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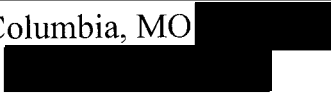
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JUN 14 10 30 AM

OFFICE
DEFECTS INVESTIGATION



Columbia, MO



EXECUTIVE SECRETARIAT

2002 JUN 20 P 10:28

SAFETY ADJ.

May 17, 2002

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Chevrolet Motor Division	General Manager	NHTSA
Customer Assistance Center	Perry Chevrolet, Inc.	U.S. Department of Transportation
P.O. Box 7047	#1 Business Loop 70 E.	Washington, D.C. 20590
Troy, MI 48007-7047	Columbia, MO 65203	

re: defect in design of 1999 S-10 with manual transmission that allows destruction of clutch and dangerous loss of drive power due to accumulation of grass or other debris sucked into clutch during ordinary and customary use;
 our vehicle VIN 1GCCS1443X8 [redacted]
 purchased 03/10/99 from Perry Chevrolet, Inc. In Columbia, MO;
 defect discovered 05/08/02 during repairs by Perry Chevrolet, Inc. service department;
 mileage at time of defect discovery was 35909 miles

Dear Sirs and entities:

We recently paid \$816.57 for the repair of a clutch that the service department at Perry Chevrolet, Inc. attributed to grass being sucked into the clutch. We had taken it in to be checked out because we were losing drive power as we drove it on hills and on the interstate highways. Such loss of drive power is dangerous. Further, such defect violates the implied power of merchantability under Missouri law.

Fortunately, no accident was caused and our claim is for economic loss only and possibly for revocation of the sale of this vehicle and the return of the original purchase price of \$12,447.00, depending on how General Motors wishes to handle this matter.

We understand that the warranty booklet that came with this truck contains some language attempting to limit the implied warranties under state law to the duration of the written warranty. However, that has no impact on the right to revoke the sale within a reasonable time after the discovery of the breach of warranty, and may not be enforceable since a Court may well determine that this language is not conspicuous.

We remain concerned that further use of this S-10 in its defective condition is not safe since nothing is changed that will prevent the reoccurrence of such damage to the clutch leading to either an accident or a fire. Thus, I would appreciate your responses to this situation in deciding the course of action we should now take. However, we will be gone on vacation [using a different vehicle] until after June 1, 2002.

CRV
8-14

Page 2 of letter of May 17, 2002, to

Chevrolet Motor Division General Manager
Customer Assistance Center Perry Chevrolet, Inc.
P.O. Box 7047 #1 Business Loop 70 E.
Troy, MI 48007-7047 Columbia, MO 65203

NHTSA
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We do have the grass packed old clutch in our possession, which may be examined at any reasonable time along with our S-10.

Please direct your written responses to [REDACTED]
St., Columbia, MO [REDACTED] or fax them to [REDACTED] Any phone calls may be made to [REDACTED]
[REDACTED] on or after June 3, 2002 to his law office phone number [REDACTED]

Thank you for your attention to this matter as we attempt to resolve any claims we might need to make regarding this situation.

Sincerely,

[REDACTED]