



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

DOT Auto Safety Hotline
Vehicle Owner's Questionnaire
To Report Vehicle Safety Defects
1-888-DASH-2-DOT
(1-888-327-4236)
INTERNET www.nhtsa.dot.gov/hotline

FOR AGENCY USE ONLY 100161

Date Received

Repository

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Reference No.
10015484

OWNER INFORMATION (Type or Print)

Name

Address

City DISTRICT HEIGHTS

State MD

Zip Code

Daytime Telephone Number

E-mail Address

Evening Telephone Number

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

Signature of Owner

Date

VEHICLE INFORMATION

Make

HYUNDAI

Model

TIBURON

Model Year

2003

Date Purchased

Dealer's Name and Telephone Number

Engine:

No. Cylinders

Fuel Type:

Original Owner

Dealer's City

State

Zip Code

Transmission Type

Antilock Brakes

Powertrain

Vehicle Component Code

140000 AIR BAGS

Multiple Failures:

MANUAL

Cruise Control

FAILED COMPONENT(S)/PART(S) INFORMATION

Incident Date(s)
11-SEP-2002

Failure Mileage

Failure Speed

ABS SYSTEM FAILED

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A TIRE FAILURE

Tire Make

Tire Model (Name or Number)

Tire Size (Example P215/65R15)

DOT No. (Example: DOTM15ABC036)

Original Equipment
 Prior Repair

Failure Location:

Tire Component Code

Tire Failure Type

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A CHILD SEAT FAILURE

Make:

Date Manufactured:

Model No./Name:

Seat Type:

Installation System:

Child Seat Component Code:

Failed Part:

APPLICABLE INCIDENT INFORMATION

(Please describe in detail the incident(s), failure(s), crash(es), and injury(ies).)

Crash

Yes No

Fire

Yes No

Number of Persons Injured

Number of Deaths

Reported to Police

N

Narrative Description of Incident(s), Crash(es), and Injury(ies).

Please describe (1) events leading up to the failure, (2) failure and its consequences, and (3) what was done to correct the failure; i.e., parts repaired or replaced (and if old part is available).

THE VEHICLE'S HOOD POPPED UP WHILE DRIVING WHICH CAUSED AN ACCIDENT. THE DRIVER AND PASSENGER AIR BAGS DID NOT DEPLOY.
*NLH

Include, if available: Police/Fire Department Report, Photos, and Repair Invoice.

ATTACH ADDITIONAL SHEETS IF NECESSARY

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

On September 11, 2002, I was traveling southbound on Suitland Parkway when the hood of my vehicle abruptly opened obstructing my view of the road causing me to veer into the guard rail. Secured by my seatbelt, the vehicle began tail spinning out of control across both lanes onto the median. My daughter and I sustained minor head injuries, but enough to be psychologically scarred. The vehicle which then had temporary tags, did not perform any supplemental restraint system mechanism as advertised.

Then came restoration of my vehicle, which to my understanding was to restore the vehicle back to its true form. Which I understood the vehicle would not be the same but parallel to the original form. This process took five months to be completed. Once I received my vehicle back from Marlow Auto Body, two days later it was back in the shop for the engine light and SRS light being illuminated.

At Hyundai College Park, the technician detected the wiring under the hood had been heavily taped. This discovery made me question the integrity of the work performed to my vehicle.

After driving it for another month or so, I could differentiate the handle from before the accident to the present, that the vehicle was a shell of itself. After a month of driving someone hit the driver's door while I was at work. I sent the vehicle to the True 2 Form body shop where a technician detected abnormal repairs. The hood hinges had been glued with proxy glue, which would normally be bolted down.

The complaint I'm filing is that this car nearly killed me and my daughter by its inadequate safety features. Included is a repair order sheet and total cost of repairs.

**THE ATTACHMENTS TO THIS
DOCUMENT HAVE BEEN REMOVED
TO PROTECT UNWARRANTED
INVASION OF PERSONAL PRIVACY
PURSUANT TO EXEMPTION 6 OF
THE FREEDOM OF INFORMATION
ACT (FOIA), 5 U.S.C. 552(b)(6).**