

8

INFORMATION Redacted PURSUANT TO THE FREEDOM OF
INFORMATION ACT (FOIA), 5 U.S.C . 552(B)(6)

[REDACTED]
Bloomfield Hills, MI [REDACTED]

Ph: [REDACTED]

Fax: [REDACTED]

October 30, 2014

**National Highway Traffic Safety Administration
1200 New Jersey Ave. SE
Washington, DC 20590**

Attn: Administrator

Ref: Ford C MAX

VIN #1FADP5BU0EL [REDACTED]

Gentlemen,

On July 24, 2014 I purchased the above vehicle from Ford through Suburban Ford of Waterford, LLC in Waterford, Michigan.

Five days later, on July 29, 2014, at about 7:30 AM I was driving North on Woodward Ave. , one traffic light South of Long Lake Rd., in Bloomfield Hills, Michigan. I attempted to slow down and stop at the traffic light, but when I took my foot off the accelerator, the car did not slow down. It did not change speed at all.

At 7:30 in the morning, the traffic was moderately heavy and all four lanes were filled, stopped at the light. In the fourth, third and first lanes there were four or five cars and in the second lane, three, backed up with a fairly solid looking pickup truck. I had room to change lanes and immediately changed from the third to the second lane, hitting the pickup truck at undiminished speed.

After releasing the accelerator, I of course tried desperately to depress the brake pedal, but could not. I had just time for three or four attempts at the brake pedal before impact.

We learned the vehicle had a "black box" that recorded a number of things in the last 5 seconds of the vehicles movement before impact, so we had this information gathered by an independent firm

Some of the readings were very interesting to me, and verified what I experienced; namely that the vehicle was traveling at 45 mph, well within the 50 mph speed limit; secondly, there was no action of the brakes, and most importantly, that the vehicle was still under power at impact.

The Ford C MAX is a Hybrid vehicle, driven by an electric motor that also becomes part of the braking system as soon as the accelerator is released. I believe this vehicle was faulty in that it did not release the motor from the drive mode, and therefore the brake could not operate.

I had had the car for four days and had driven it about 150 miles.

On September 4, 2014 I wrote Ford Customer Relationship Center a letter regarding the accident, saying , in part, "This type of failure of the systems that control the speed of the vehicle results in a very dangerous situation that could, and I predict, will cost lives of both occupants and others unless corrected.

"I would think this is a problem Ford should take very seriously, and at least check the vehicle to verify my story, or if they would find anything to refute it, let that be known also."

In the same letter I also gave them my insurance company's contact and phone number and the address, phone number, stock number and contact number at the storage facility where the car is still, to my knowledge, located.

On September 17, Ford Customer Relationship sent me a letter asking for additional information. The information they asked for, we sent to them on September 21----and that was our last contact.

My passenger and I had relatively minor injuries, however, my passenger, a [REDACTED] retired judge does have some continuing problems with blood clots in his leg.

Sincerely,

[REDACTED]
CC-Ford Customer Relationships

cc-Dean Googasian, Attorney at Law

cc-Suburban Ford of Waterford, LLC

[REDACTED]
Bloomfield Hills, MI [REDACTED]

METROPLEX MI 480

31 OCT 2014 PM 2 L



Administrator

National Highway Traffic Safety Administration

1200 New Jersey Ave. SE

Washington, DC 20590

20590

