


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

 <p><b>DOT Auto Safety Hotline</b>  <b>Vehicle Owner's Questionnaire</b>          To Report Vehicle Safety Defects          1-888-DASH-2-DOT          (1-888-327-4236)          INTERNET: www.nhtsa.dot.gov/hotline</p>			FOR AGENCY USE ONLY 100148		
U.S. Department of Transportation National Highway Traffic Safety Administration			Date Received	Repository <input type="checkbox"/>	
			29-FEB-2016	Reference No. 10839042	
<b>OWNER INFORMATION (Type or Print)</b>					
Name			Daytime Telephone Number	E-mail Address	
Address					
City LAKE BLUFF		State IL	Zip Code	Evening Telephone Number	
<i>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).</i>					
<b>VEHICLE INFORMATION</b>					
17 digit Vehicle Identification Number Located at bottom of windshield on driver's side			Make LINCOLN	Model MKS	Model Year 2013
1LNHL9DK20G					
Date Purchased		Dealer's Name and Telephone Number		Engine: No: Cylinders	Fuel Type:
					GAS
Original Owner <input type="checkbox"/>	Dealer's City	State	Zip Code		
	Libertyville	IL	60048		
Transmission Type	<input type="checkbox"/> Antilock Brakes	Powertrain	Multiple Failure:	Incident Date(s)	
	<input type="checkbox"/> Cruise Control			15-JUN-2015	
<b>FAILED COMPONENT(S)/PART(S) INFORMATION</b>					
Vehicle Component Code: 110000 ELECTRICAL SYSTEM				Failure Mileage	Failure Speed
				30000	
<b>ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A TIRE FAILURE</b>					
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:	
<b>ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A CHILD SEAT FAILURE</b>					
Make:		Date Manufactured:		Model No./Name:	
Seat Type:		Installation System:			
Child Seat Component Code:		Failed Part:			
<b>APPLICABLE INCIDENT INFORMATION</b>					
<i>(Please describe in detail the incident(s), Failure(s), Crash(es), and injury(ies).)</i>					
Crash <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Fire <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Number of Persons Injured	Number of Deaths	Reported to Police	
		2	2	yes	
<b>Narrative Description of Incident(S), Crash(es), and Injury(ies).</b> Please describe (1) events leading up to the failure, (2) failure and its consequences, and (3) what was done to correct the failure; i.e., parts repaired or replaced (and if old part is available).					
TL* THE CONTACT OWNS A 2013 LINCOLN MKS. THE CONTACT STATED THAT HIS PARENTS DIED DUE TO CARBON MONOXIDE INTAKE CAUSED BY THE PUSH TO START FEATURE NOT SHUTTING OFF. THERE WERE NO WARNING SOUNDS OR LIGHTS ILLUMINATED THAT INDICATED THAT THE VEHICLE WAS STILL RUNNING. THE VEHICLE WAS TAKEN TO A DEALER WHERE IT WAS DIAGNOSED THAT A LACK OF SHUT OFF FEATURES AND AUDIBLE SOUNDS CAUSED THE FAILURE. THE MANUFACTURER WAS NOT NOTIFIED OF THE FAILURE. THE VIN WAS UNKNOWN. THE FAILURE MILEAGE WAS APPROXIMATELY 30,000.					
Include, if available: Police/Fire Department Report, Photos, and Repair Invoice. <span style="float: right;">ATTACH ADDITIONAL SHEETS IF NECESSARY</span>					
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.					

Narrative Description of Incident(s), Failure(s), Crash(es), and Injury(ies)

Please make new  
REGULATIONS FOR  
KEYLESS IGNITION CARS

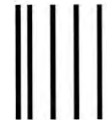
5 more people have died since my  
ATTACH ADDITIONAL SHEETS IF NECESSARY PARENT'S DEATH

U.S. Department  
of Transportation

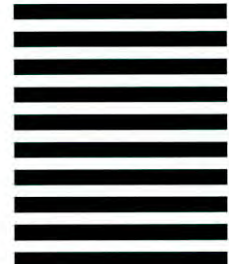
National Highway  
Traffic Safety  
Administration

1200 New Jersey Avenue SE.  
Washington, D.C. 20077-9382

Official Business  
Penalty for Private Use \$300



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NECESSARY  
IF MAILED  
IN THE  
UNITED STATES



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US Department of Transportation  
National Highway Traffic Safety Administration  
Office of Defects Investigation, NEF-100  
1200 New Jersey Avenue SE.  
Washington, D.C. 20077-9382



Think your vehicle  
has a safety defect?



If so:

Use the enclosed  
form to file a report.

or visit:

[www.safercar.gov](http://www.safercar.gov)

or call:

Vehicle Safety Hotline  
**888-327-4236**



Vehicle Owner's Questionnaire (VOQ)  
U.S. Department of Transportation  
National Highway Traffic Safety Administration



## INFORMATION RELEASE

### Highland Park Police Department



FOR IMMEDIATE RELEASE  
June 16, 2015

Contact: Commander Gerald Cameron  
(847) 432-7730

#### ACCIDENTAL DEATH INVESTIGATION

On Monday, June 15, 2015 at approximately 8:07 a.m., Highland Park Fire and Police units responded to an ambulance call in the 1200 block of Golf Avenue. Upon arrival, personnel met with Fire Lieutenant [REDACTED] who related that he came to visit his parents and found his father, [REDACTED] on the main floor unresponsive. He immediately began CPR and called 9-1-1 for an ambulance. A further check of the residence led to the discovery of his mother, [REDACTED] in the upstairs bedroom unresponsive.

An immediate investigation into the incident indicated that there were extremely high levels of carbon monoxide throughout the residence.

It appeared from the condition of the home that [REDACTED] heard the alarm on the carbon monoxide detector and then found the family car, with a keyless ignition, running in the attached garage. He opened the overhead door to alleviate the fumes, yet tragically it was too late as the high levels of carbon monoxide were affecting him. He and his wife succumbed to the effects.

The Lake County Coroner's Office conducted an examination of the victims and their report is pending completion.

October 12, 2015

Dr. Mark R. Rosekind  
1200 New Jersey Ave, SE  
Washington, DC 20590

Re: Deaths of our Parents [REDACTED]

Dear Dr. Rosekind,

June 15, 2015, our brother, a lieutenant with the Highland Park Fire Department, walked into a nightmarish scene to find both our parents dead. The cause was carbon monoxide poisoning from a 2013 Lincoln MKS vehicle inadvertently left running in their garage. The vehicle had a keyless ignition system that failed to have an automatic shutoff or an adequate audible alarm. Our family has been devastated by this tragedy.

Our parents were both healthy, vibrant people who loved to travel and were still working. We are grief-stricken that they were taken from us so suddenly. It is even more deplorable to know that their deaths could have been prevented. In our opinion, the auto industry failed to act responsibly and is now failing to take responsibility for their actions.

Ford Motor Company and the auto industry have known for years that keyless ignitions pose safety hazards to consumers. Ford has had the technology to make keyless ignitions safer; however, they chose profit over safety. Millions of vehicles like this are on the road, putting consumers like our parents at risk of carbon monoxide poisoning. There have been at least 12 confirmed deaths linked to keyless ignition vehicles, and we believe there are likely many more. How many people will need to die before a law is passed to prevent this type of tragedy? Everyone knows that people with keyless ignitions unknowingly leave their cars running all across America. The penalty to consumers should not be death.

Our family is aware that the NHTSA has a vote in February regarding keyless ignition safety. A law requiring an automatic shutoff or a piercing alarm when a driver walks away from a vehicle would have prevented the deaths of our parents and will save future lives.

Unfortunately, it is too late for our parents. However we hope that their deaths along with our voice can facilitate change and improve the safety of keyless ignitions. Please help us prevent this tragedy from happening to other families.

Sincerely,

[REDACTED]

Highland Park, Illinois  
[REDACTED] - mobile #

room [REDACTED] was located and the kitchen door. (see attached witness statements).  
Pending UL test.

## OfficerID: mbobek, Case Narrative

On June 15, 2015 I was dispatched per Sgt. Muller to the HPER to stand post outside of ER Rm#3. Upon arrival, I met with Sgt. Muller and Sgt. DeLaurentis who were standing outside the emergency room. Sgt. Muller stated he wanted me to stand outside the emergency room until the Lake County Coroner arrived. In the meantime, family members were allowed to visit [REDACTED] in Rm#3. When family members entered the room I made sure everything was secure and gathered everyone's name when leaving.

List of names and times when family members visited the body of [REDACTED] in Rm#3.

1018-1024  
[REDACTED]

1039-1043  
[REDACTED]

1120-1124  
[REDACTED]

## OfficerID: aprete, Case Narrative

On Monday, June 15, 2015, at approximately 8:40 am, I, Officer Prete, responded to 1296 Golf Ave to assist CSO Morris with evidence collection and photography.

CSO Morris and I were informed the homeowners were found deceased by a family member. It was suspected that carbon monoxide exposure had contributed to their deaths. First responders detected high levels of CO inside the home and in the garage. First responders also advised the 2013 Gray Lincoln MKS, IL [REDACTED], which was parked in the garage had a warm engine.

Upon our arrival to the scene, we observed the vehicle parked in the garage unlocked with the hood open. The engine was off. The engine was warm to the touch.

I assisted CSO Morris in locating the key to the Lincoln MKS. The key was found inside a white colored purse located on the couch in the basement. The keys were inside the opened zippered compartment.

CSO Morris and I used the key fob system to turn on the car to check the fuel level. The digital gauge indicated it was between 1/4 of a tank and Empty. CSO Morris took a photograph of the digital panel reading.

I was informed by Detective Bodden that a download of the vehicle's "Black Box" was requested by Commander Cameron in order to determine when the engine was turned on and subsequently turned off.

I contacted Investigator Adam Hyde (Lincolnshire PD) a Deputy Commander with the Lake County Major Crash Assistance Team to discuss the possibility of borrowing crash data retrieval software and equipment to image the "black box." I provided Investigator Hyde with a summary of our incident and type of data information we were looking to retrieve from the "black box". Investigator Hyde stated imaging the "black box" would not provide any valuable information related to our incident. Investigator Hyde informed me that the Lincoln's "black box" would only record after an "event" had occurred, such as the vehicle striking a curb. The vehicle's "black box" was not downloaded.

While on the scene Officer Wagner, CSO Morris, and I experimented with the car's key fob system to check the relation between the engine running and the location of the key fob. We placed the key fob back inside the purse and placed the purse in the back seat of the car. We were able to start the vehicle. We then brought the purse and key inside and placed it back on the couch. The car's engine continued to run. We were able to shut the car off while the key/purse was inside. We then started the car and kept it running while I took the key fob and walked west on Golf Ave to Deerfield Place and south to Bob-O-Link (approximately 1000 feet away). The vehicle continued to run for six minutes until we turned it off. At no time during our experiment did doors automatically lock.

Officer Wagner and I left the home at 12:00 pm. The key was left with several other sets of keys hanging on an inside door.

MAR 28 2016

October 12, 2015

Dr. Mark R. Rosekind  
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Washington, DC 20590

Re: Deaths of our Parents [REDACTED]

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Sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Highland Park, Illinois

[REDACTED] - mobile #

FAMILY PHOTO

██████████ and ██████████ were found by their son in their Highland Park home Monday morning.

# Keyless ignition deaths alarming

Carbon monoxide poisoning of Lake County couple whose car was accidentally left running points to a flaw in technology

BY ROBERT MCCOPPIN  
AND SUSAN BERGER

Chicago Tribune

For decades, American drivers generally had to do two things to get their car keys out of the ignition when they left a vehicle: Put it in park and turn off the engine.

But new keyless ignitions have disrupted that habit. Now, drivers can walk away with their key fobs and leave their motors running. Today's quieter engines also enhance the risk of motorists leaving their cars running without realizing it — a scenario that can be deadly if a car is inside a garage or other enclosed space.

That appeared to be what happened to ██████████ and ██████████ who were found dead in their Highland Park residence Monday. Authorities and the couple's son, a lieutenant in the local fire department, said lethal levels of carbon monoxide accumulated in the home after the couple's keyless 2013 Lincoln MKS was left running in the garage, possibly overnight.

Turn to *Keyless*, Page 12

# Keyless ignition deaths part of disturbing trend

Keyless, from Page 1

The deaths are part of a small but alarming, and seemingly growing, phenomenon of people being killed or sickened by carbon monoxide from a keyless car accidentally left running. Safety advocates say the problem requires an immediate solution, but, facing opposition from the auto industry, federal regulators have been taking years to act.

Different safety groups have counted a half-dozen to a dozen deaths nationwide from carbon monoxide poisoning involving vehicles with keyless ignitions, not including the two in Highland Park this month.

In New York, a man died and a college professor suffered permanent brain damage in 2009 after their keyless car was left running, according to published reports. A young couple was reportedly killed the following year after a keyless auto poisoned them in a Florida

## Models offering keyless start

Cars with keyless ignitions are becoming more popular. Experts say that as a result, cars being left running by mistake have created new safety hazards.



SOURCE: Edmunds.com

TRIBUNE

townhouse.

Those are a small fraction of about 430 accidental carbon monoxide poisoning deaths nationwide in a typical year, according to federal statistics. But Sean Kane, founder of Safety Research & Strategies, a Massachusetts-based com-

pany that conducts research for public and private clients, said deaths involving keyless cars are likely undercounted, because no reporting is required specifically on such incidents. His firm, whose clients include lawyers who are suing automakers, has tallied 12 deaths related to poisoning from keyless cars.

"Keyless ignition has upended the relationship between the driver and the car," Kane said. "It's created a scenario where you can easily leave a vehicle running and not know it."

In the [redacted] case, their son, Cesare, said he discovered his parents unconscious when he arrived at their home early that morning — something he often did when he completed his overnight shifts at the fire station.

Typically, he would chat with his parents about family news over an espresso before his mother left for work at The Lake Forest Shop, a women's clothing store, and his dad went to his part-time landscaping job. But Monday, [redacted] said, he found the garage door open and his [redacted]-year-old father unresponsive on the floor. [redacted] began

... said he believes his father was awoken by a carbon monoxide detector, which he took downstairs with him as he went to check the house. It appears he discovered the car running in the garage and opened the garage door to air out the space but was overcome by the toxic fumes.

"My dad made a valiant attempt ... but it was too late," [redacted] said.

Safety advocates say that while drivers must be responsible for turning off their vehicles, the penalty for forgetting should not be death. Kane's group wants keyless vehicles to be required to have automatic shut-offs after a period of time if their engines are left running.

Instead, the auto industry and federal regulators have proposed that vehicles have alarms that sound when drivers leave them running or in gear, as some keyless cars already have in place. The National Highway Traffic Safety Administration proposed such changes in 2011, but more than three years later has yet to take final action.

Safety is the top priority for the auto industry, said Wade Newton, a spokesman for the Alliance of Automobile Manufacturers, which represents 12 top automakers.

Keyless ignitions generally follow recommendations from SAE International (formerly the Society of Automotive Engineers), which include standardized indicators that the vehicle is running or in gear, Newton said.

Public safety officials said they are increasingly finding cars left running unattended in public and attribute the phenomenon to keyless ignitions and to remote starters that can sometimes be triggered accidentally.

Highland Park police officials said the department

2

has frequently discovered empty cars with keyless ignitions running in Ravinia Festival parking lots during concerts, for example.

Keyless starters were initially the domain of luxury cars in the 1990s but are now offered by most automakers, said Michelle Krebs, senior analyst for AutoTrader. Such "smart keys" come with fobs that drivers can keep in their pockets or purses, enabling them to unlock their car doors with a touch of the handle and then start the ignition with a dashboard button. She believes traditional keys will become obsolete. "This is definitely the wave of the future," she said. "Everything is going electronic."

Krebs has firsthand experience with leaving a keyless car running accidentally. She said that she once left a test car outside a restaurant, only to discover after her meal that she'd left the vehicle running.

AAA has also predicted that traditional car keys will be replaced by smart keys and eventually smartphones, noting that some makers already offer mobile apps to monitor and control car functions.

Drivers may take awhile to get used to a smart key, but once they try it, they like it, said Mark Scarpelli, owner of Raymond Chevrolet and Raymond Kia in Antioch. He said sales members try to educate owners on the new features, which have redundancies like a three-button process to start a vehicle remotely. Vehicles also typically sound alarms if a driver unbuckles the seat belt or

***"Keyless ignition has upended the relationship between the driver and the car. It's created a scenario where you can easily leave a vehicle running and not know it."***

— Sean Kane, of Safety Research & Strategies

opens the door with the car running, or if they leave the key fob in the car.

"It's like a new phone. There's always a learning curve," he said.

The systems are touted as convenient, because drivers don't need to fish out a key or remote to open the door, and a theft deterrent, because such cars are harder to hot-wire. Keyless ignitions can also be made with alarms to audibly alert drivers when they've left their engines running, and can benefit people with disabilities or arthritis.

As the [REDACTED] children cope with their loss, [REDACTED] said he was comforted in his belief that "they are in heaven together."

He called his parents "beautiful people" who had emigrated from Italy and lived the American Dream. They had planned to take a monthlong trip to Europe in July, including visits to relatives in Italy. Their son said he found on his parents' dining room table gifts that they had purchased for his twins' upcoming birthday.

Ellen Stirling, owner of The Lake Forest Shop, called [REDACTED] "a role model and inspiration. She never stopped working and always had a smile on her face."

[REDACTED] said he was still shaken by the circumstances of his parents' deaths. "The car killed my parents. To end up the way they did is shocking."

*Robert McCoppin is a Chicago Tribune reporter. Susan Berger is a freelance reporter.*

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Twitter @RobertMcCoppin*

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[REDACTED]

LAKE BLUFF IL

[REDACTED]

APPROVED MAR 11 2016

CAROL STREAM IL 601

23 FEB 2016 PM 2 L



Steve WOOD  
U.S. DEPT. OF TRANSPORTATION  
120 New Jersey Ave, SE  
WASHINGTON, DC  
20590

W41-318  
NCC-112  
JT

20540



1  
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