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September 1, 2014

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

Administrator
National Highway Traffic Safety Administration
1200 New Jersey Avenue S.E.
Washington, DC 20590

SEP 11 2014

To whom it may concern

REF: Highway Traffic Safety Administration Campaign ID Number.... 14V355, and

I am forwarding a copy of my letter prepared for the CEO of General Motors. Because in my opinion this "ignition switch" problem has revealed a much more serious highway vehicle design defect than just a cheap poorly designed ignition switch as explained in my attached letter. In my opinion there is a major highway crisis out here that is not going away with GM's vehicle recall. I have forwarded a copy of my letter to my elected Representative and Senators hoping to get some legislative action on the subject.

Respectfully

Elizabeth City, NC

Attachment:

September 1, 2014

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The Chief Executive Officer
General Motors Company
P. O. Box 33170
Detroit, MI 48232-5170

Dear CEO of General Motors Company

Please Ref: GM Recall 14299 dated August 2014

ET
9/14/14
SMD

I received in the mail a most disturbing GM Recall notice that applies to my 2007 model year, Buick LaCrosse, VIN 2G4WC582571 [REDACTED] I purchased this vehicle new more than seven years ago and received the recall notice August 28, 2014. Recently I listened to the Senate hearings where the newly appointed CEO of GM tried to explain this dangerous ignition switch defect, which has been known to GM Management more than ten years.

From what I heard in the Senate hearing from the GM, CEO; GM claims the situation is caused by a poorly designed ignition switch. And it is stated in the recall notice that "if the key turns away from the "run" position... engine power, power steering and power braking will be affected, increasing the risk of a crash."

Now please understand I am not an engineer but I know for certain that the described ignition switch problem is not the only thing that can cause an unplanned engine shut down on a vehicle. Three examples that I have personally experienced over the 65 or so years that I have been operating machinery with internal combustion engines include:

- 1: A thrown piston rod or a failed oil pump or clogged oil system will cause the engine to freeze up.
- 2: A failed fuel pump will immediately kill the engine.
- 3: Contaminated fuel, for example water or trash in the fuel will clog-stop the fuel flow and kill the engine.

And a 4th one is obvious, any electrical problem that shorts out the ignition system.

As a reminder allow me to point out that the U.S. highway system is not all built over level terrain. Therefore if a vehicle cannot be effectively steered or stopped when such engine failure occurs then in many locations that I have driven over will most likely cause the death of any persons in a vehicle in which the engine fails for whatever cause. Therefore, in my humble opinion this ignition problem has revealed a much deadlier design faults than just a cheap poorly designed ignition switch. It seems highly likely that 99% of the cars and trucks operating on the U.S. highways today are deadly accidents waiting to happen. Because the vehicle designers have included power steering and power antilock brakes in almost every vehicle on the road today. And in turn have disconnected the steering and braking system from any manual control. WHY? In fact a person

cannot open the windows without battery power; which is not going to be available if a vehicle is accidently wrecked in water deep enough to short out the battery.

I suggest the time has long since passed when the U.S. Governments Highway Safety Administration should have gotten into the safe design and engineering of highway vehicles. This situation shows the absence of concern and honesty in the industry and a lack of common sense, if nothing else, in agencies of our government.

Respectfully I am an affected customer of GM's criminal negligence.

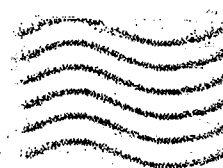
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Elizabeth City, NC [REDACTED]



Elizabeth City NC

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1200 New Jersey Ave. SE
Washington, DC 20590

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