

JUN 07 2010

May 28, 2010

[REDACTED]
Royal Oak, Mi [REDACTED]
[REDACTED]

Randy Reid, Chief
Correspondence Research Div.
Office of Defects Investigation
NHTSA
1200 New Jersey Ave S.E.
Washington, D.C. 20590

Dear Mr. Reid;

I was appalled to receive the letter over your signature dated May 20, 2010 (copy enclosed).

It is in theory a response to my letter to Mr. Lathood and Mr. Strickland dated April 12, 2010 (also copy enclosed)

How stupid do you think I am??

In the first paragraph of your letter you state that my letter was "received by the Office of Defects Investigation concerning my 2004 Chrysler PT Cruiser."

I did not send this letter to the above office. I sent it to Mr. Lathood and Mr. Strickland protesting the mandatory requirement of Electronic Stability Control on all cars and light trucks starting in 2012.

I also protested a whole list of stuff forced on me by D.O.T./N.H.T.S.A. that I do not want or need.

At No Point in My Letter Did I Express Any Concerns With My 2004 PT Cruiser. Do I Make Myself Clear ?? IT HAS NO Defects - Safety Related.

For the record I am not in favor of the proposed legislation for Data Recording Devices or the proposed tax on every new car to fund your operations. Even though I am a General Motors retiree, I have not bought a new GM car since they started installing Data Recording equipment on their cars. I do not believe in them and do not want them.

If your letter is an example of my tax dollars at work I want a refund. D.O.T./N.H.T.S.A. doesn't know what the hell they are doing !!!

Sincerely

[REDACTED]



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

May 20, 2010

1200 New Jersey Avenue SE.
Washington, DC 20590

NVS-216 knb
Ref. #: 10328529

Royal Oak, MI

Dear Mr. [REDACTED]

Thank you for your correspondence that was received by the National Highway Traffic Safety Administration (NHTSA), Office of Defects Investigation (ODI) concerning your 2004 Chrysler PT Cruiser vehicle. In order to respond to the overwhelming number of letters received by ODI, we are answering you with this form letter.

NHTSA is the Federal agency responsible for improving safety on our Nation's highways. We are authorized to order manufacturers to recall and repair motor vehicles or items of motor vehicle equipment when our investigations indicate that they contain serious safety defects in their design, construction, or performance. We also monitor the adequacy of manufacturers' recall campaigns. In order for the agency to initiate an investigation, sufficient data must exist to warrant the expenditure of agency resources. We cannot act on isolated problems or resolve disputes between individual owners, dealers, or manufacturers.

If your letter concerned a problem you encountered with a motor vehicle or item of motor vehicle equipment, we appreciate the report you provided. Reports from motorists are a very important source of information for us. The information you provided will be reviewed and entered into our database. It will be considered with other reports to identify recall inadequacies or safety-related defect trends that require our attention. Enclosed is a booklet that describes the process your report goes through in determining whether an investigation should be initiated.

If your letter is requesting motor vehicle or motor vehicle equipment information, we recommend that you visit our Internet web site at www.safercar.gov. This site provides information concerning motor vehicle recalls, manufacturers' service bulletins, complaints from vehicle owners, etc. You may also contact our toll-free DOT Auto Safety Hotline (Hotline) at 1-888-DASH-2-DOT (1-888-327-4236). One of our representatives may be able to assist you on matters concerning motor vehicle and motor vehicle equipment safety recalls or to report an alleged safety problem. You can also request safety information. If our telephones are busy, or you call during non-working hours, you can leave your name, telephone number, and a short subject on our recording system. A Hotline representative will return your call.

If your letter concerns a service problem or request for reimbursement, this type of complaint does not fall under our jurisdiction. If you have not done so, you may consider contacting your local Consumer Protection Agency, Better Business Bureau, and the Office of Attorney General in your State regarding your problem(s) or request. You have certain rights under your State's Lemon Law. You may also ask your dealership for a meeting with the manufacturer's district manager regarding your problem or request.



The Federal Trade Commission (FTC) has jurisdiction over non-safety defects, paint, fraud or deception, warranty and dealership problems, remuneration matters, and fair trade practices. There are three ways you can contact the FTC: by toll free telephone at 1-877-FTC-HELP (1-877-382-4357); by mail at Federal Trade Commission, CRC-240, Washington, DC 20580; and by using the Internet complaint form at <http://www.ftc.gov/ftc/complaint.htm>.

Sincerely,

A handwritten signature in cursive script that reads "Randy Reid".

Randy Reid, Chief
Correspondence Research Division
Office of Defects Investigation
Enforcement

Enclosure

April 12, 2010

Royal Oak, Mi

Raymond La Hood, Secretary
Department of Transportation
David Strickland, Administrator
NHTSA

1200 New Jersey Ave. S.E.
West Building
Washington, D.C. 20590

Dear Sirs:

I understand that Electronic Stability Control is to be a mandatory addition to cars, light trucks and S.U.V.'s starting with the 2012 model year.

That is an unwise decision!!

I have been driving for more years than Mr. Strickland is old and almost as long as Mr. La Hood is old.

I have never, let me repeat never been in a driving situation where I have ever needed ESC. I have lived in Michigan my whole life, so I have driven in all kinds of weather, in all kinds of cars from clunkers to new ones.

The only people who need ESC are the morons in their oversized, top heavy

fear wheel drive SUV's and trucks who drive over their heads in poor conditions. I have seen it happen many times.

I am not an "old cost" driver and never have been. I still drive a car with a manual trans and my present everyday driver, a 2004 PT Cruiser, doesn't even have ABS.

I have always used seat belts since they were available.

In 1966 I installed 2 extra sets of belts in my Valiant wagon so all possible occupants could be belted in.

In 1972, when I worked in air bag and seat belt development at General Motors, I installed a better system in my '72 Valiant. I also ordered this car with power disc brakes, long before they were made standard equipment. I did not succumb to power steering until 1980 when I could not buy a car that suited my needs without it.

I was forced to buy air bags in my 2001 PT Cruiser and my 2004 PT Cruiser. If I could have I would have bought the cars without them.

I was in an accident with a smaller Ford rental car. It was a minor fender bender, and the air bag deployment caused more damage than the actual accident.

I do not need nor do I want ESC, ABS, air bags, tire pressure monitors and most of the other crap that DOT/NHTSA has forced down the motorists throats.

The government nanny state coddles and caters to, too many people who don't have enough sense to learn how to drive, take care of their cars and realize that they can't do things in their cars beyond their abilities.

There are only four criteria that I use to select a car.

1. Does it serve my transportation needs
2. Do I like the way it looks
3. Can I afford to buy it
4. Can I afford to drive and maintain it

Other than seat belts and the design integrity of the vehicle structure, safety is not even on the list.

Sincerely





Royal Oak M



Mr Randy Reid, Chief
Correspondence Research Div.
Office of Defects Investigation
NHTSA
1200 New Jersey Ave S.E.,
Washington, D.C. 20590

