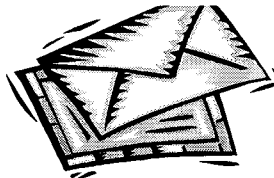


NHTSA ccmMercury Routing Slip



Printed: 11/8/2006

NHTSA #: ES06-007199

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Doc Type: CNG

Address To: NIA110

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Doc Date: 10/24/2006

Due Date: 11/15/2006

S10 #:

DOT/I #:

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**Subject: LETTER FROM CONGRESSMAN DELAHUNT ON BEHALF OF HIS CONSTITUENT, [REDACTED]
[REDACTED] REGARDING A TRAFFIC ACCIDENT THAT OCCURRED WHEN HIS VEHICLE'S WHEEL
ASSEMBLY DETACHED (ENCLOSURES FORWARDED, NOT SCANNED)**

Ack Date:

Sign Office: DIRECTOR FOR
EXTERNAL AFFAIRS

Cleared Date:

File Loc:

Added By: BMILLINGS x62775

Ack By:

Signature: HARRINGTON

Cleared By:

XREF File:

Modified By: MICHELLE.RICE

Signed For:

Cleared For:

Closed Date:

Most Recent Comment:

2006 NOV - 8
11 7:40

Author:

Congressman WILLIAM D DELAHUNT
U.S. HOUSE OF REPRESENTATIVES

WASHINGTON, DC 20515 UNITED STATES
Tel: 202-225-3111 Fax: E-mail:

Assigned To	Task	Asgn Date	Deadline	Returned Date
NVS-200	REPLY	11/8/2006	11/15/2006	
	Return Process	11/8/2006		11/8/2006
ODI	REPLY	11/8/2006	11/14/2006	
NVS-010	INFORMATION	11/8/2006		11/8/2006
NIA-110	INFORMATION	11/8/2006		11/8/2006
I	INFORMATION	11/8/2006		11/8/2006
I20	INFORMATION	11/8/2006		11/8/2006

ammamain
11/8/06

WILLIAM D. DELAHUNT
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Congress of the United States
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Washington, DC 20515-2110

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OLDER AMERICANS CAUCUS

October 24, 2006

Mr. Will Otero
Intergovernmental Affairs Director
National Highway Traffic Safety Administration
400 Seventh Street, SW
Washington, D.C. 20590

Dear Mr. Otero:

I am contacting you on behalf of my constituent, [REDACTED], of Quincy, MA, who has written my office regarding a traffic accident occurring when his vehicle's wheel assembly detached from his car. I have enclosed his correspondence for your review.

I would appreciate your attention to [REDACTED] concerns and a response to me at 2454 Rayburn House Office Building, Washington, DC, 20515.

Sincerely,


William D. Delahunt

Enclosure

[REDACTED]
[REDACTED]
Quincy, MA [REDACTED]

Dear Congressman Delahunt,

I am writing to you regarding an auto incident I had that appears to point out a missing part of the federal auto safety tests that could prove fatal to other drivers and passengers. I have also contacted the auto safety hotline due to the severity of the situation.

I was driving my 2002 Saturn L100 sedan eastbound on I 88 in New York after dropping my daughter off at college when suddenly I felt a shaking as the car went off kilter and I was riding along the guardrail. I had no steering could not accelerate away from the guardrail and when my foot hit the brake the pedal went to the floor.

When the car had come to a stop having been saved by the length of the guardrail and the shoulder harness working I noticed that none of the airbags front or side had deployed. After checking for traffic (it was a Sunday afternoon) I exited the car to the rear and at a safe distance awaited help while completely shaken up.

When the ambulance, police and fire depts arrived I was checked out then we approached the car. The entire right wheel assembly including tire, rim, brake assembly, rocker arms, axle, and strut assembly was missing. I had no brakes, steering, power etc after the start of the incident since there was nothing to control. There had also been in effect an unguided heavy moving object, the wheel assembly which luckily had not hit anyone.

There are 2 possibilities as to what happened. 1 catastrophic failure of 1 or more parts leading to a cascade effect, or 2 General Motors theory that an object low enough to get under the bumper was high and strong enough to take out the assembly. Neither theory is acceptable from a personal nor auto safety standpoint as either most of the time would be fatal.

If General motors theory is correct autos should be tested to make sure that the area in front of the affected area deflects the object or protects the wheel assembly so that loss of control is no longer the only option. If not, and their theory rests on the fact that there was concrete dust under the car which had been skidding without a wheel down a concrete highway, then there is a possible failure issue spanning across a number of General Motors models that has to be addressed. I happened to be an experienced driver with no passenger or other items in the passenger compartment driving in the slow lane with a long stretch of guard rail on a relatively straight section of interstate going slightly uphill so I am able to write this letter. Without all of

those variables I would not be so lucky. I am afraid for any other involuntary crash tests dummies and can not assume that the manufacturers will voluntarily do the right thing. I can be reached at home or work.. Photo's of the car are attached which make the issue much better than my words can. The wheel assembly according to the police is not recoverable due to the distance it traveled down the embankment and ended in a gully.

[REDACTED]
[REDACTED]
[REDACTED] Quincy, MA [REDACTED]
[REDACTED]

Work
[REDACTED]
[REDACTED]
[REDACTED]

Boston, MA [REDACTED]
[REDACTED]