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ORIGINAL

"PROVIDED TO HARDEE
CORRECTIONAL INSTITUTION
ON 5/6/05 2M Eu
FOR MAILING."

Bowling Green, FL

May 6th, 2005

--FORMAL NOTICE--

Re: Requesting Federal or State Investigation of EDR/SDM Accuracy

Mr. Alberto A. Jimenez, Chief
Office of Defects Investigation
N.H.T.S.A., Washington, DC

2005 MAY 16 AM 8:33

Dear Mr. Jimenez,

I am in receipt of your letter dated April 27th, 2005, concerning safety-related defects/recalls that affect certain 2002 General Motors' vehicles.

On August 17, 2002, I was driving my 2002 Pontiac TransAM (modified to Firehawk) by Superlegal Performance (SLP) and I was involved in a collision that resulted in an airbag deployment event and two fatal victims in a tragic accident.

The information from the EDR/SDM using the Vetronix software was incorrect -- inaccurate.¹

I'm submitting a photocopy of Vetronix EDR/SDM "DATA Limitations" for your review to determine if this evidence can be reviewed immediately because this can affect over 30 million cars that are equipped with this technology.

In what appears to be used in a "criminal²" prosecution, the data from a car's black box (EDR/SDM), this data and this information is going to raise "privacy concerns." For example, "What can happen if any item is

¹ The information retrieved from my car was inaccurate and incorrect to such an extent that the speed level was recorded as 114 mph but the physical evidence from the collision was of 56 mph. My car was extremely altered/modified beyond factory specifications.

² The incorrect/inaccurate information was used against the owner of the vehicle in a criminal case in violation of the State and Federal laws because the EDR/SDM recorded faulty (flawed) information.

Michael
5/18/05

modified on the vehicle?", including even something as little as the size of the tires, rear-end ratio, and/or engine performance is altered, this can affect the accuracy and reading of the Black Box – EDR/SDM, because the PCM of the vehicle control all the sensors of the cars, "Speed, RPM, Percent Throttle & Engine."

This Powertrain Control Module³ provided false information via the Class 2 data link to the SDM, recorded false – inaccurate – incorrect information from the factory build specifications after modifications are made to the car.

Mr. Jiminez, I respectfully request that the NHTSA⁴ conduct a full investigation to determinate the accuracy of the EDR/SDM if modifications are made to the car after the factory build specifications are made.

This is going to prove that the EDR/SDM caused the recorded speed to be inaccurate and affects over 30 million customers/consumers.

This is also of a great public importance to the many pending criminal cases before the nation or which will be pending in the future using the EDR/SDM.

Thank you for your cooperation and attention in this matter, please reply to this letter as a "Formal Notice to Conduct a Full Investigation" concerning the EDR/SDM – accuracy if modifications are made to the car after the factory build specifications are made⁵

³ The Computer (PCM) calculates the vehicle speed based on the stock tire size and rear-end gear, if it is changed (in my case it was) from 16 to 17 tires size and from 3.23 to 4.10 rear-end gears, the computer (PCM) doesn't know how fast the car is really going and that is why the PCM supplied false (flawed) information to the EDR/SDM recorded data and stored internally, because the modification doesn't match the factory specifications.

⁴ Your office can contact my attorney, Mr Jack A. Fleischman, P.A. at (561) 585 – 3666 or myself at anytime, requesting the NHTSA, this investigation and interview concerning this new problem with the EDR/SDM, being inaccurate.

⁵ This Investigation is needed for the great public importance, safety and limitations as this potential situation affects 30 million consumers.

- a) Modification made to the vehicle after it left the factory can affect the accuracy of the SDM.
- b) What is measured by the sensors of the cars used by the computer to collect and supply information?
- c) The SDM was still evolving and undergoing changes, need to be limited from use by criminal courts.
- d) The EDR/SDM under what federal or state law is applicable raised privacy concerns?
- e) The manufacture tested the EDR/SDM, after modifications being made to the vehicle to determine the accuracy of the EDR.
- f) Has the NHTSA tested a Pontiac TransAM – Firehawk 2002 in a collision at 55 mph?
- g) EDR/SDM – is not accurate after modification had been made, shouldn't be used against the owner of the vehicle in criminal cases.

Sincerely,

cc: Jack A. Fleischman, P.A. Attorney at Law
USA Today
Washington Times
New York Times
Copy in File

CDR File Information

Vehicle Identification Number	004K000000X
Investigator	Vetronix Corp.
Case Number	Sample
Investigation Date	February 18, 2000
Crash Date	None
Filename	SAMPLE.CDR
Saved on	2/18/00 7:18:18 AM
Data check information	2000-3B3D
Collected with CDR version	Crash Data Retrieval Tool 1.00
Collecting program verification number	7BA00693
Reported with CDR version	Crash Data Retrieval Tool 2.00
Reporting program verification number	A31D1C75
Interface information	Block number: 00 Interface version: 06 Date: 12-21-99 Checksum: 9ED0
Event(s) recovered	Deployment Non-Deployment

* SDM Data Limitations

SDM Recorded Crash Events:

There are two types of SDM recorded crash events. The first is the Non-Deployment Event. A Non-Deployment Event is an event severe enough to "wake up" the sensing algorithm but not severe enough to deploy the air bag(s). It contains Pre-Crash and Crash data. The SDM can store up to one Non-Deployment Event. This event can be overwritten by an event that has a greater SDM recorded vehicle forward velocity change. This event will be cleared by the SDM after the ignition has been cycled 250 times.

The second type of SDM recorded crash event is the Deployment Event. It also contains Pre-Crash and Crash data. Deployment events can not be overwritten or cleared from the SDM. Once the SDM has deployed the air bag, the SDM must be replaced.

The data in the non-deployment file will be locked after a deployment, if the non-deployment occurred within 5 seconds before the deployment or a deployment level event occurs within 5 seconds after the deployment.

SDM Data Limitations:

-SDM Recorded Vehicle Forward Velocity Change is one of the measures used to make air bag deployment decisions. SDM Recorded Vehicle Forward Velocity Change reflects the change in forward velocity that the sensing system experienced during the recorded portion of the event. This data should be examined in conjunction with other available physical evidence from the vehicle and scene when assessing occupant or vehicle forward velocity change. The SDM records the first 300 milliseconds of Vehicle Forward Velocity Change after Algorithm Enable. The maximum value that can be recorded for Vehicle Forward Velocity Change is 58 MPH.

-SDM Recorded Vehicle Speed accuracy can be affected if the vehicle has had the tire size or the final drive axle ratio changed from the factory build specifications.

-Brake Switch Circuit Status indicates the status of the brake switch circuit.

-Pre-Crash Electronic Data Validity Check Status indicates "Data Invalid" if the SDM does not receive a valid message for any of the four Pre-Crash data parameters (Vehicle Speed, Engine Speed, Percent Throttle, and Brake Switch Circuit Status).

-Driver's Belt Switch Circuit Status indicates the status of the driver's seat belt switch circuit.

-The Time between Non-Deployment and Deployment Events is displayed in seconds. If the time between the two events is greater than five seconds, "N/A" is displayed in place of the time.

-If power to the SDM is lost during a crash event, all or part of the crash record may not be recorded.

SDM Data Source:

All SDM recorded data is measured, calculated, and stored internally, except for the following:

- Vehicle Speed, Engine Speed, and Percent Throttle data are transmitted once a second by the Powertrain Control Module (PCM), via the Class 2 data link, to the SDM.
- Brake Switch Circuit Status data is transmitted once a second by either the ABS module or the PCM, via the Class 2 data link, to the SDM. Depending on vehicle option content, the Brake Switch Circuit Status data may not be available.
- The Driver's Belt Switch Circuit is wired directly to the SDM.

SHEWAN PONTIAC-GMC, INC.
2800 N. FEDERAL HWY
LIGHTHOUSE POINT, FL 33604-6000
GM BuyPower Manager: Scott Ahrens
Phone: (844) 943-2200 Fax: (844) 247-2211

VIN: 2G2FV22G222136483

2002 FIREBIRD TRANS AM

5.7 LITER SFI V8 ENGINE
AUTOMATIC TRANSMISSION

EXTERIOR SILVER

INTERIOR BLACK

STANDARD EQUIPMENT

Items Featured Below are included at NO EXTRA CHARGE
In the Standard Vehicle Price Shown at Right

- POWERTRAIN MECH:**
- 5.7 LITER SFI V8 ENGINE
 - 4-SPEED AUTO TRANSMISSION
 - P245C62R16 BSW
 - ALL WEATHER TIRES
 - REAR-WHEEL DRIVE W/LIMITED SLIP TORSEN DIFFERENTIAL
 - SHORT/LONG ARM (SLA) FRT SUSP
 - MONOTUBE DR CARBON SHOCKS
 - DUAL OUTLET EXHAUST
- SAFETY/SECURITY:**
- DUAL FRONTAL AIR BAGS
 - 4-WHEEL ANTILOCK BRAKES-W/4 WHEEL POWER DISC BRAKES
 - PASS-KEY II THEFT DETECT SYS
 - CONTENT THEFT ALARM
- EXTERIOR:**
- AERO APPEARANCE FOG/FOG LAMPS
 - 16" ALUMINUM WHEELS
 - UPLEVEL REAR DECK SPOILER
 - POWER ANTENNA/POWER MIRRORS

- REMOVABLE HATCH ROOF
- INTERIOR:**
- AIR CONDITIONING
 - DELCO ETR AM/FM STEREO RADIO
 - WCD PLAYER, GRAPHIC EQCAL
 - MONSOON 10-SPEK PREMIUM SOUND
 - POWER WINDOWS AND DOOR LOCKS
 - CRUISE CONTROL
 - ELECTRIC REAR WINDOW DEFOGGER
 - REMOTE KEYLESS ENTRY
 - STEERING WHEEL RADIO CONTROLS
 - POWER 6-WAY DRIVER'S SEAT
 - LEATHER SEATING SURFACES
 - 1MT WARRANTY-SEE DLR FOR DETAIL

Division of General Motors Corporation

MANUFACTURER'S SUGGESTED RETAIL PRICE
STANDARD VEHICLE \$28,025.00
PRICE

Options Installed by Manufacturer
TIRES, P245C62R16 PERFORMANCE NO CHARGE
REAR PERFORM AXLE, 3.25 RATIO \$900.00
OPTION GROUP - 12A NO CHARGE
50-STATE LOW EMISSION VEHICLE NO CHARGE

TOTAL OPTIONS \$900.00

TOTAL VEHICLE & OPTIONS \$28,925.00

DESTINATION CHARGE \$575.00

TOTAL VEHICLE PRICE* \$28,900.00

This window sticker may or may not match the actual window sticker on the vehicle itself.

*Includes Manufacturer's Recommended Pre-Delivery Service. Does not include dealer installed options and accessories, local taxes or license fees.

You've found the perfect vehicle on our lot. Now make it yours. Print out this Window Sticker and bring it with you to our dealership. Our GM BuyPower Manager, Scott Ahrens, will be here to help you. Just e-mail us and let us know you're on your way.

Still exhilarating after all these years, the Pontiac Firebird enters the 2002 model year as one of the most exciting cars in GM's division. Several once-optional features are now standard for 2002, adding even more value to the pulse-pounding package.

The 5.7L LS1 introduced leading-edge technologies to the grand tradition of the GM small-block V8, including all-aluminum construction, a thermoplastic intake manifold. Measured by mass, package size, performance or cost to the customer, the 5.7L LS1 matches the world's best overhead cam V8s. With this new small block, those who claimed cam-in-block engines could not meet the demands of a new decade were proven patently wrong. Formula and Trans Am drivers get 310 horsepower and 340 lb-ft of torque, while Trans Am drivers opting for Ram Air will enjoy 325 horsepower and 350 lb-ft. Available transmissions for the LS1 include a six-speed manual or four-speed automatic.

New For 2002:

- Power antenna now standard on all models
- Power remote mirrors now standard on all models
- Power automatic door locks now standard on all models
- Power windows with "express-down" driver's side window controls now standard on all models
- Power steering cooler standard on all V8 engines
- Removable hatch roof with sunshades now standard on Formula Coupes
- Remote keyless entry now standard on Formula Coupes
- Six-way power driver's seat now standard on Formula Coupes
- Audible theft deterrent system now standard on Formula Coupes

Specifications

Year	2002	Origin	Not Available
Make	Pontiac	Base Price	\$27 490 USD
Model	Firebird Trans Am Coupe	Production	Not Available
Engine & Transmission		Body / Chassis	
Position	Front Longitudinal	Drive Wheels	RWD
Configuration	LS1 V8	Curb Weight	1585 kg / 3494 lbs
Valvetrain	OHV 2 Valves / Cyl	Length	4920 mm / 193.7 in
Displacement	5670 cc / 346.0 cu in	Width	1880 mm / 74.4 in
Power	231.2 kw / 310.0 bhp @ 5200 rpm	Height	1316 mm / 51.8 in
Torque	460.98 nm / 340.0 ft lbs @ 4000 rpm	Wheelbase	2568 mm / 101.1 in
Bore	99 mm / 3.9 in	Front Track	F 1542 mm / 60.7 in
Stroke	92 mm / 3.62 in	Rear Track	R 1539 mm / 60.6 in
Redline	6000	Steering	Rack & Pinion w/Power Assist
HP / Liter	54.87 bhp per litre	Body / Frame	Unit Steel w/Composite Front Fenders, Roof, Doors, Hatch, Front
HP / Curb Weight		Front Brakes	Vented Discs w/Power Assist & ABS
Gear Type	6-Speed Manual	Front Brake Size	F 302 mm / 11.9 in
1st Gear Ratio	2.66:1	Rear Brakes	Vented Discs w/Power Assist & ABS

2nd Gear Ratio	1.78:1
3rd Gear Ratio	1.30:1
4th Gear Ratio	1.00:1
5th Gear Ratio	0.74:1
6th Gear Ratio	0.50:1
7th Gear Ratio	Not Available
Final Drive Ratio	3.42:1

Rear Brake Size	R 305 mm / 12.0 in
Front Wheels	Not Available
Rear Wheels	Not Available
Front Tires	P245/50ZR16
Rear Tires	P245/50ZR16
Front Suspension	SLA w/Coil Over Monotube Gas-Charged Shocks, Tubular Stabilizer
Rear Suspension	Salisbury Axle w/Torque Arm, Trailing Arm, Track Bar, Coil Spring

Performance

Top Speed	Not Available
0 - 1/4 mile	Not Available
Lateral Acceleration	Not Available

0 - 60 mph	Not Available
0 - 100 mph	Not Available
EPA City/Hwy	19 / 31 mpg

User Comments

Good old piece of #%%&&!

9 replies

Started by Vroom

Which is faster and better in your opinion, The A Pontiac Trans Am or a Pontiac Firehawk?

2 replies

Started by IronMan38

Which is faster, and better in your opinion, The A Pontiac Trans Am or a Pontiac Firehawk?

0 replies

Started by IronMan38

Which is faster, and better in your opinion, The A Pontiac Trans Am or a Pontiac Firehawk?

0 replies

Started by IronMan38

Why get a standard Trans-Am when you can get a standard Formula?

5 replies

Started by 91FirebirdV8Formula

More...

Certificate of Birth

Province of Quebec



1. Vehicle Name Pontiac		2. Make SLP		3. Date of Birth 02/26/2002		4. Year of Birth 2002	
4. Base (make only) Silver		5. ZIP Code 0761		6. Place of Birth SLP Assembly Plant		6a. Location Lasalle, Quebec	
7. Gender Firebird		8. Weight 3439 lbs.		9. Length 193.5"		10. VIN Number 2G2FV220222	
11. Employer 		12a. Employer Lasalle Plant Employees		12b. Employer Ed Hamburger		12c. Employer Edwin MAFOS	
13. Address 		14. Address SLP Engineering		15. Address Edwin MAFOS		16. Address Edwin MAFOS	
17. Original Issue Date Base 345 Alterations, Spoiler, 5-Spoke Chrome Wheels, Bilstein Suspension, Auburn Differential, Floor Mats, Deck Mat, Portfolio, Car Cover		18. Address SHEEHAN PONTIAC-GMC, INC.					
19. Original Issue Date Base 345 Alterations, Spoiler, 5-Spoke Chrome Wheels, Bilstein Suspension, Auburn Differential, Floor Mats, Deck Mat, Portfolio, Car Cover		20. Address LIGHTHOUSE POINT, FL					

This Certificate that the above is a true and accurate copy of the facts recorded on the birth certificate of the vehicle named herein as filed with SLP Engineering, Inc.

In attendance or witness thereof:

Ed Hamburger
President, SLP Engineering

Ed Hamburger
President, SLP Engineering

Terry McLeod
President, SLP Canada

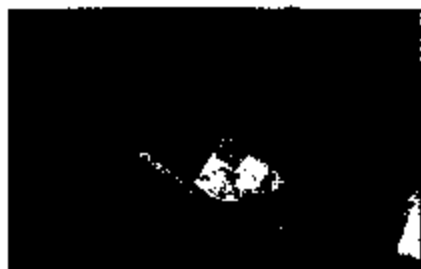
PONTIAC



15 A new development from Beltech was used in the Drop Shop's rig. This particular notch was already welded in and set up when our team of technicians arrived. The Beltech weld-in Monster Notch provides the greatest clearance without cutting open your bed. Of course, for the non-welding, Beltech still offers its bolt-in C-notch that works just as well. In addition to the notch, the Drop Shop used Beltech's flip kit and removed all but one leaf from the springs.



16 With the removal of all but one leaf out back, the bed would have very little carrying capacity. The idea is that the leaf will support the weight of the pickup, and the airbags will compensate for any load placed in the bed — a leveling system of sorts. This "bag kit" is also new from Beltech and complements its existing line of helper airbags.



17 A necessary in changing tire and wheel combos is re-programming the stock computer. Since the Speedo is computer-controlled it will have to be adjusted for any difference in overall wheel diameter. In addition to the necessary Speedo adjustment, Hypertech's Power Programmer allows adjustments in shift points, thermostat, timing, and speed governor.

Regional Editors: JJ Tunney, Peter D. H. Tunney, Sean

GET FASTER SHIFTS, QUICKER ACCELERATION

Improve Your Transmission At The Push Of A Button With
Hypertech's Self-Contained Automotive Computer

You already know that Hypertech's Power Programmer II™ maximizes your vehicle's performance with exclusive dyno-developed and road-tested Power Tuning™ programs. But did you know that the same technology lets you adjust your electronically controlled automatic transmission — at the push of a button?

With the Power Programmer II, you can electronically adjust the shift firmness for faster acceleration while reducing the slippage during gear changes, which means longer transmission life! That's important for quicker acceleration, pulling heavy loads on the highway, or exploring off-road.

You can also adjust the transmission shift points to work properly with non-stock tire sizes and/or manual gear ratios. Here's how it works: The computer calculates your vehicle's speed based on the stock tire size and manual gear. If you select a different tire size or manual gear ratio, the computer "knows" how fast your truck is really going. It may signal the transmission to "upshift" too soon, or to hold a gear too long. With the Power Programmer II, you have the power to customize the shift points in every gear.

Just plug the Power Programmer II into your truck's underdash diagnostic port, answer a few simple "yes/no" questions, and the Power Programmer II does the rest. And, you can change your settings or restore the stock tuning whenever you want.

Check out the other adjustable features of the Power Programmer II. With its tuning capabilities, Hypertech's Power Programmer II is like a complete speed shop that you can hold in your hand!



Power Tuning For More Horsepower And Torque For Both Regular And Premium Octane Gasoline**



Raises Vehicle Top-Speed Limiter



Raises Engine RPM "Rev" Limiter



Replaces Speedometer/Odometer Readings

* Adjusts throttle cable to raise road and/or cruise
** "Don't Put Your Fingers In the Gear" (and for safety)

Hypertech Power Tuning Products are available for 1991-2000 GM vehicles and 1993-2001 Fords. Call 801.882.8888 or visit us at www.hypertech-inc.com

17 hp @ 6000 RPM
20 ft./lbs. torque @ 1500 RPM

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Best Quality Best Price

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Stainless Steel • Fuel Injection • Power Steering • Brake
Lines • Everything to complete the job & Conversion Kits

Castrol

Castrol

VEHICLE WAS LATERED BY
FACILITY NO. 1, YORK RIVER, N.J.

GAAR FRT	GAAR RR
2150 LB	2150 LB
100	175

NOT COMPATIBLE TO ALL
MOTOR VEHICLE
EQUIPMENT

487085185314

2002 Firehawk



2002 Firehawk STANDARD CONTENT

WHAT SPECIFIC OPTIONS ARE REQUIRED TO ORDER A FIREHAWK?

- V87X Trans Am Coupe, V87X Trans Am Convertible, or V87X with W66 Formula Option
- WUC (specifies Firehawk Package, also adds GM RPO V12: Power Steering Cooler)
- ~~GM RPO 12: Power Steering Cooler~~
- Firehawk is available in Arctic White, 10U; Pewter Metallic, 11U; ~~Black, 41U; Sunset Orange Metallic, 71U; and Bright Red, 81U~~ 13U; Navy Blue Metallic, 28U; Black, 41U; Sunset Orange Metallic, 71U; and Bright Red, 81U exterior colors (Subject to availability).
- Firehawk package cannot be ordered with any of the following GM RPO options: WS6 Ram Air Package, PQ5 Chrome-Plated Aluminum Wheels or Goodyear Eagle F1 tires.

STANDARD FIREHAWK CONTENT (Requires Option Code WU6)

Interim 2002 Introduction: SLP's High Flow Induction System adds 10 horsepower for 345 total hp and 350 ft./lbs. of torque*

- 335 horsepower, 5.7L, LS1 V8 engine with 350 ft./lbs. of torque
- Firehawk exclusive, composite hood with functional air scoops
- Firehawk exclusive, hood-mounted heat extractors
- Firehawk exclusive, underhood forced-air induction system
- Firehawk front fascia badge
- ~~Get Back, Stainless Steel, Performance Exhaust System with Subduct Pipe~~

- Upgraded suspension components
- 17"x8" lightweight aluminum painted wheels
- Firestone Firehawk 275/40ZR17 SZ50 EP 17" tires
- Firehawk exterior graphics on doors and rear fascia
- Dash plaque and two Firehawk key fobs
- Available on all Trans Am and Formula models

M.S.R.P. \$3,999.00--M.S.R.P.
\$4,299.00*

*On approximately 09/01/01, Firehawk's RPO W16 price will increase to \$4,299.00, reflecting the addition of SLP's new High Flow Induction System on all Firehawk models. The system will boost powertrain performance to 345 horsepower versus the 335 hp standard on all Firehawks built prior to 09/01/01.



2002 Firehawk OPTIONAL CONTENT

OPTIONAL FIREHAWK CONTENT

- | | |
|---|---------------------|
| ● All-New Rear Decklid Spoiler
SLP offer a rear decklid spoiler that includes an extra wide center high mounted stoplight. (n/a on TA convertible or Formula models) | \$699.00 US |
| ● Auburn, High Torque, Performance Differential w/AAM cast aluminum cooling cover
Combination of leading edge Auburn Gear and American Axle Manufacturing technology enhances traction and helps reduce differential operating temperatures under certain driving conditions. System detects variance in the gripping force of each rear tire and redistributes the engine load as road conditions change, thereby enhancing vehicle performance and stability. | \$899.00 US |
| ● Bilstein Ultra Performance Suspension System
Offers handling that, according to Car and Driver magazine, "...works smarter, not harder...We're hard pressed to think of a car that rides better on 17-inch tires..." Motor Trend magazine added this assessment, "Handling? How about .91g on the skidpad?..." (n/a with 1LE Suspension Package) | \$1099.00 US |

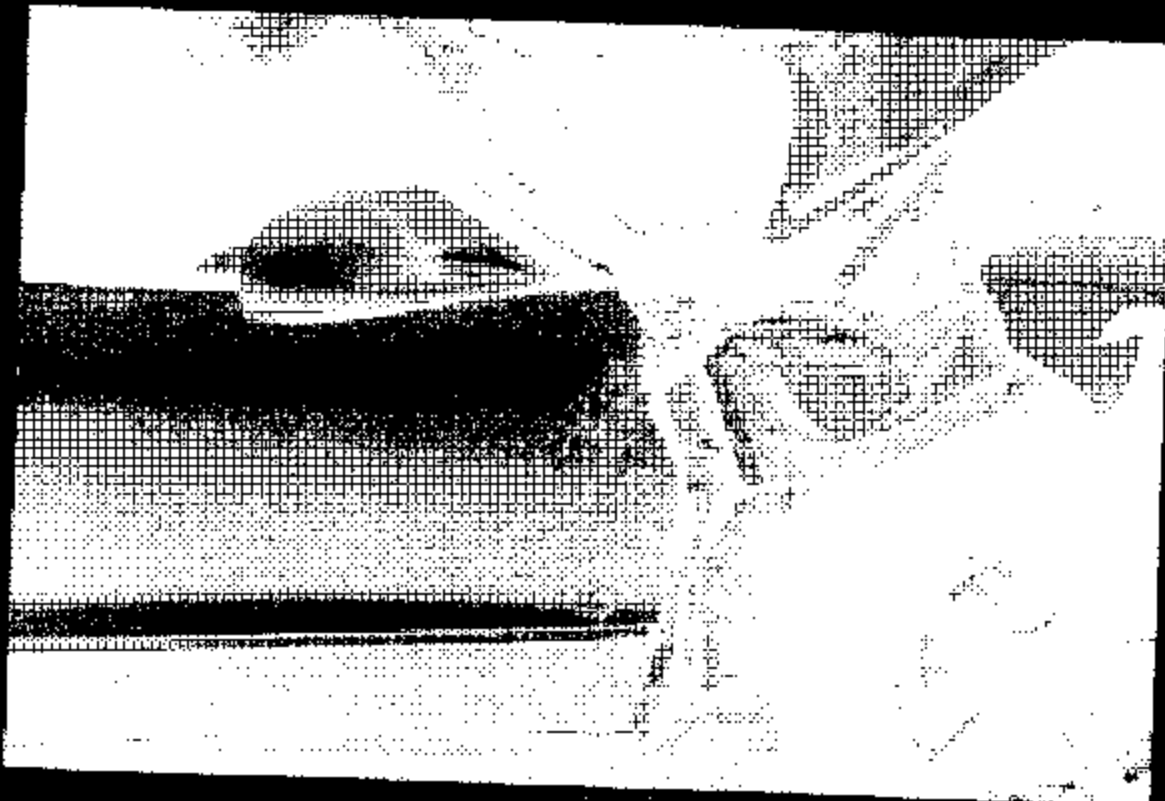
- **17"x 9" Chrome-Plated, Five-Spoke Aluminum Wheels** **\$799.00** US
SLP offers an improved chrome-plated wheel for 2000 that includes a three-year, 36,000-mile warranty coverage on finish.
- **1LE Suspension Package** **\$1899.00** US
This performance suspension system, now being offered exclusively by SLP, includes double adjustable Koni Shocks. (n/a on convertible or with Bilstein Suspension Package)
- **Premium front floor mats with embroidered Firehawk logo** **\$89.00** US
Heavy duty, custom fitted carpeting with aggressive nubs to hold mats firmly in place.
- **Custom car cover with silk-screened Firehawk graphics** **\$159.00** US
Premium grade, breathable, water-resistant fabric. Provides protection from the elements for today's hottest collectible car. Includes: cable, lock, tote bag with silk-screened Firehawk graphics.



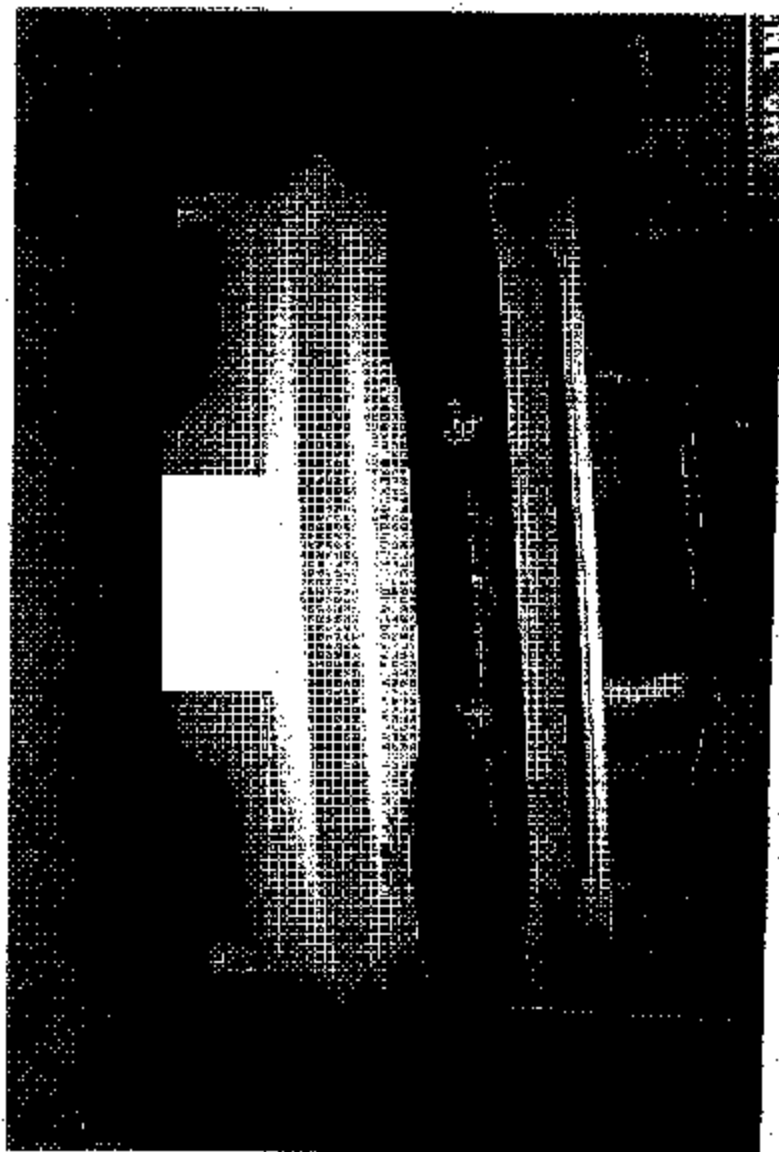
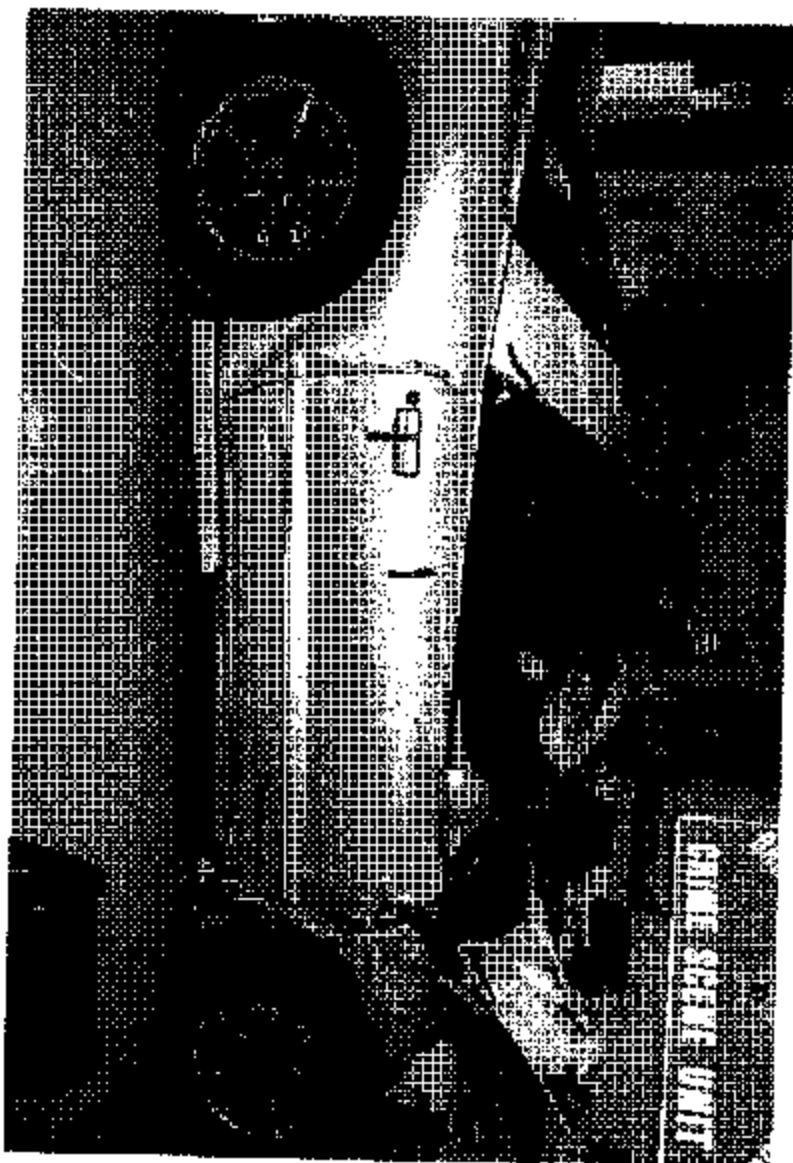
1



2



3



41



