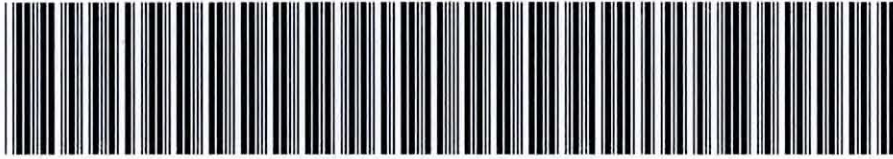


POSTED 2107-044

EWR D&I ANNOTATION



FAN-000001L064001DP88-1444

Artemis # : 000001L064001DP88

Record Created Date : 07/24/2007

Printed Date : 08/01/2007

Description : THE DRIVER OF THE SUBJECT VEHICLE WAS TRAVELING NORTHBOUND ON A LOCAL ROAD WHEN, FOR UNKNOWN REASONS, THE VEHICLE VEERED OFF THE ROAD INTO A DITCH, WHERE THE VEHICLE STRUCK A TREE. THE DRIVER SUFFERED SEVERE INJURIES, HOWEVER, TWO PASSENGERS SUFFERED FATAL INJURIES. NO DEFECT ALLEGATIONS WERE INCLUDED IN THE RESPONSE. THE POLICE REPORT INDICATES THAT THE DRIVER FAILED TO CONTROL THE VEHICLE. THE REPORT ALSO INDICATES THAT ALL THREE VEHICLE OCCUPANTS FAILED TO WEAR THWIE SAFETY RESTRAINTS. THE OWNER OF THE VEHICLE TOLD POLICE THAT THE VEHICLE HAD PREVIOUSLY RECEIVED RECALL RELATED WORK ON THE AIRBAGS AND WINDSHIELD WIPER SWITCH. THE SUBJECT VEHICLE MANUFACTURER HAS MADE NO ASSESSMENT OF THIS CRASH EVENT. THERE ARE NO APPARENT SAFETY RECALLS THAT RELATE TO THE ISSUES IN REGARDS TO THIS CRASH EVENT.

Print Close

IN-06-033
SCI • ~~CA05-049~~



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

1200 New Jersey Ave., S.E.
Washington, D.C. 20590

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

MAY - 7 2007

Ms. Gay Kent
General Motors Corp.
Mail Code 480-210-G11
30001 Van Dyke
Warren, MI 48090

NVS-217ph
DI07-044

Dear Ms. Kent:

The Office of Defects Investigation (ODI) of the National Highway Traffic Safety Administration (NHTSA) has received information about certain death and injury incidents reported by General Motors (GM) in its light early warning report from 4th quarter of 2006. We are writing to request additional information about the following incidents:

Selected Death and Injury Incidents
For Reporting Category: L
For the following Sequence IDs: 30, 40, 88, 91, 103, 116, 135, 137, 140, 155, 221, 244, 246, 256, 257, 273, 274, 285, 295, 345, 360, 368, 401, 424, 436, 439

Unless otherwise stated in the text, the following definitions apply to these information requests:

Incident: each incident identified in the table above.

Claim and Notice: shall have the meanings stated in 49 CFR §579.4(c). Claim and notice also specifically refer to the claim(s) and notice(s) that are the predicate for the early warning report on the incident.

Manufacturer: refers to GM.

Vehicle: the vehicle produced by GM that is identified in the claim or notice.

Tire: the tire produced by GM that is identified in the claim or notice.



VEHICLE SAFETY HOTLINE
888-327-4236

NHTSA-MARKEY-000118

Equipment: the item of motor vehicle equipment produced by GM that is identified in the claim or notice.

Defect: means any failure, malfunction, lack of durability, or other problem in performance, construction, a component, or material of a motor vehicle or piece of motor vehicle equipment.

Document: "Document(s)" is used in the broadest sense of the word and shall mean all written, typed, graphic and photographic matter whatsoever (except autopsy photographs), be it in original, copy or electronic form. Any photograph originally produced in color must be provided in color and in electronic form, if possible. Furnish all documents whether verified by GM or not. If a document is not in the English language, provide both the original document and an English translation of the document. Document(s) includes all documents in GM custody and/or control.

Please provide numbered responses to the following inquiries, repeating the applicable request verbatim before each response. After GM's response to each request, identify the source of the information and indicate the last date the information was gathered. When documents are produced, the documents shall be produced in an identified, organized manner that corresponds to each pertinent information request. A separate response must be provided for each incident. Each response, document or attachment must be clearly identified with the incident Sequence ID (SeqID) number.

1. Provide a complete copy of the initial claim or notice document(s) that notified GM of the incident, excluding: (a) medical documents and bills, except those showing the cause of death or injury; (b) property damage invoices or estimates; and (c) documents related to damages.
2. Provide a copy of the Police Accident Report.
3. At your option, provide GM's assessment of the circumstances that led to the incident including GM's analysis of the claim and/or notice regarding allegations of a defect.

This letter is being sent to GM pursuant to 49 U.S.C. § 30166, which authorizes NHTSA to conduct any investigation that may be necessary to enforce Chapter 301 of Title 49 and to request reports and the production of things. It constitutes a new request for information. GM's failure to respond promptly and fully to this letter could subject GM to civil penalties pursuant to 49 U.S.C. § 30165 or lead to an action for injunctive relief pursuant to 49 U.S.C. § 30163. (Other remedies and sanctions are available as well.) Section 5(a) of the TREAD Act, codified at 49 U.S.C. § 30165(b), provides for civil penalties of up to \$5,000 per day, with a maximum of \$16,050,000 for a related series of violations, for failing or refusing to perform an act required under 49 U.S.C. § 30166. See 49 CFR 578.6 (as amended by 69 Fed. Reg. 57864 (Sept. 28, 2004)). This includes failing to respond to ODI information requests.

If GM claims that any of the information or documents provided in response to this information request constitute confidential commercial material within the meaning of 5 U.S.C. § 552(b) (4), or are protected from disclosure pursuant to 18 U.S.C. § 1905, GM must submit supporting information together with the materials that are the subject of the confidentiality request, in accordance with 49 CFR Part 512, as amended (69 Fed. Reg. 21409 et seq; April 21, 2004), to the Office of Chief Counsel (NCC-110), National Highway Traffic Safety Administration, 1200 New Jersey Avenue, S.E., Washington, D.C. 20590.

Your response to this letter, together with a copy of any confidentiality request, must be submitted to this office by **June 8, 2007**. Please include in your response the identification codes referenced on page one of this letter. If you are unable to provide all of the information requested within the time allotted, you must request an extension from me at (202) 366-4238, no later than five business days before the response due date. If all of the information requested by the original deadline is unavailable, you must submit a partial response by the original deadline with whatever information then is available, even if an extension is granted.

If you have any technical questions concerning this matter, please contact Mr. Leo Yon at (202) 366-7028 or by fax at (202) 366-7882.

Sincerely,



Christina Morgan, Chief
Early Warning Division
Office of Defects Investigation
Enforcement



GENERAL MOTORS NORTH AMERICA
Structure & Safety Integration

June 7, 2007

Ms. Christina Morgan, Chief
Early Warning Division
Office of Defects Investigation
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, DC 20590

NVS-217ph
DI07-044

Dear Ms. Morgan:

This is General Motors' (GM) response to your inquiry dated May 7, 2007 regarding certain death and injury incidents reported by GM in its light vehicle early warning report from 4th quarter of 2006.

GM's response is comprised of 29 CDs for the incidents that are the subject of DI07-044.

Attachment "A" includes instructions for navigating the CD. Each CD, on its face, is identified by the NHTSA Sequence ID number, the Manufacturer's Unique ID number and the year, make and model of the vehicle involved in the incident, e.g., 256 210873110 - 625130 and 2004 Chevrolet Suburban 1500. When the CD is launched, this identification number appears again along with all of the documents (including photographs and videos) on the CD listed under "Filename." The first document listed under Filename is an index with the Request and Responses, e.g., identified as 256 210873110 - 625130 **_00_Request and Responses**. The index is numbered 1 through 3 to correspond to Inquiries 1 through 3, which are repeated verbatim below. The index also details whether any documents responsive to each inquiry were located.

For example, the first two Inquiries and Responses in the index for the CD are as follows:

DI07-044
256 210873110 - 625130
2004 CHEVROLET SUBURBAN 1500

Request for Information:

1. Provide a complete copy of the initial claim or notice document(s) that notified GM of the incident, excluding: (a) medical documents and bills, except those showing the cause of death or injury; (b) property damage invoices or estimates; and (c) documents related to damages.

Response: See Attached Document.

2. Provide a copy of the Police Accident Report.

Response: See Attached Document.

The remaining documents listed under Filename, reference the Manufacturer's Unique ID number along with the responsive Inquiry number. For example:

- 256 210873110 - 625130 **_01_1** - is the first document responsive to Inquiry no. 1.
256 210873110 - 625130 **_02_1** - is the first document responsive to Inquiry no. 2.

Product Investigations

Mail Code: 480-210-G11 • 30001 Van Dyke • Warren, MI 48090
DI07-044 Response.doc



NHTSA-MARKEY-000121

Letter to Ms. Christina Morgan
 DI07-044 Response
 June 7, 2007
 Page 2 of 5

Your inquiries and our corresponding replies are as follows:

1. Provide a complete copy of the initial claim or notice document(s) that notified GM of the incident, excluding: (a) medical documents and bills, except those showing the cause of death or injury; (b) property damage invoices or estimates; and (c) documents related to damages.

Response: See Attached Document.

The table below lists the incidents that are the subject of DI07-044, by Reporting Category, Sequence ID, VIN and type of notice received by GM (as "notice" is commonly used, not as it is defined by 49 C.F.R. §579.4(c)). Incidents reported on GM's Early Warning Report Death and Injury worksheet fall into four categories: Lawsuit (LIT), NISM (Not In Suit Matters), Product Allegation Resolution (PAR), or Rumor (RMR). Lawsuit and NISM case types generally meet the §579.4(c) definition of "claim." PAR cases, in this context, refer to customer contacts in which an injury or fatality is alleged to have occurred as a result of a product defect, and are accompanied by a writing that may or may not meet the §579.4(c) definition of "claim" or "notice." Rumor incidents do *not* involve a written or verbal, implied or express allegation of a defect by a customer. Rather, rumor cases generally refer to incidents that GM learned of through the media, which were subsequently investigated further. As such, the document included in response to Inquiry 1 that can be found on the enclosed CD for the PAR and Rumor case listed in the table, may not be a claim or notice of the type generally defined as such by §579.4(c).

<i>(26 Vehicles from the Light Vehicle Template)</i>		
SEQUENCE ID	VEHICLE IDENTIFICATION NUMBER (VIN)	TYPE
✓ 30	1G6DP577770	NISM
✓ 40	1G6KD54Y05U	NISM
✓ 88	1G1AK52F657	RUMOR
✓ 91	1G1AK52F957	RUMOR
✓ 103	1G1AL15F877	NISM
✓ 116	1GNFG15T851	LIT
✓ 135	2G1WH52K349	NISM
✓ 137	2G1WH52K249	NISM
✓ 140	2G1WF52E159	LIT
✓ 155	1G1ND52J83M	NISM
✓ 221	2GCEC19T041	LIT
✓ 244	1GCHK29U23E	LIT
✓ 246	1GCHK23225F	LIT
✓ 256	1GNFK16T74J	LIT
✓ 257	3GNFK16T64G	RUMOR
✓ 273	1GNEC13V74J	LIT
✓ 274	1GNEC13TX5F	LIT
✓ 285	1GNDS13S822	LIT
✓ 295	1GNDT13S542	RUMOR
✓ 345	1GTEC14T74Z	LIT
✓ 360	1GKEC16Z14R	LIT
✓ 368	5GTDN136468	RUMOR
✓ 401	1G2ZG58B574	NISM
✓ 424	2G2WP552661	RUMOR
✓ 436	1G8AJ52F14Z	LIT
✓ 439	1G8AJ55F96Z	NISM

Letter to Ms. Christina Morgan
DI07-044 Response
June 7, 2007
Page 3 of 5

2. Provide a copy of the Police Accident Report.

Response: See Attached Documents.

3. At your option, provide GM's assessment of the circumstances that led to the incident including GM's analysis of the claim and/or notice regarding allegations of a defect.

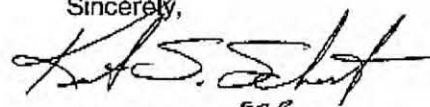
To date, General Motors' investigation of the alleged defect has not included an assessment of the cause(s) of each incident responsive to this request. Some incident reports may not contain sufficient reliable information to accurately assess cause. Assessments of claims may be attorney work product and/or privileged. Therefore, information and documents provided in this response, if any, consist only of non-attorney work product and/or non-privileged material for incidents that have been investigated and assessed.

GM claims that certain information, in documents that are part of rumor, claim and lawsuit files maintained by the GM Legal Staff and its outside counsel, is attorney work product and/or privileged. That information includes notes, memos, reports, photographs, and evaluations by attorneys (and by consultants, claims analysts, investigators, and engineers working at the request of attorneys). GM is producing responsive documents from its rumor, claim and lawsuit files that are neither attorney work product nor privileged and withholding those that are attorney work product and/or privileged.

This response was compiled and prepared by this office upon review of documents retrieved by GM and does not include documents generated or received subsequent to the searches.

Please contact me at if you require further information.

Sincerely,



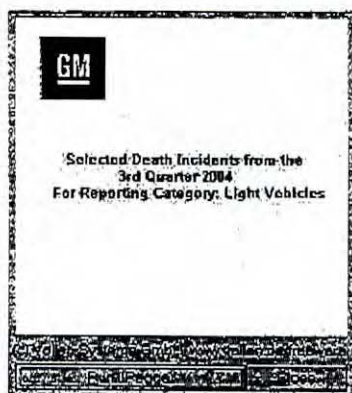
Gay P. Kent ^{FOR}
Director
Product Investigations

Enclosures: 29 Discs
Attachment A

Letter to Ms. Christina Morgan
 DI07-044 Response
 June 7, 2007
 Page 4 of 5

Attachment A Instructions for using CD Viewer

1. Insert the CD into the CD ROM drive; the CD will open automatically.
2. Click the "Run JPepper" button on the pop up window.



3. The program will launch in the browsing mode, which is shown in the image below.
4. You can use the down arrow key on your keyboard to browse through the images.

Step 5 Select Page Icon

Step 5 Previous Page Icon (Ctrl +PgUp)

Step 5 Next Page Icon (Ctrl +PgDn)

Step 8 Scale Image Icons (F6, F7, & F8)

Step 4 Image List

1997 CHEVROLET VENTURE
 335 62588861-466779

Request for Information:

1. Provide a copy of the claim or notice that notified General Motors of the incident, including any endorsements and applications thereto, excluding: (a) medical documents and bills, except those showing the cause of death or injury; (b) property damage invoices or estimates; and (c) documents related to damages.
 Response: See Attached Documents
2. Provide a copy of all documents received from the claimant(s) or the claimant's representative that identify and/or support or purport to support any allegations of a defect in the vehicle, regardless of whether the General Motors disputes the allegations therein.
 Response: See Attached Documents
3. Provide a copy of all investigative documents prepared by any local, state or Federal governmental agency or personnel related to the incident, including but not limited to police accident reports.
 Response: See Attached Documents
4. Provide a copy of all diagrams and drawings that relate to the incident, including post-incident reconstruction.
 Response: See #3
5. Provide a copy of all documents, photographs or videos that relate to the incident, or the vehicles involved in the incident, including material relevant to the progression, cause, or rehabilitation of any injury.
 Response: See Attached Photographs and Attached Documents

ID	Size	Date	Time	Location
335 62588861-4667...	597 KB	4/23/2004	5:23 PM	D:\Images
335 62588861-4667...	420 KB	4/23/2004	5:23 PM	D:\Images
335 62588861-4667...	1.0 MB	4/23/2004	5:25 PM	D:\Images
335 62588861-4667...	8.5 MB	4/23/2004	5:04 PM	D:\Images
335 62588861-4667...	714 KB	4/23/2004	5:09 PM	D:\Images
335 62588861-4667...	417 KB	4/23/2004	7:13 PM	D:\Images
335 62588861-4667...	9.1 MB	4/23/2004	6:59 PM	D:\Images
335 62588861-4667...	9.8 MB	4/23/2004	6:14 PM	D:\Images
335 62588861-4667...	690 KB	4/23/2004	6:16 PM	D:\Images
335 62588861-4667...	420 KB	4/23/2004	6:17 PM	D:\Images
335 62588861-4667...	1.0 MB	4/23/2004	6:21 PM	D:\Images
335 62588861-4667...	11.6 MB	4/23/2004	6:25 PM	D:\Images
335 62588861-4667...	690 KB	4/23/2004	6:31 PM	D:\Images
335 62588861-4667...	414 KB	4/23/2004	6:33 PM	D:\Images
335 62588861-4667...	1.0 MB	4/23/2004	6:35 PM	D:\Images
335 62588861-4667...	10.1 MB	4/23/2004	6:39 PM	D:\Images
335 62588861-4667...	0.4 MB	4/23/2004	6:43 PM	D:\Images
335 62588861-4667...	0.4 MB	4/23/2004	7:10 PM	D:\Images
335 62588861-4667...	8.4 MB	4/23/2004	7:13 PM	D:\Images
335 62588861-4667...	702 KB	4/23/2004	7:16 PM	D:\Images
335 62588861-4667...	495 KB	4/23/2004	7:17 PM	D:\Images
335 62588861-4667...	1.1 MB	4/23/2004	7:18 PM	D:\Images
335 62588861-4667...	4.9 MB	4/23/2004	7:23 PM	D:\Images
335 62588861-4667...	928 KB	4/23/2004	7:25 PM	D:\Images
335 62588861-4667...	2.7 MB	4/23/2004	7:26 PM	D:\Images
335 62588861-4667...	739 KB	4/23/2004	7:27 PM	D:\Images
335 62588861-4667...	421 KB	4/23/2004	7:29 PM	D:\Images
335 62588861-4667...	1.3 MB	4/23/2004	7:29 PM	D:\Images
335 62588861-4667...	746 KB	4/23/2004	7:36 PM	D:\Images
335 62588861-4667...	441 KB	4/23/2004	7:39 PM	D:\Images
335 62588861-4667...	1.2 MB	4/23/2004	7:40 PM	D:\Images

Product Investigations

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 DI07-044 Response.doc



NHTSA-MARKEY-000124

Letter to Ms. Christina Morgan
 D107-044 Response
 June 7, 2007
 Page 5 of 5

5. Each image file may contain multiple pages. In the browsing mode use **Next Page Icon (Ctrl +PgDn)**, **Select Page Icon** or **Previous Page Icon (Ctrl +PgUp)** to browse through all of the pages within an image file. (Note: Some image files may contain up to 80 pages)
6. By double-clicking on an image from the file list, a slide show will initiate, however, it will not automatically advance through the pages. Use **Ctrl +PgDn** or **Ctrl +PgUp** to browse through all of the pages within an image file. Left-clicking on an image, while in the slide show mode, will advance to the first page of the next image file.
7. Right click on the image to see the image properties, as shown below. Image properties can also be used to view each page within the documents (Next page), or to view the next document within the file list (Next Image).
8. If the image is difficult to view, the scale may be changed. Use **F5**, **F6**, **F7**, and **F8** to alternate between scales that fit the screen, or are 50%, 100%, and 200% of the image's original size.

The image shows a screenshot of a legal document cover sheet titled "CIVIL CASE COVER SHEET" for the case "CAROLINA V. CHEVROLET" in the Superior Court for the State of California, Indio County. The document includes fields for the attorney's name (ERIC D. PARIS, ESQ.), address (241 S. THOMAS STREET, SUITE 402, POMONA, CALIFORNIA 91766), and phone numbers (909-449-5127). It also contains a checklist of case types and a notice section. Three callout boxes are present: "Step 7 Next File (Image)" pointing to the "Next Image" button, "Step 7 Next page" pointing to the "Next page" button, and "Step 8 Scale Image" pointing to the "Scale 100%" button. A fourth callout box, "Step 7 Image Properties", points to the right-click context menu area.

Step 7 Next File (Image)

Step 7 Next page

Step 8 Scale Image

Step 7 Image Properties

Product Investigations

Mail Code: 480-210-G.11 • 30001 Van Dyke • Warren, MI 48090
 D107-044 Response.doc



DI07-044
88 210872965 – 624620
2005 CHEVROLET COBALT

Request for Information:

1. Provide a complete copy of the initial claim or notice document(s) that notified GM of the incident, excluding: (a) medical documents and bills, except those showing the cause of death or injury; (b) property damage invoices or estimates; and (c) documents related to damages.

Response: See Attached Document.

2. Provide a copy of the Police Accident Report.

Response: See Attached Documents and Photographs.

3. At your option, provide GM's assessment of the circumstances that led to the incident including GM's analysis of the claim and/or notice regarding allegations of a defect.

Response: To date, General Motors' investigation of the alleged defect has not included an assessment of the cause(s) of each incident responsive to this request. Some incident reports may not contain sufficient reliable information to accurately assess cause. Assessments of claims may be attorney work product and/or privileged. Therefore, information and documents provided in this response, if any, consist only of non-attorney work product and/or non-privileged material for incidents that have been investigated and assessed.

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Article Search Results (Articles older than 7 days)

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Search for

Note: Searching is always free. There is a \$2.95 fee to view the full-text of any article.
Check out our Pricing Options.

Searched for "woodville AND accident".

Returning 3 articles of 3 found.

If this is too many articles to browse, you may refine your search with additional terms:

Article 1 of 3; 333 words

2ND TEEN DIES FROM CAR CRASH

OCTOBER INCIDENT STILL UNDER INVESTIGATION

Source: **JOHN BREWER, Pioneer Press**

A second passenger has died after a late October car crash in rural St. Croix County that remains under investigation. [REDACTED] died over the weekend at Regions Hospital in St. Paul, a hospital spokesperson said. The Albert Lea, Minn., resident and 2006 graduate had been in critical condition at the hospital since the Oct. 24 accident on County Road N. She was one of three occupan Chevrolet Cobalt that left the road about 8 p.m., went into a

Published on November 7, 2006, Page B4, St. Paul Pioneer Press (MN)

Article 2 of 3; 5532 words

OBITUARIES

[REDACTED] Former Employee of US West, [REDACTED] 10/25/2006. Survived by [REDACTED] Private Services. [REDACTED], Family Owned Since 1864. Guest book: simonetfuneralhome.com/Battles, [REDACTED] Age [REDACTED] of Cottage Grove, Or 2006. Preceded in death by her husband, [REDACTED]; parents, [REDACTED] and [REDACTED]; brothers, [REDACTED] Survived by ([REDACTED] and [REDACTED] ([REDACTED] [REDACTED] grandchildren, [REDACTED] [REDACTED]; brother, [REDACTED]

Published on October 29, 2006, Page B8, St. Paul Pioneer Press (MN)

Article 3 of 3; 283 words

1 TEEN KILLED, 2 INJURED IN CRASH

http://nl.newsbank.com/nl-search/we/Archives?s_site=twincities&p_multi=PD|&p_produ... 11/15/2006

NHTSA-MARKEY-000127

TA000093330

GIRL WHO DIED WAS IN 10TH GRADE; FRIENDS IN CRITICAL CONDITION AFTER CAR HIT TREES

Source: KEVIN HARTER, Pioneer Press

A Woodville teen was killed and two of her friends were seriously injured Tuesday night when the car they were riding in left a rural County roadway and struck several trees. Front-seat passenger [REDACTED] of Woodville, was taken by rescue workers to St. Paul after the crash, St. Croix County Sheriff Dennis Hillstead said. The Baldwin-Woodville High School sophomore is dead at the hospital. She was riding in a 2005 Chevrolet Cobalt driven

Published on October 26, 2006, Page B1, St. Paul Pioneer Press (MN)

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Officer's Opinion of Possible Contributing Circumstances

Driver Factors

Unit Number	Unit Number
1 2 3 4 5 6 7 8 9 10	1 2 3 4 5 6 7 8 9 10
N/A	N/A

- Exceeding Speed Limit
- Speed Too Fast/Condition
- Fail to Yield Right of Way
- Inattentive Driving
- Following Too Close
- Improper Turn
- Left of Center
- Disregarded Traffic Control
- Improper Overtaking
- Unsafe Backing
- Failure to Have Control
- Driver Condition
- Physically Disabled
- Other

Vehicle Factors

Unit Number	Unit Number
1 2 3 4 5 6 7 8 9 10	1 2 3 4 5 6 7 8 9 10
N/A	N/A

- Brake System
- Tires
- Steering System
- Turn Signals
- Head Lamps
- Stop Lamps
- Tail Lamps
- Disabled in Prior Accident
- Other Disabled
- Mirrors
- Suspension System
- Other

Highway Factors

Unit Number	Unit Number
1 2 3 4 5 6 7 8 9 10	1 2 3 4 5 6 7 8 9 10
N/A	N/A

- Snow, Ice or Wet
- Narrow Shoulder
- Low Shoulder
- Soft Shoulder
- Loose Gravel
- Rough Pavement
- Debris From Prior Accident
- Other Debris
- Sign Obscured or Missing
- Narrow Bridge
- Construction Zone
- Visibility Obscured
- Other

OFFICER INFORMATION

Last **Johnson** First **Eric J** M.I.

Law Enforcement Agency Address
1101 Carmichael Rd
City & State **Hudson WI** ZIP **54016**

Phone Number
(715) 381-4320

Agency # **5500** Enforcement Agency **St Croix Co** Officer ID # **8821**

Date Notified			Time Notified (Military Time)		Time Arrived (Military Time)		Date of Report		
MONTH	DAY	YEAR	HOUR	MIN.	HOUR	MIN.	MONTH	DAY	YEAR
Jan 24	06		19	57	20	05	Jan 25	06	

Truck & Bus Accident Information (This Section Must Be Completed for Each Truck or Bus Involved in this Accident.)

When To Use This Section: *Did the accident involve...*

Part A

A truck with at least two axles and six tires? (Y) (N)

A truck with a hazardous materials placard? (Y) (N)

A bus designed to carry 16 or more persons, including the driver? (Y) (N)

STOP! If all the responses to Part A are "NO" do not complete this Truck & Bus Accident Information Section. If there are any "YES" answers, continue to Part B.

Part B

Any person who was fatally injured? (Y) (N)

Any injured person who required transport for immediate medical treatment? (Y) (N)

One or more vehicles that had to be towed from the scene as a result of the accident? (Y) (N)

STOP! If all the responses to Part B are "NO" do not continue. If there are any "YES" answers, please complete this Truck & Bus Accident Information Section...

Hazardous Material Information

Hazardous Material Class Numbers (1-2digit):

Hazardous Material "UN" Numbers (4 digit):

Hazardous Material Placard Displayed? (Y) (N)

Hazardous Cargo was Released? (Y) (N)

List the Hazardous Material(s) by Name in this Load:

List the Name(s) of Released Hazardous Material(s):

Carrier Information

Interstate Carrier? (Y) (N)

Carrier Name **139**

Carrier Identification Numbers

US DOT **140** LC

ICC MC **IC**

Carrier Address **142**

Source: Vehicle Side Shipping Papers Trip Manifest Driver Log Book

Vehicle Information

Gross Vehicle Weight Rating **143** LBS

Total # of Axles **144**

Vehicle Configuration

1 Bus 2 Single unit truck, 2 axles, 6 tires 3 Single unit truck, 4 axles 4 Tractor 5 Tractor Semi-Trailer 6 Tractor Triples 7 Tractor Doubles 8 Log Truck 9 Unknown Heavy Truck

Cargo Body Type

1 Bus 2 Van Enclosed box 3 Cargo Tank 4 Flatbed 5 Dump 6 Concrete Mixer 7 Auto Transporter 8 Garbage/Refuse 9 Other 10 Log Truck

SEQUENCE OF EVENTS FOR THIS VEHICLE

(Mark a total of one to four events in the order that they occurred.)

- Ran off Road
- Jackknife
- Overturn (Rollover)
- Downhill Runaway
- Cargo Loss or Shift
- Explosion or Fire
- Separation of Units
- Collision Involving Pedestrian
- Collision Involving Motor Vehicle in Transp.
- Collision Involving Parked Motor Vehicle
- Collision Involving Train
- Collision Involving Pedalcycle
- Collision Involving Animal
- Collision Involving Fixed Object
- Collision Involving Other Object
- Other

Draw Diagram of Accident & Indicate North with an arrow in the circle.



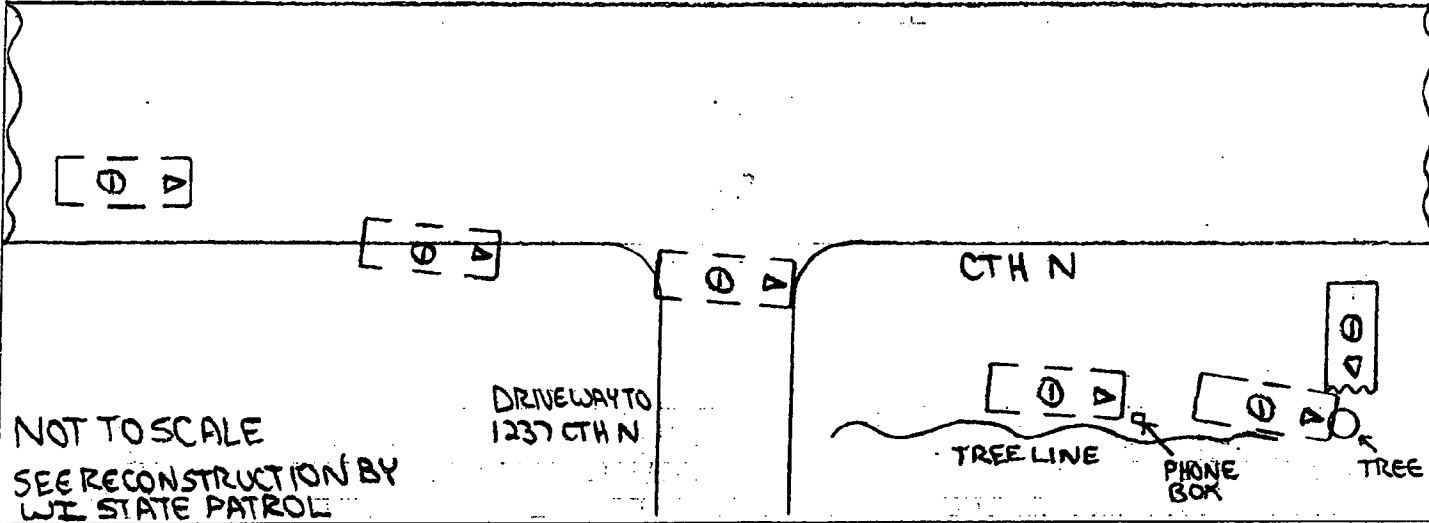
Pictorial Representation of Narrative

Supplemental Reports 101 Witness Statements 102 Measurements Taken 105

Skidmarks to Impact
Unit 1 100 Unit 2

FEET

Surface Type: Asphalt



NOT TO SCALE
SEE RECONSTRUCTION BY
WI STATE PATROL

NARRATIVE
Unit one was eastbound on CTH N.
Unit one entered the south ditch and struck a tree.
The driver was transported by ground ambulance to Regions Hospital.
The position 4 passenger was air lifted to Regions hospital from the scene.
The position 3 passenger was transported by ground ambulance to the Hudson Medical Center and air lifted from there to Regions Hospital. On 10-24-06 at 2318 the position 3 passenger was pronounced dead at Regions hospital.

Digital Photographs

Photos By: 105 Deputy Sommers

What Drivers Were Doing

Unit Number	Unit Number
<input checked="" type="checkbox"/> ② ③ ④ ⑤	119
⑥ ⑦ ⑧ ⑨ ⑩	① ② ③ ④ ⑤
	⑥ ⑦ ⑧ ⑨ ⑩

- Going Straight ①
- ② Making Left Turn ②
- ③ Making Right Turn ③
- ④ Slowing or Stopping ④
- ⑤ Stopped in Traffic ⑤
- ⑥ Legally Parked ⑥
- ⑦ Violating No Passing Zone ⑦
- ⑧ Illegally Parked ⑧
- ⑨ Parking Maneuver ⑨
- ⑩ Backing Maneuver ⑩
- ⑪ Changing Lanes ⑪
- ⑫ Overtaking on Left ⑫
- ⑬ Overtaking on Right ⑬
- ⑭ Making U Turn ⑭
- ⑮ Turning on Red ⑮
- ⑯ Merging ⑯
- ⑰ Negotiating Curve ⑰
- ⑱ Other ⑱

WITNESS NAME 107	Last	First	M.I.
ADDRESS 106	Street & Number		Date of Birth 109
CITY & STATE 110	ZIP	Phone Number 111	()

ACCESS CONTROL 112
<input checked="" type="checkbox"/> No Control (Unlimited Access)
② Full Control (Only Ramp Entry/Exit)
③ Partial Control

ROAD TERRAIN 113
Part A
<input checked="" type="checkbox"/> Straight
② Curve
Part B
③ Level/Flat
<input checked="" type="checkbox"/> Hill

LIGHT CONDITION 114
① Daylight
<input checked="" type="checkbox"/> Dark-Not Lighted
③ Dark-Lighted
④ Dawn
⑤ Dusk
⑥ Unknown

TRAFFIC WAY 115
<input checked="" type="checkbox"/> Not Physically Divided (2-Way Traffic)
② Divided Highway, Median Strip, without Traffic Barrier
③ Divided Highway, Median Strip, with Traffic Barrier
④ One-Way Traffic
⑤ Parking Lot or Private Property

ROAD SURFACE CONDITION 116
<input checked="" type="checkbox"/> Dry
② Wet
③ Snow/Slush
④ Ice
⑤ Sand, Mud, Dirt, Oil
⑥ Other
⑦ Unknown

WEATHER 118
① Clear
<input checked="" type="checkbox"/> Cloudy
③ Rain
④ Snow
⑤ Fog, Smog, Smoke
⑥ Sleet, Hail (Freezing Rain or Drizzle)
⑦ Blowing Sand, Soil, Dirt, Snow
⑧ Severe Crosswinds
⑨ Other
⑩ Unknown

RELATION TO ROADWAY 117
① On Roadway
② Parking Lot or Private Property
③ Shoulder (Other Than Shoulder within Median or Gore)
④ Median (Other Than Median within Gore)
⑤ Outside Shoulder-Left
<input checked="" type="checkbox"/> Outside Shoulder-Right
⑦ Off Roadway-Location Unknown
⑧ Gore (Area between Ramp & Highway)
⑨ On Ramp
⑩ Unknown

Traffic Control

Unit Number	Unit Number
<input checked="" type="checkbox"/> ② ③ ④ ⑤	120
⑥ ⑦ ⑧ ⑨ ⑩	① ② ③ ④ ⑤
	⑥ ⑦ ⑧ ⑨ ⑩

- No Control ①
- ② Traffic Signal Operating ②
- ③ Traffic Signal Flashing ③
- ④ Stop Sign ④
- ⑤ Stop Sign with Flasher ⑤
- ⑥ Warning ⑥
- ⑦ Warn Sign with Flasher ⑦
- ⑧ Yield Sign ⑧
- ⑨ Traffic Control Person ⑨
- ⑩ RR-xing Signal ⑩
- ⑪ Other ⑪

Officer's Opinion of Possible Contributing Circumstances

Driver Factors
Unit Number
1 Exceeding Speed Limit
2 Speed Too Fast-Condition
3 Fail to Yield Right of Way
4 Inattentive Driving
5 Following Too Close
6 Improper Turn
7 Left of Center
8 Disregarded Traffic Control
9 Improper Overtaking
10 Unsafe Backing
11 Failure to Have Control
12 Driver Condition
13 Physically Disabled
14 Other

Vehicle Factors
Unit Number
1 Brake System
2 Tires
3 Steering System
4 Turn Signals
5 Head Lamps
6 Stop Lamps
7 Tail Lamps
8 Disabled in Prior Accident
9 Other Disabled
10 Mirrors
11 Suspension System
12 Other

Highway Factors
Unit Number
1 Snow, Ice or Wet
2 Narrow Shoulder
3 Low Shoulder
4 Soft Shoulder
5 Loose Gravel
6 Rough Pavement
7 Debris From Prior Accident
8 Other Debris
9 Sign Obscured or Missing
10 Narrow Bridge
11 Construction Zone
12 Visibility Obscured
13 Other

OFFICER INFORMATION

Last First M.I.
Law Enforcement Agency Address
City & State ZIP
Phone Number
Agency # Enforcement Agency Officer ID #

Date Notified
MONTH DAY YEAR
Jan Feb Mar Apr May June July Aug Sept Oct Nov Dec

Time Notified (Military Time)
HOUR MIN.

Time Arrived (Military Time)
HOUR MIN.

Date of Report
MONTH DAY YEAR
Jan Feb Mar Apr May June July Aug Sept Oct Nov Dec

Truck & Bus Accident Information (This Section Must Be Completed for Each Truck or Bus Involved in this Accident.)

When To Use This Section: Did the accident involve...
Part A
A truck with at least two axles and six tires?
A truck with a hazardous materials placard?
A bus designed to carry 16 or more persons, including the driver?
Part B
Any person who was fatally injured?
Any injured person who required transport for immediate medical treatment?
One or more vehicles that had to be towed from the scene as a result of the accident?

Hazardous Material Information
Hazardous Material Class Numbers (1-2digit)
Hazardous Material "UN" Numbers (4 digit)
Hazardous Material Placard Displayed?
Hazardous Cargo was Released?
List the Hazardous Material(s) by Name in this Load:
List the Name(s) of Released Hazardous Material(s):

Carrier Information
Carrier Name
Interstate Carrier?

Carrier Identification Numbers
US DOT
ICC MC
Carrier Address

Source
Vehicle Side
Shipping Papers
Trip Manifest
Driver
Log Book

Vehicle Information
Vehicle Configuration
SEQUENCE OF EVENTS FOR THIS VEHICLE
1 Ran off Road
2 Jackknife
3 Overturn (Rollover)
4 Downhill Runaway
5 Cargo Loss or Shift
6 Explosion or Fire
7 Separation of Units
8 Collision Involving Pedestrian

Gross Vehicle Weight Rating
Cargo Body Type
1 Bus
2 Van-enclosed box
3 Cargo Tank
4 Flatbed
5 Dump
6 Concrete Mixer
7 Auto Transporter
8 Garbage Refuse
9 Other
10 Log Truck

Other vehicle configurations and event sequences.

Draw Diagram of Accident & Indicate North with an arrow in the circle.



99 Pictorial Representation of Narrative

Supplemental Reports 101 (Y) (N) Witness Statements 102 (Y) (N) Measurements Taken 103 (Y) (N)

Skidmarks to Impact
Unit 1 100 Unit 2
[] FEET []

Surface Type: _____

NARRATIVE
Field 70 for passenger in position 4 changed

Photos By: 105

What Drivers Were Doing

Unit Number	119	Unit Number
①		①
②		②
③		③
④		④
⑤		⑤
⑥		⑥
⑦		⑦
⑧		⑧
⑨		⑨
⑩		⑩
⑪		⑪
⑫		⑫
⑬		⑬
⑭		⑭
⑮		⑮
⑯		⑯
⑰		⑰
⑱		⑱

- ① Going Straight
- ② Making Left Turn
- ③ Making Right Turn
- ④ Slowing or Stopping
- ⑤ Stopped in Traffic
- ⑥ Legally Parked
- ⑦ Violating No Passing Zone
- ⑧ Illegally Parked
- ⑨ Parking Maneuver
- ⑩ Backing Maneuver
- ⑪ Changing Lanes
- ⑫ Overtaking on Left
- ⑬ Overtaking on Right
- ⑭ Making U Turn
- ⑮ Turning on Red
- ⑯ Merging
- ⑰ Negotiating Curve
- ⑱ Other

WITNESS Last First M.I.
NAME 107
ADDRESS Street & Number Date of Birth
108 109
City & State ZIP Phone Number 111

ACCESS CONTROL 112

- ① No Control (Unlimited Access)
- ② Full Control (Only Ramp Entry/Exit)
- ③ Partial Control

ROAD TERRAIN 113

Part A

- ① Straight
- ② Curve

Part B

- ③ Level/Flat
- ④ Hill

LIGHT CONDITION 114

- ① Daylight
- ② Dark—Not Lighted
- ③ Dark—Lighted
- ④ Dawn
- ⑤ Dusk
- ⑥ Unknown

TRAFFIC WAY 115

- ① Not Physically Divided (2-Way Traffic)
- ② Divided Highway, Median Strip, without Traffic Barrier
- ③ Divided Highway, Median Strip, with Traffic Barrier
- ④ One-Way Traffic
- ⑤ Parking Lot or Private Property

ROAD SURFACE CONDITION 116

- ① Dry
- ② Wet
- ③ Snow/Slush
- ④ Ice
- ⑤ Sand, Mud, Dirt, Oil
- ⑥ Other
- ⑦ Unknown

WEATHER 118

- ① Clear
- ② Cloudy
- ③ Rain
- ④ Snow
- ⑤ Fog, Smog, Smoke
- ⑥ Sleet, Hail (Freezing Rain or Drizzle)
- ⑦ Blowing Sand, Soil, Dirt, Snow
- ⑧ Severe Crosswinds
- ⑨ Other
- ⑩ Unknown

RELATION TO ROADWAY 117

- ① On Roadway
- ② Parking Lot or Private Property
- ③ Shoulder (Other Than Shoulder within Median or Gore)
- ④ Median (Other Than Median within Gore)
- ⑤ Outside Shoulder—Left
- ⑥ Outside Shoulder—Right
- ⑦ Off Roadway—Location Unknown
- ⑧ Gore (Area between Ramp & Highway)
- ⑨ On Ramp
- ⑩ Unknown

Traffic Control

Unit Number	120	Unit Number
①		①
②		②
③		③
④		④
⑤		⑤
⑥		⑥
⑦		⑦
⑧		⑧
⑨		⑨
⑩		⑩
⑪		⑪

- ① No Control
- ② Traffic Signal Operating
- ③ Traffic Signal Flashing
- ④ Stop Sign
- ⑤ Stop Sign with Flasher
- ⑥ Warning
- ⑦ Warn Sign with Flasher
- ⑧ Yield Sign
- ⑨ Traffic Control Person
- ⑩ RR-xing Signal
- ⑪ Other

AT APPROXIMATELY 0015 I SPOKE WITH STAFF FROM REGIONS HOSPITAL BY PHONE. THEY SAID [REDACTED] HAD BEEN PRONOUNCED DEAD ON 10/24/06 AT 2318. THEY SAID [REDACTED] WAS UNCONSCIOUS, INTUBATED, AND IN CRITICAL CONDITION. THEY SAID [REDACTED] WAS UNCONSCIOUS AND IN CRITICAL CONDITION.

THE VEHICLE WAS REMOVED FROM THE SCENE BY JERRY'S TOWING. DEPUTY KOENIG FOLLOWED THE VEHICLE TO THE SHERIFF'S DEPARTMENT IMPOUND LOT. DEPUTY KOENIG AND I THEN INVENTORIED THE VEHICLE.

TROOPER TRAYNOR HAD REQUESTED THAT I CONTACT THE VEHICLE OWNER [REDACTED] AND ASK HIM TO CONSENT TO HAVING THE "SDM" REMOVED FROM THE VEHICLE. TROOPER TRAYNOR ADVISED THAT THE "SDM" COULD POSSIBLY HOLD DATA THAT WOULD HELP DETERMINE WHY THE AIRBAGS HAD NOT DEPLOYED.

ON 10/25/06 I SPOKE WITH [REDACTED] BY PHONE. [REDACTED] SAID THAT HE WOULD MEET WITH ME THE NEXT DAY TO SIGN THE CONSENT FORM. ON 10/26/06 I PHONED [REDACTED] AGAIN TO ARRANGE A MEETING. [REDACTED] TOLD ME THAT HIS INSURANCE COMPANY'S LAWYER HAD TOLD HIM ONLY TO SIGN THE CONSENT FORM IF THEY WERE ALLOWED TO BE THERE WHEN THE SDM WAS REMOVED AND WERE GIVEN ACCESS TO THE DATA ON IT. I TOLD [REDACTED] THAT I WOULD RELAY THEIR REQUEST TO TROOPER TRAYNOR.

I ASKED [REDACTED] IF THE VEHICLE HAD EVER BEEN INVOLVED IN AN ACCIDENT BEFORE. [REDACTED] SAID A DEER HAD "BRUSHED" THE REAR DRIVER'S SIDE ONCE BUT THERE WAS NO DAMAGE. [REDACTED] SAID OTHER THAN OIL CHANGES THE ONLY TIME THE VEHICLE HAD BEEN WORKED ON WAS AT JACOBSON CHEVROLET, 1860 10 AVE BALDWIN WI 54002, 715-684-4600, FOR A RECALL CAMPAIGN. [REDACTED] BELIEVED THE RECALL WAS FOR SOMETHING TO DO WITH THE AIRBAGS AND MAYBE A WINDSHIELD WIPER SWITCH. [REDACTED] SAID NONE OF THE WARNING LIGHTS ON THE DASH HAD BEEN ILLUMINATED PRIOR TO THE ACCIDENT.

I SPOKE WITH TROOPER YOUNG BY PHONE. TROOPER YOUNG ADVISED THAT THEY WOULD MOST LIKELY JUST GET A WARRANT FOR THE SDM. HE ALSO REQUESTED A FULL COPY OF THE ACCIDENT REPORT FOR THE RECONSTRUCTION.

ON 10/26/06 I SPOKE WITH RONALD DRAHOS BY PHONE. RONALD SAID THAT HE WAS AFFILIATED WITH THE TRANSPORTATION RESEARCH CENTER AT INDIANA UNIVERSITY WHO WAS UNDER CONTRACT WITH THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION. RONALD SAID THEY INVESTIGATED TRAFFIC CRASHES OF "SPECIAL INTEREST". RONALD SAID THIS WAS A CRASH OF SPECIAL INTEREST BECAUSE THE AIR BAGS HAD ALLEGEDLY NOT DEPLOYED IN A SITUATION WHEN THEY SHOULD HAVE. I ARRANGED FOR RONALD TO EMAIL ME A FORMAL REQUEST FOR THE INFORMATION THEY WISHED TO ATTAIN (ATTACHED).

ON 10/27/06 I SPOKE WITH REGIONS HOSPITAL STAFF BY PHONE. THEY SAID THAT [REDACTED] AND [REDACTED] WERE STILL IN CRITICAL CONDITION AND NEITHER WAS CONSCIOUS. I ALSO SPOKE WITH THE RAMSEY COUNTY MEDICAL EXAMINERS OFFICE. THEY SAID THAT AN AUTOPSY HAD BEEN DONE ON [REDACTED] AND THEY WOULD SEND US A COPY OF THE REPORT WHEN IT WAS COMPLETED IN 6 TO 8 WEEKS.

CLEAR.

ON 10/24/06 AT 1957 I DEPUTY ERIC JOHNSON WAS DISPATCHED TO RESPOND TO THE AREA OF 1248 CTH N FOR A SINGLE VEHICLE ACCIDENT WITH MULTIPLE PERSONS INJURED. WI STATE TROOPERS LOONSFOOT, SHILTS, AND DEPUTY SOMMERS ALSO RESPONDED.

ON ARRIVAL I SAW THE ABOVE VEHICLE IN THE SOUTH DITCH FACING SOUTH. THE VEHICLE HAD SEVERE FRONT END DAMAGE. THERE WAS A LARGE CLUMP OF TREES WITH DAMAGED BARK IN FRONT OF THE VEHICLE. THERE WAS A LARGE TREE BRANCH/TRUNK LYING ACROSS THE TOP OF THE VEHICLE. THE TROOPERS WERE ALREADY ON SCENE AND ASSISTING THE THREE FEMALE OCCUPANTS. ONE OCCUPANT WAS SEATED IN THE DRIVER'S SEAT, ONE IN THE FRONT PASSENGER SEAT, AND ONE IN THE REAR DRIVER'S SIDE SEAT. THE VEHICLE AIRBAGS WERE NOT DEPLOYED AND THE SEATBELTS DID NOT APPEAR TO HAVE BEEN USED.

I HELD C-SPINE ON THE DRIVER UNTIL EMS ARRIVED. THE DRIVER WAS SITTING ON THE FLOOR IN FRONT OF THE DRIVER'S SEAT WITH HER LEGS ENTRAPPED UNDER THE DASHBOARD. THE DRIVER APPEARED TO BE SEVERELY INJURED BUT WAS CONSCIOUS. THE DRIVER SAID HER NAME WAS [REDACTED]. I ASKED [REDACTED] WHAT HAD HAPPENED. [REDACTED] SAID SHE DIDN'T KNOW. EMS ARRIVED AND STARTED EVALUATING [REDACTED]. [REDACTED] WAS LATER IDENTIFIED BY A WI PICTURE INSTRUCTION PERMIT LOCATED IN THE VEHICLE.

THE FRONT SEAT PASSENGER LATER IDENTIFIED AS [REDACTED] WAS BREATHING BUT UNRESPONSIVE AND ENTRAPPED. [REDACTED] WAS SEATED IN THE FRONT PASSENGER SEAT WHICH WAS PUSHED FORWARD. [REDACTED] WAS ENTRAPPED BETWEEN THE SEAT, THE DASH, AND THE PASSENGER SIDE DOOR.

THE BACK SEAT PASSENGER [REDACTED] WAS LATER IDENTIFIED BY A MN PICTURE DRIVER'S LICENSE LOCATED IN THE VEHICLE. [REDACTED] WAS BREATHING BUT UNRESPONSIVE. [REDACTED] FEET WERE ON THE FLOOR BEHIND THE DRIVER'S SEAT. [REDACTED] TORSO WAS LYING ACROSS THE REAR BENCH SEAT FACE UP WITH HER HEAD TOWARDS THE PASSENGER SIDE.

FIRE AND EMS REMOVED THE OCCUPANTS FROM THE VEHICLE. [REDACTED] WAS TRANSPORTED BY GROUND AMBULANCE TO REGIONS HOSPITAL IN ST PAUL. [REDACTED] WAS TRANSPORTED BY GROUND AMBULANCE TO THE HUDSON MEDICAL CENTER AND AIR LIFTED FROM THERE TO REGIONS HOSPITAL. [REDACTED] WAS AIR LIFTED FROM THE SCENE TO REGIONS HOSPITAL.

I SPOKE WITH THE COMPLAINANTS [REDACTED] [REDACTED] AND [REDACTED] [REDACTED] AND [REDACTED] TOLD ME THAT THEY HAD BEEN EASTBOUND ON CTH N. THEY SAID THERE HAD BEEN TWO OR THREE VEHICLES IN FRONT OF THEM. [REDACTED] SAID WHEN THEY CAME UPON THE VEHICLE IN THE DITCH THEY THOUGHT IT WAS AN OLD ACCIDENT. THEY SAID THE CARS IN FRONT OF THEM HADN'T STOPPED BUT AS THEY WENT BY THEY NOTICED SMOKE COMING FROM UNDER THE HOOD OF THE VEHICLE. THEY SAID THEY TURNED AROUND AND APPROACHED THE VEHICLE. THEY SAID AS THEY APPROACHED THE VEHICLE THEY HEARD SCREAMING AND THEN SAW THE THREE OCCUPANTS. THEY SAID AT THE SAME TIME [REDACTED] CAME FROM HER HOUSE AND THEY YELLED FOR HER TO CALL 911. [REDACTED] SAID NONE OF THE OCCUPANTS CHANGED POSITIONS IN THE VEHICLE BEFORE THE POLICE ARRIVED.

[REDACTED] SAID SHE HAD HEARD THE ACCIDENT BUT HADN'T SEEN IT. [REDACTED] SAID THAT WHEN SHE WENT OUTSIDE TO SEE WHAT HAD HAPPENED THE GUYS TOLD HER TO CALL 911.

DEPUTY SOMMERS TOOK DIGITAL PHOTOGRAPHS OF THE SCENE. WI STATE TROOPERS TRAYNOR AND YOUNG RESPONDED TO RECONSTRUCT THE ACCIDENT.

I NOTIFIED [REDACTED]'S PARENTS AND HUSBAND OF THE ACCIDENT. I NOTIFIED [REDACTED]'S PARENTS OF THE ACCIDENT. WITH THE ASSISTANCE OF [REDACTED]'S ROOMMATE [REDACTED] I WAS ABLE TO LOCATE AND NOTIFY [REDACTED]'S MOTHER OF THE ACCIDENT.

NHTSA-MARKEY-000134

TA000093337

[REDACTED]
SPRING VALLEY WI [REDACTED]
[REDACTED]

[REDACTED] S PARENTS:

[REDACTED]
WOODVILLE WI [REDACTED]
[REDACTED]

FRONT PASSENGER / DECEASED:

[REDACTED]
WOODVILLE WI [REDACTED]
[REDACTED]

[REDACTED]
WOODVILLE WI [REDACTED]
[REDACTED]

REAR PASSENGER:

[REDACTED]
ALBERT LEA [REDACTED]
[REDACTED]

HAD BEEN STAYING AT BELOW ADDRESS SINCE LATE AUGUST 2006

[REDACTED]
WOODVILLE WI [REDACTED]

[REDACTED] AND STEPMOTHER:

[REDACTED]
ALBERT LEA MN [REDACTED]
[REDACTED]

[REDACTED] S MOTHER:

[REDACTED]
BALDWIN WI [REDACTED]
[REDACTED]

[REDACTED] S ROOMMATE:

[REDACTED]
WOODVILLE WI [REDACTED]
[REDACTED]

VEHICLE:

2005 CHEVROLET COBALT, 4 DOOR, WHITE, VIN= 1G1AK52F657 [REDACTED]
WI AUTO PLATE= [REDACTED]

Entered By: Eric J Johnson, On 10/27/2006 10:53:46 PM
Edited By: Eric J Johnson, On 10/27/2006 11:35:48 PM

Title: FATAL MOTOR VEHICLE ACCIDENT

ST CROIX COUNTY SHERIFF'S DEPARTMENT
1101 CARMICHAEL RD
HUDSON WI 54016
(715)381-4320

DEPUTY ERIC JOHNSON

FATAL MOTOR VEHICLE ACCIDENT

CASE# [REDACTED]

MV 4000# 8929339

10/24/06 @ 1955

LOCATION:
CTH N .5 MILE EAST OF NORTH SKYLINE DRIVE

COMPLAINANTS:

[REDACTED]

BALDWIN WI [REDACTED]

[REDACTED]

SPRING VALLEY [REDACTED]

[REDACTED]

ROBERTS WI [REDACTED]

DRIVER:

[REDACTED]

SPRING VALLEY WI [REDACTED]

[REDACTED]'S HUSBAND:

[REDACTED]

SPRING VALLEY WI [REDACTED]

[REDACTED]'S FATHER / VEHICLE OWNER:

[REDACTED]

Entered By: Eric J Johnson, On 11/9/2006 10:41:37 PM

Title: SUPPLEMENTAL TO 06-9697

DEPUTY ERIC JOHNSON

SUPPLEMENTAL TO 06-9697

DECEASED:

[REDACTED]
[REDACTED]
ALBERT LEA MN [REDACTED]
[REDACTED]

HAD BEEN STAYING AT BELOW ADDRESS SINCE LATE AUGUST 2006

[REDACTED]
WOODVILLE WI [REDACTED]

ON 11/05/06 I WAS ADVISED BY STAFF AT REGIONS HOSPITAL THAT [REDACTED] HAD BEEN
PRONOUNCED DEAD AT REGIONS HOSPITAL ON 11/04/06 AT 1019 HOURS.

I HAD DISPATCH SEND THE FATALITY NOTIFICATION TTY. I ALSO AMENDED THE MV4000 AND MOTOR
VEHICLE FATALITY SUPPLEMENT REPORT TO REFLECT THE FATALITY.

CLEAR.

NHTSA-MARKEY-000137

TA000093340

MOTOR VEHICLE FATAL SUPPLEMENT REPORT

Wisconsin Department of Transportation
MV3400 8/01

1. Document Number
(From MV400) **8929339**

ACCIDENT INFORMATION

2. Accident Date (Mo-Day-Yr) 10-24-06	3. No. of Travel Lanes 2	4. Time Ambulance NOTIFIED 7:59 AM PM	5. Time Ambulance Arrived at SCENE 8:10 AM PM	6. Time Ambulance Arrived at HOSPITAL 9:11 AM PM
7. Roadway Surface Type 1 Concrete 2 Blacktop (Bituminous) 3 Brick or Block 4 Slag, Gravel or Stone 5 Dirt 8 Other 2	8. Roadway Profile 1 Level 2 Grade 3 Hillcrest 4 Sag 2	9. Special Jurisdiction 0 No Special Jurisdiction 1 National Park Service 2 Military 3 Indian Reservation 4 College/University Campus 5 Other Federal Properties 0	10. Relation To Roadway 1 On Roadway 2 Shoulder 3 Median 4 Roadside 5 Outside Right of Way 6 Off Roadway - Location Unknown 7 In Parking Lane 8 Gore 5	11. Trafficway Flow 1 Not Physically Divided (Two Way Trafficway) 2 Divided Highway, Median Strip (Without Traffic Barrier) 3 Divided Highway, Median Strip (With Traffic Barrier) 4 One Way Trafficway 1

VEHICLE INFORMATION

12. Special Use 0 No Special Use 1 Taxi 2 Vehicle Used as School Bus 3 Vehicle Used as Other Bus 4 Military 5 Police 6 Ambulance 7 Fire Truck Unit 1 0 Unit 2 Unit 3	13. Emergency Use Y/N See s.340.01(3); 346.03 Wis. Stats. Unit 1 N Unit 2 Unit 3	14. Fire Y/N Unit 1 N Unit 2 Unit 3	15. Estimated Travel Speed Unit 1 50 MPH Unit 2 Unit 3
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SURVIVING DRIVER INFORMATION

Unit 1	16. Ejected Y/N N	17. Ejected Y/N N	18. Ejected Y/N Y
19. Alcohol Test Given Y/N N	20. Alcohol Test Results - Circle One 1. Actual-Give Results Results 2. Test Refused 3. Results Unknown	21. Alcohol Test Type - Circle One 1. Evidential Test - Circle One 1A. Breath; 1B. Blood; 1C. Urine 2. Preliminary Breath Test (PBT) 3. Behavioral 4. Passive Alcohol Sensor (PAS) 5. Observed	22. Drug Test Given Y/N N
23. Drug Test Type - Circle One Blood Urine	24. Drug Test Results - Circle One 1. No Drugs Reported 2. Drugs Reported - Specify 3. Tested, Results Unknown	NAME First MI Last Unit 2	
Alcohol Test Given Y/N	Alcohol Test Results - Circle One 1. Actual-Give Results Results 2. Test Refused 3. Results Unknown	Alcohol Test Type - Circle One 1. Evidential Test - Circle One 1A. Breath; 1B. Blood; 1C. Urine 2. Preliminary Breath Test (PBT) 3. Behavioral 4. Passive Alcohol Sensor (PAS) 5. Observed	Drug Test Given Y/N
Drug Test Type - Circle One Blood Urine	Drug Test Results - Circle One 1. No Drugs Reported 2. Drugs Reported - Specify 3. Tested, Results Unknown	NAME First MI Last Unit 3	
Alcohol Test Given Y/N	Alcohol Test Results - Circle One 1. Actual-Give Results Results 2. Test Refused 3. Results Unknown	Alcohol Test Type - Circle One 1. Evidential Test - Circle One 1A. Breath; 1B. Blood; 1C. Urine 2. Preliminary Breath Test (PBT) 3. Behavioral 4. Passive Alcohol Sensor (PAS) 5. Observed	Drug Test Given Y/N
Drug Test Type - Circle One Blood Urine	Drug Test Results - Circle One 1. No Drugs Reported 2. Drugs Reported - Specify 3. Tested, Results Unknown		

FATALITY INFORMATION

25. Name - First MI Last 1.	26. Ejected Y/N N	27. Extricated Y/N Y	28. Date of Death 10/24/06	29. Time of Death 11:18 AM PM
2.				AM PM
3.				AM PM
30. Officer Completing Report - Print Name ERIC JOURNAL	31. Officer ID No 891	32. Enforcement Agency Name ST. JOSEPH	33. Report Date 10/24/06	

* Amended 11-09-06, fatality #2 added

MOTOR VEHICLE FATAL SUPPLEMENT REPORT

Wisconsin Department of Transportation
MVS-400 881

1. Document Number
From MV4000 **8929339**

ACCIDENT INFORMATION

2. Accident Date (Mo-Day-Yr) 10-24-06	3. No. of Travel Lanes 2	4. Time Ambulance NOTIFIED 7:59 AM	5. Time Ambulance Arrived at SCENE 8:10 AM	6. Time Ambulance Arrived at HOSPITAL 9:11 AM
7. Roadway Surface Type 1 Concrete 2 Blacktop (Bituminous) 3 Brick or Block 4 Slag, Gravel or Stone 5 Dirt 8 Other 2	8. Roadway Profile 1 Level 2 Grade 3 Hillcrest 4 Sag 2	9. Special Jurisdiction 0 No Special Jurisdiction 1 National Park Service 2 Military 3 Indian Reservation 4 College/University Campus 5 Other Federal Properties 0	10. Relation To Roadway 1 On Roadway 2 Shoulder 3 Median 4 Roadside 5 Outside Right of Way 6 Off Roadway - Location Unknown 7 In Parking Lane 8 Gore 5	11. Trafficway Flow 1 Not Physically Divided (Two Way Trafficway) 2 Divided Highway, Median Strip (Without Traffic Barrier) 3 Divided Highway, Median Strip (With Traffic Barrier) 4 One Way Trafficway 1

VEHICLE INFORMATION

12. Special Use 0 No Special Use 1 Taxi 2 Vehicle Used as School Bus 3 Vehicle Used as Other Bus 4 Military 5 Police 6 Ambulance 7 Fire Truck	13. Emergency Use Y/N See s.340.01(3), 346.03 Wis. Stats.	14. Fire Y/N	15. Estimated Travel Speed
Unit 1 0	Unit 1 N	Unit 1 N	Unit 1 50 MPH
Unit 2 0	Unit 2 N	Unit 2 N	Unit 2
Unit 3 0	Unit 3 N	Unit 3 N	Unit 3

SURVIVING DRIVER INFORMATION

Unit 1	16. Name	17. Ejected Y/N	18. Ejected Y/N
		N	Y
19. Alcohol Test Given Y/N N	20. Alcohol Test Results - Circle One 1. Actual-Give Results 2. Test Refused 3. Results Unknown Results	21. Alcohol Test Type - Circle One 1. Evidential Test - Circle One 1A. Breath; 1B. Blood; 1C. Urine 2. Preliminary Breath Test (PBT) 3. Behavioral 4. Passive Alcohol Sensor (PAS) 5. Observed	22. Drug Test Given Y/N N
			23. Drug Test Type - Circle One Blood Urine
Unit 2	NAME First MI Last	Ejected Y/N	Ejected Y/N
Alcohol Test Given Y/N 0	Alcohol Test Results - Circle One 1. Actual-Give Results 2. Test Refused 3. Results Unknown Results	Alcohol Test Type - Circle One 1. Evidential Test - Circle One 1A. Breath; 1B. Blood; 1C. Urine 2. Preliminary Breath Test (PBT) 3. Behavioral 4. Passive Alcohol Sensor (PAS) 5. Observed	Drug Test Given Y/N 0
			Drug Test Type - Circle One Blood Urine
Unit 3	NAME First MI Last	Ejected Y/N	Ejected Y/N
Alcohol Test Given Y/N 0	Alcohol Test Results - Circle One 1. Actual-Give Results 2. Test Refused 3. Results Unknown Results	Alcohol Test Type - Circle One 1. Evidential Test - Circle One 1A. Breath; 1B. Blood; 1C. Urine 2. Preliminary Breath Test (PBT) 3. Behavioral 4. Passive Alcohol Sensor (PAS) 5. Observed	Drug Test Given Y/N 0
			Drug Test Type - Circle One Blood Urine

FATALITY INFORMATION

25. Name - First MI Last	26. Ejected Y/N	27. Ejected Y/N	28. Date of Death	29. Time of Death
1. [Redacted]	N	Y	10/24/06	11:18 AM
2. [Redacted]	N	N	11-04-06	10:19 AM
3. [Redacted]				AM
30. Officer Completing Report - Print Name F.R.I.C. JOHNSON	31. Officer ID No 8821	32. Enforcement Agency Name ST. FRANCIS	33. Report Date 10-26-06	

Occupant Unit Number (1) (2) (3) (4) (5) (6) (7) (8) (9) (10)	NAME Last First M.I. Date of Birth Sex (M) (F)	Severity (A) (B) (C)	SEAT Position	SAFETY Equipment	AIRBAG (1) Deployed (2) Non Deployed (3) Not Applicable (4) Unknown
	ADDRESS Street & Number City & State ZIP	EJECTED (1) Not Applicable (2) Not Ejected (3) Totally Ejected (4) Partially Ejected (5) Unknown		TRAPPED/EXTRICATED (1) Not Applicable (2) Not Trapped (3) Trapped/Extricated (4) Trapped/Not Extricated (5) Unknown	Medical Transport (Y) (N)
Address Same as Operator Yes No					

Type of Accident

First Harmful Event (80) Most Harmful Event (81)

Unit Number (1) (2) (3) (4) (5) (6) (7) (8) (9) (10)	Unit Number (1) (2) (3) (4) (5) (6) (7) (8) (9) (10)
--	--

(select one per vehicle)

Collision With Object Not Fixed

1	Motor Vehicle in Transport	1
2	Parked Motor Vehicle	2
3	Deer	3
4	Pedalcycle	4
5	Pedestrian	5
6	Railway Train	6
7	Other Animal	7
8	Motor Vehicle in Transport In Other Roadway	8
9	Other Object (Not Fixed)	9

Collision With Fixed Object

10	Traffic Sign Post	10
11	Traffic Signal	11
12	Utility Pole	12
13	Lum. Light Support	13
14	Other Post	14
15	Tree	15
16	Mailbox	16
17	Guardrail Face	17
18	Guardrail End	18
19	Median Barrier	19
20	Bridge Parapet End	20
21	Bridge/Pier/Abut.	21
22	Impact Attenuator	22
23	Overhead Sign Post	23
24	Bridge Rail	24
25	Culvert	25
26	Ditch	26
27	Curb	27
28	Embankment	28
29	Fence	29
30	Other Fixed Object	30
31	Unknown	31

Non-Collision

32	Overturn	32
33	Fire/Explosion	33
34	Immersion	34
35	Jackknife	35
36	Other Non-Collision	36

Driver Condition

Unit Number (1) (2) (3) (4) (5) (6) (7) (8) (9) (10)	Unit Number (1) (2) (3) (4) (5) (6) (7) (8) (9) (10)
--	--

Driver Factors (Or Pedestrians)

1	Appeared Normal	1
2	Reduced Alertness	2
3	Ability Impaired	3
4	Not Observed	4

Presence

89

5	Neither Alcohol nor Drugs Present	5
6	Yes—Alcohol Present	6
7	Yes—Drugs Present	7
8	Yes—Alcohol & Drugs Present	8
9	Unknown	9

Alcohol

90

AC Value	AC Value	
10	Test Not Given	10
11	Test Refused	11
12	Test Given, Alcohol Unknown	12
13	Test Given, No Alcohol Reported	13

Drugs

91

14	Test Not Given	14
15	Test Refused	15
16	Test Given, Drugs Unknown	16
17	Test Given, No Drugs Reported	17
18	Drugs Reported (Specify Below)	18
19	Marijuana	19
20	Cocaine	20
21	Opiates	21
22	Amphetamines	22
23	PCP	23
24	Other Drug Medication	24
25	Type Unknown	25

Unit # (1) (2) (3) (4) (5) (6) (7) (8) (9) (10)

Pedestrian

Location	Action
1 In Crosswalk	1 Walking not Facing Traffic
2 In Roadway	2 Disregarded Signal
3 Not in Roadway	3 Darting into Road
4 On Sidewalk	4 Dark Clothing
	5 Walking Facing Traffic

Manner of Collision

1	No Collision with Motor Vehicle in Transport
2	Rear-end
3	Head On
4	Rear to Rear
5	Angle
6	Sideswipe, Same Direction
7	Sideswipe, Opposite Direction
8	Unknown

Unit # (1) (2) (3) (4) (5) (6) (7) (8) (9) (10)

Darken Numbered Area(s) of Vehicle Damage

90

9	None	9	None
10	Undercarriage	10	Severe
11	Total (Damage to All Areas)	11	Very Minor
12	Other	12	Very Severe
13	Unknown	13	Moderate
		14	Unknown

Vehicle Towed Due to Damage (Y) (N) 96
Vehicle Removed By: 97

Unit # (1) (2) (3) (4) (5) (6) (7) (8) (9) (10)

Darken Numbered Area(s) of Vehicle Damage

91

9	None	9	None
10	Undercarriage	10	Severe
11	Total (Damage to All Areas)	11	Very Minor
12	Other	12	Very Severe
13	Unknown	13	Moderate
		14	Unknown

Vehicle Towed Due to Damage (Y) (N) 96
Vehicle Removed By: 97

Fixed Object Struck

Unit #	Unit #	Unit #	Unit #
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Govt. Damage Tag # 83

PROPERTY OWNER 84

ADDRESS Street & Number	City & State	ZIP	Phone Number ()
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Amended Document On Emergency

Wisconsin Motor Vehicle Accident Report

Document Number Override 8929339

Police No. 06-9697

INSTRUCTIONS: Please use a Black Ink Pen or #2 Pencil. Mark Areas as shown: Correct Mark, Incorrect Marks, Reportable Accident.

County: 55, MUN/TWP: 11

Accident Date: MONTH 02, DAY 4, YEAR 06

Time of Accident (Military Time): HOUR 5, MIN 00

Total Number: UNITS 6, INJURED 0, KILLED 0

Hit & Run, Government Property, Fire (Narrative), Photos Taken (Narrative), Trailer or Towed (Narrative), Truck or Bus (Last Page), Load Spillage, Construction Zone, Names Exchanged.

Unit #, Sheet No. Of

ACCIDENT LOCATION: Public Highway, Intersection/Related, Public Highway, Non-Intersection, Parking Lot, Private Property or Road.

LAITUDE (GPS) Degrees: 12, Minutes: 11, Seconds: 11; LONGITUDE (GPS) Degrees: 15, Minutes: 16, Seconds: 16

ON Hwy No. and / Street Name, Estimated, FROM/AT Hwy No. and / Street Name

Unit Number, Unit Type, Total Number of Occupants, Direction of Travel (Before the Accident), Agency Space, Special Study

OPERATOR Last, First, M.I., Speed Limit, ADDRESS Street & Number, City & State, ZIP, Phone Number, Driver's License Number, State, Exp. Year

Date of Birth, Sex, Operating as Classified, Class (Mark Only One), Endorse (Mark All That Apply), On Duty Accident, CMV, Winter Hwy Maintenance

Severity, SEAT Position, SAFETY Equipment, AIRBAG, EJECTED, TRAPPED/EXTRICATED, Medical Transport

Vehicle Owner, Same, Last Name, First, M.I.

Street Address, City & State, ZIP, Phone Number, Year of Vehicle, Make, Model, Body Style, Color

Vehicle ID Number, License Plate Number, Plate Type, State, Exp. Year, Policy Holder's Name, Liability Insurance Company

Occupant Unit Number, NAME Last, First, M.I., Date of Birth, Sex, Severity, SEAT Position, SAFETY Equipment, AIRBAG

Address Same as Operator, EJECTED, TRAPPED/EXTRICATED, Medical Transport, Agency Space, EMS Number

MV4000 899, EMS Number

Accident No., Date, Location

Occupant Unit Number 1 2 3 4 5 6 7 8 9 10	NAME Last	First	M.I.	Date of Birth	Sex M: <input type="checkbox"/> F: <input type="checkbox"/>	Severity K: <input type="checkbox"/> N: <input type="checkbox"/> A: <input type="checkbox"/> B: <input type="checkbox"/> C: <input type="checkbox"/>	SEAT Position 4	SAFETY Equipment 0	AIRBAG 1: Deployed 2: Non Deployed 3: Not Applicable 4: Unknown
	ADDRESS Street & Number		City & State Alber Lea MN						
Address Same as Operator Yes <input type="checkbox"/> No <input type="checkbox"/>	EJECTED 1: Not Applicable 2: Not Ejected 3: Totally Ejected 4: Partially Ejected 5: Unknown	TRAPPED/EXTRICATED 1: Not Applicable 2: Not Trapped 3: Trapped/Extricated 4: Trapped-Not Extricated 5: Unknown	Medical Transport Y: <input type="checkbox"/> N: <input checked="" type="checkbox"/>		Agency Space				

Occupant Unit Number 1 2 3 4 5 6 7 8 9 10	NAME Last	First	M.I.	Date of Birth	Sex M: <input type="checkbox"/> F: <input type="checkbox"/>	Severity K: <input type="checkbox"/> N: <input type="checkbox"/> A: <input type="checkbox"/> B: <input type="checkbox"/> C: <input type="checkbox"/>	SEAT Position	SAFETY Equipment	AIRBAG 1: Deployed 2: Non Deployed 3: Not Applicable 4: Unknown
	ADDRESS Street & Number		City & State			ZIP			
Address Same as Operator Yes <input type="checkbox"/> No <input type="checkbox"/>	EJECTED 1: Not Applicable 2: Not Ejected 3: Totally Ejected 4: Partially Ejected 5: Unknown	TRAPPED/EXTRICATED 1: Not Applicable 2: Not Trapped 3: Trapped/Extricated 4: Trapped-Not Extricated 5: Unknown	Medical Transport Y: <input type="checkbox"/> N: <input checked="" type="checkbox"/>		Agency Space				

Type of Accident

15 First Harmful Event
Most Harmful Event

Unit Number 1 2 3 4 5 6 7 8 9 10	Unit Number 1 2 3 4 5 6 7 8 9 10
--	--

(select one per vehicle)

Collision With Object Not Fixed

1: Motor Vehicle in Transport	2: Parked Motor Vehicle	3: Deer	4: Pedalcycle	5: Pedestrian	6: Railway Train	7: Other Animal	8: Motor Vehicle in Transport In Other Roadway	9: Other Object (Not Fixed)
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Collision With Fixed Object

10: Traffic Sign Post	11: Traffic Signal	12: Utility Pole	13: Lum. Light Support	14: Other Post	15: Tree	16: Mailbox	17: Guardrail Face	18: Guardrail End	19: Median Barrier	20: Bridge Parapet End	21: Bridge/Pier/Abut.	22: Impact Attenuator	23: Overhead Sign Post	24: Bridge Rail	25: Culvert	26: Ditch	27: Curb	28: Embankment	29: Fence	30: Other Fixed Object	31: Unknown
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Non-Collision

32: Overturn	33: Fire/Explosion	34: Immersion	35: Jackknife	36: Other Non-Collision
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Driver Condition

Unit Number 1 2 3 4 5 6 7 8 9 10	Unit Number 1 2 3 4 5 6 7 8 9 10
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Driver Factors (Or Pedestrians)

1: Appeared Normal	2: Reduced Alertness	3: Ability Impaired	4: Not Observed
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Presence

Neither Alcohol nor Drugs Present (5)

6: Yes—Alcohol Present	7: Yes—Drugs Present	8: Yes—Alcohol & Drugs Present	9: Unknown
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Alcohol

AC Value AC Value

10: Test Not Given	11: Test Refused	12: Test Given, Alcohol Unknown	13: Test Given, No Alcohol Reported
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Drugs

14: Test Not Given	15: Test Refused	16: Test Given, Drugs Unknown	17: Test Given, No Drugs Reported	18: Drugs Reported (Specify Below)		
19: Marijuana	20: Cocaine	21: Opiates	22: Amphetamines	23: PCP	24: Other Drug Medication	25: Type Unknown

Unit # 2 3 4 5 6 7 8 9 10

Pedestrian Location

1: In Crosswalk	2: In Roadway	3: Not in Roadway	4: On Sidewalk
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Action

1: Walking not Facing Traffic	2: Disregarded Signal	3: Darting into Road	4: Dark Clothing	5: Walking Facing Traffic
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Manner of Collision

No Collision with Motor Vehicle in Transport

1: Rear-end	2: Head On	3: Rear to Rear	4: Angle	5: Sideswipe, Same Direction	6: Sideswipe, Opposite Direction	7: Unknown
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Unit # 1 2 3 4 5 6 7 8 9 10

Darken Numbered Area(s) of Vehicle Damage

Extent of Damage

1: None	2: Undercarriage	3: Total (Damage to All Areas)	4: Other	5: Unknown	6: None	7: Very Minor	8: Minor	9: Moderate	10: Severe	11: Very Severe	12: Unknown
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Vehicle Towed Due to Damage (N) (Y)

Vehicle Removed By: Property Towing

Unit # 1 2 3 4 5 6 7 8 9 10

Darken Numbered Area(s) of Vehicle Damage

Extent of Damage

1: None	2: Undercarriage	3: Total (Damage to All Areas)	4: Other	5: Unknown	6: None	7: Very Minor	8: Minor	9: Moderate	10: Severe	11: Very Severe	12: Unknown
---------	------------------	--------------------------------	----------	------------	---------	---------------	----------	-------------	------------	-----------------	-------------

Vehicle Towed Due to Damage (N) (Y)

Vehicle Removed By: (N) (Y)

82 Fixed Object Struck

Unit # 1	Unit # 2	Unit # 3	Unit # 4
30			

Govt. Damage Tag # (N) (Y)

PROPERTY Last SBC Telephone First M.I.

OWNER #1 212 Main St

ADDRESS Street & Number Roberts WI 54023

City & State ZIP Phone Number (1-800) 276-2990

Wisconsin Motor Vehicle Accident Report

Document Number Override

Police No. 06-9697

INSTRUCTIONS
 Please use a Black Ink Pen or #2 Pencil.
 Mark Areas as shown:
 Correct Mark:
 Incorrect Marks:

County: **SS**
 MUN/TWP: **11**

Accident Date
 MONTH DAY YEAR
24 06 1955

Time of Accident (Military Time)
 HOUR MIN.
19 55

Total Number
 UNITS INJURED KILLED
01 02 01

Hit & Run Unit #
 Government Property
 Fire (Narrative)
 Photos Taken (Narrative)
 Trailer or Towed (Narrative)
 Truck or Bus (Last Page)
 Load Spillage
 Construction Zone
 Names Exchanged

Sheet No. Of
11

Reportable Accident

ACCIDENT LOCATION
 Public Highway, Intersection/Related
 Public Highway, Non-Intersection
 Parking Lot
 Private Property or Road

LATITUDE (GPS) Degrees: Minutes: Seconds: LONGITUDE (GPS) Degrees: Minutes: Seconds:
 ON Hwy No. and / Street Name: **CTH N** Estimated .5 FROM/AT Hwy No. and / Street Name: **North Skyline Drive**

House # Fire # Other Agency Space Special Study

Unit Number	Unit Type	Total Number of Occupants	Direction of Travel (Before the Accident)	Unit Number	Unit Type	Total Number of Occupants	Direction of Travel (Before the Accident)
1	2	3	4	5	6	7	8

OPERATOR Last Name	First	M.I.	Speed Limit	OPERATOR Last Name	First	M.I.	Speed Limit
[Redacted]	[Redacted]	[Redacted]	[Redacted]	[Redacted]	[Redacted]	[Redacted]	[Redacted]
ADDRESS Street & Number	City & State	ZIP	Phone Number	ADDRESS Street & Number	City & State	ZIP	Phone Number
[Redacted]	Spring Valley WI	[Redacted]	[Redacted]	[Redacted]	[Redacted]	[Redacted]	[Redacted]
Driver's License Number	State	Exp. Year	Driver's License Number	State	Exp. Year		
[Redacted]	WI	07	[Redacted]	[Redacted]	[Redacted]		

Date of Birth	Sex	Operating as Classified	Class (Mark Only One)	Endorse (Mark All That Apply)	Date of Birth	Sex	Operating as Classified	Class (Mark Only One)	Endorse (Mark All That Apply)
[Redacted]	[Redacted]	[Redacted]	[Redacted]	[Redacted]	[Redacted]	[Redacted]	[Redacted]	[Redacted]	[Redacted]

Severity	SEAT Position	SAFETY Equipment	AIRBAG	EJECTED	Severity	SEAT Position	SAFETY Equipment	AIRBAG	EJECTED
[Redacted]	[Redacted]	[Redacted]	[Redacted]	[Redacted]	[Redacted]	[Redacted]	[Redacted]	[Redacted]	[Redacted]

TRAPPED/EXTRICATED: Not Trapped, Trapped/Not Extricated, Trapped/Extricated, Unknown

Vehicle Owner: Last Name, First, M.I.

Street Address

City & State, ZIP, Phone Number

Year of Vehicle, Make, Model, Body Style, Color

2005 Chev Cobalt 4 Door Wht

Vehicle ID Number: **1G1AK52F657**

License Plate Number, Plate Type, State, Exp. Year

Policy Holder's Name, Same, Y, N

Liability Insurance Company: **Erie Insurance**, Stat. #

Occupant Unit Number	NAME Last	First	M.I.	Date of Birth	Sex	Severity	SEAT Position	SAFETY Equipment	AIRBAG
[Redacted]	[Redacted]	[Redacted]	[Redacted]	[Redacted]	[Redacted]	[Redacted]	[Redacted]	[Redacted]	[Redacted]

Address Same as Operator: Yes, No

MV4000 899, EMS Number

Police No. 06-9697, Date 10-24-06, Location CTH North

COLLISION ANALYSIS & RECONSTRUCTION REPORT



EAU CLAIRE POST CASE # [REDACTED]

ST. CROIX COUNTY CASE # [REDACTED]

COLLISION DATE: 10-24-2006

**LOCATION: CTH N East of North Skyline Drive
ST CROIX COUNTY, WI**

PREPARED BY: KEITH A. YOUNG

**TROOPER
TECHNICAL RECONSTRUCTION UNIT
WISCONSIN STATE PATROL ACADEMY
608-269-2500**

REPORT DATE: February 14, 2007

TABLE OF CONTENTS

INFORMATION UTILIZED FOR COMPLETION OF REPORT	3
SYNOPSIS	4
OBJECTIVE	4
COLLISION SCENE.....	4
COLLISION SEQUENCE.....	5
SERVICE BULLETIN	6
VEHICLE INSPECTION	6
FORENSIC SCENE MAPPING	7
SENSING AND DIAGNOSTIC MODULE.....	7
EXEMPLAR VEHICLE MEASUREMENTS.....	8
SPEED ANALYSIS	9
VEHICLE FACTORS.....	9
HUMAN FACTORS.....	10
ENVIRONMENTAL FACTORS	10
WEATHER.....	10
MOON POSITION	11
ROADWAY CONDITION	11
VISIBILITY CONDITIONS.....	11
INVESTIGATIVE SUMMARY	11
APPENDIX	12
TROOPER TRAYNOR'S REPORT	ATTACHED
INSPECTOR WRIGHT'S REPORT	ATTACHED
SCALED SCENE DRAWING.....	ATTACHED
VETRONIX CRASH DATA RETRIEVAL REPORT.....	ATTACHED

INFORMATION UTILIZED FOR COMPLETION OF REPORT

1. Wisconsin Motor Vehicle Accident Report MV4000 completed by Deputy Eric Johnson.
2. Narrative Reports by St Croix County Sheriff's Department Deputy Eric Johnson.
3. Narrative Report by Trooper William Traynor.
4. Forensic Mapping Measurements by Troopers Keith Young and William Traynor.
5. Scene Photographs by Deputy Sommers and Trooper Young.
6. SDM Photographs at St Croix County impound lot by Trooper Young.
7. Moon Position Data, U.S. Naval Observatory.
8. Weather Conditions Data, Weather Underground.
9. Vetronix CDR Report for 2005 Chevrolet Cobalt VIN; 1G1AK52F657 [REDACTED]
10. Interview by Deputy Johnson with:
 - [REDACTED]
 - [REDACTED]
 - [REDACTED]
11. Wisconsin Department of Transportation Records for [REDACTED]

SYNOPSIS

On October 24, 2006, a Chevrolet Cobalt driven by [REDACTED] was eastbound on CTH N just east of North Skyline Drive. The [REDACTED] vehicle traveled onto the south shoulder and into the south ditch. The vehicle then launched off of the west edge of a driveway and became airborne. The vehicle landed and traveled through the ditch before striking a telephone junction box and two trees. The vehicle then rotated clockwise coming to rest in the south ditch facing south. [REDACTED] sustained serious injuries. The right front seat passenger [REDACTED] and left rear seat passenger [REDACTED] later died as a result of injuries they received in the crash.

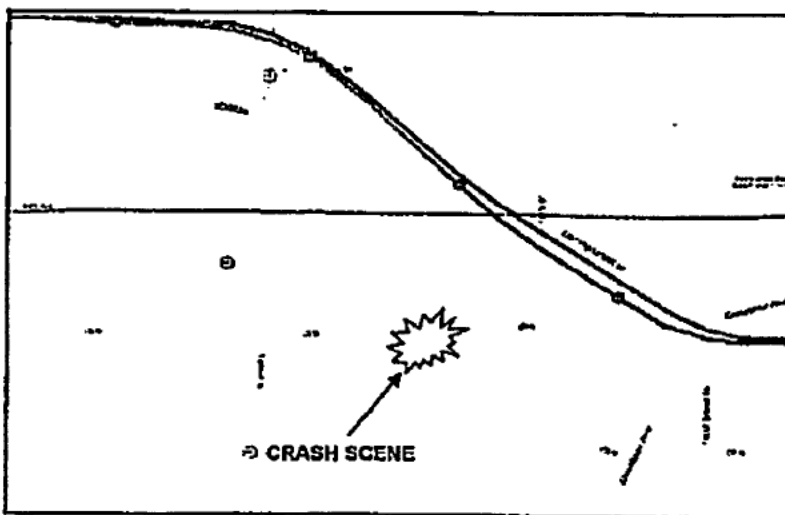
OBJECTIVE

The primary objective of this analysis is to evaluate the speed and positions of the [REDACTED] vehicle during the collision sequence. A study of the vehicle, human or environmental factors including safety belt use and airbag non-deployment will also be performed.

COLLISION SCENE

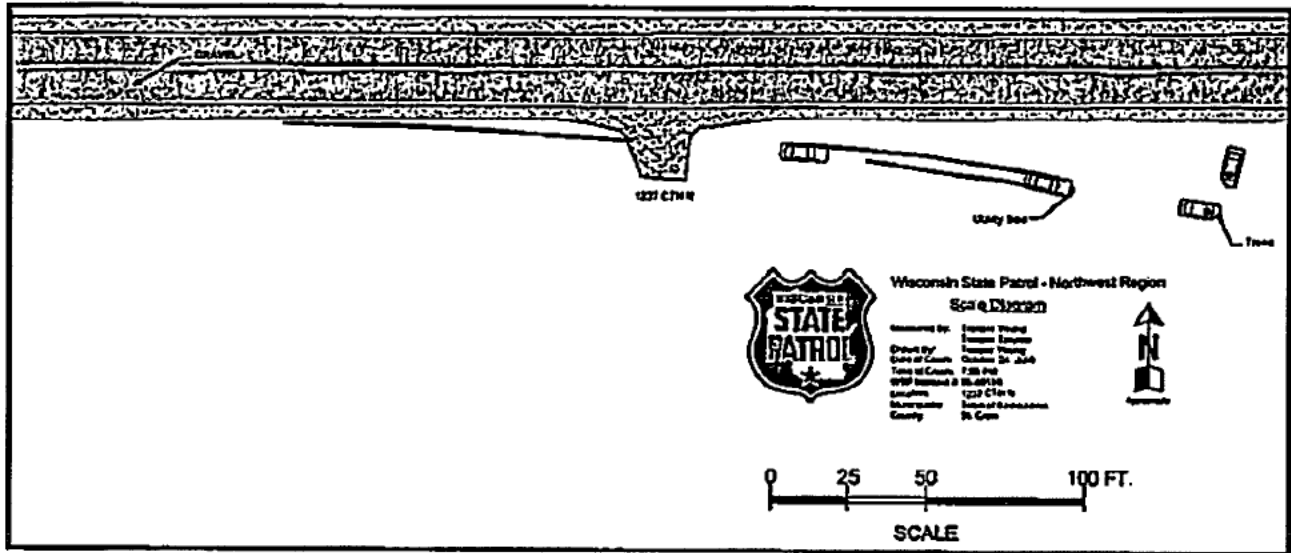
The crash scene is located on CTH N east of Skyline Drive in the Township of Kinnickinnic. This is a rural area of St. Croix County. The pavement in the area of the crash is traveled asphalt flanked by gravel shoulders. Traffic traveling east on CTH N has a downgrade of approximately 0.05 percent.

Upon my arrival on scene I viewed the scene with Deputy Mark Sommers and Trooper William Traynor. The roadway leading up to the crash scene was inspected for any indication as to why the [REDACTED] vehicle left the road. The first evidence that could be observed was gravel from the shoulder scattered onto the eastbound lane approximately 195 feet west of the driveway at 1237 CTH N. This was most likely caused by the tires of the [REDACTED] vehicle as they left the roadway. There were rolling tire marks in the south ditch that lead up to the edge of the driveway. The vehicle then struck the sloped driveway embankment and vaulted approximately 59 feet through the air. The vehicle landed and traveled another 82 feet before striking a telephone junction box. The vehicle then traveled an additional 46 feet before striking a grouping of two trees, and rotating approximately 94 degrees. The vehicle came to rest just north of the trees, facing south in the south ditch.



COLLISION SEQUENCE

As the [REDACTED] vehicle traveled down a slight grade her vehicle went onto the south shoulder and into the south ditch. When the vehicle approached the driveway at house number 1237 it launched off of the west edge of the driveway and was airborne for approximately 59 feet. The vehicle landed and traveled approximately 82 feet before striking a telephone junction box and knocking it down. The vehicle then traveled another 46 feet through some brush before striking two larger trees. The vehicle then rotated clockwise approximately 94 degrees while traveling another 14 feet before coming to rest.



SERVICE BULLETIN

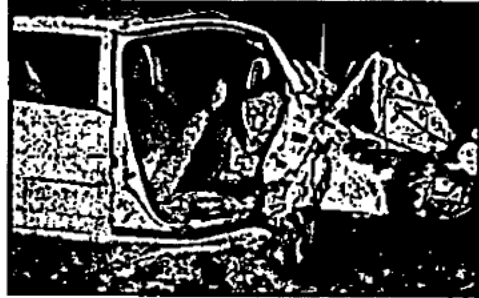
On October 27, 2006, I obtained a printout of a General Motors document ID# 1686453 (*A/C system wiring or dual stage airbag module wiring # 05034A - (07/22/2005)*) for a 2005 Chevrolet Cobalt. I also obtained a copy of the GM Vehicle Inquiry System Summary for the 2005 Chevrolet Cobalt VIN: 1G1AK52F657 [REDACTED]. These reports were forwarded to State Patrol Inspector George Wright. Inspector Wright reviewed the two GM reports to determine if the appropriate repairs were made. Inspector Wright advised me that the air conditioning wiring repair was the correct repair for this vehicle and that the reports indicate that the air conditioning wiring repair was done. Inspector Wright further advised that the dual stage airbag module wiring was not required to be changed on this vehicle. (See *Inspector Wright's report*).

VEHICLE INSPECTION

2005 CHEVROLET COBALT VIN 1G1AK52F657 [REDACTED] DRIVER: [REDACTED]

On October 24, 2006, while at the scene I examined the vehicle and the following observations were made:

There was heavy frontal contact damage concentrated on the right side and induced damage to the roof and passenger side. Emergency medical services (EMS) had removed the right front passenger door and cut both A-pillars to extricate the front seat occupants.



Tires

Left Front tire, P195 60 R15 Continental, tire flat 0/32 tread depth
Right Front tire, P195 60 R15 Continental, 1/32 - 2/32 tread depth
Left Rear tire, P195 60 R15 Continental, 6/32 - 6/32 tread depth
Right Rear tire, P195 60 R15 Continental, 5/32 - 6/32 tread depth

Seatbelts

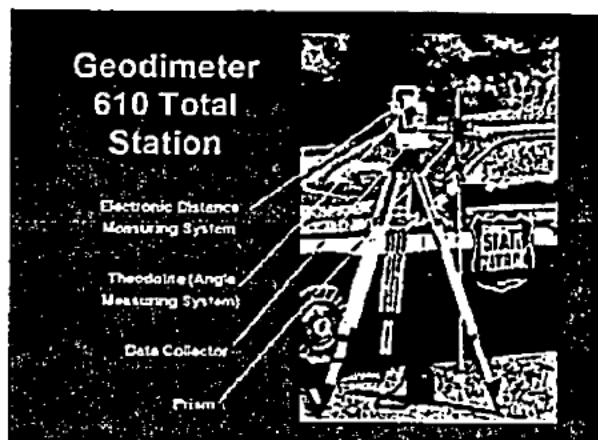
Driver seat belt retracted, no signs of use
Right Front passenger seat belt retracted, no signs of use
Left Rear passenger seat belt retracted, no signs of use
Center Rear passenger seat belt retracted, no signs of use
Right Rear passenger seat belt locked retracted, no signs of use

On December 11, 2006, I met with Robert Wozniak an engineer from Skogen Engineering at the St. Croix County impound lot to inspect the vehicle. The fuse block was examined, it was determined that fuse number 28 for the audio system was blown. It was also confirmed that the airbag wiring procedure noted in service bulletin #05034A had not been done.

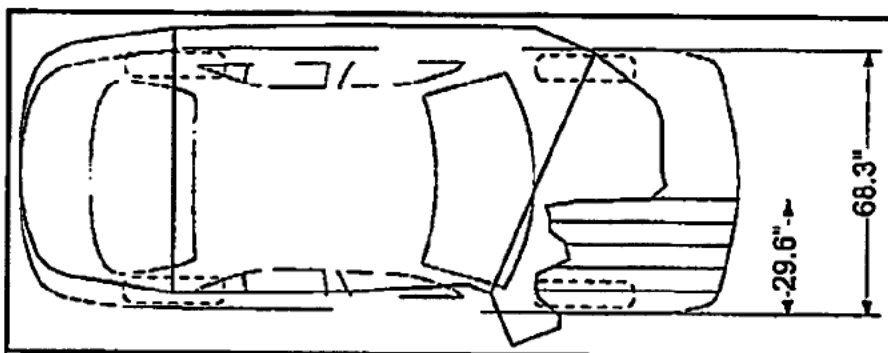
**** Note: As mentioned in the above section titled Service Bulletin, the airbag wiring procedure did not apply to this vehicle.**

FORENSIC SCENE MAPPING

On October 24, 2006, with the assistance of Trooper William Traynor the crash scene was mapped with the State Patrol's Geodimeter 610 Total Station. Detailed measurements of the scene were taken locating roadway and lane edges, tire marks, a utility box and tree as well as the final rest position of the vehicle involved in the crash. The measurements obtained using the total station were then used in *Crash Zone*, a *Computer Aided Drawing (CAD)* program to produce a forensic map of the crash scene.



On November 6, 2006, Trooper Traynor and myself went to the St. Croix County Impound Lot to measure the damage profile of the [REDACTED] vehicle. Using the State Patrol's Geodimeter 610 Total Station, measurements of the [REDACTED] vehicle were taken to determine the amount of deformation that was caused by the collision with the trees.



SENSING AND DIAGNOSTIC MODULE

On November 8, 2006, I obtained a signed release to retrieve the data stored in the Sensing and Diagnostic Module (SDM) from [REDACTED] the registered owner of the 2005 Chevrolet Cobalt VIN: 1G1AK52F657 [REDACTED].

On November 13, 2006, Trooper Traynor and myself returned to the St. Croix County Impound Lot. We located the SDM between the front seats of the [REDACTED] vehicle. I photographed the SDM prior to and after its removal. The SDM appeared to be connected and undamaged.

On November 15, 2006, I used the State Patrol's Vetronix Crash Data Retrieval (CDR) equipment connected directly to the module to read the information recorded on the SDM. The data was successfully downloaded to my Panasonic CF-28 laptop computer. The data retrieved from the SDM was recorded on the CDR File Report (*See attached CDR report*).

SPEED ANALYSIS

The *Vault Formula* was used to determine the speed of the vehicle when it vaulted off of the driveway. The vault speed was calculated to be approximately 48 mph. A crush analysis was also performed to determine the speed lost impacting the grouping of two trees and damaging the front of the vehicle. The crush calculations indicated a speed of approximately 38 mph at the trees.

VEHICLE FACTORS

The ignition switch on the [REDACTED] vehicle appears to have been in the accessory position when it impacted the trees preventing the airbags from deploying. A search of the National Highway Transportation Safety Administration (NHTSA) web site indicates five complaints of 2005 Chevrolet Cobalt ignition switches turning off while the vehicle was being driven. Three of the complaints talk about the knee or leg touching the ignition or key chain causing the engine to turn off.

On December 12, 2006, a printout of General Motors Document ID# 1869035 (*inadvertent turning of key cylinder, loss of electrical system and no DTSS # 05-02-35-007A-(10/25/2006)*) for the 2005 – 2007 Chevrolet Cobalt was obtained. The bulletin discusses the potential for the driver to inadvertently turn off the ignition due to low key cylinder torque/effort.

The bulletin goes on to mention that the condition is more likely to occur if the driver is short and the key chain is large and/or heavy. A shorter person would have the seat position closer to the steering column.

It appears likely that the vehicles' key turned to accessory as a result of the low key cylinder torque/effort.

While both front tires of the [REDACTED] vehicle had illegal tread depth it does not appear that this condition contributed to the crash in any way. There was an inspection of the pavement for several hundred feet leading up to the point that the [REDACTED] vehicle went onto the gravel, no tire or rim marks of any kind were found. If a vehicle has a flat tire causing loss of control, some tire marking from the flat tire and/or the metal rim should have been visible on the asphalt pavement.

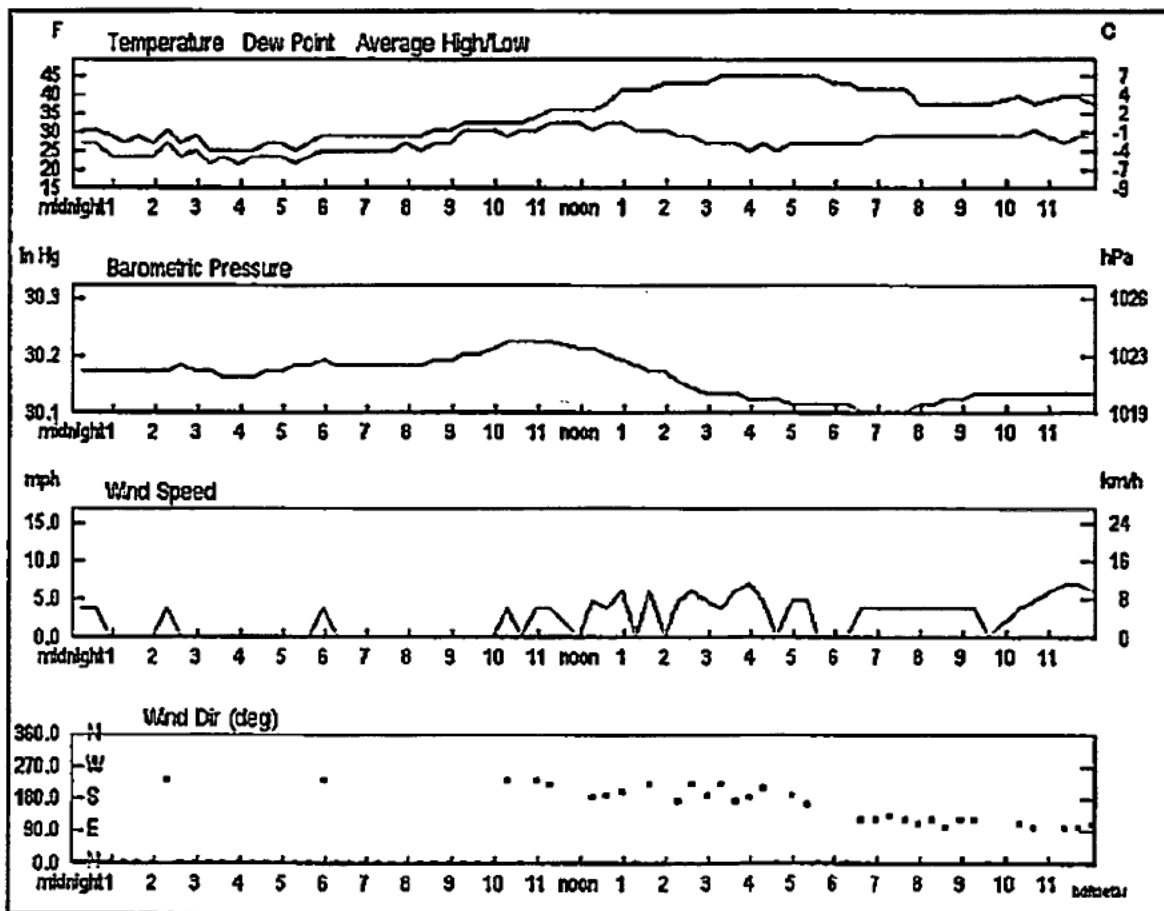
HUMAN FACTORS

[REDACTED] was traveling east down a slight grade on a straight portion of CTH N. For some unknown reason the vehicle traveled off of the pavement at a gradual angle into the south ditch. A review of [REDACTED] Wisconsin drivers' license status showed that she had a valid instruction permit. The instruction permit requires a qualified licensed driver be seated in the right front seat. According to the Wisconsin Department of Transportation driver license files, the right front seat passenger [REDACTED] did not have a drivers' license and was not a qualified licensed driver.

ENVIRONMENTAL FACTORS

Weather

The weather conditions were reported by the Weather Underground for New Richmond, Wisconsin (*the nearest reporting station*) on October 24, 2006, at 7:55 pm as mostly cloudy skies, visibility was 10 miles, the wind was out of the east south east at 3.5 mph and the temperature was 37.8 degrees. The weather does not appear to have been a factor in the crash.



Moon Position

U.S. Naval observatory data indicates that on October 24, 2006, at 7:55 pm the moon was below the horizon and would not have been a factor in the crash.

Roadway Condition

The roadway surface for CTH N is a traveled asphalt pavement. The surface was dry. The yellow centerlines and white edge stripes were clearly visible. The road does not appear to have been a factor in the crash.

Visibility Conditions

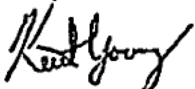
There were no observed visibility conditions that contributed to the crash.

INVESTIGATIVE SUMMARY

The following statements are opinions and inferences of this author. They are based upon the information reviewed to date. These statements are accurate to a reasonable degree of scientific certainty:

- None of the occupants were wearing their safety belts at the time of the crash.
- The two front seat airbags did not deploy. It appears that the ignition switch had somehow been turned from the run position to accessory prior to the collision with the trees.
- [REDACTED] drivers' license status was a valid instruction permit. [REDACTED] was violating the restrictions on her instruction permit by operating a vehicle without a qualified licensed driver in the right front seat.
- The front tires of the [REDACTED] vehicle did not have the required minimum legal tire tread depth of 2/32 inch in two or more places on each front tire.
- The speed calculated from the vault at the driveway of 48 mph and the crush speed at the trees of 38 mph do not match the information recorded in the five seconds of pre-crash data on the SDM; this may be due to power loss.

Respectfully Submitted,



Keith A. Young
Accredited Crash Reconstruction Specialist ACTAR #1426
Wisconsin State Patrol



APPENDIX

Trooper Traynor's Narrative Report
Inspector Wrights Narrative Report
Vetronix Crash Data Retrieval Report
Scaled Scene Drawing

**CRASH RECONSTRUCTION REPORT SUPPLEMENT
WISCONSIN STATE PATROL NORTHWEST REGION**



CASE NUMBER: 06-49116

REPORTING INVESTIGATOR: Trooper William Traynor

CRASH TYPE: Fatal

(715) 839-3800

CRASH INFORMATION

Date of Activity

On Tuesday, October 24 2006, I was called out from my residence to respond to a serious personal injury motor vehicle crash in the 1200 block of CTH N in St. Croix County. I responded to the scene arriving at 9:30pm. DSP Technical Reconstruction Unit (TRU) Investigator Keith Young, and DSP Troopers Lance Loonsfoot and Korey Shilts met me at the scene. St. Croix County (SCSO) Deputies Eric Johnson and Marc Sommers were also on scene. Information I received at the scene indicated a one-vehicle crash involving collision with a tree. All three occupants of the vehicle had been transported from the scene prior to my arrival. Vehicle was a white Chevrolet Cobalt displaying Wisconsin registration #605-JSN. Inspecting the scene it appeared the vehicle was eastbound on CTH N when vehicle left the roadway to the right entering a steep ditch where it continued striking a driveway embankment at 1248 CTH N. Vehicle appeared to vault after impact with the driveway continuing in an south easterly decent into the ditch where it struck a phone junction box and continuing into a tree where it impacted in the right front causing the vehicle to rotate clockwise before final rest. Vehicle sustained major frontal structure damage.

Vehicle examination showed that there were no airbag(s) deployment and a visual inspection revealed airbags still seeded inside of their steering wheel cavity and dash compartment. I was advised the occupants were not restrained inside of the vehicle. Front tires on the vehicle displayed excessive wear. Vehicle was towed to the St. Croix County Impound lot in Hudson under escort by SCSO deputy Dick Koenig.

Young and myself set up the Geodimeter 610 Total Station unit and mapped the roadway profile, tire marks, tree and final rest of the vehicle. We completed the on-scene mapping at approximately 1:00am.

On Monday, November 6, 2006 at approximately 11:00am, where I met with TRU Investigator Young. There was also a representative from the National Highway Safety Institute was inspecting the vehicle due to the non-deployment of supplement restraint system. Again using the Geodimeter 610 unit, Young and I mapped the vehicle profile of the Chevrolet Cobalt recording crush damage.

Respectfully submitted,

William Traynor
Technical Crash Investigator
Wisconsin State Patrol
Northwest Region, Eau Claire Post



Wisconsin Department of Transportation



State Patrol Headquarters District 3
Junction Highways 41 & 151
PO Box 984
Fond du Lac, WI 54936-0984
Telephone (920) 929-3700
Office Fax (920) 929-7666
Radio Fax (920) 929-2770

11-16-06

N501 State Highway 40
Elk mound, WI 54739

Trooper Young,

On 11-16-06, I, Inspector G. Wright, stopped at Sheboygan Chevrolet and spoke with the Service Manager, Tim Wilsing. I had him look up the recall information on VIN number 1G1AK52F657 [REDACTED]. I was informed that the recall was completed on this vehicle. I asked him if we removed the airbag/seatbelt module would have any effect on future testing, he then called and asked the technician which we were informed that this would not be a problem.

Sincerely,

Inspector G. Wright

CDR File Information

Vehicle Identification Number	1G1AK52F657
Investigator	Keith Young
Case Number	
Investigation Date	Wednesday, November 15 2006
Crash Date	Tuesday, October 24 2006
Filename	1G1AK52F657 CDR
Saved on	Wednesday, November 15 2006 at 08:01:06 AM
Collected with CDR version	Crash Data Retrieval Tool 2.800
Collecting program verification number	9238895E
Reported with CDR version	Crash Data Retrieval Tool 2.800
Reporting program verification number	9238895E
Interface used to collected data	Block number: 00 Interface version: 4A Date: 11-08-05 Checksum: 7500
Event(s) recovered	Non-Deployment

SDM Data Limitations

SDM Recorded Crash Events:

There are two types of SDM recorded crash events. The first is the Non-Deployment Event. A Non-Deployment Event is an event severe enough to "wake up" the sensing algorithm but not severe enough to deploy the air bag(s). It can contain Pre-Crash and Crash data. The SDM can store up to one Non-Deployment Event. This event can be overwritten by an event that has a greater SDM recorded vehicle forward velocity change. This event will be cleared by the SDM after the ignition has been cycled 250 times.

The second type of SDM recorded crash event is the Deployment Event. It also can contain Pre-Crash and Crash data. The SDM can store up to two different Deployment Events, if they occur within five seconds of one another. Deployment Events cannot be overwritten or cleared from the SDM. Once the SDM has deployed the air bag, the SDM must be replaced. The data in the Non-Deployment Event file will be locked after a Deployment Event, if the Non-Deployment Event occurred within 5 seconds before the Deployment Event unless a Deployment Level Event occurs within 5 seconds after the Deployment Event, then the Deployment Level Event will overwrite the Non-Deployment Event file.

SDM Data Limitations:

-SDM Recorded Vehicle Forward Velocity Change reflects the change in forward velocity that the sensing system experienced during the recorded portion of the event. SDM Recorded Vehicle Forward Velocity Change is the change in velocity during the recording time and is not the speed the vehicle was traveling before the event, and is also not the Barrier Equivalent Velocity. This data should be examined in conjunction with other available physical evidence from the vehicle and scene when assessing occupant or vehicle forward velocity change. For Deployment Events and Deployment Level Events, the SDM will record 220 milliseconds of data after deployment criteria is met and up to 70 milliseconds before deployment criteria is met. For Non-Deployment Events, the SDM will record up to the first 300 milliseconds of data after algorithm enable. The minimum SDM Recorded Vehicle Forward Velocity Change, that is needed to record a Non-Deployment Event, is 5 MPH.

-Maximum Recorded Vehicle Velocity Change is the maximum recorded velocity change in the vehicle's combined "X" and "Y" axis.

-Calculated Principal Direction of Force (PDOF) is the arctangent of the maximum observed lateral velocity change divided by the maximum observed longitudinal velocity change. PDOF is displayed where zero degrees is located at the front of the vehicle, with 90 degrees is displayed to the right side of the vehicle and so on, clockwise around the vehicle.

-Event Recording Complete will indicate if data from the recorded event has been fully written to the SDM memory or if it has been interrupted and not fully written.

-SDM Recorded Vehicle Speed accuracy can be affected if the vehicle has had the tire size or the final drive axle ratio changed from the factory build specifications.

-Brake Switch Circuit Status indicates the status of the brake switch circuit.

-Pre-Crash Electronic Data Validity Check Status indicates "Data Invalid" if the SDM receive an invalid message from the module sending the pre-crash data.

-Driver's and Passenger's Belt Switch Circuit Status indicates the status of the seat belt switch circuit. The Passenger Belt Switch Circuit Status for 2006 Chevrolet Cobalt Sport Coupe (AP) model vehicles, with the option package that includes Recaro brand seats (RPO ALV), will always report a default value of "Buckled".

-The Time Between Non-Deployment and Deployment Events is displayed in seconds. If the time between the two events is greater than 5 seconds, "N/A" is displayed in place of the time. If the value is negative, then the Deployment Event occurred first. If the value is positive, then the Non-Deployment Event occurred first.

-If power to the SDM is lost during a crash event, all or part of the crash record may not be recorded.

-The ignition cycle counter relies upon the transitions through OFF->RUN->CRANK power-moding messages, on the GMLAN communication bus, to increment the counter. Applying and removing of battery power to the module will not increment the ignition counter.

SDM Data Source:

All SDM recorded data is measured, calculated, and stored internally, except for the following:

- Vehicle Status Data (Pre-Crash) is transmitted to the SDM, by various vehicle control modules, via the vehicle's communication network.
- The Belt Switch Circuit is wired directly to the SDM.

System Status At AE

Vehicle Identification Number	**1AK52F*5*
Low Tire Pressure Warning Lamp (If Equipped)	Invalid
Vehicle Power Mode Status	Accessory
Remote Start Status (If Equipped)	Inactive
Run/Crank Ignition Switch Logic Level	Inactive
Brake System Warning Lamp (If Equipped)	OFF

System Status At 1 second

Transmission Range (If Equipped)	Fourth Gear
Transmission Selector Position (If Equipped)	Fourth Gear
Traction Control System Active (If Equipped)	Invalid
Service Engine Soon (Non-Emission Related) Lamp	OFF
Service Vehicle Soon Lamp	OFF
Outside Air Temperature (degrees F) (If Equipped)	38.3
Left Front Door Status (If Equipped)	Closed
Right Front Door Status (If Equipped)	Closed
Left Rear Door Status (If Equipped)	Unused
Right Rear Door Status (If Equipped)	Unused
Rear Door(s) Status (If Equipped)	Closed

Pre-crash data

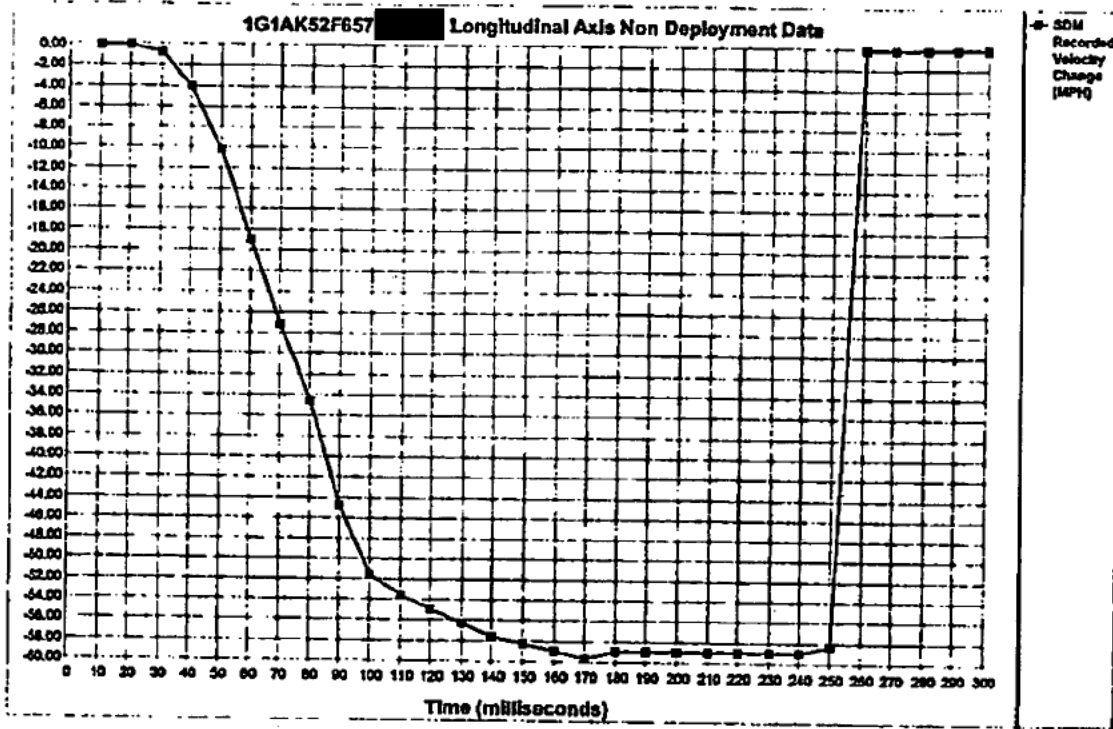
Parameter	-2 sec	-1 sec
Reduced Engine Power Mode	OFF	OFF
Cruise Control Active (If Equipped)	No	No
Cruise Control Resume Switch Active (If Equipped)	No	No
Cruise Control Set Switch Active (If Equipped)	No	No

Pre-crash data

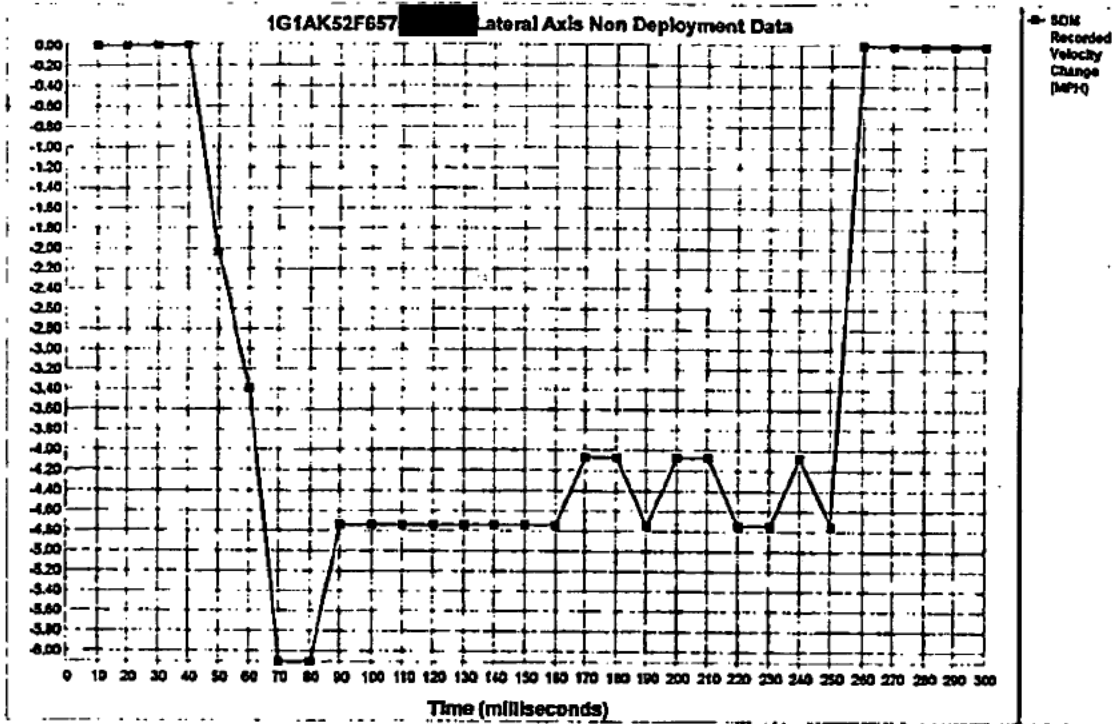
Parameter	-5 sec	-4 sec	-3 sec	-2 sec	-1 sec
Vehicle Speed (MPH)	71	71	71	0	0
Engine Speed (RPM)	2496	2496	2496	0	0
Percent Throttle	Invalid	Invalid	Invalid	Invalid	Invalid
Accelerator Pedal Position (percent)	Invalid	Invalid	Invalid	Invalid	Invalid
Antilock Brake System Active (If Equipped)	Invalid	Invalid	Invalid	Invalid	Invalid
Lateral Acceleration (feet/s ²) (If Equipped)	Invalid	Invalid	Invalid	Invalid	Invalid
Yaw Rate (degrees per second) (If Equipped)	Invalid	Invalid	Invalid	Invalid	Invalid
Steering Wheel Angle (degrees) (If Equipped)	Invalid	Invalid	Invalid	Invalid	Invalid
Vehicle Dynamics Control Active (If Equipped)	Invalid	Invalid	Invalid	Invalid	Invalid

System Status At Non-Deployment

Ignition Cycles At Investigation	2784
SIR Warning Lamp Status	OFF
SIR Warning Lamp ON/OFF Time (seconds)	655200
Number of Ignition Cycles SIR Warning Lamp was ON/OFF Continuously	2783
Ignition Cycles At Event	2784
Ignition Cycles Since DTCs Were Last Cleared	254
Driver's Belt Switch Circuit Status	UNBUCKLED
Diagnostic Trouble Codes at Event, fault number: 1	N/A
Diagnostic Trouble Codes at Event, fault number: 2	N/A
Diagnostic Trouble Codes at Event, fault number: 3	N/A
Diagnostic Trouble Codes at Event, fault number: 4	N/A
Diagnostic Trouble Codes at Event, fault number: 5	N/A
Diagnostic Trouble Codes at Event, fault number: 6	N/A
Maximum SDM Recorded Velocity Change (MPH)	59.84
Algorithm Enable to Maximum SDM Recorded Velocity Change (msec)	170
Driver First Stage Deployment Loop Commanded	No
Driver Second Stage Deployment Loop Commanded	No
Driver Side Deployment Loop Commanded	No
Driver Pretensioner Deployment Loop Commanded	No
Driver (Initiator 1) Roof Rail/Head Curtain Loop Commanded	No
Driver (Initiator 2) Roof Rail/Head Curtain Loop Commanded	No
Driver Knee Deployment Loop Commanded	No
Passenger First Stage Deployment Loop Commanded	No
Passenger Second Stage Deployment Loop Commanded	No
Passenger Side Deployment Loop Commanded	No
Passenger Pretensioner Deployment Loop Commanded	No
Passenger (Initiator 1) Roof Rail/Head Curtain Loop Commanded	No
Passenger (Initiator 2) Roof Rail/Head Curtain Loop Commanded	No
Passenger Knee Deployment Loop Commanded	No
Second Row Left Side Deployment Loop Commanded	No
Second Row Left Pretensioner Deployment Loop Commanded	No
Third Row Left Roof Rail/Head Curtain Loop Commanded	No
Second Row Right Side Deployment Loop Commanded	No
Second Row Right Pretensioner Deployment Loop Commanded	No
Third Row Right Roof Rail/Head Curtain Loop Commanded	No
Second Row Center Pretensioner Deployment Loop Commanded	No
Multiple Event Counter	0
An Event(s) Preceded the Recorded Event(s)	No
An Event(s) was in Between the Recorded Event(s)	No
An Event(s) Followed the Recorded Event(s)	No
The Event(s) Not Recorded was a Deployment Event(s)	No
The Event(s) Not Recorded was a Non-Deployment Event(s)	No
Crash Record Locked	No
Vehicle Event Data (Pre-Crash) Associated With This Event	Yes
Deployment Event Recorded in the Non-Deployment Record	No
Event Recording Complete	Yes
Estimated Principal Direction of Force (PDOF) degrees	5



Time (milliseconds)	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150
Longitudinal Axis Recorded Velocity	0.00	0.00	-0.68	-4.07	-10.17	-18.98	-27.11	-34.57	-44.74	-51.52	-53.55	-54.90	-56.28	-57.82	-58.29
Time (milliseconds)	160	170	180	190	200	210	220	230	240	250	260	270	280	290	300
Longitudinal Axis Recorded Velocity	-58.97	-58.65	-58.97	-58.97	-58.97	-58.97	-58.97	-58.97	-58.97	-58.29	0.00	0.00	0.00	0.00	0.00



Time (milliseconds)	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150
Lateral Axis Recorded Velocity Change (MPH)	0.00	0.00	0.00	0.00	-2.03	-3.39	-6.10	-6.10	-4.74	-4.74	-4.74	-4.74	-4.74	-4.74	-4.74
Time (milliseconds)	160	170	180	190	200	210	220	230	240	250	260	270	280	290	300
Lateral Axis Recorded Velocity Change (MPH)	-4.74	-4.07	-4.07	-4.74	-4.07	-4.07	-4.74	-4.74	-4.07	-4.74	0.00	0.00	0.00	0.00	0.00

Hexadecimal Data

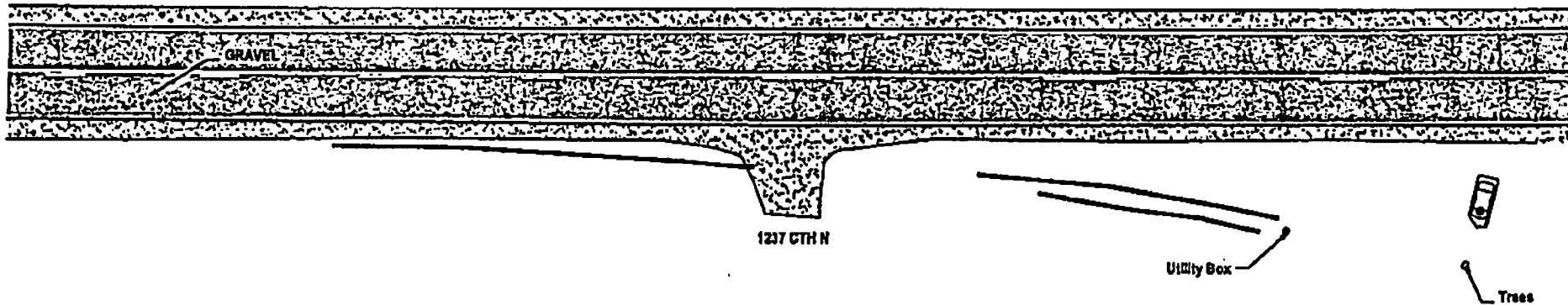
This page displays all the data retrieved from the air bag module. It contains data that is not converted by this program.

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$3B 03 06 0C 00 00 00 00
$3C 00 00 00 00 00 00 C0
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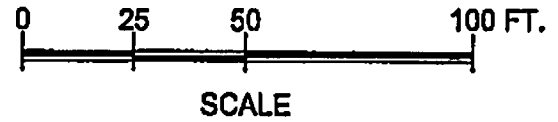
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\$48 18 08 08
\$B0 58
\$B1 FD FE 00
\$B2 FF FF FF FF FF
\$B4 41 53 39 34 33 32 32 33 31 4B 43 37 20 20 20 20
\$B7 50 AA 01 0F 01
\$B8 54 41 68 04 02
\$C1 30 46 30 31
\$CA 30 46 30 31
\$CB 00 E8 B0 18
\$CC 00 E8 B0 18
\$D1 00 00
\$DB 00 00
\$DC 00 00



Wisconsin State Patrol - Northwest Region

Scale Diagram

Measured By: Trooper Young
 Trooper Traynor
 Drawn By: Trooper Young
 Date of Crash: October 24, 2008
 Time of Crash: 7:55 PM
 WSP Incident #: 08-49110
 Location: 1237 CTH N
 Municipality: Town of Kinickinic
 County: St. Croix



WISCONSIN STATE PATROL DATA COLLECTION REPORT

Prj/Incident: 49116 Time: 22.5528
 TS Operator: KAY Temp: 40.0
 Survey Date: 2006.1024 Pressure: 29.00

OS: 1 IH: 5.600
 N: 0.000 Pcode:CP1
 E: 0.000 PD: CP1
 ELE: 0.000

BS: 2 SH: 0.600 HA: 0.000
 N: 51.940 Pcode:CP2 VT: 93.064
 E: 0.000 PD: CP2 DS: 52.020
 ELE: 2.175

PN:100	SH:0.600	Pcode:CP2	PD: CP2	
	HA:0.000	VA: 93.064	SD: 52.020	
	N: 51.940	E: 0.000	ELE:2.175	CM:
PN:101	SH:0.600	Pcode:EA2	PD: EA2	
	HA:78.186	VA: 94.434	SD: 204.370	
	N: 41.250	E: 199.450	ELE:-11.845	CM:
PN:102	SH:0.600	Pcode:EA2	PD: EA2	
	HA:75.465	VA: 95.095	SD: 155.380	
	N: 38.010	E: 150.010	ELE:-8.985	CM:
PN:103	SH:0.600	Pcode:EA2	PD: EA2	
	HA:70.080	VA: 96.124	SD: 98.480	
	N: 33.270	E: 92.080	ELE:-5.655	CM:
PN:104	SH:0.600	Pcode:EA2	PD: EA2	
	HA:50.114	VA: 98.553	SD: 45.450	
	N: 28.740	E: 34.490	ELE:-2.050	CM:
PN:105	SH:0.600	Pcode:EA2	PD: EA2	
	HA:305.352	VA: 93.192	SD: 40.940	
	N: 23.790	E: -33.240	ELE:2.625	CM:
PN:106	SH:0.600	Pcode:EA2	PD: EA2	
	HA:281.283	VA: 89.096	SD: 96.130	
	N: 19.120	E: -94.200	ELE:6.400	CM:
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	HA:275.183	VA: 88.094	SD: 155.640	
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	N: 3.120	E: -303.840	ELE:18.105	CM:
PN:110	SH:0.600	Pcode:EA2	PD: EA2	
	HA:269.211	VA: 87.252	SD: 404.970	
	N: -4.580	E: -404.530	ELE:23.220	CM:
PN:111	SH:0.600	Pcode:EA2	PD: EA2	
	HA:268.441	VA: 87.263	SD: 490.480	
	N: -10.810	E: -489.870	ELE:26.900	CM:
PN:112	SH:0.600	Pcode:EA1	PD: EA1	
	HA:265.512	VA: 87.264	SD: 485.880	

PN:113	N: -35.070 SH:0.600 HA:265.525 N: -29.860	E: -484.120 Pcode:EA1 VA: 87.256 E: -414.570	ELE:26.660 PD: EA1 SD: 416.060 ELE:23.645	CM:
PN:114	SH:0.600 HA:265.571 N: -23.560	Pcode:EA1 VA: 87.291 E: -333.020	PD: EA1 SD: 334.180 ELE:19.655	CM:
PN:115	SH:0.600 HA:266.055 N: -15.990	Pcode:EA1 VA: 87.404 E: -234.440	PD: EA1 SD: 235.180 ELE:14.535	CM:
PN:116	SH:0.600 HA:266.200 N: -9.770	Pcode:EA1 VA: 88.092 E: -152.500	PD: EA1 SD: 152.890 ELE:9.920	CM:
PN:117	SH:0.600 HA:266.404 N: -4.080	Pcode:EA1 VA: 90.012 E: -70.180	PD: EA1 SD: 70.300 ELE:4.975	CM:
PN:118	SH:0.600 HA:82.134 N: 3.440	Pcode:EA1 VA: 104.103 E: 25.230	PD: EA1 SD: 26.260 ELE:-1.430	CM:
PN:119	SH:0.600 HA:85.105 N: 16.930	Pcode:EA1 VA: 94.473 E: 200.760	PD: EA1 SD: 202.170 ELE:-11.885	CM:
PN:120	SH:0.600 HA:81.432 N: 29.360	Pcode:PAVM1 VA: 94.405 E: 201.810	PD: PAVM1 SD: 204.620 ELE:-11.695	CM:
PN:121	SH:0.600 HA:80.450 N: 26.340	Pcode:PAVM1 VA: 94.595 E: 161.720	PD: PAVM1 SD: 164.480 ELE:-9.330	CM:
PN:122	SH:0.600 HA:77.054 N: 20.960	Pcode:PAVM1 VA: 96.165 E: 91.450	PD: PAVM1 SD: 94.380 ELE:-5.325	CM:
PN:123	SH:0.600 HA:52.046 N: 15.490	Pcode:PAVM1 VA: 102.526 E: 19.890	PD: PAVM1 SD: 25.860 ELE:-0.765	CM:
PN:124	SH:0.600 HA:279.571 N: 9.790	Pcode:PAVM1 VA: 90.373 E: -55.800	PD: PAVM1 SD: 56.650 ELE:4.385	CM:
PN:125	SH:0.600 HA:271.572 N: 4.340	Pcode:PAVM1 VA: 88.214 E: -126.890	PD: PAVM1 SD: 127.010 ELE:8.635	CM:
PN:126	SH:0.600 HA:269.251 N: -2.150	Pcode:PAVM1 VA: 87.403 E: -212.300	PD: PAVM1 SD: 212.490 ELE:13.625	CM:
PN:127	SH:0.600 HA:268.096 N: -10.100	Pcode:PAVM1 VA: 87.273 E: -315.470	PD: PAVM1 SD: 315.950 ELE:19.005	CM:
PN:128	SH:0.600 HA:267.380 N: -16.560	Pcode:PAVM1 VA: 87.232 E: -400.700	PD: PAVM1 SD: 401.460 ELE:23.290	CM:
PN:129	SH:0.600 HA:267.211 N: -21.490	Pcode:PAVM1 VA: 87.231 E: -464.790	PD: PAVM1 SD: 465.770 ELE:26.235	CM:
PN:130	SH:0.600 HA:265.152 N: -38.560	Pcode:ECA1 VA: 87.276 E: -464.630	PD: ECA1 SD: 466.680 ELE:25.635	CM:
PN:131	SH:0.600 HA:265.113	Pcode:ECA1 VA: 87.283	PD: ECA1 SD: 400.910	

PN:151	N: -2.930 SH:5.800 HA:92.382 N: -5.620	E: 121.160 Pcode:VEH1 VA: 94.464 E: 121.880	ELE:-9.815 PD: VEH1 SD: 122.430 ELE:-10.395	CM:
PN:152	SH:5.800 HA:96.471 N: -14.330	Pcode:VEH1 VA: 95.242 E: 120.460	PD: VEH1 SD: 121.850 ELE:-11.675	CM:AXLE
PN:153	SH:5.800 HA:97.170 N: -15.280	Pcode:VEH1 VA: 95.362 E: 119.540	PD: VEH1 SD: 121.090 ELE:-12.025	CM:
PN:154	SH:5.800 HA:97.293 N: -15.460	Pcode:VEH1 VA: 95.412 E: 117.600	PD: VEH1 SD: 119.200 ELE:-12.015	CM:
PN:155	SH:5.800 HA:96.521 N: -14.030	Pcode:VEH1 VA: 95.345 E: 116.460	PD: VEH1 SD: 117.860 ELE:-11.665	CM:
PN:156	SH:5.800 HA:96.251 N: -13.000	Pcode:VEH1 VA: 95.364 E: 115.530	PD: VEH1 SD: 116.820 ELE:-11.620	CM:
PN:157	SH:5.800 HA:95.321 N: -11.190	Pcode:VEH1 VA: 95.243 E: 115.460	PD: VEH1 SD: 116.520 ELE:-11.180	CM:AXLE
PN:158	SH:5.800 HA:92.343 N: -5.220	Pcode:VEH1 VA: 94.463 E: 116.010	PD: VEH1 SD: 116.530 ELE:-9.900	CM:
PN:159	SH:5.800 HA:266.000 N: -18.870	Pcode:XYZ2 VA: 86.301 E: -269.900	PD: XYZ2 SD: 271.070 ELE:16.340	CM:
PN:160	SH:5.800 HA:264.182 N: -18.520	Pcode:TM1 VA: 86.281 E: -185.680	PD: TM1 SD: 186.960 ELE:11.310	CM:
PN:161	SH:5.800 HA:264.075 N: -17.380	Pcode:TM1 VA: 86.300 E: -169.050	PD: TM1 SD: 170.260 ELE:10.190	CM:
PN:162	SH:5.800 HA:263.531 N: -16.270	Pcode:TM1 VA: 86.302 E: -151.880	PD: TM1 SD: 153.030 ELE:9.130	CM:
PN:163	SH:5.800 HA:262.565 N: -15.690	Pcode:TM1 VA: 86.375 E: -126.830	PD: TM1 SD: 128.010 ELE:7.325	CM:
PN:164	SH:5.800 HA:260.491 N: -15.130	Pcode:TM1 VA: 86.576 E: -93.640	PD: TM1 SD: 94.990 ELE:4.830	CM:
PN:165	SH:5.800 HA:258.521 N: -15.270	Pcode:TM1 VA: 87.001 E: -77.600	PD: TM1 SD: 79.190 ELE:3.940	CM:
PN:166	SH:5.800 HA:258.342 N: -15.010	Pcode:TM1 VA: 86.333 E: -74.250	PD: TM1 SD: 75.890 ELE:4.355	CM:
PN:167	SH:5.800 HA:229.505 N: -12.330	Pcode:TM2 VA: 92.361 E: -14.620	PD: TM2 SD: 19.150 ELE:-1.070	CM:
PN:168	SH:5.800 HA:122.282 N: -12.700	Pcode:TM2 VA: 99.254 E: 19.950	PD: TM2 SD: 23.980 ELE:-4.130	CM:
PN:169	SH:5.800 HA:107.046	Pcode:TM2 VA: 97.304	PD: TM2 SD: 52.640	

PN:170	N: -15.330 SH:5.800 HA:104.533 N: -17.320	E: 49.890 Pcode:TM2 VA: 97.144 E: 65.130	ELE:-7.080 PD: TM2 SD: 67.930 ELE:-8.765	CM: CM:
PN:171	SH:5.800 HA:172.540 N: -15.900	Pcode:TM3 VA: 101.024 E: 1.980	PD: TM3 SD: 16.330 ELE:-3.330	CM:
PN:172	SH:5.800 HA:125.215 N: -18.010	Pcode:TM3 VA: 100.104 E: 25.380	PD: TM3 SD: 31.620 ELE:-5.785	CM:
PN:173	SH:5.800 HA:112.383 N: -18.930	Pcode:TM3 VA: 98.380 E: 45.390	PD: TM3 SD: 49.740 ELE:-7.670	CM:
PN:174	SH:5.800 HA:109.162 N: -21.130	Pcode:TM3 VA: 97.395 E: 60.430	PD: TM3 SD: 64.600 ELE:-8.815	CM:
PN:175	SH:5.800 HA:106.446 N: -20.310	Pcode:XYZ1 VA: 97.340 E: 67.490	PD: XYZ1 SD: 71.100 ELE:-9.565	CM:
PN:176	SH:5.800 HA:102.305 N: -25.460	Pcode:DTRE1 VA: 95.455 E: 114.720	PD: DTRE1 SD: 118.110 ELE:-12.065	CM:
PN:177	SH:0.600 HA:0.000 N: 51.930	Pcode:CP2 VA: 93.061 E: 0.000	PD: BACKSITE SD: 52.010 ELE:2.185	CM:

WISCONSIN STATE PATROL DATA COLLECTION REPORT

Prj/Incident: 49116V
 TS Operator: WDT
 Survey Date: 2006.1106

Time: 11.3607
 Temp: 48.0
 Pressure: 29.00

OS: 1 IH: 4.950
 N: 0.000 Pcode:CP1
 E: 0.000 PD: OS
 ELE: 0.000

BS: 2 SH: 5.600 HA: 0.004
 N: 86.060 Pcode:CP2 VT: 88.405
 E: 0.020 PD: BS DS: 86.080
 ELE: 1.330

PN:201	SH:5.600 HA:348.426 N: 18.960	Pcode:VEH2 VA: 84.222 E: -3.780	PD: PROFILE SD: 19.420 ELE:1.255	CM:RFT
PN:202	SH:5.600 HA:349.184 N: 19.430	Pcode:VEH2 VA: 84.401 E: -3.670	PD: PROFILE SD: 19.860 ELE:1.195	CM:
PN:203	SH:5.600 HA:348.526 N: 21.880	Pcode:VEH2 VA: 87.546 E: -4.300	PD: PROFILE SD: 22.310 ELE:0.160	CM:
PN:204	SH:5.600 HA:348.493 N: 25.480	Pcode:VEH2 VA: 88.082 E: -5.030	PD: PROFILE SD: 25.980 ELE:0.195	CM:RRT
PN:205	SH:5.600 HA:349.212 N: 26.890	Pcode:VEH2 VA: 88.076 E: -5.050	PD: PROFILE SD: 27.370 ELE:0.240	CM:
PN:206	SH:5.600 HA:349.335 N: 27.640	Pcode:VEH2 VA: 88.081 E: -5.090	PD: PROFILE SD: 28.120 ELE:0.265	CM:
PN:207	SH:5.600 HA:349.554 N: 28.100	Pcode:VEH2 VA: 88.081 E: -4.990	PD: PROFILE SD: 28.550 ELE:0.280	CM:
PN:208	SH:5.600 HA:350.291 N: 28.410	Pcode:VEH2 VA: 88.085 E: -4.760	PD: PROFILE SD: 28.820 ELE:0.280	CM:
PN:209	SH:5.600 HA:351.371 N: 28.720	Pcode:VEH2 VA: 88.071 E: -4.230	PD: PROFILE SD: 29.050 ELE:0.305	CM:
PN:210	SH:5.600 HA:353.136 N: 29.020	Pcode:VEH2 VA: 88.042 E: -3.440	PD: PROFILE SD: 29.240 ELE:0.335	CM:
PN:211	SH:5.600 HA:354.294 N: 29.150	Pcode:VEH2 VA: 88.025 E: -2.810	PD: PROFILE SD: 29.300 ELE:0.350	CM:
PN:212	SH:5.600 HA:355.461 N: 29.250	Pcode:VEH2 VA: 88.032 E: -2.160	PD: PROFILE SD: 29.350 ELE:0.345	CM:
PN:213	SH:5.600 HA:357.273	Pcode:VEH2 VA: 88.031	PD: PROFILE SD: 29.310	

PN:214	N: 29.270 SH:5.600 HA:358.194 N: 29.190	E: -1.300 Pcode:VEH2 VA: 88.085 E: -0.850	ELE:0.345 PD: PROFILE SD: 29.220 ELE:0.295	CM:
PN:215	SH:5.600 HA:359.000 N: 29.030	Pcode:VEH2 VA: 88.084 E: -0.510	PD: PROFILE SD: 29.050 ELE:0.290	CM:
PN:216	SH:5.600 HA:359.424 N: 28.560	Pcode:VEH2 VA: 88.093 E: -0.140	PD: PROFILE SD: 28.570 ELE:0.270	CM:
PN:217	SH:5.600 HA:0.182 N: 27.770	Pcode:VEH2 VA: 88.115 E: 0.150	PD: PROFILE SD: 27.780 ELE:0.225	CM:
PN:218	SH:5.600 HA:1.165 N: 26.520	Pcode:VEH2 VA: 88.102 E: 0.590	PD: PROFILE SD: 26.540 ELE:0.195	CM:LRT
PN:219	SH:5.600 HA:3.211 N: 22.920	Pcode:VEH2 VA: 87.582 E: 1.340	PD: PROFILE SD: 22.970 ELE:0.160	CM:
PN:220	SH:5.600 HA:6.055 N: 19.080	Pcode:VEH2 VA: 87.502 E: 2.040	PD: PROFILE SD: 19.200 ELE:0.075	CM:
PN:221	SH:5.600 HA:5.323 N: 17.750	Pcode:VEH2 VA: 87.481 E: 1.720	PD: PROFILE SD: 17.850 ELE:0.035	CM:
PN:222	SH:5.600 HA:5.334 N: 17.760	Pcode:VEH2 VA: 87.481 E: 1.730	PD: PROFILE SD: 17.860 ELE:0.035	CM:LFT
PN:223	SH:5.600 HA:3.183 N: 16.340	Pcode:VEH2 VA: 87.283 E: 0.940	PD: PROFILE SD: 16.390 ELE:0.070	CM:
PN:224	SH:0.000 HA:1.585 N: 16.120	Pcode:VEH2 VA: 99.413 E: 0.560	PD: PROFILE SD: 16.360 ELE:2.195	CM:
PN:225	SH:0.000 HA:358.115 N: 15.920	Pcode:VEH2 VA: 102.441 E: -0.500	PD: PROFILE SD: 16.330 ELE:1.350	CM:
PN:226	SH:0.000 HA:357.030 N: 15.780	Pcode:VEH2 VA: 102.254 E: -0.810	PD: PROFILE SD: 16.180 ELE:1.465	CM:
PN:227	SH:0.000 HA:355.492 N: 16.040	Pcode:VEH2 VA: 102.481 E: -1.170	PD: PROFILE SD: 16.490 ELE:1.295	CM:
PN:228	SH:0.000 HA:355.073 N: 17.530	Pcode:VEH2 VA: 99.532 E: -1.500	PD: PROFILE SD: 17.860 ELE:1.880	CM:
PN:229	SH:0.000 HA:354.355 N: 18.130	Pcode:VEH2 VA: 99.532 E: -1.710	PD: PROFILE SD: 18.480 ELE:1.775	CM:
PN:230	SH:0.000 HA:354.005 N: 18.020	Pcode:VEH2 VA: 99.180 E: -1.890	PD: PROFILE SD: 18.360 ELE:1.985	CM:
PN:231	SH:0.000 HA:352.561 N: 17.950	Pcode:VEH2 VA: 99.243 E: -2.220	PD: PROFILE SD: 18.330 ELE:1.955	CM:
PN:232	SH:0.000 HA:352.156	Pcode:VEH2 VA: 99.435	PD: PROFILE SD: 18.010	

PN:233	N: 17.590 SH:0.000 HA:351.042	E: -2.390 Pcode:VEH2 VA: 99.425	ELE:1.905 PD: PROFILE SD: 17.910	CM:
PN:234	N: 17.440 SH:0.000 HA:350.021	E: -2.740 Pcode:VEH2 VA: 98.125	ELE:1.925 PD: PROFILE SD: 18.480	CM:
PN:235	N: 18.020 SH:0.000 HA:349.154	E: -3.170 Pcode:VEH2 VA: 98.172	ELE:2.310 PD: PROFILE SD: 18.520	CM:
PN:236	N: 18.010 SH:0.000 HA:348.285	E: -3.420 Pcode:VEH2 VA: 98.040	ELE:2.280 PD: PROFILE SD: 18.470	CM:
PN:237	N: 17.920 SH:0.000 HA:348.254	E: -3.650 Pcode:VEH2 VA: 98.040	ELE:2.355 PD: PROFILE SD: 18.470	CM:
PN:238	N: 17.910 SH:0.000 HA:347.055	E: -3.670 Pcode:VEH2 VA: 98.325	ELE:2.360 PD: PROFILE SD: 18.030	CM:
PN:239	N: 17.380 SH:0.000 HA:346.211	E: -3.980 Pcode:VEH2 VA: 98.175	ELE:2.270 PD: PROFILE SD: 18.060	CM:
PN:240	N: 17.360 SH:5.600 HA:345.185	E: -4.220 Pcode:VEH2 VA: 87.384	ELE:2.345 PD: PROFILE SD: 18.910	CM:
PN:241	N: 18.270 SH:5.600 HA:348.441	E: -4.790 Pcode:VEH2 VA: 83.595	ELE:0.125 PD: PROFILE SD: 19.410	CM:
	N: 18.930	E: -3.770	ELE:1.380	CM:



NHTSA-MARKEY-000173

TA000093376



NHTSA-MARKEY-000174

TA000093377



NHTSA-MARKEY-000175

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NHTSA-MARKEY-000176

TA000093379



NHTSA-MARKEY-000177

TA000093380



NHTSA-MARKEY-000178

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NHTSA-MARKEY-000179

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NHTSA-MARKEY-000181

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NHTSA-MARKEY-000182

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