


INFORMATION ACT (FOIA), 5 U.S.C. 552(B)(6)

 <p>DOT Auto Safety Hotline</p> <p>Vehicle Owner's Questionnaire To Report Vehicle Safety Defects 1-888-DASH-2-DOT. (1-888-327-4236) INTERNET: www.nhtsa.dot.gov/hotline</p>		FOR AGENCY USE ONLY 100148	
U.S. Department of Transportation National Highway Traffic Safety Administration		Date Received 10-JUL-2017	Repository <input type="checkbox"/> Reference No. 11003961
OWNER INFORMATION (Type or Print)			
Name [REDACTED]		Daytime Telephone Number [REDACTED]	E-mail Address
Address [REDACTED]		Evening Telephone Number	
City PERRYSVILLE	State IN	Zip Code [REDACTED]	
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 1G1YY26U575 [REDACTED]		Make CHEVROLET	Model CORVETTE
Model Year 2007		Date Purchased	
Dealer's Name and Telephone Number		Engine: No: Cylinders	
Original Owner <input type="checkbox"/>	Dealer's City	State	Zip Code
Transmission Type	<input type="checkbox"/> Antilock Brakes <input type="checkbox"/> Cruise Control	Powertrain	Multiple Failure: Incident Date(s) 10-JUL-2017
FAILED COMPONENT(S)/PART(S) INFORMATION			
Vehicle Component Codes: 250000 ELECTRONIC STABILITY CONTROL, 026000 TRACTION CONTROL SYSTEM, 060000 ENGINE (PWS), 036400 SERVICE BRAKES, HYDRAULIC: ANTILOCK: ABS WARNING LIGHT		Failure Mileage 36000	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: DOTM19ABC036)	<input type="checkbox"/> Original Equipment <input type="checkbox"/> 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 <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Fire <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Number of Persons Injured	Number of Deaths
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 2007 CHEVROLET CORVETTE. AS SOON AS THE CONTACT STARTED THE VEHICLE, THE TRACTION CONTROL, ANTI-LOCK BRAKE SYSTEM, AND SERVICE ENGINE SOON WARNING INDICATORS ILLUMINATED. THE VEHICLE WAS NOT TAKEN TO THE DEALER OR AN INDEPENDENT MECHANIC. THE MANUFACTURER WAS NOT NOTIFIED OF THE FAILURE. THE VEHICLE WAS NOT REPAIRED. THE APPROXIMATE FAILURE MILEAGE WAS 36,000.			
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 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.			

THIS IS MAINLY HAPPENING ON
TELESCOPIC STEERING WHEEL OPTION
CARS

When Harmonic Balancers go Bad the can DESTROY FRONT OF ENGINE!

Narrative Description of Incident(s), Failure(s), Crash(es), and Injury(ies)

Since purchasing Vehicle I've Replaced (Harmonic Balancer) \$900.00
Repair which was covered By Bumperto Bumper Warranty But had to
Pay \$100.00 OUT OF POCKET For what I Believe Factory Defect.

Now at 36,000 miles Sensor lights of Traction Control (ABS) ETC,
are coming ON Because wires in Steering column are unmanaging
or unplugging because are too short. The repair will cost
\$100 to 150.00 OUT OF POCKET - can't use warranty (which I took out
extra on car. — The Difference is this can cause a wreck!!

ATTACH ADDITIONAL SHEETS IF NECESSARY

S.M. should Stand Behind This Built-in DEFECT!!

The TAXPAYERS Bailed Them (GM) OUT OF SUBPRIME mortgage INVESTMENT

U.S. Department of Transportation
National Highway Traffic Safety Administration
1200 New Jersey Avenue SE
Washington, D.C. 20077-9382
Official Business
Penalty for Private Use \$300

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NECESSARY
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IN THE
UNITED STATES



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POSTAGE WILL BE PAID BY ADDRESSEE

US Department of Transportation
National Highway Traffic Safety Administration
Office of Defects Investigation, NEF-100
1200 New Jersey Avenue SE.
Washington, D.C. 20077-9382



Think your vehicle
has a safety defect?



If so:
Use the enclosed
form to file a report.

or visit:
www.safercar.gov

or call:
Vehicle Safety Hotline
888-327-4236



Vehicle Owner's Questionnaire (VOQ)
U.S. Department of Transportation
National Highway Traffic Safety Administration



Bum Balancers

I am sure this has been addressed before, but why doesn't Chevy stand behind the problem that early C6 Corvettes had with their crank harmonic stabilizers falling apart, requiring an expensive repair? They even put out a tech bulletin and changed the pulley's part number. I contacted NHTSA about this in May, but I've yet to hear from them. I was just going through some old issues of Car and

Driver and stumbled upon a used-car buyer's guide that mentioned the problem.

Ray De Martini
Mickleton, NJ

I assume that Chevy doesn't pay to replace faulty 2005-2007 Corvette harmonic balancers because they have no contractual obligation to do so, and the cost would be enormous. For those who don't know, stock

L52 balancers are prone to failure because the rubber between the inner and outer sections deteriorates. When the rubber degrades the balancer pulley wobbles, often leading to other problems. These include failure of the accessories driven by the wobbling serpentine belt, and damage to the timing-chain cover and oil pan. A common telltale sign that the balancer is failing is a noticeable chirping sound coming from the front of the engine when it is running. If this problem was discovered while the vehicle was still under warranty, Chevrolet paid for repairs. But once the factory warranty expired, the company was no longer required to pick up the tab. This is the case with all car companies—and, in fact, with all manufacturers of goods in general. You could, of course, make the argument that Chevy has a moral obligation to pay for repairs, and that covering the cost is worth it to the company in terms of the goodwill it would engender. Just don't expect to change anyone's mind at the company.

G.M. is getting by with this Don't Let

(re)built to last.

The complexity of typical Corvette driveline components demand the skills of a pro. Whenever special tools and critical tolerances are in play, a misstep could prove disastrous. Zip's in-house techs excel at making "old" as-new again – specializing in differentials, trailing arms and wheel bearing assemblies. We live precision. Guaranteed.



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When G.M. was going bankrupt AND TAXPAYERS bailed them out
Zip
Corvettes are all we do.
Zip - G.M. was investing RETIREMENT

Re-Tiring Late

I'm looking to replace the original tires on my C5 50th Anniversary Corvette, which has just 25K miles on the odometer. Which brand and type would you recommend? I have been a subscriber to your magazine for more than 10 years.

Kyle Tagge
via e-mail

The best choice for replacement tires is, to a large extent, subjective. The first thing you should do is prioritize which tire-related variables are most important to you. These include tread wear, grip, wet-weather performance, noise and cost. And, of course, you must decide whether you want run-flat or non-run-flat tires. A significant number of people go with non-run-flat replacements because they are generally quieter and cost considerably less. The downside is that you will need a tow truck if you get a flat. If you want all-season, run-flat tires and money is not a concern, I recommend Michelin Pilot Sport A/S Plus ZP. If you can live with a sum-

THANGET BY WITH SENSOR PROBLEM TOO!!

WHEN G.M. LEFT OUR TOWN OF DANVILLE IL, AROUND 1996 THEY ALREADY HAD 50 FACTORIES IN OTHER COUNTRIES

Funds in Sub-Prime ~~mortgages~~ MORGAGES.

B.R.M.
Chronographes



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