


JUL 1 - 9 2014
2714

 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 04-APR-2014	Repository <input type="checkbox"/> Reference No. 10577357
OWNER INFORMATION (Type or Print)			
Name		Daytime Telephone Number	
Address		E-mail Address	
City	State	Zip Code	Evening Telephone Number
BROOKLYN	NY		
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).			
VEHICLE INFORMATION			
17 digit Vehicle Identification Number Located at bottom of windshield on driver's side		Make	Model
1G1NE52J2X6		CHEVROLET	MALIBU
			Model Year
			1999
Date Purchased	Dealer's Name and Telephone Number		Engine: Gas
Nov. 2004	Private Party		No: Cylinders
			6
Fuel Type:	Original Owner	Dealer's City	State
Gas	<input type="checkbox"/>		Zip Code
Transmission Type	<input checked="" type="checkbox"/> Antilock Brakes	Powertrain	Multiple Failure: Yes
Automatic	<input checked="" type="checkbox"/> Cruise Control	Front Wheel Drive	Numerous - Engine Died
			Incident Date(s)
			14-APR-2004
FAILED COMPONENT(S)/PART(S) INFORMATION			
Vehicle Component Codes: 110000 ELECTRICAL SYSTEM, 116100 ELECTRICAL SYSTEM: IGNITION: SWITCH		Failure Mileage	Failure Speed
		65000	45
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)	<input type="checkbox"/> Original Equipment	Failure Location:	
	<input type="checkbox"/> 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	Fire	Number of Persons Injured	Number of Deaths
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	0	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 1999 CHEVROLET MALIBU. THE CONTACT STATED THAT WHILE DRIVING 45 MPH, THE VEHICLE STALLED WITHOUT WARNING. THE VEHICLE WAS TOWED TO THE DEALER. THE TECHNICIAN WAS UNABLE TO DIAGNOSE THE FAILURE. THE FAILURE RECURRED SEVERAL TIMES. THE VEHICLE WAS TAKEN BACK TO AN INDEPENDENT MECHANIC WHO DIAGNOSED THAT THE IGNITION SWITCH WAS DEFECTIVE AND NEEDED TO BE REPLACED. THE MANUFACTURER WAS MADE AWARE OF THE FAILURE. THE VEHICLE WAS NOT REPAIRED. THE VIN WAS NOT AVAILABLE. THE FAILURE MILEAGE WAS 65,000 AND THE CURRENT MILEAGE WAS UNKNOWN.			
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 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.			

Brooklyn, NY
National Highway Traffic Safety Administration
1200 New Jersey Ave, S.E.
Washington DC 20590

Ref # 10577357

Gentlemen:

It is my understanding that you are representing plaintiffs in the GM ignition switch case. And although my Chevy Malibu was not listed as a recall vehicle by GM for the switch problems, I had the same switch failure (cutout) problems as the Cobalt and Saturn lines. My Malibu would die on a regular basis (every few months or more). I must have been towed several times a year since I had the car. And that was not the only problem with the switch, I frequently could not extract the key from it many, many times after driving. The switch would not rotate to the "off" position, and the power would remain on in the dashboard & accessories. This would cause the battery to discharge, and would require a jump start on trying to start the car again if it was much more than an hour or so. It got to the point that the only way to deal with the problem was to leave a set of wrenches in the car and actually disconnect the positive cable from the battery. Although this did not help the switch issue, it prevented the battery from draining. This happened at least a hundred or more times while I had the vehicle.

One particular incident though made me decide that it was too dangerous to continue driving the vehicle. I was traveling west on NY State Route 6 between Bear Mountain and Central Valley. The ignition cut off on the long steep downhill stretch going into Central Valley. I was rapidly closing in on a car in front of me with a sharp turn approaching when the ignition failed, and I needed to slow down the vehicle with the brakes almost inoperable. I was able to slow the vehicle with the emergency (parking) brake and by downshifting the transmission. Fortunately I was able to avoid an accident as this is the last place you would want to have one.

This incident was so disturbing that I decided to get rid of the vehicle before something worse happens, even though the vehicle was otherwise okay. After contemplating what to do with it, I decided not to let anyone else risk something happening with it, and I "junked" the vehicle. Even though I got less for it that way, it was the safest option.

In summary it is my belief that the conduct of GM in covering this fault up for so long is abhorrent. And additionally my Malibu, which was not one of the "ignition switch" recall models, should be, since mine couldn't have been the sole one to have these problems.

Yours truly,
[REDACTED]

The ignition switch in my 1999 Malibu was no better than in the recalled Chevy Models. I only had the car a few weeks when I began having problems with it. Not only did the engine die but many, many times, ^{but} when I went to exit the vehicle the switch would not rotate to the off position and you could not extract the key from the switch mechanism. The key would not rotate past the accessories position and if you were leaving the vehicle for more than 2 hours the battery would drain and you couldn't start the car on your return. I had to resort to disconnecting the battery terminal when this happened so I could restart the car, and I had to keep 2 ignition keys at all times so I could reopen the vehicle doors whenever I couldn't remove the ignition key. This became very frustrating, especially in snow or icy conditions when the hood was frozen shut. This was an absolute disaster for the owners just to save a few cents by GM on the ignition switches.

I have filled in the missing information from my 1999 Malibu.

Thank you,
[REDACTED]

Ref # 10577351

Brooklyn NY

NEW YORK NY 100

30 JUN 2014 PM 14 L



National Highway Traffic Safety Administration
1200 New Jersey Ave. - S.E.
West Bldg.
Washington, DC 20590

20590

