



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

Form Approved: O.M.B. No. 2127-0008

FOR AGENCY USE ONLY

POSTED

COPIED

Date Rec'd: 02/13/2001
 RECEIVED

od_or
 alt
 cd_m
 up_ltr
 Reference No.

559801

OWNER INFORMATION (Type or Print)

[Redacted Owner Information]

Daytime Telephone Number
 ()

Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle? YES NO
 In the absence of an authorization, NHTSA WILL NOT provide your name or address to the vehicle manufacturer.

Signature of Owner

Date 02/13/2001

PRODUCT INFORMATION

| | | | | |
|---|---|---|--|--|
| Vehicle Identification No. (VIN.) (17 Digits) 3GNEK1BK1S G114333 | | Make CHEVY | Model TAHOE | Year 1995 |
| Purchased Date 11-20-1995 | Dealer's Name BOB BELL AUTO MALL 301 627 5700 | | Engine Size (CID/CC/L) 5.0 | <input type="checkbox"/> Turbo <input type="checkbox"/> Diesel <input type="checkbox"/> Gas <input type="checkbox"/> Fuel Injection |
| <input checked="" type="checkbox"/> New <input type="checkbox"/> Used | Dealer's City 5300 CRAIN HIGHWAY UPPER MARLBORO | State MARYLAND | Zip Code 20772-3198 | No. Cylinders 8 <input type="checkbox"/> Gas <input type="checkbox"/> Fuel Injection |
| Manufacture Date (on driver's door or pillar) UNSURE 09 1995 | Transmission Type <input type="checkbox"/> Manual <input checked="" type="checkbox"/> Automatic | Restraint System <input checked="" type="checkbox"/> Drivers Air Bag <input type="checkbox"/> Motorbelt <input type="checkbox"/> Passengerside Air Bag <input type="checkbox"/> 2-Point Belt <input type="checkbox"/> 3-Point Belt | Cruise Control <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | Drivetrain <input type="checkbox"/> Front <input type="checkbox"/> Rear <input checked="" type="checkbox"/> 4-Wheel |
| Vehicle Type <input type="checkbox"/> Car <input checked="" type="checkbox"/> Sport Utility <input type="checkbox"/> Van <input type="checkbox"/> Truck <input type="checkbox"/> Minivan <input type="checkbox"/> Motorcycle <input type="checkbox"/> Other | | Body Style <input checked="" type="checkbox"/> 2-Door <input type="checkbox"/> 4-Door <input type="checkbox"/> Stationwagon <input type="checkbox"/> Pick Up Truck <input type="checkbox"/> Other | | |

FAILED COMPONENT(S)/PART(S) INFORMATION

| | | | |
|--|--|--|---|
| Part Name(s) AIR BAG SEAT BELT CRUISE CONTROL, ELECTRICAL FUSES POSSIBLE BRAKE AND TRANSMISSION | Location <input checked="" type="checkbox"/> Left <input checked="" type="checkbox"/> Right <input checked="" type="checkbox"/> Front <input checked="" type="checkbox"/> Rear | Failed Part(s) <input checked="" type="checkbox"/> Original <input type="checkbox"/> Replacement | Handicap Adaptive Equip <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |
|--|--|--|---|

TO BE COMPLETED WHEN REPORTING A TIRE FAILURE

| | | |
|----------------------------------|--|--|
| Tire Brand GOODYEAR WRANGLER | Tire Name WRANGLER | Complete Tire Size LT 265/75R16C |
| No. of Failures 2 TIRES | Date(s) of Failure(s) AUGUST 25 2001 | Failed Part(s) Available? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No |
| Mileage at Failure(s) 18806.2 | Vehicle Speed at Failure(s): SUDDEN ACCELERATION VEHICLE SPEEDING OUT OF CONTROL | NHTSA Previously Contacted? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |

APPLICABLE INCIDENT INFORMATION

(Please describe in detail the incident(s), failure(s), crash(es), and injury(ies). Attach photos if available.)

| | | | | |
|--|---|--------------------------------|--------------------------------------|---|
| Crash <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | Fire <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | Number of Persons Injured 4 | Number of Fatalities COMA NONE | Reported to Manufacturer <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No NOT AT THIS TIME |
|--|---|--------------------------------|--------------------------------------|---|

Narrative Description of Incident(s), Failure(s), Crash(es), and Injury(ies).
 VEHICLE LOCATED AT ALLSTATE IMPOUND-
 MENT LOT BRAND WINE, MARYLAND STOCK# 90058821 AS VEHICLE UNDER
 THREE YEAR 36000 MILE MANUFACTURES WARRANTY SALESMAN SOLD VEHICLE DAVID WELLS.
 MR DAVID GLENN HICKS DOES NOT USE DRUGS OR ALCOHOLIC BEVERAGE AND
 HAD NONE IN HIS SYSTEM PRIOR TO, DURING OR AFTER THE ACCIDENT.
 MARYLAND TAG# 801-258. DEALER BOB BELL AUTO MALL 5300 CRAIN HIGHWAY
 UPPER MARLBORO, MARYLAND 20772-3198 PHONE# 301 627-5700.
 SEE ENCLOSED LETTER SEVEN PAGES WITH DIAGRAM.
 EXPLAINING ACCIDENT

Continue on back

The Privacy Act of 1974 - Public Law 93-579 This information is requested pursuant to a49 U.S.C. Chapter 301. You are under no obligation to respond to this questionnaire. Your response may be used to assist NHTSA in determining whether a manufacturer should take appropriate action to correct a safety defect. If NHTSA proceeds with administration enforcement or litigation against a manufacturer, your response, or a statistical summary thereof, may be used in support of the agency's action.

Mail postage free or fax to 202-365-7882

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

| | | |
|-------------------------------|--|--------------------------------|
| PUBLIC DEFENDERS | | LAW OFFICES |
| OFFICE OF THE PUBLIC DEFENDER | | SASSER CLAGETT BUSHER |
| 101 CATALPA DRIVE SUITE 206A6 | | 5407 WATER ST SUITE #101 |
| LADLATA, MARYLAND | | UPPER MERIDEN HARBOR, MARYLAND |
| | | ATTORNEY THOMAS A MCKANDS |
| PHONE 301 609 9802 | | PHONE # 301 627 5500 |
| | | FAX # 301 627 4156 |
| METRO 301 753 4453 | | |
| FAX 301 609-9810 | | |
| TOLL FREE # 1 888 766 2095 | | |
| ATTORNEY ELIZABETH L CAHOOD | | |

ATTACH ADDITIONAL SHEETS IF NECESSARY

U.S. Department of Transportation

National Highway Traffic Safety Administration

400 Seventh St., S.W. Washington, D.C. 20590

Official Business Penalty for Private Use \$300



NO POSTAGE NECESSARY IF MAILED IN THE UNITED STATES

BUSINESS REPLY MAIL

FIRST CLASS PERMIT NO 73173 WASHINGTON, D.C.

POSTAGE WILL BE PAID BY NATL. HWY. TRAFFIC SAFETY ADMIN.

U.S. Department of Transportation
National Highway Traffic Safety Administration
Office of Defects Investigation, NSA-10.01
400 7th Street, SW
Washington, DC 20590



Complete and return or place in your car manual for future use



VEHICLE OWNER'S QUESTIONNAIRE (VQQ)

DOT AUTO SAFETY HOTLINE

TO REPORT VEHICLE SAFETY DEFECTS COMPLETE THIS FORM

OR

DASH 2 DOT

and dial toll free at

1-888-DASH-2-DOT

1-888-327-4236

DOT Auto Safety Hotline (DASH) 2 DOT



U.S. Department of Transportation
National Highway Traffic Safety Administration

www.nhtsa.dot.gov/hotline

DECEMBER 26 2000



LAW OFFICES SASSONE, CLAGETT & BUEHLER
5407 WATER STREET SUITE #101
UPPER MARLBORO, MARYLAND 20772

MR THOMAS A MCNAMUS

MR MCNAMUS THIS IS TO INFORM YOU I WAS INVOLVED IN A TRAFFIC ACCIDENT ON AUGUST 25 1999, AT THE INTERSECTION OF CRAIN HIGHWAY AND SMALLWOOD DRIVE, IN WALBROF, MARYLAND. I WAS OPERATING A 1995 GREEN CHEVY TANDIE VEH #30NEKISKI SC114333 MARYLAND TAG #801258M, STATE OF MARYLAND ACCIDENT REPORT # 04030737 PREPARED BY CHARLES COUNTY SHERIFF DEPUTY W. BELFIELD #26. MY CHEVY TANDIE WAS INSURED, ALLSTATE INSURANCE COMPANY POLICY # 018429 440 01/30

YOUR LETTER DATED JUNE 13 2000 STATED YOUR FIRM WILL REPRESENT ME AT NO COST IN THE CIVIL SUITE THEY WERE HIRED TO DO SO BY ALLSTATE INSURANCE COMPANY. MR WISEMAN WROTE MY FIRST INSURANCE POLICY WITH ALLSTATE INSURANCE COMPANY IN 1966.

I HAD THE PHOTOGRAPHS OF ALL THE VEHICLES INVOLVED IN THE ACCIDENT SENT TO ME BY THE ATTORNEY OFFICE THAT WAS SUPPOSE TO DEFEND ME AT THE CRIMINAL TRIAL.

PAGE # 1 CONTINUED

THE PHOTOGRAPHS OF THE GENERAL AREA TRAVELED WERE INCLUDED WITH THE PACKAGE MAILED. THIS WAS THE FIRST TIME I WAS ABLE TO EXAMINE PHOTOGRAPHS AND INVESTIGATE THE CONTANCE. I WAS A POLICE OFFICER FOR TWENTY YEARS, I RETIRED FROM THE METROPOLITAN POLICE DEPARTMENT OF WASHINGTON, DC. I INVESTIGATED TRAFFIC ACCIDENTS FOR TEN AND A HALF YEARS AS A SCOUT CAR OFFICER BEFORE BECOMING A CANINE OFFICER FOR THE LAST NINE AND A HALF YEARS.

THE PHOTOGRAPHS PROVE THAT MR. JOHNSONS VEHICLE CAUSED THE TRAFFIC ACCIDENT. HAD THE ACCIDENT BEEN INVESTIGATED PROPERLY MR JOHNSON SHOULD HAVE BEEN CHARGED WITH COLLIDING INTO THE REAR OF WEYRICH, VEHICLE #2 VEHICLE.

MR MICHAEL D LESHNER, RE. DABEEF PREPARED A INSPECTION REPORT FOR ALLSTATE, CLAIM # 405 2711396 ON NOVEMBER 1 1999, THE REPORT INDICATED THERE WAS A PROBLEM WITH THE CRUISE CONTROL IN MR HICKS VEHICLE REFER TO PAGE #2 OF HIS REPORT, THE AIR BAG IN MR. HICKS VEHICLE ALSO FAILED TO DEPLOY.

MR. HICKS CHEVY TAHOE WAS OPERATING WITH THE CRUISE CONTROL ENGAGED, AND SET AT 55 MILES PER HOUR. THE VEHICLE ACCELERATED ON ITS OWN WIDE OPENED. THE FOOT BRAKE FAILED TO DISENGAGE THE CRUISE CONTROL

MR. JOHNSON WAS OPERATING A 1984 PONTIAC BONNERVILLE BROWN IN COLOR, WAS THE NUMBER # 1 STRIKING VEHICLE IN THE ACCIDENT. MR. JOHNSON VEHICLE VON # # 1G2AN69A3EG212346, . THE VEHICLE HAD MARYLAND TAG # DJA 805 AFFIXED AT THE SCENE OF THE ACCIDENT.

VEHICLE #1 OPERATED BY MR. JOHNSON WAS SPEEDING NORTHBOUND IN THE CURB LANE OF CRAIN HIGHWAY. VEHICLE #1 COLLIDED INTO THE REAR OF VEHICLE #2 A CHEVY BRATA, VIN# 1G1LV13T2PY247213. THE VEHICLE HAD MARYLAND TAG# GRP 705 APPLIED AT THE TIME OF THE ACCIDENT VEHICLE #2 WAS OPERATED BY MR. JOHN WILLIAM WEYBACH.

VEHICLE #3 A CHEVY TAHOE, VIN# 3GNEK1SK1SG114333, MARYLAND TAG# 601258 WAS OPERATED BY MR. DAVID GLENN HICKS NORTHBOUND ON CRAIN HIGHWAY. VEHICLE #3 ENTERED THE CENTER LEFT TURN LANE UNABLE TO STOP HIS VEHICLE BECAUSE OF A ELECTRONIC PROBLEM WITH HIS CRUISE CONTROL THE BRAKE WOULD NOT DISENGAGE IT AND THE VEHICLE WAS SPEEDING. THE CHARLES COUNTY SHERIFF DEPARTMENT HAD THE INTERSECTION WITH SMALL WOOD DRIVE BLOCK OFF WITH A BLUE CHEVY UNMARKED CRUISER AND UNIFORMED OFFICERS GETTING OUT OF THE VEHICLE.

VEHICLE #3 OPERATOR CHECK HIS SIDE VIEW AND REAR VIEW MIRRORS TRAFFIC WAS APPROCHING FROM THE REAR AT WHAT APPEARED TO BE A SAFE DISTANCE VEHICLE #3 MADE A HARD RIGHT TURN EASTBOUND TO GO INTO A SMALL WOODED AREA TO BRING HIS VEHICLE TO A STOP THIS WAS THE ONLY SAFE OPTION VEHICLE #3 HAD TO TRY TO AVOID ACCIDENT OR INJURY TO OTHERS.

WHEN VEHICLE #3 ENTERED THE CURB LANE VEHICLE #1 WHICH COLLIDED INTO REAR OF VEHICLE #2 FORCED VEHICLE #2 DRIVER SIDE INTO THE FRONT PASSENGER AND BUMPER OF VEHICLE #3.

VEHICLE #1 CONTINUED TO SHOVE VEHICLE #2 INTO VEHICLE #3 CAUSING VEHICLE #3 ^{TO} PLY AIRBORNE VEHICLE #3 LANDED ON VEHICLE #1 VEHICLE #3 REAR TIRES CRUSH THE REAR PASSENGER DOOR OF VEHICLE #1 VEHICLE #3 FACING NORTH BOUND AT OP VEHICLE #3 WITH ITS FRONT END ELVATED AND FRONT WHEELS FOREVER FROZEN IN A HARD RIGHT TURN WAS NO LONGER RUNNING.

VEHICLE #3 HAS A UNWILLING PASSANGER AT OP VEHICLE #1 WHICH WAS SPEEDING STILL PUSHING VEHICLE #2 VEHICLE #1 YEERED SLIGHTLY TO THE LEFT HEADED INTO THE CENTER LANE. VEHICLE #2 CONTINUED TO TRAVEL NORTH BOUND IN THE CURB LANE WHERE IT STOPED IN THE MIDDLE OF THE INTERSECTION WITH SMALLWOOD DRIVE.

VEHICLE #1 CARRING VEHICLE #3 SPEEDING NORTHBOUND ON GRAIN HIGHWAY UNTIL IT PLOWED INTO THE PASSANGER REAR AND SIDE OF VEHICLE #4 WHICH WAS STOPED IN THE CENTER LANE AT SMALLWOOD DRIVE BECAUSE THE SHERIF DEPARTMENT AND MARYLAND STATE POLICE HAD THE TRAFFIC STOPED. THE IMPACT OF VEHICLE #1 COLLIDING INTO VEHICLE #4 BENT VEHICLE #1 DRIVER REAR QUATER PANNEL AND FRAME AND THROWING VEHICLE #3 OFF THE TOP OF IT. VEHICLE #3 LANDED SIDEWAYS DRIVERSIDE FACING SOUTH BOUND IN THE MIDDLE OF THE ENTERSECTION WHERE IT SKIDED TO THE OTHER SIDE OF THE INTERSECTION AND STOPED. VEHICLE #1 DRIVERSIDE CONTINUED TO PLOW DOWN THE PASSANGERSIDE ^{OF} VEHICLE #4 INFLECTING HEAVY DAMAGE TO BOTH VEHICLES.

PAGE 4 CONTINUED

VEHICLE # 1 DEFLECTED SIDWAYS EASTBOUND AND SPUN, THE REAR OF THE VEHICLE FACING NORTHBOUND AND THE FRONT WHEELS SETTING ON THE CURB. THE FRONT OF VEHICLE WAS FACING SOUTH ON THE SOUTH EAST CORNER OF CRAIN HIGHWAY AND SMALLWOOD DRIVE, VEHICLE #4 A CADILLAC MARYLAND TAG # ECV034, VIN#1G6KDSBY3-VU220524. OWNED BY MRS. GLORIA MARIE COLBURN.

MR. DAVID GLENN HICKS HAD NO CRIMINAL RECORD IN THE STATE OF MARYLAND OR ANY OTHER PLACE IN THE UNITED STATES OF AMERICA PRIOR TO THE ACCIDENT WHICH OCCURRED AUGUST 25 1999. MR HICKS HAD NO TRAFFIC RECORD OTHER THAN PBJ. FOR DEFECTIVE HEAD LIGHT ON MOTOR CYCLE WHICH OCCURRED IN THE EARLY 1970S. THERE WERE NO POINTS OR CONVICTIONS FOR TRAFFIC OFFENSE IN MARYLAND OR ANY OTHER STATE IN THE NATION

MR. DAVID GLENN HICKS VEHICLE #3 A GREEN CHEVY TAHOE HAD ELECTRONIC AND MECHANICAL PROBLEMS WITH HIS VEHICLE HE COULD NOT OVER COME. WHILE MR. HICKS WAS OPERATING VEHICLE #3 THE CHEVY TAHOE WITH CRUISE CONTROL ENGAGE AND SET AT 55 MILES PER HOUR. THE VEHICLE SUDDENLY EXCELLERATED RUNNING WIDE OPENED THE ELECTRONIC DOOR LOCKS FAILED TO WORK. THE FOOT BRAKE FAILED TO DISENGAGE THE CRUISE CONTROL. THE FOOT BRAKE PETAH WAS BENT SLIGHTLY. EARLY ON THE VEHICLE WAS STOPPED COMING DOWN A STEEP GRADE. HOWEVER WHEN I LET OFF THE FOOT BRAKE IT TOOK OFF AGAIN.

PAGE #5 CONTINUED

I WAS UNABLE TO STOP THE VEHICLE AGAIN WITH THE FOOT BRAKE. WHEN THE ACCIDENT OCCURRED THE AIR BAG FAIL TO DEPLOY IN THE CHEVY TANK. THE SEAT BELT FAILED TO RESTRAIN MR. HICKS THE LEFT SIDE OF THE BACK OF HIS HEAD STRUCK THE PASSANGER SIDE WINDSHIELD KNOCKING HIM UNCONIOUS FOR UP TO TEN MINUTES. THREE FUSES WERE SEVERLY DAMAGED IN THE FUSE BLOCK, SHOWING OVERLOAD DAMAGE BLISTERING AND MELTING WITH A COLOR CHANGE.

MR. [REDACTED] WAS UNFOREHANTLY CHARGED WITH THREE COUNTS OF FELONY ASSAULT IN A TRAFFIC ACCIDENT IN WHICH HE WAS NOT AT FAULT. THE TRAFFIC ACCIDENT WAS POORLY INVESTIGATED BY THE LAW ENFORCEMENT AGENCIES WHICH INVOLVED, MR. HICKS WAS CONVICTED OF THE CHARGES AND THE CHARGES COUNTY JUDGE IMPOSED A FIFTY YEAR SENTENCE TWENTY FIVE YEARS WITHOUT PAROLE. THIS WAS THE FIRST TIME MR. HICKS HAD EVER BEEN CHARGED WITH A CRIME IN MARYLAND OR THE UNITED STATES OF AMERICA. THE PHOTO GRAPHIC EVIDENCE ALONE PROVED HE IS NOT GUILTY OF THIS CRIME, HE WAS CHARGED WITH, MR. HICKS WAS RETURNING HOME FROM A VACATION AND HAD NO INTENTION OF ASSAULTING ANYONE. MR. HICKS ~~WAS~~ ^{AND} NONE OF THE OTHER PARTIES INVOLVED IN THE ACCIDENT. MR. HICKS WAS A RETIRED METROPOLITAN POLICE OFFICER WITH TWENTY YEARS OF SERVICE, NO HISTORY OF MENTAL ILLNESS. MR. [REDACTED] DROVE ON THE AVERAGE ONE HUNDRED TWENTY SEVEN MILES A DAY FROM HOME TO WORK AND ON THE STREETS OF WASHINGTON, DC WITHOUT HURTING ANYONE. MR. HICKS WAS A HONORABLE ^{ERR} VETERAN VETERAN SEE PAGE #9 HAVING COMPLETED A SIX YEAR ENLISTMENT IN THE U.S. ARMY. DIAGRAM OVER PAGE # 6

EXIT

SMALLWOOD DRIVE

← WEST

SMALLWOOD DRIVE

→ EAST

PEERONE
IMPORTS

CHEV
CHASE
BANK

GRAIN HIGHWAY
ROUTE 301
SOUTH BOUND

SHOPPER'S
FOOD WAREHOUSE

BELL

WOODED AREA

CRASH HIGHWAY
ROUTE # 301
NORTH BOUND

PAGE # 7
DIAGRAM

