



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
INTERNET: <http://www.nhtsa.dot.gov>

FOR AGENCY USE ONLY 1362

Date Received

23-JAN-2002

Od_or _____
rt_dt _____
pd_rt _____
rp_lr _____

Reference No.

8002743

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) (Location at bottom of windshield and driver's side door)		Vehicle Make PONTIAC	Vehicle Model GRAND AM	Vehicle Year 2000	Current Odometer Reading
Purchase Date ☐ New ☒ Used	Dealer's Name _____ City _____ State _____ Zip Code _____		Engine Size (CID/CC/L) _____ No Cylinders _____	☐ Turbo ☐ Diesel ☐ Gas ☐ Fuel Injection	
Transmission Type ☐ Manual ☐ Automatic	Antilock Brakes ☐ Yes ☐ No	Restraint System ☐ 3-Point Belt ☐ Motorbelt ☐ Driverside Airbag ☐ 2-Point Bel ☐ Passengerside Airbag	Cruise Control ☐ Yes ☐ No	Drive Train ☐ Front ☐ Rear ☐ 4-Wheel	Vehicle Type ☐ Car ☐ Sport Util ☐ Van ☐ Truck ☐ Minivan ☐ Motorcycle ☐ Other _____ Body Style ☐ 2-Door ☐ 4-Door ☐ Stationwagon ☐ Pick Up Truck ☐ Other _____

FAILED COMPONENT(S)/PART(S) INFORMATION

Component 03200000	Part Name(s) BRAKES:HYDRAULIC SYSTEM	Location ☐ Left ☐ Right ☐ Front ☐ Rear	Failed Part(s) ☐ Original ☐ Replacement
No of Failure	Dates of Failure(s) _____ Mileage at Failure(s) _____ Vehicle Speed at Failure(s) _____	Failed Part(s) ☐ Yes ☐ No	NHTSA Previously ☐ 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 Damag	Reported to Police ☐ Yes ☐ No
---	--	---------------------------	----------------------	--------------------------	--

NARRATIVE DESCRIPTION OF FAILURE(S), INCIDENT(S), INJURY(IES)

WHILE DRIVING 35-40 MPH APPLIED BRAKES AND THERE WAS NO RESPONSE. BRAKES WERE CONSTANTLY SKIPPING.*AK

COPIES OF THIS FORM ARE:

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.

 U.S. Department of Transportation National 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 1362 Date Received: <u>02 FEB 01</u> <u>23-JAN-2002</u> Od_r _____ rt_dt _____ od_rt _____ up_ltr _____ Reference No. 8002743	
OWNER INFORMATION (Type or Print) [Redacted]				Work _____ Home _____	
Do you authorize NHTSA to provide a copy of report to the manufacturer of your vehicle? In the absence of an authorization, NHTSA WILL NOT provide your name and address to the vehicle's manufacturer. Signature of Owner: [Redacted] ☒ YES ☐ NO Date: <u>2/4/02</u>					
VEHICLE INFORMATION					
Vehicle Ident. No. (VIN) (Located above windshield on driver's side) <u>1G2NF52TKYC537532</u>		Vehicle Make <u>PONTIAC</u>	Vehicle Model <u>GRAND AM</u>	Vehicle Year <u>2000</u>	Current Odometer Reading <u>30,020</u>
Purchase Date <u>5-2-2000</u>		Dealer's Name <u>DAN THOMAS</u>		Engine Size <u>1.6L/100</u> ☐ Turbo ☐ Diesel ☒ Gas ☒ Fuel Injection	
☐ New ☒ Used		City <u>ASHEBORO</u> State <u>NC</u> Zip Code <u>27204</u>		No Cylinders <u>4</u>	
Transmission Type ☐ Manual ☒ Automatic		Antilock Brakes ☒ Yes ☐ No		Restraint System ☐ 3-Point Belt ☐ Motorbelt ☒ Driver's Side Airbag ☐ 2-Point Belt ☒ Passenger's Side Airbag	
Cruise Control ☒ Yes ☐ No		Drive Type ☒ Front ☐ Rear ☐ 4-Wheel		Vehicle Type ☒ Car ☐ Sport Utl ☐ Van ☐ Truck ☐ Minivan ☐ Motorcycle ☐ Other	
Body Style ☐ 2-Door ☒ 4-Door ☐ Stationwagon ☐ Pick Up ☐ Truck					
FAILED COMPONENT(S)/PART(S) INFORMATION					
Component <u>03200000</u>	Part Name(s) <u>BRAKES:HYDRAULIC SYSTEM</u>		Location ☐ Left ☐ Right ☐ Front ☐ Rear		Failed Part(s) ☐ Original ☐ Replacement
No of Failures <u>6</u>	Date(s) of Failure(s) <u>12/4/00, 8/28/00, 3/9/01, 4/19/01, 11/29/01</u>		Mileage at Failure(s) <u>See attached</u>		Vehicle Speed at Failure(s) <u>See attached</u>
Failed Part(s) ☒ Yes ☐ No		NHTSA Previously ☐ 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
NARRATIVE DESCRIPTION OF FAILURE(S), INCIDENT(S), INJURY(IES) WHILE DRIVING 35-40 MPH APPLIED BRAKES AND THERE WAS NO RESPONSE. BRAKES WERE CONSTANTLY SKIPPING. <i>* See attached paperwork.</i> <i>Thanks Kristi</i>					
CONTINUE IF NECESSARY					
The Privacy Act of 1974 (Public Law 93-57) 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.*

DOT G C W - 8 7 M 4 M S V

MANUFACTURER/TIRE NAME

GOODYEAR EAGLE LS

SIZE 16"

* 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.

P225/50R16

NARRATIVE DESCRIPTION (CONTINUED)

T303481 - G C W - 8 7 M 4 M S V

I have tried working within the N.C. state guidelines as far as lemon laws go. I allowed GM a 5th try, to fix my vehicle, which they said would fix it once and for all and I am right back at square one. The car vibrates terribly when brakes are applied. Last week my son & I were on our way to school and it was pouring down rain, we were traveling approx. 35mph when we approached the stop light and I applied the brakes — They skipped!! You know I'm not real sure how much more clearer I could get to GM's that this car is a lemon. I am fed up. I have contacted GM's and asked them to repurchase the car because by the laws of N.C. I contacted the manufacture in writing, allowed them a final fix and the problem persists. To me replacing the car would be a lot cheaper on them than paying for an accident.

★ U.S. G.P.O.: 1992 — 823-887 / 80086

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.

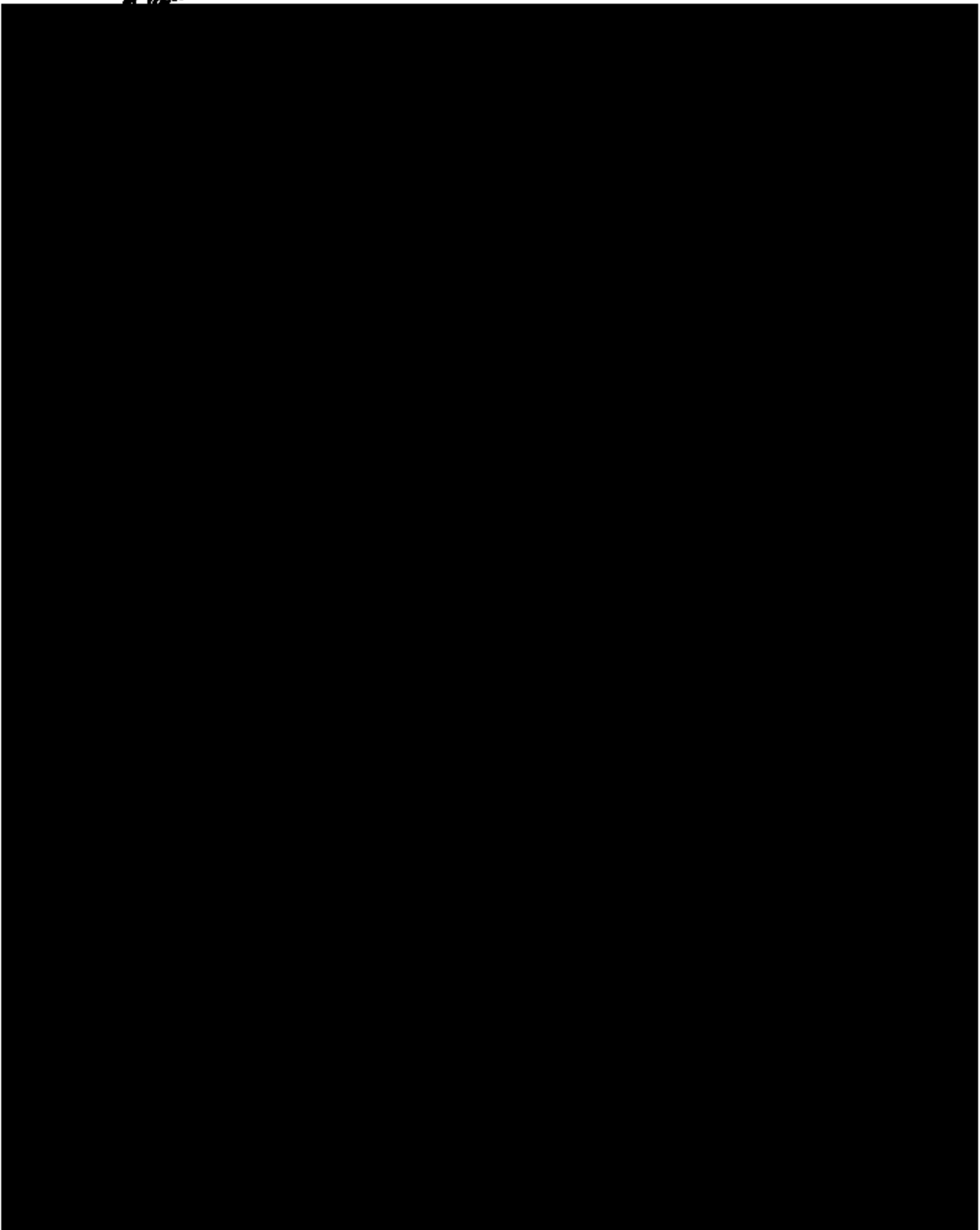
U.S. Department of Transportation
National Highway Traffic Safety Administration
Information Management Staff NSA-10.01
400 7th Street, SW
Washington, DC 20590

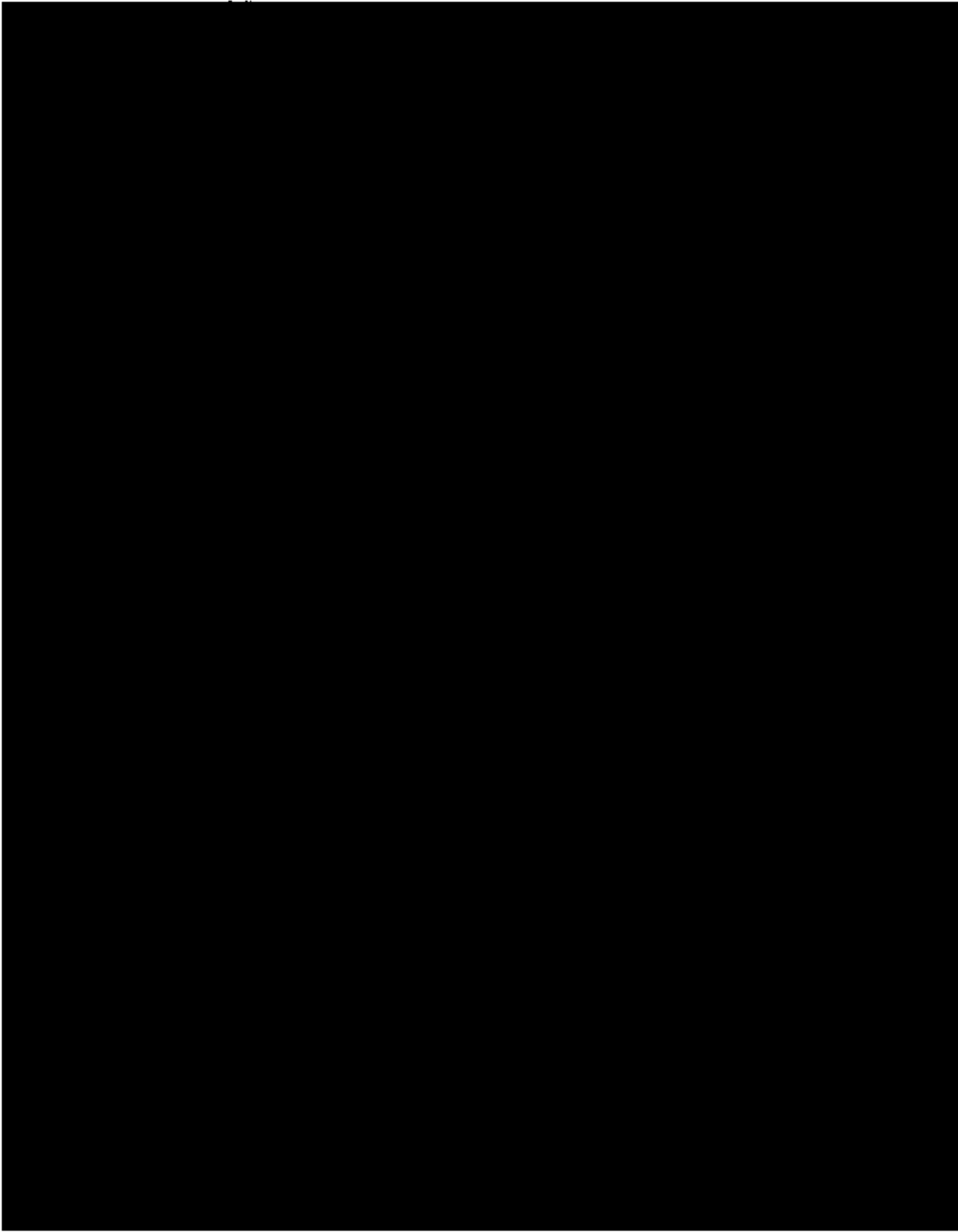
NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES

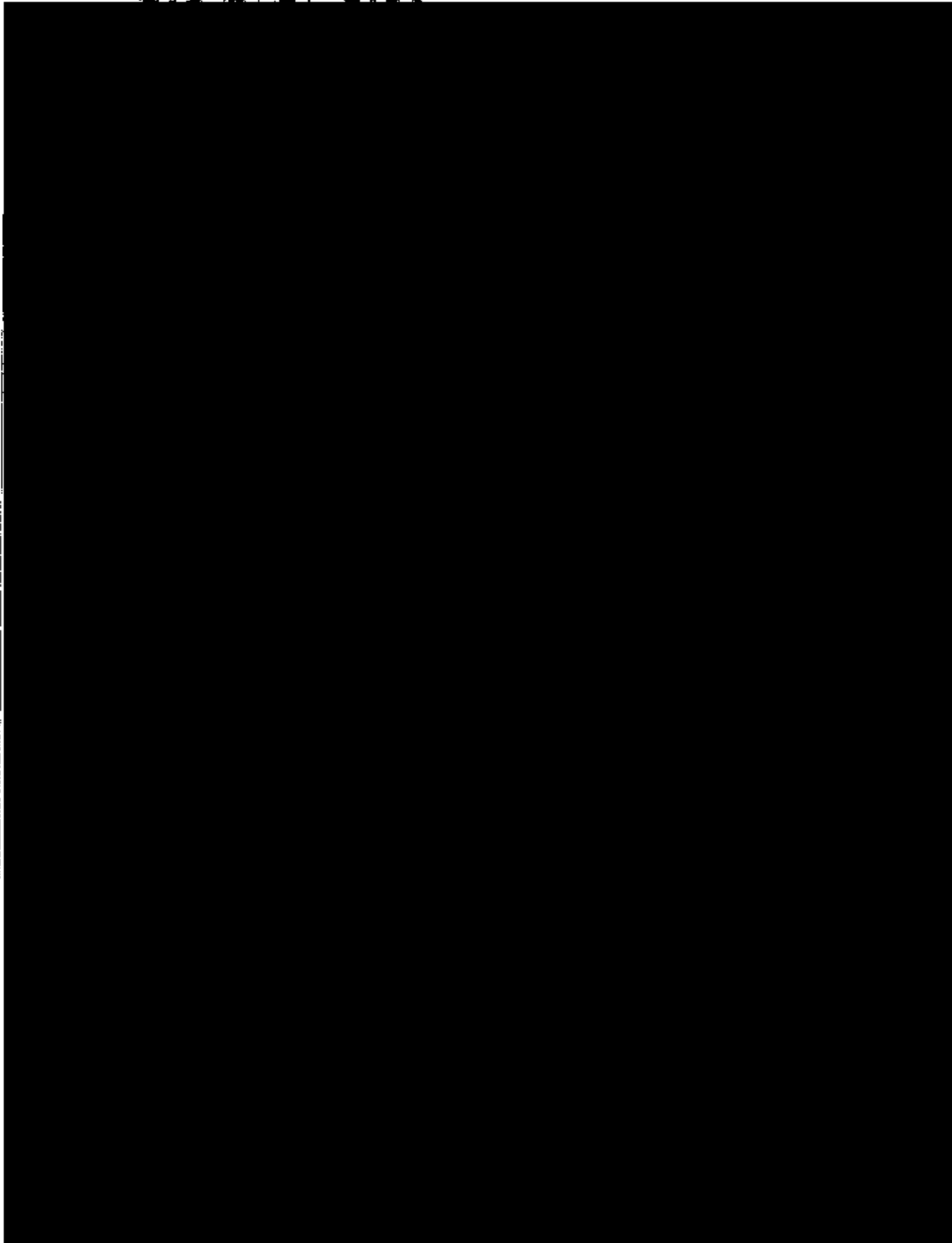
**THE FOLLOWING PAGES ARE WITHHELD TO
PROTECT UNWARRANTED INVASION OF
PERSONAL PRIVACY PURSUANT TO
EXEMPTION 6 OF THE FREEDOM OF
INFORMATION ACT, 5 U.S.C. 552(b)(6)**

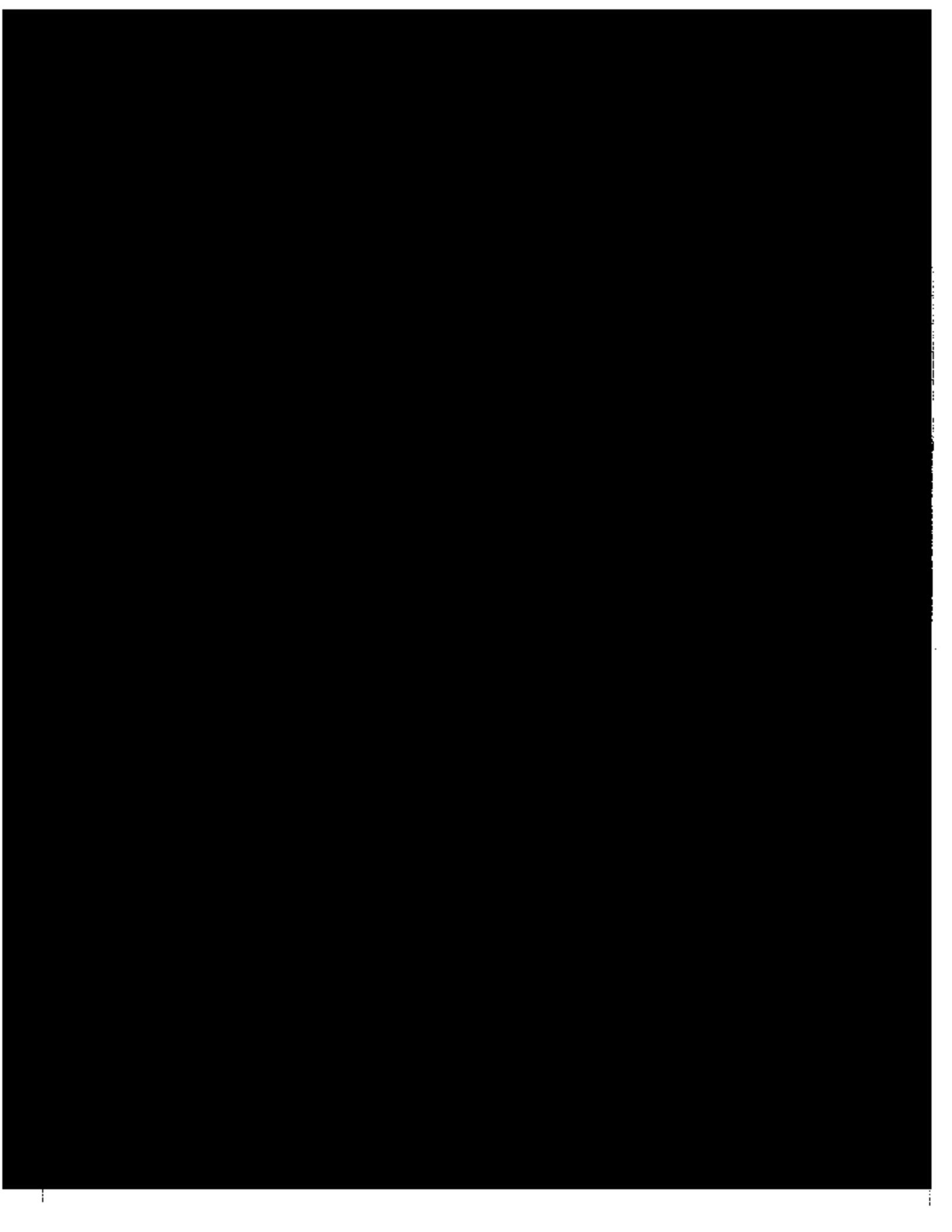
(Page 1 through Page 20)

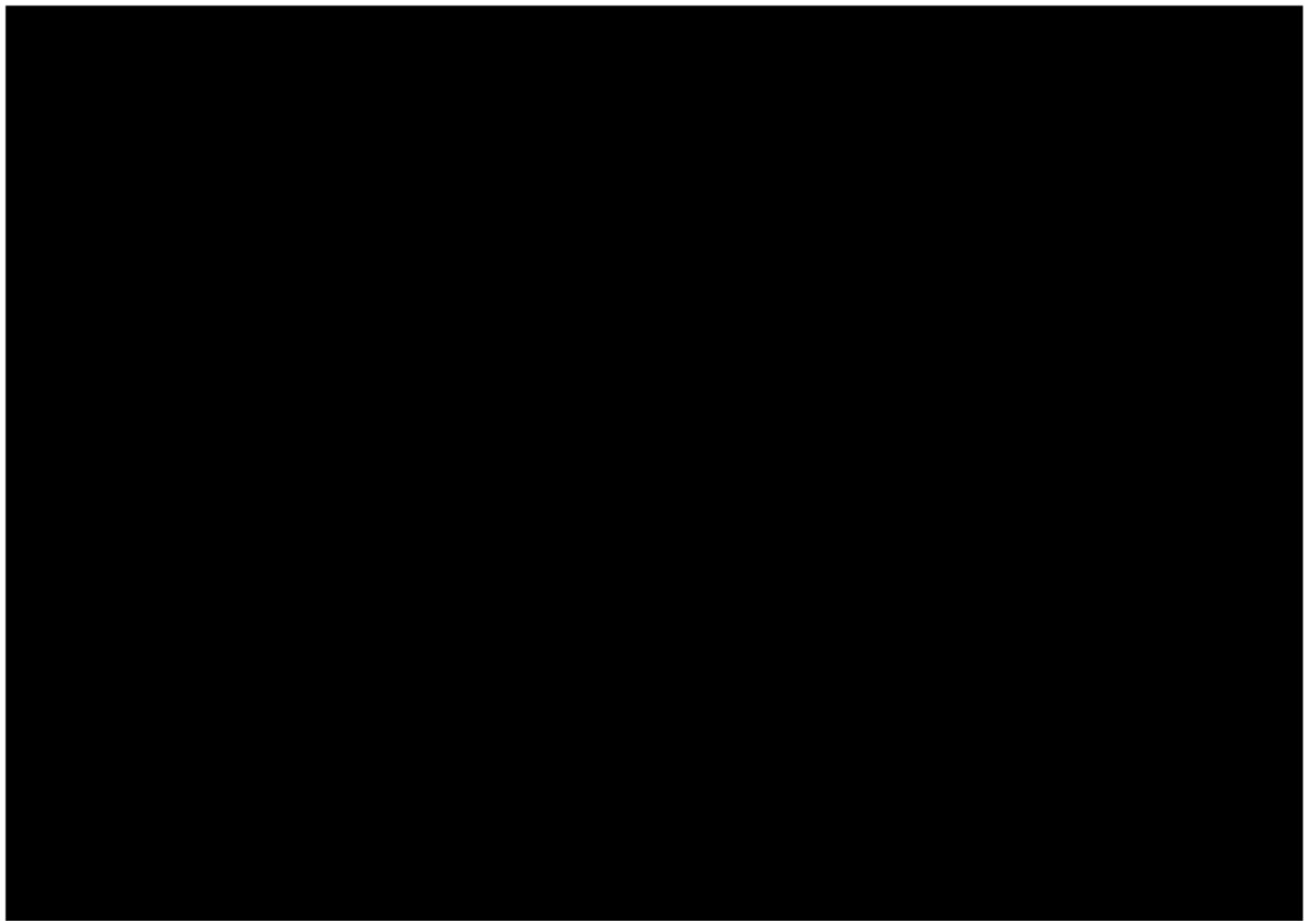
200

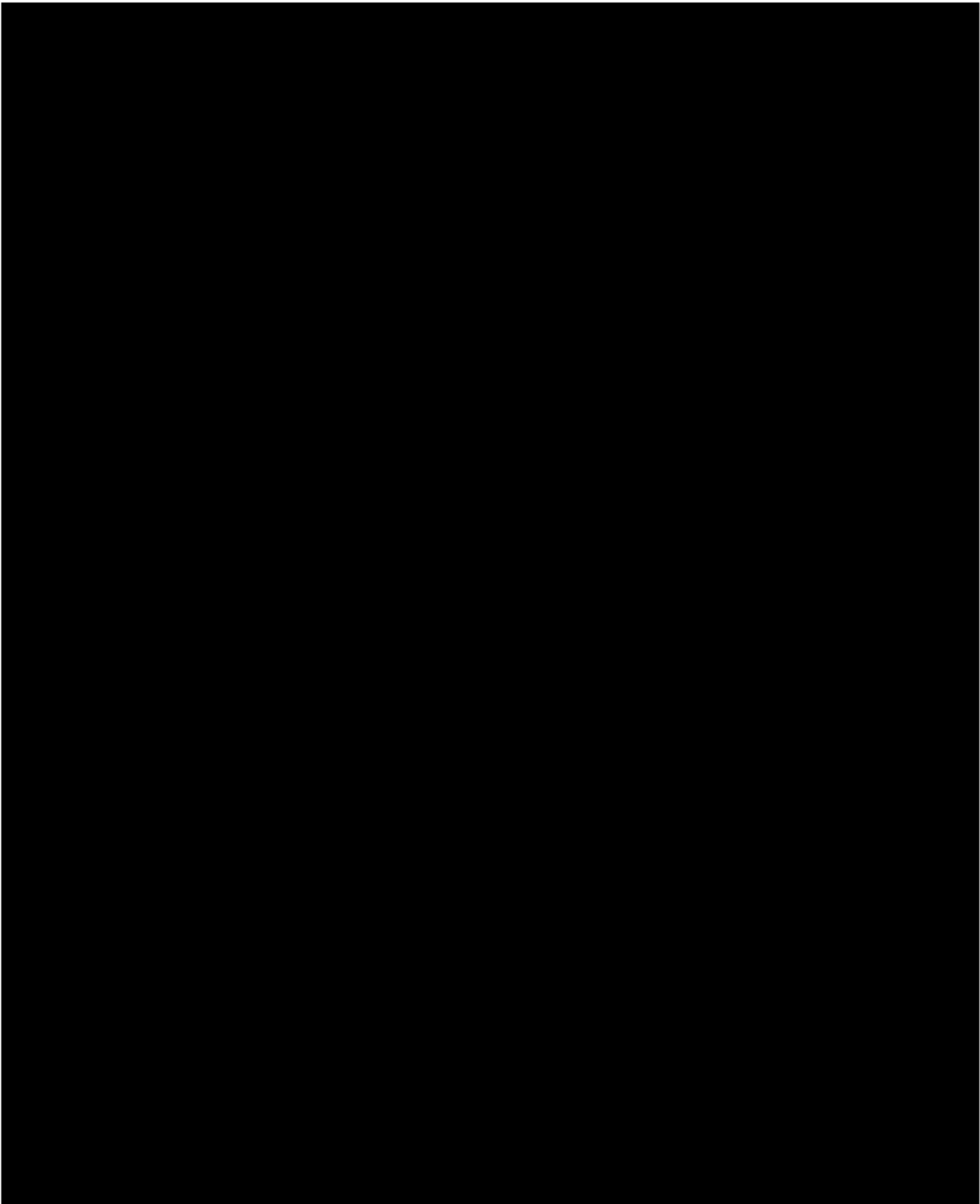








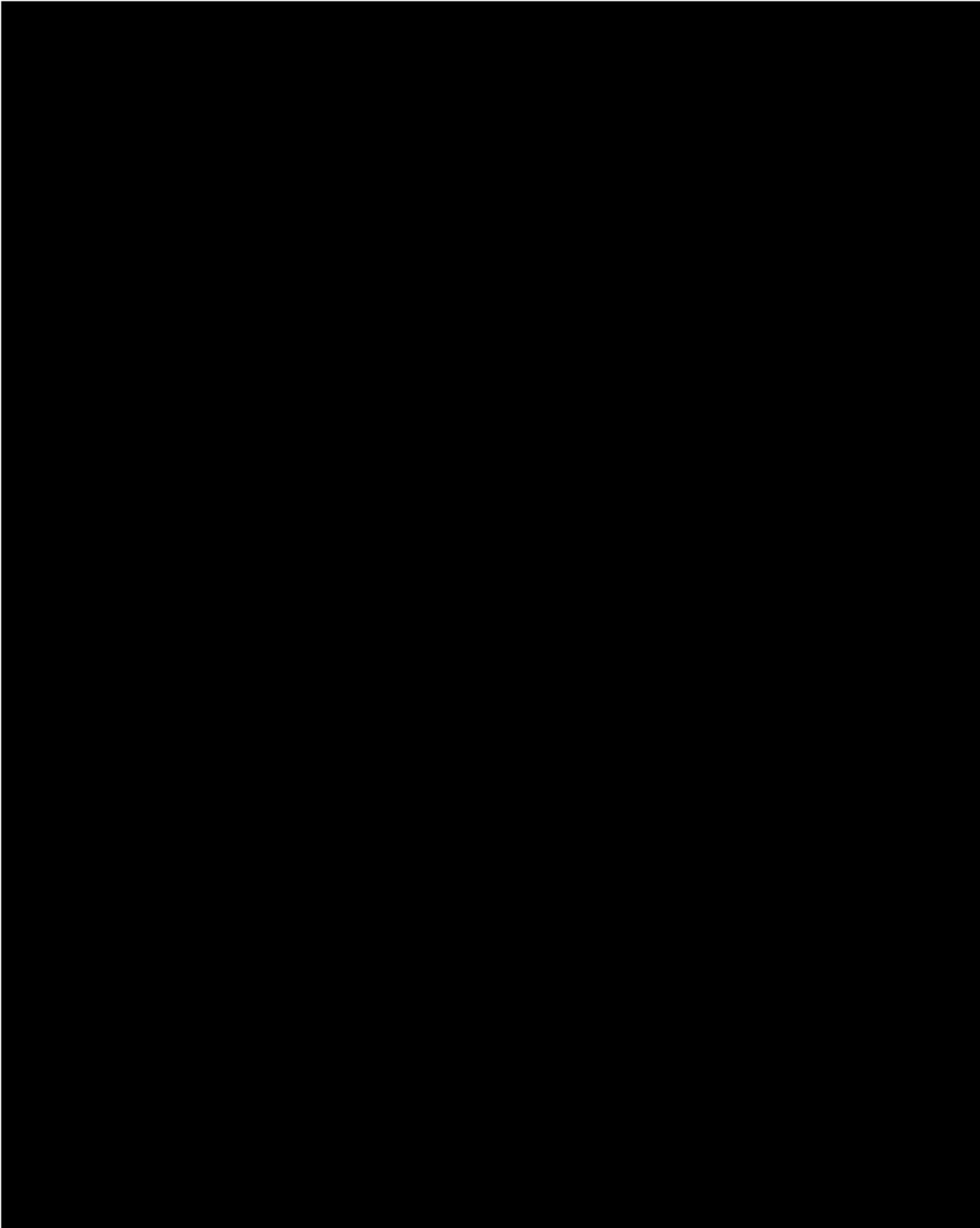


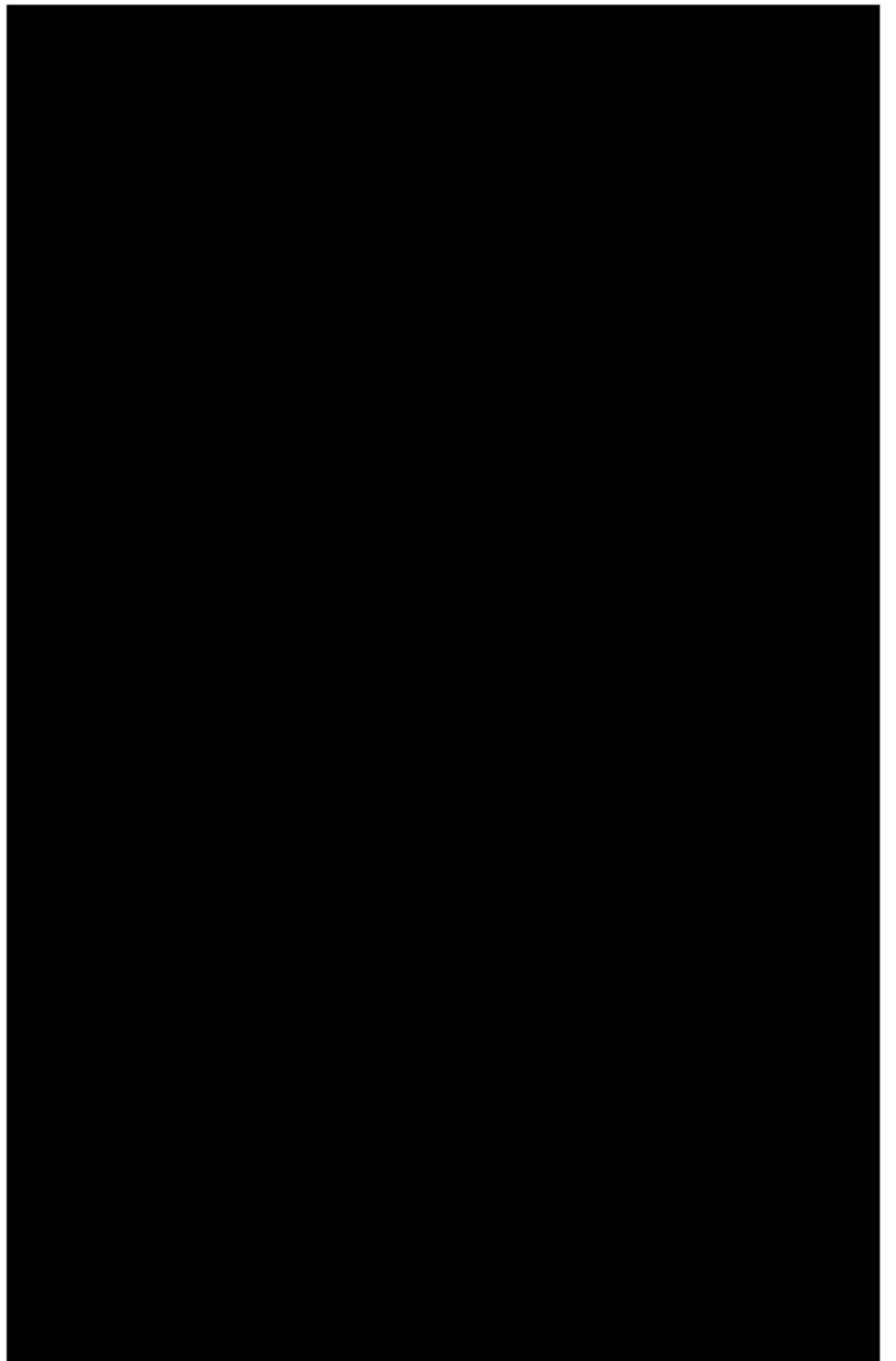


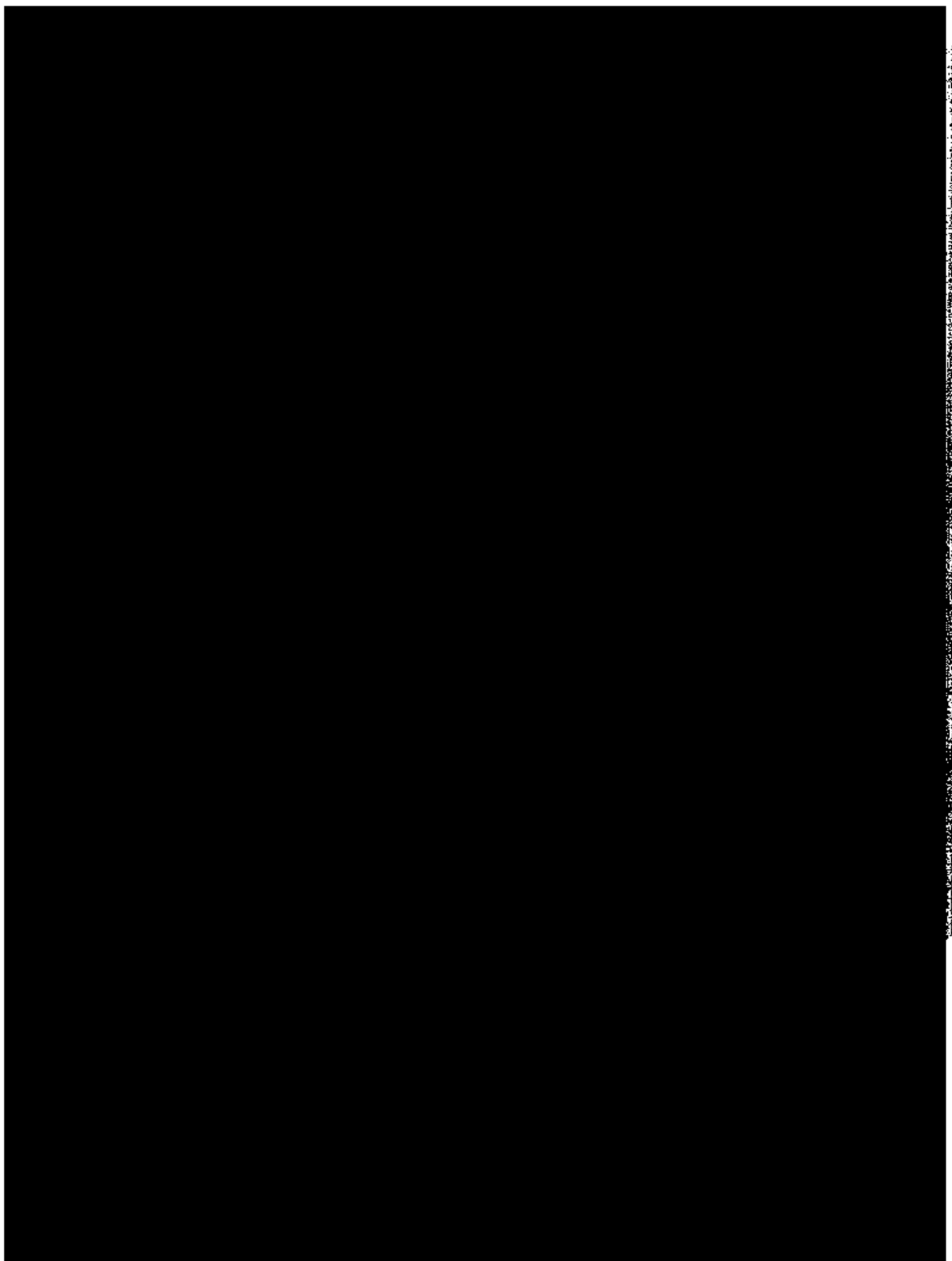
The first part of the paper discusses the importance of the study of the history of the United States. It is argued that the study of history is essential for a full understanding of the present. The second part of the paper discusses the importance of the study of the history of the United States. It is argued that the study of history is essential for a full understanding of the present. The third part of the paper discusses the importance of the study of the history of the United States. It is argued that the study of history is essential for a full understanding of the present.

The fourth part of the paper discusses the importance of the study of the history of the United States. It is argued that the study of history is essential for a full understanding of the present. The fifth part of the paper discusses the importance of the study of the history of the United States. It is argued that the study of history is essential for a full understanding of the present. The sixth part of the paper discusses the importance of the study of the history of the United States. It is argued that the study of history is essential for a full understanding of the present.

The seventh part of the paper discusses the importance of the study of the history of the United States. It is argued that the study of history is essential for a full understanding of the present. The eighth part of the paper discusses the importance of the study of the history of the United States. It is argued that the study of history is essential for a full understanding of the present. The ninth part of the paper discusses the importance of the study of the history of the United States. It is argued that the study of history is essential for a full understanding of the present.







the 1990s, the number of people in the UK who are aged 65 and over has increased by 1.5 million (1990–1999) and is projected to increase by a further 1.5 million by 2010 (Office of National Statistics 2000).

There is a growing awareness of the need to develop strategies to meet the needs of the ageing population. The Department of Health (1999) has identified the need to develop a new paradigm of care for the ageing population, one that is based on the concept of 'active ageing'. This paradigm is based on the idea that older people should be able to live independently, to be active and to participate in society. The Department of Health (1999) has identified a number of key areas for action in order to achieve this paradigm, including: (1) the need to improve the health and well-being of older people; (2) the need to improve the social and economic conditions of older people; and (3) the need to improve the services available to older people.

The Department of Health (1999) has identified a number of key areas for action in order to achieve this paradigm, including: (1) the need to improve the health and well-being of older people; (2) the need to improve the social and economic conditions of older people; and (3) the need to improve the services available to older people. The Department of Health (1999) has identified a number of key areas for action in order to achieve this paradigm, including: (1) the need to improve the health and well-being of older people; (2) the need to improve the social and economic conditions of older people; and (3) the need to improve the services available to older people.

The Department of Health (1999) has identified a number of key areas for action in order to achieve this paradigm, including: (1) the need to improve the health and well-being of older people; (2) the need to improve the social and economic conditions of older people; and (3) the need to improve the services available to older people. The Department of Health (1999) has identified a number of key areas for action in order to achieve this paradigm, including: (1) the need to improve the health and well-being of older people; (2) the need to improve the social and economic conditions of older people; and (3) the need to improve the services available to older people.

The Department of Health (1999) has identified a number of key areas for action in order to achieve this paradigm, including: (1) the need to improve the health and well-being of older people; (2) the need to improve the social and economic conditions of older people; and (3) the need to improve the services available to older people. The Department of Health (1999) has identified a number of key areas for action in order to achieve this paradigm, including: (1) the need to improve the health and well-being of older people; (2) the need to improve the social and economic conditions of older people; and (3) the need to improve the services available to older people.

The Department of Health (1999) has identified a number of key areas for action in order to achieve this paradigm, including: (1) the need to improve the health and well-being of older people; (2) the need to improve the social and economic conditions of older people; and (3) the need to improve the services available to older people. The Department of Health (1999) has identified a number of key areas for action in order to achieve this paradigm, including: (1) the need to improve the health and well-being of older people; (2) the need to improve the social and economic conditions of older people; and (3) the need to improve the services available to older people.

The Department of Health (1999) has identified a number of key areas for action in order to achieve this paradigm, including: (1) the need to improve the health and well-being of older people; (2) the need to improve the social and economic conditions of older people; and (3) the need to improve the services available to older people. The Department of Health (1999) has identified a number of key areas for action in order to achieve this paradigm, including: (1) the need to improve the health and well-being of older people; (2) the need to improve the social and economic conditions of older people; and (3) the need to improve the services available to older people.

The Department of Health (1999) has identified a number of key areas for action in order to achieve this paradigm, including: (1) the need to improve the health and well-being of older people; (2) the need to improve the social and economic conditions of older people; and (3) the need to improve the services available to older people. The Department of Health (1999) has identified a number of key areas for action in order to achieve this paradigm, including: (1) the need to improve the health and well-being of older people; (2) the need to improve the social and economic conditions of older people; and (3) the need to improve the services available to older people.

