

INFORMATION Redacted PURSUANT TO THE FREEDOM OF INFORMATION ACT (FOIA), 5 U.S.C. 552(b)(6)

 U.S. Department of Transportation National Highway Traffic Safety Administration		Vehicle Owner's Questionnaire To Report Vehicle Safety Defects 1-888-DASH-2-DOT (1-888-327-4236) INTERNET: www.nhtsa.dot.gov/hotline		Form Approved OMB No. 2127-0008 100148	
OWNER INFORMATION (Type or Print) Name _____ Address _____ City PLAINVIEW State NY Zip Code _____		Date Received 01-MAY-2012 MAY 1 2012		Repository ☐ Reference No. 10457011	
The information you provide will be used to identify potential safety-related defects. We may share your information with the applicable vehicle manufacturer during an investigation or recall in accordance with the routine uses described in the agency's Privacy Act notice. See 49 FR 53971 (Sep. 3, 2004).		Daytime Telephone Number _____ Evening Telephone Number _____		E-mail Address _____	
VEHICLE INFORMATION					
17 digit Vehicle Identification Number Located at bottom of windshield on driver's side 1MAL2AP2BN _____		Make NISSAN		Model ALTIMA	
Model Year 2011		Engine: No. Cylinders 4		Fuel Type: GAS	
Date Purchased FEB 2011		Dealer's Name and Telephone Number SMITHTOWN NISSAN		Original Owner ☒	
Dealer's City SMITHTOWN N.Y.		State NY		Zip Code _____	
Transmission Type ☐ Automatic ☒ Manual		Powertrain ☐ Antilock Brakes ☒ Cruise Control		Multiple Failure: Incident Date(s) 01-MAR-2011	
FAILED COMPONENT(S)/PART(S) INFORMATION					
Vehicle Component Code: 110000 ELECTRICAL SYSTEM				Failure Mileage 500	
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: DOTM15ABC036)		☐ 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 0	
Number of Deaths 0		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).					
TL* THE CONTACT OWNS A 2011 NISSAN ALTIMA. THE CONTACT STATED THAT THE VEHICLE WAS EQUIPPED WITH A KEYLESS IGNITION. THE CONTACT WAS CONCERNED BECAUSE WHEN EXITING THE VEHICLE AND FORGETTING TO ENGAGE THE PUSH TO START BUTTON, THERE WAS NO WARNING TO INDICATE THAT THE ENGINE WAS STILL RUNNING. THE CONTACT BELIEVED THAT THE DESIGN POSED A SAFETY HAZARD. THE VEHICLE WAS TAKEN TO THE DEALER WHO ADVISED THAT THEY WERE AWARE OF THE PROBLEM BUT THEY WERE UNABLE TO ALTER THE VEHICLE'S DESIGN. THE MANUFACTURER WAS NOT MADE AWARE OF THE FAILURE. THE VEHICLE WAS NOT REPAIRED. THE FAILURE MILEAGE WAS 500 AND THE CURRENT MILEAGE WAS 15,000. Accidentally leaving the engine running, in a garage can lead to carbon monoxide poisoning/death. If keys are taken away from the vehicle, while its still running an audible sound (horn or loud beeping) should inform the driver the car is still on. An auto shut off after 2-5 minutes would be even better. This is a dangerous flaw that can be easily fixed and should be addressed.					
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 Administration 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.					

NOTE: IF YOU PURCHASE AN "AUTO START" REMOTE MECHANISM, YOU CAN START YOUR CAR FROM INSIDE YOUR OFFICE OR HOUSE. GREAT IN COLD WINTER MORNINGS. BUT IF YOU DON'T GET INTO THAT CAR IN 10 MINUTES IT WILL SHUT OFF. THE SAME KIND OF SAFETY CAN. A HORN BLOWING & SHOULD BE APPLIED TO THE CAR RUNNING WITHOUT KEYS AROUND, A HORN BLOWING WOULD BE A GREAT ALERT! PLEASE TRY TO RESOLVE THIS PROBLEM LATER

May 10, 2012

REFERENCE No 10457011

[REDACTED]
Plainview, N.Y. [REDACTED]

Tel [REDACTED]

Cell [REDACTED]

E-Mail [REDACTED]

U.S Department of Transportation
National Highway Traffic Safety Administration
Office of Defects Investigation Enforcement
Mr. Randy Reid Chief

Dear Mr. Reid,

I called in a complaint and I am also faxing the questionnaire your office sent me via e-mail. I understand your office gets thousands of complaints about vehicles each and every day, and it would probably take a staff of thousands to handle every one. This situation regarding vehicles with push button starts is very serious and can have tragic repercussions if not corrected asap. I understand that sometimes a problem may not be addressed because a manufacturer may feel it would be too expensive to do so and rather deal with future lawsuits than with repairing the existing problem. I sincerely hope in this case they choose not to ignore this potentially deadly result.

I was a licensed New York state Driving instructor for a time, and a Teacher for over 33 years. I believe that people and companies must act responsible. As a concerned parent and grandparent it is of extreme importance, that this situation be exposed and addressed and most importantly corrected.

Again, if the vehicles horn would sound or beep to let the driver know the vehicle was left on, or the engine would automatically shut down if the keys are taken away from the vehicle, the problem would be solved. Simply allowing the car to run, unattended and without the driver's knowledge that there is a time bomb blowing carbon monoxide fumes in that garage is a terrible oversight by the automotive industry and in this case Nissan.

I hope and pray this letter and complaint is taken seriously and that your agency forces Nissa and other manufacturers that have the same ignition to make some sort of correction and implement some kind of warning system.

Please keep me posted via e-mail or telephone as to what has been done to correct this possibly dangerous oversight.

With all due respect,
[REDACTED]