Form Approved: O.M.B. No. 2127-0066

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

Date Received: 2004 JUL 30 PM 6:20

10083911

Od_or ___ ___
rt_dt ___ ___
od_rt ___ ___
up_ltr ___ ___

Reference No.

OWNER INFORMATION (Type or Print)

Name

Street No. | Apt. No.

City: HOUSTON | State: TX | Zip Code

Daytime Telephone Number

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

Signature of Owner _____ Date ___/___/___

PRODUCT INFORMATION

Vehicle Identification No. (VIN.) (17 Digits) *(Located at bottom of windshield on driver's side)*	Make	Model	Year
1G8ZG5283SZ	SATURN	SL1	1995

Purchased Date	Dealer's Name	Dealer's City	State	Zip Code
Dec 1994 ☐ New ☐ Used	SATURN 45 NORTH HOUSTON			

Engine Size (CID/CCL) ___ No. Cylinders 4 — ☐ Turbo ☐ Diesel ■ Gas ☐ Fuel Injection

Manufacture Date (on driver's door or pillar)	Transmission Type	Restraint System	Cruise Control	Drivetrain	Vehicle Type	Body Style
12/94	■ Manual ☐ Automatic	■ Driverside Air Bag ☐ Motorbelt ■ Passengerside Air Bag ☐ 2-Point Belt ■ 3-Point Belt	■ Yes ☐ No	■ Front ☐ Rear ☐ 4-Wheel	■ Car ☐ Sport Utility ☐ Van ☐ Truck ☐ Minivan ☐ Motorcycle ☐ Other	☐ 2-Door ■ 4-Door ☐ Stationwagon ☐ Pick Up Truck ☐ Other

FAILED COMPONENT(S)/PART(S) INFORMATION

Part Name(s)	Location	Failed Part(s)	Handicap Adaptive Equip
IGNITION SWITCH (Connects to Key & Lock in Steering Column)	☐ Left ☐ Right ☐ Front ☐ Rear	■ Original ☐ Replacement	☐ Yes ■ No

TO BE COMPLETED WHEN REPORTING A TIRE FAILURE

Tire Brand	Tire Name
Complete Tire Size	DOT No.

No. of Failures	Date(s) of Failure(s) / Mileage at Failure(s) / Vehicle Speed at Failure(s):	Failed Part(s) Available?	NHTSA Previously Contacted?
		☐ Yes ☐ No	☐ Yes ☐ No

APPLICABLE INCIDENT INFORMATION

(Please describe in detail the Incident(s), Failure(s), Crash(es), and Injury(ies). Attach photos if available.)

Crash	Fire (Smoke)	Number of Persons Injured	Number of Fatalities	Reported to Manufacturer
☐ Yes ■ No	■ Yes ☐ No	0	0	☐ Yes ☐ No — Attempted — Not Friendly

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

Driver: PASSENGERS: Front: [redacted] NOV 24 2003

START CAR - SMOKE FROM DRIVERS SIDE DASH immediately after starting - Turn off.
CALL Dealer - they wanted to see your car & Replace wire harness for about
~~[illegible]~~.
I Removed PANELS from under Steering Column - CABLE HARNESS from ignition switch module
(connects to Key/Lock Assembly) is ~~[illegible]~~ burned. The black wire has no insulation.
The insulation burned off - all the way to the grounding point at the Fire wall.
the Black wire is not connected to the car chassis - it also burned off.

Continued on back.

Mail postage free or fax to 202-366-7882

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

- IGNITION SWITCH FAILED + Shorted BATTERY to BLACK WIRE (CHASSIS)
- IGNITION SWITCH — MANUFACTURED BY LUCAS # 21022170 CODE 522073.
  ~~I showed~~
- I checked the SWITCH with a meter + the switch has failed - shorting inside - Referenced HAYNES SCHEMATICS AS A Reference.
- Replace Ignition Switch (Also Added Fuses for unfused wires)
  Add - Vehicle works after replacing switch + repairing harness
- ALL POWER FOR VEHICLE IS SENT THROUGH THE IGNITION SWITCH - WHEN SWITCH FAILS ALL UNFUSED LINES ARE VULNERABLE.
- I have SWITCH if needed.
- PICTURES AT (Lower Case)

ATTACH ADDITIONAL SHEETS IF NECESSARY

U.S. Department of Transportation

National Highway Traffic Safety Administration

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

Official Business
Penalty for Private Use $300

NO POSTAGE NECESSARY IF MAILED IN THE UNITED STATES

BUSINESS REPLY MAIL
FIRST CLASS PERMIT NO 73173 WASHINGTON, D.C.

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

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

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

VEHICLE OWNER'S QUESTIONNAIRE (VOQ)

DOT AUTO SAFETY HOTLINE

TO REPORT VEHICLE SAFETY DEFECTS
COMPLETE THIS FORM
OR

DASH 2 DOT

and dial toll free at

1-888-DASH-2-DOT

1-888-327-4236

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(DASH) 2 DOT

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Saturn 95 SL1 - BURNS RUBBER

Ignition Switch has a design flaw. All the current used to power the vehicle(lights, starter, etc) passes through the ignition switch. The Positive battery cables (2 of them) are connected to this switch. Each of these connections has a 30 amp fuse. There are 6 other wires connected to the switch. None of these wires are sized to handle 30 amps of current. If the switch fails then one of these 6 small wires will burn before the 30 amp fuse blows.

In our case the insulation burned off the black (chassis) wire and the wire (copper) melted at the crimp to the grounding connector.

These are pictures of the failed part and the damaged wire harness. The part does not looked damaged but the failure is that the wrong pins are connected together inside the part. There are numerous shorts in every position of the switch but the most significant is that the Pink wire (+12V) connects to the black wire and Lt Grn wire in every key switch position. This is completely wrong when compared to the Haynes Schematic (E-7 page 12-15)

Part IgnSwitch_01 IgnSwitch_02 IgnSwitch_03

We attempted to call the dealer and GM. Without a recall notice from NHTSA they could care less. Unless I wanted to pay a couple of $1000, which of course meant that we would be "better off" buying a new car, then do not waste their time.

THE AMAZING ISSUE: - all GM cars are built like this - most cars may be built like this. It saves the vehicle manufacturers a few dozen feet of wire and a couple of relays by running all the power through the ignition switch.

I added an inline fuse to the wire that burned, reused the crimp in the connector and ran a new wire to an accessible chassis ground.

I have more and higher resolution pictures. Any one needing information about this issue or the fix (material cost less than $5) please contact me at

Pictures @ 7

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