



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 335

Date Received

2004 JAN -9 PM 3:18
20-NOV-2003

Repository ☐

Reference No.
10048422

OWNER INFORMATION (Type or Print)

Name [REDACTED]
Address [REDACTED]
City FORT LAUDERDALE State FL Zip Code [REDACTED]

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 [REDACTED] Date 1/1

VEHICLE INFORMATION

17 digit Vehicle Identification Number Located at bottom of windshield on driver's side
2B3HD46R33 [REDACTED] Make DODGE Model INTREPID Model Year 2003

Date Purchased
31-MAR-03

Dealer's Name and Telephone Number

Monahan Dodge 954-442-3000
Original Owner ☒ Dealer's City *Tampa, FL* State *FL* Zip Code *333*

Engine:
No. Cylinders

Fuel Type:

4

Gas

Transmission Type
AUTOMATIC

☒ Antilock Brakes
☐ Cruise Control

Powertrain
REAR WHEEL DRIVE

Vehicle Component Code
140000 AIR BAGS

Multiple Failure: 1

FAILED COMPONENT(S)/PART(S) INFORMATION

Incident Date(s) *9-27-03* Failure Mileage *6000* Failure Speed 35

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A TIRE FAILURE

Tire Make [REDACTED] Tire Model (Name or Number) [REDACTED] Tire Size (Example P215/65R15)
DOT No. (Example: DOTM19ABC036) ☐ Original Equipment ☐ Prior Repair Failure Location:
Tire Component Code [REDACTED] Tire Failure Type

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A CHILD SEAT FAILURE

Make: [REDACTED] Date Manufactured: [REDACTED] Model No./Name:
Seat Type: [REDACTED] Installation System:
Child Seat Component Code: [REDACTED] 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 *4* Number of Deaths *0* Reported to Police *(Y)*

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).

WHILE TRAVELING AT 30 TO 35 MPH, CONSUMER SLAMMED INTO ANOTHER VEHICLE THAT RAN A STOP SIGN. NONE OF THE CONSUMER'S AIR BAGS DEPLOYED. DEALER HAS BEEN CONTACTED. PLEASE DESCRIBE FURTHER. *PH

*NOTIFIED - CLAIM # ISSUED 9/22/03 CHRYSLER WAS CL11682195.
LEGAL RESPONSE ENCLOSED
IN THIS CASE, why have air bags 17 IR BAGS
ARE NEEDED + HOT LOCK. INSURANCE CO'S
SHE*

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 Act 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 administrative enforcement or litigation against a manufacturer, your response, or a statistical summary thereof, may be used in support of the agency's action.

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

There is no reason to fail. Why does this
require LOW SPEED CONTACT TO WORK.

ACCIDENTS ARE NOT PLANNED!

WHERE WAS INSURANCE INSTITUTE ON SAFETY
ON THIS TYPE OF PROBLEM

U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

400 Seventh St., S.W.
Washington, D.C. 20590

Official Business
Penalty for Private Use \$300



ATTACH ADDITIONAL SHEETS IF NECESSARY

NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES

BUSINESS REPLY MAIL

FIRST CLASS PERMIT NO 73173 WASHINGTON, D.C.

POSTAGE WILL BE PAID BY NATL. HWY. TRAFFIC SAFETY ADMIN.

U.S. Department of Transportation
National Highway Traffic Safety Administration
Office of Defects Investigation, NVS-216
400 7th Street, SW
Washington, DC 20590



**VEHICLE
OWNER'S
QUESTIONNAIRE**

DOT AUTO SAFETY HOTLINE

TO REPORT VEHICLE SAFETY DEFECTS
COMPLETE THIS FORM
OR

DASH2DOT

and dial toll free at

1-888-DASH-2-DOT

1-888-327-4238

DOT Auto Safety Hotline
(DASH) & DOT



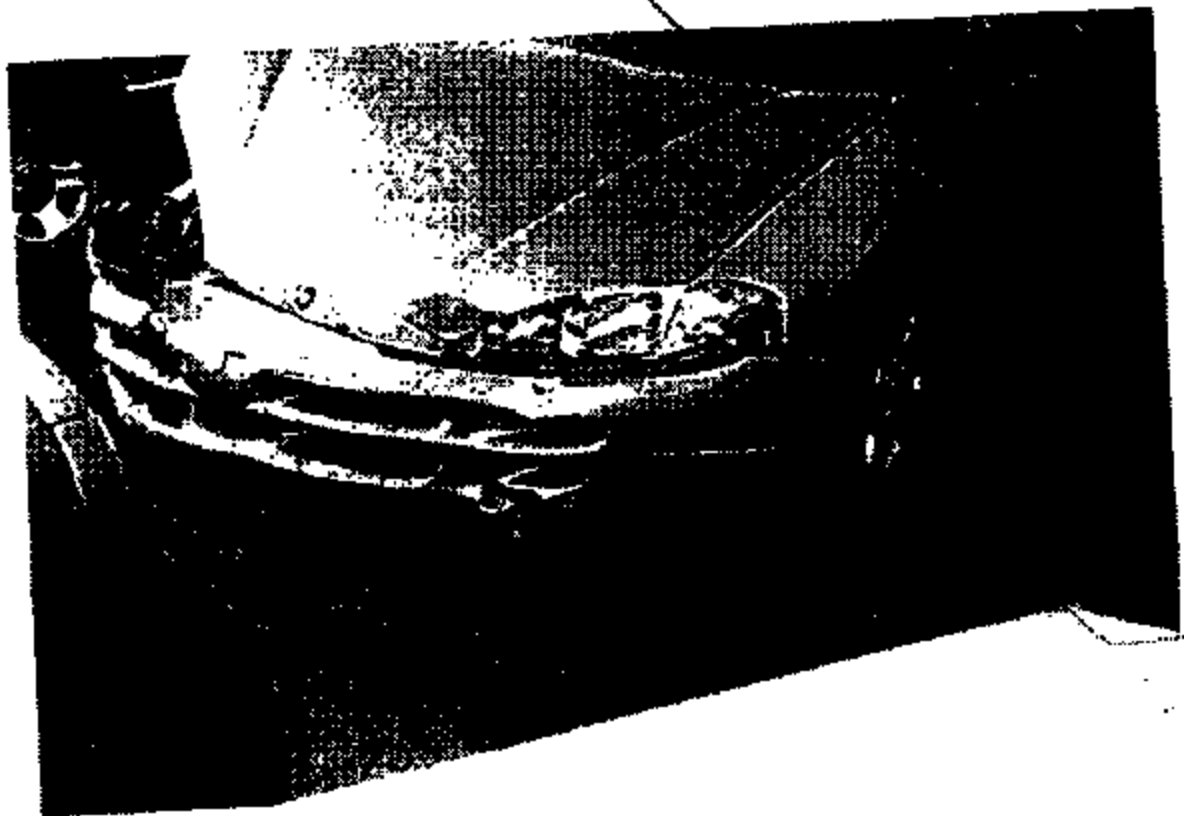
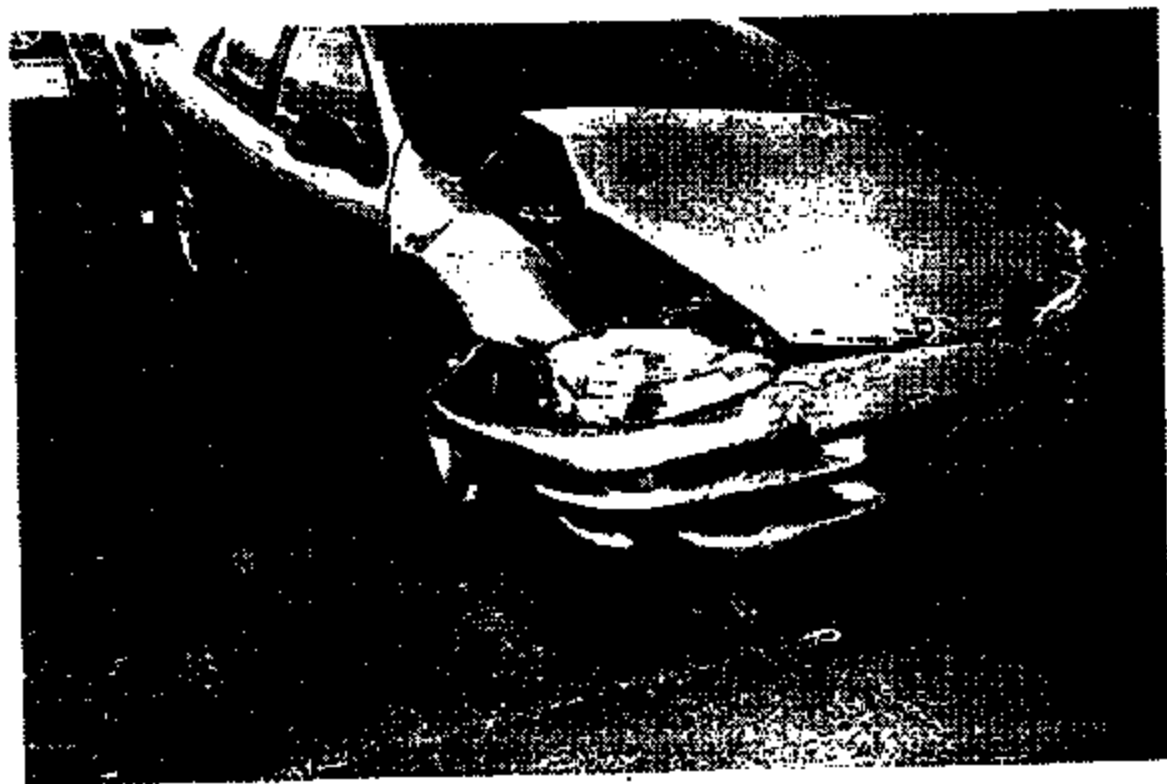
U.S. Department of Transportation
National Highway Traffic Safety
Administration
Washington, D.C. 20590



To whom it may belong
The Body shop have
many front end assemblies
and no air bag release

Please help
Proctor & Latta endorses





DAIMLERCHRYSLER

November 12, 2003

[REDACTED]
Sunrise, FL [REDACTED]

DaimlerChrysler Corporation
Customer Claims Resolution Group

Re: 2003 Dodge Intrepid, VIN 2B3HD46R33 [REDACTED]

Dear [REDACTED]:

Thank you for contacting DaimlerChrysler Corporation and raising concerns that you have with the above referenced vehicle. DaimlerChrysler Corporation conducted an investigation into the incident, inspected the vehicle and interrogated its on-board computer. Based on the information we received, DaimlerChrysler Corporation must deny your claim.

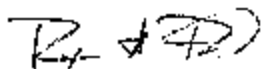
In response to your particular concerns about why the air bags in your vehicle did not deploy:

The purpose of the air bag is to deploy in those impacts where the accident severity is great enough but the front-end crush cannot manage all of the energy of the impact and lower the longitudinal (front to back) deceleration in the occupant compartment to the desired levels. In your case, because the impact was an angular impact into the front corner of your vehicle and not directly into the front, your vehicle did not decelerate quickly enough to deploy the air bags.

Of course the next question is how do we know that our system worked as we intended and ultimately that our design intentions were correct. In terms of whether the system worked as intended, we look to the diagnostic readings that are found in the memory of the AECM, which is the on-board air bag controller. When we probe the onboard computer we can determine the system status and whether there were any faults, or problems in the system prior to the event. The fact that the air bag light was not "on" prior to the accident except when we would expect - during the start cycle - tells us that there were no faults in the system and in addition, we found no readings in the on-board computer that indicated there was any problem.

I have enclosed an informational brochure pertaining to air bag systems should you have any further questions.

Very truly yours,



Ryan A. Polkowski
Customer Claims Resolution Group