



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 1058

Date Received

Repository

AUG 15 10 07 AM '15

Reference No.
10725009

OWNER INFORMATION (Type or Print)

Name

Address

City NILES

State MI

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 53971 (Sep. 3, 2004).

VEHICLE INFORMATION

17 digit Vehicle Identification Number Located at bottom of windshield on driver's side
3GNBACFU38S

Make
CHEVROLET

Model
HHR

Model Year
2011

Date Purchased

Dealer's Name and Telephone Number

Engine:

No: Cylinders 4

Fuel Type:

Gas

Original Owner

Dealer's City

State

Zip Code

Transmission Type

Antilock Brakes

Powertrain

FRONT WHEEL DRIVE

Multiple Failure:

1

Incident Date(s)

08-JAN-2013

FAILED COMPONENT(S)/PART(S) INFORMATION

Vehicle Component Code: 110000 ELECTRICAL SYSTEM

Failure Mileage

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: 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

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).

2011 CHEVROLET HHR. CONSUMER WRITES IN REGARDS TO VEHICLE FAULTY IGNITION SWITCH PROBLEMS. *SMD THE CONSUMER STATED ON JANUARY 8, 2013, AS HE BACKED OUT OF THE DRIVEWAY, HE HIT A POT HOLE IN THE ALLEY AND THE IGNITION SWITCH TURNED OFF. HE HIS SOME HEDGES AND A SNOW BANK AND PUT A DENT IN THE REAR BUMPER. THE CONSUMER STATED THE NEXT DAY, HIS BACK, LEGS AND FEET WERE NUMB. *JB

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.

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.

IMPORTANT NOTICE: Robert Bosch LLC and the manufacturers whose vehicles are accessible using the CDR System urge end users to use the latest production release of the Crash Data Retrieval system software when viewing, printing or exporting any retrieved data from within the CDR program. Using the latest version of the CDR software is the best way to ensure that retrieved data has been translated using the most current information provided by the manufacturers of the vehicles supported by this product.

CDR File Information

User Entered VIN	3GNBACFU3BS [REDACTED]
User	Bailey
Case Number	[REDACTED]
EDR Data Imaging Date	11/18/2014
Crash Date	01/08/2013
Filename	[REDACTED] 3GNBACFU3BS [REDACTED] ACM.CDRX
Saved on	Tuesday, November 18 2014 at 13:22:00
Collected with CDR version	Crash Data Retrieval Tool 14.1
Reported with CDR version	Crash Data Retrieval Tool 14.1
EDR Device Type	Airbag Control Module
Event(s) recovered	None

Comments

Method used to download: DLC
 Powered by: Vehicle Battery
 Location: Residence
 Mileage: 78,800
 Lamp test: On at ignition, flashes, then off

Data Limitations

Recorded Crash Events:

There are two types of recorded crash events. The first is the Non-Deployment Event. A Non-Deployment Event records data but does not deploy the air bag(s). The minimum SDM Recorded Vehicle Velocity Change, that is needed to record a Non-Deployment Event, is five MPH. A Non-Deployment Event may contain Pre-Crash and Crash data. The SDM can store up to one Non-Deployment Event. This event can be overwritten by an event that has a greater SDM recorded vehicle velocity change. This event will be cleared by the SDM, after approximately 250 ignition cycles. This event can be overwritten by a second Deployment Event, referred to as Deployment Event #2, if the Non-Deployment Event is not locked. The data in the Non-Deployment Event file will be locked, if the Non-Deployment Event occurred within five seconds of a Deployment Event. A locked Non Deployment Event cannot be overwritten or cleared by the SDM. The second type of SDM recorded crash event is the Deployment Event. It also may contain Pre-Crash and Crash data. The SDM can store up to two different Deployment Events. If a second Deployment Event occurs any time after the Deployment Event, the Deployment Event #2 will overwrite any non-locked Non-Deployment Event. Deployment Events cannot be overwritten or cleared by the SDM. Once the SDM has deployed an air bag, the SDM must be replaced.

Data:

- SDM Recorded Vehicle Velocity Change reflects the change in velocity that the sensing system experienced during the recorded portion of the event. SDM Recorded Vehicle Velocity Change is the change in velocity during the recording time and is not the speed the vehicle was traveling before the event, and is also not the Barrier Equivalent Velocity. For Deployment Events, the SDM can record up to 220 milliseconds of data after Deployment criteria is met and up to 70 milliseconds before Deployment criteria is met. For Non-Deployment Events, the SDM can record up to the first 300 milliseconds of data after algorithm enable. Velocity Change data is displayed in SAE sign convention.
- The CDR tool displays time from Algorithm Enable (AE) to time of Deployment command in a Deployment event and AE to time of maximum SDM recorded vehicle velocity change in a Non-Deployment event. Time from AE begins when the first air bag system enable threshold is met and ends when Deployment command criteria is met or at maximum SDM recorded vehicle velocity change. Air bag systems such as frontal, side, or rollover, may be a source of an enable. The time represented in a CDR report can be that of the enable of one air bag system to the Deployment time of another air bag system.
- Maximum Recorded Vehicle Velocity Change is the maximum square root value of the sum of the squares for the vehicle's combined "X" and "Y" axis change in velocity. If a CDR Printout user were to calculate resultant velocity change using X and Y axis time history data, the calculated value may be different than the Maximum SDM Recorded Velocity Change parameter value displayed in the CDR report. This is due to the rounding that occurs within the SDM while calculating the Maximum SDM Recorded Velocity Change value.
- Event Recording Complete will indicate if data from the recorded event has been fully written to the SDM memory or if it has been interrupted and not fully written.
- SDM Recorded Vehicle Speed accuracy can be affected by various factors, including but not limited to the following:
 - Significant changes in the tire's rolling radius
 - Final drive axle ratio changes

- Wheel lockup and wheel slip
- Brake Switch Circuit Status indicates the open/closed state of the brake switch circuit.
- Pre-Crash data is recorded asynchronously. The 1.0 second Pre-crash data value (most recent recorded data point) is the data point last sampled before AE. That is to say, the last data point may have been captured just before AE but no more than 1.0 second before AE. All subsequent Pre-crash data values are referenced from this data point.
- Pre-Crash Electronic Data Validity Check Status indicates "Data Invalid" if:
 - The SDM receives a message with an "invalid" flag from the module sending the pre-crash data
 - No data is received from the module sending the pre-crash data
 - No module is present to send the pre-crash data
- Driver's and Passenger's Belt Switch Circuit Status indicates the status of the seat belt switch circuit, except: The Passenger Belt Switch Circuit Status for 2005 vehicles is available only on the Cadillac STS. The Passenger Belt Switch Circuit Status for 2006 Chevrolet Cobalt Sport Coupe (AP) model vehicles, with the option package that includes Recaro brand seats (RPO ALV), always reports a default value of "Buckled," because there is no passenger belt switch with the Recaro seat option. The Passenger Belt Switch Circuit Status for 2010 Chevrolet Cobalt and 2010 Pontiac G5 vehicles, with RPO Z49, will report a default value of "Buckled".
- The Time Between Non-Deployment to Deployment Events is displayed in seconds. If the time between the two events is greater than five seconds, "N/A" is displayed in place of the time. If the value is negative, then the Deployment Event occurred first. If the value is positive, then the Non-Deployment Event occurred first.
- If power to the SDM is lost during a crash event, all or part of the crash record may not be recorded.
- The ignition cycle counter relies upon the transitions through OFF->RUN->CRANK power-modng messages, on the GMLAN communication bus, to increment the counter. Applying and removing of battery power to the module will not increment the ignition counter.
- Steering Wheel Angle data is displayed as a positive value when the steering wheel is turned to the right and a negative value when the steering wheel is turned to the left, except for Cadillac STS model vehicles with StabiliTrak 3.0 systems (RPO JL7). For Cadillac STS model vehicles with StabiliTrak 3.0 systems (RPO JL7), when the steering wheel is turned to the right, a negative value will be displayed and when the steering wheel is turned to the left, a positive value will be displayed. The Steering Wheel Angle data is reported in 16 degree increments.
- If more than one event is recorded, use the follow to determine which event the Multiple Event Data is associated with:
 - If a Deployment event and not locked Non-Deployment event are recorded, the Multiple Event Data is associated with the Deployment event.
 - If a Deployment event and a locked Non-Deployment event are recorded, then the Multiple Event Data is associated with both events.
 - If a Deployment event and Deployment event #2 are recorded, then the Multiple Event Data is associated with both events.
- All data should be examined in conjunction with other available physical evidence from the vehicle and scene.

Data Source:

- All SDM recorded data is measured, calculated, and stored internally, except for the following:
- Vehicle Status Data (Pre-Crash) is transmitted to the SDM, by various vehicle control modules, via the vehicle's communication network.
 - The Belt Switch Circuit is wired directly to the SDM.

Hexadecimal Data:

Data that the vehicle manufacturer has specified for data retrieval is shown in the hexadecimal data section of the CDR report. The hexadecimal data section of the CDR report may contain data that is not translated by the CDR program. The control module contains additional data that is not retrievable by the CDR tool.

01016_SDMEps_r006

Hexadecimal Data

Data that the vehicle manufacturer has specified for data retrieval is shown in the hexadecimal data section of the CDR report. The hexadecimal data section of the CDR report may contain data that is not translated by the CDR program. The control module contains additional data that is not retrievable by the CDR system.

```
$01 08 00 00 00 00 00 00
$02 30 00 00 00 00 00 00
$03 00 00 00 00 00 00 00
$04 00 00 00 00 00 00 00
$05 00 00 00 00 00 00 00
$06 00 0A 00 03 0A 00 00
$07 00 20 00 00 00 00 00
$08 00 00 00 00 00 00 00
$09 00 00 00 00 00 00 00
$0A 00 00 00 00 00 00 00
$0B 00 00 0F 0F 03 00 00
$0C 00 00 00 00 00 00 00
$0D 00 00 40 00 00 00 00
$0E 00 00 00 00 00 00 00
$0F 00 00 00 00 00 00 00
$10 00 00 00 00 00 00 00
$11 00 00 00 00 00 00 00
$12 00 00 00 00 00 00 00
$13 00 00 00 00 00 00 00
$14 00 00 00 00 00 00 00
$15 00 00 00 00 00 00 00
$16 03 06 0C 16 34 00 00
$17 00 00 00 00 00 00 00
$18 00 00 00 00 00 00 00
$19 00 00 00 00 00 00 00
$1B 3F 30 00 63 00 1A 00
$1C 3F 30 00 63 00 1A 00
$1D 00 00 00 00 00 00 00
$1E 00 00 00 00 00 00 00
$1F 28 00 00 00 00 00 00
$20 40 00 00 00 00 00 00
$21 00 00 00 00 00 F0 00
$22 00 91 00 00 00 00 00
$24 00 00 00 00 00 00 00
$25 00 00 00 00 00 00 00
$26 00 00 00 00 00 00 00
$27 FF 00 FF 00 00 00 00
$2A 00 00 00 00 00 00 00
$2B 00 00 00 00 00 00 00
$2D 00 00 00 00 00 00 00
$2E 00 FF F0 13 13 00 00
$2F 00 FE 43 8A 00 00 00
$30 9D 00 00 00 00 00 00
$31 FF FF FF FF FF 80 00
$32 F8 80 FF 80 00 00 00
$33 FF FF FF FF FF 80 00
$34 FF FF FF FF FF 80 00
$35 FF FF FF FF FF 80 00
$36 FF FF FF FF FF 80 00
$37 F8 80 F8 0F 0F CA FE
$38 FF 80 C0 80 FF C0 FC
$39 FF FF FF FF FF 80 00
$3A FF FF FF FF FF 80 00
$3B 7F 0F 1F 1F 3F 00 00
$3C FF FF FF FF FF FF C0
```

\$3D FF FF FF FF FF FF 00
 \$3E FF FF FF FF 00 00 00
 \$3F 00 00 F0 00 00 00 00
 \$40 E0 FF 00 00 00 00 00
 \$41 F8 F8 90 00 00 00 00
 \$42 80 FF FF FF FF 00 00
 \$43 FF FF FF 00 00 00 00
 \$44 FF FF FF FF FF FF 00
 \$45 FF FF FF FF FF FF 00
 \$46 FF FF FF FF FF FF 00
 \$47 FF FF FF FF FF FF 00
 \$48 FF FF FF FF FF FF 00
 \$49 FF FF FF FF FF FF 00
 \$4A FF FF FF FF FF FF 00
 \$4B FF FF FF FF FF FF 00
 \$4C FF FF FF FF FF FF 00
 \$4D FF FF FF FF FF FF 00
 \$4E FF FF FF FF FF FF 00
 \$4F FF FF FF FF FF FF 00
 \$50 FF FF FF FF FF FF 00
 \$51 F0 00 00 F0 00 00 00
 \$52 81 FF FF FF 00 00 00
 \$53 FF FF FF 00 00 00 00
 \$54 82 FF FF 00 00 00 00
 \$55 FF FF FF FF FF FF 00
 \$67 A0 FF 00 00 00 00 00
 \$68 F8 F8 90 C0 00 00 00
 \$69 80 FF FF FF FF 00 00
 \$6A FF FF FF 00 00 00 00
 \$6B FF FF FF FF FF FF 00
 \$6C FF FF FF FF FF FF 00
 \$6D FF FF FF FF FF FF 00
 \$6E FF FF FF FF FF FF 00
 \$6F FF FF FF FF FF FF 00
 \$70 FF FF FF FF FF FF 00
 \$71 FF FF FF FF FF FF 00
 \$72 FF FF FF FF FF FF 00
 \$73 FF FF FF FF FF FF 00
 \$74 FF FF FF FF FF FF 00
 \$75 FF FF FF FF FF FF 00
 \$76 FF FF FF FF FF FF 00
 \$77 FF FF FF FF FF FF 00
 \$78 F0 00 00 F0 00 00 00
 \$79 81 FF FF FF 00 00 00
 \$7A 82 FF FF 00 00 00 00
 \$7B FF FF FF FF FF FF 00

\$01 41 55 31 30 39 38 52 30 30 43 32 34 35 46 41 34
 \$02 3F 0A 00 00
 \$03 41 54 31 30 39 38 52 30 30 31 44 30 41 43 41 34
 \$04 3F 0A 00 00
 \$05 42 55 00 00 00 00 52 FF FF FF FF FF FF FF FF
 \$06 FF FF 00 00
 \$07 42 54 00 00 00 00 52 FF FF FF FF FF FF FF FF
 \$08 FF FF 00 00
 \$0D 41 48 31 30 39 37 52 30 30 38 45 30 35 41 32 34
 \$0E 3F 0A 00 00
 \$0F 41 4A 00 00 00 00 52 30 30 42 36 30 37 43 38 38
 \$10 3F 02 00 00
 \$13 42 52 33 32 39 30 4A 32 31 30 30 37 34 36 5A 4A
 \$14 01 8B 30 0A
 \$17 44 45 38 32 32 33 45 31 31 30 33 31 33 57 46 42
 \$18 00 F1 EB F4
 \$21 2F D7 21 9F 22 1B A4 B5
 \$22 18 39

\$23 FA FA FA FA FA FA FA
\$24 FA FA FA FA FA FA FA
\$25 FA FA FA FA FA FA FA
\$26 FA FA FA FA FA FA FA
\$40 00 00
\$41 3F 30 00 63 00 1A
\$42 D0 E2
\$43 00 00 8E 80
\$44 D2 00 00 FC 80 C0
\$45 07 01 07 01 05 01
\$46 42 0E 0E 64 64
\$47 0A 64 02 04 04 05 0A 06 04 0A 00 00 FA 00 00 FF 04 64
\$48 18 08 08
\$E0 58
\$B1 FD FE 00
\$B2 FF FF FF FF FF
\$B4 41 53 31 38 33 39 32 31 30 4D 32 44 20 20 20 20
\$B7 50 AA 01 03 10
\$B8 4E 53 84 08 12
\$C1 30 33 31 30
\$CA 30 33 31 30
\$CB 01 5B 51 6F
\$CC 01 5B 51 6F
\$D1 00 00
\$DB 00 00
\$DC 00 00

Disclaimer of Liability

The users of the CDR product and reviewers of the CDR reports and exported data shall ensure that data and information supplied is applicable to the vehicle, vehicle's system(s) and the vehicle ECU. Robert Bosch LLC and all its directors, officers, employees and members shall not be liable for damages arising out of or related to incorrect, incomplete or misinterpreted software and/or data. Robert Bosch LLC expressly excludes all liability for incidental, consequential, special or punitive damages arising from or related to the CDR data, CDR software or use thereof.



GATES CHEVY WORLD, INC.
 636 West McKinley Avenue • P.O. Box 250
 Mishawaka, IN 46544-0250
www.gatesautomotive.com

SERVICE DEPT.
 (574) 256-3038
 FAX: (574) 258-7068
PARTS DEPT.
 (574) 256-3031
 FAX: (574) 258-7039
BODY SHOP DEPT.
 (574) 256-3045
 FAX: (574) 256-2270

CUSTOMER NO. [REDACTED]	ADVISOR ANDREW BROWN	TAG NO. 3969	INVOICE DATE 04/14/15	INVOICE NO. [REDACTED]
SOUTH BEND, IN [REDACTED]	LABOR RATE	LICENSE NO.	MILEAGE 85,907	COLOR BLACK/
	YEAR / MAKE / MODEL 11/CHEVROLET TRUCK/HHR/4DR FWD LT	DELIVERY DATE 07/19/12		STOCK NO.
	VEHICLE I.D. NO. 3 G N B A C F U 3 B S	SELLING DEALER NO.		DELIVERY MILES 26,542
	F.T.E. NO.	R.O. NO.	R.O. DATE 04/14/15	PRODUCTION DATE
BUSINESS PHONE	COMMENTS			MO: 85907

TOTALS-----
 GATES CHEVY WORLD, 636 WEST MCKINLEY AVE., MISHAWAKA 46545
 SERVICE PH 574 256-3038 FAX 574 258-7068
 IF YOUR SERVICE WAS MORE THAN YOU EXPECTED TELL YOUR FRIENDS
 IF YOUR SERVICE WAS LESS THAN EXPECTED TELL US !!!
 PLEASE CALL SERVICE MANAGER: STEVE SHOWALTER IF YOU
 ARE NOT COMPLETELY SATISFIED.
 WE ARE COMMITTED TO BEING YOUR SERVICE PROVIDER WITH TRUST!
 PLEASE SEE YOUR SERVICE ADVISOR OR THE SERVICE MANAGER IF
 YOU HAVE ANY QUESTIONS ON TODAY'S REPAIRS
 PLEASE RETURN ALL SURVEYS TO CHEVROLET IF YOU ARE CHOSEN!
 THANK YOU FROM ALL OF US AT GATES CHEVY WORLD SERVICE!

TOTAL - SUBLET 0.00
 TOTAL LABOR.... 0.00
 TOTAL PARTS.... 0.00
 TOTAL SUBLET... 0.00
 TOTAL G.O.G.... 0.00
 TOTAL MISC CHG. 0.00
 TOTAL MISC DISC 0.00
 TOTAL TAX..... 0.00
TOTAL INVOICE \$ 0.00

CUSTOMER SIGNATURE _____



GATES CHEVY WORLD, INC.
 636 West McKinley Avenue • P.O. Box 250
 Mishawaka, IN 46544-0250
www.gatesautomotive.com

SERVICE DEPT.
 (574) 256-3038
 FAX: (574) 258-7068
PARTS DEPT.
 (574) 256-3031
 FAX: (574) 258-7039
BODY SHOP DEPT.
 (574) 256-3045
 FAX: (574) 256-2270

800 - 222 - 1020

CELL: [REDACTED]

CUSTOMER NO. [REDACTED]	ADVISOR ANDREW BROWN	TAG NO. 3969	INVOICE DATE 04/14/15	INVOICE NO. [REDACTED]
SOUTH BEND, IN [REDACTED]	LABOR RATE	LICENSE NO.	MILEAGE 85,907	COLOR BLACK/
	YEAR/MAKE/MODEL 11/CHEVROLET TRUCK/HHR/4DR FWD LT		DELIVERY DATE 07/19/12	DELIVERY MILES 26,542
	VEHICLE I.D. NO. 3 G N B A C F U 3 B S		SELLING DEALER NO.	PRODUCTION DATE
	F.T.E. NO.	P.O. NO.	R.O. DATE 04/14/15	
BUSINESS PHONE [REDACTED]	COMMENTS			MO: 85907

LABOR & PARTS
 JOB # 1 13G1Z DRIVABILITY TECH(S) 3528 WARRANTY

CUSTOMER STATES THAT THE VEHICLE STARTS AND RUNS ROUGH (INTERNAL ENING NOISE CUSTOMER ADVISED TIMING OFF (JUMPED TIMING) CHECK & ADVISE
 INSPECTED FOUND CODE P0017 & P0016 FOUND THE TIMING CHAING TO BE NEEDED
 REMOVED AND REPLACED THE TIMING CHAIN

PARTS	QTY	FP-NUMBER	DESCRIPTION	UNIT PRICE	
JOB # 1	1	24435052	GASKET 0.207 Y		WARRANTY
JOB # 1	1	24461834	CHAIN 0.724 Y		WARRANTY
JOB # 1	1	12608580	TENSIONER 0.724 Y		WARRANTY
JOB # 1	1	12635427	CHAIN 1.109 Y		WARRANTY
JOB # 1	1	90537300	TENSIONER 1.060 Y		WARRANTY
JOB # 1	1	13104978	GUIDE 0.724 Y		WARRANTY
JOB # 1	1	24449448	GUIDE 0.724 Y		WARRANTY
JOB # 1	1	12605566	FILTER 1.836 Y		WARRANTY
JOB # 1 TOTAL PARTS				0.00	
JOB # 1 TOTAL LABOR & PARTS				0.00	

JOB # 2 28C1Z CAMPAIGNS TECH(S) 3483 WARRANTY

RECALL NEEDED
 RECALL# 14092 IGNITION SWITCH REPLACEMENT
 PERFORMED RECALL

PARTS	QTY	FP-NUMBER	DESCRIPTION	UNIT PRICE	
JOB # 2	1	23237270	CYLINDER 2.188 N		WARRANTY
JOB # 2 TOTAL PARTS				0.00	
JOB # 2 TOTAL LABOR & PARTS				0.00	

JOB # 3 20C1Z CAMPAIGNS TECH(S) 3483 WARRANTY

RECALL NEEDED
 RECALL# 14113 REPLACE IGNITION LOCK CYLINDER & IGN
 PERFORMED RECALL

PARTS	QTY	FP-NUMBER	DESCRIPTION	UNIT PRICE	
JOB # 3 TOTAL PARTS				0.00	
JOB # 3 TOTAL LABOR & PARTS				0.00	

JOB # 4 01C1ZMPV1 MULTI-POINT INSPECT TECH(S) 3528 D.00

FREE MULTI-POINT INSPECTION AND SELF-SERVE CAR WASH
 NO CHARGE
 THANK YOU

PARTS	QTY	FP-NUMBER	DESCRIPTION	UNIT PRICE	
JOB # 4 TOTAL PARTS				0.00	
JOB # 4 TOTAL LABOR & PARTS				0.00	

SUBLET	PO#	VEND INV#	INV. DATE	DESCRIPTION	
JOB # 1	618599		04/14/15	TOWING CHARGE	WARRANTY

The Reynolds and Reynolds Company, EBAZLINE, CO201158 Q, (03/13)

G.M KNEW OF THE PROBLEM IN 2004
OF THE FAULTY IGNITION SWITCH. G.M
CONNECTION WITH PRODUCT LIABILITY OF NEW G.M
IN 2009 FOR INJURED PHYSICAL PAIN SUFFERING
IF SOONER ACTION WERE TAKEN THERE IS LITTLE
DOUBT THAT INJURIES AND DEATHS COULD HAVE
BEEN AVOIDED. FEDERAL PROSECUTORS ARE EXAMINING
WHETHER G.M IS CRIMINALLY LIABLE. I INJURED
MY HEAD NECK BACK. LIMIT THE THINGS
I CAN DO. MEDICARE PART B IS PAYING
THE DOCTORS BILLS FOR MY INJURY THAT I GOT IN
THE CAR ACCIDENT. FROM THE FAULTY IGNITION
SWITCH.

On 1-8-13 I was going to the store in my wifes HHR bagging out of the back drive way, I hit a pot hole in the alley and the car switch cut off and I hit some hedges and a snow bank I put a dent in the back of the car. It was less than \$500 dollars worth of damage. The next day my back ~~and~~ ^{and} leg and feet were numb. On January 9, 2013 the pain was so great my wife called 911 and I was transported to the ER @ Memorial Hospital. 615 N. Michigan St. South Bend 46601. ~~I had a pain shot~~ ~~x-rays~~. I had xrays and a pain shots with meds and sent home. I was told to see my. On January 15, 2013 my doctor prescribed me tyrica for sciatic nerve and numbness in my leg and foot - I had to use a knee brace. I havent fully recovered and continue to take these meds daily. Dr. Schreckengust my PCP address is [REDACTED] [REDACTED] Benton Harbor MI [REDACTED]

Claims # [REDACTED]