

U.S. Department
of TransportationNational Highway
Traffic Safety
Administration

DOT Auto Safety Hotline
Vehicle Owner's Questionnaire
 TO REPORT VEHICLE SAFETY DEFECTS
 1-888-DASH-2-DOT
 (1-888-327-4236)
 INTERNET: www.nhtsa.dot.gov/hotline

FOR AGENCY USE ONLY

Date Received

Ord. or

Ref. No.

State

County

City

Reference No.

OWNER INFORMATION (Type or Print)

INVESTIGATION

557323

Daytime Telephone Number

Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle? ☐ YES ☐ NO
 in the absence of a manufacturer's address or address to the vehicle manufacturer.

Signature of Owner

Date

PRODUCT INFORMATION

Vehicle Identification No. (VIN)
(17 Digits)(Located at bottom of
windshield on driver's side)

Make

Model

Year

WBAAE640141687231

BMW

325

1987

Purchased Date

Dealer's Name

Engine Size
(CID/CC/L)☐ Turbo
☐ Diesel☐ Gas☐ Fuel Injection☒ New ☐ Used

Dealer's City

State

Zip Code

No. Cylinders

Manufacture Date
(on driver's door or pillar)

Transmission Type

Restraint System

Cruise Control

Drive/Train

Vehicle Type

Body Style

☐ Manual☐ Driverside Air Bag☐ Motorbelt☐ Yes☐ Front☐ Sport Utility☐ 2-Door☐ 4-Door☒ Automatic☐ Passengerside Air Bag☐ 2-Point Belt☒ No☒ Rear☐ Van☐ Truck☐ Stationwagon☐ Pick Up Truck☐ Minivan☐ Motorcycle☐ Other☐ Other

FAILED COMPONENT(S)/PART(S) INFORMATION

Part Name(s)

Location

Failed Part(s)

Handicap Adaptive Equip

IDLE CONTROL VALVE

☐ Left☐ Right☒ Original☐ Yes☐ Front☐ Rear☐ Replacement☒ No

TO BE COMPLETED WHEN REPORTING A TIRE FAILURE

Tire Brand

Tire Name

Complete Tire Size

No. of Failures

Date(s) of Failure(s)

Mileage at Failure(s)

Vehicle Speed at Failure(s)

Failed Part(s)

Available?

NHTSA Previously

Contacted?

☐ Yes☐ No☐ Yes☐ No

APPLICABLE INCIDENT INFORMATION

(Please describe in detail the incident(s), Failure(s), Crash(es), and Injury(ies). Attach photos if available.)

Crash

Fire

Number of Persons Injured

Number of Fatalities

Reported to Manufacturer

☐ Yes☒ No☐ Yes☒ No☒ Yes☐ No

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

Continue on back.

The Privacy Act of 1974 - Public Law 93-579 This information is requested pursuant to a 49 U.S.C. Chapter 301. You are under no obligation to respond to this questionnaire. Your response may be used to assist NHTSA in determining whether a manufacturer should take appropriate action to correct a safety defect. If NHTSA proceeds with administration enforcement or litigation against a manufacturer, your response, or a statistical summary thereof, may be used in support of the agency's action.

Mail postage free or fax to 202-366-7882

November 1, 2000

Incident information,

I was the only driver during these incidents. I am 74 yrs. and have never had a ticket or accident.

I would say the first incident happened 8 or 9 years ago.

I was leaving my dentist's office - put my car into reverse - I always have my foot on the brake when I go from neutral to reverse. There was a terrific roar of the engine & a hard surge, I slammed down on the brake - luckily there was not a car behind me. It scared me to death and I drove directly to the B.M.W. agency where I bought my car.

The service agent did not seem too upset and said she'd never heard of that happening and most likely I stepped on the accelerator. So that was that.

About 3 years ago it happened again. Only this time I slowly pulled into a vertical parking place with the drive gear and I had my foot lightly on the ~~brake~~ brake, another foot surge, I slammed down on the brake and stopped - no damage.

Last July 11, 2000 I pulled into a vertical parking place - slowly with my ~~foot~~ foot lightly on the brake - another surge - this one was so strong

I jumped the four cars - again slammed on the brake. This surge broke the oil pan and all the oil was lost. I had to have the car towed to my mechanic.

October 19, 2000 the surge happened again - not as strong but surely I realized what was happening and again slammed on the brake.

I then told my husband I would not drive my car again. We got in the car and I showed him exactly how I pull into a parking space. He agreed I never put my foot on the accelerator.

We went directly to our mechanic and after many hours on his computer he found

other BMW's with these
surging problems.

We went to the BMW
Agency - explained the prob-
lem and was told I
needed the idle control
~~valve~~ replaced and ^{THEY} would
not take responsibility for
the service charge.

The oil pan replaced
and the cost of the idle
control valve have cost me
a great deal more no fault
of mine. I feel BMW should
re-imburse me for part
of the cost.

Thank You

