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From: siracusa@publicinteractive.com
To: Young, Beverly <NHTSA>, Jimenez, Alberto <NHTSA>, Chiang, George <NHTSA>
Date: 6/22/00 10:24PM
Subject: Car Talk VOQ submission

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SUBMISSION DATE: Thursday, June 22nd 2000 at 10:23:39 PM

VEHICLE OWNER'S QUESTIONNAIRE
=====

OWNER INFORMATION

NAME

ADDRESS

Tri

TELEPHONE

NHTSA authorized to send a copy of this report to the manufacturer: No

VEHICLE INFORMATION

VIN: 3P3ES47C3TT242733

MAKE: Plymouth

MODEL: Neon

YEAR: 1996

ODOMETER: 64,400

PURCHASE DATE: NEW OR USED: New

DEALER NAME: Krueger Auto and Truck Villa

ADDRESS: Waverly, IA 50677

ENGINE SIZE:

CYLINDERS: 4

FUEL INJECTION: No

TURBO: No

FUEL TYPE: Gas

ANTILOCK BRAKES: Yes

CRUISE CONTROL: Yes

DRIVETRAIN: Front

DRIVER AIRBAG: Yes
PASSENGER AIRBAG: Yes
3-POINT BELT: No
MOTOR BELT: No
2-POINT BELT: No
BODY STYLE: 4-Door

FAILED COMPONENT(S)/PART(S) INFORMATION

COMPONENT: HEAD AND GASKETS
CRUISE CONTROL

PART NAME(S):

LOCATION:

NUMBER OF FAILURES: HEAD-1
CRUISE-3

DATE(S) OF FAILURES: JUNE 17, 2000-HEAD, MAY AND JUNE 2000-CRUISE

MILEAGE AT FAILURE(S): 64,000

SPEED AT FAILURE(S): 60 MPH

MANUFACTURER CONTACTED: No

NHTSA CONTACTED: No

APPLICABLE ACCIDENT INFORMATION

ACCIDENT: No
FIRE: No

NUMBER OF PERSONS INJURED:
NUMBER OF FATALITIES:
ESTIMATED PROPERTY DAMAGE: \$

DRIVER AIRBAG DEPLOYED:
PASSENGER AIRBAG DEPLOYED:

REPORTED TO POLICE:

INFORMATION ON TIRE FAILURE(S) (IF APPLICABLE)

DOT NUMBER: DOT
TIRE MANUFACTURER:
TIRE NAME:
TIRE SIZE:

ADDITIONAL COMMENTS

The head gasket problem is not as much an accident risk. But it could be if the head cracks completely and the engine seizes on the highway. The cruise problem is different. On three different occasions, when I pushed the cancel button to slow down when approaching a stop sign, the car suddenly sped up. I thought that I might have accidentally pushed the accelerate button while pushing the cancel button. I tried to do it on purpose but could not duplicate the occurrence.

END OF FORM
