



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 100192

Date Received

18-APR-2005

Repository ☐

Reference No.
10718945

OWNER INFORMATION (Type or Print)

Name

Address

City

BETHLEHEM

State PA

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 _____

VEHICLE INFORMATION

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

1G8ZG1276WZ

Make

SATURN

Model

SC2

Model Year

1998

Date Purchased

4/4/98

Dealer's Name and Telephone Number

Saturn of Rt. 33, 610 746 1800

Engine:

No. Cylinders

Fuel Type:

Gas

Original Owner

☒

Dealer's City

Easton

State

PA

Zip Code

18045

Transmission Type

AUTOMATIC

☒ Antilock Brakes

☒ Cruise Control

Powertrain

FRONT WHEEL DRIVE

Vehicle Component Code

141000 AIR BAGS:FRONTAL

Multiple Failure: 1

FAILED COMPONENT(S)/PART(S) INFORMATION

Incident Date(s)

10-APR-2005

Failure Mileage

113000

Failure Speed

65

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: DOTM5A8C036)

☐ 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 AT APPROXIMATELY 65 MPH, A VEHICLE IN FRONT SUDDENLY STOPPED TO AVOID THE VEHICLE IN FRONT. IN ORDER TO AVOID HITTING THE VEHICLE IN FRONT CONSUMER'S VEHICLE SWERVED INTO A 360 DEGREE TURN HITTING AN EMBANKMENT AT 50 MPH. UPON IMPACT, THE AIR BAGS FAILED TO DEPLOY. THE DRIVER WAS 17 WEEKS PREGNANT AT TIME OF THE ACCIDENT. *AK

Addendum: I swerved (to avoid the braking car in front of me) into the right lane, overcompensated & did a 180°. In doing so, the passenger side slammed against the guardrail, which then forced me across traffic & head on into an uphill, stone embankment at approximately 50mph. The airbags did not deploy. My husband and I were told by the tow truck operator (and he showed us) that the air bag sensors were totally exposed after/during the impact. → OVER

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)

Additionally, just prior to ~~losing~~ losing control, I felt as though the car was accelerating as I was trying to brake. My cruise control button was in the "on" position but not engaged. Even after the car had come to a complete stop, the engine was still revving as if in high gear. We had a similar problem with the car in 2000 - the car was serviced twice in early 2000 and the cruise replaced in May 2000. Because of the damage to the car, the adjustor was unable to determine conclusively that a faulty cruise control was the cause of the accident.

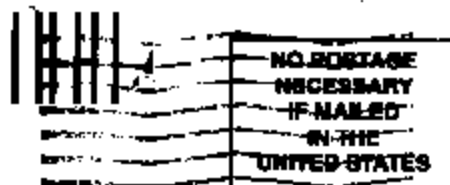
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of Transportation

National Highway
Traffic Safety
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400 Seventh St., S.W.
Washington, D.C. 20590

Official Business
Penalty for Private Use \$300



BUSINESS REPLY MAIL

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POSTAGE WILL BE PAID BY ADDRESSEE

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

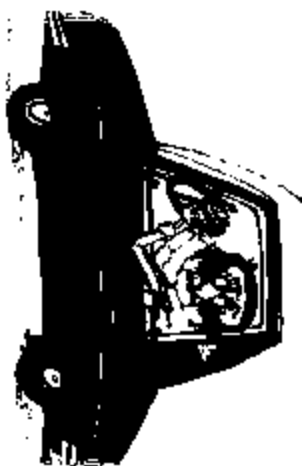
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and dial toll free at

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