 <p>U.S. Department of Transportation National Highway Traffic Safety Administration</p>		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 100148	
		Date Received 2007 JUL -6 PM 12:39 <small>JUL-02-APR-2007</small>		Repository <input type="checkbox"/> Reference No. 10186750	
OWNER INFORMATION (Type or Print)					
Name		Daytime Telephone Number		E-mail Address	
Address				NONE	
City	State	Zip Code	Evening Telephone Number		
HOUALOA	HI		SAME		
Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO In the absence of an authorization, NHTSA WILL NOT provide your name or address to the vehicle manufacturer. Signature of Owner _____ Date 6/23/07					
VEHICLE INFORMATION					
17 digit Vehicle Identification Number Located at bottom of windshield on driver's side			Make	Model	Model Year
MVA 7 _____			FORD	MUSTANG	2007
Date Purchased	Dealer's Name and Telephone Number		Engine:	Fuel Type:	
?	SEE BACK PAGE NARRATIVE		No: Cylinders	Gas	
Original Owner	Dealer's City	State	Zip Code		
<input type="checkbox"/> ?					
Transmission Type	<input type="checkbox"/> Anti-lock Brakes	Powertrain	Vehicle Component Code		
AUTOMATIC	<input checked="" type="checkbox"/> Cruise Control	UNKNOWN	180000 VEHICLE SPEED CONTROL		
			Multiple Failure: 1		
FAILED COMPONENT(S)/PART(S) INFORMATION					
Incident Date(s)	Failure Message	Failure Speed			
23-MAR-2007	?	90			
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: DOTM15ABC036)	<input type="checkbox"/> Original Equipment <input type="checkbox"/> 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	File	Number of Persons Injured	Number of Deaths	Reported to Police	
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	1	0	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).					
TL*- THE CONTACT OWNS A 2007 FORD MUSTANG. THE CONTACT STARTED THE ENGINE, SHIFTED THE GEAR TO DRIVE AND WITHOUT WARNING THE VEHICLE ACCELERATED ON ITS OWN TO 40 MPH. THE CONTACT DROVE INTO A BARRIER IN AN UNSUCCESSFUL ATTEMPT TO STOP THE VEHICLE. HE CRASHED INTO A PARKED VEHICLE WHICH CAUSED DAMAGE TO 3 OTHER VEHICLES. THE DRIVER SUSTAINED THE ONLY INJURIES WHICH WERE DUE TO THE AIR BAG, IT SCRAPED THE FLESH OFF OF HIS RIGHT ARM. THERE WERE NO PASSENGERS IN THE VEHICLE. THE ONLY AIR BAG THAT DEPLOYED WAS ON THE DRIVERS SIDE. A POLICE REPORT WAS TAKEN. *AK <i>See narrative on reverse side</i>					
Include, if available: Police/Fire Department Report, Photos, and Repair Invoice. ATTACH ADDITIONAL SHEETS IF NECESSARY.					
<small>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 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 response, or a substantial portion thereof, may be used in support of the agency's action.</small>					

Narrative Description of Incident(s), Failure(s), Crash(es), and Injury(les)

1st CORRECTION TO REPORT. DRIVER did not own auto. DRIVER WORKING FOR AVIS BUDGET. I STARTED ENGINE, WHEN I SHIFTED TO DRIVE, I shot out of the stall like a rocket (Auto was parked facing out of stall) ENTIRE EVENT CONSUMED 94 FEET + ABOUT 10 SECONDS. AM ENCLOSED SO PHOTO COPIES. LOCAL FORD AGENCY EMPLOYEES REPORT "PLEAS" OF THESE EVENTS PHOTO COPY OF LOCAL LADIES EXPERIENCE. I DID NOT HAVE MY FOOT ON THE THROTTLE. MY RESEARCH HAS UNCOVERED MANY SIMILAR INCIDENTS

SOMETHING SHOULD BE DONE, AVIS BUDGET IS RENTING MANY OF THIS SAME MODEL BUDGET IN BOBANK CALIF. HAD A SIMILAR PROBLEM, SO CALLED "STUCK THROTTLE" AND ANOTHER AVIS BUDGET EMPLOYEE HAD SIMILAR EXPERIENCES THIS YEAR !!! AS I HAD EARLIER TWICE

ATTACH ADDITIONAL SHEETS IF NECESSARY

I HAD WORKED 9 1/2 YEARS FOR A/B WITHOUT A DAMAGED AUTO

DOT
NATIONAL HIGHWAY
TRAFFIC SAFETY ADMIN
400 7TH ST SW
WASHINGTON DC 20590
OFFICIAL BUSINESS

BUSINESS REPLY MAIL
FIRST-CLASS MAIL PERMIT NO 1868 WASHINGTON DC

POSTAGE WILL BE PAID BY ADDRESSEE



US DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
OFFICE OF DEFECTS INVESTIGATION, NVS-210
400 7TH ST SW
WASHINGTON DC 20077-8214



Think your vehicle has a safety defect?



If so:

Use the enclosed form to file a report.

or visit:

www.safercar.gov

or call:

Vehicle Safety Hotline
888-327-4236



Vehicle Owner's Confidentiality Act (VOC)
U.S. Department of Transportation
National Highway Traffic Safety Administration

CONFIDENTIAL

~~SECRET~~ #

The following description is subject to amendment +
correction. Sat. March 24, 2007

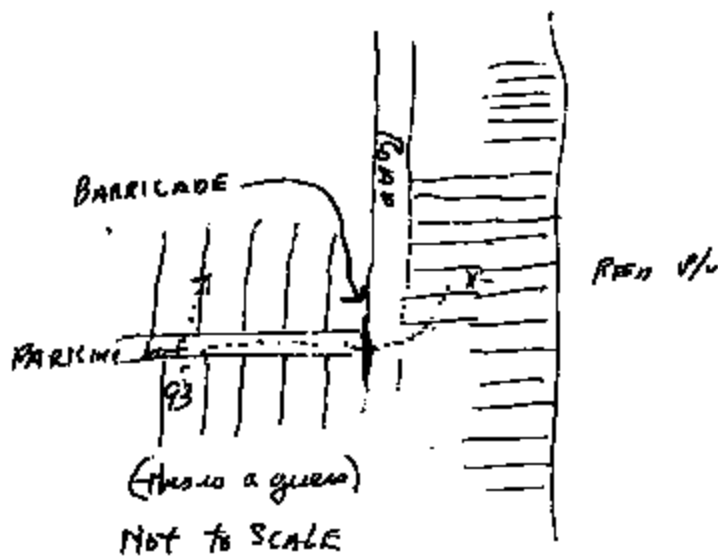
Friday March 23, 2007, ^{about 4:30 (1630)} I was handed a set of keys & a grey must
(HJF 945)
convertible by my boss Bob: the location was the parking lot at 72
outlet of Meana Lane, space #93 was the location of the auto.
It was the last auto of a group we had delivered earlier and
now ^{was} ~~was~~ picked up and returning to the Budget base yard. My
estimate of time was 4:30 (1630) H.S.T.

When I went to space #93 [redacted] was parked so close to the next
auto I did not have space to get to the drivers door and enter
the auto. Let alone enter from the drivers side. So I went around
to the passenger side, using the lock/unlock button on the key, I
I unlocked the passenger door and opened it.

In order to get to the drivers seat, it was necessary to crawl
across the passenger seat, on my knees of course, from there I
angled my body around and put my right leg over in the
drivers side, then pulled ^{it} ~~my~~ ^{left} leg out from under me
and by squirming around seated myself in the drivers seat
I moved the seat forward and buckled the seat belt. adjusted
the mirror and turned the radio on

started the motor, next, ready to go, I pulled the shift lever
into (D). 7/19/75

The auto and I shot out of the space #3 that ^{had} been parked
facing out. From here things happened fast. I tried to brake
auto by using the foot brake, no go. I steered the auto to the
right to see what space there was. Engine is racing. I leaned
through the barricade and trying to turn left down the road.



By that time my speed was such that I prescribed a wheel circle
hitting a Red 1/2 ton truck just behind the right rear window.
hit with such force I moved the 1/2 ton side way into the
car and that car #2 moved sideways as well at moment the
other car #3. Another auto parked to the right of the impact car
was also struck. I can only surmise, my turn was so wide
was hit by the right side of my (Grey Mustang) auto. I clearly
remember seeing the Red 1/2 as I hit it. Air bag deployed, my car
stopped. quick. I received damage to my right forearm. Bleed
pretty heavy. I got out of the car taking the keys with me. Few
then in a small crowd gathered.

one lady in particular, dressed in a dark dress, urged the bystanders
call for some help. attracted by the sound of the crash, my boss
Bob showed up and took over including the help 7/29/74

My estimate the entire event consumed no more than 10 sec
and the distance from Spec #97 to impact was approximately 100'.

As I review the event in my mind, I may be able to
recall more.

