



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

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Repository

Reference No.
10152052

OWNER INFORMATION (Type or Print)

Name
Address
City BOONVILLE State MO Zip Code

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 your name or address to the vehicle manufacturer.
Signature of Owner Date 03/11/06

VEHICLE INFORMATION

17 digit Vehicle Identification Number Located at bottom of windshield on driver's side
2G1WK1

Make: CHEVROLET Model: MONTE CARLO Model Year: 2001

Date Purchased: 15-APR-01 Dealer's Name and Telephone Number: PERRY MOTOR Engine: No: Cylinders 8 Fuel Type: Gas

Original Owner Dealer's City: COLUMBIA State: MO Zip Code: 65203

Transmission Type: AUTOMATIC Antilock Brakes Powertrain: FRONT WHEEL DRIVE Vehicle Component Code: 06000 ENGINE AND ENGINE COOLING
 Cruise Control Multiple Failure: 1

FAILED COMPONENT(S)/PART(S) INFORMATION

Incident Date(s): 11-FEB-2006 Failure Mileage: 81000 Failure Speed:

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A TIRE FAILURE

Tire Make: Tire Model (Name or Number): Tire Size (Example P215/65R16):

DOT No. (Example: DOTMALSABC036) 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).

DT*: THE CONTACT STATED THE VEHICLE CAUGHT FIRE. WHEN THE IGNITION WAS TURNED ON THERE WAS A LOUD EXPLOSION. THE HOOD WAS OPENED TO EXTINGUISH THE FIRE. THE FIRE DEPARTMENT WAS NOT CONTACTED. THE VEHICLE WAS TOWED TO A DEALER FOR INSPECTION. UPON INSPECTION THE PLASTIC PRESSURE REGULATOR GAUGE WAS CRACKED WHICH CAUSED GAS TO POOL IN THE INTAKE AREA. THE DEALER REPLACED THE PRESSURE REGULATOR GAUGE.

* The pressure regulator is housed inside of the plastic intake manifold. When the regulator failed it caused the pool of GAS that was contained inside the manifold. There is also a GAS line that runs across the top of the corner of the manifold. If it would pull loose in such an explosion it would be doubtful a fire would be extinguishable.

Include, if available, Police/Fire Department Report, Photos, and Repair Invoice. ATTACH ADDITIONAL SHEETS IF NECESSARY.

The Privacy Act of 1974-Public Law 93-502 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.

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

Enclosed please find a copy of a letter I sent to a Rhonda Morgan at GM, at her request, along with the original repair bill a copy of my tests & window stickers. Also I have included some pictures of the damage to the intake manifold and to shield. The shield was not replaced by the dealer nor was it mentioned when the car was picked up. I circled places on the cover that were broken. I used super glue to attach the mounting piece back on the shield. It would not hold if the same thing were to happen again. I am afraid of the car now.

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

BUSINESS REPLY MAIL
FIRST CLASS PERMIT NO 73173 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



NO POSTAGE NECESSARY IF MAILED IN THE UNITED STATES



Think your vehicle has a safety defect?



If so:

Use the enclosed form to file a report.


or visit:

www.safercar.gov

or call:

Vehicle Safety Hotline

888-327-4236



NHTSA
Vehicle Owners Questionnaire (VOQ)
U.S. Department of Transportation
National Highway Traffic Safety Administration

Sent information to
Rhonda Morgan
Case # 1-342-981518
Tel. 1-866-542-4368 ext. 48722 02-21-06

Dear Ms. Morgan

Enclosed please find papers on one
2001 Monte Carlo SS Coupe. If at all
possible I would like to have the window
price paper back. The credit payment
receipt is attached to the original bill from
Rick Ball Car Superstore, Inc. The accurate
mileage of this car at the time of this statement
was 80,979 not 89,979. A copy of my
title and its payoff is also enclosed.

I do not feel that a diaphragm on a
pressure regulator going bad should result
in other damage to any vehicle. For sure not
the amount of known damage it caused
to this vehicle. The 3800 Series II cover over
the intake manifold did smother out the fire,
but did not survive the blast so it was
broke off from its mountings and also
crushed in several places. It would not
do the same job again. There is also a gas
line that crosses over the top side of the intake
manifold that could burst loose in a
explosion like this was. There was also a
\$55 tow bill. I await your reply.

Sincerely,

**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).**