

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

November 26, 2010

[REDACTED]

Carrollton, MS [REDACTED]

Service Request: 1-430926822

Customer Relationship Specialist: Wanda Shaw

Dear [REDACTED]

Thank you for your support of Pontiac. As we agreed, the necessary paperwork has been completed and forwarded to General Motors Protection Plan (GMPP). The processing time will take approximately eight weeks. The Value Guard plan for your 2006 Pontiac G6, Vehicle Identification Number 1G2ZF55BX64 [REDACTED] is for the following:

- 48 months or 60,000 miles, whichever occurs first, beginning on 09/14/2006 and ending on 09/14/2010, and begins with 26,445 and ends with 86,445 odometer miles
- Standard rental
- A \$0.00 deductible

You will be notified by GMPP once the plan has been processed. This letter will serve as your policy until the plan confirmation is received. Please contact your local GM Dealer if you have coverage questions. Your complete satisfaction is very important to us. We hope this transaction demonstrates our appreciation of you as a valued Pontiac customer.

If you have any future questions, please feel free to contact our Pontiac Customer Assistance Center at 1-800-762-2737 Monday through Friday between 8:00 a.m. and 11:00 p.m., Eastern Time. Please refer to your service request number above and any of our Customer Relationship Specialists will be happy to assist you.

Thank you for allowing us the opportunity to assist you.

Sincerely,

Pontiac Customer Assistance Center

For more information regarding the maintenance and care of your vehicle, please visit www.mygmlink.com. This free online service offers vehicle and ownership-related information and tools tailored to your specific vehicle.

KIRK BROTHERS

611 Highway 82 West • Greenwood, Mississippi 38930

Telephone (662) 453-9111 • Fax (662) 453-2944

Date 7/12/05Stock # C 8055Salesman Browning

Purchaser _____

Address _____

Enter My Order For 1 Yr. 06'VIN No. 1G2ZF55BXL64Mileage 34Color Sedona Beige Metallic

NEW VEHICLE

RETAIL BUYER'S ORDER

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

Home Phone _____

Work Phone _____

Fax _____

City/State/Zip Carrollton, MSMake Pontiac Model G6 Type SedanColor Sedona Beige Metallic

Unless otherwise specifically stated, all prices hereon shown are the dealer's prices for cash and do not constitute the time Price.

The purchaser of the vehicle described herein understands and agrees that it may have suffered damage or vandalism during production, transit, or while in the control and possession of the Seller. The purchaser agrees to purchase the vehicle subject to any such damage or vandalism, and agrees that the Seller makes no representations or warranties of any kind, including warranties of merchantability or fitness for a particular purpose, with respect to any such damage or vandalism or any repair thereof.

Signature X _____

I warrant that the balance owed on my trade-in is correct as stated below, that there are no liens other than those listed below, and that if the actual amount is greater, I will reimburse Kirk Brothers. I understand that if the amount is less, Kirk Brothers will refund the difference to me.

I warrant that said vehicle(s) ☐ HAS / ☐ HAS NOT been wrecked, damaged, reconstructed, rebuilt and does not have a salvage or reconstructed title.

I also warrant that the emission control equipment is intact and operational. I have not removed or altered said equipment while in my possession, nor do I have knowledge of anyone else doing so.

Signature _____

BALANCED OWED

\$

Balance owed to _____

Address _____

Account No. _____ Tag No. _____

Make Used Car _____ Type _____ Yr. _____

Color _____ VIN # _____

Mileage _____

TRADE-IN PAYOFF VERIFICATION

Verified by _____ Good Until _____

Other Liens _____ Title On Hand ☐ Yes / ☐ No

Talked To _____

Processing Fee: This fee includes complete cosmetic detailing materials, administrative services, notary services, courier services, fuel. This charge represents costs and/or profit to the seller/dealer for items such as inspecting, cleaning and adjusting new and used vehicles and preparing documents related to the sale. This fee does not represent any payment for mechanical services which have been reimbursed to the dealer by the manufacturer.

Disclaimer of Warranties. The seller, Kirk Brothers, hereby expressly disclaims all warranties, either expressed or implied, including any implied warranty of merchantability or fitness for a particular purpose, and Kirk Brothers neither assumes nor authorizes any other person to assume for it any liability in connection with this sale.

The only warranties applicable to the vehicle are warranties made by the manufacturer. Your rights under any manufacturer's new vehicle warranty shall not be impaired hereunder.

Any warranties issued in connection with dealer-installed equipment are warranties of the manufacturer of such equipment and not Kirk Brothers.

The undersigned further warrants and agrees that Kirk Brothers shall not be liable for any consequential damages including, but not limited to, damages for inconvenience, annoyance and mental anguish.

Date _____ Buyer's Signature X _____

NON-FACTORY INSTALLED OPTIONS		
	19,510	00
TOTAL CAR & ACCESSORIES		
TRADE-IN ALLOWANCE		
TRADE DIFFERENCE		
PROCESSING FEE	105	00
STATE SALES TAX	980	75
LUXURY TAX		
STATE TITLE & INSPECTION FEE	70	00
BALANCE OWED ON TRADE		
OUT OF STATE TAX		
GRAND TOTAL	20,605	75
Rebate/Incentive \$	1,000	00
Rec. # _____ Deposit \$		
Rec. # _____ Cash Due On Delivery \$	2,000	00
BAL. DUE IF SOLD FOR CASH	17,605	75

For your protection, request a prenumbered receipt for all payments.

This New Vehicle retail buyer's order is an offer by me to purchase the vehicle described herein on the terms and conditions specified on this document. This agreement is not enforceable except upon the acceptance of my offer by the Sales Manager or other authorized representative of Kirk Brothers as indicated below. The Buyer agrees that there are no representations, warranties or conditions except those which are written within the four corners of this new vehicle retail buyer's order. The buyer agrees that all prior negotiations and verbal statements and representations are merged into this instrument and any representations, warranties and/or agreements not contained herein are void and unenforceable. I warrant that I am a legal adult of age or older.

Accepted By _____
Drove's Signature _____
Kirk Brothers

11-28-2006 04:21PM FROM:KIRK BRO INC

16624517472

T-874 P.002/003 F-133

C8055

2006 G6 - 4CYL SEDAN
 15U SEDONA BEIGE METALLIC /L4G
 70B LIGHT TAUPE
 ORDER NO. JCFXSS/TDC STOCK NO.
 VIN 1G2ZF55BX64

PONTIAC/GMC DIVISION
 GENERAL MOTORS CORPORATION
 100 RENAISSANCE CENTER
 DETROIT MI 48243-1114
 VEHICLE INVOICE 2AD51649323

 MODEL & FACTORY OPTIONS MSRP INV AMT RETAIL - STOCK
 22F69 G6 - 4CYL SEDAN 18865.00 17450.13 INVOICE 06/22/05
 AP8 KEYLESS ENTRY, REMOTE N/C N/C SWIPPED 06/17/05
 FAD SIMULATED WALNUT BURL ACCENTS N/C N/C EXP I/T 06/30/05
 FE9 50-STATE EMISSIONS N/C N/C INT COM 06/30/05
 FK2 AXLE RATIO 3.91 N/C N/C PRC EFF 06/17/05
 K34 CRUISE CONTROL, ELECTRONIC N/C N/C KEYS G2854 G2854
 LES ENGINE, 2.4L HO 4-CYL DOHC MFI N/C N/C WFP-S QTR OPT-1
 MX0 AUTOMATIC TRANSMISSION 0.00 0.00 BANK: GMAC - 008
 PCI DRIVER'S PACKAGE INCLUDES: 650.00 539.50 CHG-TO 08-116
 * PWR ADJ BRAKE & ACCEL. PEDALS
 * FLOOR MATS, CARPET
 * CARGO NET
 * (4) 16" PAINTED ALLOY WHEELS

SHIP WT: 3231
 HP: 19.3
 GMS: 18000.68
 SUPPLR: 18807.34
 MRM: 20140.00
 MEMO 893.25

R6J CUSTOMER DIALOG NETWORK 0.00 16.50
 VK3 LICENSE PLATE BRACKET, FRONT N/C
 182 DRIVER PACKAGE DISCOUNT 150.00- 124.50-

TOTAL MODEL & OPTIONS 19365.00 17881.63 ACT 231 17929.68
 DESTINATION CHARGE 625.00 625.00 H/B 261 580.95

TOTAL 19990.00 18506.63 PAY 310 18506.63
 MEMO: TOTAL LESS HOLDBACK AND
 APPROX WHOLESALE FINANCE CREDIT 17642.70

 INVOICE DOES NOT REFLECT DEALER'S ULTIMATE COST BECAUSE OF MANUFACTURER
 REBATES, ALLOWANCES, INCENTIVES, HOLDBACK, FINANCE CREDIT AND RETURN TO
 DEALER OF ADVERTISING MONIES, ALL OF WHICH MAY APPLY TO VEHICLE.

THIS MOTOR VEHICLE IS SUBJECT TO A SECURITY INTEREST HELD BY GMAC.

KIRK BROTHERS, INC.

REMIT TO GMAC NO. 008
 VIN 1G2ZF55BX64
 \$ 18506.63 INV 2AD51649323
 DUE 06/30/05 DEALER 08-116

STATE OF MISSISSIPPI						
VEHICLE IDENTIFICATION NUMBER 102ZF55BX64	MAKE PONT	YEAR 2006	MODEL G6	BODY 4D	TITLE NUMBER C709192-01	
TITLE DATE 07132005	DATE OF FIRST SALE FOR USE NEW ONLY	NO CYL 04	NEW/USED X	TYPE OF VEHICLE PASS	PASS OR GVW 000	ORIGINAL
OWNER CARROLLTON MS				ODOMETER - TENTHS NOT INCLUDED 000034 ACTUAL MILEAGE		
1ST LIENHOLDER (OR OWNER IF NO LIEN) G M A C P O BOX 8113 COCKEYSVILLE MD 21030				MO DATE YR 07/13/2005		
2nd LIENHOLDER				MO DATE YR		
LIEN SATISFACTION — THE UNDERSIGNED HOLDER OF ABOVE DESCRIBED LIEN(S) ON THE MOTOR VEHICLE DESCRIBED HEREON HEREBY ACKNOWLEDGES SATISFACTION THEREOF						
1ST LIEN _____ (LIENHOLDER)				BY _____ (SIGNATURE AND TITLE)		
THIS _____ DAY OF _____, 20 _____						
2ND LIEN _____ (LIENHOLDER)				BY _____ (SIGNATURE AND TITLE)		
THIS _____ DAY OF _____, 20 _____						
IN WITNESS WHEREOF I HAVE HEREUNTO SET MY HAND THIS 12 DAY OF SEPTEMBER 2005				The Mississippi State Tax Commission hereby certifies that on application duly made, the person named herein is registered by this office as the lawful owner of the vehicle described subject to the liens or security interests herein set forth and such liens or security interests as may subsequently be filed with the State Tax Commission. This certificate of title is issued pursuant to the Mississippi Motor Vehicle Title Law Section 63-21-1, Mississippi Code of 1972, and subject to the provisions thereof.		
05250945010				01186		
CONTROL NUMBER 13595240				<i>Joseph L. Stout</i> STATE TAX COMMISSION		
VOID IF ALTERED						



CHEVROLET PONTIAC BUICK ~~Oldsmobile~~ ~~Saturn~~ ~~Vauxhall~~

Tuesday, December 26, 2006

Carrollton, MS

Trade Settlement Letter

Subject: Repurchase of 2006 Pontiac G6
VIN: 1G2ZF55BX64
Ref SR:1-430926822 V-24355

Dear

We regret that you are dissatisfied with your 2006 Pontiac G6, VIN 1G2ZF55BX64 and that our attempts to resolve your concerns have not met your expectations. Pontiac will repurchase this vehicle in exchange for the release of liability stemming from warranties, express or implied, covering this vehicle.

This offer to assist you into a replacement vehicle is being made as an effort to keep you a satisfied Pontiac customer. Pontiac will assist you into a 2006 Pontiac Torrent, VIN 2CKDL63F266. Your responsibilities are outlined below. This offer is calculated by using the following figures:

Payoff of original vehicle good until 01/07/07	\$15,339.30
Plus taxes	\$280.50
Plus registration, tag, title fees	\$10.00
Plus usage	\$3,020.00
Plus upgrade	\$2,590.00
Total Responsibility of Customer	\$21,239.80

****TOTAL CUSTOMER RESPONSIBILITY IS SUBJECT TO CHANGE IF SIGNED PAPERWORK IS NOT RECEIVED BY DATE OUTLINED BELOW****

If this offer is acceptable, please sign this letter and return it to my attention via the fax number or address listed below. I will contact you to set up a signing date, at which time you will be required to complete the transaction.. I can be reached at 866-802-6625Ext.2237 if you have any questions or concerns.

[Redacted Signature]

12/27/06

[Redacted Name]

12/27/06

Customer's and Co-Customer's Printed Name(s)

24355



CHEVROLET PONTIAC BUICK ~~Oldsmobile~~ GMC Oldsmobile SATURN ~~Oldsmobile~~

The requirements of the trade repurchase are as follows:

- ⇒ **Vehicle Damage** - vehicle is free from any abnormal damage or alterations, which impair its resale value. Vehicle must be inspected by a General Motors dealership at time of closing.
- ⇒ **A "Power of Attorney" form** - supplied by General Motors must be signed and notarized at the time of repurchase (*used only for titling purposes*).
- ⇒ **An "Odometer Disclosure Statement" form** - supplied by General Motors must be signed at the time of the repurchase
- ⇒ **Factory installed equipment** - needs to be intact and functional.
- ⇒ **Title** - if no lien, a free and clear title is provided at the time of repurchase.
- ⇒ **Cash backs rebates or incentives** - no cash backs rebates or incentives of any kind are applicable towards this transaction.
- ⇒ **Lending/Leasing Institution** - this offer is contingent upon approval of your lending/leasing institution

If all above requirements are met, the dealership will proceed with the repurchase and any transfer of funds, if applicable.

Please return this signed document to fax number 866-802-6668 by Wednesday December 27, 2006

Sincerely,

General Motors RVDC
2717 Schust Rd
Saginaw, MI 48603

24355

MAKE AND MODEL: PONTIAC
 P.O. BOX 808
 Phone (601) 423-9111
 GREENWOOD, MS 38930

DATE: 12/29/2006
 DEAL: 11625

SOLD TO: [REDACTED]
 A/E: [REDACTED]

INVOICE NO.

SALESMAN

CUST. NO.	STOCK NO.	YEAR	MAKE	MODEL	VEHICLE IDENTIFICATION NO.
[REDACTED]	[REDACTED]			PONTIAC	[REDACTED]
				INTL	

INSURANCE COVERAGE INCLUDES

- ☒ FIRE AND THEFT
- ☒ COLLISION - AMT. DEDUCT
- ☐ PUBLIC LIABILITY - AMT.
- ☐ PROPERTY DAMAGE - AMT.

OPTIONAL EQUIPMENT AND ACCESSORIES

GROUP	DESCRIPTION	PRICE
-------	-------------	-------

NILES 190
 TRADE IN NILES 30656

GMAC
 PO BOX 8113
 COCKEYSVILLE
 PAYOFF TO:
 GMAC

EXTENDED SERVICE PLAN

OFFICIAL FEES

INSPECTION

DOC FEE

GAP

INVESTOR

DRIVER

NET CASH PRICE

NET TRADE IN ALLOWANCE

FACTORY REBATE

DEALER

CASH ON DELIVERY

SETTLEMENT

TOTAL UNPAID BALANCE

TO BE FINANCED

TRADE IN 2006

MAKE AND MODEL: PONTIAC

SERIAL # 162ZF55BX64127017

GROSS ALLOWANCE

PAYOFF

TO:

NET ALLOWANCE

21701.30

N/A

5.00

N/A

595.00

280.40

5.00

22586.78

752.50

N/A

N/A
 N/A
 21834.20

PONTIAC 66

16091.80

15339.30

752.50

ALWAYS SHOW SERIAL, ENGINE AND KEY NUMBERS

DURATION (mm:ss): 02:08
 CSID: 6624532944
 DMS: 308602

KIRKBRD FAX

an 04 2007 10:52AM



CHEVROLET PONTIAC BUICK ~~Oldsmobile~~ ~~SAAB~~ ~~Volvo~~ ~~Subaru~~ ~~Isuzu~~ ~~Infiniti~~ ~~Lexus~~ ~~Mercedes-Benz~~ ~~Nissan~~ ~~Toyota~~ ~~Vauxhall~~ ~~Volvo~~ ~~Yamaha~~
January 4, 2007

KIRK BROTHERS, INC.
Attention: Chuck Elliott
611 HWY 82 W
GREENWOOD, MS 38930

Dealer Confirmation Letter - Trade

Subject: Trade Repurchase
Customer: [REDACTED]

Vehicle: 2006 Pontiac G6
VIN: 1G2ZF55BX64 [REDACTED]
Ref SR: 1-430926822 V-24355

Dear Chuck Elliott:

Thank you for assisting General Motors in the trade repurchase transaction for our mutual customer.

General Motors will issue a check in the amount of \$1,461.20 to KIRK BROTHERS, INC.. Once all of the final repurchase paperwork has been sent back to the Reacquired Vehicle Disclosure Center (RVDC),

General Motors will issue a check in the amount of \$15,339.30 to GMAC.

When writing the sales agreement for the trade repurchase, please use the numbers below:

Replacement VIN:	2CKDL63F266 [REDACTED]
New Vehicle Sales Price:	\$21,701.30
Used Vehicle Trade Value:	\$16,091.30
Trade Difference:	\$5,610.00
Taxes:	\$280.50
Reg/Lic/Title Fees:	\$10.00
Document Fees:	Not paid by either party
Dealer Processing Fee:	\$ 200.00 (Warranty Credit on your Account)

Items not shown on Bill of Sale:

H/B, ADV, EXP \$700.20

****No cash back rebates or incentives of any kind are applicable towards this transaction.****

***If shown above, Cash Paid on Delivery is included in the check to the dealership.**

If you are in agreement with this offer, please sign and date below and return both pages of this agreement along with a signed Bill of Sale to my attention at the following fax # 866-802-6668 by Wednesday December 27, 2006. If you have any questions you may reach me at 866-802-6625 Ext: 2237.

Chuck Elliott General Manager
KIRK BROTHERS, INC. 163001 Management Agent's Signature and Title.

Chuck Elliott General Manager
KIRK BROTHERS, INC. 163001 Management Agent's Printed Name and Title.

24355

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

November 26, 2010

[REDACTED]

Carrollton, MS [REDACTED]

Service Request: 1-430926822

Customer Relationship Specialist: Wanda Shaw

Dear [REDACTED]

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Thank you for allowing us the opportunity to assist you.

Sincerely,

Pontiac Customer Assistance Center

For more information regarding the maintenance and care of your vehicle, please visit www.mygmlink.com. This free online service offers vehicle and ownership-related information and tools tailored to your specific vehicle.



Case Number: 24355

Originator Name: DaKendrick Smith

Created Date: 12/01/2006

Vehicle Info

* VIN:	1G2ZF55BX64127017	MSRP:	19990.0
Year:	2006	Make:	Pontiac
		Model:	G6
* TAC Number:		Vehicle Comments & TAC Explanation:	TAC was never contacted. The dealership made the repair attempts and felt like they had fixed it. No legitimate excuse not getting TAC involved after the 1st repair. We did have : engin
* Date Reviewed with Customer :	11/21/2006	* Repurchase Mileage:	36200
Original Purchase Date:	07/13/2005	* Original Purchase Condition:	New

Vehicle Owner(s)

Entity Type:	Person		
* Name(s) on Title:	Sherry Goss	* Title State:	MS
* Primary Owner:	Sherry Goss		
* Address:	route 2 Box 75-D5		
* City:	Carrollton	* State:	MS
* Day Phone:	662-453-9080	Evening Phone:	662-455-5406
E-mail:	caprimeholcapriment@yahoo.com	Fax Phone:	
		* ZIP Code:	38917
		Cell Phone:	

Repurchase

*** Reason:** Mrs. Goss' daughter has been driving this car to and from college. Apparently they have been having some steering problems. The dealership has attempted 3 repairs on this car to no avail. After the last repair, the customers daughter was driving the vehicle then the steering wheel locked on her and almost caused a major accident. After having the field engineer look at the car, it was determined to be repaired, but the customer is afraid to drive the car.

UCC Codes

UCC 1 UCC 2 UCC 3 UCC 4 UCC 5
M0105

Vehicle Lien Holder

Type of Secured Interest: Standard Lien

Contact or Attention: Jeff Box

Address: 611 HWY 82 West

City: Greenwood

*** Day Phone:** 662-453-9111

*** Company Name:** GMAC

Account #: 0089075

State: MS

ZIP Code: 38930

Fax: 662-453-2944

E-mail/Web:

Original Selling Dealer

*** Dealer Number:** 163001

*** Phone:** (662) 453-9111

*** Contact Name:** Chuck Elliott

Dealer Name: KIRK BROTHERS, INC.

Fax: (662) 453-2944

*** Contact Title:** F&I Manager

Region: District:
20 6254

E-mail:

Repurchasing Dealer: [Same as Selling Dealer]

Repair Dealer

*** Contact Name:** Jeff Nance

*** Contact Title:** Service Manager

Vehicle Location: [Same as Selling Dealer]

Transaction

Details:

Siebel Request #: 1-430926822

*** Disposition:** Unselected Auction

*** Transaction State:** MS

*** Transaction Type:** Trade - New Finance

*** Transaction Source:** AVM Voluntary

Replacement VIN: 2CKDL63F766181537

Year 2006 Make: Pontiac Model: Torrent

MSRP: 22580.0

Repurchase

* Processing Instructions:

The only processing instructions for this particular case is to contact the customer as soon as you can. She as been very patient with the dealership who did not do several things correctly. And she has been with her car for a while.

Disposition

* Disposition Instructions:

hold for TAC

Transaction Details

Group	Responsible	Formula	Additional Explanation	Value
Usage	Formula See	.20 x	\$.20 a mile	\$7240

	Details	36,200		
Sales Tax	Customer	NA	Sales Tax	0
State/Gov Fees	Customer	NA	Fees	0
After Market Item(s)	Does Not Apply	NA	No Aftermarket Items	0
Negative Equity	Customer	NA	Negative Equity	0
Over Allowance Amount	Customer	NA	Over Allowance	0

[Print](#) [Close](#)

2006 PONTIAC TORRENT FWD			PONTIAC/GMC DIVISION
96U BRIGHT WHITE	/V6G		GENERAL MOTORS CORPORATION
19C TRIM, EBONY			100 RENAISSANCE CENTER
ORDER NO. JWRKCM/TDC	STOCK NO.		DETROIT MI 48243-1114
VIN 2CK DL63 F2 66154195			VEHICLE INVOICE 20D20042352
			*****16*19176S
MODEL & FACTORY OPTIONS	MSRP	INV AMT	RETAIL - STOCK
2LF26 PONTIAC TORRENT FWD	21400.00	19944.80	INVOICE 03/31/06
DT4 SMOKERS PACKAGE:	20.00	16.60	SHIPPED 03/31/06
ASHTRAY AND CIGARETTE LIGHTER			EXP I/T 04/14/06
FE9 50-STATE EMISSIONS	N/C	N/C	INT COM 04/14/06
LNJ 3.4L SFI V6	N/C	N/C	PRC EFF 03/31/06
MX0 5-SPEED AUTO TRANS	N/C	N/C	KEYS 05176 05176
N75 17" ALUMINUM WHEELS AND	295.00	244.85	WFP-S QTR OPT-1
P235/60R17 ALL SEASON TIRES			BANK: AMSOUTH BAN
PCM PREFERRED PACKAGE:	1600.00	1328.00	CHG-TO 19-176
*DRIVER,6-WAY POWER SEAT			
*DEEP TINTED GLASS			SHIP WT: 3626
*PREMIUM CLOTH			HP: 31.6
*CRUISE CONTROL			GVWR: 5070
*ISRV MIRROR,AUTO DIMMING WITH			GAWR.FT: 2535
TEMP & COMPASS			GAWR.RR: 2535
*REDUNDANT RADIO CONTROLS			GMS: 21776.30
*LUGGAGE RACK CROSSBARS			SUPPLR: 22752.86
*LEATHER WRAPPED STEERING WHEEL			MRM: 24230.00
*CARPETED FLOOR MATS-FRT & RR			DAN: PCM75
*CARGO CONVENIENCE NET			MEMO 1107.00
R6J CUSTOMER DIALOG NETWORK	0.00	16.50	
R8K *****	N/C	N/C	
U2K XM SATELLITE RADIO - SERVICE	325.00	269.75	
FEE EXTRA. 1ST 3 MONTHS INCL.			
VK3 FRONT LICENSE PLATE MOUNT	N/C	N/C	

TOTAL MODEL & OPTIONS	23640.00	21820.50	ACT 237	21701.30
DESTINATION CHARGE	590.00	590.00	H/B 261	709.20

TOTAL	24230.00	22410.50	PAY 310	22410.50
MEMO: TOTAL LESS HOLDBACK AND				
APPROX WHOLESALE FINANCE CREDIT		21444.50		

INVOICE DOES NOT REFLECT DEALER'S ULTIMATE COST BECAUSE OF MANUFACTURER
REBATES, ALLOWANCES, INCENTIVES, HOLDBACK, FINANCE CREDIT AND RETURN TO
DEALER OF ADVERTISING MONIES, ALL OF WHICH MAY APPLY TO VEHICLE.

HOWELL PONTIAC, BUICK, GMC

BRC TRADE REPURCHASE WORKSHEET

File Number

1-24355

Old Vehicle VIN:

1G2ZF55BX64127017

Customer Name

Sherry Goss

New Vehicle VIN:

2CKDL63F266154195

Worksheet filled out by:

Rebbie Walker

Date:

January 2, 2007

TRADE REPURCHASE				
Replacement Veh.Cost (231/237)	\$21,701.30	G		
Conversion / Upfit Cost	\$0.00	E		
State Sales Tax	\$0.00	N		
Additional Tax	\$0.00	E		
Reg./Lic./Title Fees (opt)	\$0.00	R		
Taxes Reimbursed on old vehicle	\$0.00	A		
Fees (Explain)	\$0.00	L		
State Fees	\$0.00	M		
Items below not shown on new Bill of Sale			O	
Cost to transfer Aftermarket Items	\$0.00	T		
Unused portion of non-GMPP	\$0.00	O		
H/B, ADV, EXP	\$709.20	R		
Transportation Fees	\$0.00	S		
Misc. (Explain)	\$0.00			
Total Replacement Price			\$22,410.50	
State Sales Tax	\$280.50			
Additional Tax	\$0.00			
Reg./Lic./Title Fees (opt)	\$10.00	C		
New Aftermarket Items	\$0.00	U		
Fees (Explain)	\$0.00	S		
State Fees	\$0.00	T		
Items below contribute to trade-in allowance			O	
Usage/Depreciation	\$3,020.00	M	AVM changed usage formula to .10 x 30200	
Damage	\$0.00	E		
MSRP Upgrade	\$2,590.00	R	Per AVM , waiving \$1650 of upgrade	
MSRP Downgrade (deducted)	\$0.00			
Reimb. of Aft. Mkts on Old Unit	\$0.00			
Misc. Customer Credit	\$0.00			
Less Dealer Contribution to Cust	\$0.00			
Total Customer Cost			\$5,900.50	
Trade Repurchase Amount			\$16,800.50	
Attorney Fees	\$0.00			
Total Repurchase Amount			\$16,800.50	
Less Dealer Contribution to GM	\$0.00			
(30-day) Lien Payoff	\$15,339.30			
Good Through (01/07/07)				
Dealer Due to GM			NA	
GM Due to Dealer			\$1,461.20	
NADA (Legal Only)	\$0.00		**This is a "work in process" until approved by a Authorized Representative** (Repurchase Group Only)	
Est. Auction Price (Legal Only)	\$0.00			
Projected (Loss)	-\$16,800.50			



Case Number: 24355

Originator Name: DaKendrick Smith

Created Date: 12/01/2006

Vehicle Info

* VIN:	1G2ZF55BX64 [REDACTED]	MSRP:	19990.0
Year:	2006	Make:	Pontiac
		Model:	G6
* TAC		Vehicle	TAC was never contacted. The dealership made the repair
Number:		Comments	attempts and felt like they had fixed it. No legitimate excuse
		& TAC	not getting TAC involved after the 1st repair. We did have :
		Explanation:	engin
* Date		*	
Reviewed	11/21/2006	Repurchase	36200
with		Mileage:	
Customer :			
Original		* Original	
Purchase	07/13/2005	Purchase	New
Date:		Condition:	

Vehicle Owner(s)

Entity Type:	Person		
* Name(s)	[REDACTED]	* Title	MS
on Title:	[REDACTED]	State:	
* Primary			
Owner:	[REDACTED]		
* Address:	[REDACTED]		
* City:	Carrollton	* State:	MS
		* ZIP	[REDACTED]
* Day	[REDACTED]	Code:	
Phone:	[REDACTED]	Cell	
E-mail:	[REDACTED]	Phone:	
		Evening	[REDACTED]
		Phone:	
		Fax Phone:	

Repurchase

* Reason: [REDACTED] daughter has been driving this car to and from college. Apparently they have been having some steering problems. The dealership has attempted 3 repairs on this car to no avail. After the last repair, the customers daughter was driving the vehicle then the steering wheel locked on her and almost caused a major accident. After having the field engineer look at the car, it was determined to be repaired, but the customer is afraid to drive the car.

UCC Codes

UCC 1 UCC 2 UCC 3 UCC 4 UCC 5
M0105

Vehicle Lien Holder

Type of Secured Interest: Standard Lien

Contact or Attention: Jeff Box

Address: 611 HWY 82 West

City: Greenwood

*** Day Phone:** 662-453-9111

*** Company Name:** GMAC

Account #: 0089075

State: MS

ZIP Code: 38930

Fax: 662-453-2944

E-mail/Web:

Original Selling Dealer

*** Dealer Number:** 163001

*** Phone:** (662) 453-9111

*** Contact Name:** Chuck Elliott

Dealer Name: KIRK BROTHERS, INC.

Fax: (662) 453-2944

*** Contact Title:** F&I Manager

Region: District:
20 6254

E-mail:

Repurchasing Dealer: [Same as Selling Dealer]

Repair Dealer

*** Contact Name:** Jeff Nance

*** Contact Title:** Service Manager

Vehicle Location: [Same as Selling Dealer]

Transaction

Details:

Siebel Request #: 1-430926822

Transaction State: MS

Transaction Source: AVM Voluntary

Replacement VIN: 2CKDL63F766 [REDACTED]

MSRP: 22580.0

*** Disposition:** Unselected Auction

Transaction Type: Trade - New Finance

Year 2006 Make: Pontiac Model: Torrent

Repurchase

* Processing Instructions:

The only processing instructions for this particular case is to contact the customer as soon as you can. She as been very patient with the dealership who did not do several things correctly. And she has been with her car for a while.

Disposition

* Disposition Instructions:

hold for TAC

Transaction Details

Group	Responsible	Formula	Additional Explanation	Value
Usage	Formula See	.20 x	\$.20 a mile	\$7240

	Details	36,200		
Sales Tax	Customer	NA	Sales Tax	0
State/Gov Fees	Customer	NA	Fees	0
After Market Item(s)	Does Not Apply	NA	No Aftermarket Items	0
Negative Equity	Customer	NA	Negative Equity	0
Over Allowance Amount	Customer	NA	Over Allowance	0

[Print](#) [Close](#)

2006 PONTIAC TORRENT FWD			PONTIAC/GMC DIVISION
96U BRIGHT WHITE	/V6G		GENERAL MOTORS CORPORATION
19C TRIM, EBONY			100 RENAISSANCE CENTER
ORDER NO. JWRKCM/TDC	STOCK NO.		DETROIT MI 48243-1114
VIN 2CK DL63 F2 66			VEHICLE INVOICE 20D20042352
*****			16*19176S
MODEL & FACTORY OPTIONS	MSRP	INV AMT	RETAIL - STOCK
2LF26 PONTIAC TORRENT FWD	21400.00	19944.80	INVOICE 03/31/06
DT4 SMOKERS PACKAGE:	20.00	16.60	SHIPPED 03/31/06
ASHTRAY AND CIGARETTE LIGHTER			EXP I/T 04/14/06
FE9 50-STATE EMISSIONS	N/C	N/C	INT COM 04/14/06
LNJ 3.4L SFI V6	N/C	N/C	PRC EFF 03/31/06
MX0 5-SPEED AUTO TRANS	N/C	N/C	KEYS 05176 05176
N75 17" ALUMINUM WHEELS AND	295.00	244.85	WFP-S QTR OPT-1
P235/60R17 ALL SEASON TIRES			BANK: AMSOUTH BAN
PCM PREFERRED PACKAGE:	1600.00	1328.00	CHG-TO 19-176
*DRIVER,6-WAY POWER SEAT			
*DEEP TINTED GLASS			SHIP WT: 3626
*PREMIUM CLOTH			HP: 31.6
*CRUISE CONTROL			GVWR: 5070
*ISRV MIRROR,AUTO DIMMING WITH			GAWR.FT: 2535
TEMP & COMPASS			GAWR.RR: 2535
*REDUNDANT RADIO CONTROLS			GMS: 21776.30
*LUGGAGE RACK CROSSBARS			SUPPLR: 22752.86
*LEATHER WRAPPED STEERING WHEEL			MRM: 24230.00
*CARPETED FLOOR MATS-FRT & RR			DAN: PCM75
*CARGO CONVENIENCE NET			MEMO 1107.00
R6J CUSTOMER DIALOG NETWORK	0.00	16.50	
R8K *****	N/C	N/C	
U2K XM SATELLITE RADIO - SERVICE	325.00	269.75	
FEE EXTRA. 1ST 3 MONTHS INCL.			
VK3 FRONT LICENSE PLATE MOUNT	N/C	N/C	

TOTAL MODEL & OPTIONS	23640.00	21820.50	ACT 237	21701.30
DESTINATION CHARGE	590.00	590.00	H/B 261	709.20

TOTAL	24230.00	22410.50	PAY 310	22410.50
MEMO: TOTAL LESS HOLDBACK AND				
APPROX WHOLESALE FINANCE CREDIT		21444.50		

INVOICE DOES NOT REFLECT DEALER'S ULTIMATE COST BECAUSE OF MANUFACTURER
REBATES, ALLOWANCES, INCENTIVES, HOLDBACK, FINANCE CREDIT AND RETURN TO
DEALER OF ADVERTISING MONIES, ALL OF WHICH MAY APPLY TO VEHICLE.

HOWELL PONTIAC, BUICK, GMC

BRC TRADE REPURCHASE WORKSHEET

File Number

1-24355

Customer Name

[REDACTED]

Worksheet filled out by:

Rebbie Walker

Old Vehicle VIN:

1G2ZF55BX64 [REDACTED]

New Vehicle VIN:

2CKDL63F266 [REDACTED]

Date:

January 2, 2007

TRADE REPURCHASE				
Replacement Veh.Cost (231/237)	\$21,701.30	G		
Conversion / Upfit Cost	\$0.00	E		
State Sales Tax	\$0.00	N		
Additional Tax	\$0.00	E		
Reg./Lic./Title Fees (opt)	\$0.00	R		
Taxes Reimbursed on old vehicle	\$0.00	A		
Fees (Explain)	\$0.00	L		
State Fees	\$0.00	M		
Items below not shown on new Bill of Sale				
Cost to transfer Aftermarket Items	\$0.00	T		
Unused portion of non-GMPP	\$0.00	O		
H/B, ADV, EXP	\$709.20	R		
Transportation Fees	\$0.00	S		
Misc. (Explain)	\$0.00			
Total Replacement Price	\$22,410.50			
State Sales Tax	\$280.50			
Additional Tax	\$0.00			
Reg./Lic./Title Fees (opt)	\$10.00	C		
New Aftermarket Items	\$0.00	U		
Fees (Explain)	\$0.00	S		
State Fees	\$0.00	T		
Items below contribute to trade-in allowance				
Usage/Depreciation	\$3,020.00	M		AVM changed usage formula to .10 x 30200
Damage	\$0.00	E		
MSRP Upgrade	\$2,590.00	R		Per AVM , waiving \$1650 of upgrade
MSRP Downgrade (deducted)	\$0.00			
Reimb. of Aft. Mkts on Old Unit	\$0.00			
Misc. Customer Credit	\$0.00			
Less Dealer Contribution to Cust	\$0.00			
Total Customer Cost	\$5,900.50			
Trade Repurchase Amount	\$16,800.50			
Attorney Fees	\$0.00			
Total Repurchase Amount	\$16,800.50			
Less Dealer Contribution to GM	\$0.00			
(30-day) Lien Payoff	\$15,339.30			
Good Through (01/07/07)				
Dealer Due to GM	NA			
GM Due to Dealer	\$1,461.20			
NADA (Legal Only)	\$0.00			
Est. Auction Price (Legal Only)	\$0.00			
Projected (Loss)	-\$16,800.50			
			Authorized Signature	Date
			This is a "work in process" until approved by a Authorized Representative (Repurchase Group Only)	

PAR GMWA

Pre-Authorization/Warranty Claim Tracking Form

Customer and Vehicle Information			
Date	11/27/06	Service Request #	1-431079058
Customer Name	[REDACTED]		
VIN	1G1ZU64835F	[REDACTED]	
In-Service Date	11/5/05	Service Contract?	No
Current Mileage	8501	Purchased New/Used?	New
Warranty Blocked?	No		
Branded Title?	No	Mileage at Purchase	10
Dealer and Claim Information			
Dealer Name	Banks Chevrolet		
Dealer Svc Mgr	Rick Gauthier	Dir Warranty Admin:	David MOrton
Dealer Phone	(603) 224-4055	Dealer Fax	(603) 224-6471
Dealer BAC	114996		
Dealer Division and Code	13-Chev-32033		
Repair Order Number	615827		
Repair Order Close Date	9/29/06		
Labor Op. Code Z1242	Dollar Amt:	2490.19	
Labor Op. Code Z1243	Dollar Amt:		
Cause Code (CC)	MJ		
Failure Code (FC)	98		
PUT EVERYTHING IN NET AMOUNT			
Labor Hours and OLH:	DO NOT PUT IN HOURS		
Parts and Labor Costs:	DO NOT PUT IN COSTS		
Net Amount:	2490.19		
DO NOT H ROUTE THIS CLAIM			
Authorization Code:	DO NOT PUT IN AN AUTH CODE		
Additional Comments for Dealer:			
IF THIS CLAIM SHOULD REJECT FOR ANY REASON, PLEASE CONTACT ME ASAP AND FAX A COPY OF THE REJECTION W/TRACKING FORM TO			
Retain Copy with Dealer Repair Order			
Internal PAR Information			
Complaint: <div style="border: 1px solid black; height: 20px; width: 200px; margin-bottom: 5px;"></div> vehicle steering locked up and caused collosion			
Cause: <div style="border: 1px solid black; height: 20px; width: 200px; margin-bottom: 5px;"></div> internal failure of steering position sensor			
Correction: <div style="border: 1px solid black; height: 20px; width: 200px; margin-bottom: 5px;"></div> replaced steering column			
Justification: manufacturing defect in steering column			
PAR CRM Charles Baldwin			

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


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N.H. WATS - (800) 439-6262
FAX - (603) 225-8836
www.banksautos.com

Completion Comments

Date	Time Called	Comments

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

CUSTOMER NO. 54565	ADVISOR JOANNE E HOLUB	TAG NO. 226 0658	INVOICE DATE 09/29/06	INVOICE NO. CVCB615827
LABOR RATE 40.00	VEHICLE NO. [REDACTED]	MILEAGE 8,501	COLOR BLACK/	STOCK NO.
VEHICLE MAKE / MODEL 05/CHEVROLET/MALIBU/4 DOOR COUPE	VEHICLE I.D. NO. 1 G 1 Z U 6 4 8 3 5 F	DELIVERY DATE	DELIVERY MILES	PRODUCTION DATE
F.T.E. NO.	P.D. NO.	SELLING DEALER NO. DOBLES	R.O. DATE 09/25/06	
BUSINESS PHONE	COMMENTS			

JOB# 1 CHARGES
MO: 8501

LABOR
J# 1 99CVZ BODY SHOP REPAIR HOURS: 8.00 TECH(S): 296 **336.00**
 CUSTOMER STATES REPAIR PER ESTIMATE
 BODY DAMAGE TO LEFT FRONT OF VEHICLE.
 BODY DAMAGE TO LEFT FRONT OF VEHICLE FROM ACCIDENT.
 REPLACED FRONT BUMPER COVER, LEFT HEADLAMP, LEFT LOWER GRILLE
 LEFT FENDER LINER AND LEFT MIRROR, REPAIRED LEFT FENDER AND
 PRIMED FOR PAINT.

PARTS	QTY	FP NUMBER	DESCRIPTION	UNIT PRICE	
	1	19120531	FASCIA 7.831	321.92	321.92
	1	22674900	GRILLE 1.266	84.08	84.08
	1	15851373	HEADLAMP 2.725	210.00	210.00
	1	15882054	LINER 8.153	24.39	24.39
	1	10363341	MIRROR 10.185	111.93	111.93
TOTAL - PARTS					752.32

G.O.G. & SUPPLIES
 1.0 PAINT AND MATERIALS @ 163.100 /UNIT
TOTAL - GOG 163.10

JOB# 1 TOTALS
 LABOR 336.00
 PARTS 752.32
 G.O.G. 163.10

JOB# 2 CHARGES **JOB# 1 JOURNAL PREFIX CVCB** **JOB# 1 TOTAL** 1251.42

LABOR
J# 2 98CVZ BODY SHOP PAINT HOURS: 6.10 TECH(S): 559 **256.20**
 CUSTOMER STATES REFINISH PER ESTIMATE
 BODY DAMAGE TO LEFT FRONT OF VEHICLE FROM ACCIDENT.
 REFINISHED FRONT BUMPER COVER AND LEFT FENDER WITH BASE/
 COAT/CLEAR/COAT PAINT SYSTEM.

JOB# 2 TOTALS
 LABOR 256.20
JOB# 2 JOURNAL PREFIX CVCB **JOB# 2 TOTAL** 256.20

ESTIMATE
 CUSTOMER HEREBY ACKNOWLEDGES RECEIVING
 ORIGINAL ESTIMATE OF \$1507.62 (+TAX)

COMMENTS
 CAME OVER FROM SERVICE
 CONTRACT-D115050

Any warranties on the product sold hereby are those made by the manufacturer. The seller hereby expressly disclaims all warranties, either express or implied, including any implied warranty of merchantability or fitness for a particular purpose, and neither assumes nor authorizes any other person to assume for it any liability in connection with the sale of said products; therefore, with respect to the seller, the product is sold "As Is" and the entire risk as to quality and performance of the product is with the buyer and/or manufacturer, and if the products proves defective after purchase, the buyer and/or manufacturer, not the seller, shall assume the entire cost of all necessary servicing or repair.

GENUINE GM PARTS INSTALLED ON THIS INVOICE ARE GUARANTEED TO BE FREE OF DEFECTS IN WORKMANSHIP FOR 12 MONTHS OR 12 THOUSAND MILES, WHICHEVER COMES FIRST.

SERVICE DEPT. HOURS

MONDAY - FRIDAY
7:30 AM - 6:00 PM

SATURDAY
8:00 AM - 2:00 PM

QUICK LUBE PLUS HOURS

MONDAY - FRIDAY
5:00 AM - 8:00 PM

SATURDAY
8:00 AM - 5:00 PM

Thank you for your trust in Banks Service Department. You may be receiving a survey in the mail from General Motors asking you about your recent service visit. If for any reason you cannot reply "COMPLETELY SATISFIED" please call our service department immediately so that we may correct and resolve any of your issues. Thank You - Banks Service Department (603) 224-4055.



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FAX - (603) 225-8836
www.banksautos.com

Completion Comments

Date	Time Called	Comments

CUSTOMER NO. 54565	ADVISOR JOANNE E HOLUB	TAG NO. 226 0658	INVOICE DATE 09/29/06	INVOICE NO. CVCB615827
[REDACTED]	LABOR RATE 40.00	MILEAGE 8,501	COLOR BLACK/	STOCK NO.
CONTOOCOOK, NH	YEAR / MAKE / MODEL 05/CHEVROLET/MALIBU/4 DOOR COUPE	DELIVERY DATE	DELIVERY MILES	
	VEHICLE I.D. NO. 1G1ZU64835F	SELLING DEALER NO. DOBLES	PRODUCTION DATE	
	F.T.E. NO.	P.Q. NO.	R.O. DATE 09/25/06	
BUSINESS PHONE	COMMENTS			

MO: 8501

TOTALS

Thank you for choosing BANKS for your service needs.
You may be receiving a customer satisfaction survey
in the next few weeks. If for any reason you cannot
grade us "COMPLETELY SATISFIED", please contact us
immediately. Your COMPLETE satisfaction is our #1 priority.
SCORING SYSTEM IS AS FOLLOWS:

COMPLETELY SATISFIED = 100%
VERY SATISFIED = 0%
SATISFIED = 0%
SOMEWAT SATISFIED = 0%
NOT AT ALL SATISFIED = 0%

TOTAL LABOR.... 592.20
TOTAL PARTS.... 752.32
TOTAL SUBLET... 0.00
TOTAL G.O.G.... 163.10
TOTAL MISC CHG. 0.00
TOTAL MISC DISC 0.00
TOTAL TAX..... 0.00

TOTAL INVOICE \$ 1507.62

Any warranties on the product sold hereby are those made by the manufacturer. The seller hereby expressly disclaims all warranties, either express or implied, including any implied warranty of merchantability or fitness for a particular purpose, and neither assumes nor authorizes any other person to assume for it any liability in connection with the sale of said products; therefore, with respect to the seller, the product is sold "As is" and the entire risk as to quality and performance of the product is with the buyer and/or manufacturer, and if the products prove defective after purchase, the buyer and/or manufacturer, not the seller, shall assume the entire cost of all necessary servicing or repair.

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SERVICE DEPT. HOURS

MONDAY - FRIDAY
7:30 AM - 6:00 PM

SATURDAY
8:00 AM - 2:00 PM

QUICK LUBE PLUS HOURS

MONDAY - FRIDAY
5:00 AM - 8:00 PM

SATURDAY
8:00 AM - 5:00 PM

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CUSTOMER SIGNATURE


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Completion Comments

Date	Time Called	Comments

CUSTOMER NO.	54565	ADVISOR	THERESA A GELINAS	614	TAG NO.	3013	INVOICE DATE	10/24/06	INVOICE NO.	CVWS613206
[REDACTED]		LABOR RATE	68.85	L		[REDACTED]	MILEAGE	8,487	COLOR	BLACK/
[REDACTED]		YEAR / MAKE / MODEL	05/CHEVROLET/MALIBU/4 DOOR COUPE				DELIVERY DATE	[REDACTED]		
CONTOOCOOK, NH		VEHICLE I.D. NO.	1 G 1 Z U 6 4 8 3 5 F				SELLING DEALER NO.	DOBLES		
[REDACTED]		F.T.E. NO.	[REDACTED]				R.O. DATE	09/06/06		
[REDACTED]		BUSINESS PHONE	[REDACTED]				COMMENTS	MO: 8499		

JOB# 1 CHARGES

LABOR
J# 1 32CVZ POWER STEERING HOURS: 4.20 TECH(S): 212 758 289.09

PRODUCT INVESTIGATION PERFORMED FOR GENERAL MOTORS ON 09/15/06

CASE NUMBER 1-431079058

CHARLES BALDWIN IS CONTACT FROM GM PRODUCT ALLEGATION TEAM - DEALER TO COMPLETE REPAIRS AND USING 2-DAY PRIORITY MAIL WILL RETURN THE COMPLETED INVESTIGATION PACK TO THE FOLLOWING ADDRESS:

GENERAL MOTORS
PRODUCT ALLEGATION TEAM
7401 EAST BEN WHITE
BLDG 3
AUSTIN, TX. 78741
ATTN: CHARLES BALDWIN
CUSTOMER RELATION SPECIALIST

FOUND FAILED STEERING POSITION SENSOR (PART OF COLUMN)
REPLACED STEERING COLUMN FOR INTERNAL FAILURE OF STEERING POSITION SENSOR.

VEHICLE HAD FRONT END DAMAGE DUE TO HITTING A MAILBOX
DAMAGE TO THE LEFT FRONT OF THE VEHICLE - FRONT BUMPER
COVER, LEFT HEADLAMP, LEFT LOWER GRILLE, LEFT FENDER LINER
AND LEFT MIRROR - DEALER REPAIRED THE BODY DAMAGE ON

REPAIR ORDER 615827 DATED 9.25.06 IN THE AMOUNT OF \$1507.62

REPAIRS ON THIS REPAIR ORDER TOTAL 982.57

REPAIRS WERE 575.57 WHICH INCLUDES 407.00.

PARTS	QTY	FP	NUMBER	DESCRIPTION	U/COST	E/COST	U/PRICE	
	1		15926870	COLUMN 6.518	304.63	304.63	386.48	386.48
	-1		15926870	CORE RETURN	100.00	-100.00	100.00	-100.00
	1		Z5000	REINBURSEMENT	20.46	20.46	0.00	0.00
				COST TOTAL		225.09		
				TOTAL - PARTS				286.48

SUBLET	PO#	VEND	INVT	INV DATE	DESCRIPTION	
	111225	115050		09/22/06	ENTERPRISE RENTAL	407.00
					TOTAL - SUBLET	407.00

JOB# 1 TOTALS

LABOR 289.09
PARTS 286.48
SUBLET 407.00

JOB# 1 JOURNAL PREFIX CVWS JOB# 1 TOTAL 982.57

COMMENTS

TOW IN
CONTRACT-D115050
GOT INTO RENTAL ON 9/22/06
PRODUCT ALLEGATION CASE NUMBER 1-431079058.
DEALER SPOKE WITH CHARLES BALDWIN AT
1-800-231-1841 EST 21267.
CHARLES GAVE APPROVAL FOR REPAIRS

Any warranties on the product sold hereby are those made by the manufacturer. The seller hereby expressly disclaims all warranties, either express or implied, including any implied warranty of merchantability or fitness for a particular purpose, and neither assumes nor authorizes any other person to assume for it any liability in connection with the sale of said products; therefore, with respect to the seller, the product is sold "As Is" and the entire risk as to quality and performance of the product is with the buyer and/or manufacturer, and if the products prove defective after purchase, the buyer and/or manufacturer, not the seller, shall assume the entire cost of all necessary servicing or repair.

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SERVICE DEPT. HOURS

MONDAY - FRIDAY
7:30 AM - 6:00 PM

SATURDAY
8:00 AM - 2:00 PM

QUICK LUBE PLUS HOURS

MONDAY - FRIDAY
5:00 AM - 8:00 PM

SATURDAY
8:00 AM - 5:00 PM

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IN 04:45PM 10/02/06
OUT 07:31AM 9/22/06

ENTERPRISE RENT-A-CAR COMPANY OF BOSTON, INC.
137 MANCHESTER STREET 603-410-6896
CONCORD NH 03301-5118 10B5
RENTAL TYPE D SOURCE 10D3729- 003

RENTAL AGREEMENT
D115050
PAGE 1 OF 1

24-HOUR DAY

UNIT 1
UNIT # VX2S74
LIC# [REDACTED]
MODEL G6
COLOR SILVER
IN 980
OUT 491
V# 1G22G58N174 [REDACTED]

RENTER

[REDACTED]
CONTOOCOOK NH [REDACTED]
LOCAL:
(H) [REDACTED] (W) [REDACTED]

SUMMARY OF CHARGES

DAY = 24 HOUR PERIOD

MILES

NO CHARGE

11 DAYS @ 32.58 358.38

DR. LICENSE [REDACTED]
STATE NH EXPIRE 8/31/09
DOB 8/31/66 HT WT
EYES HAIR
S.S.#
EMPLOYER
DIABLED VET

BILL TO Y CUST # 10D3729
BANKS CHEV/CAD WARRANTY
ATTN: GAUTHIER JR*RICK*
137 MANCHESTER STREET
CONCORD NH
603-224-4055 03301

ADDITIONAL DRIVER
NO OTHER DRIVER PERMITTED

VLF 18.48
SALES TAX% 8.00 30.15

CLAIM INFO
POL/CLAIM/PO#

PERMISSION TO LEAVE STATE
YES NO X

PO111225 RO613206
INSURED

CUSTOMER SIGNATURE ON FILE

TOTAL CHARGES 407.01

LOSS DATE
THEFT ACCIDENT

PAYMENT INFORMATION
AMOUNT PD.BY TYPE DATE AUTH

DEPOSITS
REFUND

TYPE CAR
MALIBU

SHOP BANKS CHEVY-
PHONE 224-4055
NAME

BILL TO CUST 10D3729 407.01

CLOSED TICKET PAYMENT INFO

OPENED BY #911BY ANDREW S LAZEAR
CLOSED BY #135B6 NICHOLAS A FREESE

BANKS

CHEVROLET-CADILLAC
PONTIAC-BUICK-GMC

P.O. BOX 473 • 137 MANCHESTER STREET
CONCORD, N.H. 03301 • PHONE 603/224-4055

SERVICE DEPT. HOURS

7:30 AM - 6:00 PM

MONDAY - FRIDAY

8:00 AM - 2:00 PM

SATURDAY

QUICK LUBE PLUS HOURS

5:00 AM - 8:00 PM

MONDAY - FRIDAY

8:00 AM - 5:00 PM

SATURDAY

N.H. WATS
1-(800) 439-6262
FAX
(603) 225-8836



0101J613206

STATE REG# 37

RECOMMENDED SERVICES

OPERATION	OPERATION DESCRIPTION	MO / MI	TOTAL

TERMS: STRICTLY CASH UNLESS ARRANGEMENTS MADE

I hereby authorize the repair work hereinafter set forth to be done along with the necessary material and agree that you are not responsible for loss or damage to vehicle or articles left in vehicle in case of fire, theft or any other cause beyond your control or for any delays caused by unavailability of parts or delays in parts shipments by the supplier or transporter. I hereby grant you and/or your employees permission to operate the vehicle herein described on streets, highways or elsewhere for the purpose of testing and/or inspection. An express mechanic's lien is hereby acknowledged on the vehicle to secure the amount of repairs thereto.

CUSTOMER SIGNATURE

SERVICE HISTORY

DATE	REPAIR ORDER	MILEAGE	ADVISOR	TECHNICIAN	TYPE	OPERATION	OPERATION DESCRIPTION
09/05/06	612969	8467	702	212	C	32CVZ	POWER STEERING

SERVICE

SALESPERSON NO. _____

VEHICLE ID NO. **1G1ZU64835F**

YEAR / MAKE / MODEL **05/CHEVROLET/MALIBU/4 DOOR COUPE**

CUSTOMER NO. **54565** SERVICE CONTRACT _____ DELIVERY DATE _____

COLOR **BLACK/** CONTRACT NO. _____

TURBO ☐ M/T/MC ☐ AIR COND. ☐ P.S. ☐ TRANS. ☐ VEHICLE **8,487** ADVISOR NO. **614** PRODUCTION DATE _____

RESIDENCE PHONE _____ TIME RECEIVED **08:32am**

BUSINESS PHONE _____ LABOR RATE **79.00**

DATE / TIME PROMISED **09/06/06 08:00pm** PRIORITY **5**

APPOINTMENT ☒ Yes ☐ No

Advisor: **THERESA A GELINAS**

Any warranties on the product sold hereby are those made by the manufacturer. The Seller hereby expressly disclaims all warranties, either express or implied, including any implied warranty of merchantability or fitness for a particular purpose, and neither assumes nor authorizes any other person to assume for it any liability in connection with the sale of said products; therefore, with respect to the seller, the product is sold "As Is" and the entire risk as to quality and performance of the product is with the buyer and/or manufacturer, and if the product proves defective after purchase, the buyer and/or manufacturer, not the seller, shall assume the entire cost of all necessary servicing or repair.

Promise Updates _____

JOB _____ LABOR INSTRUCTIONS _____

ORIGINAL CUSTOMER ESTIMATE: TOTAL **0.00**

X _____

COMMENTS: TOW IN

W* 32CVZ POWER STEERING

CUST STATES WHEN TURNING THE VEHICLE ON THE POWER STEERING LIGHT LIT ON RADIO AND HE LOST ALL POWER STEERING. NOW WHEN STARTING, INTERMITTENT, THE CHIME WILL ACTIVATE AND P/S LIGHT WILL LIGHT ON RADIO. IF YOU TURN WHEEL ALL THE WAY TO RIGHT OR LEFT, SOMETIMES, THIS WILL TRIGGER THE LIGHT. ALSO WILL HAPPEN UPON START UP.

COS45, CO460

Symptom GO

STEERING WHEEL POSITION SENSOR

RETURNED MP

WARRANTY PART

DAMAGE NOTATION: _____

Sept. 6 & 2:37
Request Rental

9/20/06 11:44
auth Repairs
Rental

Cust states damage to LFR bumper sideview mirror & Quarter panel due to P/S snap - Hit Mail Box.

STRAIGHT TIME (HRS)	RATE PRICE	R.O. NO.	DATE	TIME	OFF	ON
DP	1.6	613206	758	3013		
						ON 09 07 7

DATE TIME TOTAL

STRAIGHT TIME (HRS)	RATE PRICE	R.O. NO.	DATE	TIME	OFF	ON
DP	1.6	613206	758	3013		
						ON 09 07 7

CAUSE
CORRECTION

① FAILED STEERING POSITION
SENSOR - PART OF COLUMN -
REPLACED STEERING COLUMN
FOR INTERNAL FAILURE OF STEERING
POSITION SENSOR

CAUSE
CORRECTION

212 - Pulled codes C0545 and C0560 symptom 00.
Tested all circuits and found that the steering wheel
position sensor has internal failure. Needs swaps.

CAUSE
CORRECTION

CAUSE
CORRECTION

TO OUR EARLY MORNING OR LATE EVENING SERVICE CUSTOMERS

1. WRITE YOUR ORDER ON THIS ENVELOPE.
2. LEAVE YOUR CAR ON OUR LOT AND LOCKED.
3. PLACE YOUR KEYS IN THIS ENVELOPE.
4. DROP ENVELOPE IN MAIL SLOT.

614
Tag-3013
Plate No. 1623

ADDRESS _____

CITY _____

EMAIL _____

Home Phone _____

Business Phone _____

Do you have an extended service contract? Y _____ N _____

If you need your vehicle before close of business please indicate time needed _____

Year 05Make & Model MalibuColor BlackMileage 8487Vin
No.

201418

PLEASE CARRY OUT THE FOLLOWING SERVICE:

☐ Engine Oil Change☐ Transmission Oil Change☐ Lubrication☐ Oil Filter☐ _____ Mile Maintenance Service☐ State Inspection (Enclose Registration)☐ Other Work (Details) _____

**PLEASE PARK IN
LINED PARKING**

PS Cuts out + Lits Cakes on on Radio
4/FX bumper mirror + Quarter panel damage

I WILL PAY ☐ CASH ☐ MC/VISA ☐ OTHER _____

I hereby authorize the repair work hereinafter set forth to be done along with the necessary material and agree that you are not responsible for loss or damage to vehicle or articles left in vehicle in case of fire, theft, or any other cause beyond your control or for any delay caused by unavailability of parts or delays in parts shipments by the supplier or transporter. I hereby grant you and/or your employees permission to operate the vehicle herein described on streets, highways or elsewhere for the purpose of testing and/or inspection. An express mechanic's lien is hereby acknowledged on above vehicle to secure the amount of repairs thereto.

Disclaimer of Warranties

Any warranties on the products sold hereby are those made by the manufacturer. The Seller/Dealer hereby expressly disclaims all warranties, either express or implied, including any implied warranty of merchantability or fitness for a particular purpose, and the Seller/Dealer neither assumes nor authorizes any other person to assume for it any liability in connection with the sale of said products.

☐ I AUTHORIZE YOU TO PROCEED WITH THE REPAIRS TO MY CAR WITHOUT A WRITTEN ESTIMATE AND I AGREE TO PAY YOU THE REASONABLE COST OF THE REPAIRS, INCLUDING LABOR, PARTS AND OTHER REASONABLE CHARGES. I HAVE READ THE REVERSE SIDE OF THIS ENVELOPE.

☐ DO NOT DO ANYTHING — CALL AND GIVE ME AN ESTIMATE.

X

Customer Signature (Required) _____

Date _____

Do you want old parts? ☐ Yes ☐ No

NHAD SERVICES, INC. — 1-800-852-3372 (FORM NHEB - 101) (2/97)

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To: Rick Gauthier
Department: Service
Phone: 603-223-1634
Fax: 603-225-8836

From: Charles Baldwin
Phone: 800-231-1841 ext. 21267
Fax: 866-480-3631

DATE: September 12, 2006

Pages including covers: 11

page:
Service request: «SRNUMBER_X»
Owner's Name: [REDACTED]

1-431079058

The following material is being forwarded to aid in obtaining facts, measurements, and photo documentation that will assist General Motors in a product investigation. Please use the enclosed section(s) from the GM PAR Investigation Forms.

If you have a question, before or during the inspection, please contact the individual sending this document at the number listed. Please call when you have completed the inspection, before the vehicle is removed from the shop, for final review. Do not under any circumstances, remove or replace parts from this vehicle unless instructed to do so.

No opinions or conclusions should be drawn or communicated to the customer. It will be GM's responsibility to give a position directly to the claimant.

Using 2-Day Priority Mail, please return completed investigation packet to:

General Motors
Product Allegation Resolution Team
7401 East Ben White
Bldg 3
Austin, TX. 78741
Attn: Charles Baldwin
Customer Relationship Specialist

GM appreciates your assistance in this matter, as our greatest concern is the safety and satisfaction of our owners.

charles_baldwin@gmexpert.com

(page 2 of 11)

GUIDELINES FOR PRODUCT INVESTIGATION

CAMERA - Purchase a 35mm disposable flash camera. (Do not buy a panoramic, Polaroid, or Kodak Advantix camera.) Take four exterior pictures. The pictures are to be taken from the front, rear, and each side of the vehicle. Take two interior pictures. One picture from driver's door opening and the other from outside the right front door opening. Use the entire roll of film taking extra pictures of all damaged areas and/or alleged defects. HAVE FILM PROCESSED AT A LOCAL RETAILER AND OBTAIN DOUBLE PRINTS. GENERAL MOTORS WILL PAY 5 HOURS ADMINISTRATIVE TIME IN ADDITION TO THE STANDARD INSPECTION TIME. The original receipt will be returned with an invoiced copy of the repair order and completed investigation package. Retain all receipts since you will be applying for payment per our instructions through the warranty system (WINS) after the inspection is complete.

REPAIR ORDER - A repair order is to be generated for the inspection. The repair order, in the complaint section, must read... **"PRODUCT INVESTIGATION PERFORMED FOR GENERAL MOTORS ON **/**/98."** Make sure it is in the owner's name and the heading is filled out. You should include a copy of the INVOICED (totaled) repair order with the rest of the completed investigation package before a claim can be processed (SEE INSTRUCTIONS SHEET).

DO NOT MAKE ANY NOTES ABOUT FINDINGS OF INSPECTION ON THE REPAIR ORDER!

PHOTOCOPY THE SALES AND SERVICE FILE - Sales file if this vehicle was sold at your dealer. **COPY THE SERVICE FILE** - Hard copies, front and back, and accounting copies for ALL service visits.

SCAN DATA - Print out or record vehicle scan data if relevant to this investigation. (From ID, DTCs, etc.)

INVESTIGATIVE AIDS - If provided, complete all areas, filling in the measurements and answering questions. Note anything out of the ordinary or areas of concern. **DO NOT MAKE ANY NOTES ON THE REPAIR ORDER.** If you have any additional comments that may support a decision, but is perhaps not factual in nature, please report these comments separately or discuss with us over the phone.

REPORTS - If possible obtain a copy of the police/fire report from the owner. If available, include a body shop estimate in the packet.

GENERAL MOTORS WILL NOT PAY FOR TOWING OR RENTAL CARS !!!
DO NOT INCLUDE IN REPAIR ORDER !!! THESE ARE THE OWNER'S RESPONSIBILITY.

The following items need to be mailed to myself at General Motors at the address on the cover sheet: (Use \$3.00 U.S. Mail 2-Day priority if possible.)

- ✓ Completed Investigative Sheets
- ✓ 35 mm photos (Disposable Flash Camera) - was approved without
- ✓ Copy of Invoiced Repair Order (Totaled)
- ✓ Additional notes/comments
- ✓ Estimate of vehicle damage
- ✓ All applicable copies of police/fire/sales/service records - only visit the dealer

PLEASE DISCARD ALL INFORMATION RELATING TO THIS INVESTIGATION UPON THE ACKNOWLEDGMENT THAT GENERAL MOTORS HAS RECEIVED ALL THE MATERIALS.

Fax Driver

GM-PAR-Chassis, Rev. 06/20/97

(page 3 of 1)

**PRODUCT ALLEGATION RESOLUTION
PRELIMINARY INSPECTION
STEERING, SUSPENSION, AXLE, TIRE & WHEEL SYSTEMS**

Division: <u>Chevrolet</u>	Service request: «SRNUMBER_X»	VIN: «SERIAL_NUMBER_X» <u>1G1ZV64835F</u>
Claimant's Name: (LAST, First) _____		
Inspected By: <u>PETE HARLOW</u>	Organization: <u>BANKS CHEVROLET</u>	
Phone: () : x _____	Inspection Date: <u>09/15/2006</u>	Mileage at Inspection: <u>8487</u>

I INSPECTION SUMMARY

Following the inspection, summarize the tests and observations:

II INTERVIEW - VEHICLE HISTORY

Note to the Inspector: In questions 3-5 below, document only the information which relates to the incident/allegation.

1. Name, address & phone number of person being interviewed: _____ Contooscook NH
2. Prior collision damage (date, description, etc.)
NONE
- Repaired by: _____
N/A
3. Describe existing vehicle conditions at the time of the incident (e.g. warning lights "On", tires worn, etc.):
TIRE ARE FINE, POWER STEERING WARNING LIGHT CAME ON AT EXACT TIME OF INCIDENT.
4. Repairs outside of warranty (what, when, by whom?):
NONE

*The beginning of the incident is the start of the sequence which resulted in the incident.

Exact incident location: Contoocook NH

Surface where incident occurred:

Type: Concrete, Asphalt, Gravel, Crushed Rock, Dirt, or Other? Describe:

Asphalt to dirt

Condition: Wet, Dry, Icy, or Other? If other, specify: Day

Estimated vehicle speed 3 MPH Source of estimate:

Incident occurred while: Accelerating, Turning, Braking, Coasting, Driving normally.

What did you do after you realized something was wrong? Describe: shut off the engine.

Any other comments or observations that have not been covered? NO

Power steering light has come on in the past but wheel has not locked up before. Has been happening for about a week.

IV VEHICLE INSPECTION

The vehicle inspection documents the physical evidence via color photographs and written observations. By recording your observations in the following section, you will be following a methodical inspection format.

Take color photographs of the following:

A. Exterior:

- Front
- Right side
- Rear
- VIN
- Left side

Comments: Scrapes on L.F bumper + outside mirror

B. Corner assemblies, if applicable:

- Struts/shocks
- Springs
- Control arms
- Ball joints
- Steering knuckles
- Axle assemblies

Comments: NONE

5. Other **vehicle history** information (from person being interviewed or GM Warranty History)?

NONE

6. **Last maintenance** (date, description, by whom?):

OIL CHANGE TWO WEEKS PRIOR BY JIFFY LUBE IN CONCORD NH.

III INTERVIEW - INCIDENT DETAILS

If vehicle is a truck, or a car trailering cargo at the time of the incident, estimated total weight of cargo and trailer:
 _____ lbs. Load description:

Load location:

Describe the following	Before the Incident	At the Beginning* and During the Incident
Steering (normal, other)	<u>NORMAL</u>	<u>SLIGHT TURN TO LEFT, heard WARNING CHIME, saw MESSAGE on Radio - steering cut out.</u>
Suspension (normal, other)	<u>NORMAL</u>	<u>NORMAL</u>
Engine (normal, other)	<u>NORMAL</u>	<u>NORMAL</u>
Transmission (normal, other)	<u>NORMAL</u>	<u>NORMAL</u>
Electrical (normal, other)	<u>NORMAL</u>	<u>NORMAL</u>
Warning lights/messages	<u>NONE</u>	<u>"POWER STEERING" ON RADIO DISPLAY</u>
Unusual noises (from where?)	<u>NONE</u>	<u>NONE</u>
Smoke/steam (from where?)	<u>NONE</u>	<u>NONE</u>
Other	<u>NONE</u>	<u>NONE</u>

Fax Device

(page 6 of 11)

C. Interior:

Instrument panel & odometer

Comments:

NONE

D. Underhood:

Engine compartment

Steering linkage

Steering

Power steering lines/hoses, connections/clamps

Comments:

steering message displayed on Radio, history codes stored.

E. Underbody:

Steering linkage

Scrapes or impact damage on the following:

Fuel tank

Tires/Wheels

Etc.

Comments:

NONE

F. General Observations (Take photographs if applicable):

Anything on vehicle which is after-market

NO

Anything on vehicle which is a modification:

NO

Anything on vehicle which is unusual, out-of-place, etc.:

NO

Other relevant information:

NONE

V CHASSIS INSPECTION

Record your observations and measurements for the sections and questions which relate to the incident and items which were inspected. Write N/A for sections and questions unrelated to the customer allegation.

A. STEERING, SUSPENSION, WHEELS, AXLES:

(page 7 of 11)

Use the following table to identify what you did and what you found during the inspection. Identify the tests and test results for the applicable items. Describe anything relevant to the allegation that is not in normal working condition, does not function properly or is a non production part. Take appropriate photographs, and indicate whether or not a photograph was taken.

	OBSERVATIONS/TEST RESULTS
Steering system	Power steering message displayed, codes C0545, C0460 & B1325 present. Needs steering wheel position sensor replaced.
Steering linkage	OK
Gear/rack and pinion	OK
Steering column, ignition switch, intermediate shaft	See above
Steering pump, drive, hoses, connections, flow, pressure	OK
PS fluid level and condition	NIA
Steering knuckle	OK
Suspension components - LF	OK
RF	OK
LR	OK
RR	OK
Rear axle assembly	OK
Deformation to the frame	OK
	OBSERVATIONS/TEST RESULTS
Describe evidence of axle/suspension/tire contact with frame, body or components	NONE
Describe contact of the undercarriage with the road surface (road, shoulder, curb, or grass)	NONE
Electronic level control system/components	NIA
Engine (normal, other)	NORMAL
Electrical (normal, other)	NORMAL
Warning lights/messages	Power steering message displayed on radio.
Wheels (damage/impact marks)	NONE
Codes/numbers for failed components. Describe	C0545, C0460, B1325

Fax Server**9/12/2006 11:11**

(page 8 of 11)

Other	
-------	--

Fax Server

(page 9 of 11)

B. ECM/PCMStored codes? (Y/N) If yes, list code number and description.

CODE	COUNTS	DESCRIPTION
<u>C0545</u>	<u> </u>	<u>Steering wheel torque input sensor</u>
<u>C0460</u>	<u> </u>	<u>Steering position sensor</u>
<u>B1325</u>	<u> </u>	<u>Device 1 Power circuit</u>
<u> </u>	<u> </u>	<u> </u>

Other comments:

C. ROAD-SENSING SUSPENSION/SPEED-SENSITIVE SUSPENSION (Fill out this section for suspension allegations on vehicles equipped with road-sensing suspensions/speed-sensitive suspensions)

1. Enter Diagnostics per the service manual and record any current or history codes. (Enter "none" if no codes are present)

CURRENT
CODEDESCRIPTIONN/AHISTORY
CODEDESCRIPTIONN/A

Follow the procedures in the service manual to determine the cause of the stored codes, which relate to the allegation. State which procedures were followed, record the results of each test, and state the root cause of the code. Do not conduct tests, which require disassembly of components. Follow the procedure in the General Guidelines for parts, which need to be disassembled for evaluation.

2. Inspect the system wiring, connections, and components for damage. Indicate whether the damage was the result of the incident. Comments:

N/A

3. Other comments:

NONE

Fax server

(page 10 of 11)

D. TIRE INSPECTION**1. IDENTIFICATION:**

	TIRE BRAND	TIRE TYPE	TIRE SIZE	PRESSURE	AVE. TREAD DEPTH
	(Goodyear)	(Eagle GA)	(P205/70R15)	(psi)	32nds of inch
LF	<u>Bridgestone</u>	<u>Insignia SE 200</u>	<u>P215/60R16</u>	<u>28</u>	<u>7</u>
RF	<u>"</u>	<u>"</u>	<u>"</u>	<u>28</u>	<u>7</u>
LR	<u>"</u>	<u>"</u>	<u>"</u>	<u>28</u>	<u>9</u>
RR	<u>"</u>	<u>"</u>	<u>"</u>	<u>28</u>	<u>9</u>

Describe any damage to tires, such as scrapes, marks due to impact, cuts, tread separation, flat spots etc.

LF NONE

RF _____

LR _____

RR _____

2. TIRE PLACARD DATA:

Record the following data: (located on driver's door edge or inside the decklid)

	SIZE	PRESSURE (psi)	PRESSURE AT MAXIMUM LOAD (psi)
TIRES	<u>P215/60 R16</u>	<u>30</u>	<u>30</u>
SPARE TIRE	<u>T125/70 R16</u>	<u>60</u>	<u>60</u>

(page 12 of 11)

GM-PAR-Photo, Rev. 06/20/97

**PRELIMINARY PAR INSPECTION
FIELD PHOTOGRAPHIC NOTES**

(page 12 of 1)

Division:	Service request:	VIN:
Claimant's Name (LAST, First)		

Inspected By: _____ Organization: _____
Phone: () _____ x _____ Inspection Date: ____/____/____ Mileage at Inspection: _____

Roll Number _____

<u>Neg.#</u>	<u>Description</u>
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VI SITE INSPECTION

Comments:

1. What is the main purpose of the document?
 2. What are the key findings of the study?
 3. What are the limitations of the study?
 4. What are the implications of the study?
 5. What are the conclusions of the study?
 6. What are the recommendations of the study?
 7. What are the future research directions?
 8. What are the acknowledgments?
 9. What are the references?
 10. What are the appendices?
 11. What are the footnotes?
 12. What are the endnotes?
 13. What are the glossary terms?
 14. What are the abbreviations?
 15. What are the acronyms?
 16. What are the symbols?
 17. What are the units?
 18. What are the variables?
 19. What are the parameters?
 20. What are the constants?
 21. What are the functions?
 22. What are the operators?
 23. What are the relations?
 24. What are the sets?
 25. What are the groups?
 26. What are the rings?
 27. What are the fields?
 28. What are the modules?
 29. What are the algebras?
 30. What are the spaces?
 31. What are the manifolds?
 32. What are the curves?
 33. What are the surfaces?
 34. What are the volumes?
 35. What are the areas?
 36. What are the lengths?
 37. What are the widths?
 38. What are the heights?
 39. What are the depths?
 40. What are the weights?
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 220.

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To: Rick Gauthier
Department: Service
Phone: 603-223-1634
Fax: 603-225-8836

From: Charles Baldwin
Phone: 800-231-1841 ext. 21267
Fax: 866-480-3631

DATE: September 12, 2006
Pages including cover 11
page:
Service request: «SRNUMBER_X»
Owner's Name: [REDACTED]

The following material is being forwarded to aid in obtaining facts, measurements, and photo documentation that will assist General Motors in a product investigation. **Please use the enclosed section(s) from the GM PAR Investigation Forms.**

If you have a question, before or during the inspection, please contact the individual sending this document at the number listed. Please call when you have completed the inspection, before the vehicle is removed from the shop, for final review. **Do not under any circumstances, remove or replace parts from this vehicle unless instructed to do so.**

No opinions or conclusions should be drawn or communicated to the customer. It will be GM's responsibility to give a position directly to the claimant.

Using 2-Day Priority Mail, please return completed investigation packet to:

General Motors
Product Allegation Resolution Team
7401 East Ben White
Bldg 3
Austin, TX. 78741
Attn: Charles Baldwin
Customer Relationship Specialist

GM appreciates your assistance in this matter, as our greatest concern is the safety and satisfaction of our owners.

GUIDELINES FOR PRODUCT INVESTIGATION

CAMERA - Purchase a 35mm disposable **flash** camera. (Do not buy a panoramic, Polaroid, or Kodak Advantix camera.) Take **four** exterior pictures. The pictures are to be taken from the front, rear, and each side of the vehicle. Take **two** interior pictures. One picture from driver's door opening and the other from outside the right front door opening. Use the entire roll of film taking extra pictures of all damaged areas and/or alleged defects. **HAVE FILM PROCESSED AT A LOCAL RETAILER AND OBTAIN DOUBLE PRINTS. GENERAL MOTORS WILL PAY .5 HOURS ADMINISTRATIVE TIME IN ADDITION TO THE STANDARD INSPECTION TIME.** The original receipt will be returned with an invoiced copy of the repair order and completed investigation package. Retain all receipts since you will be applying for payment per our instructions through the warranty system (WINS) after the inspection is complete.

REPAIR ORDER - A repair order is to be generated for the inspection. The repair order, in the complaint section, must read... ***"PRODUCT INVESTIGATION PERFORMED FOR GENERAL MOTORS ON ***/**/98."*** Make sure it is in the owner's name and the heading is filled out. You should include a copy of the **INVOICED** (totaled) repair order with the rest of the completed investigation package before a claim can be processed (SEE INSTRUCTIONS SHEET).

DO NOT MAKE ANY NOTES ABOUT FINDINGS OF INSPECTION ON THE REPAIR ORDER!

PHOTOCOPY THE SALES AND SERVICE FILE - Sales file if this vehicle was sold at your dealer. **COPY THE SERVICE FILE** - Hard copies, front and back, and accounting copies for **ALL** service visits.

SCAN DATA - Print out or record vehicle scan data if relevant to this investigation. (Prom ID, DTCs, etc.)

INVESTIGATIVE AIDS - If provided, complete all areas, filling in the measurements and answering questions. Note anything out of the ordinary or areas of concern. **DO NOT MAKE ANY NOTES ON THE REPAIR ORDER. If you have any additional comments that may support a decision, but is perhaps not factual in nature, please report these comments separately or discuss with us over the phone.**

REPORTS - If possible obtain a copy of the police/fire report from the owner. If available, include a body shop estimate in the packet.

GENERAL MOTORS WILL NOT PAY FOR TOWING OR RENTAL CARS !!!
DO NOT INCLUDE IN REPAIR ORDER !!! THESE ARE THE OWNER'S RESPONSIBILITY.

The following items need to be mailed to myself at General Motors at the address on the cover sheet: (Use \$3:00 U.S. Mail 2-Day priority if possible.)

- _____ Completed Investigative Sheets
- _____ 35 mm photos (Disposable Flash Camera)
- _____ Copy of Invoiced Repair Order (Totaled)
- _____ Additional notes/comments
- _____ Estimate of vehicle damage
- _____ All applicable copies of police/fire/sales/service records

PLEASE DISCARD ALL INFORMATION RELATING TO THIS INVESTIGATION UPON THE ACKNOWLEDGMENT THAT GENERAL MOTORS HAS RECEIVED ALL THE MATERIALS.

PRELIMINARY INSPECTION

STEERING, SUSPENSION, AXLE, TIRE & WHEEL SYSTEMS

Division:	Service request: «SRNUMBER_X»	VIN: «SERIAL_NUMBER_X»
Claimant's Name: (LAST, First)		

Inspected By: _____ Organization: _____
 Phone: () : x _____ Inspection Date: _____ Mileage at Inspection: _____

I INSPECTION SUMMARY

Following the inspection, summarize the tests and observations:

II INTERVIEW - VEHICLE HISTORY

Note to the inspector: In questions 3-5 below, document only the information which relates to the incident/allegation.

1. **Name, address & phone number** of person being interviewed:

2. **Prior collision** damage (date, description, etc.)

Repaired by:

3. Describe **existing vehicle conditions** at the time of the incident(e.g. warning lights "On", tires worn, etc.):

4. **Repairs** outside of warranty (what, when, by whom?):

5. Other **vehicle history** information (from person being interviewed or GM Warranty History)?

6. **Last maintenance** (date, description, by whom?):

III INTERVIEW - INCIDENT DETAILS

If vehicle is a truck, or a car trailering cargo at the time of the incident, estimated total weight of cargo and trailer:
 ____ lbs, Load description:

Load location:

Describe the following:	Before the Incident	At the Beginning* and During the Incident
Steering (normal, other)	<hr/> <hr/>	<hr/> <hr/>
Suspension (normal, other)	<hr/> <hr/>	<hr/> <hr/>
Engine (normal, other)	<hr/> <hr/>	<hr/> <hr/>
Transmission (normal, other)	<hr/> <hr/>	<hr/> <hr/>
Electrical (normal, other)	<hr/> <hr/>	<hr/> <hr/>
Warning lights/messages	<hr/> <hr/>	<hr/> <hr/>
Unusual noises (from where?)	<hr/> <hr/>	<hr/> <hr/>
Smoke/steam (from where?)	<hr/> <hr/>	<hr/> <hr/>
Other	<hr/> <hr/>	<hr/> <hr/>

*The beginning of the incident is the start of the sequence which resulted in the incident.

Exact incident location:

Surface where incident occurred:

Type: Concrete, Asphalt, Gravel, Crushed Rock, Dirt, or Other? ____ Describe:

Condition: Wet, Dry, Icy, or Other? ____ If other, specify:

Estimated vehicle speed ____ MPH Source of estimate:

Incident occurred while: Accelerating, Turning, Braking, Coasting, Driving normally:

What did you do after you realized something was wrong? Describe:

Any other comments or observations that have not been covered?

IV VEHICLE INSPECTION

The vehicle inspection documents the physical evidence via color photographs and written observations. By recording your observations in the following section, you will be following a methodical inspection format.

Take color photographs of the following:

A. Exterior:

Front
Right side
Rear
VIN
Left side

Comments:

B. Corner assemblies, if applicable:

Struts/shocks
Springs
Control arms
Ball joints
Steering knuckles
Axle assemblies

Comments:

C. Interior:

Instrument panel & odometer

Comments:

D. Underhood:

Engine compartment

Steering linkage

Steering

Power steering lines/hoses, connections/clamps

Comments:

E. Underbody:

Steering linkage

Scrapes or impact damage on the following:

Fuel tank

Tires/Wheels

Etc.

Comments:

F. General Observations (Take photographs if applicable):

Anything on vehicle which is after-market:

Anything on vehicle which is a modification:

Anything on vehicle which is unusual, out-of-place, etc.:

Other relevant information:

V CHASSIS INSPECTION

Record your observations and measurements for the sections and questions which relate to the incident and items which were inspected. Write N/A for sections and questions unrelated to the customer allegation.

A. STEERING, SUSPENSION, WHEELS, AXLES:

Use the following table to identify what you did and what you found during the inspection. Identify the tests and test results for the applicable items. Describe anything relevant to the allegation that is not in normal working condition, does not function properly or is a non production part. Take appropriate photographs, and indicate whether or not a photograph was taken.

	OBSERVATIONS/TEST RESULTS
Steering system	
Steering linkage	
Gear/rack and pinion	
Steering column, ignition switch, intermediate shaft	
Steering pump, drive, hoses, connections, flow, pressure	
PS fluid level and condition	
Steering knuckle	
Suspension components - LF	
RF	
LR	
RR	
Rear axle assembly	
Deformation to the frame	
	OBSERVATIONS/TEST RESULTS
Describe evidence of axle/suspension/ tire contact with frame, body or components	
Describe contact of the under-carriage with the road surface (road, shoulder, curb, or grass)	
Electronic level control system/components	
Engine (normal, other)	
Electrical (normal, other)	
Warning lights/messages	
Wheels (damage/impact marks)	
Codes/numbers for failed components. Describe	

Other	
-------	--

B. ECM/PCM

Stored codes? (Y/N) If yes, list code number and description.

<u>CODE</u>	<u>COUNTS</u>	<u>DESCRIPTION</u>
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

Other comments:

C. ROAD-SENSING SUSPENSION/SPEED-SENSITIVE SUSPENSION (Fill out this section for suspension allegations on vehicles equipped with road-sensing suspensions/speed-sensitive suspensions)

1. Enter Diagnostics per the service manual and record any current or history codes. (Enter "none" if no codes are present)

CURRENT

<u>CODE</u>	<u>DESCRIPTION</u>
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

HISTORY

<u>CODE</u>	<u>DESCRIPTION</u>
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

Follow the procedures in the service manual to determine the cause of the stored codes, which relate to the allegation. State which procedures were followed, record the results of each test, and state the root cause of the code. Do not conduct tests, which require disassembly of components. Follow the procedure in the General Guidelines for parts, which need to be disassembled for evaluation.

2. Inspect the system wiring, connections, and components for damage. Indicate whether the damage was the result of the incident. Comments:

3. Other comments:

D. TIRE INSPECTION**1. IDENTIFICATION:**

	TIRE BRAND	TIRE TYPE	TIRE SIZE	PRESSURE	AVE. TREAD DEPTH
	<u>(Goodyear)</u>	<u>(Eagle GA)</u>	<u>(P205/70R15)</u>	<u>(psi)</u>	<u>32nds of inch</u>
LF	_____	_____	_____	_____	_____
RF	_____	_____	_____	_____	_____
LR	_____	_____	_____	_____	_____
RR	_____	_____	_____	_____	_____

Describe any damage to tires, such as scrapes, marks due to impact, cuts, tread separation, flat spots etc.

LF _____

RF _____

LR _____

RR _____

2. TIRE PLACARD DATA:

Record the following data: (located on driver's door edge or inside the decklid)

	<u>SIZE</u>	<u>PRESSURE (psi)</u>	<u>PRESSURE AT MAXIMUM LOAD(psi)</u>
TIRES	_____	_____	_____
SPARE TIRE	_____	_____	_____

VI SITE INSPECTION

Make a diagram of the incident scene showing where the vehicle started, the path of the vehicle, and all points of impact. Make measurements and record on the diagram. Inspect the scene for tire marks. Take color pictures and enter comments below. If significant other vehicle or property damage occurred, take pictures of the damage, if possible, and make notes as necessary.

Comments:

[illegible]

**PRELIMINARY PAR INSPECTION
FIELD PHOTOGRAPHIC NOTES**

Division:	Service request:	VIN:
Claimant's Name (LAST, First)		

Inspected By: _____ Organization: _____

Phone: (____) _____ x _____ Inspection Date: ____/____/____ Mileage at Inspection: _____

Roll Number _____

<u>Neg.#</u>	<u>Description</u>
0	_____
1.	_____
2.	_____
3.	_____
4.	_____
5.	_____
6.	_____
7.	_____
8.	_____
9.	_____
10.	_____
11.	_____
12.	_____
13.	_____
14.	_____
15.	_____
16.	_____
17.	_____
18.	_____
19.	_____
20.	_____
21.	_____
22.	_____
23.	_____
24.	_____
25.	_____
26.	_____
27.	_____
28.	_____
29.	_____
30.	_____
31.	_____
32.	_____
33.	_____
34.	_____
35.	_____
36.	_____
37.	_____





FT LOWELL RD
RD 1000 E



TUCSON BLVD
BLVD 1000 E













MFD BY GENERAL MOTORS CORP

DATE
03/06

GVWR
1974 KG
4352 LB

GAWR FRT
1073 KG
2365 LB

GAWR RR
901 KG
1987 LB

THIS VEHICLE CONFORMS TO ALL APPLICABLE U.S. FEDERAL MOTOR
VEHICLE SAFETY, BUMPER, AND THEFT PREVENTION STANDARDS IN
EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE.
1G2ZG558664269933

TYPE: PASS CAR















TOW
DROP
ZONE

PONTIAC G6

SALES TAX
REGISTRATION
TITLE
SALES TAX
REGISTRATION
TITLE











331676
7-17-06
TPO
N/K

ELCO

Hobbs

7-18

NDR











































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

CDR File Information

Vehicle Identification Number	1G2ZG558664 [REDACTED]
Investigator	Neal Matheson
Case Number	1-1432417189
Investigation Date	Monday, October 2 2006
Crash Date	Monday, July 17 2006
Filename	1G2ZG558664 [REDACTED] CDR
Saved on	Monday, October 2 2006 at 04:06:12 PM
Collected with CDR version	Crash Data Retrieval Tool 2.8045
Collecting program verification number	E9B7C0A4
Reported with CDR version	Crash Data Retrieval Tool 2.8045
Reporting program verification number	E9B7C0A4
Interface used to collected data	Block number: 00 Interface version: 51 Date: 08-03-06 Checksum: BD00
Event(s) recovered	Deployment

SDM Data Limitations

SDM Recorded Crash Events:

There are two types of SDM recorded crash events. The first is the Non-Deployment Event. A Non-Deployment Event is an event severe enough to "wake up" the sensing algorithm but not severe enough to deploy the air bag(s). It can contain Pre-Crash and Crash data. The SDM can store up to one Non-Deployment Event. This event can be overwritten by an event that has a greater SDM recorded vehicle forward velocity change. This event will be cleared by the SDM after the ignition has been cycled 250 times.

The second type of SDM recorded crash event is the Deployment Event. It also can contain Pre-Crash and Crash data. The SDM can store up to two different Deployment Events, if they occur within five seconds of one another. Deployment Events cannot be overwritten or cleared from the SDM. Once the SDM has deployed the air bag, the SDM must be replaced. The data in the Non-Deployment Event file will be locked after a Deployment Event, if the Non-Deployment Event occurred within 5 seconds before the Deployment Event unless a Deployment Level Event occurs within 5 seconds after the Deployment Event, then the Deployment Level Event will overwrite the Non-Deployment Event file.

SDM Data Limitations:

- SDM Recorded Vehicle Forward Velocity Change reflects the change in forward velocity that the sensing system experienced during the recorded portion of the event. SDM Recorded Vehicle Forward Velocity Change is the change in velocity during the recording time and is not the speed the vehicle was traveling before the event, and is also not the Barrier Equivalent Velocity. This data should be examined in conjunction with other available physical evidence from the vehicle and scene when assessing occupant or vehicle forward velocity change. For Deployment Events and Deployment Level Events, the SDM will record 220 milliseconds of data after deployment criteria is met and up to 70 milliseconds before deployment criteria is met. For Non-Deployment Events, the SDM will record up to the first 300 milliseconds of data after algorithm enable. The minimum SDM Recorded Vehicle Forward Velocity Change, that is needed to record a Non-Deployment Event, is 5 MPH.
- Maximum Recorded Vehicle Velocity Change is the maximum recorded velocity change in the vehicle's combined "X" and "Y" axis.
- Event Recording Complete will indicate if data from the recorded event has been fully written to the SDM memory or if it has been interrupted and not fully written.
- SDM Recorded Vehicle Speed accuracy can be affected if the vehicle has had the tire size or the final drive axle ratio changed from the factory build specifications.
- Brake Switch Circuit Status indicates the status of the brake switch circuit.
- Pre-Crash Electronic Data Validity Check Status indicates "Data Invalid" if the SDM receive an invalid message from the module sending the pre-crash data.
- Driver's and Passenger's Belt Switch Circuit Status indicates the status of the seat belt switch circuit. The Passenger Belt Switch Circuit Status for 2005 vehicles is only available on the Cadillac STS. Also, the Passenger Belt Switch Circuit Status for 2006 Chevrolet Cobalt Sport Coupe (AP) model vehicles, with the option package that includes Recaro brand seats (RPO ALV), will always report a default value of "Buckled".
- The Time Between Non-Deployment and Deployment Events is displayed in seconds. If the time between the two events is greater than 5 seconds, "N/A" is displayed in place of the time. If the value is negative, then the Deployment Event occurred first. If the value is positive, then the Non-Deployment Event occurred first.
- If power to the SDM is lost during a crash event, all or part of the crash record may not be recorded.
- The ignition cycle counter relies upon the transitions through OFF->RUN->CRANK power-moding messages, on the GMLAN communication bus, to increment the counter. Applying and removing of battery power to the module will not increment the ignition counter.
- Steering Wheel Angle data is displayed as a positive value, when the steering wheel is turned to the right, and a negative value, when the steering wheel is turned to the left.

SDM Data Source:

All SDM recorded data is measured, calculated, and stored internally, except for the following:

- Vehicle Status Data (Pre-Crash) is transmitted to the SDM, by various vehicle control modules, via the vehicle's communication network.
- The Belt Switch Circuit is wired directly to the SDM.

Multiple Event Data

Associated Events Not Recorded	0
An Event(s) Preceded the Recorded Event(s)	No
An Event(s) was in Between the Recorded Event(s)	No
An Event(s) Followed the Recorded Event(s)	No
The Event(s) Not Recorded was a Deployment Event(s)	No
The Event(s) Not Recorded was a Non-Deployment Event(s)	No

System Status At AE

Vehicle Identification Number	**2ZG558*6*269933
Low Tire Pressure Warning Lamp (If Equipped)	Invalid
Vehicle Power Mode Status	Run
Remote Start Status (If Equipped)	Inactive
Run/Crank Ignition Switch Logic Level	Active
Brake System Warning Lamp (If Equipped)	OFF

System Status At 1 second

Transmission Range (If Equipped)	Shift in Progress
Transmission Selector Position (If Equipped)	Drive
Traction Control System Active (If Equipped)	Invalid
Service Engine Soon (Non-Emission Related) Lamp	OFF
Service Vehicle Soon Lamp	OFF
Outside Air Temperature (degrees F) (If Equipped)	108
Left Front Door Status (If Equipped)	Closed
Right Front Door Status (If Equipped)	Closed
Left Rear Door Status (If Equipped)	Unused
Right Rear Door Status (If Equipped)	Unused
Rear Door(s) Status (If Equipped)	Closed

Pre-crash data

Parameter	-2 sec	-1 sec
Reduced Engine Power Mode	OFF	OFF
Cruise Control Active (If Equipped)	No	No
Cruise Control Resume Switch Active (If Equipped)	No	No
Cruise Control Set Switch Active (If Equipped)	No	No

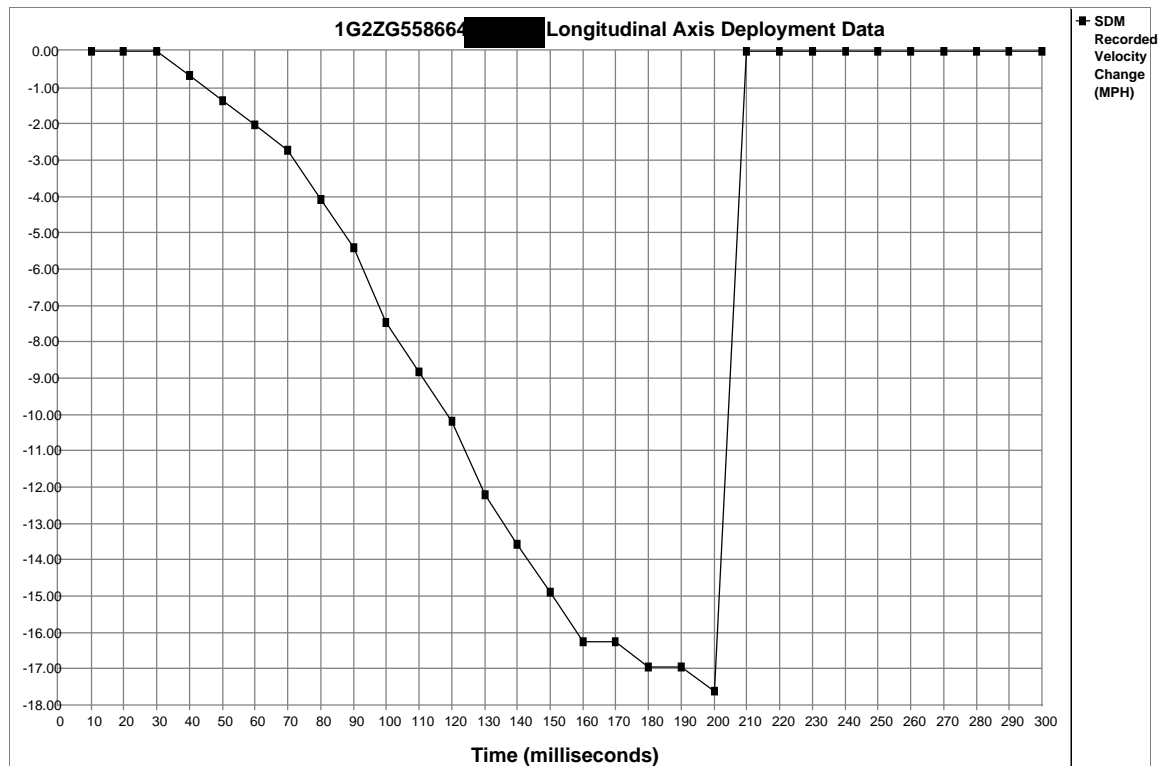
Pre-crash data

Parameter	-5 sec	-4 sec	-3 sec	-2 sec	-1 sec
Vehicle Speed (MPH)	41	42	43	43	0
Engine Speed (RPM)	1728	1856	1856	1536	1024
Percent Throttle	25	29	29	22	0
Brake Switch Circuit Status	OFF	OFF	OFF	OFF	ON
Accelerator Pedal Position (percent)	27	35	35	26	0
Antilock Brake System Active (If Equipped)	Invalid	Invalid	Invalid	Invalid	Invalid
Lateral Acceleration (feet/s ²) (If Equipped)	Invalid	Invalid	Invalid	Invalid	Invalid
Yaw Rate (degrees per second) (If Equipped)	Invalid	Invalid	Invalid	Invalid	Invalid

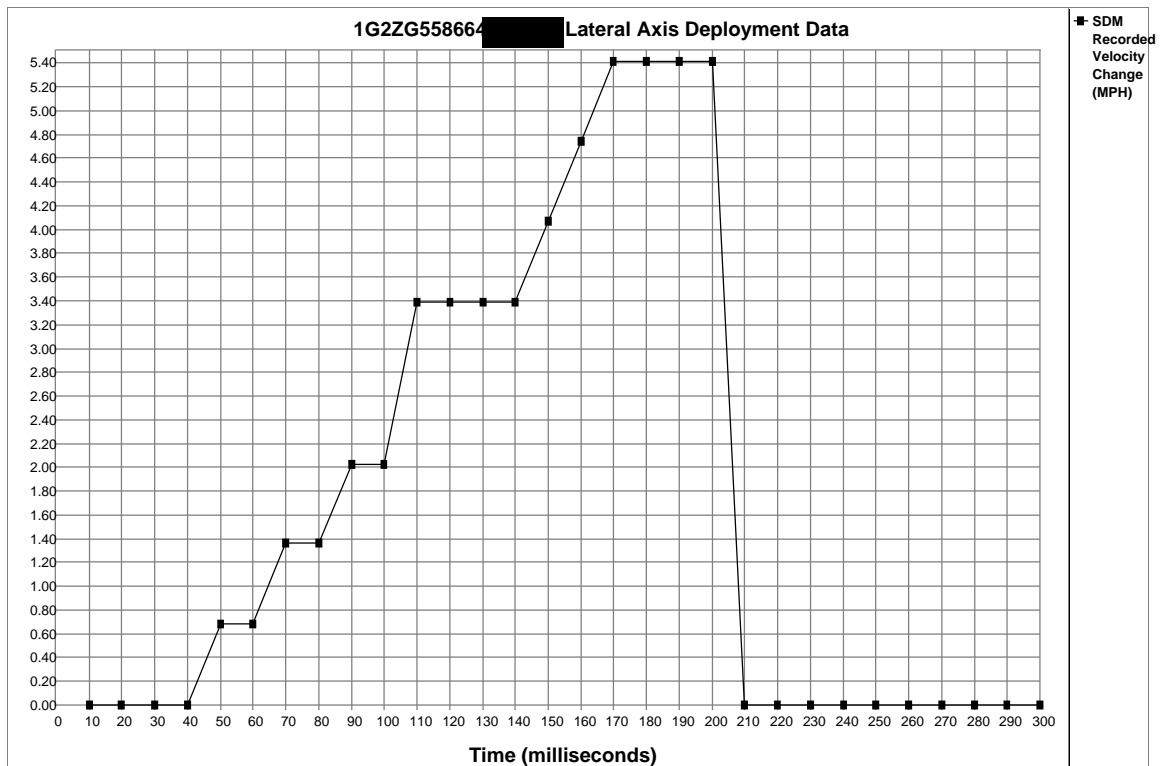
Parameter	-5 sec	-4 sec	-3 sec	-2 sec	-1 sec
Steering Wheel Angle (degrees) (If Equipped)	-16	-16	-16	-80	160
Vehicle Dynamics Control Active (If Equipped)	Invalid	Invalid	Invalid	Invalid	Invalid

System Status At Deployment

Ignition Cycles At Investigation	489
SIR Warning Lamp Status	OFF
SIR Warning Lamp ON/OFF Time (seconds)	438580
Number of Ignition Cycles SIR Warning Lamp was ON/OFF Continuously	488
Ignition Cycles At Event	489
Ignition Cycles Since DTCs Were Last Cleared	236
Driver's Belt Switch Circuit Status	BUCKLED
Passenger's Belt Switch Circuit Status	UNBUCKLED
Diagnostic Trouble Codes at Event, fault number: 1	N/A
Diagnostic Trouble Codes at Event, fault number: 2	N/A
Diagnostic Trouble Codes at Event, fault number: 3	N/A
Diagnostic Trouble Codes at Event, fault number: 4	N/A
Diagnostic Trouble Codes at Event, fault number: 5	N/A
Diagnostic Trouble Codes at Event, fault number: 6	N/A
Automatic Passenger SIR Suppression System Validity Status at AE	Valid
Automatic Passenger SIR Suppression System Status at AE	Air Bag Suppressed
Automatic Passenger SIR Suppression System Validity Status at First Deployment Command	Valid
Automatic Passenger SIR Suppression System Status at First Deployment Command	Air Bag Suppressed
Driver 1st Stage Time From Algorithm Enable to Deployment Command Criteria Met (msec)	36
Driver 2nd Stage Time From Algorithm Enable to Deployment Command Criteria Met (msec)	Disposal
Passenger 1st Stage Time From Algorithm Enable to Deployment Command Criteria Met (msec)	Suppressed
Passenger 2nd Stage Time From Algorithm Enable to Deployment Command Criteria Met (msec)	Suppressed
Time Between Events (sec)	0
Driver First Stage Deployment Loop Commanded	Yes
Driver Second Stage Deployment Loop Commanded	Yes
Driver Side Deployment Loop Commanded	No
Driver Pretensioner Deployment Loop Commanded	Yes
Driver (Initiator 1) Roof Rail/Head Curtain Loop Commanded	No
Driver (Initiator 2) Roof Rail/Head Curtain Loop Commanded	No
Driver Knee Deployment Loop Commanded	No
Passenger First Stage Deployment Loop Commanded	No
Passenger Second Stage Deployment Loop Commanded	No
Passenger Side Deployment Loop Commanded	No
Passenger Pretensioner Deployment Loop Commanded	Yes
Passenger (Initiator 1) Roof Rail/Head Curtain Loop Commanded	No
Passenger (Initiator 2) Roof Rail/Head Curtain Loop Commanded	No
Passenger Knee Deployment Loop Commanded	No
Second Row Left Side Deployment Loop Commanded	No
Second Row Left Pretensioner Deployment Loop Commanded	No
Third Row Left Roof Rail/Head Curtain Loop Commanded	No
Second Row Right Side Deployment Loop Commanded	No
Second Row Right Pretensioner Deployment Loop Commanded	No
Third Row Right Roof Rail/Head Curtain Loop Commanded	No
Second Row Center Pretensioner Deployment Loop Commanded	No
Driver 2nd Stage Deployment Loop Commanded for Disposal	Yes
Passenger 2nd Stage Deployment Loop Commanded for Disposal	No
Crash Record Locked	Yes
Vehicle Event Data (Pre-Crash) Associated With This Event	Yes
Deployment Event Recorded in the Non-Deployment Record	No
Event Recording Complete	Yes



Time (milliseconds)	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150
Longitudinal Axis Recorded Velocity	0.00	0.00	0.00	-0.68	-1.36	-2.03	-2.71	-4.07	-5.42	-7.46	-8.81	-10.17	-12.20	-13.56	-14.91
Time (milliseconds)	160	170	180	190	200	210	220	230	240	250	260	270	280	290	300
Longitudinal Axis Recorded Velocity	-16.27	-16.27	-16.95	-16.95	-17.62	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



Time (milliseconds)	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150
Lateral Axis Recorded Velocity Change (MPH)	0.00	0.00	0.00	0.00	0.68	0.68	1.36	1.36	2.03	2.03	3.39	3.39	3.39	3.39	4.07
Time (milliseconds)	160	170	180	190	200	210	220	230	240	250	260	270	280	290	300
Lateral Axis Recorded Velocity Change (MPH)	4.74	5.42	5.42	5.42	5.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Hexadecimal Data

```
$01  10 14 00 00 00 00 00
$02  30 00 00 00 00 00 00
$03  02 00 00 00 00 00 00
$04  02 00 00 00 00 00 00
$05  00 00 00 00 00 00 00
$06  00 0A 00 00 0A 53 52
$07  00 00 00 00 00 00 00
$08  F7 93 00 00 00 00 00
$09  03 00 7E 00 00 00 00
$0A  00 00 00 00 00 00 00
$0B  00 00 05 0F 00 00 00
$0C  80 00 80 00 00 00 00
$0D  00 00 80 00 00 00 00
$0E  40 00 00 00 00 00 00
$0F  A2 00 00 00 00 00 00
$10  47 32 5A 47 35 35 38
$11  36 36 34 32 36 39 39
$12  33 33 00 00 00 00 00
$13  00 00 00 00 00 00 00
$14  00 00 00 00 00 00 00
$15  00 00 00 00 00 00 00
$16  03 06 0C 16 34 00 00
$17  07 07 03 03 00 00 00
$18  07 07 00 00 00 00 00
$19  07 07 00 00 00 00 00
$1B  3F 00 00 67 00 7A 00
$1C  3F 00 00 06 00 1A 00
$1D  00 00 00 00 00 00 00
$1E  01 01 00 4F 00 01 00
$1F  31 C0 00 00 00 00 00
$20  40 00 00 00 00 00 00
$21  FF FF 00 00 50 00 00
$22  00 8E 00 00 00 00 00
$24  00 00 00 00 00 00 00
$25  00 00 00 00 00 00 00
$26  00 00 00 00 00 00 00
$27  FF 00 FF 00 00 00 00
$2A  00 00 00 00 00 00 00
$2B  00 00 00 00 00 00 00
$2D  00 00 00 00 00 00 00
$2E  80 00 92 00 00 00 00
$2F  00 EC 01 E9 00 00 00
$30  9D 00 00 00 00 00 00
$31  00 43 5A 5A 46 00 00
$32  80 00 00 00 00 00 00
$33  00 37 4B 4B 40 00 00
$34  10 18 1D 1D 1B 00 00
$35  00 45 45 44 42 00 00
$36  0A FB FF FF FF 00 00
$37  00 00 00 00 0B 00 E2
$38  A4 00 00 00 03 C0 00
$39  00 00 00 00 00 80 00
$3A  00 00 00 00 00 80 00
$3B  03 06 0C 00 00 00 00
$3C  00 00 00 00 00 00 C0
$3D  32 5A 47 35 35 38 00
$3E  36 26 99 33 00 00 00
$3F  00 00 90 00 00 00 00
$40  00 00 00 00 00 00 00
$41  F8 F8 90 00 00 00 00
$42  80 FF FF FF FF 00 00
$43  FF FF FF 00 00 00 00
```

```

$44 FF FF FF FF FF FF 00
$45 FF FF FF FF FF FF 00
$46 FF FF FF FF FF FF 00
$47 FF FF FF FF FF FF 00
$48 FF FF FF FF FF FF 00
$49 FF FF FF FF FF FF 00
$4A FF FF FF FF FF FF 00
$4B FF FF FF FF FF FF 00
$4C FF FF FF FF FF FF 00
$4D FF FF FF FF FF FF 00
$4E FF FF FF FF FF FF 00
$4F FF FF FF FF FF FF 00
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$54 82 FF FF 00 00 00 00
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$68 D0 10 00 80 00 00 00
$69 00 AB 52 01 E8 00 00
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$6B 00 00 00 00 00 00 00
$6C 00 00 00 00 00 00 00
$6D 00 00 00 00 00 00 00
$6E 00 00 00 00 00 00 00
$6F 00 FF 01 FE 01 FD 00
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$71 03 F5 05 F3 05 F1 00
$72 05 EE 05 EC 06 EA 00
$73 07 E8 08 E8 08 E7 00
$74 08 E7 08 E6 00 00 00
$75 00 00 00 00 00 00 00
$76 00 00 00 00 00 00 00
$77 00 00 00 00 00 00 00
$78 D0 00 00 00 00 00 00
$79 00 00 00 00 00 00 00
$7A 00 00 00 00 00 00 00
$7B 12 44 00 00 00 00 00

$01 41 55 01 02 03 04 52 53 41 32 03 09 01 AA AA 01
$02 01 02 03 04
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$0F 41 4A 36 34 37 33 52 35 33 34 38 31 39 52 34 38
$10 01 5A 39 A4
$13 42 52 39 38 32 30 44 31 36 30 38 37 34 58 46 59
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$18 FF FF FF FF
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$22 53 52
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$25 32 5A FA FA FA FA FA
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$42 D0 E4
$43 00 00 8E 80
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\$45 07 01 07 01 05 01
\$46 00 0F 0F 64 64
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\$48 18 08 08
\$B0 58
\$B1 FD FE 00
\$B2 FF FF FF FF FF
\$B4 41 53 35 33 35 32 32 31 34 42 34 38 20 20 20 20
\$B7 50 AA 01 0F 02
\$B8 54 41 68 06 15
\$C1 30 46 30 32
\$CA 30 46 30 32
\$CB 00 F0 B6 78
\$CC 00 F0 B6 78
\$D1 00 00
\$DB 00 00
\$DC 00 00

















MFD BY GENERAL MOTORS CORP

DATE
03/06

GVWR
1974 KG
4352 LB

GAWR FRT
1073 KG
2365 LB

GAWR RR
901 KG
1987 LB

THIS VEHICLE CONFORMS TO ALL APPLICABLE U.S. FEDERAL MOTOR
VEHICLE SAFETY, BUMPER, AND THEFT PREVENTION STANDARDS IN
EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE.

TYPE: PASS CAR

1G2ZG558664















TOW
ZONE

PONTIAC G6

SALES TAX
REGISTRATION
TITLE
SALES TAX
REGISTRATION
TITLE











331676
7-17-06
TPO
N/K

ELCO
Hobbs
7-18

NDRG











































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

Neil,

This vehicle had nearly 4k miles on it when this loss occurred. There really is no maintenance records to provide at this point. There was only 1 warranty issue, but other than that, nothing was really done.

Maintenance records will not be provided.

Thank you.

Rebecca Stephens
Liability Claims Administrator
Phone: 303-439-6204 Fax: 720-895-1501

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-----Original Message-----

From: Neal Matheson [mailto:qv_neal@netscape.com]
Sent: Friday, September 22, 2006 6:16 PM
To: Stephens, Rebecca L
Subject: Accident Vehicle Inspection, Boaz, October 2, Tucson AZ

Hi rebecca:
I received the letter for the inspection.

Will you, or someone there, be able to provide a Maintenance log for the vehicle?

Thanks, ...Neal Matheson

Netscape. Just the Net You Need.

**PRODUCT ALLEGATION RESOLUTION
PRELIMINARY INSPECTION
FIELD PHOTOGRAPHIC NOTES**

Customer's Name: [REDACTED]

Inspection Date: **October 2, 2006**

Vehicle Brand: **Pontiac**

Model: **G-6**

File #

1-432417189

VIN:

1G2ZG55866 [REDACTED]

Inspector Neal Matheson

Number of Rolls _____

Page 2 of 3

<u>Neg.#</u>	<u>Description</u>
47	<u>Wheel/ Tire – RF, Note scraped rim edge, lack of scrub marks on tire.</u>
48	<u>Wheel/Tire – RF, Note small dent in rim at 6 O'clock.</u>
49	<u>Wheel/ Tire - LR</u>
50	<u>Wheel/ Tire – RR, Note scraped rim edge, lack of scrub marks on tire.</u>
51	<u>Compartment – Engine, left side, view from front.</u>
52	<u>Compartment – Engine, view from front.</u>
53	<u>Compartment – Engine, view from right side.</u>
54	<u>Door – Driver, top, note dents appear to be from salvage yard damage not related to the accident.</u>
55	<u>Panel – Control, note switch positions, "Service air bag" message on radio LED.</u>
56	<u>Tech II Screen – PCM DTC P0480, Cooling fan relay 1 control circuit.</u>
57	<u>Tech II Screen – PCM DTC P0481, Cooling fan relay 2 control circuit.</u>
58	<u>Tech II Screen – BCM DTC U2111 Lost communications with steering</u>
59	<u>Tech II Screen – SIR DTC B0084, Front end sensor 2 open circuit.</u>
60	<u>Tech II Screen – SIR DTC B0083 Front end sensor 1 open circuit.</u>
61	<u>Tech II Screen – SIR DTC B0013 Driver frontal deployment loop stage 2</u>
62	<u>Tech II Screen – SIR DTC B0012, Driver frontal deployment loop stage 1</u>
63	<u>Tech II Screen – SIR DTC B0022, RF pretensioner deployment loop, open circuit</u>
64	<u>Tech II Screen – SIR DTC B0015 LF pretensioner deployment loop, open circuit.</u>
65	<u>Tech II Screen – BCM DTC 2545 Backup lamp circuit, short to ground or open.</u>
66	<u>Tech II Screen – BCM DTC B0158 Outside air temp sensor, short to ground or open.</u>
67	<u>Tech II Screen – SIR DTC B0052 Deployment command</u>
68	<u>Tech II Screen – TDM DTC B1325 Device power 1 voltage below threshold</u>
69	<u>Tech II Screen – BCM DTC B1325 Device power 1 voltage below threshold</u>
70	<u>Tech II Screen – SIR DTC B0084 Front end sensor 2 short to battery.</u>
71	<u>Tech II Screen – SIR DTC B0083 Front end sensor 1 short to battery.</u>
72	<u>Tech II Screen - SIR DTC B3948 Left turn signal circuit, short to ground or open.</u>
73	<u>Tech II Screen – ECU, Status, Power steering module – no communication.</u>
74	<u>Tech II Screen – ECU Status, AC module, no comm.. IP cluster =0, PCM =2, Power steering control module = no comm.. Radio =1, SIR =9</u>
75	<u>Panel – Control, note SIR message.</u>
76	<u>Panel – Instrument, bulb check</u>
77	<u>Tread – LF tire w/ flat spotting</u>
78	<u>Tread – RF tire w/ flat spotting, (most severe of all four)</u>
79	<u>Wheel – RF rime, scraped.</u>
80	<u>Tread – LR tire w/ flat spotting.</u>
81	<u>Tread – LR tire w/flat spotting.</u>
82	<u>Label – Tire information.</u>
83	<u>Underbody – view from front.</u>
84	<u>Underbody – Engine cradle</u>
85	<u>Suspension – LF, view from below</u>
86	<u>Suspension – RF view from below.</u>
87	<u>Underbody – view from front, note frame twisted right side up ≈3"</u>
88	<u>Suspension - RF view from front, lower.</u>
89	<u>Suspension –LF, view from front, lower.</u>
90	<u>Underbody – Rear, view from rear, lower.</u>

November 26, 2010

Ms. Rebecca Stephens
PO Box 350700
Westminster, CO 80035-0700

Service request: 1-432417189
Vehicle Identification Number: 1G2ZG558664 [REDACTED]
Customer Relationship Specialist: Rachal Ross

Dear Ms. Stephens:

This will confirm our conversation on 9/14/06, regarding the upcoming inspection of the 2006 Pontiac G6 which you authorized to have performed. The complete inspection process may take ten to fourteen business days.

As part of the inspection, we will take photographs and measurements. For a thorough inspection to be performed, it may be necessary to inspect additional systems on the vehicle. A download from the Sensing and Diagnostic Module (SDM) may be performed as well. As explained in the Owner's Manual, in addition to its other functions the SDM records information about the air bag system and other crash related data in an air bag deployment and some near-deployment crashes. If we download SDM data, a copy will be made available for you.

Please note the potential GM uses of this crash data once GM has a copy in its files. Once collected, the data is available for GM's research needs. Also, in summary form, this information may be provided to non-GM organizations (i) which have a reasonable need for it, (ii) which have a demonstrated ability to utilize such data, and (iii) which are expected to use it for studies aimed at improving safety to the benefit of the public at large, the auto industry, or GM. However, information which ties data to a particular vehicle, such as VIN, owner name, or date and location, will generally not be disclosed by GM other than (a) to the involved owner/lessee or his/her designated agent, (b) in response to an official request to police or similar government office, (c) for research where appropriate confidentiality is maintained and need is shown, (d) as part of GM's defense of litigation involving the subject vehicle or other GM products, or (e) as otherwise required by law.

If you have any additional questions about our upcoming inspection, please contact our Business Resource Center at 1-800-231-1841, Monday through Friday between 8:00 a.m. and 5:00 p.m.

Eastern Time. Please refer to your service request number above and any of our Customer Relationship Specialists will be happy to assist you.

Sincerely,

General Motors Corporation

RESTRAINT SYSTEMS SIR / SEAT BELTS

Customer's Name: [REDACTED] Inspection Date: **10/02/2006**
 Vehicle Brand: **PONTIAC** Model: **G-6**
 File #: **1-432417189** VIN: **1G2ZG558664** [REDACTED]

Mileage at Inspection: **3969**

Inspection Location: **Quebedeaux Pontiac, 3566 E. Speedway
Tucson, AZ 85716 520-326-2036**

Inspector's phone number: **520-463-0135**

Inspected By: **Neal Matheson**

Section 1**INSPECTION SUMMARY - RESTRAINT SYSTEM****Describe the SIR-related allegation below:**

- ☐ Non-deployment (the airbag did not deploy and the claimant states that it *should* have)
☐ Inadvertent deployment (the claimant states that the airbag deployed when it *should not* have)
☒ Inflation or deployment-induced injury (the claimant states the deployment of the airbag caused an injury)
☐ Other Describe: { _____
☐ None; Seat belt - related allegation only

Describe the seat belt- related allegation below:

- ☐ Non-activation (the seat belt did not restrain an occupant and the claimant states it *should* have)
☐ Induced injury (the claimant states the seat belt system caused an injury)
☒ Other Describe: **Delayed activation**
☐ None; SIR - related allegation only

Following the inspection, summarize the facts and observations: (Additional cmts may be placed in section 9)

This vehicle is owned by Enterprise car rentals. Their customer, [REDACTED] claims that he was approaching an intersection when the steering suddenly "yanked" to the right causing him to hit the curb. He jumped on the brake with both feet, but ran into the back of a van in front of him, and that vehicle hit a third vehicle. The seat belt did not prevent him from hitting the steering wheel. When the air bag did deploy, he had already hit the steering wheel causing sever bruising and other injuries.

[REDACTED] is relatively short @ 5'7" and was likely positioned fairly close to the steering wheel. The top rim of the steering wheel is bent forward slightly. The seat belt restraint pre-tensioner did deploy. There is some abrasion "fuzz" at the seat belt "D" ring, but no other obvious stretching of the fabric. The air bag is deployed with no signs of transfer or other marks.

Major damage to the vehicle is all left of center, above the front bumper support bar, and from the LH frame rail outboard. The impact basically shoved the LH strut assembly rearward until it hit the front of dash directly in front of the driver. Both right side wheels are scraped up on the outside edge of the rim as if they had run along the curb, but not hard enough to jump the curb, bend a wheel or loose air.

The vehicle has Electric Assist Power Steering
 Vetronix download is attached.

Driver seeks payment of medical bills, and absolution of blame. Emergency Room was > \$2300

Section 2**INTERVIEW - INCIDENT DETAILS****Provide a complete description of the incident according to the DRIVER / CLAIMANT**

Interview mode: ☒ By Telephone ☐ In Person

Incident Date and Time: **07/17/2006, Morning**

Interview date: **09/20/2006**

Was a police/fire department report obtained? Yes ☒ No **Police Report #0607170539, Tucson P.D Note: Police report was requested but not made available to the inspector.**

Provide driver/claimant's description of incident. Describe all collision events; include description of other vehicles involved; describe all objects contacted and the sequence in which they were contacted. (Additional cmts may be placed on pg 9)

Driver [REDACTED] states that he was westbound on E. Ft. Lowell Rd. approaching the intersection at Tucson Blvd. The Steering yanked the car to the right and it hit the curb. He stomped the brake hard with both feet, but the car bounced into the vehicle in front of him. The airbag did not go off until after he hit the steering wheel. Seat Belts did not stop him from hitting the wheel. Driver was transported to the hospital by ambulance and treated in the Emergency Room.

RESTRAINT SYSTEMS SIR / SEAT BELTS

Customer's Name: [REDACTED] Inspection Date: **10/02/2006**
 Vehicle Brand: **PONTIAC** Model: **G-6**
 File #: **1-432417189** VIN: **1G2ZG558664** [REDACTED]

Driver/other occupant's physical description (include name, gender, height, weight, & disabilities):

Driver: Height 5'7", Weight 140#, Has blood clots in feet & calves, recovering from previous back injury.

Describe extent of any injuries to the Driver: **Driver has bruises around the chest from the airbag. Feet ankles and calves up to the knee are swollen from pushing the brake, right leg is worse.**

Describe where other occupants were seated & extent of any injuries: **No other occupants.**

{ _____

Weather conditions & Visibility: **Clear** Approximate Temp (°F): **95**
 Road Surface: ☐ Concrete ☒ Asphalt ☐ Gravel ☐ Crushed rock ☐ Dirt
 Road Condition: ☒ Dry ☐ Wet ☐ Icy ☐ Other: { _____
 Shoulder ☐ Curb ☒ Concrete ☐ Asphalt ☐ Gravel ☐ Crushed rock ☐ Dirt
 Shoulder/Curb Condition: ☒ Dry ☐ Wet ☐ Icy ☐ Other: { _____

Length of Drive Prior to incident:

Total Time (hrs. & mins.): **10** Distance (miles): **5-6**

Estimate of vehicle speed: **25** mph Source of est. **driver**

Estimated vehicle speed at impact: **Don't know** mph Source of est. **Driver**

Describe any evasive action: ☐ Turning ☒ Braking ☐ Accelerating ☐ Other: { _____

Describe cargo and/or trailer (if any): **None**

Estimated total weight of cargo & Trailer (lbs): **No Cargo**

Any objects in the road? (rocks, scrap metal, pothole, speed bump, etc.) **No**

Did the vehicle leave the roadway?: ☐ Yes ☒ No Describe: { _____

Objects Impacted: **RH Curb, Vehicle in front.**

How was the vehicle transported from the incident site to the present location? ☐ Tow Truck ☐ Flat Bed

☒ Other: Don't Know, Customer was in ambulance and didn't see tow

Additional comments concerning the incident:

Section 3 INTERVIEW - VEHICLE HISTORY

Source of information (name, address, phone number, & relationship if other than claimant):

Interview with Claimant / Driver, [REDACTED]

Comments:

Vehicle is owned by Enterprise Rental Car, Rebecca Stephens representative. DRIVER [REDACTED]

Did the owner purchase the vehicle new? YES Date **4-20-2006** Used? ☐ Yes ☐ No Date _____

VEHICLE MODIFICATIONS / ALTERATIONS

Are any vehicle modifications or alterations present, and has any after-market equipment been installed?

(e.g., objects attached to the steering wheel or instrument panel, controls for disabled persons, cellular phone, modified body, electrical components, powertrain, suspension, wheels or tires, after-market seats, etc.) Describe:

No modifications.

{ _____

VEHICLE REPAIR / SERVICE HISTORY

Prior electrical system service? ☒ No ☐ Yes If yes, describe:

A letter from Enterprise states that this was a new vehicle, no service had yet been performed, and no maintenance records will be provided. See supporting Docs.

RESTRAINT SYSTEMS SIR / SEAT BELTS

Customer's Name: [REDACTED] Inspection Date: **10/02/2006**
 Vehicle Brand: **PONTIAC** Model: **G-6**
 File #: **1-432417189** VIN: **1G2ZG558664** [REDACTED]

{
 Prior collision repair? ☒ No ☐ Yes If yes, describe: {
 {
 Repaired by whom? (name, address, phone) **No repairs**
 {
 Prior SIR and/or seat belt service, repair, or replacement? ☒ No ☐ Yes If yes, describe what was done:
 {
 SIR / airbag and/or seat belt system serviced, repaired, or replaced by whom? (name, address, phone number)
No service or repair.
 Any other pertinent vehicle history information (from interview, GM warranty or dealership history files)? ☒ No ☐ Yes
 If yes, describe: {
No dealer history

Section 4 VEHICLE INSPECTION - EXTERIOR

Has the exterior of the vehicle been damaged? ☒ Yes ☐ No (if no, then skip this section.)
PHOTOGRAPH THE EXTERIOR OF THE VEHICLE AS FOLLOWS: VIN PLATE, QUARTER VIEWS FROM LEFT FRONT, RIGHT REAR, AND DOCUMENT FURTHER EXTERIOR DAMAGE WITH AS MANY PHOTOS AS ARE REQUIRED.
 (Also take a photograph of the steering wheel/column in plan view.)
FRONT AREA: Describe any damage to the front of the vehicle. Note (and photograph) if the hood is opened, if it contacted or penetrated the windshield, and the location of the contact:
Damage is from frontal impact. The primary impact was left of center, and above the left-hand frame extension. It pushed the LH strut, strut mount, and spring rearward into the front of dash, approximately 13" forward of the windshield. The hood contacted the windshield in front of the driver, The windshield is shattered at the bottom left, with cracks radiating from there. Bumper fascia, grill and assorted panels fell off or were removed prior to the inspection. The left frame extension has little compression, but is raised approximately 3" higher than the right side which is virtually untouched by the impact its self.
 {
LEFT SIDE EXTERIOR: Describe any damage to the door(s). Note if any door opened as a result of the impact and photograph both the latch, striker and the hinges
The left front door has a slight bind when opened but otherwise appears undamaged. There are some dings above the driver door which are judged to have happened in the storage yard, unrelated to the accident. The left side from the driver door rearward appears undamaged.
 {
RIGHT SIDE EXTERIOR: Describe any damage to the door(s). Note if any door opened as a result of the impact and photograph both the latch, striker and the hinges.
The RF door has a scrape, and dent which extends approximately 6" rearward of the wheel opening. Another scrape is between the rear door and the RR wheel opening. It is unknown how or when these scrapes occurred. They do not appear to be a result of the primary impact
 {
REAR AREA: Describe any damage to the rear of the vehicle. Note (and photograph) if the deck lid or rear hatch opened, and note if the spare tire separated from the vehicle.
No damage to the rear except the backlight is shattered. This is judged to have happened in the storage yard and is unrelated to the accident. Storage yard manager states the window was not broken when the vehicle came into the lot.
 {
ROOF / ROOF STRUCTURE: Describe any damage to the roof of the vehicle. Note if any convertible tops or removable roof panels did not remain attached, and photograph the latches.
There is no discernable damage to the roof.

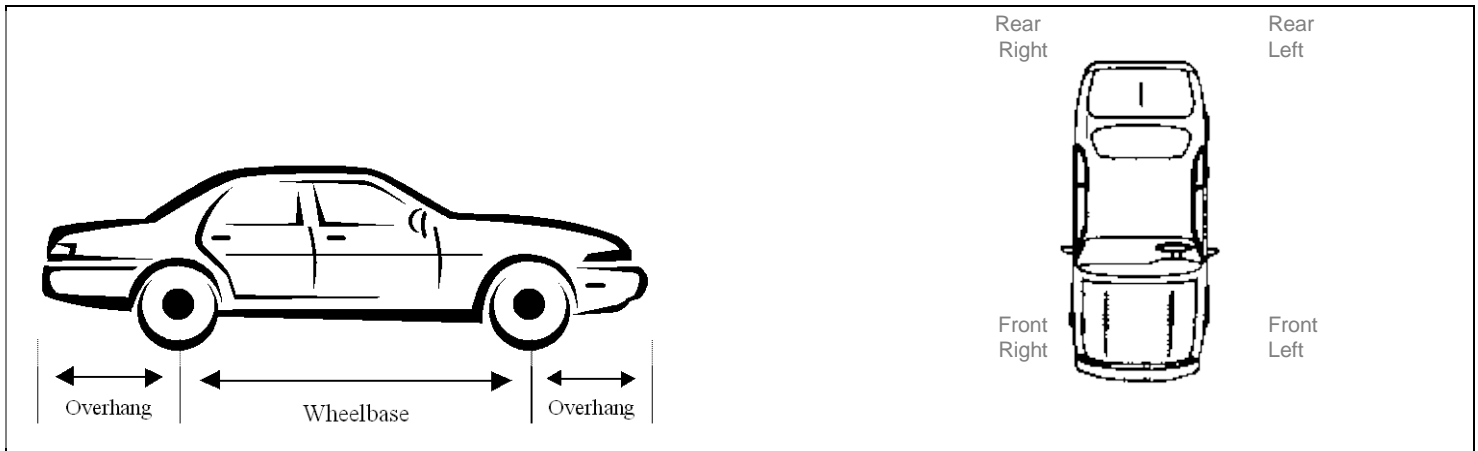
{
UNDERBODY / FRAME / CHASSIS AREA: Describe any damage to the underside of the vehicle. Note the condition of the bumpers, frame, suspension, tires, wheels, & engine mount(s)/crossmember. Photograph if damage is present.

RESTRAINT SYSTEMS SIR / SEAT BELTS

Customer's Name: [REDACTED] Inspection Date: 10/02/2006
 Vehicle Brand: PONTIAC Model: G-6
 File #: 1-432417189 VIN: 1G2ZG558664 [REDACTED]

Underbody damage appears to be limited to that which is generally forward of the front of dash. There is no indication of impact from road surfaces or other ground impact.

{
STRUCTURAL DEFORMATION - CRUSH AREAS



(Please check all that apply)

Type of impact(s) ☒ Frontal ☐ Side ☐ Rear ☐ Rollover ☐ Other: { }

The following dimensions should be obtained as they are important to determining the magnitude of the impact to the vehicle. See diagram for definitions of overhang.

Driver side: Wheelbase (in.) 111" Passenger side: Wheelbase (in.) 113 1/4"
 Front overhang (in.) See Comments Front overhang (in.) See Comments
 Rear overhang (in.) 36" Rear overhang (in.) 36"

Maximum depth of crush: See Comments Inches - Front See Comments Inches - Driver side
 See Comments Inches - Rear See Comments Inches - Passenger side
 None Inches - Roof

Additional comments concerning exterior damage: Bumper fascia grill, etc. have been removed. Determination of front overhang would be difficult to ascertain. The bumper support bar, however, is relatively undamaged. Measured from the front edge of the door forward to the front of bumper support is 47" LH, and 50 1/8" RH. The primary impact is left of center, above the left frame rail, and approximately in line with the rail. The point of maximum crush is to within 13" of the windshield

{
 {

PRIOR DAMAGE

Describe any existing damage that appears to have been present prior to this incident:

None

{

Section 5 VEHICLE INSPECTION - PASSENGER COMPARTMENT

INTERIOR INSPECTION (Photograph any damage and deployed airbags)

Interior reduced in size? ☒ No ☐ Yes Where? {
 Intrusion by external object? ☒ No ☐ Yes Describe: {
 Loose objects inside? ☒ No ☐ Yes Describe: {
 Cowl deformed? ☐ No ☒ Yes Describe: Directly in front of driver, in line with crush.
 Floorpan/toeapn deformed? ☒ No ☐ Yes Describe: {

10/02/2006

PONTIAC

G-6

1-432417189

1G2ZG558664

Confidential GM/PAR

RESTRAINT SYSTEMS SIR / SEAT BELTS

Customer's Name: [REDACTED] Inspection Date: **10/02/2006**
 Vehicle Brand: **PONTIAC** Model: **G-6**
 File #: **1-432417189** VIN: **1G2ZG558664** [REDACTED]

Section 6 RESTRAINT SYSTEM INSPECTION - SIR / Airbag**If the vehicle is not equipped with airbags, SKIP THIS SECTION****Note - Do Not "Clear Codes" from the on-board computer(s)****Describe the SIR-related allegation below:**

- ☐ Non-deployment (the airbag did not deploy and the claimant states that it *should* have)
- ☐ Inadvertent deployment (the claimant states that the airbag deployed when it *should not* have)
- ☒ Inflation or deployment-induced injury (the claimant states the deployment of the airbag caused an injury)
- ☒ Other Describe: **Claimant states that the seat belt did not prevent him from hitting the steering wheel, Then the Air Bag deployed late, after he was already in contact with the steering wheel.**
- ☐ None; Seat belt - related allegation only

Alleged SIR Unit(s):

<input checked="" type="checkbox"/> Driver	<input type="checkbox"/> Passenger	<input type="checkbox"/> Driver side (door)	<input type="checkbox"/> Passenger side (door)
<input type="checkbox"/> Roof rail airbag		<input type="checkbox"/> Thorax bags	<input type="checkbox"/> None (seating position not equipped with SIR)

Which SIR(s) deployed?

<input checked="" type="checkbox"/> Driver	<input type="checkbox"/> Passenger	<input type="checkbox"/> Driver side (door)	<input type="checkbox"/> Passenger side (door)
<input type="checkbox"/> Roof rail airbag		<input type="checkbox"/> Thorax bags	<input type="checkbox"/> None (seating position not equipped with SIR)

Was Vetronix CDR used? ☒ Yes ☐ No

Describe airbag light functional test results.

When keyed on, the airbag light stays lit, and an airbag message is displayed on the radio LCD

{

Describe any existing diagnostic trouble codes (if Tech 2 was used): {

Seventeen DTC's were stored. Please see Photos and Photo Log, for Tech 2, screens and DTC descriptions. Photos #55 / 74

{

Describe any evidence that the passenger compartment may have been flooded or the SDM/DERM has incurred any damage due to moisture.

No flooding damage!

{

If any airbag(s) deployed, was the:**DRIVER AIRBAG**

Bag material cut/torn? ☒ No ☐ Yes

Transfer marks present - clothing, makeup, etc.? ☒ No ☐ Yes

Describe: **Bag mtl. clean except minor blk. streaks**

Describe: {

PASSENGER AIRBAG

Bag material cut/torn? ☒ No ☐ Yes

Transfer marks present - clothing, makeup, etc.? ☒ No ☐ Yes

Describe: **No Deployment**

Describe: **NA**

DRIVER SIDE AIRBAG

Bag material cut/torn? ☒ No ☐ Yes

Transfer marks present - clothing, makeup, etc.? ☒ No ☐ Yes

Describe: **No Deployment**

Describe: **NA**

RESTRAINT SYSTEMS SIR / SEAT BELTS

Customer's Name: [REDACTED]

Inspection Date:

10/02/2006

Vehicle Brand:

PONTIAC

Model:

G-6

File #

1-432417189

VIN:

1G2ZG558664 [REDACTED]**PASSENGER SIDE AIRBAG**

Bag material cut/torn?

☒ No☐ YesDescribe: **No Deployment**

Transfer marks present - clothing, makeup, etc.?

☒ No☐ YesDescribe: **NA****ROOF RAIL AIRBAG**

Bag material cut/torn?

☐ No☐ YesDescribe: **NA**

Transfer marks present - clothing, makeup, etc.?

☐ No☐ Yes

Describe: {_____}

THORAX AIRBAG

Bag material cut/torn?

☐ No☐ YesDescribe: **NA**

Transfer marks present - clothing, makeup, etc.?

☐ No☐ Yes

Describe: {_____}

PHOTOGRAPH THE STEERING WHEEL

Was the steering wheel damaged?

☐ No☒ YesDescribe: **Rim @ 12:00 bent forward approx. 1/4"**

Were transfer marks present

☒ No☐ YesDescribe: **No transfer marks**

- clothing, makeup, etc.?

INSPECT SIR WIRING, SENSORS

SIR Wiring damaged?

☒ No☐ Yes

Describe: {_____}

SIR Sensors damaged or disconnected?

☒ No☐ Yes

Describe: {_____}

SIR Inflator module(s) disconnected?

☒ No☐ Yes

Describe: {_____}

DERM / SDM Download

- Obtain either DERM (Diagnostic Energy Reserve Module) or SDM (Sensing and Diagnostic Module) downloads.
- OBTAIN DERM / SDM DOWNLOAD FOR ALL SEAT BELT AND/OR SIR-RELATED ALLEGATIONS
- DO NOT CLEAR CODES PRIOR TO OBTAINING THE DOWNLOAD
- DO NOT CYCLE IGNITION KEY ON/OFF PRIOR TO OBTAINING THE DOWNLOAD
- OBTAIN 3 OR MORE PRINTOUTS - IF USING THE EDRU
- ON EACH EDRU PRINTOUT, WRITE INSPECTOR'S NAME, DATE, VIN, AND NAME(S) OF ANYONE
- PRESENT AT THE TIME THE DATA WAS RETRIEVED

Download Available? ☒ Yes ☐ No If NO, describe reason: {_____}Download obtained from: ☒ ALDL / DLC ☐ Direct from the module (using adapter cables with the EDRU or the Vetronix CDR)Download obtained using: ☐ EDRU ☒ Vetronix CDRIf the download was obtained directly from the module, was the module removed from the vehicle? ☐ Yes ☐ No

If removed from the vehicle, describe the conditions under which the module was mounted when the download was obtained.

{_____
{_____

Additional comments concerning the airbags:

ELCO inspector present also downloaded CDR data using his own Vetronics unit.{_____
{_____**Section 7****RESTRAINT SYSTEM INSPECTION - Seat Belts****Describe the seat belt-related allegation below:**☒ Non-activation (the seat belt did not restrain an occupant and the claimant states it *should* have)☒ Induced injury (the claimant states the seat belt system caused an injury)☐ Other Describe: **Claimant states that the seat belts did not prevent him from hitting the steering wheel.**

RESTRAINT SYSTEMS SIR / SEAT BELTS

Customer's Name: [REDACTED] Inspection Date: **10/02/2006**
 Vehicle Brand: **PONTIAC** Model: **G-6**
 File #: **1-432417189** VIN: **1G2ZG558664** [REDACTED]

- ☐ None; SIR - related allegation only THE SEAT BELTS SHOULD BE INSPECTED IF A COLLISION OCCURRED, AND SHOULD BE COMPLETED FOR THE SEAT BELT(S) LOCATED IN THE SAME SEATING POSITION AS THE SIR UNIT(S) UNDER INSPECTION.

Location of seat belt to be inspected?

☒ Driver ☐ Center front ☐ Right front
☐ Other: { } ☐ Driver's side rear ☐ Center rear ☐ Right rear

Is the seat belt fully retracted? ☐ Yes ☒ No **IF THE ANSWER IS NO, DO NOT DISTURB BELTS AT THIS TIME.**

- Secure webbing, measure length, photograph **61" "D" ring to stitching, see**

photo #42

Photograph:

The overall belt assembly
All visible components of the seat belt system and anchor points

Turn on ignition, observe seat belt light. On? ☒ Yes ☐ No

Buckle driver's seat belt. Seat belt light on? ☒ Yes ☐ No

Identify and photograph the following items (if damaged):

Does the webbing spool in and out freely? If no, which one does not?

☒ No ☐ Yes

☐ Lap ☒ Shoulder ☐ Both

Note: Do not use excessive force (Use less than 5 pounds of pressure)

Marks, cuts or debris on shoulder belt webbing?

☒ No ☐ Yes

Marks, cuts or debris on lap belt webbing?

☒ No ☐ Yes

Webbing energy management loops (if equipped) - stitches pulled free, unfolded, replacement/warning label exposed?

☒ No ☐ Yes

Tack stitch separated from plastic sleeve?

☒ No ☐ Yes

Seat belt webbing cut? (If yes, record length of pieces) { } Inches

Guide loop assembly - striations, bent, or deformed?

☒ No ☐ Yes

Guide loop adjuster functional (if equipped)?

☐ No ☒ Yes

Buckle and latch functional together (latched)?

☐ No ☒ Yes

Buckle condition (worn, or foreign material present)?

☒ No ☐ Yes

Plastic covers and/or guides damaged?

☒ No ☐ Yes

Does the seat belt return to the stowed position?

☒ No ☐ Yes

Any components missing?

☒ No ☐ Yes

Any post-collision damage present (ex. Rescue workers)?

☒ No ☐ Yes

If possible, perform a dynamic "panic-stop" type test with the vehicle.

Do the retractors on the belt being inspected appear to lock and hold properly? ☐ No ☐ Yes

Vehicle not drivable!

If vehicle is not drivable, jerk belts rapidly to determine whether they appear to lock & hold properly. Note results:

Both front belts are locked up (pre-tensioners deployed). Rear belts lock up with a sudden jerk.

{ }

{ }

Additional comments concerning seat belts: { }

{ }

Driver shoulder belt has slight abrasion fibers, near the "D" ring. No other stretching, cutting or abrasion was observed.

{ }

{ }

{ }

SITE INSPECTION

{ A witness of the accident aftermath is an employee of “Dent Busters”, A business located on the south East corner of the intersection where the accident happened. He said the front of the front vehicle involved came to rest about even with the Palm Tree, Photos # 3 & 4 The front of the red Pontiac ended up about even with the light pole. A van of some kind was sandwiched in between. NOTE: this description varies from that in the police report, which places the vehicles closer to the corner.

- Check the incident scene for tire marks, gouges in the pavement, debris, or any other marks. Measure location and photograph.
- Identify evidence of whether the vehicle left the road prior to, during, or after the incident. Document all locations, distances, etc...
- Identify evidence & photograph any object struck by the vehicle on or off the road prior to, during, or after incident.
- Inspect roadway & shoulder surfaces in the area of the incident site for telltale signs of loss of control, excessive speed, severe braking, etc.

{

There are two tire marks on the curb (it is unknown if the marks are from this incident). One is adjacent a water box at the sidewalk. It is approx. 78' Behind the light pole where the witness said the car came to rest. See photo #5 The second is a combination scrape/ rubber marks approx. 117' behind the light pole. See photo #6 At this date (9/21/06), there are no Discernable tire skid marks on the pavement which correspond with the curb marks.

[illegible]

[illegible]

Section 9	Comment Overflow Sheet
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Miscellaneous comments:

[illegible]

Section 10	Other Report Information
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- ☐ Check here if there was evidence of a “Fire-Related” event.
According to NHTSA, “fire” means combustion or burning of material in or from a vehicle as evidenced by flame. The term also includes, but is not limited to, thermal events and fire-related phenomena such as smoke, sparks or smoldering, but does not include events and phenomena associated with a normally functioning vehicle, such as combustion of fuel within an engine or exhaust from an engine.

X Photographs	X Data Downloads Vetronics CDR	X Other Records: Photo Log (3pages) Maintenance Info. Letter
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November 26, 2010

Ms. Rebecca Stephens
PO Box 350700
Westminster, CO 80035-0700

Claim number: 116762
Service request: 1-432417189
Vehicle Identification Number: 1G2ZG558664 [REDACTED]
Customer Relationship Specialist: Rachal Ross

Dear Ms. Stephens:

Thank you for allowing us the opportunity to review the product allegation involving the 2006 Pontiac G6.

After careful investigation of your case, none of the available data suggests that the product allegation has any merit. If you'd like to provide us with any additional evidence that you feel would further support your claim, please contact us again. However at this time, General Motors is unable to assume responsibility for damages and we suggest that you resolve this matter through your insurance carrier.

If you have further questions, please contact our Business Resource Center at 1-800-231-1841 Monday through Friday between 8:00 a.m. and 5:00 p.m., Eastern Time. Please refer to your service request number above and any of our Customer Relationship Specialists will be happy to assist you.

Sincerely,

General Motors Corporation

**PRODUCT ALLEGATION RESOLUTION
PRELIMINARY INSPECTION
FIELD PHOTOGRAPHIC NOTES**

Customer's Name: [REDACTED]

Inspection Date: **October 2, 2006**

Vehicle Brand: **Pontiac**

Model: **G-6**

File #

1-432417189

VIN:

1G2ZG55866 [REDACTED]

Inspector Neal Matheson

Number of Rolls _____

Sheet 1 of 3

<u>Neg.#</u>	<u>Description</u>
0	_____
1.	<u>Intersection – E. Ft. Lowell & Tucson Blvd, View looking west</u>
2.	<u>Intersection – E. Ft. Lowell & Tucson Blvd, View looking north west</u>
3.	<u>Curb – North side, Note palm tree, light pole</u>
4.	<u>Curb – North side, Note palm tree, light pole</u>
5.	<u>Curb – Tire mark, approx. 78' behind light pole.</u>
6.	<u>Curb – Tire mark/ scrape, Approx. 117' behind light pole</u>
7.	<u>Curb – North side, looking west</u>
8.	<u>VIN – Door label</u>
9.	<u>Vehicle – LF, as found at Family Autobody storage yard</u>
10.	<u>Vehicle – Front, as found at Family Autobody storage yard.</u>
11.	<u>Parts – Misc. front end, as found at Family Autobody storage yard</u>
12.	<u>Vehicle – Front</u>
13.	<u>Vehicle – LF</u>
14.	<u>Vehicle Left side.</u>
15.	<u>Vehicle – LR</u>
16.	<u>Vehicle – Rear.</u>
17.	<u>Vehicle – RR.</u>
18.	<u>Vehicle – Right side</u>
19.	<u>Vehicle – RF.</u>
20.	<u>Vehicle – Front, windshield, view from above.</u>
21.	<u>Vehicle – Backlight. Note broken backlight was not a result of the accident. Damaged in storage yard.</u>
22.	<u>Corner – LF, impact damage, view from front.</u>
23.	<u>Corner – LF, impact damage, view from left side.</u>
24.	<u>Quarter – LF impact damage, view from left side.</u>
25.	<u>Wheel – Steering w/ air bag, view from passenger side. Note top of rim bent forward</u>
26.	<u>Wheel – Steering w/ air bag, view from left side. Note top of rim bent forward.</u>
27.	<u>Floor – Driver side, w/pedals, Knee blocker.</u>
28.	<u>Column – Steering, view from lower left side.</u>
29.	<u>Panel – Control w. radio, ac, etc.</u>
30.	<u>Air Bag – front view.</u>
31.	<u>Compartment – Rear passenger.</u>
32.	<u>Compartment – Front, view from left side</u>
33.	<u>Compartment – Front passenger, view from driver side.</u>
34.	<u>Airbag – Passenger side, knee blocker, floor</u>
35.	<u>Airbag – Driver, view from left side, note minor black streaks</u>
36.	<u>Belt – Driver side, overall, driver seat.</u>
37.	<u>Belt – Driver side at D ring, note minor fuzz on web.</u>
38.	<u>Belt – Driver side at D ring.</u>
39.	<u>Belt – driver side at D ring, fuzz on webbing.</u>
40.	<u>Buckle – Driver seat, w webbing at approximate location it would have been when buckled.</u>
41.	<u>Buckle – driver side, w/ webbing at approximate location it would have been when buckled.</u>
42.	<u>Belt – Length 61" from D ring to bottom seam</u>
43.	<u>Buckle – Driver side, plastic, back side.</u>
44.	<u>Buckle – driver side, plastic front side</u>
45.	<u>Quarter – LF view from left, wheel/ tire jammed at back of opening, frame extension intact.</u>
46.	<u>Wheel/Tire – RF, Note crushed wheel cove, scraped edge of rim.</u>

**PRODUCT ALLEGATION RESOLUTION
PRELIMINARY INSPECTION
FIELD PHOTOGRAPHIC NOTES**

<u>Customer's Name:</u>	[REDACTED]	<u>Inspection Date:</u>	October2, 2006
<u>Vehicle Brand:</u>	Pontiac	<u>Model:</u>	G-6
<u>File #</u>	1-432417189	<u>VIN:</u>	1G2ZG55866 [REDACTED]

<u>Customer's Name:</u>	[REDACTED]	<u>Inspection Date:</u>	October2, 2006
<u>Vehicle Brand:</u>	Pontiac	<u>Model:</u>	G-6
<u>File #</u>	1-432417189	<u>VIN:</u>	1G2ZG55866 [REDACTED]

Number of Rolls _____

[illegible]

**PRODUCT ALLEGATION RESOLUTION
PRELIMINARY INSPECTION
STEERING, SUSPENSION, AXLE, TIRE AND WHEEL SYSTEMS**

Customer's Name: { [REDACTED] } Inspection Date: 10/2/2006
 Vehicle Brand: Pontiac Model: G6
 File # PAR 1-432417189 VIN: 1G2ZG558664 [REDACTED]

Mileage at Inspection: 3969

Inspection Location: Quebedeaux Pontiac, 3566 E Speedway,
 Tucson, AZ 85716 520-326-2036

{
 Inspector's phone number: 520-463-0135

Inspected By: Neal Matheson

Section 1 INSPECTION SUMMARY

BRIEFLY Describe the customer's ALLEGATION below:

Steering was yanked to the right causing him to run into the curb and rear end another vehicle. The seat belt did not prevent him from hitting the steering wheel. The air bag deployed late, after he had already hit the steering wheel. Driver seeks payment of medical bills, and absolution of blame. Emergency Room was > \$2300

Following the inspection, summarize the facts and observations: (Additional cmts may be placed in section 9)

This vehicle is owned by Enterprise car rentals. Their customer [REDACTED] claims that he was approaching an intersection when the steering suddenly "yanked" to the right causing him to hit the curb. He jumped on the brake with both feet, but ran into the back of a van in front of him, and that vehicle hit a third vehicle. The seat belt did not prevent him from hitting the steering wheel. When the air bag did deploy, he had already hit the steering wheel causing sever bruising and other injuries.

[REDACTED] is relatively short @ 5'7" and was likely positioned fairly close to the steering wheel. The top rim of the steering wheel is bent forward slightly. The seat belt restraint pre-tensioner did deploy. There is some abrasion "fuzz" at the seat belt "D" ring, but no other obvious stretching of the fabric. The air bag is deployed with no signs of transfer or other marks.

Major damage to the vehicle is all left of center, above the front bumper support bar, and from the LH frame rail outboard. The impact basically shoved the LH strut assembly rearward until it hit the front of dash directly in front of the driver. Both right side wheels are scraped up on the outside rim as if they had run along the curb, but not hard enough to jump the curb bend a wheel or loose air.

The vehicle has Electric Assist Power Steering
 Vetronix download is attached.

Section 2 INTERVIEW - INCIDENT DETAILS

Obtain all of the information for this section from the Driver/Claimant

Provide a complete description of the incident according to the DRIVER / CLAIMANT

Interview mode: ☒ By Telephone ☐ In Person

Incident Date and Time: 07/17/2006

Interview date: 09/20/2006

Was a police/fire department report obtained? ☐ Yes ☒ No Police Report #0607170539, Tucson P.D Note: the police report was not made available to the inspector.

Provide driver/claimant's description of incident. If there was a collision, describe all collision events; include description of other vehicles involved; describe all objects contacted and the sequence in which they were contacted. (Additional cmts may be placed in section 9)

{
 Driver [REDACTED] states that he was westbound on E. Ft. Lowell Rd. approaching the intersection at Tucson Blvd. The Steering yanked the car to the right and it hit the curb. He stomped the brake hard with both feet, but the car bounced into the vehicle in front of him. The airbag did not go off until after he hit the steering wheel. Seat Belts did not stop him from hitting the wheel. Driver was transported to the hospital by ambulance and treated in the Emergency Room

Driver/other occupant's physical description (include name, gender, height, weight, & disabilities):

**PRODUCT ALLEGATION RESOLUTION
PRELIMINARY INSPECTION
STEERING, SUSPENSION, AXLE, TIRE AND WHEEL SYSTEMS**

Customer's Name: [REDACTED] Inspection Date: **10/2/2006**
 Vehicle Brand: **Pontiac** Model: **G6**
 File # **PAR 1-432417189** VIN: **1G2ZG558664** [REDACTED]

Driver: Height 5'7", Weight 140#, Has blood clots in feet & calves, recovering from previous back injury.
 Describe extent of any injuries to the Driver: **Driver has bruises around the chest from the airbag. Feet ankles and calves up to the knee are swollen from pushing the brake, right leg is worse.**

If there was a collision:

Describe extent of any injuries to the Driver:

The driver stated he has bruising to the chest, inflammation and swelling of the feet and ankles, up to the knee.

Describe where other occupants were seated & extent of any injuries: { _____
 { _____

No other occupants

What was the exact location of the incident. Intersection of Ft Lowell rd. and Tucson Blvd.

Driving conditions at the time of the incident:

Weather conditions & Visibility: **Clear** Approximate Temp (°F): **95**

Road Surface: ☐ Concrete ☒ Asphalt ☐ Gravel ☐ Crushed rock ☐ Dirt
 Road Condition: ☒ Dry ☐ Wet ☐ Icy ☐ Other: { _____
 Shoulder ☐ Curb ☒ Concrete ☐ Asphalt ☐ Gravel ☐ Crushed rock ☐ Dirt
 Shoulder/Curb Condition: ☒ Dry ☐ Wet ☐ Icy ☐ Other: { _____

Posted Speed Limit **35**

Any objects in the road? (rocks, scrap metal, pothole, speed bump, etc.) **None**

Length of Drive Prior to incident:

Total Time (hrs. & mins.): **10** Distance (miles): **5-6**

Estimate of vehicle speed: **25** mph Source of est. **Driver**

Estimated vehicle speed at impact: **don't know** mph Source of est. **Driver**

(Do Not report speed information from the Vetronix data here)

If the driver/claimant description of the vehicle operation prior to and during the incident does not include the following information, please obtain it.

Steering	Normal <input type="checkbox"/>	Other <input checked="" type="checkbox"/>	Describe Driver states the steering "Yanked" him to the right, Causing him to hit the curb
Suspension	Normal <input checked="" type="checkbox"/>	Other <input type="checkbox"/>	Describe { _____
Brakes	Normal <input checked="" type="checkbox"/>	Other <input type="checkbox"/>	Describe { _____
Engine	Normal <input checked="" type="checkbox"/>	Other <input type="checkbox"/>	Describe { _____
Electrical	Normal <input checked="" type="checkbox"/>	Other <input type="checkbox"/>	Describe { _____

Were any warning lights illuminated or driver information center messages displayed? ☐ Yes ☒ No If "Yes", get the details and describe the event(s).

Has the vehicle behavior noted during this incident ever been noted prior to this incident? ☐ Yes ☒ No If "Yes", get the details and describe the event(s).

Also, determine whether there were any warning lights illuminated, messages on driver information panel, unusual noises, smoke or steam observed. **None**

Describe any evasive action: ☐ Turning ☒ Braking ☐ Accelerating ☐ Other: { _____

**PRODUCT ALLEGATION RESOLUTION
PRELIMINARY INSPECTION
STEERING, SUSPENSION, AXLE, TIRE AND WHEEL SYSTEMS**

Customer's Name: [REDACTED] Inspection Date: **10/2/2006**
 Vehicle Brand: **Pontiac** Model: **G6**
 File # **PAR 1-432417189** VIN: **1G2ZG558664** [REDACTED]

Describe cargo (in the vehicle interior, trunk and/or trailer (if any)): **No Cargo**
 Estimated total weight of cargo: **No Cargo** Estimated weight of the trailer, if any: **No trailer**

If a trailer was being towed, photograph the hitch structure, both on the trailer and towing vehicle.

Did the vehicle leave the roadway?: ☐ Yes ☒ No Describe: {
 Objects Impacted: **Curb, 92 Plymouth van VIN 1P4GH44R0NX** [REDACTED]

How was the vehicle transported from the incident site to the present location? ☐ Tow Truck ☐ Flat Bed ☒ Other:
Don't know. Driver was in the ambulance, didn't see tow.

Additional comments concerning the incident: **None**

{
 {

Section 3

INTERVIEW - VEHICLE HISTORY

Source of information (name, address, phone number, & relationship), if other than claimant:

{ **Interview w/ claimant**

Comments: (Additional cmts may be placed in section 9)

Vehicle is owned by Enterprise Rental Car, Rebecca Stephens representative. DRIVER [REDACTED]

Did the owner purchase the vehicle new? ☒ Yes ☐ No Date **04/20/2006** Used? ☐ Yes ☐ No Date _____

VEHICLE MODIFICATIONS / ALTERATIONS

Are any vehicle modifications or alterations present, and has any after-market equipment been installed?
 (e.g., objects attached to the steering wheel or instrument panel, controls for disabled persons, shock absorbers, springs,
 modified body, electrical components, powertrain, wheels or tires, after-market seats, etc..) Describe:

{
No modifications.

VEHICLE REPAIR / SERVICE HISTORY

Prior electrical system service? ☒ No ☐ Yes If yes, describe: {

{
 Prior collision repair? ☒ No ☐ Yes If yes, describe: {

{
 Repaired by whom? (name, address, phone) **No Repairs.**

{
 Prior chassis system service, repair, or replacement? ☒ No ☐ Yes If yes, describe what was done: {

{
 Prior electrical system components serviced, repaired, or replaced by whom? (name, address, phone number)

None

Any other pertinent vehicle history information (from interview, GM warranty or dealership history files)? ☒ No ☐ Yes

If yes, describe: {

No dealer history

Section 4

VEHICLE INSPECTION - VISUAL/PHOTO

**THE VEHICLE VISUAL INSPECTION DOCUMENTS THE PHYSICAL EVIDENCE USING PHOTOS AND WRITTEN
OBSERVATIONS. RECORD YOUR OBSERVATIONS IN THE APPROPRIATE SECTION.**

**PRODUCT ALLEGATION RESOLUTION
PRELIMINARY INSPECTION
STEERING, SUSPENSION, AXLE, TIRE AND WHEEL SYSTEMS**

Customer's Name: [REDACTED] Inspection Date: **10/2/2006**
 Vehicle Brand: **Pontiac** Model: **G6**
 File # **PAR 1-432417189** VIN: **1G2ZG558664** [REDACTED]

PHOTOGRAPH THE EXTERIOR OF THE VEHICLE AS FOLLOWS: VIN PLATE, QUARTER VIEWS FROM LEFT FRONT, RIGHT REAR ARE REQUIRED, AND DOCUMENT FURTHER EXTERIOR DAMAGE WITH MANY PHOTOS.

DESCRIBE ANY DAMAGE TO THE VEHICLE BODY:

{
 { **Damage is from frontal impact. The primary impact was left of center, and above the left-hand frame extension. It pushed the LH strut, strut mount, and spring rearward into the front of dash, approximately 13" forward of the windshield. The hood contacted the windshield in front of the driver, The windshield is shattered at the bottom left, with cracks radiating from there. Bumper fascia, grill and assorted panels fell off or were removed prior to the inspection. The left frame extension has little compression, but is raised approximately 3" higher than the right side which is virtually untouched by the impact its self.**

UNDERBODY / FRAME / CHASSIS AREA: Describe any damage to the underside of the vehicle. Note the condition of the bumpers, frame, suspension, tires, wheels, brake and fuel lines & engine mount(s)/crossmember. Photograph and comment on any contact between vehicle components and the underbody. Photograph if damage is present.

{
Underbody damage appears to be limited to that which is generally forward of the front of dash. There is no indication of impact from road surfaces or other ground impact.

CORNER ASSEMBLIES

Struts/shocks
 Springs
 Control arms

Ball joints
 Steering knuckles
 Axle assemblies

Tire/wheel assemblies

Comments: **RF is virtually undamaged. Impact to the LH side was above the bumper support bar and left of center. It drove the strut, spring, and upper strut mount rearward to within 13" of the windshield. The LH LCA is twisted and bent. Other than the LCA, Strut, Spring and associated parts, the steering system is intact. Tie rods, tie rod ends, ball joints, steering gear, steering shaft appear undamaged in the incident.**

UNDERHOOD

Engine compartment

Brake fluid level and condition

Power steering lines, hoses, clamps and connections

Power steering fluid level and condition

Comments:

Vehicle has electric assist power steering. Impact damage is primarily to the left side of the engine compartment. Battery, ABS, power distribution center, etc. are all displaced and out of position. Brake fluid reservoir is full, with a clear amber color.

GENERAL OBSERVATIONS

Photograph and comment on any aftermarket equipment found, vehicle modifications or items that are unusual or out of place.

Comments:

No aftermarket equipment installed, no modifications, or items out of place..

**PRODUCT ALLEGATION RESOLUTION
PRELIMINARY INSPECTION
STEERING, SUSPENSION, AXLE, TIRE AND WHEEL SYSTEMS**

Customer's Name: [REDACTED] Inspection Date: **10/2/2006**
Vehicle Brand: **Pontiac** Model: **G6**
File # **PAR 1-432417189** VIN: **1G2ZG558664** [REDACTED]

Section 5

VEHICLE INSPECTION - PASSENGER COMPARTMENT**INTERIOR**

Instrument panel	Odometer
Controls	Steering wheel and column
Overall view of seat position	Driver and passenger seat back angle (inclinometer measurement)
Photo of options label-glove box/trunk	Sunvisors and headliner
Personal items/cargo	

INTERIOR INSPECTION (Describe any damage and photograph)

No damage to interior other than bent steering wheel rim, deployed Air Bag. See Restraint System Form. For inspection details.

{
 {
 {
 {
 {
 {
 {
 {
 {
 {

Section 6

STEERING, SUSPENSION, TIRE AND WHEEL SYSTEM INSPECTION

Use the following table to identify what you did and what you found during the inspection. Identify the tests and test results for the applicable items. Describe anything relevant to the allegation that is not in normal working condition, does not function properly or is a non production part. Take appropriate photographs.

**PRODUCT ALLEGATION RESOLUTION
PRELIMINARY INSPECTION
STEERING, SUSPENSION, AXLE, TIRE AND WHEEL SYSTEMS**

Customer's Name: [REDACTED] Inspection Date: 10/2/2006
Vehicle Brand: Pontiac Model: G6
File # PAR 1-432417189 VIN: 1G2ZG558664 [REDACTED]

ITEM	OBSERVATIONS/TEST RESULTS
Steering system-Are all components in place and connected in a normal manner? Can the steering wheel be rotated lock to lock with appropriate movement of the front wheels. Is there any binding, sticking or uneven feel?	Except for the LH strut being relocated out of position to the rear, all steering components are connected in a normal fashion. Because of structural damage, and the LF wheel being jammed into the wheel opening, the steering cannot be turned lock-to-lock, but it can be turned both right and left as far as the damage will allow. The steering appears to be functional within those limits. Because the engine cannot be run, it is unknown if the electronic assist power steering is functional. Also there is a stored DTC for the steering, "loss of communication"
Steering linkage-Is the linkage free from cracks, bends, fractures, etc. Are there any scrapes, abrasions, signs of contact with any of the linkage?	The LH strut assembly is pushed rearward, and the LH LCA is twisted and bent to the rear resulting in a rearward displacement of the entire LH wheel & steering assembly. The remainder of the steering linkage appears untouched and is together and functional with no obvious bending or breakage of associated parts.
Gear/rack and pinion-Any sign of leakage, damage to boots on the rack, contact by foreign objects?	The rack & Pinion steering gear appears undamaged and functional.
Steering column, ignition switch, intermediate shaft. Does the column unlock with the ignition key "on"? Is the steering column properly fastened to the dash?	The steering column is intact. The ignition switch/ lock operates. The tilt feature operates and locks properly. The steering column is properly fastened to the under dash, and the steering shaft is connected.
Steering pump, drive, hoses, connections, flow, pressure. If possible, start the engine and rotate the steering wheel lock to lock. Is power assist normal? If not, it may be necessary to check pressure and flow.	It is unknown if the Electric Power Assist system is operational. The engine could not be run because of structural damage. There is a stored code for the power steering, "No Communication" it is unknown if this fault was present before, or resulted from the accident.
PS fluid level and condition-Color, contamination, odor	Does not apply! Electric assist power steering.
Steering knuckle-All attachments secure and proper?	Attachments are secure, but the LH knuckle, strut, control arm are all bent out of position.
Suspension components – LF Strut attachments, springs intact; control arms properly attached, deformed, broken, scraped, etc. Sway bars properly attached.	All suspension components are intact except for the upper strut mount which is ripped out and pushed to the rear. Ball joints, sway bar, tie rods are all properly attached.
Strut attachments, springs intact; control arms properly attached, deformed, broken, scraped, etc. RF	<u>The RF corner assembly is intact and undamaged.</u>
Strut attachments, springs intact; control arms properly attached, deformed, broken, scraped, etc Rear sway bars,	<u>The rear suspension is untouched and undamaged.</u>

**PRODUCT ALLEGATION RESOLUTION
PRELIMINARY INSPECTION
STEERING, SUSPENSION, AXLE, TIRE AND WHEEL SYSTEMS**

Customer's Name: [REDACTED] Inspection Date: **10/2/2006**
 Vehicle Brand: **Pontiac** Model: **G6**
 File # **PAR 1-432417189** VIN: **1G2ZG558664** [REDACTED]

trailing arms properly attached and undamaged. LR	
Strut attachments, springs intact; control arms properly attached, deformed, broken, scraped, etc. RR	<u>The rear suspension is untouched and undamaged.</u>
Rear axle assembly-deformed, signs of impact, properly located, etc.	Independent suspension, rear axle does not apply_____
Deformation to the frame	The frame is visibly deformed forward of the front of dash. Rearward underbody appears untouched and undamaged
Describe and photograph evidence of axle/ suspension/ tire contact with frame, body or components	No damage noted except that related to the accident damage
Describe and photograph contact of the under- carriage with the road surface (road, shoulder, curb, or grass)	The underbody is clean and undamaged. No road impacts or other undercarriage damage is apparent.
Stability Enhancement system/components-check for codes with Tech II	No codes stored.
Engine (normal, other)-Obtain codes using a Tech II.	See photographs & photo log for list of codes stored. Images # 56 to 74
Electrical (normal, other)	Fuses in the underhood Power Distribution Center were checked for continuity. #46, DRL and #50 Pwr. Wdo. were blown. All others have continuity. Numerous underhood wires in the left side engine compartment are severed by the accident damage.
Warning lights/messages displayed? Describe and obtain codes using a Tech II	Air bag light, coolant sensor low, Service Air Bag, lights are displayed. See photos and photo log for list of DTC's. Photos # 56 to 74
Anything components missing?	Accident related broken parts, panels, bumper fascia, etc.
Other	None

If the vehicle is driveable, conduct a road test to evaluate the concern expressed by the customer. Describe the results of the road test. If the concern is observed during the road test, it would be desirable to get a Tech II "snapshot".

{

Vehicle not drivable.

If the vehicle is equipped with an ABS/Traction Control/Stability Enhancement System, use a Tech II to obtain any codes stored as current and/or history. Document via photos and include the code description. Follow the procedures in the service manual to determine the cause of each stored code which relates to the allegation. State which procedures were followed, record results of each test and state the root cause of each code. Consult with the CRM or Team Manager of the PAR group if this process leads to a disassembly of components. Follow the procedure in the General Guidelines for parts that need to be assembled for evaluation.

Inspect the system wiring, connections and components for damage. Note if the damage was the result of the incident.

TIRE AND WHEEL INSPECTION

**PRODUCT ALLEGATION RESOLUTION
PRELIMINARY INSPECTION
STEERING, SUSPENSION, AXLE, TIRE AND WHEEL SYSTEMS**

Customer's Name: { [REDACTED] } Inspection Date: **10/2/2006**
 Vehicle Brand: **Pontiac** Model: **G6**
 File # **PAR 1-432417189** VIN: **1G2ZG558664** [REDACTED]

1. IDENTIFICATION:

	TIRE BRAND	TIRE TYPE	TIRE SIZE	PRESSURE	AVE. TREAD DEPTH	DOT Numbers
	(Goodyear)	(Eagle GA)	(P205/70R15)	(psi)	32nds of inch	
LF	<u>UNIROYAL</u>	<u>TIGER PAW</u>	<u>P215/60R15</u>	<u>23</u>	<u>9</u>	<u>4PX8 BE5U 1206</u>
RF	<u>UNIROYAL</u>	<u>TIGER PAW</u>	<u>P215/60R15</u>	<u>22</u>	<u>9</u>	<u>4PX8 BE5U 1206</u>
LR	<u>UNIROYAL</u>	<u>TIGER PAW</u>	<u>P215/60R15</u>	<u>23</u>	<u>9</u>	<u>4PX8 BE5U 1206</u>
RR	<u>UNIROYAL</u>	<u>TIGER PAW</u>	<u>P215/6-R15</u>	<u>23</u>	<u>9</u>	<u>4PX8 BE5U 1206</u>

Note: DOT numbers may be found on the inside of each tire adjacent to the rim.

Describe and photograph any damage to tires and wheels, such as scrapes, marks due to impact, cuts, tread separation, flat spots, bead separation, embedded grass/dirt, etc. Photographs should include inner and outer views of the damaged tire/wheel assemblies with chalk marks on each assembly to denote position on vehicle (RF, LF, RR and LR).

LF See Photoog

RF See Photolog

LR See Photolog

RR See photolog_

2. TIRE PLACARD DATA:

Record the following data: (located on driver's door edge or inside the decklid)

	SIZE	PRESSURE (psi)	PRESSURE AT MAXIMUM LOAD(psi)
TIRES	<u>P215/60R15</u>	<u>30</u>	<u>NOT STATED</u>
SPARE TIRE	<u>T12570D16</u>	<u>60</u>	<u>NOT STATED</u>

Section 7

SITE INSPECTION

SITE INSPECTION - PERFORM THE FOLLOWING IF ADDITIONAL INFORMATION MAY BE FOUND:

- Check the incident scene for tire marks, gouges in the pavement, debris, or any other marks. Measure location and photograph.
- Identify evidence of whether the vehicle left the road prior to, during, or after the incident. Document all locations, distances, stationary objects (guard rails, telephone poles, fences, buildings, etc), nearest posted speed limit signs in the direction of travel, etc...
- Identify evidence & photograph any object struck by the vehicle on or off the road prior to, during or after incident.
- Inspect roadway & shoulder surfaces in the area of the incident site for telltale signs of loss of control, excessive speed, severe braking, etc.

Photograph the scene and property if involved.

Customer's Name: [REDACTED] Inspection Date: 10/2/2006
 Vehicle Brand: Pontiac Model: G6
 File # PAR 1-432417189 VIN: 1G2ZG558664 [REDACTED]

A witness of the accident aftermath is an employee of “Dent Busters”, A business located on the south East corner of the intersection where the accident happened. He said the front of the front vehicle involved came to rest about even with the Palm Tree, Photos # 3 & 4 The front of the red Pontiac ended up about even with the light pole. A van of some kind was sandwiched in between. NOTE: this description varies from that in the police report, which places the vehicles closer to the corner.

Section 8 COMMENT OVERFLOW

Please use this page if needed for additional comments from the inspection form. Please note the section and area the comments are continued from prior to each comment.

No additional comments.

Section 9 OTHER REPORT INFORMATION

☐ **Check here if there was evidence of a “Fire-Related” event.**
According to NHTSA, “fire” means combustion or burning of material in or from a vehicle as evidenced by flame. The term also includes, but is not limited to, thermal events and fire-related phenomena such as smoke, sparks or smoldering, but does not include events and phenomena associated with a normally functioning vehicle, such as combustion of fuel within an engine or exhaust from an engine.

Attachments: (Check all that apply)

X Photographs	X Data Downloads Vetronics CDR	X Other Records: Photo log (3 pages) Maintenance info. letter
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**PRODUCT ALLEGATION RESOLUTION
PRELIMINARY INSPECTION
FIELD PHOTOGRAPHIC NOTES**

Customer's Name: [REDACTED]

Inspection Date: **October 2, 2006**

Vehicle Brand: **Pontiac**

Model: **G-6**

File #

1-432417189

VIN:

1G2ZG55866 [REDACTED]

Inspector Neal Matheson

Number of Rolls _____

Sheet 1 of 3

<u>Neg.#</u>	<u>Description</u>
0	_____
1.	<u>Intersection – E. Ft. Lowell & Tucson Blvd, View looking west</u>
2.	<u>Intersection – E. Ft. Lowell & Tucson Blvd, View looking north west</u>
3.	<u>Curb – North side, Note palm tree, light pole</u>
4.	<u>Curb – North side, Note palm tree, light pole</u>
5.	<u>Curb – Tire mark, approx. 78' behind light pole.</u>
6.	<u>Curb – Tire mark/ scrape, Approx. 117' behind light pole</u>
7.	<u>Curb – North side, looking west</u>
8.	<u>VIN – Door label</u>
9.	<u>Vehicle – LF, as found at Family Autobody storage yard</u>
10.	<u>Vehicle – Front, as found at Family Autobody storage yard.</u>
11.	<u>Parts – Misc. front end, as found at Family Autobody storage yard</u>
12.	<u>Vehicle – Front</u>
13.	<u>Vehicle – LF</u>
14.	<u>Vehicle Left side.</u>
15.	<u>Vehicle – LR</u>
16.	<u>Vehicle – Rear.</u>
17.	<u>Vehicle – RR.</u>
18.	<u>Vehicle – Right side</u>
19.	<u>Vehicle – RF.</u>
20.	<u>Vehicle – Front, windshield, view from above.</u>
21.	<u>Vehicle – Backlight. Note broken backlight was not a result of the accident. Damaged in storage yard.</u>
22.	<u>Corner – LF, impact damage, view from front.</u>
23.	<u>Corner – LF, impact damage, view from left side.</u>
24.	<u>Quarter – LF impact damage, view from left side.</u>
25.	<u>Wheel – Steering w/ air bag, view from passenger side. Note top of rim bent forward</u>
26.	<u>Wheel – Steering w/ air bag, view from left side. Note top of rim bent forward.</u>
27.	<u>Floor – Driver side, w/pedals, Knee blocker.</u>
28.	<u>Column – Steering, view from lower left side.</u>
29.	<u>Panel – Control w. radio, ac, etc.</u>
30.	<u>Air Bag – front view.</u>
31.	<u>Compartment – Rear passenger.</u>
32.	<u>Compartment – Front, view from left side</u>
33.	<u>Compartment – Front passenger, view from driver side.</u>
34.	<u>Airbag – Passenger side, knee blocker, floor</u>
35.	<u>Airbag – Driver, view from left side, note minor black streaks</u>
36.	<u>Belt – Driver side, overall, driver seat.</u>
37.	<u>Belt – Driver side at D ring, note minor fuzz on web.</u>
38.	<u>Belt – Driver side at D ring.</u>
39.	<u>Belt – driver side at D ring, fuzz on webbing.</u>
40.	<u>Buckle – Driver seat, w webbing at approximate location it would have been when buckled.</u>
41.	<u>Buckle – driver side, w/ webbing at approximate location it would have been when buckled.</u>
42.	<u>Belt – Length 61" from D ring to bottom seam</u>
43.	<u>Buckle – Driver side, plastic, back side.</u>
44.	<u>Buckle – driver side, plastic front side</u>
45.	<u>Quarter – LF view from left, wheel/ tire jammed at back of opening, frame extension intact.</u>
46.	<u>Wheel/Tire – RF, Note crushed wheel cove, scraped edge of rim.</u>

**PRODUCT ALLEGATION RESOLUTION
PRELIMINARY INSPECTION
FIELD PHOTOGRAPHIC NOTES**

Customer's Name:

[REDACTED]

Inspection Date: **October 2, 2006**

Vehicle Brand:

Pontiac

Model:

G-6

File #

1-432417189

VIN:

1G2ZG55866

[REDACTED]

**PRODUCT ALLEGATION RESOLUTION
PRELIMINARY INSPECTION
FIELD PHOTOGRAPHIC NOTES**

Customer's Name: [REDACTED]

Inspection Date: **October 2, 2006**

Vehicle Brand: **Pontiac**

Model: **G-6**

File #

1-432417189

VIN:

1G2ZG55866 [REDACTED]

Inspector Neal Matheson

Number of Rolls _____

Page 2 of 3

<u>Neg.#</u>	<u>Description</u>
47	<u>Wheel/ Tire – RF, Note scraped rim edge, lack of scrub marks on tire.</u>
48	<u>Wheel/Tire – RF, Note small dent in rim at 6 O'clock.</u>
49	<u>Wheel/ Tire - LR</u>
50	<u>Wheel/ Tire – RR, Note scraped rim edge, lack of scrub marks on tire.</u>
51	<u>Compartment – Engine, left side, view from front.</u>
52	<u>Compartment – Engine, view from front.</u>
53	<u>Compartment – Engine, view from right side.</u>
54	<u>Door – Driver, top, note dents appear to be from salvage yard damage not related to the accident.</u>
55	<u>Panel – Control, note switch positions, "Service air bag" message on radio LED.</u>
56	<u>Tech II Screen – PCM DTC P0480, Cooling fan relay 1 control circuit.</u>
57	<u>Tech II Screen – PCM DTC P0481, Cooling fan relay 2 control circuit.</u>
58	<u>Tech II Screen – BCM DTC U2111 Lost communications with steering</u>
59	<u>Tech II Screen – SIR DTC B0084, Front end sensor 2 open circuit.</u>
60	<u>Tech II Screen – SIR DTC B0083 Front end sensor 1 open circuit.</u>
61	<u>Tech II Screen – SIR DTC B0013 Driver frontal deployment loop stage 2</u>
62	<u>Tech II Screen – SIR DTC B0012, Driver frontal deployment loop stage 1</u>
63	<u>Tech II Screen – SIR DTC B0022, RF pretensioner deployment loop, open circuit</u>
64	<u>Tech II Screen – SIR DTC B0015 LF pretensioner deployment loop, open circuit.</u>
65	<u>Tech II Screen – BCM DTC 2545 Backup lamp circuit, short to ground or open.</u>
66	<u>Tech II Screen – BCM DTC B0158 Outside air temp sensor, short to ground or open.</u>
67	<u>Tech II Screen – SIR DTC B0052 Deployment command</u>
68	<u>Tech II Screen – TDM DTC B1325 Device power 1 voltage below threshold</u>
69	<u>Tech II Screen – BCM DTC B1325 Device power 1 voltage below threshold</u>
70	<u>Tech II Screen – SIR DTC B0084 Front end sensor 2 short to battery.</u>
71	<u>Tech II Screen – SIR DTC B0083 Front end sensor 1 short to battery.</u>
72	<u>Tech II Screen - SIR DTC B3948 Left turn signal circuit, short to ground or open.</u>
73	<u>Tech II Screen – ECU, Status, Power steering module – no communication.</u>
74	<u>Tech II Screen – ECU Status, AC module, no comm.. IP cluster =0, PCM =2, Power steering control module = no comm.. Radio =1, SIR =9</u>
75	<u>Panel – Control, note SIR message.</u>
76	<u>Panel – Instrument, bulb check</u>
77	<u>Tread – LF tire w/ flat spotting</u>
78	<u>Tread – RF tire w/ flat spotting, (most severe of all four)</u>
79	<u>Wheel – RF rime, scraped.</u>
80	<u>Tread – LR tire w/ flat spotting.</u>
81	<u>Tread – LR tire w/flat spotting.</u>
82	<u>Label – Tire information.</u>
83	<u>Underbody – view from front.</u>
84	<u>Underbody – Engine cradle</u>
85	<u>Suspension – LF, view from below</u>
86	<u>Suspension – RF view from below.</u>
87	<u>Underbody – view from front, note frame twisted right side up ≈3"</u>
88	<u>Suspension - RF view from front, lower.</u>
89	<u>Suspension –LF, view from front, lower.</u>
90	<u>Underbody – Rear, view from rear, lower.</u>

<u>Customer's Name:</u>	[REDACTED]	<u>Inspection Date:</u>	October2, 2006
<u>Vehicle Brand:</u>	Pontiac	<u>Model:</u>	G-6
<u>File #</u>	1-432417189	<u>VIN:</u>	1G2ZG55866 [REDACTED]

Number of Rolls _____

[illegible]

RESTRAINT SYSTEMS SIR / SEAT BELTS

Customer's Name: [REDACTED] Inspection Date: **10/02/2006**
 Vehicle Brand: **PONTIAC** Model: **G-6**
 File #: **1-432417189** VIN: **1G2ZG558664** [REDACTED]

Mileage at Inspection: **3969**

Inspection Location: **Quebedeaux Pontiac, 3566 E. Speedway
Tucson, AZ 85716 520-326-2036**

Inspector's phone number: **520-463-0135**

Inspected By: **Neal Matheson**

Section 1**INSPECTION SUMMARY - RESTRAINT SYSTEM****Describe the SIR-related allegation below:**

- ☐ Non-deployment (the airbag did not deploy and the claimant states that it *should* have)
☐ Inadvertent deployment (the claimant states that the airbag deployed when it *should not* have)
☒ Inflation or deployment-induced injury (the claimant states the deployment of the airbag caused an injury)
☐ Other Describe: { _____
☐ None; Seat belt - related allegation only

Describe the seat belt- related allegation below:

- ☐ Non-activation (the seat belt did not restrain an occupant and the claimant states it *should* have)
☐ Induced injury (the claimant states the seat belt system caused an injury)
☒ Other Describe: **Delayed activation**
☐ None; SIR - related allegation only

Following the inspection, summarize the facts and observations: (Additional cmts may be placed in section 9)

This vehicle is owned by Enterprise car rentals. Their customer, [REDACTED] claims that he was approaching an intersection when the steering suddenly "yanked" to the right causing him to hit the curb. He jumped on the brake with both feet, but ran into the back of a van in front of him, and that vehicle hit a third vehicle. The seat belt did not prevent him from hitting the steering wheel. When the air bag did deploy, he had already hit the steering wheel causing sever bruising and other injuries.

[REDACTED] is relatively short @ 5'7" and was likely positioned fairly close to the steering wheel. The top rim of the steering wheel is bent forward slightly. The seat belt restraint pre-tensioner did deploy. There is some abrasion "fuzz" at the seat belt "D" ring, but no other obvious stretching of the fabric. The air bag is deployed with no signs of transfer or other marks.

Major damage to the vehicle is all left of center, above the front bumper support bar, and from the LH frame rail outboard. The impact basically shoved the LH strut assembly rearward until it hit the front of dash directly in front of the driver. Both right side wheels are scraped up on the outside edge of the rim as if they had run along the curb, but not hard enough to jump the curb, bend a wheel or loose air.

The vehicle has Electric Assist Power Steering
 Vetronix download is attached.

Driver seeks payment of medical bills, and absolution of blame. Emergency Room was > \$2300

Section 2**INTERVIEW - INCIDENT DETAILS****Provide a complete description of the incident according to the DRIVER / CLAIMANT**

Interview mode: ☒ By Telephone ☐ In Person

Incident Date and Time: **07/17/2006, Morning**

Interview date: **09/20/2006**

Was a police/fire department report obtained? Yes ☒ No **Police Report #0607170539, Tucson P.D Note: Police report was requested but not made available to the inspector.**

Provide driver/claimant's description of incident. Describe all collision events; include description of other vehicles involved; describe all objects contacted and the sequence in which they were contacted. (Additional cmts may be placed on pg 9)

Driver [REDACTED] states that he was westbound on E. Ft. Lowell Rd. approaching the intersection at Tucson Blvd. The Steering yanked the car to the right and it hit the curb. He stomped the brake hard with both feet, but the car bounced into the vehicle in front of him. The airbag did not go off until after he hit the steering wheel. Seat Belts did not stop him from hitting the wheel. Driver was transported to the hospital by ambulance and treated in the Emergency Room.

RESTRAINT SYSTEMS SIR / SEAT BELTS

Customer's Name: [REDACTED] Inspection Date: **10/02/2006**
 Vehicle Brand: **PONTIAC** Model: **G-6**
 File #: **1-432417189** VIN: **1G2ZG558664** [REDACTED]

Driver/other occupant's physical description (include name, gender, height, weight, & disabilities):

Driver: Height 5'7", Weight 140#, Has blood clots in feet & calves, recovering from previous back injury.

Describe extent of any injuries to the Driver: **Driver has bruises around the chest from the airbag. Feet ankles and calves up to the knee are swollen from pushing the brake, right leg is worse.**

Describe where other occupants were seated & extent of any injuries: **No other occupants.**

{

Weather conditions & Visibility: **Clear** Approximate Temp (°F): **95**
 Road Surface: ☐ Concrete ☒ Asphalt ☐ Gravel ☐ Crushed rock ☐ Dirt
 Road Condition: ☒ Dry ☐ Wet ☐ Icy ☐ Other: {
 Shoulder ☐ Curb ☒ Concrete ☐ Asphalt ☐ Gravel ☐ Crushed rock ☐ Dirt
 Shoulder/Curb Condition: ☒ Dry ☐ Wet ☐ Icy ☐ Other: {

Length of Drive Prior to incident:

Total Time (hrs. & mins.): **10** Distance (miles): **5-6**

Estimate of vehicle speed: **25** mph Source of est. **driver**

Estimated vehicle speed at impact: **Don't know** mph Source of est. **Driver**

Describe any evasive action: ☐ Turning ☒ Braking ☐ Accelerating ☐ Other: {

Describe cargo and/or trailer (if any): **None**

Estimated total weight of cargo & Trailer (lbs): **No Cargo**

Any objects in the road? (rocks, scrap metal, pothole, speed bump, etc.) **No**

Did the vehicle leave the roadway?: ☐ Yes ☒ No Describe: {

Objects Impacted: **RH Curb, Vehicle in front.**

How was the vehicle transported from the incident site to the present location? ☐ Tow Truck ☐ Flat Bed

☒ Other: Don't Know, Customer was in ambulance and didn't see tow

Additional comments concerning the incident:

Section 3 INTERVIEW - VEHICLE HISTORY

Source of information (name, address, phone number, & relationship if other than claimant):

Interview with Claimant / Driver, [REDACTED]

Comments:

Vehicle is owned by Enterprise Rental Car, Rebecca Stephens representative. DRIVER [REDACTED]

Did the owner purchase the vehicle new? YES Date **4-20-2006** Used? ☐ Yes ☐ No Date _____

VEHICLE MODIFICATIONS / ALTERATIONS

Are any vehicle modifications or alterations present, and has any after-market equipment been installed?

(e.g., objects attached to the steering wheel or instrument panel, controls for disabled persons, cellular phone, modified body, electrical components, powertrain, suspension, wheels or tires, after-market seats, etc.) Describe:

No modifications.

{

VEHICLE REPAIR / SERVICE HISTORY

Prior electrical system service? ☒ No ☐ Yes If yes, describe:

A letter from Enterprise states that this was a new vehicle, no service had yet been performed, and no maintenance records will be provided. See supporting Docs.

RESTRAINT SYSTEMS SIR / SEAT BELTS

Customer's Name: [REDACTED] Inspection Date: 10/02/2006
 Vehicle Brand: **PONTIAC** Model: **G-6**
 File #: **1-432417189** VIN: **1G2ZG558664** [REDACTED]

{
 Prior collision repair? ☒ No ☐ Yes If yes, describe: {
 {
 Repaired by whom? (name, address, phone) **No repairs**
 {
 Prior SIR and/or seat belt service, repair, or replacement? ☒ No ☐ Yes If yes, describe what was done:
 {
 SIR / airbag and/or seat belt system serviced, repaired, or replaced by whom? (name, address, phone number)
No service or repair.
 Any other pertinent vehicle history information (from interview, GM warranty or dealership history files)? ☒ No ☐ Yes
 If yes, describe: {
No dealer history

Section 4 VEHICLE INSPECTION - EXTERIOR

Has the exterior of the vehicle been damaged? ☒ Yes ☐ No (if no, then skip this section.)
PHOTOGRAPH THE EXTERIOR OF THE VEHICLE AS FOLLOWS: VIN PLATE, QUARTER VIEWS FROM LEFT FRONT, RIGHT REAR, AND DOCUMENT FURTHER EXTERIOR DAMAGE WITH AS MANY PHOTOS AS ARE REQUIRED.
 (Also take a photograph of the steering wheel/column in plan view.)
FRONT AREA: Describe any damage to the front of the vehicle. Note (and photograph) if the hood is opened, if it contacted or penetrated the windshield, and the location of the contact:
Damage is from frontal impact. The primary impact was left of center, and above the left-hand frame extension. It pushed the LH strut, strut mount, and spring rearward into the front of dash, approximately 13" forward of the windshield. The hood contacted the windshield in front of the driver, The windshield is shattered at the bottom left, with cracks radiating from there. Bumper fascia, grill and assorted panels fell off or were removed prior to the inspection. The left frame extension has little compression, but is raised approximately 3" higher than the right side which is virtually untouched by the impact its self.
 {
LEFT SIDE EXTERIOR: Describe any damage to the door(s). Note if any door opened as a result of the impact and photograph both the latch, striker and the hinges
The left front door has a slight bind when opened but otherwise appears undamaged. There are some dings above the driver door which are judged to have happened in the storage yard, unrelated to the accident. The left side from the driver door rearward appears undamaged.
 {
RIGHT SIDE EXTERIOR: Describe any damage to the door(s). Note if any door opened as a result of the impact and photograph both the latch, striker and the hinges.
The RF door has a scrape, and dent which extends approximately 6" rearward of the wheel opening. Another scrape is between the rear door and the RR wheel opening. It is unknown how or when these scrapes occurred. They do not appear to be a result of the primary impact
 {
REAR AREA: Describe any damage to the rear of the vehicle. Note (and photograph) if the deck lid or rear hatch opened, and note if the spare tire separated from the vehicle.
No damage to the rear except the backlight is shattered. This is judged to have happened in the storage yard and is unrelated to the accident. Storage yard manager states the window was not broken when the vehicle came into the lot.
 {
ROOF / ROOF STRUCTURE: Describe any damage to the roof of the vehicle. Note if any convertible tops or removable roof panels did not remain attached, and photograph the latches.
There is no discernable damage to the roof.

{
UNDERBODY / FRAME / CHASSIS AREA: Describe any damage to the underside of the vehicle. Note the condition of the bumpers, frame, suspension, tires, wheels, & engine mount(s)/crossmember. Photograph if damage is present.

RESTRAINT SYSTEMS SIR / SEAT BELTS

Customer's Name: [REDACTED]

Inspection Date:

10/02/2006

Vehicle Brand:

PONTIAC

Model:

G-6

File #

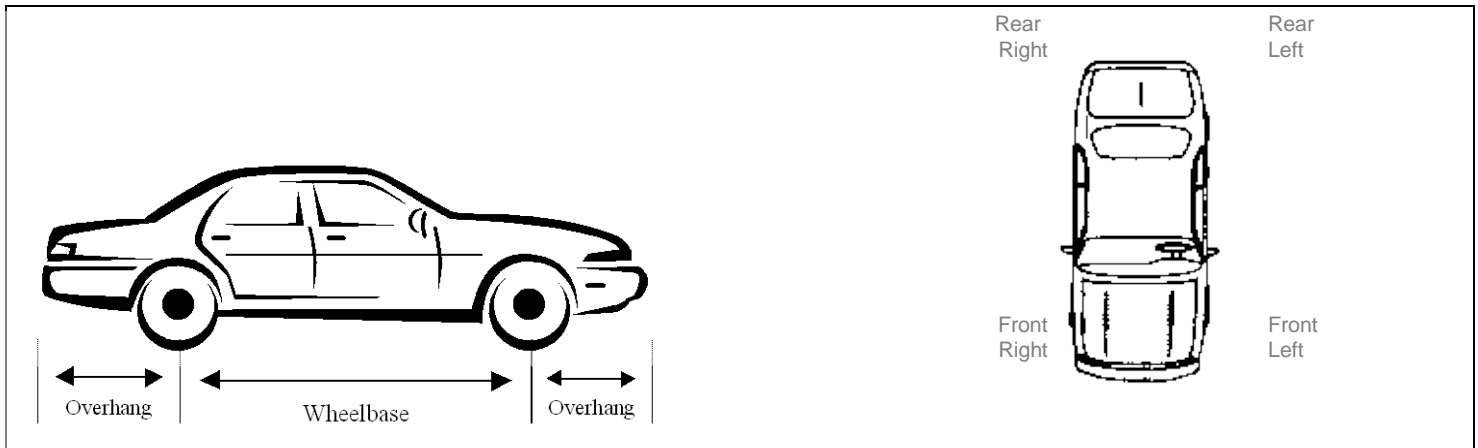
1-432417189

VIN:

1G2ZG558664 [REDACTED]

Underbody damage appears to be limited to that which is generally forward of the front of dash. There is no indication of impact from road surfaces or other ground impact.

{
STRUCTURAL DEFORMATION - CRUSH AREAS



(Please check all that apply)

Type of impact(s)

☒ Frontal☐ Side☐ Rear☐ Rollover☐ Other: { _____ }

The following dimensions should be obtained as they are important to determining the magnitude of the impact to the vehicle. See diagram for definitions of overhang.

Driver side: Wheelbase (in.) **111"**

Passenger side:

Wheelbase (in.) **113 1/4"**Front overhang (in.) **See Comments**Front overhang (in.) **See Comments**Rear overhang (in.) **36"**Rear overhang (in.) **36"**Maximum depth of crush: **See Comments** Inches - Front**See Comments** Inches - Driver side**See Comments** Inches - Rear**See Comments** Inches - Passenger side**None** Inches - Roof

Additional comments concerning exterior damage: **Bumper fascia grill, etc. have been removed. Determination of front overhang would be difficult to ascertain. The bumper support bar, however, is relatively undamaged. Measured from the front edge of the door forward to the front of bumper support is 47" LH, and 50 1/8" RH. The primary impact is left of center, above the left frame rail, and approximately in line with the rail. The point of maximum crush is to within 13" of the windshield**

PRIOR DAMAGE

Describe any existing damage that appears to have been present prior to this incident:

None**Section 5****VEHICLE INSPECTION - PASSENGER COMPARTMENT****INTERIOR INSPECTION** (Photograph any damage and deployed airbags)

Interior reduced in size?

☒ No ☐ Yes

Where? { _____ }

Intrusion by external object?

☒ No ☐ Yes

Describe: { _____ }

Loose objects inside?

☒ No ☐ Yes

Describe: { _____ }

Cowl deformed?

☐ No ☒ YesDescribe: **Directly in front of driver, in line with crush.**

Floorpan/toeapn deformed?

☒ No ☐ Yes

Describe: { _____ }

10/02/2006

PONTIAC

G-6

1-432417189

1G2ZG558664

Confidential GM/PAR

RESTRAINT SYSTEMS SIR / SEAT BELTS

Customer's Name: [REDACTED] Inspection Date: **10/02/2006**
 Vehicle Brand: **PONTIAC** Model: **G-6**
 File #: **1-432417189** VIN: **1G2ZG558664** [REDACTED]

Section 6 RESTRAINT SYSTEM INSPECTION - SIR / Airbag**If the vehicle is not equipped with airbags, SKIP THIS SECTION****Note - Do Not "Clear Codes" from the on-board computer(s)****Describe the SIR-related allegation below:**

- ☐ Non-deployment (the airbag did not deploy and the claimant states that it *should* have)
☐ Inadvertent deployment (the claimant states that the airbag deployed when it *should not* have)
☒ Inflation or deployment-induced injury (the claimant states the deployment of the airbag caused an injury)
☒ Other Describe: **Claimant states that the seat belt did not prevent him from hitting the steering wheel, Then the Air Bag deployed late, after he was already in contact with the steering wheel.**
☐ None; Seat belt - related allegation only

Alleged SIR Unit(s):

<input checked="" type="checkbox"/> Driver	<input type="checkbox"/> Passenger	<input type="checkbox"/> Driver side (door)	<input type="checkbox"/> Passenger side (door)
<input type="checkbox"/> Roof rail airbag		<input type="checkbox"/> Thorax bags	<input type="checkbox"/> None (seating position not equipped with SIR)

Which SIR(s) deployed?

<input checked="" type="checkbox"/> Driver	<input type="checkbox"/> Passenger	<input type="checkbox"/> Driver side (door)	<input type="checkbox"/> Passenger side (door)
<input type="checkbox"/> Roof rail airbag		<input type="checkbox"/> Thorax bags	<input type="checkbox"/> None (seating position not equipped with SIR)

Was Vetronix CDR used? ☒ Yes ☐ No

Describe airbag light functional test results.

When keyed on, the airbag light stays lit, and an airbag message is displayed on the radio LCD

{

Describe any existing diagnostic trouble codes (if Tech 2 was used): {

Seventeen DTC's were stored. Please see Photos and Photo Log, for Tech 2, screens and DTC descriptions. Photos #55 / 74

{

Describe any evidence that the passenger compartment may have been flooded or the SDM/DERM has incurred any damage due to moisture.

No flooding damage!

{

If any airbag(s) deployed, was the:**DRIVER AIRBAG**

Bag material cut/torn? ☒ No ☐ Yes
 Transfer marks present - clothing, makeup, etc.? ☒ No ☐ Yes

Describe: **Bag mtl. clean except minor blk. streaks**
 Describe: {

PASSENGER AIRBAG

Bag material cut/torn? ☒ No ☐ Yes
 Transfer marks present - clothing, makeup, etc.? ☒ No ☐ Yes

Describe: **No Deployment**
 Describe: **NA**

DRIVER SIDE AIRBAG

Bag material cut/torn? ☒ No ☐ Yes
 Transfer marks present - clothing, makeup, etc.? ☒ No ☐ Yes

Describe: **No Deployment**
 Describe: **NA**

RESTRAINT SYSTEMS SIR / SEAT BELTS

Customer's Name: [REDACTED]

Inspection Date:

10/02/2006

Vehicle Brand:

PONTIAC

Model:

G-6

File #

1-432417189

VIN:

1G2ZG558664 [REDACTED]**PASSENGER SIDE AIRBAG**

Bag material cut/torn?

☒ No☐ YesDescribe: **No Deployment**

Transfer marks present - clothing, makeup, etc.?

☒ No☐ YesDescribe: **NA****ROOF RAIL AIRBAG**

Bag material cut/torn?

☐ No☐ YesDescribe: **NA**

Transfer marks present - clothing, makeup, etc.?

☐ No☐ YesDescribe: **{** _____**THORAX AIRBAG**

Bag material cut/torn?

☐ No☐ YesDescribe: **NA**

Transfer marks present - clothing, makeup, etc.?

☐ No☐ YesDescribe: **{** _____**PHOTOGRAPH THE STEERING WHEEL**

Was the steering wheel damaged?

☐ No☒ YesDescribe: **Rim @ 12:00 bent forward approx. 1/4"**

Were transfer marks present

☒ No☐ YesDescribe: **No transfer marks**

- clothing, makeup, etc.?

INSPECT SIR WIRING, SENSORS

SIR Wiring damaged?

☒ No☐ YesDescribe: **{** _____

SIR Sensors damaged or disconnected?

☒ No☐ YesDescribe: **{** _____

SIR Inflator module(s) disconnected?

☒ No☐ YesDescribe: **{** _____**DERM / SDM Download**

- Obtain either DERM (Diagnostic Energy Reserve Module) or SDM (Sensing and Diagnostic Module) downloads.
- OBTAIN DERM / SDM DOWNLOAD FOR ALL SEAT BELT AND/OR SIR-RELATED ALLEGATIONS
- DO NOT CLEAR CODES PRIOR TO OBTAINING THE DOWNLOAD
- DO NOT CYCLE IGNITION KEY ON/OFF PRIOR TO OBTAINING THE DOWNLOAD
- OBTAIN 3 OR MORE PRINTOUTS - IF USING THE EDRU
- ON EACH EDRU PRINTOUT, WRITE INSPECTOR'S NAME, DATE, VIN, AND NAME(S) OF ANYONE
- PRESENT AT THE TIME THE DATA WAS RETRIEVED

Download Available? ☒ Yes ☐ No If NO, describe reason: { _____Download obtained from: ☒ ALDL / DLC ☐ Direct from the module (using adapter cables with the EDRU or the Vetronix CDR)Download obtained using: ☐ EDRU ☒ Vetronix CDRIf the download was obtained directly from the module, was the module removed from the vehicle? ☐ Yes ☐ No

If removed from the vehicle, describe the conditions under which the module was mounted when the download was obtained.

{ _____
{ _____

Additional comments concerning the airbags:

ELCO inspector present also downloaded CDR data using his own Vetronics unit.{ _____
{ _____**Section 7****RESTRAINT SYSTEM INSPECTION - Seat Belts****Describe the seat belt-related allegation below:**☒ Non-activation (the seat belt did not restrain an occupant and the claimant states it *should* have)☒ Induced injury (the claimant states the seat belt system caused an injury)☐ Other Describe: **Claimant states that the seat belts did not prevent him from hitting the steering wheel.**

RESTRAINT SYSTEMS SIR / SEAT BELTS

Customer's Name: [REDACTED] Inspection Date: **10/02/2006**
 Vehicle Brand: **PONTIAC** Model: **G-6**
 File #: **1-432417189** VIN: **1G2ZG558664** [REDACTED]

- ☐ None; SIR - related allegation only THE SEAT BELTS SHOULD BE INSPECTED IF A COLLISION OCCURRED, AND SHOULD BE COMPLETED FOR THE SEAT BELT(S) LOCATED IN THE SAME SEATING POSITION AS THE SIR UNIT(S) UNDER INSPECTION.

Location of seat belt to be inspected?

☒ Driver ☐ Center front ☐ Right front
☐ Other: { } ☐ Driver's side rear ☐ Center rear ☐ Right rear

Is the seat belt fully retracted? ☐ Yes ☒ No **IF THE ANSWER IS NO, DO NOT DISTURB BELTS AT THIS TIME.**

- Secure webbing, measure length, photograph 61" "D" ring to stitching, see

photo #42

Photograph:

The overall belt assembly
All visible components of the seat belt system and anchor points

Turn on ignition, observe seat belt light. On? ☒ Yes ☐ No

Buckle driver's seat belt. Seat belt light on? ☒ Yes ☐ No

Identify and photograph the following items (if damaged):

Does the webbing spool in and out freely? If no, which one does not?

☒ No ☐ Yes

☐ Lap ☒ Shoulder ☐ Both

Note: Do not use excessive force (Use less than 5 pounds of pressure)

Marks, cuts or debris on shoulder belt webbing?

☒ No ☐ Yes

Marks, cuts or debris on lap belt webbing?

☒ No ☐ Yes

Webbing energy management loops (if equipped) - stitches pulled free, unfolded, replacement/warning label exposed?

☒ No ☐ Yes

Tack stitch separated from plastic sleeve?

☒ No ☐ Yes

Seat belt webbing cut? (If yes, record length of pieces) { } Inches

Guide loop assembly - striations, bent, or deformed?

☒ No ☐ Yes

Guide loop adjuster functional (if equipped)?

☐ No ☒ Yes

Buckle and latch functional together (latched)?

☐ No ☒ Yes

Buckle condition (worn, or foreign material present)?

☒ No ☐ Yes

Plastic covers and/or guides damaged?

☒ No ☐ Yes

Does the seat belt return to the stowed position?

☒ No ☐ Yes

Any components missing?

☒ No ☐ Yes

Any post-collision damage present (ex. Rescue workers)?

☒ No ☐ Yes

If possible, perform a dynamic "panic-stop" type test with the vehicle.

Do the retractors on the belt being inspected appear to lock and hold properly? ☐ No ☐ Yes

Vehicle not drivable!

If vehicle is not drivable, jerk belts rapidly to determine whether they appear to lock & hold properly. Note results:

Both front belts are locked up (pre-tensioners deployed). Rear belts lock up with a sudden jerk.

{ }

{ }

Additional comments concerning seat belts: { }

{ }

Driver shoulder belt has slight abrasion fibers, near the "D" ring. No other stretching, cutting or abrasion was observed.

{ }

{ }

{ }

10/02/2006

PONTIAC

G-6

1-432417189

1G2ZG558664

SITE INSPECTION

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RESTRAINT SYSTEMS SIR / SEAT BELTS

Customer's Name:

Inspection Date:

10/02/2006

Vehicle Brand:

PONTIAC

Model:

G-6

File #

1-432417189

VIN:

1G2ZG558664

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Section 9

Comment Overflow Sheet

Please use this page if needed for additional comments from the inspection form. Please note the section and area the comments are continued from prior to each comment.

Miscellaneous comments:

The outboard edge of both RH wheels are scraped up and the wheel cover crushed or scratched. It appears the contact was from running parallel to a curb rather than hitting it. There is one small deformation of the RF rim, see photo #48, otherwise the wheels do no appear to be bent. All four tires hold air, and do not show signs of scrubbing or cutting on the sidewalls.

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Section 10

Other Report Information

☐

Check here if there was evidence of a "Fire-Related" event.

According to NHTSA, "fire" means combustion or burning of material in or from a vehicle as evidenced by flame. The term also includes, but is not limited to, thermal events and fire-related phenomena such as smoke, sparks or smoldering, but does not include events and phenomena associated with a normally functioning vehicle, such as combustion of fuel within an engine or exhaust from an engine.

Attachments: (Check all that apply)

X Photographs

X Data Downloads
Vetronics CDR

X Other Records: Photo Log (3pages)
Maintenance Info. Letter

**PRODUCT ALLEGATION RESOLUTION
PRELIMINARY INSPECTION
STEERING, SUSPENSION, AXLE, TIRE AND WHEEL SYSTEMS**

Customer's Name: { [REDACTED] } Inspection Date: 10/2/2006
 Vehicle Brand: Pontiac Model: G6
 File # PAR 1-432417189 VIN: 1G2ZG558664 [REDACTED]

Mileage at Inspection: 3969

Inspection Location: Quebedeaux Pontiac, 3566 E Speedway,
 Tucson, AZ 85716 520-326-2036

{
 Inspector's phone number: 520-463-0135

Inspected By: Neal Matheson

Section 1 INSPECTION SUMMARY

BRIEFLY Describe the customer's ALLEGATION below:

Steering was yanked to the right causing him to run into the curb and rear end another vehicle. The seat belt did not prevent him from hitting the steering wheel. The air bag deployed late, after he had already hit the steering wheel. Driver seeks payment of medical bills, and absolution of blame. Emergency Room was > \$2300

Following the inspection, summarize the facts and observations: (Additional cmts may be placed in section 9)

This vehicle is owned by Enterprise car rentals. Their customer, [REDACTED] claims that he was approaching an intersection when the steering suddenly "yanked" to the right causing him to hit the curb. He jumped on the brake with both feet, but ran into the back of a van in front of him, and that vehicle hit a third vehicle. The seat belt did not prevent him from hitting the steering wheel. When the air bag did deploy, he had already hit the steering wheel causing sever bruising and other injuries.

[REDACTED] is relatively short @ 5'7" and was likely positioned fairly close to the steering wheel. The top rim of the steering wheel is bent forward slightly. The seat belt restraint pre-tensioner did deploy. There is some abrasion "fuzz" at the seat belt "D" ring, but no other obvious stretching of the fabric. The air bag is deployed with no signs of transfer or other marks.

Major damage to the vehicle is all left of center, above the front bumper support bar, and from the LH frame rail outboard. The impact basically shoved the LH strut assembly rearward until it hit the front of dash directly in front of the driver. Both right side wheels are scraped up on the outside rim as if they had run along the curb, but not hard enough to jump the curb bend a wheel or loose air.

The vehicle has Electric Assist Power Steering
 Vetronix download is attached.

Section 2 INTERVIEW - INCIDENT DETAILS

Obtain all of the information for this section from the Driver/Claimant

Provide a complete description of the incident according to the DRIVER / CLAIMANT

Interview mode: ☒ By Telephone ☐ In Person

Incident Date and Time: 07/17/2006

Interview date: 09/20/2006

Was a police/fire department report obtained? ☐ Yes ☒ No Police Report #0607170539, Tucson P.D Note: the police report was not made available to the inspector.

Provide driver/claimant's description of incident. If there was a collision, describe all collision events; include description of other vehicles involved; describe all objects contacted and the sequence in which they were contacted. (Additional cmts may be placed in section 9)

{
 Driver [REDACTED] states that he was westbound on E. Ft. Lowell Rd. approaching the intersection at Tucson Blvd. The Steering yanked the car to the right and it hit the curb. He stomped the brake hard with both feet, but the car bounced into the vehicle in front of him. The airbag did not go off until after he hit the steering wheel. Seat Belts did not stop him from hitting the wheel. Driver was transported to the hospital by ambulance and treated in the Emergency Room

Driver/other occupant's physical description (include name, gender, height, weight, & disabilities):

**PRODUCT ALLEGATION RESOLUTION
PRELIMINARY INSPECTION
STEERING, SUSPENSION, AXLE, TIRE AND WHEEL SYSTEMS**

Customer's Name: { [REDACTED] } Inspection Date: **10/2/2006**
 Vehicle Brand: **Pontiac** Model: **G6**
 File # **PAR 1-432417189** VIN: **1G2ZG558664** [REDACTED]

Driver: Height 5'7", Weight 140#, Has blood clots in feet & calves, recovering from previous back injury.
 Describe extent of any injuries to the Driver: **Driver has bruises around the chest from the airbag. Feet ankles and calves up to the knee are swollen from pushing the brake, right leg is worse.**

If there was a collision:

Describe extent of any injuries to the Driver:

The driver stated he has bruising to the chest, inflammation and swelling of the feet and ankles, up to the knee.

Describe where other occupants were seated & extent of any injuries: { _____
 { _____

No other occupants

What was the exact location of the incident. Intersection of Ft Lowell rd. and Tucson Blvd.

Driving conditions at the time of the incident:

Weather conditions & Visibility: **Clear** Approximate Temp (°F): **95**

Road Surface: ☐ Concrete ☒ Asphalt ☐ Gravel ☐ Crushed rock ☐ Dirt
 Road Condition: ☒ Dry ☐ Wet ☐ Icy ☐ Other: { _____
 Shoulder ☐ Curb ☒ Concrete ☐ Asphalt ☐ Gravel ☐ Crushed rock ☐ Dirt
 Shoulder/Curb Condition: ☒ Dry ☐ Wet ☐ Icy ☐ Other: { _____

Posted Speed Limit **35**

Any objects in the road? (rocks, scrap metal, pothole, speed bump, etc.) **None**

Length of Drive Prior to incident:

Total Time (hrs. & mins.): **10** Distance (miles): **5-6**

Estimate of vehicle speed: **25** mph Source of est. **Driver**

Estimated vehicle speed at impact: **don't know** mph Source of est. **Driver**

(Do Not report speed information from the Vetronix data here)

If the driver/claimant description of the vehicle operation prior to and during the incident does not include the following information, please obtain it.

Steering	Normal <input type="checkbox"/>	Other <input checked="" type="checkbox"/>	Describe Driver states the steering "Yanked" him to the right,
	Causing him to hit the curb		
Suspension	Normal <input checked="" type="checkbox"/>	Other <input type="checkbox"/>	Describe { _____
Brakes	Normal <input checked="" type="checkbox"/>	Other <input type="checkbox"/>	Describe { _____
Engine	Normal <input checked="" type="checkbox"/>	Other <input type="checkbox"/>	Describe { _____
Electrical	Normal <input checked="" type="checkbox"/>	Other <input type="checkbox"/>	Describe { _____

Were any warning lights illuminated or driver information center messages displayed? ☐ Yes ☒ No If "Yes", get the details and describe the event(s).

Has the vehicle behavior noted during this incident ever been noted prior to this incident? ☐ Yes ☒ No If "Yes", get the details and describe the event(s).

Also, determine whether there were any warning lights illuminated, messages on driver information panel, unusual noises, smoke or steam observed. **None**

Describe any evasive action: ☐ Turning ☒ Braking ☐ Accelerating ☐ Other: { _____

**PRODUCT ALLEGATION RESOLUTION
PRELIMINARY INSPECTION
STEERING, SUSPENSION, AXLE, TIRE AND WHEEL SYSTEMS**

Customer's Name: { [REDACTED] } Inspection Date: **10/2/2006**
 Vehicle Brand: **Pontiac** Model: **G6**
 File # **PAR 1-432417189** VIN: **1G2ZG558664** [REDACTED]

Describe cargo (in the vehicle interior, trunk and/or trailer (if any)): **No Cargo**
 Estimated total weight of cargo: **No Cargo** Estimated weight of the trailer, if any: **No trailer**

If a trailer was being towed, photograph the hitch structure, both on the trailer and towing vehicle.

Did the vehicle leave the roadway?: ☐ Yes ☒ No Describe: { _____
 Objects Impacted: **Curb, 92 Plymouth van VIN 1P4GH44R0NX** [REDACTED]

How was the vehicle transported from the incident site to the present location? ☐ Tow Truck ☐ Flat Bed ☒ Other:
Don't know. Driver was in the ambulance, didn't see tow.

Additional comments concerning the incident: **None**

{ _____
 { _____

Section 3

INTERVIEW - VEHICLE HISTORY

Source of information (name, address, phone number, & relationship), if other than claimant:

{ Interview w/ claimant

Comments: (Additional cmts may be placed in section 9)

Vehicle is owned by Enterprise Rental Car, Rebecca Stephens representative. DRIVER [REDACTED]

Did the owner purchase the vehicle new? ☒ Yes ☐ No Date **04/20/2006** Used? ☐ Yes ☐ No Date _____

VEHICLE MODIFICATIONS / ALTERATIONS

Are any vehicle modifications or alterations present, and has any after-market equipment been installed?
 (e.g., objects attached to the steering wheel or instrument panel, controls for disabled persons, shock absorbers, springs,
 modified body, electrical components, powertrain, wheels or tires, after-market seats, etc..) Describe:

{ _____
No modifications.

VEHICLE REPAIR / SERVICE HISTORY

Prior electrical system service? ☒ No ☐ Yes If yes, describe: { _____

{ _____
 Prior collision repair? ☒ No ☐ Yes If yes, describe: { _____

{ _____
 Repaired by whom? (name, address, phone) **No Repairs.**

{ _____
 Prior chassis system service, repair, or replacement? ☒ No ☐ Yes If yes, describe what was done:

{ _____
 Prior electrical system components serviced, repaired, or replaced by whom? (name, address, phone number)

None

Any other pertinent vehicle history information (from interview, GM warranty or dealership history files)? ☒ No ☐ Yes

If yes, describe: { _____

No dealer history

Section 4

VEHICLE INSPECTION - VISUAL/PHOTO

**THE VEHICLE VISUAL INSPECTION DOCUMENTS THE PHYSICAL EVIDENCE USING PHOTOS AND WRITTEN
 OBSERVATIONS. RECORD YOUR OBSERVATIONS IN THE APPROPRIATE SECTION.**

**PRODUCT ALLEGATION RESOLUTION
PRELIMINARY INSPECTION
STEERING, SUSPENSION, AXLE, TIRE AND WHEEL SYSTEMS**

Customer's Name: [REDACTED] Inspection Date: **10/2/2006**
 Vehicle Brand: **Pontiac** Model: **G6**
 File # **PAR 1-432417189** VIN: **1G2ZG558664** [REDACTED]

PHOTOGRAPH THE EXTERIOR OF THE VEHICLE AS FOLLOWS: VIN PLATE, QUARTER VIEWS FROM LEFT FRONT, RIGHT REAR ARE REQUIRED, AND DOCUMENT FURTHER EXTERIOR DAMAGE WITH MANY PHOTOS.

DESCRIBE ANY DAMAGE TO THE VEHICLE BODY:

{
 { **Damage is from frontal impact. The primary impact was left of center, and above the left-hand frame extension. It pushed the LH strut, strut mount, and spring rearward into the front of dash, approximately 13" forward of the windshield. The hood contacted the windshield in front of the driver, The windshield is shattered at the bottom left, with cracks radiating from there. Bumper fascia, grill and assorted panels fell off or were removed prior to the inspection. The left frame extension has little compression, but is raised approximately 3" higher than the right side which is virtually untouched by the impact its self.**

UNDERBODY / FRAME / CHASSIS AREA: Describe any damage to the underside of the vehicle. Note the condition of the bumpers, frame, suspension, tires, wheels, brake and fuel lines & engine mount(s)/crossmember. Photograph and comment on any contact between vehicle components and the underbody. Photograph if damage is present.

{
Underbody damage appears to be limited to that which is generally forward of the front of dash. There is no indication of impact from road surfaces or other ground impact.

CORNER ASSEMBLIES

Struts/shocks	Ball joints	Tire/wheel assemblies
Springs	Steering knuckles	
Control arms	Axle assemblies	

Comments: **RF is virtually undamaged. Impact to the LH side was above the bumper support bar and left of center. It drove the strut, spring, and upper strut mount rearward to within 13" of the windshield. The LH LCA is twisted and bent. Other than the LCA, Strut, Spring and associated parts, the steering system is intact. Tie rods, tie rod ends, ball joints, steering gear, steering shaft appear undamaged in the incident.**

UNDERHOOD

Engine compartment	Power steering lines, hoses, clamps and connections
Brake fluid level and condition	Power steering fluid level and condition

Comments:
Vehicle has electric assist power steering. Impact damage is primarily to the left side of the engine compartment. Battery, ABS, power distribution center, etc. are all displaced and out of position. Brake fluid reservoir is full, with a clear amber color.

GENERAL OBSERVATIONS

Photograph and comment on any aftermarket equipment found, vehicle modifications or items that are unusual or out of place.

Comments:
No aftermarket equipment installed, no modifications, or items out of place..

**PRODUCT ALLEGATION RESOLUTION
PRELIMINARY INSPECTION
STEERING, SUSPENSION, AXLE, TIRE AND WHEEL SYSTEMS**

Customer's Name: [REDACTED] Inspection Date: **10/2/2006**
Vehicle Brand: **Pontiac** Model: **G6**
File # **PAR 1-432417189** VIN: **1G2ZG558664** [REDACTED]

Section 5

VEHICLE INSPECTION - PASSENGER COMPARTMENT**INTERIOR**

Instrument panel	Odometer
Controls	Steering wheel and column
Overall view of seat position	Driver and passenger seat back angle (inclinometer measurement)
Photo of options label-glove box/trunk	Sunvisors and headliner
Personal items/cargo	

INTERIOR INSPECTION (Describe any damage and photograph)

No damage to interior other than bent steering wheel rim, deployed Air Bag. See Restraint System Form. For inspection details.

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Section 6

STEERING, SUSPENSION, TIRE AND WHEEL SYSTEM INSPECTION

Use the following table to identify what you did and what you found during the inspection. Identify the tests and test results for the applicable items. Describe anything relevant to the allegation that is not in normal working condition, does not function properly or is a non production part. Take appropriate photographs.

**PRODUCT ALLEGATION RESOLUTION
PRELIMINARY INSPECTION
STEERING, SUSPENSION, AXLE, TIRE AND WHEEL SYSTEMS**

Customer's Name: [REDACTED] Inspection Date: **10/2/2006**
Vehicle Brand: **Pontiac** Model: **G6**
File # **PAR 1-432417189** VIN: **1G2ZG558664** [REDACTED]

ITEM	OBSERVATIONS/TEST RESULTS
Steering system-Are all components in place and connected in a normal manner? Can the steering wheel be rotated lock to lock with appropriate movement of the front wheels. Is there any binding, sticking or uneven feel?	Except for the LH strut being relocated out of position to the rear, all steering components are connected in a normal fashion. Because of structural damage, and the LF wheel being jammed into the wheel opening, the steering cannot be turned lock-to-lock, but it can be turned both right and left as far as the damage will allow. The steering appears to be functional within those limits. Because the engine cannot be run, it is unknown if the electronic assist power steering is functional. Also there is a stored DTC for the steering, "loss of communication"
Steering linkage-Is the linkage free from cracks, bends, fractures, etc. Are there any scrapes, abrasions, signs of contact with any of the linkage?	The LH strut assembly is pushed rearward, and the LH LCA is twisted and bent to the rear resulting in a rearward displacement of the entire LH wheel & steering assembly. The remainder of the steering linkage appears untouched and is together and functional with no obvious bending or breakage of associated parts.
Gear/rack and pinion-Any sign of leakage, damage to boots on the rack, contact by foreign objects?	The rack & Pinion steering gear appears undamaged and functional.
Steering column, ignition switch, intermediate shaft. Does the column unlock with the ignition key "on"? Is the steering column properly fastened to the dash?	The steering column is intact. The ignition switch/ lock operates. The tilt feature operates and locks properly. The steering column is properly fastened to the under dash, and the steering shaft is connected.
Steering pump, drive, hoses, connections, flow, pressure. If possible, start the engine and rotate the steering wheel lock to lock. Is power assist normal? If not, it may be necessary to check pressure and flow.	It is unknown if the Electric Power Assist system is operational. The engine could not be run because of structural damage. There is a stored code for the power steering, "No Communication" it is unknown if this fault was present before, or resulted from the accident.
PS fluid level and condition-Color, contamination, odor	Does not apply! Electric assist power steering.
Steering knuckle-All attachments secure and proper?	Attachments are secure, but the LH knuckle, strut, control arm are all bent out of position.
Suspension components – LF Strut attachments, springs intact; control arms properly attached, deformed, broken, scraped, etc. Sway bars properly attached.	All suspension components are intact except for the upper strut mount which is ripped out and pushed to the rear. Ball joints, sway bar, tie rods are all properly attached.
Strut attachments, springs intact; control arms properly attached, deformed, broken, scraped, etc. RF	<u>The RF corner assembly is intact and undamaged.</u>
Strut attachments, springs intact; control arms properly attached, deformed, broken, scraped, etc Rear sway bars,	<u>The rear suspension is untouched and undamaged.</u>

**PRODUCT ALLEGATION RESOLUTION
PRELIMINARY INSPECTION
STEERING, SUSPENSION, AXLE, TIRE AND WHEEL SYSTEMS**

Customer's Name: [REDACTED] Inspection Date: **10/2/2006**
 Vehicle Brand: **Pontiac** Model: **G6**
 File # **PAR 1-432417189** VIN: **1G2ZG558664** [REDACTED]

trailing arms properly attached and undamaged. LR	
Strut attachments, springs intact; control arms properly attached, deformed, broken, scraped, etc. RR	<u>The rear suspension is untouched and undamaged.</u>
Rear axle assembly-deformed, signs of impact, properly located, etc.	Independent suspension, rear axle does not apply_____
Deformation to the frame	The frame is visibly deformed forward of the front of dash. Rearward underbody appears untouched and undamaged
Describe and photograph evidence of axle/ suspension/ tire contact with frame, body or components	No damage noted except that related to the accident damage
Describe and photograph contact of the under- carriage with the road surface (road, shoulder, curb, or grass)	The underbody is clean and undamaged. No road impacts or other undercarriage damage is apparent.
Stability Enhancement system/components-check for codes with Tech II	No codes stored.
Engine (normal, other)-Obtain codes using a Tech II.	See photographs & photo log for list of codes stored. Images # 56 to 74
Electrical (normal, other)	Fuses in the underhood Power Distribution Center were checked for continuity. #46, DRL and #50 Pwr. Wdo. . were blown. All others have continuity. Numerous underhood wires in the left side engine compartment are severed by the accident damage.
Warning lights/messages displayed? Describe and obtain codes using a Tech II	Air bag light, coolant sensor low, Service Air Bag, lights are displayed. See photos and photo log for list of DTC's. Photos # 56 to 74
Anything components missing?	Accident related broken parts, panels, bumper fascia, etc.
Other	None

If the vehicle is driveable, conduct a road test to evaluate the concern expressed by the customer. Describe the results of the road test. If the concern is observed during the road test, it would be desirable to get a Tech II "snapshot".

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Vehicle not drivable.

If the vehicle is equipped with an ABS/Traction Control/Stability Enhancement System, use a Tech II to obtain any codes stored as current and/or history. Document via photos and include the code description. Follow the procedures in the service manual to determine the cause of each stored code which relates to the allegation. State which procedures were followed, record results of each test and state the root cause of each code. Consult with the CRM or Team Manager of the PAR group if this process leads to a disassembly of components. Follow the procedure in the General Guidelines for parts that need to be assembled for evaluation.

Inspect the system wiring, connections and components for damage. Note if the damage was the result of the incident.

TIRE AND WHEEL INSPECTION

**PRODUCT ALLEGATION RESOLUTION
PRELIMINARY INSPECTION
STEERING, SUSPENSION, AXLE, TIRE AND WHEEL SYSTEMS**

Customer's Name: { [REDACTED] } Inspection Date: **10/2/2006**
 Vehicle Brand: **Pontiac** Model: **G6**
 File # **PAR 1-432417189** VIN: **1G2ZG558664** [REDACTED]

1. IDENTIFICATION:

	TIRE BRAND	TIRE TYPE	TIRE SIZE	PRESSURE	AVE. TREAD DEPTH	DOT Numbers
	(Goodyear)	(Eagle GA)	(P205/70R15)	(psi)	32nds of inch	
LF	UNIROYAL	TIGER PAW	P215/60R15	23	9	4PX8 BE5U 1206
RF	UNIROYAL	TIGER PAW	P215/60R15	22	9	4PX8 BE5U 1206
LR	UNIROYAL	TIGER PAW	P215/60R15	23	9	4PX8 BE5U 1206
RR	UNIROYAL	TIGER PAW	P215/6-R15	23	9	4PX8 BE5U 1206

Note: DOT numbers may be found on the inside of each tire adjacent to the rim.

Describe and photograph any damage to tires and wheels, such as scrapes, marks due to impact, cuts, tread separation, flat spots, bead separation, embedded grass/dirt, etc. Photographs should include inner and outer views of the damaged tire/wheel assemblies with chalk marks on each assembly to denote position on vehicle (RF, LF, RR and LR).

LF See Photoog

RF See Photolog

LR See Photolog

RR See photolog_

2. TIRE PLACARD DATA:

Record the following data: (located on driver's door edge or inside the decklid)

	SIZE	PRESSURE (psi)	PRESSURE AT MAXIMUM LOAD(psi)
TIRES	P215/60R15	30	NOT STATED
SPARE TIRE	T12570D16	60	NOT STATED

Section 7

SITE INSPECTION

SITE INSPECTION - PERFORM THE FOLLOWING IF ADDITIONAL INFORMATION MAY BE FOUND:

- Check the incident scene for tire marks, gouges in the pavement, debris, or any other marks. Measure location and photograph.
- Identify evidence of whether the vehicle left the road prior to, during, or after the incident. Document all locations, distances, stationary objects (guard rails, telephone poles, fences, buildings, etc), nearest posted speed limit signs in the direction of travel, etc...
- Identify evidence & photograph any object struck by the vehicle on or off the road prior to, during or after incident.
- Inspect roadway & shoulder surfaces in the area of the incident site for telltale signs of loss of control, excessive speed, severe braking, etc.

Photograph the scene and property if involved.

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A witness of the accident aftermath is an employee of “Dent Busters”, A business located on the south East corner of the intersection where the accident happened. He said the front of the front vehicle involved came to rest about even with the Palm Tree, Photos # 3 & 4 The front of the red Pontiac ended up about even with the light pole. A van of some kind was sandwiched in between. NOTE: this description varies from that in the police report, which places the vehicles closer to the corner.

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Please use this page if needed for additional comments from the inspection form. Please note the section and area the comments are continued from prior to each comment.

☐ **Check here if there was evidence of a “Fire-Related” event.**
According to NHTSA, “fire” means combustion or burning of material in or from a vehicle as evidenced by flame. The term also includes, but is not limited to, thermal events and fire-related phenomena such as smoke, sparks or smoldering, but does not include events and phenomena associated with a normally functioning vehicle, such as combustion of fuel within an engine or exhaust from an engine.

X Photographs	X Data Downloads Vetronics CDR	X Other Records: Photo log (3 pages) Maintenance info. letter
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EAA Inspection Request - Austin

Date: 9/14/06

TO: EAA

EAA/SPX Field Coordinator

Phone: 313-768-2147

Fax: 313-768-2266

Email: eaafc@servicesolutions.spx.com

From: Rachal Ross

PAR Customer Relations Mgr

Email: rachal_ross@gmexpert.com

Phone: 800-231-1841 ext.21200

Fax: 866-255-3679

Mailing Address:

GM PAR Investigations

7401 E. Ben White

Austin, TX 78741

Vehicle Information

VIN#: 1G2ZG558664 [REDACTED]

Year/Make: 2006 Pontiac

Model: G6

Contact's Name: [REDACTED]

Contact's Number: [REDACTED]

Vehicle Location: Family Auto Body

3340 E Mossman

Tucson, AZ 85706

If located at a Salvage/Auction Yard:

Ins. Adj. Name:

Phone #:

Claim or Salvage ID #:

Claimant Information

PAR File #: 1-432417189

Claimant Name: [REDACTED]

Claimant Home #:

Claimant Work #: [REDACTED]

Claimant Cell #:

Address: [REDACTED]

Westminster, CO [REDACTED]

Required Actions:

- ☒ Advise PAR CRM via voicemail/email of inspection date.
- ☐ Repair Estimate Required
- ☒ Review All PAR File information
- ☒ Contact PAR CRM After Inspection

Please Use Form(s):

<input type="checkbox"/> Accelerator/Throttle Control	<input checked="" type="checkbox"/> Restraint-SIR/Seatbelts	<input type="checkbox"/> Seats
<input type="checkbox"/> Brake/ABS/TCS/VSES	<input type="checkbox"/> Side Impact	<input type="checkbox"/> Power Sliding Door
<input checked="" type="checkbox"/> Steering/Suspension/Tires/Wheels	<input type="checkbox"/> Inadvertent Deployment	<input type="checkbox"/> OnStar
<input type="checkbox"/> Engine Exhaust/Odor	<input type="checkbox"/> Transmission/Transaxle	<input type="checkbox"/> OTHER: _____
<input type="checkbox"/> Engine Stalling	<input type="checkbox"/> Thermal Events	

Special Instructions:

Interview Owner? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Vetronix Requested	<input checked="" type="checkbox"/> Obtain Fire/Police Report
<input type="checkbox"/> <u>Other (define)</u>		

Investigations can only be rushed if e-mailed by one of the following:

☐ RUSH (Name of Team Manager or Ops Mgr Approving the Rush): _____

EAA Internal Use Only

To: SA: Neal Matheson	Date E-Mailed to SA: <u>9/14/06</u>
From: <i>EAA Field Coordinator</i>	Due Date: <u>9/28/06</u>

EAA SA Use Only

Case Acceptance/Investigation: <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
Please acknowledge acceptance of this case promptly by phone, fax or email.
Date Report Faxed/Emailed to CRM: <u>10/6/06</u>

Neil,

This vehicle had nearly 4k miles on it when this loss occurred. There really is no maintenance records to provide at this point. There was only 1 warranty issue, but other than that, nothing was really done.

Maintenance records will not be provided.

Thank you.

Rebecca Stephens
Liability Claims Administrator
Phone: 303-439-6204 Fax: 720-895-1501

This message is confidential, intended only for the named recipient(s) and may contain information that is privileged, attorney work product or exempt from disclosure under applicable law. If you are not the intended recipient(s), you are notified that the dissemination, distribution or copying of this message is strictly prohibited. If you received this message in error, or are not the named recipient(s), please notify the sender at the e-mail address above and delete this e-mail from your computer. Receipt by anyone other than the named recipient(s) is not a waiver of any attorney-client, work product, or other applicable privilege.

-----Original Message-----

From: Neal Matheson [mailto:qv_neal@netscape.com]
Sent: Friday, September 22, 2006 6:16 PM
To: Stephens, Rebecca L
Subject: Accident Vehicle Inspection, Boaz, October 2, Tucson AZ

Hi rebecca:
I received the letter for the inspection.

Will you, or someone there, be able to provide a Maintenance log for the vehicle?

Thanks, ...Neal Matheson

Netscape. Just the Net You Need.

INFORMATION Redacted PURSUANT TO THE FREEDOM OF

INFORMATION ACT (FOIA), 5 U.S.C. 552(B)(6)

CDR File Information

Vehicle Identification Number	1G2ZG558664 [REDACTED]
Investigator	Neal Matheson
Case Number	1-1432417189
Investigation Date	Monday, October 2 2006
Crash Date	Monday, July 17 2006
Filename	1G2ZG558664 [REDACTED] CDR
Saved on	Monday, October 2 2006 at 04:06:12 PM
Collected with CDR version	Crash Data Retrieval Tool 2.8045
Collecting program verification number	E9B7C0A4
Reported with CDR version	Crash Data Retrieval Tool 2.8045
Reporting program verification number	E9B7C0A4
Interface used to collected data	Block number: 00 Interface version: 51 Date: 08-03-06 Checksum: BD00
Event(s) recovered	Deployment

SDM Data Limitations

SDM Recorded Crash Events:

There are two types of SDM recorded crash events. The first is the Non-Deployment Event. A Non-Deployment Event is an event severe enough to "wake up" the sensing algorithm but not severe enough to deploy the air bag(s). It can contain Pre-Crash and Crash data. The SDM can store up to one Non-Deployment Event. This event can be overwritten by an event that has a greater SDM recorded vehicle forward velocity change. This event will be cleared by the SDM after the ignition has been cycled 250 times.

The second type of SDM recorded crash event is the Deployment Event. It also can contain Pre-Crash and Crash data. The SDM can store up to two different Deployment Events, if they occur within five seconds of one another. Deployment Events cannot be overwritten or cleared from the SDM. Once the SDM has deployed the air bag, the SDM must be replaced. The data in the Non-Deployment Event file will be locked after a Deployment Event, if the Non-Deployment Event occurred within 5 seconds before the Deployment Event unless a Deployment Level Event occurs within 5 seconds after the Deployment Event, then the Deployment Level Event will overwrite the Non-Deployment Event file.

SDM Data Limitations:

-SDM Recorded Vehicle Forward Velocity Change reflects the change in forward velocity that the sensing system experienced during the recorded portion of the event. SDM Recorded Vehicle Forward Velocity Change is the change in velocity during the recording time and is not the speed the vehicle was traveling before the event, and is also not the Barrier Equivalent Velocity. This data should be examined in conjunction with other available physical evidence from the vehicle and scene when assessing occupant or vehicle forward velocity change. For Deployment Events and Deployment Level Events, the SDM will record 220 milliseconds of data after deployment criteria is met and up to 70 milliseconds before deployment criteria is met. For Non-Deployment Events, the SDM will record up to the first 300 milliseconds of data after algorithm enable. The minimum SDM Recorded Vehicle Forward Velocity Change, that is needed to record a Non-Deployment Event, is 5 MPH.

-Maximum Recorded Vehicle Velocity Change is the maximum recorded velocity change in the vehicle's combined "X" and "Y" axis.

-Event Recording Complete will indicate if data from the recorded event has been fully written to the SDM memory or if it has been interrupted and not fully written.

-SDM Recorded Vehicle Speed accuracy can be affected if the vehicle has had the tire size or the final drive axle ratio changed from the factory build specifications.

-Brake Switch Circuit Status indicates the status of the brake switch circuit.

-Pre-Crash Electronic Data Validity Check Status indicates "Data Invalid" if the SDM receive an invalid message from the module sending the pre-crash data.

-Driver's and Passenger's Belt Switch Circuit Status indicates the status of the seat belt switch circuit. The Passenger Belt Switch Circuit Status for 2005 vehicles is only available on the Cadillac STS. Also, the Passenger Belt Switch Circuit Status for 2006 Chevrolet Cobalt Sport Coupe (AP) model vehicles, with the option package that includes Recaro brand seats (RPO ALV), will always report a default value of "Buckled".

-The Time Between Non-Deployment and Deployment Events is displayed in seconds. If the time between the two events is greater than 5 seconds, "N/A" is displayed in place of the time. If the value is negative, then the Deployment Event occurred first. If the value is positive, then the Non-Deployment Event occurred first.

-If power to the SDM is lost during a crash event, all or part of the crash record may not be recorded.

-The ignition cycle counter relies upon the transitions through OFF->RUN->CRANK power-moding messages, on the GMLAN communication bus, to increment the counter. Applying and removing of battery power to the module will not increment the ignition counter.

-Steering Wheel Angle data is displayed as a positive value, when the steering wheel is turned to the right, and a negative value, when the steering wheel is turned to the left.

SDM Data Source:

All SDM recorded data is measured, calculated, and stored internally, except for the following:

- Vehicle Status Data (Pre-Crash) is transmitted to the SDM, by various vehicle control modules, via the vehicle's communication network.
- The Belt Switch Circuit is wired directly to the SDM.

Multiple Event Data

Associated Events Not Recorded	0
An Event(s) Preceded the Recorded Event(s)	No
An Event(s) was in Between the Recorded Event(s)	No
An Event(s) Followed the Recorded Event(s)	No
The Event(s) Not Recorded was a Deployment Event(s)	No
The Event(s) Not Recorded was a Non-Deployment Event(s)	No

System Status At AE

Vehicle Identification Number	**2ZG558*6*269933
Low Tire Pressure Warning Lamp (If Equipped)	Invalid
Vehicle Power Mode Status	Run
Remote Start Status (If Equipped)	Inactive
Run/Crank Ignition Switch Logic Level	Active
Brake System Warning Lamp (If Equipped)	OFF

System Status At 1 second

Transmission Range (If Equipped)	Shift in Progress
Transmission Selector Position (If Equipped)	Drive
Traction Control System Active (If Equipped)	Invalid
Service Engine Soon (Non-Emission Related) Lamp	OFF
Service Vehicle Soon Lamp	OFF
Outside Air Temperature (degrees F) (If Equipped)	108
Left Front Door Status (If Equipped)	Closed
Right Front Door Status (If Equipped)	Closed
Left Rear Door Status (If Equipped)	Unused
Right Rear Door Status (If Equipped)	Unused
Rear Door(s) Status (If Equipped)	Closed

Pre-crash data

Parameter	-2 sec	-1 sec
Reduced Engine Power Mode	OFF	OFF
Cruise Control Active (If Equipped)	No	No
Cruise Control Resume Switch Active (If Equipped)	No	No
Cruise Control Set Switch Active (If Equipped)	No	No

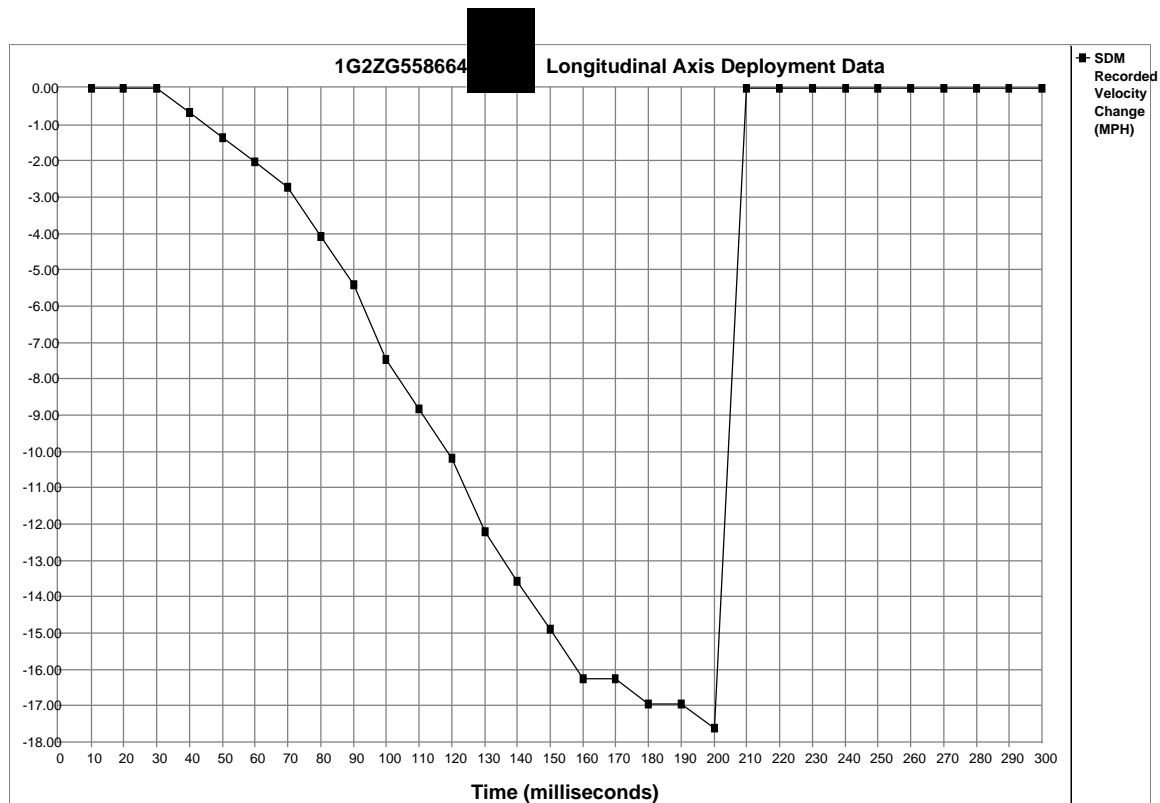
Pre-crash data

Parameter	-5 sec	-4 sec	-3 sec	-2 sec	-1 sec
Vehicle Speed (MPH)	41	42	43	43	0
Engine Speed (RPM)	1728	1856	1856	1536	1024
Percent Throttle	25	29	29	22	0
Brake Switch Circuit Status	OFF	OFF	OFF	OFF	ON
Accelerator Pedal Position (percent)	27	35	35	26	0
Antilock Brake System Active (If Equipped)	Invalid	Invalid	Invalid	Invalid	Invalid
Lateral Acceleration (feet/s ²) (If Equipped)	Invalid	Invalid	Invalid	Invalid	Invalid
Yaw Rate (degrees per second) (If Equipped)	Invalid	Invalid	Invalid	Invalid	Invalid

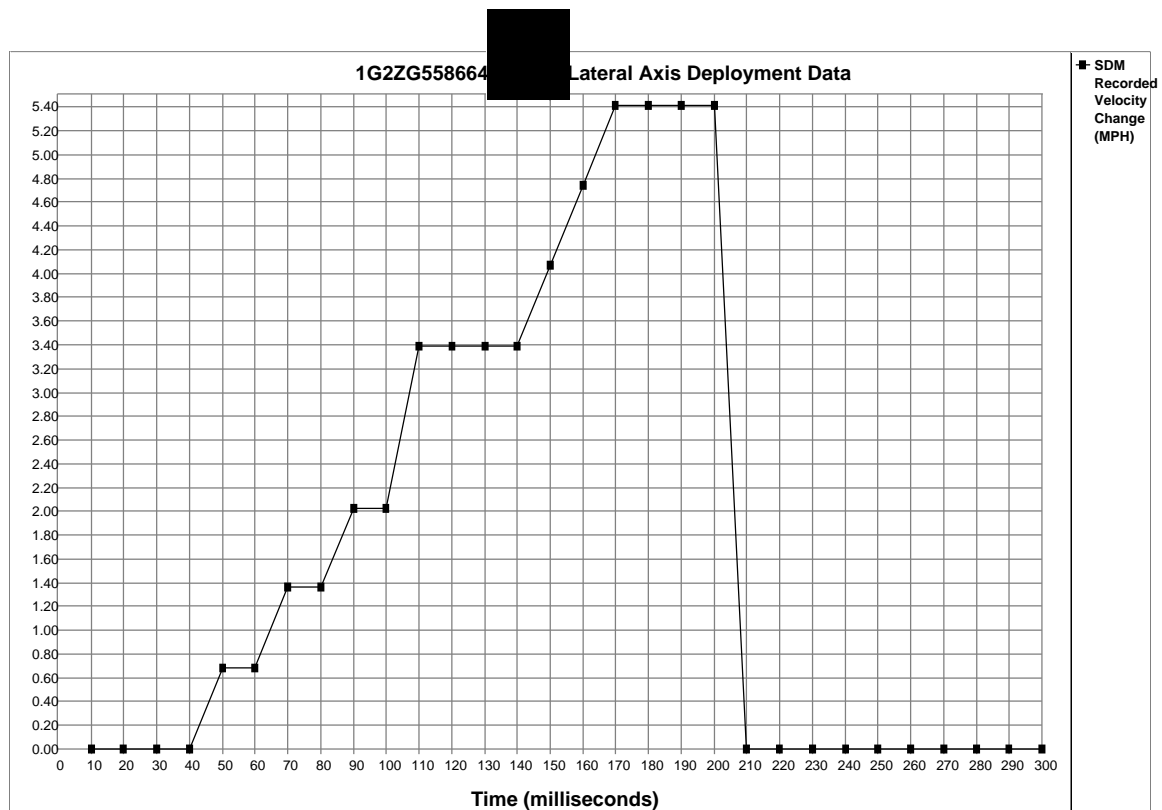
Parameter	-5 sec	-4 sec	-3 sec	-2 sec	-1 sec
Steering Wheel Angle (degrees) (If Equipped)	-16	-16	-16	-80	160
Vehicle Dynamics Control Active (If Equipped)	Invalid	Invalid	Invalid	Invalid	Invalid

System Status At Deployment

Ignition Cycles At Investigation	489
SIR Warning Lamp Status	OFF
SIR Warning Lamp ON/OFF Time (seconds)	438580
Number of Ignition Cycles SIR Warning Lamp was ON/OFF Continuously	488
Ignition Cycles At Event	489
Ignition Cycles Since DTCs Were Last Cleared	236
Driver's Belt Switch Circuit Status	BUCKLED
Passenger's Belt Switch Circuit Status	UNBUCKLED
Diagnostic Trouble Codes at Event, fault number: 1	N/A
Diagnostic Trouble Codes at Event, fault number: 2	N/A
Diagnostic Trouble Codes at Event, fault number: 3	N/A
Diagnostic Trouble Codes at Event, fault number: 4	N/A
Diagnostic Trouble Codes at Event, fault number: 5	N/A
Diagnostic Trouble Codes at Event, fault number: 6	N/A
Automatic Passenger SIR Suppression System Validity Status at AE	Valid
Automatic Passenger SIR Suppression System Status at AE	Air Bag Suppressed
Automatic Passenger SIR Suppression System Validity Status at First Deployment Command	Valid
Automatic Passenger SIR Suppression System Status at First Deployment Command	Air Bag Suppressed
Driver 1st Stage Time From Algorithm Enable to Deployment Command Criteria Met (msec)	36
Driver 2nd Stage Time From Algorithm Enable to Deployment Command Criteria Met (msec)	Disposal
Passenger 1st Stage Time From Algorithm Enable to Deployment Command Criteria Met (msec)	Suppressed
Passenger 2nd Stage Time From Algorithm Enable to Deployment Command Criteria Met (msec)	Suppressed
Time Between Events (sec)	0
Driver First Stage Deployment Loop Commanded	Yes
Driver Second Stage Deployment Loop Commanded	Yes
Driver Side Deployment Loop Commanded	No
Driver Pretensioner Deployment Loop Commanded	Yes
Driver (Initiator 1) Roof Rail/Head Curtain Loop Commanded	No
Driver (Initiator 2) Roof Rail/Head Curtain Loop Commanded	No
Driver Knee Deployment Loop Commanded	No
Passenger First Stage Deployment Loop Commanded	No
Passenger Second Stage Deployment Loop Commanded	No
Passenger Side Deployment Loop Commanded	No
Passenger Pretensioner Deployment Loop Commanded	Yes
Passenger (Initiator 1) Roof Rail/Head Curtain Loop Commanded	No
Passenger (Initiator 2) Roof Rail/Head Curtain Loop Commanded	No
Passenger Knee Deployment Loop Commanded	No
Second Row Left Side Deployment Loop Commanded	No
Second Row Left Pretensioner Deployment Loop Commanded	No
Third Row Left Roof Rail/Head Curtain Loop Commanded	No
Second Row Right Side Deployment Loop Commanded	No
Second Row Right Pretensioner Deployment Loop Commanded	No
Third Row Right Roof Rail/Head Curtain Loop Commanded	No
Second Row Center Pretensioner Deployment Loop Commanded	No
Driver 2nd Stage Deployment Loop Commanded for Disposal	Yes
Passenger 2nd Stage Deployment Loop Commanded for Disposal	No
Crash Record Locked	Yes
Vehicle Event Data (Pre-Crash) Associated With This Event	Yes
Deployment Event Recorded in the Non-Deployment Record	No
Event Recording Complete	Yes



Time (milliseconds)	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150
Longitudinal Axis Recorded Velocity	0.00	0.00	0.00	-0.68	-1.36	-2.03	-2.71	-4.07	-5.42	-7.46	-8.81	-10.17	-12.20	-13.56	-14.91
Time (milliseconds)	160	170	180	190	200	210	220	230	240	250	260	270	280	290	300
Longitudinal Axis Recorded Velocity	-16.27	-16.27	-16.95	-16.95	-17.62	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



Time (milliseconds)	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150
Lateral Axis Recorded Velocity Change (MPH)	0.00	0.00	0.00	0.00	0.68	0.68	1.36	1.36	2.03	2.03	3.39	3.39	3.39	3.39	4.07
Time (milliseconds)	160	170	180	190	200	210	220	230	240	250	260	270	280	290	300
Lateral Axis Recorded Velocity Change (MPH)	4.74	5.42	5.42	5.42	5.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Hexadecimal Data

```
$01  10 14 00 00 00 00 00
$02  30 00 00 00 00 00 00
$03  02 00 00 00 00 00 00
$04  02 00 00 00 00 00 00
$05  00 00 00 00 00 00 00
$06  00 0A 00 00 0A 53 52
$07  00 00 00 00 00 00 00
$08  F7 93 00 00 00 00 00
$09  03 00 7E 00 00 00 00
$0A  00 00 00 00 00 00 00
$0B  00 00 05 0F 00 00 00
$0C  80 00 80 00 00 00 00
$0D  00 00 80 00 00 00 00
$0E  40 00 00 00 00 00 00
$0F  A2 00 00 00 00 00 00
$10  47 32 5A 47 35 35 38
$11  36 36 34 32 36 39 39
$12  33 33 00 00 00 00 00
$13  00 00 00 00 00 00 00
$14  00 00 00 00 00 00 00
$15  00 00 00 00 00 00 00
$16  03 06 0C 16 34 00 00
$17  07 07 03 03 00 00 00
$18  07 07 00 00 00 00 00
$19  07 07 00 00 00 00 00
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$1C  3F 00 00 06 00 1A 00
$1D  00 00 00 00 00 00 00
$1E  01 01 00 4F 00 01 00
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$21  FF FF 00 00 50 00 00
$22  00 8E 00 00 00 00 00
$24  00 00 00 00 00 00 00
$25  00 00 00 00 00 00 00
$26  00 00 00 00 00 00 00
$27  FF 00 FF 00 00 00 00
$2A  00 00 00 00 00 00 00
$2B  00 00 00 00 00 00 00
$2D  00 00 00 00 00 00 00
$2E  80 00 92 00 00 00 00
$2F  00 EC 01 E9 00 00 00
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$31  00 43 5A 5A 46 00 00
$32  80 00 00 00 00 00 00
$33  00 37 4B 4B 40 00 00
$34  10 18 1D 1D 1B 00 00
$35  00 45 45 44 42 00 00
$36  0A FB FF FF FF 00 00
$37  00 00 00 00 0B 00 E2
$38  A4 00 00 00 03 C0 00
$39  00 00 00 00 00 80 00
$3A  00 00 00 00 00 80 00
$3B  03 06 0C 00 00 00 00
$3C  00 00 00 00 00 00 C0
$3D  32 5A 47 35 35 38 00
$3E  36 26 99 33 00 00 00
$3F  00 00 90 00 00 00 00
$40  00 00 00 00 00 00 00
$41  F8 F8 90 00 00 00 00
$42  80 FF FF FF FF 00 00
$43  FF FF FF 00 00 00 00
```

```

$44 FF FF FF FF FF FF 00
$45 FF FF FF FF FF FF 00
$46 FF FF FF FF FF FF 00
$47 FF FF FF FF FF FF 00
$48 FF FF FF FF FF FF 00
$49 FF FF FF FF FF FF 00
$4A FF FF FF FF FF FF 00
$4B FF FF FF FF FF FF 00
$4C FF FF FF FF FF FF 00
$4D FF FF FF FF FF FF 00
$4E FF FF FF FF FF FF 00
$4F FF FF FF FF FF FF 00
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$53 FF FF FF 00 00 00 00
$54 82 FF FF 00 00 00 00
$55 FF FF FF FF FF FF 00
$67 A0 A5 00 00 00 00 00
$68 D0 10 00 80 00 00 00
$69 00 AB 52 01 E8 00 00
$6A EC 01 E9 00 00 00 00
$6B 00 00 00 00 00 00 00
$6C 00 00 00 00 00 00 00
$6D 00 00 00 00 00 00 00
$6E 00 00 00 00 00 00 00
$6F 00 FF 01 FE 01 FD 00
$70 02 FC 02 FA 03 F8 00
$71 03 F5 05 F3 05 F1 00
$72 05 EE 05 EC 06 EA 00
$73 07 E8 08 E8 08 E7 00
$74 08 E7 08 E6 00 00 00
$75 00 00 00 00 00 00 00
$76 00 00 00 00 00 00 00
$77 00 00 00 00 00 00 00
$78 D0 00 00 00 00 00 00
$79 00 00 00 00 00 00 00
$7A 00 00 00 00 00 00 00
$7B 12 44 00 00 00 00 00

$01 41 55 01 02 03 04 52 53 41 32 03 09 01 AA AA 01
$02 01 02 03 04
$03 41 54 01 02 03 04 52 53 41 32 03 09 01 AA AA 01
$04 01 02 03 04
$05 42 55 FF FF FF FF FF FF FF FF FF FF FF FF FF
$06 FF FF FF FF
$07 42 54 FF FF FF FF FF FF FF FF FF FF FF FF FF
$08 FF FF FF FF
$0D 41 48 36 34 37 33 52 35 33 35 33 39 54 30 37
$0E 01 5A 39 A4
$0F 41 4A 36 34 37 33 52 35 33 34 38 31 39 52 34 38
$10 01 5A 39 A4
$13 42 52 39 38 32 30 44 31 36 30 38 37 34 58 46 59
$14 16 46 3D 35
$17 42 54 FF FF FF FF FF FF FF FF FF FF FF FF FF
$18 FF FF FF FF
$21 32 16 B8 0B 5E 11 91 9A
$22 53 52
$23 32 5A FA FA FA FA FA
$24 32 5A FA FA FA FA FA
$25 32 5A FA FA FA FA FA
$26 32 5A FA FA FA FA FA
$40 00 00
$41 3F 00 00 06 00 1A
$42 D0 E4
$43 00 00 8E 80
$44 C6 00 00 FC 80 C0

```


\$45 07 01 07 01 05 01
\$46 00 0F 0F 64 64
\$47 0A 64 04 04 04 05 0A 06 04 0A 00 00 FA 00 00 FF 04 64
\$48 18 08 08
\$B0 58
\$B1 FD FE 00
\$B2 FF FF FF FF FF
\$B4 41 53 35 33 35 32 32 31 34 42 34 38 20 20 20 20
\$B7 50 AA 01 0F 02
\$B8 54 41 68 06 15
\$C1 30 46 30 32
\$CA 30 46 30 32
\$CB 00 F0 B6 78
\$CC 00 F0 B6 78
\$D1 00 00
\$DB 00 00
\$DC 00 00

CDR File Information

Vehicle Identification Number	1G2ZG5586642 [REDACTED]
Investigator	Neal Matheson
Case Number	1-1432417189
Investigation Date	Monday, October 2 2006
Crash Date	Monday, July 17 2006
Filename	1G2ZG5586642 [REDACTED] CDR
Saved on	Monday, October 2 2006 at 04:06:12 PM
Collected with CDR version	Crash Data Retrieval Tool 2.8045
Collecting program verification number	E9B7C0A4
Reported with CDR version	Crash Data Retrieval Tool 2.8045
Reporting program verification number	E9B7C0A4
Interface used to collected data	Block number: 00 Interface version: 51 Date: 08-03-06 Checksum: BD00
Event(s) recovered	Deployment

SDM Data Limitations

SDM Recorded Crash Events:

There are two types of SDM recorded crash events. The first is the Non-Deployment Event. A Non-Deployment Event is an event severe enough to "wake up" the sensing algorithm but not severe enough to deploy the air bag(s). It can contain Pre-Crash and Crash data. The SDM can store up to one Non-Deployment Event. This event can be overwritten by an event that has a greater SDM recorded vehicle forward velocity change. This event will be cleared by the SDM after the ignition has been cycled 250 times.

The second type of SDM recorded crash event is the Deployment Event. It also can contain Pre-Crash and Crash data. The SDM can store up to two different Deployment Events, if they occur within five seconds of one another. Deployment Events cannot be overwritten or cleared from the SDM. Once the SDM has deployed the air bag, the SDM must be replaced.

The data in the Non-Deployment Event file will be locked after a Deployment Event, if the Non-Deployment Event occurred within 5 seconds before the Deployment Event unless a Deployment Level Event occurs within 5 seconds after the Deployment Event, then the Deployment Level Event will overwrite the Non-Deployment Event file.

SDM Data Limitations:

-SDM Recorded Vehicle Forward Velocity Change reflects the change in forward velocity that the sensing system experienced during the recorded portion of the event. SDM Recorded Vehicle Forward Velocity Change is the change in velocity during the recording time and is not the speed the vehicle was traveling before the event, and is also not the Barrier Equivalent Velocity. This data should be examined in conjunction with other available physical evidence from the vehicle and scene when assessing occupant or vehicle forward velocity change. For Deployment Events and Deployment Level Events, the SDM will record 220 milliseconds of data after deployment criteria is met and up to 70 milliseconds before deployment criteria is met. For Non-Deployment Events, the SDM will record up to the first 300 milliseconds of data after algorithm enable. The minimum SDM Recorded Vehicle Forward Velocity Change, that is needed to record a Non-Deployment Event, is 5 MPH.

-Maximum Recorded Vehicle Velocity Change is the maximum recorded velocity change in the vehicle's combined "X" and "Y" axis.

-Event Recording Complete will indicate if data from the recorded event has been fully written to the SDM memory or if it has been interrupted and not fully written.

-SDM Recorded Vehicle Speed accuracy can be affected if the vehicle has had the tire size or the final drive axle ratio changed from the factory build specifications.

-Brake Switch Circuit Status indicates the status of the brake switch circuit.

-Pre-Crash Electronic Data Validity Check Status indicates "Data Invalid" if the SDM receive an invalid message from the module sending the pre-crash data.

-Driver's and Passenger's Belt Switch Circuit Status indicates the status of the seat belt switch circuit. The Passenger Belt Switch Circuit Status for 2005 vehicles is only available on the Cadillac STS. Also, the Passenger Belt Switch Circuit Status for 2006 Chevrolet Cobalt Sport Coupe (AP) model vehicles, with the option package that includes Recaro brand seats (RPO ALV), will always report a default value of "Buckled".

-The Time Between Non-Deployment and Deployment Events is displayed in seconds. If the time between the two events is greater than 5 seconds, "N/A" is displayed in place of the time. If the value is negative, then the Deployment Event occurred first. If the value is positive, then the Non-Deployment Event occurred first.

-If power to the SDM is lost during a crash event, all or part of the crash record may not be recorded.

-The ignition cycle counter relies upon the transitions through OFF->RUN->CRANK power-moding messages, on the GMLAN communication bus, to increment the counter. Applying and removing of battery power to the module will not increment the ignition counter.

-Steering Wheel Angle data is displayed as a positive value, when the steering wheel is turned to the right, and a negative value, when the steering wheel is turned to the left.

SDM Data Source:

All SDM recorded data is measured, calculated, and stored internally, except for the following:

- Vehicle Status Data (Pre-Crash) is transmitted to the SDM, by various vehicle control modules, via the vehicle's communication network.
- The Belt Switch Circuit is wired directly to the SDM.

Multiple Event Data

Associated Events Not Recorded	0
An Event(s) Preceded the Recorded Event(s)	No
An Event(s) was in Between the Recorded Event(s)	No
An Event(s) Followed the Recorded Event(s)	No
The Event(s) Not Recorded was a Deployment Event(s)	No
The Event(s) Not Recorded was a Non-Deployment Event(s)	No

System Status At AE

Vehicle Identification Number	**2ZG558*6*269933
Low Tire Pressure Warning Lamp (If Equipped)	Invalid
Vehicle Power Mode Status	Run
Remote Start Status (If Equipped)	Inactive
Run/Crank Ignition Switch Logic Level	Active
Brake System Warning Lamp (If Equipped)	OFF

System Status At 1 second

Transmission Range (If Equipped)	Shift in Progress
Transmission Selector Position (If Equipped)	Drive
Traction Control System Active (If Equipped)	Invalid
Service Engine Soon (Non-Emission Related) Lamp	OFF
Service Vehicle Soon Lamp	OFF
Outside Air Temperature (degrees F) (If Equipped)	108
Left Front Door Status (If Equipped)	Closed
Right Front Door Status (If Equipped)	Closed
Left Rear Door Status (If Equipped)	Unused
Right Rear Door Status (If Equipped)	Unused
Rear Door(s) Status (If Equipped)	Closed

Pre-crash data

Parameter	-2 sec	-1 sec
Reduced Engine Power Mode	OFF	OFF
Cruise Control Active (If Equipped)	No	No
Cruise Control Resume Switch Active (If Equipped)	No	No
Cruise Control Set Switch Active (If Equipped)	No	No

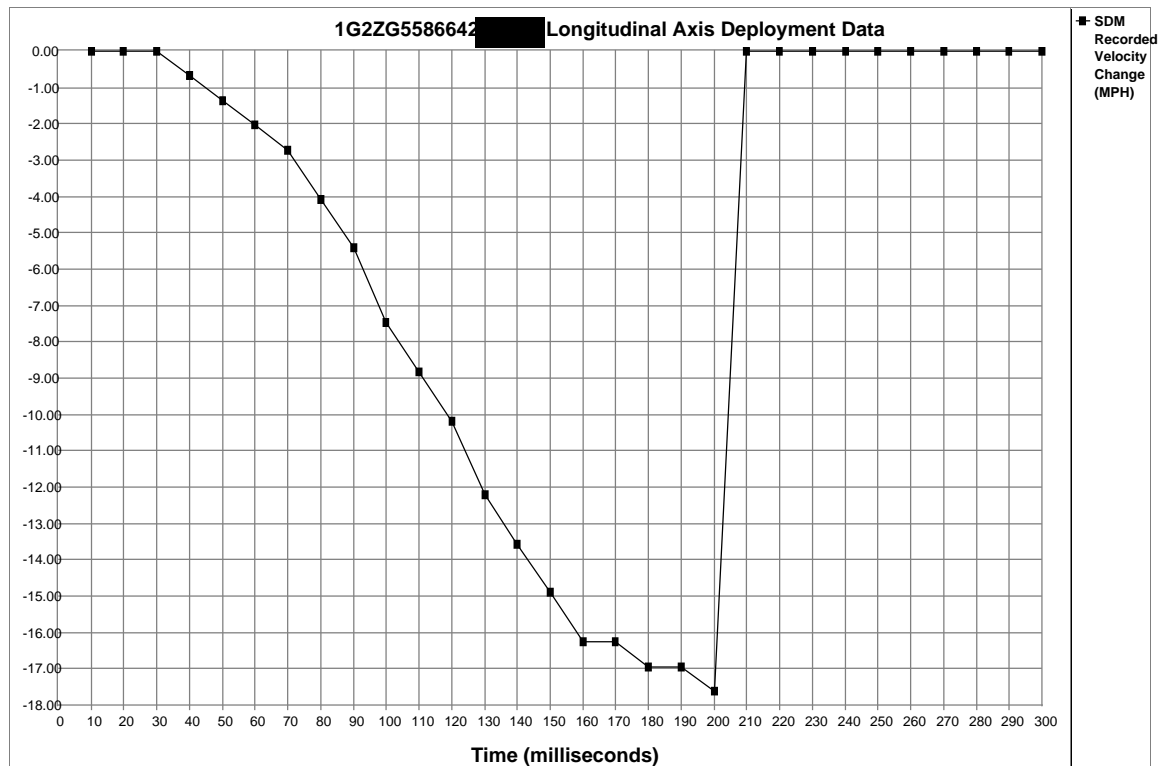
Pre-crash data

Parameter	-5 sec	-4 sec	-3 sec	-2 sec	-1 sec
Vehicle Speed (MPH)	41	42	43	43	0
Engine Speed (RPM)	1728	1856	1856	1536	1024
Percent Throttle	25	29	29	22	0
Brake Switch Circuit Status	OFF	OFF	OFF	OFF	ON
Accelerator Pedal Position (percent)	27	35	35	26	0
Antilock Brake System Active (If Equipped)	Invalid	Invalid	Invalid	Invalid	Invalid
Lateral Acceleration (feet/s²)(If Equipped)	Invalid	Invalid	Invalid	Invalid	Invalid
Yaw Rate (degrees per second) (If Equipped)	Invalid	Invalid	Invalid	Invalid	Invalid

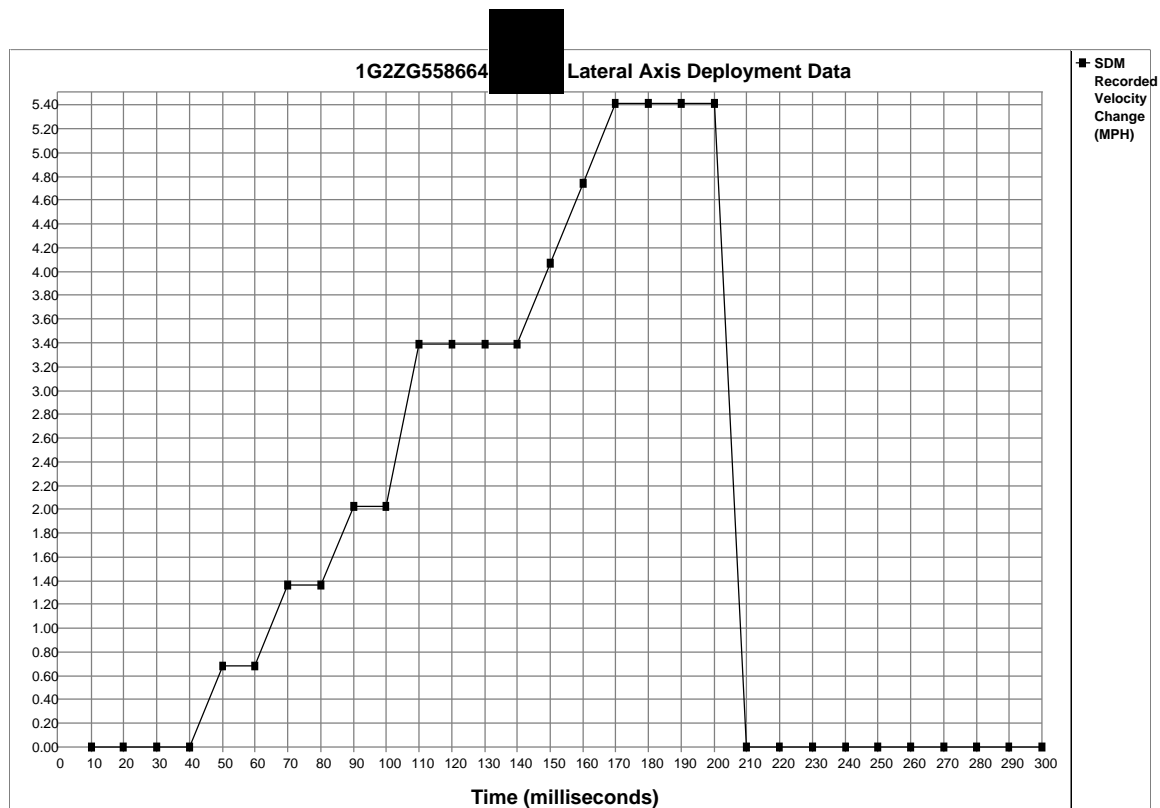
Parameter	-5 sec	-4 sec	-3 sec	-2 sec	-1 sec
Steering Wheel Angle (degrees) (If Equipped)	-16	-16	-16	-80	160
Vehicle Dynamics Control Active (If Equipped)	Invalid	Invalid	Invalid	Invalid	Invalid

System Status At Deployment

Ignition Cycles At Investigation	489
SIR Warning Lamp Status	OFF
SIR Warning Lamp ON/OFF Time (seconds)	438580
Number of Ignition Cycles SIR Warning Lamp was ON/OFF Continuously	488
Ignition Cycles At Event	489
Ignition Cycles Since DTCs Were Last Cleared	236
Driver's Belt Switch Circuit Status	BUCKLED
Passenger's Belt Switch Circuit Status	UNBUCKLED
Diagnostic Trouble Codes at Event, fault number: 1	N/A
Diagnostic Trouble Codes at Event, fault number: 2	N/A
Diagnostic Trouble Codes at Event, fault number: 3	N/A
Diagnostic Trouble Codes at Event, fault number: 4	N/A
Diagnostic Trouble Codes at Event, fault number: 5	N/A
Diagnostic Trouble Codes at Event, fault number: 6	N/A
Automatic Passenger SIR Suppression System Validity Status at AE	Valid
Automatic Passenger SIR Suppression System Status at AE	Air Bag Suppressed
Automatic Passenger SIR Suppression System Validity Status at First Deployment Command	Valid
Automatic Passenger SIR Suppression System Status at First Deployment Command	Air Bag Suppressed
Driver 1st Stage Time From Algorithm Enable to Deployment Command Criteria Met (msec)	36
Driver 2nd Stage Time From Algorithm Enable to Deployment Command Criteria Met (msec)	Disposal
Passenger 1st Stage Time From Algorithm Enable to Deployment Command Criteria Met (msec)	Suppressed
Passenger 2nd Stage Time From Algorithm Enable to Deployment Command Criteria Met (msec)	Suppressed
Time Between Events (sec)	0
Driver First Stage Deployment Loop Commanded	Yes
Driver Second Stage Deployment Loop Commanded	Yes
Driver Side Deployment Loop Commanded	No
Driver Pretensioner Deployment Loop Commanded	Yes
Driver (Initiator 1) Roof Rail/Head Curtain Loop Commanded	No
Driver (Initiator 2) Roof Rail/Head Curtain Loop Commanded	No
Driver Knee Deployment Loop Commanded	No
Passenger First Stage Deployment Loop Commanded	No
Passenger Second Stage Deployment Loop Commanded	No
Passenger Side Deployment Loop Commanded	No
Passenger Pretensioner Deployment Loop Commanded	Yes
Passenger (Initiator 1) Roof Rail/Head Curtain Loop Commanded	No
Passenger (Initiator 2) Roof Rail/Head Curtain Loop Commanded	No
Passenger Knee Deployment Loop Commanded	No
Second Row Left Side Deployment Loop Commanded	No
Second Row Left Pretensioner Deployment Loop Commanded	No
Third Row Left Roof Rail/Head Curtain Loop Commanded	No
Second Row Right Side Deployment Loop Commanded	No
Second Row Right Pretensioner Deployment Loop Commanded	No
Third Row Right Roof Rail/Head Curtain Loop Commanded	No
Second Row Center Pretensioner Deployment Loop Commanded	No
Driver 2nd Stage Deployment Loop Commanded for Disposal	Yes
Passenger 2nd Stage Deployment Loop Commanded for Disposal	No
Crash Record Locked	Yes
Vehicle Event Data (Pre-Crash) Associated With This Event	Yes
Deployment Event Recorded in the Non-Deployment Record	No
Event Recording Complete	Yes



Time (milliseconds)	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150
Longitudinal Axis Recorded Velocity	0.00	0.00	0.00	-0.68	-1.36	-2.03	-2.71	-4.07	-5.42	-7.46	-8.81	-10.17	-12.20	-13.56	-14.91
Time (milliseconds)	160	170	180	190	200	210	220	230	240	250	260	270	280	290	300
Longitudinal Axis Recorded Velocity	-16.27	-16.27	-16.95	-16.95	-17.62	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



Time (milliseconds)	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150
Lateral Axis Recorded Velocity Change (MPH)	0.00	0.00	0.00	0.00	0.68	0.68	1.36	1.36	2.03	2.03	3.39	3.39	3.39	3.39	4.07
Time (milliseconds)	160	170	180	190	200	210	220	230	240	250	260	270	280	290	300
Lateral Axis Recorded Velocity Change (MPH)	4.74	5.42	5.42	5.42	5.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Hexadecimal Data

```
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$02 30 00 00 00 00 00 00
$03 02 00 00 00 00 00 00
$04 02 00 00 00 00 00 00
$05 00 00 00 00 00 00 00
$06 00 0A 00 00 0A 53 52
$07 00 00 00 00 00 00 00
$08 F7 93 00 00 00 00 00
$09 03 00 7E 00 00 00 00
$0A 00 00 00 00 00 00 00
$0B 00 00 05 0F 00 00 00
$0C 80 00 80 00 00 00 00
$0D 00 00 80 00 00 00 00
$0E 40 00 00 00 00 00 00
$0F A2 00 00 00 00 00 00
$10 47 32 5A 47 35 35 38
$11 36 36 34 32 36 39 39
$12 33 33 00 00 00 00 00
$13 00 00 00 00 00 00 00
$14 00 00 00 00 00 00 00
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$1C 3F 00 00 06 00 1A 00
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$1E 01 01 00 4F 00 01 00
$1F 31 C0 00 00 00 00 00
$20 40 00 00 00 00 00 00
$21 FF FF 00 00 50 00 00
$22 00 8E 00 00 00 00 00
$24 00 00 00 00 00 00 00
$25 00 00 00 00 00 00 00
$26 00 00 00 00 00 00 00
$27 FF 00 FF 00 00 00 00
$2A 00 00 00 00 00 00 00
$2B 00 00 00 00 00 00 00
$2D 00 00 00 00 00 00 00
$2E 80 00 92 00 00 00 00
$2F 00 EC 01 E9 00 00 00
$30 9D 00 00 00 00 00 00
$31 00 43 5A 5A 46 00 00
$32 80 00 00 00 00 00 00
$33 00 37 4B 4B 40 00 00
$34 10 18 1D 1D 1B 00 00
$35 00 45 45 44 42 00 00
$36 0A FB FF FF FF 00 00
$37 00 00 00 00 0B 00 E2
$38 A4 00 00 00 03 C0 00
$39 00 00 00 00 00 80 00
$3A 00 00 00 00 00 80 00
$3B 03 06 0C 00 00 00 00
$3C 00 00 00 00 00 00 C0
$3D 32 5A 47 35 35 38 00
$3E 36 26 99 33 00 00 00
$3F 00 00 90 00 00 00 00
$40 00 00 00 00 00 00 00
$41 F8 F8 90 00 00 00 00
$42 80 FF FF FF FF 00 00
$43 FF F 00 00 00
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$44 FF FF FF FF FF FF 00
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$48 FF FF FF FF FF FF 00
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$4F FF FF FF FF FF FF 00
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$52 81 FF FF FF 00 00 00
$53 FF FF FF 00 00 00 00
$54 82 FF FF 00 00 00 00
$55 FF FF FF FF FF FF 00
$67 A0 A5 00 00 00 00 00
$68 D0 10 00 80 00 00 00
$69 00 AB 52 01 E8 00 00
$6A EC 01 E9 00 00 00 00
$6B 00 00 00 00 00 00 00
$6C 00 00 00 00 00 00 00
$6D 00 00 00 00 00 00 00
$6E 00 00 00 00 00 00 00
$6F 00 FF 01 FE 01 FD 00
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$71 03 F5 05 F3 05 F1 00
$72 05 EE 05 EC 06 EA 00
$73 07 E8 08 E8 08 E7 00
$74 08 E7 08 E6 00 00 00
$75 00 00 00 00 00 00 00
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$78 D0 00 00 00 00 00 00
$79 00 00 00 00 00 00 00
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$7B 12 44 00 00 00 00 00

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$01 41 55 01 02 03 04 52 53 41 32 03 09 01 AA AA 01
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$04 01 02 03 04
$05 42 55 FF FF FF FF FF FF FF FF FF FF FF FF FF
$06 FF FF FF FF
$07 42 54 FF FF FF FF FF FF FF FF FF FF FF FF FF
$08 FF FF FF FF
$0D 41 48 36 34 37 33 52 35 33 35 35 33 39 54 30 37
$0E 01 5A 39 A4
$0F 41 4A 36 34 37 33 52 35 33 34 38 31 39 52 34 38
$10 01 5A 39 A4
$13 42 52 39 38 32 30 44 31 36 30 38 37 34 58 46 59
$14 16 46 3D 35
$17 42 54 FF FF FF FF FF FF FF FF FF FF FF FF FF
$18 FF FF FF FF
$21 32 16 B8 0B 5E 11 91 9A
$22 53 52
$23 32 5A FA FA FA FA FA
$24 32 5A FA FA FA FA FA
$25 32 5A FA FA FA FA FA
$26 32 5A FA FA FA FA FA
$40 00 00
$41 3F 00 00 06 00 1A
$42 D0 E4
$43 00 00 8E 80
$44 C6 00 00 FC 80 C0

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\$45 07 01 07 01 05 01
\$46 00 0F 0F 64 64
\$47 0A 64 04 04 04 05 0A 06 04 0A 00 00 FA 00 00 FF 04 64
\$48 18 08 08
\$B0 58
\$B1 FD FE 00
\$B2 FF FF FF FF FF
\$B4 41 53 35 33 35 32 32 31 34 42 34 38 20 20 20 20
\$B7 50 AA 01 0F 02
\$B8 54 41 68 06 15
\$C1 30 46 30 32
\$CA 30 46 30 32
\$CB 00 F0 B6 78
\$CC 00 F0 B6 78
\$D1 00 00
\$DB 00 00
\$DC 00 00