

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

From: [4ME](#)
To: [EVOQ \(NHTSA\)](#); [Robertson, Faithia \(NHTSA\)](#); [Lewis, Brenton](#)
Cc: [NHTSA ODI CED](#); [Marion Strasser-King](#); [AnnMarie Ambrose](#)
Subject: ODI- 11526959
Date: Monday, July 24, 2023 9:41:34 PM

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

From: [REDACTED]
Sent: Thursday, July 20, 2023 6:56 AM
To: 4ME <4me+nhtsa@telesishq.com>
Subject: Re: Request # [REDACTED] Request # [REDACTED] + 11526959

OK thank you here is another few to add sorry keep getting lil by lil but police report says primary cause brake failure or defective (unit 1)

Also here is a recall or a warning about them made by nhtsa I believe just when they use a Vin number does not work for the safety of the public cause most vehicles have after market parts on them cause they wear out so a Vin number doesn't logically say all that is defective or bad over all. But is exactly what damage mine has with a control arm vent down on side it gave and tie rod snapped in half on left.

On Wed, Jul 19, 2023, 8:26 AM NHTSA Service Desk <noreply@telesishq.com> wrote:

Dear [REDACTED],

A Ambrose mentioned you in the following request:

Request # [REDACTED] Request [REDACTED] + 11526959

Good Day,

Thank you for contacting the U.S. Department of Transportation's Vehicle Safety Hotline Information Center.

We have received your email regarding ODI complaint number: 11526959 and it has been forwarded to the Office of Defects Investigation (ODI) to be added to your complaint.

In some cases, an investigator from the Office of Defects Investigation (ODI) may call to clarify or verify information from your report. Unfortunately, the large volume of reports received by the agency does not permit a return call for each report filed. Questions about whether your concern involves an investigation or recall are best answered by contacting the DOT Vehicle Safety Hotline or by viewing our Web site.

- Filing a complaint is your first step in helping NHTSA identify safety problems.
- NHTSA reviews your complaint and compares it to other complaints.
- If a trend is suspected and a problem has a potential for causing a risk to safety the

agency will open an investigation.

- If NHTSA believes the data indicates that a safety-related defect exists, the manufacturer is asked to conduct a recall.

- NHTSA does not usually request a recall on single complaints unless NHTSA identifies a severe potential risk to safety based on their investigations.

We hope that you find this information helpful. However, if you need additional information on our services please feel free to contact us at 1-888-327-4236.

Thank you,

NHTSA.dot.gov Response Team

Disclaimer: "This response is for information purposes only and does not constitute an official communication of the U.S. Department of Transportation. For an official response, please write U.S. Department of Transportation, National Highway Traffic Safety Administration, 1200 New Jersey Ave, SE, West Building, Washington, DC 20590.



Indiana Officer's Standard Crash Report

Local of [Redacted] Vehicles: 1 Commercial: 0 Injured: 0 Fatalities: 0

Created on: 04/29/2023 8:12 AM
 Printed on: 04/29/2023 8:00 AM

CLOVERDALE PD, OR [Redacted]

Drivers
 1. [Redacted]

Location US HWY 231	County PUTNAM	Township CLOVERDALE	City CLOVERDALE
Crash Date 04/29/2023	Date of Report 07/06/2023	Latitude 39.47202110	Longitude -86.78120477
Weather Condition CLEAR	Light Condition DARK (NOT LIGHTED)	Locality URBAN	Waste Concrete LIMES YES
Roadway Surface ASPHALT	Surface Condition DRY	Roadway Classification NO JUNCTION INVOLVED	<input type="checkbox"/> School Zone <input type="checkbox"/> Train or Pkwy <input type="checkbox"/> Pseudo Street <input type="checkbox"/> Deer <input type="checkbox"/> Underdrain
<input type="checkbox"/> Construction Zone	Construction Type	Railroad Crossing #	

Time Halted 2335	Time Arrived 2336	Primary Factor BRAKE FAILURE OR DEFECTIVE (Unit 1)	Did this crash happen as a result of NO
Type of Crash RAN OFF ROAD	Other Location of Investigation AT SCENE ONLY	<input checked="" type="checkbox"/> Investigation Complete	<input checked="" type="checkbox"/> Photos taken
Investigative Officer WARREN, DANIEL	Agency CLOVERDALE PD	ID Number 98-2	Total Estimate of all damage in Crash \$5001 TO \$10000
Reviewing Officer			
Assisting Officer			
Assisting Officer			

The following was written by WARREN, DANIEL
 On Saturday, April 29, 2023 at 23:00, WARREN, DANIEL responded to a crash on US Hwy 231. At the time of the crash, the weather was Clear and the road surface was Dry.

Vehicle 1, Maroon/Burgundy (purple) Gmc Sierra, Leaving traffic lane.
 [Redacted] was traveling down Hwy 231 heading South. [Redacted] lost on control of his vehicle while make a curve near [Redacted]. [Redacted] was then ran off the road at the curve and hit the guardrail causing his vehicle to be sent off into the stream bed. I arrived at scene and [Redacted] was split from the traffic accident and he was rushed to the ER. [Redacted] vehicle had heavy damage to doors and front end of the vehicle.

Narrative

Indiana Officer's Standard Crash Report

Location: [Redacted] Vehicles: 1 Commercial: 0 Injured: 0 Fatalities: 0

Created on: 04/29/2023 @ 12:44 AM Printed on: 7/16/2023 @ 2:00:44 AM CLOVERDALE PD, OR [Redacted]

Drivers
1. [Redacted]

Location US HWY 231	County PUTNAM	Township CLOVERDALE	City CLOVERDALE
Crash Date 04/29/2023	Date of Report 07/06/2023	Latitude 39.47202110	Longitude -86.78120477
Weather Condition CLEAR	Light Condition DARK (NOT LIGHTED)	Locale URBAN	Waste Concrete Limits YES
Roadway Surface ASPHALT	Surface Condition DRY	Roadway Classification	<input type="checkbox"/> School Zone
<input type="checkbox"/> Construction Zone	Construction Type	Roadway Junction NO JUNCTION INVOLVED	<input type="checkbox"/> Train or Rail
		Railroad Crossing #	<input type="checkbox"/> Pumper Strip
			<input type="checkbox"/> Deer
			<input type="checkbox"/> Undercarriage

Time Halted 2335	Time Arrived 2336	Primary Factor BRAKE FAILURE OR DEFECTIVE (Unit 1)	Did this crash happen as a result of NO
Type of Crash RAN OFF ROAD	Other Location of Investigation AT SCENE ONLY	<input checked="" type="checkbox"/> Investigation Complete	<input checked="" type="checkbox"/> Photos taken
Investigative Officer WARREN, DANIEL	Agency CLOVERDALE PD	ID Number 98-2	Total Estimate of all damage in Crash \$5001 TO \$10000
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Narrative

Recall Consequence: THE STEERING KNUCKLE COULD SEPARATE FROM THE LOWER CONTROL ARM, DROPPING DOWN THE AFFECTED CORNER OF THE VEHICLE. THE COIL SPRING WOULD PUSH THE CONTROL ARM DOWN INTO CONTACT WITH THE GROUND, CREATING A DRAG THAT WOULD SLOW THE VEHICLE. THE DRIVER COULD HAVE DIFFICULTY IN MAINTAINING THE DIRECTIONAL CONTROL OF THE VEHICLE. IN ADDITION, THE AFFECTED WHEEL ASSEMBLY COULD SEPARATE FROM THE VEHICLE IF FORCES RESULTING FROM THE WHEEL'S DRAGGING ACTION WERE SUFFICIENT TO FRACTURE THE TIE ROD END AND UPPER BALL JOINT CONNECTIONS. SEPARATION OF THE WHEEL ASSEMBLY WOULD ALSO SEVER THAT WHEEL'S HYDRAULIC BRAKE HOSE, RESULTING IN LOST BRAKING PERFORMANCE FROM THE FRONT BRAKE SYSTEM. VEHICLE STOPPING DISTANCE WOULD INCREASE, WHICH COULD RESULT IN A CRASH.

Recall Summary

CERTAIN MINIVANS HAVE AN INTERFERENCE CONDITION BETWEEN THE LOWER BALL JOINT DUBBED BOOT AND THE STEERING KNUCKLE