

2 September 2016

Aurora CO

NEF-010
CL-10907833-6224

Administrator, National Highway Traffic Safety Administration
1200 New Jersey Ave., SE
Washington DC 20590

SEP 12 2016

Sir:

My model year 2000 Pontiac Grand Prix was serviced this week under GM Recall No. 15757, NHTS Campaign ID No. 15V701, to prevent engine fires due to oil leak.

GM previously recalled this car for the same reason and the previous fix was to reroute spark plug wires. Spark plug wires do not start engine fires and if this were the problem then it would have been pointless to urge owners **not** to park affected cars in garages while turned off, until completion of service.

The fires are lit on the exhaust manifolds on either side of the engine, obviously. GM previously implemented a useless, cheap and easy "fix" that could be plausibly confused with a repair.

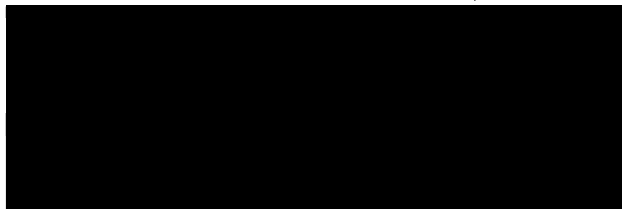
The present work replaced only the front of two valve covers, originally nice aluminum, with shabby plastic. On my car only the rear one leaks but is less accessible.

I don't understand how Safety Recalls are determined. On my car the plastic headlight lenses have fogged and crazed to the point that the headlights are useless, and the power steering assist is failed rendering steering *Extremely* cumbersome. More recent GM cars WERE recalled for this power steering problem.

It has been my observation that modern cars rarely fail by the body disintegrating or catastrophic drive train failure. Rather the paint falls off, the plastic headlights have thousand dollar replacement cost and plastic body panels crack but can't be mended.

I urge HTSB and other relevant agencies to give more scrutiny to repairs proposed under safety recalls, to assure they really fix the problem. In the longer term consider putting auto makers under life-cycle obligations, that is to recycle their no longer serviceable products, as an incentive for more reusable parts and fewer discards due to tiny but expensive detail failures.

Consider attaching a "core charge" to new cars as is customary for replacement parts. Compel makers to repurchase their retired vehicles for perhaps 10% of the new cost. It could discourage planned obsolescence, encourage parts compatibility and put a floor under the serviceability of cars on the road. Might even motivate brand loyalty.

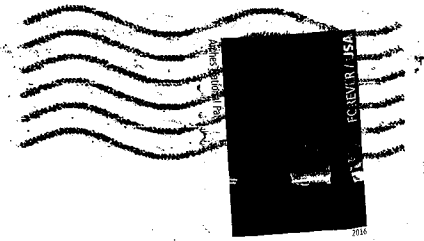


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