NHTSA ccmMercury Routing Slip

Printed: 2/22/2005

NHTSA #: ES05-001631
XREF #:
Delivery: CRT

Rec'd Date: 2/17/2005
Doc Type: GEN
Address To:

Referred By: NEC-110
Doc Date: 1/14/2005
Due Date:

S10 #:
DOT/I #:
RMP #:

Subject: COPY OF LTR TO GM REQUESTING REIMBURSEMENT FOR REPAIR ON RECALL DEFECT OF THE INTAKE MANIFOLD ON HIS 1998 OLDSMOBILE EIGHTY-EIGHT, CERT. MAIL# 7002 2410 0001 2576 5444

Ack Date:
Sign Office: ENFORCEMENT
Cleared Date:
File Loc: PROG OFC
Added By: SHARRIS x62534

Ack By:
Signature: NRN
Cleared By:
XREF File:
Modified By: SHARRIS

Signed For:
Cleared For:
Closed Date: 2/22/2005

Most Recent Comment:

Author:

[redacted]

FOREST HILLS, NY [redacted]
Tel: [redacted] *Fax:* *E-mail:*

Assigned To	Task	Asgn Date	Deadline	Returned Date
NVS-200	APPROPRIATE	2/22/2005		2/22/2005
NVS-010	INFORMATION	2/22/2005		2/22/2005

[redacted]
Forest Hills, NY [redacted]

EXECUTIVE SECRETARIAT
2005 FEB 17 P 12:05
TRAFFIC SAFETY

January 14, 2005

Oldsmobile Division
General Motors Corporation
200 Renaissance Center
Detroit, Michigan 48265-2000

Re: REINBURSMENT REQUEST FOR REPAIR ON RECALL DEFECT

Dear Sir/Ma'am:

On May 28, 2003, I suffered a mechanical breakdown of my 1998 Oldsmobile Eighty-Eight. Upon starting the vehicle, it backfired and shut off. I attempted to re-start the vehicle again several times without success. A tow was required to remove the vehicle to the nearest auto repair shop. Upon examination by a qualified mechanic at the AMEF Auto Repair Corp., it was discovered that the intake manifold, R/R intake plenum with hydrostatic lock, R/R starter bendix, starter and ignition wires needed replacement.

In June 2004 I received a letter from your corporation outlining a problem that exists with certain 1998 model year Oldsmobile Eighty-Eight vehicles equipped with a 3.8L V6 engine. This letter described in detail that the aforementioned vehicles have a much higher then usual rate of fuel pressure regulator diaphragm leaks. The leak can allow fuel to enter the intake manifold through a vacuum line. In low battery conditions, if the engine does not start when cranked, the fuel from the leaking regulator and mistimed spark can cause a backfire. This backfire can rupture the intake manifold causing a loud bang. The ruptured intake manifold can displace the fuel line, pulling the injector out of place and cause a fuel leak.

As noted in the preceding paragraph, my vehicles' intake manifold and accompanying components needed replacement, most probably as a result of the aforementioned recall deficiency.

At this time, I am formally requesting reimbursement for the sum of ($800.00) eight hundred dollars for parts and labor to repair the above noted deficiencies. Attached please find a copy of the repair invoice. It should be noted that the above sum is for parts and labor for the recall deficiencies only.

Thank you for your prompt attention in this matter.

Sincerely,

[redacted]

C: National Highway Traffic Safety Administration

FS06-004-31