

U.S. Department
of TransportationNational Highway
Traffic Safety
Administration

DOT Auto Safety Hotline

Vehicle Owner's Questionnaire (VOQ)

NATIONWIDE 1-888-DASH-2-DOT

1-888-327-4236

www.nhtsa.dot.gov/hotline

FOR AGENCY USE ONLY

258

Date Received

14-JUL-2000

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Reference No.

725444

Do you authorize NHTSA to provide a copy of report to the manufacturer of your vehicle? ☐ YES ☐ NO
 In the absence of an authorization, NHTSA WILL NOT provide your name and address to the vehicle manufacturer.

Signature of Owner

Date ____/____/____

VEHICLE INFORMATION

Vehicle Ident. No. (VIN) (located at front of vehicle or driver's side)	Vehicle Make	Vehicle Model	Vehicle Year	Current Odometer Reading
2G4WD54L8M1894190	BUICK	REGAL	1991	

Purchase Date 01-JAN-1992	Dealer's Name _____	Engine Size (CID/CCL) 3800	☐ Turbo ☐ Diesel ☐ Gas ☒ Fuel Injection
☐ New ☒ Used	City _____ State _____ Zip Code _____	No. Cylinders _____	

Transmission Type ☐ Manual ☐ Automatic	Antilock Brakes ☒ Yes ☐ No	Restraint System ☐ 3-Point Belt ☐ Driverside Airbag ☐ Passengerside Airbag ☐ Motorbelt ☐ 2-Point Belt	Cruise Control ☒ Yes ☐ No	Drive Train ☒ Front ☐ Rear ☐ 4-Wheel	Vehicle Type ☐ Car ☐ Van ☐ Minivan ☐ Other ☐ Sport Vlt ☐ Truck ☐ Motorcycle	Body Style ☐ 2-Door ☒ 4-Door ☐ Stationwagon ☐ Pick Up Truck ☐ Other
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FAILED COMPONENT(S)/PART(S) INFORMATION

Component 15300000	Part Name(s) EQUIPMENT: SPEED CONTROL	Location ☐ Left ☐ Front ☐ Right ☐ Rear	Failed Part(s) ☐ Original ☐ Replacement
No. of Failures 25	Date(s) of Failure(s) 08-JUL-2000 Mileage at Failure(s) 156900 Vehicle Speed at Failure(s) 75	Failed Part(s) Available? Yes No	NHTSA Previously Contacted? Yes No

APPLICATION INCIDENT INFORMATION

(Please describe in detail the incident(s), failure(s), crash(es), and injury(ies) on the back of this form)

Crash ☐ Yes ☐ No	Fire ☐ Yes ☒ No	Number of Persons Injured	Number of Fatalities	Estimated Property Damage	Reported to Police ☐ Yes ☒ No
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NARRATIVE DESCRIPTION OF FAILURE(S), INCIDENT(S), INJURY(IES)

THE CRUISE CONTROL KEPT ON GOING OUT ON US ON OUR TRIP THROUGH NEW MEXICO, ARIZONA. IT WAS REALLY ANNOYING AND COULD HAVE BEEN DANGEROUS IF THERE HAD BEEN MORE TRAFFIC. I HAD TO KEEP AN EYE ON THE ODOMETER OR SPEEDOMETER AS CLOSELY AS I COULD. I FELT THAT THIS COULD HAVE REALLY BEEN DANGEROUS. I TALKED TO A MECHANIC IN A GAS STATION AND HE TOLD ME THAT IT POSSIBLY COULD BE COMPRESSION. HE COULD NOT HELP ME. WE TRAVELED EXTENSIVELY THROUGH THE AREAS OF ARIZONA AND NEW MEXICO, AND I THOUGHT THAT MAYBE IT WAS DUE TO ELEVATION THAT WOULD BE CAUSING SOME OF THE PROBLEMS. WHEN RETURNING TO OUR HOME IN INDIANAPOLIS THOUGH, WHILE GOING THROUGH THE FLATLANDS OF KANSAS, AND SOME OF THE OTHER PLACES WHERE IT WAS FLAT, IT DID THE SAME T

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.