



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

Repository ☐

16-JUL-2012

AUG 3 2012

Reference No.
10465773

OWNER INFORMATION (Type or Print)

Name

Address

City ROSLYN

State NY

Zip Code

Daytime Telephone Number

E-mail Address

Evening Telephone Number

The information you provide will be used to identify potential safety-related defects. We may share your information with the applicable vehicle manufacturer during an investigation or recall in accordance with the routine uses described in the agency's Privacy Act notice. See 49 FR 53571 (Sep. 3, 2004).

VEHICLE INFORMATION

17 digit Vehicle Identification Number Located at bottom of windshield on driver's side

Make

BMW

Model

325i

Model Year

2012

2WBAKF9C5VCE

Date Purchased

Dealer's Name and Telephone Number

Engine:

No. Cylinders

Fuel Type:

Original Owner

Dealer's City

State

NY

Zip Code

11590

Transmission Type

☐ Antilock Brakes

Powertrain

Multiple Failure:

Incident Date(s)

14-JUL-2012

☐ Cruise Control

FAILED COMPONENT(S)/PART(S) INFORMATION

Vehicle Component Code: 220000 SEATS

Failure Mileage

400

Failure Speed

0

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 ☒ No

Fire

☐ Yes ☒ No

Number of Persons Injured

1

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 2012 BMW 325I (N/A). THE CONTACT STATED THAT THE VEHICLE WAS PARKED WHEN HE FOLDED THE FRONT DRIVER'S SEAT IN ORDER TO GET TO THE REAR SEAT. THE CONTACT WAS THEN STUCK BETWEEN THE SEAT AND THE DOOR FRAME AS THE FRONT DRIVER'S SEAT RELEASED FROM ITS FOLDED POSITION. THE CONTACT WAS UNABLE TO RELEASE THE SEAT IN ORDER TO GET OUT. THE CONTACT WAS ASSISTED BY SOMEONE IN ORDER TO RELEASE HIMSELF. THE POLICE REPORTED TO THE SCENE AND A REPORT WAS FILED. THE CONTACT WAS TRANSPORTED TO THE HOSPITAL BY AMBULANCE. THE VEHICLE WAS NOT TAKEN TO THE DEALER FOR A DIAGNOSTIC TEST. THE MANUFACTURER WAS NOT MADE AWARE OF THE FAILURE. THE VIN WAS NOT AVAILABLE. THE APPROXIMATE FAILURE MILEAGE WAS 400.

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 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.

[REDACTED]
[REDACTED] Roslyn, NY [REDACTED]
[REDACTED]

July 17, 2012

US DOT NHTSA, ODI 1046S773

BMW 325i - VIN WBAKF9C5XCE

On Saturday July 14, 2012, I was transported by the Roslyn fire department ambulance to the trauma center at North Shore University Medical Center, Manhasset, NY (NSUH)

My girlfriend had a loaner BMW two door 325i with approximately 400 miles on it. I was leaning into the back seat to see if the rear seats reclined. I was leaning against the front seat for support. Suddenly the driver's seat moved backwards and pinned me between the rear of the driver's seat and the rear door frame. My feet were outside the car. Quickly I realized I was without my cell phone. I started yelling for help, to no avail; no one heard me. Shortly thereafter I lost control of my bodily functions (bowel and urine), became profoundly diaphoretic and progressively light headed. I was in a vise being crushed and in shock. Suddenly I remembered my truck keys were in my right pant pocket. I could not reach in so I pressed on the buttons from outside the pocket until the truck alarm sounded (I don't know how I did it). It seemed forever (thankfully it was not) before my girlfriend came outside and moved the driver's seat forward. Nassau County police arrived within minutes and the Roslyn Fire department shortly thereafter.

When I arrived at the Trauma Center at NSUH, I was taken in a room and examined by a trauma surgeon. The marks on my left side suggested that the spleen was involved. I was taken to CAT scan and received an abdominal CT with contrast. No internal injuries; just the effects of Crush Trauma.

I am 5 foot 11 inches 166 pounds with a waist measurement of 32 inches. I was very lucky. Was not my day to die. If I had not activated my truck alarm I would have succumb to progressive shock. If I had been a few inches wider, there is a much better chance that my spleen would have ruptured and BMW would be receiving national attention.

To protect the privacy of individuals, NHTSA does not make medical records available to the public without authorization. For this reason, documents falling into this category have not been included in this complaint record.