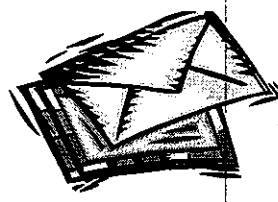


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**S10  
Priority**

CL-10661902-6417

|  |                                   |                            |
|--|-----------------------------------|----------------------------|
| <b>NHTSA #:</b> ES15-001315  | <b>Rec'd Date:</b> 3/16/2015      | <b>Referred By:</b> DOT/I  |
| <b>XREF #:</b>   | <b>Doc Type:</b> CMB              | <b>Doc Date:</b> 3/7/2015  |
| <b>Delivery:</b> S10 E-MAIL  | <b>Address To:</b>                | <b>Due Date:</b> 3/20/2015 |
| <b>S10 #:</b> S10-150313-027   | <b>DOT/I #:</b>                   | <b>RMP #:</b>              |
| <b>Subject:</b> LTR ADDRESSED TO SECY FOXX AND ADMINISTRATOR ROSEKIND EXPRESSING CONCERNS THE THE WARRANTY OF HIS 2002 CHEVROLET TRAILBLAZER |                                   |                            |
| <b>Ack Date:</b>   | <b>Ack By:</b>                    | <b>Signed For:</b>         |
| <b>Sign Office:</b> ENFORCEMENT  | <b>Signature:</b> NANCY L. LEWIS  | <b>Cleared For:</b>        |
| <b>Cleared Date:</b>   | <b>Cleared By:</b>                | <b>Closed Date:</b>        |
| <b>File Loc:</b>   | <b>XREF File:</b>                 |                            |
| <b>Added By:</b> SHARRIS x62534  | <b>Modified By:</b> SANDRA.HARRIS |                            |
| <b>Most Recent Comment:</b>  |                                   |                            |

**Author:**

[Redacted]  
SOUTH WINDSOR, CT [Redacted]  
Tel: Fax: E-mail:

MAR 16 2015

| Assigned To | Task  | Asgn Date | Deadline  | Returned Date |
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| NVS-200     | REPLY | 3/16/2015 | 3/20/2015 |               |

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"General Motors was the leasee, this could not have been done, without their permission".

South Windsor, CT

March: 7<sup>th</sup> 2015

Mr. Mark Rosekind head of NHTSA.  
Mr. Anthony Fox Transportation  
Secretary:

I've written, sent videos and have called General Motors, Cam-Rac, my local Dept. of Motor Vehicles since 2002 of the 2002 trailblazer I purchased on Sept. 21<sup>st</sup> 2002. My local D.M.V. says their hands are tied, since I don't have anything in writing to show I was ripped off, after reading today's Hartford-Corant, I see why General Motors and Cam-Rac haven't tried to get in touch with me.

First of all let me say my case is a little different I did not purchase this vehicle, it was switched on me after I took a Demo-drive in an 02 Trailblazer with 13,135-miles on it.

This isn't a problem about a recall (I got in touch with NHTSA and was told there is no recall on this vehicle, this isn't about there being a defect with this vehicle and the dealer (or seller) not having to tell me about it, (The electrical shocks I have been receiving since the second day (Sept 22<sup>nd</sup> 2002) Sunday, I've had this vehicle, it's not about the broken windshield wipers I've had since the first rain I had this truck in 2002, it's not even about the electrical rewiring that's faulty that "Sears" found in the fuse-box, when I brought the 02 trailblazer in to check the battery because the instrument-panel lights were flickering on and off, and the inside-dome-lights would not come on. These are not the problem.

S10-150313-027

ES15-001315

my problem is after they switched vehicles on me I started to leave and was told it doesn't matter how much milage is on the vehicle 13, or 21,000-mile on it, I'm still getting a new (used) vehicle with full (or balance) of 3-yr. G.M. Warranty and if I don't like the milage on vehicle, I would get a substantial discount on a bumper-to-bumper warranty for the 4th year that covers labor and parts: I put my initials in three (3) spots, like I was asked, and was told, this shows I was told about these thing (Gap and contract) where checked on bottom, told to initial to verify I read this paper.

In space where told I purchased this vehicle with my signature, it was left a blank. was told later where I placed my initials, "was" my name and signature.

Question? on all the other papers I was asked to place my signature, I was told to write my name, except I never signed my name on Bumper-to-Bumper contract.

my signature can be verified off of copy of my drivers license.

IT doesn't matter what happened after 02' Trailblazer was purchased, the problem is before purchased.

(2) Did General Motors lease 02' Trailblazer to Cam. Rac, (Car. Max, car-fax says G.M. did) ~~but the~~

I sent you paper work.

(1) 2002 Trailblazer was produced Sept. 25<sup>th</sup> 2001

(3) 02' Trailblazer registered under Cam. Rac Inc Oct. 29<sup>th</sup> 2001

(4) O'Leary's Body Repair says 02' Trailblazer in accident, rear back door on drivers-side, of 4-dr. Vehicle.

⑤ May 29<sup>th</sup> 2002 (seven-months later) 02' Trailblazer, registered under Cam-Rac told only way vehicle could be put on the road after accident is after vehicle inspection.

⑥ I come to dealership, I take a Demo Drive in 02' Trailblazer, (Brown carpet, bucket-seats, 3-round dome-lights that swivel on middle-roof over back seat, don't remember if third seat too dark trying to look out rear window, 13,135 miles on it, it's a man thing to notice the odometer and speedometer.

⑦ sales lady and I go out in 02' Trailblazer twice we come back, I tell her to start paper-work and let me know how much it's going to cost me a month, we agree on price. She goes starts paper work says she has to get copies of insurance-card, drivers-license and other paper work, the rest is history I've written you and the others about; you have paperwork.

⑧ for years they had it so the only person I could complain to was the people (at dealership) that sold me the 02' Trailblazer, until after I had the truck appraised and found the copied may 29<sup>th</sup> 2002 Trailblazer registration folded-up within my Home-folder that said Cam-Rac Inc. was the registered first owner of the 02' Trailblazer and that it had never been taken out of their name, and Cam-Rac or General Motors (the lessee) gave the 02' Trailblazer to Serpation of Windsor, (or Vernon) to sell for them.

My problem is they switched vehicles on me, and they changed the warranty. Trailblazer 10-mos. 21-days old, sold as "new-used" vehicle. They knew had problems. They didn't sell to me as having or not having problems, they just switched vehicles on me.

# Used cars can lack recall fixes

BY TOM KRISHER  
AND DEE-AWIN DUREIN  
Associated Press

## Vehicles may be legally sold without making any repairs — and without telling buyers of problem

DETROIT — It's a case of buyer beware, with potentially dangerous consequences.

More than 46 million cars and trucks on the road in the U.S. — about one-fifth the total — were recalled because of safety defects but never repaired, according to a study by Carfax, a company that sells vehicle history reports. Some of those defects have the potential to cause a crash, injury, even death.

Last year, around 5 million of those cars were sold to new owners.

That's because there is no legal requirement for dealers or individual sellers to get the repairs done before a used car is sold. They are not even obligated to tell buyers if a car is subject to a recall.

"It's a very major public safety problem," says Chris Basso, a used-car specialist for Carfax, which analyzed state registration data to determine that one-fifth of the 238 million cars on the nation's roads has an unrepaired problem that was the subject of a recall. "When those recalled cars go unfixed, they compound over the years, and it increases the chance of those parts failing."

Federal regulators are pushing for legislation that requires dealers to fix recalled used cars. Independent dealers oppose such a

close recalls to buyers, because a new government database makes it easier to tell if a car on their lot has been recalled.

The number of unfixed cars is certain to rise because automakers recalled nearly 64 million vehicles nationwide last year, double the old record set in 2004. Government data show that 25 percent of car owners never get recall repairs done.

No one is sure how many crashes or injuries happen because of unheeded recalls. But buying an unrepaired car cost [redacted] his life. The [redacted]-year-old father of two died Jan. 18 when shrapnel from the driver's air bag in his 2002 Honda Accord tore into his neck after a minor accident near Houston.

[redacted] Accord had been recalled in 2011 to fix a faulty air bag inflator made by Takata Corp. that can explode with too much force. But neither the two previous owners nor the independent dealer in Houston who sold [redacted] the car in April 2014 had the repair done.

[redacted] had no other injuries, says Rob Ammons, an attorney representing his family in a lawsuit against Takata, Honda and the dealer. "You fix the defective air bag, and he doesn't die," Ammons says.

Federal law requires car com-

panies to notify owners of a recall within 60 days of finding a safety defect, which Honda did in 2011. But there's no legal requirement that companies contact the new owner if a car changes hands.

[redacted] of Glen Burnie, Md., traded a pickup truck for a 2011 Toyota Prius in March of last year at Koons Ford in Baltimore.

Shortly after he took the car home, he read a dealer-provided Carfax report and found that his car had been recalled in February 2014 to fix a hybrid component that could malfunction and cause stalling. Koons had not done the repair, and no sales person mentioned the recall, [redacted] says.

"You think when you buy something, it's been checked and cleared," he says.

Dennis Koulatzos, Koons Ford general manager, says [redacted] car should have been fixed because there was a safety issue. All dealers, he says, have incentives to fix recalled cars. They could lose customers to dealers who do, or they could be sued if something goes wrong.

But he also thinks dealers should be able to sell cars with open recalls if the problems don't affect safety or drivability. "Used cars are hard to get, and they depreciate by the day when they sit on the lot," he says.

A number of attempts to pass

laws requiring dealers to fix recalled cars or disclose problems have stalled under opposition from carmakers, auto dealers and the U.S. Chamber of Commerce. Mark Rosekind, the new head of the National Highway Traffic Safety Administration, and Transportation Secretary Anthony Foxx are making another push.

"We cannot allow vehicles with potentially dangerous defects to leave used-car lots without the necessary repairs," Rosekind says.

Used-car dealers fought past legislation because they didn't have access to a national database to check for recalls, says Steve Jordan, CEO of the 16,000-member National Independent Automobile Dealers Association.

That changed in August when the government set up a website (safercar.gov) for dealers and drivers to check recalls by keying in the 17-digit vehicle identification number. Now, Jordan says, the association may support a disclosure law, as long as the database allows dealers to check multiple numbers at a time to save time and labor.

The association still opposes a repair requirement because independent dealers would be at the mercy of competitors franchised by automakers. Those dealers are the only ones authorized to do recall repairs.

The National Automobile Dealers Association, which represents new-car dealers that sell used cars, hasn't taken a position on the repair requirements. It is waiting for the government to estimate the cost, the effect on sales and whether the measure would save lives.

Individual sellers won't face any repair or disclosure requirements. Individuals sold just under one-third of the 42 million used cars in the U.S. last year, according to the Strategic Vision research firm.

Last year a Honda executive floated the idea of requiring recall repairs before license plates can be renewed. That's similar to the practice in Germany, where the government can revoke registrations of cars with outstanding recalls.

U.S. federal law does require dealers to make recall repairs on new cars before selling them.

CarMax, the nation's largest used-car dealership chain, says it informs buyers of open recalls, but it does not get the vehicles repaired.

AutoNation, the largest dealership group in the U.S., says it repairs recalled used cars before selling them when parts are available. If there are no parts available, it discloses that to buyers and tells them of any danger.

AutoNation CEO Mike Jackson says he favors laws requiring disclosure.

"The recall situation is a mess. It's a disgrace and it's a black eye for the industry," he says.

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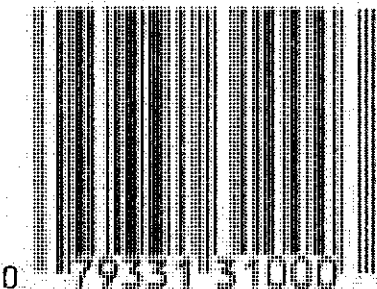
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| <b>Document date:</b> 3/7/2015        | <b>Due date:</b> 3/20/2015  |
| <b>Author(s):</b> [REDACTED]          |   |
| <b>Subject:</b>                       | Letter Addressed To Secretary Foxx And Administrator Rosekind Expressing Concerns With The Warranty Of His 2002 Chevrolet Trailblazer |
| <b>Action:</b>                        | Direct Reply  |

**Comments:**

| <b>Date</b> | <b>Action</b>   | <b>Action by</b>   |
|-------------|---|--------------------|
| 3/13/2015   | Folder Sent for Draft to Action Office: NHTSA for 'Direct Reply'. | ASHLEIGH.SCHOFIELD |
| 3/13/2015   | DIST: A1,C1,S3  | ASHLEIGH.SCHOFIELD |
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