



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 100182

Date Received  
2004 APR 29 PM 12:50  
17-MAR-2004

Repository   
Reference No.  
10083408

OWNER INFORMATION (Type or Print)

Name [REDACTED]  
Address [REDACTED]  
City RICES LANDING State PA Zip Code [REDACTED]

Daytime Telephone Number [REDACTED] E-mail Address [REDACTED]  
Evening Telephone Number [REDACTED]

Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle?  YES  NO  
(In the absence of an authorized signature, your name or address to the vehicle manufacturer.)  
Signature of Owner [REDACTED] Date 03/29/04

VEHICLE INFORMATION

17 digit Vehicle Identification Number (located at bottom or windshield on driver's side) 2B3HD56G84H [REDACTED]  
Make DODGE Model INTREPID Model Year 2004  
Date Purchased 8-30-03 Dealer's Name and Telephone Number Solomon Chrysler Dodge, 724-966-2600  
Original Owner  Dealer's City State Zip Code CRAMICHAELS PA 15320  
Engine: 3.5 No. Cylinders 6 Cylinders Fuel Type: 87  
Transmission Type Automatic Front Wheel Drive  
 Antilock Brakes  Cruise Control Powertrain  
Vehicle Component Code 181000 VEHICLE SPEED CONTROL: ACCELERATOR PEDAL  
Multiple Failure: 1

FAILED COMPONENT(S)/PART(S) INFORMATION

Incident Date(s) 3-16-04 Failure Mileage 6000 Failure Speed See below  
Address: [REDACTED]

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A TIRE FAILURE

Tire Make [REDACTED] Tire Model (Name or Number) [REDACTED] Tire Size (Example P215/65R15) [REDACTED]  
DOT No. (Example: DOTM1ABBC036)  Original Equipment  Prior Repair Failure Location: [REDACTED]  
Tire Component Code [REDACTED] Tire Failure Type [REDACTED]

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A CHILD SEAT FAILURE

Make: [REDACTED] Date Manufactured: [REDACTED] Model No./Name: [REDACTED]  
Seat Type: [REDACTED] Installation System: [REDACTED]  
Child Seat Component Code: [REDACTED] Failed Part: [REDACTED]

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 0 Number of Deaths 0 Reported to Police No - AS NO OTHER CAR INVOLVED

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).

CONSUMER COMPLAINED ABOUT UNEXPECTED ACCELERATION. CONSUMER WAS PULLING INTO A PARKING SPACE AND SUDDENLY VEHICLE ACCELERATED, AND SLAMMED INTO A WALL. AIRBAGS DEPLOYED, AND RIGHT SIDE AIR BAG RIPPED WHEN IT HIT THE PASSENGER IN THE FRONT SEAT. \*AK Reported all the following to Chrysler/Dodge on 3-17-04  
Going to hospital to bring my husband home. Had slowed speed to approx. 20 miles as I was pulling into parking slot. In a split second car accelerated to about 70 or more - as if it had a life of its own - hit a wall which stopped the auto. Both passenger & myself bruised from air bags. In fact, after 2 weeks, still complaining about chest & nd in back between shoulder blades. Still seeing physician. (Witnesses to the above.)  
Include, if available: Police/Fire Department Report, Photos, and Repair Invoice. **SEE 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)

On reporting this to my insurance Co, they sent technicians. Technicians felt there was a defect in the vehicle but could not get "hard" evidence. Stated a similar accident in another state with same type of car resulted in acceleration at light - hitting green - then when car put in Reverse - it accelerated again & hit across cars & killed an individual. In this case, they stated it was a cruise control default or defect.

I feel very unsafe in this car now. Damage to vehicle extensive (See attached sheet). Air Bag on passenger side faulty & defective. I will probably never drive this car again. Individuals could be killed if car defaults again. I feel Chrysler has the responsibility to ensure their cars are safe and make adequate reparation to individuals with this type of loss. Air Bag should not rip on deployment.

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



**BUSINESS REPLY MAIL**

FIRST CLASS PERMIT NO 73173 WASHINGTON, D.C.

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

NO POSTAGE NECESSARY FROM Far Far Away

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



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**DOT AUTO SAFETY HOTLINE**

TO REPORT VEHICLE SAFETY DEFECTS COMPLETE THIS FORM OR

**DASH2DOT**

and dial toll free at:

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<http://www.safercar.gov>

Additional Notes?

I had forgotten about another incident that had occurred approximately three weeks after we bought the car until my husband reminded me and made the association.

I was putting my car in the garage. My husband had placed a mark on the wall as an indicator as to how far to pull forward in order to clear the garage door. He also had placed a large wooden block on the floor on the driver's side as a stop for the front tire. When I pulled the car in and stopped, I noticed that I should pull forward a few more inches. I slowly touched the accelerator to pull forward slowly these couple of inches when suddenly the car accelerated, jumped over the wooden block and caused the garage to shift. There was a valve protruding from the wall on the front of the garage. The front of the car hit a valve that was protruding from the front of the garage and I simultaneously hit the brake, with both of these actions stopping the forward motion of the car. It did very little damage to the car as there was a decorative plate on the front of the car and the valve hit this decorative plate, but the force of the acceleration shifted the wooden garage off its base several inches.

I had not associated this incident with the current one until my husband recalled it but this should have been a "red flag" for us immediately. However, the trauma and shock of the accident did not bring this to my mind immediately as the current incident had such repercussions.