

Rec'd to
10109549

2005 JAN 20 AM 12:20

Sturgis, MI

1/13/05
268/651/6453

US Department of Transportation
National Highway Traffic Safety Administration
Office of Defects Investigation
400 7th Street, SW
Washington DC. 20590

[Handwritten signatures]

Gentlemen,

Enclosed is a copy of a letter written to NHTSA. For what ever reason, no reply

I believe this to be self-explanatory. If not, please advise. Basically, the problem is that the headlights go out, with no warning, repeatedly. Efforts on the dealer's part thus far have been un-successful. The final effort was preformed the day before Christmas, with the diagnosis being that it was not possible to find the cause of the problem, and that I should dispose of it.

The dealer's employees have been courteous, and try hard to solve the problem. It appears to me they have no back up, that is, little or no help from the manufacture in sharing information. This has been a long-term problem, dating back to the early 1990's, some into the 1980's.

I feel that this is an extremely dangerous life-threatening problem, whether it happens on a freeway, or a back road. It's an extreme shock, to experience this happening.

I would appreciate any efforts you may be able to do to help me solve this problem.

Thank you.

Regards

Ammeri
1/24/05

Sturgis, MI.

Dec 27, 04
269/651/6453

U.S. Department of Transportation
National Highway Traffic Safety Administration
Office of Defects Investigation
NSA-10-01 400 7th Street, SW
Washington, DC 20590

Gentlemen,

Enclosed is a self-manufactured report of the electrical problems with the identified Olds mobile Bravada.

This has been a continual ongoing problem, since 2001 for me. I feel this car is a safety threat, not only to me, but also to other cars on the road. The local GM dealer simply does not know how to fix it, or have the resources to learn how. They have made honest attempts, simply do not know how due to the complexity of the electrical make up.

Upon searching the Internet, for hours and hours, it appears that electrical problems, and head light problems have been a problem since the early 1990's, right on to the 2004's for Bravada's

I feel I've fulfilled the twenty-four hour rule, and its history speaks for it's self. This car has been to the dealer repeatedly. Would the attempts to fix it be a factor regarding the lemon law? After the grief I've been through, I'd be pleased to trade it in, with the fair and proper adjustment from GM.

Thank you for your consideration.

Regards,

COPY OF
LETTER TO
NHTSA

2005 JAN 20 AM 12:19

Sturgis, mi

1/13/05
269/651/6453

Assurance Director of Administrator
NSA10
NHTSA Headquarters
400 7th Street, SW
Washington DC. 20590

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Regards

Handwritten signature
2/1/05

1GHDT13W8Y
2000 Oldsmobile Bravado

CARPOINT.COM

NHTSA.GOV

National Highway Traffic Safety Administration

1-888-327-4326

Webmaster@ nhtsa, dot.gov

Brief history of electrical problems

About 6-15-01, while driving in the dark, head lamps failed. With no repairs being made, returned back on.

On Friday, 10-26-01, lights again failed, stayed off for about thirty minutes then came back on for a minute or so, then off again

Returned home, checked everything possible that I could, every thing ok. Called, talked to a total of seven dealers hoping to learn the lighting circuit, and the possible cause of the failure of the lights

Next day, Saturday, 10-29-01, lights came back on for about one half hour. {Day time running lights}, then worked intermittently for the rest of the day

Next day, Sunday, also worked intermittently several times.

Next day, Monday, lights did not work what ever. Car was parked, another borrowed. Plans were made to take the auto to Kool's on 10-30-10, at 0900. Reportedly, with the help from someone in Detroit, and primarily a dealer in Texas they were repaired, by replacing a relay behind the radio, deep in the dash

The auto was returned to me, working. However this time running lights did not work properly. They did come on, whether on bright, or dim, where as when new, only came on dim. And, during day light hours, were dimmer, being supplied with six volts, rather than twelve.

And I strongly suspect that the run down protection was in operative. Therefore, I'm positive that I was not told the whole story of the repair job, as I requested. And, this was not written out on the repair order

On about 12-18-02 the battery went dead. Kools replaced it, under warranty.

The compass unit has failed dozens of times, since new. I have strong suspicions that the alarm system has failed.

On 12-13-04, again the battery went dead. I charged it back up, and the stoplights didn't work whatever. The car was taken to Kools again, the recall for the rear lighting was performed, and the car checked out, finding no problems.

On the evening of the 12-22-04, the lights failed again, while rounding a curve on a backcountry road. This time, everything went dead, even the compass. Only thing ok was working was the engine that continued running. With help, nursed it home. Checked all fuses, all were ok. After a few minutes' lights came back on, every thing worked.

Next day, returned the car to kools again and left it for the day. I did request that this issue be treated as a safety defect, it was not. This later turned out to be the following day, the twenty fourth. The car was picked up, on the twenty fourth, after advising me that the cause could not be found, or corrected. The car had been in their possession for an estimated twenty-six, twenty-eight hours.

Upon returning home, again checked lights, etc. and found that the fog/driving lights are in operative.

CAR HAS 51000 MILES