

Destructive Impact Forces on Human Body Mass
Professor Kenneth Granke M.D., Amar Sawar M.D., Kaushik Raval M.D., Michael Tomich Q.E. Page 1 of 30
6905 Walsh Rd., Gagetown, Mi. 48735 - USA
www.miketomich.com - miketomich@yahoo.com 989-665-2311

Washington AG File # SEA 170891, Florida Attorney General File # 0205-34486 / HH, Ford Motor File #16360, Hyundai of America File #3883291, GM Files # 1-9858113, 482-C20D71, 71-466-383377, 71-841628633, Michigan Attorney General File # 200211720, 200215763, 200210107, NHTSA Files #566236, 768808, 10011234, 768964, 768810, 768811, 768812, 768813, 768814, 768815, 768816, 768849, 768819, 768820, 768966, 768847, 768851, 768822, 768852, 768823, 768826, 768828, 768845, 768829, 768846, 5-23-15 10721182 Consumer Product Safety Commission Files # C0250011A, C02B0006, 3041-0025 (2), 3041-0029 (10), 9-28-14 20141008-47319-1432622

July 10, 2015

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

JUL 16 2015

5:02 PM '15

Re: **1. Consumer Complaint-safecar.gov NHTSA Confirmation Number (ODI Number) is:
10721182 on 5-23-15 (Multi-part Vehicle Safety Complaint)**

2. Impact of Dynamic Forces Recognized on All Human Body Masses-mini traumas
3. Variable Force Tolerance Threshold Presence in All Human Body Mass
4. Material Creep Recognized in All Human Body Masses
5. Cause of Today's Massive Plaque of Chronic Muscle-Skeletal Injuries and High Medical Costs
6. Reference www.miketomich.com,
Module 2, All six line items (6), Adults injuries-torque overlay steering and stiff suspensions.
Module 3, stiff suspension, a connection to cause of autism.
Module 1, children developing arthritic fingers from dynamic forces generated in the video gaming.
CPSC Report # 20141008-47319-143222, Dated 9-28-2014

Dear Safecar

Please add this information as additional documentation to support the ODI # 10721182 dated 5-23-15

The following information identifies numerous design errors on many vehicles that are causing very serious and irreparable health problems. The two most harmful processes are 'tight steering' and 'stiff suspensions' causing (to mention a few) arthritic hands, backs, necks, shoulders, joint replacements, chronic pain, carpal tunnel, suspected cause of autism, back-neck fusions, and more have been identified due to the discovery that has eluded humankind since the beginning of mankind.

And that discovery is the realization of an unknown limitation in human tissues which is also the root cause of not only arthritis but most of our other health problems. How this has eluded our scientist and medical fields for so long is absolutely surprising.

The main elements of the discovery is the realization of an interactive combination of 'variable force tolerance threshold values', material creep, dynamic forces, yield strengths, mass plastic and elastic state.

We can prevent arthritis and prevent its continued injuries with product designs that do not exceed nature's design limitations (which we've discovered) in our muscle-skeletal masses. It is not possible to present all issues in this letter, therefore, concentration is made to some of the high volume of injuries caused by the 'tight steering' and 'stiff suspension' processes.

Steering. In reference to Nexteer, formerly owned by GM (Saginaw Steering Gear-Delphi). Nexteer is producing steering systems worldwide for the automotive industry. The steering has a resistance intentionally designed into the product. The human process of turning the steering wheel for corner or course corrections requires the human body to jerk from a relaxed state to generating the forces to overcome the resistance and supply those forces to the steering wheel... ALL WITHIN 2/10ths of a second. This results in dynamic forces inflicting mini trauma injuries through the jerking, thrusting, striking forces generated in this process.

A dynamic force is a force which pushes mass through its elastic state then into its Plastic, permanent change state. When a dynamic force causes two bodies of mass to strike each other a permanent change occurs and future dynamic forces from the same process add to the previous injury. This is how fingers become curved with twisted knuckles as shown in Line Item #2, in Module 2. Video gaming also became popular at this time and children started developing adult type deformities. *Note: Professor Kai-Nan An, M.E., P.E. Ph.D., Bioengineering and Dr. Sanjeev Kakar, at Mayo Research Hospital, Rochester, MN. (as noted on our web site <http://miketomich.com/Mayo-Clinic-Announcement-Childrens-finger-deformities-from-video-gaming.html>) agree with our findings and is presently conducting proper protocol verification studies/trials for medical presentation.*

Stiff Suspensions. Today's vehicles started changing from soft suspensions in the mid 80's. (Remember... you thought the car was going to roll over in a turn (in a right turn everyone in the vehicle would lean to the right). Seating was soft with springs and soft padding and provided full leg length contact, the tires were Nylon.

In the mid 80's advertisements touted 'feel the road' 'take charge of your car, drive the new Euro-sport (thick steering wheel-tight steering-hard molded seating, and stiff race car type suspension systems.

History Information: Shock loads - Miscarriages - Autism Did you know that during the depression of the 30's and during WWII, before modern birth control, miscarriages were gotten by jumping off running boards, jumping down stair ways to generate shock loads that would cause a miscarriage? It wasn't uncommon for people to decide they just couldn't afford to raise a child. Those that jumped hard and long enough had miscarriages. It wasn't uncommon for those that attempted a miscarriage, but failed or gave up, to have children born with mental or physical deformities.

After the WWII mental retardation (autism) and physical deformities dropped off, but in the middle 80's when stiff suspensions, radial tires, and hard seating were adopted, which failed to isolate the drivers and passengers from the 300+ shaking, jarring, pulling, tearing, compression forces, it started up again. And now autism has become a horrible health problem. With my interviews, I've found one common denominator is the relationship of time spent with the mother driving to work, even to delivery date and experiencing 300+ compression forces (some dynamic) a minute.

Some researchers are indicating autism begins/happens in the Uterus by injury to the nerve cluster at the connection of the spinal cord to the brain. I see autism as not being a biological cause but a physical cause. The most autism causing injuries come from the baby being strapped to a baby seat which has a hard pad in it to sit on, a hard molded seat, stiff suspension that bounces the baby 300+ times a minute delivering a shaking, compression, jerking, tearing forces to the baby in the baby seat because the vehicle weight is over the front axle... thus leaving the backseat subjected to even stronger bouncing forces due to the lighter vehicle weight on the rear axle. Because these forces are stronger than those experienced on the front seat in the Uterus, there is a significant increase in dynamic forces being applied to that developing nerve cluster and brain. A working mother to be, driving 7,000 miles during her pregnancy receives over 2,200,000 jerking, pushing, compressing forces traveling through her body from uneven road surfaces because the 'stiff suspension'

actually increases the force felt by the driver and passengers. Of the 2.2 million...how many are forces strong enough to become dynamic forces? It varies with suspension, seating, tires, speed, and road surface...but I'm sure there are enough to begin autism. See the following Note #1 what researchers are beginning to think (next page). More reading on this as presented to researchers is on this link: <http://miketomich.com/Ltr-to-Decoding-Autism-researchers-10-17-11.html>

Autism is not biological or chemical. The stiff suspensions also cause fibromyalgia, chronic fatigue, mood swings, depressions....you can't take a 20 minute ride experience 6,000 forces shaking your body without serious consequences resulting.

*Note #1: Dr. Christopher Walsh, Children's Hospital Boston states "autism happens in the Uterus" and Dr. David Amaral, UC-Davis Mind control-Sacramento, CA, said autism has "many different causes." Dr. Robert Schultz, Director-Chop Center for Autism Research, "brain enlargement due to too much wiring." Dr. Leonard Rappaport-Neurodevelopmental Pediatrician-Children's Hospital of Boston "it affects all kids, all races. Dr. Yvette Janvier-Neurodevelopmental Pediatrician-Children's Specialized Hospital-NY "a dramatic increase in many children 18 to 24-months-old having difficulty talking." Dr. Christine O'Rourke-Leno, Autism Behavior Analysis: "everyone knows someone with autism now."PBC presentation 'Decoding Autism' (PBS presentation 9-19-11, with Sara Lee Kessler, Channel 19.1 Bad Axe, MI.) The following link was disconnected by NJN PBS and they have not replied to our request to reconnect it.
<http://www.njn.net/television/specials/decodingautism/about/watchonline/>*

Some Definitions for this report:

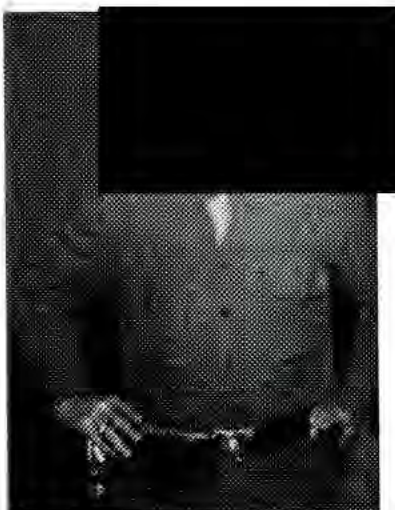
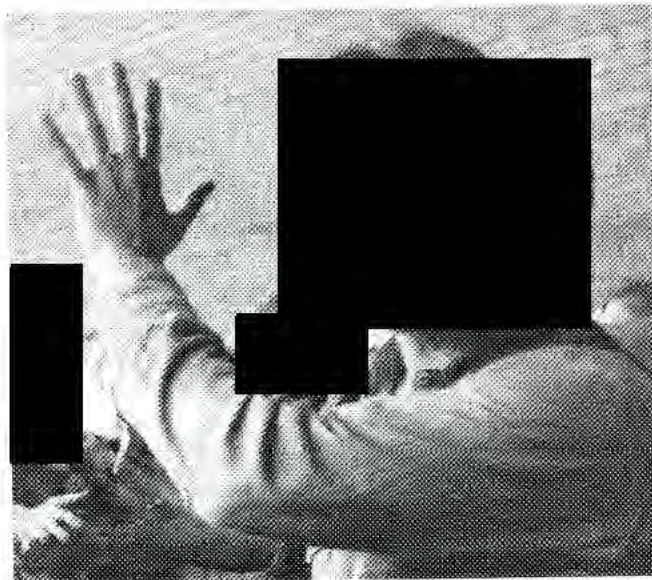
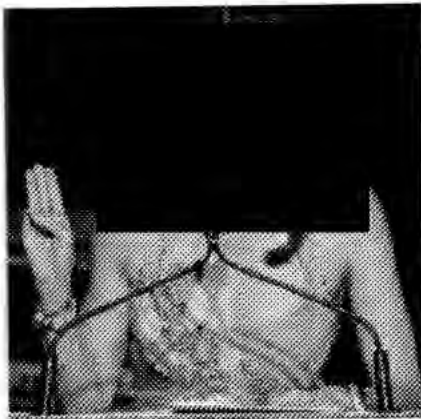
Dynamic force: a physical force that applied to mass, results in a permanent change in shape, size, surface, internal and external composition, pushes mass through its yield strength. In this case a force pushing mass through it flexible/elastic/resilient mass state into its plastic state (permanent change state). A force that results in a permanent change is referred to as a dynamic force.

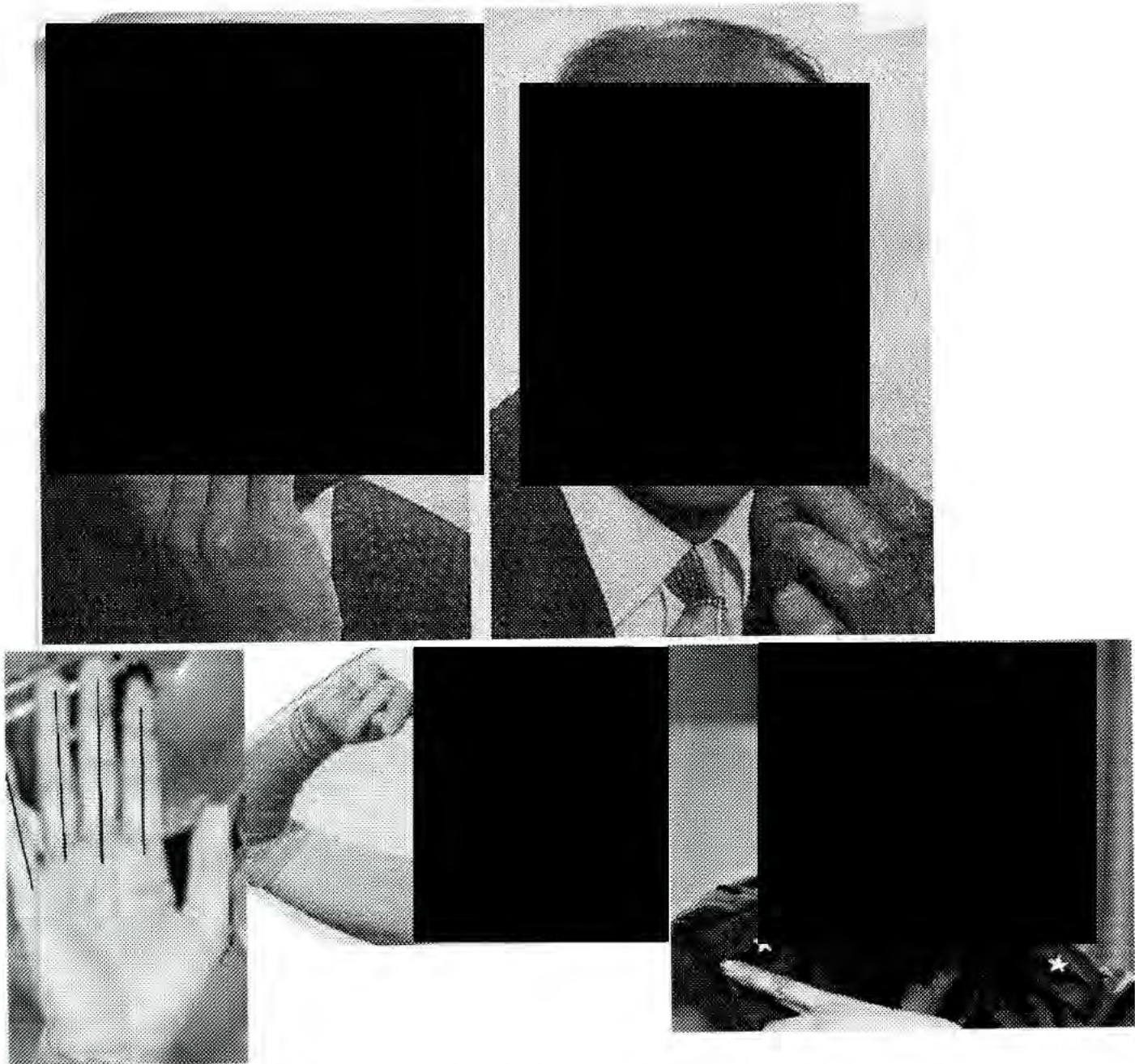
Flexible/Resilient State: Returning to original shape, size composition after a force has been applied. Example: minor stretching and release of a rubber band/balloon and it returning back to its original shape, size, without any permanent change.

Plastic State: Being whole. A dynamic force has inflicted an injury, such as a microscopic surface yield of an indentation/dent in bone mass, or soft tissues. The changed in the mass is now a new plastic state.

Injuries will be shown then followed by causes of the health problems (including permanent skeletal deformities). Because of the difficulty in presenting the interrelations of all factors, it's virtually impossible for me to present this in a smooth flowing manner.

1). Pictures of Straight Fingers that have not driven the 'tight steering' on today's vehicles.





These pictures were taken from our web site link http://miketomich.com/Straight_Fingers-miketomichcom.html. There are many more available on this link. Note that some pictures vary from the 60's -70's during the era of 'full time-100% power steering, hydraulic pumps' resulting in EASY ONE FINGER STEERING... such as the 1966 Dodge Polara. Some pictures with straight fingers date back to the time when any form of power steering wasn't available on vehicles but the vehicles had gear boxes and allowed EASY ONE FINGER STEERING when moving. Today's vehicles require a human process of generating and delivering the necessary forces to overcome the resistance in the steering... and this is process of generating this energy force is performed within 2/10's of a second!

Within 2/10's of a second, our senses feel the resistance in turning the wheel. Our senses don't recognize how much energy force must be applied to overcome the resistance, and our senses/brain realize the resistance has to

be overcome quickly to make complete the turn or perform a steering course correction. The process of overcoming the resistance requires our body to move from a neutral/relaxed state (from no resistance to a taunt state) by anchoring the feet to the floor for proper support in generating the forces. knees, hips, vertebrae, shoulders, finger joints, fingers, knuckles, all joints snap to a taunt force generation and delivery state. Because our human senses cannot determine the amount of force needed to overcome the resistance: more force is generated and delivered than necessary. Because of the process being conducted within 2/10's of a second the delivery of the extra force is absorbed as dynamic forces on the skeletal fingers and joints and all other joints from the foot to the finger tips.

This process of overcoming the steering resistance causes fingers to bend and twist to conform to the grasping contour of the steering wheel. The large, thick steering wheel cannot be grasped with the human hand with its knuckles parallel to the hand, thus knuckle twist and fingers develop curvatures and arthritis sets-in and starts providing crippling joints

The steering process actually creates a condition (because of the 2/10's time) where the forces are applied to the steering either as a thrusting or jerking force, depending on directional movement of the hand. Right turn would be jerking of the right hand downward, and the left hand thrusting the force upward.

I'm sorry but due to software problems I will have to refer you to our report "Our Silent Epidemic" (three part report-book covering the injuries to adults and children from dynamic force processes) which is enclosed in this safecar.gov safety complaint. I know this is an inconvenience and certainly not what I planned, and I'm sorry for this. This can be downloaded for free in Module 6, also need to copy/paste index of references.

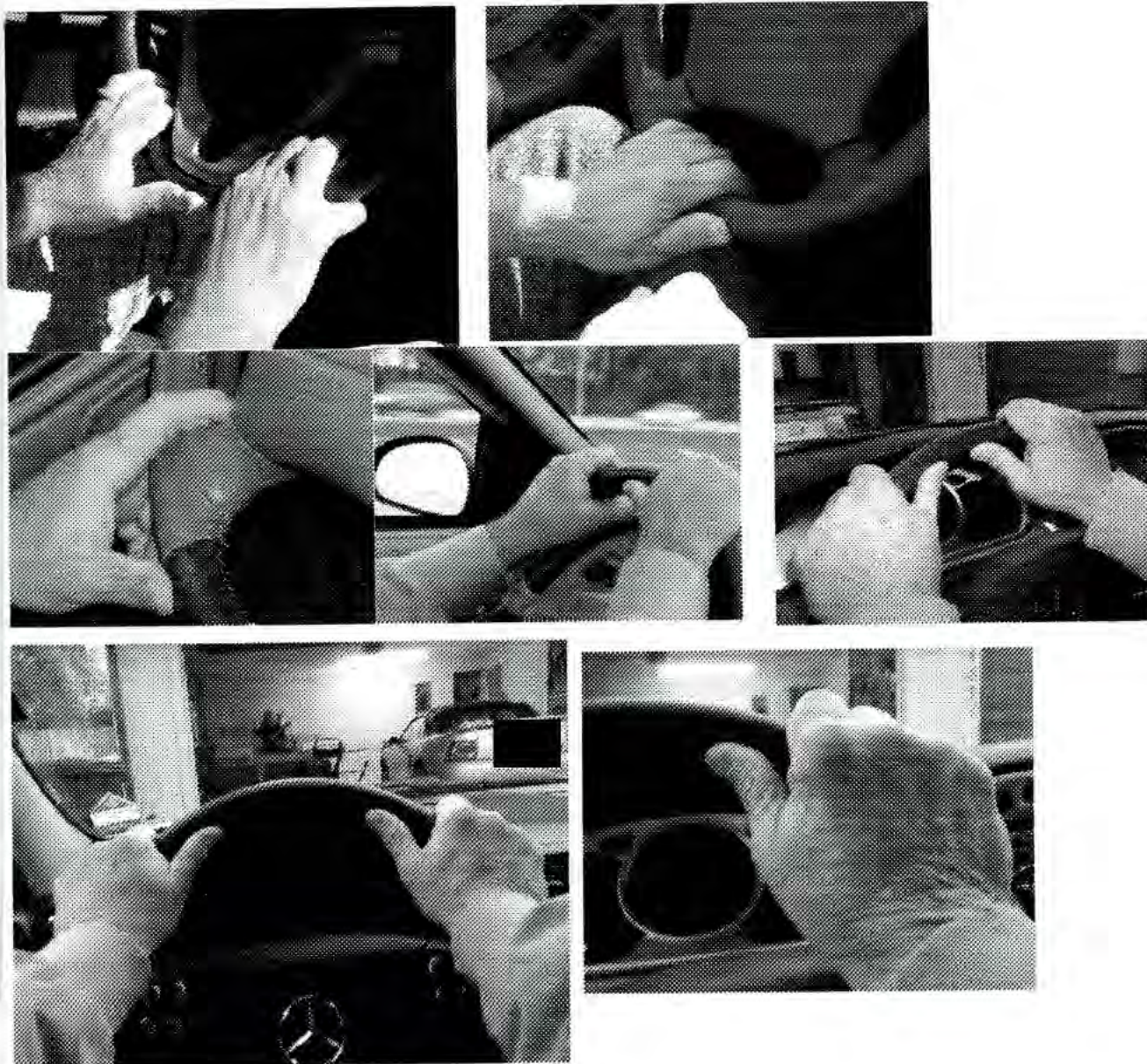
SECTION 1 = FINGER INJURIES - holding steering wheel with the thumb

Picture of a good straight thumb not used to hold steering wheel.

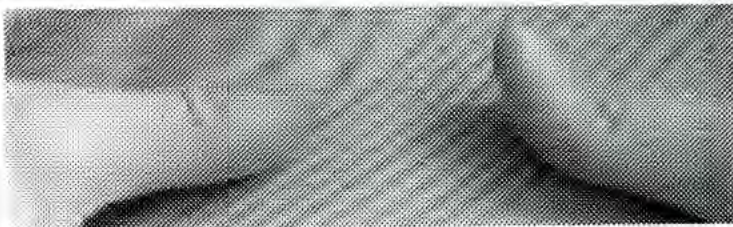
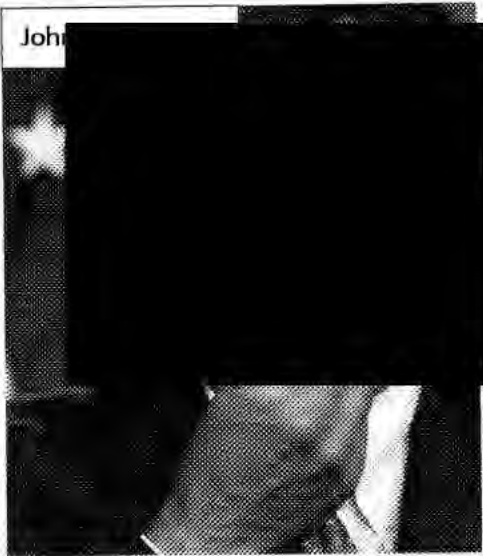
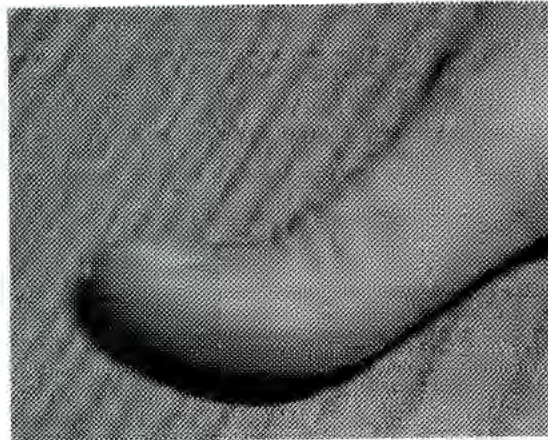
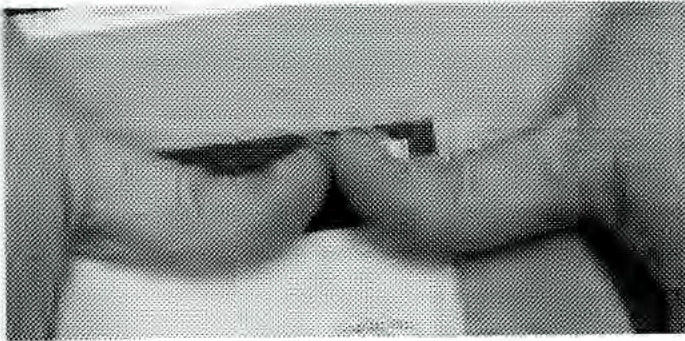


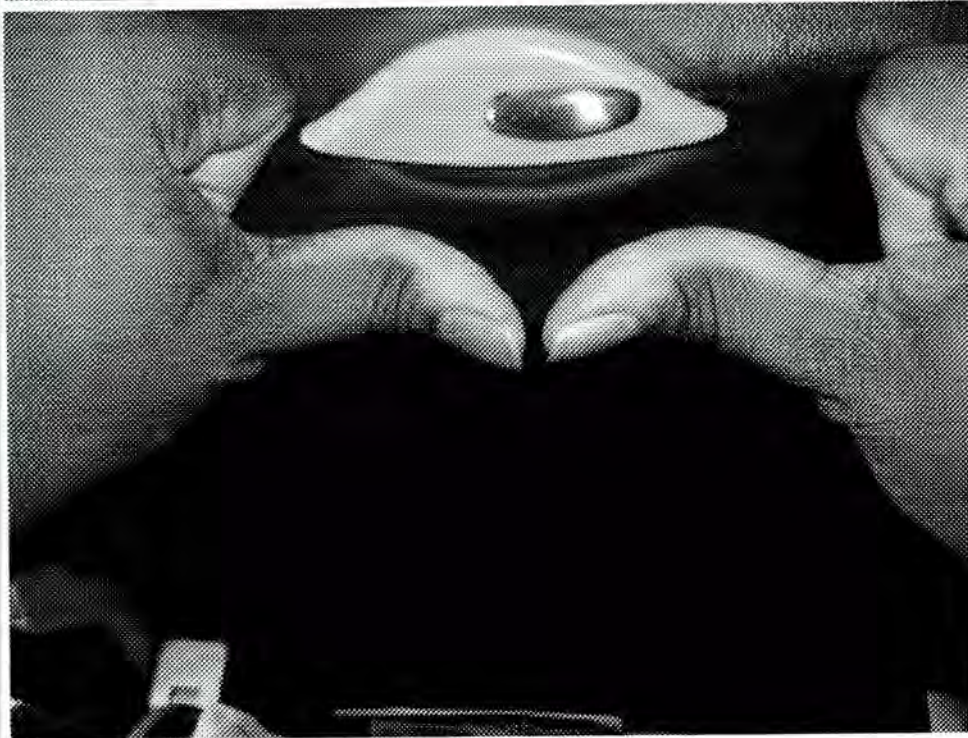
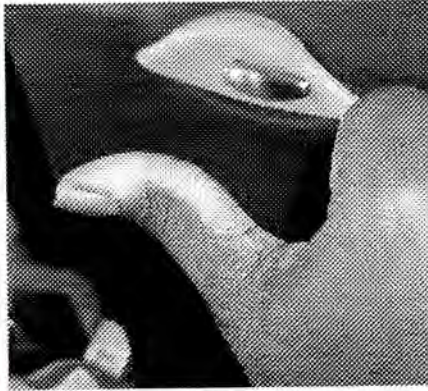
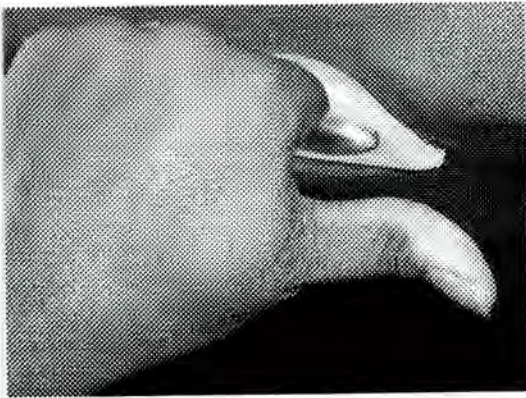
Using your thumb to assist in turning the steering wheel results in thumbs curving backwards as shown in the pictures below because the resistance in the steering (torque overlay) results in jabbing, jerking forces on the thumb causing the bones to bend backwards and the knuckles of the thumb also becoming deformed from the dynamic forces.

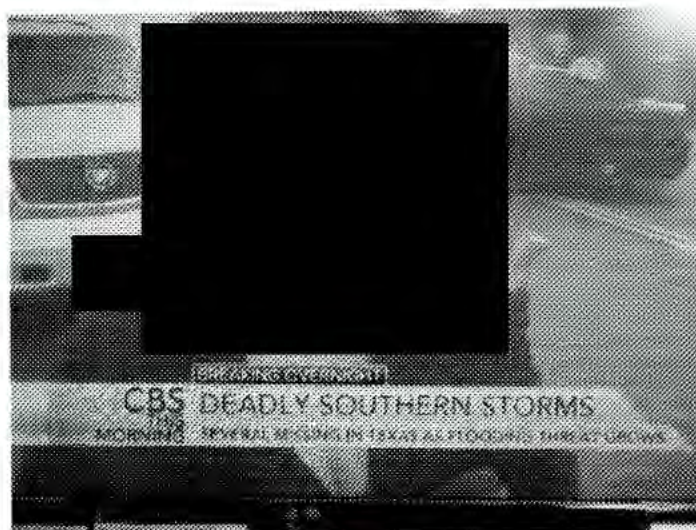
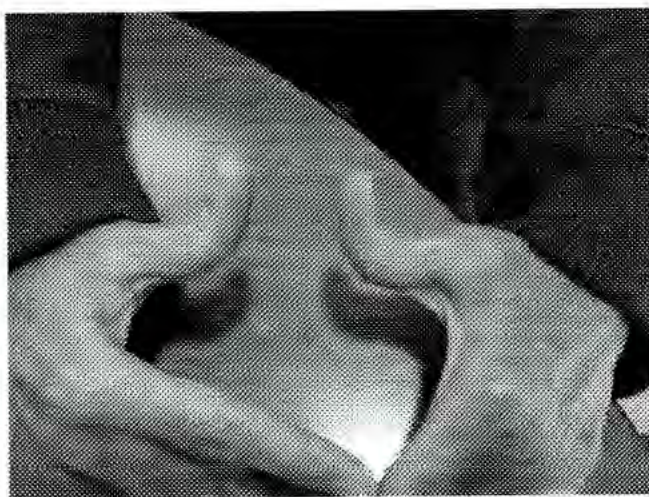
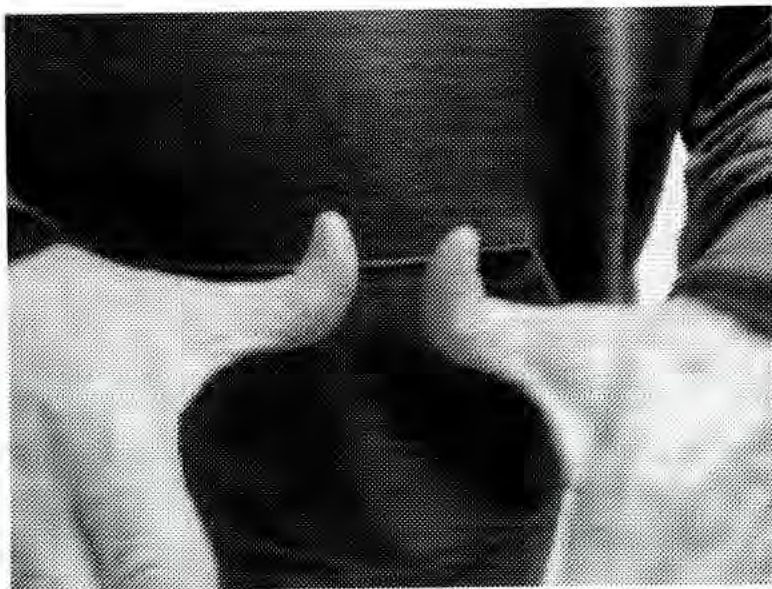
The forces delivered to the hands is more than enough to overcome the resistance...thus, the x-tra forces are absorbed by the bones resulting in twisted knuckles as the index, middle, small finger bend and twist over time to make full contact with the surface on the steering wheel they are grasping (which is off parallel to their natural parallelism). Injuries like this typically happen in 7,000 miles.

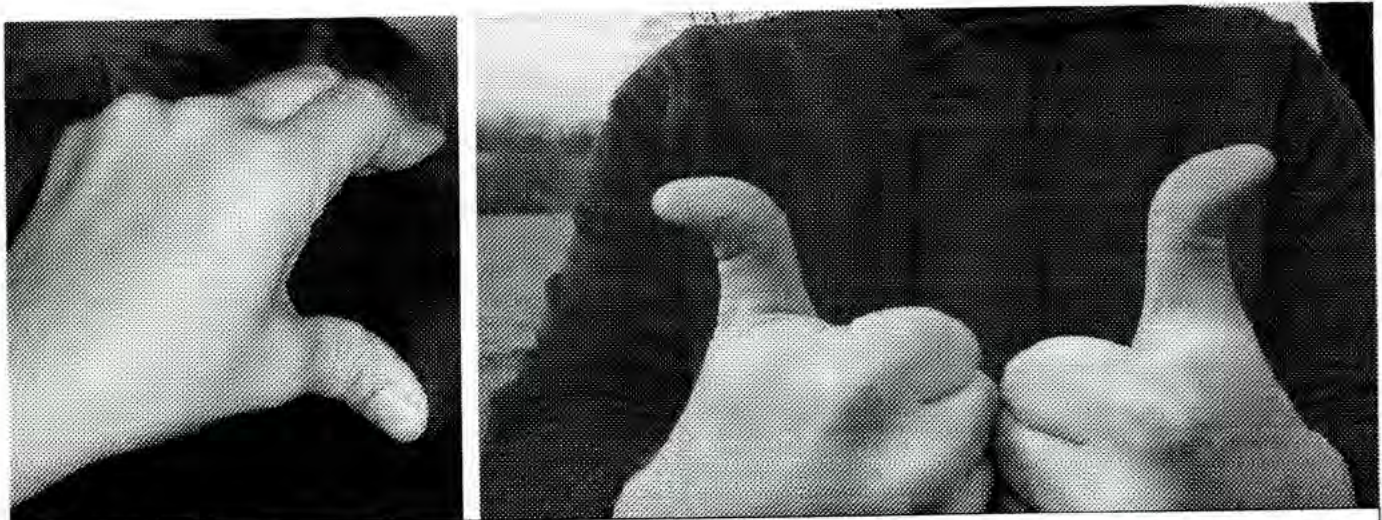


Pictures of Curved Thumbs



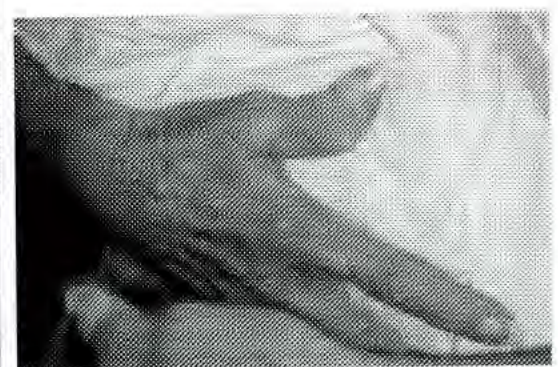
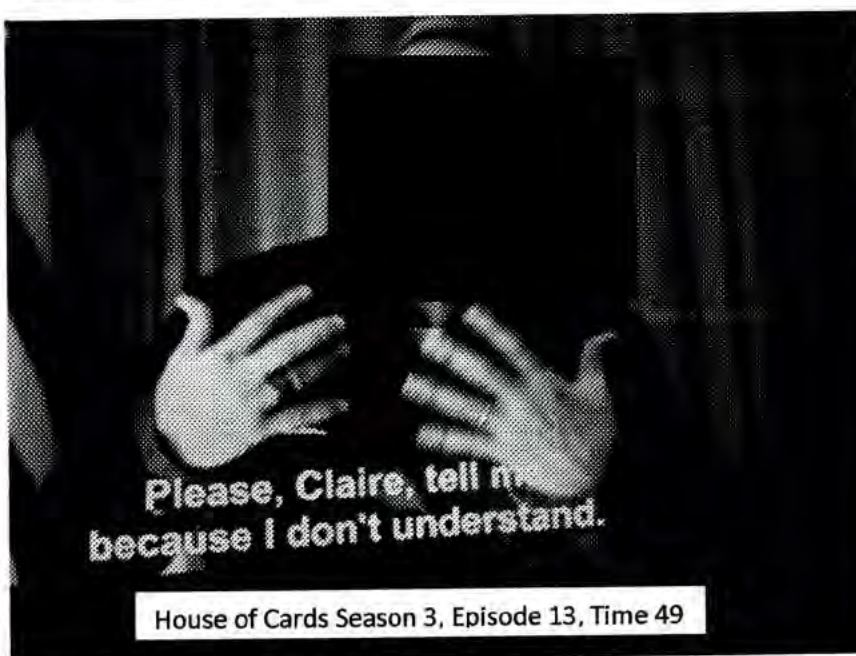


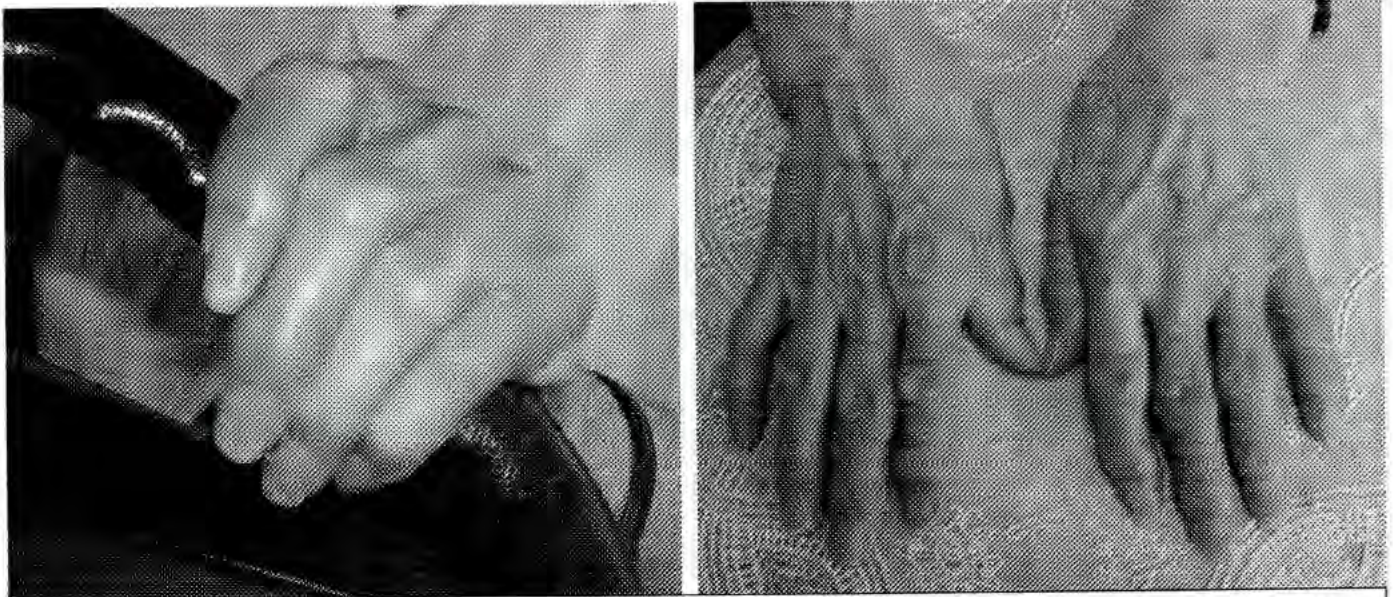




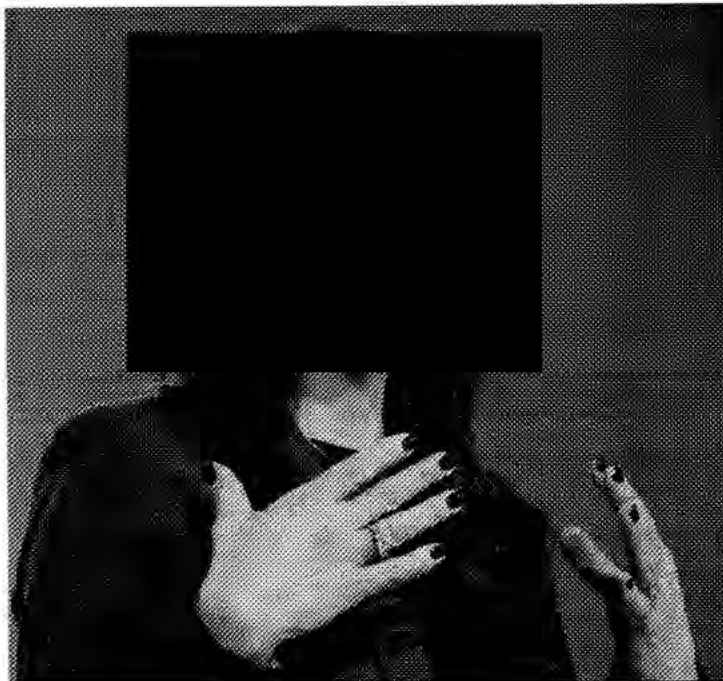
Note: In addition to the curved thumb in the (left), note her enlarged knuckles. This happens when the finger tips hold the steering near close to the end of the finger. The steering wheel is too large to hold securely with the entire hand surface so the palm of the hand and the ends/tips of the fingers hold the steering wheel and apply the jerking and thrusting forces to overcome the resistance. The steering wheel is too thick and it is impossible to grasp the steering wheel or drive the vehicle without any injury...period. Impossible!

The right picture is a guy who drives a Chevrolet pickup. Note his thumbs bent and his enlarged knuckles. The knuckle on his right hand, where the thumb attaches to the hand is becoming severely injured. He will, as I have pictures of others, will require knuckle replacement because the pain is getting worse. The forces bending the thumb also are applied to the knuckles and bones in his hands, which is why you'll find people are having bone replacements inside their hands.



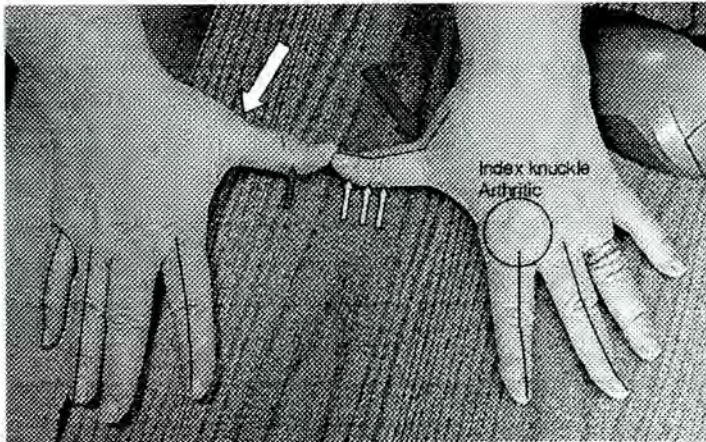


These injuries are from driving a Chrysler with its tight steering. Fingers bend and twist to conform to the wheels contour. The steering wheel surface is worn smooth, no gain on vinyl. This woman was in her 70's. She was a house wife.



Mary T. Barra - CEO GM - Thumbs are curved upward index and middle curved to right, holds steering wheel between small and ring, twisted knuckles, etc.

Knuckle replacement



Red arrow (left picture) shows deformed knuckle from driving her Cadillac. Blue arrow on right picture shows incision from joint replacement surgery. Becoming common with drivers and internal hand bone replacements.

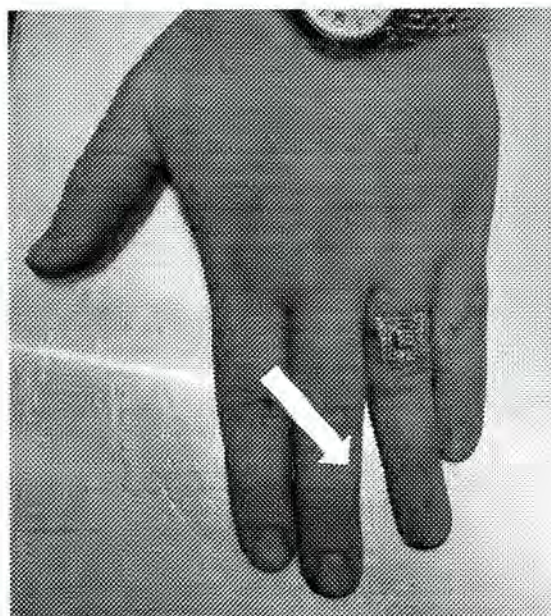
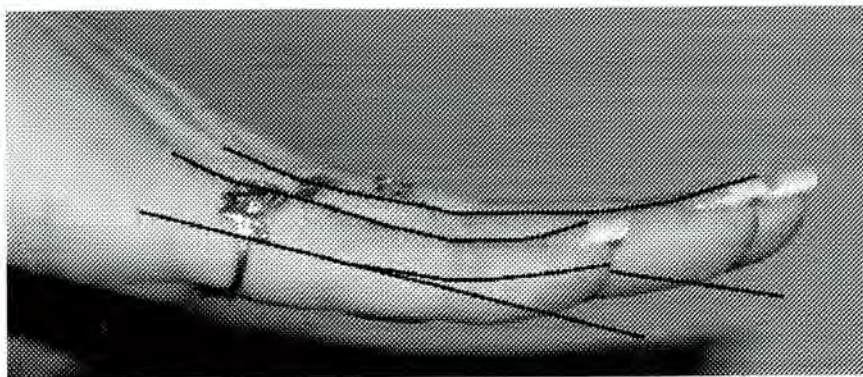
Fingers Curing Backwards



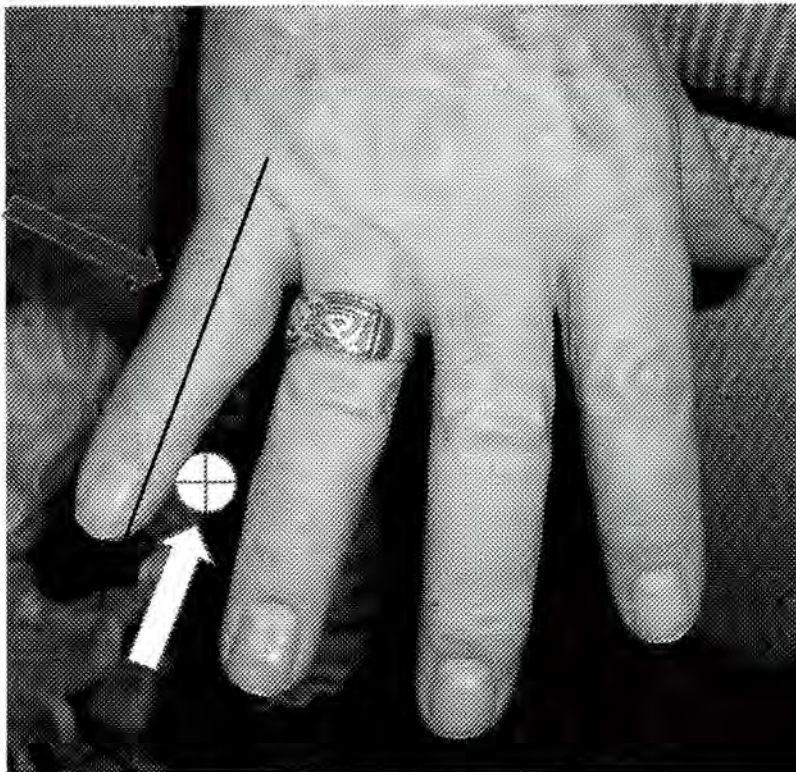
In this picture it appears that all surfaces of the hand and fingers are making contact with the steering wheel. However, the grasping forces on the wheel is actually the palm of the hand and the bottom surfaces (flats) at the ends of the fingers.

In this position the dynamic forces delivered to overcome the steering resistance is applied at the palm and finger ends which applies a bending backward of the entire finger due to the fast torsional force delivery (shock loading the bone mass).

This results in the following curved backwards due to permanent knuckle injury.



Picture of a young teen that was holding
the steering wheel between his ring and
middle finger. Steering resistance cause.

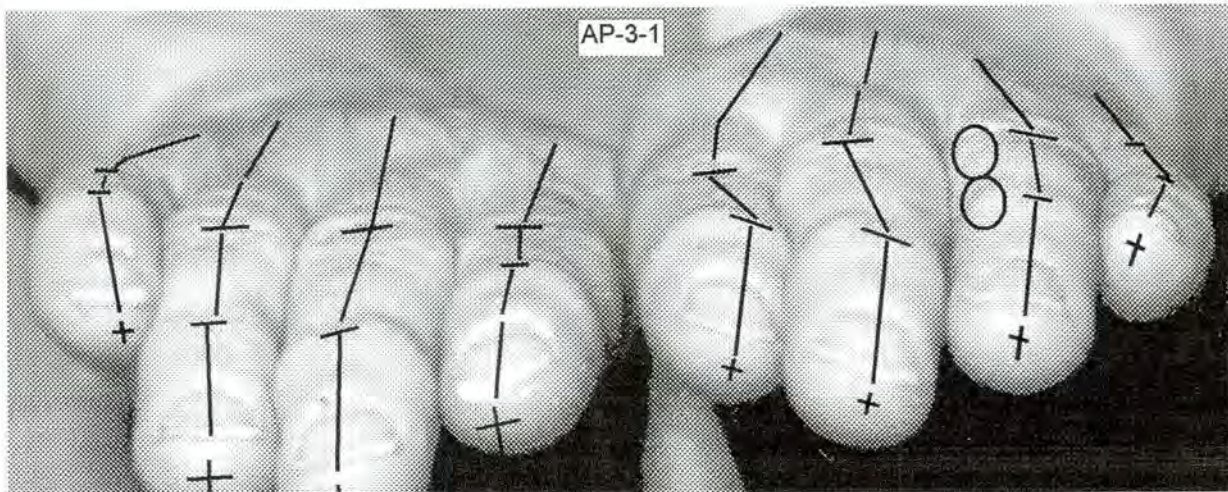


Started driving a Chevy Cruise. Held steering wheel between small and ring fingers (white arrow and circle). Knuckle at Red Arrow is deforming from pressure to bend outward. Finger is not straight anymore.

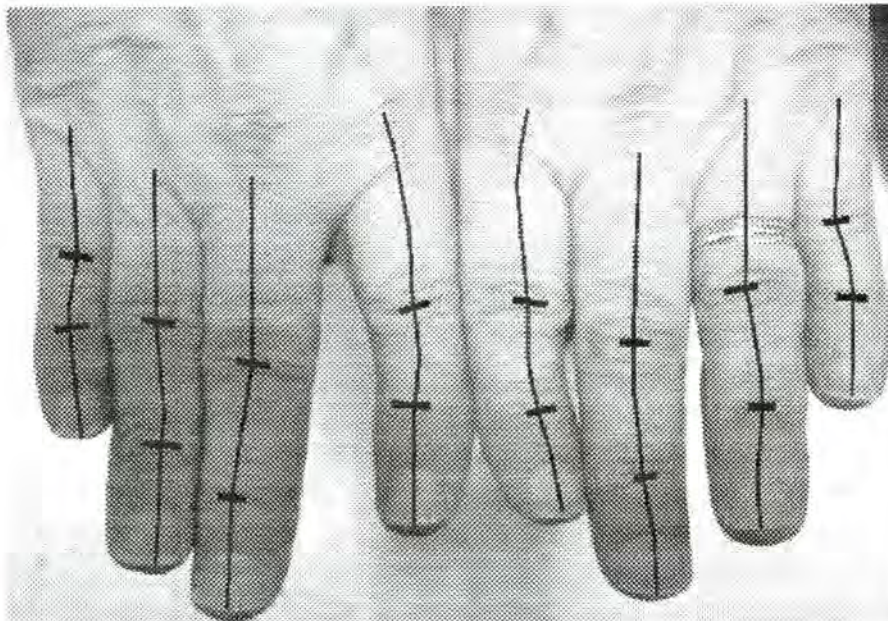


Elderly gentleman with the tip of his index finger bent/twisted from holding the steering wheel of his new Buick between these two fingers.

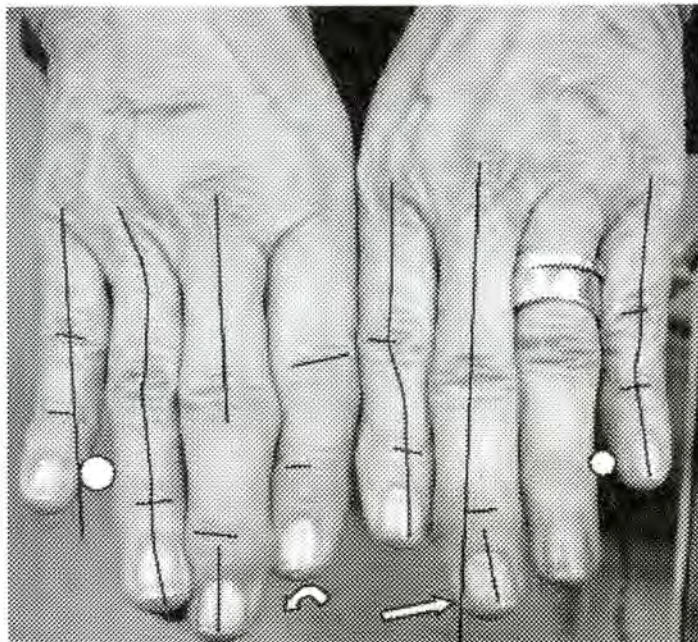
(UBV)



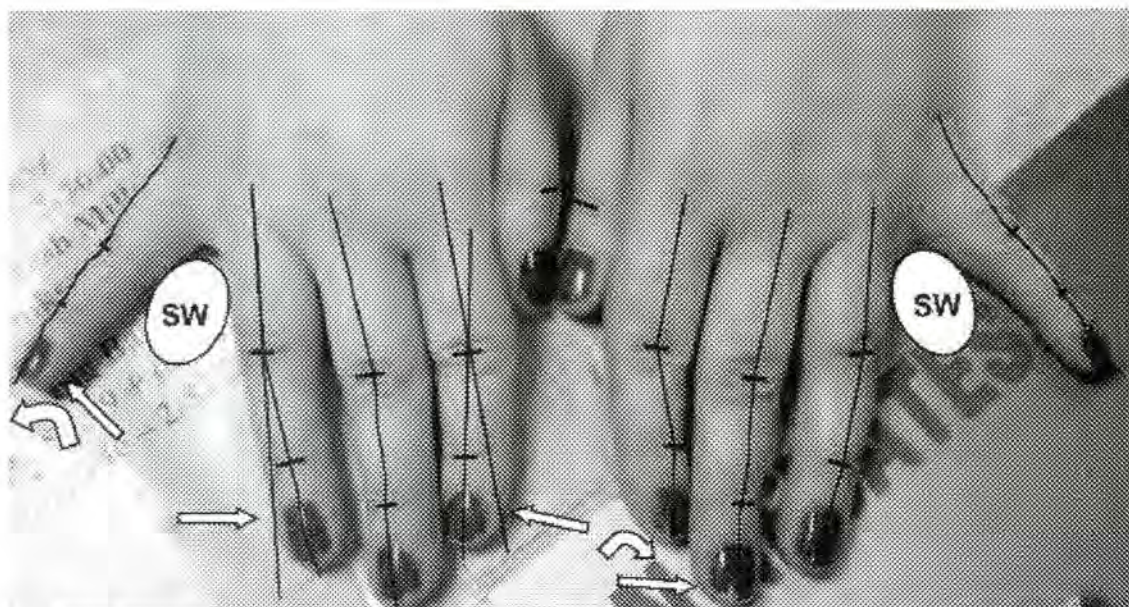
Curved fingers, twisted knuckles and fingers from grasping and turning the steering wheel on a Chevrolet Astro van. More info at Page 2-69 "Our Silent Epidemic." These injuries are typical of all drivers as the forces are delivered by the hand to overcome the steering resistance all the knuckles and finger bones band and twist to make full contact with the various off angle gripping surfaces. There is only one small portion of the steering wheel that is perpendicular and parallel to the natural born parallelism (at birth) of the knuckle. Therefore....some of our arthritis and chronic pain and pain pill addiction, depression, etc.



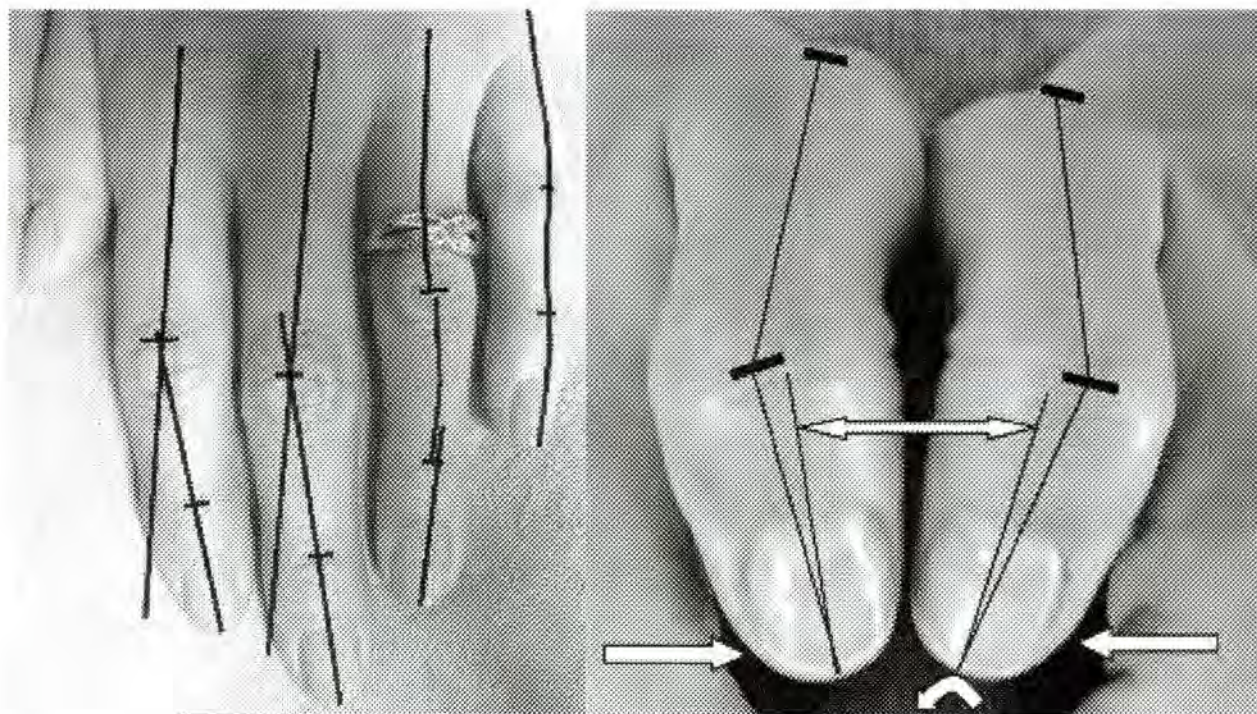
Steering wheel between index and middle and small and ring fingers.



Holding steering wheel between small and ring fingers - near the end of the small finger. Curved, twisted knuckles and fingers from the dynamic forces generated and delivered within 2/10ths of a second...thereby resulting in shock loads and resulting accumulative, permanent dynamic force injuries. These injuries are normally within 7,000 miles.



Baby fingers bent outward from holding steering wheel close to main knuckle.

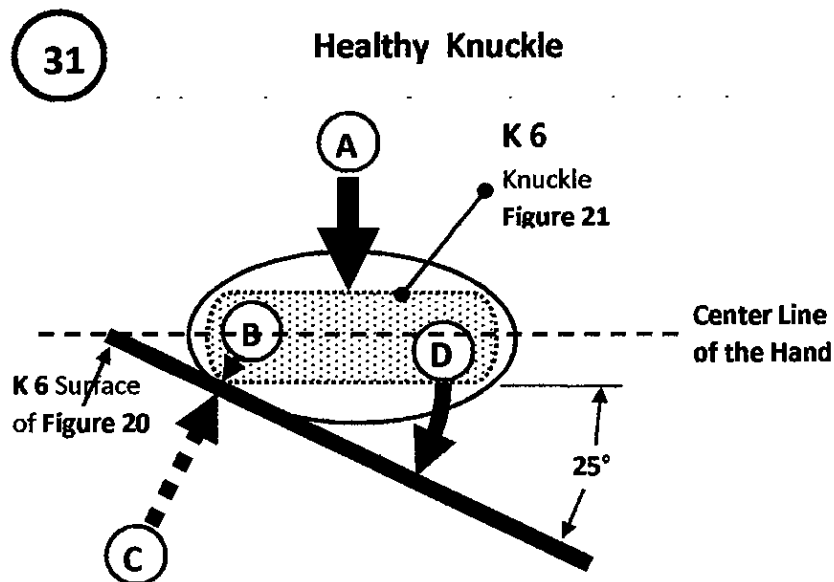


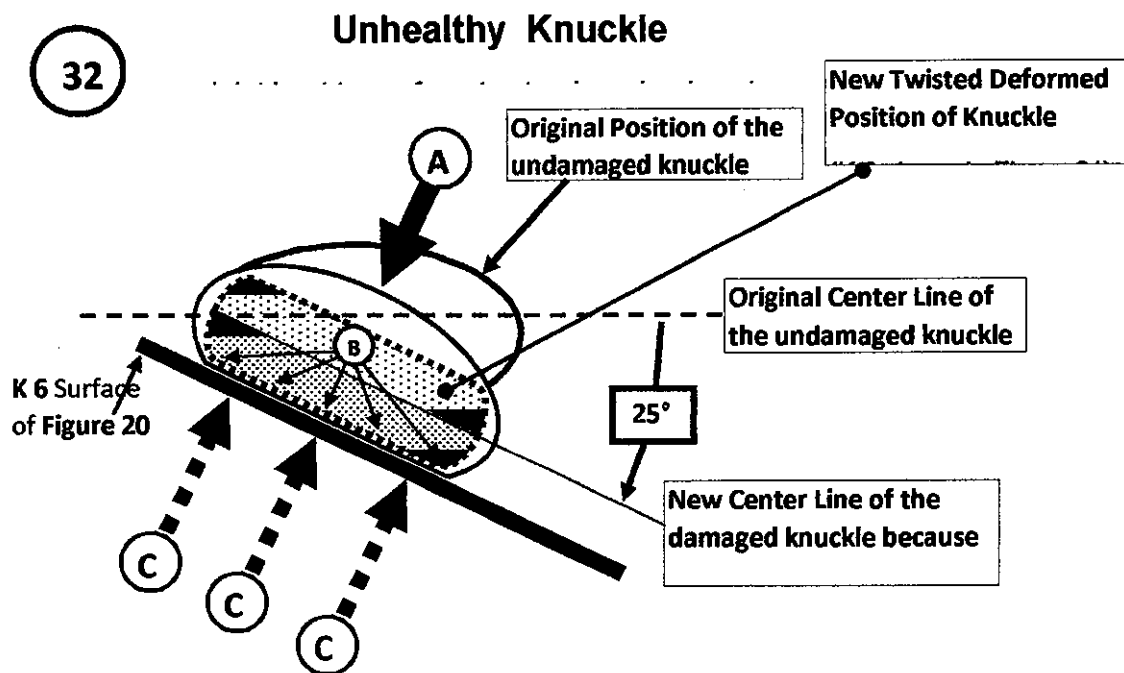
Mercury Cougar permanent steering injuries. 23-years-old.

Due to the magnitude of this discovery it is impossible for me to present this information in a timely manner to stop additional injuries and prevent new injuries. I have enclosed a copy of our material that was written to warn people of our human weakness. Our report "Our Silent Epidemic" presents the foundation/core of the problem, which can be built on as we have done since published in January 2007. A PDF copy can be downloaded at miketomich.com Module 6. Also copy and paste the list of references noted.

The following charts identify what causes the fingers to develop curvatures, twisted knuckles and arthritis. These charts are exemplified as applicable to the hands and development of arthritis, but they are truly representative of the injuries of the dynamic force exceeding the yield strength of the entire human body from toes to finger tips.

Please refer to Page 2-48 and Page 2-49 for a detailed explanation of the two following drawings for the process in knuckle deformity, curved fingers and arthritic development from dynamic forces.





Please refer to Pages 2-25, 2-26, 2-28 for charts to identify the presence of dynamic forces incurred when turning the steering wheel or making a small steering course correction

Please refer to Page 2-52 for a picture of knuckles that have conformed to the steering wheel contour.

Please refer to Page 2-67 through 2-82 for some case studies.

Additional case studies are available with complaint numbers at <https://www.flickr.com/photos/9460697@N02/>

Contact with Vehicle Manufacturers:

Copies of our recent contacts with manufacturers are posted in the bottom section of Module 2 at www.miketomich.com.

Police spend so much time driving and we have interviewed many police officers identifying the development of hand, back, neck injuries and other ailments as noted on our web site and in this letter. Vehicles approved for police duty are tested and approved by the Los Angeles County Sheriff and Michigan State Police. Letters to them and the directors of these policing organizations are also posted in the lower half of Module 2. Police have a chronic lower back pain which they blame on their gun belts. Not so! They ride in stiff suspension vehicles with hard injected molded seating, in a seat with a negative 15 degree angle. The seat belt

holds their buttocks secure to the seat and when bouncing forces are received because of the stiff suspension not absorbing the thrusting, bouncing force their L-3, L-4, L-5 separate and clash together. In the average vehicle there are 300+ shaking/bouncing forces going through the occupants. This is a major cause of lower back fusion surgeries....which have become so Americanized. Everyone knows someone with back problems and operations. The bouncing forces also results in hip, knee, replacement surgeries.

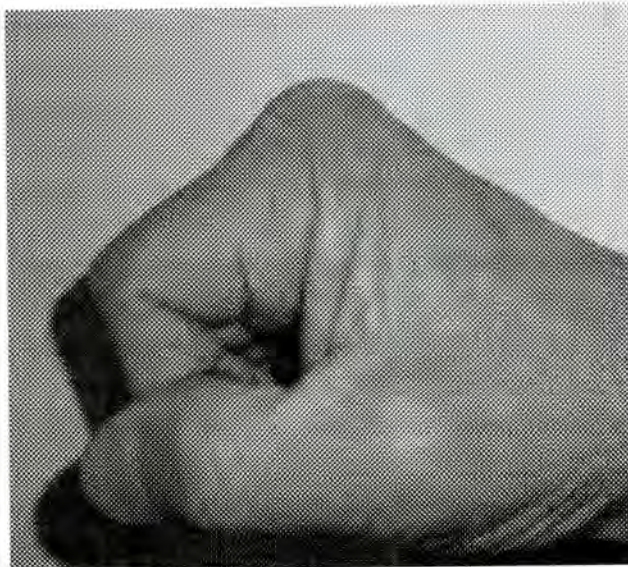
AUTISM:

During the depression of the 30's and WWII (before modern birth control) birth control was practiced by jumping off running boards, down stairways to generate shock loads that triggered miscarriages. This practice subsided after WWII. Mental retardation and physical deformities decreased after the war and the baby boom years. All of this started up again in the mid 80's with a new name called Autism.

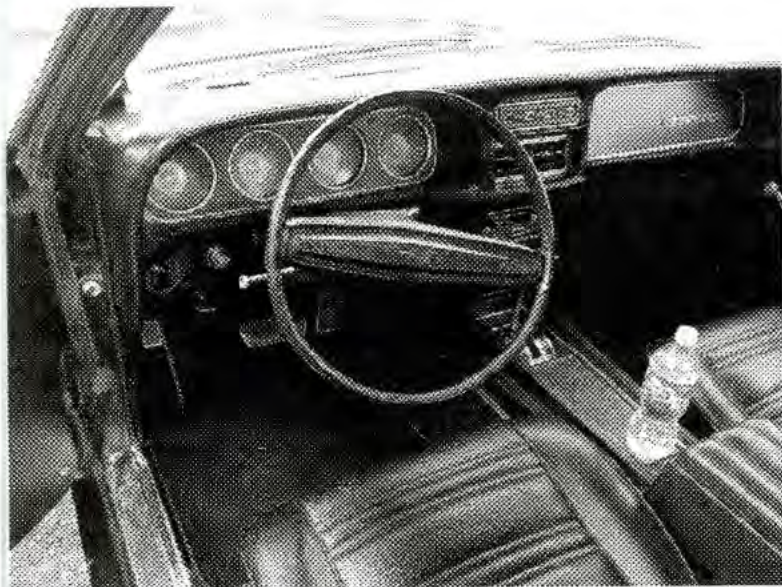
Medical researchers have been trying to find the cause of autism for 30 years now and have spent billions of dollars looking for the biological or chemical causes. They still don't have one clue. The medical researchers do not have any knowledge of engineering disciplines. Our interviews with parents of autistic children reveals ONE COMMON DENOMINATOR shared by all I spoke with !!!!!!!!!!!!! And that is they work and drive a vehicle with stiff suspensions that generate the 300+ mini trauma jerking, thrusting, and shaking physical forces derived from the stiff suspensions not isolating these forces from occupants.

The front axle carries most of the vehicle weight and rides smoother than the back seat. During her pregnancy and still working?

The following group of pictures show enlarged knuckles caused by holding the steering wheel with the tips of the fingers (and thumb) making contact with the steering wheel surface. As you have seen on the charts on dynamic forces on Pages 2-25, 2-26, 2-28 in our book, these large knuckles are caused by the jerking and thrusting/jarring, forces involved in the process of overcoming the resistance of the steering wheel to turn. This happens to ALL DRIVERS. Though we can say the dynamic force are mini trauma, they rapid thrusting and jabbing forces presented to the steering wheel inflict small surface (surface to surface collapsing into one another) injuries that do accumulate....AND TRIGGERS the DEVELOPMENT OF ARTHRITIS.



This is an early model EASY steering Mercury Cougar that does NOT cause arthritic joints, or bent twisted fingers.

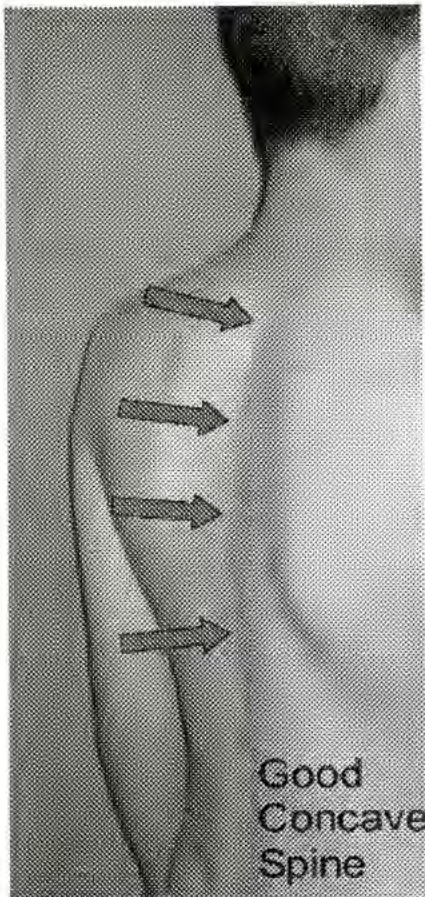


This is a link to our web site [REDACTED] with a video of easy, low effort steering

https:// [REDACTED]

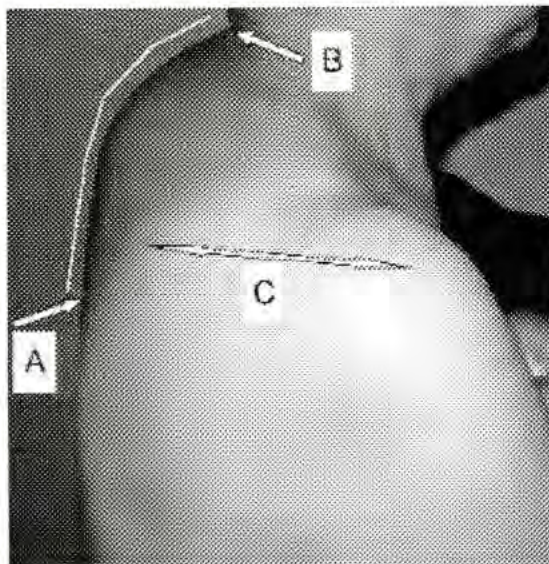
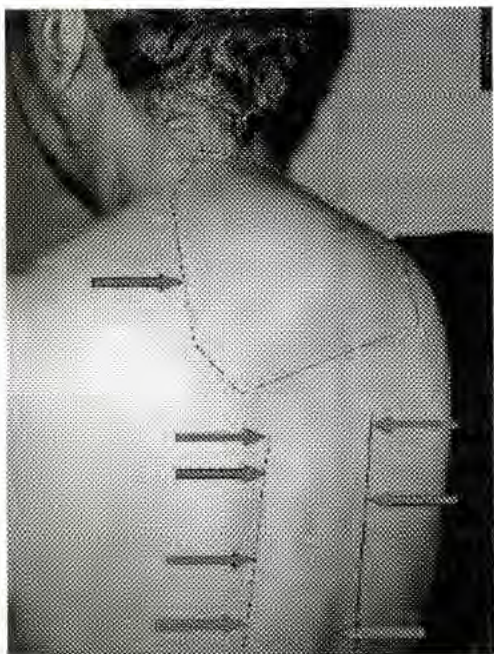
This is a youtube video on Constant Control Power Steering from 1957 which had easy one finger non injuring steering. [REDACTED]

Spine/Vertebrae Injuries Pictures from [REDACTED] Module 2, Line Item #3



This is a good normal back. Concave from top to bottom.

See miketomich.com Module 2, Line Item #3 for this and additional back injuries caused by the resistance in the steering systems on today's vehicles and the necessary human process of generating and delivering forces to overcome the resistance within 2/10's of a second. The muscles for the necessary force delivery to overcome the resistance are secured to the middle and upper spine and vertebrae are jerked and pulled out of position resulting in the following pictures. 13 years old - no driving yet





Meet Joey a 19 year-old young man that drives an older Mercedes Benz.

Picture #1 of 1 Lumpiness developed after driving his old Mercedes Benz for 18 months to school and after school jobs.

Pictures #1 of 1,2 ,3 Indicate vertebrae and disc shifting from driving a Chevrolet Work Van also with stiff-steering (turning resistance is high effort steering).

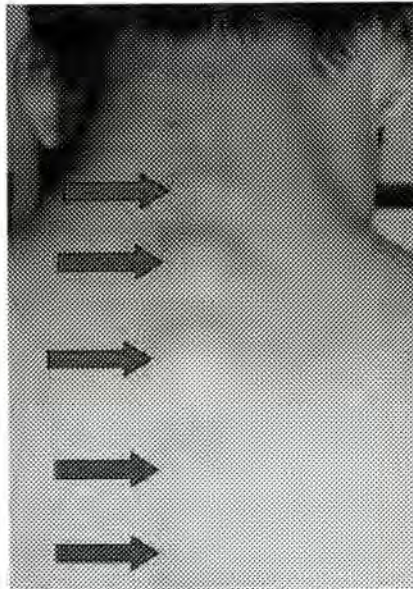
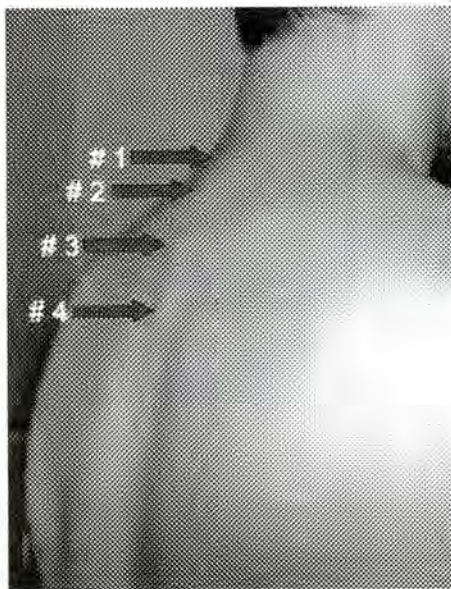
Red Arrows identify the lumpyness/inflammation/vertebrae/disc movement in his spine. His shoulders have developed a natural forward rest position because it hurts in the Red Arrow area stand upright. In this position it doesn't hurt. Like older adults, lean forward and the discomfort/pain goes away.

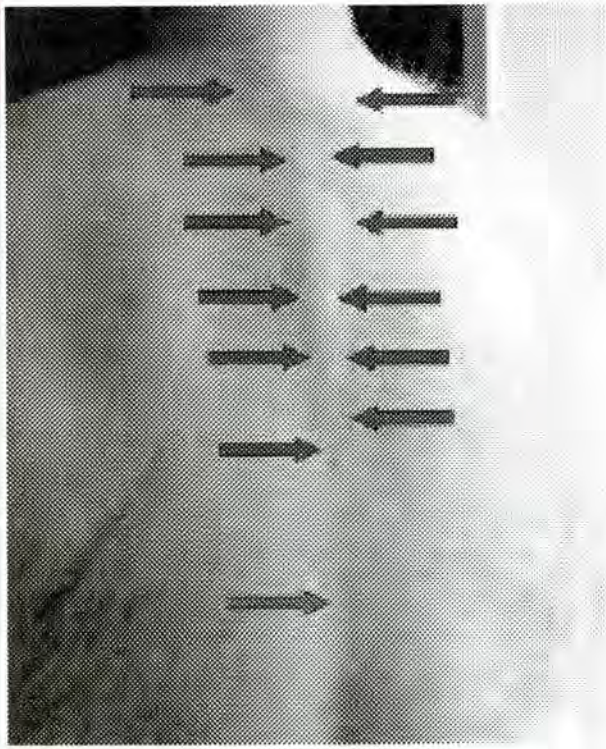
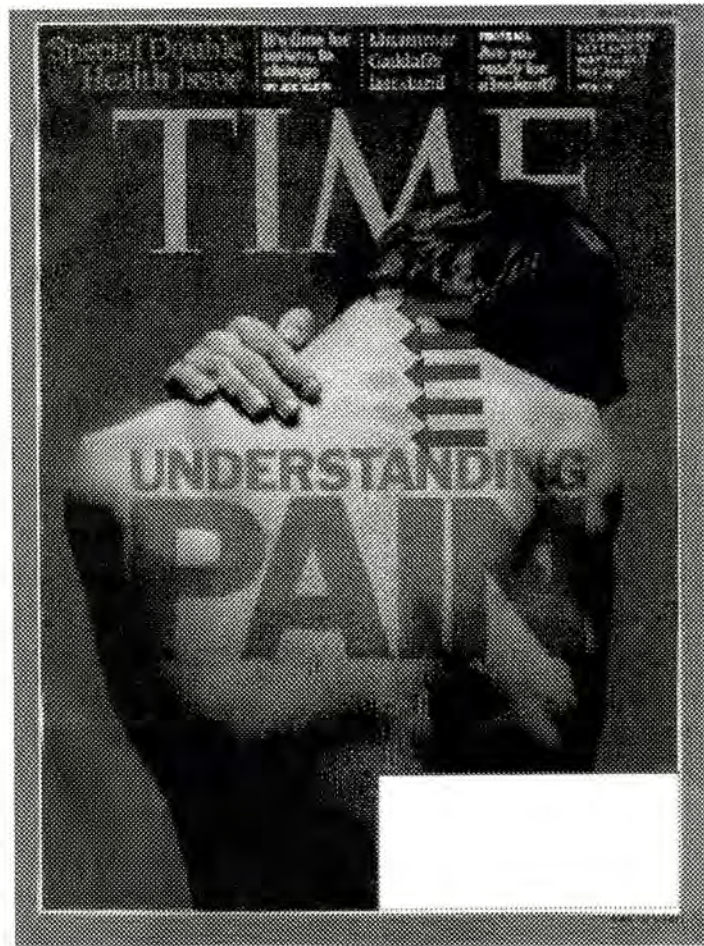
His neck is protruding in a forward position.

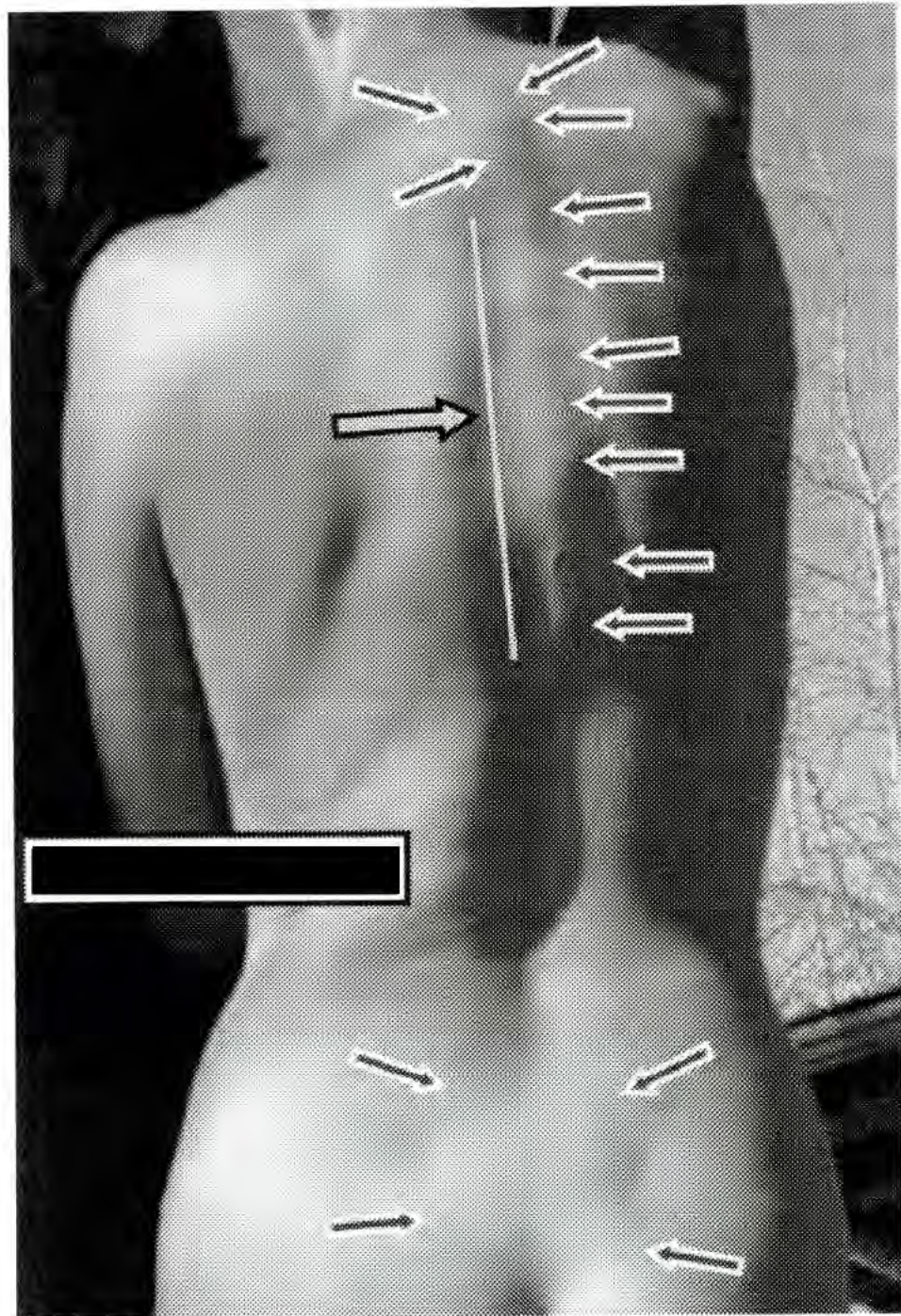
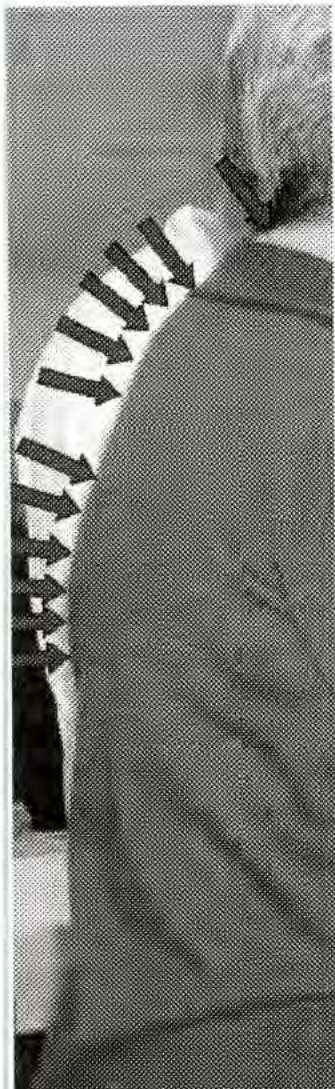
+The problem starts in his neck and continues downward past the last Red Arrow. The condition is

slowly advancing below the last Red to the first Green Arrow.

+Green Arrows show area of good concave spine.









NOTE: Mayo Clinic in Rochester, MN agrees with all of our results, except for our claims on Autism which we have not shared with them yet.

- 1). **Dr. Kai-Nan An, Ph. D.** at Mayo Clinic in Rochester, MN is an expert on Biomedical Engineering, Biomechanics and Motion Analysis and he agrees with our research results and he is also conducting further research under a US grant on our information. <http://www.mayo.edu/research/labs/biomechanics/overview>
- 2). **Sanjeev Kakar, M.D.** Assistant Professor of Orthopedics is also on Dr. An's research team along with others who are studying our information.

As I indicated in the beginning of this letter. The two major problems of the 'tight/resistant steering' and 'stiff suspension' is causing our plague of health problems in our country, and until the suspension has been made softer riding and the steering made to turn easily without resistance, we are heading for more very serious health problems which neither our country nor citizens can afford.

Note: National Science Foundation

Craig R. Robinson Ph.D., Senior Advisor at the National Science Foundation (703) 292-4292 crobinso@nsf.gov has a complete understanding of injuries from the dynamic forces. Mr. Robinson and I had close communications when he worked for Senator Joe Lieberman when we were trying to get Senate Bill S.948 CAMRA Act which would have conducted a formal study on the similar arthritic hands/fingers that children are developing from playing video games, computers, texting, during their soft bone ages in puberty. CPSC Report No. 20141008, submitted 9-28-14. (If the NHTSA would like a copy of the information submitted on 9-28-14 and 10-21-14 contact me). *It would behoove all of you to look at Module 1 and see the pictures of children's permanent finger deformities that in some cases are severe enough to prevent them from conducting meaningful employment as adults in order to support themselves. Craig is fully aware of this. His Doctorate Degree is in Physics.*

Previous Communications with NHTSA

Though I have made contact with the NHTSA in 2001, my available documentations go back to 2-10-2003 and they are on the enclosed CD as NHTSA Communications. Apparently those I've contacted are ignorant about dynamic forces, material creep force tolerance thresholds and the processes that generate them as being applicable to the human body and assume the information is a farce. Unfortunately, being the NHTSA couldn't understand the problems I gave up and turned to the auto industry in hopes of them correcting the steering and suspension. We contacted Mercedes-Benz years ago and they took correction on the suspension and have this new design in their "S" Model, though I haven't spoken to them since; it appears it will end the problem of autism because it isolates the occupants from the uneven road surfaces. This video shows the new favorable design and even their admitting the old design (stiff suspension) was a problem: Mercedes-Benz Active Body Control -- Fully Active Suspension Technology

I'm glad Mercedes-Benz has taken the lead to correct the stiff suspension because as I remember they are the manufacturer that started this craze. Remember in the mid 80's when they were advertising "take charge of your car," "feel the road." Because the auto manufactures copy each other and followed Mercedes because their stature/role model. Apparently no one tested the new steering or suspensions and assumed it would not be a problem for the human body to generate and deliver all the torsional forces for the unknown resistance ALL

within 2/10ths of a second! And I'm sure nature did not design the human body to receive and tolerate 300+ jarring/compression/jerking forces throughout all organs in the body. (300+ forces at 60 mph).

Many, but not all, health issues are caused by "Tight Steering" and Stiff Suspensions"

The "tight steering" and "stiff suspension" qualifies to trigger the following problems and more. Chronic muscle and skeletal pain, bent fingers and twisted knuckles, shoulder pain and operations for rotor cuff injuries from the transmitting of forces within 2/10ths of a second to the steering gear, upper back disc compression caused by the jerking of the muscles for the force delivery to the steering (vertebrae pulling out of position-becoming lumpy...called osteoporosis, degenerative disc disease (collapsing of disc due to tight steering and compression forces from the stiff suspension compressing the disc, lower back pain L-3, L-4, L-5 due to stiff suspensions compression (bouncing) forces causing separation of these three vertebrae, while the buttocks are held firmly by the lap belt, and their clashing back together again, depression, fibromyalgia, chronic fatigue caused by fibromyalgia and muscle-skeletal aches and pains, addiction to pain pills, hip replacement surgery due to bouncing from the stiff suspension and seating design related to distance from floor and leg/foot contact, knee replacement due to "tight steering" force delivery, chronic pain in right heel, and left side of left foot, and large toe on left foot...due to "tight steering," carpal tunnel due to "tight steering" along with numbness in fingers due to collapsing of vertebrae in neck, back and neck fusion surgeries, death from improper use of pain pills, and AUTISM and its horrible effects on the children and family through divorces and arguments. A number of people I've interviewed that came down with Alzheimer's and dementia have spent considerable time traveling in vehicles with stiff suspensions, such as salesman, delivery people, etc. I did not study effects from other possible sources of body shaking processes.

To no avail, I initially contacted the NHTSA thirteen years ago when the discovery was first made. Unfortunately, the NHTSA couldn't understand the problem and after a couple of years I gave up and turned to the auto industry to correct the design errors...again to not avail. Except for Mercedes-Benz electronic suspension.

The enclosed CD contains a few of our many-many communications related to steering and suspension. Some may contain our initial communications with vehicle manufactures dating back to 2002, and most will contain our recent communications as of the end of 2013. I have tons of data and hundreds of files which prevents me from disclosing all of this information in this letter.

I am asking for the opportunity to meet with you and discuss this in greater detail. After such meeting I'm sure you will understand the problems in this letter and on our web site www.miketomich.com.

You have my permission to share this information with whomever, and invite any people you wish to our meeting.

Yours truly,

Enclosure: CD
CC: Various

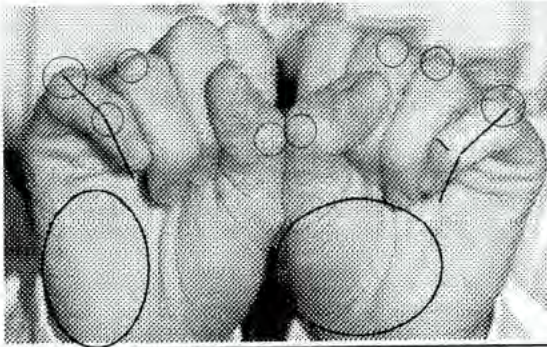
#S-1

Mike Tomich 3-03, Page 1 of 4

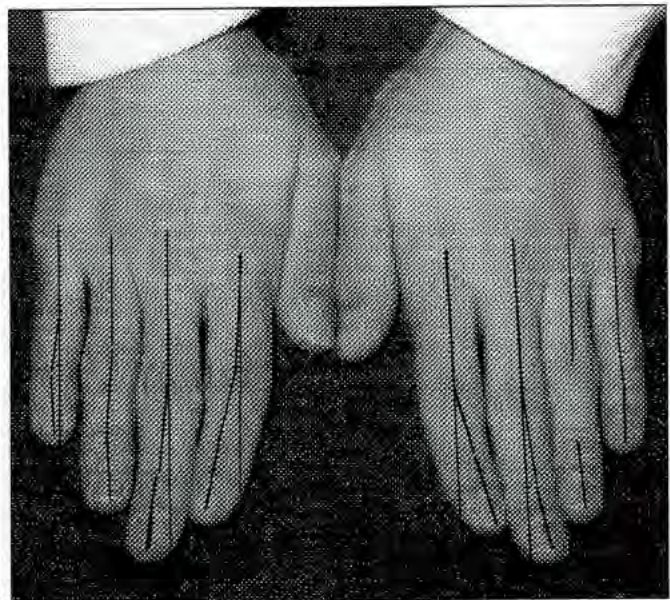
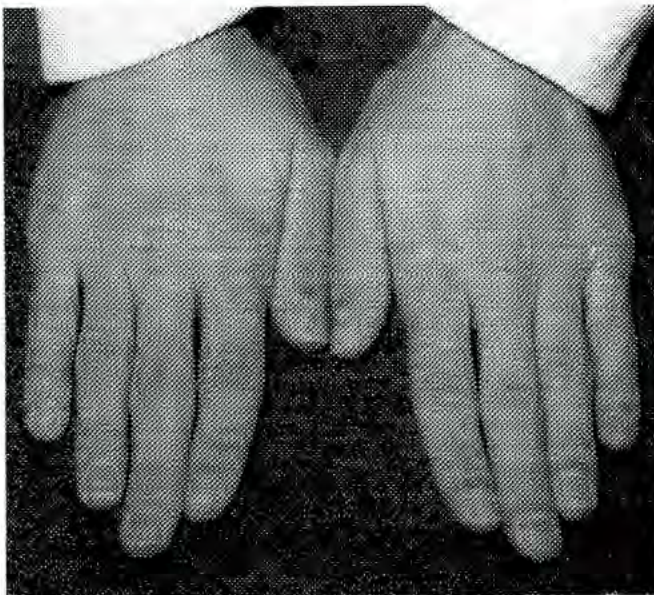


Melissa S, 22 yrs., Reese MI., College Student
2001 Impala, 60,238 Miles
NHTSA # 768808, #566236
Mi-AG #200209952
NY-AG, Fl-AG, CA-AG

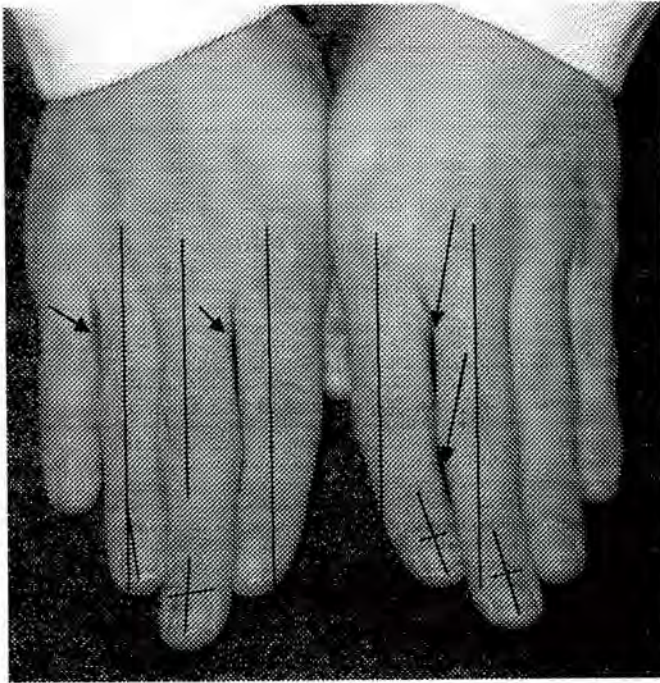
"High Effort"
Steering System
Dangerous
Health Hazards



Circles represent the high points of the knuckles reflecting their off-angularity. Lines indicate normal small finger natural position. Here small fingers are bent as a result of the gripping force required to move the "high effort" steering wheel system on the Impala. Thick steering wheel allows only palm and finger tip gripping. Large circles are typical partial callous area from "high effort."

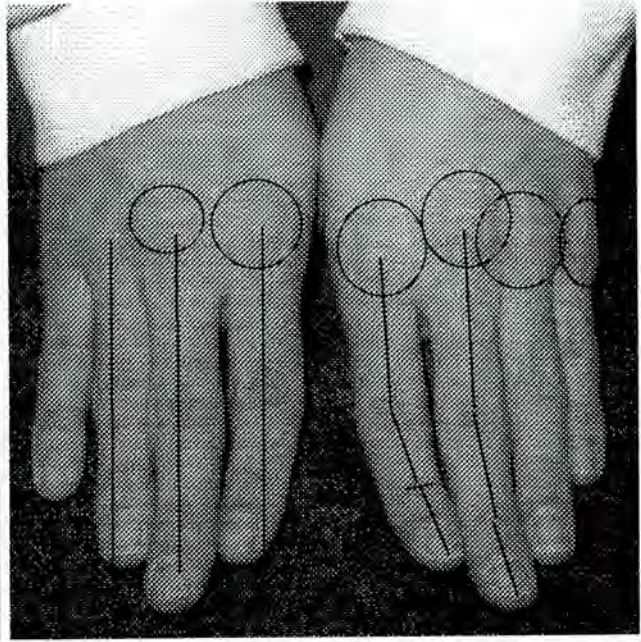
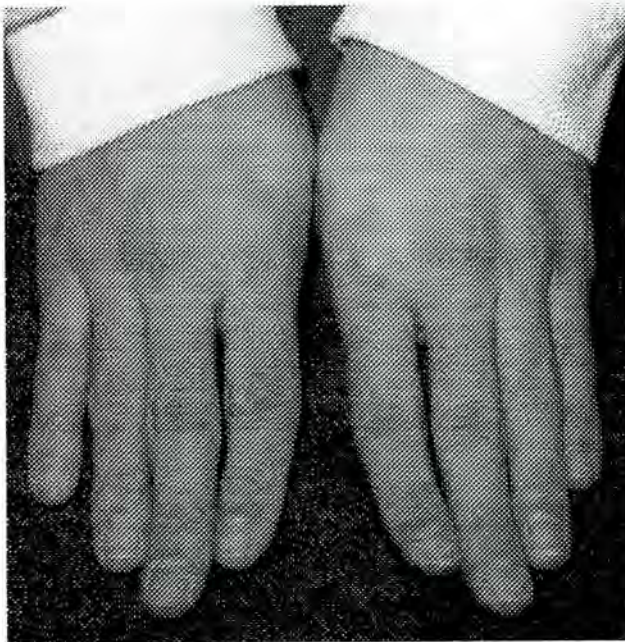


Notice the outward off-angularity of the Index and middle fingers. The lines show departures from normalcy. Index and Middle are bending outward, Ring and Small are bent inward (towards the thumb). This is from holding the thick steering wheel of the 2001 Chevrolet Impala as well as its "high effort" (stiff) steering system. The thick steering wheel allows only a partial grip of the wheel (fingers tips and palm regions). Ring and small are bent from arms suspended from grip, with index and middle from gripping the thick wheel and response to forces necessary to overcome steering resistance.



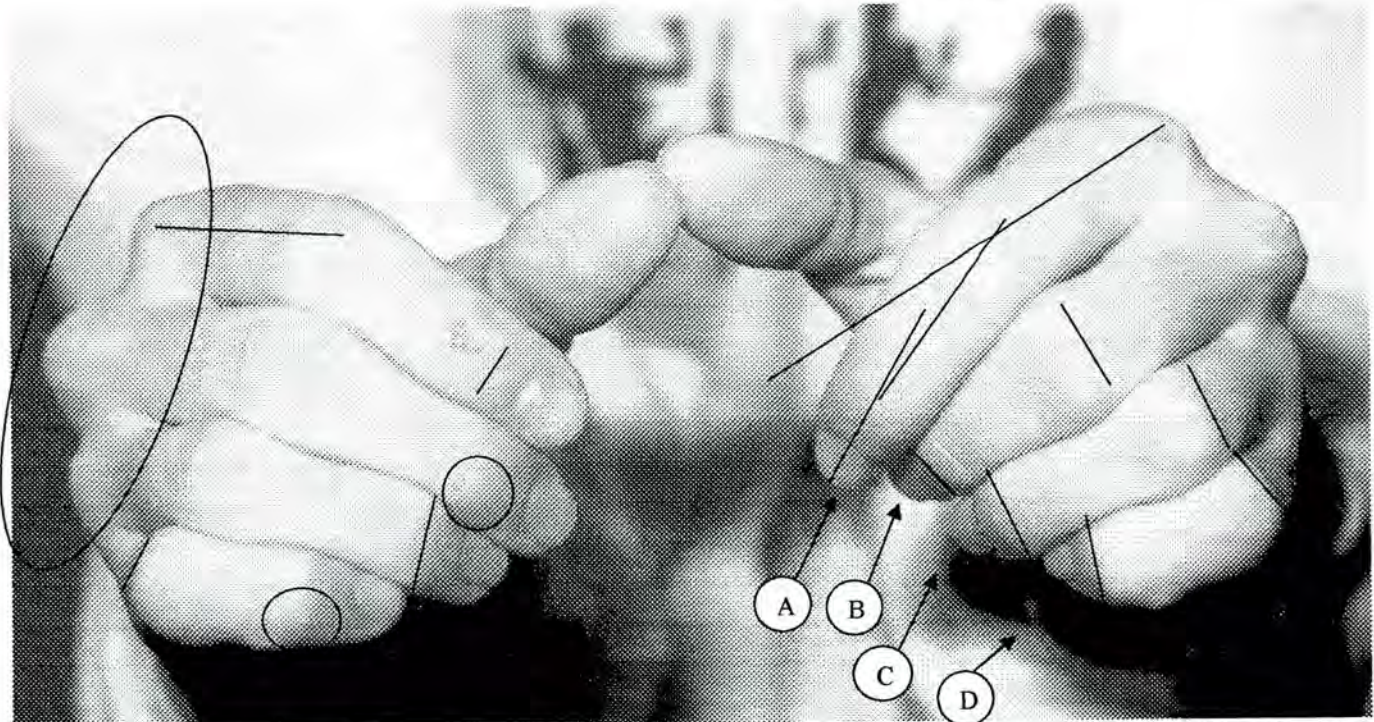
Melissa S, 22 yrs., Reese Mi.
2001 Impala, 60,238 Miles
NHTSA # 768808, #566236
Mi-AG #200209952
NY-AG, Fl-AG, CA-AG

Another picture showing off-angularity, bending and twisting of fingers from holding and turning the thick steering wheel of the Chevrolet Impala with its "high effort" stiff steering system. Horizontal lines indicate off angularity to the vertical axis. Spaces between fingers (arrow indicated) disappear when driver grasps the steering wheel. Fingers and hands are deformed to conform (glove) the contour of the steering wheel and hold angle.

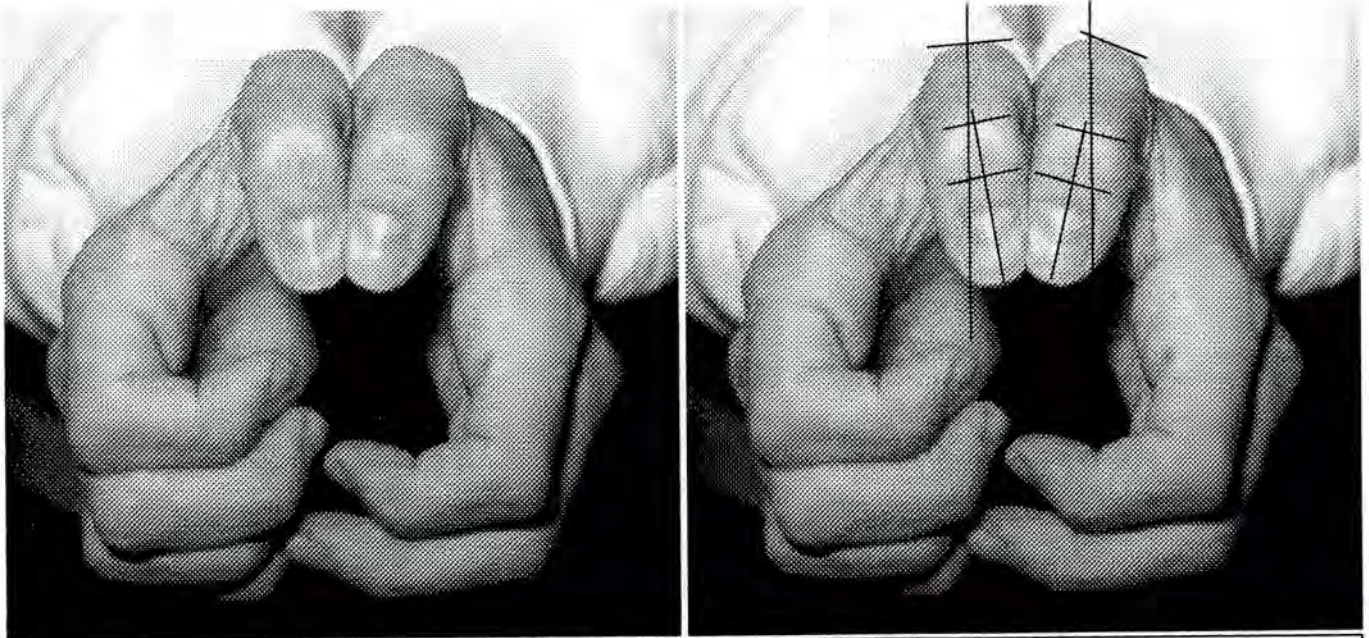


Circles represent the enlarged knuckles typically found with petite hands of ladies. The off-angularity shown in all pictures is typical of all Chevrolet Impala drivers, GM Saturn, Pontiac Grand Prix, SUV's, Pickup trucks etc. Please note both hands are symmetric as is typical of all drivers examined.

Melissa S, 22 yrs., Reese Mi.
2001 Impala. 60.238 Miles
NHTSA # 768808, #566236
Mi-AG #200709957
NY-AG. FI-AG. CA-AG



Large circle indicates enlarged knuckles. Small circles indicate the high point of the off-angularity of the knuckles. Lines represent bending, twisting of fingers. Conditions on either hand are symmetric. Right hand indicates similarity to steering grip position indicating the hands forced conformance to steering wheel contour. Left hand indicates the excess of the conformance in a more relaxed mode. Notice "A" either lies over or under the middle finger "B". "C" lies over or under "B". "D" lies over or under "C". This is typical of the fingers and hands of all drivers of "high effort" steering systems. Deformity results in hooked fingers tips and continued off-angular bending/twisting and later.

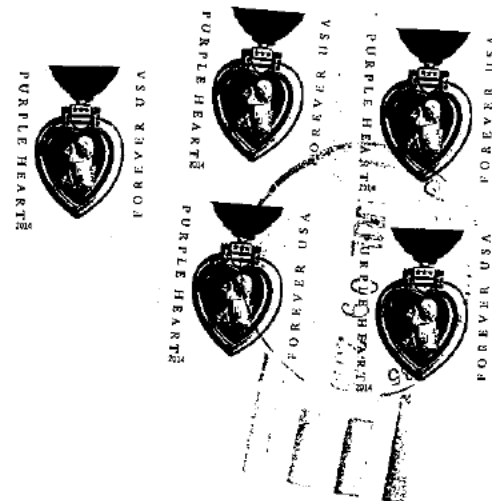


Off-angularity of thumbs is typical of all drivers of the fashionable thicker steering wheels on vehicles today. When drivers grip the thicker steering wheels, the thumbs, part of the palm and fingers tips grip the surface of the wheel. Therefore force is transmitted to the steering wheel, to overcome the power steering resistance, the thumbs, part of the palm and fingers tips. The thumbs receive constant side pressure which causes them to bend into a deforming off-angularity away from the bulk of the hand. Deformities are symmetric. Loss of grip will result. Thumb joint replacements will become necessary.



Notice the bending and twisting of the fingers. When the fingers are held on the steering wheel the axis of the fingers are all on the same plain. The fingers nails are in conformance with the contour of the steering wheel. The off-angularity of the thumbs, being bent away from the hands, fits perfectly to the steering wheel contour.

GALETON, MI



SAFER CAR

NHTSA HEADQUARTERS

1200 NEW JERSEY AVE. S.E

WEST BUILDING

WASHINGTON, DC.

20590