

18109464

2005 JAN 13 AM 12:07

Richlands, Va.

November 2, 2004

U.S. Department of Transportation
National Highway Traffic Administration
400 Seventh Street S.W.
Washington, D.C. 20590

To Whom It May Concern,

I had purchased a new 1999 Chevy Blazer from Ramey,s Chevrolet on January 31 1999. This Blazer was sold to me as new. It only had two miles on the odometer. This blazer had multiple defects. It had air and water leaks around the windows. I used oil very fast. The brakes did not work properly. It had paint runs. I took it back to Ramey,s multiple times for repairs. The problems were never repaired correctly. GM was notified by phone and on their surveys. Nothing was ever done. I went to Friendship Ford to trade this blazer off. They looked at the blazer and said that it had been wrecked. They showed me paint spots around the windows and waves in the drivers side quarter panel. I had not noticed this before. They said my blazer was only worth four thousand dollars. I still owed sixteen thousand dollars on the blazer, therefore I had to keep the blazer. I took the blazer back to Ramey,s and told them what Friendship Ford had said about the blazer being wrecked. They denied that the blazer had been wrecked. When I bought the blazer I told Ramey,s , what I was looking for and that Ramey,s in Princeton West Virginia had the blazer I wanted, and had promised me to send that blazer to Ramey,s in Tazewell VA, for me to pick up. They first told me that they did not have the blazer I wanted. As I was pulling out of the parking lot they stopped me and said they did have a blazer like I wanted. They asked me to wait a few minutes and they would pull it around. When they brought the blazer to me, it had plastic over the outside, and the inside was very dusty. I asked why it was like this. Ramey,s told me that they had just pulled it off the truck and had not had time to remove the plastic or clean the blazer. I smelled new paint at that time but thought that was normal. After talking to Friendshtip Ford it became clear to me that when I purchased the Blazer, it had just came out of their paint room instead of off

Mania
1/13/05

the truck. This Blazer had to of been wrecked or was damaged on the truck. That would explain why the windows leaked, the paint around the window trim, the waves in the drivers side quarter panel, the runs in the paint, the plastic on the outside of the blazer and all the dust inside the blazer. I have had three accidents in this blazer, all with frontal impacts. The airbag has never deployed.

The first accident was on 10-14-00. I was driving west bound on route 460 at 55mph when a large deer jumped out in front of me. I slammed on the brake but still hit it head on. The airbag did not deploy. My only injury was a neck strain. The blazer was repaired at Ercoline Nissan in Princeton, WV. The cost of repairs were \$3,594.08. See list of repairs enclosed.

My second accident was on 11-29-00. I was driving east bound on route 460 at 55mph when I hit black ice and slammed into a cement bridge head on. The airbag did not deploy. The blazer was repaired at Cantrell Collision. The repair cost was \$1,595.43. My only injury was a neck strain.

My third accident was on June 9th 2004. I was critically injured because my airbag did not deploy and my seat belt came loose. I notified GM in June, 2004 of the defects. GM sent their investigator, Patrick Burley on July 19th 2004, to investigate my 1999 Chevy Blazer. I contacted Brad Evans today at GM again on 11-1-04 and he said he was still waiting for the results of the investigation report.

On June 9th 2004 at 4:04pm I was driving my 1999 Chevy Blazer west bound from willow springs. The speed limit was 35mph. I had stopped at the stop sign and looked both ways before attempting to cross the four lane. I crossed the north bound I apparently forgot to look again as I crossed the south bound lane. As I started to cross the south bound lane, I was struck in the passenger side by a 1994 Ford Ranger going 55mph according to the police report. My blazer spun around to the right. The force of the impact flung me toward the passenger side. My right hip was forced into the console my back, upper body and neck, was forced over the console overextending my body to the right. (According to Dr Melwain this could have caused my lumbar vertebrae to be overstretched causing the hambar disc to rupture and allow all of the jelly to run out and dry up looking like degenerative disc disease.) I held on to the steering wheel and I placed my right hand on the passenger side dash to help steady me, to try to prevent injury. I was still in my seatbelt at this time. My Blazer spun so fast that the force caused my blazer to flip up. As the back end of the blazer and the drivers side flipped up. I was force out of my seatbelt toward the right passenger side. (I have severe right low abdominal pain.) When I came out of my seat, my left ankle hit something under the dash or the steering wheel. My back hit the roof of the blazer. My blazer then hit a 1988 Ford F-150 with a right frontal impact. The airbag did not deploy at this time. My head was forced into the passenger side window. My head cracked the window, causing a closed head injury. My right cheek hit the passenger side

dash causing swelling and bruising. This hyperextended my neck to the left back, causing two fractures to my cervical spine at C-7. My right hand was still on the passenger side dash twisting my right wrist. My forearm was forced into the handle on the passenger side dash, brating the handle and caused swelling and bruising to my right forearm. My right shoulder was then forced against my right wrist causing severe pain and popping noises in my right shoulder. I was still holding on to the steering wheel so my left wrist and shoulder was pulled. The impact of the F-150 prevented my blazer from completely flipping. I as my blazer came back down, I was forced back down. My right hip and coccyx area hit the top of the console causing severe bruising and swelling to my right hip and buttock area. This also compressed my back causing severe nerve compression with severe back pain, and with tingling and burning in my legs and feet. As my body came down my knees hit the steering wheel and the hit the dash under the steering wheel. I have a tarring feeling in my knees when I walk and weakness when getting up and down.

At the seen of the accident a bystander stabilized my neck until the rescue squad arrived. I was transported to Clinch Valley Medical Center. After Ct scan of my neck was completed, I was transferred to Bristol Regional Medical Center.

Five months after the accident, I am still having severe headaches, blurred vision with strabismus. I cannot turn my head to the left or lean my head back without severe pain. My neck still pops with movement Both of my shoulders still pop with movement. I still have pain in both my wrists. I have severe low abdominal pain in the area where the lap belt left the bruising and swelling. I have severe pain in my right hip. The x-ray show loose bone fragments with the hip joint compacted. I had to wait until my neck fractures were stable enough to have back surgery. I had one herniated disc prior to the accident confirmed on May 7th 2004. On August 23rd 2004 my neck was stable enough to have back surgery. On August 25th 2004 I hade my back surgery. Instead of removing one disk he had to remove four. Dr Mcilwain had to remove over a cup full of my backbone just to get the nerves decompressed and insert three cages with bone grafts and insertion of a bone stimulator. My back had no stability therefore, Dr Mcilwain had to place two rods, and several screws in my back to help give some stability. I still have severe back pain with leg and feet pain and numbness and tingling. I also have urinary incontinent and constipation. I have pain in both my knees with weakness. I still have mild pain in my right ankle. The police report estimated the cost of repairs at 16,000.00 dollars. I sold the blazer to Curtiss Body shop for junk. His telephone number is (279)963-8215. See pictures and police report enclosed.

Sincerely,

Police Crash Report

15-8047 (rev. 10/01)

Case no: **261692004** Date of crash: **WED 11/04** County of crash: **LATIMORE**

City Township

Location of crash (route/road): **19** Railroad crossing (D no. (if within 150 ft.)) **719** GPS Long **719** Mile marker number **3** Local case number **3**

Location of crash (route/road): **19** Location of crash (route/road): **719** Number of vehicles: **3**

at intersection with or miles feet N S E W of

Vehicle No. 1: Driver's name (last, first, middle): **DAVID JASON CREED** Driver's license number: **223-53-7841** Driver's sex: **M** Driver's age: **19**

Vehicle No. 2 (for pedestrian):

Address (street and no.): **RT 1 BOX 110E** City: **CLEVELAND** State: **VA** ZIP: **24225**

Vehicle No. 1: Driver's name (last, first, middle) or Commercial motor carrier: **DAVID CHARLIE CREED, JASON CREED** Same as driver:

Vehicle No. 1: Make, model, year: **CHEVROLET BLAZER 99** Vehicle No. 2: Make, model, year: **FORD BLAZER 94**

Vehicle No. 1: License plate number: **16NCT18W6X** State: **VA** Vehicle No. 2: License plate number: **1FTCR15X2 PTA 18834** State: **VA**

U.S. DOT no. of VA no.: **11,000** Placed no. and class or name: **ALL STATE**

U.S. DOT no. of VA no.: **700** Placed no. and class or name: **FARM BUREAU**

Check impact area(s) Circle initial impact

Vehicle No. 1:  Vehicle No. 2: 

Damage to property other than vehicle: **SR19** Object struck (tree, fence, etc.): **SR19**

Property owner's name (last, first, middle) and address: **SR19**

Crash description: **VEH#1 WAS ATTEMPTING TO MAKE A LEFT TURN, PULLED INTO THE TRAVEL PATH OF VEH#2 AND WAS STRUCK BY VEH#2. VEH#1 THEN SPUN AROUND TO ROADWAY, STRUCK VEH#3 AND WAS STOPPED AT STOP SIGN.**

Offenses charged driver: **DRIVER#50 VEH#2 DRIVER SIDE DAMAGE**

All Injured	All Injured										Name of Injured (if deceased give date of death)	EMS treatment	Date of death MM/DD/YYYY	
	12	13	14	15	16	17	18	19	20	21				
	1	1	4	3	1	5	9	1984	F	4	X	DAVE WANDA SWIE	9	
	3	1	4	3	1	11	21	1946	M	3	X	LAWRENCE ROBERT LANE	14	

Investigation officer: **11-11-02** Investigator's no.: **11111** Agency/department name and code: **11-11-02** Reporting officer: **11111** Report file date: **1/1/02**

Plate Number	Plate Type	Expiration Date				
	PA	03/31/05 06				
Title Number	Vehicle Identification Number (VIN)	Color	Model Yr			
54204241	1GNCT18W6XK	RED	1999			
Vehicle Make	Vehicle Body	Vehicle Use				
CHEVROLET	PICKUP	PRIVATE				
EW	GW	GVWR	GCWR	Fuel	Axles	Purchase Date
3886	4850			GAS	2	01/31/1999

RICHLANDS VA

TAZEWELL COUNTY

201

VIRGINIA MOTOR VEHICLE REGISTRATION
 This card MUST be carried in the motor vehicle when in operation but does not permit holder to operate a motor vehicle.
Dwight B. Smith
 Commissioner,
 Department of Motor Vehicles

FOLD ALONG THIS LINE FOR WALLET SIZE

Plate Number	Plate Type	Expiration Date				
	PA	03/31/05 06				
Title Number	Vehicle Identification Number (VIN)	Color	Model Yr			
54204241	1GNCT18W6XK	RED	1999			
Vehicle Make	Vehicle Body	Vehicle Use				
CHEVROLET	PICKUP	PRIVATE				
EW	GW	GVWR	GCWR	Fuel	Axles	Purchase Date
3886	4850			GAS	2	01/31/1999

RICHLANDS VA

TAZEWELL COUNTY

201

VIRGINIA MOTOR VEHICLE REGISTRATION
 Use this portion for change of address notification or when you sell, trade, or dispose of this vehicle.
Dwight B. Smith
 Commissioner,
 Department of Motor Vehicles

FOLD ALONG THIS LINE FOR WALLET SIZE

11/10/2000 at 11:26 AM
46452

Job Number: 23122

ERCOLINE NISSAN
Federal ID #:550723156
EXPECT EXCELLENCE
RT 6 BOX 11D
9745 BIG LAUREL HIGHWAY
PRINCETON, WV 24740
(304)327-0511 Fax: (304)325-2285

PRELIMINARY SUPPLEMENT 1 WITH SUMMARY

Written by: RICHARD LESTER #236748328

Adjuster: BOB MEADOWS #

Claim #2693516474

Policy #

Insured:

Owner:

Address:

RICHMOND, VA

Day:

Deductible:

Date of Loss: 10/14/2000 at 12:00 AM

Type of Loss: Comprehensive

Point of Impact:

Inspect ERCOLINE NISSAN
Location: RT 6 BOX 11D
9745 BIG LAUREL HIGHWAY
PRINCETON, WV 24740

Business: (304)327-0511

Insurance ALLSTATE INSURANCE COMPANY
Company:

Business: (304)442-0134
Days to Repair

1999 CHEV BLAZER 4X4 6-4.3L-FI 2D UTV MAROON Int:CHARCOAL
VIN: 1GNCT18W6XK Lic: WANDA-BG VA Prod Date: 01/1999 Odometer: 34364
Air Conditioning Rear Defogger Tilt Wheel
Cruise Control Intermittent Wipers Tinted Glass
Dual Mirrors Clear Coat Paint Power Steering
Power Brakes Power Windows Power Locks
Power Mirrors AM Radio FM Radio
Stereo Cassette Search/Seek
Anti-Lock Brakes (4) Driver Airbag Passenger Airbag
4 Wheel Disc Brakes Cloth Seats Bucket Seats
Rear Step Bumper Automatic Transmission Alloy Wheels

2673816414 AKR

Job Number:

10/19/2000 at 09:45 AM
46452

PRELIMINARY ESTIMATE
1999 CHEV BLAZER 4X4 6-4.3L-FI 2D UTV MAROON Int:CHARCOAL

Parts		2204.24
Body Labor	13.4 hrs @ \$ 32.00/hr	429.20
Paint Labor	12.6 hrs @ \$ 32.00/hr	403.20
Mechanical Labor	1.8 hrs @ \$ 48.00/hr	86.40
Paint Supplies	12.6 hrs @ \$ 20.00/hr	252.00
Sublet/Misc.		16.00
<hr/>		
SUBTOTAL		\$ 3390.64
Sales Tax	\$ 3390.64 @ 8.0000%	203.44
<hr/>		
GRAND TOTAL		\$ 3594.08
INSURANCE PAY		\$ 3594.08

" PLEASE NOTE: PROLINE NISSAN BODY SHOP WILL GUARANTEE ALL BODY AND PAINT WORK FOR A PERIOD OF ONE YEAR"

IT IS A CRIME TO KNOWINGLY PROVIDE FALSE, INCOMPLETE OR MISLEADING INFORMATION TO AN INSURANCE COMPANY FOR THE PURPOSE OF DEFRAUDING THE COMPANY. PENALTIES INCLUDE IMPRISONMENT, FINES AND DENIAL OF INSURANCE BENEFITS.

Estimate based on MOTOR CRASH ESTIMATING GUIDE. Non-asterisk items are derived from the Guide (RIGF95) Database dated 6/2000. Double asterisk items indicate parts supplied by a supplier other than the original equipment manufacturer. Parenthesis (#) items indicate special entries. CAPA items have been certified for fit and finish by the Certified Auto Parts Association. NRSR Part Numbers, Prices and Labor Times are provided from National Auto Parts Specifications, Inc.

Ballhawk - A product of CCC Information Services Inc.

2673516424 AKK

10/19/2000 at 09:46 AM
46452

Job Number:

ERCOLINE NISSAN

Federal ID #: 550723156

EXPECT EXCELLENCE

RT 6 BOX 110

9745 BIG LAUREL HIGHWAY

PRINCETON, WV 24740

(304) 327-0511 Fax: (304) 325-2295

(304) 327-0511

PRELIMINARY ESTIMATE

Written by: RICKARD LESTER #236740329

Adjuster: DON HUTCHINSON

Insured:

Owner:

Address:

RICHMOND, VA

Day:

Claim #

Policy #

Deductible:

Date of Loss:

Type of Loss:

Point of Impact:

Inspect ERCOLINE NISSAN

Location: RT 6 BOX 110

9745 BIG LAUREL HIGHWAY

PRINCETON, WV 24740

Business: (304) 327-0511

Insurance ALLSTATE INSURANCE COMPANY

Company:

Business: (304) 542-0134

Days to Repair:

1999 CHEV BLAZER 4X4 6-4.31-FI 2D UTV MAROON Int:CHARCOAL

VIN: 1GNCT1H76XK

Lic: WANDA-BG VR Prod Date: 01/1999 Odometer: 51354

Air Conditioning

Rear Defogger

Tilt Wheel

Cruise Control

Intermittent Wipers

Tinted Glass

Dual Mirrors

Clear Coat Paint

Power Steering

Power Brakes

Power Windows

Power Locks

Power Mirrors

AM Radio

FM Radio

Stereo

Cassette

Search/Seek

Anti-Lock Brakes (4)

Driver Airbag

Passenger Airbag

4 Wheel Disc Brakes

Cloth Seats

Bucket Seats

Rear Step Bumper

Automatic Transmission

Alloy Wheels

10/19/2000 at 09:45 AM
46452

1643516474, AKA
Job Number:

PRELIMINARY ESTIMATE

1999 CHEV BLAZER 4X4 6-4,35-PI 2H 17V MAROON Int:CHARCOAL

NO.	QTY	DESCRIPTION	EXT	PRICE	LABOR	PAINT
1		FRONT BUMPER				
2	1	R&I R&I bumper assy			1.0	
3		Refn Bumper painted				1.0
4		Add for Clear Coat				0.4
5		GRILLE				
6	1	Repl Grille Chev. w/o decal painted	181.00		Incl.	1.2
7		Refn Add For Clearcoat				0.3
8	1	Repl Emblem Chev. "Bowtie"	17.15		0.1	
9	4	Repl Grille retainer	1.20			
10	4	Repl Grille nut	1.20			
11		FRONT LAMPS				
12	1	Repl Rf Headlamp assy	243.00		Incl.	
13		Alm headlamps			0.5	
14		COOLING				
15	1	Repl Radiator support	265.00		5.2	
16		Evacuate & recharge			m 1.4 M	
17		Refrigerant recovery			m 0.4 M	
18		Add for AC option			m 0.4	
19		Add for auto trans			m 0.2	
20	1	Repl Lock support	46.95		Incl.	
21	1	Repl Front deflector Chev/GMC	24.65		Incl.	
22	1	Repl Baffle Chev/GMC	8.45		Incl.	
23	1	Repl Radiator w/auto trans	463.16		m Incl.	
24	1	Repl Coolant	16.00			
25	1	Repl Fan blade w/AC	45.00		m 0.5	
26		AIR CONDITIONER & HEATER				
27	1	Repl Condenser	319.80		m Incl.	
28		Add for auto trans			m 0.2	
29		HOOD				
30	1	Repl Hood Chev	290.29		0.8	2.0
31		Overlap Major Adj. Panel				-0.4
32		Add for Clear Coat				0.5
33		Add for Underside (Complete)				1.4
34	1	Repl latch secondary	24.80		Incl.	

12/21/2000 at 04:48 PM
39630

Job Number: 136

CANTRELL COLLISION

License #: Federal ID #:541647381
"WE ONLY MEET BY ACCIDENT"
RT 3 BOX 2053
CEDAR BLUFF, VA 24609
(540)964-0539

SUPPLEMENT OF RECORD 1 WITH SUMMARY

Written by: TIM HALE # 12/21/2000 04:47 PM
Adjuster: DD 17452690CDL11302 #

Insured: Claim #2693539625-01
Owner: Policy #
Address: Deductible: 500.00
RICHLANDS, VA Date of Loss: 11/29/2000
Evening: Type of Loss: Collision
Point of Impact: 12. Front

Inspect
Location:

Insurance ALLSTATE INSURANCE COMPANY
Company: MARKET CLAIM OFFICE
PO BOX 20869
ROANOKE, VA 24018

Business: (800)542-5731
Days to Repair

1999 CHEV BLAZER 4X4 6-4.3L-FI 2D UTV RED Int:
VIN: 1GNCT18W6XK Lic: ZBS3259 VA Prod Date: 01/1999 Odometer: 35666
Air Conditioning Intermittent Wipers Tinted Glass
Dual Mirrors Clear Coat Paint Power Steering
Power Brakes Anti-Lock Brakes (4) Driver Airbag
Passenger Airbag 4 Wheel Disc Brakes Cloth Seats
Bucket Seats Rear Step Bumper Automatic Transmission

NO.	OP.	DESCRIPTION	QTY	EXT.	PRICE	LABOR	PAINT
1		FRONT BUMPER					
2		O/R front bumper				1.6	

12/21/2000 at 04:48 PM
39630

Job Number: 136

SUPPLEMENT OF RECORD 1 WITH SUMMARY
1999 CHEV BLAZER 4X4 6-4.3L-FI 2D UTV RED Int:

NO.	OP.	DESCRIPTION	QTY	EXT. PRICE	LABOR	PAINT
3		Repl Bumper painted	1	236.00	Incl.	1.0
4		Add for Clear Coat				0.4
5*	S01	Repl Deflector w/decor pkg	1	59.25	0.8	0.0
6		Repl RT Tow hook	1	27.50	0.3	
7		Repl LT Tow hook	1	27.50	0.3	
8	S01	Repl RT Bumper brace	1	18.40	0.3	
9	S01	Repl LT Bumper brace	1	18.40	0.3	
10		FRAME				
11		Repl RT Bumper bracket upper	1	38.75	1.0	
12		Repl LT Bumper bracket upper	1	38.75	1.0	
13*		Rpr Frame assy FRONT HORNS			3.0 F	
14#		TWO WHEEL ALIGNMENT	1	30.00		
15		GRILLE				
16*	S01	Repl Grille Chev. w/o decor pkg	1	181.00	Incl.	1.5
17		Repl Emblem Chev. "bowtie"	1	17.15	0.1	
18		FRONT LAMPS				
19		Repl LF Park/turn lamp	1	45.00	0.5	
20		COOLING				
21	S01	Repl Fan blade w/AC	1	45.50	m 0.5	
22*	S01	Repl Shroud lower	1	17.55	m 0.4	
23*	S01	Repl Front deflector Chev/GMC	1	28.00	0.3	
24*		Rpr Radiator support			3.0	
25		Repl Lock support	1	46.99	0.6	
26*		Rpr ALIGN FRONT SHEET METAL			2.0	
27		FENDER				
28		Blnd LT Fender w/o high wider				1.1
29		FRONT DOOR				
30*		Rpr LT Outer panel BLEND IN PANEL			0.5	1.5
31		Overlap Major Non-Adj. Panel				-0.2
32		Add for Clear Coat				0.3
33		OTHER CHARGES				
34#		E.P.C.	1	3.00		
Subtotals ->				878.74	16.5	5.6

12/21/2000 at 04:48 PM
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Job Number: 136

SUPPLEMENT OF RECORD 1 WITH SUMMARY
1999 CHEV BLAZER 4X4 6-4.3L-FI 2D UTV RED Int:

Parts		875.74
Parts Discount	\$ 845.74 -12.0%	-101.49
Body Labor	13.5 hrs @ \$ 30.00/hr	405.00
Paint Labor	5.6 hrs @ \$ 30.00/hr	168.00
Frame Labor	3.0 hrs @ \$ 35.00/hr	105.00
Paint	5.6 hrs @ \$ 18.00/hr	100.80
Other Charges		3.00

SUBTOTAL		\$ 1556.05
Sales Tax	\$ 875.05 @ 4.5000%	39.38

GRAND TOTAL		\$ 1595.43
ADJUSTMENTS:		
Deductible		500.00

CUSTOMER PAY		\$ 500.00
INSURANCE PAY		\$ 1095.43

NOT RESPONSIBLE FOR LOSS OR STOLEN ITEMS IN VEHICLES.
30% RESTOCKING FEE IF PARTS ARE ORDERED & VEHICLE IS NOT REPAIRED
BY CANTRELL COLLISION, INC.

IT IS A CRIME TO KNOWINGLY PROVIDE FALSE, INCOMPLETE OR MISLEADING INFORMATION
TO AN INSURANCE COMPANY FOR THE PURPOSE OF DEFRADING THE COMPANY. PENALTIES
INCLUDE IMPRISONMENT, FINES AND DENIAL OF INSURANCE BENEFITS.

12/21/2000 at 04:48 PM
39630

Job Number: 136

SUPPLEMENT OF RECORD 1 WITH SUMMARY
1999 CHEV BLAZER 4X4 6-4.3L-FI 2D UTV RED Int:

Estimate based on MOTOR CRASH ESTIMATING GUIDE. Non-asterisk(*) items are derived from the Guide DR1GF95. Database Date 12/2000. Double asterisk(**) items indicate parts supplied by a supplier other than the original equipment manufacturer. Pound sign (#) items indicate manual entries. CAPA items have been certified for fit and finish by the Certified Auto Parts Association. NAGS Part Numbers, Prices and Labor Times are provided from National Auto Glass Specifications, Inc.

Pathways - A product of CCC Information Services Inc.

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39630

Job Number: 136

SUPPLEMENT OF RECORD 1 WITH SUMMARY
1999 CHEV BLAZER 4X4 6-4.3L-FI 2D UTV RED Int:

NO.	OP.	DESCRIPTION	QTY	EXT. PRICE	LABOR	PAINT
----- CHANGED ITEMS -----						
5*		Repl Deflector w/decor pkg	1	-291.00	-0.8	0.0
5* S01		Repl Deflector w/decor pkg	1	59.25	0.8	0.0
14		Repl Grille Chev. w/o decor pkg	1	-181.00	Incl.	
16* S01		Repl Grille Chev. w/o decor pkg	1	181.00	Incl.	1.5
19		Repl Front deflector Chev/GMC	1	-24.65	-0.3	
23* S01		Repl Front deflector Chev/GMC	1	28.00	0.3	
----- ADDED ITEMS -----						
8 S01		Repl RT Bumper brace	1	18.40	0.3	
9 S01		Repl LT Bumper brace	1	18.40	0.3	
21 S01		Repl Fan blade w/AC	1	45.50	m 0.5	
22* S01		Repl Shroud lower	1	17.55	m 0.4	
Subtotals ==>				-128.55	1.5	1.5
						-128.55
						15.43
						0.01
						45.00
						45.00
						27.00
						\$ 3.87
						-3.88
						0.01
Estimate	1595.43	TIM HALE				
Supplement S1	0.00	TIM HALE				
Job Total	\$ 1595.43					
						CUSTOMER PAY \$ 500.00
						INSURANCE PAY \$ 1095.43

12/21/2000 at 04:48 PM
39630

Job Number: 136

SUPPLEMENT OF RECORD 1 WITH SUMMARY
1999 CHEV BLAZER 4X4 6-4.3L-FI 2D UTV RED Int:

NOT RESPONSIBLE FOR LOSS OR STOLEN ITEMS IN VEHICLES.
30% RESTOCKING FEE IF PARTS ARE ORDERED & VEHICLE IS NOT REPAIRED
BY CANTRELL COLLISION, INC.

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DR1GF95. Database Date 12/2000. Double asterisk(**) items indicate parts supplied by a supplier
other than the original equipment manufacturer. Pound sign(#) items indicate manual entries.
CAPA items have been certified for fit and finish by the Certified Auto Parts Association. NAGS
Part Numbers, Prices and Labor Times are provided from National Auto Glass Specifications, Inc.

Pathways - A product of CCC Information Services Inc.

Richlands, Va

November 2, 2004

*U.S. Department of Transportation
National Highway Traffic Administration
400 Seventh Street S.W.
Washington, D.C.20590*

To Whom It May Concern,

I had purchased a new 1999 Chevy Blazer from Ramey,s Chevrolet on January 31 1999. This Blazer was sold to me as new. It only had two miles on the odometer. This blazer had multiple defects. It had air and water leaks around the windows. I used oil very fast. The brakes did not work properly. It had paint runs. I took it back to Ramey,s multiple times for repairs. The problems were never repaired correctly. GM was notified by phone and on their surveys. Nothing was ever done. I went to Friendship Ford to trade this blazer off. They looked at the blazer and said that it had been wrecked. They showed me paint spots around the windows and waves in the drivers side quarter panel. I had not noticed this before. They said my blazer was only worth four thousand dollars. I still owed sixteen thousand dollars on the blazer, therefore I had to keep the blazer. I took the blazer back to Ramey,s and told them what Friendship Ford had said about the blazer being wrecked. They denied that the blazer had been wrecked. When I bought the blazer I told Ramey,s , what I was looking for and that Ramey,s in Princeton West Virginia had the blazer I wanted, and had promised me to send that blazer to Ramey,s in Tazewell VA, for me to pick up. They first told me that they did not have the blazer I wanted. As I was pulling out of the parking lot they stopped me and said they did have a blazer like I wanted. They asked me to wait a few minutes and they would pull it around. When they brought the blazer to me, it had plastic over the outside, and the inside was very dusty. I asked why it was like this. Ramey,s told me that they had just pulled it off the truck and had not had time to remove the plastic or clean the blazer. I smelled new paint at that time but thought that was normal. After talking to Friendship Ford it became clear to me that when I purchased the Blazer, it had just came out of their paint room instead of off

the truck. This Blazer had to of been wrecked or was damaged on the truck. That would explain why the windows leaked ,the paint around the window trim, the waves in the drivers side quarter panel, the runs in the paint, the plastic on the outside of the blazer and all the dust inside the blazer. I have had three accidents in this blazer , all with frontal impacts. The airbag has never deployed.

The first accident was on 10-14-00. I was driving west bound on route 460 at 55mph when a large deer jumped out in front of me. I slammed on the brake but still hit it head on. The atrbag did not deploy. My only injury was a neck strain. The blazer was repaired at Ercoline Nissan in Princeton, WV. The cost of repairs were \$3,594.08 . See list of repairs enclosed.

My second accident was on 11-29-00. I was driving east bound on route 460 at 55mph when I hit black ice and slammed into a cement bridge head on. The airbag did not deploy. The blazer was repaired at Cantrell Collision. The repair cost was \$1,595.43. My only injury was a neck strain.

My third accident was on June 9th 2004. I was critically injured because my airbag did not deploy and my seat belt came loose. I notified GM in June, 2004 of the defects. GM sent their investigator, Patrick Burley on July 19th 2004, to investigate my 1999 Chevy Blazer. I contacted Brad Evans today at GM again on 11-1-04 and he said he was still waiting for the results of the investigation report.

On June 9th 2004 at 4:04pm I was driving my 1999 Chevy Blazer west bound from willow springs. The speed limit was 35mph. I had stopped at the stop sign and looked both ways before attempting to cross the four lane. I crossed the north bound l apparently forgot to look again as I crossed the south bound lane. As I started to cross the south bound lane , I was struck in the passenger side by a 1994 Ford Ranger going 55mph according to the police report. My blazer spun around to the right. The force of the impact flung me toward the passenger side. My right hip was forged into the console my back, upper body and neck, was forced over the console overextending my body to the right. (According to Dr Mcilwain this could have caused my lumbar vertebrae to be overstretched causing the lumbar disc to rupture and allow all of the jelly to run out and dry up looking like degenerative disc disease.) I held on to the steering wheel and I placed my right hand on the passenger side dash to help steady me, to try to prevent injury. I was still in my seatbelt at this time. My Blazer spun so fast that the force caused my blazer to flip up. As the back end of the blazer and the drivers side flipped up. I was force out of my seatbelt toward the right passenger side. (I have severe right low abdominal pain.) When I came out of my seat, my left ankle hit something under the dash or the steering wheel. My back hit the roof of the blazer. My blazer then hit a 1988 Ford F-150 with a right frontal impact. The airbag did not deploy at this time. My head was forced into the passenger side window. My head cracked the window, causing a closed head injury. My right cheek hit the passenger side

dash causing swelling and bruising. This hyperextended my neck to the left back, causing two fractures to my cervical spine at C-7. My right hand was still on the passenger side dash twisting my right wrist. My forearm was forced into the handle on the passenger side dash, braking the handle and caused swelling and bruising to my right forearm. My right shoulder was then forced against my right wrist causing severe pain and popping noises in my right shoulder. I was still holding on to the steering wheel so my left wrist and shoulder was pulled. The impact of the F-150 prevented my blazer from completely flipping. I as my blazer came back down, I was forced back down. My right hip and coccyx area hit the top of the console causing severe bruising and swelling to my right hip and buttock area. This also compressed my back causing severe nerve compression with severe back pain, and with tingling and burning in my legs and feet. As my body came down my knees hit the steering wheel and the hit the dash under the steering wheel. I have a tarring feeling in my knees when I walk and weakness when getting up and down.

At the seen of the accident a bystander stabilized my neck until the rescue squad arrived. I was transported to Clinch Valley Medical Center. After Ct scan of my neck was completed, I was transferred to Bristol Regional Medical Center.

Five months after the accident, I am still having severe headaches, blurred vislon with strabismus. I cannot turn my head to the left or lean my head back without severe pain. My neck still pops with movement Both of my shoulders still pop with movement. I still have pain in both my wrists. I have severe low abdominal pain in the area where the lap belt left the bruising and swelling. I have severe pain in my right hip. The x-ray show loose bone fragments with the hip joint compacted. I had to wait until my neck fractures were stable enough to have back surgery. I had one herniated disc prior to the accident confirmed on May 7th 2004. On August 23rd 2004 my neck was stable enough to have back surgery. On August 25th 2004 I hade my back surgery. Instead of removing one disk he had to remove four. Dr Mcitwain had to remove over a cup full of my backbone just to get the nerves decompressed and insert three cages with bone grafts and insertion of a bone stimulator. My back had no stability therefore, Dr Mcitwain had to place two rods, and several screws in my back to help give some stability. I still have severe back pain with leg and feet pain and numbness and ttingling. I also have urinary incontinent and constipation. I have pain in both my knees with weakness. I still have mild pain in my right ankle. The police report estimated the cost of repairs at 16,000.00 dollars. I sold the blazer to Cartiss Body shop for junk. His telephone number is (279)963-8215. See pictures and police report enclosed.

Sincerely,



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

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

Dear Consumer:

As a result of your recent report to the DOT Auto Safety Hotline (DOT Hotline), we have recorded that report on the enclosed Vehicle Owner's Questionnaire (VOQ) form. Please review the form and make changes, additions and corrections as necessary. Additionally, please provide a more detailed description of the failure(s) you reported that you believe is(are) relevant to safety. Also, if available, include copies of repair invoices, letters to the manufacturer, or any other document related to the problem(s) you reported. If a crash or fire occurred, include a copy of the police or fire department report.

It is helpful to be as thorough as possible in your report so that our ability to use your report will be maximized. If you do not have the information, it is not necessary to complete all the boxes. However, it is very difficult to identify the scope of a vehicle problem unless the vehicle identification number (VIN) is known. The VIN is located inside the vehicle on the dashboard adjacent to the left (driver's side) of the windshield pillar. When reporting a tire problem, the brand name, tire name and complete tire size should be included. If possible also provide the DOT tire identification number. It is usually located near the rim flange of the tire on either side of the tire.

The Privacy Act prohibits our agency from identifying you to the manufacturer without your permission. If you wish to give us that permission, please mark the appropriate authorization box and sign the form to allow us to provide your name to the manufacturer. The information you provide may assist the manufacturer and NHTSA in determining if a safety-related defect exists.

Any information provided is entirely voluntary. There is no consequence or penalty of any kind if you do not wish to provide it. We seek this information to develop both statistical and investigative evidence that will help identify potential safety related problems in vehicle or vehicle equipment, e.g., tires, child safety seats, jacks, etc.

When completed, please fold and staple or tape the form so that the pre-address portion of the form is on the out side. If a larger envelope is used, tape the VOQ form to the larger envelope so that the pre-address portion of the form is showing.

If further assistance is needed, please contact Mr. Michael J. Jordan, Safety Defects Program Assistant, Correspondence Research Division, Office of Defects Investigation, at (202) 493-0576.

Thank you for your cooperation.

Sincerely,

Alberto A. Jimenez, Chief
Correspondence Research Division
Office of Defects Investigation
Enforcement

Enclosures: VOQ
DOT Hotline Pamphlet



DOT AUTO SAFETY HOTLINE
888-DASH-2-DOT
888-327-4236

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