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BISMARCK ND
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June 5, 2026

National Highway Traffic Safety Administration (NHTSA)

Office of Defects Investigation

1200 New Jersey Avenue SE

Washington, DC 20590

Subject: Safety Defect Report – Cadillac XT6 Blind-Spot Detection Failure and Super Cruise System Malfunction

To Whom It May Concern,

I am writing to report a safety defect involving the 2024 Cadillac XT6 I purchased in 2024 from a GM dealership in North Dakota. Although I no longer own the vehicle, the issues I experienced were significant enough that I believe NHTSA must have been made aware, as they pose a clear risk of injury or death to other drivers.

After purchasing the XT6, I encountered multiple mechanical and electronic failures, ultimately forcing me to trade the vehicle. I even got a call from a law firm asking me to join a class Action suit against Cadillac. I at my age have no interest in that. My primary concern, however, involves two critical safety systems: Super Cruise and the blind-spot detection system.

The super cruise issue is a consumer false advertising issue – perhaps not in your sphere of influence.

Super Cruise functioned only briefly after I purchased the vehicle before it failed. The messaging from Cadillac Service was inconsistent and often contradictory, making it impossible to determine the true status or capability of the system. I was told at various points that I needed to accept inferior performance, that nothing could be done, that the VIN confirmed the vehicle did have Super Cruise, and finally that GM had discontinued Super Cruise on that model without notifying customers. Not a problem for you perhaps.

I and two of my sons had all previously purchased GMC Sierra Denalis equipped with Super Cruise, so we were fully familiar with how the system is supposed to function. The XT6's behavior was clearly abnormal.

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More concerning is the blind-spot detection failure. As I continued using the vehicle, I began to notice the blind-spot detection irregularities, but I never trusted the system. Out of long-standing habit and training, I always turned my head to visually confirm the blind spot because electronic aids are helpful but never perfect. At first, I thought this might be a common issue — older drivers like me tend to double-check by turning our heads anyway. But the more I observed, the clearer it became that this was not normal driver caution. The system was often wrong and should not be considered OK. It is perfect in some vehicles and not perfect in others, leading to confidence in some models and in others poor performance. The Cadillac was poor performance. That can be fatal. If you put it on a vehicle it should work properly, or you do not put it on a vehicle. Put in a quality system or no system at all.

I will also be informing the dealership where I traded the vehicle that this is a genuine safety issue. Now that GM and the dealership are aware, I expect them to take appropriate action.

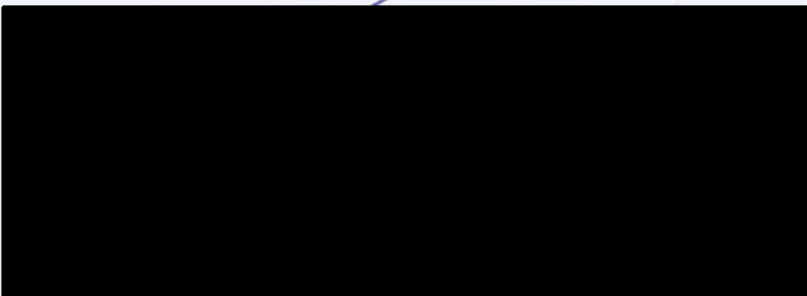
On multiple occasions, the system indicated that my blind spot was clear when in fact a large semi-truck was actually occupying that space. This is not a minor inconvenience; it is a potentially lethal defect that could cause a catastrophic collision.

I respectfully request that NHTSA investigate the Cadillac XT6 blind-spot detection system and the inconsistent handling of Super Cruise functionality on this model. There may be no reason for you to worry about a shoddy Cadillac super Cruise as that is a consumer issue. Do what you can with the blind spot issue. GM customers deserve accurate information, and the public deserves protection from a safety system that may fail at the exact moment it is needed most.

Thank you for your attention to this matter. I am available to provide any additional information you may require.

Perhaps all drivers are taught this is an aid to check the blind spot but I haven't been taught that and younger drivers may need to be told this is an aid and perhaps in many makes and models should not be trusted with your life. My limited research says GM brands are substantially worse than others. So if you are driving a Volvo or other European brands and switch to a GM brand, that could be a dangerous transition. All blind spot systems should be consistent for reasons of safety. If it is not as good as what was on your Volvo it shouldn't be allowed on a GM vehicle. Consistency is critical for reasons of safety.

Yours sincerely,

A large black rectangular redaction box covers the signature area, obscuring the name and any handwritten notes or dates that might have been present.

Bismarck, ND

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