



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 100222

Date Received

14-APR 2005 2005 MAY 20

Repository

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OWNER INFORMATION (Type or Print)

Name: [REDACTED]
Address: [REDACTED]
City: SUMMIT HILL State: PA Zip Code: [REDACTED]

Daytime Telephone Number: [REDACTED] E-mail Address:
Evening 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 a signature, provide your name or address to the vehicle manufacturer.
Signature of Owner: [REDACTED] Date: / /

VEHICLE INFORMATION

17 digit Vehicle Identification Number Located at bottom of windshield on driver's side: 1G1ZT52834F [REDACTED]
Make: CHEVROLET Model: MALIBU Model Year: 2004
Date Purchased: 6-30-04 Dealer's Name and Telephone Number: STROHL 610-395-3345
Original Owner: Dealer's City: FOGELSVILLE State: PA Zip Code: 18051
Engine: No: Cylinders: 6 Fuel Type: Gas
Transmission Type: AUTOMATIC Antilock Brakes Cruise Control
Powertrain: FRONT WHEEL DRIVE
Vehicle Component Code: 020000 SUSPENSION
Multiple Failure: 4

FAILED COMPONENT(S)/PART(S) INFORMATION

Incident Date(s): 30-JUN-2004 Failure Mileage: 182 Failure Speed: 45-50
I could feel the car pulling left. When applying brakes - thumping on that side.

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A TIRE FAILURE

Tire Make: Tire Model (Name or Number): Tire Size (Example P215/65R15):
DOT No. (Example: DOTM19ABC036): Original Equipment Prior Repair Failure Location:
Tire Component Code: Tire Failure Type:

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A CHILD SEAT FAILURE

Make: Date Manufactured: Model No./Name:
Seat Type: Installation System:
Child Seat Component Code: Failed Part:

APPLICABLE INCIDENT INFORMATION

(Please describe in detail the incident(s), failure(s), crash(es), and injury(ies).)

Crash: Yes No Fire: Yes No
Number of Persons Injured: Number of Deaths: Reported to Police: N

Narrative Description of Incident(S), Crash(es), and Injury(ies).
Please describe (1) events leading up to the failure, (2) failure and its consequences, and (3) what was done to correct the failure; i.e. parts repaired or replaced (and if old part is available).

VEHICLE PULLS TO THE LEFT. DEALER REPAIRED THE VEHICLE. CURRENTLY, IT PULLS TO THE RIGHT. VEHICLE WAS SERVICED ON FOUR OCCASIONS. *AK ABOUT 2 MIS. FROM DEALER CAR WAS PULLING LEFT. I CORRECTED IT WITH STEERING WHEEL & PERIODICAL IT WOULD DO IT.
Dealer shifted tires L-R R-L then it seemed to pull to the right. IT WILL DO IT BOTH WAYS.

Include, if available: Police/Fire Department Report, Photos, and Repair Invoice.

ATTACH ADDITIONAL SHEETS IF NECESSARY

The Privacy Act of 1974-Public Law 93-579 This information is requested pursuant to authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond to this questionnaire. Your response may be used to assist the NHTSA in determining whether a Manufacturer should take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, or a statistical summary thereof, may be used in support of the agency's action.

THIS WAS SENT AFTER I
WAS SENT A
SECOND SURVEY TO
FILL OUT.

COPY

Summit Hill, Pa.

Dear Mr. Ugolino,

It's easier and to the point
about the problem I found on my way
home after delivery of the car. I did a
survey & graded everything as I found at the
dealer.

When I was about 2-3 miles from the
garage, I had to apply my brakes going
down a grade. I felt this uneven
thumping in my left front brake. Upon
delivery of the car, my rear view mirror
was cracked vertically in the center and was
told it would be replaced in 1-2 days which
they did. I have no qualms about the mirror &
it didn't bother me taking it like that. But
when called about the mirror, I told the
service dept. about the brake and was
told it may possibly wear in & go away.

I live at an altitude appx. 1525' &

when I leave town N. or S. I must go down a very steep hill & this would show up when applying the brakes.

During the 1st. 3000 Mils. the car was starting to pull to the left. At my 1st. Service the oil was changed - ^{the} tires changed from left to right for the pull and the brakes were supposed to be okay.

I left the garage and when I got to about the 1st. incident took place, it was still the same. I returned to the garage, they worked on it & gave me some specs.

I was told this is no safety factor & the specs. were in tolerance he could no way do any work & turn it in to D.M.


~~The pulling~~ I was told to run the car until next service visit & they'll look at it then.

The pulling seemed okay for a while but now it wants to go right. There doesn't seem to be a center point. If I

~~III~~

Don't hold or correct it, it would go off the road. Do you think this ^{COULD} be the tired?

I am not faulting anyone but wish this could be resolved.



THE ATTACHMENTS TO THIS DOCUMENT HAVE BEEN REMOVED TO PROTECT UNWARRANTED INVASION OF PERSONAL PRIVACY PURSUANT TO EXEMPTION 6 OF THE FREEDOM OF INFORMATION ACT (FOIA), 5 U.S.C. 552(b)(6).