

CL-10191109-2472

Vehicle Controls Division
Office of Defects Investigation
NHTSA HQ
400 Seventh Street SW
WASHINGTON DC 20590

20 April 2007

Your Reference:
Our Reference: HWRP/dm/I1309-1

Direct Line: [REDACTED]
Direct Fax: [REDACTED]
E-mail: [REDACTED]

Dear Sirs

My client: [REDACTED]
Road traffic accident: 28.11.01 – Audi A4

We refer to our previous letter of 21 September, a further copy of which is enclosed. We would be most grateful if you were able to assist us in this matter.

The writer, [REDACTED], would be happy to discuss the matter over the telephone if that would assist, or alternatively, we can be contacted by email.

We look forward to hearing from you

Yours faithfully

[REDACTED]

ET
5/2/07
CC

Vehicle Controls Division
Office of Defects Investigation
NHTSA Headquarters
400 Seventh Street SW
WASHINGTON DC 20590

For the attention of Jeff Quandt, Chief

21 September 2006

Your Reference:
Our Reference: HWRP/dm/I1309-1

Direct Line: [REDACTED]
Direct Fax: [REDACTED]
E-mail: [REDACTED]

Dear Mr Quandt

My Client: [REDACTED]
Vehicle concerned: Audi A4SE **Year:** August 2001
Chassis No: WAUZZZ8E52A [REDACTED]
Your ODI Action Number: PE02008

I write hoping that you might be able to assist me in my enquiries.

On the 28 November 2001, my above-named client was driving an Audi A4SE, the details of which also appear above, when it was involved in an accident.

My client alleges that the brakes failed and that, as a result, he was unable to avoid colliding with another vehicle. Specifically he alleges that the brake pedal collapsed upon his applying the brakes.

My client pursues Audi UK in a claim for damages as a consequence. Audi have always maintained that the collision must have occurred first, and that in the course of that collision, the bracket onto which the brake pedal was mounted, collapsed, as it was apparently so designed to do.

The damage to my client's vehicle was however extremely slight. It had also covered only 5,500 miles at the time of the incident.

My investigations have lead me to the NHTSA website and, in particular, an investigation in which it was involved in 2002 and an alleged brake and clutch pedal failure (Ref: PE0-2008 above). I have been able to download some 37 pages against that reference from your website. It would appear that the complaints resulting in the NHTSA investigation are similar to the manner in which my client suggests that his brakes failed.

I am aware from your documentation of the response given by Volkswagen of America to your enquiries.

I would be grateful if you could confirm whether any additional documentation exists within your archive and whether any other similar accidents were reported to and/or investigated by you.

It is unclear from the documentation that I have been able to access on your website what the outcome of the NHTSA investigation was.

I am currently awaiting a response to a substantial request for disclosure on my part from Volkswagen Audi but, in the meantime, would be grateful if you could assist me with my enquiries.

21 September 2006

Further, I would be pleased for the opportunity of discussing this with you or any of your colleagues that may have been more involved in the investigation. Conscious of the time difference between us, perhaps that is something that might be arranged by email if you were so minded?

Your assistance in this matter would be very much appreciated.

Kind regards,

Yours sincerely

