


JUL 31 2014

 <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</p>				FOR AGENCY USE ONLY 100148	
U.S. Department of Transportation National Highway Traffic Safety Administration		Date Received 28-JAN-2014	Repository <input type="checkbox"/>		Reference No. 10561849
OWNER INFORMATION (Type or Print)					
Name		Daytime Telephone Number		E-mail Address	
Address		Evening Telephone Number			
City	TAYLOR	State	SC	Zip Code	
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 53971 (Sep. 3, 2004).					
VEHICLE INFORMATION					
17 digit vehicle identification Number Located at bottom of windshield on driver's side 1FUJGLDR2DS		Make FREIGHTLINER	Model CASCADIA	Model Year 2013	
Date Purchased	Dealer's Name and Telephone Number		Engine: No: Cylinders 8	Fuel Type: Diesel	
Original Owner <input type="checkbox"/>	Dealer's City	State	Zip Code		
Transmission Type 10 Speed	<input checked="" type="checkbox"/> Antilock Brakes <input checked="" type="checkbox"/> Cruise Control	Powertrain	Multiple Failure: Multiple failures on a daily basis.	Incident Date(s) 01-OCT-2013	
FAILED COMPONENT(S)/PART(S) INFORMATION					
Vehicle Component Code: BRAKES (PWS)			Failure Mileage 265000	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: DOTMAL9ABC036)	<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 <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Fire <input type="checkbox"/> Yes <input checked="" type="checkbox"/> 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 2013 FREIGHTLINER CASCADIA. THE CONTACT STATED THAT THE J-BRAKE AND TRAILER BRAKE ERRONEOUSLY ENGAGED. THE CONTACT ALSO MENTIONED THAT THE BRAKES INTERMITTENTLY FAILED TO RESPOND TO DECELERATION ATTEMPTS. THE VEHICLE WAS TAKEN TO THE DEALER WHERE IT WAS FOUND THAT THE ON GUARD SYSTEM HAD FAILED. THE VEHICLE WAS REPAIRED. THE MANUFACTURER WAS CONTACTED ABOUT THE FAILURE. THE FAILURE MILEAGE WAS APPROXIMATELY 265,000. <i>This is a company truck owned by Schneider National in Green Bay, WI.</i>					
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.					

22 July 2014

Good Day,

My name is [REDACTED] I have been an over the road Truck Driver with Schneider National of Green Bay, WI since June of 1988,

I wish to bring to your attention two products that I believe to be hazardous and dangerous both to the drivers who use them and to the motoring public in general. I believe thru my experience in using both Adaptive Cruise Control and the OnGuard Collision Safety System that they have the potential to cause and or contribute to hundreds if not thousands of accidents each year.

These systems start slowing the vehicle down at 620 feet making you change lanes earlier and preventing you from safely moving back into a right lane to let faster moving traffic pass. This system will cut your fuel off without warning. It will lock-up your brakes

When the only obstacle is a curve in the road, a bridge that is a full lane and breakdown lane away or just a vehicle in the right lane that you are passing. There is no consistency to this either. The system will sometimes activate or not in the same location under the same circumstance. This leaves you with no way to plan for a malfunction.

The system not only locks your brakes up without reason or warning it also releases your brakes when there is no danger of a skid and there is a danger of a collision.

These complaints are not isolated. They happen daily usually multiple times.

I have seen vehicles traveling behind me have to swerve to miss my vehicle when it without warning slows or locks up its brakes with no reason.

When I and other drivers complain about these problems the stock reply is the system works our rear end collisions are down and if we get hit in the rear it is not our liability.

I believe that this system was

a contributing factor in the death of
a S.N.I. driver in California

[REDACTED] was killed in an
accident that has the characteristics of
a system malfunction. He did not have
his seatbelt on but this would have
been of no consequence if there had been
no accident.

The second truck that I have
experience with is a 2014 Freightliner
Vin number 1FUJGLD52EL [REDACTED]

Thank You,

[REDACTED]
[REDACTED]
Taylors, S.C. [REDACTED]
[REDACTED]