



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

2004 MAY 1
15-DEC-2003

Repository ☐

Reference No.
10050551

OWNER INFORMATION (Type or Print)

Name

Address

City

GAITHERSBURG

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?
In the absence of an authorization, NHTSA will not provide your name or address to the vehicle manufacturer.

☒ YES

☐ NO

Signature of Owner

Date 1/1

VEHICLE INFORMATION

17 digit Vehicle Identification Number Located at bottom of windshield on driver's side

2G1FP22K6

Make

CHEVROLET

Model

CAMARO

Model Year

1986

Date Purchased

Dealer's Name and Telephone Number

Engine: 3.8L
No. Cylinders 6

Fuel Type:

Unleaded

Original Owner

☐

Dealer's City

State

Zip Code

Transmission Type

5 Speed

☒ Antilock Brakes

Powertrain

☒ Cruise Control

Vehicle Component Code

141000 AIR BAGS:FRONTAL

Multiple Failure: 1

FAILED COMPONENT(S)/PART(S) INFORMATION

Incident Date(s)
07-DEC-2003

Failure Mileage
58150

Failure Speed
40

Air bag sensor system

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A TIRE FAILURE

Tire Make

Tire Model (Name or Number)

Tire Size (Example P215/65R16)

DOT No. (Example: DOTM19ABC036)

☐ 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

1

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 DRIVING 40 MPH DURING A SNOW STORM VEHICLE VEERED AND BUMPED INTO A CONCRETE MEDIAN. VEHICLE ONLY HAD SCRATCHES ON THE BUMPER, BUT THE FRONT AIR BAGS DEPLOYED. WHEN THE FRONT AIR BAGS DEPLOYED, THE WINDSHIELD BROKE. THE DRIVER'S NECK WAS INJURED. *AK

Please see additional sheets

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.

[REDACTED]
[REDACTED]
Gaithersburg, MD [REDACTED]

April 20, 2004

US Dept of Transportation
National Highway Traffic Safety Administration

To Whom It May Concern:

I am extremely sorry I have not followed up with this complaint sooner, as it is extremely important to me. I have suffered a great deal of pain as well as financial loss due to the negligence of the manufacturer to properly install safe equipment. I had typed out a very comprehensive explanation of the incident, however lost all the data on my hard drive. After the accident, I was so overwhelmed that the issue was lost in the ensuing chaos. I hope this is not too late, as it is important to me that the proper authorities are aware not only of General Motors/Chevrolet's poor quality automobiles, but their refusal to address the initial warning signs and complaints when they are presented to them.

I would like to briefly elaborate on the aforementioned statements about my warnings to GM and Chevrolet. Approximately one year ago, as I turned into my neighborhood the brakes and traction systems failed on my car and my car slid into the curb. This accident caused thousands of dollars of damage to the car, and I had it taken to Chevrolet. When I told them that the braking system was poor, and I had virtually no traction in any conditions, the repairmen said, "That's the way a Camaro is". I was not amused, as I do not feel my vehicle is safe for normal operation, therefore I have to operate it with extreme care.

The following is a brief narrative describing what happened before, during, and after the incident being investigated.

At approximately 10:00pm on the evening of December 7, 2003, I was traveling northbound on I-270. It had been snowing heavily the previous day, and there were continued flurries. Route 270 is an 8 lane highway (4 lanes in each direction), and at the time of travel, I was the only vehicle on the road. It has clearly been plowed many times, as there was little snow remaining of the surface, and the medians were overflowing from where the snowplows had moved the snow from the road.

I had gotten onto I-270 at the Shady Grove Road onramp, and traveled approximately 3 miles before having any trouble. Due to the conditions, I drove slowly, and in the center lane of the roadway, being careful to keep the wheels straight, and if necessary, to brake very slowly.

Right after I had passed exit 11 for Montgomery Village Ave is where my trouble occurred. At this particular time, I was traveling anywhere from 30-40 miles per hour. In this section of 270, the roadway is perfectly straight, and I had not applied the brakes in anyway. Without warning, the vehicle began to spin uncontrollably, until the drivers side of the vehicle struck the median of the highway, almost perfectly parallel. At this point, both of the front airbags deployed, rendering me almost completely unconscious. The snow that had been plowed from the roadway acted as a buffer between my vehicle and the concrete median, so tremendously while slowed down, the vehicle continued to spin, striking the snow covered median head on (this was after the airbags deployed), then finally spinning around once more and finally stopping. When the car had finally stopped, it was facing north, parallel to the median about 5 feet away, and approximately 100 yards from where the original side impact occurred.

Once the vehicle had come to a complete stop, I was still partially unconscious, and felt badly injured. I recall vividly being in a great deal of pain, specifically my neck, shoulders, face, and hand. I also recall worrying that my nose was broken, as well as my fingers because my hand was positioned in such a way that the airbag struck them when they deployed. Somewhat lucid, I reached for my cellular phone, and dialed 911.

When they answered, I remember that I was barely able to speak. I muttered "car accident", and described as best I could my location. Because of the immense pain, I was certain I was injured and would need medical assistance. After calling for help, I blacked out until a police officer tapped on my window.

At this point, I was still in a lot of pain, but also frantic about the damage to my car. From the interior, it seems to be extremely severe, which is why I was surprised upon exiting that there was virtually no damage to the car at all. The police officer asked to see my license and registration, and just performed a routine check on my information. The officer instructed me to restart to car to pull it closer onto the shoulder for safety purposes, and I did so hesitantly. As I sat in my car with the heat on, I waited for the officer to return my information, and to arrange for a tow truck. I had turned the heat on, and after some time I was able to move my fingers, and see in the mirrors that I had not been injured, despite the severe pain. At this point, an ambulance came and asked if I needed to go to the hospital. I felt unsure, but since I did not have health insurance, I declined. The ambulance and the police officer left, which left me alone. I used my cellular telephone to arrange to have my car towed to my home, since I did not know

where to take it at that point. It was about 2 weeks before I felt physically able to address the issue of the damage to my car. I again arranged to have the car towed to B&B Auto, in Gaithersburg, MD. I requested that they repair all the apparent damage, which was mostly the windshield and the protruding damage to the dashboard. In addition, I asked them to check the car out for other damage, so that it could be made safe for driving again.

Luckily, there was no damage to the vehicle itself, with the exception of the windshield, which was broken by the deployment of the airbags. Because I could not afford to replace the airbags, nor did I want them since all they had done in this instance was injure my person and damage my car further, I did not have them replaced. Enclosed, please find a copy of the repair bill, as well as pictures taken before the car was repaired.

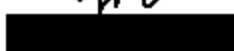
In regards to my personal injury, the only pain that remained beyond a week or two was the pain in my neck and back, presumably from being struck from the airbags. It is important to note, that I am only five foot two inches tall, therefore the seat was adjusted so that it was as close to the steering wheel and pedals as possible. I assume that because I was so close, that is the reason for the airbags harming me. To date, I have spent over \$1,500.00 in medication for the pain; although at this time do not have an exact figure for the medical costs.

This is all I have been able to put together from my memory, as well as the retrieval of the account I had told to others. If I can be of any further assistance in pursuing this complaint, please do not hesitate to contact me at any time. I am extremely irate with Chevrolet for allowing a vehicle like this to be legally sold the general public.

Thank you very much for your attention to this matter. Once more I apologize for the lateness in my response, and do hope that it is not too late.

Sincerely,





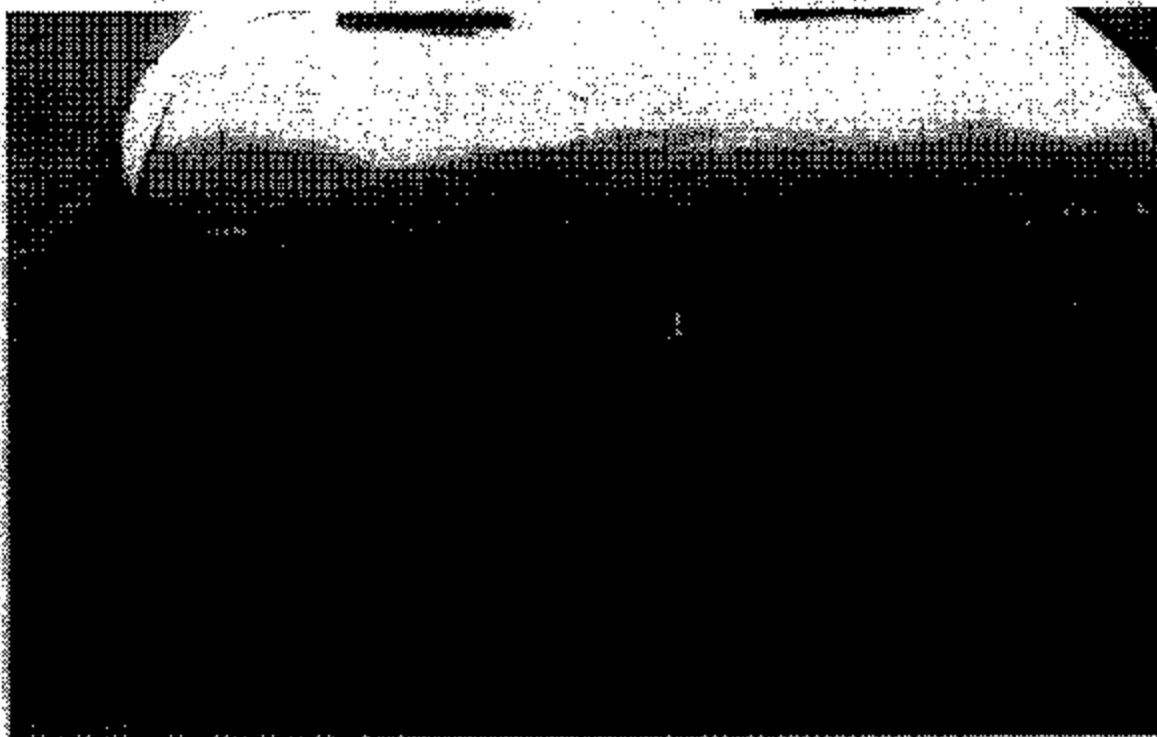
4/20/2004

Date

Enclosures:

- Copy of vehicle repair bill
- Photographs of the damaged vehicle

Front End Damage



Damage to Interior Cabin

- * Airbags deployed
- * Dashboard broken
- * Windshield irreparably broken



Closer view of dashboard displaced by airbag deployment



Exterior view of broken windshield



**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).**