



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 L375

Date Received
2003 DEC 24 10:11:34
30-JUN-2003 34

Repository
Reference No.
10026157

OWNER INFORMATION (Type or Print)

Name: [REDACTED]
Address: [REDACTED]
City: CASTLE ROCK State: CO Zip Code: [REDACTED]

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

Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle?
In the absence of an authorized name or address to the vehicle manufacturer. YES NO
Signature of Owner: [REDACTED] Date: 12/2/03

VEHICLE INFORMATION

Make: GMC		Model: YUNON XL DENALI	Model Year: 2003
Date Purchased: 10/30/02	Dealer's Name and Telephone Number: 507 981 1000 GEORGE GEE PONTIAC/GMC		Engine: No. Cylinders: 8
Original Owner: <input checked="" type="checkbox"/>	Dealer's City: CEDAR LAKE	State: WA Zip Code: 99019	Fuel Type: GAS
Transmission Type: Auto	<input checked="" type="checkbox"/> Antilock Brakes <input checked="" type="checkbox"/> Cruise Control	Powertrain: ALL-wheel	Vehicle Component Code: 103300 POWER TRAIN: AUTOMATIC TRANSMISSION: GEAR POSITIO
Multiple Failure: 1			

FAILED COMPONENT(S)/PART(S) INFORMATION

Incident Date(s): 27-JUN-2003
Failure Mileage:
Failure Speed:

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A TIRE FAILURE

Tire Make:	Tire Model (Name or Number):	Tire Size (Example P215/65R15):
DOT No. (Example: DOTM19ABC03G)	<input type="checkbox"/> Original Equipment <input type="checkbox"/> Prior Repair	Failure Location:
The Component Code:		Tire Failure Type:

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A CHILD SEAT FAILURE

Make:	Date Manufactured:	Model No./Name:
Seat Type:	Installation Systems:	
Child Seat Component Code:	Failed Part:	

APPLICABLE INCIDENT INFORMATION

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

Crash: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Fire: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Number of Persons Injured: 0	Number of Deaths: 0	Reported to Police: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Report
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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).

CONSUMER STATES TRANSMISSION CAN BE SHIFTED FROM PARK WITHOUT FOOT BEING APPLIED TO THE BRAKE. CONTRARY TO INFORMATION EXISTING IN THE OWNER'S MANUAL CONSUMER'S 2 YEAR OLD CHILD CHANGED GEAR FROM PARK CAUSING A COLLISION THAT RESULTED IN MAJOR DAMAGE TO THE VEHICLE. *AK

Include, if available: Police/Fire Department Report, Photos, and Repair Invoice. ATTACH ADDITIONAL SHEETS IF NECESSARY

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

GMC Yukon XL Denali

Incident June 28th, 2003 Approx. 8:30pm

Important Information

Vehicle:

2003 GMC Yukon XL Denali

VIN: 1GKFK66U43J [REDACTED]

Purchase Date: October 30, 2002

In Service Date: November 22, 2002 (shipped from Spokane to CO)

Location of Incident:

[REDACTED]
Spokane WA [REDACTED]

Owner:

[REDACTED]
Castle Rock CO [REDACTED]
Hm: [REDACTED]
Cell: [REDACTED]

Lien Holder:

GMAC / Account: 021-9013-98607

Nature of Incident:

The 2003 GMC Yukon XL Denali had been parked with the key removed from the ignition for over 30 minutes when my 2 and ½ year old son got in the vehicle. Once in the vehicle he inserted the key and turned the ignition to the ACCESSORY position which enabled him to move the gear selector from the PARK position. The vehicle then rolled, slowly at first and then much faster. During its travel the vehicle collided with several trees and two fences. Only one person I have talked to about this incident was aware of the fact that a GM product could be shifted from Park without the brake being depressed.

Those contacted at General Motors:

Tom Gottschalk – General Council

Bob Lange – Exec Director of Safety Integration

Dave ?? – Engineer (he was assigned by Mr. Lange to inspect my vehicle, but found it unnecessary as he was aware of the function of the Brake-Park interlock and the fact that the ignition in the ACC position defeated the feature.)

Jack Cunningham - GM Customer Service – filed Report #SR 1-126-866-309

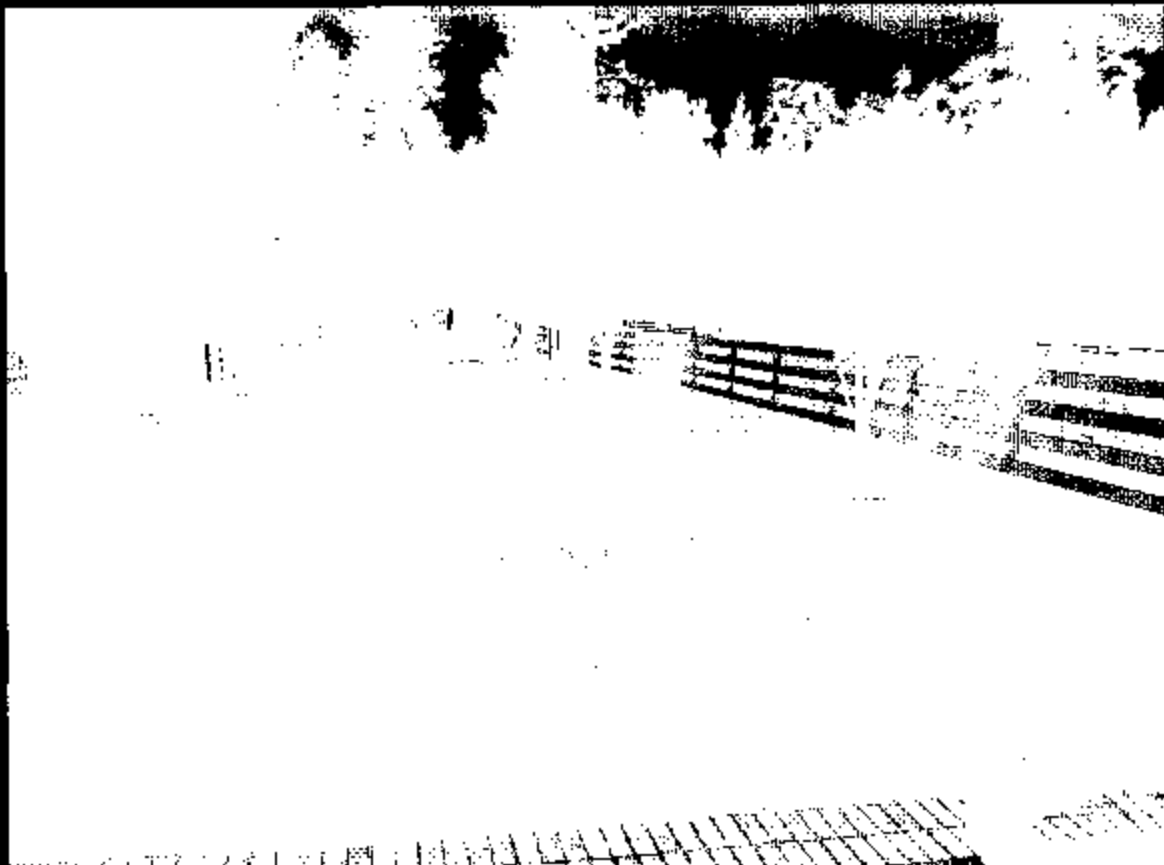
GMC Yukon XL Denali

Incident June 28th, 2003 Approx. 8:30pm

On June 28th, 2003 at approximately 8:30pm my GMC Yukon XL Denali was involved in an unusual incident, wherein my 2½ year old son rode the unmanned vehicle from its parked position for about a quarter mile coming to rest against several trees. The course of travel included contact with several trees and passing through two wooden rail fences.



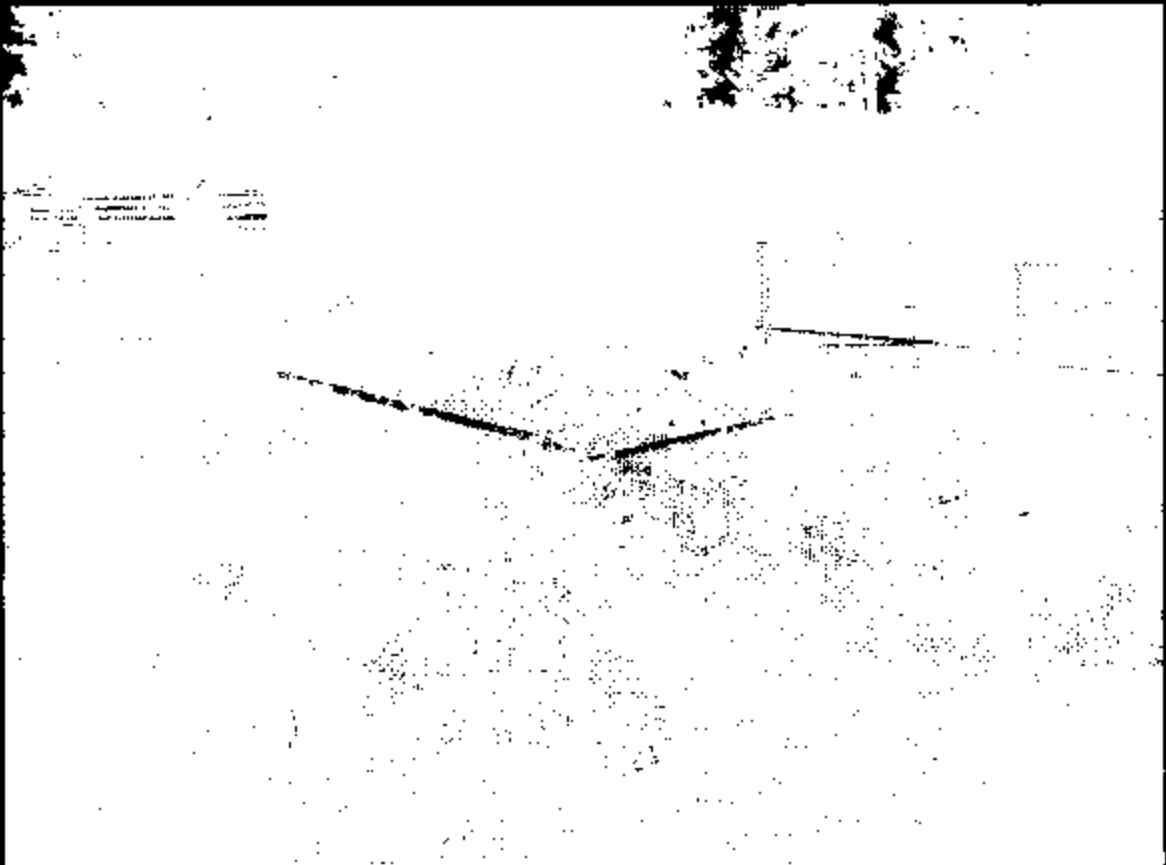
The Denali began its travel from just to the left of the garage. First moving slowly backwards until it came in contact with the large tree on the right, after which it reversed direction and traveled forward down the driveway.



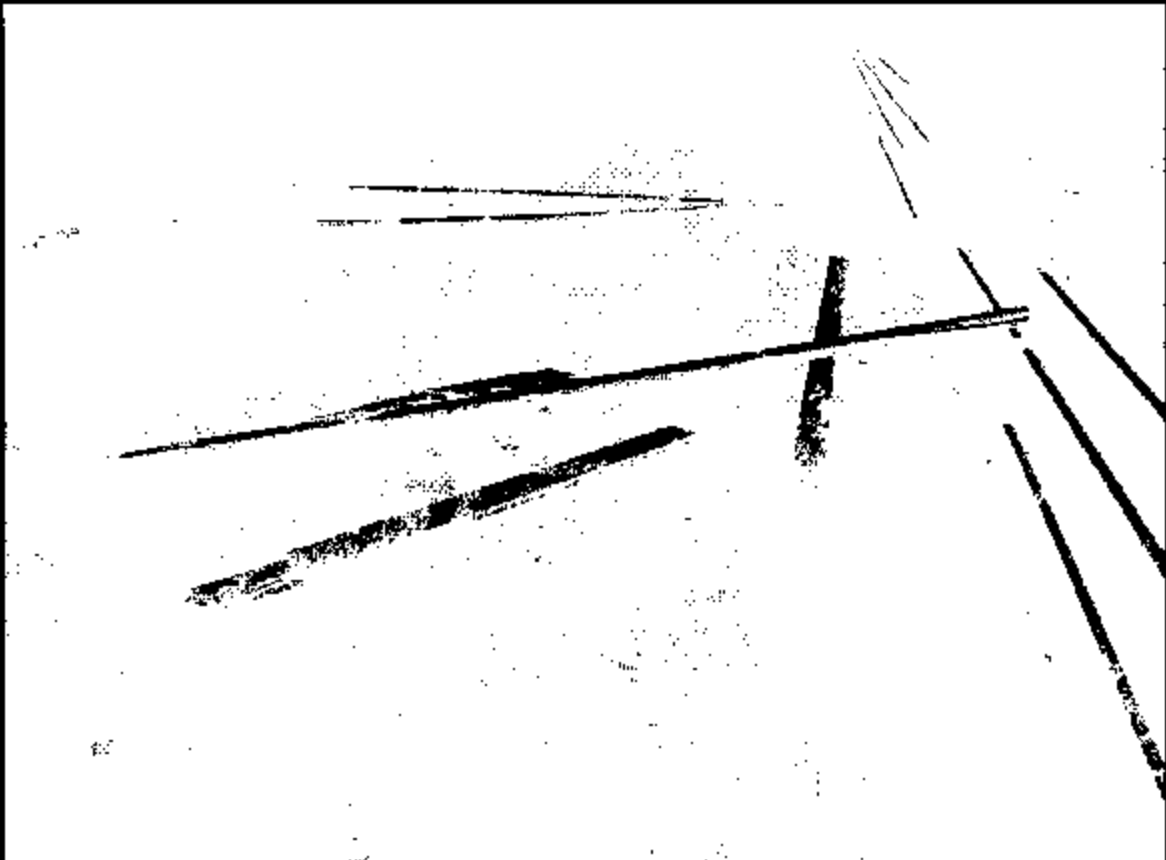
Now traveling forward the Denali continued down this driveway and then through the fence on the right.



The Denali struck this tree and then continued on through the fence.



The Denali continued traveling through this open field.



Then through this second fence.



The Denali came to rest in the midst of several trees.

From inside the house I noticed that the Denali was no longer where I had parked it some 30 to 40 minutes prior. Looking down the driveway I saw a glimpse of the vehicle as it was moving away from the house. I quickly ran after the vehicle, as did my 16 year old son and we followed it through the field to the place it came to rest. Once there we found my 21/2 year old son in the second row seat. He was very upset, but physically unharmed. From inspection of the vehicle controls I found that he had inserted the key in the ignition (the keys had been placed on the center console) and rotated it clockwise to the ACCESSORY position, which is between LOCK and RUN. I am certain that the key was in the ACC position because 1) I had to move the key counterclockwise in order to remove it, 2) the engine was not running, and 3) the airbags did not deploy despite the extensive front-end damage, which they would have if the key had been in the RUN position.



View of the inside front seats after the incident. Airbags are not deployed.

With the ignition in the ACCESSORY position my 2 1/2 year old son was able to move the shift lever out of PARK. It had been my understanding and the conventional knowledge of everyone I have spoken with - tow truck driver, law enforcement officers, GMC dealer, GMC service mechanics and service managers, General Motor executives as well as laymen - that it was not possible to move the transmission from PARK without depressing the break. In fact the owner's manual with its discussion of "Shifting from Park" leads one to believe that depressing the break is in-fact the only way to move the transmission from the PARK position. As it turns out this and other General Motors vehicles can be shifted freely - WITHOUT DEPRESSING THE BRAKE- when the ignition is in the ACCESSORY position. This feature is not documented anywhere in the owner's manual provided with this vehicle. The only discussion about the capability of the vehicle in the ACCESSORY position is found on page 2-19 where it states "This position allows you to use things like the radio, power windows and the windshield wipers when the engine is off", there is no mention of the ability to shift the transmission.

The vehicle incurred major damage to the body and was in the repair shop for over eight weeks with the repairs totaling over \$18,000.

Castle Pines Ward Young Women
Sacrament Meeting Speakers

December 14 - YW

~~**Jennifer Saxton**~~

January 11 - YW

Lietzel Hessel

January 25 - YW

Weslie Markham

February 15 - YW

Brenna Richey

February 29 - YW

Erika Francis

**THE ATTACHMENTS TO THIS
DOCUMENT HAVE BEEN REMOVED
TO PROTECT UNWARRANTED
INVASION OF PERSONAL PRIVACY
PURSUANT TO EXEMPTION 6 OF
THE FREEDOM OF INFORMATION
ACT (FOIA), 5 U.S.C. 552(b)(6).**