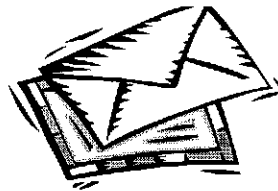


NHTSA ccmMercury Routing Slip






General

Printed: 11/29/2005

NHTSA #: ES05-009145	Rec'd Date: 11/29/2005	Referred By: NEC-110
XREF #:	Doc Type: GEN	Doc Date: 10/27/2005
Delivery: EML	Address To: NEC110	Due Date: 12/13/2005
S10 #:	DOT/I #:	RMP #:
Subject: LTR EMAILED FM MARY PETERSON/FHWA RE DEFECTIVE AIRBAGS AND SAFETY BELT SHOULDER BELT IN A 1998 HODA ACCORD, REQUEST A DEFECT INVESTIGATION FOR POSSIBLE RECALL BECAUSE MOM RITA COPPA WAS KILLED IN A CAR ACCIDENT ON 10/07/05		
Ack Date:	Ack By:	Signed For:
Sign Office: ENFORCEMENT	Signature: SMITH	Cleared For:
Cleared Date:	Cleared By:	Closed Date:
File Loc:	XREF File:	
Added By: NMOODY x62544	Modified By: NMOODY	
Most Recent Comment:		

Author:


 GENERAL PUBLIC

 NEW YORK, NY
 Tel:  Fax: E-mail:

10144269

2005 NOV 30 11:11

Assigned To	Task	Asgn Date	Deadline	Returned Date
NVS-200	REPLY	11/29/2005	12/13/2005	
NVS-010	INFORMATION	11/29/2005		11/29/2005
NEC-110	INFORMATION	11/29/2005		11/29/2005

ODI

RECEIVED
 2005 NOV 29 P 5:17
 EXECUTIVE SECRETARIAT
Armani
 11/30/05

[REDACTED]
New York, New York [REDACTED]
[REDACTED] (day phone)

27 October 2005

The Honorable J. Richard Capka, Acting Administrator
The Honorable Frederick G. Wright, Executive Director
Federal Highway Administration
United States Department of Transportation
400 Seventh Street, SW
Washington, D.C. 20590

Dear Mr. Capka and Mr. Wright:

My Mom, [REDACTED] was killed in a car accident on Friday, 7 October 2005, at 4:15 p.m. She lost control of her 1998 Honda Accord and collided with a fire hydrant, retaining wall and telephone pole.

Mom should not have died. She suffered massive head injuries, the cause of her death, because the air bags as designed were of no help to her and the shoulder strap failed to keep her from being thrown forward into the steering wheel.

I do not want my Mom to have died for nothing. I am urging you to take action in the following two areas:

1. Air Bags: It is my understanding that they inflate at the time of collision for a total of about one second before immediately deflating. This design contributed to the death of my mother. Her car first hit a fire hydrant that presumably caused the air bags to inflate. A few seconds later, after the air bags deflated and the car was continuing to travel at a high rate of speed (about 45 m.p.h.), the car hit the retaining wall and telephone pole. At that point, the air bags were not available to prevent my Mom from suffering fatal head injuries upon impact with the steering wheel.

I have no doubt that there are many accidents occurring every year in which a similar chain of events occurs: the air bags inflate before the final collision, too late to save the driver and/or passenger from sustaining severe injuries. All of this could be avoided if the air bags remained inflated for more than a second. My Mom might still be alive today.

Please review the policy for air bags and consider changing their design so that they remain inflated for far longer than a second.

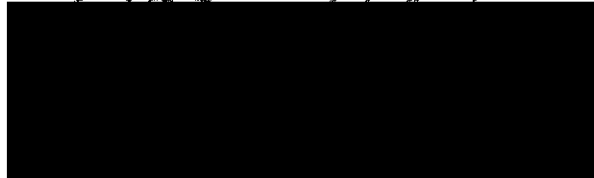
2. Shoulder Strap: Even with the failure of the air bags to save my Mom, the locking system connected to the shoulder strap should have restrained her from being thrown forward into the steering wheel. This clearly did not happen as evidenced by my Mom's fatal head injuries. It is possible that this failure is not limited to her car only, but might be a defect common to other cars using similar locking systems.

Please consider inspecting the shoulder strap and locking system in not only other 1998 Honda Accords but other cars using similar systems. I would welcome someone from your agency removing the system from my Mom's car, before it is sold for scrap, to facilitate your investigation.

I suffer greatly from the death of my Mom. A piece of me died with her that can never be replaced. Please help my family and I to make some sense of the debilitating pain we now experience by taking action to save the lives of others. At least something constructive would arise from her shockingly needless death.

A reply to this letter would be greatly appreciated. My mailing address and telephone number appear at the top of this letter. Thank you.

Sincerely,



DEPARTMENT OF TRANSPORTATION
NOV 29 10:30 AM '05

Moody, Nicole

From: Peterson, Mary on behalf of Peterson, Mary <FHWA>
Sent: Tuesday, November 29, 2005 11:23 AM
To: Moody, Nicole
Subject: RE: [REDACTED]

Thanks for checking. I have attached a copy of his original letter.



-----Original Message-----

From: Moody, Nicole
Sent: Tuesday, November 29, 2005 11:10 AM
To: Peterson, Mary
Subject: RE: [REDACTED]

We have no record of a letter from [REDACTED]. Please have him fax his information to us at the number listed below.

*Nicole A. Moody
Correspondence Analyst
U.S. Department of Transportation
National Highway Traffic Safety Administration
(NHTSA), Executive Correspondence
400 7th Street SW
Room 5221
Washington, DC 20590
202-366-2544
202-493-2929 fax*

-----Original Message-----

From: Peterson, Mary
Sent: Tuesday, November 29, 2005 10:45 AM
To: Moody, Nicole
Subject: [REDACTED]

Nicole,

Did we forward you a letter from a [REDACTED]? It is regarding his mother's recent fatal car accident and faulty seat belts. The letter was dated October 27.

[REDACTED] would like to speak to someone about his concerns. Is there a name and phone number that we can give him?

Thanks

Mary

Mary L. Peterson

***FHWA Executive Secretariat
Mary.Peterson@fhwa.dot.gov***