

March 17, 2010

2010 MAR 23 AM 9:00

NHTSA  
1200 New Jersey Avenue, SE  
West Building  
Washington, DC 20590

Dear Sirs:

I am writing this letter and enclosing documentation regarding a "sudden acceleration" problem that I encountered nearly 20 years ago in a Ford Aerostar. What I experienced seems consistent with many of the reports reported recently concerning various Toyota vehicles. I am contacting you in the hope of providing some additional information regarding "sudden acceleration." I know from my experience that Ford relied on their inability to simulate the problem to conclude that what I experienced could not be caused by the vehicle. I was told by the Ford representatives that what I said happened was not possible. I know the Aerostar's engine sounded as if it was revving at maximum before it took off backwards with me applying the brake to no avail. Please do not make that same assumption regarding the Toyota reports and conclude that absent a simulated occurrence, the problem does not exist.

As you can see from my chronological recap, the same "sudden acceleration" incident happened two months later on the same vehicle to one of my co-workers. The co-worker remembered literally raising himself off the seat to apply the brake but the vehicle only stopped when he turned off the ignition. It was at that time that I contacted your agency and Ford to report the problem. Up to that point, I felt that I must have done something wrong to cause the accident on June 13, 1991

Again, because no one can simulate the problem does not prove that it does not exist.

Sincerely,

[REDACTED]  
Bel Air, Maryland  
[REDACTED]

cc CNN  
1 CNN Center NW  
Atlanta, GA 30303

9  
NH  
032310  
TGW

1990 FORD AEROSTAR VIN 1FMDA31X7LZ [REDACTED]

6/13/91 - FIRST INCIDENT OF SUDDEN ACCELERATION ON PARKING LOT. APPROXIMATELY \$1,000 DAMAGE TO EACH CAR (AEROSTAR AND ISET OLDS) REPORTED TO SA DAVE LAVERY. SA LOIS EVENLY TOOK VARIOUS PICTURES OF BOTH VEHICLES AND THE 5-6 FOOT SKID MARKS. ALL NECESSARY REPORTS FILLED OUT.

6/17/91 - SUPIK TOOK AEROSTAR TO BOB DAVIDSON FORD (WHERE VEHICLE WAS PURCHASED) FOR DIAGNOSTIC CHECK. FOUND NOTHING WRONG AND COULD NOT GET VEHICLE TO SIMULATE SUDDEN ACCELERATION. CHECKS WITH NATIONAL AUTO SAFETY BOARD SHOWED NO RECALLS AND NO DEFECTS REPORTED.

OBTAINED TWO ESTIMATES ON EACH VEHICLE IN LATE JUNE. MPO PEREGOY WAS GOING TO GET ESTIMATES ON BOTH FROM A REPAIR SHOP HE DEALS WITH. MPO OBTAINED THE ESTIMATES IN LATE JULY.

8/21/91 - SCI BRADY HAD SAME ACCELERATION PROBLEM ON CH LOT AT APPROXIMATELY 1620. HE HIT COAST GUARD "WHALE" IN THE SIDE (NO APPRECIABLE DAMAGE) THEN ACCELERATED FORWARD. LAID APPROX 4-5 FEET OF RUBBER IN EACH DIRECTION.

SPOKE WITH MPO ASST A. FOST WHO CONTACTED LOGISTICS IN INDIANAPOLIS. THEY HAD RECEIVED NO COMPLAINTS ABOUT THE AEROSTAR. AND SUGGESTED WE START WITH THE DEALER AND IF NO SATISFACTION. GO ON TO THE REGIONAL OFFICE. FORD HDQTRS IN DETROIT. ETC. TOLD [REDACTED] THAT WE ARE CONCERNED PRIMARILY WITH ANY OTHER AEROSTARS WITH SIMILAR PROBLEMS AND TIME WAS OF THE ESSENCE.

CONTACTED ASST. SERVICE MGR AT BOB DAVIDSON FORD (661-6400) ON 8/26/91 AND SPOKE TO MR. CARROL REDMAN AND ADVISED HIM OF THE SITUATION. HE SEEMED TO UNDERSTAND THE SERIOUSNESS OF THE SITUATION AND SAID HE WOULD SEND A TOW TRUCK OR WE COULD HAVE IT TOWED. TOLD HIM HE COULD SEND A TRUCK AND IF WE (CUSTOMS) HAD TO PAY. SO BE IT. I HAD CHECKED WITH MPO PEREGOY AND HE FELT WE PROBABLY WOULD HAVE TO PAY FOR THE TOWING. I FELT THIS WAS THE LEAST OF OUR PROBLEMS. I EXPLAINED MY ACCIDENT IN DETAIL AND RELAYED BRADY'S EXPLANATION. TOLD HIM WE DROVE THE CAR DURING THE TIME BETWEEN THE INCIDENTS ON A DAILY BASIS. MY ACCIDENT OCCURRED WHILE THE CAR WAS IDLING AND BRADY'S UPON START-UP. I IMPRESSED ON HIM THAT THE SPEED AND FORCE OF MY ACCELERATION WOULD SURELY HAVE LED TO SERIOUS INJURY IF NOT DEATH TO A PEDESTRIAN STANDING BEHIND THE AEROSTAR. I TOLD HIM THAT THE SECOND INDIVIDUAL SAID THE SAME THING. AEROSTAR WAS TOWED THAT PM BY PITTPWAY TOWING.

8/27/91 - CALLED THE NATIONAL AUTO SAFETY BOARD (1-800-424-9393) AND REQUESTED THAT THEY SEND ME ALL INFO THEY HAVE ON RECALLS/DEFECTS ON 1990 AEROSTARS. SPOKE WITH A REP WHO SAID HE KNEW OF NO SUDDEN ACCELERATION COMPLAINTS BUT HE OPENED UP A FILE BASED ON MY INFO. HE SAID I WOULD RECEIVE FOLLOW-UP DATA IN 3-4 WEEKS. HE SUGGESTED THAT I CALL THE FORD SAFETY HOTLINE IN

DETROIT 1-800-392-3673.

8/27/91 - SPOKE WITH MR. KYLE HOLMES AT FORD SAFETY FOR APPROXIMATELY 25 MINUTES REGARDING THE AEROSTAR. HE APPEARED TO BE TRYING TO RECORD EVERYTHING I SAID OR HE WAS THE SLOWEST TYPIST I EVER DEALT WITH. I IMPRESSED ON HIM THAT THERE IS SOMETHING SERIOUSLY WRONG WITH OUR AEROSTAR. DURING OUR CONVERSATION, HE ASKED WHAT WAS I EXPECTING FROM FORD. I TOLD HIM THAT FORD HAS TO FIND OUT WHAT'S WRONG WITH OUR AEROSTAR. THEN RECALL ALL OTHERS WITH SIMILAR ENGINE/TRANSMISSION, ETC. I THINK HE WAS FEELING ME OUT FOR THE POSSIBILITY OF A LAWSUIT. I TOLD HIM I WAS CALLING PRIMARILY TO AVOID ANY POTENTIAL INJURY. I SAID I AM SURE GSA OR TREASURY MUST HAVE PURCHASED SIMILAR VEHICLES NOT EVEN TO MENTION THE HUNDREDS THAT WERE SOLD AROUND THE COUNTRY. I TOLD HIM THERE WAS DAMAGE TO THE AEROSTAR AND ANOTHER VEHICLE, BUT I WAS MOST CONCERNED OVER THE POSSIBILITY OF SOMEONE STANDING OR WALKING BEHIND OR IN FRONT OF A VEHICLE THAT EXPERIENCED THE SAME ACCELERATION PROBLEM. I GAVE HIM THE VIN AND TOLD HIM I THINK WE HAVE A 4 LITER V6 AS OPPOSED TO THE 3 LITER, BUT IT IS DIFFICULT TO TELL FROM THE OWNER'S MANUAL. HE SAID I SHOULD BE HEARING FROM HIM IN A FEW DAYS.

9/4/91 - SPOKE WITH JOHN TUTZ WITH FORD IN CHANTILLY, VA (703-818-7775). HE ADVISED HE WOULD BE INSPECTING THE AEROSTAR AT BOB DAVIDSON FORD. SPENT ABOUT 30 MINUTES GOING THROUGH THE ENTIRE DESCRIPTION OF WHAT HAPPENED. MR. TUTZ INFORMED ME AS TO WHAT COULD POSSIBLY CAUSE THE PROBLEM BRADY AND I EXPERIENCED. HE IMPLIED THAT THE ONLY WAY THE THROTTLE COULD BE OPENED SUFFICIENTLY TO CAUSE THE NOISE I HEARD AND HAVE THE WHEELS SMOKE WOULD BE THROUGH THE ACCELERATOR. I SAID ARE YOU SAYING I AND THE OTHER DRIVER MADE "DRIVER ERRORS"? HE SAID NO I DON'T KNOW WHAT HAPPENED. BUT I AM EXPLAINING WHAT MUST TAKE PLACE BEFORE WHAT I DESCRIBED CAN OCCUR. I SAID I FIND IT IMPOSSIBLE THAT TWO DRIVERS WITH A COMBINED 60 YEARS OF DRIVING COULD MAKE THE SAME MISTAKE IN THE SAME CAR. HE REITERATED THAT HE DIDN'T KNOW WHAT HAPPENED, BUT WAS TELLING ME HOW A CAR WORKS. HE THEN INFORMED ME THAT THE AUDI ACCELERATION PROBLEM (OF WHICH I WAS SOMEWHAT FAMILIAR) WAS PROVEN BY THE GOVERNMENT AND AUDI TO BE DRIVER ERROR IN EACH CASE. I TOLD HIM I DID NOT RECALL THAT BEING THE CONCLUSION, BUT I DIDN'T FEEL THAT WAS PARTICULARLY GERMANE AT THIS TIME. HE SAID WHAT AUDI DID WAS INSTALL A DEVICE THAT KEPT THE DRIVER FROM MAKING THE ERROR, BUT THERE WAS NOTHING WRONG WITH THE CAR. I ASKED HIM WHAT POSITION WOULD THAT PLACE CUSTOMS IN IF FORD FOUND NOTHING WRONG THE AEROSTAR. ARE WE SUPPOSED TO TAKE IT BACK AS IF NOTHING WAS WRONG? I TOLD HIM THAT I PROBABLY WOULD HAVE KILLED ANYONE STANDING BEHIND ME. HE SAID HE COULD NOT ANSWER THAT QUESTION. I TOLD HIM I BELIEVE I WOULD BE NEGLIGENT IF I ALLOWED ANYONE TO DRIVE THE AEROSTAR REGARDLESS OF WHETHER FORD FOUND ANYTHING WRONG. I SAW NO REASON AT THIS TIME TO GET INTO ANY KIND OF DEBATE WITH MR. TUTZ. I GAVE HIM CHUCK BRADY'S NUMBER.

9/5/91 - SA DAVE LAVERY GAVE ME THE ORIGINAL PHOTOS (10) FROM MY INCIDENT.

9/5/91 - MAILED VEHICLE OWNER'S QUESTIONNAIRE TO DOT (NATIONAL HIGHWAY TRAFFIC SAFETY ADMIN) REPORTING MY INCIDENT AS WELL AS REFERRING TO CHUCK BRADY'S.

FAX'D A COPY OF THE ABOVE TO MARY O'HARE IN FLEET MGT IN INDIANAPOLIS FTS 335-1212, FAX 335-1343. SHE WOULD SEND A COPY TO STEVE DELLINGER AT GSA FTS 283-1221.

ON APPROX. 11/25/91, INSPECTOR BILL HETTINGER MENTIONED THAT HIS FATHER HAD A SUDDEN ACCELERATION ACCIDENT IN HIS 1991 LINCOLN TOWN CAR. BILL SAID HIS FATHER DID APPROX \$3,500 IN DAMAGE AND SAID HE COULD NOT STOP THE CAR WHEN IT TOOK OFF UNEXPECTEDLY BACKWARDS. TOLD BILL THIS SOUNDED LIKE WHAT HAPPENED TO CHUCK BRADY AND MYSELF.

ON 12/4/91 CHIEF INSPECTOR SOMERS TOLD ME THAT HIS SON, WHO WORKS AT A FORD DEALERSHIP ON LIBERTY ROAD, CALLED HIM REGARDING AN ACCIDENT THAT HAPPENED THAT MORNING TO ONE OF THE DEALERSHIP'S EMPLOYEES. APPARENTLY, A NEW (91 OR 92) AEROSTAR TOOK OFF BACKWARDS AND CROSSED LIBERTY ROAD AND WOUND UP IN A DITCH.

SI BORKOWSKI, BALTIMORE DISTRICT  
301-962-2155,2260 - FTS 922-2155,2260  
FILE C:\WP\ADMIN\AEROSTAR.RWB

US DEPARTMENT of Transportation  National Highway Traffic Safety Administration	Auto Safety Hotline  <b>VEHICLE OWNER'S QUESTIONNAIRE</b>  NATIONWIDE 1-800-424-9393 DC METRO AREA 366-0123	FOR AGENCY USE ONLY			
		ID 077	REFERENCE NO. 909258	DATE RECEIVED 27-AUG-91	od_or rt_dt od_tr up_ltr

<b>OWNER INFORMATION (TYPE OR PRINT)</b>	
[REDACTED] BALTIMORE, MD [REDACTED]	TELEPHONE NO. (AREA CODE) PHONE [REDACTED] " " 2155
SIGNATURE OF OWNER [REDACTED]	DATE Sep. 4, 1991

<b>VEHICLE INFORMATION</b>					
VEHICLE IDENTIFICATION NO.* 1FMDA31X7LZ [REDACTED]	VEHICLE MAKE FORD TRUCK	VEHICLE MODEL AEROSTAR	MODEL YEAR 1990		
* LOCATED AT BOTTOM OF WINDSHIELD ON DRIVERS SIDE					
CURRENT ODOMETER READING 8 0 6 4	DATE <input type="checkbox"/> NEW <input type="checkbox"/> USED	DEALER'S NAME, CITY, & STATE Bob Davidson Ford 1845 E. Joppa Rd. Baltimore, Maryland 21234	ENGINE SIZE 4L NO. CYLINDERS 6 <input type="checkbox"/> TURBO DIESEL <input checked="" type="checkbox"/> GAS <input type="checkbox"/> FUEL INJECTN		
TRANSMISSION TYPE <input type="checkbox"/> MANUAL <input checked="" type="checkbox"/> AUTOMATIC <input type="checkbox"/> 3 3 or 4 <input type="checkbox"/> 5 (Speed)	CRUISE CONTROL <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	POWER STEERING <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	POWER BRAKES <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	AIR CONDITIONED <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	BODY STYLE STAWAG _____ HATCH BK 4 DR _____ VAN 2 DR _____ PK UP TRK OTHER _____

<b>FAILED COMPONENT(S)/PART(S) INFORMATION (REPORT TIRE INFORMATION ON BACK)</b>			
COMPONENT 06400000	PART NAME(S)	LOCATION <input type="checkbox"/> LEFT FRONT <input type="checkbox"/> RIGHT REAR	FAILED PART(S) <input type="checkbox"/> ORIGINAL <input type="checkbox"/> REPLACEMENT
No. of Failures  TWO	DATE(S) OF FAILURE(S) 13 JUN 91 21 AUG 91	MANUFACTURER CONTACTED  <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	NHTSA PREVIOUSLY CONTACTED  <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
	MILEAGE(S) AT FAILURE(S) 8000 - second 6000 - first		
	VEHICLE SPEED AT FAILURE(S) N/A		

<b>APPLICABLE ACCIDENT INFORMATION</b>					
ACCIDENT YES <input type="checkbox"/> Yes <input type="checkbox"/> NO	FIRE NO <input type="checkbox"/> YES <input type="checkbox"/> NO	NUMBER PERSONS INJURED 0	NUMBER OF FATALITIES 0	PROPERTY DAMAGE NO EST \$ 2,400	POLICE REPORT FILED <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

<b>NARRATIVE DESCRIPTION OF FAILURE(S), ACCIDENT(S), INJUR(IES)</b>	
INTERMITTENT SUDDEN ACCELERATION UPON SHIFTING FROM PARK INTO REVERSE RESULTED IN AN ACCIDENT. AK	First accident caused approximately \$1,200 damage to Aerostar and another government vehicle (each). Second accident less damage since Aerostar hit a much larger U. S. Coast Guard truck flush. Driver of second incident threw transmission into drive and the aerostar layed rubber in forward also before he turned key off.
<small>CONTINUE ON BACK IF NEEDED</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 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.

14. OPERATOR'S STATEMENT OF ACCIDENT AND USE OF SAFETY EQUIPMENT

Tell in your own way how the accident happened:

Moved Aerostar forward to allow Oldsmobile room to back out behind Aerostar, left Aerostar running in park. After approximately 5 minutes, Oldsmobile had clearance and was sitting behind Aerostar. I attempted to back up Aerostar a foot or two. After putting my foot on brake and moving transmission lever to reverse, engine raged as if accelerator was floored. Aerostar left 5" skid marks and hit Oldsmobile on left rear quarter panel and drove Olds into black pole damaging left rear of Olds. Aerostar traveled approximately 6 feet into Aerostar IFMDA31X7L [REDACTED]

WAS VEHICLE EQUIPPED WITH SEAT BELTS?

YES

NO

If "Yes," were they in use at time of accident?

YES

NO

NOT NEEDED

Have you answered ALL the questions as completely as possible?

In compliance with the Privacy Act of 1974, the following information is provided: Solicitation of the information requested on this form is authorized by Title 40 U.S.C. Section 491. Disclosure of the information by a Federal employee is mandatory as it is the first step in the Government's investigation of a motor vehicle accident. The principal purposes for which the information is intended to be used are to provide necessary data for use by legal counsel in legal actions resulting from the accident and to provide accident information/statistics for use in analyzing accident causes and developing methods of reducing accidents. Routine use of the information may be by Federal, State or local governments, or agencies, when relevant to civil, criminal, or regulatory investigations or prosecutions. An employee of a Federal agency who fails to report accurately a motor vehicle accident involving a Federal vehicle or who refuses to cooperate in the investigation of an accident may be subject to administrative sanctions.

OPERATOR SIGN HERE

DATE SIGNED

6/13/91

STANDARD FORM 91 PAGE 4 (REV. 11-76)

OPERATOR'S REPORT OF MOTOR VEHICLE ACCIDENT

DEPARTMENT OR AGENCY TREASURY DEPT.  
U.S. CUSTOMS SERVICE

This form is to be completed by the Government operator at the time and the scene of the accident if possible. See the Privacy Act Statement on page 4.

NAME AND LOCATION OF ORGANIZATION TO WHICH YOU ARE ASSIGNED  
40 S. GAY ST.  
BALTIMORE, MARYLAND  
21202

1. OPERATOR DATA	Print clearly	LAST NAME	FIRST NAME	MIDDLE INITIAL	AGE
	RANK, RATING OR TITLE	SERVICE NUMBER OR SOCIAL SECURITY NO.		GOVT. MOTOR VEHICLE OPERATOR PERMIT NO.	
	HOME ADDRESS (Number, street, city, State, ZIP code)	WHITE MARIETTA, MARYLAND		HOME TELEPHONE NO.	

2. ACCIDENT TIME AND LOCATION	ACCIDENT OCCURRED	DATE	DAY OF WEEK	TIME	NUMBER OF HOURS ON DUTY PRIOR TO ACCIDENT
		6/13/91	THURSDAY	0845 a.m.	ONE
3. FEDERAL VEHICLE (Including privately owned Federally operated)	PLACE OF ACCIDENT (If in city, give number, street, city and State, if outside city limits, indicate mileage to nearest city, or other landmark.)				
	PARKING LOT CUSTOMHOUSE, 40 S. GAY ST. BALTIMORE, MD 21202				
	ORIGIN OF TRIP	DESTINATION			
	N/A	N/A			
	PURPOSE OF TRIP MOVED AEROSTAR TO LET OTHER VEHICLE OUT OF LOT				

3. FEDERAL VEHICLE (Including privately owned Federally operated)	MAKE	TYPE	REGISTRATION NUMBER OR OTHER IDENTIFICATION	OPERATOR'S ESTIMATED AMOUNT OF DAMAGE
	FORD	VAN AEROSTAR	[REDACTED]	\$ 400
	PARTS OF VEHICLE DAMAGED (Describe)			
	LEFT REAR CURVE, LEFT REAR LIGHT			
	IF THIS WAS A BACKING ACCIDENT, WAS A GUIDE AVAILABLE? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO			
	If "Yes," was guide used? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO			
	NOT NEEDED AT THAT TIME			

4. OTHER VEHICLE INVOLVED (If more than one, show in item 12, page 3)	MAKE	TYPE	YEAR
	OLDSMOBILE	ROYALE	1989
	OPERATOR'S STATE PERMIT NUMBER		VEHICLE LICENSE NUMBER AND STATE
	[REDACTED]		[REDACTED]




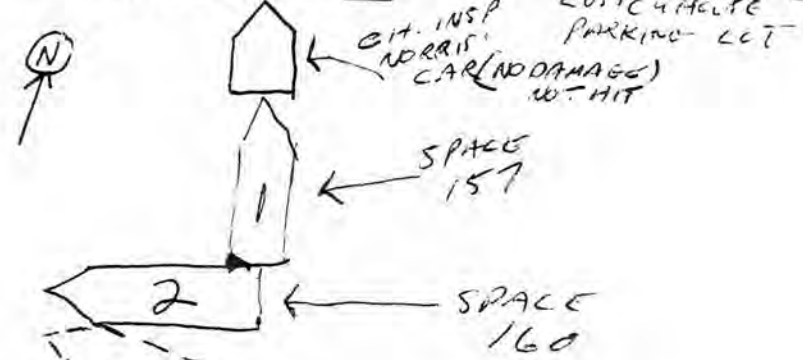
4. OTHER VEHICLE INVOLVED (If more than one, show in item 12, page 3)	OPERATED BY	NAME
		[REDACTED]
	OWNED BY	NAME
		U.S. TREASURY DEPARTMENT
		ADDRESS (Number, street, city, State, ZIP code)
		Randallstown, MD [REDACTED]

4. OTHER VEHICLE INVOLVED (If more than one, show in item 12, page 3)	PARTS OF VEHICLE DAMAGED (Describe)	OPERATOR'S ESTIMATED AMOUNT OF DAMAGE
	Left & Right Rear Quarter Panels	\$ 1000

5. OTHER PROPERTY DAMAGED Explain. If more space is needed, continue in item 12, page 3.

NONE

6. PERSONS INJURED		NAMES		HOME ADDRESSES	
NONE					
7. OCCUPANTS IN YOUR VEHICLE		[REDACTED]		[REDACTED]	
8. OCCUPANTS IN OTHER VEHICLE(S)		G [REDACTED]		WHITE MARSH, MD [REDACTED] ROAD	
		[REDACTED]		PANDOL TOWN, MD [REDACTED]	
		[REDACTED]		MARRIOTTSVILLE, MD [REDACTED]	
		[REDACTED]		BALT. MD.	
9. WITNESSES AND POLICE		POLICE OFFICER		BADGE NUMBER	
		N/A			
		PRECINCT OR HEADQUARTERS			
10. ACCIDENT CONDITIONS		INDICATE:		FEDERAL VEHICLE (Includes privately owned Federally operated)	
DIRECTION OF TRAVEL		BACKING UP		OTHER VEHICLE (2) STATIONARY	
SIDE OF STREET OR HIGHWAY					
APPROXIMATE SPEED		20 MILES PER HOUR		NONE MILES PER HOUR	
CONDITION OF ROADWAY (Wet or dry, icy, etc.)		WEATHER (Clear, foggy, rain, snow, etc.)		TYPE OF ROADWAY (concrete, macadam, etc.)	
DRY		CLEAR		MACADAM	
OTHER INFORMATION (Explain stop signs, traffic signals, obstructions, etc.)					

11. EVENTS AFTER ACCIDENT		STATE WHO GAVE MEDICAL AID, IF ANY WAS GIVEN		WHERE WAS INJURED TAKEN	
N/A		N/A		N/A	
CONDITION OF OTHER DRIVER		OK			
If other driver or persons injured made statements as to cause of accident and extent of personal or property damage, relate conversation, also, give names and addresses of others hearing such statements.					
12. OTHER VEHICLE OR PROPERTY INVOLVED CONTINUATION—If more than one vehicle involved		MAKE		TYPE	
		OLDSMOBILE		ROYAL	
		OPERATOR'S STATE PERMIT NUMBER		YEAR	
				79	
				VEHICLE LICENSE NUMBER AND STATE	
OPERATED BY		NAME		HOME ADDRESS (Number, street, city, State, ZIP code)	
OWNED BY		NAME		ADDRESS (Number, street, city, State, ZIP code)	
PARTS OF VEHICLE DAMAGED (Describe)				OPERATOR'S ESTIMATED AMOUNT OF DAMAGE	
				\$	
OTHER PROPERTY DAMAGED (Explain)					
13. DIAGRAM WHAT HAPPENED BY USING THESE SYMBOLS, BELOW		1. Number Federal vehicle as 1—other vehicle as 2—additional vehicle as 3, and show direction of travel by arrow (Example: → 1 ← 2 ← 3)		3. Show pedestrian by 	
		2. Use solid line to show path before accident Broken line after accident		4. Show railroad by 	
				5. Give names or numbers of streets or highways	
				6. Indicate north by arrow at this circle 	
					



[Redacted]  
Bel Air, MD [Redacted]

BALTIMORE MD 212

18 MAR 2003 PM 10 T



NHTSA  
1200 New Jersey Ave. SE  
West Building  
Washington, DC 20590

