

Boise Police Department. General Report

RD: 0

DR# 2022-212478

Incident

Date & Time Occurred 07/31/2022 01:30 to 07/31/2022 01:30 Date & Time Reported 07/31/2022 01:30 Location of Occurrence HIGHWAY 69 / AVALON RD KUNA, ID 13 - Highway/Road/Alley
ParcelNo:

Charges

Chg# 1 Offense/Charge INFORMATION REPORT Law Section INFO Severity INFORMATION

Probable Cause

On 07-31-22 at approximately 0130 hours, a CITF was activated due to a fatal crash following a vehicle pursuit Ada County Sheriff's Office. This initial traffic stop was attempted by Meridian Police before the suspect's vehicle failed to yield and increased it's speed into Ada County's Jurisdiction. Near the area of Highway 69 and just North of Kuna Rd/ Avalon Rd in Kuna, ID, the suspect deliberately steered its vehicle directly towards the only vehicle traveling North bound. The vehicle crossed several lanes of traffic when it intentionally collided with the victim's vehicle, ultimately killing both the suspect and victim.

People Involved

Suspect GARCIA, RUBEN Race: H Sex: M DOB: [REDACTED] Age: 34
Address: [REDACTED] 5' 9" 245 lbs Hair Color: Black Eye Color: Brown
Occupation: Res Phone: () - SSN: [REDACTED]
Bus or School: Cell Phone: (000) 000-0000 OLN/St: [REDACTED] Relationship: [REDACTED]
, ID Bus Phone: () - Injury Type: [REDACTED]
Vehicle: #1 :2013 Nissan Altima 4D SILVER 1J95534 ID ELENA CASTANEDA-GARCIA [REDACTED] 1N4AL3AP8DN499864 Towed by: B&W Towing
Offense/Charge INFORMATION REPORT Law Section INFO Counts 1 Severity INFORMATION
☐ Arrest ☐ Cited ☐ Cuffs Checked ☐ Seat Belted Summons:

Victim CALDERON, JONATHAN ROBERT Race: W Sex: M DOB: [REDACTED] Age: 28
Address: [REDACTED] 6' 2" 185 lbs Hair Color: Brown Eye Color: Brown
Occupation: Res Phone: () - SSN: [REDACTED] Relationship: Stranger
Bus or School: Cell Phone: (000) 000-0000 OLN/St: [REDACTED] Injury Type: [REDACTED]
, ID Bus Phone: () - How Ident.: CA DL
Vehicle: #1 :1999 Chevrolet SILVERADO PK GOLD 1ANW950 ID GORDON GLENN VINING [REDACTED] 1GCEK14V1XE109608 Towed by: B&W Towing

Admin

Officer(s) Reporting Ada No. 855 ☐ Phone Rpt. ☒ Audio Recording Related DR#s
Ofc. Chuck Roath ☐ Counter Rpt. ☐ Video Recording ☐ PPI ACSO: 2022-6578;
Approved Supervisor Ada No. 623 Approved Date 08/10/2022 14:37 MPD: 2022-4918; ISP:
Sgt. Justin Kendall 2022-2142
Assigned To Ada No. Route To:
File
Copies To: Ada County Sheriff

Boise Police Department.
Narrative Report

RD: 0

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1. Incident Topic INFORMATION REPORT		2. Subject/Victim's Name CALDERON, JONATHAN R	
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INITIAL RESPONSE/CONTACT:

On 07-31-22 at approximately 0130 hours, I was contacted by Violent Crimes Unit Sgt Kendall reference a fatal crash near the intersection of Highway 69 (aka Meridian Rd), just North of Kuna Rd, in Kuna, ID, following a vehicle pursuit by Ada County Sheriff's Deputies. I was assigned as the lead detective of this critical incident. Therefore, I immediately responded to the scene to observe the crash.

At approximately 0210 hours, I arrived at the crash location and observed both vehicles involved. I observed a deceased male still trapped inside of a passenger car. I was briefed on both vehicle's involvement and that the Nissan passenger car was the suspect's vehicle. Hanging outside of the suspect's driver's side window was a deceased male that was later identified as Ruben Garcia. At the time of my arrival, the victim had already been extracted from the pick up truck and transported to St. Alphonsus Hospital where he was later pronounced deceased. Shortly after viewing the scene, I responded to the command post located at the Kuna Substation. There, I met with Boise Police Sgt Kendall and ACSO Sgt Weires, who briefed me further on the case.

Once there, I received further information regarding how the initial attempted traffic stop took place. I was informed that on 07-30-22 at 2355 hours, Meridian Ofc Herscowitz, observed a silver colored passenger car with no head lights on near the intersection of Main St/Central St. As MPD Ofc Herscowitz activated his overhead lights and attempted to conduct a traffic stop on the suspect vehicle, the vehicle failed to yield while driving on roads near the Home Depot in Meridian. The vehicle continued to fail to yield and ultimately traveled the wrong way on a street and turned South bound onto Meridian Rd where the vehicle proceeded to reach speeds of approximately 100 mph in a 35 mph zone.

MPD Herscowitz was informed that if he lost sight of the fleeing vehicle to terminate the pursuit. Ultimately, MPD Ofc Herscowitz lost sight and terminated the pursuit as the suspect was last seen traveling South bound on Meridian Rd and over the over pass of I-84.

Shortly after Meridian terminated the pursuit, ACSO Deputy Bilton was parked along Highway 69(Meridian Rd) and just South of the location in which the fleeing vehicle was last seen. ACSO Bilton observed the vehicle traveling South bound with no head lights on. At that point, Deputy Bilton attempted to stop the suspect vehicle by traveling behind the suspect's vehicle while activating his overhead lights and siren. The suspect vehicle continued to fail to yield as it approached Deer Flat Rd and Highway 69. This is the location in which ACSO Deputy Nydeggar attempted to slow the vehicle down by deploying spike strips. The vehicle was described as driving around the spike strips and continuing South bound. Moments later, the suspect vehicle steered towards an on coming, North bound, vehicle and struck the vehicle head on, ultimately causing the death of both driver's to both vehicles.

LOCATION: HIGHWAY 69 (MERIDIAN RD)/KUNA RD, KUNA, ID

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Approved Supervisor Sgt. Justin Kendall	Ada No. 623
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ASSIGNMENTS:

FIRST CONTACT: DET. CANFIELD/ACSO DET. BUIE

On this date, Det. Canfield made first contact with Involved ACSO Deputy Bilton at 7200 W. Barrister St in Boise, ID (Ada County Sheriff's Office)
Refer to Det. Canfield's report for further.

VICTIM CONTACT AT ST. ALPHONSUS/VICTIMOLOGY: DET. JAGOSH

Refer to Det. Jagosh's report for further on his contact with the victim, later identified as Jonathan Calderon. Det. Jagosh will also follow up with conducting a victimology of Jonathan Calderon as well. Refer to his supplemental reports for further.

CRASH RE-CONSTRUCTION:

Primary- Boise Police Department's reconstruction team, Ofc Harms, Ofc Shofner, and C.S.S. Boynton
Idaho State Police
ACSO Deputy Alex McLray

INVOLVED OFFICER:

ACSO Deputy Kyle Bilton

UNINVOLVED WITNESSING OFFICERS:

ACSO Sgt Matt Able

ACSO Deputy Alex Hunter

ACSO Deputy Jake Nydeggar- deployed spike strips near the intersection of Deer Flat Rd/Meridian Rd.

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See Deputy Nydeggar's report for further.

Meridian Police Officer Andrew Herscowitz- Attempted initial traffic stop on suspect's vehicle. Refer to MPD Ofc Herscowitz's report for further

INTERVIEW: ACSO Deputy Bilton- Below is a detailed summary of this interview:

On 08-03-22 at approximately 1000 hours, I responded to Mallet's Law Office to conduct an interview of ACSO Deputy Bilton. Present during this interview were Kyle Bilton, his attorney Joseph Mallet, ACSO Det. Daigle and I. During this interview, I utilized the standardized C.I.T.F.'s list of questions regarding the use of force used in a specific incident. In this case, the use of a firearm was not applicable, and the questions were either modified to fit the facts of the case or were not used at all. Refer to the attached audio for further.

I began my interview with Kyle by informing him that this was a criminal investigation and that the interview would be audio recorded. I also informed him that although he was with his attorney, he was not required to make a statement at this time. Kyle understood and agreed to be interviewed.

Kyle provided me with his law enforcement background, which consisted of the following:

June of 2021- Hired by Ada County Sheriff's Office

July of 2019 until June of 2021- Worked for Boise Police Department

October of 2012 until June of 2019- Worked for Orange County Sheriff's Department

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October of 2010 until October of 2012- Worked for Riverside County Sheriff's Department

Kyle's law enforcement experience is estimated to be approximately twelve years. Kyle's current assignment is working as a patrol deputy in the City of Kuna, with a designator of [REDACTED] and an assigned marked patrol vehicle [REDACTED]. His badge/Ada# is 6150. [REDACTED]

Specialties or assignments Kyle has been assigned to in his law enforcement career consisted of working as a field training officer at Orange County Sheriff's Office, a School Resource Officer, and was a member of the mobile field force at Orange County Sheriff's Office as well.

In regard to what weapons were used during this incident, Kyle informed me that no firearm was used at any point. However, Kyle did mention that immediately following the crash that he had witnessed, he had exited his patrol vehicle and drew his assigned Glock 17 Gen 5 9MM firearm from his holster and pointed it at the "low ready." The low ready is described as being not directly at someone but more at a 45 degree angle towards the ground. The reason being was due to the uncertainty of what the suspect may attempt to do immediately following the crash, such as, producing a weapon to flee. However, within moments of doing so, Kyle described seeing the driver of the suspect's vehicle, halfway hanging out of the driver's side window, "slumped," and appeared "unconscious." Kyle also informed me that the suspect's vehicle caught on fire following the crash. At that point, Kyle immediately holstered his duty weapon and attempted to further process the scene.

During this incident, Kyle was in a marked ACSO Kuna Police Chevrolet Tahoe and wore an assigned uniform that consisted of a tan short sleeved shirt and blue BDU pants. On his uniform shirt were clearly marked ACSO patches on both shoulders, a name plate, and a ACSO badge on the front of this same shirt.

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I asked Kyle to explain any events that occurred prior to this incident, to include the general description of the activity level at that time of night. Kyle informed me that this incident at hand, had taken place just before midnight. Kyle recalled driving around his assigned area (Kuna City), which consisted of driving downtown Kuna and near the several bars in town, to Highway 69, to monitor traffic and the activity in the area. Kyle explained that at that specific time, a very active bar/club called Cowgirls and three other bars, were open in downtown Kuna.

Kyle continued by telling me that those open bars were "active" with people and mentioned that just prior to this incident taking place, he had addressed three intoxicated subjects walking down Main St by telling them to get out of the road. Kyle also mentioned that two of the bars in downtown Kuna, The Red Eye and The Longhorn, had outdoor patios attached to the bar with several people in that area as well. Kyle added that during this summer, there had also been a lot of teenagers out and about, late at night, around the city parks near the downtown area as well. Kyle further explained that during this time, on this specific date, there was a lot of "foot traffic" in Kuna.

INCIDENT:

Kyle began by telling me that just prior to the incident, he was going to drive another "loop" through the city of Kuna by traveling East bound on Avalon Rd to travel North bound onto Highway 69. Avalon Rd turns into Highway 69 (which is also referred to Meridian Rd, further North). Kyle described the current traffic at that time as being "light" as he turned the large corner of Avalon Rd and onto Highway 69. In doing so, he overheard Meridian Police units on dispatch, attempt to conduct a traffic stop on a silver passenger car that was driving with no headlights, was possible "55" (which translates from a police ten code of 10-55, as an intoxicated driver), and speeding. Kyle continued by explaining that immediately after hearing Meridian attempt to conduct a traffic stop on this vehicle, he heard on the air that the vehicle was now failing to yield to them. Kyle added that at that point over the air, he could hear the Meridian unit's siren in the background as they began providing dispatch with updated information. At that point, Kyle stated that dispatch had "cleared the air" for emergency traffic.

Although Kyle self admittedly was not fully aware of Meridian City's geography, he knew the area of this attempted traffic stop was near the Home Depot, which was near the interstate and Meridian Rd. Therefore, Kyle continued to monitor the radio traffic and continued to travel North bound on Highway 69. Kyle continued by explaining that as he continued North bound on Highway 69, Meridian units advised dispatch that they were now in "pursuit" of the suspect vehicle and updated their location of being at Overland Rd/Meridian Rd. Kyle decided to continue to travel North bound and towards the direction of this on coming pursuit and position his marked patrol vehicle at the intersection of Columbia Rd/Hwy 69.

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Kyle positioned his patrol vehicle on Columbia Rd, on the West side of the intersection, on the South side of Columbia Rd, facing East bound. This position allowed Kyle to monitor South bound traffic to the North, in search of the suspect vehicle if it decided to continue traveling that direction.

Kyle recalled Meridian units further describe that the suspect's vehicle had a turn signal that had been activated and left on during their pursuit as well. Kyle also recalled hearing Meridian units mention over the air that the suspect vehicle had also traveled the wrong way near the area of Main St/Meridian and had reached an estimated speed of 100 mph. According to Kyle, multiple Meridian units were initially involved in a pursuit with this vehicle when he overheard a Meridian supervisor request assistance from Kuna units through dispatch. It was at this point, Kyle "self-assigned" himself to this call for service.

Shortly after the request for assistance from Meridian, Kyle overheard on the air for Meridian units to terminate their pursuit if they lost a visual of the suspect's vehicle. Therefore, Meridian ultimately terminated their pursuit near the area of Lake Hazel and Meridian Rd and advised the last direction of travel of the suspect was South bound on Meridian Rd, from that location. Further information was that the suspect was still traveling approximately 100 mph, with no head lights on, and having a turn signal on.

Kyle began explaining that at this point, he believed the fleeing suspect was possibly an intoxicated driver due to eluding police, the reckless driving pattern, driving the wrong direction, speeding, and driving with no head lights on.

After Meridian canceled their pursuit and advised that they had last seen the suspect traveling South bound on Meridian Rd near Lake Hazel Rd, Kyle maintained his position at Columbia Rd and Highway 69 in case the suspect continued this direction of travel. Kyle estimated approximately 5-10 seconds after Meridian's termination of the pursuit, he noticed approximately 3-4 vehicles crest over the hill on Highway 69, South bound. While parked at this intersection, Kyle also advised that there were an additional 5-6 vehicles stopped at the red light traveling South bound as well. As the first group of vehicles continued traveling South bound, he noticed a vehicle with no head lights on and with a right turn signal on, among that group of vehicles.

After this vehicle had caught Kyle's attention, he observed this same vehicle with no head lights on nearly rear-end some of those vehicles in that first group of cars and swerve towards its left and towards the center lane as it passed that group of vehicles. As this group of vehicles approached the Columbia/Hwy 69 intersection, the South bound light had turned green. The group of 5-6 cars that were originally stopped at the traffic light, had now began to travel South bound as the vehicle with no headlights quickly approached from the North. Kyle remained in his position as the vehicle with no lights passed in front of his own head lights and underneath the street light at this intersection. Kyle was able to clearly see that this vehicle matched the description previously given by Meridian units in that it was a silver passenger car, with no head lights on, and a right turn signal on. Kyle had explained that as he was positioned at that location waiting for the suspect, he initially had his own head lights off. However, his foot was on his

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brakes which illuminated his brake lights. Kyle further explained that the reason he had positioned his vehicle on the West side of this intersection was to make it easier for him to enter Highway 69 by only having to make a right hand turn instead of crossing several lanes of traffic to attempt a traffic stop on the suspect's vehicle, had he been on the East side of the intersection.

Once the suspect had passed his location and Kyle was able to confirm that this was the suspect vehicle, Kyle turned onto Highway 69 to conduct a traffic stop on the vehicle. As he turned onto Highway 69, Kyle observed the suspect vehicle quickly approach the group of South bound vehicles that had just traveled through the intersection. Kyle described seeing the suspect "slam" on his brakes and nearly rear end several of those vehicles as well. Kyle also observed other vehicles in that group brake hard enough to avoid a collision with the suspect vehicle and noticed the front end of one of these vehicle abruptly rock forward as it applied its brakes. Kyle could not exactly recall how the suspect was able to maneuver around this group of vehicles to avoid a collision and continue South bound. Kyle couldn't recall if the suspect went to the right or left, or both, in order to pass this group of vehicles. However, Kyle did not recall the suspect leaving the roadway in order to pass the group of vehicles.

Due to the suspect's continued disregard for the public's safety by driving in a reckless manner, Kyle activated his overhead lights and siren to stop the suspect. Kyle explained that when he activated his overhead lights and siren that he was behind this group of cars and the suspect had since passed the group and continued South bound. The vehicles immediately yielded to Kyle's lights and siren which allowed him a straight path to attempt a traffic stop on the suspect.

Kyle estimated catching up to the suspect's vehicle and was approximately 75-100 yards behind the vehicle as Kyle described them both continuing to "accelerate." Kyle described that although Highway 69 is very dark during this time of night, there are streetlights at the major intersections. Kyle further described his ability to see for "miles" South bound and to the curve at the end of Highway 69 where the roadway turns into Avalon Rd. Due to the upcoming curve ahead, Kyle was trying to anticipate if the suspect was going to be able to negotiate the curve and turn West bound and towards downtown Kuna or attempt to turn East bound onto Kuna Rd. Kyle expressed his concern that if the suspect was able to negotiate the turn and turn West bound towards downtown, that there were several people walking around that down town core area and feared of someone getting struck by the suspect.

While still traveling behind the suspect's vehicle, South bound, Kyle continued to give updates to dispatch to include his estimated speed of the suspect vehicle to be between 90-100 mph. Kyle informed me that he kept his distance from the suspect vehicle even greater due to his patrol vehicle having approximately one hundred and twenty thousands miles on it and his vehicle being "sluggish." During this time, Kyle heard two Kuna assist units, K48 and K58, advise over the air that they were positioned to the South at the intersection of Deer Flat Rd/Hwy 69 and were going to deploy spike strips.

As they approached that intersection, Kyle described seeing the suspect vehicle swerve to its left and towards the center lane while simultaneously overhearing his assist units advise dispatch that the

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suspect had avoided the spike strips. Kyle explained that as they approached this intersection, he created even more distance between he and the suspect so he too, could avoid the spike strips. After the suspect swerved to avoid them, Kyle accelerated to make up some of the distance that had been created between he and the suspect vehicle.

While attempting to decrease the distance between them, Kyle began anticipating an opportunity of performing a P.I.T.T. maneuver if the suspect was able to slow down and the opportunity presented itself. As they approached the large corner of Hwy 69/Avalon Rd, Kyle observed the suspect vehicle slam on his brakes and began to "fish tale" right before colliding with a North bound vehicle. Kyle informed me that he didn't see the North bound vehicle until the suspect had collided with it. Kyle estimated the speed of suspect's vehicle at the time of impact to be approximately 70mph.

Immediately after observing the collision occur, Kyle notified dispatch that there was a "10-50PI" and updated their location to be just North of the large curve. A "10-50PI" is a police ten code that reference's an injury accident.

After updating dispatch with the collision and its location, Kyle immediately got out of the vehicle, drew his duty weapon, and positioned it in the low ready position as he processed what had just taken place. At that moment, Kyle was not sure of the suspect's condition, unsure if the suspect was going to continue to flee the scene, or present some form of a weapon to avoid apprehension. As Kyle began visually processing the scene, he immediately noticed the driver of the suspect's vehicle to be hanging halfway out of the broken driver's side window. Kyle further described that the suspect's upper body was outside of the window, appeared to be bleeding from the head, to be "slumped over," and unconscious. Kyle also noticed that the suspect did not have any weapons in either of his hands and that the front end of the same vehicle had started on fire. Kyle immediately holstered his weapon and ran behind both vehicles to check on the driver and/occupants of the victim's vehicle.

Initially, Kyle did not see anyone inside of the victim's vehicle and began to fear that the subject(s) inside of the victim's pickup truck had been ejected. Therefore, as other assist units began to arrive on scene to assist, he began canvassing the area with his flashlight for anyone that may had been ejected. Shortly after canvassing the area with no findings of anyone being ejected, a victim was located inside of the truck.

After discovering the victim inside of the truck, other officers had arrived on scene and began to extinguish the fire of the suspect's vehicle, while others assisted Kyle in trying to gain access into the cab of the truck to render aid to the victim. Both doors to the truck were locked and unable to be opened due to the impact. In attempting to gain access to the victim, Kyle had broken the handle off of one of the doors during an attempt to open it. Ultimately, Kuna Fire Department arrived on scene and was able to extricate the victim out of the vehicle.

After providing me a detailed statement of events, I asked Kyle some clarifying questions and to identify

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what officers he was aware of that assisted, or were at the scene. I specifically asked how far to the North the suspect was when he first noticed him traveling South bound while he was stationed at the intersection of Columbia Rd/Hwy 69. Kyle estimated noticing the suspect's vehicle less than a mile to the North from his location. When he noticed the vehicle, Kyle informed me that he had "no doubt" that this specific vehicle was the suspect that Meridian had been pursuing.

Kyle also re-confirmed that as he turned onto Highway 69 from Columbia Rd, that the suspect continued to be consistent with his reckless driving pattern that Meridian had previously articulated. Kyle also re-confirmed that as the suspect passed through the second group of cars in this same reckless manner, that he activated his overhead lights and siren and initiated a pursuit of the suspect at that time.

Kyle was able to identify those assisting Deputies on scene as, K48 (Deputy Hunter), K58 (Deputy Nydeggar-deployed spike strips), and ACSO Sgt Able. In reference to the spike strips being deployed by Deputy Nydeggar, Kyle did not see the actual spike strips and had only observed the suspect swerve to the left to avoid them and heard over the air that the suspect had avoided them.

Kyle stated that both K48 and K58 had taken up a position on the South side of Deer Flat Rd near the "KJ's" gas station, when the spike strips were deployed. Kyle also explained that after the pursuit had passed those units, that they also ended up passing Sgt Able who had parked along the West side of Highway 69 and to the South of their location as well. According to Kyle, he believed Sgt Able was the first one to the crash scene and had extinguished the fire out of the suspect's vehicle.

When asked if he knew the suspect in question or if he had any other contact with him in the past, Kyle denied. Kyle added that he still didn't know who the suspect was.

When asked to explain what made him feel threatened during this incident, Kyle expressed his concern about the several pedestrians that were out and about in the Kuna area during this time frame. Kyle was concerned that the suspect would ultimately strike and kill a pedestrian if he was able to negotiate the curve and travel that direction. Kyle also reiterated his concern of the several teenagers that typically frequent the city parks in that area and during this time of night as well. Regarding Kyle's own safety, he stated that he didn't feel threatened for his own life and took further precautions due to his own vehicle's capabilities. Kyle also explained that he wasn't aware of the suspect brandishing any form of weapon towards officers during this time either.

When asked if Kyle did anything deliberately or accidentally to alter the crime scene, Kyle responded by telling me about how he had broken the door handle off of one of the truck doors in an attempt to render aid to the victim. Kyle denied altering the scene in any other way.

In reference to the lighting of the area and if that affected this incident, Kyle reiterated how Highway 69 is very dark in between the major intersections which consist of streetlights. Kyle further explained that the darkness assisted him in seeing the suspect's vehicle approach his location. Other weather conditions

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consisted of being clear with a dry roadway.

When asked if the suspect could have given up or stopped this incident at any time prior to the crash occurring, Kyle responded by telling me that the suspect could have stopped his actions on several occasions. Kyle confirmed that both his lights and siren were in working order and reiterated how he heard Meridian officer's sirens over the air, working as well.

At this point, ACSO Det. Daigle asked follow up questions regarding the distance between Columbia Rd and where Kyle had initially observed the suspect's vehicle crest over the hill and towards his direction. Kyle estimated the distance to be less than a mile from his location to where he was able to see the suspect's vehicle. Kyle added that he could see the large curve at Avalon Rd from his position on Columbia Rd, towards the South as well. Det. Daigle also informed Kyle that the distance between Columbia Rd and the corner of Hwy 69/Avalon was approximately three miles.

Det. Daigle continued by asking further follow up questions regarding the victim in the pickup truck. Kyle explained that he was ultimately able to observe the victim lying on his seat in the vehicle with a "lot of blood on his head" and not wearing a seat belt. Kyle further explained that he could hear the victim "aspirating," as well.

At this point, Det Daigle advised that he did not have any further questions. Therefore, I asked Joseph Mallet if he had any questions. Joseph Mallet advised that he did not have any questions. Moments later, this interview concluded.

ADDITIONAL INFORMATION:

An interview of ACSO Deputy Bilton has been scheduled with his attorney, Joseph Mallet and Mallet Law Offices on Wednesday, 08-03-22 at 1000 hours. Deputy Bilton's on body video, Dispatch's audio of the incident, and the CAD report, was requested to be reviewed by Joseph Mallet prior to Deputy Bilton's interview.

DISPOSITION OF PROPERTY/EVIDENCE/WEAPONS:

A copy of the CAD report, dispatch audio of incident, and ACSO Bilton's on body video of incident, have been placed onto a thumb drive titled Item #1CR and booked into Ada County Property as evidence.

My interview with ACSO Deputy Kyle Bilton was audio recorded and attached to this report. Refer to that audio for the full interview.

Admin	
Officer(s) Reporting Ofc. Chuck Roath	Ada No. 855
Approved Supervisor Sgt. Justin Kendall	Ada No. 623
Approved Date 08/10/2022 14:37	

Boise Police Department.
Narrative Report

RD: 0

DR# 2022-212478

1. Incident Topic INFORMATION REPORT		2. Subject/Victim's Name CALDERON, JONATHAN R	
3. Address HIGHWAY 69 / AVALON RD , KUNA		4. Phone	
5. Date Occurred 07/31/2022	6. Time Occured 01:30	7. Route To File	8. Division PERSONS

CONCLUSION:

Investigation continues

"I certify (or declare) under penalty of perjury pursuant to the law of the State of Idaho that the foregoing be true and correct"

(Date of Affirmation)

8/04/2022

(Officer's Signature)



Admin	
Officer(s) Reporting Ofc. Chuck Roath	Ada No. 855
Approved Supervisor Sgt. Justin Kendall	Ada No. 623
Approved Date 08/10/2022 14:37	

Boise Police Department.
CASE STATUS REPORT

RD: 0

DR# 2022-212478

Division: **Persons Crimes Unit**
Charges: **INFORMATION REPORT (I)**
Location: **HIGHWAY 69 / AVALON RD**
Victim: **JONATHAN ROBERT CALDERON**
Date & Time Occured: **7/31/2022 1:30:43 AM** Date & Time of This Report: **9/9/2022 7:14:11 AM**

Case Status

☐ Cleared by Exception ☐ Summoned or Cited ☐ Inactive ☐ Referred to Outside Agency
☐ Cleared by Arrest ☐ Civil ☒ Information Only ☐ Submit to Prosecutor for Warrant
☐ Unfounded

Suspect(s)

Name	DOB	Age	Race	Arrest Date	Officer Ada	Detective Ada
RUBEN GARCIA		34	Hispanic		855	0

Additional Cases Cleared

Additional Information

Route to file

Admin

Officer(s) Reporting
CROATH (855)
Approved Supervisor
JKENDALL (623)

Ada No.
855
Ada No.

Approved Date
09/22/2022 17:50

**Boise Police Department.
Supplemental Report**

RD: 0

DR# 2022-212478

1. Incident Topic INFORMATION REPORT		2. Subject/Victim's Name CALDERON, JONATHAN R	
3. Address HIGHWAY 69 / AVALON RD , KUNA		4. Phone	
5. Date Occurred 07/31/2022	6. Time Occured 01:30	7. Route To PERSONS	8. Division BSU

Narrative

INITIAL RESPONSE/CONTACT:

I was contacted and asked to respond to the above location reference a fatality collision. I looked at the information for the crash on the computer in my vehicle. The vehicles listed in the call were a 2013 Nissan Altima and a 1999 Chevrolet pickup.

I arrived on scene and was told Boise Police Department was the primary agency for the CITF and the Idaho State Police were shooting the scene and reconstructing the collision. A Trooper was already taking measurements of the scene. I observed a passenger car in the number two north bound lane of travel facing north-east with severe front end damage. A deceased male was in the drivers seat of the car. A Chevrolet pickup was in the north bound number one lane of travel and had severe front end damage and was facing south-east. I observed gouge marks in the north bound number one lane of travel.

Based on the vehicles damage and final resting position it appeared the passenger car was traveling south on Meridian road when it crossed through the center turn lane and struck the pickup which was traveling north on Meridian road. I walked through the scene to look for tire marks related to the collision. I observed a critical speed scuff mark in the center turn lane. The scuff mark crossed over the yellow lane marker line and went to the area of the gouge marks associated with the collision. I informed the Trooper taking measurements of what I observed and he measured the tire marks.

Using a hundred foot measuring tape and a twenty-five foot measuring tape I measured the critical speed scuff mark. The chord was 60 feet and the middle ordinate was 8 inches taken at 30 feet. I requested the slope of the roadway and the super-elevation of the curve be documented as well. I left the tape measures on the yaw mark to be photographed. I requested the vehicles be towed to the Boise Police impound facility and that both vehicles get weighed en-route to the facility.

It appears the 2013 Nissan Altima had an air bag control module which can be imaged by the Bosch CDR tool. The damage on the Altima was severe and the vehicle caught fire post collision in the engine compartment area. The air bag control module would need to be extricated from the vehicle so a bench top download of the data could be attempted. It is unknown if the fire damaged the airbag control module.

The 1999 Chevrolet pickup also has an air bag control module which can be imaged by the Bosch CDR tool. The damage on the Chevrolet was severe and the air bag control module would need to be extricated from the vehicle so a bench top download of the data could be attempted.

I spoke to Lt. Smith reference the Idaho State Police having access to the vehicles to remove the air bag control modules and imaging them reference the collision reconstruction they were preparing.

Since the Idaho State Police is the agency reconstructing the collision I believe they are also completing

Admin

Officer(s) Reporting Cpl. TJ Harms	Ada No. 696	Approved Date 08/02/2022 11:52
Approved Supervisor Lt. Josiah Ransom	Ada No. 797	

Boise Police Department.
Supplemental Report

RD: 0

DR# 2022-212478

1. Incident Topic INFORMATION REPORT		2. Subject/Victim's Name CALDERON, JONATHAN R	
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the Idaho Vehicle collision report and the fatality face sheets for the Idaho Department of Transportation.
INVOLVED PERSONS/RELATIONSHIP(S):

VICTIM INTERVIEW:

SUSPECT INTERVIEW:

WITNESS INTERVIEW:

INJURIES (VICTIM & SUSPECT):

DISPOSITION OF PROPERTY/EVIDENCE/WEAPONS:

CONCLUSION:

Route to CID

"I certify (or declare) under penalty of perjury pursuant to the law of the State of Idaho that the foregoing be true and correct"

(Date of Affirmation)

8/01/2022

(Officer's Signature)



Admin	
Officer(s) Reporting Cpl. TJ Harms	Ada No. 696
Approved Supervisor Lt. Josiah Ransom	Ada No. 797
Approved Date 08/02/2022 11:52	

**Boise Police Department.
Supplemental Report**

RD: 0

DR# 2022-212478

1. Incident Topic INFORMATION REPORT		2. Subject/Victim's Name CALDERON, JONATHAN R	
3. Address HIGHWAY 69 / AVALON RD , KUNA		4. Phone	
5. Date Occurred 07/31/2022	6. Time Occured 01:30	7. Route To PERSONS	8. Division TRU

Narrative

INITIAL RESPONSE/CONTACT: On 7-31-2022 I was contacted by Officer Shofner at 2:24 AM and requested to respond to the area of N Meridian Rd and E Kuna Rd to assist with a crash reconstruction investigation. This incident was determined to be a critical incident and the Critical Incident Task Force was activated. Once I arrived at Mark Stall Place, I gathered the needed equipment to assist with the crash investigation. I responded from MSP at 3:22 AM to the scene and arrived at the scene at 3:45 AM.

Upon arrival at the scene I met with Officer Shofner and Lt Cory Smith. Lt Smith requested I photograph the scene from the ground and also requested photographs using the drone.

The incident appears to be a small white, Nissan Sentra, passenger car traveling south on Meridian Rd and crossed over the center turn lane into north bound lanes. The white passenger car collided with a Chevy 1500 truck. I was told the driver of the truck had been transported to the hospital while the driver of the Nissan was still on scene trapped in his vehicle deceased. There was also an Ada County Sheriffs vehicle at the scene as well which needed to be photographed. It was explained to me the Nissan was fleeing police in Meridian, then Meridian called of the pursuit. The Ada County Sheriffs deputy spotted the vehicle and tried to catch the suspect vehicle when the collision happened.

I started my photographs to the south of the incident and walked towards the incident taking a straight on photo and then to the left and right of the center photo. This roadway is very dark and there are no street lights in the area. I continued this sequence of photos until reaching the scene. Once at the scene, I took overview photos of the Sheriff's vehicle. There was a tape measure laying on the road way showing tire marks where the Nissan appeared to have crossed into the north bound lanes. There was specific marks which needed to be photographed. I photographed the tape measure and the needed measurements. The total length needed is 60' with the center or middle ordinate was measured at 30'. The middle ordinate is 8".

I moved on to photographing the two vehicles involved in the collision. I photographed overviews of the Chevy and the damage to the truck. I then took overview photos of the Nissan along with the driver who was partially out of the drivers side door window. I continued with taken more close up photos of each vehicle to include interior photos of the truck and airbag deployment on both vehicles.

Once the sun started to come up, I took additional overview photos of the Sheriff's vehicle. I also photographed the tire marks again. The tire marks were more visible after the sun started to come up.

I then launched the drone and took overhead photos of the scene and the direction of alleged travel of each vehicle. This was completed while waiting for the Deputy Coroner to arrive on scene.

I took some photos of the Fire Department during the extrication of the deceased from the vehicle. Once the deceased was out of the vehicle, I took overview photos of deceased along with the injuries which were visible. To this point there was no ID on the deceased. The Fire Department found a jacket in the

Admin

Officer(s) Reporting
Kevin Boynton
Approved Supervisor
Kelsie Webb

Ada No.
7828
Ada No
7938

Approved Date
08/05/2022 07:11

**Boise Police Department.
Supplemental Report**

RD: 0

DR# 2022-212478

1. Incident Topic INFORMATION REPORT		2. Subject/Victim's Name CALDERON, JONATHAN R	
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vehicle with the name of Reuben on it. I photographed the jacket. Then an Idaho Quest card was located with name of Ruben Garcia on it. I photographed the Quest card.

During the processing and photographing of the deceased, a wallet was located on the deceased by the Deputy Coroner. The Idaho ID card in the wallet also had the name of Ruben Garcia and the photo appeared to be that of the deceased. I photographed the ID card.

I then photographed some additional roadway measurements needed for the reconstruction. These photos consisted of the roadway angles. The first measurement was taken at the start point of where the vehicle started to cross into the north bound lanes. The measurement was taken for the side to side or east and west direction of the slope in the road. That measurement is .75" at two feet. The north and south direction of the slope measurement is .25 inches at two feet. We then moved the impact point and took the same measurements. The east to west slope is 1" at two feet, and the north to south slope is .50 inches at two feet.

All photographs have been downloaded and attached.

CONCLUSION:

Route to Detective Roath.

"I certify (or declare) under penalty of perjury pursuant to the law of the State of Idaho that the foregoing be true and correct"

(Date of Affirmation)

8/05/2022

(Officer's Signature)



Admin	
Officer(s) Reporting Kevin Boynton	Ada No. 7828
Approved Supervisor Kelsie Webb	Ada No. 7938
Approved Date 08/05/2022 07:11	

**Boise Police Department.
Supplemental Report**

RD: 0

DR# 2022-212478

1. Incident Topic INFORMATION REPORT		2. Subject/Victim's Name CALDERON, JONATHAN R	
3. Address HIGHWAY 69 / AVALON RD , KUNA		4. Phone	
5. Date Occurred 07/31/2022	6. Time Occured 01:30	7. Route To PERSONS	8. Division PATROL

Narrative

INITIAL RESPONSE/CONTACT:

On 08/05/2022 at 1000 hours, at the request of BPD Detective Shofner, I responded to the original incident scene at E Kuna Rd and S Meridian Rd to assist in obtaining pavement surface drag factors to be used in the incident investigation.

INVOLVED PERSONS/RELATIONSHIP(S):

N/A

VICTIM INTERVIEW:

N/A

SUSPECT INTERVIEW:

N/A

WITNESS INTERVIEW:

N/A

INJURIES (VICTIM & SUSPECT):

N/A

DISPOSITION OF PROPERTY/EVIDENCE/WEAPONS:

This supplement has been filed to document my involvement in assisting with obtaining pavement surface drag factors.

In performing drag factor testing I operated my assigned BPD Patrol vehicle which is a 2015 Ford Explorer Interceptor.

I installed a BPD owned Vericom VC4000DAQ brake meter to the inside of the front windshield and leveled as per the equipment requirements. Prior to performing the braking test the Vericom VC4000DAQ screen indicated that all internal test had passed and the system was ready.

A total of (8) braking test were performed: (4) four with the ABS system disabled and (4) four with the

Admin

Officer(s) Reporting
**Cpl. Courtney
Chamberlain**
Approved Supervisor
Sgt. John Terry

Ada No.
632

Ada No
515

Approved Date
08/05/2022 20:38

**Boise Police Department.
Supplemental Report**

RD: 0

DR# 2022-212478

1. Incident Topic INFORMATION REPORT		2. Subject/Victim's Name CALDERON, JONATHAN R	
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ABS system in operation. All the test results on the Vericom V4000DAQ screen where photographed and submitted with this supplement.

CONCLUSION:

ROUTE TO: WITH ORIGINAL REPORT

"I certify (or declare) under penalty of perjury pursuant to the law of the State of Idaho that the foregoing be true and correct"

(Date of Affirmation)

8/05/2022

(Officer's Signature)



Admin			
Officer(s) Reporting	Ada No.	Approved Date	
Cpl. Courtney Chamberlain	632		
Approved Supervisor	Ada No		
Sgt. John Terry	515	08/05/2022 20:38	

**Boise Police Department.
Supplemental Report**

RD: 0

DR# 2022-212478

1. Incident Topic INFORMATION REPORT		2. Subject/Victim's Name CALDERON, JONATHAN R	
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Narrative

ASSIGNMENT:

On 7/31/2022 at approximately 0146 hours, I was contacted at home by Sgt J Kendall. I was informed that the Ada County Sheriff's Office had just been involved in a critical incident. Sgt Kendall requested that I assist with the investigation by making first contact with the involved deputy, Dep K Bilton. I learned that Dep Bilton was waiting to be contacted at the Ada County Sheriff's Office.

At approximately 0230 hours, I arrived at the Ada County Sheriff's Office. I met with ACSO Detective M Buie. Dep Bilton was also at the office and he was accompanied by his escort officer, Dep Hunter. Dep Bilton consensually provided me with a urine sample and a blood sample. I took digital photographs of Dep Bilton with my department issued iPhone. These images were uploaded to ITS. Dep Bilton's on-body video camera was docked and the video/audio content was downloaded.

Dep Bilton provided me with a urine sample and I sealed it within an evidence box at approximately 0300 hours. The sample was collected within a bathroom at the Sheriff's Office. Dep Bilton's blood was collected by Ada County Battalion Chief - Paramedic, Jacob Over at approximately 0306 hours. I sealed the blood sample within an evidence box. Both of these items were then transported to the Ada County Property Room and they were booked in as evidence. At this time, I did not complete the necessary documents to have the samples submitted to the Idaho State Police Lab for further testing.

CONCLUSION:

Route to Detective C Roath.

"I certify (or declare) under penalty of perjury pursuant to the law of the State of Idaho that the foregoing be true and correct"

(Date of Affirmation)

8/09/2022

(Officer's Signature)



Admin

Officer(s) Reporting

Ofc. Matt Canfield

Approved Supervisor

Sgt. Justin Kendall

Ada No.

844

Ada No

623

Approved Date

08/10/2022 10:50

**Boise Police Department.
Supplemental Report**

RD: 0

DR# 2022-212478

1. Incident Topic INFORMATION REPORT		2. Subject/Victim's Name CALDERON, JONATHAN R	
3. Address HIGHWAY 69 / AVALON RD , KUNA		4. Phone	
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Person w/ VININGDECALDERON, SANDRA C. **Race:** U **Sex:** M **DOB:** [REDACTED] **Age:** 56
Knowledge [REDACTED] **lbs** **Hair Color:** **Eye Color:**
Address: [REDACTED]
Occupation: **Res Phone:** () - **SSN:** - - **Relationship:** Parent
Bus or School: **Cell Phone:** [REDACTED] **OLN/St:** [REDACTED] **Injury Type:**
, ID **Bus Phone:** () - **How Ident.:** Verbal

Narrative

On 08-10-2022, at approximately 0845 hours, I (Detective Krueger) was assigned follow up investigation on this incident.

I utilized Police resources to conduct background investigation into VIC- JONATHAN CALDERON. I combined that information with information obtained from a phone conversation speaking to PWK- SANDRA VININGDECALDERON (mother) which revealed the following:

Case #: 22-212478**Name:** CALDERON, JONATHAN**Nicknames:** JOHN, JOHNNY, SHAGGY**DOB:** [REDACTED]**SSN:** UNKNOWN**Race/Sex/Age:** H/M/28**Ht/Wt/Eyes/Hair:** 6-2, 185, Bro, Bro**Handed:** RIGHT HAND**Address:** [REDACTED]**Phone:** [REDACTED]**Place of Birth:** [REDACTED]**Previous Addresses:** [REDACTED]**Criminal History:** NONE**Prior Victim of Crime:** NONE**Admin**

Officer(s) Reporting Ofc. Tom Krueger	Ada No. 977	Approved Date 08/10/2022 15:20
Approved Supervisor Sgt. Justin Kendall	Ada No. 623	

**Boise Police Department.
Supplemental Report**

RD: 0

DR# 2022-212478

1. Incident Topic INFORMATION REPORT		2. Subject/Victim's Name CALDERON, JONATHAN R	
3. Address HIGHWAY 69 / AVALON RD , KUNA		4. Phone	
5. Date Occurred 07/31/2022	6. Time Occured 01:30	7. Route To PERSONS	8. Division PATROL

Occupations: RESTAURANT MANAGER

Businesses Owned: NONE

Property Owned: NONE

Current Vehicle: GRANDFATHER'S TRUCK

Vehicles Owned: NONE

Property Rented: NONE

Places of Employment: GROVE HOTEL, TRILLIUM RESTAURANT, 245 S CAPITOL BLVD, BOISE, 83702

Childhood History:N/A

Schooling:

College: CAL STATE FULLERTON, CYPRESS COLLEGE (GRADUATED)

High School: LOARA HIGH SCHOOL, ANAHEIM, CA

Grade School: STODDARD ELEMENTARY, ANAHEIM, CA

Military Service: NONE

Medical History:

Mental Health: NONE

Treatment Info: N/A



Blood Type: UNK

Eyeglasses/contacts: GLASSES NOT WORN ALL THE TIME, USED AS NEEDED

Dental problems: MISSING 2 FRONT TEETH, AND HAD A DENTAL BRIDGE, NOT OUTWARDLY VISIBLE

Admin			
Officer(s) Reporting Ofc. Tom Krueger	Ada No. 977		
Approved Supervisor Sgt. Justin Kendall	Ada No. 623	Approved Date 08/10/2022 15:20	

**Boise Police Department.
Supplemental Report**

RD: 0

DR# 2022-212478

1. Incident Topic INFORMATION REPORT		2. Subject/Victim's Name CALDERON, JONATHAN R	
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Dentist Information: NONE

Odontology: N/A

Jewelry Routinely worn: NONE

Tattoos:

When and where tattooed: RIGHT ARM INSIDE BICEP, 4 TRIANGLES IN A ROW,
REPRESENTING BROTHERS

Scars and Marks: SCAR IN RIGHT EYEBROW, FROM SCOOTER ACCIDENT AS A CHILD

Marital Status: SINGLE

Other household members: GORDON AND DOROTHY VINING

Parents: MIGUEL DeCALDERON, SANDRA VINING DeCALDERON

Siblings: WYATT CALDERON

Any Relationship with Suspect: NONE

Paramours:

Boy or Girl Friends: NOT DATING, [REDACTED]

Individual dates:

Affairs: NONE

Homosexuality: N/A

Friends:

Enemies: NONE

Associates: N/A

Coworkers: ALL CO-WORKERS AT RESTAURANT WERE HIS LOCAL FRIENDS

Weapons access/used/owned: OWNED 1 HAND GUN AND 1 RIFLE CURRENTLY IN
POSSESSION OF GORDON VINING

Admin	
Officer(s) Reporting Ofc. Tom Krueger	Ada No. 977
Approved Supervisor Sgt. Justin Kendall	Ada No. 623
Approved Date 08/10/2022 15:20	

**Boise Police Department.
Supplemental Report**

RD: 0

DR# 2022-212478

1. Incident Topic INFORMATION REPORT		2. Subject/Victim's Name CALDERON, JONATHAN R	
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Record check for firearms owned: N/A

Prints in AFIS: UNKNOWN

Activities:

Drinking: SOCIALLY / NOT TOO MUCH DUE TO HEALTH ISSUES

Smoking: N/A

Illegal Drugs: NONE

Legal drug abuse: NONE

Gambling: NONE

Hobbies: LINE DANCING

Religious: NOT AFFILIATED

Clubs: N/A

Associations: N/A

Charities: N/A

Political: NONE

Sports: N/A

Locations Frequented:

Name/Type: NONE

How often: NONE

Accompanied: N/A

Vehicles access to: GRANDFATHER'S TRUCK

Last Known:

Location Seen: LINE DANCING BAR IN KUNA, ID (UNKNOWN NAME)

Time and Date: UNKNOWN

Seen By Whom: N/A

Seen with Whom: UNKNOWN

Admin	
Officer(s) Reporting Ofc. Tom Krueger	Ada No. 977
Approved Supervisor Sgt. Justin Kendall	Ada No. 623
Approved Date 08/10/2022 15:20	

**Boise Police Department.
Supplemental Report**

RD: 0

DR# 2022-212478

1. Incident Topic INFORMATION REPORT		2. Subject/Victim's Name CALDERON, JONATHAN R	
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Method of Travel: GRANDFATHER'S TRUCK

Planned Destination: HOME

Clothing Worn: UNKNOWN

Articles in Possession: N/A

Money in Possession: N/A

Valuables in Possession: N/A

Victim's Activities for Previous 72 hours: UNKNOWN

Financial:

Accounts: CHECKING, SAVINGS, MISC CREDIT CARDS

Debit/credit cards: ASSORTED

Recent CC usage: NO LARGE PURCHASES

Debts : NONE

Financial Obligations: NONE

Bankruptcy: NONE

Recent financial activities:

Financial activities around the time: NOTHING UNUSUAL

Credit Cars missing: UNKNOWN

Habits:

Travel locations and method: LAST TRAVEL TO ENGLAND PRE-COVID (2019)

Passport Info: USA

Social Personality: MOVED IN WITH GRANDPARENTS TO FIND AN "IDAHO GIRL"

Social Media: FACEBOOK, THAT WAS RARELY USED

Eating: VARIOUS

Clothing worn @ time of crime: N/A

Victim's Residence Examined: N/A

Admin			
Officer(s) Reporting Ofc. Tom Krueger	Ada No. 977	Approved Date 08/10/2022 15:20	
Approved Supervisor Sgt. Justin Kendall	Ada No. 623		

**Boise Police Department.
Supplemental Report**

RD: 0

DR# 2022-212478

1. Incident Topic INFORMATION REPORT		2. Subject/Victim's Name CALDERON, JONATHAN R	
3. Address HIGHWAY 69 / AVALON RD , KUNA		4. Phone	
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Handwriting sample: NONE

DNA: UNKNOWN

Blood Sample: UNKNOWN

Hair Sample: UNKNOWN

GSR: NONE

Any Injuries: See Coroners report

Driver's License: [REDACTED]

Grocery Stores frequented: UNKNOWN

Gas Stations Frequented: UNKNOWN

Other Stores Frequented: UNKNOWN

Auto Repair: N/A

Weapon used: N/A

CONCLUSION: ROUTE WITH ORIGINAL REPORTS

"I certify (or declare) under penalty of perjury pursuant to the law of the State of Idaho that the foregoing be true and correct"

(Date of Affirmation)

8/10/2022

(Officer's Signature)



Admin	
Officer(s) Reporting Ofc. Tom Krueger	Ada No. 977
Approved Supervisor Sgt. Justin Kendall	Ada No. 623
Approved Date 08/10/2022 15:20	

**Boise Police Department.
Supplemental Report**

RD: 0

DR# 2022-212478

1. Incident Topic INFORMATION REPORT		2. Subject/Victim's Name CALDERON, JONATHAN R	
3. Address HIGHWAY 69 / AVALON RD , KUNA		4. Phone	
5. Date Occurred 07/31/2022	6. Time Occured 01:30	7. Route To PERSONS	8. Division PERSONS

Narrative

INITIAL RESPONSE/CONTACT: On the above date and time I was called out to assist with this investigation. I was advised that ACSO was involved in a pursuit. At one point the suspect vehicle drove into oncoming traffic and two deaths occurred. One from the suspect vehicle and one from the victim vehicle. I was assigned to respond to the St Alphonsus hospital where the victim was pronounced dead.

INVOLVED PERSONS/RELATIONSHIP(S): Victim: Jonathan Calderon

I met with ACSO Deputy Keilty who advised she was at the hospital on an unrelated matter. She took a photo of Calderon's drivers license and sent it to me via text. I then met with Ada County Deputy Coroner Amy Hackley. We entered ER room number 10 to view the decedent. He was laying on his back unclothed with medical equipment on his body. Further visual examination showed significant injury to his extremities with bones sticking out of his leg, red marks and bruising all over his body. Blood was coming from his ears and head. I did not observe any marks across his chest that would indicate a seat belt mark from impact. I took photographs with my department issued cell phone and downloaded them to this report.

I assisted Hackley with placing Calderon in the body bag. She took custody of the clothes and property with Calderon. Hackley advised she would work on finding next of kin but would not make notification until she had taken custody of the decedent still on scene later in her shift.

I called lead Detective Roath and advised him of what I had observed.

I was later assigned by Detective Roath to contact the registered owner of the vehicle driven by Calderon, Gordon Vining [REDACTED] and seek consent to download the truck computer. On 8/9/22 I spoke with Vining over the phone who advised he wanted to speak with the insurance adjuster prior to giving consent. He would call me back with his response.

Route with original report

"I certify (or declare) under penalty of perjury pursuant to the law of the State of Idaho that the foregoing be true and correct"

(Date of Affirmation)

8/11/2022

(Officer's Signature)



Admin

Officer(s) Reporting

Cpl. Paul Jagosh

Approved Supervisor

Sgt. Justin Kendall

Ada No.

654

Ada No

623

Approved Date

08/11/2022 12:08

**Boise Police Department.
Supplemental Report**

RD: 0

DR# 2022-212478

1. Incident Topic INFORMATION REPORT		2. Subject/Victim's Name CALDERON, JONATHAN R	
3. Address HIGHWAY 69 / AVALON RD , KUNA		4. Phone	
5. Date Occurred 07/31/2022	6. Time Occured 01:30	7. Route To PERSONS	8. Division SVU

Narrative

INITIAL RESPONSE/CONTACT: I responded to this incident as a Lieutenant in the Criminal Investigations Division with the Boise Police Department. While responding the scene I contacted Lt. Niiya and requested the Boise Police collision reconstruction team respond to help with the investigation. He directed me to Officer Jason Shofner who responded out some of his team. Upon arrival I contacted Kuna Police Chief Fratusco and asked that he have a deputy start a crime scene log.

I observed the crash scene in the dark which looked very extensive. It appeared that the two involved vehicles were a passenger car and pickup truck. Both had substantial front end damage and appeared to have struck each other with a great deal of force. It appeared as though the passenger car had been on fire and been sprayed with a fire extinguisher. I was told that was what happened.

There was a male who appeared deceased hanging out of the passenger car driver's side window. I was told the male had been declared deceased earlier. I was also told that the male who had been driving the pickup truck was transported to the hospital and was declared deceased there. I walked around the scene observing it with my flashlight so I could better understand the extent of it. I did not directly manipulate evidence on scene other than walking through and attempting not to step on pieces of vehicle which were scattered throughout.

There was an Idaho State Trooper utilizing a laser measuring device by himself taking measurements when I arrived. I contacted him and told him that we had our reconstruction team coming out. He told me he was taking measurements and would send them to his reconstruction team to complete the diagram. I told him I would have our reconstruction officers contact him to see what needed to be done when they arrived.

One of Officer Shofner's team members was Cpl. Harms. When he arrived on scene and observed the Trooper he came to me a short while later and informed me that he had found relevant yaw marks he believed to be from the suspect vehicle and he was not sure they had already been recorded. I asked him to inform the Trooper and to make sure the accurate measurements were taken which he did, working with the Trooper who utilized the measuring device to record the yaw marks Cpl. Harms pointed out to him.

The decision was made to hold the scene static until there was enough day light to take additional photographs for documentation purposes. This was done and as daylight increased visibility I did cause three officer vehicles to be positioned to the south of the crash scene to keep the sensitive areas out of view of the passing public. This was done after the measurements were complete and a majority of photographs had already been taken.

We also attempted to put up a sun shade to further block view but did not have all of the required pieces. Kuna Fire responded back out and assisted with removing the deceased male from the passenger car once the Ada County Coroner was on scene. This deceased male was left in the custody of the coroner.

Admin

Officer(s) Reporting
Lt. Corey Smith
Approved Supervisor
Sgt. Terry Weir

Ada No.
847
Ada No
700

Approved Date
08/12/2022 16:45

**Boise Police Department.
Supplemental Report**

RD: 0

DR# 2022-212478

1. Incident Topic INFORMATION REPORT		2. Subject/Victim's Name CALDERON, JONATHAN R	
3. Address HIGHWAY 69 / AVALON RD , KUNA		4. Phone	
5. Date Occurred 07/31/2022	6. Time Occured 01:30	7. Route To PERSONS	8. Division SVU

B&W Towing responded and towed both vehicles to our secure evidence lot for further investigation.

I left shortly after. Upon trying to check out with the Crime Scene Log I found I had never been logged in so I gave them a time in estimate based on my phone conversations I had as I arrived.

CONCLUSION: Route with Main Report

"I certify (or declare) under penalty of perjury pursuant to the law of the State of Idaho that the foregoing be true and correct"

(Date of Affirmation)

8/11/2022

(Officer's Signature)



Admin	
Officer(s) Reporting Lt. Corey Smith	Ada No. 847
Approved Supervisor Sgt. Terry Weir	Ada No. 700
Approved Date 08/12/2022 16:45	

Boise Police Department. Supplemental Report

RD: 0

DR# 2022-212478

1. Incident Topic INFORMATION REPORT		2. Subject/Victim's Name CALDERON, JONATHAN R	
3. Address HIGHWAY 69 / AVALON RD , KUNA		4. Phone	
5. Date Occurred 07/31/2022	6. Time Occured 01:30	7. Route To PERSONS	8. Division PERSONS
* Has Audio *			

Person w/ Knowledge FORBUSH, SARAH . Address: , ID - Occupation: Bus or School: , ID	Race: U Sex: F DOB: lbs Hair Color: Res Phone: () - SSN: - - Cell Phone: [REDACTED] OLN/St: / ID Bus Phone: () -	Age: Eye Color: Relationship: Spouse Injury Type: How Ident.:
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Person w/ Knowledge GARCIA, LORENA . Address: , ID - Occupation: Bus or School: , ID	Race: U Sex: F DOB: lbs Hair Color: Res Phone: [REDACTED] SSN: - - Cell Phone: [REDACTED] OLN/St: / ID Bus Phone: [REDACTED]	Age: Eye Color: Relationship: Other Family Injury Type: How Ident.: Verbal
---	---	--

Person w/ Knowledge GARCIA, SERGIO . Address: CALDWELL, ID - Occupation: Bus or School: , ID	Race: U Sex: M DOB: lbs Hair Color: Res Phone: () - SSN: - - Cell Phone: [REDACTED] OLN/St: / ID Bus Phone: [REDACTED]	Age: Eye Color: Relationship: Other Family Injury Type: How Ident.: Verbal
--	--	--

Narrative	
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ADDITIONAL ASSIGNMENTS:

Crash Scene Investigator Ofc Shofner- Search Warrants for both involved vehicles, to include black box data and any evidence related to a D.U.I. investigation. Evidence collected from the search warrants will be documented.

I obtained verbal consent to search the vehicle in which Ruben Garcia had been driving that night by the registered owner/mother, Elena Castaneda-Garcia. See below.

FOLLOW UP: RUBEN GARCIA'S FAMILY

TELEPHONE CALL: LORENA GARCIA (RUBEN'S SISTER)

On 08-19-22 I called and spoke to several members of Ruben Garcia's family. At approximately 1405 hours, I called and spoke with Ruben's sister, Lorena Garcia [REDACTED] Although Lorena was grieving the loss of her brother, she agreed to speak with me.

Admin			
Officer(s) Reporting Ofc. Chuck Roath	Ada No. 855		
Approved Supervisor Sgt. Justin Kendall	Ada No. 623	Approved Date 08/24/2022 15:33	

**Boise Police Department.
Supplemental Report**

RD: 0

DR# 2022-212478

1. Incident Topic INFORMATION REPORT		2. Subject/Victim's Name CALDERON, JONATHAN R	
3. Address HIGHWAY 69 / AVALON RD , KUNA		4. Phone	
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* Has Audio *			

Lorena informed me that the last time she spoke with Ruben was approximately one week prior to the incident. Ruben had plans to work overtime at the Sugar Beet factory in Nampa, ID that week and was supposed to go to Rigby, ID that following Thursday (August 4th), to pick up their mother and take her to Sergio's residence (Ruben's brother) located in Caldwell, ID. According to Lorena, "everything seemed fine," and had no idea if Ruben had started drinking again or not. Lorena continued by telling me that she had no knowledge as to Ruben being suicidal or homicidal either. Lorena mentioned that Ruben had called and spoke to their mother on the night of the incident between the hours of 2300-2330 hours, to ask how she was feeling. Lorena learned from her mother that Ruben told her to call him later that night if she had trouble sleeping due to her being sick lately.

Lorena explained that Ruben was "always" offered "beer," by his friends and routinely turned it down. Lorena added that she did not have any knowledge to Ruben using narcotics either. Lorena informed me that Ruben wanted to start a "clean slate" after being released from prison in June of 2022, and wanted to focus his attention to his daughter, who currently resided in Rexburg, ID with her biological mother, Sarah Forbush. Lorena also did not have any knowledge to any bars or clubs that Ruben may have attended prior to this accident either.

Towards the end of this conversation, Lorena informed me that their mother, Elena, was currently with her brother, Sergio, and at his residence in Caldwell, ID.

OF NOTE:

Lorena added that Ruben had moved to Idaho approximately two years ago from Midland, Texas.

TELEPHONE CALL: SARAH FORBUSH (RUBEN'S WIFE)

On this same date at approximately 1435 hours, I called and spoke with Ruben's wife, Sarah Forbush. Sarah was also grieving the death of Ruben and explained that although they were separated, they remained in contact with one another reference their 12 yoa daughter.

Sarah informed me that she missed a phone call from Ruben on the night of the incident between the hours of 2240-2300. Sarah explained that she didn't answer the phone call because she was in bed at that time. Sarah continued by telling me that she believed this was "30 minutes before he died," when she received the phone call. Sarah added that she "felt like it was him saying goodbye," when he called her that night. When asked why she felt that way, Sarah explained that Ruben calling her at that time of the night is "out of the ordinary" and typically does not call that late at night. Sarah explained that Ruben's death has been "hard."

When asked if she knew Ruben to be suicidal, Sarah responded by telling me, "Yes and No." Sarah

Admin	
Officer(s) Reporting Ofc. Chuck Roath	Ada No. 855
Approved Supervisor Sgt. Justin Kendall	Ada No. 623
Approved Date 08/24/2022 15:33	

Boise Police Department.
Supplemental Report

RD: 0

DR# 2022-212478

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explained that she had been with Ruben at his "highest" when he was happy to be alive, and at his lowest where he wanted to "kill" himself. Sarah did not elaborate as to any past plan to commit suicide. As we continued to talk about the incident, I asked Sarah what she thought was going through Ruben's mind when police attempted to contact him. Sarah believed that Ruben could have been thinking, "Fuck you guys, you're not going to get me!" However, Sarah didn't believe Ruben was "trying to kill himself" that night. This was different to what she had originally felt when she missed his phone call that night and learned about his death.

According to Sarah, the last time she spoke with Ruben was the day before the incident (Friday.) During that conversation, they spoke about places to take their daughter school shopping within the next two days.

Also according to Sarah, the last she knew about Ruben was that he was still "sober." Sarah mentioned how she felt that Ruben may have been drinking on the night of the incident due to his late phone call and how this was typical behavior for him when he used to consume alcohol in the past.

TELEPHONE CALL: SERGIO GARCIA:

After speaking with Sarah, I called and spoke with Sergio Garcia. Sergio explained how he and his family are not only grieving their loss of Ruben, but to the victim's family as well. Sergio continued by telling me that he had lost his youngest sister three years ago to a drug overdose and now the family is grieving the loss of their oldest sibling as well. Sergio continued to express his concern for the victim's family by stating that his brother was in the "wrong" and that not only did his brother lose his own life, he took someone else's life as well. Sergio added that, "It's really hard," "We don't know what to do," and that the victim was in the "wrong place at the wrong time."

Sergio informed me that he had lined up another job for Ruben as he was working at the Sugar Beet factory in Nampa, ID. Sergio continued by telling me that he was close with his brother and spoke with him every day. Sergio told me that Ruben "had an alcohol problem," and that he "liked drinking," but never indulged around him because he knew Sergio would say something to him about it.

Sergio believed that this was a "stupid mistake" by his brother and that he may have been "drunk" and got "out of control." However, Sergio did not have any evidence to support that theory. According to Sergio, Ruben was "happy" and was making "good money," prior to this "stupid mistake" made. Sergio added that Ruben was scheduled to go see their mother that following Thursday and expressed how Sergio was looking forward to that.

Sergio informed me that the last time he spoke with his brother was on the day of the incident, at approximately 1730 hours. Sergio continued by telling me that Ruben had worked 8 hours of over time that day, between approximate hours of 0600/0700 until 1700 hours. According to Sergio, Ruben told

Admin	
Officer(s) Reporting Ofc. Chuck Roath	Ada No. 855
Approved Supervisor Sgt. Justin Kendall	Ada No. 623
Approved Date 08/24/2022 15:33	

**Boise Police Department.
Supplemental Report**

RD: 0

DR# 2022-212478

1. Incident Topic INFORMATION REPORT		2. Subject/Victim's Name CALDERON, JONATHAN R	
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him that he was going to go home while Sergio attended the Caldwell Rodeo with his family that day. At approximately 2130 hours, Sergio attempted to contact Ruben approximately 4-5 times by calling him, with no answer. Sergio told me that he and Ruben had plans to go to the Caldwell Fair the following day.

Sergio explained how he was "on him" all of the time for "drinking and driving." Sergio informed me that he was always "straight with him" and believed that Ruben had already began drinking when he attempted to contact him later that same night.

Towards the end of this conversation, Sergio confirmed that Elena was present and that they were listening to me on speaker phone. I explained to them that I wanted consent to search Elena's vehicle for any signs of drug or alcohol use, as well as retrieving the black box data. Sergio translated my request into Spanish and asked his mother for consent. Elena immediately verbally consented to the search of her vehicle for the above mentioned items. Again, Sergio assured that his family would continue to cooperate in this investigation and sends their condolences to the victim's family as well.

OF NOTE:

Sergio and Elena requested to obtain possession of Ruben's cell phone if found during the vehicle search. They are hopeful that they will be able to retrieve photographs of Ruben.

DISPOSITION OF PROPERTY/EVIDENCE/WEAPONS:

Awaiting the toxicology results from both parties involved from the Coroner's office. The estimated time for these results is approximately four weeks. When those results are obtained, they will be documented in this case.

On 08-19-22, ACSO Deputy Kyle Bilton's blood and urine kits were sent to the appropriate labs for toxicology testing. Once those results are obtained, it will be documented and added to this case.

My telephone calls to Ruben's family members were audio recorded and attached to this report. Refer to those recordings for further.

CONCLUSION:

Investigation continues

"I certify (or declare) under penalty of perjury pursuant to the law of the State of Idaho that the foregoing be true and correct"

Admin	
Officer(s) Reporting Ofc. Chuck Roath	Ada No. 855
Approved Supervisor Sgt. Justin Kendall	Ada No. 623
Approved Date 08/24/2022 15:33	

**Boise Police Department.
Supplemental Report**

RD: 0

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(Date of Affirmation)

8/24/2022

(Officer's Signature)



Admin			
Officer(s) Reporting Ofc. Chuck Roath	Ada No. 855	Approved Date 08/24/2022 15:33	
Approved Supervisor Sgt. Justin Kendall	Ada No 623		

**Boise Police Department.
Supplemental Report**

RD: 0

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Narrative

INITIAL RESPONSE/CONTACT: On 8-26-2022 I responded to 2347 E Braniff, Boise Police Impound and Evidence yard to assist with further crash investigation. Upon arrival I assisted Officer Harms with taking crush measurements for both vehicles involved in this crash. The first vehicle, vehicle 1, is a 2013 Nissan Altima with Idaho plate number 1J95534. The second vehicle, vehicle 2, is a 1999 Chevy Silverado with Idaho plate 1ANW950.

After completing the measurements on both vehicles, we checked the rear taillights of each vehicle. The taillight housings were removed from each vehicle. The light bulbs were removed from the taillight housings, inspected, and photographed. Each taillight housing on the Nissan, vehicle 1, had three positions for light bulbs. The reverse lights had been changed out to LED lights and therefore there was no bulb for the back up lights. The remaining positions had bulbs and each bulb was photographed.

The second vehicle, vehicle 2, the taillight housings were removed. Each housing has three bulb positions. Each bulb was removed from the housing and photographed. This vehicle also had a rear light on the top of the cab. This housing was also removed and there are four bulbs in this housing. Each bulb from the rear cab housing was removed and photographed.

All of the tires on each vehicle were marked using a yellow marking crayon. The crayon was rubbed on the sidewalls of each tire to show the size of the tires and also the manufacturer information on each tire. Once this was done, each tire was photographed.

Boise Fire Department Truck 7 arrived at Braniff and assisted with the removal of the Airbag Control Modules from both vehicles. During the removal of the ACM from vehicle 2, I photographed the location of the ACM, under the drivers seat. The ACM was turned over to me. I took the ACM and was able to image the ACM showing the crash data from the incident. The crash data on ACM shows as event 1. The ACM has the following information on it. PN 16212295 and SERV number 16249007.

While I was completing the imaging on the ACM from vehicle 2, BFD was working on vehicle 1 and gaining access to the ACM on this vehicle. The ACM on vehicle 1 is located on the center tunnel, under the center console. Once the interior of the vehicle was better exposed, several empty beer cans were located on the front passenger side floor board. These cans were photographed while they were still in the vehicle and once they had been removed from the vehicle. I did not get the opportunity to photograph the location of the ACM in vehicle 2 due to working on the first ACM.

Once the second ACM was removed from vehicle 1, I was able to image the data on the ACM. When looking at the data, there are two recorded events. The data from this incident is recorded as event 2. The following information was on the ACM from vehicle 1, Autoliv 620599800K TA 98820 3TA0C. Both ACM reports were saved to the laptop computer being used for the imaging and then downloaded to an external thumb drive. The ACM reports were downloaded from the external thumb drive to this report and have been attached.

Admin

Officer(s) Reporting
Kevin Boynton
Approved Supervisor
Kelsie Webb

Ada No.
7828
Ada No
7938

Approved Date
08/30/2022 10:33

**Boise Police Department.
Supplemental Report**

RD: 0

DR# 2022-212478

1. Incident Topic INFORMATION REPORT		2. Subject/Victim's Name CALDERON, JONATHAN R	
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The ACMs for both vehicles were turned over to Detective Roath.

All photographs have been downloaded and attached to this report along with the two Airbag Control Module imaging reports.

DISPOSITION OF PROPERTY/EVIDENCE/WEAPONS:

All photographs have been downloaded and attached to this report along with the two Airbag Control Module imaging reports.

CONCLUSION:

Route with original report.

"I certify (or declare) under penalty of perjury pursuant to the law of the State of Idaho that the foregoing be true and correct"

(Date of Affirmation)

8/28/2022

(Officer's Signature)



Admin	
Officer(s) Reporting Kevin Boynton	Ada No. 7828
Approved Supervisor Kelsie Webb	Ada No. 7938
	Approved Date 08/30/2022 10:33



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

CDR File Information

User Entered VIN	1GCEK14V1XE109608
User	K.Boynton
Case Number	22-212478
EDR Data Imaging Date	08/26/2022
Crash Date	07/31/2022
Filename	1GCEK14V1XE109608_ACM.CDRX
Saved on	Friday, August 26 2022 at 10:30:55
Imaged with CDR version	Crash Data Retrieval Tool 21.5
Imaged with Software Licensed to (Company Name)	Boise Police Department
Reported with CDR version	Crash Data Retrieval Tool 21.5
Reported with Software Licensed to (Company Name)	Boise Police Department
EDR Device Type	Airbag Control Module
Event(s) recovered	Deployment

Comments

Location: Braniff
 Search: Consent search Consent given by Elena Casteneda-Garcia
 Bench top download
 Cable: 02002888
 Published tire size: LT245/75R16C
 Actual tire size: LT245/75R16
 Air Bag control module: PN 16212295
 Serv Number: 16249007

Data Limitations

Recorded Crash Events:

There are two types of Recorded Crash Events. The first is the Non-Deployment Event. A Non-Deployment Event records data but does not deploy the air bag(s). The SDM can store up to one Non-Deployment Event. This event can be overwritten by an event that has a greater SDM recorded longitudinal velocity change. This event will be cleared by the SDM, after approximately 250 ignition cycles. This event can be overwritten by a second Deployment Event, referred to as a Deployment Level Event, if the Non-Deployment Event is not locked. The data in the Non-Deployment Event file will be locked, if the Non-Deployment Event occurred within five seconds before a Deployment Event. A locked Non Deployment Event cannot be overwritten or cleared by the SDM. The second type of SDM recorded crash event is the Deployment Event. The SDM can store up to two different Deployment Events, if they occur within five seconds of one another. If a Deployment Level Event occurs within five seconds after the Deployment Event, the Deployment Level Event will overwrite any non-locked Non-Deployment Event. Deployment Events cannot be overwritten or cleared by the SDM. Once the SDM has deployed an air bag, the SDM must be replaced.

Data:

- SDM Recorded Vehicle Longitudinal Velocity Change reflects the change in longitudinal velocity that the sensing system experienced during the recorded portion of the event. SDM Recorded Vehicle Longitudinal 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. The SDM records the first 300 milliseconds of Vehicle Longitudinal Velocity Change after Algorithm Enable. The maximum value that can be recorded for Vehicle Longitudinal Velocity Change is 56 MPH. Velocity Change data is displayed in SAE sign convention.
- Driver's Belt Switch Circuit Status indicates the status of the driver's seat belt switch circuit.
- The Time between Non-Deployment and Deployment Events is displayed in seconds. If the time between the two events is greater than five seconds, "N/A" is displayed in place of the time.
- If power to the SDM is lost during a crash event, all or part of the crash record may not be recorded. An indication of a loss of power would be if the ignition cycles at the event is recorded as zero. Data recorded after that may not be reliable, such as Time Between Non-Deployment and Deployment Events, Driver Belt Switch Circuit Status, and Passenger SIR Suppression Switch Circuit Status.
- All data should be examined in conjunction with other available physical evidence from the vehicle and scene.

Data Source:

All SDM recorded data is measured, calculated, and stored internally, except for the following:
 -The Driver's Belt Switch Circuit is wired directly to the SDM.

-The Passenger Front Air Bag Suppression Switch Circuit is wired directly to the SDM.

Hexadecimal Data:

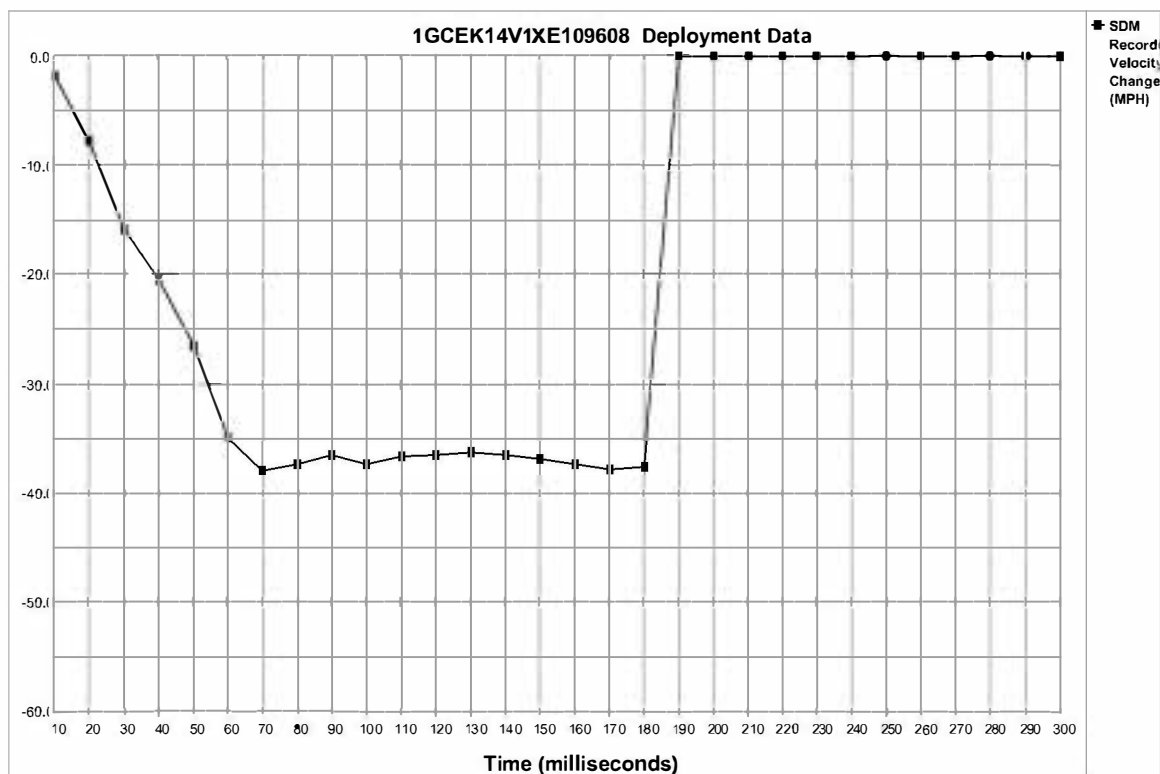
Data that the vehicle manufacturer has specified for data retrieval is shown in the hexadecimal data section of the CDR report. The hexadecimal data section of the CDR report may contain data that is not translated by the CDR program. The control module contains additional data that is not retrievable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

01033_SDMRSXX_r003



System Status At Deployment

SIR Warning Lamp Status	OFF
Driver's Belt Switch Circuit Status	UNBUCKLED
Passenger SIR Suppression Switch Circuit Status (if equipped)	Air Bag Not Suppressed
Ignition Cycles At Deployment	0
Ignition Cycles At Investigation	20085
Time From Algorithm Enable To Deployment Command (msec)	5
Time Between Non-Deployment And Deployment Events (sec)	N/A



Time (milliseconds)	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150
Recorded Velocity Change (MPH)	-1.76	-7.68	-15.80	-20.40	-26.55	-34.88	-37.96	-37.30	-36.42	-37.30	-36.64	-36.42	-36.20	-36.42	-36.86
Time (milliseconds)	160	170	180	190	200	210	220	230	240	250	260	270	280	290	300
Recorded Velocity Change (MPH)	-37.30	-37.74	-37.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



Hexadecimal Data

```

B600: 20 50 58 00 00 00 00 00
B608: 00 AA AA 00 00 00 00 00
B610: 00 AA AA 00 00 50 55 F9
B618: F9 F9 F9 F9 F9 F9 FF 00
B620: AA AA AA 00 00 00 00 7D
B628: 00 00 48 04 08 23 48 5D
B630: 79 9F AD AA A6 AA A7 A6
B638: A5 A6 A8 AA AC AB 00 00
B640: 00 00 00 00 00 00 00 00
B648: 00 00 00 00 00 00 00 00
B650: 00 00 00 00 00 00 00 00
B658: 00 00 00 00 00 00 00 00
B660: 00 00 00 00 00 00 00 00
B668: 00 00 00 00 00 00 00 00
B670: 00 00 00 00 00 00 00 00
B678: 00 00 00 00 00 00 00 00
B680: 00 00 00 00 00 00 00 00
B688: 00 00 00 00 7D FA 00 00
B690: 7D FA 00 00 7D FA 00 00
B698: 7D FA 00 00 00 00 00 00
B6A0: 00 00 00 00 7D FA 00 00
B6A8: 7D FA 50 55 00 00 81 00
B6B0: 00 00 00 00 00 00 00 00
B6B8: 00 00 00 00 00 9E 60 C4
B6C0: 3B 19 0E 00 00 64 02 00
B6C8: 00 AA 00 00 00 00 FF FF
B6D0: BE C8 CE BD B3 BE BE AC
B6D8: DD 6A B4 D7 D8 E0 00 00
B6E0: AA C8 12 FF AA 00 03 4B
B6E8: 27 AA 00 00 00 00 00 00
B6F0: FF 08 F0 05 50 06 12 11
B6F8: 58 A4 A4 A4 A4 A4 A4 A4
B700: A4 A4 A4 A4 B3 C9 D8 E7
B708: F4 41 44 48 4B FF FF FF
B710: FF FF FF FF FF FF FF FF
B718: FF FF FF FF FF FF FF FF
B720: FF FF FF FF FF FF FF FF
B728: FF FF FF FF FF FF FF FF
B730: FF FF FF FF FF FF FF FF
B738: FF FF FF FF FF FF FF FF
B740: FF FF FF FF FF FF FF FF
B748: FF FF FF FF FF FF FF FF
B750: FF FF FF FF FF FF FF FF
B758: FF FF FF FF FF FF FF FF
B760: FF 00 00 00 18 0A 10 00
B768: 00 AA 02 00 00 FF FF FF
B770: FF FF FF FF FF FF FF FF
B778: FF FF FF FF FF FF FF FF
B780: FF FF FF FF FF FF FF FF
B788: FF FF FF FF FF FF FF FF
B790: FF FF FF FF FF FF FF FF
B798: FF FF FF FF FF FF FF FF
B7A0: FF FF FF FF FF FF FF FF
B7A8: FF FF FF FF FF FF FF FF
B7B0: FF FF FF FF FF FF FF FF
B7B8: FF FF FF FF FF 00 00 AA
B7C0: 00 C2 0E 67 00 00 00 00
B7C8: 00 00 00 00 00 00 00 00
B7D0: 00 00 00 00 00 00 00 00
B7D8: 00 00 00 00 00 00 00 00
B7E0: 00 00 00 00 00 00 00 00
B7E8: 00 00 00 00 00 00 00 00
B7F0: 00 00 00 00 00 00 00 00

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B7F8: 00 00 A5 A5 A5 A5 75 FD

Disclaimer of Liability

The users of the CDR product and reviewers of the CDR reports and exported data shall ensure that data and information supplied is applicable to the vehicle, vehicle's system(s) and the vehicle ECU. Robert Bosch LLC and all its directors, officers, employees and members shall not be liable for damages arising out of or related to incorrect, incomplete or misinterpreted software and/or data. Robert Bosch LLC expressly excludes all liability for incidental, consequential, special or punitive damages arising from or related to the CDR data, CDR software or use thereof.



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

CDR File Information

User Entered VIN	1N4AL3AP8DN499864
User	K.Boynton
Case Number	22-212478
EDR Data Imaging Date	08/26/2022
Crash Date	07/31/2022
Filename	1N4AL3AP8DN499864_ACM.CDRX
Saved on	Friday, August 26 2022 at 11:05:05
Imaged with CDR version	Crash Data Retrieval Tool 21.5
Imaged with Software Licensed to (Company Name)	Boise Police Department
Reported with CDR version	Crash Data Retrieval Tool 21.5
Reported with Software Licensed to (Company Name)	Boise Police Department
EDR Device Type	Airbag Control Module
Event(s) recovered	Event Record 1, Event Record 2

Comments

Location: Braniff
 Adapter: FOOK-108387
 Cable: FOOK-108780
 Consent Search: Consent Given By Elena Casteneda-Garcia
 Published Tire size: P215/60R16
 Actual Tire Size: P215/60R16
 ACM Number: Autoliv 620599800K TA 98820 3TA0C

Data Limitations

General Information:

Data limitations are intended to assist in reading event data that has been imaged from the vehicle's Air bag Control Unit (ACU). Event data should be considered in conjunction with other available physical evidence from the vehicle and scene.

Airbag Control Unit (ACU)

- The Air bag Control Unit (ACU) can store two types of events: Non-Deployment Events and Deployment.
 - A Non-Deployment Event is a crash or other physical occurrence which causes the ACU algorithm to be activated, but in which deployment thresholds are not reached.
 - A Deployment Event is a crash or other physical occurrence which causes ACU deployment thresholds to be reached or exceeded. Depending on the vehicle model, one or more of the following may be activated during a Deployment Event: front air bags, seat-mounted side airbags, roof-mounted or door-mounted curtain air bags, pretensioners, or pop-up roll bars.
- The ACU can record up to two events. If additional events occur subsequently, the older of the two events already recorded (i.e. the one which occurred first) is overwritten.
 - A Non-Deployment Event can be overwritten by another Non-Deployment event, or by a Deployment Event.
 - A Deployment Event has higher priority than a Non-Deployment Event, and cannot be interrupted or overwritten by another event.
 - The data pertaining to a Deployment Event is locked after being recorded. However, a second event can still be recorded subsequently in the portion of the event memory which is not locked.
- Event data includes both pre-crash data and crash data.
 - If the power supply to the ACU is lost during an event, all or part of the event data may not be recorded.
 - In addition to the recording of event data, the ACU has the ability to perform diagnostics and record Diagnostic Trouble Codes (DTCs).

Data Element Sign Convention:

The following table provides an explanation of the sign convention for data elements in the CDR report.

Data Element Name	Positive Sign Notation Indicates
Longitudinal Acceleration	Forward
Delta-V Longitudinal	Forward
Maximum Delta-V Longitudinal	Forward
Lateral Acceleration	Left to Right
Delta-V Lateral	Left to Right
Maximum Delta-V Lateral	Left to Right
Vehicle Roll Angle	Left to Right Rotation
Steering Input	Left Turn



- "Life Time Counter (sec)" indicates the elapsed time, in seconds, from the vehicle's first ignition activation until the start of the first recorded event. The counter is incremented whenever the vehicle's ignition is on. The counter is reset to 0 if the ACU is replaced.
- "Complete File Recorded" indicates whether a complete EDR data set has been stored after the event. "Yes" indicates that a complete data set has been recorded. "No" indicates that only a portion of the data set has been recorded, for example due to the power to the ACU being lost during the event.
- "Multi-Event, Number of Events (1, 2)" indicates the number of events which are stored during a given ignition cycle. A Multi-Event occurs whenever the time between Event 2 trigger threshold and Event 1 trigger threshold is less than or equal to 5 seconds during the same ignition cycle, and "2" will be recorded in this case. Otherwise, "1" will be recorded.
- "Air Bag Warning Lamp (On, Off)" indicates whether the ACU was in trouble mode or in normal operation mode at the time of the event. "On" indicates that the air bag warning lamp was illuminated at the time of the event, and the ACU was in trouble mode. "Off" indicates that the air bag warning lamp was not illuminated at the time of the event, and the ACU was in normal operation mode.
- "Frontal Air Bag Suppression Switch Status" indicates whether front passenger air bag deployment was suppressed at the time of the event. "On" indicates that the front passenger air bag was suppressed at the time of the event (deployment inhibited). "Off" indicates that the front passenger air bag was not suppressed at the time of the event (deployment enabled). This data will not be available for all vehicles.
- "Delta-V, Longitudinal" indicates the cumulative change in velocity along the longitudinal direction.
- "Acceleration, Longitudinal" indicates the rate of change of velocity with time along the longitudinal direction.
- "Delta-V, Lateral" indicates the cumulative change in velocity along the lateral direction.
- "Acceleration, Lateral" indicates the rate of change of velocity with time along the lateral direction.
- "Engine Throttle, % full" indicates the position of the accelerator pedal as a percentage of the fully depressed position.
- "Service Brake (On, Off)" indicates whether the service brake is activated ("On") or not activated ("Off").
- "Steering Input (deg)" indicates the angular displacement of the steering wheel measured in degrees. -250 deg indicates a 250 degree turn to the right of the steering wheel, 0 deg indicates the straight-ahead steering wheel position, and 250 deg indicates a 250 degree turn to the left of the steering wheel.
- The notation "CLP" indicates that the measurement captured by a sensor exceeded the design range of the sensor.
- "Seat Track Position Switch, Foremost, Status, Driver (Yes/No)" indicates whether the driver's seat is positioned within a designated threshold value of the most forward adjustment position. "Yes" indicates that the driver's seat is positioned within a designated threshold value of the most forward adjustment position. For all other adjustment positions, "No" is displayed. This data will not be available if the seat track position switch is not installed in the vehicle.
- "Occupant Size Classification, Right Front Passenger, Child (Yes/No)" indicates whether or not the right front passenger is classified as a child (as defined in 49 CFR part 572, subpart N or smaller). This data will not be available for all vehicles.
- "e-pedal ON/OFF Status" indicates whether "e-pedal" is activated (ON), or not activated (OFF). This data will not be available for all vehicles.
- "ABS Warning lamp, on/off" indicates whether "Anti-lock Brake System" was in trouble mode or in normal operation mode at the time of the event. This data will not be available for all vehicles.
- "AEB/FCW switch status ON/OFF (from ADAS)" indicates whether the switch of "Automatic Emergency Braking or Forward Collision Warning controlled by ADAS unit" was ON, or OFF at the time of the event. This data will not be available for all vehicles.
- "AEB Warning lamp (from ADAS)" indicates whether "Automatic Emergency Braking controlled by ADAS unit" was in trouble mode or in normal operation mode at the time of the event. This data will not be available for all vehicles.
- "ABS regulation status" indicates whether "Anti-lock Brake System" was activated (ABS in regulation), or not activated (no ABS regulation). This data will not be available for all vehicles.
- "VDC switch status ON/OFF" indicates whether the switch of "Vehicle Dynamic Control" in ON, or OFF. This data will not be available for all vehicles.
- "VDC status/warning" indicates whether "Vehicle Dynamic Control" was in normal operation mode and not activated (No failure and no control), in trouble mode and not activated (Failure), or in normal mode and activated (In active control). This data will not be available for all vehicles.
- "Adaptive Cruise Control status" indicates whether "Intelligent Cruise Control status" was activated (ACC activated), waiting (ACC waiting), suspended (ACC suspended), or not activated (No display request). This data will not be available for all vehicles.
- "AEB operating capability" indicates whether "Automatic Emergency Braking" was in trouble mode (Impossible to execute request) or in normal operation mode (Braking fully operational). This data will not be available for all vehicles.
- "AEB Brake request (from ADAS)" indicates whether "Automatic Emergency Braking controlled by ADAS unit" was activated (Brake Torque AEB Maximum), or not activated (No Brake Request). This data will not be available for all vehicles.
- "VIN retrieval from other ECU" indicates VIN data retrieval from other ECU when CDR connect to vehicle by using OBD system if available.
- "VIN retrieval from ACU" indicates VIN data retrieval from ACU. It will not be available for all vehicles.
- "Motor RPM" indicates RPM of motor used for vehicle drive on electric or hybrid vehicles. In case of ICE vehicles, this indicates input shaft revolution that is input to Gearbox. This data will not be available for all vehicles.
- "Motor RPM2" indicates RPM of motor used for vehicle drive on electric vehicles. This data will not be available for all vehicles.

Hexadecimal Data:

All data that has been specified for retrieval is shown in the Hexadecimal Data section of this report. However, the Hexadecimal Data section may contain data that is not translated by the CDR tool.

Data Sources:

- Crash data is measured internally in the ACU.
- Pre-crash data is not measured internally in the ACU, but is transmitted from other control units through the Controller Area Network (CAN).
- Pre-crash data and crash data are asynchronous.

0701_Nissan001_r010



DTCs at Time of Retrieval

DTC	Status	Description
B1421	Current	FRONTAL COLLISION DETECTION
B1422	Current	SIDE COLLISION DETECTION
B0091	Current	B-PILLAR SATELLITE SENSOR LH [DISCONNECT]
B0096	Current	B-PILLAR SATELLITE SENSOR RH [DISCONNECT]
B0092	Current	C-PILLAR SATELLITE SENSOR LH [DISCONNECT]
B0097	Current	C-PILLAR SATELLITE SENSOR RH [DISCONNECT]
U1000	Current	(CAN COMMUNICATION FAILER)
B0001	Current	DRIVER AIRBAG MODULE CIRCUIT [OPEN]
B0010	Current	ASSIST AIRBAG MODULE CIRCUIT [OPEN]
B1431	Current	FRONT PRE-TEN RH CIRCUIT [OPEN]
B1430	Current	FRONT PRE-TEN LH CIRCUIT [OPEN]
B00D5	Current	PASSENGER AIRBAG INDICATOR CIRCUIT [OPEN]
B1433	Current	FRONT PRE-TEN2 RH CIRCUIT [OPEN]
B1432	Current	FRONT PRE-TEN2 LH CIRCUIT [OPEN]
B0002	Current	DRIVER AIRBAG MODULE 2ND CIRCUIT [OPEN]
B0011	Current	ASSIST AIRBAG MODULE 2ND CIRCUIT [OPEN]
B00D5	Past	PASSENGER AIRBAG INDICATOR CIRCUIT [OPEN]
B142A	Past	IGN VOLTAGE [LOW]
B00A0	Past	OCCUPANT DETECTION SENSOR [POWER FAIL]
B1421	Past	FRONTAL COLLISION DETECTION
B1422	Past	SIDE COLLISION DETECTION
B00A0	Trouble Diag. Record	OCCUPANT DETECTION SENSOR [POWER FAIL]
B00D5	Trouble Diag. Record	PASSENGER AIRBAG INDICATOR CIRCUIT [OPEN]
B0020	Trouble Diag. Record	SIDE AIRBAG MODULE LH CIRCUIT [OPEN]
U1000	Trouble Diag. Record	(CAN COMMUNICATION FAILER)



System Status at Event (Event Record 1)

Life Time Counter (sec)	11867695
Complete File Recorded (Yes/No)	Yes (Complete)
Ignition Cycle, Crash	11351
Ignition Cycle, Download	19254
Multi-Event, Number of Events (1, 2)	1
Time from Event 1 to 2 (sec)	N/A
Safety Belt Status, Driver	On (Fastened)
Safety Belt Status, Right Front Passenger	Off (Unfastened)
Frontal Air Bag Warning Lamp (On, Off)	Off
Frontal Air Bag Suppression Switch Status	On (AS airbag inhibit)
Maximum Delta-V, Longitudinal (MPH [km/h])	-9 [-14]
Time, Maximum Delta-V, Longitudinal (msec)	300
Maximum Delta-V, Lateral (MPH [km/h])	2 [3]
Time, Maximum Delta-V, Lateral (msec)	132.5
Maximum Acceleration, Longitudinal (g)	-3.5
Time, Maximum Acceleration, Longitudinal (msec)	55
Maximum Acceleration, Lateral (g)	2
Time, Maximum Acceleration, Lateral (msec)	87.5

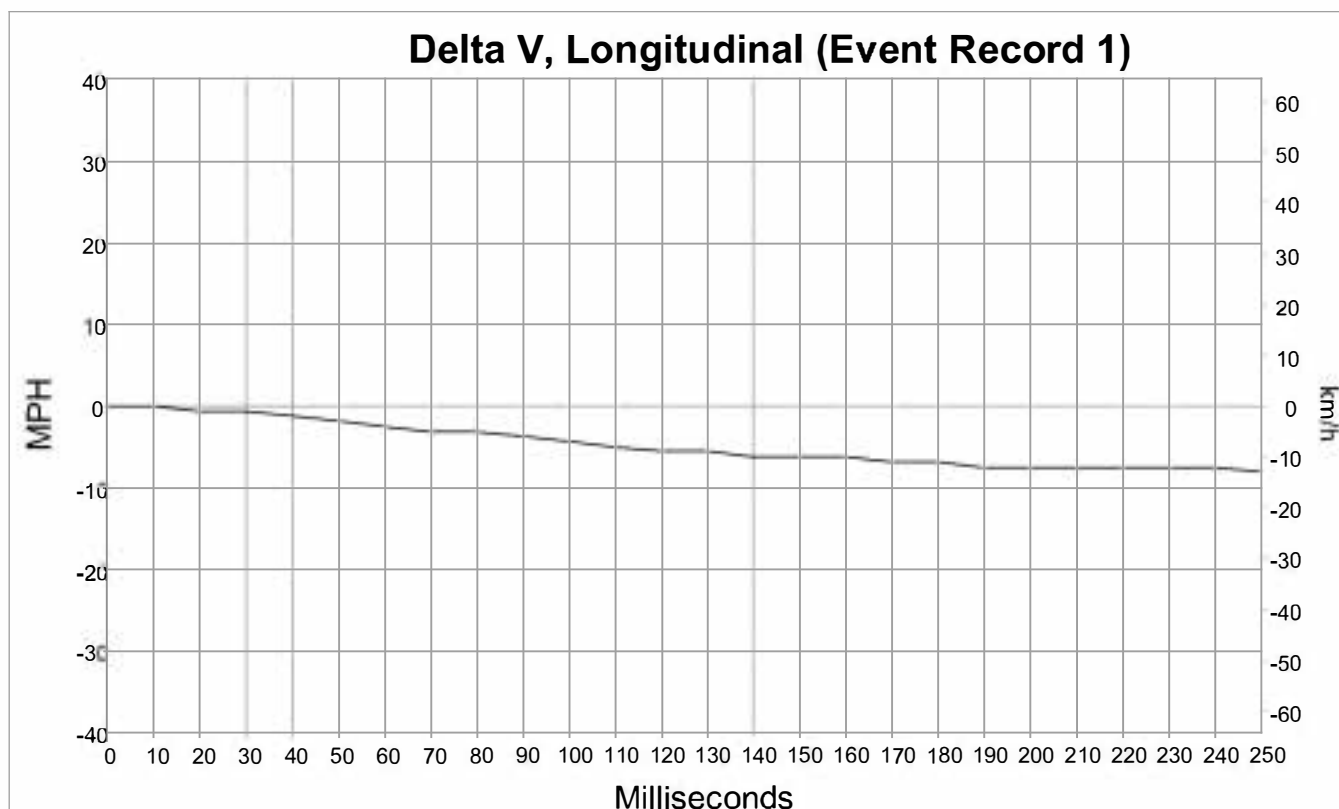
Deployment Command Data (Event Record 1)

Frontal Air Bag Deployment, Time to Deploy/First Stage, Driver (msec)	N/A
Frontal Air Bag Deployment, Time to Deploy/First Stage, Passenger (msec)	N/A
Frontal Air Bag Deployment, Time to 2nd Stage, Driver (msec)	N/A
Frontal Air Bag Deployment, Time to 2nd Stage, Right Front Passenger (msec)	N/A
Side Air Bag Deployment, Time to Deploy, Driver (msec)	N/A
Side Air Bag Deployment, Time to Deploy, Right Front Passenger (msec)	N/A
Side Curtain/Tube Air Bag Deployment, Time to Deploy, Driver Side (msec)	N/A
Side Curtain/Tube Air Bag Deployment, Time to Deploy, Right Side (msec)	N/A
Pretensioner Deployment, Time to Fire, Driver (msec)	N/A
Pretensioner Deployment, Time to Fire, Right Front Passenger (msec)	N/A

Pre-Crash Data -5 to 0 sec [2 samples/sec] (Event Record 1)

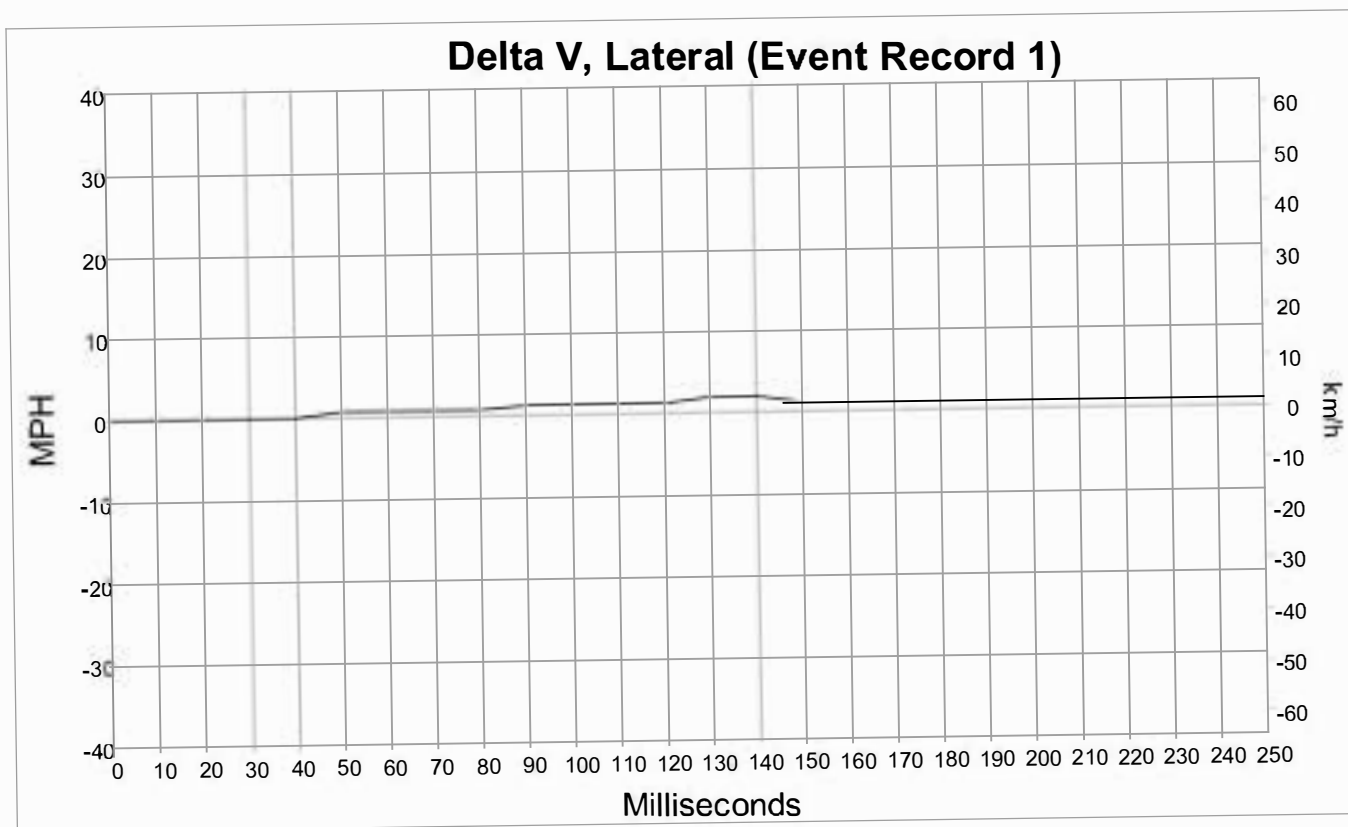
(the most recent sampled values are recorded prior to the event)

Time Stamp (sec)	Speed, Vehicle Indicated (MPH [km/h])	Accelerator Pedal, % full	Engine RPM	Motor RPM	Service Brake (On, Off)	Steering Input (deg)
-5.0	32 [52]	Invalid	1900	1500	Off (Brake Not Activated)	10
-4.5	34 [54]	Invalid	1500	1400	Off (Brake Not Activated)	10
-4.0	34 [55]	Invalid	1200	1200	Off (Brake Not Activated)	10
-3.5	34 [55]	Invalid	1100	1100	Off (Brake Not Activated)	10
-3.0	35 [56]	Invalid	1100	1100	Off (Brake Not Activated)	7.5
-2.5	35 [56]	Invalid	1100	1100	Off (Brake Not Activated)	7.5
-2.0	35 [56]	Invalid	1100	1100	Off (Brake Not Activated)	7.5
-1.5	35 [56]	Invalid	1100	1100	Off (Brake Not Activated)	7.5
-1.0	35 [56]	Invalid	1100	1100	On (Brake Activated)	-2.5
-0.5	25 [41]	Invalid	900	800	On (Brake Activated)	-55
0.0	24 [38]	Invalid	900	700	On (Brake Activated)	-52.5



Longitudinal Delta V (Event Record 1)

Time (msec)	MPH [km/h]
0	0 [0]
10	0 [0]
20	-1 [-1]
30	-1 [-1]
40	-1 [-2]
50	-2 [-3]
60	-2 [-4]
70	-3 [-5]
80	-3 [-5]
90	-4 [-6]
100	-4 [-7]
110	-5 [-8]
120	-6 [-9]
130	-6 [-9]
140	-6 [-10]
150	-6 [-10]
160	-6 [-10]
170	-7 [-11]
180	-7 [-11]
190	-7 [-12]
200	-7 [-12]
210	-7 [-12]
220	-7 [-12]
230	-7 [-12]
240	-7 [-12]
250	-8 [-13]



Lateral Delta V (Event Record 1)

Time (msec)	MPH [km/h]
0	0 [0]
10	0 [0]
20	0 [0]
30	0 [0]
40	0 [0]
50	1 [1]
60	1 [1]
70	1 [1]
80	1 [1]
90	1 [2]
100	1 [2]
110	1 [2]
120	1 [2]
130	2 [3]
140	2 [3]
150	1 [2]
160	1 [2]
170	1 [2]
180	1 [2]
190	1 [2]
200	1 [2]
210	1 [2]
220	1 [2]
230	1 [2]
240	1 [2]
250	1 [2]



System Status at Event (Event Record 2)

Life Time Counter (sec)	21479515
Complete File Recorded (Yes/No)	Yes (Complete)
Ignition Cycle, Crash	19252
Ignition Cycle, Download	19254
Multi-Event, Number of Events (1, 2)	1
Time from Event 1 to 2 (sec)	N/A
Safety Belt Status, Driver	On (Fastened)
Safety Belt Status, Right Front Passenger	Off (Unfastened)
Frontal Air Bag Warning Lamp (On, Off)	Off
Frontal Air Bag Suppression Switch Status	On (AS airbag inhibit)
Maximum Delta-V, Longitudinal (MPH [km/h])	-49 [-79]
Time, Maximum Delta-V, Longitudinal (msec)	150
Maximum Delta-V, Lateral (MPH [km/h])	9 [14]
Time, Maximum Delta-V, Lateral (msec)	42.5
Maximum Acceleration, Longitudinal (g)	-49
Time, Maximum Acceleration, Longitudinal (msec)	12.5
Maximum Acceleration, Lateral (g)	49
Time, Maximum Acceleration, Lateral (msec)	12.5

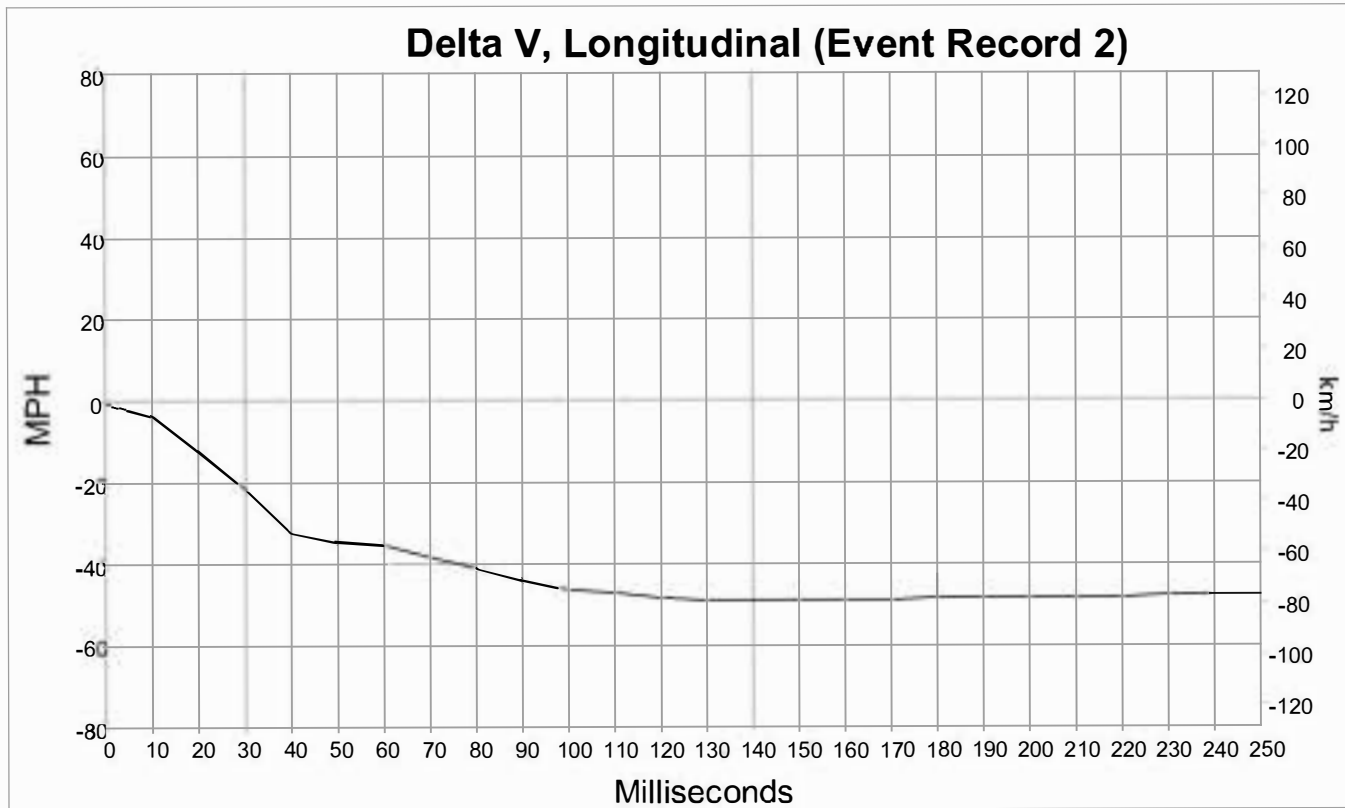
Deployment Command Data (Event Record 2)

Frontal Air Bag Deployment, Time to Deploy/First Stage, Driver (msec)	3
Frontal Air Bag Deployment, Time to Deploy/First Stage, Passenger (msec)	N/A
Frontal Air Bag Deployment, Time to 2nd Stage, Driver (msec)	6
Frontal Air Bag Deployment, Time to 2nd Stage, Right Front Passenger (msec)	N/A
Side Air Bag Deployment, Time to Deploy, Driver (msec)	30
Side Air Bag Deployment, Time to Deploy, Right Front Passenger (msec)	31
Side Curtain/Tube Air Bag Deployment, Time to Deploy, Driver Side (msec)	30
Side Curtain/Tube Air Bag Deployment, Time to Deploy, Right Side (msec)	31
Pretensioner Deployment, Time to Fire, Driver (msec)	3
Pretensioner Deployment, Time to Fire, Right Front Passenger (msec)	3

Pre-Crash Data -5 to 0 sec [2 samples/sec] (Event Record 2)

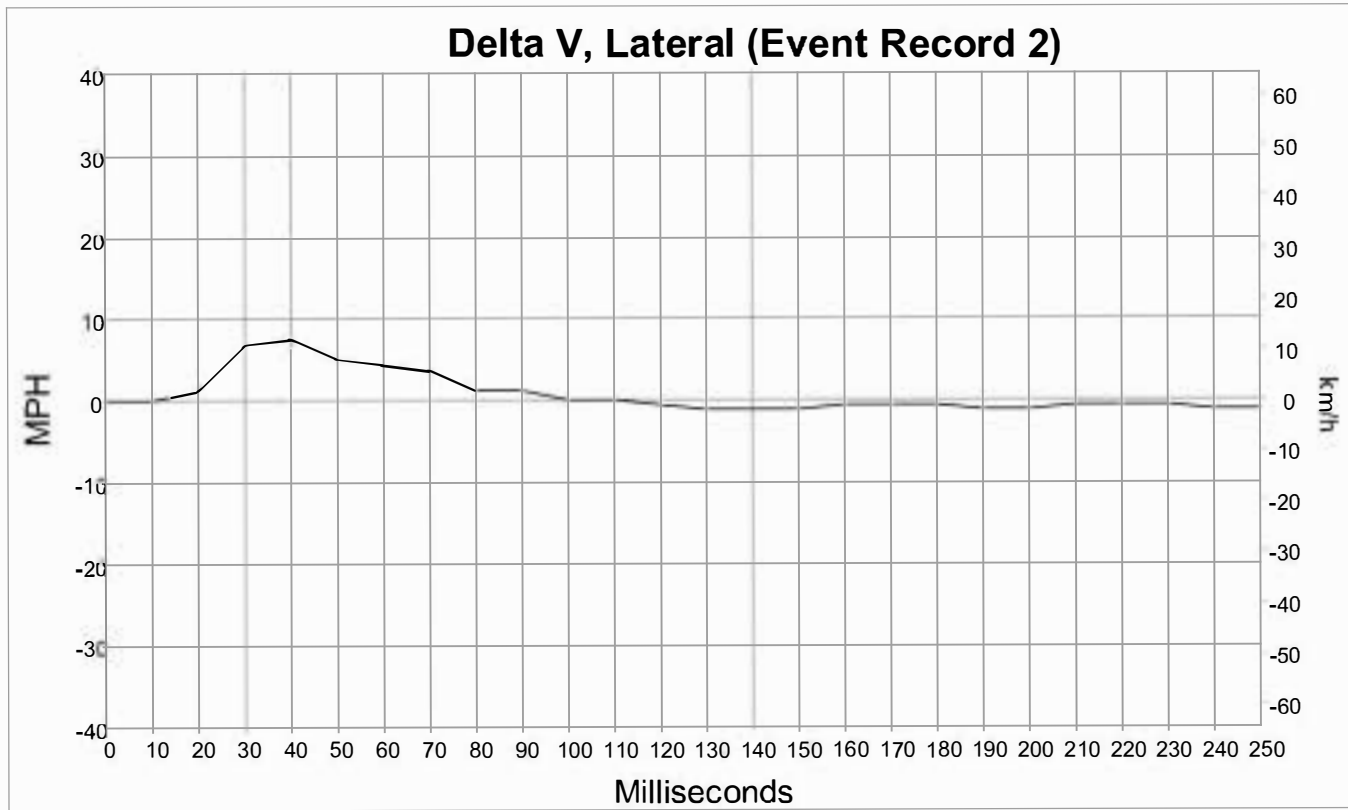
(the most recent sampled values are recorded prior to the event)

Time Stamp (sec)	Speed, Vehicle Indicated (MPH [km/h])	Accelerator Pedal, % full	Engine RPM	Motor RPM	Service Brake (On, Off)	Steering Input (deg)
-5.0	106 [171]	Invalid	5100	5100	Off (Brake Not Activated)	-10
-4.5	107 [172]	Invalid	4700	4700	Off (Brake Not Activated)	-10
-4.0	107 [172]	Invalid	4000	4000	Off (Brake Not Activated)	-10
-3.5	107 [173]	Invalid	3600	3600	Off (Brake Not Activated)	-10
-3.0	107 [173]	Invalid	3300	3300	Off (Brake Not Activated)	-10
-2.5	107 [172]	Invalid	3200	3200	Off (Brake Not Activated)	-10
-2.0	107 [172]	Invalid	3000	3000	Off (Brake Not Activated)	-25
-1.5	104 [168]	Invalid	2800	2900	On (Brake Activated)	-55
-1.0	96 [155]	Invalid	2400	2800	On (Brake Activated)	-47.5
-0.5	88 [141]	Invalid	2100	2500	On (Brake Activated)	-62.5
0.0	88 [141]	Invalid	2100	2500	On (Brake Activated)	-62.5



Longitudinal Delta V (Event Record 2)

Time (msec)	MPH [km/h]
0	-1 [-1]
10	-4 [-6]
20	-12 [-20]
30	-22 [-35]
40	-32 [-52]
50	-35 [-56]
60	-35 [-57]
70	-39 [-62]
80	-41 [-66]
90	-44 [-71]
100	-47 [-75]
110	-47 [-76]
120	-48 [-78]
130	-49 [-79]
140	-49 [-79]
150	-49 [-79]
160	-49 [-79]
170	-49 [-79]
180	-48 [-78]
190	-48 [-78]
200	-48 [-78]
210	-48 [-78]
220	-48 [-78]
230	-48 [-77]
240	-48 [-77]
250	-47 [-76]



Lateral Delta V (Event Record 2)

Time (msec)	MPH [km/h]
0	0 [0]
10	0 [0]
20	1 [2]
30	7 [11]
40	7 [12]
50	5 [8]
60	4 [7]
70	4 [6]
80	1 [2]
90	1 [2]
100	0 [0]
110	0 [0]
120	-1 [-1]
130	-1 [-2]
140	-1 [-2]
150	-1 [-2]
160	-1 [-1]
170	-1 [-1]
180	-1 [-1]
190	-1 [-2]
200	-1 [-2]
210	-1 [-1]
220	-1 [-1]
230	-1 [-1]
240	-1 [-2]
250	-1 [-2]



Hexadecimal Data

```
61 01 FF C0 00 94 21 00 94 22 00 80 91 88 80 96 88 80 92 88 80 97 88 D0 00 01 80 01 13 80 10 13
94 31 13 94 30 13 80 D5 13 94 33 13 94 32 13 80 02 13 80 11 13 16 FF FF FF FF 00 05 00 EF
```

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61 02 80 A0 00 FF FF 01 03 02 A2 92 00 80 D5 13 02 66 02 19 02 F3 B8 00 80 20 13 00 40 06 11 03
24 79 00 00 00 01 00 00 01 12 03 5A 9B 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
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61 03 80 D5 13 02 C9 08 04 04 64 A0 00 94 2A 16 01 92 02 12 04 63 6E 00 80 A0 00 01 01 02 12 04
63 6E 00 94 21 00 00 00 01 3F 04 66 79 01 94 22 00 00 00 01 3F 04 66 79 01 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
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61 04 FA 00 03 81 00 00 02 FF FF CC 0A 00 00 00 00
```

```
61 06 00 00 00 01 01 01 01 01 01 01 01 01 01 01 03 06 03 06 03 06 FF FF FF FF FF 0A 03 03 03
FF FF FF 1D 1D 1D 03 03 03 1C 1C 1C FF FF FF 1F 1F 1E 1E FF FF FF FF FF FF FF 7F 7F 7F 7F 00 00
00 00 00 00 00 00 00 00 FF 38 FF FF 99 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
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61 19 00 00 00 01 00 00 00 01 00 00 00 01 00 00 00 01 00 00 00 01 00 00 00 01 00 00 00 01 00 00
00 01 00 00 00 01 00 00 00 01 00 00 00 01 00 00 00 01 00 00 00 01 00 00 00 01 00 00 00 01
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61 1A 00 00 01 01 02 03 04 05 05 06 07 08 09 09 0A 0A 0A 0B 0B 0C 0C 0C 0C 0C 0C 0C 0D 0E 78 00 34
00 36 00 37 00 37 00 38 00 38 00 38 00 38 00 38 00 29 00 26 FF FE FF FE FF FE FF FE FF FE FF FE
FF FE FF FE FF FE FF FE FF FE 01 01 01 01 01 01 01 01 01 01 01 01 01 01 01 01 01 01 01 01 01 01
01 00 FF FF FF FF FF FF FF FF 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80
80 80 80 80
```

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61 1B 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80
00 01 01 01 01 02 02 02 02 03 03 02 02 02 02 02 02 02 02 02 02 02 02 02 02 02 02 02 02 02 02
00 0B 00 0B 00 0B 00 0B 00 0B 00 0B 00 09 00 09
```

```
61 1C 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F
7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F
04 00 04 00 04 00 04 00 03 00 03 00 03 00 03 FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
0B 00 0B 00 0B 00 0B 00 0B 00 0B 00 08 00 07 FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
FF FF FF FF FF 00 B5 16 2F
```

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61 1D 01 06 14 23 34 38 39 3E 42 47 4B 4C 4E 4F 4F 4F 4F 4F 4F 4E 4E 4E 4E 4E 4E 4D 4D 4C 4F 3C 00 AB
00 AC 00 AC 00 AD 00 AD 00 AC 00 AC 00 A8 00 9B 00 8D 00 8D FF FE FF FE FF FE FF FE FF FE FF FE
FF FE FF FE FF FE FF FE FF FE 01 01 01 01 01 01 01 01 01 01 01 01 01 01 01 01 01 01 01 01 01 01
01 00 06 FF 1E 1F 1E 1F 03 03 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80
80 80 80 80
```

```
61 1E 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80
0C 08 07 06 02 02 00 00 FF FE FE FE FF FF FF FE FE FF FF FF FE FE 0E 11 00 33 00 2F 00 28 00 24
00 21 00 20 00 1E 00 1C 00 18 00 15 00 15
```

```
61 1F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F
7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F
FC FF FC FF FC FF FC FF FC FF FC FF F6 FF EA FF ED FF E7 FF E7 62 05 62 05 00 33 00 2F 00 28 00
24 00 21 00 20 00 1E 00 1D 00 1C 00 19 00 19 FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
FF FF FF FF FF 01 47 C0 5B
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61 83 33 54 41 30 43 07 31 44 32 07 01 01 01 02 00 21 00 07 00 03 32 20 20 83
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```
59 02 09 94 21 00 09 94 22 00 09 80 91 88 09 80 96 88 09 80 92 88 09 80 97 88 09 D0 00 01 09 80
01 13 09 80 10 13 09 94 31 13 09 94 30 13 09 80 D5 13 09 94 33 13 09 94 32 13 09 80 02 13 09 80
11 13 09
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59 02 09 80 D5 13 09 94 2A 16 08 80 A0 00 08 94 21 00 09 94 22 00 09

59 0F 08 80 A0 00 08 80 D5 13 08 80 20 13 08 D0 00 01 08

Disclaimer of Liability

The users of the CDR product and reviewers of the CDR reports and exported data shall ensure that data and information supplied is applicable to the vehicle, vehicle's system(s) and the vehicle ECU. Robert Bosch LLC and all its directors, officers, employees and members shall not be liable for damages arising out of or related to incorrect, incomplete or misinterpreted software and/or data. Robert Bosch LLC expressly excludes all liability for incidental, consequential, special or punitive damages arising from or related to the CDR data, CDR software or use thereof.

**Boise Police Department.
Supplemental Report**

RD: 0

DR# 2022-212478

1. Incident Topic INFORMATION REPORT		2. Subject/Victim's Name CALDERON, JONATHAN R	
3. Address HIGHWAY 69 / AVALON RD , KUNA		4. Phone	
5. Date Occurred 07/31/2022	6. Time Occured 01:30	7. Route To PERSONS	8. Division PERSONS

Narrative**INITIAL RESPONSE/CONTACT:**

On 7/31/22 at about 0130 hrs I was contacted by Lt. Klimke with ACSO. I was advised that Meridian PD had been in a pursuit with a suspect, and cancelled their pursuit. ACSO deputies had attempted to stop the suspect, and re initiated a pursuit. The suspect crashed into a third party on Hwy 69 as it enters Kuna. Both the suspect and the driver of the third party car where killed in the crash. Due to an ACSO deputy being in direct pursuit at the time of the crash, it was requested of BPD to be the lead in a "modified CITF activation."

I then called out several BPD Detectives, and Recon for investigation. Detectives were assigned duties (see below), and asked to respond to respective assignments. I then responded to the ACSO, Kuna sub station. I met with ACSO supervisors and we coordinated the CITF investigation follow up from there. I then responded out to the actual scene to observe the crime scene first hand, for any further investigative needs. I had no investigative duties in this case, and my involvement consisted of supervisory/administrative roles.

INVOLVED PERSONS/RELATIONSHIP(S):

Det. Roath - assigned as lead investigator

Det. Jagosh - assigned to go to hospital and collect information on suspect and victim that were killed in crash and collect any available evidence.

Det. Canfield - assigned to first contact investigation with Deputy Bilton

BPD recon - assigned to process the crash team.

ISP recon officer - assisted in laser crime scene measurements with BPD recon.

Deputy Bilton - Involved witness officer.

Deputy Hunter - uninvolved witness

Deputy Nydeggar - uninvolved witness

Sgt. Able - uninvolved witness

Officer Herscowitz - MPD uninvolved witness

WITNESS INTERVIEW: I assigned Det. Roath to conduct a follow up interview with Deputy Bilton later that week. An Ada County deputy assisted in that interview. See Det. Roath's supplement for details.

CONCLUSION: No further information. Case is under investigation by Det. Roath. There are no indications of criminal wrong doing by the involved witness or uninvolved witnesses in this case. This case will be routed to ACSO for review, and routed to file at BPD, due to no PC of criminal charges.

Route to file.

Admin	
Officer(s) Reporting Sgt. Justin Kendall	Ada No. 623
Approved Supervisor Matt Jones	Ada No 616
Approved Date 09/02/2022 08:31	

Boise Police Department.
Supplemental Report

RD: 0

DR# 2022-212478


1. Incident Topic INFORMATION REPORT		2. Subject/Victim's Name CALDERON, JONATHAN R	
3. Address HIGHWAY 69 / AVALON RD , KUNA		4. Phone	
5. Date Occurred 07/31/2022	6. Time Occured 01:30	7. Route To PERSONS	8. Division PERSONS

"I certify (or declare) under penalty of perjury pursuant to the law of the State of Idaho that the foregoing be true and correct"

(Date of Affirmation)

9/01/2022

(Officer's Signature)



Admin			
Officer(s) Reporting Sgt. Justin Kendall	Ada No. 623	Approved Date 09/02/2022 08:31	
Approved Supervisor Matt Jones	Ada No. 616		

**Boise Police Department.
Supplemental Report**

RD: 0

DR# 2022-212478

1. Incident Topic INFORMATION REPORT		2. Subject/Victim's Name CALDERON, JONATHAN R	
3. Address HIGHWAY 69 / AVALON RD , KUNA		4. Phone	
5. Date Occurred 07/31/2022	6. Time Occured 01:30	7. Route To File	8. Division PERSONS
* Has Audio *			

Narrative

VEHICLE SEARCHES:

On 08-26-22 at approximately 0900 hours, I called and spoke with the registered owner (Gordon Vining) of the Chevrolet 1500 pick up truck that Jonathan Calderon was driving on the night of the incident. During our conversation, Gordon gave me verbal consent to search for and retrieve the A.C.M. (Airbag Control Module) to download any data that could be accessed.

Therefore, with verbal consent to search both vehicles and to retrieve their respective ACM units, and the assistance from the Boise Fire Department, we were able to successfully retrieve both data bases. Also on scene to assist in this process was C.S.S. Boynton and Ofc Shoftner.

Both ACM's were processed by C.S.S. Boynton and Ofc Shofner. In a brief synopsis of the data analysis of the 2013 Nissan Altima, it appeared that Ruben had a range of speeds between 80-107 mph, leading up to impact. The data from the A.C.M.'s is still being analyzed as well as the data collected from the crash site. Refer to both C.S.S. Boynton and Shofner's reports for further on the analysis of the data belonging to both A.C.M.'s and the crash site.

- During the search of the 1999 Chevrolet 1500 truck, driven by Jonathan Calderon, there was no evidence of alcohol or narcotic use located inside of the vehicle.
- During the search of the 2013 Nissan Altima, driven by Ruben Garcia, there were seven, twenty four ounce empty cans of Budweiser beer, located on the right front passenger floor board. Those cans were photographed by Ofc Shofner.
- Items seized as safe keeping and/or evidence from the 2013 Altima, consisted of three separate cell phones, a pair of Ray Ban sunglasses, and the A.C.M. unit.
- Items seized as safe keeping and/or evidence from the 1999 Chevrolet 1500 pick up truck, consisted of one cell phone and the A.C.M. unit.
- The items collected as evidence or as safe keeping, were all booked into Ada County Property. Refer to the attached property invoice for further.
- My telephone conversation with Gordon Vining (owner of 1999 Chevrolet pick up) was audio recorded and attached to this report.

Admin

Officer(s) Reporting Ofc. Chuck Roath	Ada No. 855	Approved Date 09/29/2022 17:40
Approved Supervisor Sgt. Justin Kendall	Ada No. 623	

**Boise Police Department.
Supplemental Report**

RD: 0

DR# 2022-212478

1. Incident Topic INFORMATION REPORT		2. Subject/Victim's Name CALDERON, JONATHAN R	
3. Address HIGHWAY 69 / AVALON RD , KUNA		4. Phone	
5. Date Occurred 07/31/2022	6. Time Occured 01:30	7. Route To File	8. Division PERSONS
* Has Audio *			

- Both of these vehicles will be released to the owners as soon as possible.

ADDITIONAL INFORMATION: TOXICOLOGY RESULTS-BLOOD ALCOHOL CONTENT

On 09-01-22 at approximately 1300 hours, I called and spoke with the Ada County Coroner's Office regarding the toxicology results regarding both Ruben Garcia and Jonathan Calderon. In summary, Ruben Garcia's blood alcohol (ethanol) was measured at .214. Jonathan Calderon's blood alcohol content was registered to be at .065. Refer to the Ada County Coroner's Office's report for further.

INJURIES: VICTIM AND SUSPECT:

Both parties involved, Jonathan Calderon and Ruben Garcia were pronounced deceased. Ruben was pronounced deceased at the scene and Jonathan was pronounced deceased at St. Alphonsus Hospital.

CONCLUSION:

During my investigation of this case, I did not find any criminal acts caused by ACSO Bilton, or any other Officer or Deputy, involved in this incident. Meridian Police Officers and Ada County Sheriff Deputies had a lawful reason to conduct a traffic stop on Ruben Garcia's vehicle for purposes of investigating a possible DUI. Ruben Garcia chose to flee the attempted traffic stop by Meridian Police and traveled towards Kuna, ID. Ruben's driving pattern was reckless due to the high rate of speed (estimated at 100 mph), failing to maintain his lane, and driving without headlights on.

ACSO Kuna Deputies attempted to conduct a traffic stop n Ruben's vehicle as it approached the city limits of Kuna, ID, driving in the same reckless manner that Meridian Officer's had articulated. Meridian Police ultimately terminated their vehicle pursuit with Ruben. Once Deputy Bilton observed Ruben's vehicle approach Kuna city limits and driving in the same reckless manner, Deputy Bilton activated his overhead lights and attempted to stop Ruben. However, Ruben continued south bound and began accelerating. Ruben swerved around stop sticks that other ACSO Deputies had deployed in another attempt to stop Ruben's vehicle and de-escalate the situation as he continued towards city limits. Ultimately, Ruben failed to negotiate the right turn onto Avalon Rd and drifted into on coming traffic where he collided with Jonathan Calderon.

Due to the totality of the circumstances of this incident, I do not believe probable cause exists for any criminal charges against any Officers or Deputies involved in this case. The attempt to stop the vehicle that Ruben Garcia was driving, was lawful and justified. This case will be routed to file.

Admin	
Officer(s) Reporting Ofc. Chuck Roath	Ada No. 855
Approved Supervisor Sgt. Justin Kendall	Ada No. 623
Approved Date 09/29/2022 17:40	

**Boise Police Department.
Supplemental Report**

RD: 0

DR# 2022-212478

1. Incident Topic INFORMATION REPORT		2. Subject/Victim's Name CALDERON, JONATHAN R	
3. Address HIGHWAY 69 / AVALON RD , KUNA		4. Phone	
5. Date Occurred 07/31/2022	6. Time Occured 01:30	7. Route To File	8. Division PERSONS
* Has Audio *			

- Refer to the attached Meridian Police reports for further.
- Refer to the attached ACSO police reports for further.
- Refer to ACSO DR# 6578
- Refer to MPD DR# 4918
- Refer to ISP DR# 2142

"I certify (or declare) under penalty of perjury pursuant to the law of the State of Idaho that the foregoing be true and correct"

(Date of Affirmation)

9/27/2022

(Officer's Signature)



Admin			
Officer(s) Reporting Ofc. Chuck Roath	Ada No. 855	Approved Date 09/29/2022 17:40	
Approved Supervisor Sgt. Justin Kendall	Ada No. 623		

**Boise Police Department.
Supplemental Report**

RD: 0

DR# 2022-212478

1. Incident Topic INFORMATION REPORT		2. Subject/Victim's Name CALDERON, JONATHAN R	
3. Address HIGHWAY 69 / AVALON RD , KUNA		4. Phone	
5. Date Occurred 07/31/2022	6. Time Occured 01:30	7. Route To File	8. Division NCO

Narrative	
------------------	--

INITIAL RESPONSE/CONTACT:

Final collision report attached as a PDF document.

E-Impact report was completed and submitted to the state.

CONCLUSION:

Route with original report.

"I certify (or declare) under penalty of perjury pursuant to the law of the State of Idaho that the foregoing be true and correct"

(Date of Affirmation)

10/13/2022

(Officer's Signature)



Admin	
--------------	--

Officer(s) Reporting
Ofc. Jason Shofner
Approved Supervisor
Sgt. Chris Davis

Ada No.
932
Ada No
608

Approved Date
10/13/2022 11:00

BOISE POLICE COLLISION REPORT

LOCATION: HIGHWAY 68 / AVALON STREET – KUNA, IDAHO

REPORT #: 22-212478

PREPARED BY: OFC. J. SHOFNER #932

DATE: 10/09/2022

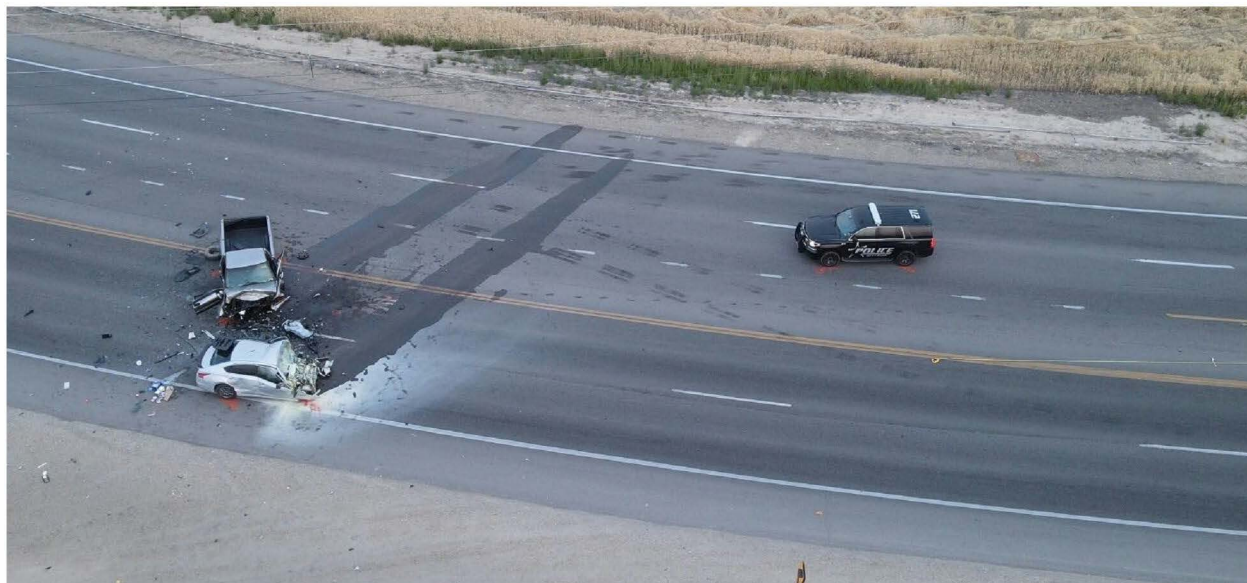


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SYNOPSIS

On 07/31/2022 at approximately 0130 hours, Ruben Garcia was driving a silver 2013 Nissan Altima, Idaho License #1J95534, southbound on Highway 69. Ada County Sheriff's Deputy Kyle Bilton was attempting to stop the Nissan with overhead lights and sirens activated due to it eluding Meridian Police Department Officers and driving at a high rate of speed without its headlights activated. As Garcia approached a curve in the road, where Highway 69 turns into East Avalon Street in Kuna, he drove head-on into a gold 1999 Chevrolet Silverado (Idaho license #1ANW950), driven by Jonathan Calderon. The Chevrolet was travelling northbound around the corner of East Avalon Street and Highway 69 in the left lane at the time of the collision. Garcia and Calderon both died as a result of the collision.

INVOLVED PARTIES

Vehicle Make:	Nissan
Vehicle Model:	Altima
Vehicle Year:	2013
Vehicle Color:	Silver
Vehicle Plate:	1J95534
Vehicle VIN:	1N4AL3AP8DN499864
Registered Owner:	Elena Castaneda-Garcia Marcos Miguel Martinez
Owners Address:	[REDACTED]
Vehicle Towed By:	B&W Towing
Vehicle Location:	Boise City Vehicle Impound (released back to owner)

Driver:	Ruben Garcia
Address:	[REDACTED]
Age:	34
Height:	5'9"
Weight:	245lbs
License State:	ID
License Status:	Suspended

Vehicle Make:	Chevrolet
Vehicle Model:	Silverado
Vehicle Year:	1999
Vehicle Color:	Gold
Vehicle Plate:	1ANW950
Vehicle VIN:	1GCEK14VXE109608

Registered Owner: Gordon Glenn Vining
Dorothy J. Vining
Owners Address: [REDACTED]
Vehicle Towed By: B&W Towing
Vehicle Location: Boise City Vehicle Impound (released back to owner)

Driver: Jonathan Robert Calderon
Address: [REDACTED]
Age: 28
Height: 6'2"
Weight: 185lbs
License State: California
License Status: Valid

ENVIRONMENT

The collision took place at the curve where Highway 69 turns into East Avalon Street in Kuna, Idaho. Highway 69 has two southbound lanes and two northbound lanes with a center turn lane. Both sides of the roadway have shoulders.

The street is paved with asphalt. The lane marker lines on the road were in good condition and not obscured. The weather report from the Weather Underground website showed that the temperature around the time of the collision was 57-degrees and clear conditions. The posted speed limit on Highway 69 in the area of the collision is 45 MPH. The posted speed limit on East Avalon Street going into the curve is 45 MPH.

There were no streetlights or other sources of lighting in the area of the collision.

WITNESS STATEMENTS

ACSO Deputy Kyle Bilton

Boise Police Detective C. Roath interviewed Ada County Sheriff's Deputy Kyle Bilton about the entire incident. During the interview, Deputy Bilton stated he was stationary in his patrol vehicle at Columbia Road and Highway 69 and was watching for a vehicle that had just eluded Meridian Police. Deputy Bilton observed a vehicle with no head lights on and with the right turn signal activated travelling south on Highway 69. The vehicle matched the description of the vehicle that eluded Meridian Police.

Deputy Bilton turned south onto Highway 69 to conduct a traffic stop on the Nissan with his overhead lights and siren activated. The Nissan continued south on Highway 69. Deputy Bilton observed the

Nissan braking moments prior to impacting the Chevrolet as it approached the curve where Highway 69 turns into East Avalon Street.

INVESTIGATIVE ACTIONS

At Scene Observations

I responded to the area of Highway 69 and East Avalon Street shortly after the collision took place. Idaho State Police Corporal Kirill Fomin was taking measurements of the scene with a laser measuring instrument when I arrived. Corporal Fomin later provided me a scale diagram of the collision for my report (see Appendix A).

At the scene, I observed a silver 2013 Nissan Altima with major front-end damage. The Nissan had front and side airbag deployment. There was a deceased male, later identified as Ruben Garcia, in the driver's seat of the vehicle. The Nissan was facing north in the right north bound lane. There was a gold 1999 Chevrolet Silverado in the left northbound lane. The Chevrolet had major front-end damage, front airbag deployment and was facing northeast. There was a lot of debris in the roadway from both vehicles along with two large streaks of engine fluid coming from the vehicles and running westward down the slope of the road. A Kuna Police patrol vehicle (Idaho license #AC271) was stopped in the left southbound lane, north of the collision with its overhead lights still activated.

There were gouge marks in the left northbound lane of travel. Both vehicles came to final rest near the location of the gouge marks. North of the gouge marks was a critical speed scuff mark that crossed over the yellow lane marker line and continued to the area of the gouge marks. Based on these observations, it appeared the Nissan was travelling south on Highway 69, crossed over the center turn lane and collided with the Chevrolet that was travelling north in the left lane.

Critical Speed Scuff

Ofc. Harms, CSS Boynton and I measured the critical speed scuff. We used a hundred-foot measuring tape and a twenty-five-foot measuring tape to measure the scuff mark. The chord was 60 feet, and the middle ordinate was 8 inches taken at 30 feet.

Slope and Super-Elevation

After measuring the scuff mark, CSS Boynton and I measured the slope and super-elevation of the roadway. The first measurement was taken in the area where the Nissan started to cross into the center turn lane. The slope (north/south) measurement was .25 inches at 2-feet and the super-elevation measurement (east/west) was .75 inches at 2-feet. We then measured the slope and super-elevation near the area of impact. The slope was .50 inches at 2-feet and the super-elevation was 1 inch at 2-feet.

Friction Testing

Cpl. Chamberlin assisted me in completing friction testing at the area of the collision after I had completed my measurements. We used a Vericom VC4000 accelerometer mounted in Cpl. Chamberlin's patrol vehicle, a 2015 Ford Explorer Interceptor. We completed four runs with Anti-Lock Braking (ABS) disabled with the following drag factors 0.816, 0.731, 0.907, and 0.767. We then completed four runs

with ABS enabled with the following drag factors 0.842, 0.794, 0.746, and 0.738. These yielded an average drag factor of 0.81 with ABS disabled and an average drag factor of 0.78 with ABS enabled¹. These drag factors were used in all other calculations.

The Vericom was zero adjusted at the location of the collision so I did not need to add in the slope and super-elevation measurements into my calculations.

Speed Calculations

Based on the above critical speed skid and drag factor measurements, I calculated the average speed of the vehicle during the skid to be approximately **89.01 MPH** (with ABS enabled) and **90.71 MPH** (with ABS disabled)².

EDR DATA

ELECTRONIC DATA RECORDER (EDR) DOWNLOAD

On 8/26/2022, CSS Boynton assisted in imaging of the Airbag Control Module of the Chevrolet Silverado and Nissan Altima involved in the collision. Gordon Vining, the owner of the Chevrolet, and Elena Castaneda-Garcia, the owner of the Nissan, provided Det. Roath with consent to image the Airbag Control Modules and inspect the vehicles. At the completion of the imaging, CSS Boynton provided me a copy of the Bosch CDR reports.

SUMMARY OF EDR DATA

Nissan Altima

The Nissan Altima's Restraints Control Module (RCM) contained two Deployment Events. I began my review by first looking at the data limitations listed on the Bosch CDR report. A Deployment Event has higher priority than a Non-Priority Event, and cannot be interrupted or overwritten by another event. The data pertaining to a Deployment Event is locked after being recorded. However, a second event can still be recorded subsequently in the portion of the event memory which is not locked.

The two Deployment Events do not appear to be related to each other. The first deployment event occurred at 11351 ignition cycles and the second deployment event occurred at 19252 ignitions cycles. The first deployment event did not involve any airbag deployment. The second event did include frontal, side and pretensioner airbag deployment and indicated that the driver's seatbelt was fastened at the time of the event. The second deployment event also showed steering input consistent with the critical speed scuff marks where the vehicle is turning to the right as it approached the curve. The speeds in the second deployment event were also consistent with critical speed skid estimates.

¹ See Appendix A: Attachment 1

² See Appendix A: Attachment 2

Based on the observations above, the data in the second deployment event was consistent with the collision being investigated in this report.

Pre-Crash Data:

The pre-crash data recorded information from –5.0 seconds through 0.0 seconds in half second intervals. The file contained: MPH, Accelerator Pedal, % Full, Engine RPM, Motor RPM, Service Brakes (On, Off) and Steering Input (deg). The –0.5 second Pre-Crash data value is the data point last sampled before Algorithm Enabled (AE), meaning the last data point may have been captured just before AE but not more than .5 seconds before AE. All subsequent Pre-Crash data values are referenced from this data point. AE is the point the ACM triggers the airbag deployment.

Seconds before AE	Speed Vehicle indicated MPH	Accelerator Pedal, % Full	Engine RPM	Motor RPM	Service Brake (On, Off)	Steering Input (deg)
-5.0	106	Invalid	5100	5100	Off (Brake Not Activated)	-10
-4.5	107	Invalid	4700	4700	Off (Brake Not Activated)	-10
-4.0	107	Invalid	4000	4000	Off (Brake Not Activated)	-10
-3.5	107	Invalid	3600	3600	Off (Brake Not Activated)	-10
-3.0	107	Invalid	3300	3300	Off (Brake Not Activated)	-10
-2.5	107	Invalid	3200	3200	Off (Brake Not Activated)	-10
-2.0	107	Invalid	3000	3000	Off (Brake Not Activated)	-25
-1.5	104	Invalid	2800	2900	On (Brake Activated)	-55
-1.0	96	Invalid	2400	2800	On (Brake Activated)	-47.5
-0.5	88	Invalid	2100	2500	On (Brake Activated)	-62.5
0.0	88	Invalid	2100	2500	On (Brake Activated)	-62.5

Deployment Data:

The Deployment Data event showed the Nissan Altima was traveling 106 MPH five seconds before AE and decreased speed to 88 MPH -0.5 seconds before AE. At AE, the Nissan's speed was 88 MPH. The brakes were activated -1.5 seconds prior to AE.

The crash data is considered to be reliable for this collision's occurrence and is used for the below speed calculations.

Speed:

The Deployment Data event showed the Nissan Altima was traveling 88 MPH at AE. Using the Speed at Impact Model the Nissan was traveling between **84.48 MPH** and **91.52 MPH** at impact³.

Chevrolet Silverado

The Chevrolet Silverado's Restraints Control Module (RCM) listed Ignition Cycles at Deployment as "0" and the Ignition Cycles at Investigation as "20085." I was not able to reconcile the difference in ignition

³ See Appendix A: Attachment 3

cycles between deployment and investigation. Based on this observation, I did not use the data from the EDR download as part my investigation.

HEADLIGHT ANALYSIS

Nissan Altima

I examined the rear light bulbs on the Nissan (the frontend of the Nissan was too damaged to inspect). The brake lights and taillights were clear bulbs behind a red lens. The turn signal light was an orange bulb behind a clear lens. I inspected the light bulbs and did not see any evidence of hot shock in any of the bulbs, however it should be noted that that I could not make a conclusive determination as to whether the lights were on or off due to the distance of the bulbs from the area of impact. Robar and Ruotolo (2017) noted that if the bulb is greater than 3+/- feet from the impact, the bulb may have been ON and appear normal (106).⁴

Chevrolet Silverado

During my examination of the Chevrolet's light bulbs, I noted that the headlight switch was switched to off. According to the 1999 Chevrolet Silverado Owner's Manual, when it is dark enough outside, the *automatic headlamp system will turn on the headlamps at the normal brightness with other lamps such the taillamps, sidemarker, parking lamps and the instrument panel lights.* (p. 2-51)⁵ If the system was functioning correctly, the headlights would have been activated whether they were turned on or off.

I examined the rear light bulbs of the Chevrolet (the frontend of the Chevrolet was also too damage to inspect). The light bulbs were clear bulbs behind a red, orange, and clear lens. I inspected the light bulbs and did not see any evidence of hot shock in any of the bulbs. As mentioned above, due to the distance of the bulbs from the impact area, I was not able to determine if the rear lights were activated at the time of the collision.

After inspecting the rear light bulbs of the Chevrolet, I examined the 3rd brake light (located on the truck's cabin, above the rear window). The two light bulbs that are typically illuminated when the headlights are on were clear bulbs behind a clear lens. Each bulb had a single filament. The filaments on both bulbs were warped in a reverse U-shaped pattern indicating hot shock (see images below). Hot shock indicates the bulbs were incandescent at the time of the impact. The presence of hot shock on these bulbs, and not the rear lights, makes sense due to their closer proximity to the impact area.

Based on the light bulb analysis and the Chevrolet's automatic headlamp system, it is likely that the headlights were illuminated at the time of the collision.

⁴ Robar, N. F., & Ruotolo, G. L. (2017). *Advanced Traffic Crash Analysis* (2nd ed.). IPTM.

⁵ Chevrolet, I. (1999). The 1999 Chevrolet Silverado Owner's Manual. [www.chevrolet.com](https://www.chevrolet.com/bypass/pcf/gma-content-api/resources/sites/GMA/content/staging/MANUALS/0/MA44/en_US/2.0/Silverado.pdf). Retrieved October 9, 2022, from https://www.chevrolet.com/bypass/pcf/gma-content-api/resources/sites/GMA/content/staging/MANUALS/0/MA44/en_US/2.0/Silverado.pdf

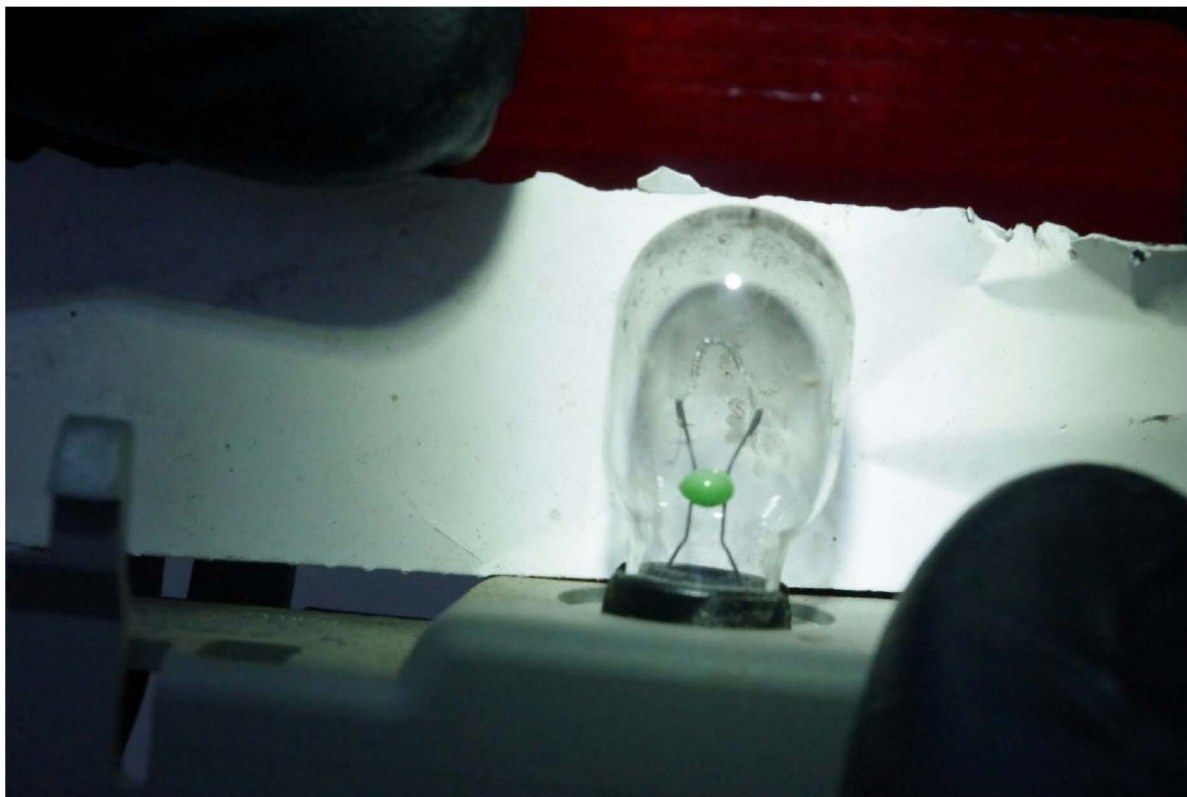


Fig. 1 – 3rd Brake Light Taillight

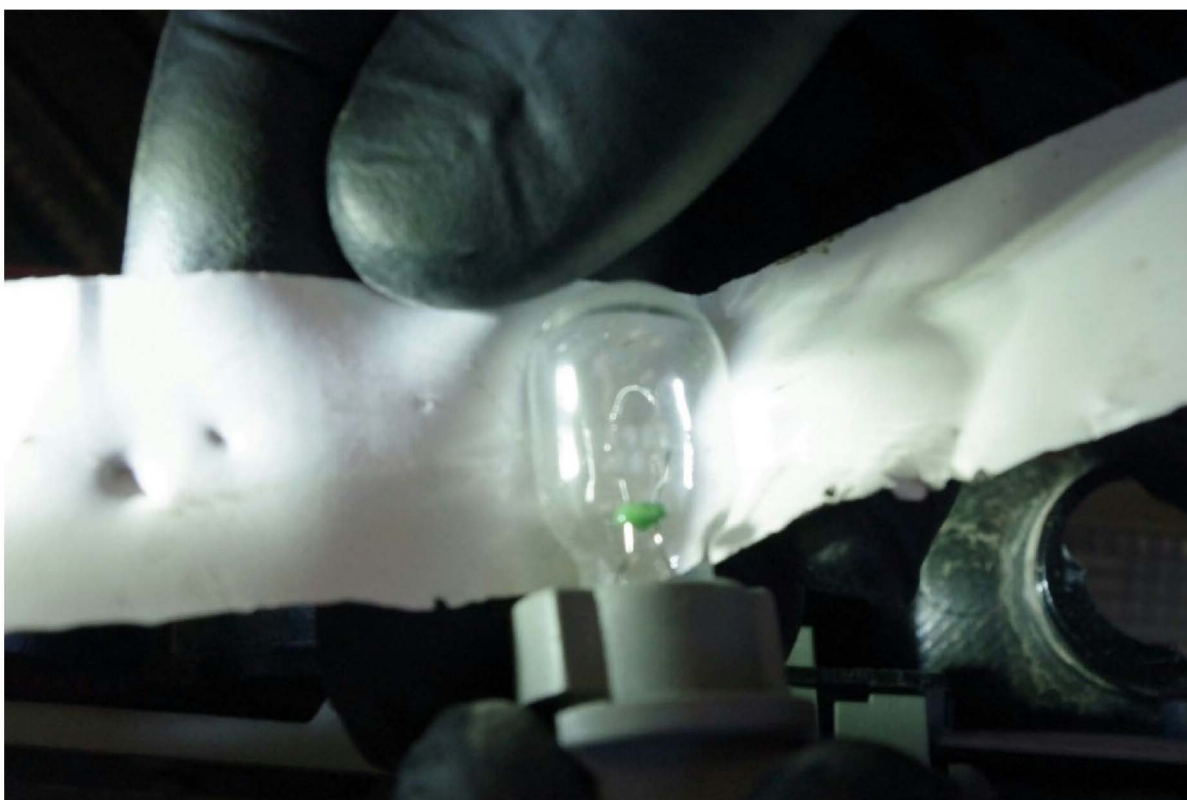


Fig. 2 – 3rd Brake Light Taillight

ADDITIONAL INVESTIGATIVE INFORMATION

During a search of the Nissan, I found seven empty 24-ounce aluminum cans of Budweiser beer in the front passenger side floorboard.

On 09-01-22, Det. Roath spoke with the Ada County Coroner's Office regarding the toxicology results regarding both Ruben Garcia and Jonathan Calderon. Ruben Garcia's blood alcohol (ethanol) was measured at .214. Jonathan Calderon's blood alcohol content was registered to be at .065. Refer to the Ada County Coroner's Office's report for further.

CONCLUSION

Based on Deputy Bilton's statement, roadway evidence and Airbag Control Module information, the Nissan Altima, driven by Ruben Garcia, was travelling southbound on Highway 69 at speeds exceeding 100MPH without its headlights activated. When the Nissan approached the large curve where Highway 69 turns into East Avalon Street in Kuna, Idaho, it went into a Critical Speed Yaw, with an average speed of 89.01 MPH (ABS enabled) and 90.71 MPH (ABS disabled). The Nissan then impacted the Chevrolet Silverado, that was traveling north on Highway 69, head-on at a speed between 84.48 MPH and 91.52 MPH. The Chevrolet was legally in its lane at the time of the collision.

Ruben Garcia, the driver of the Nissan, and Jonathan Calderon, the driver of the Chevrolet died as a result of the collision.

Ruben Garcia's toxicology results confirmed the presence of ethanol alcohol in his system that was measured at .214 and Jonathan Calderon's toxicology results confirmed the presence of ethanol alcohol in his system that was measured at .065.

REVIEWED ITEMS

ITS REPORT	
SUPPLEMENT REPORT	C. Roath (855) 8/2/2022, 8/17/2022, 8/25/2022
	T. Krueger (977) 8/10/2022
	P. Jagosh (654) 8/11/2022
	C. Smith (847) 8/5/2022
	K. Boynton (7828) 7/31/22, 8/28/2022
	J. Kendall (623) 9/1/2022
	T. Harms (696) 8/1/2022
	C. Chamberlain (632) 8/5/2022
	M. Canfield (844) 8/9/2022
Diagram of Scene	ISP Corporal K. Fomin
	Ada County Dispatch Log
	Ruben Garcia Toxicology Report
	Jonathan Calderon Toxicology Report
Botsch EDR Download	K. Boynton (7828)

APPENDIX A – MATH

Attachment #1: Friction Testing

ABS Test Values:

Test 1 = 0.842

Test 2 = 0.794

Test 3 = 0.746

Test 4 = 0.738

Non-ABS Test Values:

Test 1 = 0.816

Test 2 = 0.731

Test 3 = 0.907

Test 4 = 0.767

Average:

$$f_{avg} = \frac{\text{test 1} + \text{test 2} + \text{test 3} + \text{test 4}}{\text{total tests}}$$

$$f_{avg} = \frac{0.842 + 0.794 + 0.746 + 0.738}{4}$$

$$f_{avg} = \frac{3.12}{4}$$

$$f_{avg} = 0.78$$

$$f_{avg} = \frac{\text{test 1} + \text{test 2} + \text{test 3} + \text{test 4}}{\text{total tests}}$$

$$f_{avg} = \frac{0.816 + 0.731 + 0.907 + 0.767}{4}$$

$$f_{avg} = \frac{3.221}{4}$$

$$f_{avg} = 0.81$$

Attachment #2: Critical Speed Calculation

Radius:

$$r = \frac{C^2}{8(mo)} + \frac{mo}{2}$$

$$r = \frac{60^2}{8(0.66)} + \frac{0.66}{2}$$

$$r = \frac{3600}{5.28} + 0.33$$

$$r = 681.81 + 0.33$$

$$r = 682.14$$

Critical Speed:

$$\text{Radius} = 682.14$$

Drag Factor (f) with ABS = 0.78

$$s = 3.86\sqrt{r(f)}$$

$$s = 3.86\sqrt{682.14(0.78)}$$

$$s = 3.86\sqrt{532.06}$$

$$s = 3.86 (23.06)$$

$$s = 89.01 \text{ MPH}$$

Drag Factor (f) without ABS = 0.81

$$s = 3.86\sqrt{r(f)}$$

$$s = 3.86\sqrt{682.14(0.81)}$$

$$s = 3.86\sqrt{552.53}$$

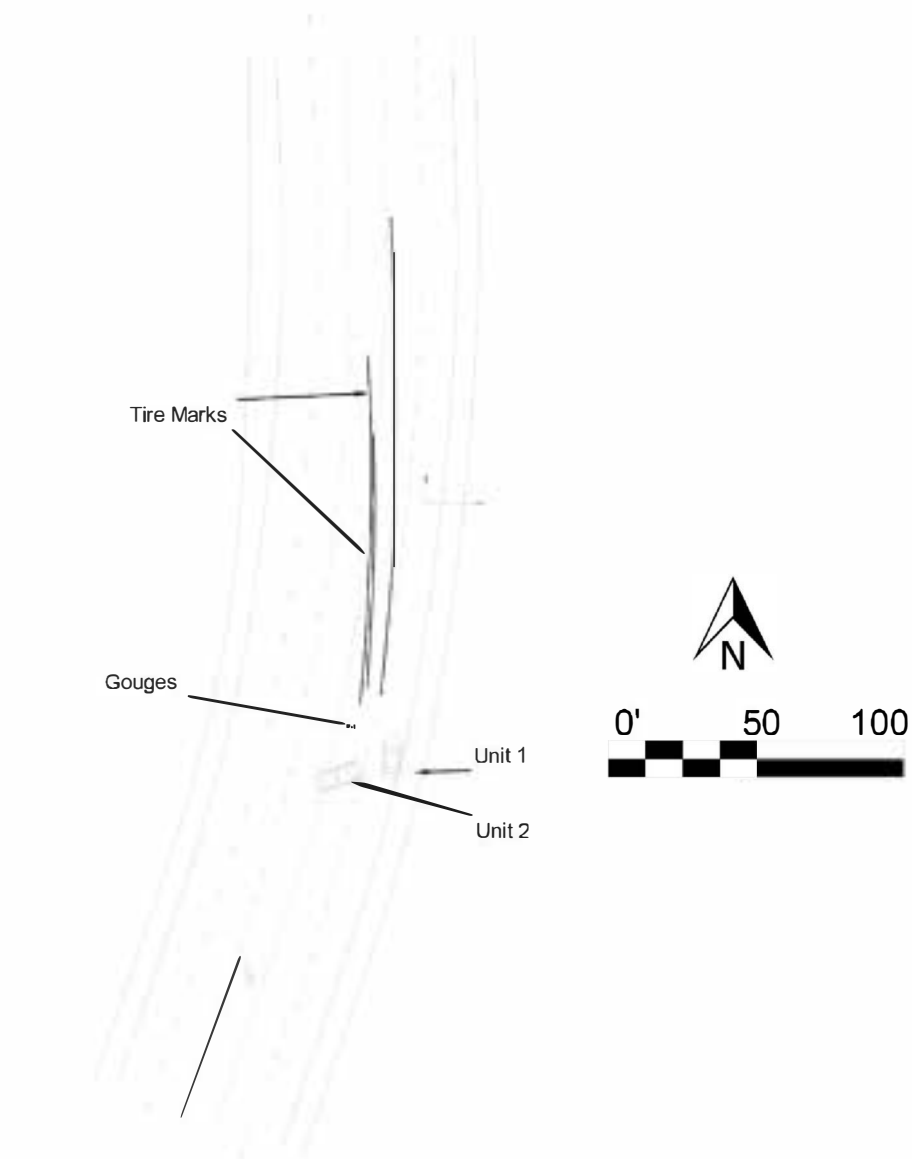
$$s = 3.86 (23.50)$$

$$s = 90.71 \text{ MPH}$$

Attachment #3: EDR Speed at Impact Model – Nissan Altima

	Speed at Impact	
	Minimum Speed	Maximum Speed
Last Speed Data Point	88 MPH	88 MPH
Possible Speed Loss due to braking between last data point and impact	-0	-0
Speed Underreporting due to slip	+0 MPH	+0 MPH
Gain/Loss to Speedometer Tolerance	-3.52 MPH	+3.52 MPH
	Minimum Speed 84.48 MPH	Maximum Speed 91.52 MPH

APPENDIX B – SCALE SCENE DIAGRAM



Idaho State Police
Case # B22002142
Crash Date: 07/31/2022
Investigating Agency: Boise Police Department
Measured/ Drawn by: Trooper K. Fomin
Location: Meridian Road near Deer Flat Road,
Ada County, Idaho

APPENDIX C – NISSAN ACM REPORT



DR# 2022-212478

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

CDR File Information

User Entered VIN	1N4AL3AP8DN499864
User	K. Boynton
Case Number	22-212478
EDR Data Imaging Date	08/26/2022
Crash Date	07/31/2022
Filename	1N4AL3AP8DN499864_ACM.CDRX
Saved on	Friday, August 26 2022 at 11:05:05
Imaged with CDR version	Crash Data Retrieval Tool 21.5
Imaged with Software Licensed to (Company Name)	Boise Police Department
Reported with CDR version	Crash Data Retrieval Tool 21.5
Reported with Software Licensed to (Company Name)	Boise Police Department
EDR Device Type	Airbag Control Module
Event(s) recovered	Event Record 1. Event Record 2

Comments

Location: Braniff
 Adapter: F00K-108387
 Cable: F00K-108780
 Consent Search: Consent Given By Elena Casteneda-Garcia
 Published Tire size: P215/60R16
 Actual Tire Size: P215/60R16
 ACM Number: Autoliv 620599800K TA 98820 3TA0C

Data Limitations**General Information:**

Data limitations are intended to assist in reading event data that has been imaged from the vehicle's Air bag Control Unit (ACU). Event data should be considered in conjunction with other available physical evidence from the vehicle and scene.

Airbag Control Unit (ACU)

- The Airbag Control Unit (ACU) can store two types of events: Non-Deployment Events and Deployment.
 - A Non-Deployment Event is a crash or other physical occurrence which causes the ACU algorithm to be activated, but in which deployment thresholds are not reached.
 - A Deployment Event is a crash or other physical occurrence which causes ACU deployment thresholds to be reached or exceeded. Depending on the vehicle model, one or more of the following may be activated during a Deployment Event: front air bags, seat-mounted side airbags, roof-mounted or door-mounted curtain air bags, pretensioners, or pop-up roll bars.
- The ACU can record up to two events. If additional events occur subsequently, the older of the two events already recorded (i.e. the one which occurred first) is overwritten.
 - A Non-Deployment Event can be overwritten by another Non-Deployment event, or by a Deployment Event.
 - A Deployment Event has higher priority than a Non-Deployment Event, and cannot be interrupted or overwritten by another event.
- The data pertaining to a Deployment Event is locked after being recorded. However, a second event can still be recorded subsequently in the portion of the event memory which is not locked.
- Event data includes both pre-crash data and crash data.
 - If the power supply to the ACU is lost during an event, all or part of the event data may not be recorded.
 - In addition to the recording of event data, the ACU has the ability to perform diagnostics and record Diagnostic Trouble Codes (DTCs).

Data Element Sign Convention:

The following table provides an explanation of the sign convention for data elements in the CDR report.

Data Element Name	Positive Sign Notation Indicates
Longitudinal Acceleration	Forward
Delta V, Longitudinal	Forward
Maximum Delta-V, Longitudinal	Forward
Lateral Acceleration	Left to Right
Delta V, Lateral	Left to Right
Maximum Delta-V, Lateral	Left to Right
Vehicle Roll Angle	Left to Right Rotation
Steering Input	Left Turn



DR# 2022-212478

- "Life Time Counter (sec)" indicates the elapsed time, in seconds, from the vehicle's first ignition activation until the start of the first recorded event. The counter is incremented whenever the vehicle's ignition is on. The counter is reset to 0 if the ACU is replaced.
- "Complete File Recorded" indicates whether a complete EDR data set has been stored after the event. "Yes" indicates that a complete data set has been recorded. "No" indicates that only a portion of the data set has been recorded, for example due to the power to the ACU being lost during the event.
- "Multi-Event, Number of Events (1, 2)" indicates the number of events which are stored during a given ignition cycle. A Multi-Event occurs whenever the time between Event 2 trigger threshold and Event 1 trigger threshold is less than or equal to 5 seconds during the same ignition cycle, and "2" will be recorded in this case. Otherwise, "1" will be recorded.
- "Air Bag Warning Lamp (On, Off)" indicates whether the ACU was in trouble mode or in normal operation mode at the time of the event. "On" indicates that the air bag warning lamp was illuminated at the time of the event, and the ACU was in trouble mode. "Off" indicates that the air bag warning lamp was not illuminated at the time of the event, and the ACU was in normal operation mode.
- "Frontal Air Bag Suppression Switch Status" indicates whether front passenger air bag deployment was suppressed at the time of the event. "On" indicates that the front passenger air bag was suppressed at the time of the event (deployment inhibited). "Off" indicates that the front passenger air bag was not suppressed at the time of the event (deployment enabled). This data will not be available for all vehicles.
- "Delta-V, Longitudinal" indicates the cumulative change in velocity along the longitudinal direction.
- "Acceleration, Longitudinal" indicates the rate of change of velocity with time along the longitudinal direction.
- "Delta-V, Lateral" indicates the cumulative change in velocity along the lateral direction.
- "Acceleration, Lateral" indicates the rate of change of velocity with time along the lateral direction.
- "Engine Throttle, % full" indicates the position of the accelerator pedal as a percentage of the fully depressed position.
- "Service Brake (On, Off)" indicates whether the service brake is activated ("On") or not activated ("Off").
- "Steering Input (deg)" indicates the angular displacement of the steering wheel measured in degrees. -250 deg indicates a 250 degree turn to the right of the steering wheel, 0 deg indicates the straight-ahead steering wheel position, and 250 deg indicates a 250 degree turn to the left of the steering wheel.
- The notation "CLP" indicates that the measurement captured by a sensor exceeded the design range of the sensor.
- "Seat Track Position Switch, Foremost, Status, Driver (Yes/No)" indicates whether the driver's seat is positioned within a designated threshold value of the most forward adjustment position. "Yes" indicates that the driver's seat is positioned within a designated threshold value of the most forward adjustment position. For all other adjustment positions, "No" is displayed. This data will not be available if the seat track position switch is not installed in the vehicle.
- "Occupant Size Classification, Right Front Passenger, Child (Yes/No)" indicates whether or not the right front passenger is classified as a child (as defined in 49 CFR part 572, subpart N or smaller). This data will not be available for all vehicles.
- "e-pedal ON/OFF Status" indicates whether "e-pedal" is activated (ON), or not activated (OFF). This data will not be available for all vehicles.
- "ABS Warning lamp, on/off" indicates whether "Anti-lock Brake System" was in trouble mode or in normal operation mode at the time of the event. This data will not be available for all vehicles.
- "AEB/FCW switch status ON/OFF (from ADAS)" indicates whether the switch of "Automatic Emergency Braking or Forward Collision Warning controlled by ADAS unit" was ON, or OFF at the time of the event. This data will not be available for all vehicles.
- "AEB Warning lamp (from ADAS)" indicates whether "Automatic Emergency Braking controlled by ADAS unit" was in trouble mode or in normal operation mode at the time of the event. This data will not be available for all vehicles.
- "ABS regulation status" indicates whether "Anti-lock Brake System" was activated (ABS in regulation), or not activated (no ABS regulation). This data will not be available for all vehicles.
- "VDC switch status ON/OFF" indicates whether the switch of "Vehicle Dynamic Control" is ON, or OFF. This data will not be available for all vehicles.
- "VDC status/warning" indicates whether "Vehicle Dynamic Control" was in normal operation mode and not activated (No failure and no control), in trouble mode and not activated (Failure), or in normal mode and activated (In active control). This data will not be available for all vehicles.
- "Adaptive Cruise Control status" indicates whether "Intelligent Cruise Control status" was activated (ACC activated), waiting (ACC waiting), suspended (ACC suspended), or not activated (No display request). This data will not be available for all vehicles.
- "AEB operating capability" indicates whether "Automatic Emergency Braking" was in trouble mode (Impossible to execute request) or in normal operation mode (Braking fully operational). This data will not be available for all vehicles.
- "AEB Brake request (from ADAS)" indicates whether "Automatic Emergency Braking controlled by ADAS unit" was activated (Brake Torque AEB Maximum), or not activated (No Brake Request). This data will not be available for all vehicles.
- "VIN retrieval from other ECU" indicates VIN data retrieval from other ECU when CDR connect to vehicle by using OBD system if available.
- "VIN retrieval from ACU" indicates VIN data retrieval from ACU. It will not be available for all vehicles.
- "Motor RPM" indicates RPM of motor used for vehicle drive on electric or hybrid vehicles. In case of ICE vehicles, this indicates input shaft revolution that is input to Gearbox. This data will not be available for all vehicles.
- "Motor RPM2" indicates RPM of motor used for vehicle drive on electric vehicles. This data will not be available for all vehicles.

Hexadecimal Data:

All data that has been specified for retrieval is shown in the Hexadecimal Data section of this report. However, the Hexadecimal Data section may contain data that is not translated by the CDR tool.

Data Sources:

- Crash data is measured internally in the ACU.
- Pre-crash data is not measured internally in the ACU, but is transmitted from other control units through the Controller Area Network (CAN).
- Pre-crash data and crash data are asynchronous.

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**DTCs at Time of Retrieval**

DTC	Status	Description
B1421	Current	FRONTAL COLLISION DETECTION
B1422	Current	SIDE COLLISION DETECTION
B0091	Current	B-PILLAR SATELLITE SENSOR LH [DISCONNECT]
B0096	Current	B-PILLAR SATELLITE SENSOR RH [DISCONNECT]
B0092	Current	C-PILLAR SATELLITE SENSOR LH [DISCONNECT]
B0097	Current	C-PILLAR SATELLITE SENSOR RH [DISCONNECT]
U1000	Current	(CAN COMMUNICATION FALER)
B0001	Current	DRIVER AIRBAG MODULE CIRCUIT [OPEN]
B0010	Current	ASSIST AIRBAG MODULE CIRCUIT [OPEN]
B1431	Current	FRONT PRE-TEN RH CIRCUIT [OPEN]
B1430	Current	FRONT PRE-TEN LH CIRCUIT [OPEN]
B00D5	Current	PASSENGER AIRBAG INDICATOR CIRCUIT [OPEN]
B1433	Current	FRONT PRE-TEN2 RH CIRCUIT [OPEN]
B1432	Current	FRONT PRE-TEN2 LH CIRCUIT [OPEN]
B0002	Current	DRIVER AIRBAG MODULE 2ND CIRCUIT [OPEN]
B0011	Current	ASSIST AIRBAG MODULE 2ND CIRCUIT [OPEN]
B00D5	Past	PASSENGER AIRBAG INDICATOR CIRCUIT [OPEN]
B142A	Past	IGN VOLTAGE [LOW]
B00A0	Past	OCCUPANT DETECTION SENSOR [POWER FAIL]
B1421	Past	FRONTAL COLLISION DETECTION
B1422	Past	SIDE COLLISION DETECTION
B00A0	Trouble Diag. Record	OCCUPANT DETECTION SENSOR [POWER FAIL]
B00D5	Trouble Diag. Record	PASSENGER AIRBAG INDICATOR CIRCUIT [OPEN]
B0020	Trouble Diag. Record	SIDE AIRBAG MODULE LH CIRCUIT [OPEN]
U1000	Trouble Diag. Record	(CAN COMMUNICATION FALER)



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**System Status at Event (Event Record 1)**

Life Time Counter (sec)	11867695
Complete File Recorded (Yes/No)	Yes (Complete)
Ignition Cycle, Crash	11351
Ignition Cycle, Download	19254
Multi-Event, Number of Events (1, 2)	1
Time from Event 1 to 2 (sec)	N/A
Safety Belt Status, Driver	On (Fastened)
Safety Belt Status, Right Front Passenger	Off (Unfastened)
Frontal Air Bag Warning Lamp (On, Off)	Off
Frontal Air Bag Suppression Switch Status	On (AS airbag inhibit)
Maximum Delta-V, Longitudinal (MPH [km/h])	-9 [-14]
Time, Maximum Delta-V, Longitudinal (msec)	300
Maximum Delta-V, Lateral (MPH [km/h])	2 [3]
Time, Maximum Delta-V, Lateral (msec)	132.5
Maximum Acceleration, Longitudinal (g)	-3.5
Time, Maximum Acceleration, Longitudinal (msec)	55
Maximum Acceleration, Lateral (g)	2
Time, Maximum Acceleration, Lateral (msec)	87.5

Deployment Command Data (Event Record 1)

Frontal Air Bag Deployment, Time to Deploy/First Stage, Driver (msec)	N/A
Frontal Air Bag Deployment, Time to Deploy/First Stage, Passenger (msec)	N/A
Frontal Air Bag Deployment, Time to 2nd Stage, Driver (msec)	N/A
Frontal Air Bag Deployment, Time to 2nd Stage, Right Front Passenger (msec)	N/A
Side Air Bag Deployment, Time to Deploy, Driver (msec)	N/A
Side Air Bag Deployment, Time to Deploy, Right Front Passenger (msec)	N/A
Side Curtain/Tube Air Bag Deployment, Time to Deploy, Driver Side (msec)	N/A
Side Curtain/Tube Air Bag Deployment, Time to Deploy, Right Side (msec)	N/A
Pretensioner Deployment, Time to Fire, Driver (msec)	N/A
Pretensioner Deployment, Time to Fire, Right Front Passenger (msec)	N/A



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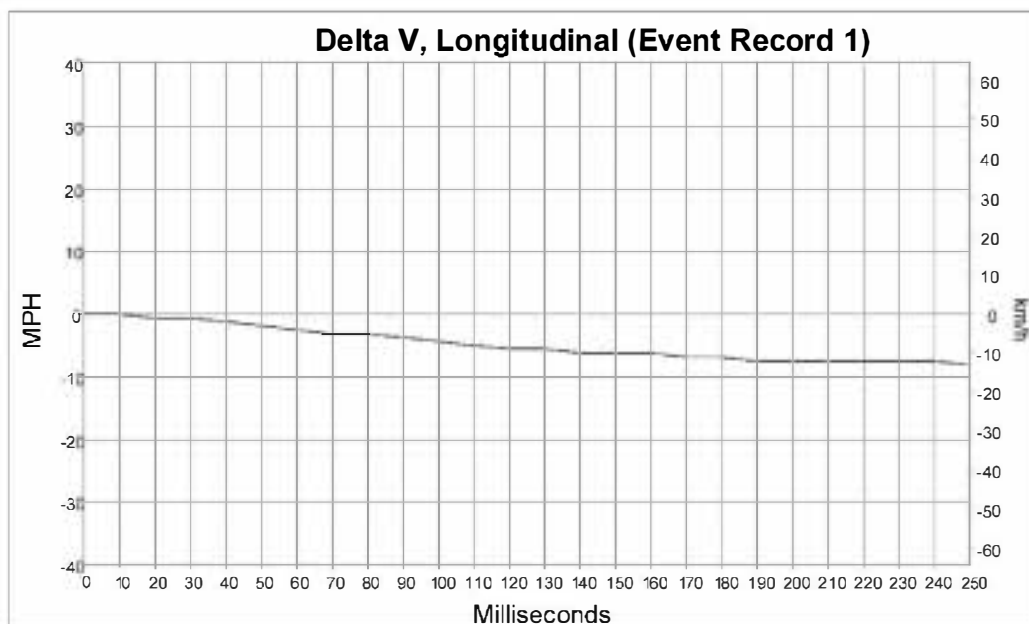
Pre-Crash Data -5 to 0 sec [2 samples/sec] (Event Record 1)

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

Time Stamp (sec)	Speed, Vehicle Indicated (MPH [km/h])	Accelerator Pedal, % full	Engine RPM	Motor RPM	Service Brake (On, Off)	Steering Input (deg)
-5.0	32 [52]	Invalid	1900	1500	Off (Brake Not Activated)	10
-4.5	34 [54]	Invalid	1500	1400	Off (Brake Not Activated)	10
-4.0	34 [55]	Invalid	1200	1200	Off (Brake Not Activated)	10
-3.5	34 [55]	Invalid	1100	1100	Off (Brake Not Activated)	10
-3.0	35 [56]	Invalid	1100	1100	Off (Brake Not Activated)	7.5
-2.5	35 [56]	Invalid	1100	1100	Off (Brake Not Activated)	7.5
-2.0	35 [56]	Invalid	1100	1100	Off (Brake Not Activated)	7.5
-1.5	35 [56]	Invalid	1100	1100	Off (Brake Not Activated)	7.5
-1.0	35 [56]	Invalid	1100	1100	On (Brake Activated)	-2.5
-0.5	25 [41]	Invalid	900	800	On (Brake Activated)	-55
0.0	24 [38]	Invalid	900	700	On (Brake Activated)	-52.5



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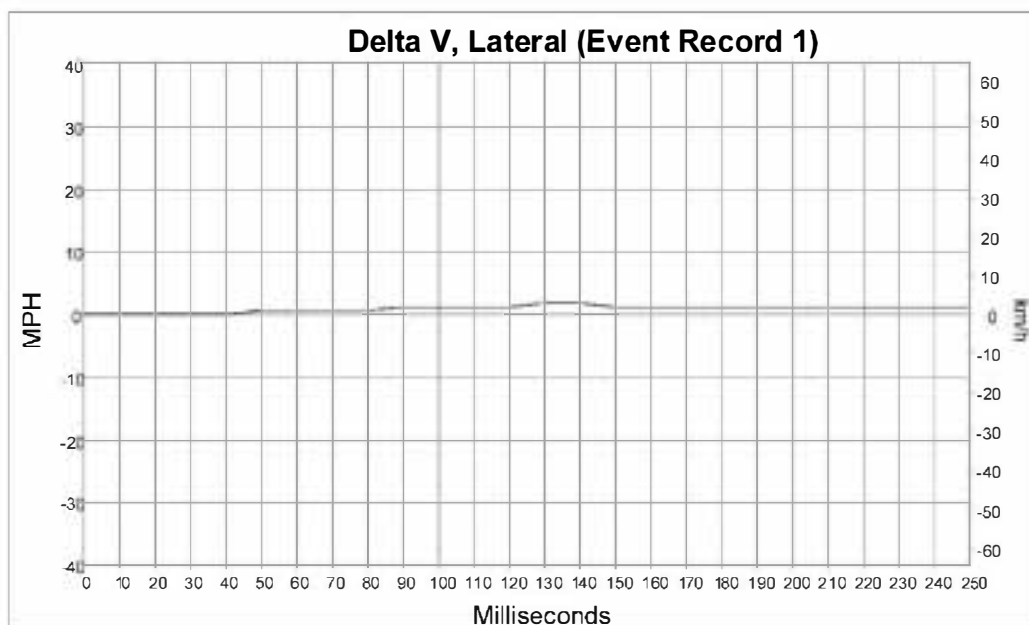


Longitudinal Delta V (Event Record 1)

Time (msec)	MPH [km/h]
0	0 [0]
10	0 [0]
20	-1 [-1]
30	-1 [-1]
40	-1 [-2]
50	-2 [-3]
60	-2 [-4]
70	-3 [-5]
80	-3 [-5]
90	-4 [-6]
100	-4 [-7]
110	-5 [-8]
120	-6 [-9]
130	-6 [-9]
140	-6 [-10]
150	-6 [-10]
160	-6 [-10]
170	-7 [-11]
180	-7 [-11]
190	-7 [-12]
200	-7 [-12]
210	-7 [-12]
220	-7 [-12]
230	-7 [-12]
240	-7 [-12]
250	-8 [-13]



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**Lateral Delta V (Event Record 1)**

Time (msec)	MPH [km/h]
0	0 [0]
10	0 [0]
20	0 [0]
30	0 [0]
40	0 [0]
50	1 [1]
60	1 [1]
70	1 [1]
80	1 [1]
90	1 [2]
100	1 [2]
110	1 [2]
120	1 [2]
130	2 [3]
140	2 [3]
150	1 [2]
160	1 [2]
170	1 [2]
180	1 [2]
190	1 [2]
200	1 [2]
210	1 [2]
220	1 [2]
230	1 [2]
240	1 [2]
250	1 [2]

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**System Status at Event (Event Record 2)**

Life Time Counter (sec)	21479515
Complete File Recorded (Yes/No)	Yes (Complete)
Ignition Cycle, Crash	19252
Ignition Cycle, Download	19254
Multi-Event, Number of Events (1, 2)	1
Time from Event 1 to 2 (sec)	N/A
Safety Belt Status, Driver	On (Fastened)
Safety Belt Status, Right Front Passenger	Off (Unfastened)
Frontal Air Bag Warning Lamp (On, Off)	Off
Frontal Air Bag Suppression Switch Status	On (AS airbag inhibit)
Maximum Delta-V, Longitudinal (MPH [km/h])	-49 [-79]
Time, Maximum Delta-V, Longitudinal (msec)	150
Maximum Delta-V, Lateral (MPH [km/h])	9 [14]
Time, Maximum Delta-V, Lateral (msec)	42.5
Maximum Acceleration, Longitudinal (g)	-49
Time, Maximum Acceleration, Longitudinal (msec)	12.5
Maximum Acceleration, Lateral (g)	49
Time, Maximum Acceleration, Lateral (msec)	12.5

Deployment Command Data (Event Record 2)

Frontal Air Bag Deployment, Time to Deploy/First Stage, Driver (msec)	3
Frontal Air Bag Deployment, Time to Deploy/First Stage, Passenger (msec)	N/A
Frontal Air Bag Deployment, Time to 2nd Stage, Driver (msec)	6
Frontal Air Bag Deployment, Time to 2nd Stage, Right Front Passenger (msec)	N/A
Side Air Bag Deployment, Time to Deploy, Driver (msec)	30
Side Air Bag Deployment, Time to Deploy, Right Front Passenger (msec)	31
Side Curtain/Tube Air Bag Deployment, Time to Deploy, Driver Side (msec)	30
Side Curtain/Tube Air Bag Deployment, Time to Deploy, Right Side (msec)	31
Pretensioner Deployment, Time to Fire, Driver (msec)	3
Pretensioner Deployment, Time to Fire, Right Front Passenger (msec)	3



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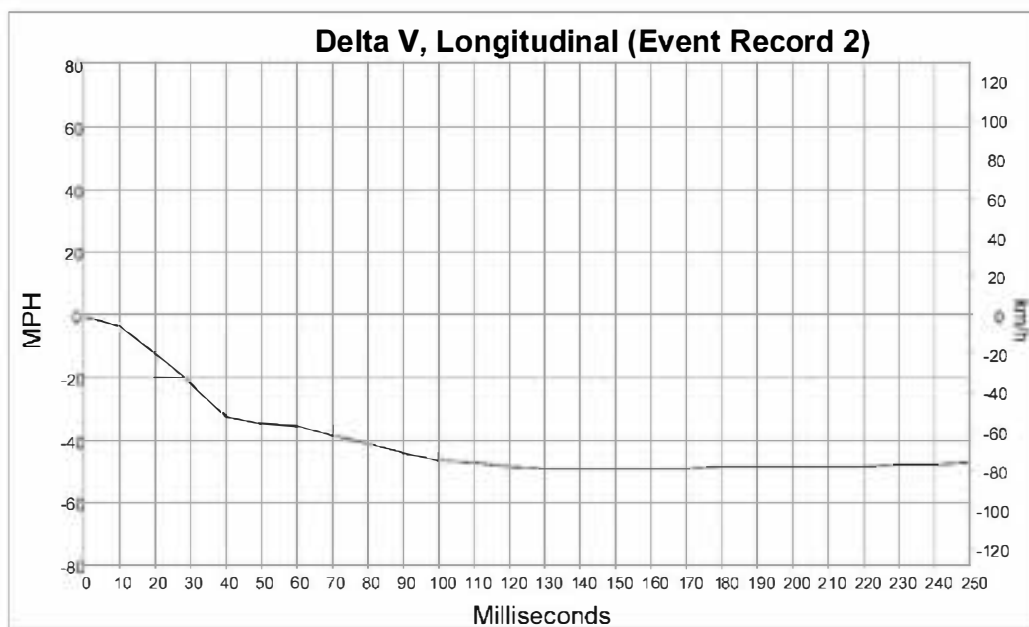
Pre-Crash Data -5 to 0 sec [2 samples/sec] (Event Record 2)

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

Time Stamp (sec)	Speed, Vehicle Indicated (MPH [km/h])	Accelerator Pedal, % full	Engine RPM	Motor RPM	Service Brake (On, Off)	Steering Input (deg)
-5.0	106 [171]	Invalid	5100	5100	Off (Brake Not Activated)	-10
-4.5	107 [172]	Invalid	4700	4700	Off (Brake Not Activated)	-10
-4.0	107 [172]	Invalid	4000	4000	Off (Brake Not Activated)	-10
-3.5	107 [173]	Invalid	3600	3600	Off (Brake Not Activated)	-10
-3.0	107 [173]	Invalid	3300	3300	Off (Brake Not Activated)	-10
-2.5	107 [172]	Invalid	3200	3200	Off (Brake Not Activated)	-10
-2.0	107 [172]	Invalid	3000	3000	Off (Brake Not Activated)	-25
-1.5	104 [168]	Invalid	2800	2900	On (Brake Activated)	-55
-1.0	98 [155]	Invalid	2400	2800	On (Brake Activated)	-47.5
-0.5	88 [141]	Invalid	2100	2500	On (Brake Activated)	-62.5
0.0	88 [141]	Invalid	2100	2500	On (Brake Activated)	-62.5



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Longitudinal Delta V (Event Record 2)

Time (msec)	MPH [km/h]
0	-1 [-1]
10	-4 [-6]
20	-12 [-20]
30	-22 [-35]
40	-32 [-52]
50	-35 [-56]
60	-35 [-57]
70	-39 [-62]
80	-41 [-66]
90	-44 [-71]
100	-47 [-75]
110	-47 [-76]
120	-48 [-78]
130	-49 [-79]
140	-49 [-79]
150	-49 [-79]
160	-49 [-79]
170	-49 [-79]
180	-48 [-78]
190	-48 [-78]
200	-48 [-78]
210	-48 [-78]
220	-48 [-78]
230	-48 [-77]
240	-48 [-77]
250	-47 [-76]

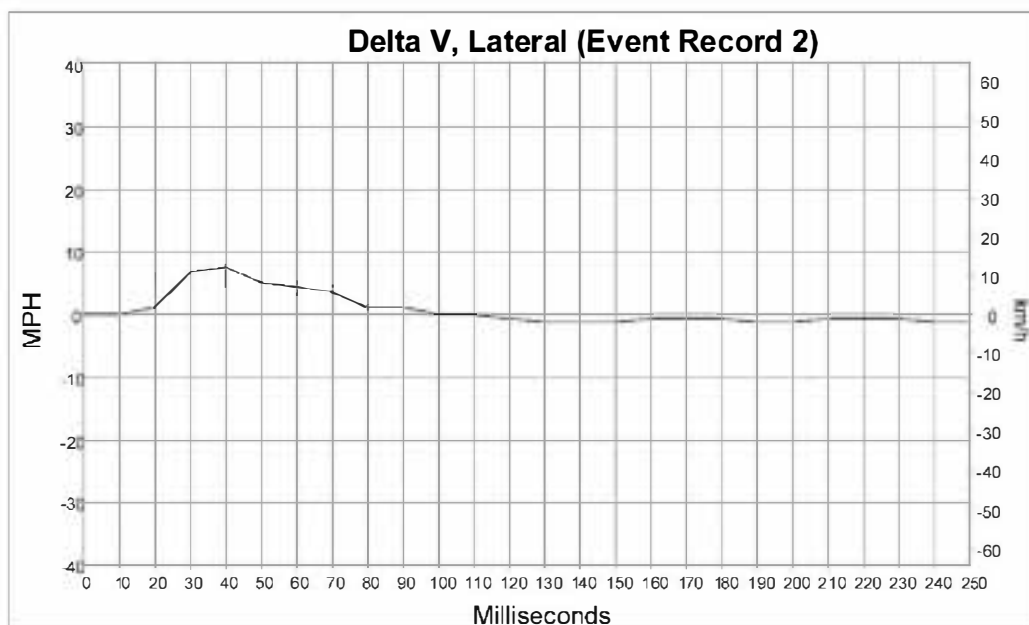
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CDR CRASH DATA
RETRIEVAL

Lateral Delta V (Event Record 2)

Time (msec)	MPH [km/h]
0	0 [0]
10	0 [0]
20	1 [2]
30	7 [11]
40	7 [12]
50	5 [8]
60	4 [7]
70	4 [6]
80	1 [2]
90	1 [2]
100	0 [0]
110	0 [0]
120	-1 [-1]
130	-1 [-2]
140	-1 [-2]
150	-1 [-2]
160	-1 [-1]
170	-1 [-1]
180	-1 [-1]
190	-1 [-2]
200	-1 [-2]
210	-1 [-1]
220	-1 [-1]
230	-1 [-1]
240	-1 [-2]
250	-1 [-2]

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Hexadecimal Data

```
61 01 FF C0 00 94 21 00 94 22 00 80 91 88 80 96 88 80 92 88 80 97 88 D0 00 01 80 01 13 80 10 13
94 31 13 94 30 13 80 D5 13 94 33 13 94 32 13 80 02 13 80 11 13 16 FF FF FF FF 00 05 00 EF

61 02 80 A0 00 FF FF 01 03 02 A2 92 00 80 D5 13 02 66 02 19 02 F3 B8 00 80 20 13 00 40 06 11 03
24 79 00 D0 00 01 00 00 01 12 03 5A 9B 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

61 03 80 D5 13 02 C9 08 04 04 64 A0 00 94 2A 16 01 92 02 12 04 63 6E 00 80 A0 00 01 01 02 12 04
63 6E 00 94 21 00 00 00 01 3F 04 66 79 01 94 22 00 00 00 01 3F 04 66 79 01 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

61 04 FA 00 03 81 00 00 02 FF FF CC 0A 00 00 00 00

61 06 00 00 00 01 01 01 01 01 01 01 01 01 01 01 01 03 06 03 06 03 06 FF FF FF FF FF 0A 03 03 03
FF FF FF 1D 1D 1D 03 03 03 1C 1C 1C FF FF FF 1F 1F 1E 1E FF FF FF FF FF FF 7F 7F 7F 7F 00 00
00 00 00 00 00 00 00 00 FF 38 FF FF 99 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00

61 19 00 00 00 01 00 00 00 01 00 00 00 01 00 00 00 01 00 00 00 01 00 00 00 01 00 00 00
00 01 00 00 00 01 00 00 00 01 00 00 00 01 00 00 00 01 00 00 00 01 00 00 00 01 00 00 00

61 1A 00 00 01 01 02 03 04 05 05 06 07 08 09 09 0A 0A 0A 0B 0B 0C 0C 0C 0C 0C 0C 0D 0E 78 00 34
00 36 00 37 00 37 00 38 00 38 00 38 00 38 00 29 00 26 FF FE FE FE FE FE FE FE FE FE FE FE FE
FF FE FE FE FE FE FE FE FE FE FE FE FE FE FE FE FE FE FE FE FE FE FE FE FE FE FE FE FE
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61 1B 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80
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61 1C 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F
7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F
04 00 04 00 04 00 04 00 03 00 03 00 03 00 03 FF FF FF EA FF EB 07 16 04 23 00 0F 00 0E 00 0C 00
0B 00 0B 00 0B 00 0B 00 0B 00 0B 00 0B 00 0B 00 0B 00 0B 00 0B 00 0B 00 0B 00 0B 00 0B
FF FF FF FF FF 00 25 16 2F

61 1D 01 06 14 23 34 38 39 3E 42 47 4B 4C 4E 4F 4F 4F 4F 4F 4E 4E 4E 4E 4E 4D 4D 4C 4F 3C 00 AB
00 AC 00 AC 00 AD 00 AD 00 AC 00 AC 00 AB 00 9B 00 8D 00 8D FF FE FE FE FE FE FE FE FE FE FE FE
FF FE FF FE FF FE FF FE FF FE FE 01 01 01 01 01 01 01 01 00 00 00 00 4B 34 4B 36 00 01 03 FF 01 FF 00
01 00 06 FF 1E 1F 1E 1F 03 03 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80
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61 1E 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80 80
0C 08 07 06 02 02 00 00 FF FE FE FE FF FF FF FE FE FE FF FE FE FE FE FE FE FE FE FE FE FE
00 21 00 20 00 1E 00 1C 00 18 00 15 00 15

61 1F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F
7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F
FC FF FC FF FC FF FC FF FC FF FC FF F6 FF EA FF ED FF E7 FF E7 62 05 62 05 00 33 00 2F 00 28 00
24 00 21 00 20 00 1E 00 1D 00 1C 00 19 00 19 FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
FF FF FF FF FF 01 47 C0 5B

61 83 33 54 41 30 43 07 31 44 32 07 01 01 01 02 00 21 00 07 00 03 32 20 20 83

59 02 09 94 21 00 09 94 22 00 09 80 91 88 09 80 96 88 09 80 92 88 09 80 97 88 09 80 00 01 09 80
01 13 09 80 10 13 09 94 31 13 09 94 30 13 09 80 D5 13 09 94 33 13 09 94 32 13 09 80 02 13 09 80
11 13 09
```



59 02 09 80 D5 13 09 94 2A 16 08 80 A0 00 08 94 21 00 09 94 22 00 09
59 0F 08 80 A0 00 08 80 D5 13 08 80 20 13 08 D0 00 01 08

1N4AL3AP8DN499864

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Printed on: Friday, August 26 2022 at 11:05:47



DR# 2022-212478

**Disclaimer of Liability**

The users of the CDR product and reviewers of the CDR reports and exported data shall ensure that data and information supplied is applicable to the vehicle, vehicle's system(s) and the vehicle ECU. Robert Bosch LLC and all its directors, officers, employees and members shall not be liable for damages arising out of or related to incorrect, incomplete or misinterpreted software and/or data. Robert Bosch LLC expressly excludes all liability for incidental, consequential, special or punitive damages arising from or related to the CDR data, CDR software or use thereof.

APPENDIX D – CHEVROLET ACM REPORT

DR# 2022-212478



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

CDR File Information

User Entered VIN	1GCEK14V1XE109608
User	K.Boynton
Case Number	22-212478
EDR Data Imaging Date	08/26/2022
Crash Date	07/31/2022
Filename	1GCEK14V1XE109608_ACM.CDRX
Saved on	Friday, August 26 2022 at 10:30:55
Imaged with CDR version	Crash Data Retrieval Tool 21.5
Imaged with Software Licensed to (Company Name)	Boise Police Department
Reported with CDR version	Crash Data Retrieval Tool 21.5
Reported with Software Licensed to (Company Name)	Boise Police Department
EDR Device Type	Airbag Control Module
Event(s) recovered	Deployment

Comments

Location: Braniff
 Search: Consent search Consent given by Elena Casteneda-Garcia
 Bench top download
 Cable: 02002888
 Published tire size: LT245/75R16C
 Actual tire size: LT245/75R16
 Air Bag control module: PN 16212295
 Serv Number: 16249007

Data Limitations**Recorded Crash Events:**

There are two types of Recorded Crash Events. The first is the Non-Deployment Event. A Non-Deployment Event records data but does not deploy the air bag(s). The SDM can store up to one Non-Deployment Event. This event can be overwritten by an event that has a greater SDM recorded longitudinal velocity change. This event will be cleared by the SDM, after approximately 250 ignition cycles. This event can be overwritten by a second Deployment Event, referred to as a Deployment Level Event, if the Non-Deployment Event is not locked. The data in the Non-Deployment Event file will be locked. If the Non-Deployment Event occurred within five seconds before a Deployment Event. A locked Non-Deployment Event cannot be overwritten or cleared by the SDM. The second type of SDM recorded crash event is the Deployment Event. The SDM can store up to two different Deployment Events, if they occur within five seconds of one another. If a Deployment Level Event occurs within five seconds after the Deployment Event, the Deployment Level Event will overwrite any non-locked Non-Deployment Event. Deployment Events cannot be overwritten or cleared by the SDM. Once the SDM has deployed an air bag, the SDM must be replaced.

Data:

-SDM Recorded Vehicle Longitudinal Velocity Change reflects the change in longitudinal velocity that the sensing system experienced during the recorded portion of the event. SDM Recorded Vehicle Longitudinal 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. The SDM records the first 300 milliseconds of Vehicle Longitudinal Velocity Change after Algorithm Enable. The maximum value that can be recorded for Vehicle Longitudinal Velocity Change is 56 MPH. Velocity Change data is displayed in SAE sign convention.
 -Driver's Belt Switch Circuit Status indicates the status of the driver's seat belt switch circuit
 -The Time between Non-Deployment and Deployment Events is displayed in seconds. If the time between the two events is greater than five seconds, "N/A" is displayed in place of the time.
 -If power to the SDM is lost during a crash event, all or part of the crash record may not be recorded. An indication of a loss of power would be if the ignition cycles at the event is recorded as zero. Data recorded after that may not be reliable, such as Time Between Non-Deployment and Deployment Events, Driver Belt Switch Circuit Status, and Passenger SIR Suppression Switch Circuit Status.
 All data should be examined in conjunction with other available physical evidence from the vehicle and scene.

Data Source:

All SDM recorded data is measured, calculated, and stored internally, except for the following:
 -The Driver's Belt Switch Circuit is wired directly to the SDM.

1GCEK14V1XE109608

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Printed on: Friday, August 26 2022 at 10:41:48

DR# 2022-212478



-The Passenger Front Air Bag Suppression Switch Circuit is wired directly to the SDM.

Hexadecimal Data:

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

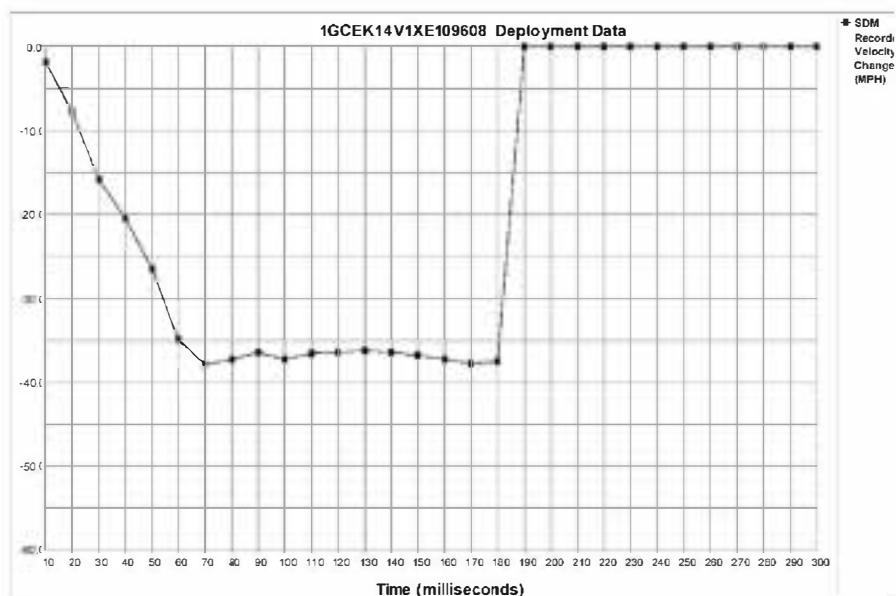
01033_SDMSXX_r003

DR# 2022-212478



System Status At Deployment

SIR Warning Lamp Status	OFF
Driver's Belt Switch Circuit Status	UNBUCKLED
Passenger SIR Suppression Switch Circuit Status (if equipped)	AirBag Not Suppressed
Ignition Cycles At Deployment	0
Ignition Cycles At Investigation	20085
Time From Algorithm Enable To Deployment Command (msec)	5
Time Between Non-Deployment And Deployment Events (sec)	N/A



Time (milliseconds)	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150
Recorded Velocity Change (MPH)	-1.76	-7.68	-15.80	-20.40	-26.55	-34.88	-37.96	-37.30	-36.42	-37.30	-36.64	-36.42	-36.20	-36.42	-36.66
Time (milliseconds)	160	170	180	190	200	210	220	230	240	250	260	270	280	290	300
Recorded Velocity Change (MPH)	-37.30	-37.74	-37.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

1GCEK14V1XE109608

Page 3 of 5

Printed on: Friday, August 26 2022 at 10:41:48

DR# 2022-212478



Hexadecimal Data

```

B600: 20 50 58 00 00 00 00 00
B608: 00 AA AA 00 00 00 00 00
B610: 00 AA AA 00 00 50 55 F9
B618: F9 F9 F9 F9 F9 F9 FF 00
B620: AA AA AA 00 00 00 00 7D
B628: 00 00 48 04 08 23 48 5D
B630: 79 9F AD AA A6 AA A7 A6
B638: A5 A6 A6 AA AC AB 00 00
B640: 00 00 00 00 00 00 00 00
B648: 00 00 00 00 00 00 00 00
B650: 00 00 00 00 00 00 00 00
B658: 00 00 00 00 00 00 00 00
B660: 00 00 00 00 00 00 00 00
B668: 00 00 00 00 00 00 00 00
B670: 00 00 00 00 00 00 00 00
B678: 00 00 00 00 00 00 00 00
B680: 00 00 00 00 00 00 00 00
B688: 00 00 00 00 7D FA 00 00
B690: 7D FA 00 00 7D FA 00 00
B698: 7D FA 00 00 00 00 00 00
B6A0: 00 00 00 00 7D FA 00 00
B6A8: 7D FA 50 55 00 00 81 00
B6B0: 00 00 00 00 00 00 00 00
B6B8: 00 00 00 00 00 9E 60 C4
B6C0: 3B 19 0E 00 00 64 02 00
B6C8: 00 AA 00 00 00 00 FF FF
B6D0: BE C8 CE BD B3 BE BE AC
B6D8: BD 6A B4 B7 D8 E0 00 00
B6E0: AA C8 12 FF AA 00 03 4B
B6E8: 27 AA 00 00 00 00 00 00
B6F0: FF 08 F0 05 50 06 12 11
B6F8: 58 A4 A4 A4 A4 A4 A4 A4
B700: A4 A4 A4 A4 B3 C9 D8 E7
B708: F4 41 44 48 4B FF FF FF
B710: FF FF FF FF FF FF FF FF
B718: FF FF FF FF FF FF FF FF
B720: FF FF FF FF FF FF FF FF
B728: FF FF FF FF FF FF FF FF
B730: FF FF FF FF FF FF FF FF
B738: FF FF FF FF FF FF FF FF
B740: FF FF FF FF FF FF FF FF
B748: FF FF FF FF FF FF FF FF
B750: FF FF FF FF FF FF FF FF
B758: FF FF FF FF FF FF FF FF
B760: FF 00 00 00 18 0A 10 00
B768: 00 AA 02 00 00 FF FF FF
B770: FF FF FF FF FF FF FF FF
B778: FF FF FF FF FF FF FF FF
B780: FF FF FF FF FF FF FF FF
B788: FF FF FF FF FF FF FF FF
B790: FF FF FF FF FF FF FF FF
B798: FF FF FF FF FF FF FF FF
B7A0: FF FF FF FF FF FF FF FF
B7A8: FF FF FF FF FF FF FF FF
B7B0: FF FF FF FF FF FF FF FF
B7B8: FF FF FF FF FF 00 00 AA
B7C0: 00 C2 0E 67 00 00 00 00
B7C8: 00 00 00 00 00 00 00 00
B7D0: 00 00 00 00 00 00 00 00
B7D8: 00 00 00 00 00 00 00 00
B7E0: 00 00 00 00 00 00 00 00
B7E8: 00 00 00 00 00 00 00 00
B7F0: 00 00 00 00 00 00 00 00

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Page 4 of 5

Printed on: Friday, August 26 2022 at 10:41:48



DR# 2022-212478

B7F8: 00 00 A5 A5 A5 A5 75 FD

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CITY of BOISE

BOISE POLICE DEPARTMENT

VEHICLE DISPOSITION REPORT

DR: BPD 2022-212478

FORM USE <input checked="" type="radio"/> ACCIDENT (49-1803A) <input type="radio"/> ARREST (49-1803A) <input type="radio"/> DUI <input type="radio"/> OTHER <input type="radio"/> SAFEKEEPING <input type="radio"/> STOLEN (49-1803) <input type="radio"/> ABANDONED (49-1804, 49-1806) <input type="radio"/> EXTRAORDINARY CIRCUMSTANCES (49-1803A) Identify: _____ <input type="radio"/> OTHER: _____	BPD EVIDENCE LOT <input checked="" type="radio"/> EVIDENCE (55-403) <input type="radio"/> SEIZURE (55-403)	DATA DATE: <u>07/13/22</u> TIME: <u>0700</u> OFFICER: <u>CHAMBERLAIN</u> BADGE #: <u>632</u> LOCATION: <u>N MERIDIAN / E KUNAWA</u> YEAR: <u>13</u> MAKE: <u>NISS</u> MODEL: <u>ALT</u> COLOR: <u>SIL</u> MILEAGE: _____ LIC. PLATE #: <u>1595534</u> STATE: <u>ID</u> EXP. DATE: <u>01/23</u> VIN: <u>1N4AL3AP8DN49864</u> VIN VERIFIED: <input type="radio"/> DASH <input type="radio"/> DOOR <input checked="" type="radio"/> OTHER KEYS: <input type="radio"/> JAIL <input type="radio"/> PROPERTY ROOM <input type="radio"/> NO KEYS <input type="radio"/> VEHICLE
---	---	---

ALL REGISTERED OWNERS/ADDRESSES <u>GUSTAF GARCIA, ELENA</u> <u>MARTINEZ, MARCOS MIGUEL</u> [REDACTED]	LIEN HOLDER/ADDRESS <u>CAPITAL FLEET</u> [REDACTED]	DRIVER NAME/ADDRESS <u>GARCIA, RUBEN</u> [REDACTED]
---	--	--

INVENTORY <input checked="" type="radio"/> AT SCENE <input type="radio"/> OTHER LOCATION <input type="radio"/> VDR-OWNER <input type="radio"/> VDR-DRIVER <input checked="" type="radio"/> VDR-VEH VEHICLE CONDITION: <input type="radio"/> GOOD <input checked="" type="radio"/> POOR <input checked="" type="radio"/> DAMAGED <input checked="" type="radio"/> DESTROYED <input type="radio"/> DRIVABLE <input checked="" type="radio"/> INOPERABLE _____ _____	VEHICLE VALUE: <input checked="" type="radio"/> UNDER \$750 <input type="radio"/> OVER \$750
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VEHICLE DISPOSITION <input type="radio"/> LEFT AT SCENE <input type="radio"/> DISPATCHED CLEARED VIA: <input checked="" type="radio"/> MDT <input type="radio"/> PHONE <input type="radio"/> TOW COMPANY PHONE <u>208-342-2541</u>			
TOWED BY: <u>B+W</u> <small>(TOW COMPANY NAME)</small>	TO: <u>BPD BRANCH LOT</u> <small>(LOT ADDRESS)</small>	BY: <u>Tim Brown</u> <small>(TOW DRIVER SIGNATURE)</small>	
DAILY STORAGE FEES: <input checked="" type="radio"/> NON-CONSENT TOW (First 24 hours free) LIGHT/MEDIUM DUTY: \$25.00 HEAVY DUTY: \$50.00 <input type="radio"/> CONSENT TOW (Verify w/tower) \$ _____			
HOLD FOR: <input checked="" type="radio"/> EVIDENCE <input type="radio"/> SEIZURE <input type="radio"/> SAFEKEEPING <input type="radio"/> DUI <input type="radio"/> OTHER: _____ <input type="radio"/> DUI CRITERIA FOR RELEASE - MUST BE 8 HOURS AFTER TIME OF ARREST: _____ <input type="radio"/> OTHER CRITERIA FOR RELEASE: _____			
CLEARED FOR RELEASE BY: _____ OWNER NOTIFIED: DATE: <u> </u> TIME: <u> </u>	BADGE #: _____ DATE: _____ TIME: _____		
RELEASED TO: _____ <small>(PRINT)</small>	_____ <small>(SIGNATURE)</small>	_____ <small>(DATE)</small>	
RELEASED BY: _____ <small>(PRINT)</small>	_____ <small>(SIGNATURE)</small>	_____ <small>(DATE)</small>	

POST STORAGE HEARING NOTIFICATION (I.S.C. 49-1805) - If your vehicle is towed for some reason other than "stolen" or "investigation," you are entitled to a Post-Storage Hearing to determine the validity of the storage. In order to receive a Post-Storage Hearing, owners or their agents must request the hearing in writing within ten (10) days of the date of this notice to the agency authorizing the tow. Any such hearing will be conducted within forty-eight (48) hours of request, excluding weekends and holidays.

BOISE CITY HALL: 150 N. Capitol Boulevard, Boise, Idaho 83702 | P: 208-972-8150 | TDD/TTY: 800-377-3529 | CITYOFBOISE.ORG

TICKET NUMBER
1031722212103



CERTIFIED AUTOMATED TRUCK SCALE

CAT SCALE COMPANY
P.O. BOX 630
WALCOTT, IA 52773
(877) 228-7225
www.catscale.com

THE CAT SCALE GUARANTEE
The CAT Scale Company guarantees that our scales will give an accurate weight. What makes us different from other scale companies is that we back up our guarantee with cash.©

WEIGH WHAT WE SAY OR WE PAY®

If you get an overweight fine from the state **AFTER** one of our CAT Scales showed a legal weight, we will immediately check our scale and we will:

- (1) Reimburse you for the cost of the overweight fine if our scale is wrong, **OR**
- (2) A representative of CAT Scale Company will appear in court **WITH** the driver as an expert witness if we believe our scale was correct.

IF YOU SHOULD GET AN OVERWEIGHT FINE, YOU SHOULD DO THE FOLLOWING TO GET THE PROBLEM RESOLVED:

- 1) Post bond and request a court date.
- 2) Call CAT Scale Company direct 24 hours a day at 1-877-CAT-SCALE, ext. 7 (Toll Free) or visit www.catscaleguarantee.com for instructions.
- 3) **IMMEDIATELY** send a copy of the citation, CAT Scale Ticket, your name, company, address, and phone number to CAT Scale Company Attn: Guarantee Department.

* The four weights shown below are separate weights. The GROSS WEIGHT is the CERTIFIED WEIGHT and was weighed on a full length platform scale. All weights are guaranteed by CAT Scale.

DATE: 7-31-22

STEER AXLE 6920 1b

DRIVE AXLE 14540 1b

TRAILER AXLE 00 1b

* GROSS WEIGHT 21460 1b

SCALE 317

LOCATION: BOISE TA

I 84 EXIT 54

BOISE ID

10:29

PUBLIC WEIGHMASTER'S
CERTIFICATE OF
WEIGHT & MEASURE

This is to certify that the following described merchandise was weighed, counted, or measured by a public or deputy weighmaster, and when properly signed and sealed shall be prima facie evidence of the accuracy of the weight shown as prescribed by law.

LIVESTOCK, PRODUCE, PROPERTY, COMMODITY, OR ARTICLE WEIGHED

FREIGHT ALL KINDS

COMPANY BW WRECKING

TRACTOR # 09

TRAILER # 0

WEIGH NUMBER
2103

FEE \$13.00

WEIGHMASTER OR
WEIGHER SIGNATURE

Jaay Gray

TICKET # OF
FULL \$ WEIGH
(IF REWEIGH)

CUSTOMER COPY

© CAT Scale® Reg 3075 5/21

WEIGH
FASTER
WITH OUR APP
FIND OUT MORE AT
WEIGHMYTRUCK.COM

DRIVER IN TRUCK UNLESS CHECKED HERE: *213 NISS*

WE'VE GOT YOUR BACK[®].

CAT Scale Guarantee

CAT Scale Company is devoted to serving the trucking industry. That's why we put customer satisfaction #1 and guarantee that our weights are accurate.

Our motto is Weigh What We Say or We Pay.[®] and we mean it!

If you get an overweight fine from the state after our scale showed you legal, we will immediately check our scale. If our scale is wrong, we will reimburse you for the fine. If our scale is correct, a representative of CAT Scale Company will appear in court with the driver as a witness.

The black and gold color combination used for truck weighing services is a registered service mark of CAT Scale Company.

U.S. Service Mark Reg. Nos.: 1,785,943 and
1,795,364

***#1 choice for drivers by providing
reliable, accurate services at a reasonable price.[™]***

TICKET NUMBER
1031722212108



CERTIFIED AUTOMATED TRUCK SCALE

CAT SCALE COMPANY
P.O. BOX 630
WALCOTT, IA 52773
(877) 228-7225
www.catscale.com

THE CAT SCALE GUARANTEE

The CAT Scale Company guarantees that our scales will give an accurate weight. What makes us different from other scale companies is that we back up our guarantee with cash.©

WEIGH WHAT WE SAY OR WE PAY®

If you get an overweight fine from the state **AFTER** one of our CAT Scales showed a legal weight, we will immediately check our scale and we will:

- (1) Reimburse you for the cost of the overweight fine if our scale is wrong, **OR**
- (2) A representative of CAT Scale Company will appear in court **WITH** the driver as an expert witness if we believe our scale was correct.

IF YOU SHOULD GET AN OVERWEIGHT FINE, YOU SHOULD DO THE FOLLOWING TO GET THE PROBLEM RESOLVED:

- 1) Post bond and request a court date.
- 2) Call CAT Scale Company direct 24 hours a day at 1-877-CAT-SCALE, ext. 7 (Toll Free) or visit www.catscaleguarantee.com for instructions.
- 3) **IMMEDIATELY** send a copy of the citation, CAT Scale Ticket, your name, company, address, and phone number to CAT Scale Company Attn: Guarantee Department.

* The four weights shown below are separate weights. The GROSS WEIGHT is the CERTIFIED WEIGHT and was weighed on a full length platform scale. All weights are guaranteed by CAT Scale.

DATE: 7-31-22

STEER AXLE 7120 1b

DRIVE AXLE 11220 1b

TRAILER AXLE 00 1b

* GROSS WEIGHT 18340 1b

SCALE: 317

LOCATION: BOISE TA

I 84 EXIT 54

BOISE ID

This is to certify that the following described merchandise was weighed, counted, or measured by a public or deputy weighmaster, and when properly signed and sealed shall be prima facia evidence of the accuracy of the weight shown as prescribed by law.

11:27

PUBLIC WEIGHMASTER'S
CERTIFICATE OF
WEIGHT & MEASURE

LIVESTOCK, PRODUCE, PROPERTY, COMMODITY, OR ARTICLE WEIGHED

FREIGHT ALL KINDS

COMPANY BW WRECKING

TRACTOR # 09

TRAILER # 0

FEE \$3.50

WEIGHMASTER OR
WEIGHER SIGNATURE

TICKET # OF
FULL \$ WEIGHT 1031722212103
(IF REWEIGH)

WEIGH NUMBER
2103

CUSTOMER COPY

© CAT Scale® Reg 3075 5/21

WEIGH
FASTER
WITH OUR APP
FIND OUT MORE AT
WEIGHMYTRUCK.COM

DRIVER IN TRUCK UNLESS CHECKED HERE: —

2013 NISS

WE'VE GOT YOUR BACK[®].

CAT Scale Guarantee

CAT Scale Company is devoted to serving the trucking industry. That's why we put customer satisfaction #1 and guarantee that our weights are accurate.

Our motto is Weigh What We Say or We Pay.[®] and we mean it!

If you get an overweight fine from the state after our scale showed you legal, we will immediately check our scale. If our scale is wrong, we will reimburse you for the fine. If our scale is correct, a representative of CAT Scale Company will appear in court with the driver as a witness.

The black and gold color combination used for truck weighing services is a registered service mark of CAT Scale Company.

U.S. Service Mark Reg. Nos.: 1,785,943 and
1,795,364

**#1 choice for drivers by providing
reliable, accurate services at a reasonable price.[™]**

TICKET NUMBER
1031722212105



CERTIFIED AUTOMATED TRUCK SCALE

CAT SCALE COMPANY
P.O. BOX 630
WALCOTT, IA 52773
(877) 228-7225
www.catscale.com

THE CAT SCALE GUARANTEE
The CAT Scale Company guarantees that our scales will give an accurate weight. What makes us different from other scale companies is that we back up our guarantee with cash.©

WEIGH WHAT WE SAY OR WE PAY®

If you get an overweight fine from the state **AFTER** one of our CAT Scales showed a legal weight, we will immediately check our scale and we will:

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- (2) A representative of CAT Scale Company will appear in court **WITH** the driver as an expert witness if we believe our scale was correct.

**WEIGH
FASTER
WITH OUR APP
FIND OUT MORE AT
WEIGHMYTRUCK.COM**

IF YOU SHOULD GET AN OVERWEIGHT FINE, YOU SHOULD DO THE FOLLOWING TO GET THE PROBLEM RESOLVED:

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- 2) Call CAT Scale Company direct 24 hours a day at 1-877-CAT-SCALE, ext. 7 (Toll Free) or visit www.catscaleguarantee.com for instructions.
- 3) **IMMEDIATELY** send a copy of the citation, CAT Scale Ticket, your name, company, address, and phone number to CAT Scale Company Attn: Guarantee Department.

* The four weights shown below are separate weights. The GROSS WEIGHT is the CERTIFIED WEIGHT and was weighed on a full length platform scale. All weights are guaranteed by CAT Scale.

DATE: 7-31-22

STEER AXLE	7040	1 b
DRIVE AXLE	17520	1 b
TRAILER AXLE	00	1 b
* GROSS WEIGHT	24560	1 b

SCALE 317

LOCATION: BOISE TA
I 84 EXIT 54
BOISE ID

This is to certify that the following described merchandise was weighed, counted, or measured by a public or deputy weighmaster, and when properly signed and sealed shall be prima facia evidence of the accuracy of the weight shown as prescribed by law.

10:31
PUBLIC WEIGHMASTER'S
CERTIFICATE OF
WEIGHT & MEASURE

BPD 2022-212478

1999 CH2V

DRIVER IN TRUCK UNLESS CHECKED HERE: _____

LIVESTOCK, PRODUCE, PROPERTY, COMMODITY, OR ARTICLE WEIGHED FREIGHT ALL KINDS

COMPANY B N W RECKERS TRACTOR # 8 TRAILER # 00

WEIGH NUMBER
2105

FEE \$13.00 WEIGHMASTER OR
WEIGHER SIGNATURE [Signature] TICKET # OF
FULL \$ WEIGH
(IF REWEIGH)

WE'VE GOT YOUR BACK[®].

CAT Scale Guarantee

CAT Scale Company is devoted to serving the trucking industry. That's why we put customer satisfaction #1 and guarantee that our weights are accurate.

Our motto is Weigh What We Say or We Pay.[®] and we mean it!

If you get an overweight fine from the state after our scale showed you legal, we will immediately check our scale. If our scale is wrong, we will reimburse you for the fine. If our scale is correct, a representative of CAT Scale Company will appear in court with the driver as a witness.

The black and gold color combination used for truck weighing services is a registered service mark of CAT Scale Company.

U.S. Service Mark Reg. Nos.: 1,785,943 and
1,795,364

***#1 choice for drivers by providing
reliable, accurate services at a reasonable price.[™]***

TICKET NUMBER
1031722212107



CERTIFIED AUTOMATED TRUCK SCALE

CAT SCALE COMPANY
P.O. BOX 630
WALCOTT, IA 52773
(877) 228-7225
www.catscale.com

11:25

PUBLIC WEIGHMASTER'S
CERTIFICATE OF
WEIGHT & MEASURE

WEIGH NUMBER
2105

CUSTOMER COPY

THE CAT SCALE GUARANTEE

The CAT Scale Company guarantees that our scales will give an accurate weight. What makes us different from other scale companies is that we back up our guarantee with cash.©

WEIGH WHAT WE SAY OR WE PAY®

If you get an overweight fine from the state **AFTER** one of our CAT Scales showed a legal weight, we will immediately check our scale and we will:

- (1) Reimburse you for the cost of the overweight fine if our scale is wrong, **OR**
- (2) A representative of CAT Scale Company will appear in court **WITH** the driver as an expert witness if we believe our scale was correct.

IF YOU SHOULD GET AN OVERWEIGHT FINE, YOU SHOULD DO THE FOLLOWING TO GET THE PROBLEM RESOLVED:

- 1) Post bond and request a court date.
- 2) Call CAT Scale Company direct 24 hours a day at 1-877-CAT-SCALE, ext. 7 (Toll Free) or visit www.catscaleguarantee.com for instructions.
- 3) **IMMEDIATELY** send a copy of the citation, CAT Scale Ticket, your name, company, address, and phone number to CAT Scale Company Attn: Guarantee Department.

* The four weights shown below are separate weights. The GROSS WEIGHT is the CERTIFIED WEIGHT and was weighed on a full length platform scale. All weights are guaranteed by CAT Scale.

DATE: 7-31-22

SCALE 317

LOCATION: BOISE TA
I 84 EXIT 54
BOISE ID

STEER AXLE	7800	1b
DRIVE AXLE	12160	1b
TRAILER AXLE	00	1b
* GROSS WEIGHT	19960	1b

This is to certify that the following described merchandise was weighed, counted, or measured by a public or deputy weighmaster, and when properly signed and sealed shall be prima facie evidence of the accuracy of the weight shown as prescribed by law.

LIVESTOCK, PRODUCE, PROPERTY, COMMODITY, OR ARTICLE WEIGHED

FREIGHT ALL KINDS

COMPANY B N W RECKERS

TRACTOR # 8 TRAILER # 00

FEE \$3.50

WEIGHMASTER OR
WEIGHER SIGNATURE

TICKET # OF
FULL \$ WEIGH 1031722212105
(IF REWEIGH)

WEIGH
FASTER
WITH OUR APP
FIND OUT MORE AT
WEIGHMYTRUCK.COM

DRIVER IN TRUCK UNLESS CHECKED HERE: _____

1999 CITEV

844 212-2200 BDD

WE'VE GOT YOUR BACK[®].

CAT Scale Guarantee

CAT Scale Company is devoted to serving the trucking industry. That's why we put customer satisfaction #1 and guarantee that our weights are accurate.

Our motto is Weigh What We Say or We Pay.[®] and we mean it!

If you get an overweight fine from the state after our scale showed you legal, we will immediately check our scale. If our scale is wrong, we will reimburse you for the fine. If our scale is correct, a representative of CAT Scale Company will appear in court with the driver as a witness.

The black and gold color combination used for truck weighing services is a registered service mark of CAT Scale Company.

U.S. Service Mark Reg. Nos.: 1,785,943 and
1,795,364

**#1 choice for drivers by providing
reliable, accurate services at a reasonable price.[™]**

ADA COUNTY

CRITICAL INCIDENT TASK FORCE

PROPERTY INVOICE

CITF Case Number:		Page <u>1</u>
<u>22-212478</u>		
DATE:	<u>7/31/22</u>	TIME: <u>0346</u> hrs
Property Codes*		
E = Evidence S = Safekeeping F = Found O = Other (Specify)		

Lead Agency ☐ ACSO ☒ BPD ☐ GCPD ☐ MPD ☐ ISP

SECONDARY DR #: 22-6578	INVOLVED AGENCY: ACSO	UNDERLYING OFFENSE: Unknown	<input type="checkbox"/> Misdemeanor <input type="checkbox"/> Felony
----------------------------	--------------------------	--------------------------------	---

[illegible]

HOW PROPERTY OBTAINED/DETAILS OF INCIDENT

BOOKING OFFICER: <i>M Canfield</i>	ADA: <i>844</i>	APPROVED BY: <i>Miller #693</i>	ADA:
---------------------------------------	--------------------	------------------------------------	------



CITY of BOISE

BOISE POLICE DEPARTMENT

VEHICLE DISPOSITION REPORT

DR: BPD 2022-212478

FORM USE <input checked="" type="radio"/> ACCIDENT (49-1803A) <input type="radio"/> ARREST (49-1803A) <input type="radio"/> DUI <input type="radio"/> OTHER <input type="radio"/> SAFEKEEPING <input type="radio"/> STOLEN (49-1803) <input type="radio"/> ABANDONED (49-1804, 49-1806) <input type="radio"/> EXTRAORDINARY CIRCUMSTANCES (49-1803A) Identify: _____ <input type="radio"/> OTHER: _____	BPD EVIDENCE LOT <input checked="" type="radio"/> EVIDENCE (55-403) <input type="radio"/> SEIZURE (55-403)	DATA DATE: <u>07/31/22</u> TIME: <u>0700</u> OFFICER: <u>CAMPBELL</u> BADGE #: <u>652</u> LOCATION: <u>N MEXICAN RD / EKUN RD</u> YEAR: <u>99</u> MAKE: <u>CHEV</u> MODEL: <u>SILV</u> COLOR: <u>GRY</u> MILEAGE: <u> </u> LIC. PLATE #: <u>1ANW50</u> STATE: <u>ID</u> EXP. DATE: <u>07/23</u> VIN: <u>1GCEK14V1X109608</u> VIN VERIFIED: <input type="radio"/> DASH <input type="radio"/> DOOR <input checked="" type="radio"/> OTHER KEYS: <input type="radio"/> JAIL <input type="radio"/> PROPERTY ROOM <input type="radio"/> NO KEYS <input type="radio"/> VEHICLE
--	---	--

ALL REGISTERED OWNERS/ADDRESSES <u>WINTER, GORDON + DAUGHTER</u> 	LIEN HOLDER/ADDRESS 	DRIVER NAME/ADDRESS <u>CLOERON, JONATHAN R</u>
---	-------------------------	---

INVENTORY <input checked="" type="radio"/> AT SCENE <input type="radio"/> OTHER LOCATION <input type="radio"/> VDR-OWNER <input type="radio"/> VDR-DRIVER <input checked="" type="radio"/> VDR-VEH VEHICLE CONDITION: <input type="radio"/> GOOD <input checked="" type="radio"/> POOR <input checked="" type="radio"/> DAMAGED <input checked="" type="radio"/> DESTROYED <input type="radio"/> DRIVABLE <input checked="" type="radio"/> INOPERABLE	VEHICLE VALUE: <input checked="" type="radio"/> UNDER \$750 <input type="radio"/> OVER \$750
--	--

VEHICLE DISPOSITION <input type="radio"/> LEFT AT SCENE <input type="radio"/> DISPATCHED CLEARED VIA: <input checked="" type="radio"/> MDT <input type="radio"/> PHONE <input checked="" type="radio"/> TOW COMPANY PHONE <u>208-342-2541</u> TOWED BY: <u>B+W</u> (TOW COMPANY NAME) TO: <u>BPD BEAN-ICE LOT</u> (LOT ADDRESS) BY: <u>[Signature]</u> (TOW DRIVER SIGNATURE)
--

DAILY STORAGE FEES: <input type="radio"/> NON-CONSENT TOW (First 24 hours free) LIGHT/MEDIUM DUTY: \$25.00 HEAVY DUTY: \$50.00 <input type="radio"/> CONSENT TOW (Verify w/tower) \$ _____
--

HOLD FOR: <input checked="" type="radio"/> EVIDENCE <input type="radio"/> SEIZURE <input type="radio"/> SAFEKEEPING <input type="radio"/> DUI <input type="radio"/> OTHER: _____ <input type="radio"/> DUI CRITERIA FOR RELEASE - MUST BE 8 HOURS AFTER TIME OF ARREST: <input type="radio"/> OTHER CRITERIA FOR RELEASE: _____

CLEARED FOR RELEASE BY: <u>DET RANT</u> BADGE #: <u>855</u> DATE: <u>2-23-22</u> TIME: <u>1200</u> OWNER NOTIFIED: DATE: _____ TIME: _____ RELEASED TO: <u>TORCH TOW</u> (PRINT) <u>[Signature]</u> (SIGNATURE) <u>2-23-22</u> (DATE) RELEASED BY: <u>RANT</u> (PRINT) <u>[Signature]</u> (SIGNATURE) <u>2-23-22</u> (DATE)
--

POST STORAGE HEARING NOTIFICATION (I.S.C. 49-1805) - If your vehicle is towed for some reason other than "stolen" or "investigation," you are entitled to a Post-Storage Hearing to determine the validity of the storage. In order to receive a Post-Storage Hearing, owners or their agents must request the hearing in writing within ten (10) days of the date of this notice to the agency authorizing the tow. Any such hearing will be conducted within forty-eight (48) hours of request, excluding weekends and holidays.

BOISE CITY HALL: 150 N. Capitol Boulevard, Boise, Idaho 83702 | P: 208-972-8150 | TDD/TTY: 800-377-3529 | CITYOFBOISE.ORG



BOISE POLICE DEPARTMENT

MAYOR: Lauren McLean | CHIEF: Ryan Lee

RELEASE OF EVIDENCE VEHICLE

D.R. # 22-212478

Date: 9/23/22

I, DET Roath, released the following vehicle from the Boise Police
Print City Employee's Name
 Department Impound Lot located at [REDACTED] Boise, Idaho 83716-9613.

VIN: 1GCEK14V1XE109608
 Make: CHEVROLET
 Year: 1999

Plate Number: 1ANW950
 Model: SILVERADO
 Color: GOLD

Legal Owner Information:

VINING, GORDON
 VINNG, DOROTHY
 [REDACTED]

Authorized Agent:

TORCH TOWING

Authorized Agent verified by:

☒ Driver's License # [REDACTED]

Expires: 10-4-23

Signature for Release:

Michael Grace
 NAME PRINTED

[Signature]
 SIGNATURE

Date 9-23-22

DET Roath Ada # 855
 City of Boise Representative (If Applicable)

Date 9-23-22

Vehicle release was approved by C. ROATH 9/21/22C

**B&W Wrecker Service**

20 S. Garden St., Boise ID 83705

Phone: (208) 342-2541 | Fax: (208) 343-6247

www.bwwrecker.com

Invoice**#40768**

Printed 8/1/2022

POLICE EVIDENCE - BOISE CITY POLICE DEPARTMENT

P.O. BOX 500

Boise ID 83701-0500

Invoice # 40768
Purchase Order Number 28543
Call # 40768
Tow Reason Accident
Date/Time Completed 7/31/2022 @ 11:37 AM

Authorized by POLICE EVIDENCE - BOISE CITY POLICE DEPARTMENT

Boise ID

Tow From Meridian Road & Kuna Road, Boise, Idaho**Tow To** Boise, ID 83716, USA

Year	Make	Model	Color	VIN	Plate	Odometer
1999	Chevrolet	Silverado 1500	Gold	1GCEK14V1XE109608	1A NW950 ID	

Charge Description	Quantity	Price	Line Total
Loaded/Hooked Mileage	3	\$20.00	\$60.00
Tow Evidence (to Braniff)	1	\$95.00	\$95.00
Clean Up	1	\$125.00	\$125.00
Floor Dry	2	\$15.00	\$30.00
Grand Total			\$310.00
Amount Due:			\$310.00

B&W Wrecker Service always appreciates your business! If you have any questions or comments please call us at (208) 342-2541. If you are satisfied with your service please leave us A review on Google, we're always interested to hear your feedback!

Signature: _____

USDOT: 0004485

**B&W Wrecker Service**

20 S. Garden St., Boise ID 83705
 Phone: (208) 342-2541 | Fax: (208) 343-6247
 www.bwwrecker.com

Invoice**#41409**

Printed 9/14/2022

BOISE POLICE DEPT.
 333 N Mark Stall Place
 BOISE ID 83704

Invoice #	41409	Authorized by	BOISE POLICE DEPT.
Purchase Order Number	26058		
Call #	41409		333 N Mark Stall Place, BOISE ID 83704
Reason	Relocation	Service Location	Boise ID (POLICE EVIDENCE - BOISE CITY POLICE DEPARTMENT)
Date/Time Completed	8/26/2022 @ 11:39 AM		

Year	Make	Model	Color	VIN	Plate	Odometer

Charge Description	Quantity	Price	Line Total
Fuel Surcharge	1	\$15.00	\$15.00
Braniff Relocation	2	\$75.00	\$150.00
Grand Total			\$165.00
Amount Due:			\$165.00

B&W Wrecker Service always appreciates your business! If you have any questions or comments please call us at (208) 342-2541. If you are satisfied with your service please leave us A review on Google, we're always interested to hear your feedback!

Signature: _____

\$150

USDOT: 0004485

PROPERTY INVOICE

ADA COUNTY SHERIFF'S OFFICE

BOISE POLICE DEPARTMENT

☐ CITED/NO REPORT ☐ REPORT TAKEN

DR #:	212478	Page <u>1</u> Of <u>1</u>
DATE:	8-26-22	
TIME:	1100	

Booking Officer:	Ada #:	Approved By:	Offense:	<input type="checkbox"/> Felony <input type="checkbox"/> Misdemeanor
------------------	--------	--------------	----------	---

Property Obtained From (Name of Person or Location if Search Warrant):	<input type="checkbox"/> Named Person is Property Owner <input type="checkbox"/> Suspected Stolen Property
--	---

**** Property Codes: E = Evidence S = Safekeeping F = Found Property D = Destroy**

ITEM #	ITEM DESCRIPTION/OWNER'S NAME:	<input type="checkbox"/> PROPERTY OWNER <input type="checkbox"/> SUSPECTED STOLEN
**CODE	SERIAL #:	SPECIFIC LOCATION FOUND:
ITEM #	ITEM DESCRIPTION/OWNER'S NAME:	<input type="checkbox"/> PROPERTY OWNER <input type="checkbox"/> SUSPECTED STOLEN
**CODE	SERIAL #:	SPECIFIC LOCATION FOUND:
ITEM #	ITEM DESCRIPTION/OWNER'S NAME:	<input type="checkbox"/> PROPERTY OWNER <input type="checkbox"/> SUSPECTED STOLEN
**CODE	SERIAL #:	SPECIFIC LOCATION FOUND:
ITEM #	ITEM DESCRIPTION/OWNER'S NAME:	<input type="checkbox"/> PROPERTY OWNER <input type="checkbox"/> SUSPECTED STOLEN
**CODE	SERIAL #:	SPECIFIC LOCATION FOUND:
ITEM #	ITEM DESCRIPTION/OWNER'S NAME:	<input type="checkbox"/> PROPERTY OWNER <input type="checkbox"/> SUSPECTED STOLEN
**CODE	SERIAL #:	SPECIFIC LOCATION FOUND:
ITEM #	ITEM DESCRIPTION/OWNER'S NAME:	<input type="checkbox"/> PROPERTY OWNER <input type="checkbox"/> SUSPECTED STOLEN
**CODE	SERIAL #:	SPECIFIC LOCATION FOUND:
ITEM #	ITEM DESCRIPTION/OWNER'S NAME:	<input type="checkbox"/> PROPERTY OWNER <input type="checkbox"/> SUSPECTED STOLEN
**CODE	SERIAL #:	SPECIFIC LOCATION FOUND:
ITEM #	ITEM DESCRIPTION/OWNER'S NAME:	<input type="checkbox"/> PROPERTY OWNER <input type="checkbox"/> SUSPECTED STOLEN
**CODE	SERIAL #:	SPECIFIC LOCATION FOUND:
ITEM #	ITEM DESCRIPTION/OWNER'S NAME:	<input type="checkbox"/> PROPERTY OWNER <input type="checkbox"/> SUSPECTED STOLEN
**CODE	SERIAL #:	SPECIFIC LOCATION FOUND:
ITEM #	ITEM DESCRIPTION/OWNER'S NAME:	<input type="checkbox"/> PROPERTY OWNER <input type="checkbox"/> SUSPECTED STOLEN
**CODE	SERIAL #:	SPECIFIC LOCATION FOUND:

NOTES: _____

AT TIME OF COLLECTION FIREARM LISTED ABOVE WAS RAN THROUGH NCIC? ☐ YES ☐ NO ATF TRACE? ☐ YES ☐ NO

If no, why not: _____

☐ RETURNED ITEMS TO OWNER IN FIELD Item #(s): _____ ☐ ITEMS STORED IN PROPERTY

Owner Signature for Return: _____ Ada #: _____ Initials: _____ ☐ ITEMS STORED ELSEWHERE: _____

Idaho Vehicle Collision Report

ITD 0090 (Rev. 06-11) Idaho Transportation Department

Page 1 of 7

Collision Information

Date of Collision 7/31/2022		Day of Collision Sunday		Time 01:30	Police Dispatched 01:30	Police Arrived 01:30	EMS Dispatched 01:30	EMS Arrived -U	Lanes Blocked <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Date Cleared 7/31/2022	Time Cleared 10:00
<input checked="" type="checkbox"/> Within City/Town or _____ Miles		<input type="checkbox"/> N <input type="checkbox"/> E <input type="checkbox"/> S <input type="checkbox"/> W of		City or Town Kuna					County Ada		
Interchange No.		R. R. Crossing No.		On Private Property <input type="checkbox"/>		EMS Provider (first one to arrive) Ada County Paramedics - Boise					
Name of Primary Road / Parking Lot / Driveway / Alley Highway 69									No. of Lanes 5		Posted Speed 45
In Intersection With: Secondary Road / Parking Lot / Driveway / Alley									Posted Speed		
Intersection Type 01		<input type="checkbox"/> 1 Not at intersection <input type="checkbox"/> 2 Four-way Intersection <input type="checkbox"/> 3 Five-point or more <input type="checkbox"/> 4 Roundabout <input type="checkbox"/> 5 Traffic Circle <input type="checkbox"/> 6 T-Intersection <input type="checkbox"/> 7 Y-Intersection									
Outside an Intersection		560		<input type="checkbox"/> Miles <input checked="" type="checkbox"/> Feet		<input type="checkbox"/> N <input type="checkbox"/> E <input type="checkbox"/> S <input type="checkbox"/> W of		Name of First Reference Point (Cross Street / Mile Post Marker) E Avalon St			
				<input type="checkbox"/> Miles <input type="checkbox"/> Feet		<input type="checkbox"/> N <input type="checkbox"/> E <input type="checkbox"/> S <input type="checkbox"/> W of		Name of Second Reference Point (Cross Street / Mile Post Marker)			
Photos <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		Local Agency Use 1				Local Agency Use 2			Latitude (GPS)		Longitude (GPS)
Light Conditions 05		<input type="checkbox"/> 1 Day <input type="checkbox"/> 2 Dawn/Dusk <input type="checkbox"/> 3 Dark - Street Lights On <input type="checkbox"/> 4 Dark - Street Lights Off <input type="checkbox"/> 5 Dark - No Street Lights									
Weather Conditions (2 selections possible)		01 <input type="checkbox"/> 1 Clear <input type="checkbox"/> 2 Cloudy <input type="checkbox"/> 3 Rain <input type="checkbox"/> 4 Snow <input type="checkbox"/> 5 Sleet/Hail <input type="checkbox"/> 6 Fog <input type="checkbox"/> 7 Blowing Dust/Sand <input type="checkbox"/> 8 Severe Cross Winds <input type="checkbox"/> A Smoke/Smog <input type="checkbox"/> B Blowing Snow									
Road Surface Conditions 01		<input type="checkbox"/> 1 Dry <input type="checkbox"/> 2 Wet <input type="checkbox"/> 3 Slush <input type="checkbox"/> 4 Ice <input type="checkbox"/> 5 Snow <input type="checkbox"/> 6 Mud/dirt/gravel <input type="checkbox"/> 7 Water - standing/moving <input type="checkbox"/> 11 Oil <input type="checkbox"/> 12 Sand <input type="checkbox"/> 9 Other									
Other Road Conditions 00		<input type="checkbox"/> 0 None <input type="checkbox"/> 1 Ruts/Bumps/Holes <input type="checkbox"/> 2 Slick Asphalt (Bleeding) <input type="checkbox"/> 3 Washboard <input type="checkbox"/> 4 High/Low Shoulder <input type="checkbox"/> 5 Loose Gravel/Seal Coat <input type="checkbox"/> 7 Lane Closed <input type="checkbox"/> A Poor Pavement Markings <input type="checkbox"/> 9 Other									
Road Type 02		<input type="checkbox"/> 1 2-Way & Raised/Depressed Divider <input type="checkbox"/> 2 2-Way & 2-Way Left-Turn Lane/Divider <input type="checkbox"/> 3 1-Way <input type="checkbox"/> 4 2-Way & No Divider <input type="checkbox"/> 5 Ramp <input type="checkbox"/> 6 Alley <input type="checkbox"/> 7 Rest Area <input type="checkbox"/> 8 Port Of Entry <input type="checkbox"/> A 2-Way & 2 Double Yellow Painted Divider <input type="checkbox"/> 9 Other									
Road Surface Type 02		<input type="checkbox"/> 1 Concrete <input type="checkbox"/> 2 Paved (Asphalt/Brick) <input type="checkbox"/> 3 Gravel/Stone <input type="checkbox"/> 4 Dirt <input type="checkbox"/> 9 Other									
Vertical Roadway Geometrics 05		<input type="checkbox"/> 1 Upgrade/Downgrade <input type="checkbox"/> 3 Hillcrest <input type="checkbox"/> 5 Level									
Horizontal Roadway Geometrics 02		<input type="checkbox"/> 1 Straight <input type="checkbox"/> 2 Curve									
Traffic Control 00		<input type="checkbox"/> 0 None <input type="checkbox"/> 2 Yield <input type="checkbox"/> 3 Traffic Signal <input type="checkbox"/> 4 Flashing Beacon <input type="checkbox"/> 5 Traffic Signal - Pedestrian only <input type="checkbox"/> 6 RRX - Gates/Signal <input type="checkbox"/> 7 RRX - Flashing Beacon <input type="checkbox"/> 8 Officer/Flagger <input type="checkbox"/> 10 Stop Sign on Cross Street Only <input type="checkbox"/> 12 Stop Signs all Directions <input type="checkbox"/> 13 RRX - Stop Sign <input type="checkbox"/> 14 School Zone <input type="checkbox"/> A School Bus Signal <input type="checkbox"/> B No Passing Barrier Line <input type="checkbox"/> 9 Other									
Traffic Control Status		<input type="checkbox"/> 1 Functioning <input type="checkbox"/> 2 Not Functioning <input type="checkbox"/> 3 Removed									
Work Zone Crash Location		<input type="checkbox"/> 1 Before the First Work Zone Warning Sign <input type="checkbox"/> 2 Advance Warning Area <input type="checkbox"/> 3 Transition Area <input type="checkbox"/> 4 Activity Area (Work incident area) <input type="checkbox"/> 5 Termination Area									
Work Zone Type		<input type="checkbox"/> 1 Lane Closure <input type="checkbox"/> 2 Lane Shift / Crossover <input type="checkbox"/> 3 Intermittent or Moving Work <input type="checkbox"/> 4 Work on Shoulder or Median <input type="checkbox"/> 9 Other									
Work Zone Workers Present		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown									
Work Zone Law Enforcement Present		<input type="checkbox"/> 1 No <input type="checkbox"/> 2 Officer Present <input type="checkbox"/> 3 Law Enforcement Vehicle only									

Property Damage (additional property damage may be added in the Narrative)

Item Damaged		Estimated Damage \$
Owner's Name		Owner Address
Item Damaged		Estimated Damage \$
Owner's Name		Owner Address

Witnesses (additional witnesses may be added in the narrative)

Witness Name		Home Phone	Work Phone
Witness Address			
Witness Name		Home Phone	Work Phone
Witness Address			

Unit Information

Case No.: 22-212478

Page 2 of 7

Unit No.: 1

* If turning, select direction before turning

See Events page for a list of event codes →	First Harmful Event 50	Most Harmful Event 50	General Direction of Travel <input checked="" type="checkbox"/> North/South <input type="checkbox"/> East/West	Street <input checked="" type="checkbox"/> North/South <input type="checkbox"/> East/West	Unit * <input type="checkbox"/> N <input type="checkbox"/> E <input checked="" type="checkbox"/> S <input type="checkbox"/> W	On (Street Name) Highway 69
First Event Relationship to Junction	00	0 Nonjunction 1 In Intersection 2 Intersection Related 3 At Driveway/Alley/Parking Lot 4 Driveway/Alley/Parking Lot Related 5 On Ramp 6 Ramp Related 7 At Railroad Crossing 8 Railroad Crossing Related 9 Other				

Unit Type

1 Pedestrian	21 Truck - 2 Axle/6 Tires	32 Pickup
2 Pedalcycle	22 Truck - 3+ Axle	33 SUV/Crossover
3 Motorcycle	23 Truck With Trailer	34 Cargo Van
4 Moped	24 Bobtail/Tractor - No Trailer	40 Construction Equipment
5 ATV	25 Tractor - 1 Trailer	41 Van - 1 to 8 seats
6 Car	26 Tractor - 2 Trailers	42 Van/Bus - 9 to 15 seats
10 Motor Home	27 Tractor - 3 Trailers	99 Other
11 Snowmobile	28 Train	-U Hit & Run
12 Equestrian	30 Farm Equipment	
15 Bus - 16 or more seats	31 Scooter	

Unit Use

0 No Specialized Use	10 Bus - Intercity (e.g. Greyhound)
1 Police	11 Bus - Public Transit, Commuter
2 Ambulance	13 Bus - Tour / Charter
3 Driver Training	14 Limousine
4 Government	15 Military
5 Taxi	16 Shuttle
6 Fire	17 Snow Plow
7 Wrecker	9 Other
8 Bus - School	NA Non-Vehicle

Emergency Use

1 YES: In transit, Emergency Lights Activated	3 YES: STANDING or PARKED, Emergency Lights Activated
2 YES: In transit, Emergency Lights NOT active	4 YES: STANDING or PARKED, Emergency Lights NOT active
	5 NO: NOT on an Emergency Response

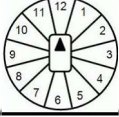
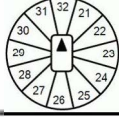
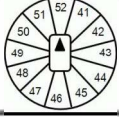
Attachment

0 None	3 Travel Trailer	9 other
1 Boat Trailer	4 Towed Vehicle	
2 Utility Trailer	5 Mobile Home	

Unit / Vehicle / Owner

Unit Type 06	Unit Use 00	Non-Contact Unit <input type="checkbox"/>	Emergency Use NA	License Plate No. 1J95534	State ID	VIN (Vehicle Identification No.) 1N4AL3AP8DN499864
Year 2013	Make Nissan	Model Altima	Color Silver	Attachment 1 00	Attachment 2 00	
Owner Last Name Casteneda-Garcia	Owner First Name Elena	M.I. 	Insured? Yes	Insurance Company Name Unknown	Policy No. 	

Damage

Initial Point of Impact 11	Auto / Motorcycle / Tractor with Semi Trailer		Trailing Unit #1 33 Top 34 Undercarriage		Trailing Unit #2 53 Top 54 Undercarriage	
Principal Point of Impact 11	13 Top and Windows 14 Undercarriage					
Extent of Deformity 07	0 No Damage 1 Very Minor 2 Minor 3 Minor-Moderate 4 Moderate 5 Moderate-Severe 6 Severe 7 Very Severe NA Non-Vehicle					
Towed Due to Damage <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	If Yes, Towed By B&W Towing					

Contributing Circumstances (3 possible)

07	0 None	8 Overcorrected	17 Wheel Defect	27 Physical Impairment	38 Failed to Maintain Lane
21	1 Exceeded Posted Speed	10 Improper Backing	18 Light Defect	28 Improperly Parked	39 Foot Slipped Off or Caught On Pedal
00	2 Speed Too Fast For Conditions	11 Improper Turn	19 Other Vehicle Defect	31 Previous Accident	40 Wrong Side or Wrong Way
	3 Too Slow for Traffic	12 Failed to Signal	21 Alcohol Impaired	32 Distracted IN or ON Vehicle	41 Brakes
	4 Improper Overtaking	13 Failed to Yield	22 Inattention	34 Drug Impaired	42 Steering
	5 Improper Lane Change	14 Failed to Obey Stop Sign	23 Vision Obstruction	35 Improper Use of Turn Lane	43 Truck Coupling, Trailer Hitch, Safety Chains
	6 Following Too Close	15 Failed to Obey Signal	24 Asleep, Drowsy, Fatigued	36 Animal(s) in Roadway	44 Wipers
	7 Drove Left of Center	16 Tire Defect	25 Sick	37 Emotional - Depressed, Angry, Disturbed	99 Other
Distracted By (if # 32 selected)	NA 1 Electronic Communication Device (Cell, CB Radio, Etc.) 2 Other Electronic Device (Navigation device, DVD player, IPODS) 3 Passenger 4 Other Inside the Vehicle 5 Previous vehicle Crash/Ticketing Incident/Abandoned Vehicle 6 Other External Distraction Outside Vehicle NA Not Distracted				
Vision Obstructed By (if # 23 selected)	00 0 None 1 Curve In Road 2 Hill Crest 3 Roadway Slope/Snowbank 4 Tree/Crop/Bush 5 Reflection From Surface 6 Bright Sunlight 7 Bright Headlights 10 Rain/Snow/Ice ON windows 11 Cracked/Dirty Windows 12 Splash/Spray From Other Vehicle 13 Moving Vehicle 14 Parked Vehicle 15 Traffic Sign 16 Billboard/Fence 17 Building 18 Vehicle Stopped on Roadway 19 Contents in Vehicle Interior 20 Signs/Stickers/Decals on Windows 99 Other				

Commercial Vehicle

Cargo Body	0 None 1 Bus 2 Van/Enclosed Box 3 Cargo Tank 4 Flatbed 5 Dump 6 Concrete Mixer 7 Auto Transporter 8 Garbage/Refuse 10 Pickup Bed 11 Belly Dump/Hopper 12 Intermodal Container Chassis 13 Log 14 Pole Trailer 15 Vehicle Towing another Vehicle 9 Other								
GVWR Total	1 10,000 lbs or less 2 10,001 - 26,000 lbs 3 More than 26,000 lbs NA Not Applicable								
Carrier Type	1 Interstate Carrier 2 Intrastate Carrier 3 Not in Commerce/Government 4 Not in Commerce/Other Truck or Bus 9 Other Operation/Not specified								
Carrier Name	Carrier Address			City		State	Zip	Country	
MC / MX No.	DOT No.		Hazardous Materials			Placard		Spilled	
						<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown		<input type="checkbox"/> Yes <input type="checkbox"/> No	
Hazard Class Number	1 Explosives 2 Gases - Compressed, Dissolved or Refrigerated 3 Flammable Liquid 4 Flammable Solids - Combustible, Water Reactive 5 Oxidizing Substances - Organic Peroxides 6 Poisonous (Toxic) and Infectious Substances 7 Radioactive Material 8 Corrosives 9 Miscellaneous Dangerous Goods								

Driver / Pedestrian / Pedalcyclist

04 ↑ Operator Action	Driver			Pedestrian / Pedalcyclist					
	1 Going Straight 2 Turning Right 3 Right Turn on Red 4 Turning Left 5 Left Turn on Red 6 U-Turn 7 Merging 8 Changing Lanes 10 Passing	11 Negotiating Curve 12 Stopped in Traffic 13 Slowing in Traffic 14 Starting in Traffic 15 Parking 18 Backing 20 Avoiding Obstacle 21 Avoiding Vehicle, Pedestrian, Pedalcycle	22 Pursuing Vehicle 23 Fleeing Pursuit 24 Racing 25 Parked Vehicle 26 Driverless Vehicle in Motion 64 Entering/Exiting Parked or Standing Vehicle 65 Entering/Leaving Parking Lot, Driveway, Alley	30 Crossing at Intersection Crosswalk 31 Crossing at Intersection NO Crosswalk 35 Crossing at Mid-block Crosswalk 36 Crossing at Mid-block NO Crosswalk 40 Walk/Ride with Traffic in Bike Lane 41 Walk/Ride with Traffic NO Bike Lane 42 Walk/Ride Facing Traffic in Bike Lane 43 Walk/Ride Facing Traffic NO Bike Lane	44 Walk/Ride on Sidewalk 50 Standing ON Roadway 51 Playing ON Roadway 52 Working ON Roadway 60 Enter/Exit School Bus 70 Not ON Roadway 99 Other				
Hit & Run <input type="checkbox"/>	Last Name Garcia	First Name Ruben	M.I.	Home Phone -U	Work Phone				
Driver's License No. UNLICENSED License State N/A License Class N/A <input type="checkbox"/> Commercial License Sex M									
Endorsements (list all)	NA <input type="checkbox"/> School Bus <input type="checkbox"/> Hazardous materials <input type="checkbox"/> Motorcycle <input type="checkbox"/> Tanker vehicle <input type="checkbox"/> Passenger <input type="checkbox"/> Double / triple trailers <input type="checkbox"/> Combination of tank vehicle & hazardous materials <input type="checkbox"/> OTHER non commercial license endorsements NA None / Not applicable								
Restrictions (list all)	00 <input type="checkbox"/> None <input type="checkbox"/> Daylight only until 16 <input type="checkbox"/> Corrective Lenses <input type="checkbox"/> Mechanical Devices (i.e. Adaptive devices) <input type="checkbox"/> Prosthetic Aid <input type="checkbox"/> Automatic Transmission <input type="checkbox"/> Outside Mirror <input type="checkbox"/> Limited to Daylight Only <input type="checkbox"/> Limited to Employment <input type="checkbox"/> Limited Other <input type="checkbox"/> Special restrictions <input type="checkbox"/> Intrastate Only <input type="checkbox"/> No vehicle equipped with air brakes <input type="checkbox"/> Except Class A Bus <input type="checkbox"/> Except Class A & Class B Bus <input type="checkbox"/> Except Tractor-Trailer <input type="checkbox"/> Learner's Permit Restrictions <input type="checkbox"/> 6 mo - 1 Under 17 Nonrelative <input type="checkbox"/> 3 - wheel motorcycle only <input type="checkbox"/> Seasonal CDL <input type="checkbox"/> Identity Not verified <input type="checkbox"/> Motorcycle-No passenger <input type="checkbox"/> Idaho DL in possession <input type="checkbox"/> Ignition Interlock device <input type="checkbox"/> Non-Freeway <input type="checkbox"/> Community Work Center <input type="checkbox"/> Except Classes A & B School Buses <input type="checkbox"/> Farm Waiver <input type="checkbox"/> Military Vehicles Only <input type="checkbox"/> Other								
(See key at bottom of page for the following fields) →	Protective Device 03	Airbag Deployment 01	Airbag Location 03	Injury K	Ejection 01	Trapped 02	Transported By 05	Idaho Code Number(s) / Violation(s)	<input checked="" type="checkbox"/> Not Cited
Transported To (if injured)									
No Medical Care Provider Needed									
EMS Provider									
No EMS Provider Needed									
2	← Alcohol / Drug Involvement			Alcohol Test 03	←	1 None Given 2 Test Refused	3 Blood Test 4 Urine Test	5 Breath Test 6 Field Test	7 Vitreous Fluid →
1 Neither Alcohol nor Drugs Detected 2 Yes, Alcohol			3 Yes, Drugs 4 Yes, Both	BAC Test Results 0.214 /	Drug Used (if known) None				Drug Test Results 03 NA

Passengers (additional passenger information may be added in the Narrative)[illegible]

Seating

Vehicle					
Front					
1	2	3		11	Sleeper Section (Truck Cab)
4	5	6		12	Passenger-Enclosed Non-Trailing Unit
7	8	10		13	Passenger-Unenclosed Non-Trailing Unit
				14	Trailing Unit
				15	Riding On Exterior Non-Trailing Unit
				16	Pedestrian
				17	Pedalcycle
				18	Equestrian
				99	Other (e.g. child on lap, gas tank)
				-U	Unknown

Protective Device

0 None	12 Child Restraint System
1 Shoulder Belt Only	- Forward Facing
2 Lap Belt Only	13 Child Restraint System
3 Shoulder and Lap	- Rear Facing
5 Helmet Used	14 Booster Seat
6 N/A Non-Motorist	15 No Helmet
9 Other	- Unknown

Airbag Deployment

1 Deployed
2 Deactivated
3 Missing
4 Not Equiped
5 Not Deployed
NA Not Applicable
-U Unknown

Airbag Location

DEPLOYED:
1 Front
2 Side
3 Combination
4 Curtain
5 Other
 NA Not Applicable

Injury

<u>A</u> Incapacitating	<u>K</u> Dead
<u>B</u> Non-Incapacitating	<u>O</u> None Evident
<u>C</u> Possible	<u>U</u> Unknown

Ejection

<u>1</u> Not Ejected	<u>3</u> Partially Ejected
<u>2</u> Totally Ejected	<u>I</u> Thrown From Cycle/Animal

Trapped

1 Not Trapped
2 Trapped, extrication unit use
3 Trapped, other extraction method

Transported By

<u>1</u> Ambulance / EMS	<u>4</u> Private Vehicle
<u>2</u> Police Car	<u>5</u> Not Transported
<u>3</u> Helicopter	

Unit Information

Case No.: 22-212478

Page 4 of 7

Unit No.: 2

* If turning, select direction before turning

See Events page for a list of event codes →	First Harmful Event 50	Most Harmful Event 50	General Direction of Travel <input checked="" type="checkbox"/> North/South <input type="checkbox"/> East/West	Street <input checked="" type="checkbox"/> N <input type="checkbox"/> E <input type="checkbox"/> S <input type="checkbox"/> W	Unit * <input checked="" type="checkbox"/> N <input type="checkbox"/> E <input type="checkbox"/> S <input type="checkbox"/> W	On (Street Name) Highway 69
First Event Relationship to Junction 00						
0 Nonjunction 1 In Intersection 2 Intersection Related 3 At Driveway/Alley/Parking Lot 4 Driveway/Alley/Parking Lot Related 5 On Ramp 6 Ramp Related 7 At Railroad Crossing 8 Railroad Crossing Related 9 Other						

Unit Type

1 Pedestrian	21 Truck - 2 Axle/6 Tires	32 Pickup
2 Pedalcycle	22 Truck - 3+ Axle	33 SUV/Crossover
3 Motorcycle	23 Truck With Trailer	34 Cargo Van
4 Moped	24 Bobtail/Tractor - No Trailer	40 Construction Equipment
5 ATV	25 Tractor - 1 Trailer	41 Van - 1 to 8 seats
6 Car	26 Tractor - 2 Trailers	42 Van/Bus - 9 to 15 seats
10 Motor Home	27 Tractor - 3 Trailers	99 Other
11 Snowmobile	28 Train	-U Hit & Run
12 Equestrian	30 Farm Equipment	
15 Bus - 16 or more seats	31 Scooter	

Unit Use

0 No Specialized Use	10 Bus - Intercity (e.g. Greyhound)
1 Police	11 Bus - Public Transit, Commuter
2 Ambulance	13 Bus - Tour / Charter
3 Driver Training	14 Limousine
4 Government	15 Military
5 Taxi	16 Shuttle
6 Fire	17 Snow Plow
7 Wrecker	9 Other
8 Bus - School	NA Non-Vehicle

Emergency Use

1 YES: In transit, Emergency Lights Activated	3 YES: STANDING or PARKED, Emergency Lights Activated
2 YES: In transit, Emergency Lights NOT active	4 YES: STANDING or PARKED, Emergency Lights NOT active
	5 NO: NOT on an Emergency Response

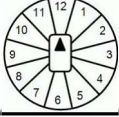
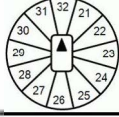
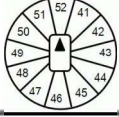
Attachment

0 None	3 Travel Trailer	9 other
1 Boat Trailer	4 Towed Vehicle	
2 Utility Trailer	5 Mobile Home	

Unit / Vehicle / Owner

Unit Type 32	Unit Use 00	Non-Contact Unit <input type="checkbox"/>	Emergency Use NA	License Plate No. 1ANW950	State ID	VIN (Vehicle Identification No.) 1GCEK14VXE109608
Year 1999	Make Chevrolet	Model Silverado		Color Gold	Attachment 1 00	Attachment 2 00
Owner Last Name Vining		Owner First Name Gordon	M.I. G	Insured? Yes	Insurance Company Name Unknown	Policy No.

Damage

Initial Point of Impact 11	Auto / Motorcycle / Tractor with Semi Trailer		Trailing Unit #1 33 Top 34 Undercarriage		Trailing Unit #2 53 Top 54 Undercarriage	
Principal Point of Impact 11	13 Top and Windows 14 Undercarriage					
Extent of Deformity 07	0 No Damage 1 Very Minor 2 Minor 3 Minor-Moderate 4 Moderate 5 Moderate-Severe 6 Severe 7 Very Severe NA Non-Vehicle					
Towed Due to Damage <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		If Yes, Towed By B&W Towing				

Contributing Circumstances (3 possible)

21	0 None	8 Overcorrected	17 Wheel Defect	27 Physical Impairment	38 Failed to Maintain Lane
	1 Exceeded Posted Speed	10 Improper Backing	18 Light Defect	28 Improperly Parked	39 Foot Slipped Off or Caught On Pedal
00	2 Speed Too Fast For Conditions	11 Improper Turn	19 Other Vehicle Defect	31 Previous Accident	40 Wrong Side or Wrong Way
	3 Too Slow for Traffic	12 Failed to Signal	21 Alcohol Impaired	32 Distracted IN or ON Vehicle	41 Brakes
00	4 Improper Overtaking	13 Failed to Yield	22 Inattention	34 Drug Impaired	42 Steering
	5 Improper Lane Change	14 Failed to Obey Stop Sign	23 Vision Obstruction	35 Improper Use of Turn Lane	43 Truck Coupling, Trailer Hitch, Safety Chains
	6 Following Too Close	15 Failed to Obey Signal	24 Asleep, Drowsy, Fatigued	36 Animal(s) in Roadway	44 Wipers
	7 Drove Left of Center	16 Tire Defect	25 Sick	37 Emotional - Depressed, Angry, Disturbed	99 Other
Distracted By (if # 32 selected)	NA 1 Electronic Communication Device (Cell, CB Radio, Etc.) 2 Other Electronic Device (Navigation device, DVD player, IPODS) 3 Passenger 4 Other Inside the Vehicle 5 Previous vehicle Crash/Ticketing Incident/Abandoned Vehicle 6 Other External Distraction Outside Vehicle NA Not Distracted				
Vision Obstructed By (if # 23 selected)	00 0 None 1 Curve In Road 2 Hill Crest 3 Roadway Slope/Snowbank 4 Tree/Crop/Bush 5 Reflection From Surface 6 Bright Sunlight 7 Bright Headlights 10 Rain/Snow/Ice ON windows 11 Cracked/Dirty Windows 12 Splash/Spray From Other Vehicle 13 Moving Vehicle 14 Parked Vehicle 15 Traffic Sign 16 Billboard/Fence 17 Building 18 Vehicle Stopped on Roadway 19 Contents in Vehicle Interior 20 Signs/Stickers/Decals on Windows 99 Other				

Commercial Vehicle

Cargo Body	0 None 1 Bus 2 Van/Enclosed Box 3 Cargo Tank 4 Flatbed 5 Dump 6 Concrete Mixer 7 Auto Transporter 8 Garbage/Refuse 10 Pickup Bed 11 Belly Dump/Hopper 12 Intermodal Container Chassis 13 Log 14 Pole Trailer 15 Vehicle Towing another Vehicle 9 Other								
GVWR Total	1 10,000 lbs or less 2 10,001 - 26,000 lbs 3 More than 26,000 lbs NA Not Applicable								
Carrier Type	1 Interstate Carrier 2 Intrastate Carrier 3 Not in Commerce/Government 4 Not in Commerce/Other Truck or Bus 9 Other Operation/Not specified								
Carrier Name	Carrier Address			City		State	Zip	Country	
MC / MX No.	DOT No.		Hazardous Materials			Placard <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown	Spilled <input type="checkbox"/> Yes <input type="checkbox"/> No	Placard No.	
Hazard Class Number	1 Explosives 2 Gases - Compressed, Dissolved or Refrigerated 3 Flammable Liquid 4 Flammable Solids - Combustible, Water Reactive 5 Oxidizing Substances - Organic Peroxides 6 Poisonous (Toxic) and Infectious Substances 7 Radioactive Material 8 Corrosives 9 Miscellaneous Dangerous Goods								

Driver / Pedestrian / Pedalcyclist

04 Operator Action	Driver		Pedestrian / Pedalcyclist								
	1 Going Straight 2 Turning Right 3 Right Turn on Red 4 Turning Left 5 Left Turn on Red 6 U-Turn 7 Merging 8 Changing Lanes 10 Passing	11 Negotiating Curve 12 Stopped in Traffic 13 Slowing in Traffic 14 Starting in Traffic 15 Parking 18 Backing 20 Avoiding Obstacle 21 Avoiding Vehicle, Pedestrian, Pedalcycle	22 Pursuing Vehicle 23 Fleeing Pursuit 24 Racing 25 Parked Vehicle 26 Driverless Vehicle in Motion 64 Entering/Exiting Parked or Standing Vehicle 65 Entering/Leaving Parking Lot, Driveway, Alley	30 Crossing at Intersection Crosswalk 31 Crossing at Intersection NO Crosswalk 35 Crossing at Mid-block Crosswalk 36 Crossing at Mid-block NO Crosswalk 40 Walk/Ride with Traffic in Bike Lane 41 Walk/Ride with Traffic NO Bike Lane 42 Walk/Ride Facing Traffic in Bike Lane 43 Walk/Ride Facing Traffic NO Bike Lane	44 Walk/Ride on Sidewalk 50 Standing ON Roadway 51 Playing ON Roadway 52 Working ON Roadway 60 Enter/Exit School Bus 70 Not ON Roadway 99 Other						
Hit & Run <input type="checkbox"/>	Last Name Calderon		First Name Jonathan								
			Home Phone -U	Work Phone							
Endorsements (list all) -U <input type="checkbox"/> School Bus <input type="checkbox"/> Hazardous materials <input type="checkbox"/> Motorcycle <input type="checkbox"/> Tanker vehicle <input type="checkbox"/> Passenger <input type="checkbox"/> Double / triple trailers <input type="checkbox"/> Combination of tank vehicle & hazardous materials <input type="checkbox"/> OTHER non commercial license endorsements <input type="checkbox"/> NA None / Not applicable											
Restrictions (list all) -U <input type="checkbox"/> None <input type="checkbox"/> Daylight only until 16 <input type="checkbox"/> Corrective Lenses <input type="checkbox"/> Mechanical Devices (i.e. Adaptive devices) <input type="checkbox"/> Prosthetic Aid <input type="checkbox"/> Automatic Transmission <input type="checkbox"/> Outside Mirror <input type="checkbox"/> Limited to Daylight Only <input type="checkbox"/> Limited to Employment <input type="checkbox"/> Limited Other <input type="checkbox"/> Special restrictions <input type="checkbox"/> Intrastate Only <input type="checkbox"/> No vehicle equipped with air brakes <input type="checkbox"/> Except Class A Bus <input type="checkbox"/> Except Class A & Class B Bus <input type="checkbox"/> Except Tractor-Trailer <input type="checkbox"/> Learner's Permit Restrictions <input type="checkbox"/> 6 mo - 1 Under 17 Nonrelative <input type="checkbox"/> 3 - wheel motorcycle only <input type="checkbox"/> Seasonal CDL <input type="checkbox"/> Identity Not verified <input type="checkbox"/> Motorcycle-No passenger <input type="checkbox"/> Idaho DL in possession <input type="checkbox"/> Ignition Interlock device <input type="checkbox"/> Non-Freeway <input type="checkbox"/> Community Work Center <input type="checkbox"/> Except Classes A & B School Buses <input type="checkbox"/> Farm Waiver <input type="checkbox"/> Military Vehicles Only <input type="checkbox"/> Other											
(See key at bottom of page for the following fields) →	Protective Device 00	Airbag Deployment 01	Airbag Location 01	Injury K	Ejection 01	Trapped 02	Transported By 01	Idaho Code Number(s) / Violation(s)	<input checked="" type="checkbox"/> Not Cited		
Transported To (if injured) St. Alphonsus Medical Center - Boise											
EMS Provider Ada County Paramedics - Boise											
2	← Alcohol / Drug Involvement		Alcohol Test 03		←		1 None Given 2 Test Refused	3 Blood Test 4 Urine Test	5 Breath Test 6 Field Test	7 Vitreous Fluid	→ Drug Test 03
1 Neither Alcohol nor Drugs Detected 2 Yes, Alcohol		3 Yes, Drugs 4 Yes, Both		BAC Test Results 0.065 /		Drug Used (if known) None				Drug Test Results NA	

Passengers (additional passenger information may be added in the Narrative)[illegible]

Seating

Vehicle					
Front					
1	2	3		11	Sleeper Section (Truck Cab)
4	5	6		12	Passenger-Enclosed Non-Trailing Unit
7	8	10		13	Passenger-Unenclosed Non-Trailing Unit
				14	Trailing Unit
				15	Riding On Exterior Non-Trailing Unit
				16	Pedestrian
				17	Pedalcycle
				18	Equestrian
				99	Other (e.g. child on lap, gas tank)
				-U	Unknown

Protective Device

0 None	12 Child Restraint System
1 Shoulder Belt Only	- Forward Facing
2 Lap Belt Only	13 Child Restraint System
3 Shoulder and Lap	- Rear Facing
5 Helmet Used	14 Booster Seat
6 N/A Non-Motorist	15 No Helmet
9 Other	- Unknown

Airbag Deployment

Deployment	Location
<u>1</u> Deployed	DEPLOYED:
<u>2</u> Deactivated	<u>1</u> Front
<u>3</u> Missing	<u>2</u> Side
<u>4</u> Not Equipped	<u>3</u> Combination
<u>5</u> Not Deployed	<u>4</u> Curtain
<u>NA</u> Not Applicable	<u>5</u> Other
<u>U</u> Unknown	NA Not Applicable

Airbag Location

DEPLOYED:
1 Front
2 Side
3 Combination
4 Curtain
5 Other
 NA Not Applicable

Injury

<u>A</u> Incapacitating	<u>K</u> Dead
<u>B</u> Non-Incapacitating	<u>O</u> None Evident
<u>C</u> Possible	<u>U</u> Unknown

Ejection

<u>1</u> Not Ejected	<u>3</u> Partially Ejected
<u>2</u> Totally Ejected	<u>I</u> Thrown From Cycle/Animal

Trapped

1 Not Trapped
2 Trapped, extrication unit use
3 Trapped, other extraction method

Transported By

<u>1</u> Ambulance / EMS	<u>4</u> Private Vehicle
<u>2</u> Police Car	<u>5</u> Not Transported
<u>3</u> Helicopter	

Not to Scale

Narrative (additional information / additional passengers - indicate unit no. and all information for additional passengers)

Full accident report is available in ITS.

In summary, Unit 1, driven by Ruben Garcia, was travelling southbound on Highway 69 at speeds exceeding 100MPH without its headlights activated. When the Unit 1 approached the large curve where Highway 69 turns into East Avalon Street in Kuna, Idaho, it went into a Critical Speed Yaw, with an average speed of 89.01 MPH (ABS enabled) and 90.71 MPH (ABS disabled). Unit 1 then impacted Unit 2, that was traveling north on Highway 69, head-on at a speed between 84.48 MPH and 91.52 MPH. The Chevrolet was legally in its lane at the time of the collision.

Ruben Garcia, the driver of Unit 1, and Jonathan Calderon, the driver of Unit 2 died as a result of the collision.

Ruben Garcia's toxicology results confirmed the presence of ethanol alcohol in his system that was measured at .214.

Jonathan Calderon's toxicology results confirmed the presence of ethanol alcohol in his system that was measured at .065. Jonathan was below the legal limit for Driving Under the Influence. Due to the alcohol in Jonathan's system, E-Impact requires this to be listed a contributing circumstance.

Investigating Officer's Name and/or Number	Report Date	Approved By	Approval Date
Shofner, Jason - 932	10/13/2022	Chris Davis - 608	10/24/2022

NOTE: Crash Reports need to be transmitted to Idaho Transportation Department's Office of Highway Safety