



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 1220

Date Received

28 FEB-2005

Repository ☐

Reference No.
10113144

OWNER INFORMATION (Type or Print)

Name

Address

City CHARLESTON

State SC

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 3/16/05

VEHICLE INFORMATION

17 digit Vehicle Identification Number located at bottom of windshield on driver's side
JM3LV522380

Make
MAZDA

Model
MPV

Model Year
1992

Date Purchased
Nov 1991

Dealer's Name and Telephone Number
BUCHANAN MAZDA - NEW - STICKES MAZDA

Engine:
No. Cylinders
6

Fuel Type:
REG

Original Owner
☒

Dealer's City
NORTH CHARLESTON

State
SC

Zip Code
29406

Transmission Type
AUTOMATIC

☒ Antilock Brakes
☒ Cruise Control

Powertrain
AUTO

Vehicle Component Code
181000 VEHICLE SPEED CONTROL: ACCELERATOR PEDAL

Multiple Failure: 2

FAILED COMPONENT(S)/PART(S) INFORMATION

Incident Date(s)
01-JAN-2005

Failure Mileage
205879

Failure Speed
35 MPH

CRUISE CONTROL

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: DOTM18ABC036)

☐ 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

0

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 ACCELERATOR PEDAL WENT COMPLETELY TO THE FLOOR, VEHICLE THEN DOWN SHIFTED TO FIRST GEAR WITH THE THROTTLE WIDE OPEN. CRUISE CONTROL ENGAGED. THIS HAD NOT BEEN USED FOR A WHILE WHICH CAUSED AN ACCIDENT, AND BROUGHT THE VEHICLE TO A COMPLETE STOP. *AK

MY GRAND DAUGHTER BORROWED THE VAN TO TAKE HER SISTER TO SCHOOL (APPROX 3 MILES) ON THE RETURN TRIP THE ACCELERATOR SUDDENLY WENT TO THE FLOOR AND STAYED THERE, SHE APPLIED THE BRAKES FULLY INCLUDING THE EMERGENCY BRAKE. THE CAR STARTED SLOWING BUT THEN THE TRANSMISSION DOWN SHIFTED TO FIRST GEAR AND (CONT)

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

ATTACH ADDITIONAL SHEETS IF NECESSARY

The Privacy Act of 1974 - Public Law 93-578 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 responses 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 responses, 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)

AND SHE WAS UNABLE TO FULLY STOP CAR, SHE WAS APPROXIMATING A RED LIGHT WITH BOTH LANES BLOCKED UNABLE TO STOP SHE HIT THE CAR IN RIGHT LANE. WHEN SHE STOPPED, SHE SHUT OFF THE CAR. AFRAID TO START CAR AFTER ACCIDENT POLICE STARTED CAR (CAR NOW RAN NORMALLY) AND MOVED CAR OFF HIGHWAY. I AM A MECHANIC AND CHECKED THE THROTTLE LINKAGE, CABLE, AND ACCELERATOR. EVERYTHING WAS NORMAL. THE CRUISE CONTROL CABLE WAS DIRECTLY CONNECTED TO THE ACCELERATOR SO I DISCONNECTED IT AND DROVE CAR TO MY SHOP (EVERYTHING NORMAL). AFTER COMPLETE INSPECTION OF ACCIDENT DAMAGE I RECONNECTED CRUISE CONTROL CABLE, MADE CRUISE CONTROL WAS TURNED OFF AND ROAD TESTED CAR. AFTER APPROX 2 MILES IT MALFUNCTIONED AGAIN (WIDE OPEN). I TURNED OFF IGNITION, PULLED CAR OFF ROAD AND AGAIN DISCONNECTED CRUISE CONTROL CABLE AND NO MORE PROBLEMS. I HAVE DRIVEN THE CAR APPROX 50 MILES SINCE WITH NO PROBLEMS.

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.

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

NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES

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OWNER'S
QUESTIONNAIRE**

DOT AUTO SAFETY HOTLINE

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COMPLETE THIS FORM**

OR

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and dial toll free at

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(DASH) 2 DOT



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ADDITION

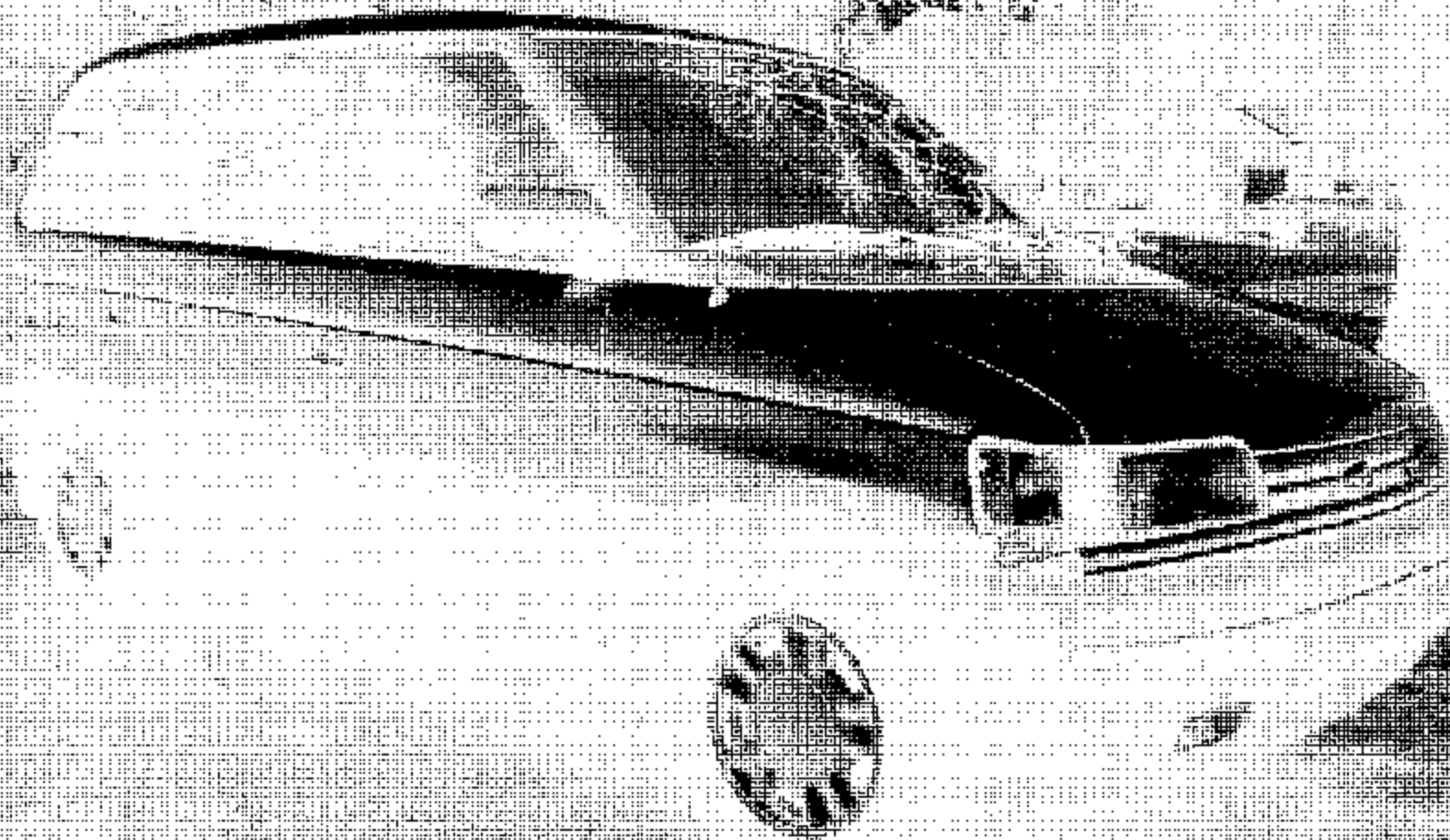
PAGE 2.

I HAVE PURCHASED A NEW VAN 30 MPH IS EXCESS TO
MY NEEDS, ONE OF MY NEPHERS WANTS THE VAN AND
WILL REPAIR ACCIDENT DAMAGE AND USE IT FOR HIS
WORK. I AM GOING TO INSURE CRUISE CONTROL CANNOT
ACTIVATED I TURNED IN THE POLICE REPORT TO MY
INSURANCE SO THEY COULD SEND IN FORMS TO OUR
STATE FOR PROOF OF INSURANCE, PHOTOS OF
VEHICLE ARE ENCLOSED. NO ONE WAS CHARGED
IN THE ACCIDENT BECAUSE OF THE UNUSUAL
CIRCUMSTANCES SURROUNDING THE INCIDENT.

SINCERELY







9-16-2005

