



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
 20 DEC -1 AM 9:40

Repository

23-OCT-2006

Reference No.
 10171580

OWNER INFORMATION (Type or Print)

Name [Redacted]
 Address [Redacted]
 City EADS State TN 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 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
 1G6ET1292TU [Redacted] Make CADILLAC Model ELDORADO Model Year 1996
 Date Purchased _____ Dealer's Name and Telephone Number _____ Engine: _____ Fuel Type: Gas
 No: Cylinders _____
 Original Owner Dealer's City _____ State _____ Zip Code _____
 Transmission Type AUTOMATIC Antilock Brakes Powertrain _____ Vehicle Component Code 073100 FUEL SYSTEM, GASOLINE:FUEL INJECTION SYSTEM:FUEL RA
 Cruise Control Multiple Failure: 1

FAILED COMPONENT(S)/PART(S) INFORMATION

Incident Date(s) 21-OCT-2006 Failure Mileage 150000 Failure Speed _____

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 Failure Location: _____
 Prior Repair
 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 WOULD LEAK INTERMITTENTLY WHILE PARKED OR DRIVING VARIOUS SPEEDS. THE VEHICLE WAS TAKEN TO THE DEALER, WHO REPLACED THE FUEL RAIL OF THE GAS TANK AS A RECALL BUT THE PART WAS DEFECTIVE AND DID NOT CORRECT THE PROBLEM.

THIS INFO IS NOT ACCURATE. SEE ATTACHED NARRATIVE FOR WHAT REALLY HAPPENED!

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 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.

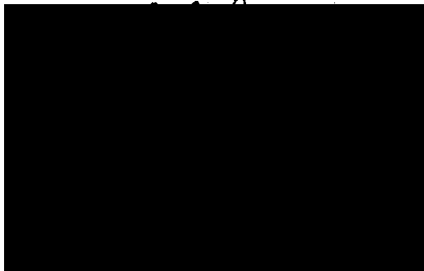
Narrative Description of Incident....

Our 1996 Cadillac Eldorado VIN #1G6ET1292TU [REDACTED] developed a serious fuel rail leak and was satisfactorily repaired under NHTSA CAMPAIGN ID Number : 04V110000 by our local Cadillac dealer. This recall was due to the use of nylon fuel rail lines that deteriorated over time probably due to heat and age. The repair part uses conventional steel fuel lines in the fuel rail. This repair was made on 7/29/04 with 130,000 miles on the vehicle.

Unfortunately, this recall did not consider that the fuel lines which feed the fuel rail are also made of the same type of nylon material and that a portion of these lines are in the engine compartment and exposed to similar conditions to those of the fuel rail. Now in October, 2006 with 150,000 miles on our vehicle, another serious pinhole leak developed in the fuel injection return line just after the fitting that joins the fuel rail to the fuel return line. This leak was squirting raw fuel onto the back portion of the engine not too far from the high temperature exhaust system and electrical component in the engine compartment. While we discovered and corrected the problem before we had a fire and potential personal injury, we feel that you should consider addressing this serious problem. Our dealer and GM would not correct the problem under the previous recall even though they seem connected. This left us with the choice of making repairs at great expense using components with a known failure issue (at least over time). We found a local repair shop specializing in Cadillac repairs that spliced and repaired the problem for much less cost than the dealer would charge. The owner of this shop has developed a repair method for this problem because he says it is not a rare occurrence with high pressure, nylon, fuel line components in Cadillac vehicles. Neither the repair we had done, nor an authorized dealer repair with OEM parts, addresses the serious safety aspects of using nylon (plastic) for high pressure fuel lines; especially in high temperature engine compartments and with consideration for time related deterioration of the materials used.

We have attached a copy of our receipt for repairs. Please consider the seriousness of what has happened to us and understand that it is logical to consider this a potential wide spread problem now and even more in the future. The metal component replacement in the fuel rail only confirms the logic of our representation.

Thank you for your consideration in this matter and feel free to contact us as needed. The owner information contained in the accompanying Vehicle Owner's Questionnaire is correct.



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).