

Posted U.S. Department of Transportation National Highway Traffic Safety Administration AUTO SAFETY HOTLINE VEHICLE OWNER'S QUESTIONNAIRE NATIONWIDE 1-800-424-9393 DC METRO AREA 202-366-0123 COPIED	FOR AGENCY USE ONLY DATE RECEIVED RECEIVED 00 FEB 22 PM 12:19 OFFICE OF DEFECTS INVESTIGATION REFERENCE NO. 551048 DAY TIME TELEPHONE NO. (AREA CODE) _____								
OWNER INFORMATION (TYPE OR PRINT) NAME and ADDRESS _____									
Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle? YES ☒ NO ☐ In the absence of an authorization, NHTSA WILL NOT provide your name or address to the vehicle manufacturer.									
SIGNATURE OF OWNER _____ DATE <u>2-13-00</u>									
VEHICLE INFORMATION									
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APPLICABLE ACCIDENT INFORMATION									
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NARRATIVE DESCRIPTION OF FAILURE(S), ACCIDENT(S), INJURY(IES)									
CONTINUE ON BACK IF NEEDED									
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 to 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.									

Fold to show Return Address (no stamp needed) Fasten with tape or staple and mail

INFORMATION ON TIRE FAILURE(S) (IF APPLICABLE)

TIRE IDENTIFICATION NO.*

D O T

MANUFACTURER/TIRE NAME

SIZE

* The identification number consists of 7 to 10 letters and numerals following the letters DOT. It is usually located near the rim flange on the side opposite the whitewall or on either side of a blackwall tire.

NARRATIVE DESCRIPTION (CONTINUED)

THE ENGINE IDLE DOES NOT RETURN TO NORMAL QUICKLY ENOUGH TO PREVENT THE DRIVE SHAFTS FROM OVERPOWERING THE FRONT WHEELS. ON SLIPPERY ROADS THIS CONDITION HAS PUSHED THE CAR THROUGH INTERSECTIONS. WHEN DRIVING DOWN A ROAD, IF YOU TAKE YOUR FOOT OFF THE GAS AND PUT THE CAR IN NEUTRAL, THE RPM'S ONLY DROP TO ABOUT 1800. IT TAKES ABOUT 10 SECONDS TO DROP TO ABOUT 1100 R.P.M. BECAUSE THE CAR IN THE DRIVE DOES NOT CAUSE THIS CONDITION TO RE-OCCUR, IT ONLY HAPPENS WHEN DRIVING ON THE ROAD.

IT DOES NOT SEEM TO OCCUR WHILE THE ENGINE IS WARMING UP AND THE OUTSIDE TEMP DOESN'T HAVE MUCH EFFECT ON THE CAR.

I'VE TAKEN IT TO THE DEALER BUT THEY CANNOT DETERMINE THE CAUSE OF THE PROBLEM. THEY WANTED TO START THROWING PARTS AT THE CAR WHICH WOULD BE AT MY EXPENSE. I'VE ALREADY SPENT A CONSIDERABLE AMOUNT OF MONEY TO CORRECT THIS PROBLEM.

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U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

400 Seventh St., S.W.
Washington, D.C. 20590

Official Business
Penalty for Private Use \$300

BUSINESS REPLY MAIL

FIRST CLASS PERMIT NO. 73173 WASHINGTON, D.C.

POSTAGE WILL BE PAID BY NATL HWY TRAFFIC SAFETY ADMIN.

U.S. Department of Transportation
National Highway Traffic Safety Administration
Auto Safety Hotline, NEF-11 HL
400 7th Street, SW
Washington, DC 20590

NO POSTAGE
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IN THE
UNITED STATES

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