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January 28, 2007

NHTSA

Attn: Harry Thompson via Fax: (202) 366-3081

Dear Mr. Thompson

This letter is in reference to our 2005 Cadillac XLR Roadster. We originally sent you a letter in reference to the run flat tires and now we are following up with a recap of all the issues that we have experienced to date with this vehicle.

1. As you are aware, the XLR comes with run flat tires and there is no spare tire because it is a small two seat hard top convertible roadster. Cadillac does not stock these run flat tires at its dealerships and even when we called Michelin tire dealers up to 200 miles from our home in every direction they did not stock them either. The tire has to be order which could take from 3 days to 1 week. When we had to get a new tire at our local dealership it took 11 days including Saturday.

We believe that not having a spare tire and due to the poor availability of this run flat tire that this is a very serious safety issue.

2. Due to the XLR having an automatic retractable top that folds into the trunk, the design does not allow for the trunk at any time to stop closing if something got in its way like the garage door opener does with a sensor. If a child put his arm in to reach for something very quickly, the trunk continues to close. As adults, it frightened us a few times when it almost got our arms. In fact, in the manual it states "moving parts of the powered trunk lid can be dangerous. You or others can be injured. Keep yourself and others away from the trunk lid and its mechanism while it is closing". The manual states that to stop the trunk while it is closing, do one of the following: (the three that could be used from the outside of the vehicle in case an arm is in the way would be) - squeeze the trunk release sensor located on the rear of the trunk lid, press the trunk close button on the underside of the trunk lid and press the button with the trunk symbol on the keyless access transmitter. To try and squeeze the trunk release sensor or press the trunk close button would be very difficult once the trunk starts closing as it is in a difficult position on the underside of the trunk. Usually, I have the keyless transmitter in my purse because the vehicle is keyless so I never have to take it out. So to try and find it to stop the trunk would not work as well. But, if you do use the transmitter once the trunk is halfway, the motor stops but the trunk continues to close. It is a very hard force that you can't push it up and therefore, would continue to damage anything in its way.
3. There has been more than one occasion that both of us were in the car as a driver and passenger. The driver left the vehicle with the FOB (this vehicle is keyless) and left the other in the passenger seat with the windows up. After feeling claustrophobic because it's getting warm and trying to open the passenger door, it would not open and the driver's door would not open. The windows would not go down. After looking at everything and starting to panic you feel very hopeless. As an owner of the vehicle and all the features it comes with, it was very easy to "not" remember that if you need to get out in this type of situation (and power failure) you must use the door release handle located on the floor next to the seat to unlock and unlatch the door. This is very dangerous. There is no written note anywhere in the vehicle stating where the "door release handle" is located.

Just a note regarding when the vehicle has lost power, you can still open the trunk using a "key". According to the manual, the key cylinder is located behind a cover on the lower

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fascia on the driver's side of the vehicle. Use the key (if you have it with you) to "pry" open the door to access the key cylinder. We don't think this would be easy to remember in an emergency.

4. The sticker on the inside driver's door frame indicates that the vehicle is designed for the weight of 2 people plus cargo. **"This weight must never exceed 364 pounds"**. One of us weights 219 and the other 154 pounds and not including any cargo in the trunk we have been driving this vehicle overweight since we bought it. This is a very serious safety issue for a small fast sports car and of course now [REDACTED] will not drive this vehicle with the two of us in it.
5. Other Issue: The XLR is supposed to get 17 MPG in the city and 27 MPG on the highway. We have been averaging 14.5 MPG (according to the computer in the car) and that is mostly city driving. We had Cadillac look at this issue and they had us fill it up with fuel so the could do whatever. After the fuel was empty, the vehicle was taken back to the dealership. We called and asked them what the result was of this concern and the service manager said that everything checked out okay regarding the fuel consumption. When asked what the average mile per gallon was and he said that this vehicle is not like an airplane and it is not totally accurate in its averaging of miles per gallon and depending on how fast you drive, etc. it will vary. We believe this vehicle is not getting 17 miles per gallon in the city period. Our Cadillac Escalade SUV reading in the car shows 16 MPG and it is pretty much always driven in the city as well.

We appreciate your time in looking into this matter very much. If you have any questions, please call us at [REDACTED]

Thank you.

[REDACTED]
[REDACTED]
[REDACTED]
Henderson, Nevada [REDACTED]