

6609 Mt. Holly Drive  
San Jose, California 95120  
October 2, 1979

Ms. Joan Claybrook, Director  
National Highway Traffic Safety Administration  
Washington, D.C. 20590

Dear Ms. Claybrook,

Under the provisions of the National Traffic and Motor Vehicle Safety Act, I would like to petition to have an investigation conducted into the safety and stability of the soft top Jeep (CJ5) manufactured by American Motors for the purpose for which they are widely advertised in the media, mainly off road use.

On November 5, 1978 my son David Allen Barrows, age 15, was killed in a jeep while the owner of the jeep was climbing a hill in Patterson, California in an area off road widely used by four wheel vehicle owners. (See attached newspaper articles) The vehicle hit a rut and rolled over several times killing my son and seriously injuring the driver and his young son. A short time later, a colleague of mine lost his 16 year old nephew in very similar accident and on Sunday, September 23rd of this year, another 15 year old was killed in almost the identical circumstances (See attached newspaper article)

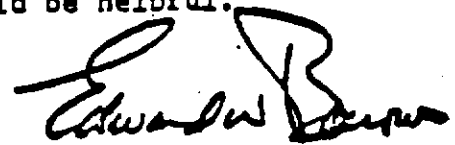
It is my opinion that this vehicle with its high center of gravity and short and narrow wheelbase is totally unsafe on or off the road. I further believe that the presence of a totally inadequate roll bar gives the driver and passengers a false sense of security. It is particularly galling to me to see how widely this vehicle is advertised bouncing up and down rough off highway terrain when it is apparent that the slightest rut or bump is apparently enough to tip it over with disastrous results.

I understand that there has been some kind of a study conducted on the roll bar on this vehicle after many complaints by citizens and inquiries by attorneys and that the design and location were found seriously lacking. It is my opinion that my son was killed by the roll bar striking his head. He was strapped in and I believe he died because of the instability of the vehicle and its overall design.

Since there have been three young men killed in this immediate area in less than eleven months that I am aware of, I am sure that if the statistics were gathered over the last several years on the deaths and injuries this vehicle has caused, they would be appalling. The military version of the vehicle has a widespread reputation of having caused thousands of deaths and injuries since it was first used by the military in World War II.

I would appreciate hearing from you as to whether or not any action will result from this request, and if not, what else I and other concerned citizens must do to get some action on this request. I have been in contact with an aide to Mr. Ralph Nader and I understand they have received numerous complaints about this vehicle and they have begun to gather information. Their office recommended that I contact you hoping that your agency will follow up. I would be glad to supply pictures and witness accounts of my son's accident if this information would be helpful.

Hoping to hear from you,

  
Edward W. Barrows

## Son of school principal

# Youth dies in hill mishap

A memorial service will be held this evening for David Barrows, 15, son of the principal of Pioneer High School in San Jose, who was killed over the weekend on a vehicular hill-climbing course near Patterson.

Young Barrows was dead on arrival Sunday morning at Del Puerto Hospital in the Stanislaus County community.

California Highway Patrol Officer George Austin said the teen-ager was a passenger in the Jeep driven by Terry Boyer, 28, of San Jose. Boyer received moderate injuries, as did his son, Cheyenne, 8, when the vehicle slipped into a rut in the slope known as Suicide Hill.

turned sideways and rolled over. Cheyenne was ejected, but the other two occupants were strapped in and rode the Jeep to the bottom of the hill, Austin said.

The officer said Boyer was climbing Suicide Hill to aid someone in a disabled Jeep.

The accident was the third fatality in two years in a rough terrain area 50 miles west of Modesto which is owned by Stanislaus County and used for hill-climbing by four-wheel-drive vehicles. Austin said Suicide Hill is the most treacherous of several hills in the area.

Barrows' father, Edward V. Barrows, has been principal of Pioneer High for the past three

years. Prior to that he was principal of San Jose High. The teen-ager was a student at Leland High School. He lived at the family home in San Jose. Besides his mother and father, Barrows has survived by a sister, Terri Cavrikas, and two brothers, Michael and Steven Barrows, all of San Jose, and his grandparents, Mr. and Mrs. L. Gordon Avery of Portland, and Mildred E. Barrows of Sunnyvale and Lawrence T. Barrows of Oregon.

Tonight's service will be at 7:30 o'clock in the Episcopal Church in Almaden, 6581 Almaden Ave. Lima Family-Erickson is in charge of arrangements.

## Principal's son dies in vehicle mishap

**PATTERSON** — The teen-ager son of the principal of Pioneer High School in San Jose was killed when a hill-climbing Jeep rolled down Suicide Hill.

David Barrows, 15, was dead on arrival Sunday morning at Del Puerto Hospital here.

CHP Officer George Austin said the teen-ager was a passenger in the Jeep driven by Terry Boyer, 28, of San Jose. Boyer received moderate injuries, as did his son, Cheyenne, 8, when the Jeep slipped into a rut in the hill, turned sideways and rolled over. Cheyenne was ejected, but the other two occupants were strapped in and rode the Jeep to the bottom of the hill, Austin said.

The officer said Boyer was climbing Suicide Hill to aid someone in a disabled Jeep.

The accident was the third fatality in two years in a rough terrain area 50 miles west of Modesto which is owned by Stanislaus County and used for hill-climbing by four-wheel-drive vehicles. Austin said Suicide Hill is the most treacherous of several hills in the area.

Boyer and his son received "moderate" injuries, the CHP said. The hospital said the two were in "stable condition" and

probably would be going home "in a day or so." But a nursing official refused to reveal the nature of their injuries.

Barrows' father, Edward V. Barrows, has been principal of Pioneer High for the past three years. Prior to that he was principal of San Jose High. The teen-ager was a student at Leland High School. He lived with his family at 6609 Mount Holly D

about the ...

## Death Notices

**BARROWS, David A.** — Emerged into this world, California, November 6, 1978. David A. Barrows, son of Mr. and Mrs. Edward V. Barrows of San Jose. Dear brother of Terry Barrows of San Jose, Michael Barrows of San Jose, Steven Barrows of San Jose. Grandson of Mr. and Mrs. L. Gordon Avery of Portland and Mildred E. Barrows of Sunnyvale and Mr. Lawrence T. Barrows of Oregon. A native of San Jose, California. Age 15 years.

Friends are invited to attend memorial services Tuesday, November 7, 1978 at 7:30 PM at the Episcopal Church, 6581 Almaden Ave., in Almaden. Donations to the church in memory of David will be appreciated. Burial will be private.

# S.J. boy killed when Jeep rolls

A 15-year-old San Jose boy was killed, but his two companions escaped serious injuries when a Jeep driven by the youth rolled several times as it descended a hill near the Guadalupe Reservoir in San Jose's Almaden Valley.

Killed in the Sunday afternoon accident was Gilbert Robert Felix, son of Robert and Rita Felix of San Jose, said a spokesman for the Santa Clara County Coroner's office.

Felix died of multiple injuries, the coroner's spokesman said.

California Highway Patrolman Richard Grogan said Felix was driving his father's Jeep at the base of Mount Umunhum and was descending a hill on a narrow trail when one of the vehicle's front wheels apparently caught in a rut.

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San Jose Mercury - News  
Monday September 24, 1979

**Jeep Corporation**

14250 Plymouth Road  
Detroit, Michigan 48232

December 7, 1979

Mr. Lynn L. Bradford, Acting Director  
Office of Defects Investigation  
Enforcement  
National Highway Traffic Safety Administration  
U. S. Department of Transportation  
400 Seventh Street, S. W.  
Washington, D. C. 20590

bcc: G. E. Brown  
D. E. Dawkins  
K. I. Gluckman  
R. C. Lunn  
D. C. Mallett  
F. A. Stewart  
M. W. Stucky  
K. P. Tighe  
NHTSA Chron  
w/copy of inquiry  
letter

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Reference: NEF-13wh: PO-002

Dear Mr. Bradford:

This responds to your October 29, 1979 request for information regarding the alleged susceptibility of Jeep CJ multipurpose passenger vehicles to lateral rollover and provides related stability information known to Jeep Corporation at the time of this inquiry.

Your inquiry references Sections 108 and 112 of the National Traffic and Motor Vehicle Safety Act (the Act). The petition for a defect investigation in this matter is predicated on vehicle use in an off-highway application. In light of the stated purpose of the Act, "to reduce traffic accidents and deaths and injuries to persons resulting from traffic accidents," we question the NHTSA's authority under the Act relating to this type of vehicle application. Nevertheless, we are providing information on 1974 through 1979 model year Jeep CJ vehicles.

Each of your items is stated verbatim prior to our response. Our responses to items two, three, five, and six of your inquiry contain information that is confidential and is entitled to confidential treatment under the applicable statutory provisions including exemption 4 to the Freedom of Information Act, 5 U.S.C. Section 552(b)(4). The release of this information to the public would cause substantial harm to the competitive position of Jeep Corporation and we therefore request such confidential treatment of our responses for those above items.

1. Furnish the number and copies of all reports, studies, surveys, tests, or investigations from all sources, either received by or authorized by American Motors (AMC)/Jeep pertaining to the stability (or lack of stability) of the Jeep multipurpose (CJ-type) vehicle. The sources are to include but not be limited to AMC/Jeep personnel, suppliers, dealers, or field service reports.
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Jeep Corporation has not received and has not requested any such investigative activity; Jeep Corporation does not believe that there is any need to initiate such activity.

2. Furnish the number and a brief description of all accidents and subrogation claims which were allegedly caused by or attributed to the instability of the CJ-type vehicle.
  - and
  3. Identify all lawsuits, both pending and closed, by title, location, and docket number in which AMC/Jeep is or was a defendant against allegations pertaining to alleged instability of the CJ-type vehicle. Describe the basis for each lawsuit and the outcome of litigation to date.
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Jeep Corporation is unaware of any accidents or subrogation claims which were allegedly caused by or attributed to the instability of the CJ-type vehicle except for a few which involve a lawsuit. Those lawsuits not previously reported to the NHTSA, both pending and closed, are listed in Attachment I by case title, location, and docket number, along with the basis for each lawsuit and the outcome to date.

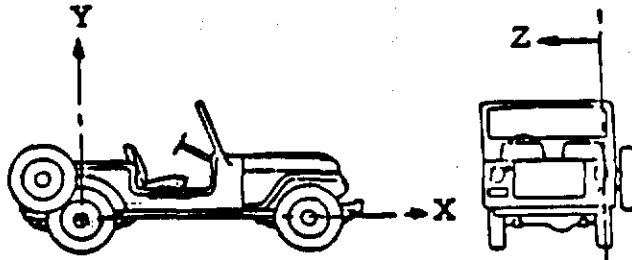
It is common in product liability lawsuits for plaintiffs' attorneys to allege numerous alternative and often conflicting theories of liability, some of which may later be abandoned. Any attempt to draw conclusions about Jeep CJ vehicles from the lawsuits listed in answer to item seven must be made with due consideration for this fact of legal life.

4. Identify and describe all conditions of vehicle use, other than competitive events or commercial use, in which the CJ-type vehicle's warranty would be considered by AMC/Jeep to be void.
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The Jeep Corporation warranty policies and exclusions for the 1974 through 1979 model year vehicles are provided in the enclosures.

5. Identify by dimensional diagram the location of the center of gravity on a 1977 CJ-5 and CJ-7 base model vehicle without occupants. Describe the variability of the center of gravity for the 1977 model vehicles compared to other model year vehicles.
- 

Through empirical methods, Jeep Corporation has determined the centers of gravity for a base 1978 Jeep CJ-5 and CJ-7. They are depicted below. Further empirical studies of Jeep CJ vehicles indicate that the center of gravity locations are essentially the same for 1974-79 vehicles.



Center of Gravity Location (inches)

	<u>X-Distance</u>	<u>Y-Distance</u>	<u>Z-Distance</u>
Jeep CJ-5	43	10	25
Jeep CJ-7	53	10	25

6. Identify the location of the front and rear roll centers of the 1977 CJ-5 and CJ-7 base model vehicles without occupants. Describe any variability between the roll centers on the 1977 CJ-type vehicles and other model year vehicles.

The front and rear roll centers for both the 1977 Jeep CJ-5 and CJ-7 vehicles are approximately as follows:

Front: 14 inches above ground  
 Rear: 14 inches above ground

The expected variability from these or other model years is minimal.

7. Provide AMC's analysis of the petitioner's allegations and accident, and provide the results and findings of the inquiry.

Jeep Corporation has obtained and evaluated a copy of the California Highway Patrol (CHP) police report dated November 6, 1978 (Attachment II) on this matter. It is apparent from this report that the driver attempted to negotiate rough terrain called "Suicide Hill" with a grade of over 60%. About 3/4 of the way up the face of the hill, his vehicle lost traction, may have hit a rut and turned sideways. Once it was sideways on this very steep hill, it overturned. The CHP investigating officer, as noted in his report, determined the cause of the accident to be improper driving, an extremely steep grade and a driver unfamiliar with the terrain.

December 7, 1979

The petitioner states that several other accidents have occurred on "Suicide Hill". He does not even claim that these accidents involved Jeep CJ's. This information can only serve to demonstrate that it is the area that is ~~dangerous~~. Its very name suggests such danger. Indeed, most vehicles which are turned sideways on a 60% grade are very likely to roll over. This is not due to any defect in these vehicles but is attributable solely to the laws of nature.

The CHP report indicated that the subject vehicle is a 1975 CJ-5. From an examination of the photographs accompanying that report, it appears the subject vehicle was equipped with non-OEM type equipment. Specifically, the tires appear to be 11-15 LT with an outside diameter of 30.6 inches. The largest tires Jeep Corporation released for that model year were H78-15 with an outside diameter of 28.87 inches. Additional non-OEM equipment on the accident vehicle included a heavy-duty-type rear bumper hitch and rear tire and can carrier. These modifications would doubtless affect the vehicle's performance under the conditions to which it was subjected.

Notwithstanding these facts, the petitioner claims that the accident was caused by the design of the Jeep CJ-5, which he claims is unsafe. In his October 8, 1979 letter to the NHTSA, he provides no support for this allegation other than a reference to an accident his son was involved in and a newspaper account of an incident of unknown circumstances which may not even involve a Jeep Corporation product. (Although the newspaper article refers to a "Jeep", we have noted previous instances wherein the media have misused our trademark "Jeep" to describe all 4-wheel-drive vehicles.) The petitioner also makes reference to the World War II military vehicles from which the CJ-type vehicles were derived. His claim that these vehicles have a poor safety reputation is incorrect; he is apparently confusing these vehicles with some of the post-war military vehicles. There have been some allegations that these post-war vehicles are unsafe but these vehicles were not designed by Jeep Corporation or any of its predecessor companies and are, in fact, fundamentally different from CJ-type vehicles in both design and construction.

8. Provide AMC's analysis of the stability of the CJ-type multipurpose vehicle under both on and off highway conditions.

Our CJ-type vehicles are designed to meet the needs of off-highway operation in that they are 4-wheel-drive vehicles with approach angle greater than 28 degrees, breakover angle greater than 14 degrees, departure angle greater than 20 degrees, and running clearance greater than eight inches. The type of terrain these vehicles must be capable of operating on far exceeds the capability of passenger cars. Our field experience confirms that these vehicles are safe when driven properly.

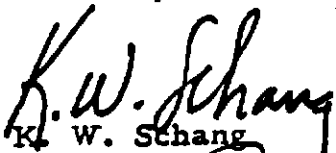
December 7, 1979

Summary and Conclusion

Jeep Corporation recommends that the petition for the defect investigation be denied by the NHTSA. There is nothing in the petitioner's letter to support his claim that there is a defect in the vehicle. Petitioner offers only his opinion, unsupported by any specialized knowledge or credentials in the field of auto safety, that certain aspects of the vehicle design cause it to be unsafe. There is no information in his letter which would support his position. The police report clearly states that the accident on "Suicide Hill" was caused by the error of an unskilled driver who was not familiar with the terrain.

The Jeep CJ-type vehicles have special design characteristics which enable drivers to traverse terrain not accessible by other types of vehicles. Our field experience confirms that when driven properly these vehicles provide safe transportation both off and on the road.

Sincerely,

  
K. W. Schang

Director -  
Vehicle Safety Programs

KWS/ag  
Attachments



A. CASE TITLE: James Broderick v. Jeep Corporation and American Motors Corporation et al.

LOCATION: Circuit Court, 17th Judicial District, Broward County, Florida.

DOCKET NO.: 77-3108.

BASIS OF LAWSUIT: Among the allegations the plaintiff alleges instability of the vehicle.

OUTCOME OF LITIGATION: Pending.

B. CASE TITLE: Ronald J. Bogdanski, et al v. American Motors Corporation.

LOCATION: State of Michigan, Wayne County Circuit Court.

DOCKET NO.: Case No. 79-920345 NI.

BASIS OF LAWSUIT: Among the allegations the plaintiff alleges instability of the vehicle.

OUTCOME OF LITIGATION: Pending.

C. CASE TITLE: Robert G. Ross v. Jeep Corporation, American Motors Corporation.

LOCATION: Washoe County, Nevada Second Judicial District Court.

DOCKET NO.: 79-1829, Dept. #4

BASIS OF LAWSUIT: Among the allegations the plaintiff alleges instability of the vehicle.

OUTCOME OF LITIGATION: Open.

D. CASE TITLE: Reeves v. American Motors Corporation et al.

LOCATION: State of Louisiana, Parish of Caldwell, Thirty-seventh District Court.

D. Continued  
DOCKET NO.: 12,111

BASIS OF LAWSUIT: Among the allegations the plaintiff alleges instability of the vehicle.

OUTCOME OF LITIGATION: In discovery.

E. CASE TITLE: Kenneth Daniel Haynes, Jr. and Alma Jane Haynes, v. American Motors Corporation and Jeep Corporation.

LOCATION: U.S. District Court for the Western District of Arkansas, Fayetteville Division.

DOCKET NO.: 79-5045

BASIS OF LAWSUIT: Among the allegations the plaintiff alleges instability of the vehicle.

OUTCOME OF LITIGATION: Open.

F. CASE TITLE: Theresa Sobiech, et al v. Jeep Corporation.

LOCATION: U.S.D.C., New York

DOCKET NO.: 77/1178

BASIS OF LAWSUIT: Among the allegations, the plaintiff alleges instability of the vehicle.

OUTCOME OF LITIGATION: Jury found no cause for action.

STATION: (STAN. CO. ROUGH TERRAIN AREA) NO. 11578 TIME (LOCAL) 1125 DATE NUMBER 9465 OFFICER I.D. 3649

AT INTERSECTION WITH: N DEL PERUO CANYON ROAD

DRIVER: TERRY LEE BOYER 453 RODEO PL SAN JOSE, CALIF 578-9756

DRIVER'S LICENSE NUMBER: RO847370 CAL STATE: CAL BIRTH: 8-2-49 SEX: M

VEHICLE NO.: 75 MAKE/MODEL: JEEP M.S. LICENSE NO.: 634 NNQ CALIF STATE: CALIF

DIRECTION OF TRAVEL: N ROADWAY (STREET OR HIGHWAY): ROUGH TERRAIN

SPEED LIMIT: NH DISPOSITION OF VEHICLE: LEFT AT SCENE

VEHICLE DAMAGE: POLL OVR R

PROPERTY: SOLD

DRIVER'S LICENSE NUMBER: [REDACTED] STATE: [REDACTED] BIRTH: [REDACTED] SEX: [REDACTED] RACE: [REDACTED] CITY: [REDACTED] STATE: [REDACTED] PHONE: [REDACTED]

VEHICLE NO.: [REDACTED] MAKE/MODEL: [REDACTED] LICENSE NO.: [REDACTED] STATE: [REDACTED] OWNER'S NAME: [REDACTED] SAME AS DRIVER: [REDACTED]

DIRECTION OF TRAVEL: [REDACTED] ROADWAY (STREET OR HIGHWAY): [REDACTED] OWNER'S ADDRESS: [REDACTED] SAME AS DRIVER: [REDACTED]

SPEED LIMIT: [REDACTED] DISPOSITION OF VEHICLE: [REDACTED]

VEHICLE DAMAGE: [REDACTED]

DISTANCE ONLY	AGE	SEX	CAUSE OF INJURY				INJURED PARTS (check user)					IN VEHICLE NUMBER
			FATAL INJURY	SEVERE BRUISE OR DISTORTED MEMBER	STRICTLY SURFACE INJURIES	COMPLAINT OF PAIN	DRIVE	HEAD	FEET	ELBOW	SHOULDER	
	8	M			X			X				

NAME: CHRYLLE EDYER 578-9756

ADDRESS: 453 RODEO PL SAN JOSE, CALIF TAKEN TO (INJURED ONLY): DEL PERUO HOSP?

NAME: DAVID BARROWS 268-6259

ADDRESS: 6609 MT. HALLY DR SAN JOSE, CAL TAKEN TO (INJURED ONLY): DEL PERUO HOSP?

NAME: BOB FISTERER 447-4413

ADDRESS: 1898 LOMITAS AVE LINDSAY, CALIF TAKEN TO (INJURED ONLY):

STAT. DIST. ROAD

D.A. C. I.

P.D. 11-8

VEHICLE TYPE: 01

ROAD TYPE: [REDACTED]

PHOTO 66

10-17-78

**COLLISION OCCURRED ON**  
**STAN. CO. ROUGH TERRAIN AREA**

**NO. DAY YR.** 11 5 78 **TIME (1200)** 1125 **REG. NUMBER** 9465 **OFFICER I.D.** 3649

AT INTERSECTION WITH **N. DEL. PIERTO CANYON RD**  YES  NO  YES  NO

**NAME (FIRST, MIDDLE, LAST)** **STREET ADDRESS**

**DRIVER'S LICENSE NUMBER** **STATE** **EXPIRES DAY** **YR.** **SEX** **RACE** **CITY** **STATE** **PHONE**

**VEHICLE YR.** **MAKE/MODEL** **LICENSE NO.** **STATE** **OWNER'S NAME**  SAME AS DRIVER

**DIRECTION OF TRAVEL** **OR ADDRESS (STREET OR HIGHWAY)** **OWNER'S ADDRESS**  SAME AS DRIVER

**SPEED LIMIT** **DISPOSITION OF VEHICLE**  BY DRIVER  ON ORDER OF

**VEHICLE DAMAGE** **LOCATION** **VIOLATION CHARGED**

NONE  MIN.  MOD.  MAJOR  TOTAL

**NAME (FIRST, MIDDLE, LAST)** **STREET ADDRESS**

**DRIVER'S LICENSE NUMBER** **STATE** **EXPIRES DAY** **YR.** **SEX** **RACE** **CITY** **STATE** **PHONE**

**VEHICLE YR.** **MAKE/MODEL** **LICENSE NO.** **STATE** **OWNER'S NAME**  SAME AS DRIVER

**DIRECTION OF TRAVEL** **OR ADDRESS (STREET OR HIGHWAY)** **OWNER'S ADDRESS**  SAME AS DRIVER

**SPEED LIMIT** **DISPOSITION OF VEHICLE**  BY DRIVER  ON ORDER OF

**VEHICLE DAMAGE** **LOCATION** **VIOLATION CHARGED**

NONE  MIN.  MOD.  MAJOR  TOTAL

**DESCRIPTION OF DAMAGE**

**OWNER'S NAME** **ADDRESS** **NOTIFIED**  YES  NO

WITNESS ONLY	AGE	SEX	EXTENT OF INJURY			COMPLAINT OF PAIN	INJURED WAS (CHECK ONE)					IN VEHICLE NUMBER	
			FATAL INJURY	SEVERE WOUNDS DISTRICT'S MEMBER	STOLEN VEHICLE INJURED		DRIVER	PASS.	PEO.	BIKE-ELITE	OTHER		
<input checked="" type="checkbox"/>	23	M	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>TIM CAURIKAS</b>													
<b>478 RODGO PL. SAN JOSE, CALIF</b>													
<input checked="" type="checkbox"/>	32	M	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>RON RAGO</b>													
<b>4701 BEL ROMA RD. LIVERMORE, CALIF</b>													
<input type="checkbox"/>	29	M	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1
<b>DR#1</b>													
<b>DEL PIERTO HOSP.</b>													

**SKETCH**

**MISCELLANEOUS**

**VEHICLE TYPE**

**ROAD TYPE**

A CONVENTIONAL, ONE WAY  E OTHER (SAMPLE NARRATIVE)

B CONVENTIONAL, TWO WAY

C EXPANDED

D FREEWAY

**EXCIS** - REC'D CALL APPROX 11:55 AM. ARRIVED AT SCENE APPROX 12:19 PM. THE DEL PUERTO CANYON ROUGH TERRAIN AREA IS AN OFF-ROAD VEHICLE AREA (PART OF STRANISLAUS CO. PARK SYSTEM). THE AREA OF COLLISION WAS A STEEP GRADE (APPROX 60%+). THE SURFACE WAS DIET WITH SEVERAL RUTS. THE WEATHER WAS CLEAR, WITH BRIGHT SUNLIGHT.

VEH#1 - WAS LOCATED APPROX 1 MILE NORTH OF DEL PUERTO CANYON ROAD (APPROX 1/2 MILE NORTH OF MAIN ENTRANCE TO ROUGH TERRAIN AREA). VEH#1 WAS FACING N/B. VEH#1 HAD MINOR ROLL-OVER DAMAGE. VEH#1 HAD NO APPARENT VEH DEFECTS. NO OTHER PROPERTY DAMAGED.

**PHYSICAL EVIDENCE** - THERE WERE SURFACE GROUND MARKS IN SURFACE OF HILL FOR APPROX 250' LEADING TO VEH#1. THERE WAS MISC. VEH TIRAGE.

PRIMARY COLLISION FACTOR		RIGHT OF WAY CONTROL				TYPE OF VEHICLE				MOVEMENT PRECEDING COLLISION			
<input type="checkbox"/> A VE SECTION VIOLATION!		<input type="checkbox"/> A CONTROLS FUNCTIONING				<input type="checkbox"/> PASSENGER CAR (INCLUDES STATION WAGON)				<input type="checkbox"/> A STOPPED			
<input checked="" type="checkbox"/> B OTHER IMPROPER DRIVING*		<input type="checkbox"/> B CONTROLS NOT FUNCTIONING				<input type="checkbox"/> B PASSENGER CAR WITH TRAILER				<input type="checkbox"/> B PROCEEDING STRAIGHT			
<input type="checkbox"/> C OTHER THAN DRIVER*		<input type="checkbox"/> C CONTROLS OBTAINED				<input type="checkbox"/> C MOTORCYCLE/SCOOTER				<input type="checkbox"/> C RAN OFF ROAD			
<input type="checkbox"/> D UNKNOWN*		<input checked="" type="checkbox"/> D NO CONTROLS PRESENT				<input type="checkbox"/> D PICKUP OR PANEL TRUCK				<input type="checkbox"/> D MAKING RIGHT TURN			
<b>WEATHER</b>		<b>TYPE OF COLLISION</b>				<input type="checkbox"/> E PICKUP OR PANEL TRUCK				<input type="checkbox"/> E MAKING LEFT TURN			
<input checked="" type="checkbox"/> A CLEAR		<input type="checkbox"/> A REAR END				<input type="checkbox"/> F TRUCK OR TRUCK TRACTOR				<input type="checkbox"/> F MAKING U TURN			
<input type="checkbox"/> B CLOUDY		<input type="checkbox"/> B SIDESWIPES				<input type="checkbox"/> G TRUCK OR TRUCK TRACTOR WITH TRAILER (S)				<input type="checkbox"/> G BACKING			
<input type="checkbox"/> C FOG		<input type="checkbox"/> C REAR END				<input type="checkbox"/> H SCHOOL BUS				<input type="checkbox"/> H STOPPING - STOPPING			
<input type="checkbox"/> D DRIZZLE		<input type="checkbox"/> D REAR END				<input type="checkbox"/> I OTHER BUS				<input type="checkbox"/> I CHANGING LANES			
<input type="checkbox"/> E WIND		<input type="checkbox"/> E REAR END				<input type="checkbox"/> J EMERGENCY VEHICLE				<input type="checkbox"/> J PARKING MANEUVER			
<input type="checkbox"/> F OTHER*		<input checked="" type="checkbox"/> F REAR ENDED				<input type="checkbox"/> K HIGHWAY / CONSTRUCTION COMPANY				<input type="checkbox"/> K ENTERING TRAFFIC FROM SHOULDER, MEDIAN, PARKING STRIP OR PRIVATE DRIVE			
<b>LIGHTING</b>		<input type="checkbox"/> G AUTO/PEDESTRIAN				<input type="checkbox"/> L TRUCKS				<input type="checkbox"/> L OTHER UNSAFE TURNING			
<input checked="" type="checkbox"/> A DAYLIGHT		<input type="checkbox"/> H OTHER*				<input type="checkbox"/> M OTHER*				<input type="checkbox"/> M CROSSING INTO OPPOSITE LANE			
<input type="checkbox"/> B DARK - DARK		<b>MOTOR VEHICLE INVOLVED WITH</b>				<input type="checkbox"/> N OTHER*				<input type="checkbox"/> N OTHER			
<input type="checkbox"/> C DARK - STREET LIGHTS		<input checked="" type="checkbox"/> A NON-COLLISION				<input type="checkbox"/> O OTHER ASSOCIATED FACTOR (1 TO 100)				<input type="checkbox"/> O OTHER			
<input type="checkbox"/> D DARK - NO STREET LIGHTS		<input type="checkbox"/> B PEDESTRIAN				<input type="checkbox"/> P TRUCK				<input type="checkbox"/> P TRAVELING WRONG WAY			
<input type="checkbox"/> E DARK - STREET LIGHTS NOT FUNCTIONING*		<input type="checkbox"/> C OTHER MOTOR VEHICLE				<input type="checkbox"/> Q VE SECTION VIOLATION!				<input checked="" type="checkbox"/> Q CLIMBING HILL			
<b>ROADWAY SURFACE</b>		<input type="checkbox"/> D MOTOR VEHICLE ON OTHER ROADWAY				<input type="checkbox"/> R VE SECTION VIOLATION!				<input type="checkbox"/> R SOBRIETY - DRUG - PHYSICAL (1 TO 100)			
<input checked="" type="checkbox"/> A DRY		<input type="checkbox"/> E PARKED MOTOR VEHICLE				<input type="checkbox"/> S VE SECTION VIOLATION!				<input type="checkbox"/> S A HAD NOT BEEN STOPPED			
<input type="checkbox"/> B DRY		<input type="checkbox"/> F TRAIN				<input type="checkbox"/> T VE SECTION VIOLATION!				<input type="checkbox"/> T HAD NOT BEEN STOPPED			
<input type="checkbox"/> C SLIPPERY (MUD, OIL, ETC.)		<input type="checkbox"/> G CYCLE				<input type="checkbox"/> U VE SECTION VIOLATION!				<input type="checkbox"/> U HAD NOT BEEN STOPPED			
<b>ROADWAY CONDITIONS (1 TO 100)</b>		<input type="checkbox"/> H AMBULI				<input type="checkbox"/> V VE SECTION VIOLATION!				<input type="checkbox"/> V HAD NOT BEEN STOPPED			
<input type="checkbox"/> A HOLES, DEEP RUTS*		<input type="checkbox"/> I FIXED OBJECT!				<input type="checkbox"/> W VE SECTION VIOLATION!				<input type="checkbox"/> W HAD NOT BEEN STOPPED			
<input type="checkbox"/> B LOOSE MATERIAL ON ROADWAY*		<input type="checkbox"/> J OTHER OBJECT!				<input type="checkbox"/> X VE SECTION VIOLATION!				<input type="checkbox"/> X HAD NOT BEEN STOPPED			
<input type="checkbox"/> C OBSTRUCTION ON ROADWAY*		<input type="checkbox"/> K OTHER!				<input type="checkbox"/> Y VE SECTION VIOLATION!				<input type="checkbox"/> Y HAD NOT BEEN STOPPED			
<input type="checkbox"/> D CONSTRUCTION/REPAIR ZONE		<b>PEDESTRIAN'S ACTION</b>				<input type="checkbox"/> Z VE SECTION VIOLATION!				<input type="checkbox"/> Z HAD NOT BEEN STOPPED			
<input type="checkbox"/> E REDUCED ROADWAY WIDTH		<input checked="" type="checkbox"/> A NO PEDESTRIAN INVOLVED				<input type="checkbox"/> AA VE SECTION VIOLATION!				<input type="checkbox"/> AA HAD NOT BEEN STOPPED			
<input type="checkbox"/> F FLOODED*		<input type="checkbox"/> B CROSSING IN CROSSWALK AT INTERSECTION				<input type="checkbox"/> AB VE SECTION VIOLATION!				<input type="checkbox"/> AB HAD NOT BEEN STOPPED			
<input checked="" type="checkbox"/> G OVERHUNG LOAD		<input type="checkbox"/> C CROSSING IN CROSSWALK - NOT AT INTERSECTION				<input type="checkbox"/> AC VE SECTION VIOLATION!				<input type="checkbox"/> AC HAD NOT BEEN STOPPED			
<input checked="" type="checkbox"/> H NO UNUSUAL CONDITIONS		<input type="checkbox"/> D CROSSING NOT IN CROSSWALK				<input type="checkbox"/> AD VE SECTION VIOLATION!				<input type="checkbox"/> AD HAD NOT BEEN STOPPED			
		<input type="checkbox"/> E IN ROAD - INCLUDES SHOULDER				<input type="checkbox"/> AE VE SECTION VIOLATION!				<input type="checkbox"/> AE HAD NOT BEEN STOPPED			
		<input type="checkbox"/> F NOT IN ROAD				<input type="checkbox"/> AF VE SECTION VIOLATION!				<input type="checkbox"/> AF HAD NOT BEEN STOPPED			
		<input type="checkbox"/> G APPROACHING/LEAVING SCHOOL BUS				<input type="checkbox"/> AG VE SECTION VIOLATION!				<input type="checkbox"/> AG HAD NOT BEEN STOPPED			

REPORTED BY: D. T. Wallace I.D. NUMBER: 3649 INVESTIGATED BY: \_\_\_\_\_ REVIEWED BY: \_\_\_\_\_

NARRATIVE CONTINUATION TRAFFIC COLLISION REPORT (EMP USE ONLY)  
 SUPPLEMENTAL TRAFFIC COLLISION REPORT (EMP USE ONLY)  
 OTHER:

STRN. CO. ROUGH TERRAIN AREA  
 DEL PUERTO CANYON

CITATION NUMBER  
 DEPT 903

CITY/COUNTY REPORTING DISTRICT

PASSENGERS ① CHEYENNE BOYER 8 YRS.  
 453 RODEO PL, SAN JOSE, CALIF  
 PH 578-9756

② DAVID BERGINS 17 YRS  
 6609 MT. HOLLY DR, SAN JOSE, CALIF  
 PH 268-6259

INJURIES - ① DAVID BERGINS REC'D MULTIPLE HEAD INJURIES & WAS  
 PRONOUNCED D.O.A. AT DEL PUERTO HOSP BY DR. DAVID  
 NEAS M.D. AT 1320 HRS.

② CHEYENNE BOYER REC'D ABRASIONS ON HEAD & POSSIBLE  
 BROKEN LEG. HS TRANSPORTED TO DEL PUERTO HOSP FOR  
 TREATMENT.

③ DR#1 REC'D CUTS & ABRASIONS & COMPLAINED OF LOWER BACK  
 PAIN. DR#1 WAS TRANSPORTED TO DEL PUERTO HOSP FOR  
 TREATMENT.

STATEMENTS - DR#1 - WE WERE GOING UP THE HILL TO HELP OUR  
 FRIENDS WHOSE P/U HAD BECOME DISABLED. WE WERE GOING  
 UP SUICIDE HILL (ABOUT 3/4 WAY UP) WHEN SOMETHING HAPPENED.  
 I DON'T REALLY KNOW WHAT WE GOT A LITTLE SIDEWAYS & THE  
 JEEP TURNED OVER. THAT'S ABOUT ALL I KNOW.  
 WIT#1 (PESTERER & RIGO) WE WERE BELOW THE JEEP AT  
 THE BOTTOM OF THE HILL. THE JEEP WAS GOING UP THE HILL  
 IT WAS APPROX 3/4 THE WAY UP WHEN IT STARTED BOUNKING &  
 HIT A BUMP OR SOMETHING & THE FRONT CAME AROUND TO THE  
 RIGHT. THE JEEP TIPPED OVER & STARTED ROLLING DOWN THE  
 HILL. IT ROLLED OVER SEVERAL TIMES THE YOUNG BOY WAS  
 THROWN OUT AS THE JEEP ROLLED. THE DRIVER & OTHER PASSENGER  
 WERE STILL IN JEEP. THE YOUNG MAN IN RIGHT SIDE HAD SEVERAL  
 HEAD INJURIES. WE ALL E.M.T.'S WITH LIVERMORE FIRE DEPT  
 & WE DID WHAT WE COULD TO ASSIST THE INJURED. WE GOT THE  
 MOST SERIOUSLY INJURED WITH THE HEAD INJURIES OFF THE HILL  
 AS SOON AS WE COULD.

PREPARED BY	I.D. NUMBER	PREPARED	REVIEWED	APPROVED BY	I.D. NUMBER	APPROVED
		DR. DAY TO				DR. DAY
D. Wallace	3649	11/6/78				

NARRATIVE CONTINUATION TRAFFIC COLLISION REPORT (EXP 100 00 100-01)  
 SUPPLEMENTAL TRAFFIC COLLISION REPORT (EXP 100 00 100-01)  
 OTHER:

LOCATION  
 STAN. CO. ROUGH TERRAIN AREA  
 DEL PUERTO CANYON

STATION NUMBER  
 903  
 REPORTING DISTRICT

WIT\*2 - (CAULKAS) - I WAS BELOW THE HILL ONE OF OUR FRIENDS HAD TROUBLE WITH HIS PLU & WE WERE GOING UP TO ASSIST HIM. TERRY HIS SON (CHEYENNE) & DAVID BARNOWS (MY BROTHER-IN-LAW) WERE GOING UP IN TERRY'S JEEP. TERRY DIDNT GO AROUND TO THE RIGHT BUT UP THE FACE OF THE HILL. THE JEEP WAS ABOUT 3/4 THE WAY UP WHEN IT STARTED BOUNCING & GOT TURNED SIDEWAYS. THE JEEP OVER TURNED & ROLLED ALL THE WAY DOWN THE HILL. DAVID & TERRY REMAINED IN THE JEEP DAVID HIT HIS HEAD SEVERAL TIMES & WAS HURT BADLY.

OPINIONS & CONCLUSIONS - VEH#1 WAS N/B IN ROUGH TERRAIN AREA (DEL PUERTO CANYON) GOING UP SUICIDE HILL. THE FACE OF SUICIDE HILL HAS A 60% PLUS GRADE. VEH#1 GOT APPROX 3/4 THE WAY UP THE FACE OF HILL WHEN IT LOST TRACTION & MAY HAVE HIT A ROOT CAUSING VEH#1 TO GET TURNED SIDEWAYS & OVER-TURN. VEH#1 ROLLED OVER BACKWARDS 5 TO 7 TIMES COMING TO REST AT BOTTOM OF HILL ON IT'S WHEELS. DR#1 & PASSENGER (BARNOWS) WERE STILL IN VEH WHEN IT CAME TO REST. PASSENGER (CHEYENNE BAYER) WAS THROWN OUT OF VEH. THERE WERE TWO E.M.T.'S FROM LINCOLN FIRE DEPT AT SCENE & ASSISTED INJURED. BARNOWS THE MOST SERIOUSLY INJURED WAS MOVED TO PARK ENTRANCE TO MEET AMBUULANCE. DR#1 & SON WERE MOVED FROM HILL & TREATED PRIOR TO CHP ARRIVAL. THEY WERE RECOVERED FROM HILL BY PARK RANGER VEH TO MEET AMBUULANCE AT PARK ENTRANCE. DR#1 HAD CUTS & LACERATIONS & CONTINUED OF BACK PAIN. CHEYENNE BAYER HAD LACERATIONS & POSSIBLE BROKEN LEG. BARNOWS HAD FATAL HEAD INJURIES & WAS TRANSPORTED D.O.A. AT DEL PUERTO HOSP BY DR. DAVID NESS AT 1320HRS.

P.O.T. - WAS LOCATED APPROX 1 MILE NORTH OF DEL PUERTO CANYON RD (APPROX 3/4 WAY UP SUICIDE HILL). VEH#1 ROLLED APPROX 200-250 FEET - EXTREMELY STEEP GRADE. DRIVER UNFAMILIAR WITH HILL & TERRAIN (DRIVER OWNED VEH APPROX 3 MYS).

RECOMMENDATIONS - NONE

PREPARED BY	I.D. NUMBER	PREPARED	REVIEWED	APPROVED BY	I.D. NUMBER	APPROVED
		NO. DAY YR.				NO. DAY YR.
D. Waldner	3649	11/6/78		ER... TU	6224	11/6/78

ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE)



SUICIDE HILL

ALIX  
60%  
GRADE

ROUGH TERRAIN AREA

250'

APPROX 1 mile NW  
DEL PUERTO CANYON RD

