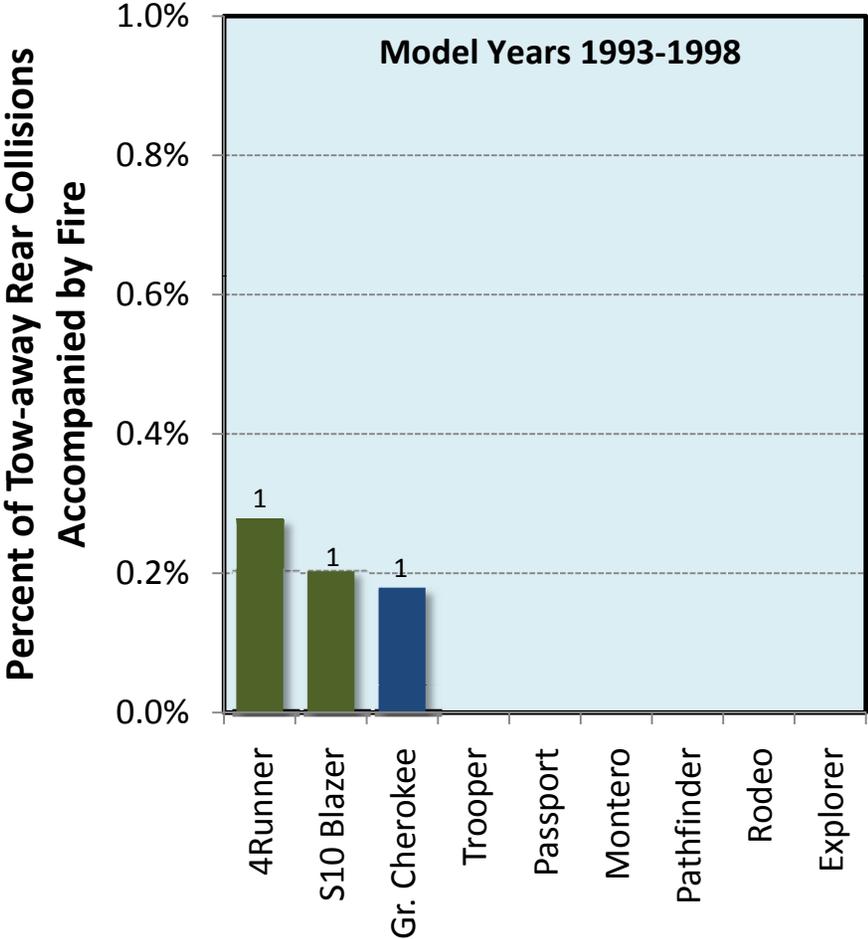
Florida State Data

Notes

- Before 2002, Florida reported fire at the accident level, not vehicle level, so it was unknown which vehicle in a collision sustained fire
- Starting in 2002, Florida reported fire at the vehicle level, so the vehicle sustaining fire was known
- Florida Traffic Crash Reports for crashes that have occurred since 2002 are attainable by the public with proper accident identification
 - A sample of traffic crash reports for Florida crashes involving Jeep Grand Cherokees was obtained and the police narratives were read.
 - Crashes were selected using the following criteria applied to data from the Florida State accident databases (a total of 33 police accident reports were obtained):
 - Maximum injury severity for an occupant was coded as fatal or incapacitating injury (2 fatal, 31 incapacitating injury crashes)
 - Grand Cherokee was impacted in the rear
 - Multiple vehicle crash, where the Grand Cherokee was not parked
 - Grand Cherokee was towed from the scene
 - 32 of the 33 crash reports had no mention of fire or fuel leakage in either the narrative or the coding
 - One crash report (#72772419) had a narrative that mentioned a post-collision fire in the Jeep, but fire was not coded in either the crash report or the Florida State database.
 - This fatal crash was coded as fire, however, in FARS.
 - This crash was added to the counts of fire-involved Jeep crashes

Florida State Data

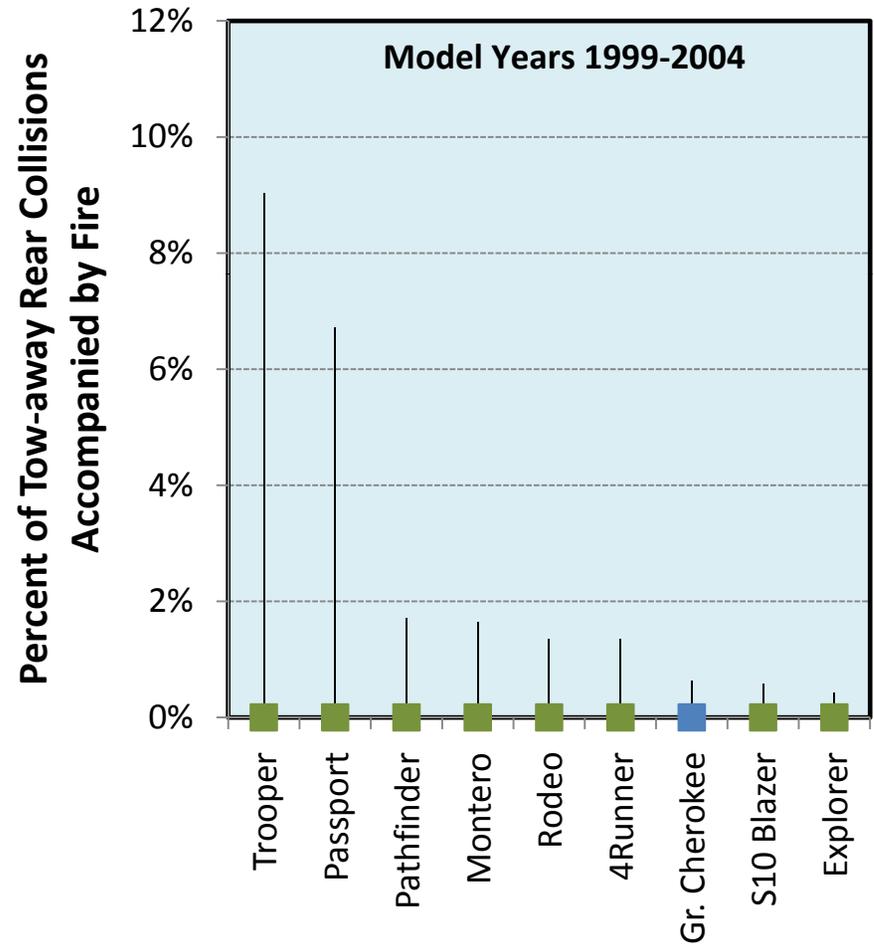
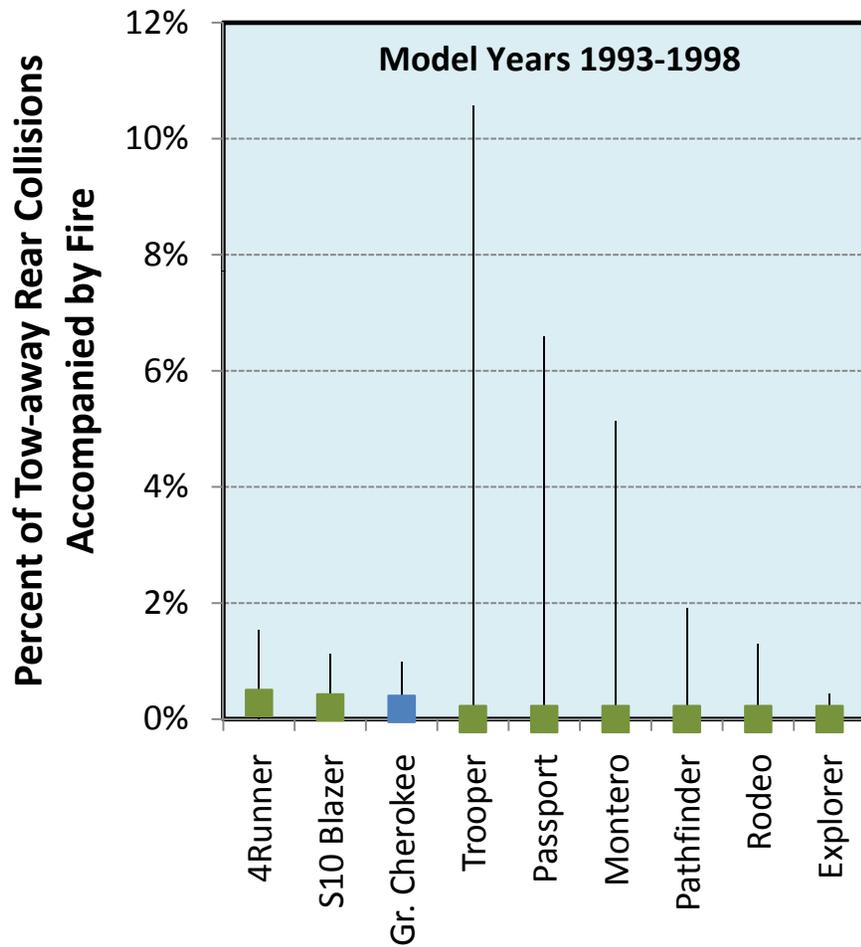
Percentage of Tow-away Rear Collisions that were Accompanied by Fire



Florida State data from 2002-2008. Includes crashes where initial impact to SUV was to the rear, and SUV required towing post-collision. Explorer includes Mountaineer and Navajo. Montero includes Montero Sport. S10 Blazer includes T10 Blazer, Trailblazer, Jimmy, Envoy and Bravada. Numbers above bars are counts of fire-involved rear collisions.

Florida State Data

Percentage of Tow-away Rear Collisions that were Accompanied by Fire



Florida State data from 2002-2008. Includes crashes where initial impact to SUV was to the rear, and SUV required towing post-collision. Explorer includes Mountaineer and Navajo. Montero includes Montero Sport. S10 Blazer includes T10 Blazer, Trailblazer, Jimmy, Envoy and Bravada. Squares are the calculated rates, and the lines are the 95% confidence intervals about those rates.

North Carolina Crash Data

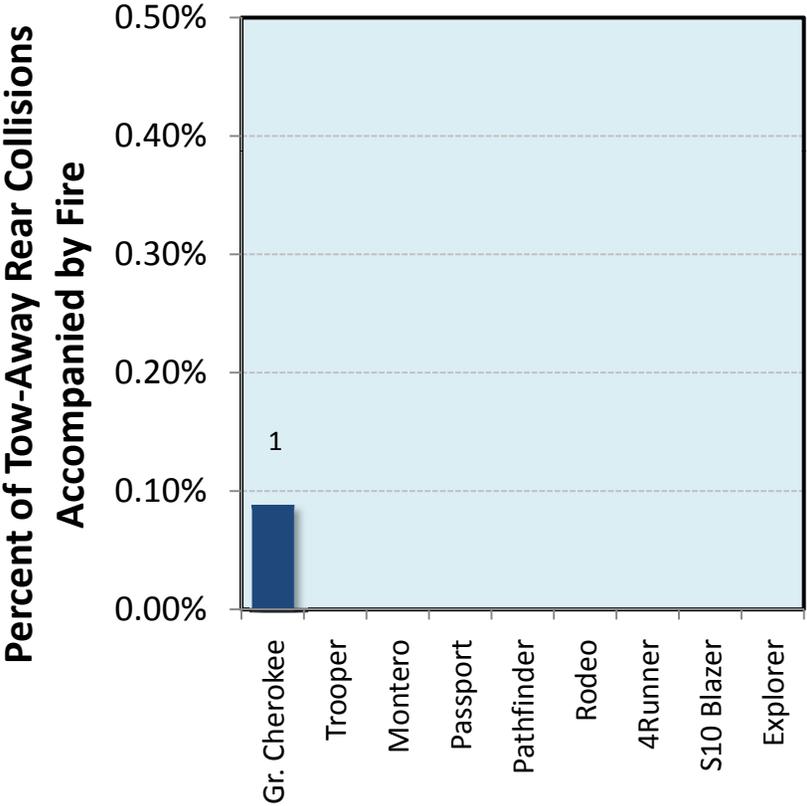
Notes

- North Carolina accident data is available for crashes occurring in calendar years through 2008
- North Carolina data also has police narratives coded for most crashes
- Fire is coded at the vehicle level for all years.
 - For crashes in calendar years before 2000, the fire code is unreliable
 - Review of narratives indicated most crashes unrelated to fire
 - No correlation of fire outcome with TAD coding
 - Review of the coding form found that the “box” for coding fire was very close to more commonly coded boxes (such as whether vehicle was drivable)
 - Fire data for crashes 2000 calendar year or later were used for this analysis
 - Coding form changed, resulting in a steep drop in counts of fire-involved crashes
 - Narratives reviewed to ensure that fire outcome was reasonable given the narrative and other data available
- North Carolina codes whether the vehicle was driven away
 - This field was used to assess whether the vehicle was towed away after the crash
 - Vehicles involved in a post-collision fire are unlikely to be driven away.

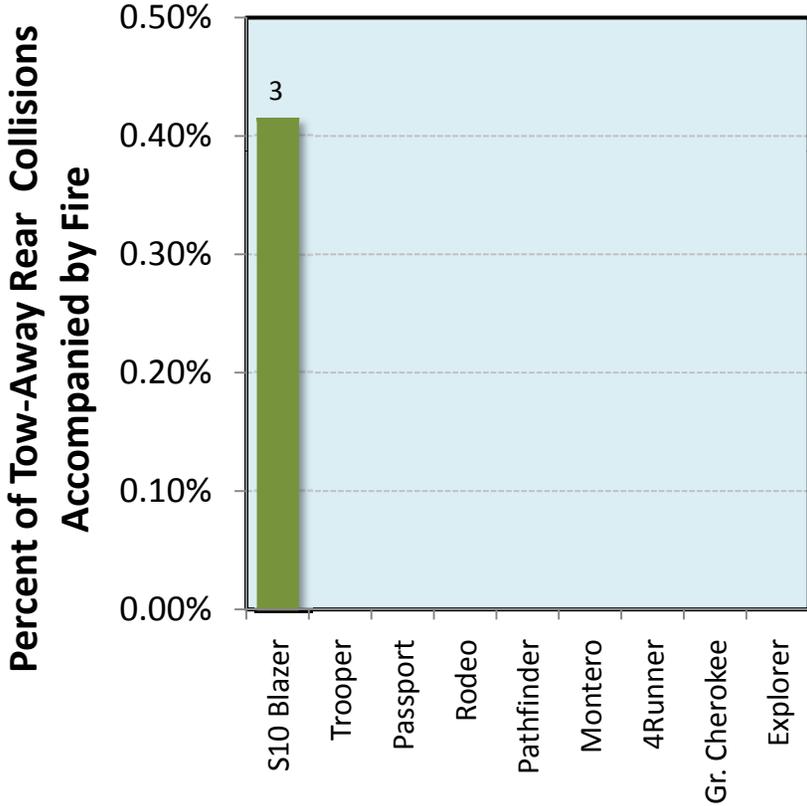
North Carolina Data Analyses

Percentage of Tow-away Rear Collisions that were Accompanied by Fire

Model Years 1993-1998



Model Years 1999-2004

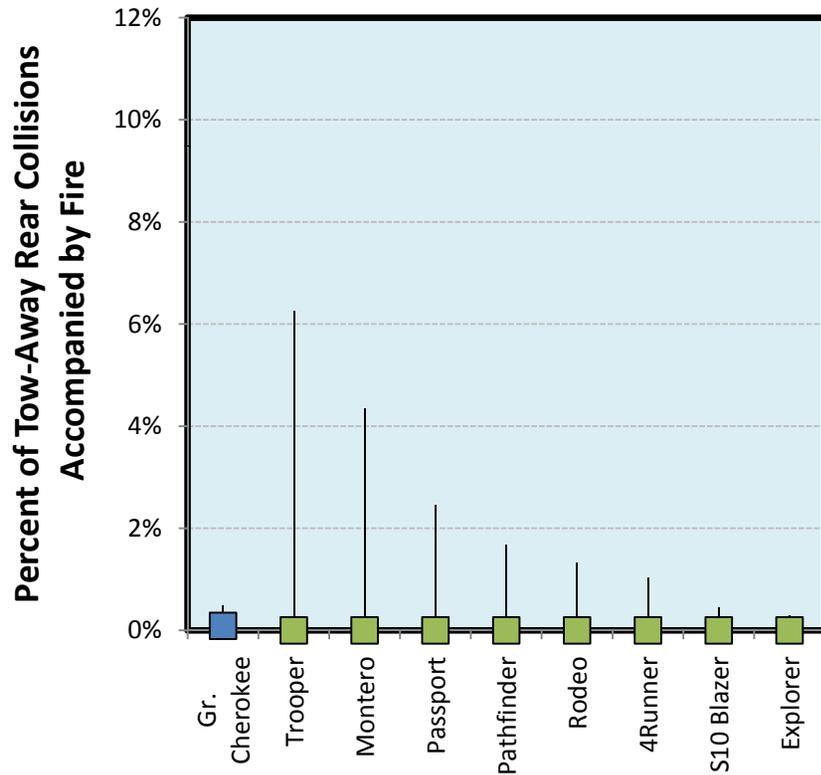


North Carolina State data from 2000-2008. Includes crashes where at least one impact to the SUV was to the rear and the vehicle was not driven away. Explorer includes Mountaineer and Navajo. Montero includes Montero Sport. S10 Blazer includes T10 Blazer, Trailblazer, Jimmy, Envoy and Bravada. Numbers above bars are counts of fire-involved rear collisions.

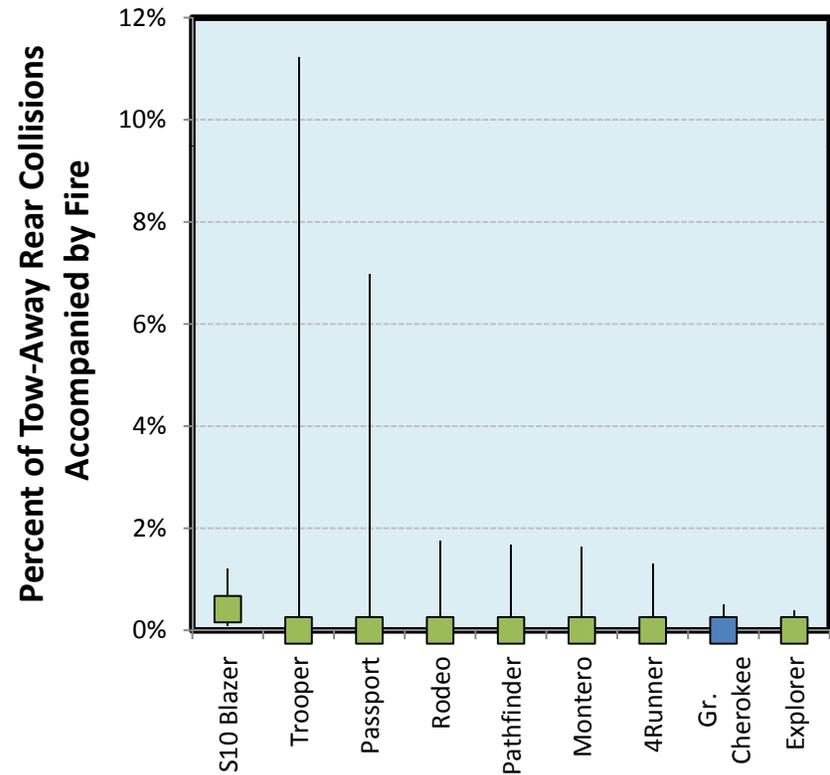
North Carolina Data Analyses

Percentage of Tow-away Rear Collisions that were Accompanied by Fire

Model Years 1993-1998



Model Years 1999-2004



North Carolina State data from 2000-2008. Includes crashes where at least one impact to the SUV was to the rear and the vehicle was not driven away. Explorer includes Mountaineer and Navajo. Montero includes Montero Sport. S10 Blazer includes T10 Blazer, Trailblazer, Jimmy, Envoy and Bravada. Squares are the calculated rates, and the lines are the 95% confidence intervals about those rates.

FLORIDA

Crash Years 2002-2008

Myrs	Models	Fires	Crashes	Rate	95% Confidence Intervals	
					Lower Bound	Upper Bound
1993-1998	4Runner	1	360	0.28%	0.01%	1.54%
1993-1998	S10 Blazer	1	498	0.20%	0.01%	1.11%
1993-1998	Grand Cherokee	1	568	0.18%	0.00%	0.98%
1993-1998	Trooper	0	33	0.00%	0.00%	10.58%
1993-1998	Passport	0	54	0.00%	0.00%	6.60%
1993-1998	Montero	0	70	0.00%	0.00%	5.13%
1993-1998	Pathfinder	0	191	0.00%	0.00%	1.91%
1993-1998	Rodeo	0	283	0.00%	0.00%	1.30%
1993-1998	Explorer	0	832	0.00%	0.00%	0.44%
1999-2004	Trooper	0	39	0.00%	0.00%	9.03%
1999-2004	Passport	0	53	0.00%	0.00%	6.72%
1999-2004	Pathfinder	0	214	0.00%	0.00%	1.71%
1999-2004	Montero	0	223	0.00%	0.00%	1.64%
1999-2004	4Runner	0	273	0.00%	0.00%	1.34%
1999-2004	Rodeo	0	273	0.00%	0.00%	1.34%
1999-2004	Grand Cherokee	0	581	0.00%	0.00%	0.63%
1999-2004	S10 Blazer	0	644	0.00%	0.00%	0.57%
1999-2004	Explorer	0	855	0.00%	0.00%	0.43%

NORTH CAROLINA

Crash Years 2000-2008

Myrs	Models	Fires	Crashes	Rate	95% Confidence Intervals	
					Lower Bound	Upper Bound
1993-1998	Grand Cherokee	1	1134	0.09%	0.00%	0.49%
1993-1998	Trooper	0	57	0.00%	0.00%	6.27%
1993-1998	Montero	0	83	0.00%	0.00%	4.35%
1993-1998	Passport	0	149	0.00%	0.00%	2.45%
1993-1998	Pathfinder	0	219	0.00%	0.00%	1.67%
1993-1998	Rodeo	0	275	0.00%	0.00%	1.33%
1993-1998	4Runner	0	353	0.00%	0.00%	1.04%
1993-1998	S10 Blazer	0	838	0.00%	0.00%	0.44%
1993-1998	Explorer	0	1258	0.00%	0.00%	0.29%
1999-2004	S10 Blazer	3	722	0.42%	0.09%	1.21%
1999-2004	Trooper	0	31	0.00%	0.00%	11.22%
1999-2004	Passport	0	51	0.00%	0.00%	6.98%
1999-2004	Rodeo	0	210	0.00%	0.00%	1.74%
1999-2004	Pathfinder	0	218	0.00%	0.00%	1.68%
1999-2004	Montero	0	225	0.00%	0.00%	1.63%
1999-2004	4Runner	0	283	0.00%	0.00%	1.30%
1999-2004	Grand Cherokee	0	722	0.00%	0.00%	0.51%
1999-2004	Explorer	0	957	0.00%	0.00%	0.38%

ILLINOIS

Crash Years 2000-2008

Myrs	Models	Fires	Crashes	Rate	95% Confidence Intervals	
					Lower Bound	Upper Bound
1993-1998	Montero	1	49	2.04%	0.05%	10.85%
1993-1998	Pathfinder	1	127	0.79%	0.02%	4.31%
1993-1998	Gr. Cherokee	6	983	0.61%	0.22%	1.32%
1993-1998	S10 Blazer	8	1376	0.58%	0.25%	1.14%
1993-1998	4Runner	1	193	0.52%	0.01%	2.85%
1993-1998	Explorer	5	981	0.51%	0.17%	1.19%
1993-1998	Trooper	0	27	0.00%	0.00%	12.77%
1993-1998	Passport	0	42	0.00%	0.00%	8.41%
1993-1998	Rodeo	0	140	0.00%	0.00%	2.60%
1999-2004	4Runner	2	162	1.23%	0.15%	4.39%
1999-2004	Montero	2	180	1.11%	0.13%	3.96%
1999-2004	Explorer	11	1044	1.05%	0.53%	1.88%
1999-2004	Rodeo	1	105	0.95%	0.02%	5.19%
1999-2004	S10 Blazer	5	1138	0.44%	0.14%	1.02%
1999-2004	Gr. Cherokee	1	764	0.13%	0.00%	0.73%
1999-2004	Passport	0	25	0.00%	0.00%	13.72%
1999-2004	Trooper	0	25	0.00%	0.00%	13.72%
1999-2004	Pathfinder	0	132	0.00%	0.00%	2.76%



PE10-031

Chrysler

10-15-2010

Enclosure 6H

A10 573 Defect

Information Report

DAIMLERCHRYSLER

RECEIVED
BY MS 1-10-02

2002 JAN 31 10:11 AM

January 4, 2002

Mr. Kenneth N. Weinstein
Associate Administrator, Safety Assurance
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

DaimlerChrysler Corporation

Matthew C. Reynolds

Director
Vehicle Compliance & Safety Affairs

02V-032 ① of ⑨

Dear Mr. Weinstein:

Attached is DaimlerChrysler Corporation's Noncompliance Information Report, complying with the requirements of 49 CFR Part 573, Defect and Noncompliance Reports, which contains details of a recall regarding some 2002 model year Jeep Grand Cherokee vehicles. Based on the results of recent 2003 MY rear impact development testing, DaimlerChrysler has determined that the vehicles do not comply with section S5 of FMVSS 301. The onboard refueling vapor recovery (ORVR) control valve may become detached during an FMVSS 301 rear impact test. This can allow fuel leakage beyond the amount specified in section S5.6 of FMVSS 301 during the rollover segment of the test.

DaimlerChrysler Corporation is notifying dealers of the Stop Sale Order, as of today, via the attached documentation.

DaimlerChrysler Corporation will formalize the balance of the recall requirements to dealers and owners in the future. Copies will be provided to the NHTSA when available.

Sincerely,



Matthew C Reynolds

Enclosures: Noncompliance Information Report for Recall # A10
Safety Recall #A10 – Fuel Tank Brush Guard - STOP SALE ORDER

cc: M. Jacobs, Director OVSC, NHTSA
Division of Occupational Safety & Health
California Department of Industrial Relations

DaimlerChrysler Corporation
800 Chrysler Drive CIMS 482-00-91
Auburn Hills MI USA 48326-2757
Phone 248.512.4188
Fax 248.576.7321

NONCOMPLIANCE INFORMATION REPORT FOR DAIMLERCHRYSLER RECALL #A10

Page 1

Submission date: January 4, 2002

02V-032 ② of ⑨

Identifying classification of vehicles potentially affected:

<u>Make</u>	<u>Model</u>	<u>Model Year</u>	<u>Inclusive Dates of Manufacture</u>	<u>US Market Volume</u>	<u>Other</u>
Jeep	Grand Cherokee	2002	07/2001 through 12/13/2001	71,677	Brush Guard Equipped Only

The involved Vehicle Identification Number range is:

<u>Low</u>	<u>High</u>
2C100002	2C206170

(VIN last eight characters) - 2 = 2002 Model Year; C = Jefferson North Assembly Plant, Detroit, Michigan; and the last six digits = sequential number.

We caution that the above range represents only the lowest and highest VIN sequential numbers included in the recall. This range cannot be used to determine conclusively that a vehicle is involved in the recall because most vehicles with a VIN within the range are not affected by the recall.

Estimated percentage containing noncompliance: Unknown

Description of noncompliance:

The onboard refueling vapor recovery (ORVR) control valve may become detached during an FMVSS 301 rear impact test. This can allow fuel leakage beyond the amount specified in section S5.6 of FMVSS 301 during the rollover segment of the test.

The following chronology of principal events occurred between early November 2001 and late December 2001 and led to the determination of the noncompliance:

- During a 2003 MY development test on a structurally modified vehicle, a fuel leak was discovered upon rollover of the vehicle per the standard. The leak exceeded the allowable fuel leakage specified in section S5.6 of FMVSS 301.
- DaimlerChrysler undertook an investigation, which included a tear down of the vehicle and an analysis of the effects of the structural modifications to the vehicle.

NONCOMPLIANCE INFORMATION REPORT FOR DAIMLERCHRYSLER RECALL #A10

Page 2

- Tear down of the vehicle revealed that the control valve body had become detached from the tank.
 - 2002 Grand Cherokee vehicles are equipped with On-Board Refueling Vapor Recovery (ORVR). The system is equipped with a control valve that is designed to allow vapors to exit the tank during vehicle refueling and normal vehicle operation. As the tank pressure increases during fuel fill, the valve is designed to close, causing fuel to back up the fill tube resulting in nozzle shut off.
 - Separation of the control valve body during the test allowed fuel to enter the vapor recovery canister and subsequently leak during the roll over segment of the procedure. The effect of the structural modification on the test result was inconclusive at this point.
- The company conducted a study to determine if there was any manufacturing or assembly variability that may have contributed to separation of the control valve from the tank assembly. The study found no evidence suggesting any issues with the tank assembly or the control valve itself.
- It was established that development and validation testing of the ORVR system had been conducted in a vehicle configuration containing a fuel tank skid plate.
- The skid plate, which encompasses the tank assembly, is an upgrade from the standard equipment brush guard. While identical in coverage area, the skid plate is 3mm thick and the brush guard is 1mm thick.
- To confirm that design and process variation in the vehicle was not a contributor to the control valve separation, a production vehicle equipped with a skid plate and identical to the original compliance test property was tested for compliance to FMVSS 301. No fuel leakage resulted.
- Based on the results of the structurally modified 2003 MY development test and the lack of specific test data for a brush guard equipped vehicle, a production level brush guard equipped vehicle was tested for compliance to FMVSS 301.
- Upon post-test roll over per the standard, the production level brush guard equipped vehicle leaked fuel through the vapor canister, exceeding the requirements of FMVSS 301 section S5.6.
- The assembly plant immediately stopped shipment of all brush guard equipped vehicles.
- DaimlerChrysler is unaware of any injuries or reports of fuel leakage attributed to this condition.
- This data was presented to the Vehicle Regulations Committee who decided to conduct a safety recall to correct this noncompliance.

Statement of measures to be taken to correct noncompliance:

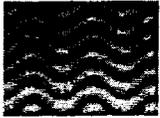
DaimlerChrysler Corporation will instruct dealers to stop sale of the affected vehicles today, January 4, 2002 per the attached electronic mail. As an interim repair, dealers will be

NONCOMPLIANCE INFORMATION REPORT FOR DAIMLERCHRYSLER RECALL #A10

Page 3

instructed to replace the brush guard with an available skid plate on unsold vehicles in inventory. However, skid plate availability is very limited and we are currently developing a reinforcement bracket to potentially repair these vehicles. Sold vehicles subject to this campaign will either receive a skid plate or a reinforcement bracket that ensures compliance to the standard. DaimlerChrysler Corporation expects to implement parts distribution and national notification to both dealers and owners when a sufficient quantity of parts becomes available. DaimlerChrysler Corporation's scheduling information for implementing this recall is not available at this time.

DaimlerChrysler Corporation has a longstanding policy and practice of reimbursing owners who have incurred the cost of repairing a problem that subsequently becomes the subject of a field action. Due to the warranty coverage on the affected vehicles, it is anticipated that no customer would have incurred any expense for this repair. To ensure consistency, DaimlerChrysler Corporation, as part of the owner letter, will request that customers send original receipt and/or other adequate proof of payment to the company for confirmation of the expense.



Jim P Sassorossi

01/04/02 03:17 PM

To: USRZ_ZoneMgr_Team, Joseph Hilger, Thomas R Marinelli/SM/DCC/DCX@wk-America, Matthew C Reynolds/CTC/DCC/DCX@wk-America, Jacqueline S Glassman/HQ/DCC/DCX@wk-America, Mark D Norman/SM/DCC/DCX@wk-America, John D Plecha/SM/DCC/DCX@wk-America, Edward G Broadbear/USRZ/DCC/DCX@wk-America, Robert J Pelliccia/CTC/DCC/DCX@wk-America, Michael R Berube/CTC/DCC/DCX@wk-America, Angela Ford/CTC/DCC/DCX@wk-America, David Foshe, David J Peart/USRZ/DCC/DCX@wk-America, Timothy Binder, Ronald Horne, Jim Newbrough, Michael D Kane/HQ/DCC/DCX@wk-America, Stephen L Williams/CTC/DCC/DCX@wk-America

cc:

Subject: Grand Cherokee Stop-Sale Notice (BCC DOMs)

The following just went out to all dealers.

ATTN: Zone Manager - Please distribute to your zone

----- Forwarded by Jim P Sassorossi/USRZ/DCC/DCX on 01/04/2002 03:06 PM -----



Jim P Sassorossi

01/04/2002 03:06 PM

To: Quikcomm@infoctr.chrysler.com

cc:

Subject: Grand Cherokee Stop-Sale Notice

*TO: DLRJEALL\$

To: All Jeep Dealers

Re: Grand Cherokee Stop-Sale Notice

You will be receiving a safety related, stop-sale notification on the majority of your Grand Cherokee inventory in the next several hours. Be advised that we are working on a comprehensive plan that will expedite parts required for the fix, and that will minimize the disruption to your sales momentum.

We obviously apologize for the short notice on this...and will keep you fully advised of our plans as they develop.

G. E. Dilts
Senior Vice President - Sales



"Dealership Mail"
 <QUIKCOMM@infoctr.
 chrysler.com>

To: <"John B Hunter/CTC/DCC/DCX"@wkamerica.notes.chrysler.com>
 cc:
 Subject: Safety Recall A10 -- Brush Guard -- STOP SALE ORDER

01/04/2002 04:19 PM
 Please respond to
 QUIKCOMM

To: DLRALL\$1 ALL DEALERS
 DLRALL\$2 ALL DEALERS
 DLRALL\$3 ALL DEALERS
 DLRALL\$4 ALL DEALERS

From: VEHSAFETY3 HUNTER, J.B.

Subject: Safety Recall A10 -- Brush Guard -- STOP SALE ORDER

ATTN: Service and Sales Managers

Safety Recall #A10 - Fuel Tank Brush Guard - STOP SALE ORDER

Involved Vehicles:

2002 (WJ) Jeep Grand Cherokee vehicles equipped
 with a fuel tank brush guard (WITHOUT Sales Code
 XEE) built through December 13, 2001 (MDH 121317).

IMPORTANT: Refer to the DIAL VIP Function to
 determine if a vehicle is involved in this recall.

About 71,000 of the above vehicles may not comply with the
 requirements of Federal Motor Vehicle Safety Standard (FMVSS) 301
 - Fuel System Integrity. Under certain accident conditions, the
 fuel tank may deform and damage an internal rollover valve. This
 could allow fuel leakage to occur if the vehicle rolls over.
 Fuel leakage in the presence of an ignition source can result in
 a fire. To correct this condition, the fuel tank brush guard
 must be reinforced. The reinforcement bracket to repair this
 condition is not yet available.

IMPORTANT: ACCORDING TO OUR RECORDS, SOME OF THE INVOLVED
 VEHICLES ARE STILL IN DEALER NEW VEHICLE INVENTORY. FEDERAL LAW
 REQUIRES YOU TO STOP SALE AND COMPLETE THIS RECALL SERVICE ON
 THESE VEHICLES BEFORE RETAIL DELIVERY.

VIN LISTS ON DIAL SYSTEM FUNCTION 53:

Each dealer to whom INVOLVED VEHICLES were invoiced has had a VIN
 list electronically transmitted to DIAL System Function 53.
 Owners will also be listed if known. To use this system, type
 "53" at the "ENTER FUNCTION" prompt, then type "ORDA10" to
 determine if your dealer has any involved vehicles. Unsold
 vehicles will not have a customer name or address listed.

ADDITIONAL INFORMATION TO FOLLOW:

Your patience is requested as we expedite the parts required for
 this repair. We will advise you of the required service
 information to complete the reinforcement bracket repair of these
 vehicles as soon as possible.

As an interim repair, dealers may replace the fuel tank brush guard with a skid plate. Due to the limited availability of skid plate assemblies, DEALERS ARE REQUESTED TO ORDER SKID PLATE P/N 52100376AG TO REPAIR ONLY THOSE UNSOLD VEHICLES THAT HAVE A PROSPECTIVE RETAIL CUSTOMER. Additional skid plates will be available in the near future.

INTERIM SERVICE PROCEDURE FOR UNSOLD VEHICLES:

1. Remove the fuel pump relay from the Power Distribution Center (PDC).
2. Start and run the engine until it runs out of fuel.
3. Attempt to restart the engine until it will no longer run.
4. Disconnect the negative battery cable.

NOTE: To enhance customer satisfaction, remember to reset the clock when you have completed the service procedure.

5. Install the fuel pump relay into the PDC.
6. Insert a length of 3/8" O.D. thinwall clear tubing (Tygon tubing) into the fuel filler tube.
7. Attach the other end of the tubing to an approved gasoline storage container and drain the fuel from the tank.
8. Raise the vehicle on an appropriate hoist.
9. Remove the four (4) fuel tank-to-rear bumper fascia clips.
10. Remove the two (2) rear brush guard-to-frame support brackets.
11. Disconnect the fuel pump electrical connector.
12. Remove the brush guard-to-frame bracket at the front of the fuel tank.
13. Disconnect the two (2) fuel lines from the fuel filter.
14. Disconnect the wiring harness and evaporative hose clips from the brush guard.
15. Remove the fuel tank heat shield mounting bolts.
16. Support the fuel tank using an OTC Powertrain Lift with Fuel Tank Handling Adapters (PSE #OT-1585 with #OT-62338 adapter) or equivalent.
17. Remove the seven (7) brush guard mounting bolts.
18. For vehicles equipped with a trailer hitch, loosen but do NOT remove, the two (2) rear-most trailer hitch bolts.
19. For vehicles equipped with a trailer hitch, use a pry bar (between brush guard and hitch) to flex the left upper leg of the brush guard inboard to allow it to pass below the trailer hitch.
20. For vehicles equipped with a trailer hitch, use a pry bar (between brush guard and hitch) to flex the right upper leg of the brush guard inboard to allow it to pass below

the trailer hitch.

21. Lower the fuel tank assembly about 4-6 inches.
22. Loosen the fuel filler hose clamp at the fuel tank nipple.
Disconnect the filler hose from the fuel tank.
23. Disconnect the vapor vent hoses from the fuel tank vents.
24. Lower the fuel tank assembly and place it on the floor.
25. Remove the two (2) fuel tank strap nuts.
26. Separate the fuel tank from the fuel tank brush guard.
27. Remove the two fuel tank straps from the brush guard.
28. Install the two fuel tank straps onto the new skid plate assembly.
29. Install the fuel tank into the fuel tank skid plate.
30. Tighten the fuel tank strap bolts to 37 ft-lbs (50 Nm).

NOTE: To ensure proper fuel line routing, make sure that the fuel line-to-filter quick connect fittings are positioned above the tank and that the loop in the lines is leaning toward the right side of the tank channel.

31. Position the fuel tank assembly onto the fuel tank lift and raise it into position. Make sure that the fuel tank assembly is inboard of the trailer hitch (if equipped) and that the filler tube and vent hoses align with the skid plate cutout.
32. Connect the vapor vent hoses to the fuel tank vents.
33. Connect the fuel filler hose to the fuel tank nipple.
Tighten the clamp to 25 in-lbs (3 Nm).
34. Raise the fuel tank assembly fully into position.
35. For vehicles equipped with a trailer hitch, use a pry bar (between skid plate and hitch) to flex the left upper leg of the skid plate inboard to allow it to pass above the trailer hitch. Position the skid plate flange between the trailer hitch and the frame.

IMPORTANT: To ease installation the left side of the skid plate should be installed first.

36. For vehicles equipped with a trailer hitch, use a pry bar (between skid plate and hitch) to flex the right upper leg of the skid plate inboard to allow it to pass above the trailer hitch. Position the skid plate flange between the trailer hitch and the frame.
37. Attach the wiring harness and vapor hose clips to the skid plate.
38. Install the fuel tank assembly and trailer hitch (if equipped) mounting bolts. Tighten the bolts to 60 ft-lbs (81 Nm).
39. Remove the fuel tank lift.
40. Install the fuel tank heat shield.

41. Connect the fuel pressure and return lines to the fuel filter.
42. Connect the fuel pump module electrical connector.
NOTE: Remove the connector clip from the reinforcement bracket and attach it to the connector if necessary.
43. Install the skid plate-to-frame brace at the front of the fuel tank.
44. Attach the fuel pump module connector to the brace.
45. Install the two (2) rear skid plate-to-frame support braces.
46. Install the four (4) rear fascia-to-fuel tank push pins.
47. Lower the vehicle.
48. Connect the negative battery cable.
49. Refill the fuel tank and then start the engine and verify that there are no fuel leaks.

REIMBURSEMENT:

Use the following labor operation number and time allowance:

	Labor Operation Number	Time Allowance
Install fuel tank skid plate		
Without Trailer Hitch	14-A1-01-82	1.2 hours
With Trailer Hitch	14-A1-01-83	1.5 hours

Add the cost of the skid plate plus applicable dealer allowance to your claim.

If you have any questions regarding this action, please contact your zone office.

T. J. Loveless
Director - U.S. Field Operations
Customer Services Field Operations



PE10-031

Chrysler

10-15-2010

Enclosure 7A

Body Style Differences

The Jeep Grand Cherokee (ZJ) (“the ZJ”) was designed and produced as an early 1993 model year release by Chrysler Corporation and was produced through the 1998 model year. The Jeep Grand Cherokee (WJ) (“the WJ”) was designed and produced by DaimlerChrysler Corporation for sale during the 1999 through 2004 model years.

The ZJ and WJ are uniquely different vehicles from the ground up. Although they are both in the “sport utility” class of vehicles and they share generic parts such as lubricants, fasteners, and some drive train parts, there are few component parts in common between the vehicles. In particular, they share no rear body components or rear fuel system components. Although the vehicles share the same marketing name (Jeep Grand Cherokee) and incorporate design and styling features common to all Jeep vehicles – vertical grille, open wheel wells, rugged stance, short- to mid-size wheelbase, and four-wheel drive capability, there are substantial differences in the rear components of the fuel systems and the vehicle structure surrounding them.

Specific differences in the rear components of the fuel systems of the ZJ and the WJ include the size, shape, and capacity of the fuel tank. The design and location of the fuel tank in WJ was changed to allow relocation of the spare tire from the interior of the ZJ to below the rear floor pan in the WJ. The changed location of the spare tire tub required lowering of the fuel tank and, in order to maintain departure angles for off-road capability, the shape and size of the fuel tank were changed between the two vehicles. The fuel tank in the WJ was made shallower than the ZJ and the capacity of the WJ tank was 20.5 gallons compared to 23 gallons in the ZJ. The lowering of the fuel tank in the WJ also required a change in routing of the fill and vent hoses compared to the ZJ and the

fuel tank mounting method between the two vehicles. The ZJ used under tank mounting straps, while the WJ used fuel tank straps that go over the fuel tank and strap the tank to the brush guard/skid plate, which is then mounted to the vehicle.

There are also substantial differences between the ZJ and WJ with respect to the shape and dimensions of the vehicle structure and body surrounding the rear fuel system of the vehicles, including the rear unibody frame structure and cross members, the rear face bar, and the rear body panels. Further, rear suspension components on the ZJ have different dimensions, shapes, and attachment locations than the rear suspension components of the WJ.

NHTSA's Information Request combines the ZJ and WJ into one category of vehicles that the agency refers to as "Jeep Grand Cherokee vehicles." Chrysler Group's response to the Information Request similarly groups the vehicles. However, as discussed above, the ZJ and WJ are completely different vehicles.



PE10-031

Chrysler

10-15-2010

Enclosure 8A

Subject Vehicle

Design Variations

MY	Varation	Model	Body Style	Drive System	Model Code	Standard engine
1993	ZJ	Grand Cherokee	4-Door	4x2	ZJTL74	4.0L SMPI I-6 Cylinder
	ZJ	Grand Cherokee	4-Door	4x4	ZJL75	4.0L SMPI I-6 Cylinder
	ZJ	Grand Cherokee Laredo	4-Door	4x2	ZJTL76	4.0L SMPI I-6 Cylinder
	ZJ	Grand Cherokee Laredo	4-Door	4x4	ZJL77	4.0L SMPI I-6 Cylinder
	ZJ	Grand Cherokee Limited	4-Door	4x4	ZJL78	4.0L SMPI I-6 Cylinder
	ZJ	Grand Wagoneer	4-Door	4x4	ZJL78	5.2L SMPI V8 Cylinder
1994	ZJ	Grand Cherokee SE	4-Door	4X2	ZJTL74	4.0L SMPI I-6 Cylinder
	ZJ	Grand Cherokee SE	4-Door	4x4	ZJJ75	4.0L SMPI I-6 Cylinder
	ZJ	Grand Cherokee Laredo	4-Door	4x2	ZJTL76	4.0L SMPI I-6 Cylinder
	ZJ	Grand Cherokee Laredo	4-Door	4x4	ZJL77	4.0L SMPI I-6 Cylinder
	ZJ	Grand Cherokee Limited	4-Door	4x4	ZJL78	4.0L SMPI I-6 Cylinder
1995	ZJ	Grand Cherokee SE	4-Door	4X2	ZJTL74	4.0L SMPI I-6 Cylinder
	ZJ	Grand Cherokee SE	4-Door	4x4	ZJJ75	4.0L SMPI I-6 Cylinder
	ZJ	Grand Cherokee Laredo	4-Door	4x2	ZJTL76	4.0L SMPI I-6 Cylinder
	ZJ	Grand Cherokee Laredo	4-Door	4x4	ZJL77	4.0L SMPI I-6 Cylinder
	ZJ	Grand Cherokee Limited	4-Door	4x4	ZJL78	4.0L SMPI I-6 Cylinder
	ZJ	Grand Cherokee Orvis	4-Door	4x4	ZJL79	4.0L SMPI I-6 Cylinder
1996	ZJ	Grand Cherokee Laredo	4-Door	4x2	ZJTL76	4.0L SMPI I-6 Cylinder
	ZJ	Grand Cherokee Laredo	4-Door	4x4	ZJL77	4.0L SMPI I-6 Cylinder
	ZJ	Grand Cherokee Limited	4-Door	4x2	ZJTL76	4.0L SMPI I-6 Cylinder
	ZJ	Grand Cherokee Limited	4-Door	4x4	ZJL79	4.0L SMPI I-6 Cylinder
1997	ZJ	Grand Cherokee Laredo	4-Door	4x2	ZJTL76	4.0L SMPI I-6 Cylinder
	ZJ	Grand Cherokee Laredo	4-Door	4x4	ZJL77	4.0L SMPI I-6 Cylinder
	ZJ	Grand Cherokee Tsi	4-Door	4x2	ZJTL77	4.0L SMPI I-6 Cylinder
	ZJ	Grand Cherokee Tsi	4-Door	4x4	ZJL78	4.0L SMPI I-6 Cylinder
	ZJ	Grand Cherokee Limited	4-Door	4x2	ZJTL78	4.0L SMPI I-6 Cylinder
	ZJ	Grand Cherokee Limited	4-Door	4x4	ZJL79	4.0L SMPI I-6 Cylinder
	ZJ	Grand Cherokee Orvis	4-Door	4x4	ZJL79	4.0L SMPI I-6 Cylinder

MY	Varation	Model	Body Style	Drive System	Model Code	Standard engine
1998	ZJ	Grand Cherokee Laredo	4-Door	4x2	ZJTL74	4.0L Power Tech I- 6 Cylinder
	ZJ	Grand Cherokee Laredo	4-Door	4x4	ZJL74	4.0L Power Tech I- 6 Cylinder
	ZJ	Grand Cherokee Limited	4-Door	4x2	ZJTL74	4.0L Power Tech I- 6 Cylinder
	ZJ	Grand Cherokee Limited	4-Door	4x4	ZJL74	4.0L Power Tech I- 6 Cylinder
	ZJ	Grand Cherokee Limited	4-Door	4x4	ZJL74	5.9L MPI V-8 cylinder
1999	WJ	Grand Cherokee Laredo	4-Door	4x2	WJTL74	4.0L Power Tech I- 6 Cylinder
	WJ	Grand Cherokee Laredo	4-Door	4x4	WJL74	4.0L Power Tech I- 6 Cylinder
	WJ	Grand Cherokee Limited	4-Door	4x2	WJTL74	4.0L Power Tech I- 6 Cylinder
	WJ	Grand Cherokee Limited	4-Door	4x4	WJL74	4.0L Power Tech I- 6 Cylinder
2000	WJ	Grand Cherokee Laredo	4-Door	4x2	WJTH74	4.0L Power Tech I- 6 Cylinder
	WJ	Grand Cherokee Laredo	4-Door	4x4	WJH74	4.0L Power Tech I- 6 Cylinder
	WJ	Grand Cherokee Limited	4-Door	4x2	WJTP74	4.0L Power Tech I- 6 Cylinder
	WJ	Grand Cherokee Limited	4-Door	4x4	WJP74	4.0L Power Tech I- 6 Cylinder
2001	WJ	Grand Cherokee Laredo	4-Door	4x2	WJTH74	4.0L Power Tech I- 6 Cylinder
	WJ	Grand Cherokee Laredo	4-Door	4x4	WJH74	4.0L Power Tech I- 6 Cylinder
	WJ	Grand Cherokee Limited	4-Door	4x2	WJTP74	4.0L Power Tech I- 6 Cylinder
	WJ	Grand Cherokee Limited	4-Door	4x4	WJP74	4.0L Power Tech I- 6 Cylinder
2002	WJ	Grand Cherokee Laredo	4-Door	4x2	WJTH74	4.0L Power Tech I- 6 Cylinder
	WJ	Grand Cherokee Laredo	4-Door	4x4	WJH74	4.0L Power Tech I- 6 Cylinder
	WJ	Grand Cherokee Limited	4-Door	4x2	WJTP74	4.0L Power Tech I- 6 Cylinder
	WJ	Grand Cherokee Limited	4-Door	4x4	WJP74	4.0L Power Tech I- 6 Cylinder
	WJ	Grand Cherokee Sport	4-Door	4x2	WJTM74	4.0L Power Tech I- 6 Cylinder
	WJ	Grand Cherokee Sport	4-Door	4x4	WJM74	4.0L Power Tech I- 6 Cylinder
	WJ	Grand Cherokee Overland	4-Door	4x4	WJS74	4.7L Power Tech V-8 Cylinder
2003	WJ	Grand Cherokee Laredo	4-Door	4x2	WJTH74	4.0L Power Tech I- 6 Cylinder
	WJ	Grand Cherokee Laredo	4-Door	4x4	WJH74	4.0L Power Tech I- 6 Cylinder
	WJ	Grand Cherokee Limited	4-Door	4x2	WJTP74	4.0L Power Tech I- 6 Cylinder
	WJ	Grand Cherokee Limited	4-Door	4x4	WJP74	4.0L Power Tech I- 6 Cylinder

MY	Varation	Model	Body Style	Drive System	Model Code	Standard engine
	WJ	Grand Cherokee Overland	4-Door	4x4	WJJS74	4.7L Power Tech V-8 Cylinder
2004	WJ	Grand Cherokee Laredo	4-Door	4x2	WJTH74	4.0L Power Tech I- 6 Cylinder
	WJ	Grand Cherokee Laredo	4-Door	4x4	WJTP74	4.0L Power Tech I- 6 Cylinder
	WJ	Grand Cherokee Limited	4-Door	4x2	WJTH74	4.0L Power Tech I- 6 Cylinder
	WJ	Grand Cherokee Limited	4-Door	4x4	WJTP74	4.0L Power Tech I- 6 Cylinder
	WJ	Grand Cherokee Overland	4-Door	4x2	WJTS74	4.7L Power Tech V-8 Cylinder
	WJ	Grand Cherokee Overland	4-Door	4x4	WJJS74	4.7L Power Tech V-8 Cylinder