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NHTSA

2/25/05

U.S. Department of Transportation
Washington D.C. 20590

I of III

Subject: Engine RPM Control
2001 Oldsmobile Aurora
SN# 1G3GR64H614

Our subject Olds has had a problem where initially the engine would not return to idle rpm under various conditions and in last stages would actually increase in RPM from idle to 1500 RPM in gear.

The initial problem occurred sometime early 2003 and was brought to dealers attention but could find nothing wrong.

Over the next several months, the idle problem became more frequent. During this period it would occur mainly at highway speeds. The only way we could stop the car was to put it in neutral, come to stop at side of road and shut engine down. When you shut the engine down, it would reset whatever the problem was and at restart would return to normal RPM's. During these occurrences we were generally pulled off to the side on interstate highways. It was either do this or try to handle a car with RPM out of control until you found a rest stop.

Memo
3/9/05

On 2/17/04, I left the car at dealer for two days, but could find nothing wrong. See attached service records.

On 5/7/04, while returning from Palm Beach, the engine locked into 2000 RPM. Drove straight to dealer, pulled into garage with engine racing. The service manager thought it was the cruise control. Next day when I picked it up, they had replaced cruise control. I was skeptical but didn't complain. We left for New England a few days later and experienced the same problem on the trip.

The idle problem finally came to a head the last week of Jan. 2005. While at a stop sign, the engine idle went from idle to 1500 RPM. There was no traffic around at time, so I let the car do what ever it wanted to. The speed increased to 45 MPH by itself. The only way I could stop it was put it in neutral, stop it, shut it down and restart engine.

This happened twice more plus the RPM was acting up daily now.

Took the car to dealer on 1/27/05 and didn't get it back until 2/1/05. They finally found a problem with the throttle position sensor.

I'm writing this letter because this problem has persisted for two years and to me is a serious safety issue. I was able to handle the car, but to many this could be a real handful. What bothers me most is that:

- ① The car has been back to GM more than 3 times for the same problem.
- ② The car was tied up in excess of 10 days.
- ③ The problem finally deteriorated to where auto rpm would increase from idle while in gear and the only way you could stop it was to put it in neutral and shut engine off.

I have no way in knowing how wide spread a problem this might be with GM, but my dealings indicate that they have some electronic controls with limited fail safe modes. I feel they should address their design issues with this particular sensor. This could be a real handful for some people.

Clarrmont FL

2/17/04

CLERMONT FL

2001 Olds Aurora
V6-1B1 FL

AFTER driving at highway speeds for an hour or so, car will occasionally not return to idle. Engine stays at 2000 To 3000 RPM.

The only way I can get it back to normal idle is to shut engine down and restart. Then engine RPM is OK usually for the rest of that trip.

It has happened twice around town at low speeds - 1200 To 1500 RPM. The engine check light never did come on when above happened.

At the higher RPM, I have to put car in neutral while driving to stop it.

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