



U.S. Department  
of Transportation  
**National Highway  
Traffic Safety  
Administration**

1200 New Jersey Avenue SE  
Washington, DC 20590

January 10, 2008

[REDACTED]

NVS-216 mec  
Ref. # 10212769

W. Friendship, MD [REDACTED]

Dear [REDACTED]:

Thank you for your correspondence dated November 26, 2007, concerning your model year (MY) 1996 Chevrolet Corsica vehicle. Your correspondence was received by the National Highway Traffic Safety Administration's (NHTSA) Office of Defects Investigation (ODI) on December 14, 2007. We regret any inconvenience our delay in responding may have caused you.

NHTSA is the Federal agency responsible for improving safety on our Nation's highways. We are authorized to order manufacturers to recall and repair vehicles or items of motor vehicle equipment when our investigations indicate that they contain serious safety defects in their design, construction, or performance. However, we cannot act on isolated problems or resolve disputes between individual owners, dealers, or manufacturers.

We appreciate the report you provided. Reports from motorists are a very important source of information for us. Each report is analyzed and entered into a database to determine whether an investigation into a possible safety defect or safety defect recall adequacy is warranted.

General Motors Corporation (GM) notified NHTSA by letter dated June 24, 1996, that it would conduct a safety recall (NHTSA Campaign No. 96V-116) to remedy a defect in certain 1996 and 1997 GM vehicles, which could result in an engine-compartment fire. For your information, we have enclosed a copy of the recall summary for 96V-116.

On June 13, 2002, ODI opened a safety defect investigation (PE02-050) into reports alleging engine compartment fires in certain MY 1996 through 2000 GM vehicles. On October 22, 2002, ODI upgraded that investigation to an engineering analysis (EA02-030) and expanded the scope of the investigation to include certain MY 1996 through 2002 GM vehicles. An engineering analysis is a more detailed and complete technical analysis of the character and scope of an alleged defect.




On November 12, 2003, GM notified NHTSA that it would conduct a safety recall (NHTSA Campaign No. 03V-473) to remedy a defect found to exist in the fuel pressure regulators installed in certain 1998 and 1999 Buick Park Avenue vehicles. Then, on February 16, 2004, GM notified NHTSA that it would conduct a safety recall (NHTSA Campaign No. 04V-090) to remedy a defect found to exist in the fuel pressure regulators installed in certain 1998 and 1999 Buick LeSabre, Oldsmobile 88, and Pontiac Bonneville vehicles.

Subsequent to receiving notification that GM would conduct two safety recall campaigns to remedy defects associated with the fuel pressure regulators in certain 1998 and 1999 GM vehicles, ODI closed EA02-030 on March 9, 2004, without the determination that a safety-related defect exists within the vehicles excluded from GM's safety recall campaigns. ODI will continue to monitor reports associated with the engine system, fuel system, and reports alleging engine compartment fires in the GM vehicles subject to EA02-030 and take future action as appropriate. For your information, we have enclosed copies of the closing resumes for PE02-050 and EA02-030 and the safety recall summaries for 03V-473 and 04V-090. Please be aware, the MY 1996 Chevrolet Corsica vehicle is not affected by the recalls or investigations.

We sympathize with you concerning your request for compensation; however, this type of request does not fall under our jurisdiction. We suggest you continue to work with General Motors regarding your request.

Sincerely,



Ronald B. Fields, Chief  
Correspondence Research Division  
Office of Defects Investigation  
Enforcement

Enclosures