



U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

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

MAR 2 2005

NVS-216 jcc
Ref. No. 10113011

Forest Hills, NY

Dear

Thank you for your correspondence dated January 14, 2005, concerning a problem you encountered with your model year (MY) 1998 Oldsmobile 88 vehicle. Your correspondence was received on February 17, 2005.

The National Highway Traffic Safety Administration (NHTSA) is the Federal agency responsible for improving safety on our Nation's highways. We are authorized to order manufacturers to recall and repair vehicles or items of motor vehicle equipment when our investigations indicate that they contain serious safety defects in their design, construction, or performance. We also monitor the adequacy of manufacturers' recall campaigns.

We appreciate the report you provided. Reports from motorists are a very important source of information for us. Each report is analyzed and entered into a database to help us determine whether an investigation into a possible safety defect or recall inadequacy is warranted.

On June 13, 2002, NHTSA's Office of Defects Investigation (ODI) opened a safety defect investigation (PE02-050) into reports alleging engine compartment fires in certain MY 1996 through 2000 General Motors Corporation (GM) vehicles. On October 22, 2002, ODI upgraded that investigation to an engineering analysis (EA02-030) and refined the scope of the investigation to include certain MY 1996 through 2002 GM vehicles. An engineering analysis is a more detailed and complete technical analysis of the character and scope of an alleged defect.

On November 12, 2003, GM notified NHTSA that it would conduct a safety recall (NHTSA Campaign No. 03V-473) to remedy a defect found to exist in the fuel pressure regulators installed in certain MY 1998 and 1999 Buick Park Avenue vehicles. On February 16, 2004, GM notified NHTSA that it would conduct a safety recall (NHTSA Campaign No. 04V-090) to remedy a defect found to exist in the fuel pressure regulators installed in certain MY 1998 and 1999 Buick LeSabre, Oldsmobile 88, and Pontiac Bonneville



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vehicles. Subsequent to receiving notification that GM would conduct two safety recall campaigns to remedy defects associated with the fuel pressure regulators in certain MY 1998 and 1999 GM vehicles, ODI closed BA02-030 on March 9, 2004. For your information, we have enclosed copies of the closing resumes for PE02-050 and BA02-030 and the safety recall summaries for 03V-473 and 04V-090.

Federal regulations require a manufacturer conducting a safety recall of motor vehicles or motor vehicle equipment to reimburse owners who have paid to obtain a remedy for the problem within a reasonable time, which in instances where there was a NHTSA investigation, is the date the BA was opened (October 22, 2002), prior to the manufacturer's notification. Additional restrictions apply, including the need to submit certain documents to the manufacturer, the pre-notification remedy must address the defect that led to the recall, etc. I note that you have enclosed with your letter to GM a copy of GM's reimbursement form. Owners who feel that their claim has been wrongfully denied should pursue the matter with the manufacturer. While NHTSA does not have the resources to intervene in individual disputes, it does monitor this data and may address situations where appropriate.

If further assistance is needed, please contact Mr. Alberto A. Jimenez, Chief, Correspondence Research Division, Office of Defects Investigation, at (202) 366-5211.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kathleen C. DeMeter', with a long horizontal line extending to the right.

Kathleen C. DeMeter, Director
Office of Defects Investigation
Enforcement

Enclosures