



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Vehicle Owner's Questionnaire

TO REPORT VEHICLE SAFETY DEFECTS

888-327-4236

www.safercar.gov

OWNER INFORMATION (Type or Print)

Name			Daytime Telephone Number	
Street No.			Evening Telephone Number	
Apt. No.			E-mail	
City	State	Zip Code		
COUNCIL BLUFFS	IA			

Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle? YES NO - WERE NOTIFIED
in the absence of authorization, NHTSA will provide a copy of this report to the vehicle manufacturer only during a defect investigation or when you make a complaint about recall performance on your vehicle. **NO RESULTS**

Signature of Owner _____ Date 11/1/06

VEHICLE INFORMATION

17 digit Vehicle Identification number located at bottom of windshield on driver's side		Make	Model	Year	Current Mileage
1G1JC14G3LT		CHEVROLET	CAVALIER	90	98,000
Date Purchased	Dealer's Name and Telephone Number		Engine:	Fuel Type:	
1-90	Tim O'Neil CHEVROLET			<input type="checkbox"/> Diesel <input type="checkbox"/> Hybrid	
<input type="checkbox"/> Original Owner	Dealer's City	State	Zip Code	No. Cylinders	<input checked="" type="checkbox"/> Gas <input type="checkbox"/> Other
	COUNCIL BLUFFS IA	IA	51503	4	
Transmission Type	Antilock Brakes		Powertrain		
<input checked="" type="checkbox"/> Manual	<input type="checkbox"/> And <input type="checkbox"/> Cruise Control		<input type="checkbox"/> All-Wheel Drive		<input type="checkbox"/> Rear-Wheel Drive
<input type="checkbox"/> Automatic			<input checked="" type="checkbox"/> Front-Wheel Drive		<input type="checkbox"/> Four-Wheel Drive

FAILED COMPONENT(S)/PART(S) INFORMATION

Component Name	Incident Date(s)	Failure Mileage	Failure Speed	Failure Location	
GEAR SHIFT	JUNE 16, 2004	96,000	65 m.p.h.	<input checked="" type="checkbox"/> Driver <input type="checkbox"/> Passenger	
				<input type="checkbox"/> Front <input type="checkbox"/> Rear	

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A TIRE FAILURE

Tire Make/Brand	Tire Model/Line	Tire Name	Tire Size (Example: P215/65R1105)
Failed Structure		DOT No. (Example: DOT MALBABC036 on sidewall)	
<input type="checkbox"/> Tread <input type="checkbox"/> Skidwall <input type="checkbox"/> Bead		<input type="checkbox"/> Original Equipment	
Failure Type:		<input type="checkbox"/> Prior Repair	
<input type="checkbox"/> Blowout <input type="checkbox"/> Blister <input type="checkbox"/> Crack <input type="checkbox"/> Torn <input type="checkbox"/> Tread Separation <input type="checkbox"/> Road Hazard <input type="checkbox"/> Out of Round			

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A CHILD SEAT FAILURE

Make	Date Manufactured	Model Number and Name
Seat Type		Installed in Vehicle using the:
<input type="checkbox"/> Infant <input type="checkbox"/> Booster <input type="checkbox"/> Integrated <input type="checkbox"/> Convertible <input type="checkbox"/> Other		<input type="checkbox"/> Vehicle safety belt
Failed Part, Describe Failure Below		<input type="checkbox"/> LATCH system*
<input type="checkbox"/> Base <input type="checkbox"/> Harness/Buckle <input type="checkbox"/> LATCH Connector <input type="checkbox"/> Shell <input type="checkbox"/> Handle <input type="checkbox"/> Other		*Vehicle info required

APPLICABLE INCIDENT INFORMATION

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

Crash	Fire	Number of Persons Injured	Number of Deaths	Police Report No.
<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No			

Narrative Description of Incident(s), Failure(s), Crash(es), and Injury(es).

DRIVING ON INTERSTATE - SON CRASHED IN SEAT - LEG TORNED GEAR SHIFT - MOVING IT INTO "NEUTRAL". CAR DIED. WOULD NOT IMMEDIATELY RESTART. OTHER CAR - BEHIND - HIT REAR - OTHERS SWERVED. MIRACLY - NO ONE KILLED OR INJURED. CONTACTED CHEVROLET - NO HELP. TOLD ME WOULD COST THEM TOO MUCH MONEY TO CONTACT OTHER AUTO OWNERS.

Continue on back.

The Privacy Act of 1974 - Public Law 93-579 This information is requested pursuant to 49 U.S.C. Chapter 301. You are under no obligation to respond to this questionnaire. Your response may be used to assist NHTSA in determining whether a manufacturer should take appropriate action to correct a safety defect. If 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.

Mail postage free or fax to 202-368-7882

Narrative Description of Incident(s), Failure(s), Crash(es), and Injury(ies)

Handwritten text: 1-1-06, 1G1JC14G3LJ, CHEVY CAVALIER 90

ATTACH ADDITIONAL SHEETS IF NECESSARY

U.S. Department of Transportation

National Highway Traffic Safety Administration

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

Official Business Penalty for Private Use \$300



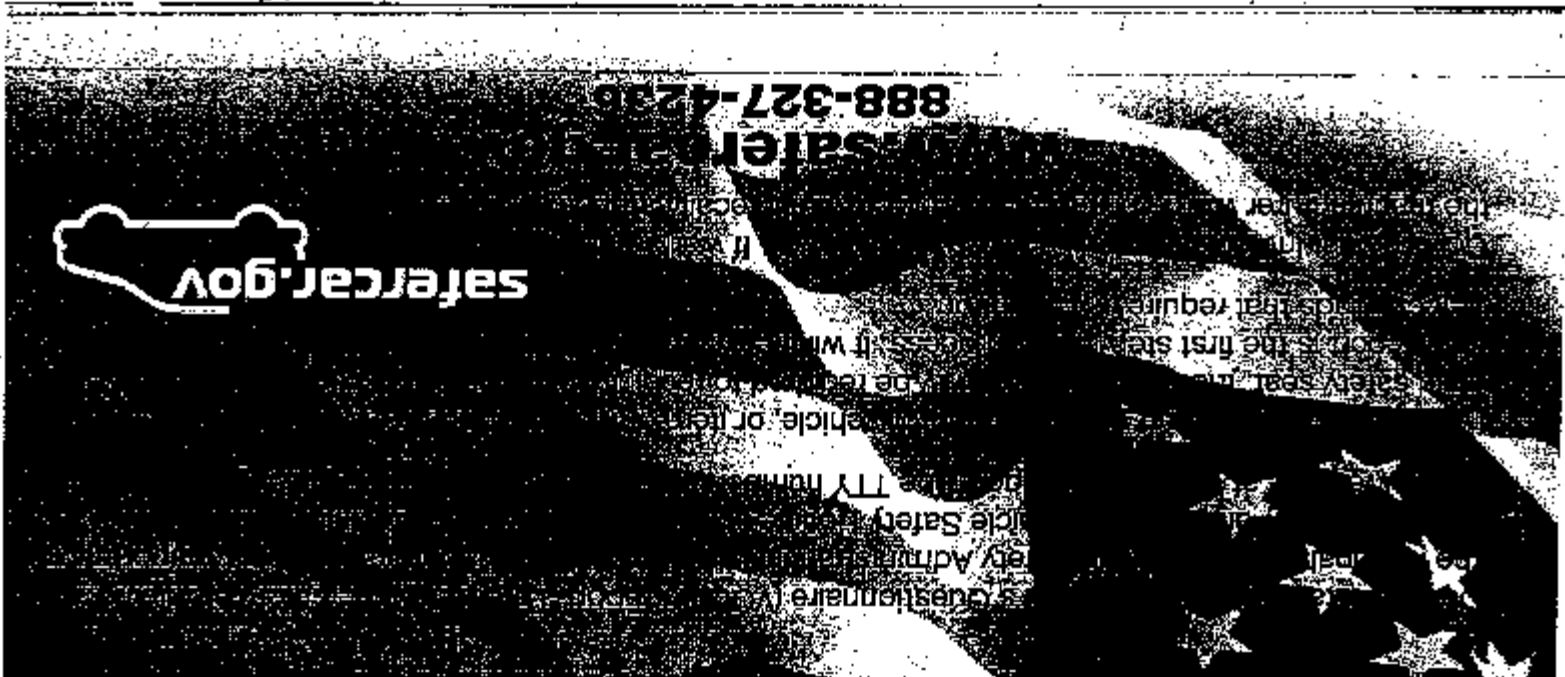
NO POSTAGE NECESSARY IF MAILED IN THE UNITED STATES

BUSINESS REPLY MAIL

FIRST CLASS PERMIT NO 73178 WASHINGTON, D.C.

POSTAGE WILL BE PAID BY NATL. HWY. TRAFFIC SAFETY ADMIN.

U.S. Department of Transportation National Highway Traffic Safety Administration Office of Defects Investigation, NVS-210 400 7th Street, SW Washington, DC 20590



November 10, 2005

National Highway Traffic Safety Administration
400 7th S.W.
Washington, DC 20590

For some time, I have been trying to communicate with Chevrolet President Richard Wagner. Since I have had no success and much frustration, today I finally obtained this address. I hope you can help me.

While traveling on the interstate, (at 65 m.p.h.), my car suddenly stopped. It was a miracle we were not rear-ended, as the vehicles following mine had to slam on their brakes. My car was in neutral and I was unable to re-start the car to move it off the road. Apparently my young son was repositioning himself in his seat and hit the gear shift. (As I am sure you are aware, the gear shift should only move when the button is pressed on the driver's side of the shift).

I called Chevrolet in Detroit the following Monday and was told by a Mr. Stephen Fisher to take the car to the dealer. When I asked if other vehicles of this make and model could have the same problem, he said he had checked and no others were reported. I asked if the other owners of these vehicles would be notified that they may have the same problem with their Chevrolets and he exasperately said, "Do you know what it would cost to send out 100,000 notices!?". I asked to speak to someone else in the office. He said there was no one else I could speak to. I ask him to speak to someone else in the Chevrolet company and he again told me there was no one else I could speak to. I found another number for Chevrolet in Florida. When I called and spoke to a woman, she said his statement was "untrue". She gave me the address for Richard Wagner, President of Chevrolet. I tried several times to call Mr. Fisher. I left messages for him, but he never returned my calls. I believe the reason for this 'untruth' was because he told me something he knew he was not suppose to tell me.

I wrote to Richard Wagner. I received a phone call from Michael Thomas. When I asked why other owners of the Chevrolets would not be notified he replied, "I do not know". He also stated that I was not entitled to any information. He stated that Mr. Wagner would not talk to a customer because: "He was the president of one of the biggest corporations in America". He was very rude.

I was lied to by Mr. Fisher and Mr. Thomas refused to give me any answers. I believe from all of this that they have something to hide.

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National Highway Traffic Safety Administration
November 10, 2005

When a customer has a problem with their vehicle, they are the people who are notified and have records. I believe that they are trying to save money by not notifying customers of problems with the vehicles and instead are telling the customers to take their vehicles to the dealers and quietly repairing them (instead of being concerned about the safety of those driving them).

Our local news station had a story of a woman who had the same thing happen to her. (She did not own a Chevrolet). She was injured because her gear shift moved out of place.

Please reply to this letter.

Thank you very much.

[REDACTED]
[REDACTED]
Council Bluffs, IA [REDACTED]
[REDACTED]

May 19, 2006

U.S. Department of Transportation
National Highway Safety Administration
Office of Defects Investigation, NVS-210
400 7th Street, SW
Washington, D.C. 20590

RE: VIN 1G1JC14G3LJ [REDACTED]
1990 Chevrolet Cavalier
Owner: [REDACTED]

Dear Sirs:

Attached is a copy of a letter I wrote to you dated 11-10-05 and a copy of the form you requested I fill out, which I sent to you on 1-1-06.

I would like to know the results of this investigation, as I, and you realize, this is a serious matter, and I was virtually dismissed by Mr. Richard Wagner, President of Chevrolet.

I will await your response.

Thank you.

Yours truly,

[REDACTED]
[REDACTED]
[REDACTED]
Council Bluffs, IA [REDACTED]
Attachments

bcc: .