



U.S. Department of Transportation

National Highway Traffic Safety Administration

DOT Auto Safety Hotline
Vehicle Owner's Questionnaire
To Report Vehicle Safety Defects
1-888-DASH-2-DOT
(1-888-327-4236)
INTERNET: www.nhtsa.dot.gov/hotline

FOR AGENCY USE ONLY 100148

Date Received

31-MAR-2011

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Repository

Reference No.
10393885

OWNER INFORMATION (Type or Print)

Name [REDACTED]
 Address [REDACTED]
 City ST. LOUIS State MO Zip Code [REDACTED]

Daytime Telephone Number [REDACTED] E-mail Address [REDACTED]

Evening Telephone Number

SAME

The information you provide will be used to identify potential safety-related defects. We may share your information with the applicable vehicle manufacturer during an investigation or recall in accordance with the routine uses described in the agency's Privacy Act notice. See 49 FR 53971 (Sep. 3, 2004).

VEHICLE INFORMATION

17 digit Vehicle Identification Number Located at bottom of windshield on driver's side
 1G2YY32G935 [REDACTED]
 Make CHEVROLET Model CORVETTE Model Year 2003
 Date Purchased 3-31-06 Dealer's Name and Telephone Number EASTHANE
 Engine: No: Cylinders 8 Fuel Type:
 Original Owner Dealer's City ST. LOUIS State MO Zip Code [REDACTED]
 Transmission Type MANUAL 6 speed Antilock Brakes Powertrain Multiple Failure: YES TIRES, BRAKES, STEERING AIR BAGS
 Cruise Control Incident Date(s) 18-DEC-2009

FAILED COMPONENT(S)/PART(S) INFORMATION

Vehicle Component Codes: 010000 STEERING, 180000 VEHICLE SPEED CONTROL
 BRAKES, AIR BAGS, steering TIRES, Failure Mileage 35000 Failure Speed 40

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A TIRE FAILURE

Tire Make [REDACTED] Tire Model (Name or Number) [REDACTED] Tire Size (Example P215/65R15)
 DOT No. (Example: DOTM9ABC036) Original Equipment Prior Repair Failure Location:
 Tire Component Code [REDACTED] Tire Failure Type:

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A CHILD SEAT FAILURE

Make: [REDACTED] Date Manufactured: [REDACTED] Model No./Name:
 Seat Type: [REDACTED] Installation System:
 Child Seat Component Code: [REDACTED] Failed Part:

APPLICABLE INCIDENT INFORMATION

(Please describe in detail the incident(s), Failure(s), Crash(es), and injury(ies).)

Crash Yes No Fire Yes No Number of Persons Injured [REDACTED] Number of Deaths [REDACTED] Reported to Police Y

Narrative Description of Incident(S), Crash(es), and Injury(ies).

Please describe (1) events leading up to the failure, (2) failure and its consequences, and (3) what was done to correct the failure; i.e. parts repaired or replaced (and if old part is available).

TL*THE CONTACT OWNS A 2003 CHEVROLET CORVETTE. THE CONTACT STATED THAT WHILE DRIVING APPROXIMATELY 40 MPH, THE STEERING WHEEL SUDDENLY LOCKED UP. AFTER APPLYING THE BRAKE TO STOP THE VEHICLE, IT CONTINUED TO ACCELERATE AT HIGHER SPEEDS WHEN HE THEN CRASHED INTO A DITCH, WENT AIRBORNE AND LANDED ON THE OPPOSITE SIDE OF THE HIGHWAY. THE POLICE WERE CALLED AND A REPORT WAS AVAILABLE. THE DRIVER AND PASSENGER SUSTAINED NO INJURIES. THE VEHICLE WAS THEN TOWED TO A INDEPENDENT MECHANIC AND THEY WERE ADVISED THAT A GM INVESTIGATOR WOULD COME AND INSPECT THE VEHICLE. THEY ARE WAITING THE OUTCOME, BUT IT WAS DEEMED DESTROYED. THE FAILURE MILEAGE WAS APPROXIMATELY 35,000. THE VIN WAS UNAVAILABLE.
 IN 1 1/2 YRS I BOUGHT A BATTERY FROM JOHNNY LANDOFF CHEV DEALER A N SOON AFTER A SEARS DIE HARD. CAR WOULD NEVER HOLD A CHARGE FOR MORE THAN 6 DAYS. SIGN OF FAULTY ELC.

Include, if available: Police/Fire Department Report, Photos, and Repair Invoice.

ATTACH ADDITIONAL SHEETS IF NECESSARY

The Privacy Act of 1974-Public Law 93-579 This information is requested pursuant to authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond this questionnaire. Your response may be used to assist the NHTSA in determining whether a Manufacturer should take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, or a statistical summary thereof, may be used in support of the agency's action.

To Whom it may concern,

5-25-11

I know this crash was from the E.C.L. There is no doubt about it. ELECTRONIC COLUMN Lock, and what it was designed for was to stop car theft. 1st thing it does is locks your steering which according to G.M. it can leave the driver helpless and have no steering which could result in a crash per G.M. that worked and G.M. is right. The second thing it is suppose to do is cut your gas off, this did not work but did the opposite, and accelerated my car. So I'm going faster with a locked steering wheel. G.M. claims I was going 38 m.p.h. Well if you could explain to me how I blew out 3 tires (air bags did not work) the frame on the car was bent and one hell of a damage inside and outside car all at 38 m.p.h. I don't think so. My brakes also failed and the harder I would employ them the faster the car would go. Many things failed on the car that day, but the ones listed above were I guess the worst. We were lucky to be alive.

My wife bought me the car from an inheritance from her mother's death. She spent it all, but that's what she wanted to do. It was my birthday present. Well I fell madly in love with this car and still am today at 63 yrs old. I never thought I would have to buy another car till my dying day. With 35,000 miles on it would still be under warranty, if it weren't for a time limit. This is not about money. Every time I drive past where it happened I just ask the lord why many things failed on the car that day. I now notice on the internet G.M. now admits fault. THANK YOU

THANK YOU SO VERY MUCH.

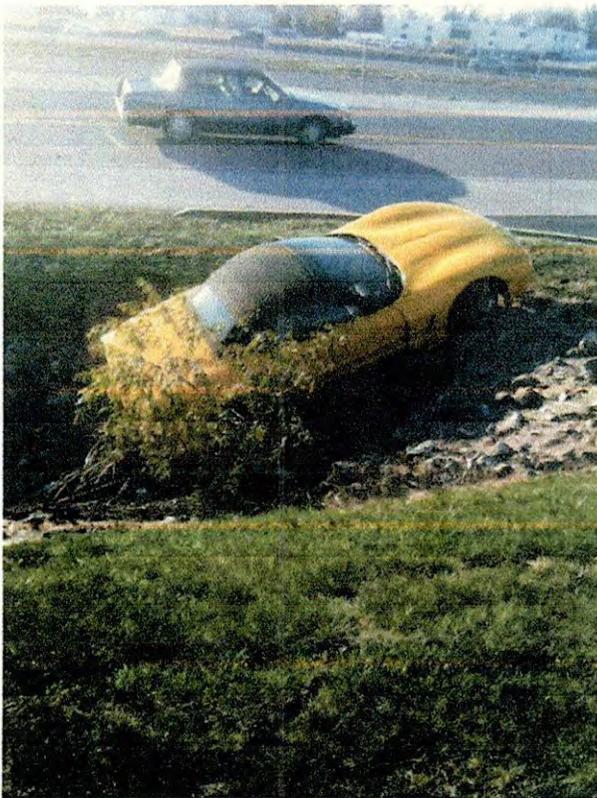
From: [REDACTED]
To: [REDACTED]
Date: Wed, December 23, 2009 4:27:10 PM
Subject: Fwd: Accident

Enterprise Leasing
Employee taken
Dec 11, 2009

Sent from my iPhone

Begin forwarded message:

From: [REDACTED]
Date: December 23, 2009 8:53:37 AM CST
To: [REDACTED]
Subject: Accident



Sent from my iPhone