



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 100148

Date Received

2005 DEC 30 AM 7:24
07-DEC-2005

Repository

Reference No.
10144887

OWNER INFORMATION (Type or Print)

Name: [REDACTED]
Address: [REDACTED]
City: CORONA State: CA Zip Code: [REDACTED]

Daytime Telephone Number

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 an authorization, NHTSA WILL NOT provide your name or address to the vehicle manufacturer.

Signature of Owner _____ Date: / /

VEHICLE INFORMATION

17 digit Vehicle Identification Number Located at bottom of windshield on driver's side: 1G1ZT628 [REDACTED]
Make: CHEVROLET Model: MALIBU MAXX Model Year: 2004
Date Purchased: 01-JUN-04 Dealer's Name and Telephone Number: POWER CHEVROLET 949-768-7222 Engine: No. of Cylinders: 4 Fuel Type: Gas
Original Owner: Dealer's City: IRVINE State: CA Zip Code: 92618-2826
Transmission Type: AUTOMATIC Antilock Brakes Cruise Control Powertrain: FRONT WHEEL DRIVE Vehicle Component Code: D15000 STEERING:HYDRAULIC POWER ASSIST SYSTEM Multiple Failure: 1

FAILED COMPONENT(S)/PART(S) INFORMATION

Incident Date(s): 02-DEC-2005 Failure Mileage: 60000 Failure Speed: [REDACTED]

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: DOTM45A8C036) 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: 1 Number of Deaths: 0 Reported to Police: Y

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).

DT: THE CONTACT STATED THE BRAKES AND STEERING MALFUNCTIONED, RESULTING IN AN ACCIDENT. THE STEERING LOCKED UP WHILE ATTEMPTING TO MAKE A RIGHT TURN. PRIOR TO THIS INCIDENT SHE HEARD A SQUEAKING NOISE IN THE BRAKES. SHE TOOK THE CAR TO A MECHANIC, AND WAS TOLD BRAKES WERE IN GOOD WORKING CONDITION. SHE HAS NOT CONTACTED THE DEALERSHIP. A POLICE REPORT WAS TAKEN. THE CONTACT SUFFERED A CONCUSSION, AND HAD NERVE DAMAGE. *AK

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.



Office of Defects Investigation

1

Complaints
Navigate: ODI Home

Defect Investigations

Recalls

Service Bull

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 - » Low Volume Manufacturer

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- Contact
 - 1-888-DASH-2-DOT (1-888-327-4236)

- TTY
- » 1-800-424-9153 or
 - » 1-202-484-5238



VOQ Confirmation

Your Complaint Information is successfully submitted

Your Confirmation number (ODI Number) is: 10145027

Click on the "Print Complaint" button to see a print version of the confirmation page to print for y



Consumer Information

Name : [REDACTED]

Org. Name : [REDACTED]

Address : [REDACTED]

City, State, Zip : Corona, CA [REDACTED]
USA

Daytime Phone : [REDACTED] Ext : [REDACTED]

Evening Phone : [REDACTED] Fax : [REDACTED]

Email : [REDACTED]

Complaint Information

Description : On December 2, 2005 I was traveling to work using my typical route highway 74 also known as the Corona Highway when...

Vehicle Information

VIN : 1G1ZT6287	Purchase Date : 6/15/21
Manufacturer : GENERAL MOTORS CORP.	Original Owner : Yes
Year, Make and Model : 2004/CHEVROLET/MALIBU MAXX	Trans. Type : AUTOM
# of Cylinders : 6	VehicleDetails Usage : UNKNC
Engine Size :	Antilock Brakes : Yes
Cruise Control : Yes	Speed : 35
Current Mileage :	Powertrain : FRONT DRIVE
Failure Mileage :	Fuel System : FUEL INJECT
Body Style : 4-DOOR	Vehicle Type : PASSE
Fuel Type : GAS	

Vehicle Component Information

Component 1: SERVICE BRAKES, HYDRAULIC:PEDALS AND LINKAGES	OEM: Yes
Component 2: STEERING:WHEEL AND HANDLE BAR	OEM: Yes
Component 3: ELECTRICAL SYSTEM:IGNITION	OEM: Yes

Vehicle Dealer Information

# Dealer : 1	Dealer Type : SALES DEAL
Name : Power Chevrolet	
Address : [REDACTED]	
	Irvine CA 92618
Dealer Phone: 949-768-7222	Dealer Fax:
Email:	

Equipment Information

Equipment Component Information

Component 1: EQUIPMENT

Equipment Dealer Information

Dealer : 1

Name : Power Chevrolet

Address1 : 21 Auto Center Drive

Irvine
CA 92618

Dealer Phone: 949-766-7222

Dealer Fax

Email:

Q Dealer : 1

Name : Power Chevrolet

Address1 : 21 Auto Center Drive

Irvin
CA 92618

Dealer Phone: 949-766-7222

Dealer Fax

Email:

[NHTSA Home](#) | [ODI Home](#) | [Complaints](#) | [Defect Investigations](#) | [Recalls](#) | [Service Bulletins](#) | [Privacy Policy](#)

Corona CA

(work)

(home)

VIN# 1G1ZT628
2004 Chevy Malibu Maxx LT

Norman Y. Mineta, Secretary
U.S. Department of Transportation
400 7th Street, S.W.
Washington D.C. 20590

Kathleen DeMeter, Director
NHTSA
Office of Defects Investigation
400 7th Street S.W.
Washington D.C. 20590

RECEIVED
2005 DEC 21 10:03 AM

2005 DEC 21 10:03 AM

EXECUTIVE SECRETARIAT

December 14, 2005

Re: GMC Chevy Malibu Recalls

Dear Secretary Mineta and Director DeMeter:

I am writing to you about a disturbing trend taking place in recent years with respect to Automobile recalls and defects, particularly issues related to General Motor's' 1998 to 2004 Chevrolet models.

After facing a near fatal automobile accident on December 2, 2005 while driving my 2004 Chevy Malibu Maxx LT to work, I decided to conduct my own investigation on the number of reported consumer complaints and recalls regarding Chevrolet models.

I have researched the NHTSA and Auto Digest home page regarding some alarming defects found in several safety features of Chevy Malibu vehicles including the newer hatchback model Malibu Maxx. Some of the examples of these defects include antilock braking system, brake sensors, accelerator pedal, and seat belts.

I am deeply troubled and disappointed that General Motors has issued this recall for some

Customers, but has not cared to notify and issue it for all the other customers, such as myself.

In general, consumers very rarely file complaints particularly when the Manufacture Company such as GMC refuses to assume any responsibility for any wrongdoing. I believe the failure by GMC to notify Chevy Malibu owners such as myself of this problem has contributed to an under-reporting of complaints. This recall should not be based solely on complaints submitted to NHTSA or GM Service Centers. The decision by GMC is both unfair illogical and inhumane.

I implore you to ask yourselves this question, exactly when will GMC realize that they must issue a nation-wide auto defect recall on their vehicles?

My complaint may not be any different than any other complaints posted in NHTSA recall column, however, it has caused me to take action any way possible to prevent any future fatalities as result of GMC's continuous neglect in facing this very serious issue.

On December 2, 2005 at approximately 8:00 in the morning, I was approaching the typical route to work, which is a one lane narrow highway known as the Ortega Highway (HWY 74). As I was coming to a relatively narrow section of the highway, I was reducing my speed by I stepping on my brake pedal, when the brake made a strange noise and I felt a pulling sensation. Immediately after the brake failure, the steering wheel locked as I was approaching the curve such that I lost control of my vehicle and was forced to merge towards the on coming traffic, which resulted in a collision with another vehicle. I lost consciousness after my vehicle hit the mountain- side due to sudden impact with the other vehicle. Based on eye witness testimony it was later determined that the sudden impact had caused my vehicle to flip four times. When I regained consciousness I was trapped inside my vehicle unable to breathe due to the thick smoke and the seat belt had wrapped twice around my neck and I was unable to get out. Luckily, a gentle that had been a witness to my near fatal crash broke one of the rear passenger windows and assisted me out of the vehicle. The paramedics immediately arrived at the scene and transported the driver of the other vehicle and myself by ambulance to the nearest hospital.

After one week extensive medical tests by a neurologist, it was determined that I have suffered nerve damage, which now is the cause of the sudden numbness to the right side of my head and upper extremities. In addition, I am suffering from short-term memory loss. Currently, I have been advised by my primary physician and my neurologist that I must under go series of testing such as a nerve conduction study and EMG to determine the degree of my nerve damage.

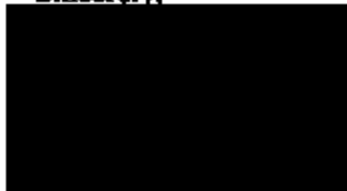
Needless to say that prior to my accident I had taken my vehicle to a GM certified technician five times for brake inspection in a six- month period. The first inspection was conducted just two months after I had purchased the vehicle. Copies of my medical records, receipt of vehicle brake repairs and inspections, medical expenses, and lists of complaints from other consumers are enclosed for your review.

The fact remains that GMC has demonstrated a pattern of neglect and failure to conduct necessary recalls and thereby endangering the traveling public as well as imposing unnecessary service repair costs on owners of General Motors vehicles. This is unfair and unjust to hard working and innocent citizens such myself whose families depend on them.

In conclusion, I request for NHSTA to order a recall of all 1999-2004 Chevy Malibu vehicles and inform all GMC drivers of these mechanical failures. I would like to strongly request for a full and thorough investigation regarding the braking system and steering of my totaled Chevy Malibu vehicle. I also believe that GMC is responsible for a full compensation of all my current and future medical expenses, lost wages, replacement cost for a purchase of another vehicle, as well as pain and suffering in enduring this terrible and frightening ordeal.

Thank you for your support on behalf of nationwide dissatisfied GMC consumers.

Sincerely,



Dissatisfied Consumer

Enclosure

CC: Customer Assistance Center
Chevrolet Motor Division, General Motors Corp.
PO Box 33170
Detroit, MI 48232-5170

Attorney General's Office
California Department of Justice
Attn: Public Inquiry Unit
P.O. Box 944255
Sacramento, CA 94244-2550

Council of Better Business Bureau
4200 Wilson Blvd Suit 800
Arlington VA 22203-1838



FARMERS

Fax

Urgent! Hand deliver

To [REDACTED]
 Company/Dept. [REDACTED]
 Fax number [REDACTED]
 Pages 2 *(Including this cover sheet)*
 Subject Letter regarding medical payment

From [REDACTED]
 Company/Dept. Farmer's Insurance
 Fax number (877) 217--1389
 Phone number (951) 321-6616

Message

This fax is intended solely for the use of the individual or entity to whom it is addressed and may contain information that is privileged, confidential and exempt from disclosure under applicable law. If this material has been sent to you in error, please inform the sender immediately and destroy this copy.

[REDACTED]

Please find attached a letter informing you of your med pay status. I am sorry for the delay. If you have any further questions or concerns, do not hesitate to call me!

[REDACTED]

Signed

[REDACTED]

Date 12/14/05

[REDACTED]



FARMERS

Send all correspondence to:
Farmers National Document Center
P.O. Box 268994
Oklahoma City, OK 73126-8994
Fax: (877) 217-1389
Email: claimdocuments@farmersinsurance.com

December 14, 2005

[Redacted]
Corona, CA [Redacted]

RE: Insured: [Redacted]
Claim Unit Number: [Redacted]
Policy Number: [Redacted]
Loss Date: [Redacted]

Date: [Redacted]

We appreciate the opportunity to serve your insurance needs and we are here to help you through the claims process as efficiently as possible.

Per our conversation on December 13, 2005, please be advised that as medical pay is not a part of your coverage, we will be unable to pay any medical bills that you incur from the above accident at this time.

Please also be advised that this accident is still under investigation and we will contact you regarding any decisions or changes we make.

Because we want to ensure you have a clear understanding of your claims process, if you have any questions, please do not hesitate to call me at (951) 321-6616.

Sincerely,
Farmers Insurance Exchange

[Redacted signature block]

KJ#7V6Q71

P. 02/02

[Redacted footer area]

FYI: 98-01 Malibu Brake Pad Recall Rejected in Texas

02-22-2005, 06:34 AM

FYI: 98-01 Malibu Brake Pad Recall Rejected in Texas

Post #1

Dawna

AF Newbie

Joined: Jan 2005

1998 through 2001 Malibu owners start complaining about your brakes ... the more that complain, the more this rejection won't happen.

PLEASE READ MY PS IN THE FOLLOWING POST ... THANKS!

Volume: 33 Number: 7

February 14, 2005

Texas Appeals Court Reverses Certification In Brake Defect Suit Against General Motors
HOUSTON—A Texas appeals court Jan. 26 reversed a trial court ruling certifying a class in a suit against General Motors over a defective brake system in Chevrolet Malibu vehicles (General Motors Corp. v. Garza, Tex. Ct. App., No. 04-03-00702-CV, 1/26/05).

Writing for the Texas Court of Appeals for the Fourth District in San Antonio, Justice Phyllis J. Speedlin said the trial court abused its discretion by certifying a class that did not meet the requirements of Texas Rule of Civil Procedure 42, which governs class certification. Speedlin and remanded the case to the trial court for further proceedings.

The court concluded that individual issues of both causation and reliance predominated over common ones. "We therefore hold the plaintiffs failed to establish either that common issues predominate or that a class action is a superior method for handling these claims," Speedlin wrote.

Brake Defect Caused Cars to Pulsate.

The ruling stemmed from a suit filed by Elodia Garza and five other named plaintiffs in 2001 against General Motors, seeking damages from alleged defective brakes on Chevy Malibu sedans manufactured from 1997 through 2001. The plaintiffs claimed the defect caused the vehicle to pulsate when the brakes are applied at some time during the life of the automobile. They said GM never developed an effective repair to prevent the pulsation from returning.

Since the flaw existed when they purchased the vehicles, the plaintiffs argued that damage amounts could be calculated as the difference between the value of the Malibu with a brake defect and the value of a vehicle without the brake defect. The plaintiffs held that no individual issues existed in the case because the measure of damages was the same for each purchaser of a defective Malibu.

The Duval County trial court certified the class in 2003, allowing the group to pursue claims dealing with breach of implied warranty of merchantability and breach of express warranty to repair.

General Motors appealed the order, asserting the trial court failed to correctly analyze and apply the law to the plaintiffs' causes of action. They also claimed the plaintiffs failed to establish a commonality or typicality. The company said the named plaintiffs were not adequate class representatives, damages could not be determined on a class basis, and the trial plan was "fatally flawed," among other allegations.

Single Damage Theory Rejected.

"In this case, the trial court's trial plan assumes that, if a jury finds a defect and finds that the defect cannot be effectively repaired, a single damage amount can be determined for each year the Malibu was sold," Speedlin wrote. "We disagree."

"The trial court's approach does not require the plaintiffs to prove causation is the same for each individual in the class nor does it permit GM to disprove damages for any given individual," the opinion said. "Review of the testimony clearly establishes that individual questions regarding causation outweigh common issues."

The trial court's class definition and trial plan do not allow GM to challenge the claims of these individuals who either never experienced pulsation or knew of the brake problem, but did not care enough to either forgo purchase of the vehicle or have it repaired, Speedlin said.

The appeals court recognized that if the Malibu brake system is defective, the defect may well exist in each of the class members' vehicles—a significant common issue. However, that issue does not predominate over individual issues. The test for predominance is not whether common issues outnumber uncommon issues, but "whether common or individual issues will be the object of most of the efforts of the litigants in court."

Speedlin said that a cursory examination of the testimony showed that each of the named plaintiffs noticed pulsation at different mileages. The judge also pointed out that at least one of the named plaintiffs never experienced defect-induced pulsation but nonetheless complained of a similar brake problem with a completely unrelated cause.

GM testified in the trial court that it had experienced some brake problems with Malibus manufactured from 1997 through 2001 and repaired vehicles that developed pulsation.

P.S. The distribution for recalls **CANNOT** be within one locale, they must be disbursed within the contiguous states for the NHTSA to investigate

hence, the Court's statement:

The appeals court recognized that if the Malibu brake system is defective, the defect may well exist in each of the class members' vehicles—a significant common issue. However, that issue does not predominate over individual issues. The test for predominance is not whether common issues outnumber uncommon issues, but "whether common or individual issues will be the object of most of the efforts of the litigants in court."

So, even though the issue is "common", it **MUST** be "individual" as well. The more that have this problem and the more that let it be known to the NHTSA, (not only class action) will prevail.



Safety Recalls

NHTSA Safety Recalls:

Important: The following recalls were issued for the 2004 CHEVROLET MALIBU MAXX by the National Highway Traffic and Safety Administration (NHTSA). To find out if a specific 2004 CHEVROLET MALIBU MAXX still has open recalls that require repair, CARFAX recommends contacting an authorized dealer for more information.

Recall date:	Not reported
Units potentially affected:	84,474
NHTSA campaign number:	04V188000
Defective part or component:	SEAT BELTS:FRONT:ANCHORAGE

Description: on certain passenger vehicles, analysis of an NCAP side impact test indicated the outboard anchorage of the driver's seat belt could disconnect because of contact between the seat trim and the anchorage connector when the seat was adjusted to its lowest position. If this occurred in a crash, the driver could receive greater injuries. Dealers will insert a retainer on both the driver and passenger's belt anchorages. Owner notification is expected to begin during June 2004. Owners should contact Chevrolet at 1-800-630-2438.

Recall date:	Not reported
Units potentially affected:	63,000
NHTSA campaign number:	04V190000
Defective part or component:	SERVICE BRAKES, HYDRAULIC:ANTILOCK:CONTROL UNIT/MODULE

Description: Some of these passenger vehicles have an electronic control unit (ECU) that may calculate a higher than actual vehicle speed because of an erratic rear-wheel speed sensor signal, and cause ABS activation where it is not needed or needed abs activation to be extended during braking as the vehicle speed drops to about 3 mph. Unexpected ABS activation could increase stopping distance up to about 11 feet depending on the grade of the road, increasing the risk of a crash. Dealers will reprogram the ABS controller. Owner notification is expected to begin during May 2004. Owners should contact Chevrolet at 1-800-630-2438.

This 2004 CHEVROLET MALIBU MAXX safety recall information was provided by the Insurance Institute for Highway Safety, Highway Data Loss Institute and is derived from the National Highway Traffic and Safety Administration list of safety recalls. Please call the National Highway Traffic and Safety Administration Auto Safety Hotline at 1-888-DASH-2-DOT (1-888-327-4236) to report safety defects or to obtain information on cars, trucks, child seats, and highway or traffic safety.

Component: Service Brakes, Hydraulic: Antilock: Control Unit/module

Defect Summary: SOME OF THESE PASSENGER VEHICLES HAVE AN ELECTRONIC CONTROL UNIT (ECU) THAT MAY CALCULATE A HIGHER THAN ACTUAL VEHICLE SPEED BECAUSE OF AN ERRATIC REAR-WHEEL SPEED SENSOR SIGNAL, AND CAUSE ABS ACTIVATION WHERE IT IS NOT NEEDED OR NEEDED ABS ACTIVATION TO BE EXTENDED DURING BRAKING AS THE VEHICLE SPEED DROPS TO ABOUT 3 MPH.

Consequence Summary: UNEXPECTED ABS ACTIVATION COULD INCREASE STOPPING DISTANCE UP TO ABOUT 11 FEET DEPENDING ON THE GRADE OF THE ROAD, INCREASING THE RISK OF A CRASH.

Corrective Summary: DEALERS WILL REPROGRAM THE ABS CONTROLLER. OWNER NOTIFICATION BEGAN ON JUNE 16, 2004. OWNERS SHOULD CONTACT CHEVROLET AT 1-800-630-2438.

[To schedule service online click here](#)

Component: Seat Belts: Front: Anchorage

Defect Summary: ON CERTAIN PASSENGER VEHICLES, ANALYSIS OF AN A SIDE IMPACT CRASH TEST CONDUCTED BY THE NHTSA'S NEW CAR ASSESSMENT PROGRAM (NCAP) INDICATED THAT THE OUTBOARD ANCHORAGE OF THE DRIVER'S SEAT BELT COULD DISCONNECT BECAUSE OF CONTACT BETWEEN THE SEAT TRIM AND THE ANCHORAGE CONNECTOR WHEN THE SEAT WAS ADJUSTED TO ITS LOWEST POSITION.

Consequence Summary: IF THIS OCCURRED IN A CRASH, THE DRIVER COULD RECEIVE GREATER INJURIES.

Corrective Summary: DEALERS WILL INSERT A RETAINER ON BOTH THE DRIVER'S AND PASSENGER'S BELT ANCHORAGES. OWNER NOTIFICATION BEGAN ON JUNE 16, 2004. OWNERS SHOULD CONTACT CHEVROLET AT 1-800-630-2438.

[To schedule service online click here](#)

Component: Equipment: Other: Labels

Defect Summary: CERTAIN PASSENGER VEHICLES FAIL TO COMPLY WITH THE REQUIREMENTS OF FEDERAL MOTOR VEHICLE SAFETY STANDARD (FMVSS) NO. 208, "OCCUPANT CRASH PROTECTION." SOME OF THESE VEHICLES

THAT WERE NOT EQUIPPED WITH AN ADVANCED OCCUPANT RESTRAINT SYSTEM (AORS) HAVE DRIVER AND PASSENGER SIDE SUN VISORS WITH AORS LABELS. THE AORS LABELS DO NOT INCLUDE STATEMENTS AND THE ILLUSTRATION REQUIRED BY FMVSS NO. 208 FOR VEHICLES WITHOUT AORS.

Consequence Summary:

Corrective Summary: OWNERS WILL BE SENT REPLACEMENT LABELS WITH INSTRUCTIONS ON HOW TO INSTALL THEM. OWNER NOTIFICATION BEGAN ON APRIL 21, 2004. OWNERS SHOULD CONTACT CHEVROLET AT 1-800-630-2438.

[To schedule service online click here](#)

Here is a list of complaints that meet your search criteria

There are 7 records from your selection

[Printer Friendly](#) | [New Search](#)

Make
Model
Year
Date Received
Submitted by
State

Chevrolet
Malibu
2003
18 August 2005
[REDACTED]
Maryland

Chevrolet
Malibu
2003
23 June 2005
[REDACTED]
Florida

Chevrolet
Malibu
2003
12 March 2005
[REDACTED]
Ohio

Chevrolet
Malibu
2003
02 March 2005
[REDACTED]
Ohio

Chevrolet
Malibu
2003
02 December 2003
[REDACTED]
New Hampshire

Chevrolet
Malibu
2003
11 November 2003
[REDACTED]
Illinois

Chevrolet
Malibu

2003
05 June 2003

Michigan

[link to pages 1,](#)

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1825 Connecticut Ave, NW, Suite 330
Washington, DC 20009-5708
(202) 328-7700

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Contact Information

first name:

[REDACTED]

last name:

[REDACTED]

address 1:

[REDACTED]

address 2:

city:

center harbor

country:

USA

state:

New Hampshire

zip/postal code:

[REDACTED]

Problem Description

brakes and rotors had to be replaced after 17000 miles .the car was only 8 months old.

The Complaint was entered into the database:
02 December 2003

Class Action Interest: Yes

Vehicle Information

make of car: Chevrolet

model of car: Malibu

year: 2003

vehicle

identification number: 1g1ne52j0 [REDACTED]

transmission: automatic

type:

Complaint Information

Failures and Repairs

Item Failed
date of failure
mileage at failure
total repair cost
amount manufacturer paid
number of repair attempts

brakes
December 2003
17000
300
0
1

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Washington, DC 20009-5708
(202) 328-7700

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Information

first name:
[REDACTED]

last name:
[REDACTED]

address 1:
[REDACTED]

address 2:

city:
Miami

country:
USA

state:
Florida

Problem Description

Sometimes the car will not start. It seems like it does want to start but it don't. Although there are times where it will just crank up without stalling. I took the car to the dealer several times and they replied they can't find the problem. They say everything is fine but the car still stalls when trying to crank it. I've even had the car to shut down completely and they still can't find the problem.

The Complaint was entered into the database:
23 June 2005

Class Action Interest: **Yes**

2003 Chevrolet Malibu

[Select Different Vehicle](#)

These recall notices may not apply to all vehicles. Please contact your dealer for more details or contact the National Highway Traffic Safety Administration's Auto Safety hotline at 1-888-DASH-2-DOT (1-888-327-4236).

Campaign Number: 04V528000 **Date:** 2004-Nov-01

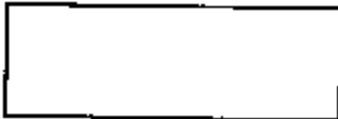
Component: Vehicle Speed Control: Accelerator Pedal

Defect Summary: CERTAIN PASSENGER VEHICLES FAIL TO COMPLY WITH THE REQUIREMENTS OF FEDERAL MOTOR VEHICLE SAFETY STANDARD NO. 124, 'ACCELERATOR CONTROL SYSTEMS.' IN HOT AMBIENT CONDITIONS, THE ACCELERATOR PEDAL ARM MAY STICK AT THE ATTACHMENT TO THE BRACKET AND NOT RETURN TO THE ENGINE IDLE POSITION WHEN THE OPERATOR LIFTS HIS FOOT FROM THE ACCELERATOR PEDAL.

Consequence Summary: FAILURE TO RETURN TO IDLE COULD RESULT IN A VEHICLE CRASH.

Corrective Summary: DEALERS WILL INSPECT THE ACCELERATOR PEDAL ARM AND REPLACE THE ACCELERATOR AND BRAKE PEDAL ASSEMBLY WITH A NEW ASSEMBLY, IF NECESSARY. THE RECALL BEGAN ON DECEMBER 20, 2004. OWNERS SHOULD CONTACT CHEVROLET AT 1-800-630-2438, PONTIAC AT 1-800-620-7668, OR OLDSMOBILE AT 1-800-630-6537.

[To schedule service online click here](#)



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zip/postal code:
[REDACTED]

Vehicle Information

make of car: Chevrolet
model of car: Malibu
year: 2003
vehicle
identification number: 1gind52 [REDACTED]
transmission type: automatic

Complaint Information

Failures and Repairs

Item Failed
date of failure
mileage at failure
total repair cost
amount manufacturer paid
number of repair attempts

engine
June 2005
0
0
0
1

OTHER (identify in Problem Description Box)

June 2005
0
0
0
1

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The front pads wore out were replace and rotors turned at 14,000 miles under warrantee. Now at 28,000 miles, the pads are bad again and the rotors need to be replaced. First the dealer

said it was non-adjusted rear brakes causing the problem, but when I mentioned how there are self adjusters on the back and that they inspected the rear brakes at 14,000 miles and said they were fine, then the dealer said that it was my driving habits. I told him that I have had over 20 vehicles in my driving life and NEVER had brakes wear out in 14,000 miles. I also told him about the numerous complaints on NHTSA's web site with the exact same problem. Now he says that it is "Normal" for Malibu breaks to go bad at 14,000 miles and still won't cover them under the 36,000 mile warrantee. Brakes should not be going bad at 14,000 miles. The numerous complaints about them should be telling them something.

The Complaint was entered into the database:
18 August 2005

Class Action Interest: Yes

Vehicle Information

make of car: Chevrolet
model of car: Malibu
year: 2003
vehicle
identification number: 1G1ND5 [REDACTED]
transmission type: automatic

Complaint Information

Failures and Repairs

Item Failed
date of failure
mileage at failure
total repair cost
amount manufacturer paid
number of repair attempts

brakes
August 2005
28000
500
0
2

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1825 Connecticut Ave, NW, Suite 330
Washington, DC 20009-5708
(202) 328-7700

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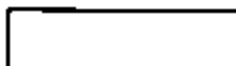


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2003 Chevrolet Malibu

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These recall notices may not apply to all vehicles. Please contact your dealer for more details or contact the National Highway Traffic Safety Administration's Auto Safety hotline at 1-888-DASH-2-DOT (1-888-327-4236).

Campaign Number 04V528000 **Date:** 2004-Nov-01

Component: Vehicle Speed Control: Accelerator Pedal

Defect Summary: CERTAIN PASSENGER VEHICLES FAIL TO COMPLY WITH THE REQUIREMENTS OF FEDERAL MOTOR VEHICLE SAFETY STANDARD NO. 124, 'ACCELERATOR CONTROL SYSTEMS.' IN HOT AMBIENT CONDITIONS, THE ACCELERATOR PEDAL ARM MAY STICK AT THE ATTACHMENT TO THE BRACKET AND NOT RETURN TO THE ENGINE IDLE POSITION WHEN THE OPERATOR LIFTS HIS FOOT FROM THE ACCELERATOR PEDAL.

Consequence Summary: FAILURE TO RETURN TO IDLE COULD RESULT IN A VEHICLE CRASH.

Corrective Summary: DEALERS WILL INSPECT THE ACCELERATOR PEDAL ARM AND REPLACE THE ACCELERATOR AND BRAKE PEDAL ASSEMBLY WITH A NEW ASSEMBLY, IF NECESSARY. THE RECALL BEGAN ON DECEMBER 20, 2004. OWNERS SHOULD CONTACT CHEVROLET AT 1-800-630-2438, PONTIAC AT 1-800-520-7668, OR OLDSMOBILE AT 1-800-630-6537.

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