

see attached

Is there any record of the Cadillac - 91 or nearby - "take off" while they are started in "neutral", as my car did at the time of the accident?

Conducting an additional study of a successful

The Privacy Act of 1974—Public Laws 93-597 This information is requested pursuant to authority vested in the National Highway Traffic Safety Administration. You do not have to disclose any information to respond to this request. Your response may be used to assist the NHTSA in determining whether a rulemaking should take appropriate action to enhance a safety device. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, in a validated summary format, may be used in support of the agency's action.

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HS Form 350 (Rev. 2/99)

FIRST-CLASS MAIL PERMIT NO. 73173 WASHINGTON, D.C.

U.S. Department of Transportation
National Highway Traffic Safety Administration
Office of Defects Investigation, NSA-10.01
400 7th Street, SW
Washington, DC 20590

[illegible]

Complete and return or place in your car manual for future use



VEHICLE

QUESTIONNAIRE

(DOV)

DOT AUTO SAFETY HOTLINE

**TO REPORT VEHICLE SAFETY DEFECTS
COMPLETE THIS FORM**

OF

DASH 2 DOT

and dial toll free at

1-888-DASH-2-DOT

1-888-327-4236

DOT Auto Safety Hotline
(888) 234-6389



**U.S. Department of Transportation
National Highway Traffic Safety**

www.nhtsa.dot.gov/hotline

[REDACTED]

September 14, 2001

National Highway Traffic Safety Administration

Gentlemen:

The phone inquiry I made resulted only on your supplying me with your forms, much of it not applicable.

The issue is:

When a car is started in neutral - either while the motor has stalled in normal traffic, or from a standing start, can it "take off" (resume normal speed in traffic OR drive forward while the gearlever is still in neutral) without putting gear lever in "drive"?

This happened to my car on both occasions.

Dealer stated it was repaired by replacing "a" faulty ECM computer" which controls fuel injection..

Please advise whether you had similar events reported, and full details.

Thank you,

Sincerely,

[REDACTED]

On Friday 7/7/2001, afternoon, I had to take the car out of a Lot, and had to drive over a berm (not visible from low Cadillac), hit the underside of car, later diagnosed as "cat converter" by Cadillac repair shop. Also on highway driving, motor kept stalling; I threw it into neutral, turned key (in neutral), car drove on for miles, but it happened again, started again in neutral, drove on.

Later car stalled again, key turned motor on but car would go only 5 mph. Had it towed to Cadillac dealer's shop, Vic Alfonso, 633 NE Twelfth Av, Portland OR 97208.

Monday a.m. spoke to service advisor Brent Knepper, who took the car in for necessary repairs, released car Tuesday 7/10/01 as repaired, I paid \$795.24, reported to American Family Insurance, (Lake Oswego OR) Adjuster Marion Pratt. (refused to pay. claimed "mechanical defect," not collision with berm/curb)

Next day, car stalled again on highway, 2-3 times. Returned to dealer, reporting the repeated stalling, set up appointment for 7/13/01. Service advisor stated car cannot be started in driving, and while starting in neutral.

On 7/12/01, about 12:00 noon, I was stopped for red signal light, about the 4th car, some 5-6 ft. behind other car. Motor stalled while waiting for light to change. Put in neutral, turned key again, car drove forward, hit car in front, who hit next car in front, just before light changed. Police report available.

Had car towed back to Vic Alfonso Cadillac, insurance company insisted that only used parts (front end) be used, took almost 4 weeks to repair.

I was fully insured, full liability and collision, \$500. deductible.

The final repairs for Electronic control module etc., my cost \$473.04.

Apparently this faulty ECM module was what the Vic Alfonso mechanics had neglected to catch when the stalling motor was reported to them, and which was apparently damaged or "out-of-sync" by the original incident on 7/7/2001, where there was a definite collision with the steep curb or berm, that caused the original damage of the "converter" as well as the overlooked damage to the "ECM".