

VFW



VETERANS OF FOREIGN WARS OF THE U.S.
CHARTER NO. 10141041



6 October 2005
Leesport, PA

10141041

2005 OCT 20 PM 3:27

Dear Sir:

I saw this article on 2001 Grand Am's turn signal problems in the newspaper.

My turn signal switch went NUTS (see Xerox copies) of bills for my Grand Am.

I wrote a letter to John Larson, CEO at Pontiac and got a "lip service" call.

The body control module caused 2 batteries to fail. It was intermittent, which is hard to find electrically. See enclosed bill for \$523.78 and \$152.39 for diagnostics.

My wife and I are too old to walk home or sit along a highway at night. I have since found 2 Senior Citizens who traded their Grand Am for foreign cars for the same electrical problem. I'm a retired electronic technical design engineer and told 5th GM dealer's tech in detail about the problem, I was told it wasn't unusual?

I feel I should be reimbursed by Pontiac for problems they know they have.

VETERANS OF FOREIGN WARS OF THE UNITED STATES

Heather
10/21/05

Please add my name to your list for
Turn Signal and other electrical problems: on a
2001 Grand AM that died any old time.

Can you help thro de Navy Vet. get re-
imbursed by GM?

Respectfully,

Leopold, PA

Electrically this equipment should outlet the car
to the junk yard.

If I designed something for A.T. & T. and shut your
phones down every week or so I'd be fired and
rightfully so. I would have not lasted over 42 years.

CONSUMER

Ford, GM models investigated for defects

Problems range to coil springs punching holes in rear tires to turn signal malfunctions.

The Associated Press

WASHINGTON — The government is investigating whether the rear coil spring can fracture and punch a hole in the rear tires of some models of the Ford Taurus and Mercury Sable, federal auto safety officials said Tuesday.

In a separate probe, the government is reviewing potential turn signal malfunctions in three General Motors Co. models — the 2002 Chevrolet Malibu, Oldsmobile Alero and Pontiac Grand Am.

The National Highway Traffic Safety

Administration said it opened a preliminary investigation into the 2000-2001 models of the Taurus and Sable sedans after receiving 131 complaints about broken coil springs.

The inquiry involves about 487,000 vehicles. The Taurus was among the best-selling passenger cars in the United States during the two model years.

Most of the complaints came from northern states where vehicles are often subject to salt corrosion during the winter. About half of the owners who filed complaints said there were punctures in the rear tires because of the broken coil springs.

Ford spokeswoman Kristen Kinley said the automaker was cooperating

with NHTSA and "we'll be reviewing the reports that they've received to better understand the allegations."

There have been no crashes, injuries or fatalities linked to the Taurus and Sable review.

In the GM case, the government said it was reviewing nearly 480,000 passenger cars.

NHTSA said it has received 42 complaints about a turn signal malfunction that leads to flickering or total failure of the turn signal lights and the indicator on the instrument panel.

In 2000, GM conducted a recall of 2000-2001 models of the Malibu, Alero and Grand Am to replace defective hazard switches that caused the turn signals and

On the Net

- National Highway Traffic Safety Administration: www.nhtsa.dot.gov
- General Motors Corp.: www.gm.com
- Ford Motor Co.: www.ford.com

hazard lamps to fail. GM said then that the hazard switch caused the problem.

In December, GM said it would replace the hazard switch at no cost for 1999-2000 model year vehicles of the Alero, Grand Am and Malibu sedans under 10 years or 150,000 miles.

A GM spokesman said the company was cooperating with NHTSA in the investigation. There have been no crashes, injuries or deaths connected to the issue.

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