



U.S. Department of Transportation

National Highway Traffic Safety Administration

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 31-JUL-2007
2007 SEP -5 PM 1:05

Repository []
Reference No. 10197971

OWNER INFORMATION (Type or Print)

Name [redacted]
Address [redacted]
City POTOMAC State MD Zip Code [redacted]

Daytime Telephone Number [redacted]
Evening Telephone Number [redacted]
E-mail Address [redacted]

Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle? [X] YES [] NO
Signature of Owner Date / /

VEHICLE INFORMATION

17 digit Vehicle Identification Number Located at bottom of windshield on driver's side WAUEH24B4Y [redacted]
Make AUDI Model A6 Model Year 2000
Date Purchased Dealer's Name and Telephone Number Engine: No: Cylinders 6 Fuel Type: Gas
Original Owner [] Dealer's City State Zip Code
Transmission Type AUTOMATIC [X] Antilock Brakes [X] Cruise Control Powertrain ALL WHEEL DRIVE
Vehicle Component Code 091100 FUEL SYSTEM, OTHER:STORAGE:TANK ASSEMBLY
Multiple Failure: 1

FAILED COMPONENT(S)/PART(S) INFORMATION

Incident Date(s) 20-JUL-2007 Failure Mileage 93700 Failure Speed

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: DOTM19ABC036) [] Original Equipment [] 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 [] Yes [X] No Fire [] Yes [X] No Number of Persons Injured 0 Number of Deaths 0 Reported to Police N

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 2000 AUDI A6. HE STATED THAT THE FUEL TANK BREATHER HOSE CONNECTION FAILED, WHICH CAUSED THE VEHICLE TO SMELL OF GASOLINE FUMES. THE MECHANIC STATED THAT THE CONNECTOR WAS PLASTIC AND WOULD EVENTUALLY FAIL. THEY STATED THAT THE ENTIRE FUEL TANK SHOULD BE REPLACED. THE CONTACT HAD A PATCH PUT ON THE CONNECTION. THE CURRENT MILEAGE WAS 94,827 AND THE FAILURE MILEAGE WAS 93,700. THE PURCHASE DATE WAS UNAVAILABLE.

Include, if available: Police/Fire Department Report, Photos, and Repair Invoice. ATTACH ADDITIONAL SHEETS IF NECESSARY

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 this questionnaire. Your response 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 statistical summary thereof, may be used in support of the agency's action.

Addendum:

Slight correction to the "Narrative":

The mechanic said that the only way the connector COULD be replaced was to replace the entire fuel tank since the connector is not available or installable separately.

Additions

- 1) The mechanic said that they had exactly the same problem on another Audi the week before. This one, as I suspect, most others, was not reported to anyone.
- 2) I contacted Audi about this dangerous situation (the gasoline fumes were overpowering inside the car). They told me that they would not look into this further unless one of their mechanics could see the failed connector. I explained that the connector is not visible without dropping the fuel tank. To do it is a minimum billing of 3.5 hours labor which at their rates would likely approach \$500. I asked them if they would drop the tank at their expense to confirm what happened and they said they would not. The only way they would even consider looking into this further is if I was willing to now spend another \$500 just so they could look at it, not to fix anything, and even then, they would not even suggest that they'd do anything further.

I explained that I had previously spent over \$4,000 repairing front end suspension problems and although I consider that a safety concern, I also see that as part of the wear and tear on a complex automobile. However, a fuel system connector that is completely hidden, that has no motion to it, that shouldn't wear out at all and that is so significantly a safety concern is a completely different story. Just as failing seat belts or seat belt anchors would be a corrected safety concern regardless of warranty time periods, so would and should certain others, especially those that represent a very real fire hazard. It's hard to understand how an automobile interior full of gasoline fumes wouldn't be a safety issue. It's hard to overstate the strength of those fumes – realize that filler tube connector sits, I'm told, underneath the rear seat.

Per your request, I am also enclosing a copy of the repair bill with the work specific to this problem circled.

THE ATTACHMENTS TO THIS
DOCUMENT HAVE BEEN REMOVED
TO PROTECT UNWARRANTED
INVASION OF PERSONAL PRIVACY
PURSUANT TO EXAMPTION 6 OF
THE FREEDOM OF INFORMATION
ACT (FOIA), 5 U.S.C. 552(b)(6).