



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 100148

Date Received

12-DEC-2017

Repository

Reference No.
11054285

OWNER INFORMATION (Type or Print)

Name

Address

City SPRING

State TX

Zip

Daytime Telephone Number

E-mail Address

Evening Telephone Number

same as above

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

WBABJ8321WE

Make

BMW

Model

323i Convertible

Model Year

1998

Date Purchased

12/27/1997

Dealer's Name and Telephone Number

Charlie Thomas International BMW -

Ph# was (713) 873-4490

Engine:

No: Cylinders

Six

Fuel Type:

Supreme Unleaded

Original Owner

Yes

Dealer's City

Houston

State

TX

Zip Code

77090

Transmission Type

Automatic

4 wheel wheel drive

Antilock Brakes (Disc Brakes)

Cruise Control

Powertrain
3.5 liter DOHC, 24 Valve inline 6
cylinder engine (168hp) with variable valve
timing, direct ignition and lock control

Multiple Failure:

Incident Date(s)

08-JUN-1999

FAILED COMPONENT(S)/PART(S) INFORMATION

Vehicle Component Code: 140000 AIR BAGS

One Driver's-side airbag deployed at 35 mph. Airbags installed, when low speed of less than 3MPH impact was made, as vehicle was stopping, with a single layer brick barrier wall was impacted.

Failure Mileage

Failure Speed

35

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/Smoke Only

Yes No

Number of Persons Injured

1 Driver

Number of Deaths

0

Reported to Police

Y

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).

(2) Reversible less than of Respiration & Circulation documented.

TL* THE CONTACT OWNED A 1998 BMW 323I. WHILE DRIVING 35 MPH, ANOTHER VEHICLE MOVED INTO THE CONTACT'S LANE AND CRASHED INTO THE DRIVER'S DOOR OF THE CONTACT'S VEHICLE. THE CONTACT THEN CRASHED INTO A BRICK WALL AT THE CENTER OF THE ROAD AND THE VEHICLE CAME TO A COMPLETE STOP. THE CONTACT NOTICED SMOKE COMING FROM THE FRONT OF THE VEHICLE. ONLY THE DRIVER'S SIDE AIR BAG DEPLOYED. A POLICE REPORT WAS FILED. THE CONTACT WAS NOT SURE WHETHER THE VEHICLE WAS TOWED TO THE DEALER. THE VEHICLE WAS DESTROYED. THE CONTACT SUSTAINED A BRAIN LESION, THE FACIAL BONES WAS FRACTURED, THE RIGHT EYE SOCKET HAD TO BE REBUILT, THE UPPER LIP WAS NUMB, 21 TEETH WERE DAMAGED, ALL THE WISDOM TEETH WERE EXTRACTED, THE UPPER AND LOWER JAW BONES WERE FRACTURED, THE VISION AND HEARING WERE AFFECTED, AND THERE WAS MEMORY LOSS. MEDICAL ATTENTION WAS REQUIRED. THE MANUFACTURER WAS CONTACTED AT 800-525-7417 AND ASKED THE CONTACT TO CALL 281-305-8901. THE CONTACT CALLED THE NUMBER AND WAS INFORMED THAT THE VIN WAS NOT INCLUDED IN A RECALL. A CASE NUMBER WAS NOT PROVIDED. IT WAS UNKNOWN IF THE DEALER WAS CONTACTED. THE FAILURE MILEAGE WAS UNKNOWN, but legal investigation proved < 3 mph.

Claimed Unrepairable by Insurance.

Please see included (13) additional pages of documentation, including contact narrative and police report.

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.

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

Please see Additional (17) pages, (15) of those pages are my narrative description of my airbag incident, and (2) included pages are copies of the police report related to this airbag report I am making in my request for the DOT & NHTSA to investigate this older, very dangerous airbag, which almost killed me and resulted in serious facial and brain injury as well as extensive dental injuries.

ATTACH ADDITIONAL SHEETS IF NECESSARY

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



NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES



BUSINESS REPLY MAIL
FIRST CLASS MAIL PERMIT NO. 1888 WASHINGTON, DC
POSTAGE WILL BE PAID BY ADDRESSEE

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

or call:
Vehicle Safety Hotline
888-327-4236



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

The vehicle was new and was officially leased December 27, 1997 from a dealership which has since changed ownership. The original dealership was named Charlie Thomas International BMW, located in Houston, TX. The original dealership no longer exists, but a BMW dealership has developed since, in the same area, which is who I contacted as soon as I received the faulty airbag notification postcard from Takata Holdings, which had identified me as a owner of a vehicle with this faulty dangerous airbag.

This model vehicle was selected for purchase in 1997 because it had a automatic seat-beltting mechanism and supplied four airbags for occupant safety protection, which were important features to me and my young family at the time of lease. Unfortunately, on June 8, 1999, I experienced a severe life-threatening traumatic head/brain and respiratory injury as a result of the faulty deployment of my driver's airbag in this vehicle, which nearly killed me twice, due to the injuries it caused.

On June 8, 1999, sometime between 9:00 and 10:30 AM, I was driving my BMW 323 ic on a 5-Lane local community road, named Louetta. This road had two lanes facing East and two lanes facing West, with a lane between them to be used as a non-curbed turning lane. There was no curbside present on either side of the road on this date, and the speed limit was 35 MPH. The day of this incident, the weather was humid and hot. The road condition was wet, due to morning humidity dew present. I was traveling East on Louetta in the left lane. Morning traffic was moderate. I noticed a small occupied vehicle in the center turn lane. The vehicle was faced in the same direction path I was driving, but was stationary, with no blinker signal on. As I began passing this vehicle, it began to enter my lane as I drove past it, and the other vehicle struck my left driver's side door, bumping my vehicle hard enough to cause my vehicle to spin on the wet road. I was driving at a speed of 30-35 MPH. AS I regained the correct path of direction, now traveling East in the right lane, I quickly looked in my rear view mirror and could see cars behind me that might hit my vehicle, so to avoid additional collisions, I chose to depart the road at the right uncured roadside. As I departed the road, I quickly became aware of a wooden pole supported by metal wire and stake directly in my path, so I immediately turned right to avoid it. Doing so, caused me to be braking in the path of a oncoming single-layer brick community barrier wall. Though braking on moist grass, my car slid slowly to make low-impact with the brick wall. I cringed at the thought of the damage to my car, but realized the fender-bender was safer than injury to mythology young daughters who were my passengers.

I could see the engine was damaged. I feared the engine might catch fire. AS A mother and licensed Registered Nurse, my instincts knew we would all need to quickly exit the vehicle. I quickly unbuckled my seatbelt and looked to my right to see my eldest ■ year old daughter seat-belted in the right-side passenger seat. She appeared startled, but OK. I next looked in my rear view mirror and turned slightly to my right to see my youngest ■ year old daughter seated and seat-belted directly behind me. She too appeared startled, but looked OK. Before I facing forward again, I heard a loud pop sound and turned forward to see a small white air inflated looking pillow. Visually I would estimate this inflated pillow size to be approximately 8" x 12". I immediately thought to myself, "Wow! That must be the airbag!". Next, a sudden explosion occurred, which hit me in the head and face so hard that it took my breath away. It is difficult to describe in words the force I felt. The pain was the worst pain have ever experienced. I felt like I had been struck by a heavy-duty Mack Truck!

My memories are spotty from that point because I was in tremendous pain, could barely breath and could not open my eyes or mouth normally. I remember squinting to see a white powder in the airspace. When I attempted to inhale, the powder burned my nostrils and throat, and inhaling made my chest tighten. I began having difficulty breathing and could feel myself fading as I heard my daughters beginning to scream, saying, "Mommy, Mommy, are you OK?". I could not respond, but knew I was injured due to my level of pain. I prayed my daughters were now not hurt too.

I heard my eldest daughter, who knew I always carried a cell phone in my purse positioned on the floor, was calling her Father. I must have passed out at that point, because I do not remember being extracted from the vehicle, but I do remember soon thereafter hearing the voices of EMTs and people's talking around me. I could sense I was lying supine on my back. People were asking me questions, but I could not open my eyes or respond.

(A police report was filed upon the deputy's arrival at 11:20 AM CST, Case # ■ which I am including with this narrative. A witness saw the driver bump my vehicle, saw my car spin and the depart the road after regaining correct path of direction. The witness called the sheriff's office to report the accident.)

Next I remember being on the "Life-Flight" helicopter with the rescue EMTs. I remember trying to open my eyes to tell them I couldn't breathe, while hearing a young mans voice firmly state, "We are losing her!". My lungs collapsed once during my "Life-Flight" Emergency

helicopter transport. I was no longer able to breathe, so they intubated me and supplemented my airway with oxygen for respiratory support. I vaguely remember the EMTs struggling to assess and revive me. I was completely unable to respond. When I flat-lined, I am now aware the EMTs used defibrillator paddles to use powered shock therapy to stimulate my heart's electro nodes to pump blood to circulate properly and maintain my blood circulation.

In medical terms, I had been revived from death with tools used to reverse my discontinued heart rate and breathing. Given I had technically died, the EMTs were able to save my life from evident death! I was unconscious upon arrival to Memorial Hermann Hospital's Trauma Unit, located in downtown Houston, Texas.

Once we arrived to the hospital, my medical history records indicate it was assessed my injuries were caused by the airbag in the trauma ER.

My airbag's malfunctioning deployment caused me the following personal injuries:

- * Every bone in my face was broken and would require total facial reconstruction. The reconstruction of the facial bone breaks entailed the surgical placement of titanium plates over the broken bones of my forehead, nose, both cheekbones and chin bone under layers of my skin, to help the bones heal in a smoother form.
- * My right eye was protruding from the broken orbital eye socket, which would need special attention from a eye surgeon to prevent my loss of vision in that eye.
- * Twenty-one of my teeth were chipped, cracked, or broken from the airbag's over-explosive force. Two of my wisdom teeth were shattered when I clenched my jaw upon the airbag's impact with my face. All four of my wisdom teeth later had to be extracted.
- * My upper and lower mandible jawbones were each broken in four places on the top and four places on the bottom. These dental jawbone breakages required the permanent placement of eight dental pins for healing. The upper roof of my mouth bone had to be rebuilt as well. The dental bone breakage also required my upper and lower jawbones to be wired shut during my nearly one month hospitalization with nasogastric tube feedings for nutrition, to facilitate their immobility required for healing.

* I had to be intubated with a oxygen tube fed through my nose to my lungs to supplement my breathing with a ventilator pump, to pump oxygen to my lungs, since my lungs were to weak to respirate on their own. The explosive force of the airbag caused my lungs to collapse.

* A brain lesion was found as a result of the excessive airbag force to my brain. The lesion is still present and it's image has been monitored by Dr. Kenneth Alo, a pain management specialist, to insure his medical treatments would not b3 harmful to this damaged brain blood vessel.

* I experienced severe migraine headaches following my discharge from the Hospital. When I initially reported the migraine and facial pain, the Drs. Stated this was a common symptom of severe head injury patients, initially the Drs. Prescribed painkillers, which were completely in-effective. As a Nurse I also knew frequent use of pain medications could become addictive and harmful to organs which metabolized the medication into the bloodstream and also those organs that processed them through digestion and elimination. My pain was so unbearable I could not function normally. I constantly needed to be in quiet dark rooms, because my vision had become dramatically sensitive to lights. Sounds and noise were heard with increased volume, which made my head feel as though it would explode. I spent hours crying in pain or secluded from social interaction. I was unable to communicate because the pain increased to talk or listen. I was also unable to bare reading or writing, or perform normal mental processing. I was in so much pain my Drs. stated it could be many years before I could handle returning to work, so as a result a was miserable, because prior to this injury, I had just been awarded Memorial Hermann Rookie if the Year as a Charge Nurse for the Memorial Hermann Family Practice and Pediatric Clinic. I had been a very energetic, organized, focused and very experienced and responsible Registered Nurse. Having to give up my career to accept and deal with memory loss caused by this incident and the life-altering pain my injuries caused me, caused the onset of depression, for which I was told would require a lifetime of antidepressant medication therapy, along with psychiatric counseling.

In my pain and depressed state of mind, despite treatment with medication, I began researching any other beneficial method to alleviate my pain, which might be more effective.

At the time of this incident in 1999, a nerve block injectable steroid was being administered to nerves sensing pain, blocking the nerve from receiving the nerve stimulus and transmitting the response of pain. This method intrigued me and gave me a ray of hope. I quickly found a pain management specialist who I could meet with to learn if the method might work for me.

I met with the pain management Specialist, Dr. Kenneth Aló, who warned me the treatment would be very risky, given the area and nerves in my head and face affected. He also warned the injections would be expensive and were typically not covered by health insurance. Dr. Aló also told me there was no guarantee the method would work, nor could he tell me how long the treatment might last, if found effective. He basically said every patient's response is different and it was a hit or miss procedure if I was willing to take the risk.

Given the unbearable pain I was experiencing, which compounded my onset of depression, I was willing to try ANYTHING! Dr. Aló used a series of nerve block steroid injections, injected into my face, forehead between my eyes, behind my ear and at the base of my neck to block the nerves from sending the pain signals I have been experiencing since my airbag injuries. Fortunately, I feel very blessed this method worked immediately to suppress my ongoing pain symptoms and my sound and light sensitivity. The injections successfully treated my pain and their benefits lasted roughly ten years. I ended up seeing Dr. Aló again in 2014, because the excruciating facial pain and migraine headaches, with the sensitivity to sound and light returning as well. The pain appeared to be in different facial and head location, which scared me, but Dr. Aló reassured me that was common with head injuries treated with this method. Dr. Aló also stated the pain often returns at some point, but in different locations; therefore the injection location sites would change. He added that since my initial pain was effectively treated for nearly ten years, that timespan would be a good indicator for me as to how long to expect each treatment to last. He stated these injections would likely work the same, but each administration carried different risks, due to the area being treated.

Given I had developed a blood vessel brain lesion, the lesion would need to be closely monitored prior to each administration to prevent my risk of death or any complications that could arise as a result. These nerve-block injections have been exceptionally expensive at \$6,000 for one set of three injections. These injections will be required by me, regardless how long they last, as I feel they will be necessary for me to live a more normal life, with less pain.

* The brain blood vessel lesion found was caused by the airbag's explosive force to my head. The lesion is one of the most life-threatening features of my of my injuries. The lesion could clot or rupture and cause death or a stroke at any time, or could cause immediate deaths my head were to be hit or struck by an object or fall at any time. I live life in constant protection of my head because I am told any fall or forced pressure to my head could kill me. As a result I have been forced to give up my favorite pastime sports of tennis, skiing, horseback riding, and running or jogging for exercise.

* Lastly, but certainly not least important is the fact that my head injuries have caused me short and long-term memory loss, which as a once award-winning Registered Nurse, has stripped me of my ability to safely practice professionally as a Nurse, and be forced to give up a career I worked so hard to earn and obtain.

My injuries initially put me in a nearly month-long coma following my release of increased inter-cranial pressure and total facial and dental reconstructive surgeries prior to my discharge. My mother and husband were both told was near death and might not survive. I was later told after discharge that I had apparently died a second time on the operating table, during my surgery, and had to be revived from death when my respiratory airway closed and heart stopped beating a second time due to my injuries. I am thankful the medical team could save me a second time during the facial reconstructive surgery.

My airbag injuries have caused multiple lifelong health concerns. The two most important being the dangers related to the brain lesion and my memory loss causing me the inability to have the career studied and worked so hard to to achieve, which was once used as my financial support.

A few other less serious, but nevertheless important issues I have had to deal with over the years following my injuries and discharge from the hospital which I feel should be shared, as they are consequences related to my injuries which have affected my life and should be included and mentioned:

* Excision of a large face altering scar tissue deformity from my upper lip.

* Realignment of my imperfect alignment repair of my broken jawbones, which affect my dental bite and caused me jaw pain and the need for re-alignment.

* My vision has been treatable, but my lateral view is blurred in both eyes. I have been told only a surgical Lasik surgery procedure can repair that problem, but is too expensive for me to afford, since it is not covered by my vision insurance.

* Several expensive dental crowns have been placed on teeth that were cracked in my mouth from the force of the airbag, and I have been told I will likely need these dental crowns replaced and possibly additional added as time moves forward to prevent decay.

* Dental veneers were placed on the damaged teeth visible when I open my mouth or smile. These now nineteen year old veneers have caused the gum tissue around them to recede, even though the teeth and gums are both healthy. I am told those veneers, which were terribly expensive to repair the once naturally healthy and beautiful teeth I had prior to the airbag incident, will likely need to be replaced by new veneers at some point in the future.

* My skin covering the broken bones healed with titanium plates, is visibly scarred. This damaged skin frequently breaks out in large horrible scaling and peeling areas all over my face. It takes careful skin care and patience for this recurring damaged tissue to be treated. Very few treatments have worked to heal this damaged skin. The damaged skin scars are more noticeable as I grow older. Prior to this airbag incident, I had a perfect complexion. Given the huge negative impact this skin injury has had to my visual appearance and on my personal self esteem, I can only pray there is a future affordable discovery to treat this injury. Dermatologists and Drs aware of this injury frequently prescribe medication to help prevent skin infections and further scarring. Aging and wrinkles are a part of life I can deal with, but infections and wounds on a continual basis are an ongoing concern as I age.

* My emotions and life-long experiences suffered after my injuries were repaired or treated were recognized to be factors that would and have impacted my life with so many consequences resulting from my injuries that I have been evaluated to need a lifelong supply of anti-depressant medication and counseling as deemed necessary.

* I have been unable to use my Registered Nursing License to practice as a Board Certified Nurse safely since this incident. I have tried unsuccessfully, and resigned my once employed practice due to my memory loss. I have undergone extensive rehabilitative therapy to address how to deal with memory loss. As a result I attempt to take extensive notes to assist

my recall of historical facts, but there are few careers as a Nurse this benefits, and few health or medical practices willing to risk employing me at the risk of forgetful care of their patients.

* More recently, in 2017, at the age of [REDACTED] I have been experiencing the normal side effects and need for Hormone replacement therapy to treat my symptoms, but due to the presence of the brain vessel lesion caused by the airbag, my gynecologist wants to prescribe Estrogen as my Hormone Replacement Therapy; however the medical use of Estrogen as a Hormone Replacement Therapy has recently been shown to create blood clots in weakened blood vessels of women, causing stroke and/or death in many women. She will not prescribe this hormone replacement therapy treatment I need due to these risks, until a Neurologist who specializes in problems of this kind, has approved a method which can be safely used to treat my hormonal imbalance. The repercussions stemming from my airbag's caused head injury continues!

WHAT HAS BEEN DONE SINCE THE AIRBAG INCIDENT:

While I laid comatose following my injuries and required total facial reconstructive surgery, my family immediately sought professional assistance to investigate the cause of my driver's airbag's malfunction and why it overly aggressively deployed at such a high speed of facial impact, given we had slid to a complete stop, making minimized low-speed impact with the single-layer brick barrier wall minutes before the airbag deployed.

Following my injuries, hospitalization, surgical repairs, and mental and physical rehabilitation, all necessary for me to attempt resume my life, I wanted and needed answers for why I was so injured, when my impact with the brick wall was at a braking speed of less than 3 MPH and I felt my airbag should have protected me, not nearly cause my death twice! I knew something with my airbag was not right, and knew my airbag had malfunctioned. The way the airbag deployed late and then erupted over-aggressively.

Given my children were in the car with me as passengers, and we were extremely fortunate neither was physically hurt; however, I was greatly concerned as their mother, I knew they were traumatized by the event and all they witnessed me experiencing. The injuries I suffered would have killed me had I not been rescued and effectively treated in time. I hate to imagine what might have happened if the front passenger airbag had done the same to my ten year old at the time. Fortunately, I was rescued from dying twice by the efforts of medical

personnel. I have lived to share this narrative, in hope doing so will help save lives. This airbag, if not recalled, could possibly kill others!

Since this incident occurred, we notified the dealership and our attorneys stated they would conduct a professional investigation with crash and airbag specialist to determine how we should proceed to seek resolution with this faulty airbag. We wanted to find the reason for why the airbag malfunctioned and learn who the responsible parties were who would be held accountable for correcting the airbag's malfunctioning problem. We hoped the responsible party would recall the airbag and correct the reason for its malfunction before this airbag type hurt more people or caused fatalities.

My husband at the time of the incident and my mother consulted and hired a personal injury attorney to investigate and learn why my airbag malfunctioned and nearly killed me and caused my injuries. The legal attorneys had a professional airbag safety investigation done, which revealed my airbag had over-aggressively deployed. Upon the investigators calculations and tests they performed, my airbag was found to have deployed at a speed of 300-400 MPH, in order to cause the severity and extent of my skull bone breakage, jawbone breakage and the ability to crush, crack my teeth as severely as it had injured me physically.

The legal firm that represented me and my two young daughters, told my former husband that to bring the airbag manufacturer to trial, we would also need to file against BMW, the automobile's manufacturer and the female driver who had initially bumped my car just prior to my departure from the road,

The case eventually went to trial as a civil case with a jury nearly six years following the incident. The case ended when the jury ruled the driver who initially bumped my vehicle at fault. My husband and I were not educated in law enough to understand that this ruling could be argued. We also did not know there was a statute of limitations on the verdict, which given Takata's representatives lied in court, influencing our jury's decision, was not fair. I prayed upon our trial's completion that the guilty party working for Takata manufacturer would be caught concealing dangerous evidence, which would unveil how dangerous this type of airbag was.

In our trial, I stated I wanted the airbag to be recalled, investigated and replaced for others to prevent other's injuries or future deaths, and felt our medical costs should be reimbursed.

Furious with the verdict I read many articles which stated there were numerous similar cases where Takata was ruled innocent, which Did not make sense given the purpose of airbags is safety and to prevent injuries and save lives, not cause near life-threatening as mt own caused by a low impact collision. I continued to read and learn more facts.i learned a safe airbag should deploy at a speed between 35-45mph, and a few larger airbags in larger vehicles should not deploy more than 50 mph. My airbag deployed late at a low speed l'd impact , but obviously over-aggressively deployed far past the average speed.

Years passed since that court date finalized and nothing was ever heard or shared with me, until I received the Takata Holdings postcard I previously mentioned receiving on November 1, 2017.

When I received the postcard notification of the defective airbag case, I initially thought it might be some sort of SPAM mail. I quickly went online to research the offered webpage the postcard referenced, which I read thoroughly.

Since November 1, 2017 I have learned more than anyone had ever provided me with following my airbag incident. I immediately contacted the legal firm that had represented my case, to learn if they had reported my incident to the NHTSA, which I had assumed they did. I knew Takata's legal representative in our trial had concealed evidence and I needed to know how to report this. Our jury had been lied to and evidence Takata was aware of was concealed. This concealed evidence could have changed or affected our jurors decision. I didn't know if my case could be re-opened to re-try, or if I simply needed to report my case and injury experience, given there was recent discovery that Takata was legally found aware of evidence concealed in many cases over many years many of their airbags had malfunctioned.

When I called the legal firm, which had represented my case, the firm owner's wife answered my call and stated her husband had retired and the associate who who worked for him and represented us in court could be called to inquire further. I next called the associate attorney. He stated he could not help me because he had left the firm and could not represent me. He added all of my case records were not in his possession, but he was aware that old case records, such as mine, were held by the firm owner in a storage unit, which were all destroyed during the flooding caused by Hurricane Harvey. He stated the digital court reports could be requested from the Harris County Clerk. The digital court files stored by

the Clerk and my medical records on file are the only court documents available, other than my personal records I saved in case the airbag would ever hopefully be investigated. my only documented history of the case.

In my frustration, I unsuccessfully called thirty-one additional attorneys to determine what my legal rights are. I found I have a right to report the incident and request for my airbag models recall where my first most important steps which I'd the purpose of this narrative, following my initial phone report.

I eventually learned no attorneys would take my case because Takata Holdings had filed Chapter 11 Bankruptcy, so I chose to research any government authority who might be able to assist. I finally found the NHTSA, who I filed a report with online and by telephone, and now with this narrative report.

I have since continually monitored the NHTSA website to determine if my former vehicle's airbag had yet been listed defective or recalled. Since it had not as of Dec. 12, 2017, I called the Department of transportation and reported my incident and request for the Department to investigate my BMW model's airbag.

One lesson I learned that hurt me most was how a powerful and wealthy company like Takata Holdings could ever be aware of any injuries suffered like mine, or even those ending with deaths, could defend themselves with representatives who were willing to conceal such critical evidence.

If Takata Holdings had addressed the airbag's faults, taking responsibility for those who were injured by their first batch of malfunctioning airbags, and had made immediate changes or improvements, they would have been better off financially now and would have preserved the public's trust in their safety product and would have prevented far more injuries and deaths.

If the faulty airbag manufacturers would not express their guilt, Takata could have at least covered the financial injury expenses and the replacement of malfunctioning airbags, then dealt with each airbag manufacturer they oversaw individually on their own.

Takata Holdings nor the manufacturer of their airbags, nor BMW the automobiles manufacturer paid me not one cent compensation to me for anything resulting from my

incident. Instead the jury prosecuted the driver who bumped my car. The female driver was driving her employer's vehicle when she bumped mine. Her employer's automobile insurance company paid us their liability limit, which hardly touched the millions we spent over the six years of my healing until the case finally ended. I even had to use a portion of those funds to pay BMW Motor's Attorney for her time defending BMW.

I am currently doing everything possible to gather as much pertinent relative airbag information can find. Fortunately, I stored a large portion of the information following the trial, in case it might ever be needed as it is now. Something subconsciously told me to store this information.

As painful as the incident was and all of the consequences which have followed leading to this message, I had tried to forget as much of the pain the incident has caused my life. This incident has put a huge financial and emotional strains on my life, causing my first marriage of 19 years to end in divorce.

I have tried unsuccessfully to return to work as a Registered Nurse, but have feared making any critical medical or patient care errors, due to my memory loss, might put patients at risk of harm, so I resigned from the position in less than 6 months. I have also attempted applying for other careers since, but the amount of time needed away from work for healing of my injuries and symptoms have caused interviewers concern of how history of my brain injury and memory loss and inability to successfully multi-task as I had successfully done prior to my head injury, concerned many interviewers, who have chosen to pass on hiring me, due to the potential risks involved. I have attempted a self-start business as a Home Stager/Event Planner, but I cannot financially afford advertising/ marketing expenses for a successful business, and have lost more money than I made, so I have given up on that endeavor.

I have since re-married in 2015, and live a very simple, meager lifestyle. I currently struggle to care for housekeeping and daily routine needs. My personal relationships have suffered. My two daughters are now grown and independent. Unable to find work I can safely perform to earn a income given my memory loss, forgetting important details or tasks and having the risks of another potential head injury have made my career goals unachievable. I currently forced to live off of my limited savings, which is evaporating quickly, given my inability to find a job. When I received the Takata Holdings notification of their filing Chapter 11 after they has been found guilty of concealing evidence, I felt my prayers might be answered. I can only

pray Takata Holdings is finally held accountable for their concealed evidence which has injured and killed far too many people.

I have since been working feverishly to gather as many details as my evidence of proof of my airbag's need for investigation and recall,, since my attorneys claim they cannot represent me. My case history information emotionally tears me apart as I unravel painful memories I wish I would have never experienced. The in-bedded memories of my injury experience and treatments resulting from my malfunctioning airbag incident, remind me daily of how angry and hurt I am by the unnecessary injuries many have suffered, as a result of researcher's neglect to investigate and take necessary actions to protect those the unsafe airbags could potentially injure or kill. The airbag manufacturer should be forced to take on their due responsibilities to address the malfunctioning airbags discovered. Remember, the investigation my legal team hired for my case proved my children and I should have been able to exit my car from the less than 3 MPH low-impact with the brick wall, with no more than possible minimal bruising, but instead, I experienced injuries which will affect me for my lifetime.

I have written this (15) Page narrative incident description in hope that sharing these details might help NHSTA and the U.S. Department of Transportation take or make any necessary steps or actions necessary to recall malfunctioning airbags found at fault. My lifelong brain lesion, loss of memory and substantial loss of income and emotional self-esteem will be a part of my life until I die. I pray my brain lesion or any other injuries I suffered as a result of my faulty airbag are not a cause of my death, nor have future financial costs that prevent me from being able to afford necessary treatments needed.

PLEASE investigate the airbag manufactured which almost killed me. I will respond as soon as possible if I need to provide any additional information. This is my last chance at making Takata responsible for their negligence in handling faults they discovered and did not immediately investigate when I attempted to present my case 19 years ago.

Below I am including Automobile and incident facts and will also include the two paged police report from this airbag incident, to assist in your investigation. Thank you for your time and efforts regarding this very important matter. Others might be impacted if Takata is not held responsible for their negligence of safe business practices.

Sincerest Thanks for your Investigation and Efforts with this request,

ADDITIONAL INVESTIGATION RELATED FACTS:

Vehicle Date of Purchase: December 27, 1997

VIN#: WBABJ8321WE [REDACTED]

Model Year: 1998

Make/Manufacturer: BMW

Model: 323i CV (Convertible)

Date of Airbag Incident: June 8, 1999

County Incident Occurred and Trial was held: Harris County in Houston, Texas

Hospital with most of my injury related Medical Records: Memorial Hermann Hospital

Hospital Phone Number: (713) 704-5020

Auto Total New Purchase Price prior to trade in Value:

BMW Auto Insurance: Texas Farmer's Auto Insurance Policy# : [REDACTED]

Date Auto Insurer Bought the Vehicle as the Adjuster found the Vehicle motor unrepairable:
September 2, 1999

Lien Claim #: [REDACTED] divided by telephone

Farmer's Insurance Auto Policy Adjuster, Tiffany, at: +1 (281) 517-5083

Insurance Lien claim amount Value: \$32,228.04

PLACE WHERE ACCIDENT OCCURRED

COUNTY Harris CITY OR TOWN _____

IF ACCIDENT WAS OUTSIDE CITY LIMITS, INDICATE DISTANCE FROM NEAREST TOWN 10.5 MILES NORTH S E W OF HOUSTON

ROAD ON WHICH ACCIDENT OCCURRED 6800 LOUETTA CONSTR. YES SPEED LIMIT 45

INTERSECTING STREET OR RR X'ING NUMBER _____ ZONE NO

NOT AT INTERSECTION 27 FT. MI. N S E W Sir William CITY OR TOWN _____

SHOW MILEPOST ON NEAREST INTERSECTING NUMBERED HIGHWAY, IF NONE, SHOW NEAREST INTERSECTING STREET OR REFERENCE POINT. 330-L

DO NOT WRITE IN THIS SPACE

LOC. _____

CODE _____

SEVERITY _____

FAT. REC. _____

DR. REC. _____

DATE OF ACCIDENT 06-08 19 99 DAY OF WEEK TUESDAY HOUR 11:20

A.M. IF EXACTLY NOON P.M. OR MIDNIGHT, SO STATE

UNIT NO. 1 - MOTOR VEHICLE VEH IDENT NO WBABT9321WE IF BODY STYLE = VAN OR BUS, INDICATE SEATING CAPACITY _____

YEAR MODEL 1998 COLOR & MAKE GREEN-BMW MODEL NAME 323i BODY STYLE 2DR. Conv. LICENSE PLATE _____

DRIVER NAME _____ PHONE NUMBER _____

DRIVER'S LICENSE _____ RACE W SEX F OCCUPATION HOUSEWIFE

SPECIMEN TAKEN (ALCOHOL/DRUG ANALYSIS) 1-BREATH 2-BLOOD 3-OTHER 4-NONE 5-REFUSED ALCOHOL/DRUG ANALYSIS RESULT _____

LESSEE OWNER SAME AS DRIVER PEACE OFFICER, EMS DRIVER, FIRE FIGHTER ON EMERGENCY? YES NO

LIABILITY YES NO FARMERS INSURANCE COMPANY NAME _____ VEHICLE DAMAGE RATING RBO-2

UNIT NO. 2 TOWED PEDESTRIAN OTHER VEH IDENT NO 2T1BRI9E7WC IF BODY STYLE = VAN OR BUS, INDICATE SEATING CAPACITY _____

YEAR MODEL 1998 COLOR & MAKE BLUE-TOYOTA MODEL NAME COROLLA BODY STYLE 4DR LICENSE PLATE _____

DRIVER'S NAME _____ PHONE NUMBER _____

DRIVER'S LICENSE _____ RACE H SEX F OCCUPATION PACKER

SPECIMEN TAKEN (ALCOHOL/DRUG ANALYSIS) 1-BREATH 2-BLOOD 3-OTHER 4-NONE 5-REFUSED ALCOHOL/DRUG ANALYSIS RESULT _____

LESSEE OWNER HOUSTON, TX PEACE OFFICER, EMS DRIVER, FIRE FIGHTER ON EMERGENCY? YES NO

LIABILITY YES NO ALLSTATE INS. INSURANCE COMPANY NAME _____ VEHICLE DAMAGE RATING YOUR CONTRACT

DAMAGE TO PROPERTY OTHER THAN VEHICLES WIMBLEDON ESTATES HOMEOWNERS ASSOC

Brick Fence 3303 F.M. 1940 W. HOUSTON, TX 77068 16'5" \$1000.00

OBJECT _____ NAME AND ADDRESS (STREET, CITY, STATE, ZIP) OF OWNED _____ FEET FROM CURB _____ DAMAGE ESTIMATE _____

LIGHT CONDITION <u>1</u>	WEATHER <u>12</u>	SURFACE CONDITION <u>2</u>	TYPE ROAD SURFACE <u>1</u>	DESCRIBE ROAD CONDITIONS (INVESTIGATOR'S OPINION) <u>WET & SLICK</u>
1-DAYLIGHT 2-DAWN 3-DARK-NOT LIGHTED 4-DARK-LIGHTED 5-DUSK	1-CLEAR/CLOUDY 2-RAINING 3-SNOWING 4-FOG 5-BLOWING DUST	6-SMOKE 7-SLEETING 8-HIGH WINDS 9-OTHER	1-BLACKTOP 2-CONCRETE 3-GRAVEL 4-SHELL 5-DIRT 6-OTHER	

IN YOUR OPINION, DID THIS ACCIDENT RESULT IN AT LEAST \$500.00 DAMAGE TO ANY ONE PERSON'S PROPERTY? YES NO

CHARGES FILED

NAME PENDING CHARGE _____ CITATION NUMBER _____

NAME _____ CHARGE _____ CITATION NUMBER _____

TIME NOTIFIED OF ACCIDENT 06-08-99 11:49A M HOW DISPATCHER TIME ARRIVED AT SCENE OF ACCIDENT 06-08-99 12:30P M

TYPED OR PRINTED NAME OF INVESTIGATOR F. J. GOMEZ - U-4025 DATE REPORT MADE 06-08-99 IS REPORT COMPLETE YES NO

SIGNATURE OF INVESTIGATOR [Signature] ID NO. 1126 DEPARTMENT H.C.S.O. DIST./AREA T.E.O. 1A

COLLUSION (SOL)	EJECTED	CODE FOR TYPE RESTRAINT USED	AIRBAG CODE	HELMET USE	CODE FOR INJURY SEVERITY	ALCOHOL/DRUG ANALYSIS (COMPLETE IF CASUALTIES NOT IN MOTOR VEHICLE)
INDICATES PERSON'S DESIRE TO RECEIVE CONTACT FROM PERSONS SEEKING PROFESSIONAL EMPLOYMENT AS/ FOR AN ATTORNEY, CHIROPODIAST, PHYSICIAN, SURGEON, PRIVATE INVESTIGATOR, OR ANY OTHER PERSON REGISTERED OR LICENSED BY A HEALTH CARE REGULATORY AGENCY Y - B.K. TO SOLICIT X - NO SOLICITATION	A - NOT APPLICABLE Y - YES N - NO P - PARTIALLY U - OWC	A - SEATBELT & SHOULDER STRAP B - SEATBELT & NO SHOULDER STRAP C - CHILD RESTRAINT E - SHOULDER STRAP ONLY N - NONE	Y - DEPLOYED N - NO DEPLOYMENT U - UNK IF DEPLOYED	1 - WORK-DAMAGED 2 - WORK-NOT DAMAGED 3 - WORK-UNK IF DAMAGED 4 - NOT WORN 5 - UNK IF WORN	X - KILLED A - INCAPACITATING INJURY B - NON INCAPACITATING C - POSSIBLE INJURY N - NOT INJURED	1 - BREATH 2 - BLOOD 3 - OTHER 4 - NONE 5 - REFUSED

UNIT NO. 1
DAMAGE RATING: **R00-2/FC-2**
TOWED DUE TO DAMAGE: YES NO
VEHICLE REMOVED TO: **12651 VETERAN'S MEMORIAL ALLSTATE WRECKER SERVICE # 170**

OCCUPANT'S POSITION		NAME (LAST NAME FIRST)	ADDRESS (STREET, CITY, STATE, ZIP)	SOL	EJECTED	TYPE RESTRAINT USED	AIRBAG	HELMET	AGE	SEX	INJURY CODE
1	DRIVER	SEE FRONT									EA
2	RF		SPRING, TX 75719	N	N	A	N	/			EB
3	LR		" " "	N	N	A	N	/			EB

UNIT NO. 2 (COMPLETE ONLY IF UNIT 2 WAS A MOTOR VEHICLE)
DAMAGE RATING: **Not Contact**
TOWED DUE TO DAMAGE: YES NO
VEHICLE REMOVED TO: **16715 ROCKEAST DRIVER**

OCCUPANT'S POSITION		NAME (LAST NAME FIRST)	ADDRESS (STREET, CITY, STATE, ZIP)	SOL	EJECTED	TYPE RESTRAINT USED	AIRBAG	HELMET	AGE	SEX	INJURY CODE
6	DRIVER	SEE FRONT									FN
7			SPRING, TX								
8			SPRING, TX								
9			HOU, TX								

COMPLETE IF CASUALTIES NOT IN MOTOR VEHICLE

PEDESTRIAN, PEDALCYCLIST ETC.	CASUALTY NAME (LAST NAME FIRST)	CASUALTY ADDRESS (STREET, CITY, STATE, ZIP)	SOL	TYPE SPECIMEN TAKEN	RESULT	HELMET	AGE	SEX	INJURY CODE

DISPOSITION OF KILLED AND INJURED

ITEM NUMBERS	TAKEN TO	BY	TIME NOTIFIED	TIME ARRIVED AT SCENE	NO. ATTENDANTS INC. DRIVER
1	HERMANN HOSPITAL	LIFE FLIGHT #3	11:34am	11:54am	2
12, 23	TREATED ON SCENE	CYPRESS CREEK EMS # 54	11:24am	11:28am	3

COMPLETE THIS SECTION IF PERSON KILLED

ITEM NUMBER	DATE OF DEATH	TIME OF DEATH	ITEM NUMBER	DATE OF DEATH	TIME OF DEATH	ITEM NUMBER	DATE OF DEATH	TIME OF DEATH

INVESTIGATOR'S NARRATIVE OPINION OF WHAT HAPPENED (ATTACH ADDITIONAL SHEETS IF NECESSARY):

WITNESS #1 AND 2 STATED THAT BOTH UNITS WERE E/B ON LOUETTA APPROACHING SIR WILLIAM RD. UNIT #1 WAS TRAVELING IN THE LEFT INSIDE LANE AND UNIT #2 A NON-COMPACT VEHICLE WAS TRAVELING IN THE RIGHT LANE. AS BOTH UNITS TRAVELED THROUGH THE INTERSECTION OF LOUETTA @ SIR WILLIAM, UNIT #2 STARTED TO SLIDE ON THE WET ROADWAY AND PARTIALLY VEERED INTO THE LEFT LANE AT WHICH TIME UNIT #1 SWERVED TO THE LEFT TO AVOID STRIKING UNIT #2. UNIT #1 ENTERED THE LEFT W/LS THEN LANE AND THEN LOST CONTROL ON THE WET ROADWAY AND DROVE BACK ACROSS THE TWO E/B LANES OF LOUETTA AND THEN LEFT THE SOUTH SIDE OF THE ROADWAY TRAVELING THROUGH

DIAGRAM: ONE WAY, TWO WAY, DIVIDED, 12650 LOUETTA. INDICATE NORTH. *NOT TO SCALE*. Includes a hand-drawn diagram showing vehicle positions and movement at the intersection.

FACTORS AND CONDITIONS LISTED ARE THE INVESTIGATOR'S OPINION THE DRIVER AND STRIKING A BACK FENCE.

FACTORS/CONDITIONS CONTRIBUTING	OTHER FACTORS/CONDITIONS MAY OR MAY NOT HAVE CONTRIBUTED	TRAFFIC CONTROL																													
<table border="1"> <tr><td>UNIT 1</td><td>1</td><td>2</td><td>3</td></tr> <tr><td>UNIT 2</td><td>23</td><td>-</td><td>-</td></tr> </table>	UNIT 1	1	2	3	UNIT 2	23	-	-	<table border="1"> <tr><td>UNIT 1</td><td>1</td><td>2</td></tr> <tr><td>UNIT 2</td><td>-</td><td>-</td></tr> </table>	UNIT 1	1	2	UNIT 2	-	-	<table border="1"> <tr><td>0-NO CONTROL OR INOPERATIVE</td><td>5-TORN MARKS</td><td>10-NO PASSING ZONE</td></tr> <tr><td>1-OFFICER OR FLAGMAN</td><td>6-WARNING SIGN</td><td>11-OTHER CONTROL</td></tr> <tr><td>2-STOP AND GO SIGNAL</td><td>7-RR GATES OR SIGNALS</td><td>MARKED LANES</td></tr> <tr><td>3-STOP SIGN</td><td>8-YIELD SIGN</td><td></td></tr> <tr><td>4-FLASHING RED LIGHT</td><td>9-CENTER STRIPE OR DIVIDER</td><td></td></tr> </table>	0-NO CONTROL OR INOPERATIVE	5-TORN MARKS	10-NO PASSING ZONE	1-OFFICER OR FLAGMAN	6-WARNING SIGN	11-OTHER CONTROL	2-STOP AND GO SIGNAL	7-RR GATES OR SIGNALS	MARKED LANES	3-STOP SIGN	8-YIELD SIGN		4-FLASHING RED LIGHT	9-CENTER STRIPE OR DIVIDER	
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1. ANIMAL ON ROAD - DOMESTIC
2. ANIMAL ON ROAD - WILD
3. BACKED WITHOUT SAFETY
4. CHANGED LANE WHEN UNSAFE
5. DEFECTIVE OR NO HEADLAMPS
6. DEFECTIVE OR NO STOP LAMPS
7. DEFECTIVE OR NO TAIL LAMPS
8. DEFECTIVE OR NO TURN SIGNAL LAMPS
9. DEFECTIVE OR NO TRAILER BRAKES
10. DEFECTIVE OR NO VEHICLE BRAKES
11. DEFECTIVE STEERING MECHANISM
12. DEFECTIVE OR SLICK TIRES
13. DEFECTIVE TRAILER HITCH
14. DISABLED IN TRAFFIC LANE
15. DISREGARD STOP AND GO SIGNAL
16. DISREGARD STOP SIGN OR LIGHT
17. DISREGARD TURN MARKS AT INTERSECTION
18. DISREGARD WARNING SIGN AT CONSTRUCTION
19. DISTRACTION IN VEHICLE
20. DRIVER INATTENTION
21. DROVE WITHOUT HEADLIGHTS
22. FAILED TO CONTROL SPEED
23. FAILED TO DRIVE IN SINGLE LANE
24. FAILED TO GIVE HALF OF ROADWAY
25. FAILED TO HEED WARNING SIGN
26. FAILED TO PASS TO LEFT SAFELY
27. FAILED TO PASS TO RIGHT SAFELY
28. FAILED TO SIGNAL OR GAVE WRONG SIGNAL
29. FAILED TO STOP AT PROPER PLACE
30. FAILED TO STOP FOR SCHOOL BUS
31. FAILED TO STOP FOR TRAIN
32. FAILED TO YIELD ROW - EMERGENCY VEHICLE
33. FAILED TO YIELD ROW - OPEN INTERSECTION
34. FAILED TO YIELD ROW - PRIVATE DRIVE
35. FAILED TO YIELD ROW - STOP SIGN
36. FAILED TO YIELD ROW - TO PEDESTRIAN
37. FAILED TO YIELD ROW - TURNING LEFT
38. FAILED TO YIELD ROW - TURN ON RED
39. FAILED TO YIELD ROW - YIELD SIGN
40. FATALITY OR ASLEEP
41. FAULTY EVASIVE ACTION
42. FIRE IN VEHICLE
43. FLEEING OR EVADING POLICE
44. FOLLOWED TOO CLOSELY
45. HAD BEEN DRIVING
46. HANDICAPPED DRIVER (EXPLAIN IN NARRATIVE)
47. ILL (EXPLAIN IN NARRATIVE)
48. IMPAIRED VISIBILITY (EXPLAIN IN NARRATIVE)
49. IMPROPER START FROM PARKED POSITION
50. LOAD NOT SECURED
51. OPENED DOOR INTO TRAFFIC LANE
52. OVERSIZING VEHICLE OR LOAD
53. OVERSIZING AND PASS INSUFFICIENT CLEARANCE
54. PARKED AND FAILS INSUFFICIENT CLEARANCE
55. PARKED AND FAILS TO SET BRAKES
56. PARKED IN TRAFFIC LANE
56. PARKED WITHOUT LIGHTS
57. PASSED IN NO PASSING ZONE
58. PASSED ON RIGHT SHOULDER
59. PEDESTRIAN FAILED TO YIELD ROW TO VEHICLE
60. SPEEDING - INSAFE (BUREN LIMIT)
61. SPEEDING - OVER LIMIT
62. TURNING MISCORRECTION (EXPLAIN IN NARRATIVE)
63. TURNED IMPROPERLY - CUT CORNER ON LEFT
64. TURNED IMPROPERLY - WIDE RIGHT
65. TURNED IMPROPERLY - WRONG LANE
66. TURNED WHEN UNSAFE
67. UNDER INFLUENCE - ALCOHOL
68. UNDER INFLUENCE - DRUGS
69. WRONG SIDE - APPROACH OR IN INTERSECTION
70. WRONG SIDE - NOT PASSING
71. WRONG WAY - ONE WAY ROAD
72. OTHER FACTOR (WRITE IN OR LINE BELOW)

* NOTE: DRIVER OF UNIT #2 STATED SHE NEVER ENTERED THE LEFT LANE, AND DID OBSERVE UNIT #1 LOSE CONTROL

[REDACTED]
ing, TX [REDACTED]

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



Express



earthsmart

FedEx carbon-neutral envelope shipping



SPRING, TX
UNITED STATES US

SHIP DATE: 02FEB18
ACTWGT: 0.40 LB
CAD: 6990874/SSF01822

BILL CREDIT CARD

TO US DEPT OF TRANSPORTATION
NATIONAL HWY TRAFFIC SAFETY ADMIN
OFFICE OF DEFECTS INVESTIGATION, NE
1200 NEW JERSEY AVE SE
WASHINGTON DC 20077

hl

(000) 000-0000
THU:
PO:

REF:

DEPT:



FedEx
Express



REL/
3785346

TRK# 7895 7284 9190
0201

TUE - 06 FEB 10:30A
MORNING 2DAY

SK WASA

20077
DC-US IAD

