

U.S. Department of Transportation National Highway Traffic Safety Administration		INFORMATION ACT (FOIA), 5 U.S.C. 552(B)(6) 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 <input type="checkbox"/>		
		27-OCT-2014	Reference No. 10650380		
OWNER INFORMATION (Type or Print)					
Name		Daytime Telephone Number	E-mail Address		
Address		Evening Telephone Number			
City	State	Zip Code	SAME		
COLUMBIA	MD				
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		Make	Model	Model Year	
YV1AA8855L1		VOLVO	240 DL 4D WGN	1990	
Date Purchased	Dealer's Name and Telephone Number		Engine:	Fuel Type:	
Feb 1990	O'DONNELL VOND (OUT OF BUSINESS) ^{Mid-}		No: Cylinders	Gasoline	
Original Owner	Dealer's City	State	Zip Code		
<input checked="" type="checkbox"/>	ELLICOTT CITY	MD	21043		
Transmission Type	<input type="checkbox"/> Antilock Brakes	Powertrain	Multiple Failure:	Incident Date(s)	
AUTO	<input checked="" type="checkbox"/> Cruise Control	Automatic 4-2.3L-FI Transmission	Vehicle speed control	06-OCT-2014	
FAILED COMPONENT(S)/PART(S) INFORMATION					
Vehicle Component Codes: 100000 POWER TRAIN, BRAKES (PWS), 180000 VEHICLE SPEED CONTROL			Failure Mileage	Failure Speed	
			129000 129577	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)		<input type="checkbox"/> Original Equipment	Failure Location:		
		<input type="checkbox"/> Prior Repair			
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	Fire	Number of Persons Injured	Number of Deaths	Reported to Police	
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	0	0	Y (Rep. Enforced)	
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 1990 VOLVO 240. THE CONTACT STATED THAT WHEN SHIFTING FROM PARK, THE VEHICLE BEGAN TO ACCELERATE AND THE BRAKES FAILED. AS A RESULT, THE VEHICLE CRASHED INTO A WALL. THE VEHICLE WAS TOWED TO THE DEALER FOR DIAGNOSIS. THE MECHANIC WAS UNABLE TO DIAGNOSE THE FAILURE AND THE VEHICLE WAS NOT REPAIRED. THE MANUFACTURER WAS NOTIFIED OF THE FAILURE. THE APPROXIMATE FAILURE MILEAGE WAS 129,000.					
* PLS. see enclosed NARRATIVE + documentation.					
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.					

DATE: 08 Dec 14

TO: National Highway Transportation Safety Administration (NHTSA)

FM: [REDACTED]

SUBJ: Report of Serious Vehicle Malfunction Resulting in Accident, Injury and Significant Property Damage - Request For Formal Investigation by NHTSA

Re: NHTSA Ref #: 10650380

Dear Sirs/Mesdames:

I am the original owner of a 1990, 4 cylinder, gasoline, Volvo Series 240 Station Wagon, VIN: YV1AA8855L1 [REDACTED] I purchased the vehicle new from O'donnel Volvo, Ellicott City, MD in Feb 1990. I have meticulously maintained the vehicle and have all service records. At the time of the accident, the vehicle had approximately 129K miles.

On Monday, 6 Oct 2014, the vehicle would not start and the battery was recharged. Vehicle had a relatively new Sears Die Hard battery in it and I decided to take the vehicle back to the Sears Auto Center at The Mall in Columbia, Columbia, MD 21044, where the battery was purchased. Prior to doing so, I contacted Sears Auto and told them I was bringing the vehicle in and asked that someone tell me where to park the vehicle when I got there, as once the ignition was turned off, the battery would most likely need a recharge to start. I was told to drive to the "loop" in front of the Auto Center entrance and a mechanic would direct me from there.

I live approximately one quarter mile from the Auto Center. I asked my partner, [REDACTED] (a witness to the accident), to drive the Volvo to Sears and I followed in our Honda van with our two dogs. (The intent was to leave the Volvo with Sears and drive the van to the dog park.)

[REDACTED] had no discernable problem with the Volvo in his short drive to Sears. He drove into the "loop" near the Auto Center entrance, as directed. He placed the Volvo in Park (motor running) and waited for me to get behind the wheel to drive the Volvo into the service bay area.

I got into the Volvo, put my foot on the brake in order to shift from Park into Drive. As soon as the shift was in Drive, the vehicle rapidly surged forward (from a complete stop) at an accelerated speed, squealing wheels, laying rubber on the asphalt and emitting heavy white smoke from the tires.

Shocked, I immediately slammed on the brakes, to absolutely no avail. Rather than slowing, the vehicle accelerated even faster. I had a very short distance to travel, at the increasing rate of speed, before the vehicle would have directly been propelled into a set of glass entrance doors to the second level of the Sears Store itself. I was acutely aware that if I did not take immediate action to divert the projected course, the Volvo would literally charge through the glass doors at an accelerating speed and likely severely injure or kill shoppers and/or myself.

Tuesday, December 16, 2014 [REDACTED]

Given the short amount of time I had to react and the fact that the vehicle had already jumped the sidewalk curb outside of the store, I deliberately steered the accelerating (and seemingly unstoppable) vehicle with a sharp left turn, directly into a stucco wall of the Mall itself. I did not know if this wall was load bearing or not, but believed it to likely be a storage area for Sears, and hopefully unoccupied by people.

The vehicle crashed through the wall, jumping a high concrete foundation, and continued to surge forward inside the storage room until it could no longer advance. Although the rear wheels were rapidly spinning, squealing and smoking, the vehicle had finally met enough solid, heavy resistance (what I believed to be numerous boxes of new large appliances, garden equipment, grills, etc, which it had jammed against the far inside wall) to halt it's advance. Even so, the vehicle was still trying to go forward!

The room was filling with white smoke from the rear wheels/tires rapidly spinning. I was terrified that the vehicle would catch fire and I had no way to get out of the secured storage room. I recall seeing two large metal doors that exited to the outside that were secured with an industrial grade slide lock as well as a heavy metal pad lock.

Bystanders, police and rescue personnel could not get into the room (nor I out) because there were only inches of space between where the vehicle had crashed through the stucco wall and became lodged in it. A responding Howard County Police officer had to use a sledge hammer to break out part of the wall above the vehicle and climb over its roof in order to reach me. He then called for the responding EMTs to provide a heavy duty bolt cutter so he could cut the pad lock and slide lock on the metal exit door. After doing so, EMTs could enter the room and extricate and me. I was taken to one of their emergency vehicles for a medical exam. Fortunately, I suffered only a head/neck ache and left wrist/hand pain. I refused transport to a hospital. (Perhaps, because of the adrenaline caused by shock and fear.) I was quite relieved to learn that no one, other than I, had been injured. There was, however, extensive property damage.

I vividly recall after crashing, and, obviously in shock, opening the driver's door and sitting in the driver's seat with both feet on the concrete floor yet, being aware that the vehicle was still trying to accelerate: rear wheels rapidly spinning and tires smoking.

Regaining some semblance of composure, I leaned back into the car and turned the ignition key. While doing so, I actually felt fearful that the action may not shut the engine down. (After what I had experienced, I considered nothing to be "normal" about this vehicle!)

Later, when I surveyed the vehicle damage, I found the front tires and rims to be completely destroyed (the consequence of going over two high concrete barriers). Yet, the vehicle had still tried to accelerate with rear wheels rapidly spinning and tires smoking.

I am a former Metropolitan WDC Police Investigator and subsequently, spent 13 years in the FBI. And, during that time, I have never experienced such a total sense of helplessness; unable to understand how a vehicle would seemingly automatically engage cruise control (from a dead stop) and uncontrollably and rapidly accelerate, overriding any effort I made to brake. (I have not used cruise control on this vehicle in at least 15 years and I did not engage it at the time of this accident.)

I had the vehicle eventually towed to Honda Acura Volvo (HAV), 6126 Edmondson Rd., Catonsville, MD 21228, Phone: (410) 455-9100, to be thoroughly examined by the owner of HAV and, my long time Volvo mechanic. It was by way of HAV that I learned of similar problems which affected vintage (circa 1988 -1994) Volvos and Audis. It was suggested that I research the issue by contacting NHTSA. I did so and filed a report. I was also provided with the NHTSA website where I could locate other Volvo-related auto defects. When I reviewed the numerous reports on file for similar problems with vintage Volvos, it was de ja vu! I was horrified to learn that this rapid, uncontrolled acceleration anomaly has also occurred when affected Volvos are shifted from Park into Reverse!

My accident occurred at a busy shopping center in Columbia, MD. And, I still cringe at the thought of what "could have happened" had this vehicle ploughed through those glass entrance doors directly into the interior of a Sears Department store. Alternately, I can only imagine the consequences had the vehicle similarly malfunctioned while in Reverse. I would have had no where to go except into a packed parking lot. The likelihood of a tragedy would only have been compounded.

I was not cited by police for this accident. Numerous bystanders attested to the sudden and drastic acceleration of a completely stopped vehicle. I take some solace in the fact that police, EMTs, witnesses and managers of both the Sears Store and the Columbia Mall expressed relief that no one had been seriously injured, including myself, and attributing that fact, in large measure, to my deliberate action to divert the vehicle into a wall, rather than allowing it to uncontrollably accelerate into the main interior of a busy department store.

The bulk of the damage done to my Volvo was underneath. The Volvo mechanic recommended strongly that I not try to repair the vehicle, as the damage repairs would be very costly and the chassis was damaged as a consequence of running over several high concrete barriers. More importantly, was the overriding issue of safety. How could I know that a similar malfunction would not reoccur? Even if the problem could be corrected, there was the possibility that the defective electronic module(s) may not even be available, given the age of the vehicle.

This was a very unfortunate situation but I realize that it could have been much worse. I am in serious doubt that Volvo will admit that faulty part(s) likely the cruise/speed control caused this accident, despite the numerous other reports already on file with NHTSA. (Certainly, it would not be in Volvo's best interest to do so!) That is why I have requested that NHTSA perform its own investigation and examine the vehicle for defects. This initiative is totally supported by GEICO, my insurance carrier, who is retaining the vehicle at a local salvage lot for inspections by both Volvo and NHTSA. GEICO has assured me that they have alerted the salvage lot owners to make full and open disclosure of the safety issue associated with this vehicle to any bidder. It was strongly recommended that the vehicle be sold for parts rather than for restoration.

The GEICO Auto Damage Adjuster for this accident is Joe Lewellen, phone: (443) 477-0732. GEICO Claim #: [REDACTED] Vehicle (Stock #: [REDACTED]) stored at: Insurance Auto Auctions, 925 Todds Ln., Rosedale, MD 21237; Phone: (410) 354-3344.

The situation was reported to Volvo Cars of North America, LLC. Customer Care Center Rep: Donna (LNU), Phone: 1-800-458-1552; Volvo Incident Report #: [REDACTED]

I was totally unaware of any defects that would cause this problem until I personally experienced it on 6 Oct 14 and subsequently, researched the NHTSA website. I did not receive any recall notices from Volvo for this potential problem. (The Volvo dealership that I purchased the vehicle from in 1990 went out of business several years later.) My fear is that other owner enthusiasts of vintage Volvos have no idea this problem exists and how serious the consequences can be.

I can be reached on [REDACTED] or via email: [REDACTED]





Thank you for your interest in this serious safety issue.


Sincerely,


[REDACTED]


Columbia, MD [REDACTED]

Phone: [REDACTED] or [REDACTED]

●●●○ AT&T LTE 7:55 PM    

 WBAL TV Baltimore 65°F, Scattered Clouds

Open late, view September's Land Rover LR4  Ad



Car hits Columbia mall

Updated: 4:47 PM October 06, 2014

COLUMBIA, Md.

A car struck the Sears store at The Mall in Columbia Monday afternoon. No one was reported injured.



 [View Large](#)

Howard County emergency crews were called around 3:20 p.m. for a car that struck the mall.

The car did not hit a load-bearing wall and was removed from the building.

The driver was being evaluated as a precaution.

SEARCH

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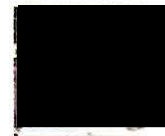
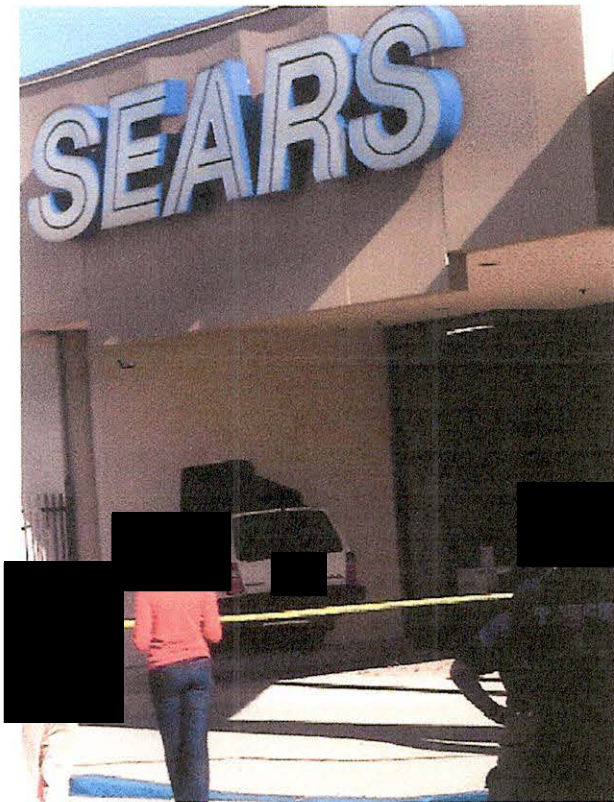
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Car Crashes into Sears at Columbia Mall

report



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Next

Map



ATTN: DONNA
4110 - 000265
PP#:

* Date of accident: 10 Oct 17

State of Maryland Motor Vehicle Accident Repo

REPORT NO. [REDACTED]	PAGE OF 1	ACCIDENT DATE 10/07/17	ACCIDENT TIME 1:52 PM	REPORT TYPE <input type="checkbox"/> FATAL <input type="checkbox"/> INJURY <input checked="" type="checkbox"/> FOD <input type="checkbox"/> HIT & RUN <input type="checkbox"/> NON-TRAFFIC	RESEARCH	LOCAL CASE NUMBER [REDACTED]	LOCAL CODES D4	PHOTOS <input type="checkbox"/> NO <input checked="" type="checkbox"/> YES						
INVESTIGATING OFFICER ID W. MARTIN 5644	AGENCY AND AREA CB	SUPERVISING OFFICER ID Chesno 5044	REVIEWER ID	CODE - AFD - NAME OF MUNICIPALITY	COUNTY 13	DESCRIBE ACCIDENT briefly: Identify units by numbers. Also identify the following OBJECT DAMAGED & NATURE OF DAMAGE (Property other than vehicular and in the NAME & ADDRESS OF OWNER when applicable).								
RD CHAR 04	RD NUM 4411	RD NAME Sears Auto Parking Loop	INTERSECTING ROAD NAME or Log Mile Reference Sears Auto Parking Loop	IN LANE PL	TRAIL SIG E/F/D 30 <input type="checkbox"/> YES	ON RAMP E/F/D 21 <input type="checkbox"/> YES	Temp. Number (Direction) 1 N-S 2 W-M 3 E-M 4 N-E 5 S-E 6 E-S 7 W-S 8 S-W 9 Other	D-Not Ramp 4 N-E 9 Other	IN INTERSECTION <input type="checkbox"/> NO <input checked="" type="checkbox"/> YES					
RD COND 01	ACCIDENT DIAGRAM SEARS STORE NOT TO SCALE	Show & Label: Road, Traffic Units, the Travel Direction consistent with the Log Mile Reference Manual, and movement of Traffic Units.		31 MONTH N		UNIT #1: WTS PARKED IN THE LOOP NEXT TO THE SEARS AUTO CENTER AT THE MDLL IN COLUMBIA DRIVER OF UNIT #1 SAID SHE PUT CAR IN DRIVE + UNIT #1 ACCELERATED. UNIT #1 DROVE OVER CURB ONTO SIDEWALK + INTO THE SEARS BUILDING. NO INJURIES. UNIT #1 TOWED + SUBSTANTIAL DAMAGE TO SEARS BUILDING.								
RD DIV 00	SRV COND 02	EVENT 1 04	EVENT 2 00	EVENT 3 00	EVENT 4 00	EVENT 5 00	EVENT 6 00	EVENT 7 00	EVENT 8 00					
UNIT # 43	TYPE OF UNIT <input type="checkbox"/> DRIVER <input checked="" type="checkbox"/> PED	MOVEMENT 03	COMMENTS 04	RESULT 00	FOR PEDS ONLY 00	AGE 00	TYPE 00	LOCATN 00	ORLY 00	VISIBLE 00	FAULT 00	CLASS 00	STATE 00	CLASS 00
UNIT # 44	TYPE OF UNIT <input type="checkbox"/> DRIVER <input checked="" type="checkbox"/> PED	MOVEMENT 03	COMMENTS 04	RESULT 00	FOR PEDS ONLY 00	AGE 00	TYPE 00	LOCATN 00	ORLY 00	VISIBLE 00	FAULT 00	CLASS 00	STATE 00	CLASS 00
UNIT # 45	TYPE OF UNIT <input type="checkbox"/> DRIVER <input checked="" type="checkbox"/> PED	MOVEMENT 03	COMMENTS 04	RESULT 00	FOR PEDS ONLY 00	AGE 00	TYPE 00	LOCATN 00	ORLY 00	VISIBLE 00	FAULT 00	CLASS 00	STATE 00	CLASS 00
UNIT # 46	TYPE OF UNIT <input type="checkbox"/> DRIVER <input checked="" type="checkbox"/> PED	MOVEMENT 03	COMMENTS 04	RESULT 00	FOR PEDS ONLY 00	AGE 00	TYPE 00	LOCATN 00	ORLY 00	VISIBLE 00	FAULT 00	CLASS 00	STATE 00	CLASS 00
UNIT # 47	TYPE OF UNIT <input type="checkbox"/> DRIVER <input checked="" type="checkbox"/> PED	MOVEMENT 03	COMMENTS 04	RESULT 00	FOR PEDS ONLY 00	AGE 00	TYPE 00	LOCATN 00	ORLY 00	VISIBLE 00	FAULT 00	CLASS 00	STATE 00	CLASS 00
UNIT # 48	TYPE OF UNIT <input type="checkbox"/> DRIVER <input checked="" type="checkbox"/> PED	MOVEMENT 03	COMMENTS 04	RESULT 00	FOR PEDS ONLY 00	AGE 00	TYPE 00	LOCATN 00	ORLY 00	VISIBLE 00	FAULT 00	CLASS 00	STATE 00	CLASS 00
UNIT # 49	TYPE OF UNIT <input type="checkbox"/> DRIVER <input checked="" type="checkbox"/> PED	MOVEMENT 03	COMMENTS 04	RESULT 00	FOR PEDS ONLY 00	AGE 00	TYPE 00	LOCATN 00	ORLY 00	VISIBLE 00	FAULT 00	CLASS 00	STATE 00	CLASS 00
UNIT # 50	TYPE OF UNIT <input type="checkbox"/> DRIVER <input checked="" type="checkbox"/> PED	MOVEMENT 03	COMMENTS 04	RESULT 00	FOR PEDS ONLY 00	AGE 00	TYPE 00	LOCATN 00	ORLY 00	VISIBLE 00	FAULT 00	CLASS 00	STATE 00	CLASS 00
UNIT # 51	TYPE OF UNIT <input type="checkbox"/> DRIVER <input checked="" type="checkbox"/> PED	MOVEMENT 03	COMMENTS 04	RESULT 00	FOR PEDS ONLY 00	AGE 00	TYPE 00	LOCATN 00	ORLY 00	VISIBLE 00	FAULT 00	CLASS 00	STATE 00	CLASS 00
UNIT # 52	TYPE OF UNIT <input type="checkbox"/> DRIVER <input checked="" type="checkbox"/> PED	MOVEMENT 03	COMMENTS 04	RESULT 00	FOR PEDS ONLY 00	AGE 00	TYPE 00	LOCATN 00	ORLY 00	VISIBLE 00	FAULT 00	CLASS 00	STATE 00	CLASS 00
UNIT # 53	TYPE OF UNIT <input type="checkbox"/> DRIVER <input checked="" type="checkbox"/> PED	MOVEMENT 03	COMMENTS 04	RESULT 00	FOR PEDS ONLY 00	AGE 00	TYPE 00	LOCATN 00	ORLY 00	VISIBLE 00	FAULT 00	CLASS 00	STATE 00	CLASS 00
UNIT # 54	TYPE OF UNIT <input type="checkbox"/> DRIVER <input checked="" type="checkbox"/> PED	MOVEMENT 03	COMMENTS 04	RESULT 00	FOR PEDS ONLY 00	AGE 00	TYPE 00	LOCATN 00	ORLY 00	VISIBLE 00	FAULT 00	CLASS 00	STATE 00	CLASS 00
UNIT # 55	TYPE OF UNIT <input type="checkbox"/> DRIVER <input checked="" type="checkbox"/> PED	MOVEMENT 03	COMMENTS 04	RESULT 00	FOR PEDS ONLY 00	AGE 00	TYPE 00	LOCATN 00	ORLY 00	VISIBLE 00	FAULT 00	CLASS 00	STATE 00	CLASS 00
UNIT # 56	TYPE OF UNIT <input type="checkbox"/> DRIVER <input checked="" type="checkbox"/> PED	MOVEMENT 03	COMMENTS 04	RESULT 00	FOR PEDS ONLY 00	AGE 00	TYPE 00	LOCATN 00	ORLY 00	VISIBLE 00	FAULT 00	CLASS 00	STATE 00	CLASS 00
UNIT # 57	TYPE OF UNIT <input type="checkbox"/> DRIVER <input checked="" type="checkbox"/> PED	MOVEMENT 03	COMMENTS 04	RESULT 00	FOR PEDS ONLY 00	AGE 00	TYPE 00	LOCATN 00	ORLY 00	VISIBLE 00	FAULT 00	CLASS 00	STATE 00	CLASS 00
UNIT # 58	TYPE OF UNIT <input type="checkbox"/> DRIVER <input checked="" type="checkbox"/> PED	MOVEMENT 03	COMMENTS 04	RESULT 00	FOR PEDS ONLY 00	AGE 00	TYPE 00	LOCATN 00	ORLY 00	VISIBLE 00	FAULT 00	CLASS 00	STATE 00	CLASS 00
UNIT # 59	TYPE OF UNIT <input type="checkbox"/> DRIVER <input checked="" type="checkbox"/> PED	MOVEMENT 03	COMMENTS 04	RESULT 00	FOR PEDS ONLY 00	AGE 00	TYPE 00	LOCATN 00	ORLY 00	VISIBLE 00	FAULT 00	CLASS 00	STATE 00	CLASS 00
UNIT # 60	TYPE OF UNIT <input type="checkbox"/> DRIVER <input checked="" type="checkbox"/> PED	MOVEMENT 03	COMMENTS 04	RESULT 00	FOR PEDS ONLY 00	AGE 00	TYPE 00	LOCATN 00	ORLY 00	VISIBLE 00	FAULT 00	CLASS 00	STATE 00	CLASS 00
UNIT # 61	TYPE OF UNIT <input type="checkbox"/> DRIVER <input checked="" type="checkbox"/> PED	MOVEMENT 03	COMMENTS 04	RESULT 00	FOR PEDS ONLY 00	AGE 00	TYPE 00	LOCATN 00	ORLY 00	VISIBLE 00	FAULT 00	CLASS 00	STATE 00	CLASS 00
UNIT # 62	TYPE OF UNIT <input type="checkbox"/> DRIVER <input checked="" type="checkbox"/> PED	MOVEMENT 03	COMMENTS 04	RESULT 00	FOR PEDS ONLY 00	AGE 00	TYPE 00	LOCATN 00	ORLY 00	VISIBLE 00	FAULT 00	CLASS 00	STATE 00	CLASS 00
UNIT # 63	TYPE OF UNIT <input type="checkbox"/> DRIVER <input checked="" type="checkbox"/> PED	MOVEMENT 03	COMMENTS 04	RESULT 00	FOR PEDS ONLY 00	AGE 00	TYPE 00	LOCATN 00	ORLY 00	VISIBLE 00	FAULT 00	CLASS 00	STATE 00	CLASS 00
UNIT # 64	TYPE OF UNIT <input type="checkbox"/> DRIVER <input checked="" type="checkbox"/> PED	MOVEMENT 03	COMMENTS 04	RESULT 00	FOR PEDS ONLY 00	AGE 00	TYPE 00	LOCATN 00	ORLY 00	VISIBLE 00	FAULT 00	CLASS 00	STATE 00	CLASS 00
UNIT # 65	TYPE OF UNIT <input type="checkbox"/> DRIVER <input checked="" type="checkbox"/> PED	MOVEMENT 03	COMMENTS 04	RESULT 00	FOR PEDS ONLY 00	AGE 00	TYPE 00	LOCATN 00	ORLY 00	VISIBLE 00	FAULT 00	CLASS 00	STATE 00	CLASS 00
UNIT # 66	TYPE OF UNIT <input type="checkbox"/> DRIVER <input checked="" type="checkbox"/> PED	MOVEMENT 03	COMMENTS 04	RESULT 00	FOR PEDS ONLY 00	AGE 00	TYPE 00	LOCATN 00	ORLY 00	VISIBLE 00	FAULT 00	CLASS 00	STATE 00	CLASS 00
UNIT # 67	TYPE OF UNIT <input type="checkbox"/> DRIVER <input checked="" type="checkbox"/> PED	MOVEMENT 03	COMMENTS 04	RESULT 00	FOR PEDS ONLY 00	AGE 00	TYPE 00	LOCATN 00	ORLY 00	VISIBLE 00	FAULT 00	CLASS 00	STATE 00	CLASS 00
UNIT # 68	TYPE OF UNIT <input type="checkbox"/> DRIVER <input checked="" type="checkbox"/> PED	MOVEMENT 03	COMMENTS 04	RESULT 00	FOR PEDS ONLY 00	AGE 00	TYPE 00	LOCATN 00	ORLY 00	VISIBLE 00	FAULT 00	CLASS 00	STATE 00	CLASS 00
UNIT # 69	TYPE OF UNIT <input type="checkbox"/> DRIVER <input checked="" type="checkbox"/> PED	MOVEMENT 03	COMMENTS 04	RESULT 00	FOR PEDS ONLY 00	AGE 00	TYPE 00	LOCATN 00	ORLY 00	VISIBLE 00	FAULT 00	CLASS 00	STATE 00	CLASS 00
UNIT # 70	TYPE OF UNIT <input type="checkbox"/> DRIVER <input checked="" type="checkbox"/> PED	MOVEMENT 03	COMMENTS 04	RESULT 00	FOR PEDS ONLY 00	AGE 00	TYPE 00	LOCATN 00	ORLY 00	VISIBLE 00	FAULT 00	CLASS 00	STATE 00	CLASS 00
UNIT # 71	TYPE OF UNIT <input type="checkbox"/> DRIVER <input checked="" type="checkbox"/> PED	MOVEMENT 03	COMMENTS 04	RESULT 00	FOR PEDS ONLY 00	AGE 00	TYPE 00	LOCATN 00	ORLY 00	VISIBLE 00	FAULT 00	CLASS 00	STATE 00	CLASS 00
UNIT # 72	TYPE OF UNIT <input type="checkbox"/> DRIVER <input checked="" type="checkbox"/> PED	MOVEMENT 03	COMMENTS 04	RESULT 00	FOR PEDS ONLY 00	AGE 00	TYPE 00	LOCATN 00	ORLY 00	VISIBLE 00	FAULT 00	CLASS 00	STATE 00	CLASS 00
UNIT # 73	TYPE OF UNIT <input type="checkbox"/> DRIVER <input checked="" type="checkbox"/> PED	MOVEMENT 03	COMMENTS 04	RESULT 00	FOR PEDS ONLY 00	AGE 00	TYPE 00	LOCATN 00	ORLY 00	VISIBLE 00	FAULT 00	CLASS 00	STATE 00	CLASS 00
UNIT # 74	TYPE OF UNIT <input type="checkbox"/> DRIVER <input checked="" type="checkbox"/> PED	MOVEMENT 03	COMMENTS 04	RESULT 00	FOR PEDS ONLY 00	AGE 00	TYPE 00	LOCATN 00	ORLY 00	VISIBLE 00	FAULT 00	CLASS 00	STATE 00	CLASS 00
UNIT # 75	TYPE OF UNIT <input type="checkbox"/> DRIVER <input checked="" type="checkbox"/> PED	MOVEMENT 03	COMMENTS 04	RESULT 00	FOR PEDS ONLY 00	AGE 00	TYPE 00	LOCATN 00	ORLY 00	VISIBLE 00	FAULT 00	CLASS 00	STATE 00	CLASS 00
UNIT # 76	TYPE OF UNIT <input type="checkbox"/> DRIVER <input checked="" type="checkbox"/> PED	MOVEMENT 03	COMMENTS 04	RESULT 00	FOR PEDS ONLY 00	AGE 00	TYPE 00	LOCATN 00	ORLY 00	VISIBLE 00	FAULT 00	CLASS 00	STATE 00	CLASS 00
UNIT # 77	TYPE OF UNIT <input type="checkbox"/> DRIVER <input checked="" type="checkbox"/> PED	MOVEMENT 03	COMMENTS 04	RESULT 00	FOR PEDS ONLY 00	AGE 00	TYPE 00	LOCATN 00	ORLY 00	VISIBLE 00	FAULT 00	CLASS 00	STATE 00	CLASS 00
UNIT # 78	TYPE OF UNIT <input type="checkbox"/> DRIVER <input checked="" type="checkbox"/> PED	MOVEMENT 03	COMMENTS 04	RESULT 00	FOR PEDS ONLY 00	AGE 00	TYPE 00	LOCATN 00	ORLY 00	VISIBLE 00	FAULT 00	CLASS 00	STATE 00	CLASS 00
UNIT # 79	TYPE OF UNIT <input type="checkbox"/> DRIVER <input checked="" type="checkbox"/> PED	MOVEMENT 03	COMMENTS 04	RESULT 00	FOR PEDS ONLY 00	AGE 00	TYPE 00	LOCATN 00	ORLY 00	VISIBLE 00	FAULT 00	CLASS 00	STATE 00	CLASS 00
UNIT # 80	TYPE OF UNIT <input type="checkbox"/> DRIVER <input checked="" type="checkbox"/> PED	MOVEMENT 03	COMMENTS 04	RESULT 00	FOR PEDS ONLY 00	AGE 00	TYPE 00	LOCATN 00	ORLY 00	VISIBLE 00	FAULT 00	CLASS 00	STATE 00	CLASS 00
UNIT # 81	TYPE OF UNIT <input type="checkbox"/> DRIVER <input checked="" type="checkbox"/> PED	MOVEMENT 03	COMMENTS 04	RESULT 00	FOR PEDS ONLY 00	AGE 00	TYPE 00	LOCATN 00	ORLY 00	VISIBLE 00	FAULT 00	CLASS 00	STATE 00	CLASS 00
UNIT # 82	TYPE OF UNIT <input type="checkbox"/> DRIVER <input checked="" type="checkbox"/> PED	MOVEMENT 03	COMMENTS 04	RESULT 00	FOR PEDS ONLY 00	AGE 00	TYPE 00	LOCATN 00	ORLY 00	VISIBLE 00	FAULT 00	CLASS 00	STATE 00	CLASS 00
UNIT # 83	TYPE OF UNIT <input type="checkbox"/> DRIVER <input checked="" type="checkbox"/> PED	MOVEMENT 03	COMMENTS 04	RESULT 00	FOR PEDS ONLY 00	AGE 00	TYPE 00	LOCATN 00	ORLY 00	VISIBLE 00	FAULT 00	CLASS 00	STATE 00	CLASS 00
UNIT # 84	TYPE OF UNIT <input type="checkbox"/> DRIVER <input checked="" type="checkbox"/> PED	MOVEMENT 03	COMMENTS 04	RESULT 00	FOR PEDS ONLY 00	AGE 00	TYPE 00	LOCATN 00	ORLY 00	VISIBLE 00	FAULT 00	CLASS 00	STATE 00	CLASS 00
UNIT # 85	TYPE OF UNIT <input type="checkbox"/> DRIVER <input checked="" type="checkbox"/> PED	MOVEMENT 03	COMMENTS 04	RESULT 00	FOR PEDS ONLY 00	AGE 00	TYPE 00	LOCATN 00	ORLY 00	VISIBLE 00	FAULT 00	CLASS 00	STATE 00	CLASS 00
UNIT # 86	TYPE OF UNIT <input type="checkbox"/> DRIVER <input checked="" type="checkbox"/> PED	MOVEMENT 03	COMMENTS 04	RESULT 00	FOR PEDS ONLY 00	AGE 00	TYPE 00	LOCATN 00	ORLY 00	VISIBLE 00	FAULT 00	CLASS 00	STATE 00	CLASS 00
UNIT # 87	TYPE OF UNIT <input type="checkbox"/> DRIVER <input checked="" type="checkbox"/> PED	MOVEMENT 03	COMMENTS 04	RESULT 00	FOR PEDS ONLY 00	AGE 00	TYPE 00	LOCATN 00	ORLY 00	VISIBLE 00	FAULT 00	CLASS 00	STATE 00	CLASS 00
UNIT # 88	TYPE OF UNIT <input type="checkbox"/> DRIVER <input checked="" type="checkbox"/> PED	MOVEMENT 03	COMMENTS 04	RESULT 00	FOR PEDS ONLY 00	AGE 00	TYPE 00	LOCATN 00	ORLY 00	VISIBLE 00	FAULT 00	CLASS 00	STATE 00	CLASS 00
UNIT # 89	TYPE OF UNIT <input type="checkbox"/> DRIVER <input checked="" type="checkbox"/> PED	MOVEMENT 03	COMMENTS 04	RESULT 00	FOR PEDS ONLY 00	AGE 00	TYPE 00	LOCATN 00	ORLY 00	VISIBLE 00	FAULT 00	CLASS 00	STATE 00	CLASS 00
UNIT # 90	TYPE OF UNIT <input type="checkbox"/> DRIVER <input checked="" type="checkbox"/> PED	MOVEMENT 03	COMMENTS 04	RESULT 00	FOR PEDS ONLY 00	AGE 00	TYPE 00	LOCATN 00	ORLY 00	VISIBLE 00	FAULT 00	CLASS 00	STATE 00	CLASS 00
UNIT # 91	TYPE OF UNIT <input type="checkbox"/> DRIVER <input checked="" type="checkbox"/> PED	MOVEMENT 03	COMMENTS 04	RESULT 00	FOR PEDS ONLY 00	AGE 00	TYPE 00	LOCATN 00	ORLY 00	VISIBLE 00	FAULT 00	CLASS 00	STATE 00	CLASS 00
UNIT # 92	TYPE OF UNIT <input type="checkbox"/> DRIVER <input checked="" type="checkbox"/> PED	MOVEMENT 03	COMMENTS 04	RESULT 00	FOR PEDS ONLY 00	AGE 00	TYPE 00	LOCATN 00	ORLY 00	VISIBLE 00	FAULT 00	CLASS 00	STATE 00	CLASS 00
UNIT # 93	TYPE OF UNIT <input type="checkbox"/> DRIVER <input checked="" type="checkbox"/> PED	MOVEMENT 03	COMMENTS 04	RESULT 00	FOR PEDS ONLY 00	AGE 00	TYPE 00	LOCATN 00	ORLY 00	VISIBLE 00	FAULT 00	CLASS 00	STATE 00	CLASS 00
UNIT # 94	TYPE OF UNIT <input type="checkbox"/> DRIVER <input checked="" type="checkbox"/> PED	MOVEMENT 03	COMMENTS 04	RESULT 00	FOR PEDS ONLY 00	AGE 00	TYPE 00	LOCATN 00	ORLY 00	VISIBLE 00	FAULT 00	CLASS 00	STATE 00	CLASS 00
UNIT # 95	TYPE OF UNIT <input type="checkbox"/> DRIVER <input checked="" type="checkbox"/> PED	MOVEMENT 03	COMMENTS 04	RESULT 00	FOR PEDS ONLY 00	AGE 00	TYPE 00	LOCATN 00	ORLY 00	VISIBLE 00	FAULT 00	CLASS 00	STATE 00	CLASS 00
UNIT # 96	TYPE OF UNIT <input type="checkbox"/> DRIVER <input checked="" type="checkbox"/> PED	MOVEMENT 03	COMMENTS 04	RESULT 00	FOR PEDS ONLY 00	AGE 00	TYPE 00	LOCATN 00	ORLY 00	VISIBLE 00	FAULT 00	CLASS 00	STATE 00	CLASS 00
UNIT # 97	TYPE OF UNIT <input type="checkbox"/> DRIVER <input checked="" type="checkbox"/> PED	MOVEMENT 03	COMMENTS 04	RESULT 00	FOR PEDS ONLY 00	AGE 00	TYPE 00	LOCATN 00	ORLY 00	VISIBLE 00	FAULT 00	CLASS 00	STATE 00	CLASS 00
UNIT # 98	TYPE OF UNIT <input type="checkbox"/> DRIVER <input checked="" type="checkbox"/> PED	MOVEMENT 03	COMMENTS 04	RESULT 00	FOR PEDS ONLY 00	AGE 00	TYPE 00	LOCATN 00	ORLY 00	VISIBLE 00	FAULT 00	CLASS 00	STATE 00	CLASS 00
UNIT # 99	TYPE OF UNIT <input type="checkbox"/> DRIVER <input checked="" type="checkbox"/> PED	MOVEMENT 03	COMMENTS 04	RESULT 00	FOR PEDS ONLY 00	AGE 00	TYPE 00	LOCATN 00	ORLY 00	VISIBLE 00	FAULT 00	CLASS 00	STATE 00	CLASS 00
UNIT # 100	TYPE OF UNIT <input type="checkbox"/> DRIVER <input checked="" type="checkbox"/> PED	MOVEMENT 03	COMMENTS 04	RESULT 00	FOR PEDS ONLY 00	AGE 00	TYPE 00	LOCATN 00	ORLY 00	VISIBLE 00	FAULT 00	CLASS 00	STATE 00	CLASS 00

GEICO

GEICO

Visit us at www.Geico.com
220 Chinguapin Round Road
Annapolis, MD 21401
Phone: (443) 477-0732
Fax: (855) 706-7436

Claim #:
Workfile ID:

Estimate of Record

Written By: JOSEPH LEWELLEN, 10/8/2014 5:56:48 PM
Adjuster: LEWELLEN, JOE, (443) 477-0732 Business

Insured: [REDACTED] Policy #: [REDACTED] Claim #: [REDACTED]
Type of Loss: Collision Date of Loss: 10/06/2014 03:30 PM Days to Repair: 15
Point of Impact: 12 Front Deductible: 100.00

Owner: [REDACTED] Inspection Location: Appraiser Information: Repair Facility:
[REDACTED] Bill's Towing JLewellen@geico.com BILLS TOWING
Columbia, MD 10006 Frederick Road (443) 477-0732 10006 FREDERICK RD
[REDACTED] Evening Ellicott City, MD 21042 ELLICOTT CITY, MD 21042
[REDACTED] Other (410) 465-3980 Business
(410) 465-3980 Day 52-1518328 License Number

VEHICLE

Year: 1990 Color: Int: License: unk Production Date:
Make: VOLV Body Style: 4D WGN State: Odometer: 129577
Model: 240 DL Engine: 4-2.3L-F1 VIN: YV1AA8855L1 [REDACTED] Condition:

TRANSMISSION
Automatic Transmission
Overdrive
POWER
Power Steering
Power Brakes
Power Windows
Power Locks
DECOR
Dual Mirrors

Body Side Moldings
Tinted Glass
CONVENIENCE
Air Conditioning
Intermittent Wipers
Cruise Control
Rear Defogger
Rear Window Wiper
RADIO
AM Radio

FM Radio
Stereo
Search/Seek
CD Player
SAFETY
Drivers Side Air Bag
4 Wheel Disc Brakes
ROOF
Luggage/Roof Rack
SEATS

Bucket Seats
Heated Seats
WHEELS
Wheel Covers
PAINT
Clear Coat Paint
OTHER
Fog Lamps

Uncontrollable
* 1990 VOLVO: Rapid acceleration resulting in
injury/accident: 6 Oct 14



1525 Benhill Ave
Baltimore, MD 21226

Joe Lewellen
Auto Damage Adjuster

Phone: 443-477-0732
Fax: 855-706-7436
JLewellen@Geico.com

= GEICO Claim#: [Redacted]



Honda Acura Volvo and Toyota
Service and Repairs



6126 Edmondson Avenue
Catonsville, MD 21228

* [Redacted]
= (owner)
Phone 410-455-9100

= alerted me (after the
6 Oct 14 accident) to similar
rapid acceleration issues
with 1988-1994 Volvo
Audi.

SEARS HOLDINGS

10300 Little Patuxent
Columbia, Maryland 21044

Stanley D. Wilson
Store General Manager

Office: (410) 997-6555
Cell: (678) 699-2630
stanley.wilson@searshc.com



Claim for
= Damage to
merchandise inside
storage area



Ashley Venable
Senior General Manager

The Mall in Columbia
10300 Little Patuxent Parkway
Columbia, MD 21044
410.740.6307 fax 410.730.8155
Ashley.Venable@GGP.com
www.themallincolumbia.com

= Claim for
Damage to exterior
Wall of Shopping Center